



# Grain Transportation Report

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

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September 6, 2018

## WEEKLY HIGHLIGHTS

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#### Transportation Secretary Announces New MARAD Office

On August 23, U.S. Secretary of Transportation Elaine L. Chao announced that the Maritime Administration (MARAD) will establish a new, dedicated Gateway office in Paducah, KY. Gateway offices provide assistance to public ports and state and local officials in addressing transportation congestion relief and improving freight and passenger movement. "The Paducah-McCracken County Riverport is a multi-modal center, with waterway, rail, and road connections, and with this level of maritime activity, it makes sense to place a Gateway office in Paducah," said Secretary Chao. The new location and resources will allow MARAD to expand in the area around the Paducah hub, and be better able to support the Inland Marine Transportation System, its ports, service providers, and vessel operators. For more detail visit, <https://www.transportation.gov/briefing-room/dot5018>.

#### FRA Awards More Than \$200 Million for PTC Implementation

On August 24, the Federal Railroad Administration (FRA) [awarded](#) almost \$204 million in grant funding to assist with the deployment of positive train control (PTC) systems, technology designed to monitor and control train movements. The grants span 28 projects in 15 States. In October 2015, Congress extended the original PTC system implementation deadline from December 31, 2015, to December 31, 2018. Under the Consolidated Appropriations Act of 2018, \$250 million in funds were appropriated for PTC, and FRA expects to issue a second Notice of Funding Opportunity in the coming days for the remaining balance. According to the latest (second quarter) [progress data released last week](#), freight railroads are 93 percent complete equipping locomotives with PTC, 97 percent complete on PTC training for employees, and have 66 percent of their route miles in PTC operation.

#### U.S. Gulf Grain Loading Activity Slightly Picking Up Ahead of Peak Harvest

Ocean-going grain [vessel loading activity](#) in the U.S. Gulf is slightly picking up. An average of 52 grain vessels were expected to be loaded within the next 10 days in August, compared to 48 and 44 vessels in July and June, respectively. During a typical week of peak harvest season (October through November), an average 55 to 76 vessels are expected to be loaded within the next 10 days. Meanwhile, ocean freight rates for shipping bulk grains have remained relatively stable. During August, the rate from shipping grain from the U.S. Gulf to Japan increased 2 and 3 percent from July and June, respectively, while the rate from Pacific Northwest to Japan remained unchanged.

### Snapshots by Sector

#### Export Sales

For the week ending August 23, [unshipped balances](#) of wheat, corn, and soybeans totaled 12.2 mmt, up 17 percent from the same time last year. Net weekly [wheat export sales](#) were .415 mmt, up 73 percent from the previous week. Net [corn export sales](#) were .175 mmt, up 1 percent from the previous week. Net [soybean export sales](#) were .111 mmt, down 27 percent from the previous week.

#### Rail

U.S. Class I railroads originated 22,064 [grain carloads](#) for the week ending August 25, down 6 percent from the previous week, up 11 percent from last year, and up 11 percent from the 3-year average.

Average September shuttle [secondary railcar](#) bids/offers per car were \$10 below tariff for the week ending August 30, up \$52 from last week, and \$292 lower than last year. Average non-shuttle secondary railcar bids/offers per car were \$181 above tariff, down \$19 from last week, and \$213 higher than last year.

#### Barge

For the week ending September 1, [barge grain movements](#) totaled 1,036,706 tons, 18 percent higher than the previous week and up 73 percent from the same period last year.

For the week ending September 1, 672 grain barges [moved down river](#), 102 barges more than the previous week. There were 723 grain barges [unloaded in New Orleans](#), 4 percent lower than the previous week.

#### Ocean

For the week ending August 30, 37 [ocean-going grain vessels](#) were loaded in the Gulf, 16 percent more than the same period last year. Fifty-seven vessels are expected to be loaded within the next 10 days, 50 percent more than the same period last year.

For the week ending August 30, the ocean freight rate for shipping bulk grain, from the Gulf to Japan, was \$46.00 per metric ton, unchanged from the previous week. The cost of shipping, from the PNW to Japan, was \$25.00 per metric ton, unchanged from the previous week.

#### Fuel

For the week ending September 3, the [U.S. average diesel fuel price](#) increased 2.6 cents, from the previous week to \$3.252 per gallon, 49.4 cents above the same week last year.

# Feature Article/Calendar

## U.S. Soybean Transportation Costs Down; Brazil's Up

The transportation costs of shipping soybeans from the United States to China decreased during the second quarter of 2018, compared to the previous quarter. Conversely, the costs of shipping from Brazil to China increased during the second quarter, compared to the previous quarter. The costs of shipping soybeans, from Minneapolis, MN and Davenport, IA to Hamburg, Germany, decreased 22 and 16 percent, respectively, from the previous quarter (table 1). The costs of shipping, from the same origins to Shanghai, China, decreased 21 and 16 percent, respectively, from the previous quarter (table 2). The costs of shipping soybeans, from Fargo, ND and Sioux Falls, SD through the Pacific Northwest (PNW) to Shanghai, China, decreased 2 percent, respectively, from the previous quarter. The costs of shipping, from North Mato Grosso (North MT) and South Goiás (South GO) to Hamburg, Germany, increased by 5 and 2 percent, respectively, compared to the previous quarter (table 1). The costs of shipping, from the same locations, to Shanghai, China increased by 5 and 4 percent, respectively, during the second quarter (table 2).

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

	2017	2018	2018	Percent change		2017	2018	2018	Percent change	
	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>										
	--\$/mt--									
Truck	12.30	13.87	12.06	-1.95	-13.05	12.30	13.87	12.06	-1.95	-13.05
Rail <sup>1</sup>		46.37					30.92			
Barge	21.97	13.77	38.14	73.60	176.98	15.83	13.77	30.79	94.50	123.60
Ocean <sup>2</sup>	14.49	16.82	20.67	42.65	22.89	14.49	16.82	20.67	42.65	22.89
Total transportation	48.76	90.83	70.87	45.34	-21.98	42.62	75.38	63.52	49.04	-15.73
Farm Value <sup>3</sup>	338.16	346.37	348.21	2.97	0.53	335.71	359.48	353.35	5.25	-1.71
Landed Cost <sup>4</sup>	386.92	437.20	419.08	8.31	-4.14	378.33	434.86	416.87	10.19	-4.14
Transport % of landed cost	12.60	20.78	16.91			11.27	17.33	15.24		
<b>Brazil</b>										
<b>North MT<sup>5</sup> - Santos<sup>6</sup></b>										
	--\$/mt--									
Truck	90.63	93.44	101.44	11.93	8.56	54.45	56.13	59.89	9.99	6.70
Ocean <sup>7</sup>	24.00	27.00	25.00	4.17	-7.41	25.00	28.00	26.00	4.00	-7.14
Total transportation	114.63	120.44	126.44	10.30	4.98	79.45	84.13	85.89	8.11	2.09
Farm Value <sup>8</sup>	275.60	305.85	323.46	17.37	5.76	281.73	318.87	313.65	11.33	-1.64
Landed Cost	390.23	426.29	449.90	15.29	5.54	361.18	403.00	399.54	10.62	-0.86
Transport % of landed cost	29.37	28.25	28.10			22.00	20.88	21.50		
<b>South GO<sup>5</sup> - Paranagua<sup>6</sup></b>										
	--\$/mt--									
Truck	54.45	56.13	59.89	9.99	6.70	54.45	56.13	59.89	9.99	6.70
Ocean <sup>7</sup>	25.00	28.00	26.00	4.00	-7.14	25.00	28.00	26.00	4.00	-7.14
Total transportation	79.45	84.13	85.89	8.11	2.09	79.45	84.13	85.89	8.11	2.09
Farm Value <sup>8</sup>	281.73	318.87	313.65	11.33	-1.64	281.73	318.87	313.65	11.33	-1.64
Landed Cost	361.18	403.00	399.54	10.62	-0.86	361.18	403.00	399.54	10.62	-0.86
Transport % of landed cost	22.00	20.88	21.50			22.00	20.88	21.50		

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

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

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

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

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

<sup>6</sup>Export ports

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

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

Note: Total may not add exactly due to rounding

The costs of shipping from the United States to Europe and China, through the Gulf ports, decreased due to reduction in the truck rates and substitution of barge for rail in moving soybeans through the upper segment of the Mississippi River during the second quarter. That portion of the river was closed for navigation during the winter season. Similarly, the costs of shipping through the PNW declined due to reduced truck rates and unchanged rail tariff rates. In contrast, Brazil's transportation costs were pushed

up by an increase in truck rates during the quarter. Nation-wide [strikes](#) by Brazilian truckers, during the second quarter, impacted the truck rates as well as the costs and logistics of shipping consumer goods and products. Farm values increased in Minneapolis, MN, Fargo, ND and Sioux Falls, SD, but decreased in Davenport, IA. In Brazil, farm values increased in North MT, but decreased in South GO during the quarter.

