



# Grain Transportation Report

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

Contact Us

September 20, 2018

## WEEKLY HIGHLIGHTS

### Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

Datasets

Specialists

Subscription  
Information

The next  
release is  
September 27, 2018

#### Grain Inspections Up; Corn Rebounds

For the week ending September 13, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.27 million metric tons (mmt); up 3 percent from the previous week, up 6 percent from last year, and unchanged from the 3-year average. The increase in inspections was helped by a 31 percent jump in inspections of corn. Corn shipments increased primarily to Latin America. Grain inspections increased 11 percent in the Mississippi Gulf, but decreased 14 percent in the Pacific Northwest (PNW). Total inspections of grain, up 5 percent from year-to-date, have continued to remain steady. Also, inspections of grain in the Atlantic and Great Lakes have remained strong from year-to-date, increasing 48 and 54 percent, respectively, as demand from Asia and Europe increased.

#### Significant Decline in Weekly Barge Tonnages

For the week ending on September 15, grain barge shipments on the locking portion of the Mississippi, Ohio, and Arkansas Rivers experienced a significant decrease (58 percent drop) in grain tonnages. The total weekly tonnage and down bound grain barges both reached the lowest point since the second week of March this year. The total weekly grain tonnage was 0.54 million tons, with corn down 55 percent and soybeans down 65 percent from last week, respectively. The number of down bound grain barges was 357, a 58 percent drop from the previous week. While high water conditions have caused some recent barge traffic delays and tonnage declines, there can be a seasonal down turn in movements as the barge industry prepares for the upcoming corn and soybean harvest (for more information on this, see this issue's feature section).

#### Southeast Recovers After Hurricane Florence

Hurricane Florence brought record rainfall and flood conditions to much of North Carolina and parts of South Carolina. Port operations in Virginia and South Carolina are open and fully operational. The Ports of Wilmington and Morehead City, NC, are expected to resume vessel operations by the end of the week, and terminal operations on Monday, September 24. The eastern railroads are dealing with flooded tracks, a derailment, and delayed cargo movements; especially to destinations in North Carolina. Tracks are re-opening as conditions permit. Large portions of Interstates 95, 40, and 74, through North Carolina, are closed due to damage and flooding. Detours are in place and trucking waivers, on hours of service and weight limits, remain in effect to assist relief and recovery efforts.

### Snapshots by Sector

#### Export Sales

For the week ending September 6, **unshipped balances** of wheat, corn, and soybeans totaled 34.9 mmt, up 14 percent from the same time last year. Net weekly **wheat export sales** were .388 mmt, up 2 percent from the previous week. Net **corn export sales** were .774 mmt, and net **soybean export sales** were .694 mmt. Both corn and soybean net exports sales decreased significantly from the past week, due to the beginning of the new marketing year.

#### Rail

U.S. Class I railroads originated 20,019 **grain carloads** for the week ending September 8; down 12 percent from the previous week, up 15 percent from last year, and up 2 percent from the 3-year average.

Average September shuttle **secondary railcar** bids/offers per car were \$75 below tariff for the week ending September 13, up \$44 from last week, and \$338 lower than last year. Average non-shuttle secondary railcar bids/offers, per car, were \$275 above tariff, up \$25 from last week. There were no non-shuttle bids/offers this week last year.

#### Barge

For the week ending September 15, **barge grain movements** totaled 540,500 tons, 58 percent lower than the previous week and down 3 percent from the same period last year.

For the week ending September 15, 357 grain barges **moved down river**, 487 barges less than the previous week. There were 778 grain barges **unloaded in New Orleans**, 8 percent higher than the previous week.

#### Ocean

For the week ending September 13, 33 **ocean-going grain vessels** were loaded in the Gulf, 8 percent less than the same period last year. Fifty-six vessels are expected to be loaded within the next 10 days, 3 percent less than the same period last year.

For the week ending September 13, the ocean freight rate for shipping bulk grain, from the Gulf to Japan, was \$46.25 per metric ton, 1 percent more than 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 17, the **U.S. average diesel fuel price** increased 1 cent, from the previous week, to \$3.268 per gallon, 47.7 cents above the same week last year.

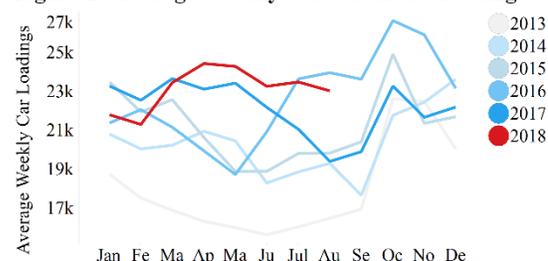
## Grain Transportation Update

Despite sporadic challenges, grain traffic remained strong through August as indicated by rail and barge movements. Typically, rail carloads of grain are at their lowest during the summer months, but remained above average through August. Calendar year-to-date (YTD) grain barge tonnages, through the locking portions of the Mississippi, Ohio, and Arkansas rivers, were above the 3-year average. Rates in the secondary auction market, for shuttle service, continued to be above-average in June, July, and August. Currently, ocean freight rates for shipping bulk grains and diesel fuel prices are above last year. Demand for grain transportation is expected to remain strong, as USDA projects a slight increase in total grain (corn, soybeans, and wheat) production and exports (September [World Agricultural Supply and Demand Estimates \(WASDE\)](#) report).

### Strong Rail Grain Carloads through August

Rail carloads of grain remained above average through August. Typically, carloadings decline through spring and are at their lowest during the summer months. However, this year carloadings increased in late winter and remained strong through spring, while only decreasing slightly over the summer (Figure 1). As reported in the [July 5, 2018 Grain Transportation Report](#), March and June grain stocks were at record levels this year, likely contributing to the above average YTD car loadings. Year-to-date carloadings, through August, were 4 percent above 2017 and 9 percent above the prior three-year YTD average.

**Figure 1: Average Weekly U.S. Grain Carloadings**



Source: Association of American Railroads

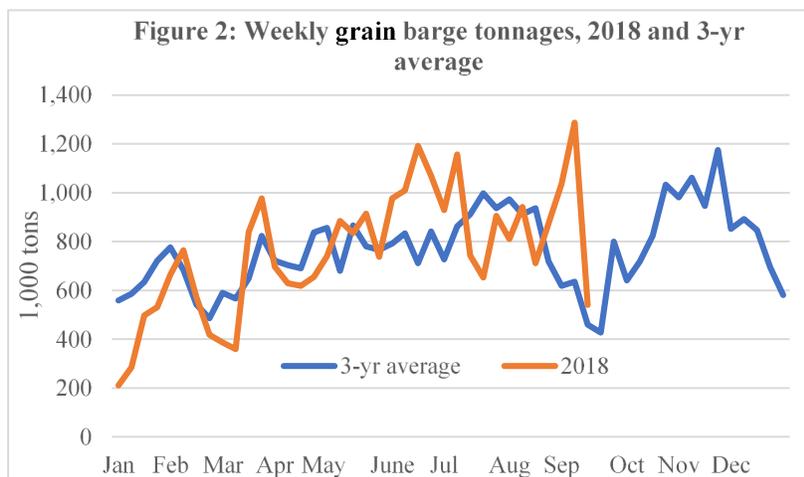
Rates in the secondary auction market for shuttle service continued to be above-average in the months of June, July, and August. Average bids/offers for delivery of shuttle railcars in July crept up, from about \$100 per car (above tariff) to \$400 per car, as the month approached. In August, average bids/offers were \$80 per car higher than the prior three-year average. More recently, however, September bids/offers have been below average, especially in recent weeks.

Throughout the year, grain rail service metrics have been worse than previous years but have recovered some in recent months. In August, grain train speeds averaged 21.3 MPH, 2 percent faster than April (the lowest point in 2018), but 6 percent slower than the prior three-year average. Average terminal dwell times in August were 2 percent below the prior three-year average, at 24.5 hours. However, there is significant variation across railroads and stations. For example, BNSF's yard in Kansas City, MO, stands out with an average of 40.4 terminal dwell hours in August, 20 percent higher than its prior three-year average. Norfolk Southern's station in Linwood, NC, also stands out for having had high terminal dwell time throughout the year, averaging 38.2 hours YTD, 42 percent above its prior three-year YTD average.

### Barge Tonnages on Near Average Pace

As of September 15, calendar YTD grain barge tonnages, through the locking portions of the Mississippi, Ohio, and Arkansas Rivers, were 28.0 million tons; 2 percent above the 3-year average, but 5 percent lower than last year. For most of 2018, high water conditions have slowed traffic, but barge volumes have been able to recover during the periods of better navigation conditions. In addition, there has been lock and dam repair work that has slowed traffic. Figure 2 shows the cycle of low tonnages, followed by periods of higher volumes. For the week ending September 15,

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



Source: U.S. Army Corps of Engineers

there was a 58 percent weekly drop due to high-water conditions on the Upper Mississippi River and the seasonal down turn in traffic, as the active corn and soybeans harvest approaches. Typically, during late September, barge shipments decrease as barge operators begin to position empty barges for the upcoming harvest.

