USDA United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

Contact Us

August 9, 2018

Contents

Article/ Calendar

Grain Transportation Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean Rate Advisory

Datasets

Specialists

Subscription Information

The next release is August 16, 2018

WEEKLY HIGHLIGHTS

CN Railway Publishes First Annual Public Grain Plan

Canadian National (CN) Railway published its first annual public grain plan for the 2018-19 crop year to its website. The plan outlines CN's strategy to meet the anticipated volume of grain expected to be moved, in the upcoming crop year, through four main tenets: 1) purchasing 1,000 new hopper cars over two years; 2) purchasing 200 new locomotives over three years; 3) hiring 1,250 new conductors to be trained and working, prior to the winter of 2018/19; and 4) spending $3.5 billion on capital expenditures in 2018, including capacity improvements such as line upgrades and double-tracking. The plan and many of the expenditures are specific to its Canadian network. However, certain projects will also benefit its U.S. operations such as new tracks planned at the Manitoba yard, which will improve the efficient handling of railcars from the United States.

Total Grain Inspections Down, but Soybeans Rebound

For the week ending August 2, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.55 million metric tons (mmt); down 10 percent from the previous week, up 9 percent from last year, and 19 percent above the 3-year average. Despite the drop in overall grain inspections, soybean inspections rebounded from the previous week, and were the highest since early March. Corn inspections decreased 23 percent from the past week, and wheat inspections dropped 14 percent for the same period. Pacific Northwest (PNW) grain inspections decreased 35 percent from the previous week, while Mississippi Gulf inspections increased 10 percent for the same period. Outstanding (unshipped) export sales of corn, wheat and soybeans remained below the past week.

Weekly Grain Barge Tonnages Decline

For the week ending August 4, barge tonnages on the locking portions of the Mississippi, Ohio, and Arkansas rivers dropped 10 percent compared to the previous week. Weekly corn tonnages dropped 6 percent while soybeans dropped 22 percent. Mississippi River barge traffic was delayed in the St. Louis area, with on-going repair work at Melvin Price Locks and Dam, where the main chamber will be closed until August 10. Traffic is passable through Melvin Price's smaller auxiliary chamber, however, there are delays in the 2 to 4 day range. Year-to-date corn barge shipments were 14.4 million tons, 5 percent lower than last year; soybean year-to-date tonnages were 7.1 million tons, 8 percent lower than last year.

Snapshots by Sector

Export Sales

For the week ending July 26, **unshipped balances** of wheat, corn, and soybeans totaled 18.6 mmt, up 14 percent from the same time last year. Net weekly **wheat export sales** were .382 mmt, down 1 percent from the previous week. Net **corn export sales** were .292 mmt, down 14 percent from the previous week. Net **soybean export sales** were .094 mmt, down 76 percent from the previous week.

Rail

U.S. Class I railroads originated 24,247 **grain carloads** for the week ending July 28, up 2 percent from the previous week, up 17 percent from last year, and up 8 percent from the 3-year average.

Average August shuttle **secondary railcar** bids/offers per car were $171 below tariff, for the week ending August 2, up $4 from last week, and $17 below last year. Average non-shuttle secondary railcar bids/offers per car were $182 above tariff, up $332 from last year. There were no non-shuttle bids/offers last week.

Barge

For the week ending August 4, **barge grain movements** totaled 809,963 tons, 11 percent lower than the previous week and down 5 percent from the same period last year.

For the week ending August 4, 506 grain barges **moved down river**, 83 barges less than the previous week. There were 731 grain barges **unloaded in New Orleans**, 23 percent lower than the previous week.

Ocean

For the week ending August 2, 29 **ocean-going grain vessels** were loaded in the Gulf, 22 percent less than the same period last year. Forty-six vessels are expected to be loaded within the next 10 days, unchanged from the same period last year.

For the week ending August 2, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $43.75 per metric ton, down 1 percent from the previous week. The cost of shipping from the PNW to Japan was $24.25 per metric ton, down 2 percent from the previous week.

Fuel

For the week ending August 6, the U.S. average diesel fuel price decreased 0.3 cents from the previous week to $3.223 per gallon, 64.2 cents above the same week last year.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* August 9, 2018.
Web: **http://dx.doi.org/10.9752/TS056.08-09-2018**

Feature Article/Calendar

2018 Ag Transportation Summit: Discussion and Takeaways

On July 25 and 26, over 200 stakeholders, including producers, commodity groups, and transportation providers, along with representatives from federal agencies and state governments, attended the 2018 Ag Transportation Summit, in Arlington, VA. This year's theme–Connecting Growing Supply with Growing Demand–was reflected in the remarks of speakers from government and industry. An overarching takeaway from the sessions was the need to address critical funding projects now, in order to make the connection between a growing supply and demand and to avoid missed opportunities. Many speakers mentioned that competition in the global market for agricultural products is becoming increasingly stronger, and the U.S.'s competitive advantage in transportation allows many American producers to compete against lower cost producers abroad. By not investing in transportation now, American producers face an increased likelihood of missing competitive opportunities in the future.

Remarks by the Secretary of Agriculture

This year's keynote address was provided by Secretary of Agriculture, Sonny Perdue, who stressed the importance of trade to American agriculture and how an efficient transportation network is vital to the success of selling agricultural products, both abroad and in the United States. Secretary Perdue highlighted several points affecting the competitiveness of U.S. agriculture, regarding the transportation network. These included the importance of finding practical regulatory solutions for the agriculture trucking industry; having the railroad industry focus on its agriculture customers; improving the inland waterway infrastructure; and investing in port and "inland port" infrastructure.

Challenges for Motor Carriers and Roadways

Jon Samson, American Trucking Associations (ATA), put the impacts of the looming truck driver shortage into perspective. Of the 3.5 million truck drivers classified by the Department of Labor, ATA estimates that 500,000 are over-the-road for-hire truckload drivers, which is the segment of drivers affected by the shortage. ATA estimates the driver shortage of 51,000 in 2017 could grow to 180,000 by 2026. This would impact the majority of businesses using truck services because 75 percent of the truck industry is non-competitive with rail or other modes. As a result, only 25 percent of customers will have the ability to switch to alternative transportation modes if the driver shortage persists.

Kirk Steudle, Michigan Department of Transportation, and Tom Sorel, North Dakota Department of Transportation, spoke about the lack of, and need for, dedicated and sustainable highway funding. They mentioned the I-35W bridge collapse in Minnesota as an example of the need to be proactive with infrastructure maintenance and repair projects. They suggested increasing states' gas tax, registration fees, or the number of toll roads, as possible ways to generate funding.

Rail Service and Regulatory Issues

Representatives from five Class I Railroads talked about recent service issues, and priorities moving forward to address those issues. Sam Sexhus, BNSF Railway, remarked that overall rail traffic has been growing due to the economy and that traffic in 2018 has almost reached the record level achieved in 2006. In order to keep up with expected growth, BNSF has taken 1,150 locomotives out of storage; is doing major track expansion work on two of its major routes–the Northern and Southern Transcons; and is hiring 4,500 new crew members. Brad Thrasher, Union Pacific Railway, highlighted the increase in terminal capacity planned for the Brazos Yard in Texas. It is the largest capital investment in a single facility in the company's history, and should increase network efficiency and capacity. Jarad Farmer, Canadian Pacific Railway (CP), echoed the increase in rail traffic, with growth across all commodities. He mentioned CP's focus on growth and providing service, characterized by its recent purchase of locomotives, hiring of 700 new employees, and investment in new grain hopper cars. The new cars are higher capacity and shorter than existing cars, allowing a 134 car train to have 20 percent more grain capacity while remaining at 8,500 feet in length. Pat Simonic, Norfolk Southern Railway (NS), acknowledged the railroad's recent service issues and attributed these mainly to a lack of crews. He said the track and equipment capacity is in place, but NS needs to hire more crew to utilize it. However, he noted the strong economy was making the recruitment process especially difficult. Tim McNulty, CSX Railway, noted the service issues faced by CSX during its transition under the implementation of Precision Scheduled Railroad (PSR) have improved. Under PSR, CSX has reduced its flat yards from 8 to 5 and reduced crew and equipment. McNulty also noted train velocity and dwell times had both

improved, and that CSX would continue to grow its intermodal business with no impact to other commodities, such as agriculture.

In addition, Ann Begeman, Chairman of the Surface Transportation Board, noted that the work of the Board would remain focused on the internal Rate Reform Task Force while awaiting confirmation of a full complement of five commissioners. She established the Task Force, after becoming Chairman, to develop recommendations for reforming and streamlining the rate review process. Until confirmation of the remaining three Board Members, Begeman noted there would not be any major decisions on pending regulatory matters.

