



# Grain Transportation Report

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

Contact Us

October 4, 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  
October 11, 2018

#### Weekly Inspections of Grain Decrease, but Corn Remains Strong

For the week ending September 27, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.33 million metric tons (mmt), down 8 percent from the previous week, down 7 percent from last year, and unchanged from the 3-year average. Week-to-week inspections were down for corn, wheat and soybeans. Corn inspections, however, remained above 1 mmt for the week. Furthermore, corn inspections during the last four weeks are up 51 percent from last year and 17 percent above the 3-year average. Mississippi Gulf grain inspections dropped 4 percent from the previous week, but Pacific Northwest (PNW) grain inspections increased 1 percent.

#### Year-to-date Soybean Barge Tonnages Lower than Last Year

As of September 29, calendar year-to-date soybean shipments on the locking portions of the Mississippi, Ohio and Arkansas rivers were 9.2 million tons, 13 percent lower than last year. During the same time period, corn barge tonnages were 18.4 million tons, 3 percent higher than last year. During September, the three-year average (2015-17) of grain and oilseed movements by barge are 49 percent corn, 40 percent soybeans, and 11 percent other grains. During September 2018, the share of barged grain is 65 percent corn, 32 percent soybeans, and 3 percent other grains. With China's 25 percent tariff on U.S. soybeans, industry sources say more corn and less other grains is being sold at harvest to make room for more soybean storage. This reversal of typical harvest shipping and storing practices may continue in upcoming weeks with changes to the normal ratio of corn and soybeans moved by barge.

#### Diesel Fuel Prices Spike

During the week ending October 1, the **U.S. average diesel fuel price** reached \$3.313 per gallon, a level not seen since December 2014. Prices increased 4.2 cents per gallon from the previous week and are up 10.6 cents per gallon over the past 6 weeks. Analysts report this increase is due to looming U.S. sanctions on Iran scheduled for next month and fears of decreased global crude oil supplies as a result.

### Snapshots by Sector

#### Export Sales

For the week ending September 20, **unshipped balances** of wheat, corn, and soybeans totaled 36.1 mmt, up 8 percent from the same time last year. Net weekly **wheat export sales** were .657 mmt, up 40 percent from the previous week. Net **corn export sales** were 1.71 mmt, up 24 percent from the previous week. Net **soybean export sales** were .871 mmt, down 5 percent from the past week.

#### Rail

U.S. Class I railroads originated 23,297 **grain carloads** for the week ending September 22, up 10 percent from the previous week, up 19 percent from last year, and up 3 percent from the 3-year average.

Average October shuttle **secondary railcar** bids/offers per car were \$300 above tariff for the week ending September 27, up \$267 from last week, and \$15 higher than last year. Average non-shuttle secondary railcar bids/offers per car were \$141 above tariff, down \$134 from last week, but \$109 higher than last year.

#### Barge

For the week ending September 29, **barge grain movements** totaled 415,008 tons, 38 percent lower than the previous week and down 49 percent from the same period last year.

For the week ending September 29, 261 grain barges **moved down river**, 172 barges less than the previous week. There were 758 grain barges **unloaded in New Orleans**, 2 percent higher than the previous week.

#### Ocean

For the week ending September 27, 32 **ocean-going grain vessels** were loaded in the Gulf, 24 percent less than the same period last year. Sixty-three vessels are expected to be loaded within the next 10 days, 2 percent less than the same period last year.

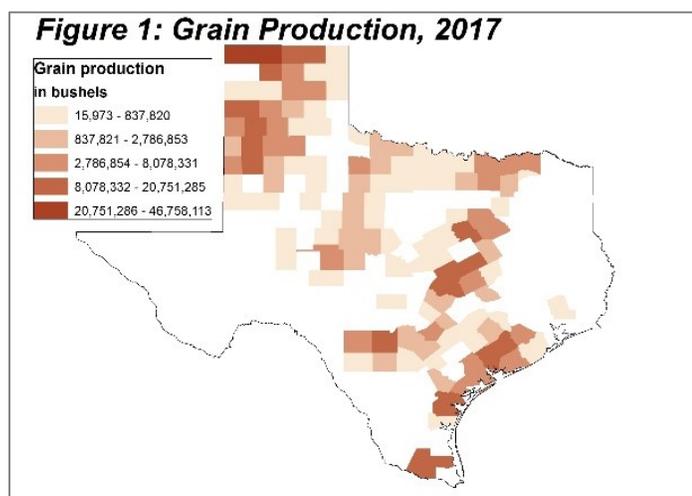
For the week ending September 27 the ocean freight rate for shipping bulk grain, from the Gulf to Japan, was \$47.25 per metric ton, 1 percent more than the previous week. The cost of shipping, from the PNW to Japan, was \$26.50 per metric ton, 4 percent more than the previous week.