As of September 18, spot barge rates for export grain were 14 to 21 percent higher than last year, at major originating points on the Upper Mississippi, Illinois and Ohio rivers, and 18 to 26 percent more than the prior 3-year average. With navigation conditions continuing to be less than ideal and resulting in increased transit times, rates could stay above average as harvest activities accelerate. As of September 16, 9 percent of the corn crop has been harvested, which is higher than the 5-year average of 6 percent. The soybean harvest is 6 percent harvested, compared to the 5-year average of 3 percent.

### Bulk Grain Ocean Freight Rates Increased from Last Year

Ocean freight rates for shipping grains out of the United States inched up, compared to the beginning of the year and the same period last year. The rates have been pushed up by strong bulk trade during the earlier part of the year. As of September 18, the ocean freight rate for shipping bulk grain, from the U.S. Gulf to Japan, was \$46.25 per mt, 8 percent higher than the beginning of the year (January 4), and 9 percent higher than the same period last year. The rate from the PNW to Japan was \$25.00 per mt, 4 percent higher than the beginning of the year, and 6 percent higher than the same period last year. While rates have been higher than last year, they have been significantly lower than the record highs in 2008. Although at a shrinking rate, there is still excess supply of bulk vessels in the market.

### Diesel Prices Above Last Year

The retail prices for diesel fuel averaged \$3.27 per gallon, during the week ending September 17, which was 48 cents higher than the average of the same period last year. The U.S. average diesel price has risen 9 percent since the beginning of the year, and 17 percent over the same period a year ago. After declining for three consecutive weeks in August, the average diesel price increased over the past four weeks. According to the Energy Information Agency’s latest [Short-Term Energy Outlook](#), oil prices rose in the second half of August due to reduced purchases of Iranian crude oil—ahead of the United States reinstating sanctions on Iran in November. Additionally, tropical storm activity in the Gulf of Mexico led to the shutdown of some offshore crude oil platforms, which contributed to tighter oil inventories and, consequently, higher prices.

### Outlook: Projected Grain Production and Exports Higher

According to the September *WASDE* report, USDA projects 2018/19 production of corn, soybeans, and wheat to reach 21.4 billion bushels, up 3 percent from the previous year. Exports of the three major grains are projected to increase 1.4 percent, from 2017/18, to 5.5 billion bushels (Table 1). Projected corn and soybean production is up from last year, estimated to reach 14.8 and 4.7 billion bushels, respectively. Wheat production is expected to increase 8 percent for the same period. Total end-of-marketing-year export sales commitments of corn are 9 percent above last year, but soybean commitments are down 3 percent from the same time last year ([GTR, Tables 13 and 14](#)). Corn and soybean exports are projected to decrease slightly, about 1 percent each, for 2018/19 (Table 1). Wheat exports are projected to increase 14 percent above last year. U.S. transportation demand for grain could be affected, during the upcoming harvest, if soybean prices continue to fall and farmers decide to store more grain.

	<b>Corn</b>	<b>Soybeans</b>	<b>Wheat</b>	<b>Total</b>	<b>Y/Y</b>
<i>United States 2018/19 (Projected)</i>					
Production	14,827	4,693	1,877	21,397	3.2%
<b>Exports</b>	<b>2,400</b>	<b>2,060</b>	<b>1,025</b>	<b>5,485</b>	<b>1.4%</b>
Domestic Use	12,705	2,208	1,152	16,065	-0.9%
<b>Ending Stocks/Use</b>	<b>14.8%</b>	<b>13.2%</b>	<b>52.9%</b>		
<i>United States 2017/18 (Estimated)</i>					
Production	14,604	4,392	1,741	20,737	-4.7%
<b>Exports</b>	<b>2,425</b>	<b>2,085</b>	<b>901</b>	<b>5,411</b>	<b>-1.8%</b>
Domestic Use	12,510	2,630	1,077	16,217	4.1%
<b>Ending Stocks/Use</b>	<b>15.7%</b>	<b>7.2%</b>	<b>53.2%</b>		
<i>2016/17</i>					
Production	15,148	4,296	2,309	21,753	
<b>Exports</b>	<b>2,294</b>	<b>2,166</b>	<b>1,051</b>	<b>5,511</b>	
Domestic Use	12,355	2,048	1,171	15,574	
<b>Ending Stocks/Use</b>	<b>15.7%</b>	<b>7.2%</b>	<b>53.2%</b>		

[GTRContactUs@ams.usda.gov](mailto:GTRContactUs@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
09/19/18	219	293	214	288	207	177
09/12/18	219	292	212	271	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)**

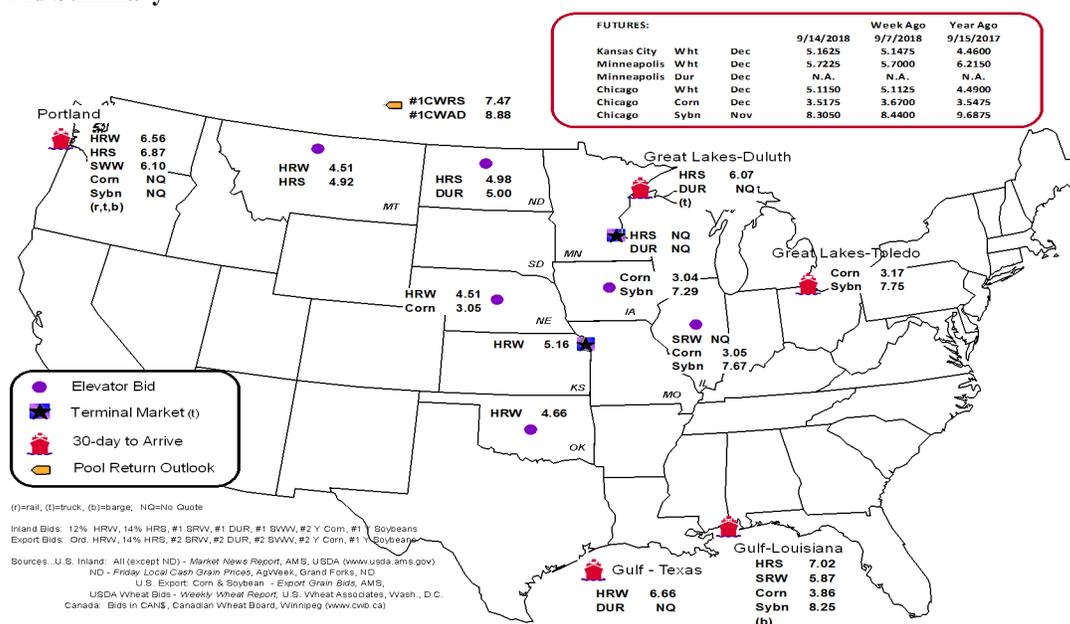
Commodity	Origin--Destination	9/14/2018	9/7/2018
Corn	IL--Gulf	-0.81	-0.86
Corn	NE--Gulf	-0.81	-0.88
Soybean	IA--Gulf	-0.96	-1.06
HRW	KS--Gulf	-1.50	-1.49
HRS	ND--Portland	-1.89	-1.89

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			
09/12/2018 <sup>p</sup>	573	605	3,633	253	5,064	9/8/2018	2,480
09/05/2018 <sup>r</sup>	737	632	5,532	209	7,110	9/1/2018	2,879
2018 YTD <sup>r</sup>	15,608	37,609	238,028	14,634	305,879	2018 YTD	85,871
2017 YTD <sup>r</sup>	17,920	60,107	200,782	13,443	292,252	2017 YTD	84,988
2018 YTD as % of 2017 YTD	87	63	119	109	105	% change YTD	101
Last 4 weeks as % of 2017 <sup>2</sup>	173	65	188	128	159	Last 4wks % 2017	110
Last 4 weeks as % of 4-year avg <sup>2</sup>	162	40	131	85	110	Last 4wks % 4 yr	128
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.