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

	2017	2018	2018	Percent change		2017	2018	2018	Percent change	
	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
	<b>Minneapolis, MN</b>					<b>Davenport, IA</b>				
	--\$/mt--									
Truck	12.30	13.87	12.06	-1.95	-13.05	12.30	13.87	12.06	-1.95	-13.05
Rail <sup>1</sup>		46.37					30.92			
Barge	21.97	13.77	38.14	73.60	176.98	15.83	13.77	30.79	94.50	123.60
Ocean <sup>2</sup>	37.15	43.41	42.69	14.91	-1.66	37.15	43.41	42.69	14.91	-1.66
Total transportation	71.42	117.42	92.89	30.06	-20.89	65.28	101.97	85.54	31.04	-16.11
Farm Value <sup>3</sup>	338.16	346.37	348.21	2.97	0.53	335.71	359.48	353.35	5.25	-1.71
Landed Cost <sup>4</sup>	409.58	463.79	441.10	7.70	-4.89	400.99	461.45	438.89	9.45	-4.89
Transport % of landed cost	17.44	25.32	21.06			16.28	22.10	19.49		
<b>Via PNW</b>										
	<b>Fargo, ND</b>					<b>Sioux Falls, SD</b>				
	--\$/mt--									
Truck	12.30	13.87	12.06	-1.95	-13.05	12.30	13.87	12.06	-1.95	-13.05
Rail	54.62	54.62	54.62	0.00	0.00	55.61	55.61	55.61	0.00	0.00
Ocean	19.01	23.40	23.72	24.78	1.37	19.01	23.40	23.72	24.78	1.37
Total transportation	85.93	91.89	90.40	5.20	-1.62	86.92	92.88	91.39	5.14	-1.60
Farm Value	316.61	333.02	339.39	7.19	1.91	324.20	335.59	344.90	6.38	2.77
Landed Cost	402.54	424.91	429.79	6.77	1.15	411.12	428.47	436.29	6.12	1.83
Transport % of landed cost	21.35	21.63	21.03			21.14	21.68	20.95		
<b>Brazil</b>										
	<b>North MT<sup>5</sup> - Santos<sup>6</sup></b>					<b>South GO<sup>5</sup> - Paranagua<sup>6</sup></b>				
	--\$/mt--									
Truck	90.63	93.44	101.44	11.93	8.56	54.45	56.13	59.89	9.99	6.70
Ocean <sup>7</sup>	29.00	32.50	31.00	6.90	-4.62	30.59	32.00	32.00	4.61	0.00
Total transportation	119.63	125.94	132.44	10.71	5.16	85.04	88.13	91.89	8.06	4.27
Farm Value <sup>8</sup>	275.60	305.85	323.46	17.37	5.76	281.73	318.87	313.65	11.33	-1.64
Landed Cost	395.23	431.79	455.90	15.35	5.58	366.77	407.00	405.54	10.57	-0.36
Transport % of landed cost	30.27	29.17	29.05			23.19	21.65	22.66		

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

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

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

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

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

<sup>6</sup>Export ports

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

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

Note: Total may not add exactly due to rounding

The total landed costs of shipping soybeans, from Minneapolis, MN and Davenport, IA to Europe and China, decreased from quarter to quarter. The landed costs from Fargo, ND and Sioux Falls, SD increased from quarter to quarter. The landed cost from, North MT, Brazil to Europe and China, increased while the landed costs from South GO, Brazil to Europe and China decreased from quarter to quarter. Year-to-year farm values, and landed costs, increased both in the United States and Brazil. U.S. transportation shares of the landed cost decreased from quarter to quarter and ranged from 15 to 17 percent to Europe (table 1) and 19 to 21 percent to China (table 2). Brazil's transportation shares of the landed costs were mixed, ranging from 22 to 28 percent to Europe (table1) and 23 to 29 percent to China (table 2). Lower transportation costs could enhance the competitiveness of the U.S. soybean exports overseas. For more on transportation of soybeans to Brazil, see [Brazil Soybean Transportation surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)

# 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
09/05/18	218	288	216	299	206	177
08/29/18	217	289	213	329	206	177

<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)**

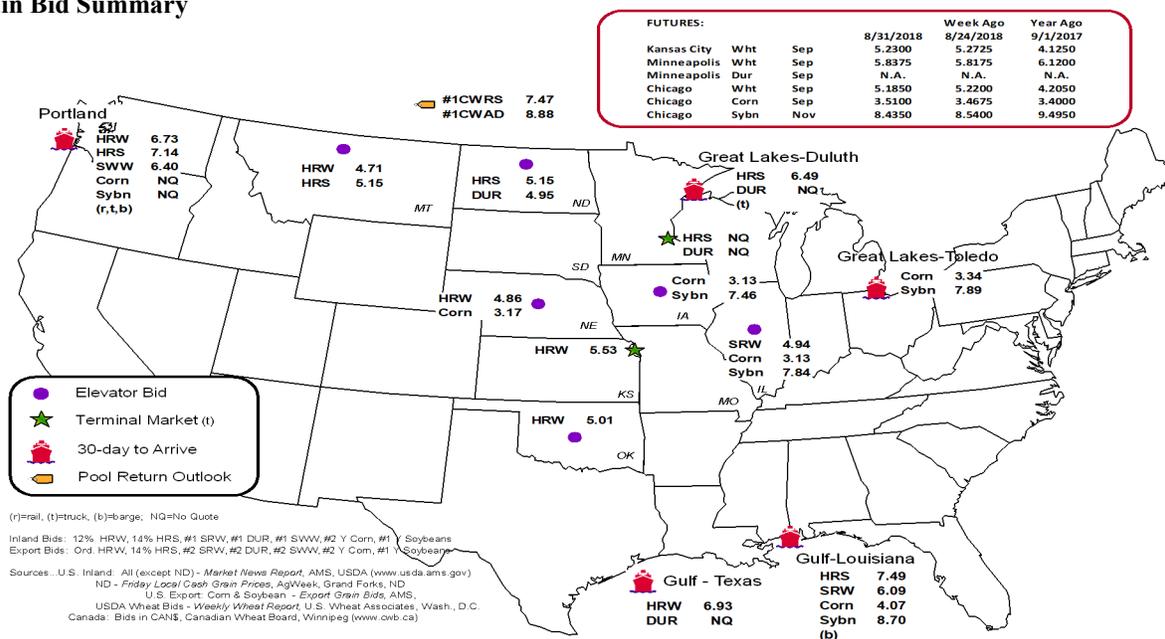
Commodity	Origin--Destination	8/31/2018	8/24/2018
Corn	IL--Gulf	-0.94	-0.91
Corn	NE--Gulf	-0.90	-0.86
Soybean	IA--Gulf	-1.24	-1.09
HRW	KS--Gulf	-1.40	-1.32
HRS	ND--Portland	-1.99	-1.95

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			
08/29/2018 <sup>p</sup>	776	492	6,475	427	8,170	8/25/2018	2,831
08/22/2018 <sup>r</sup>	561	295	5,921	0	6,777	8/18/2018	2,388
2018 YTD <sup>f</sup>	14,298	36,061	228,748	14,172	293,279	2018 YTD	80,512
2017 YTD <sup>f</sup>	17,386	57,893	195,792	13,012	284,083	2017 YTD	80,240
2018 YTD as % of 2017 YTD	82	62	117	109	103	% change YTD	100
Last 4 weeks as % of 2017 <sup>2</sup>	146	53	158	116	136	Last 4wks % 2017	114
Last 4 weeks as % of 4-year avg. <sup>2</sup>	130	37	132	83	109	Last 4wks % 4 yr	129
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.

