



# Grain Transportation Report

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

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## WEEKLY HIGHLIGHTS

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### Secretary Perdue to Deliver Keynote Address at the Agricultural Transportation Summit Next Week

On July 25, Secretary of Agriculture Sonny Perdue will present the keynote address at the 2018 Agricultural Transportation Summit, "Connecting Growing Supply with Growing Demand," in Arlington, VA. The Summit—hosted by the National Grain and Feed Association, Soy Transportation Coalition, and USDA—focuses on the importance of inland waterway, rail, truck, and vessel transportation to the competitiveness and profitability of U.S. agriculture. Agricultural stakeholders will hear updates and learn from experts in the transportation industry, academia, USDA, U.S. Army Corps of Engineers, and the Surface Transportation Board on how the transportation system affects agriculture's competitiveness. The Summit will take place on July 25-26. To register, please visit the official website: <https://www.ngfa.org/upcoming-events/transportation-summit/>.

### Wheat Inspections Rebound

For the week ending July 12, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.36 million metric tons (mmt); down 3 percent from the previous week, up 15 percent from last year, and 22 percent above the 3-year average. Grain inspections continued to fall due to a 17 percent drop in corn inspections and a 5 percent decrease in inspections of soybeans. Despite the drop in total inspections, wheat inspections jumped 75 percent from the previous week due primarily to increased shipments to Latin America. Pacific Northwest (PNW) inspections decreased 19 percent from the past week, while Mississippi Gulf inspections remained unchanged. Outstanding (unshipped) export sales of grain continued to fall for corn, wheat, and soybeans.

### Weekly Barge Grain Shipments Decrease

Due to the high water conditions and lock and dam repairs, grain barge shipments experienced a notable drop in tonnages for the week ending July 14. Grain barge shipments from the Mississippi River system were 741,950 tons, a 36 percent drop compared to the previous week. The total grain shipments through Mississippi River Locks 27 (near Granite City, IL) and Ohio River Locks 52 (near Brookport, IL), were 612,000 and 94,950 tons, a 33 percent and 53 percent drop, respectively, from the previous week. The barge industry expects further delays in operations with the on-going repair work at Ohio River Locks 52 and the scheduled closure of the main chamber at Melvin Price Locks and Dam (Upper Mississippi River, near E. Alton, IL) for the last half of July.

### Snapshots by Sector

#### Export Sales

For the week ending July 5, **unshipped balances** of wheat, corn, and soybeans totaled 23.1 mmt, up 17 percent from the same time last year. Net weekly **wheat export sales** were .136 mmt, down 69 percent from the previous week. Net **corn export sales** were .402 mmt, down 9 percent from the previous week. Net **soybean export sales** were .159 mmt, down 66 percent from the previous week.

#### Rail

U.S. Class I railroads originated 21,297 **grain carloads** for the week ending July 7, down 9 percent from the previous week, but up 18 percent from last year, and 11 percent from the 3-year average.

Average July shuttle **secondary railcar** bids/offers, per car, were \$431 above tariff for the week ending July 12, up \$56 from last week, and \$581 higher than last year. There were no non-shuttle bids/offers this week.

#### Barge

For the week ending July 14, **barge grain movements** totaled 741,950 tons, 36 percent lower than the previous week and down 19 percent from the same period last year.

For the week ending July 14, 473 grain barges **moved down river**, 267 barges less than the previous week. There were 776 grain barges **unloaded in New Orleans**, 9 percent higher than the previous week.

#### Ocean

For the week ending July 12, 28 **ocean-going grain vessels** were loaded in the Gulf, 20 percent less than the same period last year. Forty-eight vessels are expected to be loaded within the next 10 days, 14 percent less than the same period last year.

For the week ending July 12, the ocean freight rate for shipping bulk grain, from the Gulf to Japan, was \$44.00 per metric ton, 1 percent more than the previous week. The cost of shipping from the PNW to Japan was \$24.75 per metric ton, unchanged from the previous week.

#### Fuel

For the week ending July 16, the U.S. average **diesel fuel price** remained unchanged from the previous week at \$3.24 per gallon, 75 cents higher than the same week last year.

## Grain Transportation Update

Grain traffic, as measured by rail and barge movements, saw a stronger second quarter compared to the beginning of 2018. Rail shipments of grain, from April to June, were 4 percent above last year and 15 percent higher than the prior 3-year average. These shipments were generally associated with higher rates in the secondary auction market and weakened service performance. Year-to-date grain barge tonnages, through the locking portions of the Mississippi, Ohio, and Arkansas Rivers, remained strong. Bulk grain ocean freight rates and diesel fuel prices were above last year, and have been relatively stable in recent weeks. Demand for grain transportation is expected to remain relatively stable, as USDA projects only a slight drop in grain production (corn, soybeans, and wheat), with total exports declining by the end of the year. However, USDA projects these declines may be offset by domestic usage (July [World Agricultural Supply and Demand Estimates \(WASDE\)](#) report).

### Strong Rail Grain Carloads through the 2<sup>nd</sup> Quarter

Rail carloads of grain, which started the year slow, picked up in March and have remained well above-average (Figure 1). This is likely due, in part, to increased grain exports. The amount of grain inspected for export, particularly in the Pacific Northwest (PNW), has been notably high since mid-April ([GTR Figure 15](#)). Total grain traffic by rail is about on-par with last year. As of July 7, U.S. Class I railroads originated almost 1 percent more grain carloads, year-to-date (YTD), compared to this time in 2017.

High rail carloads for grain were correlated with higher rates in the secondary shuttle market. Average rates in January were unchanged from the prior 3-year average, but increased notably into March and have stayed high since. The average bid/offer for delivery of shuttle cars was \$142 per car above the 3-year average during the first quarter of 2018, and was up \$571 during the second quarter. More recently, July bids have averaged \$403 above tariff, up \$427 from the prior 3-year average.

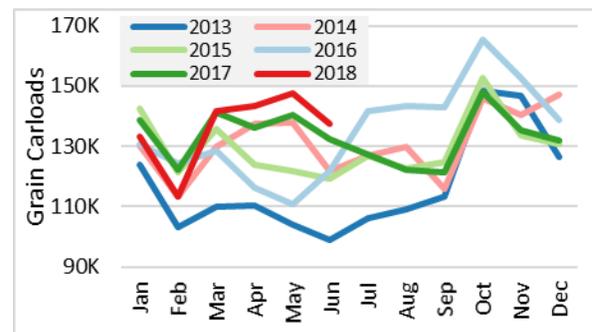
Grain train performance has been below average for most of 2018. According to the Surface Transportation Board's rail service metrics, grain train speeds were down 7 percent YTD compared to the prior 3-year average. Moreover, YTD average terminal and origin dwell times are also up 5 and 53 percent, respectively, compared to the prior 3-year average.

### Year-to-Date Grain Barge Tonnages about Average

As of July 14, calendar year-to-date grain barge tonnages, through the locking portions of the Mississippi, Ohio, and Arkansas Rivers, were 20.3 million tons; about the same as the 3-year average, but 7 percent lower than last year at this time. For most of 2018, high water conditions have slowed traffic, but barge volumes have been able to recover during the periods of better navigation conditions. Figure 2 shows the cycle of low tonnages, followed by periods of higher volumes. For the week ending July 14, there was a 36 percent weekly drop due to the ongoing high-water conditions on the Upper Mississippi River and disruptions due to repair work on the lower Ohio River.

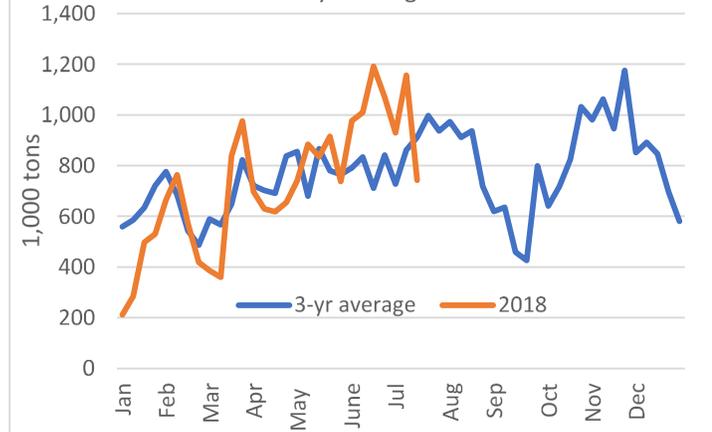
Year-to-date corn tonnages were 13.0 million tons, while soybean tonnages were 6.0 million tons. On average, about 21.9 million tons of corn and 15.7 million tons of soybeans move through the locking portions of the Mississippi River System,

Figure 1: U.S. Class I grain carloads, averaged monthly



Source: Association of American Railroads.

Figure 2: Weekly grain barge tonnages, 2018 and 3-yr average



Source: U.S. Army Corps of Engineers.

annually. Typically, about 54 percent of annual corn tonnages and 35 percent of annual soybean tonnages shipped by barge occur during the first half of the year.