Waterways and Ports

Sean Duffy, Big River Coalition, expressed the need for a deep draft of 50 feet on the Lower Mississippi River. This will allow states connected to the Mississippi River inland water system to maintain their export competitiveness, with other coastal ports, in attracting the larger post-Panamax vessels. Daniel LeGrande, Virginia International Terminals, spoke of the Port of Virginia's vision to become the primary East Coast gateway for agricultural exports, which already represent over half of its containerized exports. In addition, LeGrande discussed the need to address logistical challenges surrounding increasingly larger vessels that make fewer ports of call. Mark Wilson, Port of Kalama, spoke about Kalama's strategic importance as a major exporter for bulk products, such as soybeans and grains, and the uncertainty surrounding changes in trade patterns on grain exports. R.D. James, U.S. Army Corps of Engineers, and Mike Toohey, Waterways Council Inc., spoke on funding challenges, such as inadequate funding and debates over usage fees for commercial users of the inland waterways and the need for maintaining this resource for its strategic importance to the United States. Ken Eriksen, Informa Economics, noted that despite the challenges facing the movement of U.S. grain and other products, the United States still has to move its products in order to satisfy the growing global demand. According to Eriksen, high canal fees for the relatively smaller grain vessels and recent lower bunker fuel prices have encouraged fully loaded grain vessels to go around the Cape of Good Hope, instead of through the recently expanded Panama Canal, on their way to Asian markets.

Innovation in Agricultural Transportation

Sal Litrico, American Patriot Holdings, shared details on a new container vessel design under development. It will have a cargo capacity between 1,824 and 2,960 twenty-foot equivalent units (TEUs) and operate between new intermodal container ports located at Plaquemines Port, Memphis, and St. Louis. The new vessel design will offer a new low-cost container shipping option from the interior of the U.S. for many products, including agricultural and refrigerated products, with direct connection to larger export container ships.

Annette Mueller, MAERSK, Aaron Lieber, IBM, and Julie Detlefsen, Cargill Inc., spoke on bringing digitization to paperwork in the barge industry, via blockchain technology, as a way to cut costs, speed the transfer of documents, and improve accuracy. Currently, documents such as a transfer of ownership are overnighted by mail, along the chain of custody, with certain companies receiving ownership multiple times in the process; and final ownership settled after the barge has already reached its destination. However, with new technology, barge ownership and other documents could be maintained electronically, securely, and without delays.

Prioritizing Transportation Infrastructure Investments for Ag Export Supply Chains

Through a collaboration with USDA Agricultural Marketing Service, researchers from Washington State University (WSU) and Texas A&M University presented the results of a series of workshops held across the country in order to develop a tool to help agricultural stakeholders and local policy makers prioritize investments in transportation, which would enhance the competitiveness of agricultural export supply chains. Eric Jessup, WSU, conducted research for the wheat and soybean supply chains, and David Ellis and Luis Ribera, Texas A&M, conducted research on infrastructure investments along the U.S./Mexico border. Both prioritization tools are cost/benefit analyses for examining proposed transportation infrastructure projects. However, they are tailored for specific areas and commodities across the country and assign a ranking based on the expected net benefits. The ranking is useful in evaluating the priority of implementing one project over another. Ultimately, agricultural stakeholders and policy makers can use these tools to set regional priorities; mobilize additional resources from across jurisdictional boundaries; improve synergies across local agencies; and create more efficient infrastructure investments. Results of the study and the prioritization tools will be made available to the public online at a later date.

adam.sparger@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

For the week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
08/08/18	216	288	209	331	196	172
08/01/18	217	278	209	301	197	176

[1]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)

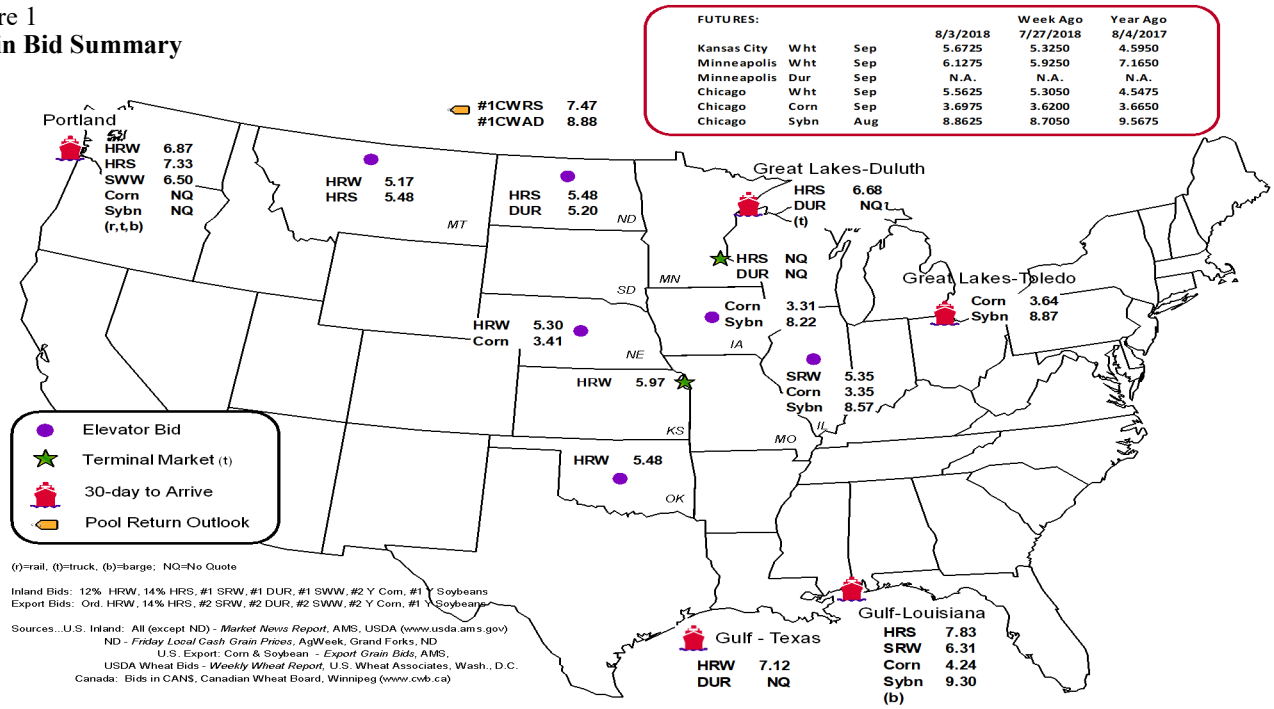
Commodity	Origin--Destination	8/3/2018	7/27/2018
Corn	IL--Gulf	-0.89	-0.79
Corn	NE--Gulf	-0.83	-0.75
Soybean	IA--Gulf	-1.08	-1.17
HRW	KS--Gulf	-1.15	-1.15
HRS	ND--Portland	-1.85	-1.71

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1
Grain Bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

For the Week Ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
08/01/2018[p]	433	719	5,583	431	7,166	7/28/2018	2,907
07/25/2018[r]	114	359	6,900	356	7,729	7/21/2018	2,888
2018 YTD[r]	11,877	33,828	206,143	13,395	265,243	2018 YTD	70,585
2017 YTD[r]	15,732	54,026	181,603	12,341	263,702	2017 YTD	71,516
2018 YTD as % of 2017 YTD	75	63	114	109	101	% change YTD	99
Last 4 weeks as % of 2017[2]	109	45	132	227	119	Last 4wks % 2017	113
Last 4 weeks as % of 4-year avg.[2]	82	48	166	196	140	Last 4wks % 4 yr	135
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

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2017 and prior 4-year average.

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

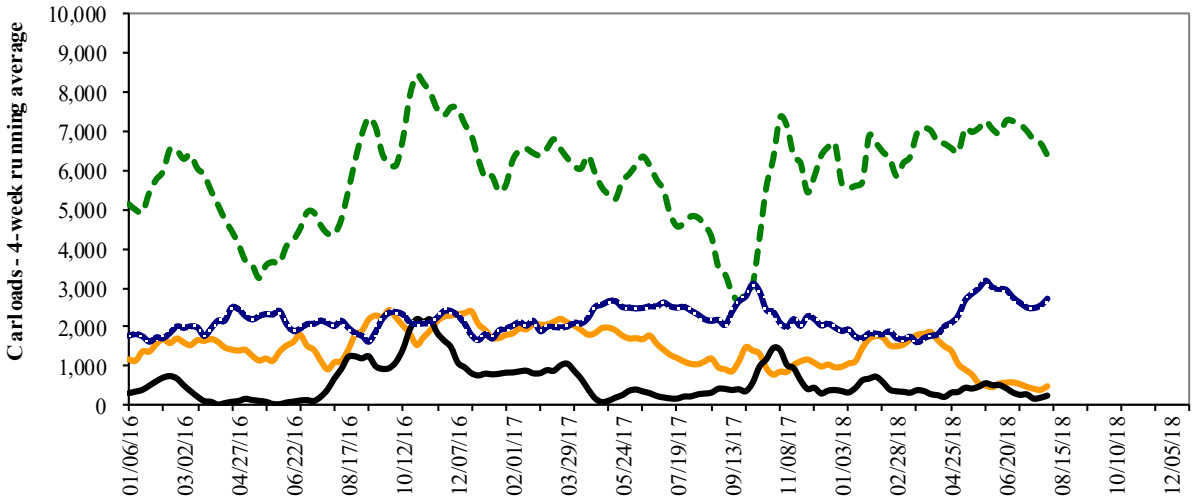
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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



Pacific Northwest: 4 wks. ending 8/01--up 32% from same period last year; up 66% from 4-year average

Texas Gulf: 4 wks. ending 8/01--down 55% from same period last year; down 52% from the 4-year average

Miss. River: 4 wks. Ending 8/01--up 9% from same period last year; down 18% from 4-year average