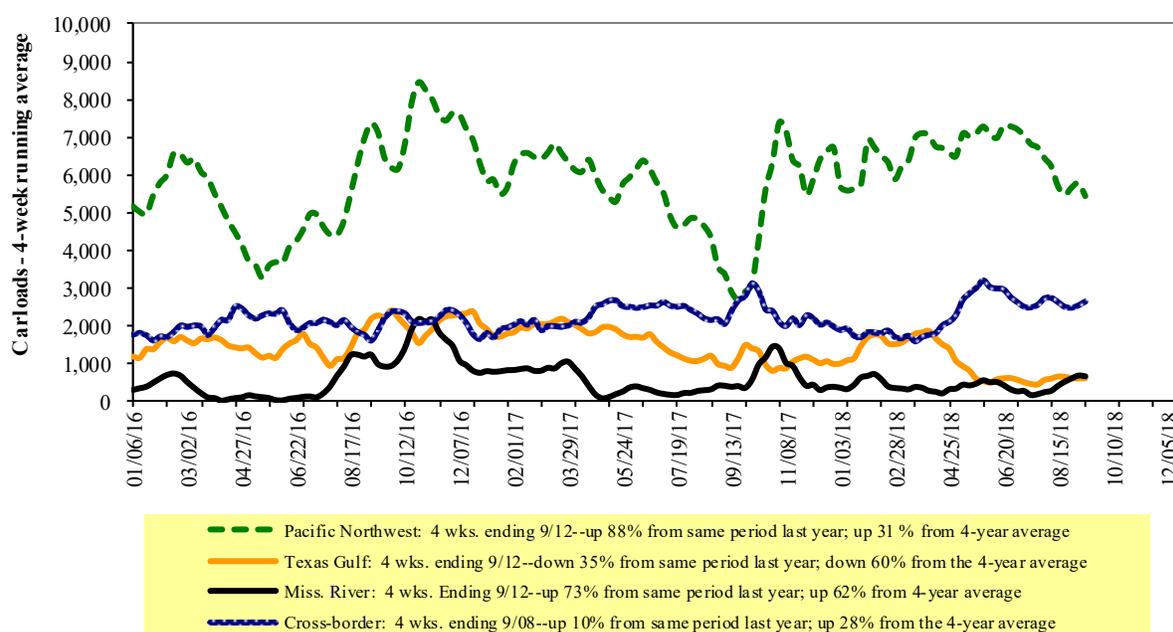
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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: 9/8/2018	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,494	2,518	10,261	630	5,116	20,019	4,308	4,166
This week last year	1,053	2,609	8,719	1,017	3,964	17,362	3,611	4,152
2018 YTD	68,867	92,217	446,918	33,917	189,039	830,958	139,146	167,285
2017 YTD	59,204	99,340	398,390	33,570	205,117	795,621	135,249	163,106
2018 YTD as % of 2017 YTD	116	93	112	101	92	104	103	103
Last 4 weeks as % of 2017*	144	100	132	86	110	120	124	99
Last 4 weeks as % of 3-yr avg.**	125	102	114	90	101	109	133	102
Total 2017	89,465	142,749	578,964	50,223	289,574	1,150,975	198,419	244,766

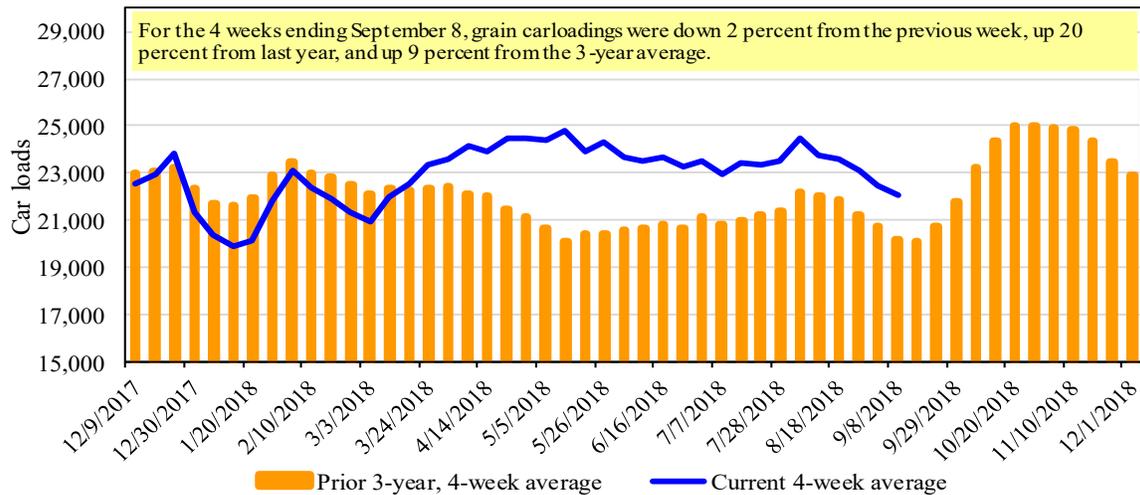
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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: 9/13/2018		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	0	no bids	0	0	no bids	no bids	no bids
	COT grain single-car <sup>5</sup>	1	0	50	1	31	0	49	no bids
UP <sup>4</sup>	GCAS/Region 1	no offer	no offer	no offer	10	no offer	10	n/a	n/a
	GCAS/Region 2	no offer	no offer	51	10	81	no bids	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.

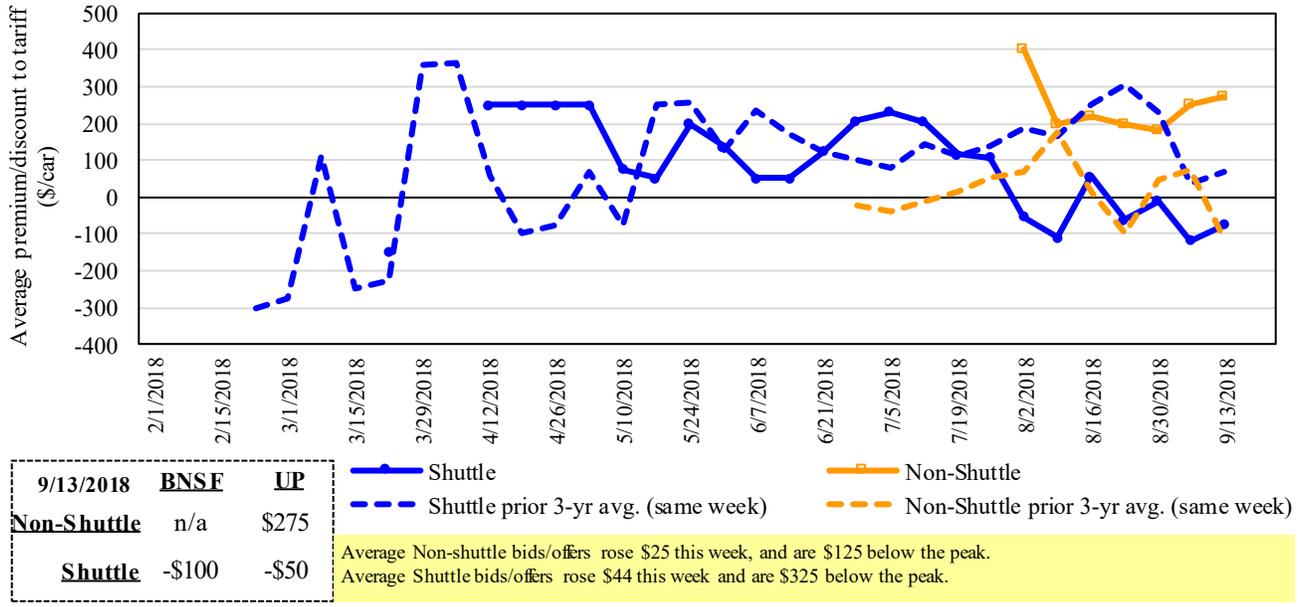
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

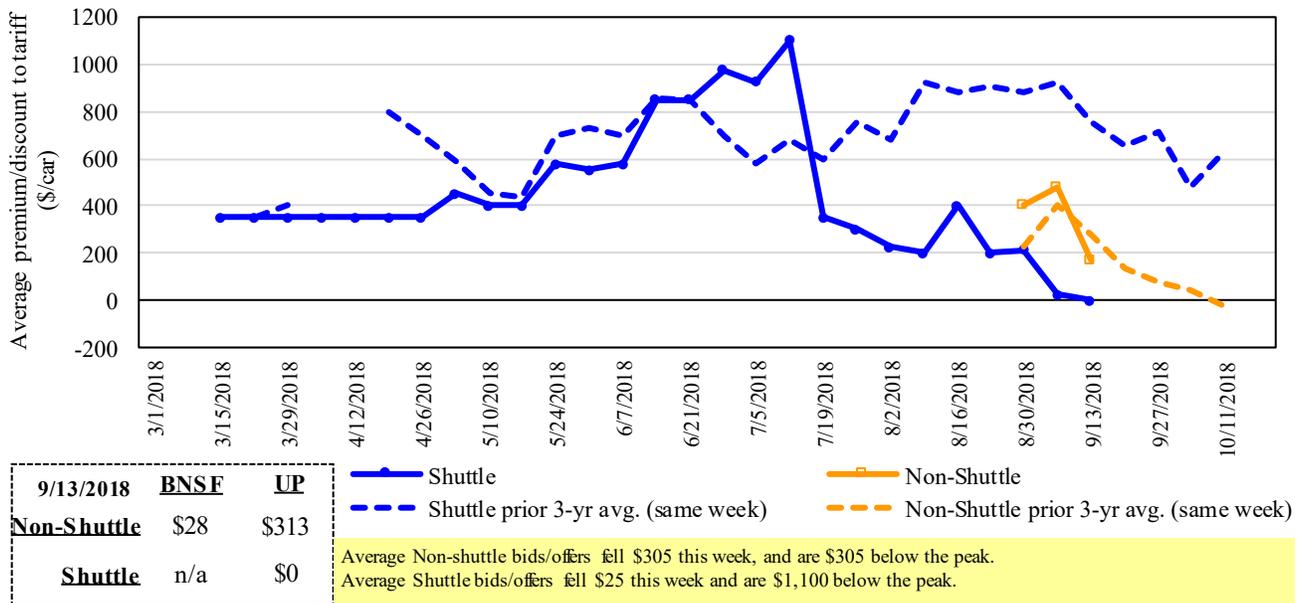
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