### Bulk Grain Ocean Freight Rates Remained Relatively Stable

Ocean freight rates for shipping bulk grains remained relatively stable despite rising costs of shipping bulk commodities (see [July 12, 2018 GTR](#)). The Baltic Dry Index (BDI)—which measures transportation rates in the bulk business—has surged nearly 50 percent, since the end of May, in response to a push by companies to move manufacturing materials before levies or any escalating tariffs take effect. However, according to a report by O’Neil Commodity Consulting, grain rates have not seen any significant increase since the beginning of the year because the movement in the BDI is not often reflected in the physical rates. As of July 12, the rate for shipping grain from the U.S. Gulf to Japan was \$44 per mt, 2 percent higher than the beginning of the year (January 4). The rate from the PNW to Japan was \$24.75 per mt, 3 percent higher than the beginning of the year. Although rates have been higher than last year and the 4-year average, they have been significantly lower than the record highs in 2008. The relatively low ocean freight rates are due to excess supply and lagging demand for bulk vessels in the market.

### Diesel Prices Above Last Year but Stable in Recent Weeks

The retail prices for diesel fuel averaged \$3.24 per gallon during the week ending July 16, which was 75 cents higher than the average of the same period last year. The U.S average diesel price has risen 9 percent since the beginning of the year, and 30 percent over the same period a year ago. However, after declining for five consecutive weeks during the week ending June 25 (see [June 28, 2018 GTR](#)), the average diesel price has remained relatively unchanged for the last three weeks. According to the Energy Information Agency’s latest [Short-Term Energy Outlook](#), uncertainty related to the outcome of the June meeting of the Organization of the Petroleum Exporting Countries (OPEC) and several unplanned supply disruptions contributed to increased crude oil price volatility and higher prices in recent weeks. On June 22-23, OPEC and the non-OPEC countries subject to voluntary supply reductions, agreed to increase crude oil production back to the target levels. The surplus production reductions were primarily the result of accelerated declines in Venezuela.

### Outlook: Projected Grain Exports Lower, but Wheat Higher

According to the July *WASDE* report, USDA projects the 2018/19 production of corn, soybeans, and wheat to reach 20.4 billion bushels, down about 2 percent from the previous year. Exports of the three major grains are expected to fall 3 percent, from 2017/18, to 5.2 billion bushels (Table 1). Corn and soybean production is projected to reach 14.2 and 4.3 billion bushels, respectively, each down from last year. Wheat production, however, is expected to increase 8 percent for the same period. Total year-to-date export sales commitments of soybeans are currently above the forecast for 2018/19. Soybean exports, however, are projected to decrease 2 percent in 2018/19, due to a drop in demand from China and increased South American soybean exports ([GTR Table 14](#)). Total corn export sales commitments for 2017/18 at their current pace, will probably surpass the July forecast, as the current year total export sales commitments have already reached 95 percent of the projection ([GTR Table 13](#)). Due to recent changes in world trade policies, U.S. grain transportation demand for soybeans could decrease during the harvest. Overall, while current projections for grain exports are down, these could be offset by higher domestic use, leading to similar aggregate levels of grain transportation in 2018/19.

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Table 1. Major Grains: Production and Use, July 2018 WASDE, million bushels					
	Corn	Soybeans	Wheat	Total	Y/Y
United States 2018/19 (Projected)					
Production	14,230	4,310	1,881	20,421	-1.5%
Exports	2,225	2,040	975	5,240	-2.7%
Domestic Use	12,530	2,180	1,157	15,867	0.7%
Ending Stocks/Use	14.8%	13.2%	52.9%		
United States 2017/18 (Estimated)					
Production	14,604	4,392	1,741	20,737	-4.7%
Exports	2,400	2,085	901	5,386	-2.3%
Domestic Use	12,510	2,166	1,077	15,753	1.1%
Ending Stocks/Use	15.7%	7.2%	53.2%		
2016/17					
Production	15,148	4,296	2,309	21,753	
Exports	2,294	2,166	1,051	5,511	
Domestic Use	12,355	2,048	1,171	15,574	
Ending Stocks/Use	15.7%	7.2%	53.2%		

trade policies, U.S. grain transportation demand for soybeans could decrease during the harvest. Overall, while current projections for grain exports are down, these could be offset by higher domestic use, leading to similar aggregate levels of grain transportation in 2018/19.

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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
07/18/18	217	277	234	229	197	176
07/11/18	218	277	231	231	195	176

<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); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

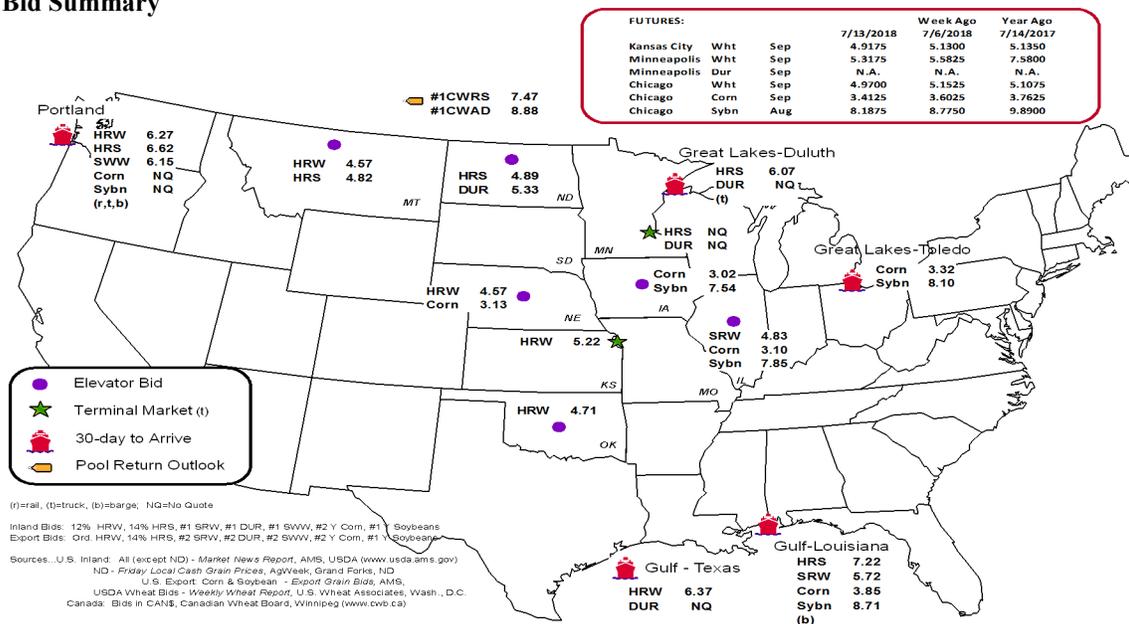
Commodity	Origin--Destination	7/13/2018	7/6/2018
Corn	IL--Gulf	-0.75	-0.73
Corn	NE--Gulf	-0.72	-0.71
Soybean	IA--Gulf	-1.17	-1.22
HRW	KS--Gulf	-1.15	-1.04
HRS	ND--Portland	-1.73	-1.83

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1  
Grain Bid Summary



# Rail Transportation

Table 3

## Rail Deliveries to Port (carloads)<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			
07/11/2018 <sup>p</sup>	277	523	5,953	390	7,143	7/7/2018	2,601
07/04/2018 <sup>r</sup>	218	357	6,836	468	7,879	6/30/2018	2,215
2018 YTD <sup>r</sup>	11,203	32,388	186,539	12,172	242,302	2018 YTD	62,265
2017 YTD <sup>r</sup>	14,990	50,601	166,137	11,722	243,450	2017 YTD	64,157
2018 YTD as % of 2017 YTD	75	64	112	104	100	% change YTD	97
Last 4 weeks as % of 2017 <sup>2</sup>	161	37	144	268	126	Last 4wks % 2017	99
Last 4 weeks as % of 4-year avg. <sup>2</sup>	176	42	173	226	148	Last 4wks % 4 yr	118
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.

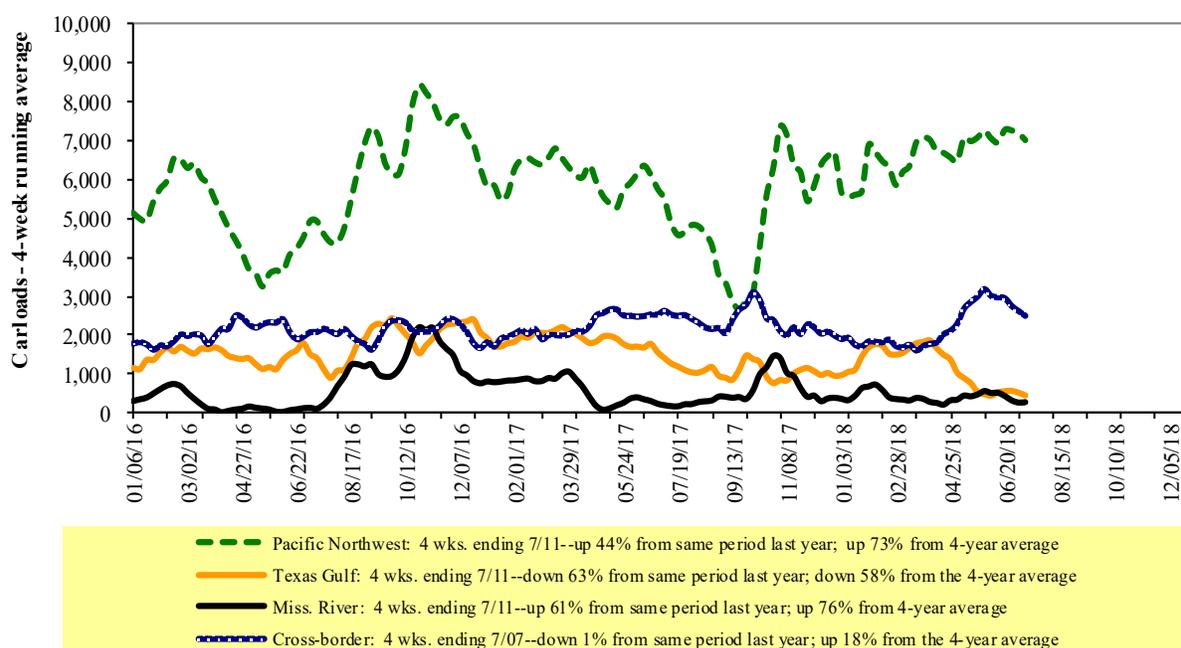
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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: 7/7/2018	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,566	2,760	11,503	705	4,763	21,297	3,550	3,364
This week last year	1,219	3,083	8,274	709	4,807	18,092	3,399	3,980
2018 YTD	51,901	68,015	335,704	26,012	141,583	623,215	101,008	123,931
2017 YTD	47,891	75,650	309,586	25,891	159,365	618,383	102,884	120,555
2018 YTD as % of 2017 YTD	108	90	108	100	89	101	98	103
Last 4 weeks as % of 2017*	112	93	118	109	96	108	107	89
Last 4 weeks as % of 3-yr avg.**	105	95	121	114	99	110	104	97
Total 2017	89,465	142,725	578,964	50,223	289,574	1,150,951	198,574	244,766