Cross-border: 4 wks. ending 7/28--up 13% from same period last year; up 35% from the 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

For the week ending:	East		West			U.S. total	Canada	
7/28/2018	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,000	3,067	12,801	867	5,512	24,247	3,560	4,816
This week last year	1,302	2,736	10,876	1,146	4,663	20,723	3,859	4,190
2018 YTD	58,314	76,534	375,081	29,039	157,040	696,008	112,415	138,812
2017 YTD	51,870	84,023	342,303	28,400	175,721	682,317	113,618	135,226
2018 YTD as % of 2017 YTD	112	91	110	102	89	102	99	103
Last 4 weeks as % of 2017*	154	98	124	116	96	115	106	98
Last 4 weeks as % of 3-yr avg.**	127	100	117	114	95	110	99	101
Total 2017	89,465	142,816	578,964	50,223	289,574	1,151,042	198,581	244,766

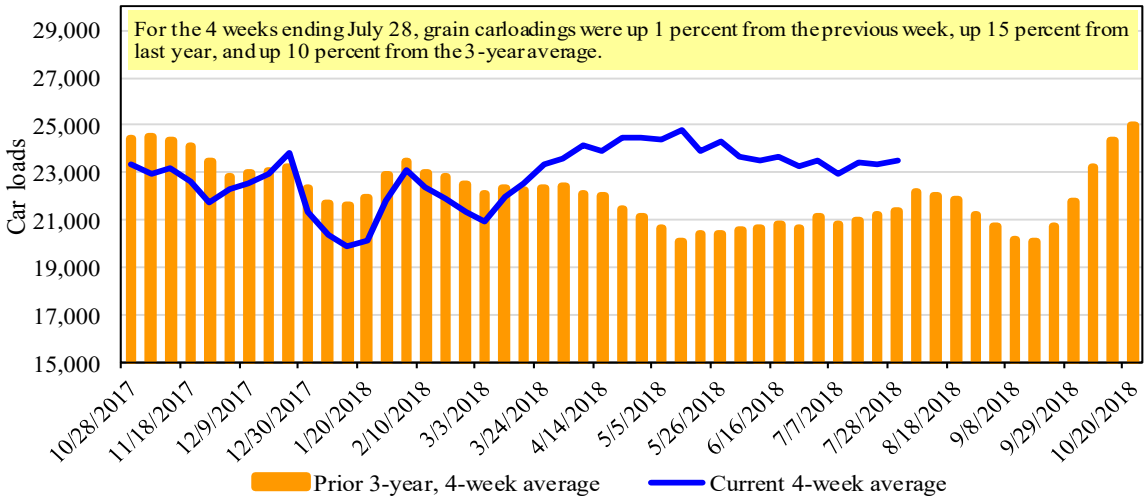
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**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[1] ($/car)[2]

For the week ending:		Delivery period							
8/2/2018		Aug-18	Aug-17	Sep-18	Sep-17	Oct-18	Oct-17	Nov-18	Nov-17
BNSF[3]	COT grain units	no offer	no bids	no offer	no bids	no offer	no offer	no offer	no bids
	COT grain single-car[5]	no offer	0	no offer	0	no offer	0	no offer	0
UP[4]	GCAS/Region 1	no offer	no bids	no offer	no bids	no offer	10	n/a	n/a
	GCAS/Region 2	no offer	no bids	no offer	10	no offer	51	n/a	n/a

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

[2]Average premium/discount to tariff, last auction

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

[4]UP - GCAS = Grain Car Allocation System

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

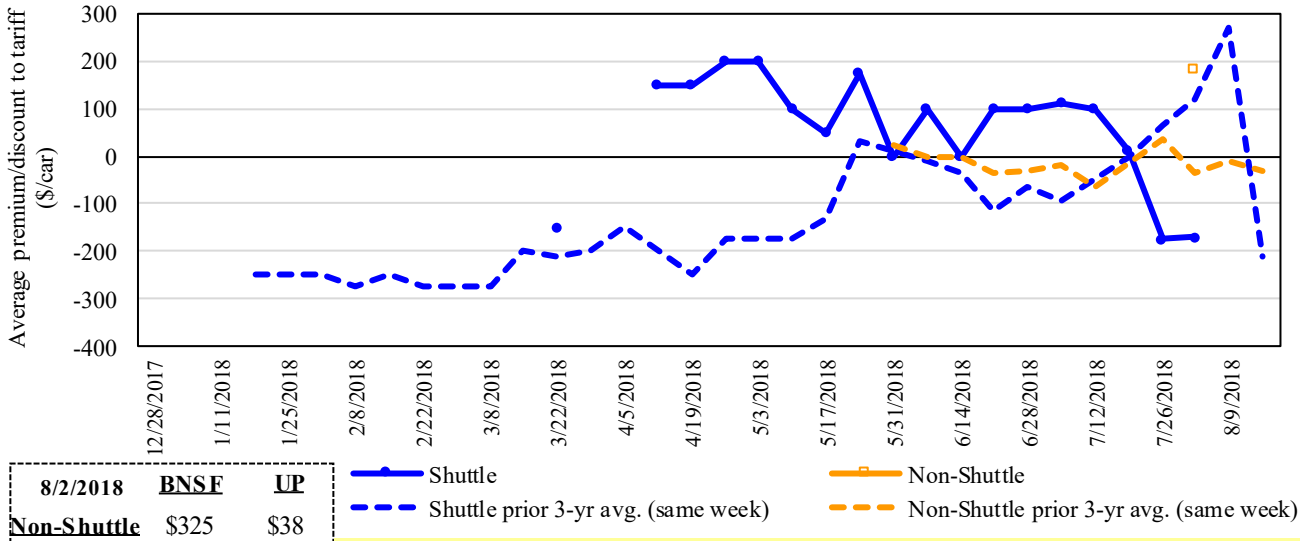
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

[5]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 August 2018, Secondary Market

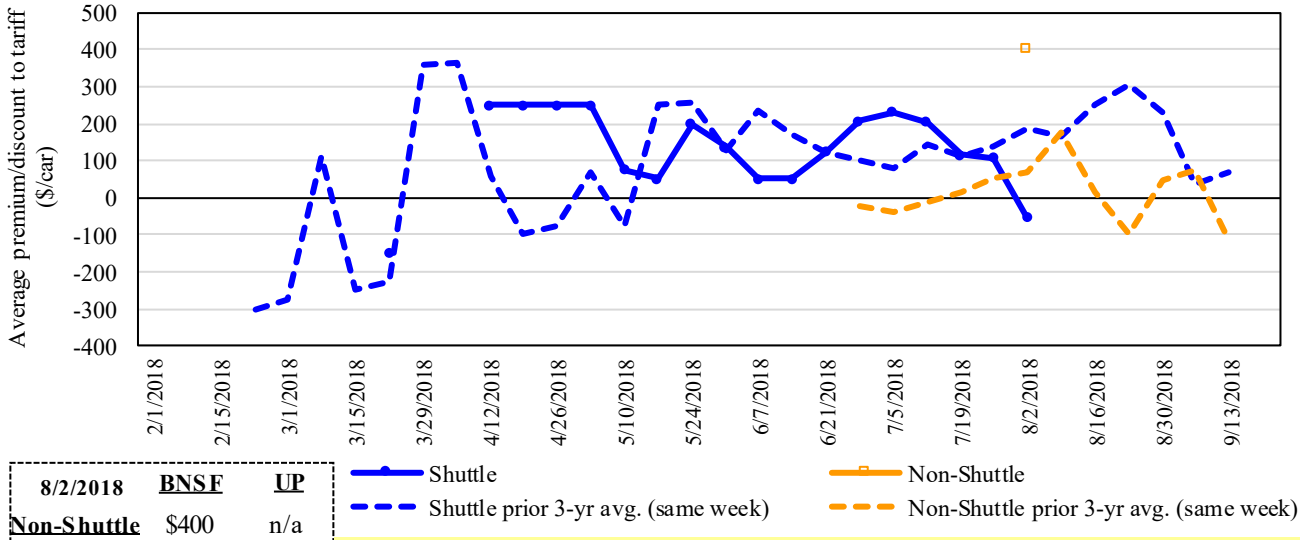


8/2/2018	BNSF	UP
Non-Shuttle	$325	$38
Shuttle	-$75	-$267

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are at the peak. Average Shuttle bids/offers rose $4 this week and are $371 below the peak.