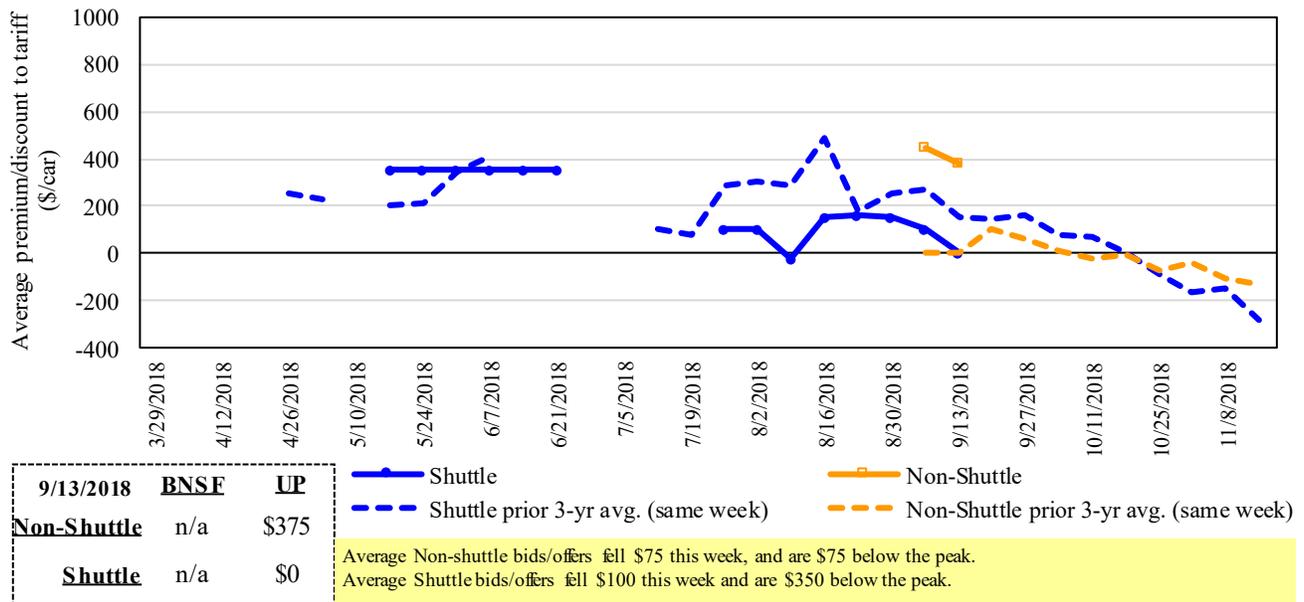
Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: Transportation & Marketing Programs/AMS/USDA

**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					
		Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
<b>9/13/2018</b>							
<b>Non-shuttle</b>	<b>BNSF-GF</b>	n/a	28	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2017	n/a	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	275	313	375	375	n/a	n/a
	Change from last week	(125)	(163)	(75)	n/a	n/a	n/a
	Change from same week 2017	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle</b>	<b>BNSF-GF</b>	(100)	n/a	n/a	0	n/a	n/a
	Change from last week	38	n/a	n/a	(200)	n/a	n/a
	Change from same week 2017	(325)	n/a	n/a	50	n/a	n/a
	<b>UP-Pool</b>	(50)	0	0	0	n/a	n/a
	Change from last week	50	(100)	(100)	(100)	n/a	n/a
	Change from same week 2017	(350)	(400)	0	100	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.

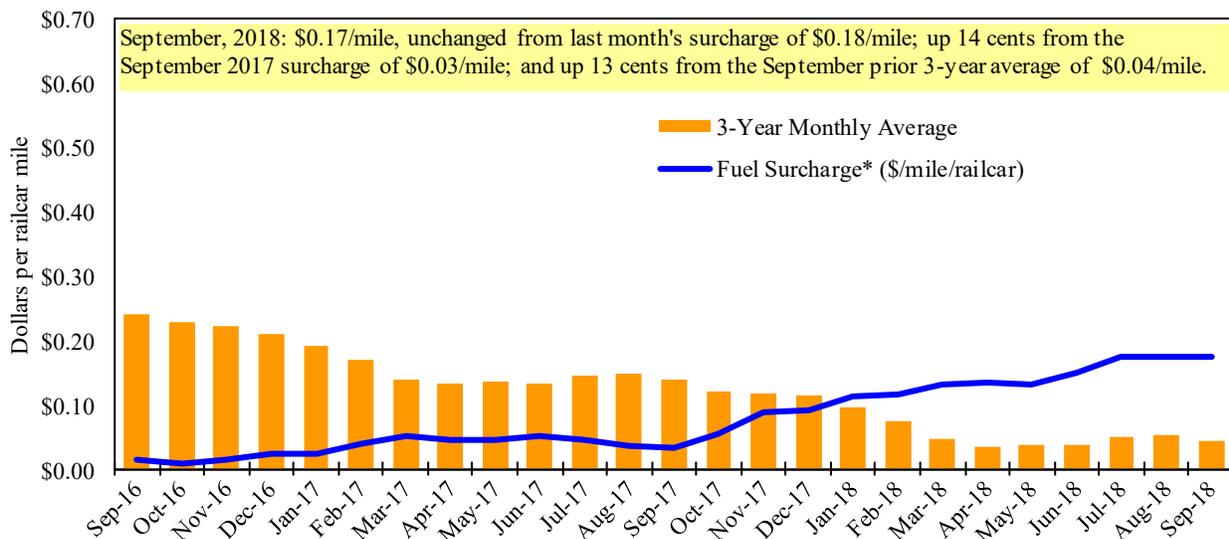
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

<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.

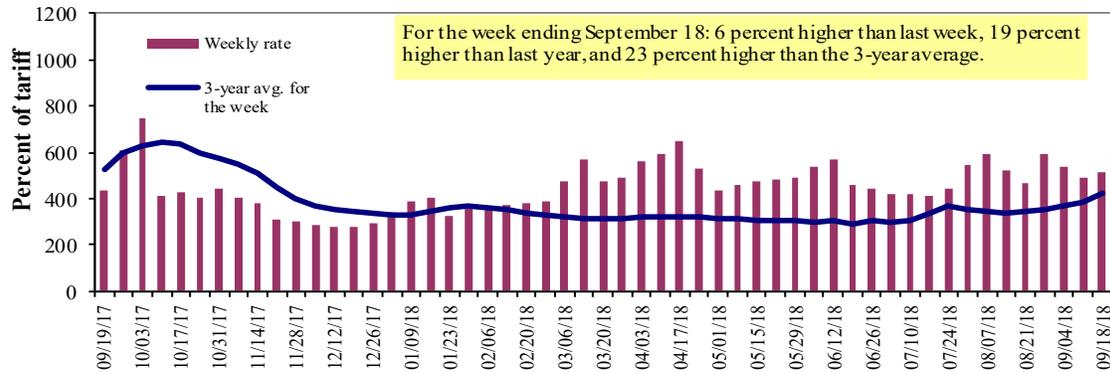
\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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
<b>Rate<sup>1</sup></b>	9/18/2018	538	525	518	433	513	513	450
	9/11/2018	513	488	488	400	463	463	388
<b>\$/ton</b>	9/18/2018	33.30	27.93	24.04	17.28	24.06	20.73	14.13
	9/11/2018	31.75	25.96	22.64	15.96	21.71	18.71	12.18
<b>Current week % change from the same week:</b>								
	Last year	14	21	19	15	17	17	42
	3-year avg. <sup>2</sup>	18	24	23	26	23	23	37
<b>Rate<sup>1</sup></b>	October	563	563	563	468	563	563	463
	December	-	-	425	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.

