



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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## WEEKLY HIGHLIGHTS

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### OOIDA Petitions DOT To Facilitate Greater Broker Transparency

On May 19, the Owner-Operator Independent Drivers Association (OOIDA) [petitioned](#) the U.S. Department of Transportation (DOT) and DOT's Federal Motor Carrier Safety Administration to initiate a rulemaking to improve broker transparency regulations. Noting transparency is required by [49 CFR §371.3](#), the petition proposes the following measures: first, requiring brokers to provide automatically an electronic copy of each transaction record within 48 hours after completion of contractual service; second, explicitly prohibiting brokers from including any contract provision requiring a carrier to waive its access rights (as ensured by 49 CFR §371.3) to the transaction records; and finally, levying and enforcing a structured fine system for noncompliance and suspending or revoking the authority of unscrupulous brokers that show a pattern of noncompliance.

### CISA and INL Release Commercial Routing Assistance Tool for Truckers

The Cybersecurity and Infrastructure Security Agency (CISA) and Idaho National Laboratory (INL) launched a new free app that leverages information from the landing page for [INL's Commercial Routing Assistance \(CRA\) tool](#). Serving U.S. truckers and other commercial drivers, the app integrates coordinated data streams to devise multiple routing options. With this information, drivers can efficiently manage trips across multiple States, optimizing the timely delivery of goods in the presence of disruptions. CISA funded the app, and INL developed it in partnership with industry and government operational professionals.

### STB Invites Additional Stakeholder Input on Rate Review Options

On May 15, the Surface Transportation Board (STB) [announced](#) it will waive the general prohibition on ex parte (EP) communications between June 1, 2020, and July 15, 2020. The suspension of the prohibition will permit informal discussions with stakeholders on STB's proposed rule in EP 755, Final Offer Rate Review. In September 2019, STB proposed a new procedure, known as "final offer rate review," for challenging the reasonableness of railroad rates in smaller cases. Grain and other agricultural shippers have long found STB's current rate review procedures to be inaccessible, putting effective rate relief out of reach. To schedule a meeting, which will be held via telephone or online conference, parties should contact STB's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238.

## Snapshots by Sector

### Export Sales

For the week ending May 14, **unshipped balances** of wheat, corn, and soybeans totaled 22.6 million metric tons (mmt). This represented a 6-percent decrease in outstanding sales from the same time last year. Net **corn export sales** were 0.884 mmt, down 18 percent from the past week. Net **soybean export sales** were 1.205 mmt, up 99 percent from the previous week. Net weekly **wheat export sales** were 0.176 mmt, down 14 percent from the previous week.

### Rail

U.S. Class I railroads originated 20,790 **grain carloads** during the week ending May 16. This was 4 percent less than the previous week, 10 percent less than last year, and 9 percent lower than the 3-year average.

Average June shuttle **secondary railcar** bids/offers (per car) were \$98 below tariff for the week ending May 21. This was \$36 more than last week and \$76 lower than this week last year. There were no non-shuttle bids/offers this week.

### Barge

For the week ending May 23, **barge grain movements** totaled 791,568 tons. This was 25 percent more than the previous week and 46 percent more than the same period last year.

For the week ending May 23, 500 grain barges **moved down river**—87 more barges than the previous week. There were 646 grain barges **unloaded in New Orleans**, 25 percent more than the previous week.

### Ocean

For the week ending May 21, 34 **oceangoing grain vessels** were loaded in the Gulf—6 percent fewer than the same period last year. Within the next 10 days (starting May 22), 34 vessels were expected to be loaded—19 percent fewer than the same period last year.

As of May 21, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$34.00. This was unchanged from the previous week. The rate from the Pacific Northwest (PNW) to Japan was \$17.75 per mt, unchanged from the previous week.

### Fuel

For the week ending May 25, the U.S. average **diesel fuel price** increased 0.4 cents from the previous week to \$2.390 per gallon, 76.1 cents below the same week last year.

# Feature Article/Calendar

## Soybean Transportation and Landed Costs in First Quarter 2020

The United States and Brazil are the world's leading producers and exporters of soybeans. Both countries compete for the same overseas markets, including China—the world's largest importer of soybeans. Despite vying for the same markets, the United States and Brazil have different production methods and transportation cost structures. Whereas the United States transports soybeans from inland production sites to export ports by truck, rail, and/or barge, Brazil relies mainly on truck for its inland transport. This article compares quarterly and yearly changes in the costs of moving soybeans from the United States and Brazil to Hamburg, Germany (table 1), and to Shanghai, China (table 2).

**Transportation costs:** U.S. total transportation costs of transporting soybeans to Hamburg, Germany (table 1) and Shanghai, China (table 2) through the U.S. Gulf increased from fourth quarter 2019 to first quarter 2020 (quarter to quarter). However, U.S. total transportation costs generally decreased from first quarter 2019 to first quarter 2020 (year to year). Brazil's total transportation costs decreased both quarter to quarter and year to year, with exception of shipments from South Goiás (South GO) to Hamburg, which increased year to year. Total transportation costs of shipping soybeans from the United States to China through the Pacific Northwest decreased quarter to quarter but increased year to year (table 2).

**Table 1-Quarterly costs of transporting soybeans from United States and Brazil to Hamburg, Germany**

	2019	2019	2020	Percent change		2019	2019	2020	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	8.78	11.46	10.70	21.87	-6.63	8.78	11.46	10.70	21.87	-6.63
Rail <sup>1</sup>	47.98		36.73			32.13		33.03		
Barge	16.98	26.54	9.02	-46.88	-66.01	16.98	22.93	9.02	-46.88	-60.66
Ocean <sup>2</sup>	16.73	19.02	14.82	-11.42	-22.08	16.73	19.02	14.82	-11.42	-22.08
Total transportation	90.47	57.02	71.27	-21.22	24.99	74.62	53.41	67.57	-9.45	26.51
Farm value <sup>3</sup>	310.24	309.50	289.79	-6.59	-6.37	311.59	314.65	315.02	1.10	0.12
Landed cost <sup>4</sup>	400.71	366.52	361.06	-9.89	-1.49	386.21	368.06	382.59	-0.94	3.95
Transport % of landed cost	22.58	15.56	19.74			19.32	14.51	17.66		
<b>Brazil</b>										
<b>North MT<sup>5</sup> - Santos<sup>6</sup></b>										
--\$/mt--										
Truck	81.92	72.86	68.33	-16.59	-6.22	44.66	42.16	40.67	-8.93	-3.53
Ocean <sup>7</sup>	23.00	31.00	29.25	27.17	-5.65	23.00	30.75	30.00	30.43	-2.44
Total transportation	104.92	103.86	97.58	-7.00	-6.05	67.66	72.91	70.67	4.45	-3.07
Farm value <sup>8</sup>	275.38	307.47	282.59	2.62	-8.09	296.01	301.77	285.74	-3.47	-5.31
Landed cost	380.30	411.33	380.17	-0.03	-7.58	363.67	374.68	356.41	-2.00	-4.88
Transport % of landed cost	27.59	25.25	25.67			18.60	19.46	19.83		
<b>South GO<sup>5</sup> - Paranagua<sup>6</sup></b>										
--\$/mt--										
Truck	81.92	72.86	68.33	-16.59	-6.22	44.66	42.16	40.67	-8.93	-3.53
Ocean <sup>7</sup>	23.00	31.00	29.25	27.17	-5.65	23.00	30.75	30.00	30.43	-2.44
Total transportation	104.92	103.86	97.58	-7.00	-6.05	67.66	72.91	70.67	4.45	-3.07
Farm value <sup>8</sup>	275.38	307.47	282.59	2.62	-8.09	296.01	301.77	285.74	-3.47	-5.31
Landed cost	380.30	411.33	380.17	-0.03	-7.58	363.67	374.68	356.41	-2.00	-4.88
Transport % of landed cost	27.59	25.25	25.67			18.60	19.46	19.83		

<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 for the U.S. ocean rates: O'Neil Commodity Consulting.

<sup>3</sup>Source for the U.S. farm values: USDA/National Agricultural Statistics Service.

<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 for Brazil's ocean rates: University of São Paulo, Brazil and USDA/Agricultural Marketing Service.

<sup>8</sup>Source for Brazil's farm values: Companhia Nacional de Abastecimento.

Note: qtr. = quarter; yr. = year; mt = metric ton; total may not add exactly because of rounding.

Source: Compiled by the USDA, Agricultural Marketing Service.

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Quarter to quarter, U.S. transportation costs through the Gulf increased because of the closure of the upper segment of the Mississippi River for navigation due to ice, during most of first quarter 2020. During the closure, shippers faced several options. First, they could postpone shipping their products until river segment reopened. Second, they could ship by rail to the PNW for export. Third, they could ship by rail to any location below the closed segment of the river, such as St. Louis, MO, and then transfer to barges to ship to New Orleans for export. Finally, they could transport the grains by rail directly to New Orleans for export. How much transportation costs changed during the quarter depended on which railroad and shipping options were used by shippers. For the purposes of this article, the

analysis considers the option of shipping from Minneapolis, MN, and Davenport, IA, to St. Louis, MO, by rail and then transferring to barges to ship to New Orleans.