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 September 2018, Secondary Market



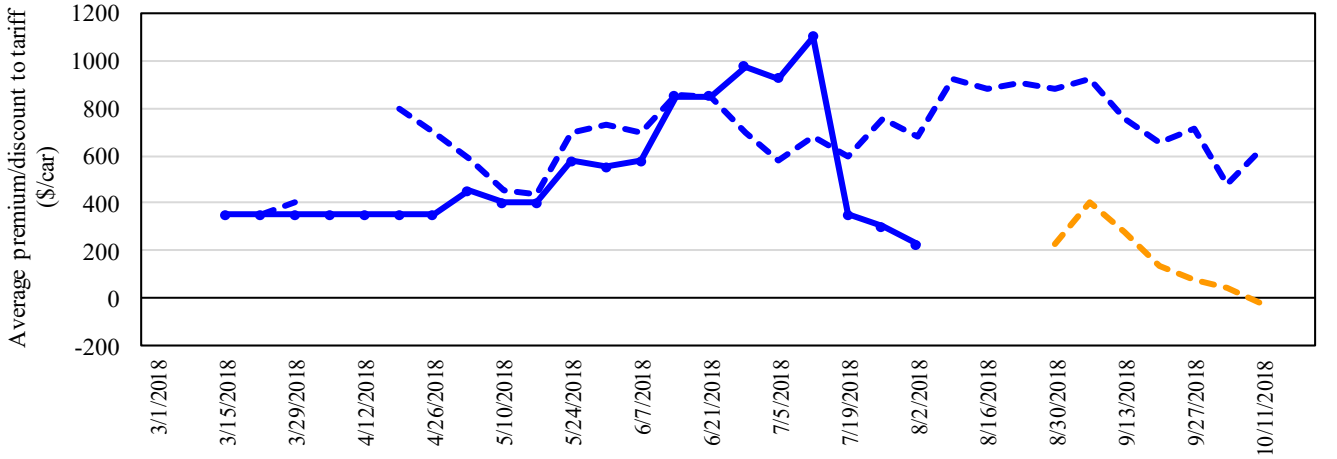
8/2/2018	BNSF	UP
Non-Shuttle	$400	n/a
Shuttle	$17	-$125

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are at the peak. Average Shuttle bids/offers fell $160 this week and are $304 below the peak.

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 October 2018, Secondary Market



8/2/2018	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	$300	$150

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers fell $75 this week and are $875 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)[1]

For the week ending: 8/2/2018		Delivery period					
		Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19
Non-shuttle	**BNSF-GF**	**325**	**400**	**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	400	n/a	n/a	n/a	n/a
	UP-Pool	**38**	**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	188	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**(75)**	**17**	**300**	**n/a**	**n/a**	**250**
	Change from last week	n/a	(183)	(75)	n/a	n/a	n/a
	Change from same week 2017	150	9	n/a	n/a	n/a	n/a
	UP-Pool	**(267)**	**(125)**	**150**	**100**	**100**	**n/a**
	Change from last week	(92)	(138)	(75)	n/a	150	n/a
	Change from same week 2017	(184)	(108)	(200)	(100)	n/a	n/a

[1]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[1]

August, 2018	Origin region[3]	Destination region[3]	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[4]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,983	$121	$40.76	$1.11	4
	Grand Forks, ND	Duluth-Superior, MN	$4,268	$0	$42.38	$1.15	3
	Wichita, KS	Los Angeles, CA	$7,175	$0	$71.25	$1.94	2
	Wichita, KS	New Orleans, LA	$4,540	$214	$47.21	$1.28	3
	Sioux Falls, SD	Galveston-Houston, TX	$6,911	$0	$68.63	$1.87	2
	Northwest KS	Galveston-Houston, TX	$4,816	$234	$50.15	$1.36	3
	Amarillo, TX	Los Angeles, CA	$5,121	$326	$54.09	$1.47	6
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,931	$241	$41.43	$1.05	11
	Toledo, OH	Raleigh, NC	$6,344	$0	$63.00	$1.60	5
	Des Moines, IA	Davenport, IA	$2,258	$51	$22.93	$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	$150	$37.33	$0.95	5
	Des Moines, IA	Los Angeles, CA	$5,327	$438	$57.24	$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	$241	$49.52	$1.35	9
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$4,078	$0	$40.50	$1.10	3
	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	$5,736	$0	$56.96	$1.55	2
	Grand Forks, ND	Galveston-Houston, TX	$6,056	$0	$60.14	$1.64	2
	Northwest KS	Portland, OR	$5,912	$384	$62.52	$1.70	6
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	$241	$39.45	$1.00	11
	Lincoln, NE	Galveston-Houston, TX	$3,700	$0	$36.74	$0.93	0
	Des Moines, IA	Amarillo, TX	$3,970	$189	$41.30	$1.05	5
	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	$278	$50.18	$1.37	9
	Toledo, OH	Huntsville, AL	$4,352	$0	$43.22	$1.18	3
	Grand Island, NE	Portland, OR	$5,710	$393	$60.60	$1.65	9

[1]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.

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

[3]Regional economic areas are defined by the Bureau of Economic Analysis (BEA)

[4]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: August, 2018							
Commodity	Origin state	Destination region	Tariff rate/car[1]	Fuel surcharge per car[2]	Tariff plus surcharge per: metric ton[3]	bushel[3]	Percent change[4] Y/Y
Wheat	MT	Chihuahua, CI	$7,284	$0	$74.43	$2.02	-2
	OK	Cuautitlan, EM	$6,743	$167	$70.61	$1.92	3
	KS	Guadalajara, JA	$7,371	$362	$79.01	$2.15	2
	TX	Salinas Victoria, NL	$4,292	$101	$44.89	$1.22	1
Corn	IA	Guadalajara, JA	$8,313	$338	$88.39	$2.24	3
	SD	Celaya, GJ	$7,700	$0	$78.68	$2.00	2
	NE	Queretaro, QA	$8,013	$343	$85.39	$2.17	4
	SD	Salinas Victoria, NL	$6,743	$0	$68.90	$1.75	2
	MO	Tlalnepantla, EM	$7,379	$335	$78.82	$2.00	4
	SD	Torreon, CU	$7,300	$0	$74.59	$1.89	2
Soybeans	MO	Bojay (Tula), HG	$8,134	$314	$86.32	$2.35	-5
	NE	Guadalajara, JA	$8,692	$345	$92.33	$2.51	-1
	IA	El Castillo, JA	$8,960	$0	$91.55	$2.49	0
	KS	Torreon, CU	$7,489	$258	$79.15	$2.15	2
Sorghum	NE	Celaya, GJ	$7,345	$316	$78.27	$1.99	4
	KS	Queretaro, QA	$7,819	$209	$82.03	$2.08	4
	NE	Salinas Victoria, NL	$6,452	$168	$67.63	$1.72	5
	NE	Torreon, CU	$6,790	$250	$71.93	$1.83	5

[1]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.

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

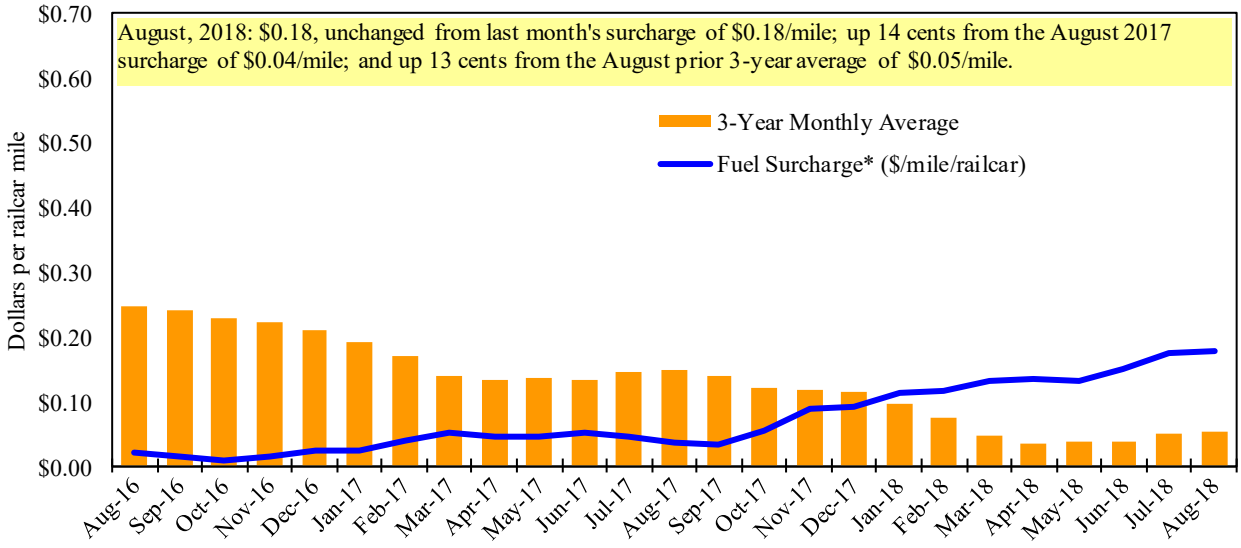
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4]Percentage change calculated using tariff rate plus fuel surchage

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]



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

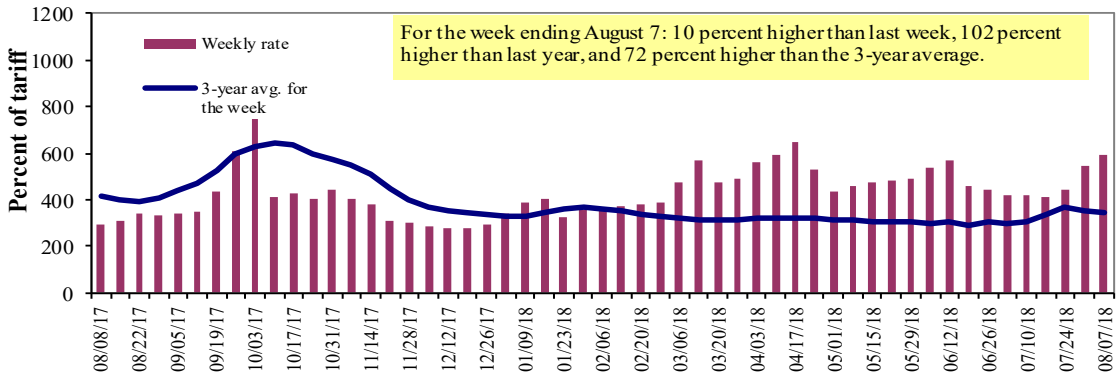
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

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

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

Barge Transportation

Figure 8
Illinois River Barge Freight Rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.
Source: Transportation & Marketing Programs/AMS/USDA

Table 9
Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	8/7/2018	650	595	595	400	443	443	350
	7/31/2018	587	542	542	375	433	433	308
$/ton	8/7/2018	40.24	31.65	27.61	15.96	20.78	17.90	10.99
	7/31/2018	36.34	28.83	25.15	14.96	20.31	17.49	9.67
Current week % change from the same week:								
	Last year	98	102	102	100	79	79	106
	3-year avg. [2]	55	64	72	58	56	56	58
Rate[1]	September	600	588	588	525	588	588	488
	November	563	483	463	395	450	450	370

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]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.