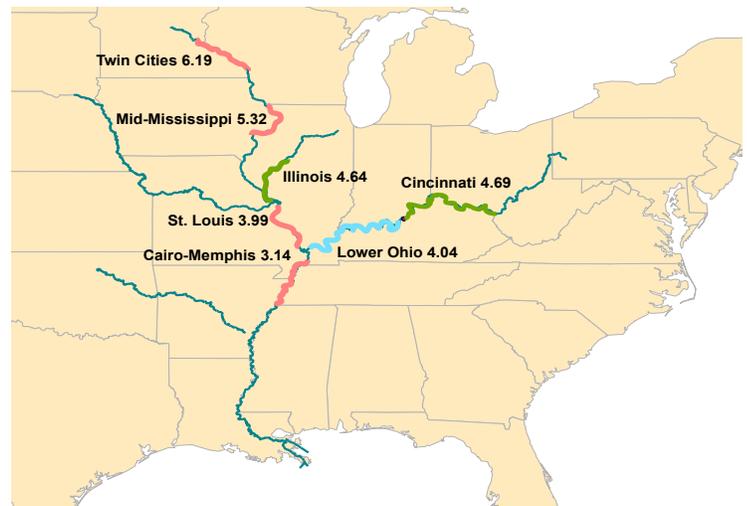
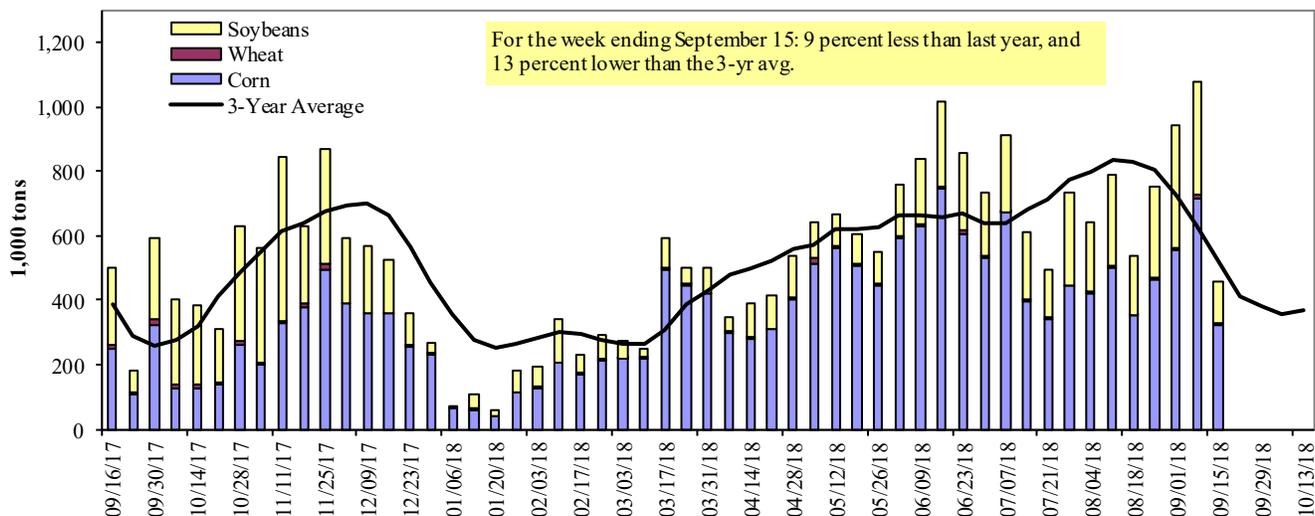


Figure 10

**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 09/15/2018	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	104	2	63	0	168
Winfield, MO (L25)	222	2	97	0	320
Alton, IL (L26)	334	5	127	0	466
Granite City, IL (L27)	326	5	127	0	458
<b>Illinois River (L8)</b>	137	3	14	0	155
<b>Ohio River (L52)</b>	42	9	13	0	63
<b>Arkansas River (L1)</b>	0	17	3	0	20
Weekly total - 2018	368	30	143	0	541
Weekly total - 2017	259	13	283	3	558
2018 YTD <sup>1</sup>	17,698	1,345	8,923	88	28,054
2017 YTD	17,473	1,826	10,044	224	29,567
2018 as % of 2017 YTD	101	74	89	39	95
Last 4 weeks as % of 2017 <sup>2</sup>	168	93	87	25	124
<b>Total 2017</b>	<b>22,242</b>	<b>2,210</b>	<b>16,123</b>	<b>360</b>	<b>40,936</b>

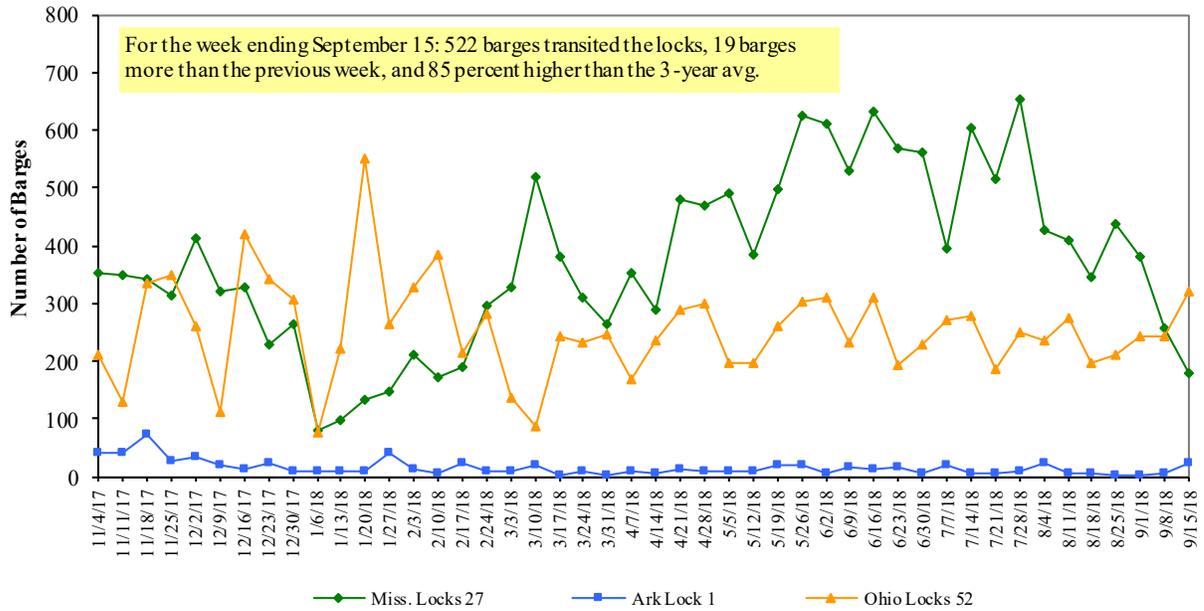
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