**Table 2-Quarterly costs of transporting soybeans from United States and Brazil to Shanghai, China**

	2019	2019	2020	Percent change		2019	2019	2020	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>					<b>Davenport, IA</b>				
	--\$/mt--					--\$/mt--				
Truck	8.78	11.46	10.70	21.87	-6.63	8.78	11.46	10.70	21.87	-6.63
Rail <sup>1</sup>	47.98		36.73			32.13		33.03		
Barge	16.98	26.54	9.02	-46.88	-66.01	16.98	22.93	9.02	-46.88	-60.66
Ocean <sup>2</sup>	39.61	47.05	41.98	5.98	-10.78	39.61	47.05	41.98	5.98	-10.78
Total transportation	113.35	85.05	98.43	-13.16	15.73	97.50	81.44	94.73	-2.84	16.32
Farm value <sup>3</sup>	310.24	309.50	289.79	-6.59	-6.37	311.59	314.65	315.02	1.10	0.12
Landed cost <sup>4</sup>	423.59	394.55	388.22	-8.35	-1.60	409.09	396.09	409.75	0.16	3.45
Transport % of landed cost	26.76	21.56	25.35			23.83	20.56	23.12		
<b>Via PNW</b>										
	<b>Fargo, ND</b>					<b>Sioux Falls, SD</b>				
Truck	8.78	11.46	10.70	21.87	-6.63	8.78	11.46	10.70	21.87	-6.63
Rail <sup>1</sup>	56.11	57.10	57.10	1.76	0.00	57.10	58.09	58.09	1.73	0.00
Ocean	22.44	25.71	22.28	-0.71	-13.34	22.44	25.71	22.28	-0.71	-13.34
Total transportation	87.33	94.27	90.08	3.15	-4.44	88.32	95.26	91.07	3.11	-4.40
Farm value	290.28	293.09	288.44	-0.63	-1.59	296.64	306.69	304.97	2.81	-0.56
Landed cost	377.61	387.36	378.52	0.24	-2.28	384.96	401.95	396.04	2.88	-1.47
Transport % of landed cost	23.13	24.34	23.80			22.94	23.70	23.00		
<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	81.92	72.86	68.33	-16.59	-6.22	44.66	42.16	40.67	-8.93	-3.53
Ocean <sup>7</sup>	32.25	38.17	35.50	10.08	-7.00	33.75	39.50	37.25	10.37	-5.70
Total transportation	114.17	111.03	103.83	-9.06	-6.48	78.41	81.66	77.92	-0.62	-4.58
Farm Value <sup>8</sup>	275.38	307.47	282.59	2.62	-8.09	296.01	301.77	285.74	-3.47	-5.31
Landed Cost	389.55	418.50	386.42	-0.80	-7.67	374.42	383.43	363.66	-2.87	-5.16
Transport % of landed cost	29.31	26.53	26.87			20.94	21.30	21.43		

<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 for the U.S. Ocean freight rates: O'Neil Commodity Consulting.

<sup>3</sup>Source for the U.S. farm values: USDA, National Agricultural Statistivis Service.

<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 for Brazil's ocean freight rates: University of São Paulo, Brazil and USDA, Agricultural Marketing Service.

<sup>8</sup>Source for Brazil's farm values: Companhia Nacional de Abastecimento.

Note: qtr. = quarter; yr. = year; mt = metric ton; total may not add exactly because of rounding.

Source: Compiled by the USDA, Agricultural Marketing Service.

**Landed costs:** In general, quarter to quarter, soybean landed costs decreased both in the United States and Brazil, with a decrease in farm values. The only exception was shipments out of Davenport, IA, where a slight increase in farm values pushed up landed costs. Year to year, whether U.S. landed costs went up or down varied according to how well (or not) farm values fared in shipments' points of origin. In contrast, Brazilian landed costs universally fell year to year, along with universally declining farm values. The transportation share of U.S. landed costs ranged from 18 to 20 percent for shipments to Europe (table 1) and 23 to 25 percent for shipments to China (table 2). The transportation share of Brazil's total landed costs ranged from 20 to 26 percent for shipments to Europe (table 1), and 21 to 27 percent for shipments to China (table 2).

**U.S. Exports to China:** According to USDA's grain inspection data, China imported 2.90 million metric tons (mmt) of U.S. soybeans in first quarter 2020 versus 8.17 mmt in the previous quarter and 4.61 mmt in first quarter 2019. Among many other factors, lower U.S. transportation and landed costs to China could boost soybean exports to China in the coming months.

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# Grain Transportation Indicators

Table 1

## Grain transport cost indicators<sup>1</sup>

For the week ending	Truck	Rail		Barge	Ocean	
		Unit train	Shuttle		Gulf	Pacific
05/27/20	160	n/a	219	160	152	126
05/20/20	160	n/a	217	155	152	126

<sup>1</sup>Indicator: Base year 2000 = 100. Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan (\$/metric ton); n/a = not available.

Source: USDA, Agricultural Marketing Service.

Table 2

## Market Update: U.S. origins to export position price spreads (\$/bushel)

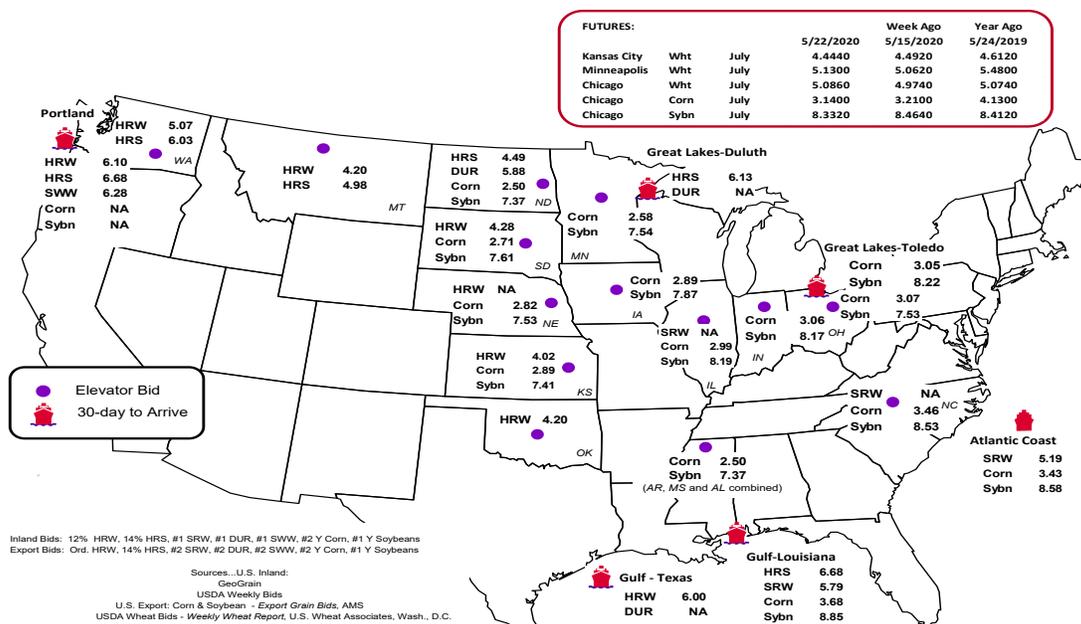
Commodity	Origin-destination	5/22/2020	5/15/2020
Corn	IL-Gulf	-0.69	-0.66
Corn	NE-Gulf	-0.86	-0.86
Soybean	IA-Gulf	-0.98	-0.94
HRW	KS-Gulf	-1.98	-1.98
HRS	ND-Portland	-2.19	-2.17

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.

Source: USDA, Agricultural Marketing Service.

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

Figure 1  
Grain bid summary



# Rail Transportation

Table 3

## Rail deliveries to port (carloads)<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			
5/20/2020 <sup>p</sup>	542	1,064	4,109	124	5,839	5/16/2020	2,306
5/13/2020 <sup>r</sup>	646	1,579	5,489	173	7,887	5/9/2020	3,160
2020 YTD <sup>r</sup>	9,254	16,825	97,100	4,195	127,374	2020 YTD	47,604
2019 YTD <sup>r</sup>	17,890	24,718	115,212	7,724	165,544	2019 YTD	47,729
2020 YTD as % of 2019 YTD	52	68	84	54	77	% change YTD	100
Last 4 weeks as % of 2019 <sup>2</sup>	62	108	113	45	102	Last 4wks. % 2019	83
Last 4 weeks as % of 4-year avg. <sup>2</sup>	135	114	104	51	105	Last 4wks. % 4 yr.	91
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	127,622
Total 2018	22,118	46,532	310,449	21,432	400,531	Total 2018	129,674

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

<sup>2</sup>Compared with same 4-weeks in 2019 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 Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

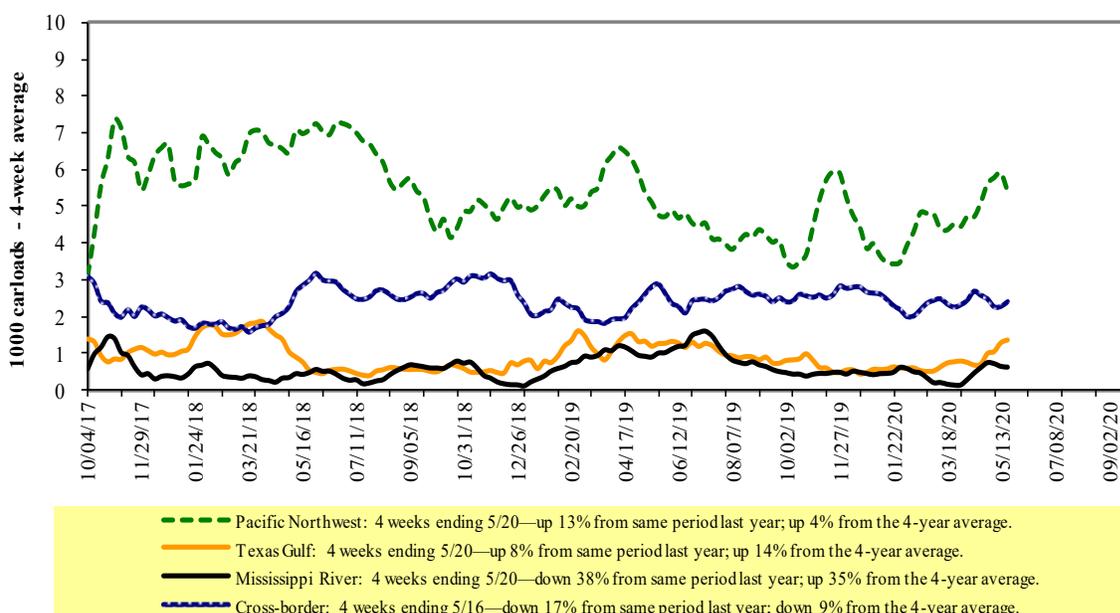
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

Source: USDA, Agricultural Marketing Service.

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: USDA, Agricultural Marketing Service.