# Feature Article/Calendar

## Examination of Texas as a Grain Transportation Hub

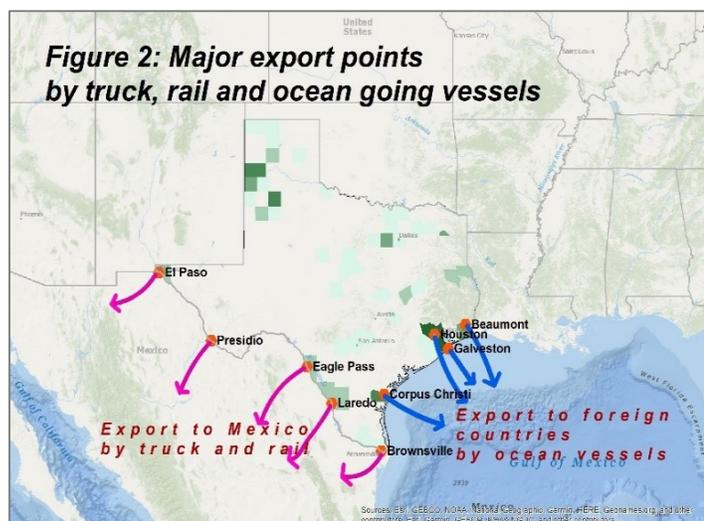
Texas occupies a unique and strategic place in U.S. Grain transportation logistics. Its geography to the southeast is nestled along the Gulf coast, with easy access to export ports with ready access to Europe, or access to Asia via the Panama Canal. It is also strategically located next to Mexico to the southwest, with easy cross border ground movements of exports to Mexico by truck and rail, and ocean movements for exports to Mexico and South America. Thus, the geographical location of Texas makes it a strategic hub for grain transportation. This article examines: (1) its characteristics as an important grain producing, consuming and exporting location, (2) how the different transportation modes of rail, truck and ocean are utilized, and (3) how its geography offers a transportation advantage with several shipping options.

**Production:** According to data provided by USDA's National Agricultural Statistics Service, grain production in Texas is largely confined to the High Plains, North Central and Lower Valley Regions (see figure 1). These regions produce 65 percent of its corn, 50 percent of its wheat, and 33 percent of its sorghum. In 2017, the State Agricultural Survey of Texas reported 313 million bushels (mbu) of corn were produced in the State, 95 mbu of sorghum grain, 60 mbu of wheat, and 6.8 mbu of soybeans.



**Consumption:** As a huge livestock producing State, Texas is a major consumer of grain, such as corn and sorghum used as feed grains for livestock. Overall, Texas ranked number one in cattle and calves in the United States. In addition, Texas has a large population where grains such as wheat and rice are used mainly for human consumption.

**Export:** Texas is a major hub for U.S. grains exports (see figure 2). About 25 mmt of grain passes through the custom districts of Texas. Thirty nine percent consist of corn, 32 percent wheat, 20 percent sorghum and 10 percent soybeans. A significant amount of grain crosses annually between Texas and Mexico. The grains are transported by rail, truck and ocean vessels (see [Mexico Transport Cost Indicator Report](#) for grain routes to Mexico). In addition, large amount of grains, especially wheat and sorghum pass through Texas Gulf ports on their way to foreign destinations, including South America, Africa and Asia.



**Modal Analysis:** Trucks are mostly used for the “last mile” leg of grain shipments to neighboring States, or for delivery of locally produced grain that is hauled shorter distances, such as transport to feedlots and processing facilities. Trucks also haul grain to Mexico through the border crossing points (see figure 2).

Large quantities of grain are received in Texas for export and local consumption by rail. These shipments are destined to local Texas livestock lots or processing plants.

There were three Class 1 railroads operating in Texas: Union Pacific (UP), BNSF Railway, and Kansas City Southern Railway (KCS). According to the Surface Transportation Board’s Waybill Sample, most grain entering Texas by rail is sourced from the corn belt with Kansas being the largest source followed by Nebraska and Oklahoma. These shipments were destined for the High Plains, the North Central and the Lower Valley regions. These locations harbor large livestock’s feedlots (including beef, poultry and dairy populations). These facilities are the largest consumers of grain throughout the State.