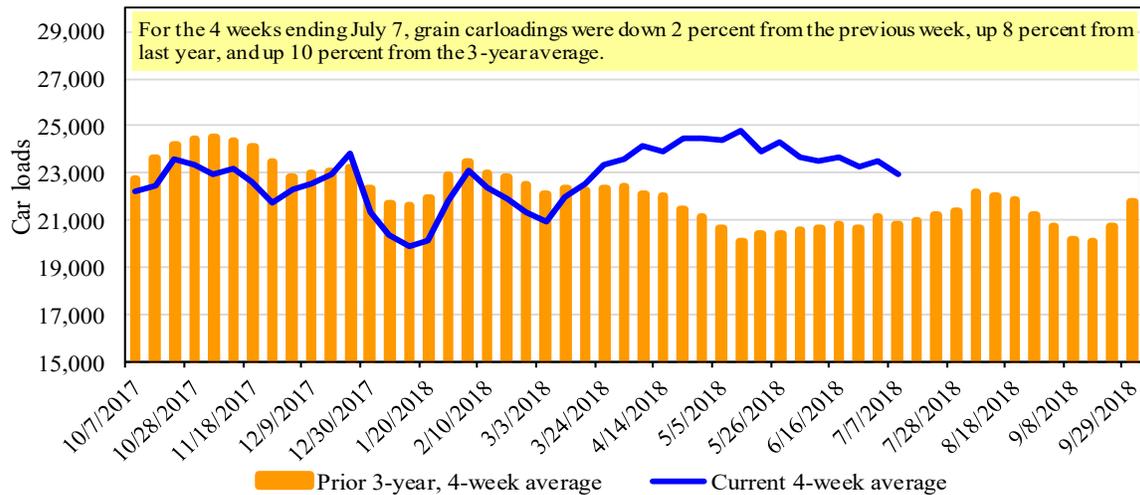
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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: 7/12/2018		Delivery period							
		Jul-18	Jul-17	Aug-18	Aug-17	Sep-18	Sep-17	Oct-18	Oct-17
BNSF <sup>3</sup>	COT grain units	no offer	no offer	no offer	no bids	no offer	no bids	85	no bids
	COT grain single-car <sup>5</sup>	no offer	no offer	no offer	no bids	no offer	no bids	151	no bids
UP <sup>4</sup>	GCAS/Region 1	no offer	n/a	no bids	n/a	no bids	n/a	n/a	n/a
	GCAS/Region 2	no offer	n/a	no offer	n/a	226	n/a	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.

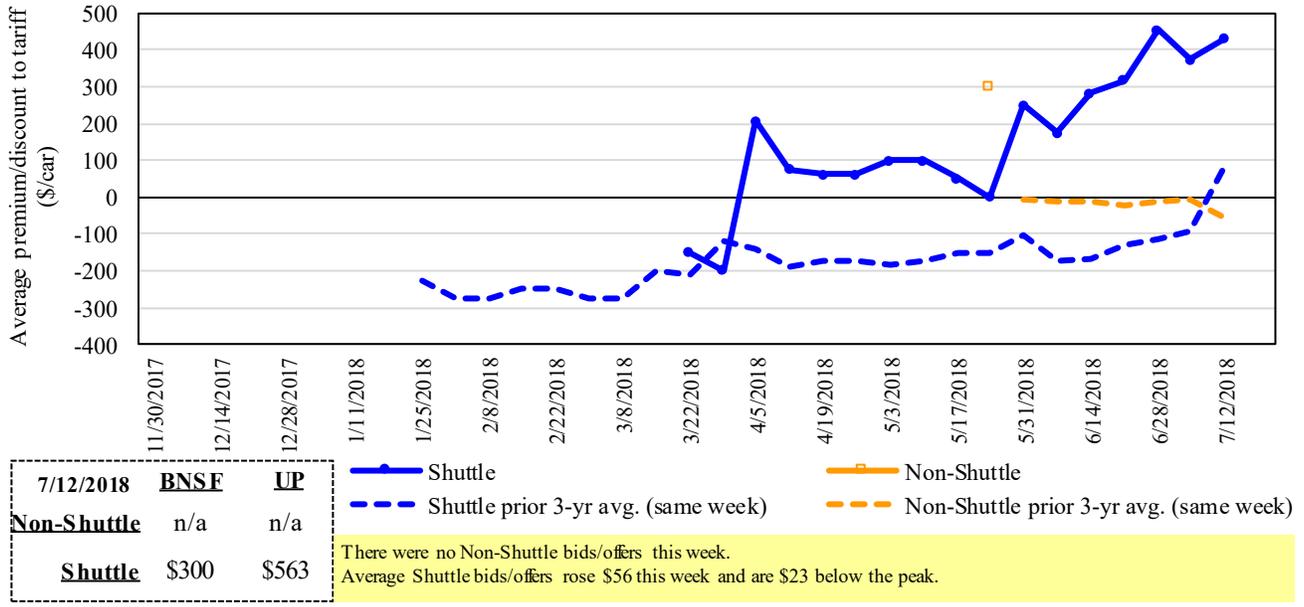
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

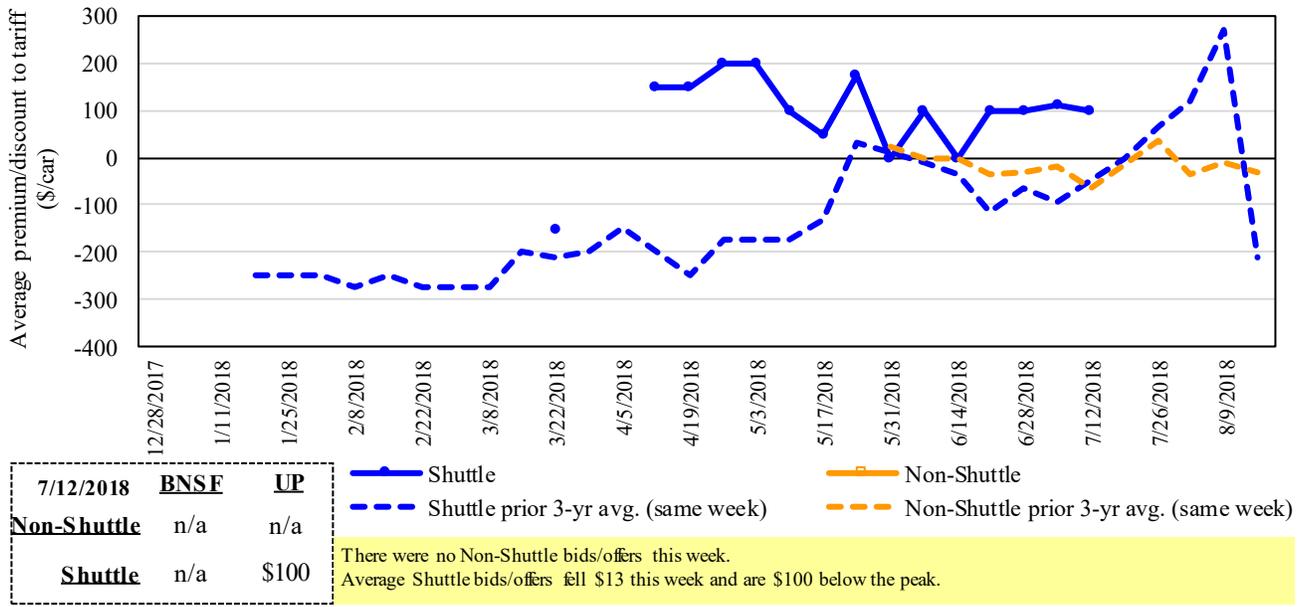
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