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

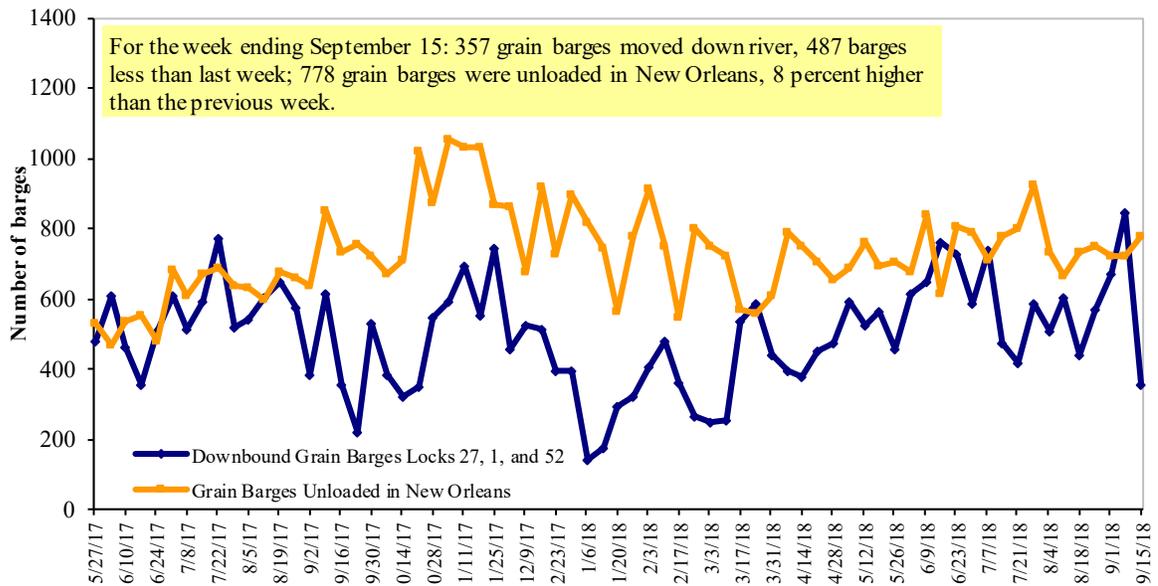
Source: U.S. Army Corps of Engineers

**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 9/17/2018 (US \$/gallon)**

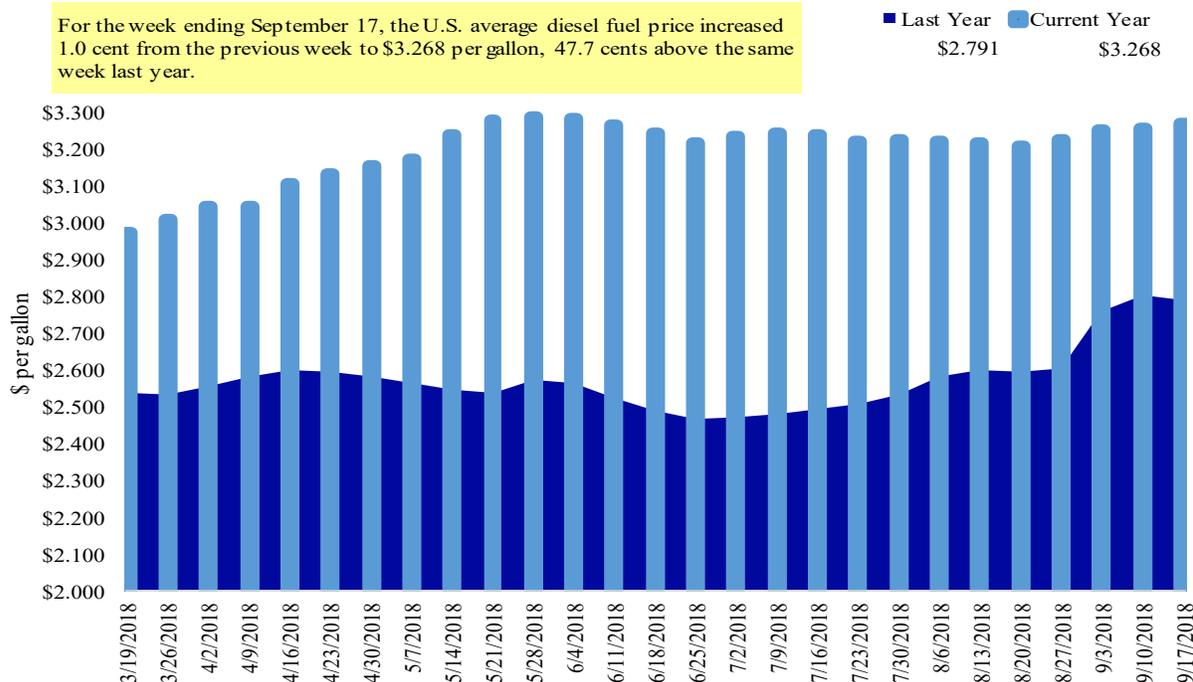
Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.252	0.006	0.438
	New England	3.267	0.012	0.502
	Central Atlantic	3.415	0.008	0.496
	Lower Atlantic	3.135	0.004	0.386
II	Midwest <sup>2</sup>	3.208	0.014	0.465
III	Gulf Coast <sup>3</sup>	3.056	0.017	0.417
IV	Rocky Mountain	3.363	-0.004	0.550
V	West Coast	3.755	0.009	0.652
	West Coast less California	3.473	0.008	0.464
	California	3.979	0.010	0.800
Total	U.S.	3.268	0.010	0.477

<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>									
9/6/2018	1,449	541	1,304	881	179	4,354	14,444	16,119	34,918
This week year ago	1,685	548	1,351	1,283	99	4,966	9,788	15,842	30,597
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2018/19 YTD	1,448	673	1,629	1,548	86	5,384	727	896	7,007
2017/18 YTD	3,148	711	2,058	1,763	129	7,810	715	1,152	9,676
YTD 2018/19 as % of 2017/18	46	95	79	88	67	69	102	78	72
Last 4 wks as % of same period 2017/18	81	101	98	72	171	87	72	42	59
2017/18 Total	9,150	2,343	5,689	4,854	384	22,419	57,209	56,214	135,842
2016/17 Total	11,096	2,285	7,923	4,254	484	26,042	41,864	51,156	119,062

<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 corn, soybeans, and 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](http://www.fas.usda.gov))

Table 13

## Top 5 Importers<sup>1</sup> of U.S. Corn

For the week ending 9/06/2018	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2015-2017
	2018/19	2017/18		
	Current MY	Last MY		
- 1,000 mt -				
Mexico	4,613	4,888	(6)	13,691
Japan	2,482	1,187	109	11,247
Korea	1,260	75	1,587	4,754
Colombia	365	639	(43)	4,678
Peru	230	496	(54)	2,975
<b>Top 5 Importers</b>	<b>8,950</b>	<b>7,285</b>	<b>23</b>	<b>37,344</b>
<b>Total US corn export sales</b>	<b>15,172</b>	<b>10,503</b>	<b>44</b>	<b>53,184</b>
% of Projected	25%	17%		
Change from prior week <sup>2</sup>	774	1,047		
<b>Top 5 importers' share of U.S. corn export sales</b>	59%	69%		70%
<b>USDA forecast, September 2018</b>	<b>61,069</b>	<b>61,705</b>	<b>(1)</b>	
<b>Corn Use for Ethanol USDA forecast, September 2018</b>	<b>143,510</b>	<b>142,240</b>	<b>1</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2017/18 - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
<http://www.fas.usda.gov/esquery/>. 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 9/06/2018	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2015-2017
	2018/19 Current MY	2017/18 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	1,458	7,252	(80)	31,228
Mexico	2,055	839	145	3,716
Indonesia	545	382	43	2,250
Japan	522	564	(7)	2,145
Netherlands	71	0	0	2,209
<b>Top 5 importers</b>	<b>4,651</b>	<b>9,037</b>	<b>(49)</b>	<b>41,549</b>
<b>Total US soybean export sales</b>	<b>17,015</b>	<b>16,994</b>	<b>0</b>	<b>55,113</b>
% of Projected	30%	29%		
Change from prior week <sup>2</sup>	<b>694</b>	<b>1,612</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	27%	53%		<b>75%</b>
<b>USDA forecast, September 2018</b>	<b>56,131</b>	<b>58,038</b>	<b>97</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports for 2017/18 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.<sup>2</sup> Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
http://www.fas.usda.gov/esquery/. The total commitments change (net sales) from prior week could include revisions from previous week's  
outstanding sales and/or accumulated sales<sup>3</sup> FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm. (Carry over plus Accumulated Exports)

Table 15

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

For the week ending 9/6/2018	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2015-2017
	2018/19 Current MY	2017/18 Last MY		
	- 1,000 mt -			- 1,000 mt -
Mexico	1,189	1,587	(25)	2,781
Japan	1,145	1,192	(4)	2,649
Philippines	1,521	1,481	3	2,441
Korea	802	1,023	(22)	1,257
Nigeria	448	721	(38)	1,254
Indonesia	287	611	(53)	1,076
Taiwan	501	565	(11)	1,066
China	0	532	(100)	944
Colombia	287	196	47	714
Thailand	459	438	5	618
<b>Top 10 importers</b>	<b>6,639</b>	<b>8,345</b>	<b>(20)</b>	<b>14,800</b>
<b>Total US wheat export sales</b>	<b>9,739</b>	<b>12,776</b>	<b>(24)</b>	<b>22,869</b>
% of Projected	35%	52%		
Change from prior week <sup>2</sup>	<b>388</b>	<b>317</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	68%	65%		65%
<b>USDA forecast, September 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 2017/18 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.<sup>2</sup> Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
http://www.fas.usda.gov/esquery/. Total commitments change (net sales) from prior week could include revisions from the previous week's  
outstanding and/or accumulated sales<sup>3</sup> FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.