Table 4

**Class I rail carrier grain car bulletin (grain carloads originated)**

For the week ending: 5/16/2020	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,411	2,448	10,601	835	5,495	20,790	3,812	4,901
This week last year	2,101	2,934	11,317	1,091	5,767	23,210	5,018	3,848
2020 YTD	33,859	46,714	212,962	20,908	97,085	411,528	76,878	85,380
2019 YTD	39,427	55,929	219,211	22,390	103,486	440,443	88,410	86,238
2020 YTD as % of 2019 YTD	86	84	97	93	94	93	87	99
Last 4 weeks as % of 2019*	81	79	90	90	106	91	90	113
Last 4 weeks as % of 3-yr. avg.**	83	90	89	95	102	92	101	112
Total 2019	91,611	137,195	568,369	58,527	260,269	1,115,971	212,535	235,892

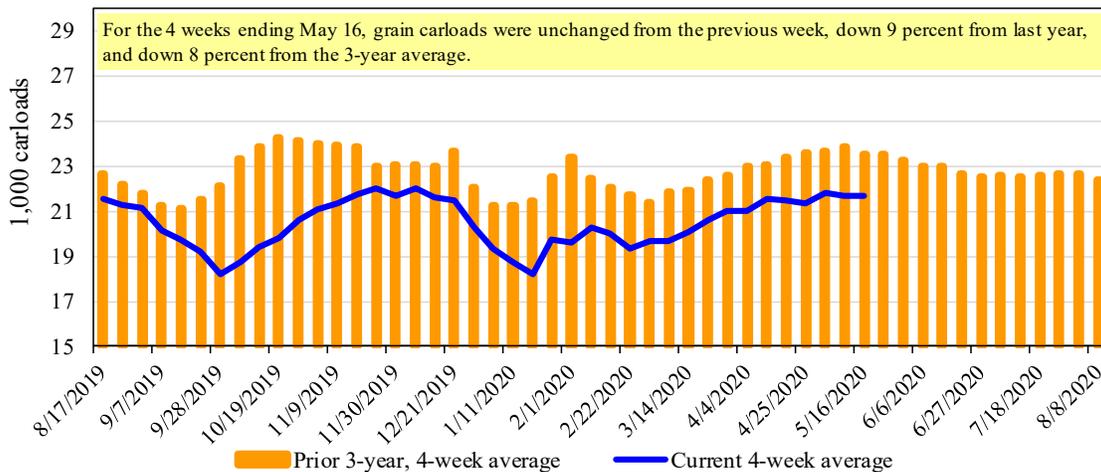
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

Note: NS = Norfolk Southern; KCS = Kansas City Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific.

Source: Association of American Railroads.

Figure 3

**Total weekly U.S. Class I railroad grain carloads**

Source: Association of American Railroads.

Table 5

**Railcar auction offerings<sup>1</sup> (\$/car)<sup>2</sup>**

For the week ending: 5/21/2020		Delivery period							
		Jun-20	Jun-19	Jul-20	Jul-19	Aug-20	Aug-19	Sep-20	Sep-19
BNSF <sup>3</sup>	COT grain units	no bids	no bids	no bids	0	no bids	0	no bids	n/a
	COT grain single-car	0	3	no bids	9	0	20	0	n/a
UP <sup>4</sup>	GCAS/Region 1	no offer	no offer	no offer	10	no offer	no offer	n/a	n/a
	GCAS/Region 2	no bid	no offer	no bid	no bid	no bid	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. n/a = not available.

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

<sup>4</sup>UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

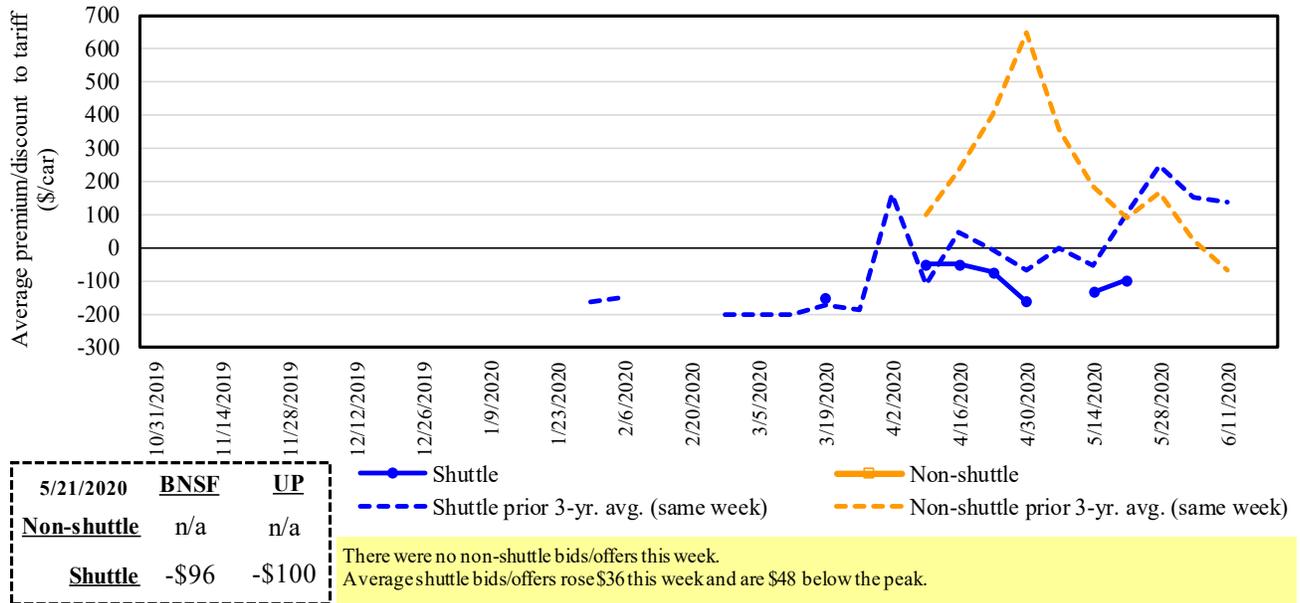
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

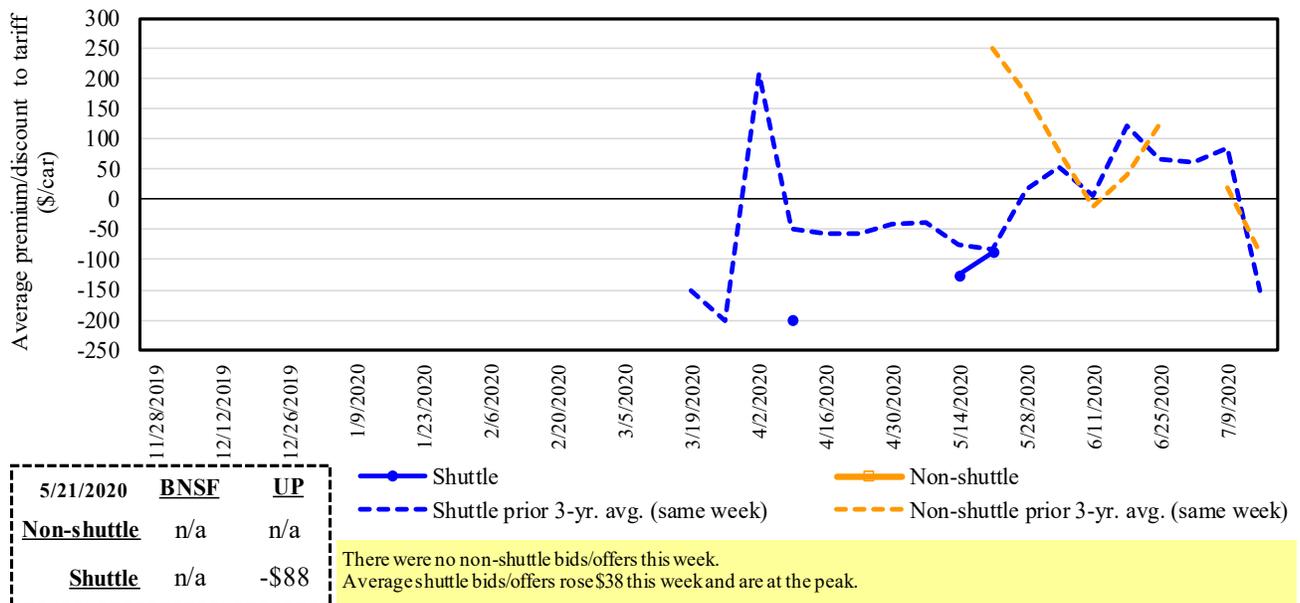
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Bids/offers for railcars to be delivered in June 2020, secondary market**



Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.  
 Source: USDA, Agricultural Marketing Service.

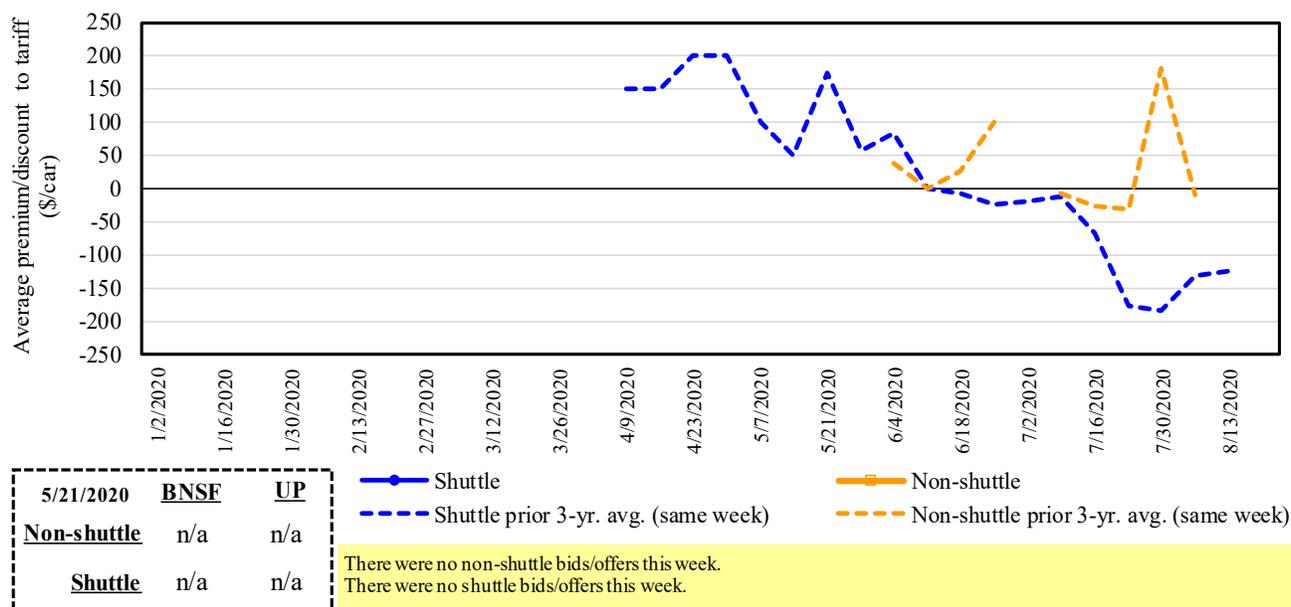
**Figure 5**  
**Bids/offers for railcars to be delivered in July 2020, secondary market**



Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.  
 Source: USDA, Agricultural Marketing Service.