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

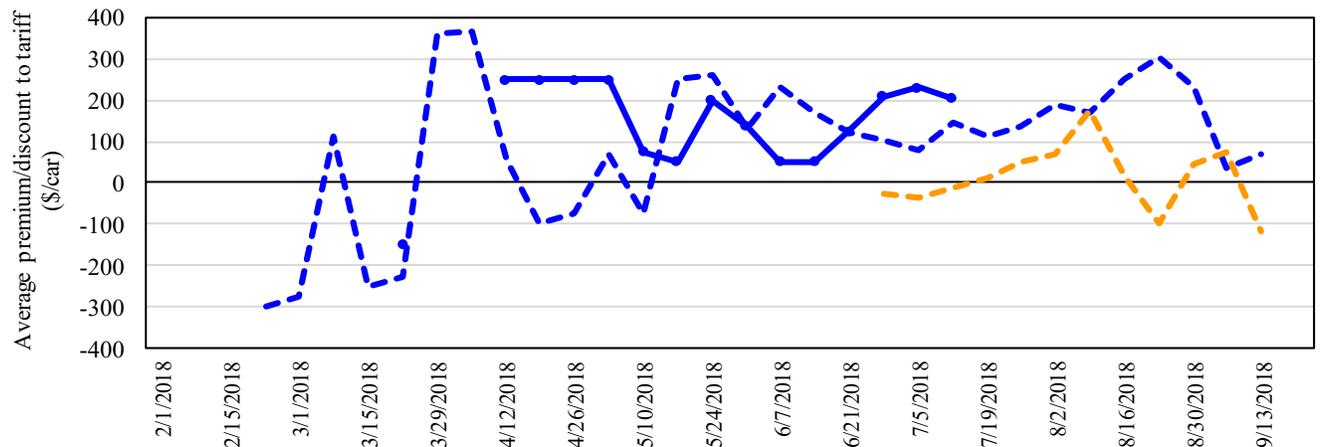
**Figure 5**  
**Bids/Offers for Railcars to be Delivered in August 2018, Secondary Market**



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

Figure 6

**Bids/Offers for Railcars to be Delivered in September 2018, Secondary Market**



<b>7/12/2018</b>	<b>BNSF</b>	<b>UP</b>		
<b>Non-Shuttle</b>	n/a	n/a		
<b>Shuttle</b>	\$175	\$233		

—●— Shuttle  
- - - Shuttle prior 3-yr avg. (same week)  
—■— Non-Shuttle  
- - - Non-Shuttle prior 3-yr avg. (same week)

There were no Non-Shuttle bids/offers this week.  
 Average Shuttle bids/offers fell \$27 this week and are \$46 below the peak.

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

Table 6

**Weekly Secondary Railcar Market (\$/car)<sup>1</sup>**

For the week ending: 7/12/2018		Delivery period					
		Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18
<b>Non-shuttle</b>	<b>BNSF-GF</b>	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 2017	n/a	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	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 2017	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle</b>	<b>BNSF-GF</b>	<b>300</b>	<b>n/a</b>	<b>175</b>	<b>1200</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	(50)	n/a	(63)	100	n/a	n/a
	Change from same week 2017	400	n/a	(125)	325	n/a	n/a
	<b>UP-Pool</b>	<b>563</b>	<b>100</b>	<b>233</b>	<b>1000</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	163	(13)	8	250	n/a	n/a
	Change from same week 2017	763	250	283	600	n/a	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>**

July, 2018	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	bushel <sup>2</sup>	Percent change Y/Y <sup>4</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,983	\$116	\$40.71	\$1.11	4
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$0	\$41.14	\$1.12	0
	Wichita, KS	Los Angeles, CA	\$7,175	\$0	\$71.25	\$1.94	2
	Wichita, KS	New Orleans, LA	\$4,540	\$205	\$47.12	\$1.28	2
	Sioux Falls, SD	Galveston-Houston, TX	\$6,911	\$0	\$68.63	\$1.87	2
	Northwest KS	Galveston-Houston, TX	\$4,816	\$224	\$50.05	\$1.36	3
	Amarillo, TX	Los Angeles, CA	\$5,121	\$312	\$53.95	\$1.47	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,931	\$231	\$41.33	\$1.05	10
	Toledo, OH	Raleigh, NC	\$6,344	\$0	\$63.00	\$1.60	5
	Des Moines, IA	Davenport, IA	\$2,258	\$49	\$22.91	\$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	\$144	\$37.27	\$0.95	4
	Des Moines, IA	Los Angeles, CA	\$5,327	\$419	\$57.06	\$1.45	7
Soybeans	Minneapolis, MN	New Orleans, LA	\$4,131	\$238	\$43.39	\$1.18	18
	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	\$231	\$49.42	\$1.34	8
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$0	\$39.26	\$1.07	0
	Wichita, KS	Galveston-Houston, TX	\$4,296	\$0	\$42.66	\$1.16	3
	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	\$5,912	\$368	\$62.36	\$1.70	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	\$231	\$39.35	\$1.00	11
	Lincoln, NE	Galveston-Houston, TX	\$3,700	\$0	\$36.74	\$0.93	0
	Des Moines, IA	Amarillo, TX	\$3,970	\$181	\$41.22	\$1.05	4
	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	\$267	\$50.07	\$1.36	9
	Toledo, OH	Huntsville, AL	\$4,352	\$0	\$43.22	\$1.18	3
	Grand Island, NE	Portland, OR	\$5,710	\$377	\$60.44	\$1.65	8

<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

Sources: www.bnsf.com, www.cn.ca, www.csx.com, www.up.com

Table 8

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

Date: July, 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	\$6,743	\$160	\$70.54	\$1.92	3
	KS	Guadalajara, JA	\$7,371	\$347	\$78.86	\$2.14	2
	TX	Salinas Victoria, NL	\$4,292	\$98	\$44.86	\$1.22	1
Corn	IA	Guadalajara, JA	\$8,313	\$324	\$88.25	\$2.24	3
	SD	Celaya, GJ	\$7,700	\$0	\$78.68	\$2.00	2
	NE	Queretaro, QA	\$8,013	\$337	\$85.32	\$2.17	4
	SD	Salinas Victoria, NL	\$6,743	\$0	\$68.90	\$1.75	2
	MO	Tlalnepantla, EM	\$7,379	\$329	\$78.76	\$2.00	4
	SD	Torreón, CU	\$7,300	\$0	\$74.59	\$1.89	2
Soybeans	MO	Bojay (Tula), HG	\$8,134	\$301	\$86.19	\$2.34	-5
	NE	Guadalajara, JA	\$8,692	\$331	\$92.18	\$2.51	-2
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	0
	KS	Torreón, CU	\$7,489	\$247	\$79.04	\$2.15	1
Sorghum	NE	Celaya, GJ	\$7,345	\$303	\$78.14	\$1.98	4
	KS	Queretaro, QA	\$7,819	\$200	\$81.94	\$2.08	4
	NE	Salinas Victoria, NL	\$6,452	\$161	\$67.56	\$1.71	5
	NE	Torreón, CU	\$6,790	\$240	\$71.82	\$1.82	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.

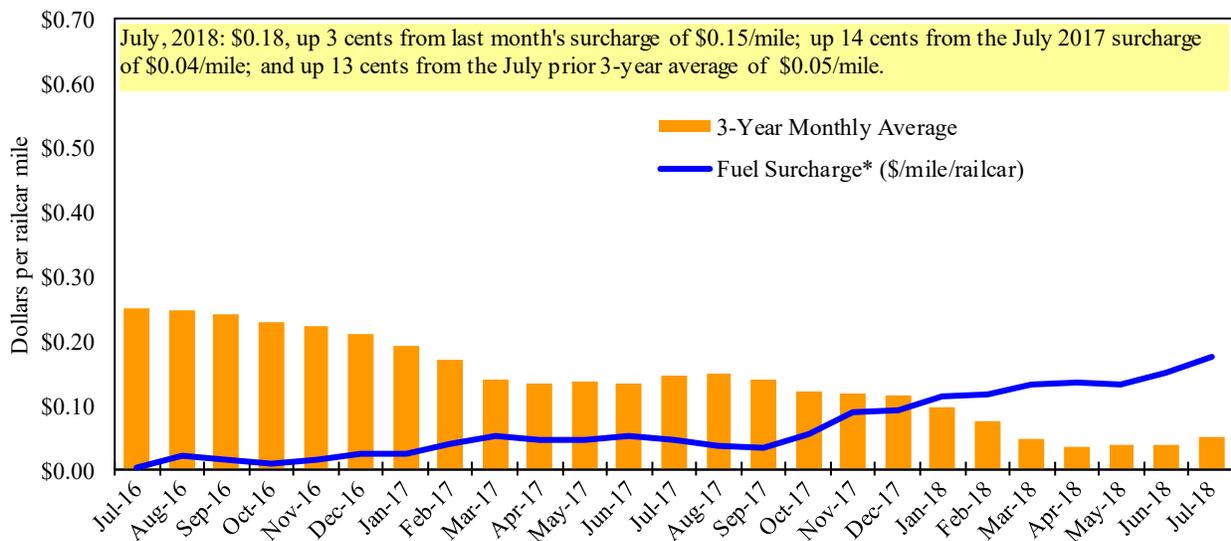
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

<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.