Table 16

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

Port Regions	For the Week Ending 09/13/18	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	280	268	104	9,208	11,414	81	98	103	14,805
Corn	234	164	143	15,424	9,988	154	429	129	10,928
Soybeans	74	248	30	6,400	5,621	114	103	192	13,246
<b>Total</b>	<b>588</b>	<b>680</b>	<b>86</b>	<b>31,032</b>	<b>27,023</b>	<b>115</b>	<b>140</b>	<b>125</b>	<b>38,978</b>
<b>Mississippi Gulf</b>									
Wheat	85	43	195	2,888	3,429	84	92	66	4,198
Corn	557	498	112	25,127	23,310	108	142	117	28,690
Soybeans	598	571	105	17,139	17,104	100	85	98	32,911
<b>Total</b>	<b>1,241</b>	<b>1,113</b>	<b>111</b>	<b>45,155</b>	<b>43,843</b>	<b>103</b>	<b>107</b>	<b>104</b>	<b>65,800</b>
<b>Texas Gulf</b>									
Wheat	0	80	0	2,239	4,950	45	34	27	6,354
Corn	25	0	n/a	590	580	102	89	37	733
Soybeans	0	0	n/a	69	0	n/a	825	n/a	292
<b>Total</b>	<b>25</b>	<b>80</b>	<b>31</b>	<b>2,898</b>	<b>5,530</b>	<b>52</b>	<b>42</b>	<b>30</b>	<b>7,379</b>
<b>Interior</b>									
Wheat	39	40	98	1,136	1,401	81	120	117	1,727
Corn	177	101	176	6,214	6,264	99	79	94	8,758
Soybeans	79	105	75	4,786	3,541	135	147	234	5,508
<b>Total</b>	<b>295</b>	<b>246</b>	<b>120</b>	<b>12,136</b>	<b>11,206</b>	<b>108</b>	<b>101</b>	<b>126</b>	<b>15,993</b>
<b>Great Lakes</b>									
Wheat	23	22	108	533	494	108	173	95	711
Corn	19	0	n/a	342	173	197	56	23	192
Soybeans	42	46	91	554	321	172	211	634	890
<b>Total</b>	<b>84</b>	<b>68</b>	<b>124</b>	<b>1,428</b>	<b>988</b>	<b>145</b>	<b>168</b>	<b>128</b>	<b>1,793</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	68	44	152	2	0	46
Corn	0	7	0	75	9	829	158	36	32
Soybeans	33	4	849	1,431	946	151	440	144	2,001
<b>Total</b>	<b>33</b>	<b>11</b>	<b>301</b>	<b>1,573</b>	<b>999</b>	<b>157</b>	<b>308</b>	<b>84</b>	<b>2,079</b>
<b>U.S. total from ports*</b>									
Wheat	427	453	94	16,071	21,733	74	89	80	27,841
Corn	1,012	770	131	47,773	40,324	118	146	110	49,333
Soybeans	826	975	85	30,378	27,532	110	97	124	54,847
<b>Total</b>	<b>2,265</b>	<b>2,198</b>	<b>103</b>	<b>94,222</b>	<b>89,589</b>	<b>105</b>	<b>112</b>	<b>107</b>	<b>132,021</b>

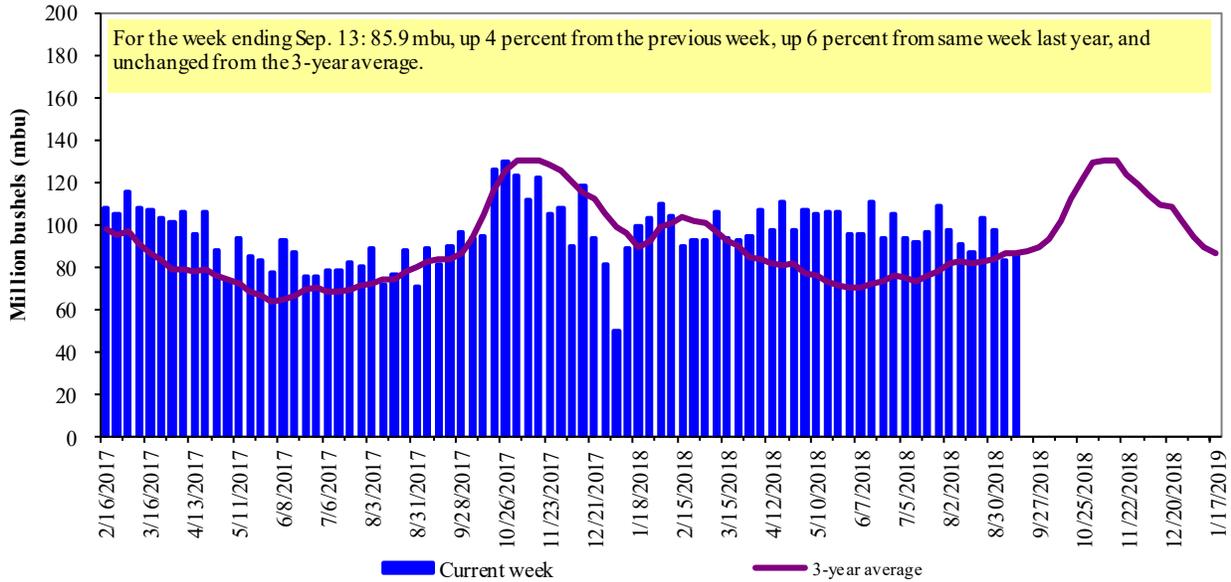
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

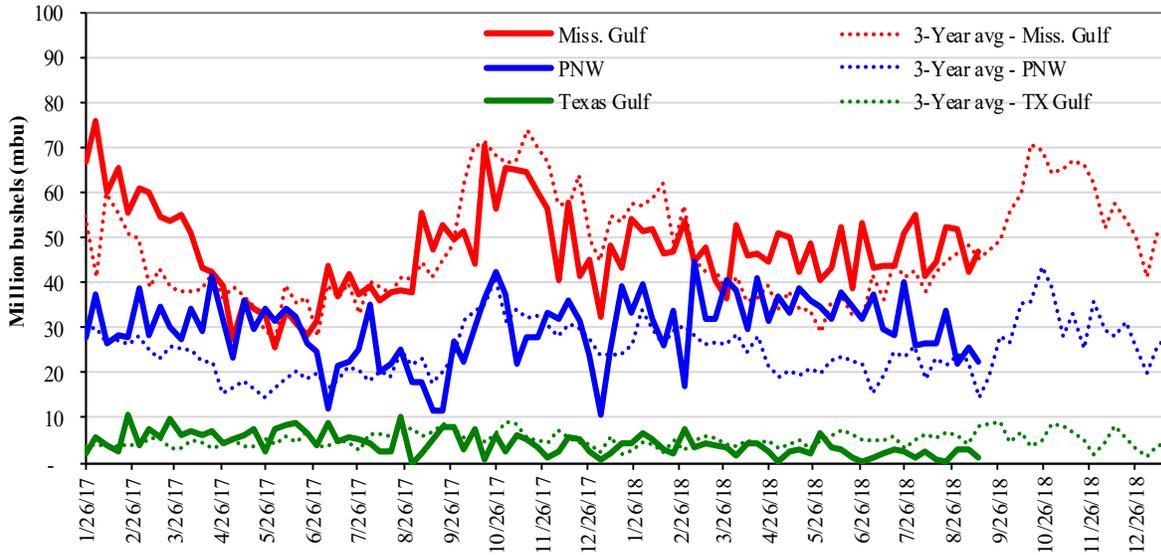


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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 09/13/18 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: 47.1	Last Week:	up 11	down 67	up 6	down 13
PNW: 22.2	Last Year (same week):	down 1	down 82	down 9	up 89
Texas Gulf: 1.0	3-yr avg. (4-wk. mov. Avg):	up 2	down 84	down 9	up 7

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

# Ocean Transportation

Table 17

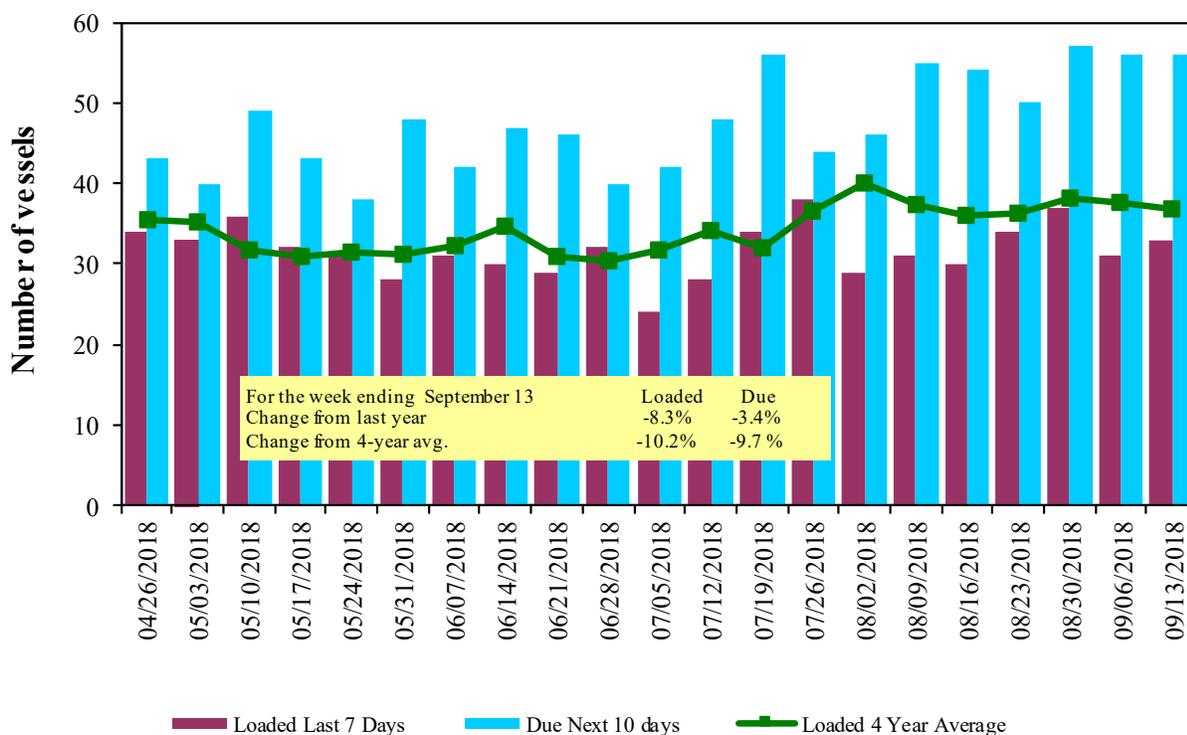
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
9/13/2018	31	33	56	8
9/6/2018	25	31	56	7
2017 range	(25..66)	(28..54)	(37..87)	(5..44)
2017 avg.	46	38	56	20