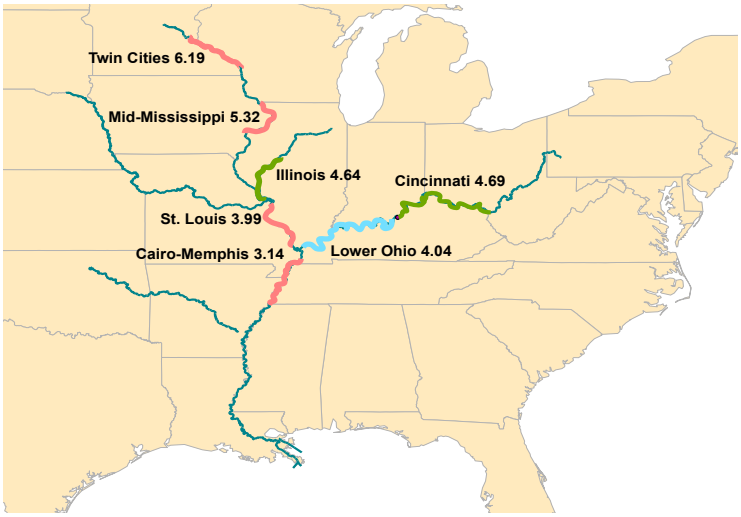
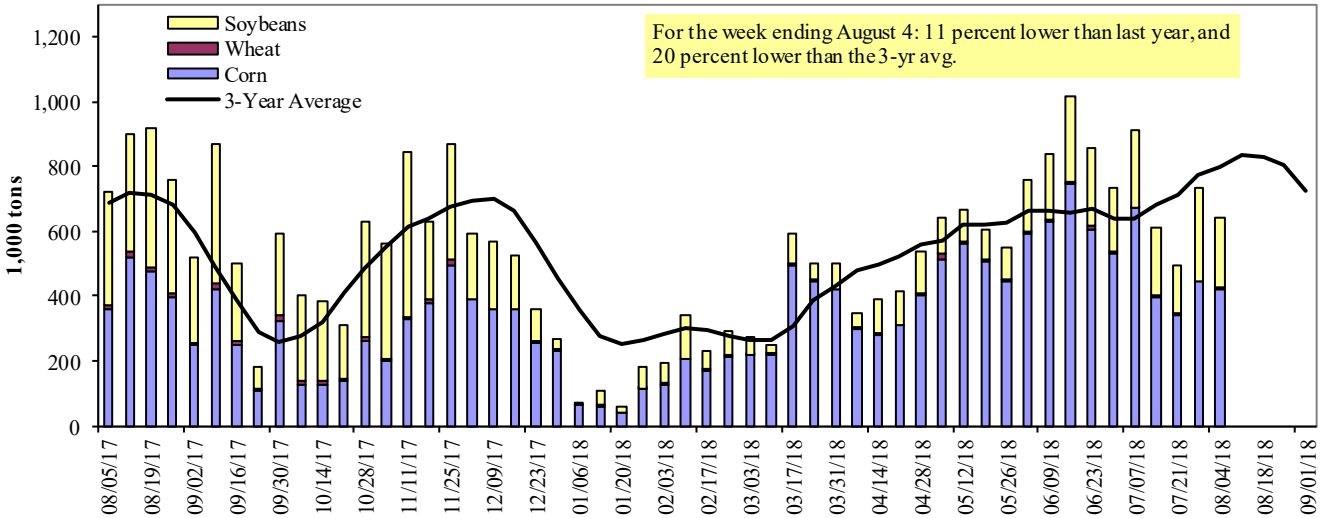


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

For the week ending 08/04/2018	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	189	0	103	0	292
Winfield, MO (L25)	314	3	159	2	478
Alton, IL (L26)	433	3	213	13	662
Granite City, IL (L27)	422	3	218	13	656
Illinois River (L8)	131	0	93	0	224
Ohio River (L52)	58	18	54	0	130
Arkansas River (L1)	0	20	4	0	24
Weekly total - 2018	480	40	276	13	810
Weekly total - 2017	383	64	393	8	848
2018 YTD[1]	14,419	1,087	7,072	79	22,657
2017 YTD	15,177	1,499	7,729	192	24,596
2018 as % of 2017 YTD	95	72	92	41	92
Last 4 weeks as % of 2017[2]	89	60	76	39	81
Total 2017	22,242	2,210	16,123	360	40,936

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

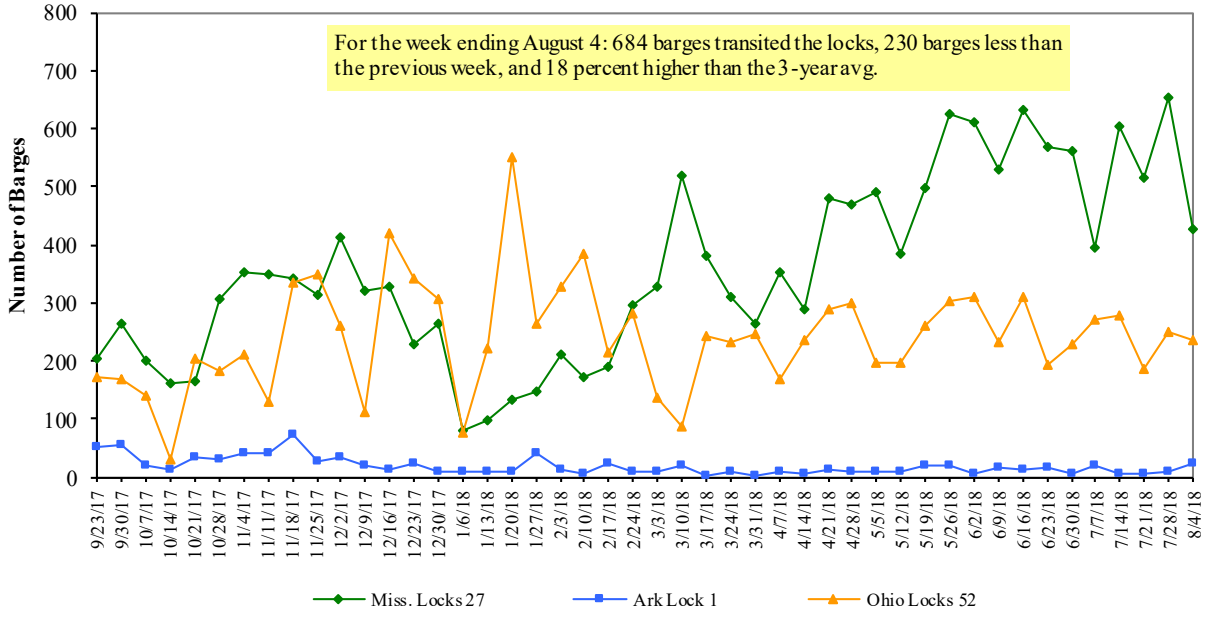
[2] As a percent of same period in 2017.