As a grain producer, about 11 percent of rail shipments originate and terminate in Texas. The balance of the rail deliveries (after local consumption) is destined to export via the Gulf ports of Galveston, Houston, Corpus Christi and Beaumont (see figure 2). Furthermore, a large quantity of rail-transported grain shipments from the Corn Belt is destined for Mexico via the border crossing points of El Paso, Presidio, Eagle Pass, Laredo and Brownsville.

Looking at the 3-year average by commodities, the top rail deliveries to destinations in Texas were 7.4 million metric tons (mmt) for corn, 6.3 mmt for wheat, 4.7 mmt for sorghum and 1 mmt for soybeans. (see table 1).

According to the Port Import and Export Reporting Service, in 2017, 2.86 mmt of grain was exported—either by bulk or container—through the Port of Corpus Christi, representing about 89 percent of the total agricultural product going through the port. The Port of Houston saw 2.9 mmt of grain, or 62 percent of total agricultural products going through its port. Bulk grains and grain products accounted for 0.478 mmt or over 99 percent of agricultural exports through the Port of Galveston, in 2017. The top destination countries for grain exports from these three Texas ports were: China, Mexico, and Indonesia. Bulk grains of 0.558 mmt accounted for 79 percent of all agricultural exports through the Port of Beaumont in 2017. The top destination markets were Mexico, Curacao and the Dominican Republic.

**Table 1: Grains shipped to Texas by rail, 3-year average (2014, 2015 and 2016)**

Commodity	Metric tons
Corn	7,420,138
Wheat	6,328,463
Sorghum	4,726,814
Soybeans	1,027,805

Source: STB's Waybill Sample 2016

**Conclusion**

As U.S. farmers must compete in the global marketplace, an understanding of Texas grain transportation logistics and its contribution to facilitating U.S. access to foreign markets is important. With its strategic geographical location, Texas plays a major role for grain exports to foreign destinations, where ports on the Texas Gulf coast are primary export points, especially for wheat and sorghum. Significant railroad movements are used for export grain to Mexico, which a major U.S. grain consumer (see March 22, 2018 [Grain Transportation Report](#)). Texas also plays a major role in grain transportation destined to the local market, such as feedlots, where truck use is important. [pierre.bahizi@ams.usda.gov](mailto:pierre.bahizi@ams.usda.gov), [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
10/03/18	222	285	230	291	211	188
09/26/18	220	293	218	268	209	181

<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)

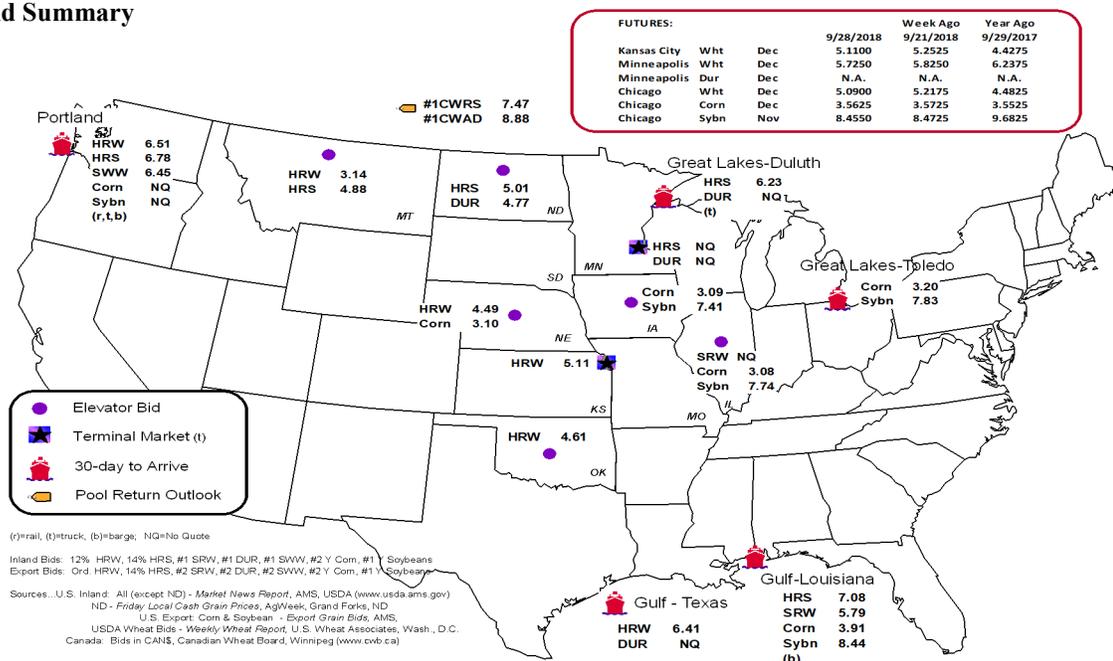
Commodity	Origin--Destination	9/28/2018	9/21/2018
Corn	IL--Gulf	-0.83	-0.78
Corn	NE--Gulf	-0.81	-0.77
Soybean	IA--Gulf	-1.03	-0.98
HRW	KS--Gulf	-1.30	-1.45
HRS	ND--Portland	-1.77	-1.98