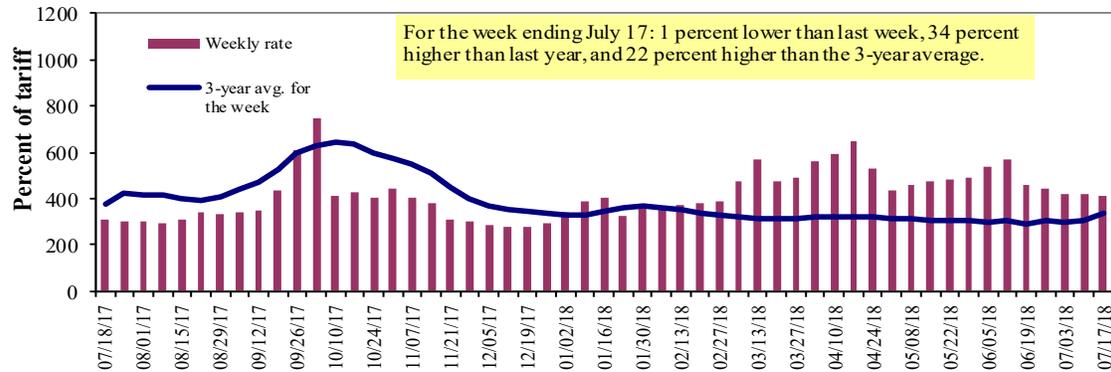
\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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
<b>Rate<sup>1</sup></b>	7/17/2018	463	415	413	306	388	400	280
	7/10/2018	460	416	416	315	335	335	271
<b>\$/ton</b>	7/17/2018	28.66	22.08	19.16	12.21	18.20	16.16	8.79
	7/10/2018	28.47	22.13	19.30	12.57	15.71	13.53	8.51
<b>Current week % change from the same week:</b>								
	Last year	28	35	34	33	60	65	51
	3-year avg. <sup>2</sup>	4	8	22	16	39	44	25
<b>Rate<sup>1</sup></b>	August	463	418	418	310	388	390	288
	October	563	530	523	428	525	525	413

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds;

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

### Benchmark tariff rates

#### Calculating barge rate per ton:

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

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

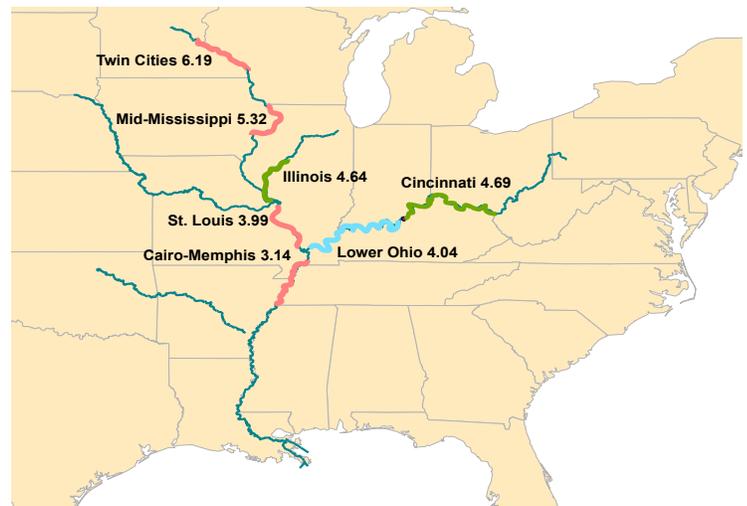
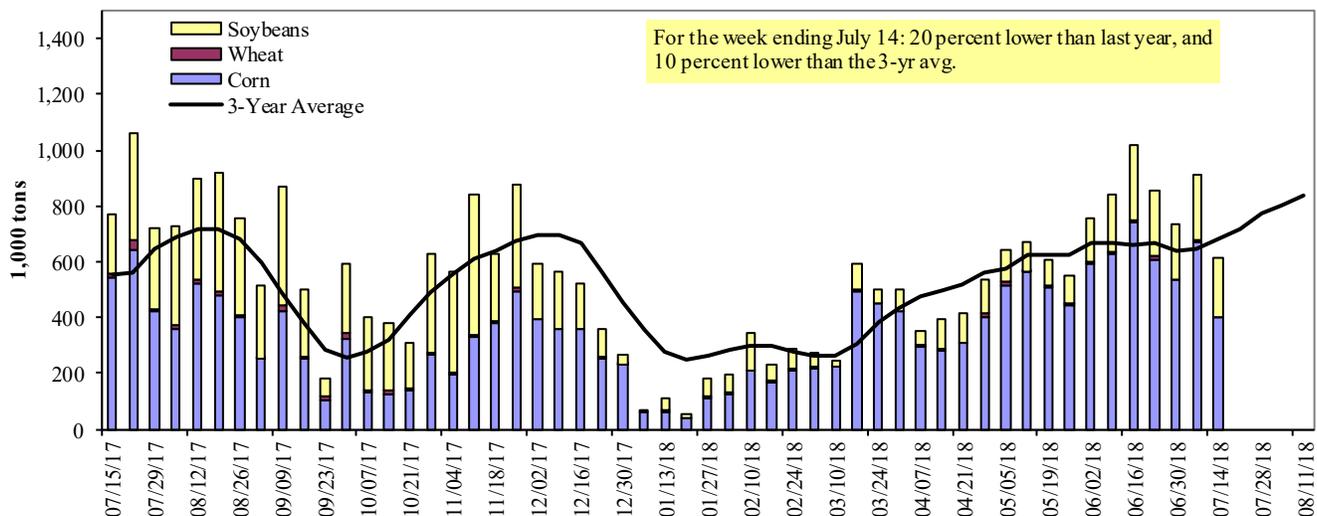


Figure 10

**Barge Movements on the Mississippi 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 07/14/2018	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	157	0	57	0	214
Winfield, MO (L25)	221	2	100	0	323
Alton, IL (L26)	385	2	199	0	586
Granite City, IL (L27)	398	2	213	0	612
<b>Illinois River (L8)</b>	153	0	81	0	234
<b>Ohio River (L52)</b>	44	18	33	0	95
<b>Arkansas River (L1)</b>	0	31	4	0	35
Weekly total - 2018	441	50	250	0	742
Weekly total - 2017	560	109	246	5	920
2018 YTD <sup>1</sup>	13,035	949	6,240	66	20,290
2017 YTD	13,682	1,295	6,560	164	21,700
2018 as % of 2017 YTD	95	73	95	41	94
Last 4 weeks as % of 2017 <sup>2</sup>	118	80	111	48	112
<b>Total 2017</b>	<b>22,242</b>	<b>2,210</b>	<b>16,123</b>	<b>360</b>	<b>40,936</b>

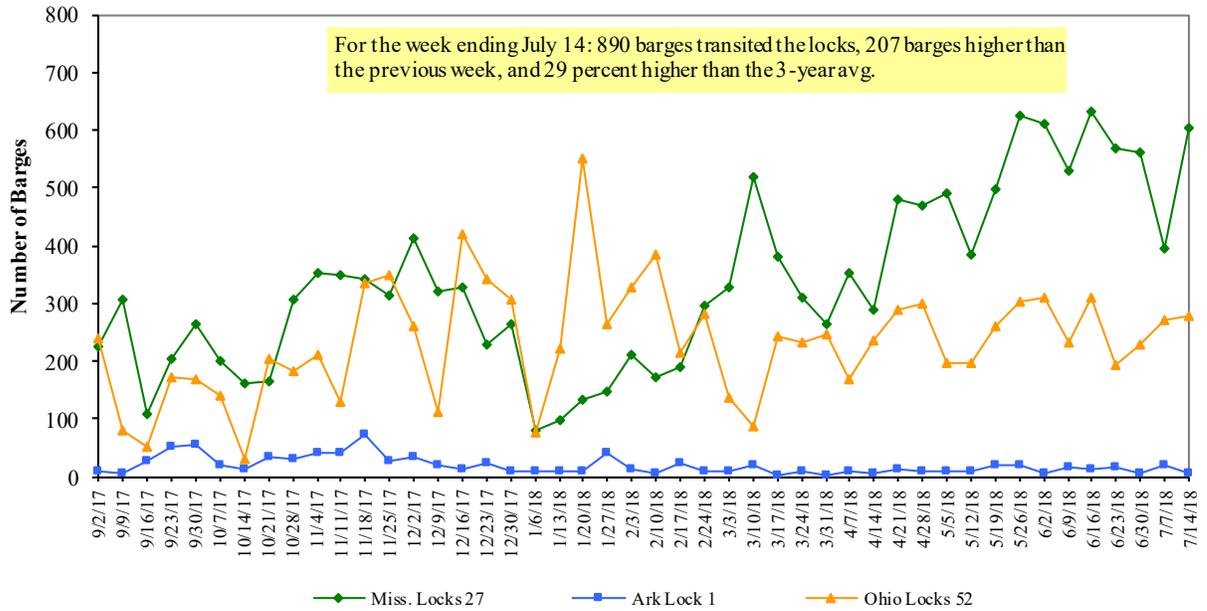
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