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

Source: U.S. Army Corps of Engineers

Figure 11

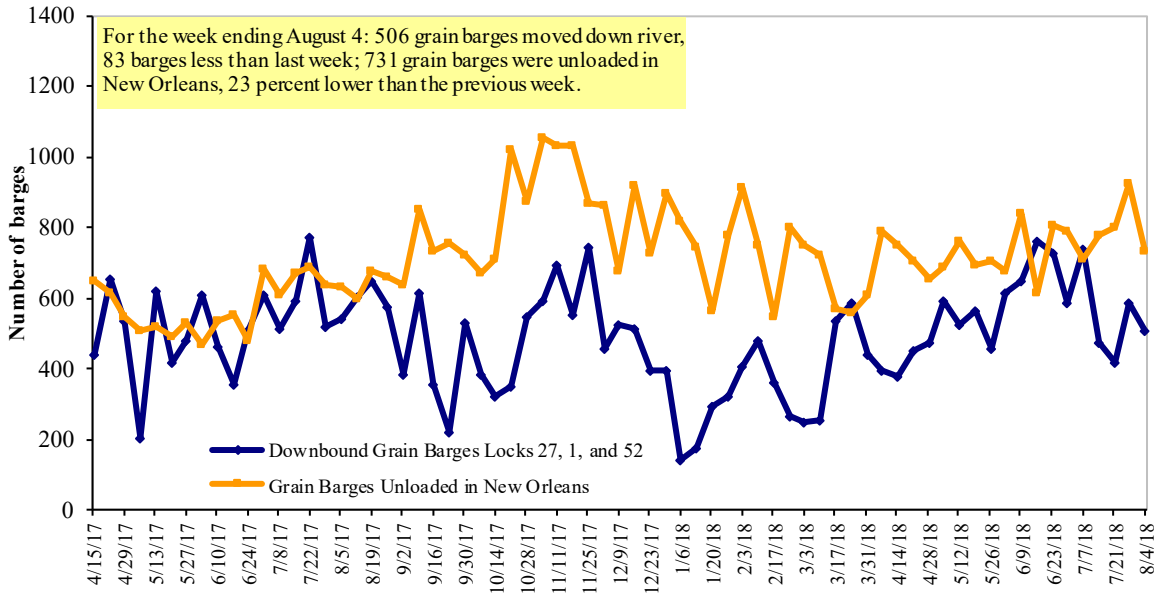
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 8/6/2018 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.222	-0.001	0.609
	New England	3.271	-0.003	0.653
	Central Atlantic	3.393	0.003	0.642
	Lower Atlantic	3.093	-0.003	0.579
II	Midwest[2]	3.151	-0.005	0.608
III	Gulf Coast[3]	2.995	-0.002	0.585
IV	Rocky Mountain	3.361	0.000	0.688
V	West Coast	3.717	-0.003	0.869
	West Coast less California	3.432	-0.005	0.685
	California	3.943	-0.002	1.013
Total	U.S.	3.223	-0.003	0.642

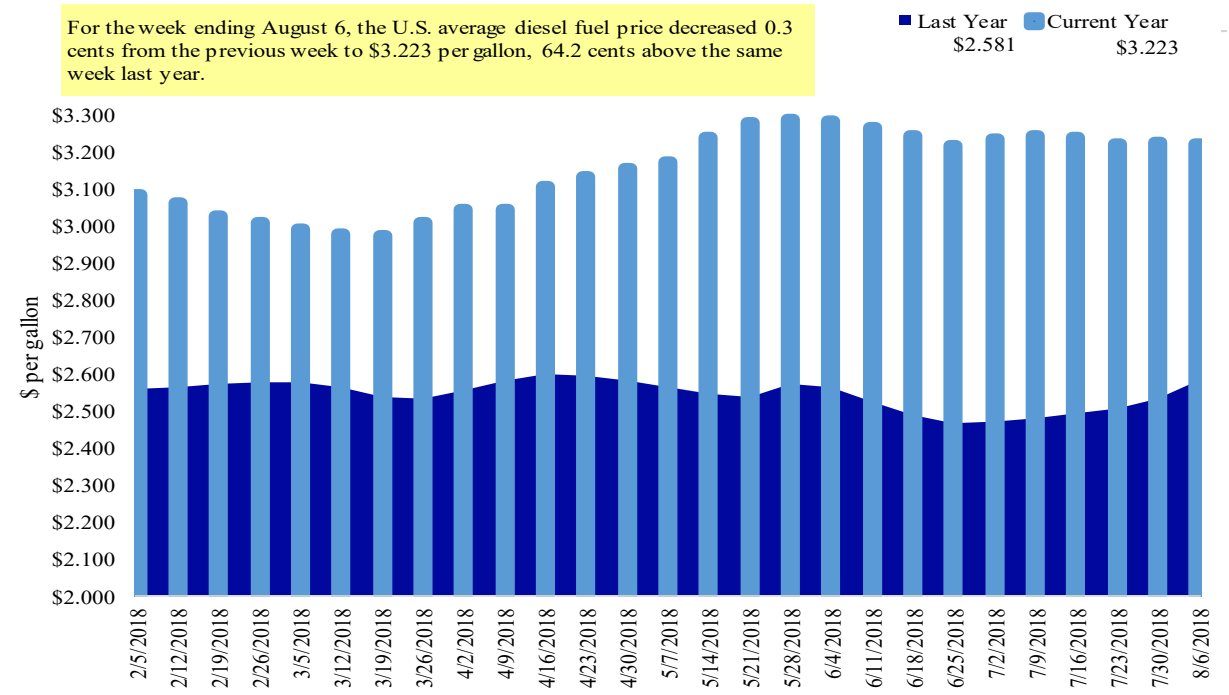
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]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)

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
7/26/2018	984	490	1,390	1,199	136	4,200	8,605	5,764	18,568
This week year ago	1,393	674	1,428	1,628	127	5,250	5,040	5,965	16,254
Cumulative exports-marketing year[2]									
2017/18 YTD	793	417	918	841	28	2,997	50,762	52,370	106,129
2016/17 YTD	2,121	402	1,214	1,001	76	4,813	51,319	54,721	110,853
YTD 2017/18 as % of 2016/17	37	104	76	84	36	62	99	96	96
Last 4 wks as % of same period 2016/17	74	73	100	71	121	81	203	110	130
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

[1] Current unshipped (outstanding) export sales to date

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

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

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

Table 13

Top 5 Importers[1] of U.S. Corn

For the week ending 7/26/2018	Total Commitments[2]			% change	Exports[3]
	2018/19	2017/18	2016/17	current MY	3-year avg
	Next MY	Current MY	Last MY	from last MY	2014-2016
		- 1,000 mt -			
Mexico	2,700	15,010	13,763	9	12,297
Japan	1,288	11,407	11,958	(5)	11,450
Korea	655	5,700	5,645	1	4,494
Colombia	41	4,605	4,267	8	4,179
Peru	35	3,133	3,025	4	2,693
Top 5 Importers	**4,719**	**39,855**	**38,658**	**3**	**35,113**
Total US corn export sales	**7,156**	**59,367**	**56,359**	**5**	**49,308**
% of Projected	13%	97%	97%		
Change from prior week[2]	**986**	**292**	**37**		
Top 5 importers' share of U.S. corn export sales	66%	67%	69%		71%
USDA forecast, July 2018	**56,616**	**61,069**	**58,372**	**5**	
Corn Use for Ethanol USDA forecast, July 2018	**142,875**	**142,240**	**137,973**	**3**	

(n) indicates negative number.

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

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

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

Table 14

Top 5 Importers[1] of U.S. Soybeans

For the week ending 7/26/2018	Total Commitments[2] 2018/19 Next MY	2017/18 Current MY	2016/17 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2014-2016
	- 1,000 mt -				- 1,000 mt -
China	1,332	28,000	36,241	(23)	31,881
Mexico	1,136	4,451	3,707	20	3,452
Indonesia	140	2,560	2,351	9	1,987
Japan	191	2,319	2,248	3	2,067
Netherlands	0	2,185	1,788	22	2,098
Top 5 importers	**2,799**	**39,514**	**46,335**	**(15)**	**41,486**
Total US soybean export sales	**10,374**	**58,133**	**60,685**	**(4)**	**52,919**
% of Projected	19%	102%	103%		
Change from prior week[2]	**543**	**94**	**158**		
Top 5 importers' share of U.S. soybean export sales	27%	68%	76%		**78%**
USDA forecast, July 2018	**55,586**	**56,812**	**59,019**	**96**	

(n) indicates negative number.

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

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

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers[1] of All U.S. Wheat

For the week ending 7/26/2018	Total Commitments[2] 2018/19 Current MY	2017/18 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2014-2016
	- 1,000 mt -			- 1,000 mt -
Japan	883	910	(3)	2,620
Mexico	648	1,404	(54)	2,743
Philippines	1,040	1,132	(8)	2,395
Brazil	104	95	10	862
Nigeria	288	541	(47)	1,254
Korea	667	854	(22)	1,104
China	0	391	(100)	1,623
Taiwan	386	457	(16)	768
Indonesia	201	398	(49)	726
Colombia	86	253	(66)	635
Top 10 importers	**4,303**	**6,434**	(33)	**14,729**
Total US wheat export sales	**7,197**	**10,063**	**(28)**	**22,804**
% of Projected	27%	41%		
Change from prior week[2]	**382**	**146**		
Top 10 importers' share of U.S. wheat export sales	60%	64%		65%
USDA forecast, July 2018	**26,567**	**24,550**	**8**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports for 2016/17 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