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			
09/26/2018 <sup>p</sup>	636	409	4,085	348	5,478	9/22/2018	2,309
09/19/2018 <sup>r</sup>	438	255	5,430	174	6,297	9/15/2018	2,417
2018 YTD <sup>f</sup>	16,682	38,273	247,543	15,156	317,654	2018 YTD	90,597
2017 YTD <sup>f</sup>	18,787	63,717	207,362	13,878	303,744	2017 YTD	91,410
2018 YTD as % of 2017 YTD	89	60	119	109	105	% change YTD	99
Last 4 weeks as % of 2017 <sup>2</sup>	170	33	161	114	122	Last 4wks % 2017	90
Last 4 weeks as % of 4-year avg. <sup>2</sup>	132	30	117	100	96	Last 4wks % 4 yr	109
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.

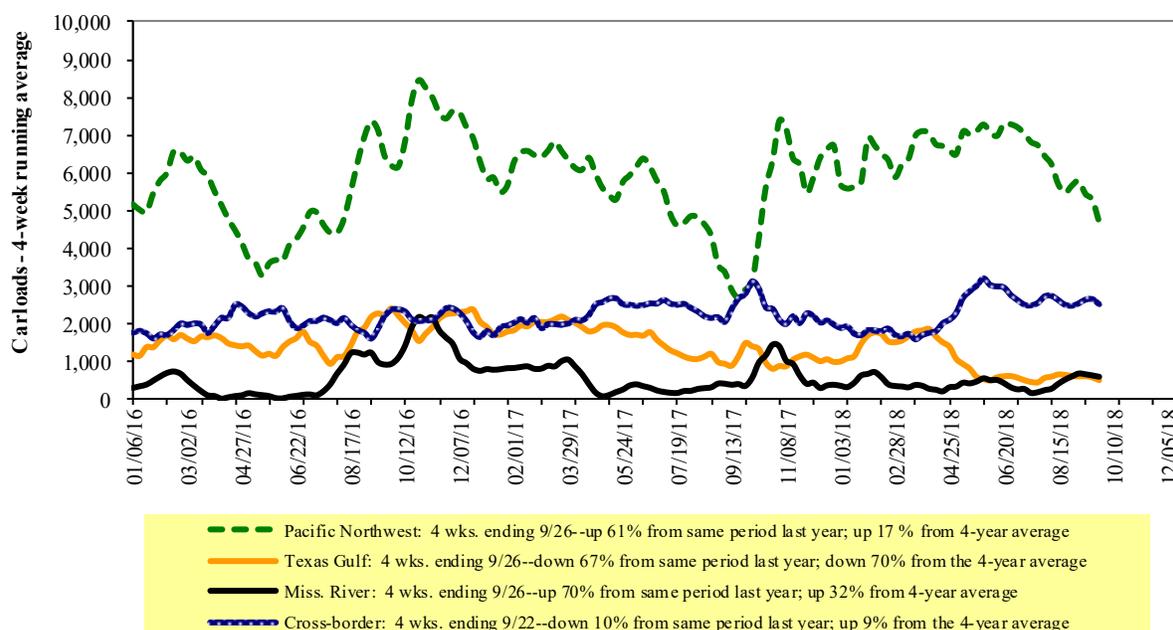
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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: 9/22/2018	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,676	2,085	12,240	1,267	6,029	23,297	5,008	4,404
This week last year	1,073	2,158	9,926	861	5,590	19,608	2,912	4,171
2018 YTD	71,796	97,194	471,302	35,762	199,471	875,525	148,762	176,659
2017 YTD	61,671	103,718	419,058	35,699	215,940	836,086	141,559	172,465
2018 YTD as % of 2017 YTD	116	94	112	100	92	105	105	102
Last 4 weeks as % of 2017*	127	103	123	82	109	115	140	101
Last 4 weeks as % of 3-yr avg.**	113	107	110	82	98	105	139	99
Total 2017	89,465	142,746	578,964	50,223	289,574	1,150,972	198,413	244,766