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

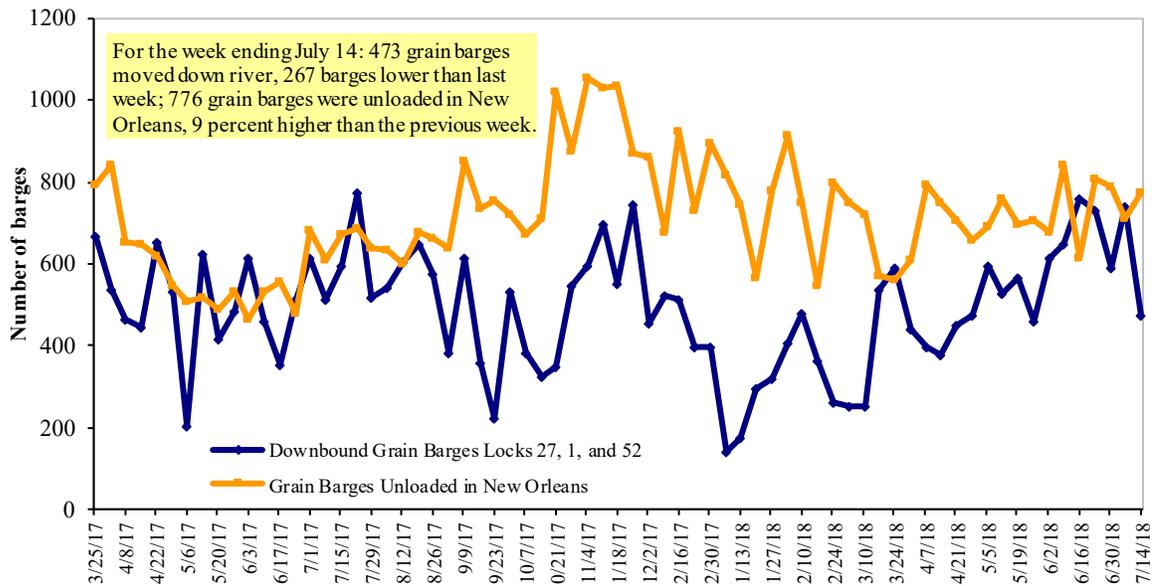
Source: U.S. Army Corps of Engineers

**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 7/16/2018 (US \$/gallon)**

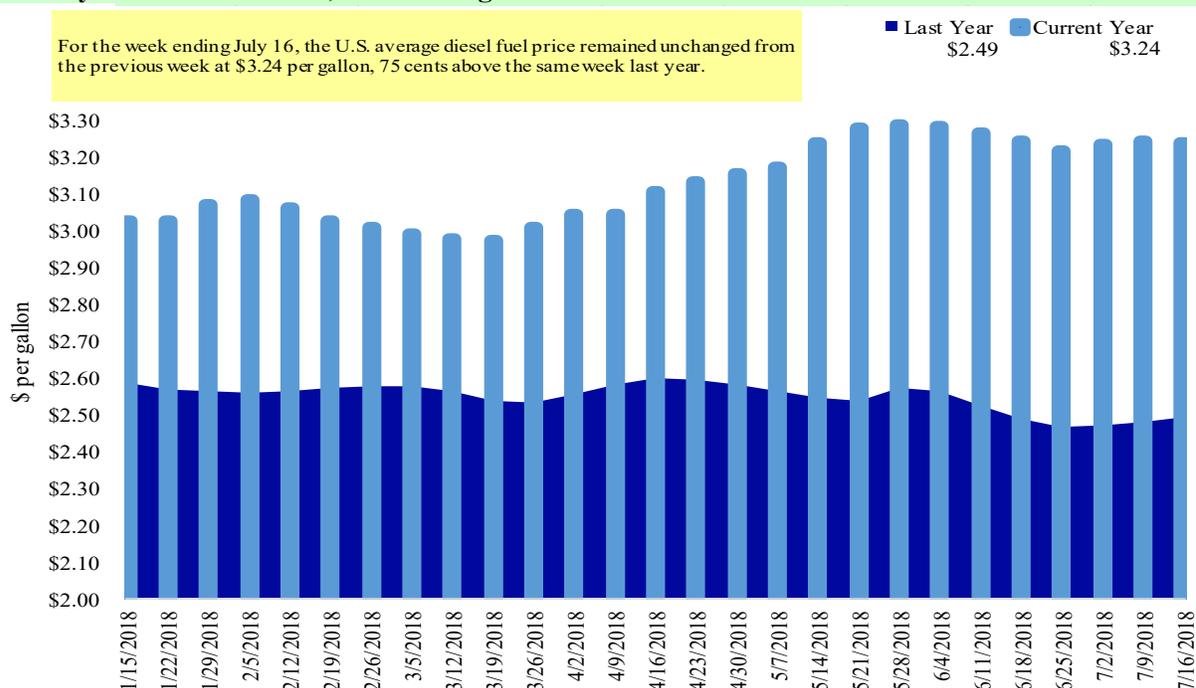
Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.236	-0.002	0.704
	New England	3.283	0.004	0.710
	Central Atlantic	3.405	0.000	0.727
	Lower Atlantic	3.108	-0.004	0.688
II	Midwest <sup>2</sup>	3.171	-0.005	0.733
III	Gulf Coast <sup>3</sup>	3.004	0.000	0.680
IV	Rocky Mountain	3.370	0.000	0.783
V	West Coast	3.741	-0.008	0.970
	West Coast less California	3.456	-0.015	0.800
	California	3.968	-0.002	1.103
Total	U.S.	3.239	-0.004	0.748

<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>									
7/5/2018	1,122	505	1,440	1,155	140	4,362	11,533	7,165	23,059
This week year ago	1,659	665	1,529	1,566	128	5,547	7,472	6,663	19,682
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2017/18 YTD	411	251	531	566	9	1,767	46,563	50,286	98,615
2016/17 YTD	1,382	252	818	677	76	3,203	48,292	53,291	104,787
YTD 2017/18 as % of 2016/17	30	100	65	84	11	55	96	94	94
Last 4 wks as % of same period 2016/17	64	77	97	77	96	79	174	117	128
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

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 7/05/2018	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2014-2016
	2018/19	2017/18	2016/17		
	Next MY	Current MY	Last MY		
	- 1,000 mt -				
Mexico	1,919	14,722	13,465	9	12,297
Japan	1,018	11,146	11,499	(3)	11,450
Korea	391	5,492	5,630	(2)	4,494
Colombia	15	4,472	4,182	7	4,179
Peru	25	3,075	2,965	4	2,693
<b>Top 5 Importers</b>	<b>3,368</b>	<b>38,907</b>	<b>37,740</b>	<b>3</b>	<b>35,113</b>
<b>Total US corn export sales</b>	<b>4,648</b>	<b>58,095</b>	<b>55,764</b>	<b>4</b>	<b>49,308</b>
% of Projected	8%	95%	96%		
<b>Change from prior week<sup>2</sup></b>	<b>128</b>	<b>402</b>	<b>161</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>72%</b>	<b>67%</b>	<b>68%</b>		<b>71%</b>
<b>USDA forecast, July 2018</b>	<b>56,616</b>	<b>61,069</b>	<b>58,372</b>	<b>5</b>	
<b>Corn Use for Ethanol USDA forecast, July 2018</b>	<b>142,875</b>	<b>142,240</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 7/05/2018	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2014-2016
	2018/19	2017/18	2016/17		
	Next MY	Current MY	Last MY		
	- 1,000 mt -				- 1,000 mt -
China	1,392	28,129	36,090	(22)	31,881
Mexico	1,010	4,259	3,658	16	3,452
Indonesia	94	2,452	2,265	8	1,987
Japan	161	2,286	2,156	6	2,067
Netherlands	0	2,098	1,788	17	2,098
<b>Top 5 importers</b>	<b>2,657</b>	<b>39,223</b>	<b>45,958</b>	<b>(15)</b>	<b>41,486</b>
<b>Total US soybean export sales</b>	<b>8,253</b>	<b>57,451</b>	<b>59,955</b>	<b>(4)</b>	<b>52,919</b>
% of Projected	15%	101%	102%		
Change from prior week <sup>2</sup>	271	159	228		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>32%</b>	<b>68%</b>	<b>77%</b>		<b>78%</b>
<b>USDA forecast, July 2018</b>	<b>55,586</b>	<b>56,812</b>	<b>59,019</b>	<b>96</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2016/17 - [www.fas.usda.gov](http://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/>. 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](http://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 7/05/2018	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2014-2016
	2018/19	2017/18		
	Current MY	Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	821	855	(4)	2,620
Mexico	598	1,268	(53)	2,743
Philippines	802	898	(11)	2,395
Brazil	93	93	0	862
Nigeria	221	445	(50)	1,254
Korea	582	677	(14)	1,104
China	0	391	(100)	1,623
Taiwan	281	302	(7)	768
Indonesia	131	338	(61)	726
Colombia	67	170	(61)	635
<b>Top 10 importers</b>	<b>3,595</b>	<b>5,435</b>	<b>(34)</b>	<b>14,729</b>
<b>Total US wheat export sales</b>	<b>6,128</b>	<b>8,750</b>	<b>(30)</b>	<b>22,804</b>
% of Projected	23%	36%		
Change from prior week <sup>2</sup>	136	358		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>59%</b>	<b>62%</b>		<b>65%</b>
<b>USDA forecast, July 2018</b>	<b>26,567</b>	<b>24,550</b>	<b>8</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2016/17 - [www.fas.usda.gov](http://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/esrquery/>. 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](http://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 07/12/18	Previous Week*	Current Week as % of Previous	2018 YTD*	2017 YTD*	2018 YTD as % of 2017 YTD	Last 4-weeks as % of:		2017 Total*
							Last Year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	312	208	150	6,659	8,485	78	93	130	14,805
Corn	334	612	55	12,303	8,608	143	215	166	10,928
Soybeans	140	148	94	5,453	4,670	117	221	605	13,246
<b>Total</b>	<b>785</b>	<b>969</b>	<b>81</b>	<b>24,416</b>	<b>21,763</b>	<b>112</b>	<b>156</b>	<b>169</b>	<b>38,978</b>
<b>Mississippi Gulf</b>									
Wheat	108	52	208	2,260	2,677	84	71	75	4,198
Corn	668	703	95	19,178	19,195	100	117	112	28,690
Soybeans	362	377	96	12,446	12,148	102	186	195	32,911
<b>Total</b>	<b>1,138</b>	<b>1,133</b>	<b>100</b>	<b>33,884</b>	<b>34,020</b>	<b>100</b>	<b>128</b>	<b>126</b>	<b>65,800</b>
<b>Texas Gulf</b>									
Wheat	32	1	n/a	1,931	4,105	47	12	16	6,354
Corn	28	30	90	433	407	107	188	95	733
Soybeans	0	0	n/a	67	0	n/a	n/a	n/a	292
<b>Total</b>	<b>59</b>	<b>32</b>	<b>188</b>	<b>2,431</b>	<b>4,511</b>	<b>54</b>	<b>21</b>	<b>24</b>	<b>7,379</b>
<b>Interior</b>									
Wheat	41	12	332	810	1,022	79	51	69	1,727
Corn	124	92	135	4,592	4,658	99	86	107	8,758
Soybeans	142	119	120	3,559	2,740	130	144	171	5,508
<b>Total</b>	<b>307</b>	<b>223</b>	<b>138</b>	<b>8,961</b>	<b>8,420</b>	<b>106</b>	<b>97</b>	<b>120</b>	<b>15,993</b>
<b>Great Lakes</b>									
Wheat	0	7	0	263	368	72	18	19	711
Corn	43	3	n/a	280	115	244	548	177	192
Soybeans	21	0	n/a	248	159	156	293	509	890
<b>Total</b>	<b>65</b>	<b>11</b>	<b>608</b>	<b>791</b>	<b>641</b>	<b>123</b>	<b>134</b>	<b>120</b>	<b>1,793</b>
<b>Atlantic</b>									
Wheat	1	1	79	66	37	177	n/a	5	46
Corn	0	0	n/a	67	5	n/a	n/a	0	32
Soybeans	3	59	6	1,207	901	134	741	498	2,001
<b>Total</b>	<b>4</b>	<b>60</b>	<b>7</b>	<b>1,340</b>	<b>942</b>	<b>142</b>	<b>749</b>	<b>216</b>	<b>2,079</b>
<b>U.S. total from ports*</b>									
Wheat	494	282	175	11,987	16,694	72	62	77	27,841
Corn	1,196	1,441	83	36,855	32,987	112	136	126	49,333
Soybeans	669	703	95	22,980	20,617	111	192	229	54,847
<b>Total</b>	<b>2,359</b>	<b>2,426</b>	<b>97</b>	<b>71,823</b>	<b>70,298</b>	<b>102</b>	<b>124</b>	<b>130</b>	<b>132,021</b>