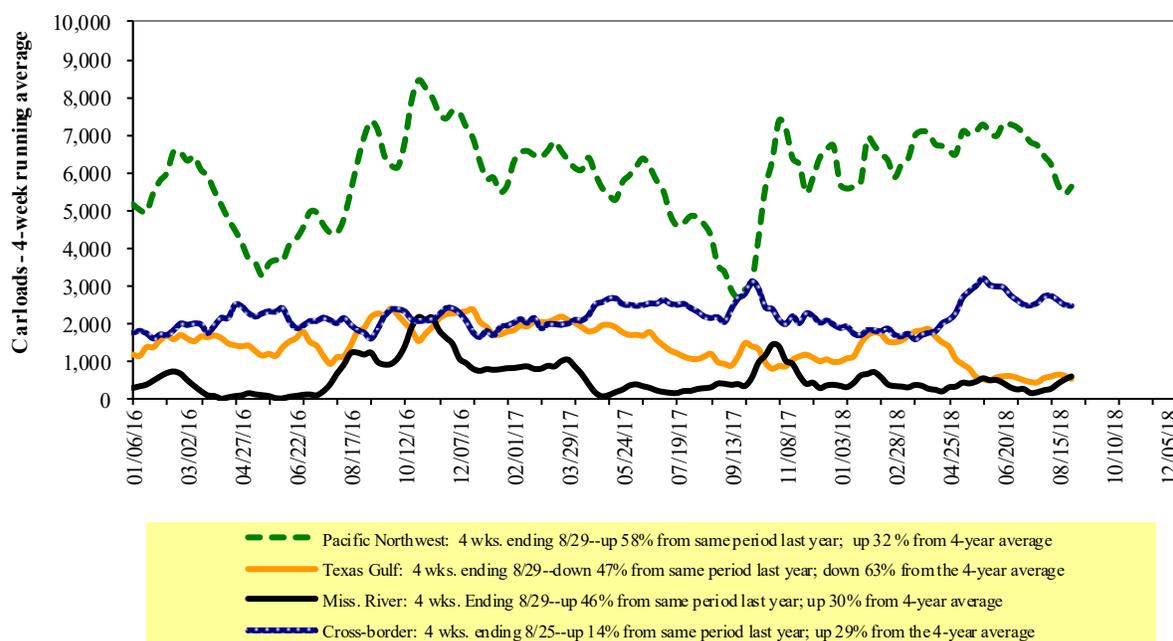
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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)**

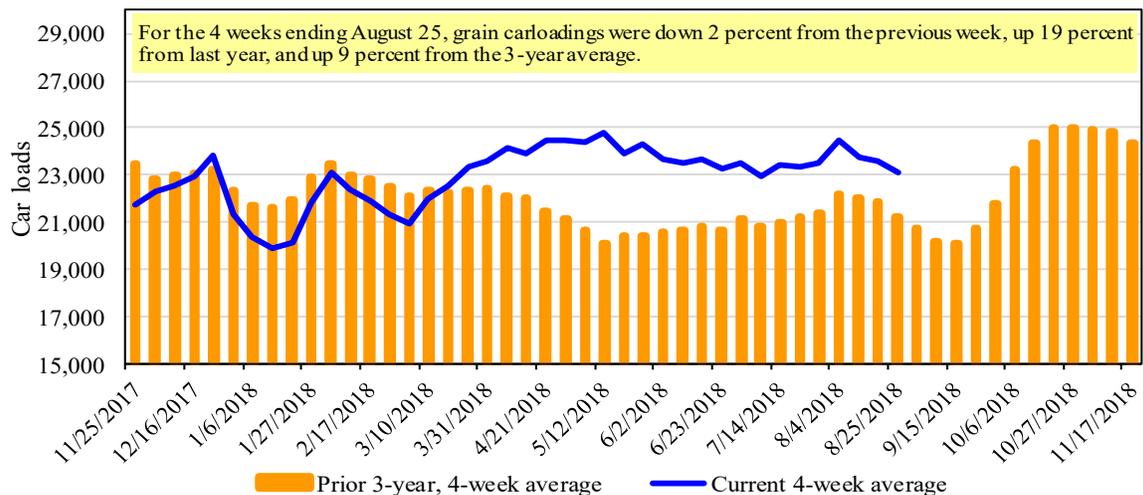
For the week ending: 8/25/2018	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,460	2,237	12,454	823	5,090	22,064	5,121	5,135
This week last year	1,104	2,660	10,324	851	4,941	19,880	3,399	5,338
2018 YTD	65,888	87,442	424,547	32,541	177,888	788,306	129,815	158,252
2017 YTD	57,003	94,270	380,944	31,749	196,080	760,046	128,056	154,286
2018 YTD as % of 2017 YTD	116	93	111	102	91	104	101	103
Last 4 weeks as % of 2017*	148	106	128	105	102	119	121	102
Last 4 weeks as % of 3-yr avg.**	128	105	113	107	96	109	121	101
Total 2017	89,465	142,825	578,964	50,223	289,574	1,151,051	198,404	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: 8/30/2018		Delivery period							
		Sep-18	Sep-17	Oct-18	Oct-17	Nov-18	Nov-17	Dec-18	Dec-17
BNSF <sup>3</sup>	COT grain units	0	no bids	0	no bids	no bids	no bids	no bids	no bids
	COT grain single-car <sup>5</sup>	200	0	198	0	184	0	180	no bids
UP <sup>4</sup>	GCAS/Region 1	no offer	no bids	no offer	no bids	no offer	no bids	n/a	n/a
	GCAS/Region 2	no offer	no bids	no offer	10	no offer	10	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.

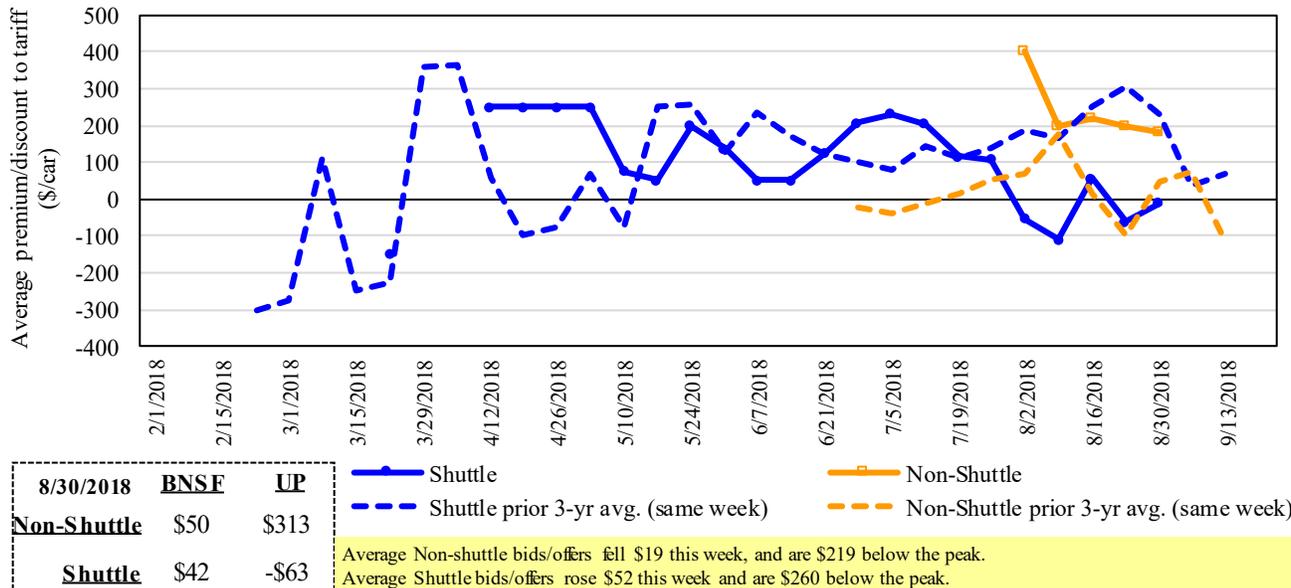
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

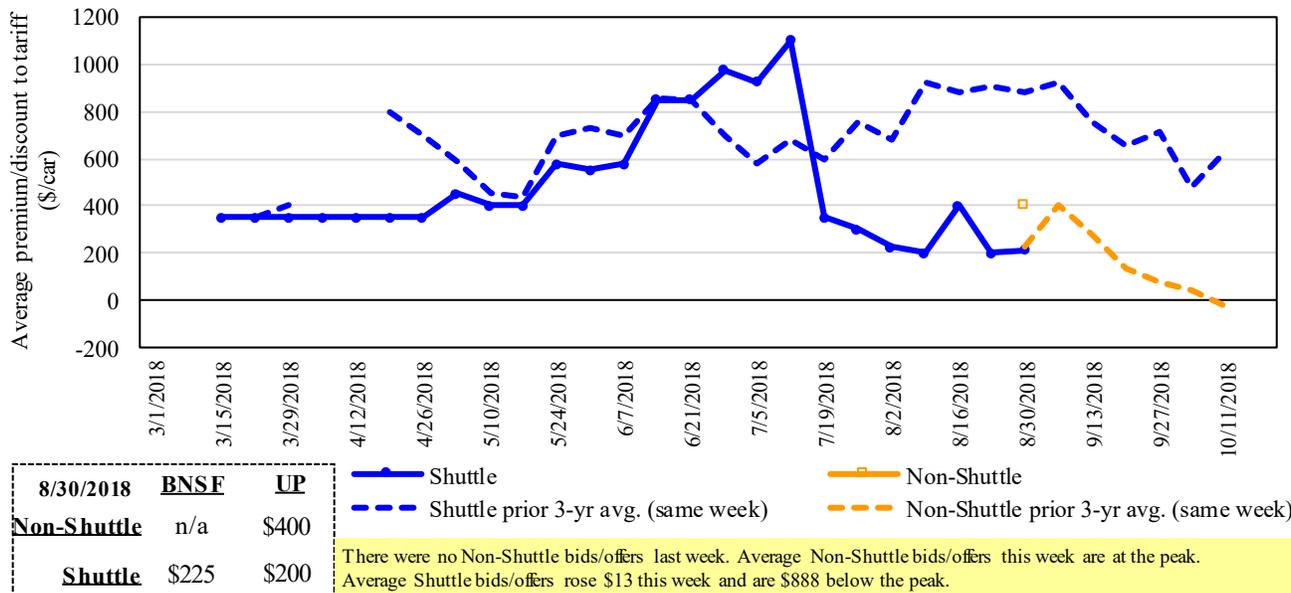
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