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

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

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

Port Regions	For the Week Ending 08/02/18	Previous Week*	Current Week as % of Previous	2018 YTD*	2017 YTD*	2018 YTD as % of 2017 YTD	Last 4-weeks as % of: Last Year	Last 4-weeks as % of: Prior 3-yr. avg.	2017 Total*
Pacific Northwest									
Wheat	207	274	76	7,349	9,564	77	72	93	14,805
Corn	404	639	63	13,808	9,434	146	180	158	10,928
Soybeans	68	140	49	5,727	4,949	116	118	185	13,246
Total	**679**	**1,052**	**65**	**26,884**	**23,947**	**112**	**118**	**132**	**38,978**
Mississippi Gulf									
Wheat	75	37	202	2,470	2,938	84	93	91	4,198
Corn	667	824	81	21,258	20,723	103	121	107	28,690
Soybeans	712	463	154	14,085	13,475	105	138	145	32,911
Total	**1,453**	**1,325**	**110**	**37,813**	**37,136**	**102**	**125**	**118**	**65,800**
Texas Gulf									
Wheat	35	63	55	2,086	4,436	47	40	45	6,354
Corn	0	0	n/a	456	487	94	63	51	733
Soybeans	0	0	n/a	67	0	n/a	n/a	n/a	292
Total	**35**	**63**	**55**	**2,609**	**4,922**	**53**	**44**	**46**	**7,379**
Interior									
Wheat	13	5	231	857	1,136	75	47	62	1,727
Corn	175	166	105	5,198	5,129	101	113	134	8,758
Soybeans	99	170	59	4,001	2,997	133	167	200	5,508
Total	**287**	**342**	**84**	**10,056**	**9,262**	**109**	**118**	**143**	**15,993**
Great Lakes									
Wheat	13	20	66	356	395	90	187	94	711
Corn	19	3	594	320	115	279	n/a	116	192
Soybeans	0	33	0	281	187	150	119	85	890
Total	**32**	**57**	**57**	**958**	**697**	**137**	**242**	**98**	**1,793**
Atlantic									
Wheat	0	0	n/a	67	39	172	122	12	46
Corn	0	0	n/a	67	5	n/a	n/a	0	32
Soybeans	60	3	n/a	1,337	925	145	381	383	2,001
Total	**60**	**3**	**n/a**	**1,471**	**968**	**152**	**367**	**228**	**2,079**
U.S. total from ports*									
Wheat	343	399	86	13,185	18,508	71	69	80	27,841
Corn	1,265	1,633	77	41,108	35,891	115	136	123	49,333
Soybeans	940	809	116	25,498	22,534	113	143	160	54,847
Total	**2,547**	**2,841**	**90**	**79,791**	**76,933**	**104**	**119**	**121**	**132,021**

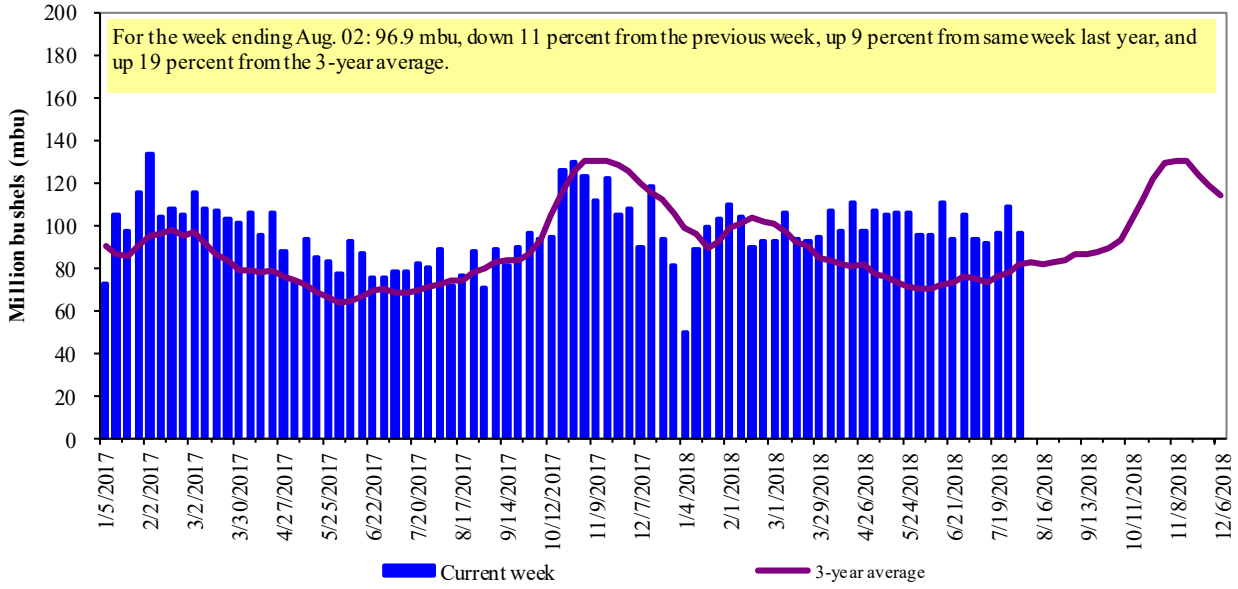
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

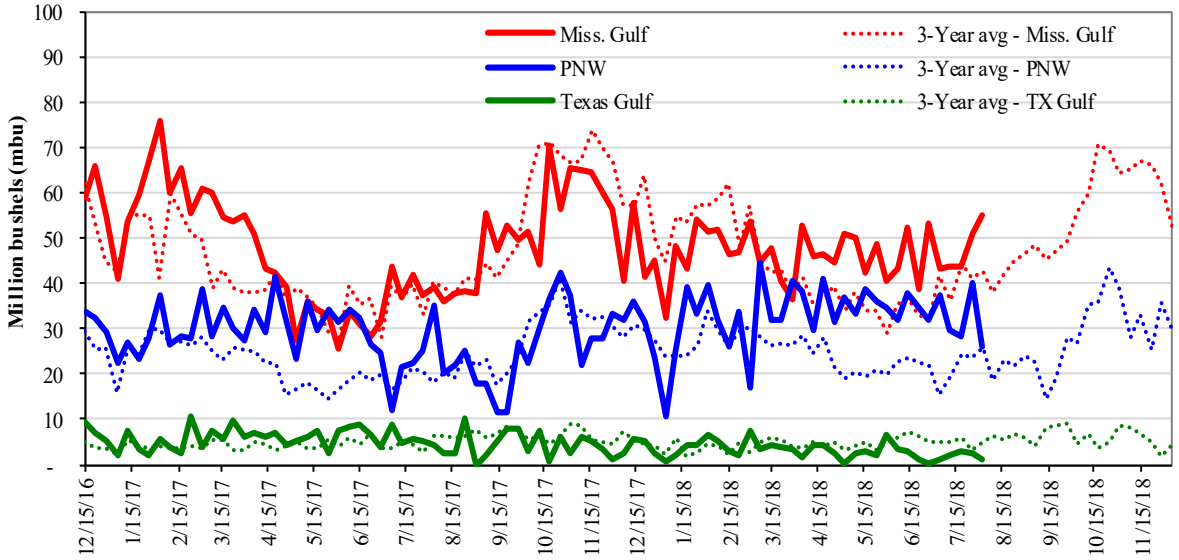
U.S. grain inspected for export (wheat, corn, and soybeans)



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[1] (wheat, corn, and soybeans)



Week ending 08/02/18 inspections (mbu):	
Mississippi Gulf:	55.2
PNW:	26.0
Texas Gulf:	1.3

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last Week:	up 9	down 45	up 6	down 35
Last Year (same week):	up 41	down 70	up 30	down 26
3-yr avg. (4-wk. mov. Avg):	up 34	down 73	up 23	up 11

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

Table 17

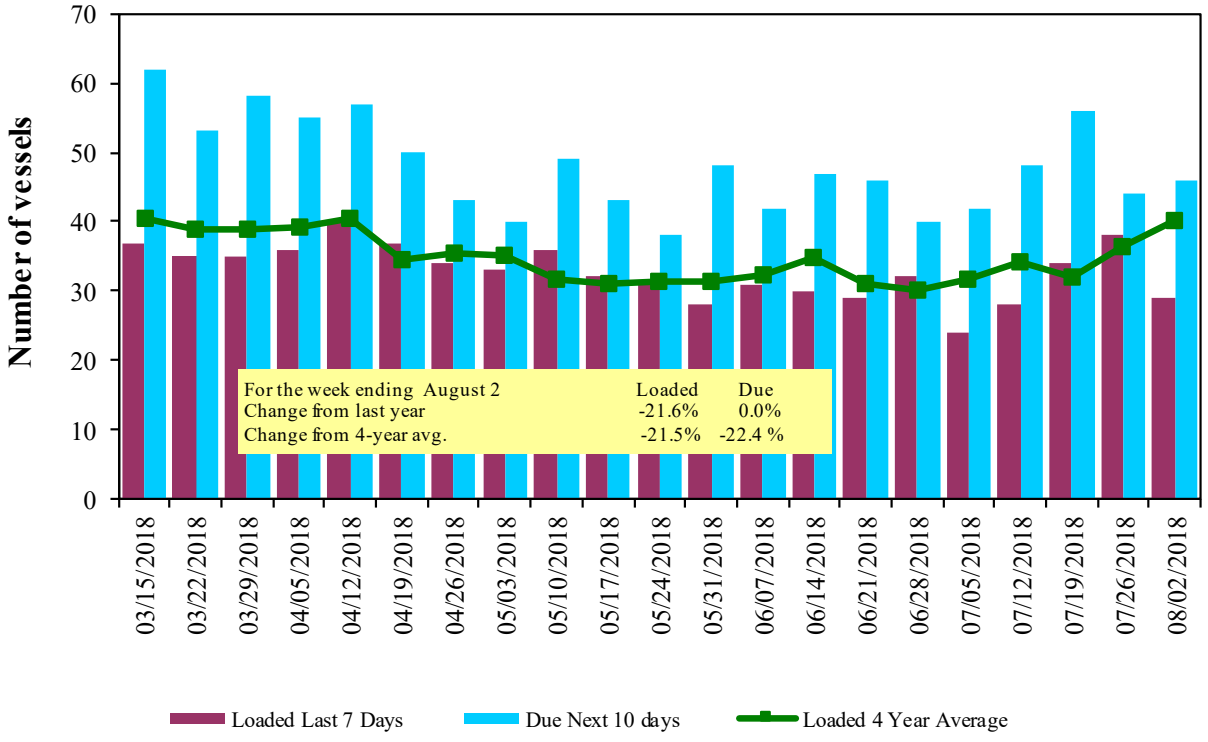
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
8/2/2018	29	29	46	12
7/26/2018	28	38	44	13
2017 range	(25..66)	(28..54)	(37..87)	(5..44)
2017 avg.	46	38	56	20