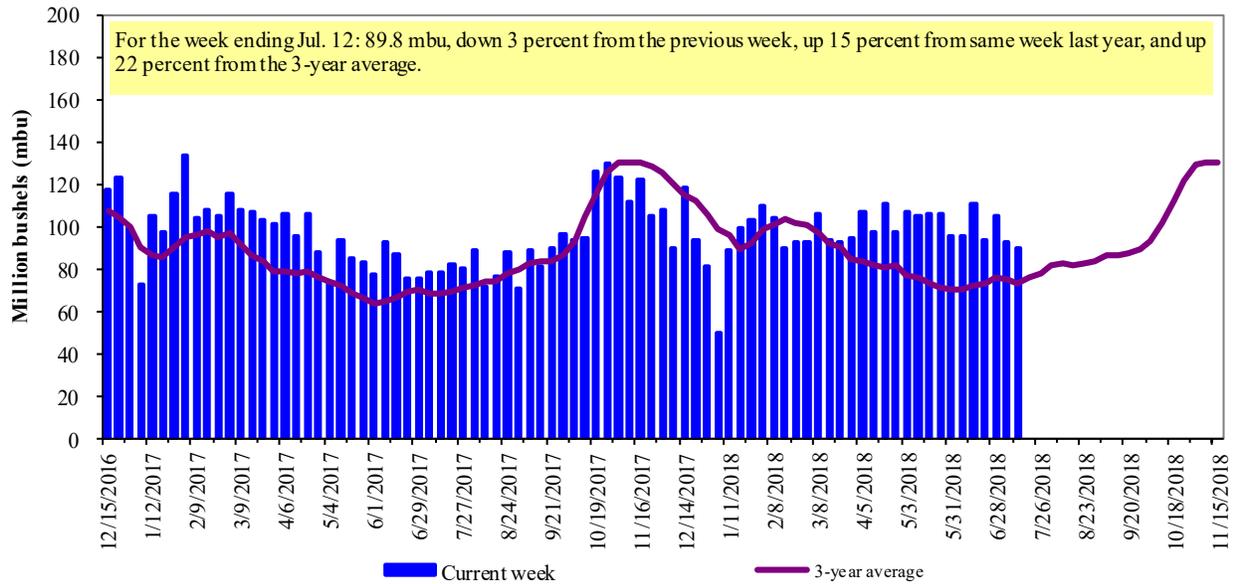
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

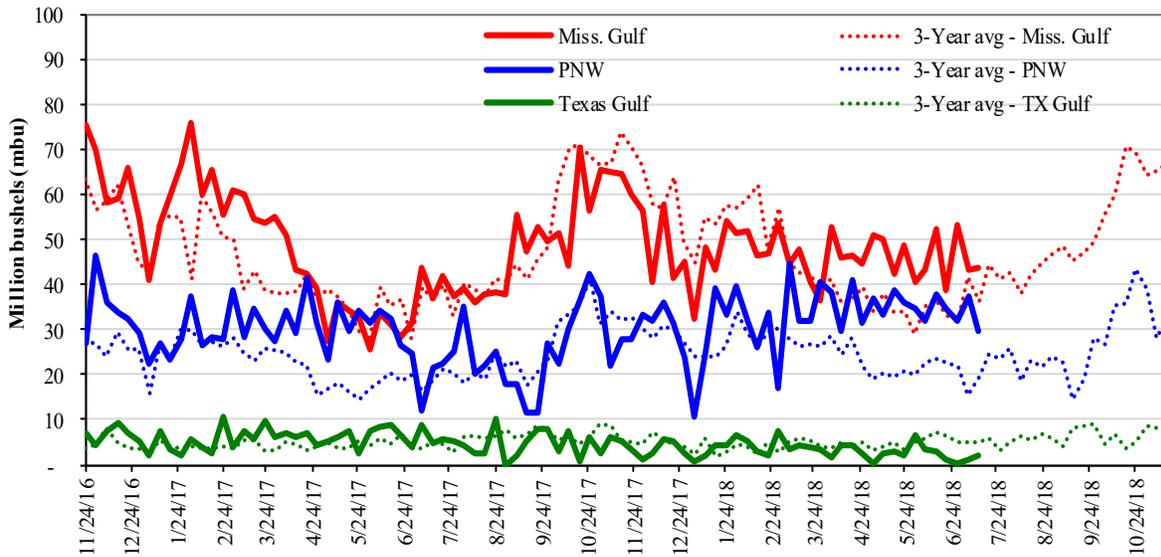


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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 07/12/18 inspections (mbu):</u>	<u>Percent change from:</u>	<u>MS Gulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Mississippi Gulf: 43.6	Last Week:	unchanged	up 82	up 3	down 20
PNW: 29.7	Last Year (same week):	up 18	down 53	up 10	up 37
Texas Gulf: 2.3	3-yr avg. (4-wk. mov. Avg):	up 22	down 57	up 12	up 50

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

# Ocean Transportation

Table 17

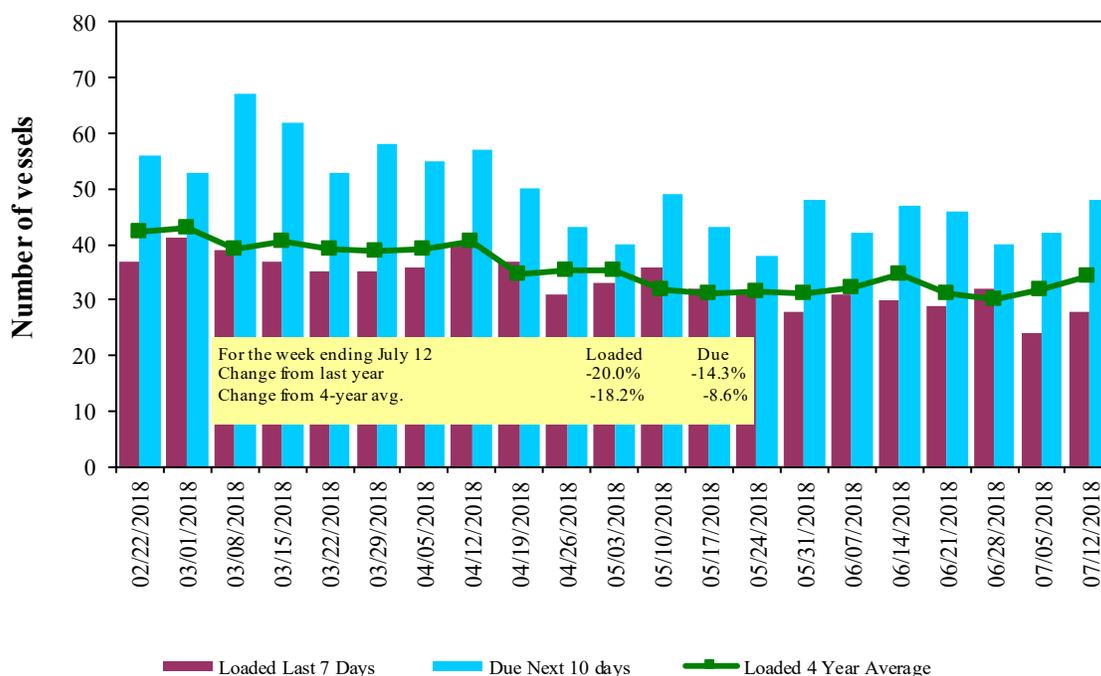
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
7/12/2018	28	28	48	12
7/5/2018	33	24	42	15
2017 range	(25..66)	(28..54)	(37..87)	(5..44)
2017 avg	46	38	56	20