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

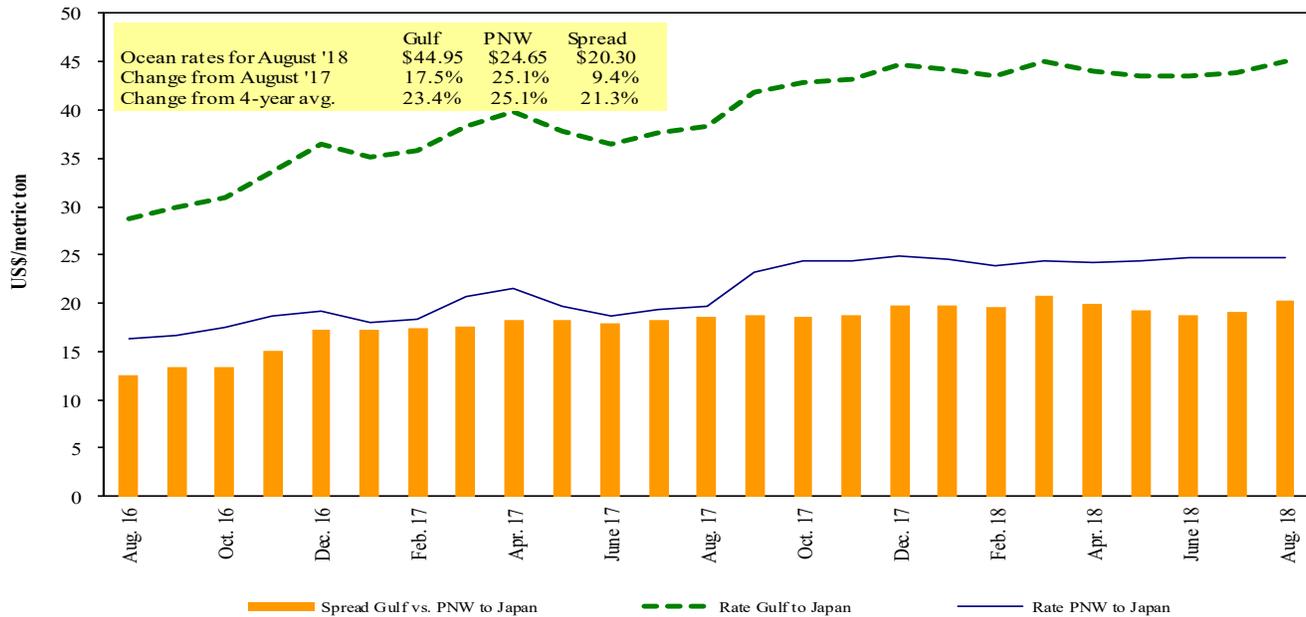
**U.S. Gulf Vessel Loading Activity**



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 09/15/2018**

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	Nov 1/10	60,000	34.00
Brazil	China	Heavy Grain	Oct 5/15	60,000	33.75
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

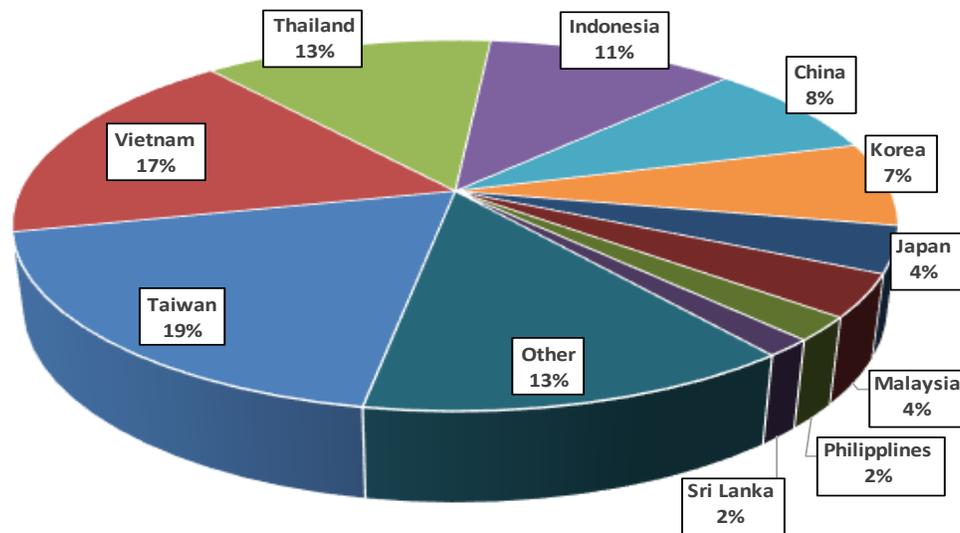
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option  
 \* 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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**

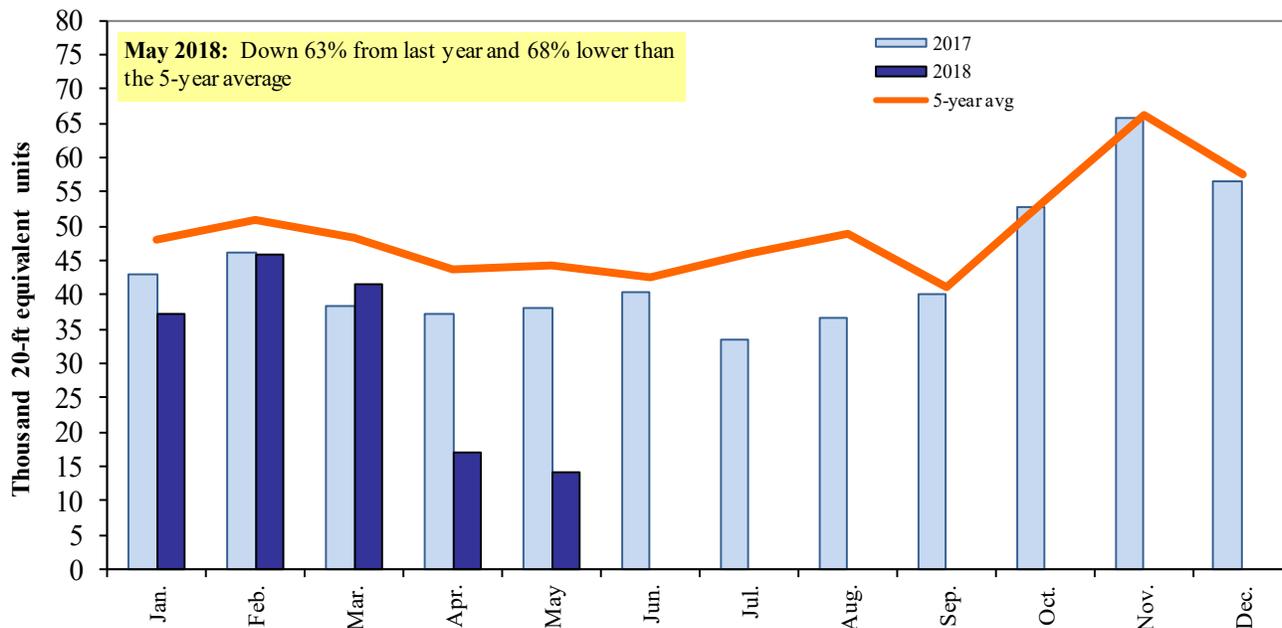


Service (PIERS) data

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.

# Contacts and Links

## Coordinators

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

## Weekly Highlight Editors

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

## Grain Transportation Indicators

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

## Rail Transportation

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

## Barge Transportation

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

## Truck Transportation

April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 720 - 7880
--------------	--------------------------------------------------------------------------	------------------

## Grain Exports

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

## Ocean Transportation

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

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. September 20, 2018. Web: <http://dx.doi.org/10.9752/TS056.09-20-2018>

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

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

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

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