Figure 6

**Bids/offers for railcars to be delivered in August 2020, secondary market**



Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad. Source: USDA, Agricultural Marketing Service.

Table 6

**Weekly secondary railcar market (\$/car)<sup>1</sup>**

For the week ending: 5/21/2020		Delivery period					
		Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20
Non-shuttle	BNSF-GF	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	(96)	n/a	n/a	n/a	300	n/a
	Change from last week	60	n/a	n/a	n/a	(25)	n/a
	Change from same week 2019	(96)	n/a	n/a	n/a	n/a	n/a
	UP-Pool	(100)	(88)	n/a	n/a	200	n/a
	Change from same week 2019	(56)	(13)	n/a	n/a	n/a	n/a

<sup>1</sup>Average premium/discount to tariff, \$/car-last week.

Note: Bids listed are market indicators only and are not guaranteed prices. n/a = not available; GF = guaranteed freight; Pool = guaranteed pool;

BNSF = BNSF Railway; UP = Union Pacific Railroad.

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

Source: USDA, Agricultural Marketing Service.

The **tariff rail rate** is the base price of freight rail service. Together with **fuel surcharges** and any **auction and secondary rail** values, the tariff rail rate constitutes 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. However, during times of high rail demand or short supply, high auction and secondary rail values 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 2020	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	\$3,983	\$66	\$40.21	\$1.09	-1
	Grand Forks, ND	Duluth-Superior, MN	\$4,333	\$0	\$43.03	\$1.17	2
	Wichita, KS	Los Angeles, CA	\$7,240	\$0	\$71.90	\$1.96	1
	Wichita, KS	New Orleans, LA	\$4,525	\$116	\$46.08	\$1.25	-2
	Sioux Falls, SD	Galveston-Houston, TX	\$6,976	\$0	\$69.28	\$1.89	1
	Colby, KS	Galveston-Houston, TX	\$4,801	\$127	\$48.93	\$1.33	-2
Corn	Amarillo, TX	Los Angeles, CA	\$5,121	\$176	\$52.61	\$1.43	-2
	Champaign-Urbana, IL	New Orleans, LA	\$3,900	\$131	\$40.03	\$1.02	-4
	Toledo, OH	Raleigh, NC	\$6,816	\$0	\$67.69	\$1.72	4
	Des Moines, IA	Davenport, IA	\$2,415	\$28	\$24.26	\$0.62	6
	Indianapolis, IN	Atlanta, GA	\$5,818	\$0	\$57.78	\$1.47	3
	Indianapolis, IN	Knoxville, TN	\$4,874	\$0	\$48.40	\$1.23	4
Soybeans	Des Moines, IA	Little Rock, AR	\$3,800	\$81	\$38.54	\$0.98	-3
	Des Moines, IA	Los Angeles, CA	\$5,680	\$237	\$58.76	\$1.49	-3
	Minneapolis, MN	New Orleans, LA	\$3,631	\$112	\$37.17	\$1.01	-2
	Toledo, OH	Huntsville, AL	\$5,630	\$0	\$55.91	\$1.52	3
	Indianapolis, IN	Raleigh, NC	\$6,932	\$0	\$68.84	\$1.87	3
	Indianapolis, IN	Huntsville, AL	\$5,107	\$0	\$50.71	\$1.38	3
	Champaign-Urbana, IL	New Orleans, LA	\$4,645	\$131	\$47.43	\$1.29	-3
<b>Shuttle train</b>							
Wheat	Great Falls, MT	Portland, OR	\$4,143	\$0	\$41.14	\$1.12	2
	Wichita, KS	Galveston-Houston, TX	\$4,361	\$0	\$43.31	\$1.18	2
	Chicago, IL	Albany, NY	\$7,074	\$0	\$70.25	\$1.91	20
	Grand Forks, ND	Portland, OR	\$5,801	\$0	\$57.61	\$1.57	1
	Grand Forks, ND	Galveston-Houston, TX	\$6,121	\$0	\$60.78	\$1.65	1
	Colby, KS	Portland, OR	\$6,012	\$208	\$61.77	\$1.68	0
Corn	Minneapolis, MN	Portland, OR	\$5,180	\$0	\$51.44	\$1.31	0
	Sioux Falls, SD	Tacoma, WA	\$5,140	\$0	\$51.04	\$1.30	0
	Champaign-Urbana, IL	New Orleans, LA	\$3,820	\$131	\$39.23	\$1.00	-1
	Lincoln, NE	Galveston-Houston, TX	\$3,880	\$0	\$38.53	\$0.98	0
	Des Moines, IA	Amarillo, TX	\$4,220	\$102	\$42.92	\$1.09	2
	Minneapolis, MN	Tacoma, WA	\$5,180	\$0	\$51.44	\$1.31	0
Soybeans	Council Bluffs, IA	Stockton, CA	\$5,000	\$0	\$49.65	\$1.26	0
	Sioux Falls, SD	Tacoma, WA	\$5,850	\$0	\$58.09	\$1.58	2
	Minneapolis, MN	Portland, OR	\$5,900	\$0	\$58.59	\$1.59	2
	Fargo, ND	Tacoma, WA	\$5,750	\$0	\$57.10	\$1.55	2
	Council Bluffs, IA	New Orleans, LA	\$4,875	\$151	\$49.91	\$1.36	0
	Toledo, OH	Huntsville, AL	\$4,805	\$0	\$47.72	\$1.30	4
	Grand Island, NE	Portland, OR	\$5,260	\$213	\$54.35	\$1.48	-9

<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 pounds per bushel (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 (Y/Y) calculated using tariff rate plus fuel surcharge.

Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

Table 8

**Tariff rail rates for U.S. bulk grain shipments to Mexico**

Date: May 2020			Tariff rate per car <sup>1</sup>	Fuel surcharge per car <sup>2</sup>	Tariff rate plus fuel surcharge per:		Percent change <sup>4</sup> Y/Y
Commodity	Origin state	Destination region			metric ton <sup>3</sup>	bushel <sup>3</sup>	
Wheat	MT	Chihuahua, CI	\$7,509	\$0	\$76.72	\$2.09	3
	OK	Cuautitlan, EM	\$6,775	\$91	\$70.15	\$1.91	0
	KS	Guadalajara, JA	\$7,534	\$380	\$80.86	\$2.20	2
	TX	Salinas Victoria, NL	\$4,329	\$55	\$44.79	\$1.22	-1
Corn	IA	Guadalajara, JA	\$8,902	\$329	\$94.32	\$2.39	4
	SD	Celaya, GJ	\$8,140	\$0	\$83.17	\$2.11	3
	NE	Queretaro, QA	\$8,278	\$185	\$86.47	\$2.19	0
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlahpantla, EM	\$7,643	\$180	\$79.93	\$2.03	0
	SD	Torreon, CU	\$7,690	\$0	\$78.57	\$1.99	3
Soybeans	MO	Bojay (Tula), HG	\$8,547	\$307	\$90.46	\$2.46	3
	NE	Guadalajara, JA	\$9,172	\$322	\$97.00	\$2.64	3
	IA	El Castillo, JA	\$9,490	\$0	\$96.97	\$2.64	4
	KS	Torreon, CU	\$7,964	\$224	\$83.66	\$2.27	3
Sorghum	NE	Celaya, GJ	\$7,772	\$292	\$82.40	\$2.09	3
	KS	Queretaro, QA	\$8,108	\$113	\$84.00	\$2.13	1
	NE	Salinas Victoria, NL	\$6,713	\$91	\$69.51	\$1.76	0
	NE	Torreon, CU	\$7,092	\$206	\$74.57	\$1.89	1

<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.

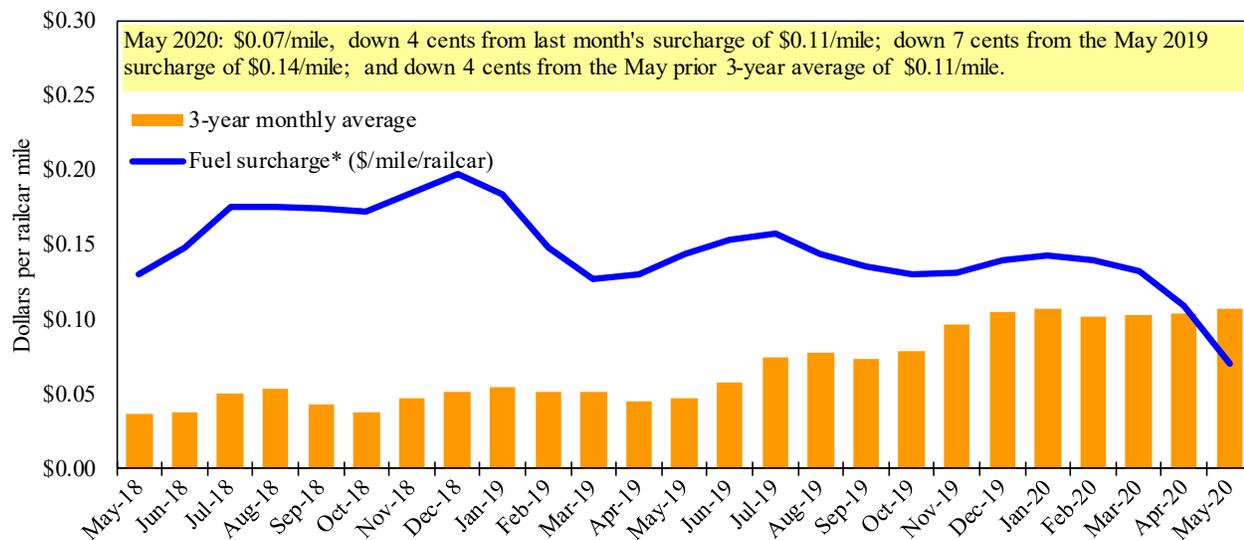
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

<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; Y/Y = year over year.