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

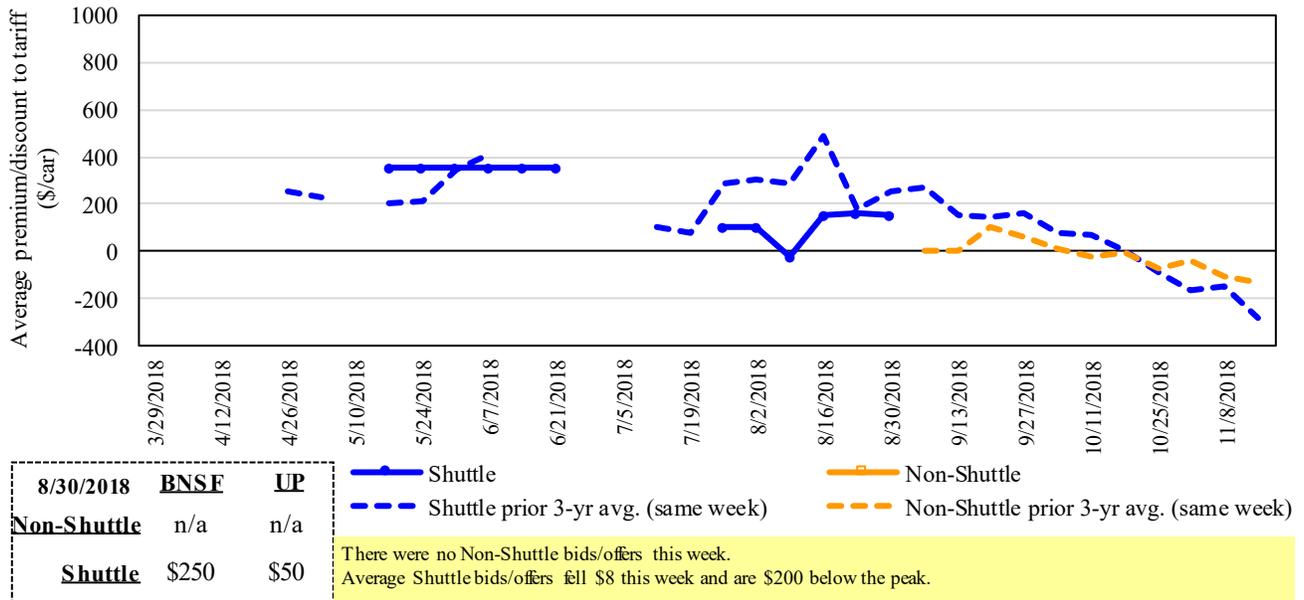
**Figure 5**  
**Bids/Offers for Railcars to be Delivered in October 2018, Secondary Market**



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 November 2018, Secondary Market**



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

Table 6

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

For the week ending:		Delivery period					
		8/30/2018	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19
<b>Non-shuttle</b>	<b>BNSF-GF</b>	<b>50</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	(50)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2017	113	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	<b>313</b>	<b>400</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	13	n/a	n/a	n/a	n/a	n/a
Change from same week 2017	313	n/a	n/a	n/a	n/a	n/a	
<b>Shuttle</b>	<b>BNSF-GF</b>	<b>42</b>	<b>225</b>	<b>250</b>	<b>300</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	n/a	n/a	(17)	33	n/a	n/a
	Change from same week 2017	(368)	(650)	(300)	417	n/a	n/a
	<b>UP-Pool</b>	<b>(63)</b>	<b>200</b>	<b>50</b>	<b>75</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	0	0	0	25	n/a	n/a
Change from same week 2017	(217)	(175)	(75)	142	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>**

September, 2018	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per 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	\$4,268	\$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	\$205	\$47.12	\$1.28	3
	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	6
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,931	\$231	\$41.33	\$1.05	11
	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	5
	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	19
	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	9
<b>Shuttle Train</b>							
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	\$368	\$62.36	\$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	\$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	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	\$5,750	\$0	\$57.10	\$1.55	3
	Minneapolis, MN	Portland, OR	\$5,800	\$0	\$57.60	\$1.57	3
	Fargo, ND	Tacoma, WA	\$5,650	\$0	\$56.11	\$1.53	3
	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	9

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

<sup>2</sup>Approximate load per car = 111 short tons (100.7 metric tons): corn 56 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: September, 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	\$7,284	\$0	\$74.43	\$2.02	-2
	OK	Cuautitlan, EM	\$6,743	\$160	\$70.54	\$1.92	3
	KS	Guadalajara, JA	\$7,371	\$396	\$79.36	\$2.16	3
	TX	Salinas Victoria, NL	\$4,292	\$98	\$44.86	\$1.22	1
Corn	IA	Guadalajara, JA	\$8,313	\$358	\$88.59	\$2.25	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	\$8,209	\$333	\$87.28	\$2.37	-3
	NE	Guadalajara, JA	\$8,767	\$363	\$93.29	\$2.54	0
	IA	El Castillo, JA	\$9,110	\$0	\$93.08	\$2.53	2
	KS	Torreón, CU	\$7,564	\$267	\$80.01	\$2.18	3
Sorghum	NE	Celaya, GJ	\$7,345	\$331	\$78.43	\$1.99	5
	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	\$257	\$72.00	\$1.83	5

<sup>1</sup>Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.

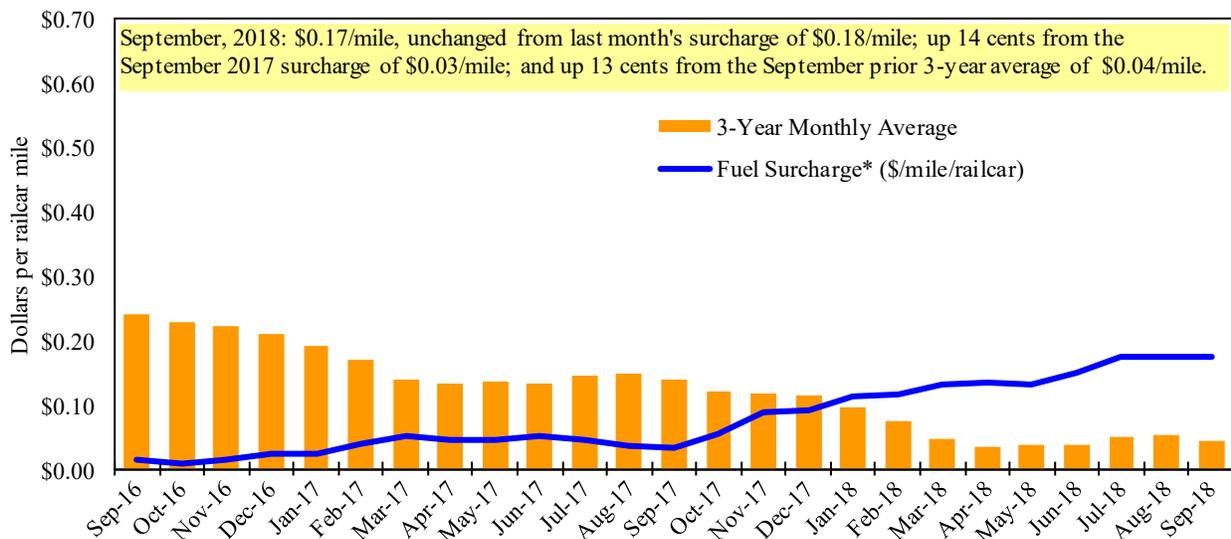
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

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

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

Figure 7

**Railroad Fuel Surcharges, North American Weighted Average<sup>1</sup>**

<sup>1</sup> Weighted by each Class I railroad's proportion of grain traffic for the prior year.