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

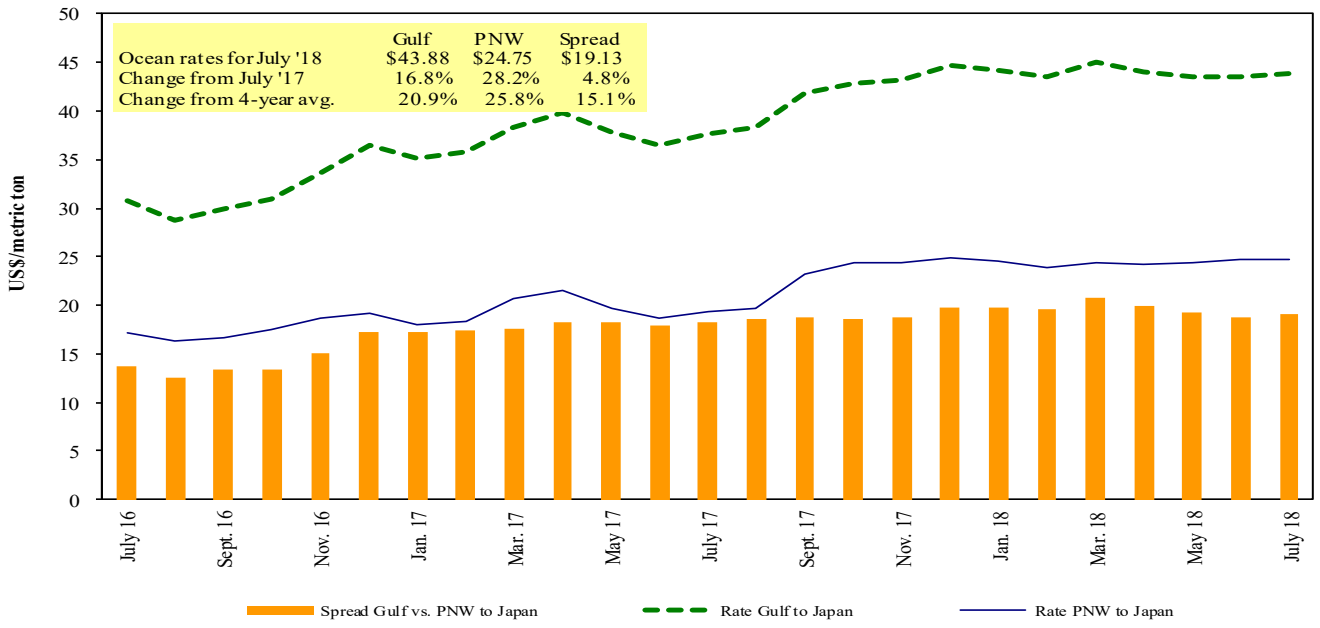
U.S. Gulf Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA
[1]U.S. Gulfincludes 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 08/04/2018

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Honduras	Soybean Meal	Oct 1/10	12,500	85.00*
U.S. Gulf	Egypt	Heavy Grain	Jun 26/30	60,000	27.75
PNW	Yemen	Wheat	Aug 16	34,900	75.50*
PNW	Yemen	Wheat	Jul 26/Aug 9	27,500	83.70*
Brazil	China	Heavy Grain	Aug 21/30	60,000	36.00
Brazil	China	Heavy Grain	Aug 18/28	60,000	36.00
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	Malaysia	Heavy Grain	Aug 17/24	65,000	31.00

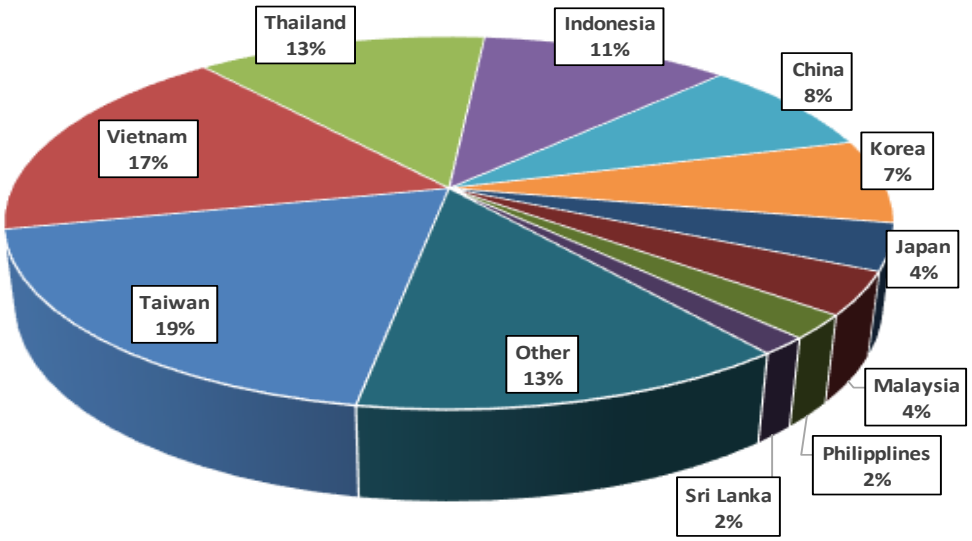
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

*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.

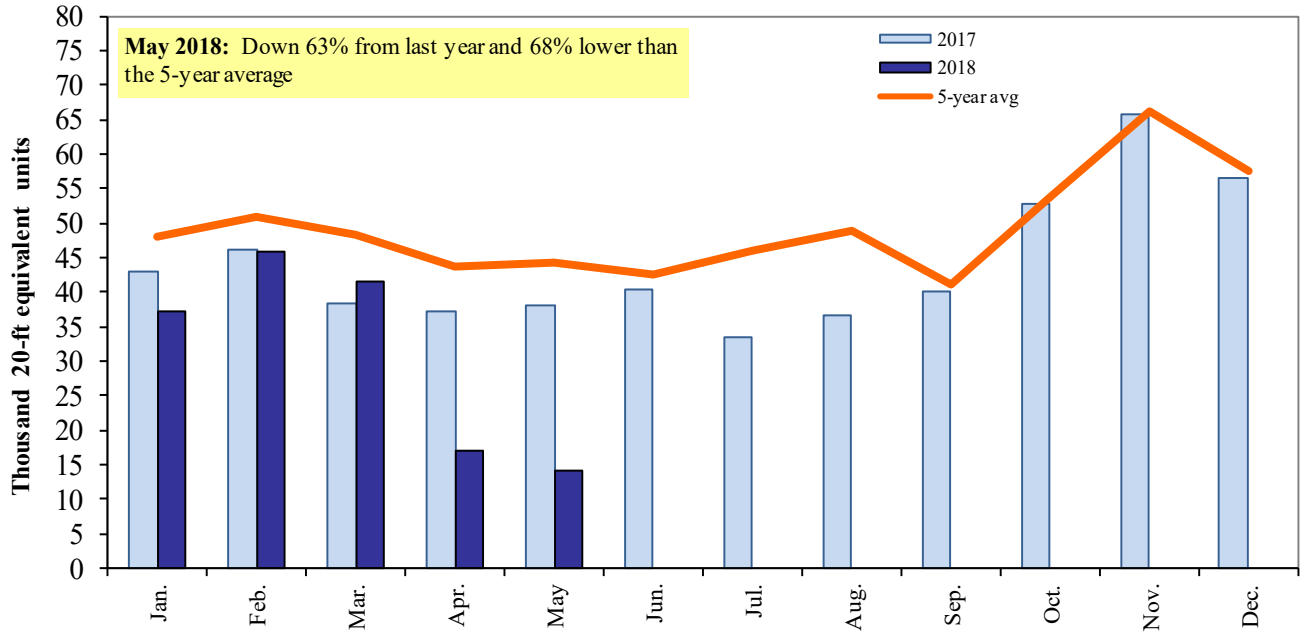
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, January-May 2018



Service (PIERS) data

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

Figure 19
Monthly Shipments of Containerized Grain to Asia



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

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

Contacts and Links

Coordinators

Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
Pierre Bahizi	pierre.bahizi@ams.usda.gov	(202) 690 - 0992
Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701

Weekly Highlight Editors

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

Grain Transportation Indicators

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

Rail Transportation

Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701
Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Jesse Gastelle	jesse.gastelle@ams.usda.gov	(202) 690 - 1144
Peter Caffarelli	petera.caffarelli@ams.usda.gov	(202) 690 - 3244

Barge Transportation

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

Truck Transportation

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

Grain Exports

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

Ocean Transportation

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

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* August 9, 2018. Web: **http://dx.doi.org/10.9752/TS056.08-09-2018**

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

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

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

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