Sources: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

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.

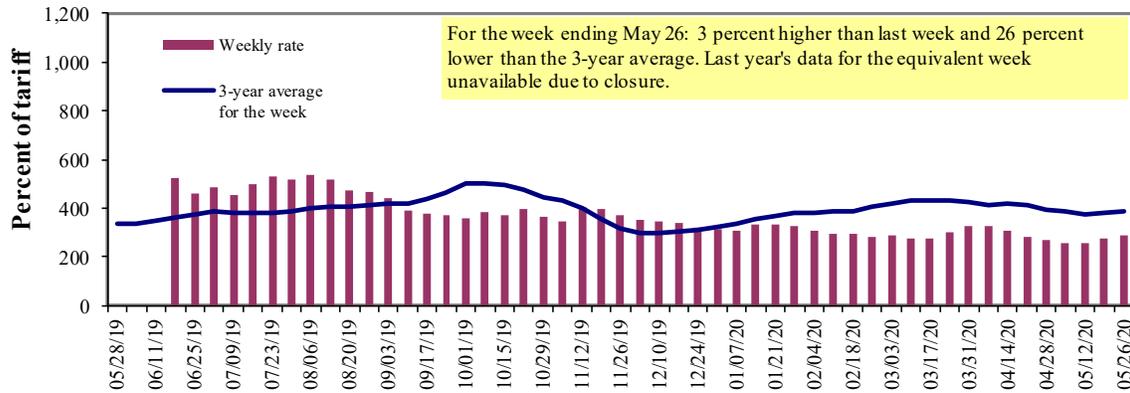
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

# 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: USDA, Agricultural Marketing Service.

Table 9

### Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	5/26/2020	377	303	288	200	180	180	187
	5/19/2020	348	286	279	199	181	181	181
<b>\$/ton</b>	5/26/2020	23.34	16.12	13.36	7.98	8.44	7.27	5.87
	5/19/2020	21.54	15.22	12.95	7.94	8.49	7.31	5.68
<b>Current week % change from the same week:</b>								
	Last year	-	-	-	-	-45	-45	-31
	3-year avg. <sup>2</sup>	-11	-21	-26	-26	-39	-39	-25
<b>Rate<sup>1</sup></b>	May	372	295	300	200	187	187	187
	July	370	305	-	227	250	250	228

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; "-" not available due to closure.

Source: USDA, Agricultural Marketing Service.

### Figure 9 Benchmark tariff rates

Calculating barge rate per ton:  
(Rate \* 1976 tariff benchmark rate per ton)/100

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

Map Credit: USDA, Agricultural Marketing Service

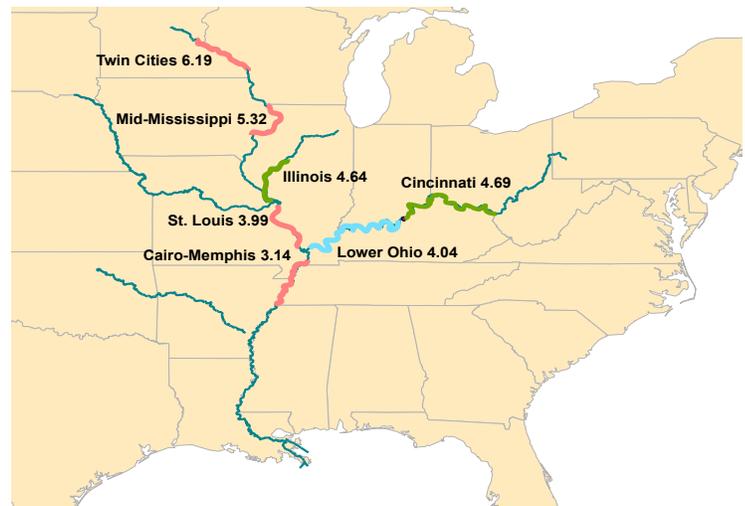
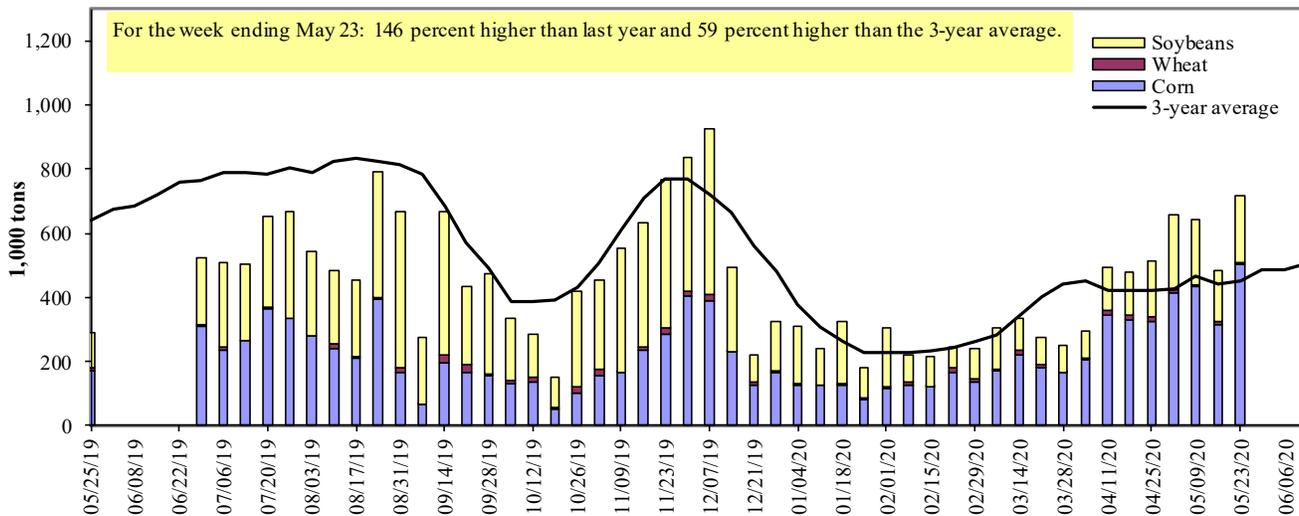


Figure 10

**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 05/23/2020	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	269	14	136	2	421
Winfield, MO (L25)	362	11	134	2	508
Alton, IL (L26)	515	11	184	2	711
Granite City, IL (L27)	505	5	206	2	717
<b>Illinois River (La Grange)</b>	105	0	36	0	141
<b>Ohio River (Olmsted)</b>	37	0	28	4	69
<b>Arkansas River (L1)</b>	0	1	4	0	6
Weekly total - 2020	542	6	239	5	792
Weekly total - 2019	317	10	212	4	542
2020 YTD <sup>1</sup>	6,676	659	4,592	46	11,973
2019 YTD <sup>1</sup>	5,090	846	3,737	69	9,742
2020 as % of 2019 YTD	131	78	123	66	123
Last 4 weeks as % of 2019 <sup>2</sup>	171	164	178	119	172
Total 2019	12,780	1,631	14,683	154	29,247

<sup>1</sup> Weekly total, YTD (year-to-date), and calendar year total include MS/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. L (as in "L15") refers to a lock or lock and dam facility. Olmsted = Olmsted Locks and Dam. La Grange = La Grange Lock and Dam.

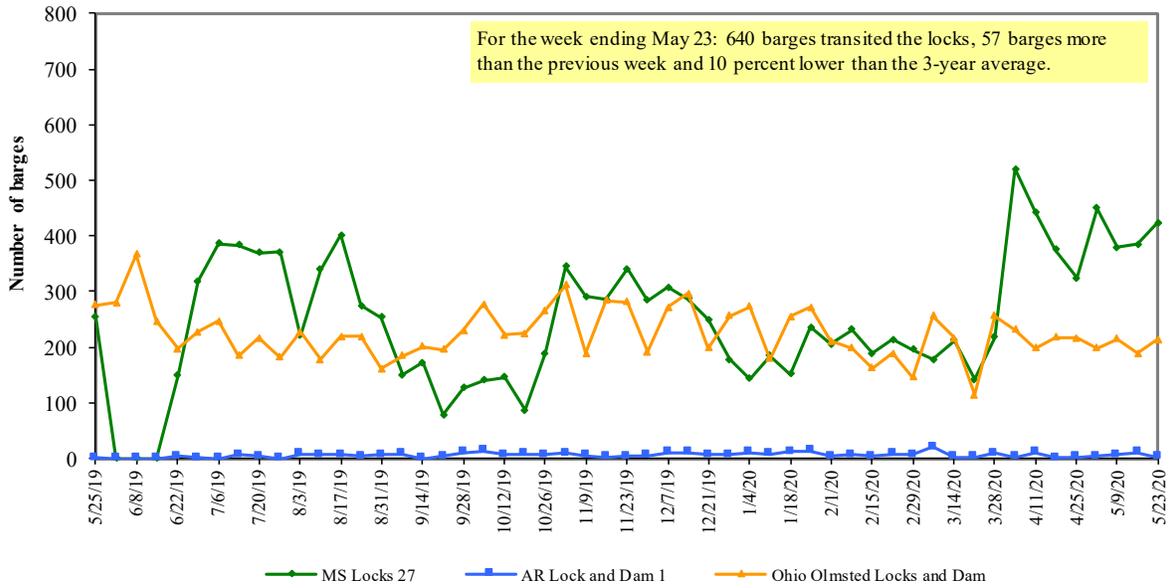
<sup>2</sup> As a percent of same period in 2019.

Note: Total may not add exactly because of rounding. Starting from 11/24/2018, weekly movement through Ohio 52 is replaced by Olmsted.

Source: U.S. Army Corps of Engineers.