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

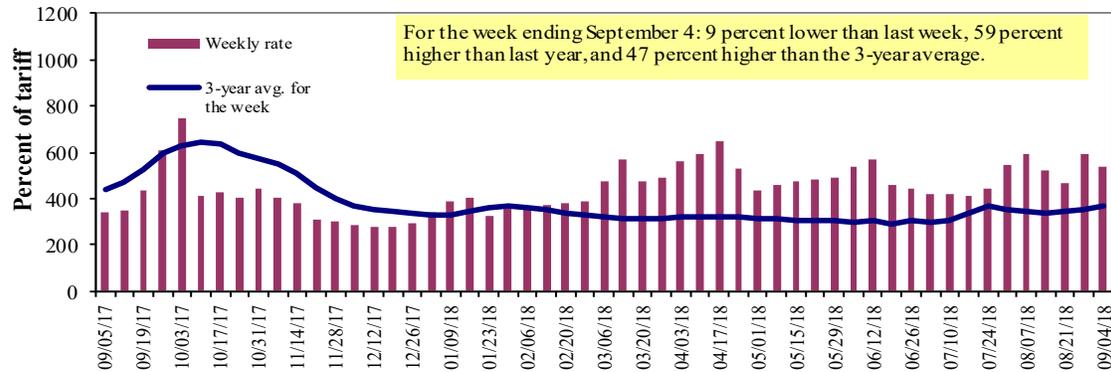
\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

# Barge Transportation

Figure 8

## Illinois River Barge Freight Rate<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate <sup>1</sup>	9/4/2018	575	550	538	420	525	525	413
	8/28/2018	595	603	593	452	578	578	445
\$/ton	9/4/2018	35.59	29.26	24.96	16.76	24.62	21.21	12.97
	8/28/2018	36.83	32.08	27.52	18.03	27.11	23.35	13.97
<b>Current week % change from the same week:</b>								
	Last year	53	62	59	91	78	78	96
	3-year avg. <sup>2</sup>	36	48	47	49	62	62	50
Rate <sup>1</sup>	October	575	575	575	488	575	575	468
	December	-	-	420	325	375	375	300

<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:

$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton}) / 100$

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

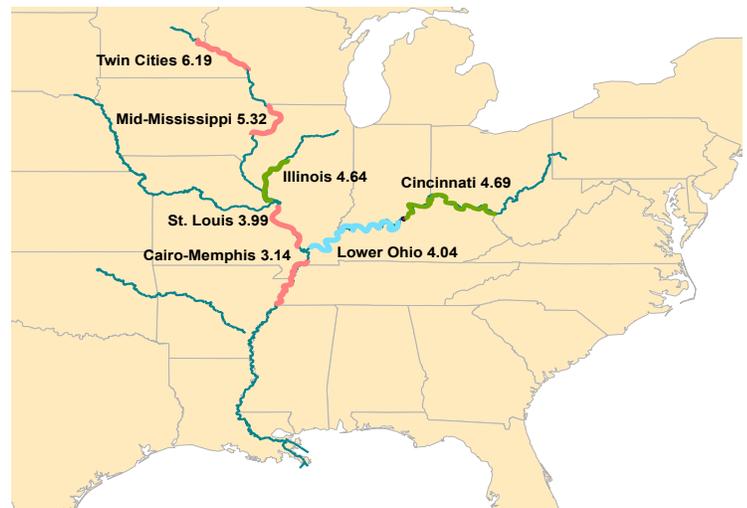
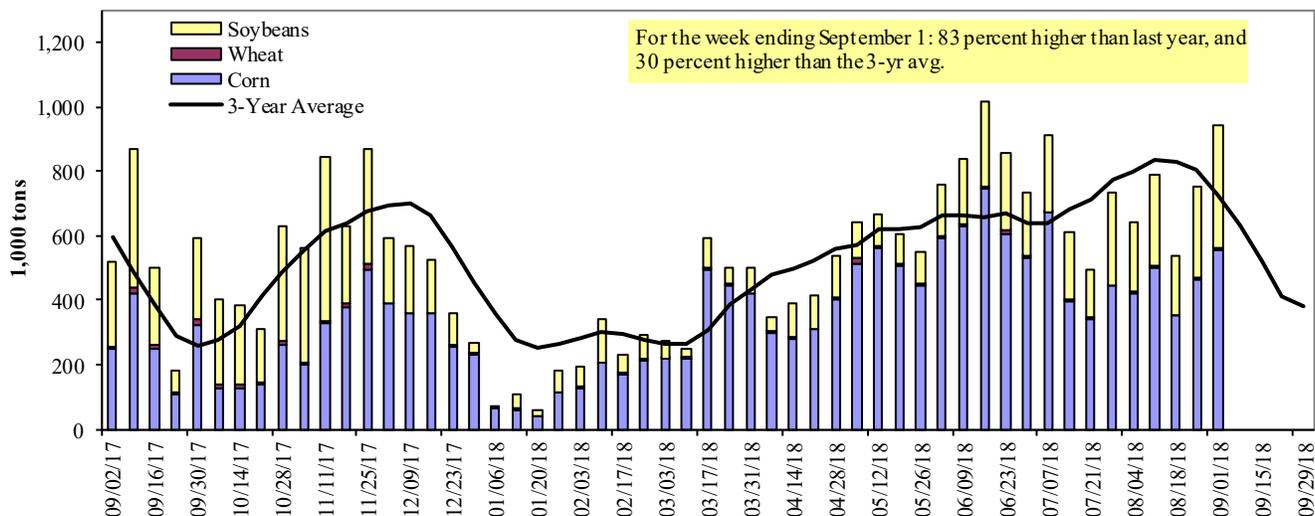


Figure 10

**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 09/01/2018	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	206	5	84	0	295
Winfield, MO (L25)	398	11	263	0	672
Alton, IL (L26)	614	8	391	0	1,014
Granite City, IL (L27)	555	8	383	0	946
<b>Illinois River (L8)</b>	287	0	114	0	401
<b>Ohio River (L52)</b>	31	9	18	0	58
<b>Arkansas River (L1)</b>	0	29	3	0	32
Weekly total - 2018	587	46	404	0	1,037
Weekly total - 2017	256	43	299	0	598
2018 YTD <sup>1</sup>	16,498	1,265	8,376	86	26,225
2017 YTD	16,777	1,765	9,284	216	28,041
2018 as % of 2017 YTD	98	72	90	40	94
Last 4 weeks as % of 2017 <sup>2</sup>	130	67	84	28	104
<b>Total 2017</b>	<b>22,242</b>	<b>2,210</b>	<b>16,123</b>	<b>360</b>	<b>40,936</b>

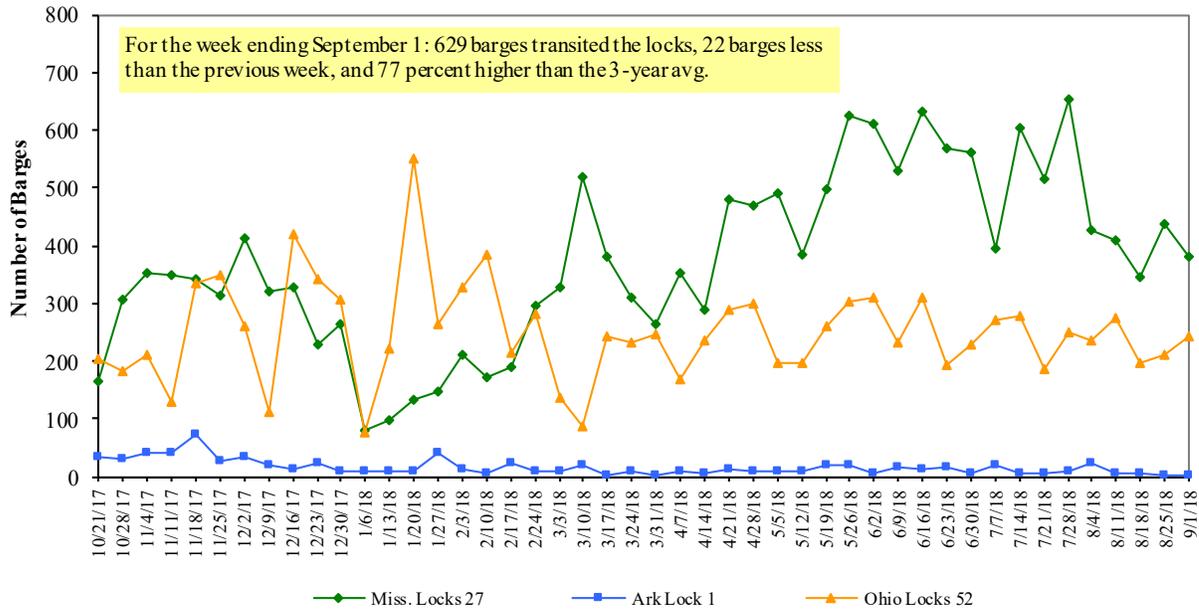
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