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

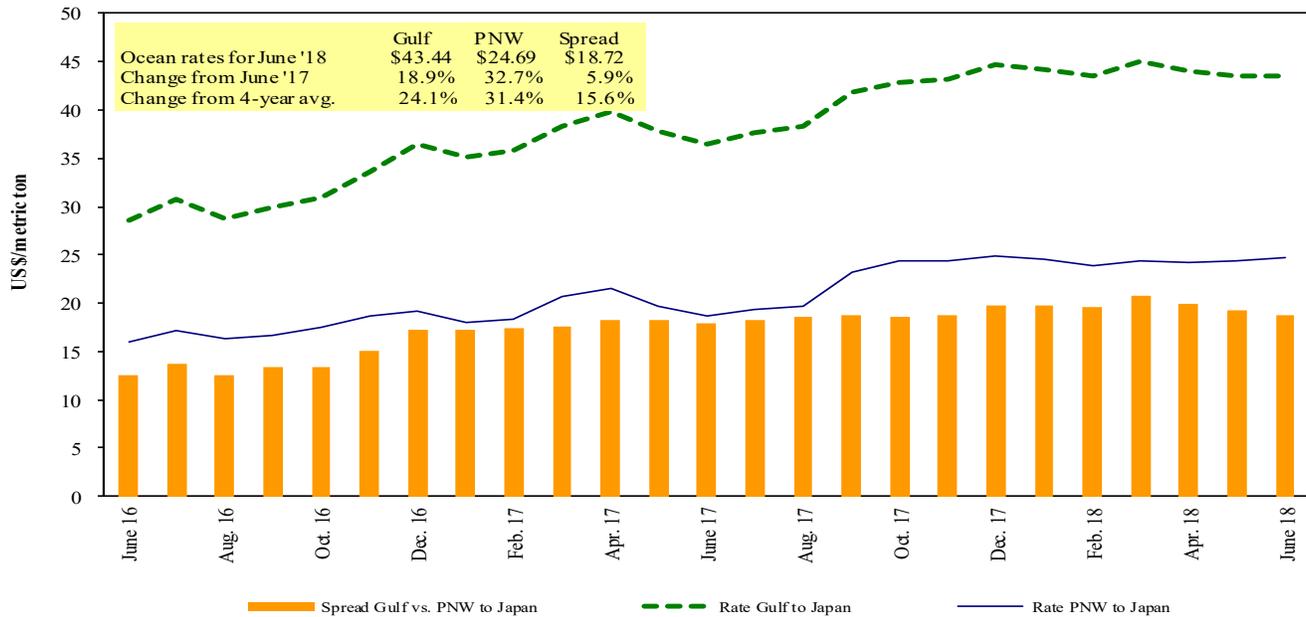
**U.S. Gulf Vessel Loading Activity**



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 07/14/2018**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Egypt	Heavy Grain	Jun 26/30	60,000	27.75
U.S. Gulf	Rotterdam	Heavy Grain	Jun 25/30	65,000	23.00
U.S. Gulf	Djibouti	Sorghum	Apr 16/26	18,200	69.87*
PNW	Yemen	Wheat	Jul 26/Aug 9	27,500	83.70*
PNW	Bangladesh	Wheat	Apr 6/16	43,500	63.35*
Brazil	China	Heavy Grain	Jul 18/28	60,000	36.00
Brazil	China	Heavy Grain	Jun 22/30	60,000	35.00
Brazil	China	Heavy Grain	Jun 22/30	60,000	33.75
Brazil	China	Heavy Grain	Jun 20/30	60,000	33.25
Brazil	China	Heavy Grain	Jun 20/26	60,000	32.50
Brazil	China	Heavy Grain	Jun 12/20	66,000	30.75
Brazil	China	Heavy Grain	May 26/ Jun 2	66,000	31.50
Brazil	Malaysia	Heavy Grain	Aug 17/24	65,000	31.00

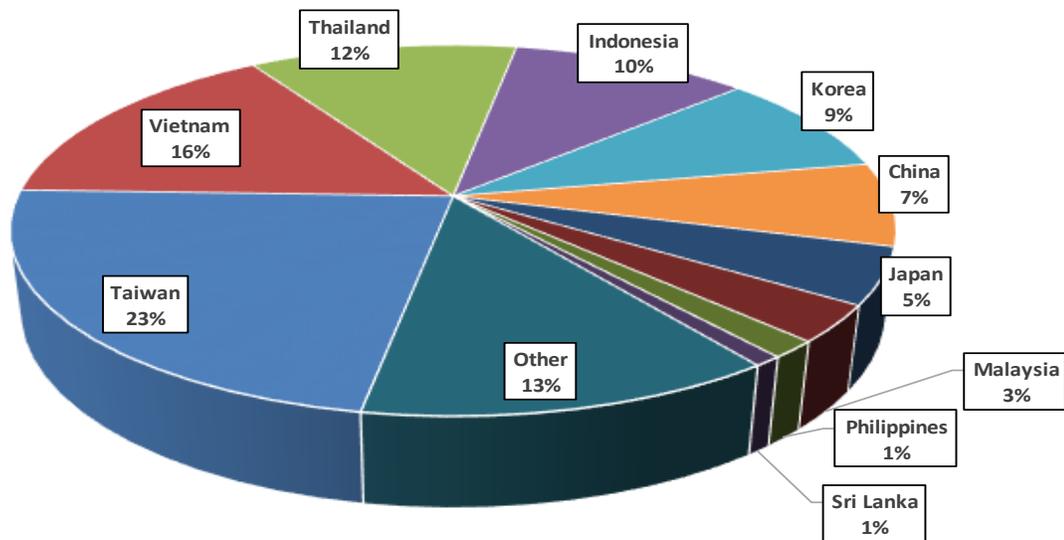
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

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

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.

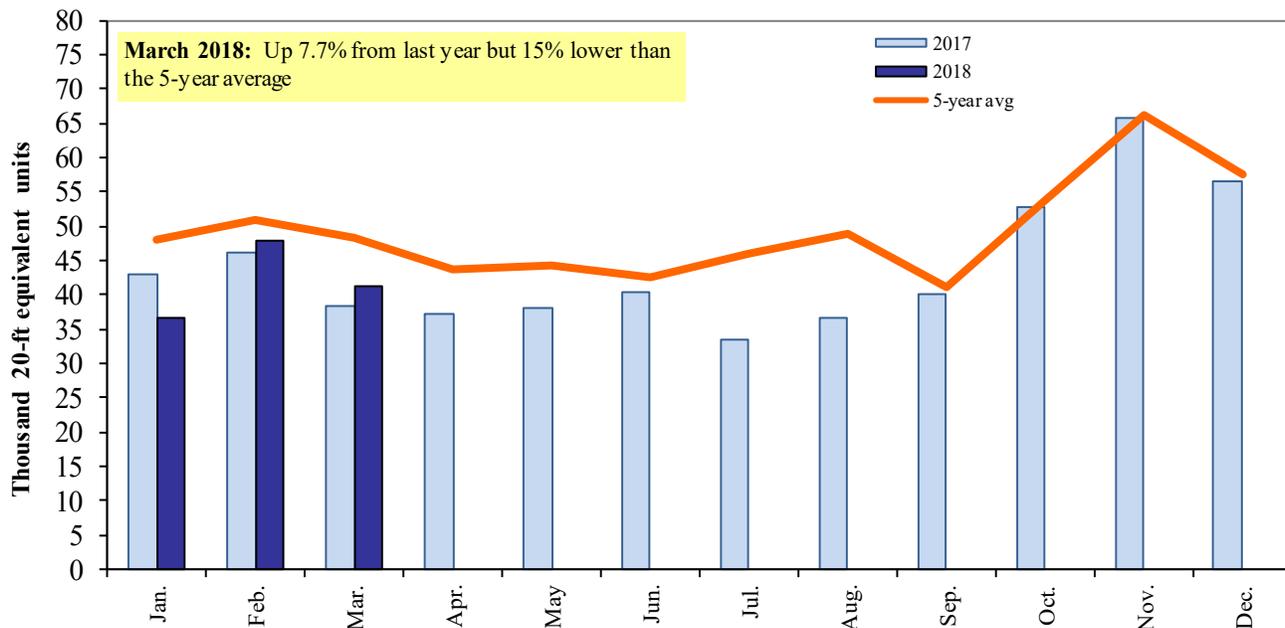
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-March 2018**



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.

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