Figure 11

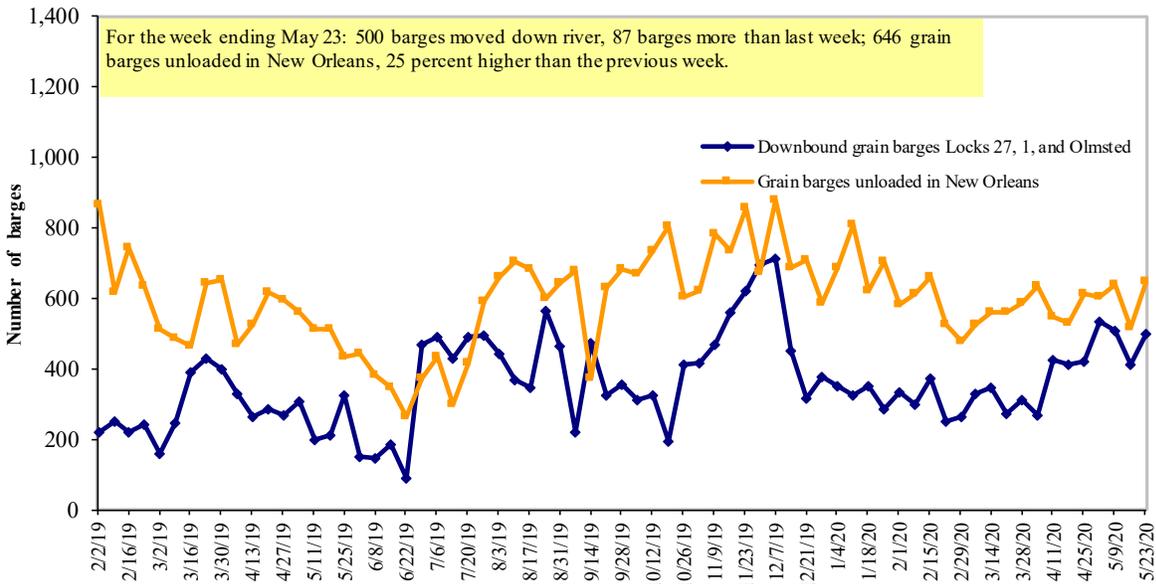
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



Source: U.S. Army Corps of Engineers.

Figure 12

**Grain barges for export in New Orleans region**



Note: Olmsted = Olmsted Locks and Dam.

Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

# 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 5/25/2020 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.498	0.007	-0.666
	New England	2.624	0.004	-0.601
	Central Atlantic	2.666	-0.001	-0.694
	Lower Atlantic	2.359	0.014	-0.661
II	Midwest	2.230	0.001	-0.808
III	Gulf Coast	2.175	0.000	-0.718
IV	Rocky Mountain	2.348	0.010	-0.833
	West Coast	2.902	0.015	-0.880
V	West Coast less California	2.561	0.018	-0.777
	California	3.182	0.011	-0.952
	Total	United States	2.390	0.004

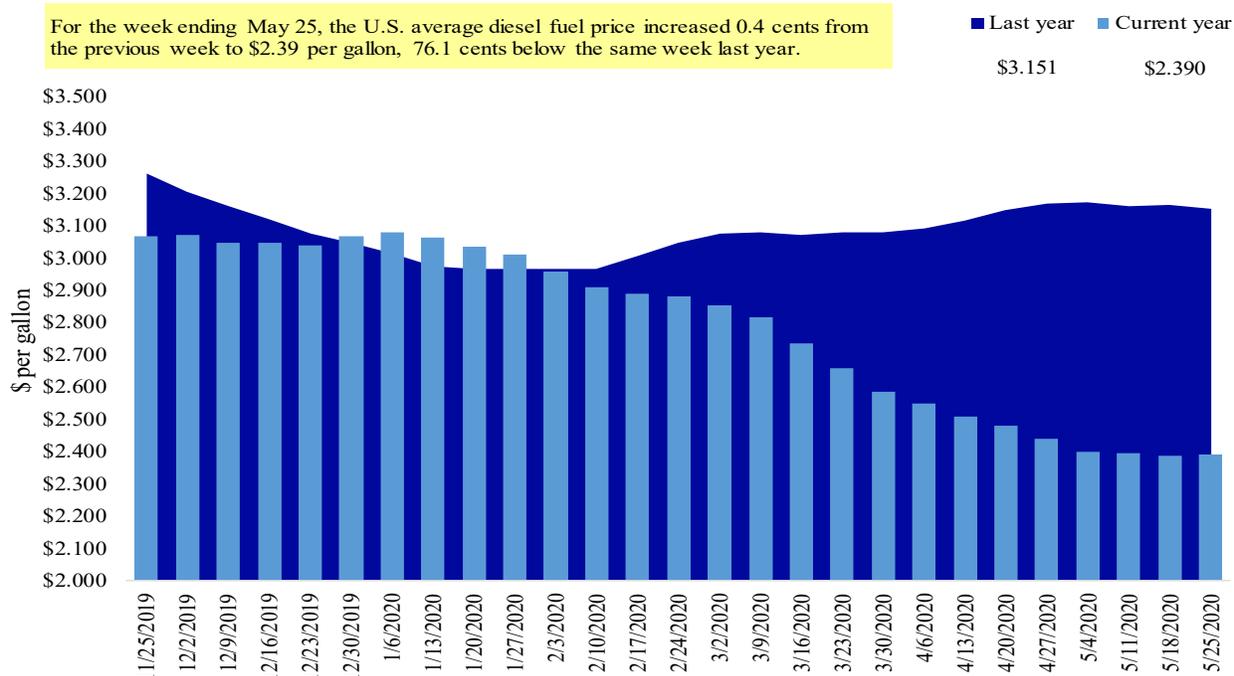
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

Source: U.S. Department of Energy, Energy Information Administration.

Figure 13

**Weekly diesel fuel prices, U.S. average**

For the week ending May 25, the U.S. average diesel fuel price increased 0.4 cents from the previous week to \$2.39 per gallon, 76.1 cents below the same week last year.



Source: U.S. Department of Energy, Energy Information Administration, Retail On-Highway Diesel Prices.

# Grain Exports

Table 12

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

For the week ending	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export balances<sup>1</sup></b>									
5/14/2020	1,170	194	1,186	742	101	3,393	12,805	6,407	22,604
This week year ago	1,307	263	596	491	28	2,684	9,460	11,838	23,982
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2019/20 YTD	8,768	2,255	6,689	4,568	883	23,163	26,674	35,111	84,948
2018/19 YTD	8,012	3,099	6,512	4,933	476	23,031	37,880	33,935	94,846
YTD 2019/20 as % of 2018/19	109	73	103	93	186	101	70	103	90
Last 4 wks. as % of same period 2018/19*	103	73	209	165	381	138	141	48	95
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327
Total 2017/18	9,150	2,343	5,689	4,854	384	22,419	57,209	56,214	135,842

<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: marketing year: wheat = 6/01-5/31, corn and soybeans = 9/01-8/31. YTD = year-to-date; wks. = weeks; HRW= hard red winter; SRW = soft red winter; HRS= hard red spring; SWW= soft white wheat; DUR= durum.

Source: USDA, Foreign Agricultural Service.

Table 13

## Top 5 importers<sup>1</sup> of U.S. corn

For the week ending 5/14/2020	Total commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2016-18
	2020/21 next MY	2019/20 current MY	2018/19 last MY*		
		- 1,000 mt -			
Mexico	1,703	13,397	14,844	(10)	14,659
Japan	534	8,630	10,711	(19)	11,955
Korea	0	2,175	3,758	(42)	4,977
Colombia	20	3,767	4,318	(13)	4,692
Peru	0	153	1,992	(92)	2,808
<b>Top 5 importers</b>	<b>2,257</b>	<b>28,122</b>	<b>35,623</b>	<b>(21)</b>	<b>39,091</b>
<b>Total U.S. corn export sales</b>	<b>3,339</b>	<b>39,478</b>	<b>47,340</b>	<b>(17)</b>	<b>54,024</b>
% of projected exports	6%	87%	90%		
Change from prior week <sup>2</sup>	(29)	884	442		
<b>Top 5 importers' share of U.S. corn export sales</b>	68%	71%	75%		72%
<b>USDA forecast May 2020</b>	<b>54,707</b>	<b>45,165</b>	<b>52,545</b>	<b>(14)</b>	
<b>Corn use for ethanol USDA forecast, May 2020</b>	<b>132,080</b>	<b>125,730</b>	<b>136,601</b>	<b>(8)</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; 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. 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 (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 14

**Top 5 importers<sup>1</sup> of U.S. soybeans**

For the week ending 5/14/2020	Total commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2016-18
	2020/21 next MY	2019/20 current MY	2018/19 last MY*		
		- 1,000 mt -			- 1,000 mt -
China	1,034	14,552	13,347	9	25,733
Mexico	501	4,264	4,700	(9)	4,271
Indonesia	0	1,761	1,981	(11)	2,386
Japan	84	2,172	2,219	(2)	2,243
Egypt	0	2,951	2,409	23	1,983
<b>Top 5 importers</b>	<b>1,619</b>	<b>25,700</b>	<b>24,656</b>	<b>4</b>	<b>36,616</b>
<b>Total U.S. soybean export sales</b>	<b>2,129</b>	<b>41,518</b>	<b>45,773</b>	<b>(9)</b>	<b>53,746</b>
% of projected exports	4%	91%	96%		
change from prior week <sup>2</sup>	<b>464</b>	<b>1,205</b>	<b>536</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>76%</b>	<b>62%</b>	<b>54%</b>		<b>68%</b>
<b>USDA forecast, May 2020</b>	<b>55,858</b>	<b>45,640</b>	<b>47,629</b>	<b>96</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; 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. 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 ranking reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 15

**Top 10 importers<sup>1</sup> of all U.S. wheat**

For the week ending 5/14/2020	Total commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2016-18
	2020/21 next MY	2019/20 current MY	2018/19 last MY*		
		- 1,000 mt -			- 1,000 mt -
Philippines	290	3,575	3,217	11	3,047
Mexico	122	3,837	3,315	16	3,034
Japan	200	2,748	2,754	(0)	2,695
Nigeria	33	1,575	1,629	(3)	1,564
Indonesia	0	1,066	1,550	(31)	1,381
Korea	32	1,657	1,442	15	1,355
Taiwan	79	1,426	1,164	22	1,164
Egypt	0	101	821	(88)	821
Thailand	115	878	757	16	747
Iraq	0	262	671	(61)	574
<b>Top 10 importers</b>	<b>871</b>	<b>17,126</b>	<b>17,320</b>	<b>(1)</b>	<b>16,382</b>
<b>Total U.S. wheat export sales</b>	<b>2,536</b>	<b>26,556</b>	<b>25,715</b>	<b>3</b>	<b>24,388</b>
% of projected exports	10%	100%	101%		
change from prior week <sup>2</sup>	<b>252</b>	<b>176</b>	<b>48</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>34%</b>	<b>64%</b>	<b>67%</b>		<b>67%</b>
<b>USDA forecast, May 2020</b>	<b>25,886</b>	<b>26,431</b>	<b>25,504</b>	<b>4</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; Marketing year (MY) = Jun 1 - May 31.