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

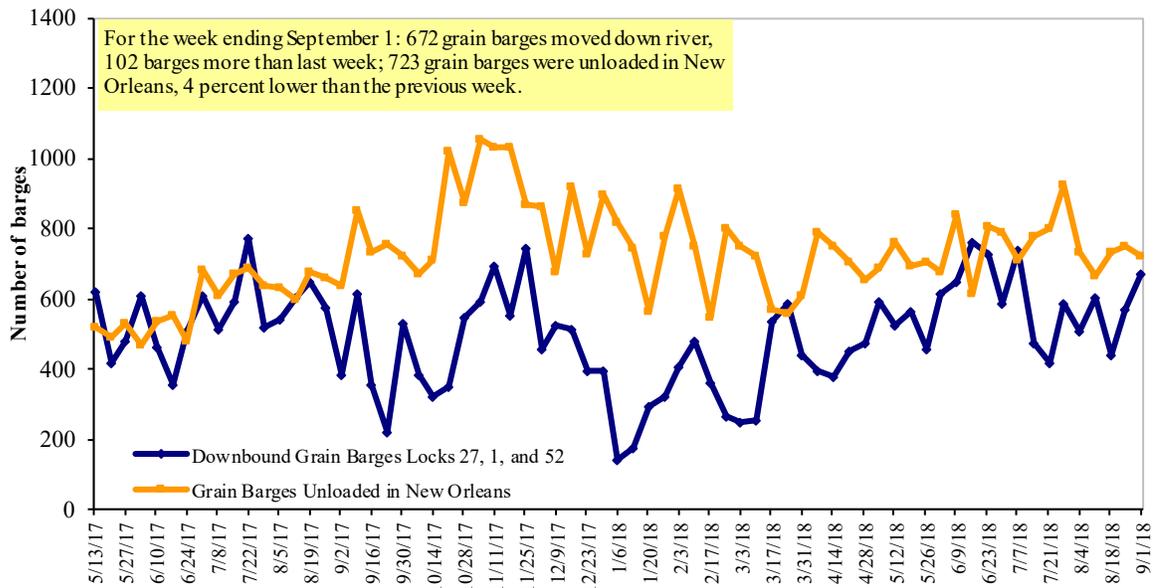
Source: U.S. Army Corps of Engineers

**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 9/3/2018 (US \$/gallon)**

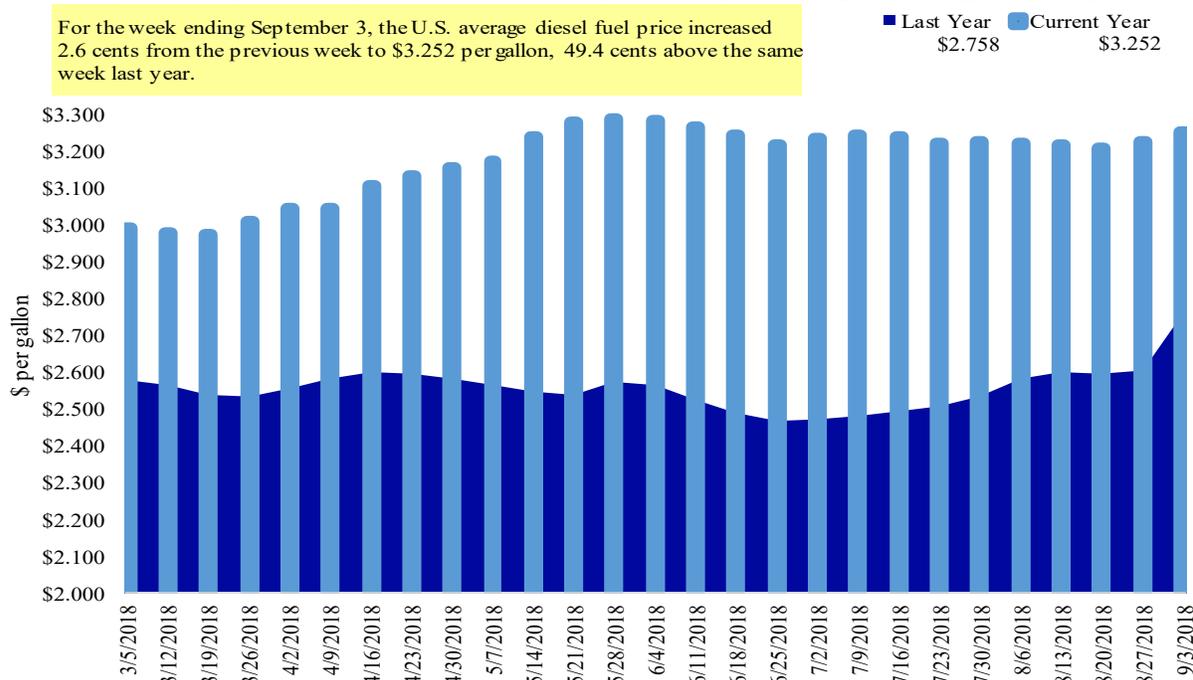
Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.235	0.016	0.450
	New England	3.270	0.003	0.547
	Central Atlantic	3.399	0.014	0.513
	Lower Atlantic	3.114	0.020	0.389
II	Midwest <sup>2</sup>	3.191	0.038	0.484
III	Gulf Coast <sup>3</sup>	3.035	0.031	0.420
IV	Rocky Mountain	3.364	0.000	0.566
V	West Coast	3.742	0.023	0.698
	West Coast less California	3.469	0.036	0.538
	California	3.959	0.014	0.824
Total	U.S.	3.252	0.026	0.494

<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](http://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>									
8/23/2018	1,313	570	1,318	931	172	4,303	4,540	3,382	12,225
This week year ago	1,583	553	1,422	1,274	107	4,940	2,064	3,442	10,446
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2017/18 YTD	1,264	604	1,407	1,348	46	4,668	56,001	55,491	116,160
2016/17 YTD	2,905	639	1,839	1,657	104	7,144	54,699	57,401	119,244
YTD 2017/18 as % of 2016/17	44	94	77	81	44	65	102	97	97
Last 4 wks as % of same period 2016/17	74	101	96	84	150	87	301	127	143
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 8/23/2018	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	3,489	15,419	13,952	11	12,297
Japan	1,508	11,930	12,186	(2)	11,450
Korea	848	5,917	5,717	3	4,494
Colombia	164	4,879	4,392	11	4,179
Peru	112	3,293	3,206	3	2,693
<b>Top 5 Importers</b>	<b>6,120</b>	<b>41,439</b>	<b>39,453</b>	<b>5</b>	<b>35,113</b>
<b>Total US corn export sales</b>	<b>10,438</b>	<b>60,541</b>	<b>56,764</b>	<b>7</b>	<b>49,308</b>
% of Projected	17%	99%	97%		
<b>Change from prior week<sup>2</sup></b>	<b>525</b>	<b>175</b>	<b>188</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>59%</b>	<b>68%</b>	<b>70%</b>		<b>71%</b>
<b>USDA forecast, August 2018</b>	<b>59,796</b>	<b>61,069</b>	<b>58,372</b>	<b>5</b>	
<b>Corn Use for Ethanol USDA forecast, August 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 8/23/2018	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	1,332	27,861	36,515	(24)	31,881
Mexico	1,826	4,500	3,763	20	3,452
Indonesia	188	2,775	2,467	12	1,987
Japan	193	2,364	2,343	1	2,067
Netherlands	0	2,620	2,045	28	2,098
<b>Top 5 importers</b>	<b>3,540</b>	<b>40,120</b>	<b>47,134</b>	<b>(15)</b>	<b>41,486</b>
<b>Total US soybean export sales</b>	<b>13,218</b>	<b>58,873</b>	<b>60,843</b>	<b>(3)</b>	<b>52,919</b>
% of Projected	24%	102%	103%		
Change from prior week <sup>2</sup>	592	111	123		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>27%</b>	<b>68%</b>	<b>77%</b>		<b>78%</b>
<b>USDA forecast, August 2018</b>	<b>56,131</b>	<b>57,493</b>	<b>59,019</b>	<b>97</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/. 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. (Carryover plus Accumulated Exports)

Table 15

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

For the week ending 8/23/2018	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	1,130	1,121	1	2,620
Mexico	1,074	1,625	(34)	2,743
Philippines	1,403	1,401	0	2,395
Brazil	104	95	10	862
Nigeria	416	650	(36)	1,254
Korea	677	948	(29)	1,104
China	0	472	(100)	1,623
Taiwan	389	562	(31)	768
Indonesia	273	678	(60)	726
Colombia	172	275	(37)	635
<b>Top 10 importers</b>	<b>5,638</b>	<b>7,827</b>	<b>(28)</b>	<b>14,729</b>
<b>Total US wheat export sales</b>	<b>8,972</b>	<b>12,084</b>	<b>(26)</b>	<b>22,804</b>
% of Projected	32%	49%		
Change from prior week <sup>2</sup>	415	536		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>63%</b>	<b>65%</b>		<b>65%</b>
<b>USDA forecast, August 2018</b>	<b>27,929</b>	<b>24,550</b>	<b>14</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2016/17 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/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.

Table 16

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

Port Regions	For the Week Ending 08/30/18	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	179	387	46	8,655	10,876	80	100	116	14,805
Corn	259	365	71	15,026	9,935	151	243	134	10,928
Soybeans	140	145	97	6,078	5,410	112	76	134	13,246
<b>Total</b>	<b>578</b>	<b>896</b>	<b>64</b>	<b>29,759</b>	<b>26,222</b>	<b>113</b>	<b>126</b>	<b>125</b>	<b>38,978</b>
<b>Mississippi Gulf</b>									
Wheat	54	72	75	2,760	3,242	85	95	82	4,198
Corn	799	725	110	24,072	22,491	107	159	132	28,690
Soybeans	506	576	88	15,969	15,366	104	100	93	32,911
<b>Total</b>	<b>1,360</b>	<b>1,373</b>	<b>99</b>	<b>42,801</b>	<b>41,099</b>	<b>104</b>	<b>126</b>	<b>110</b>	<b>65,800</b>
<b>Texas Gulf</b>									
Wheat	52	8	647	2,158	4,786	45	21	14	6,354
Corn	31	0	n/a	566	548	103	179	69	733
Soybeans	0	2	0	69	0	n/a	n/a	n/a	292
<b>Total</b>	<b>83</b>	<b>10</b>	<b>842</b>	<b>2,793</b>	<b>5,334</b>	<b>52</b>	<b>45</b>	<b>28</b>	<b>7,379</b>
<b>Interior</b>									
Wheat	63	38	163	1,045	1,310	80	96	120	1,727
Corn	222	153	145	5,925	5,863	101	99	116	8,758
Soybeans	130	176	74	4,583	3,380	136	152	213	5,508
<b>Total</b>	<b>415</b>	<b>367</b>	<b>113</b>	<b>11,553</b>	<b>10,552</b>	<b>109</b>	<b>114</b>	<b>142</b>	<b>15,993</b>
<b>Great Lakes</b>									
Wheat	64	9	696	474	447	106	227	77	711
Corn	0	0	n/a	324	140	231	13	3	192
Soybeans	20	56	36	466	286	163	187	504	890
<b>Total</b>	<b>84</b>	<b>65</b>	<b>128</b>	<b>1,264</b>	<b>873</b>	<b>145</b>	<b>174</b>	<b>108</b>	<b>1,793</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	67	42	161	10	7	46
Corn	0	0	n/a	67	5	n/a	n/a	0	32
Soybeans	13	1	902	1,394	944	148	298	158	2,001
<b>Total</b>	<b>13</b>	<b>1</b>	<b>902</b>	<b>1,529</b>	<b>990</b>	<b>154</b>	<b>261</b>	<b>101</b>	<b>2,079</b>
<b>U.S. total from ports*</b>									
Wheat	413	514	80	15,160	20,704	73	89	86	27,841
Corn	1,311	1,243	106	45,979	38,982	118	158	123	49,333
Soybeans	810	955	85	28,559	25,385	113	107	116	54,847
<b>Total</b>	<b>2,533</b>	<b>2,712</b>	<b>93</b>	<b>89,699</b>	<b>85,071</b>	<b>105</b>	<b>121</b>	<b>111</b>	<b>132,021</b>

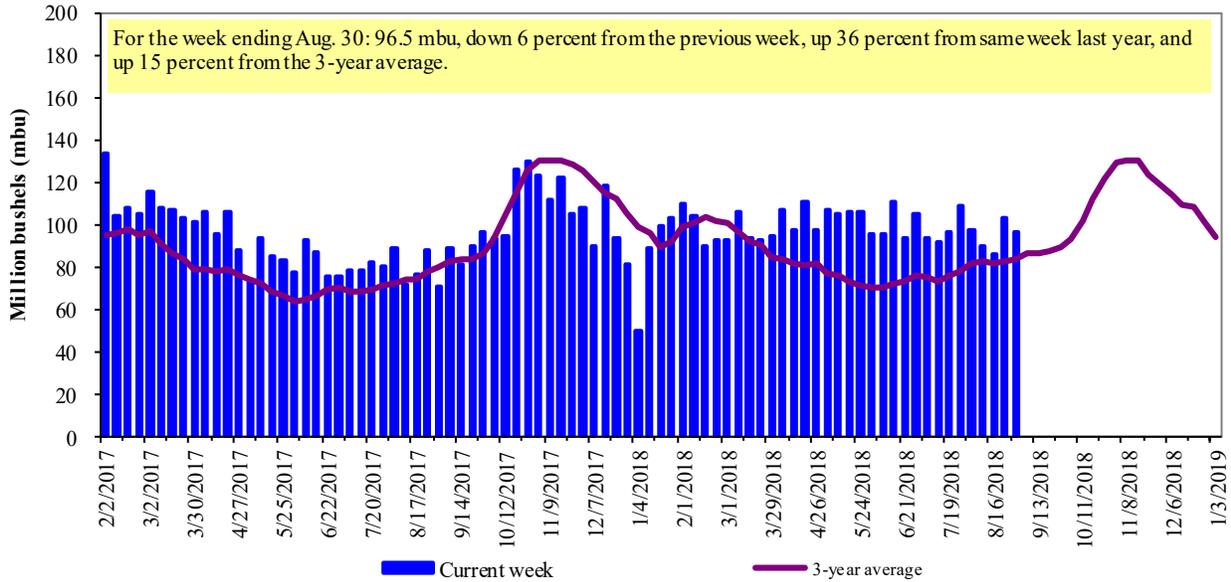
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

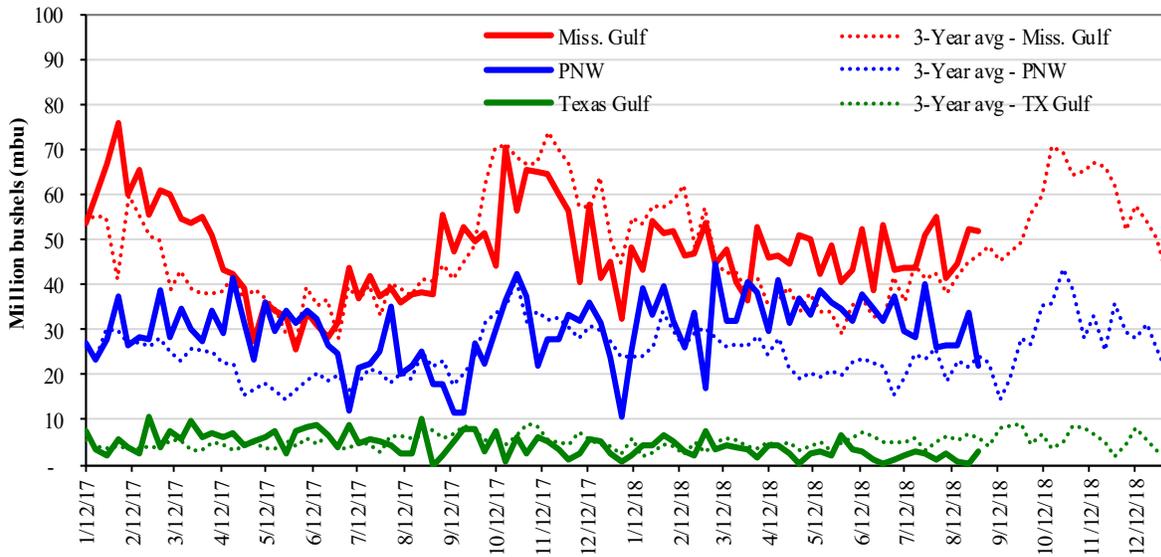


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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 08/30/18 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: 52.1	Last Week:	unchanged	up 764	up 5	down 35
PNW: 21.9	Last Year (same week):	up 37	n/a	up 46	up 23
Texas Gulf: 3.1	3-yr avg. (4-wk. mov. Avg):	up 21	down 49	up 12	unchanged

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

# Ocean Transportation

Table 17

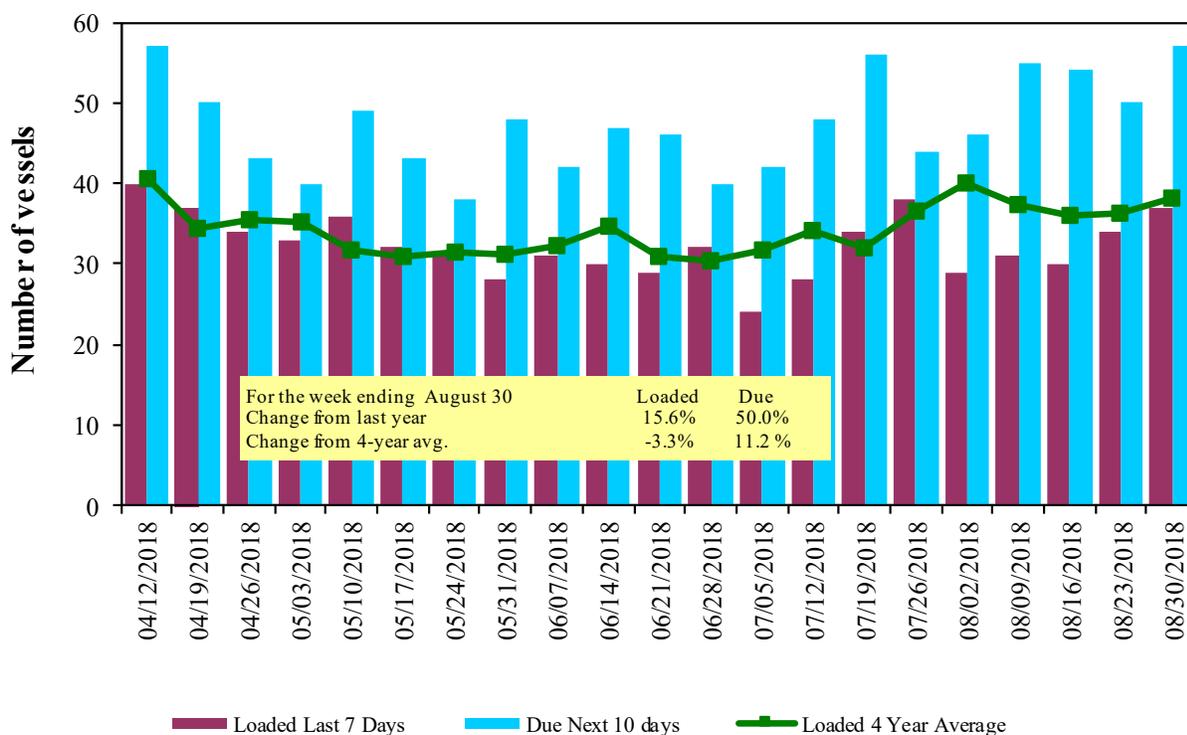
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
8/30/2018	25	37	57	11
8/23/2018	23	34	50	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