<sup>2</sup>Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The 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 (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number.

Source: USDA, Foreign Agricultural Service.

Table 16

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

Port regions	For the week ending 05/21/20	Previous week*	Current week as % of previous	2020 YTD*	2019 YTD*	2020 YTD as % of 2019 YTD	Last 4-weeks as % of:		2019 total*
							Last year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	254	308	82	6,201	5,720	108	90	93	13,961
Corn	269	261	103	3,509	5,519	64	98	76	7,047
Soybeans	0	69	0	2,733	4,090	67	431	87	11,969
<b>Total</b>	<b>523</b>	<b>638</b>	<b>82</b>	<b>12,443</b>	<b>15,329</b>	<b>81</b>	<b>103</b>	<b>84</b>	<b>32,977</b>
<b>Mississippi Gulf</b>									
Wheat	31	41	75	1,449	2,355	62	31	44	4,448
Corn	590	693	85	11,860	11,082	107	149	111	20,763
Soybeans	201	177	113	9,126	10,017	91	52	66	31,398
<b>Total</b>	<b>822</b>	<b>912</b>	<b>90</b>	<b>22,435</b>	<b>23,455</b>	<b>96</b>	<b>93</b>	<b>91</b>	<b>56,609</b>
<b>Texas Gulf</b>									
Wheat	141	95	148	1,547	2,807	55	56	79	6,009
Corn	25	30	82	333	331	101	138	217	640
Soybeans	0	0	n/a	7	0	n/a	n/a	n/a	2
<b>Total</b>	<b>166</b>	<b>126</b>	<b>132</b>	<b>1,887</b>	<b>3,138</b>	<b>60</b>	<b>65</b>	<b>93</b>	<b>6,650</b>
<b>Interior</b>									
Wheat	36	20	182	929	681	136	101	96	1,987
Corn	189	177	107	3,251	2,929	111	127	102	7,857
Soybeans	146	112	130	2,775	2,646	105	107	113	7,043
<b>Total</b>	<b>371</b>	<b>309</b>	<b>120</b>	<b>6,954</b>	<b>6,256</b>	<b>111</b>	<b>116</b>	<b>105</b>	<b>16,887</b>
<b>Great Lakes</b>									
Wheat	21	54	38	204	289	70	53	74	1,339
Corn	0	0	n/a	0	0	n/a	n/a	0	11
Soybeans	0	8	0	17	83	20	21	21	493
<b>Total</b>	<b>21</b>	<b>62</b>	<b>33</b>	<b>220</b>	<b>372</b>	<b>59</b>	<b>47</b>	<b>49</b>	<b>1,844</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	1	32	4	n/a	n/a	37
Corn	0	0	n/a	8	70	11	39	48	99
Soybeans	3	7	41	365	581	63	24	27	1,353
<b>Total</b>	<b>3</b>	<b>7</b>	<b>41</b>	<b>374</b>	<b>683</b>	<b>55</b>	<b>26</b>	<b>29</b>	<b>1,489</b>
<b>U.S. total from ports*</b>									
Wheat	482	518	93	10,331	11,884	87	67	80	27,781
Corn	1,073	1,162	92	18,961	19,932	95	128	99	36,417
Soybeans	350	374	94	15,022	17,418	86	73	76	52,258
<b>Total</b>	<b>1,905</b>	<b>2,054</b>	<b>93</b>	<b>44,314</b>	<b>49,234</b>	<b>90</b>	<b>95</b>	<b>89</b>	<b>116,457</b>

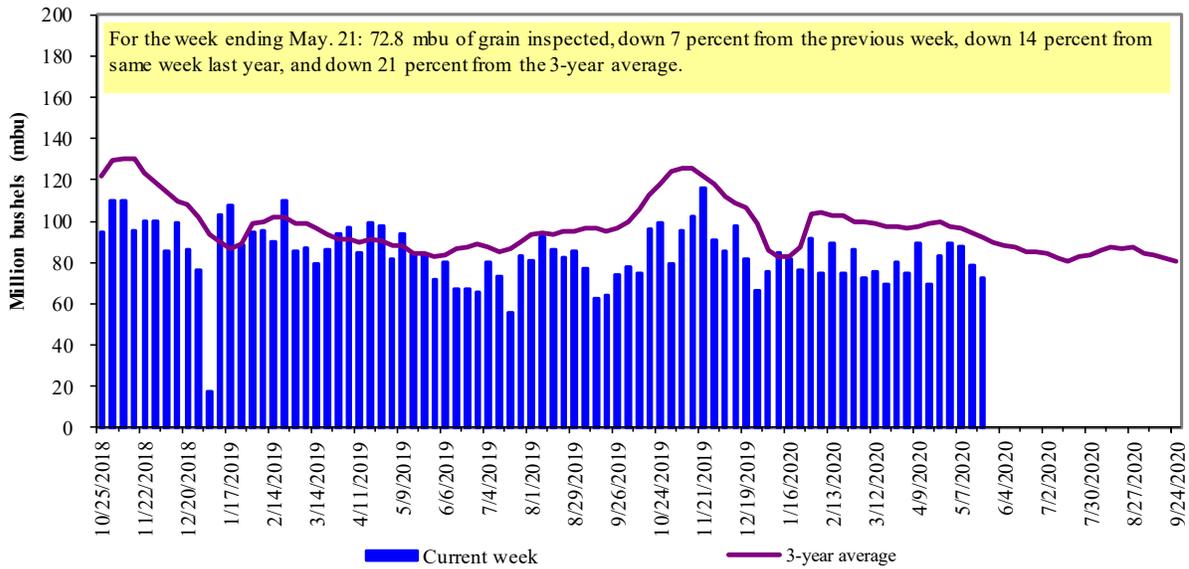
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: USDA, Federal Grain Inspection Service; YTD= year-to-date; n/a = not applicable or no change.

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 2019.

Figure 14

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

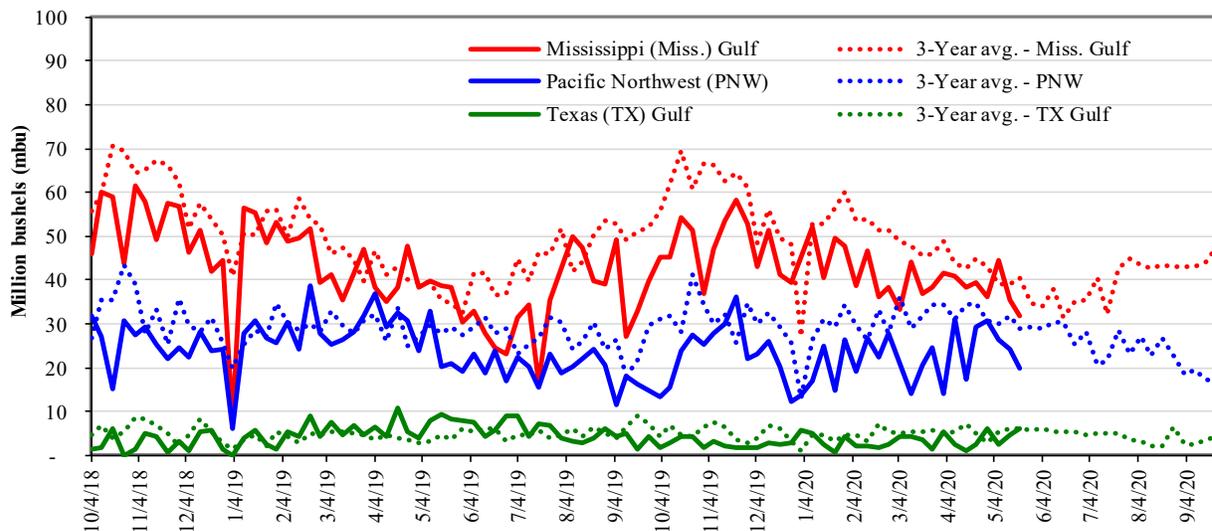


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 05/21/20 inspections (mbu):		Percent change from:			
		MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	31.7	Last wk: down 10	up 31	down 5	down 18
PNW:	19.9	Last Year (same wk): down 17	down 25	down 19	down 5
TX Gulf:	6.2	3-yr avg.(4-wk. mov. Avg): down 21	up 21	down 17	down 34

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

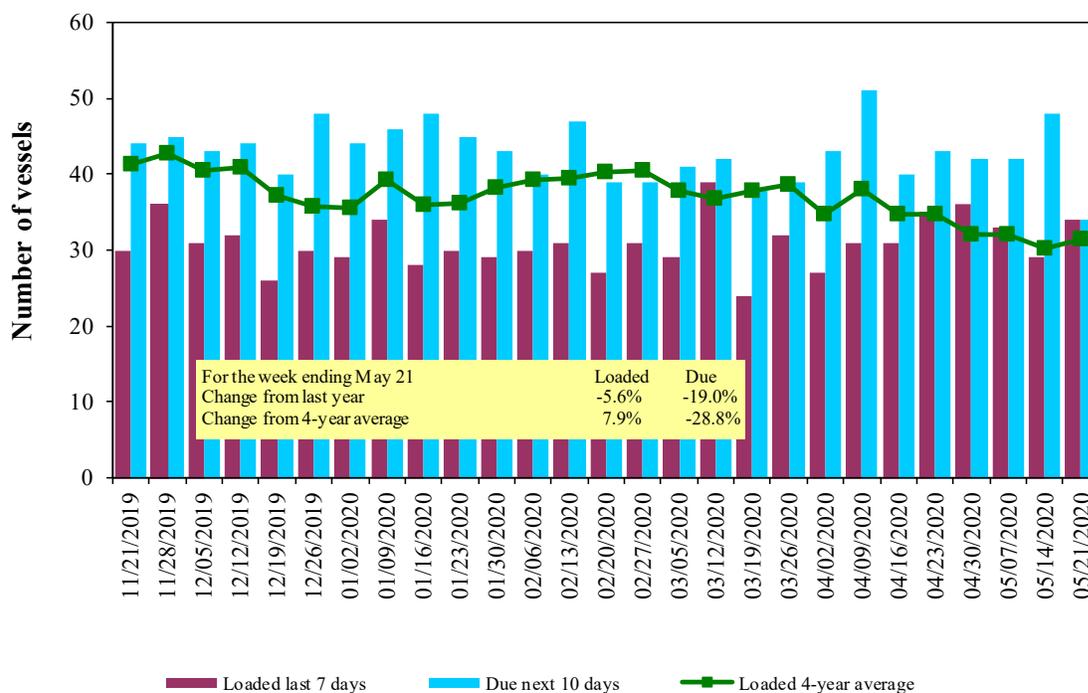
**Weekly port region grain ocean vessel activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded	Due next	In port
		7-days	10-days	
5/21/2020	34	34	34	18
5/14/2020	22	29	48	13
2019 range	(26...61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

Figure 16

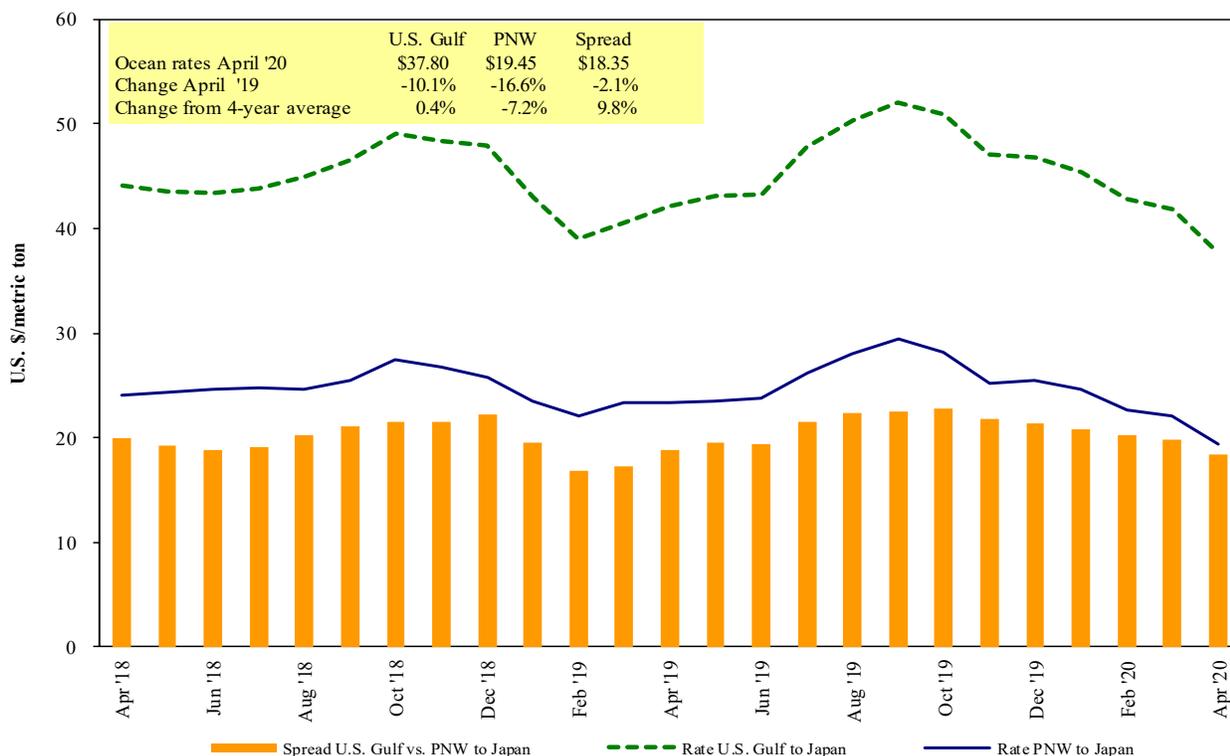
**U.S. Gulf<sup>1</sup> vessel loading activity**



<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.  
Source: USDA, Agricultural Marketing Service.

Figure 17

**Grain vessel rates, U.S. to Japan**



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 18

**Ocean freight rates for selected shipments, week ending 05/23/2020**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Djibouti	Wheat	Jun 5/15	30,000	131.75*
U.S. Gulf	Djibouti	Sorghum	Apr 17/27	45,730	105.75*
U.S. Gulf	Pt Sudan	Sorghum	Jun 5/15	33,370	99.50
PNW	Yemen	Wheat	Jun 5/15	40,000	40.89
PNW	Yemen	Wheat	Jun 5/15	30,000	44.89
PNW	Yemen	Wheat	May 18/26	20,000	55.75*
PNW	Yemen	Wheat	May 4/14	49,630	36.50
PNW	Yemen	Wheat	Mar 26/Apr 6	35,000	51.84*
PNW	Taiwan	Wheat	Apr 27/May 11	50,700	29.40
Brazil	China	Heavy grain	May 20/30	69,000	21.00
Brazil	China	Heavy grain	May 19/29	66,000	21.50
Brazil	SE Asia	Corn	Jul 1/6	66,000	22.75
Brazil	China	Heavy grain	May 1/31	60,000	33.25 op 33.00
Brazil	China	Heavy grain	Apr 2/16	66,000	30.75
Brazil	China	Heavy grain	Mar 1/10	65,000	32.00

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

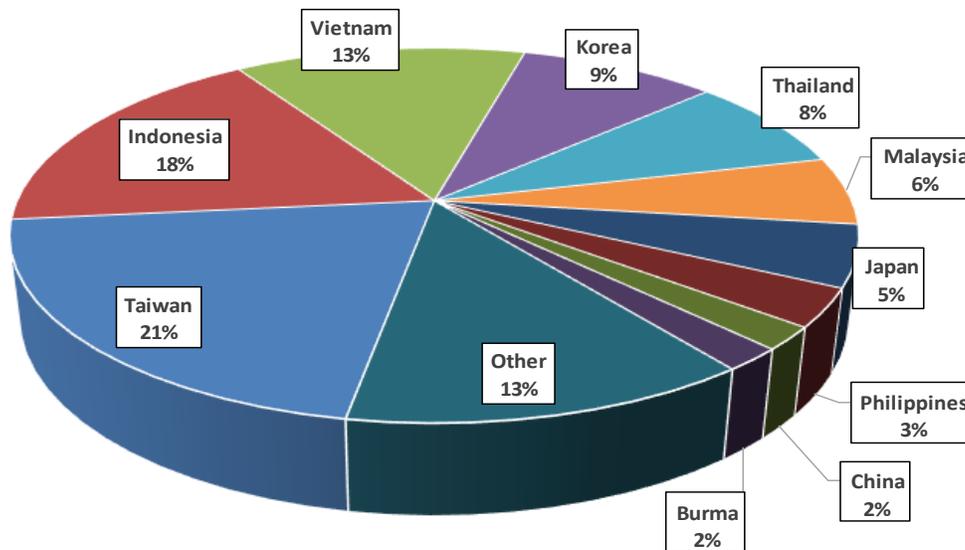
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated;

op = option.

Source: Maritime Research, Inc.

In 2018, containers were used to transport 8 percent of total U.S. waterborne grain exports. Approximately 55 percent of U.S. waterborne grain exports in 2018 went to Asia, of which 13 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

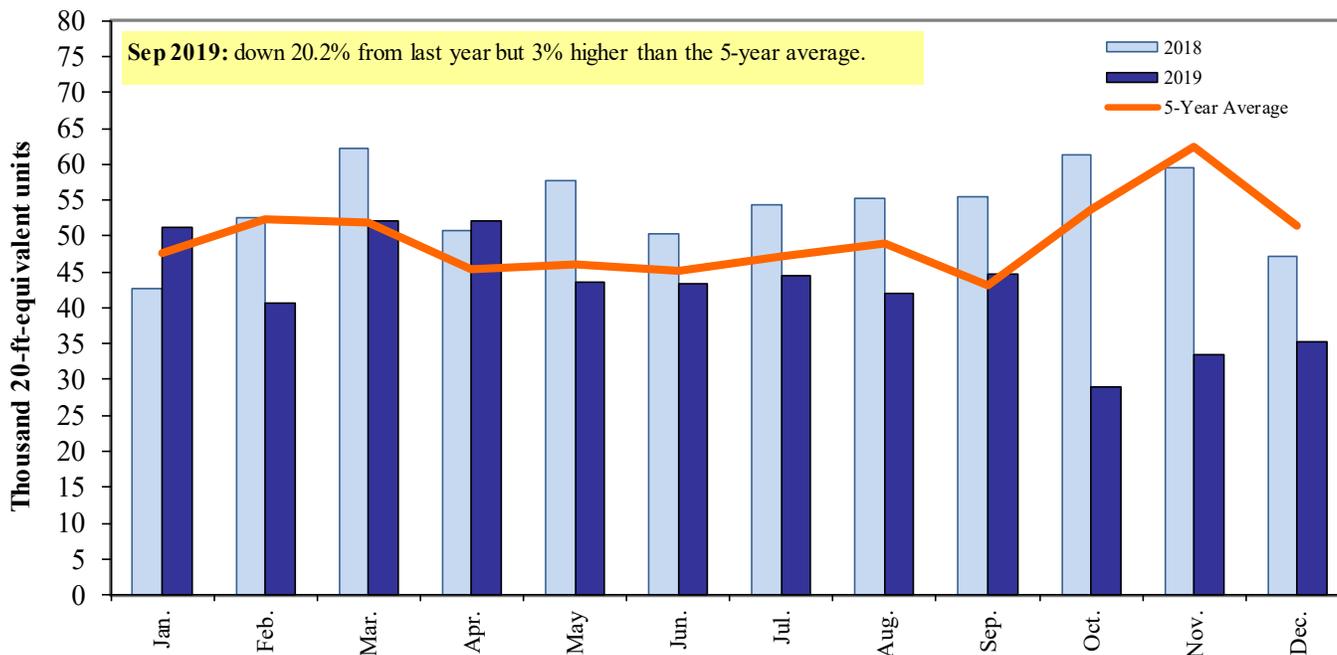
**Figure 18**  
**Top 10 destination markets for U.S. containerized grain exports, 2019**



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 1001, 100190, 1002, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 1102, 110100, 230310, 110220, 110290, 1201, 120100, 230210, 230990, 230330, and 120810.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

**Figure 19**  
**Monthly shipments of containerized grain to Asia**



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, and 230990.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

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