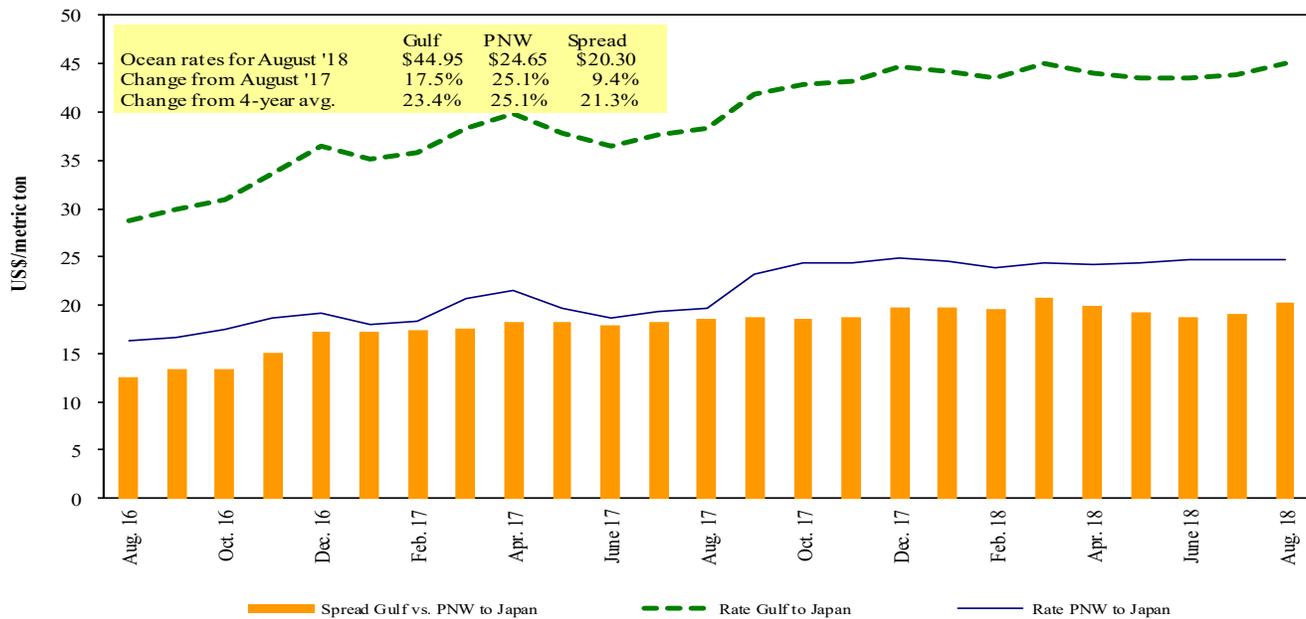
**U.S. Gulf Vessel Loading Activity**



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

Figure 17

**Grain Vessel Rates, U.S. to Japan**



Data Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 09/01/2018**

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	Taiwan	Heavy Grain	Sep 15/Oct 31	63,000	25.00
PNW	Yemen	Wheat	Aug 16	34,900	75.50*
PNW	Yemen	Wheat	Jul 26/Aug 9	27,500	83.70*
Brazil	China	Heavy Grain	Sep 25/30	60,000	34.50
Brazil	China	Heavy Grain	Sep 10/20	60,000	35.75
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

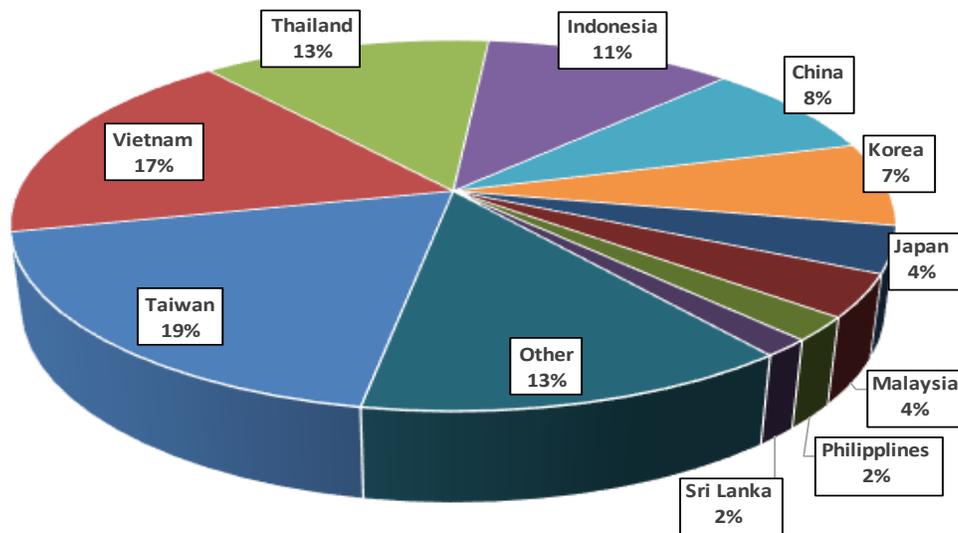
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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**

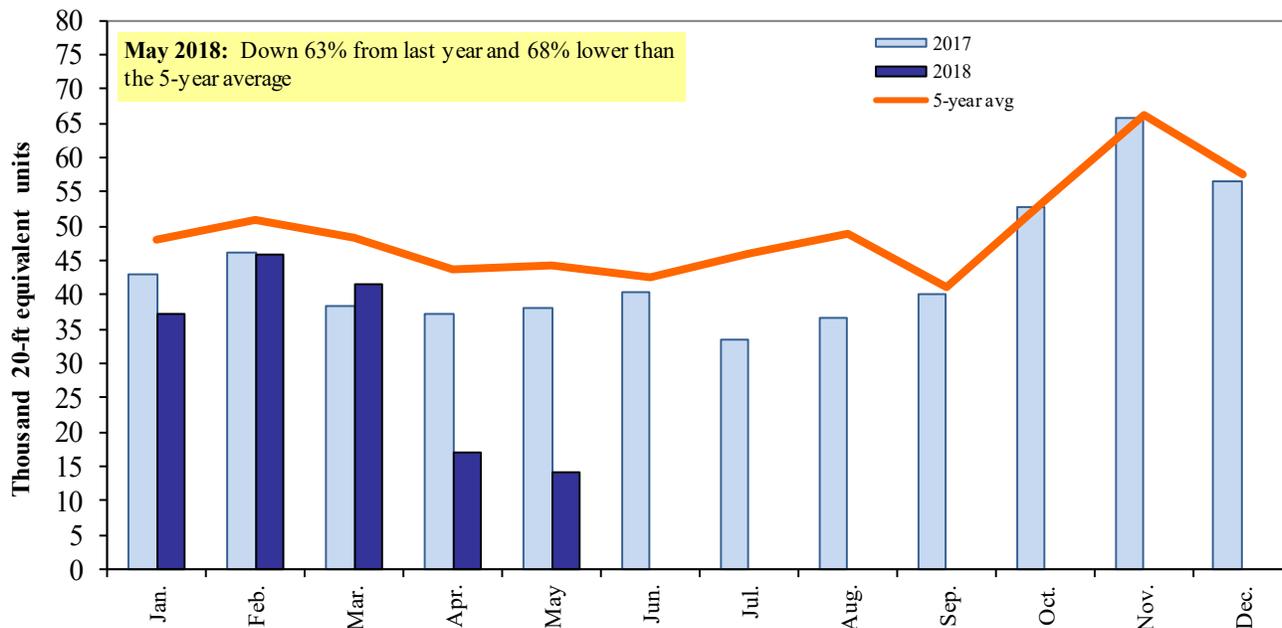


Service (PIERS) data

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.

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