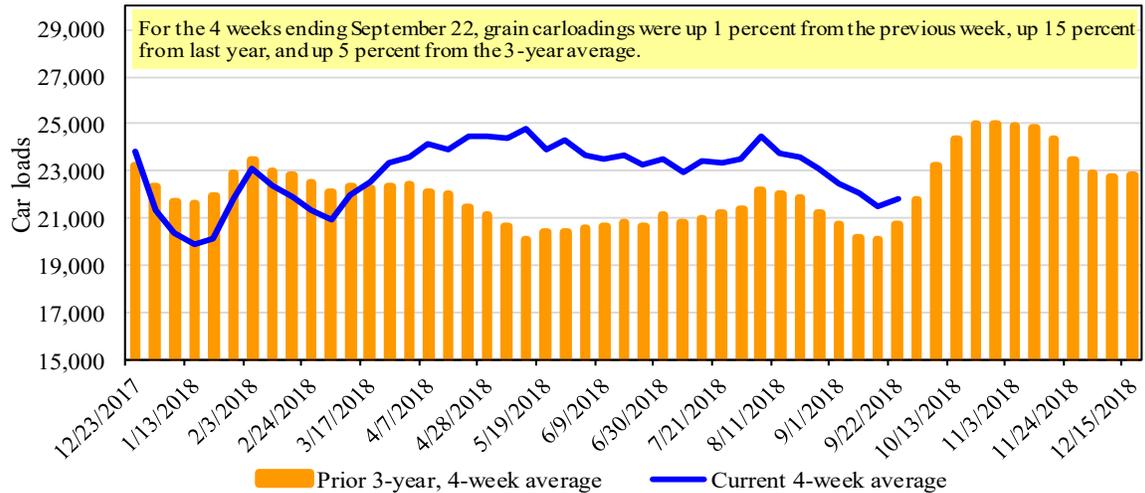
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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: 9/27/2018		Delivery period							
		Oct-18	Oct-17	Nov-18	Nov-17	Dec-18	Dec-17	Jan-19	Jan-18
BNSF <sup>3</sup>	COT grain units	0	no bids	no bids	no bids	no bids	no bids	no bids	0
	COT grain single-car <sup>5</sup>	0	0	27	0	14	no bids	11	no bids
UP <sup>4</sup>	GCAS/Region 1	no offer	no bids	no offer	no bids	no offer	10	n/a	n/a
	GCAS/Region 2	no offer	10	no offer	no bids	no offer	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.

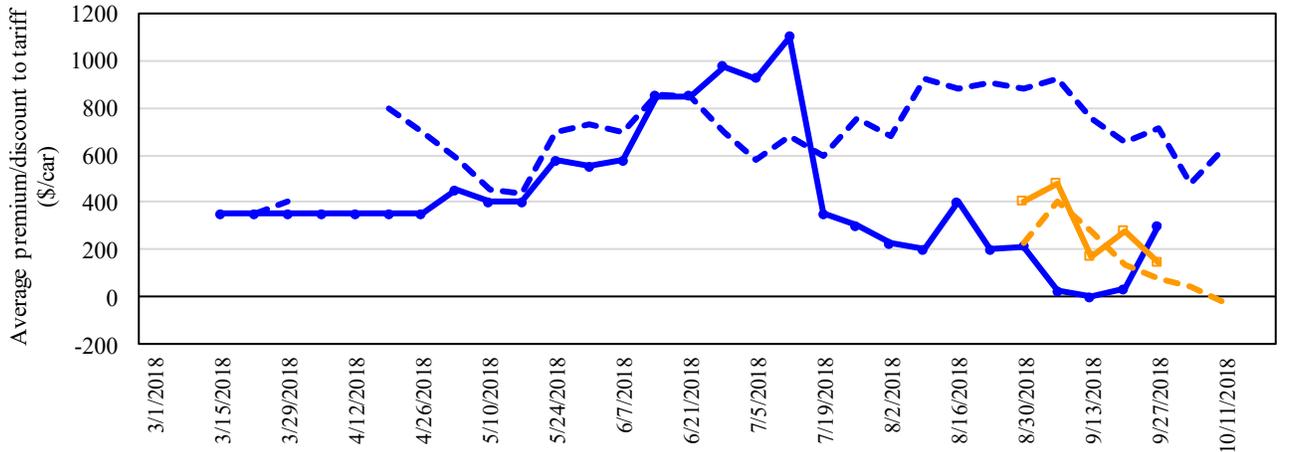
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

<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 October 2018, Secondary Market**



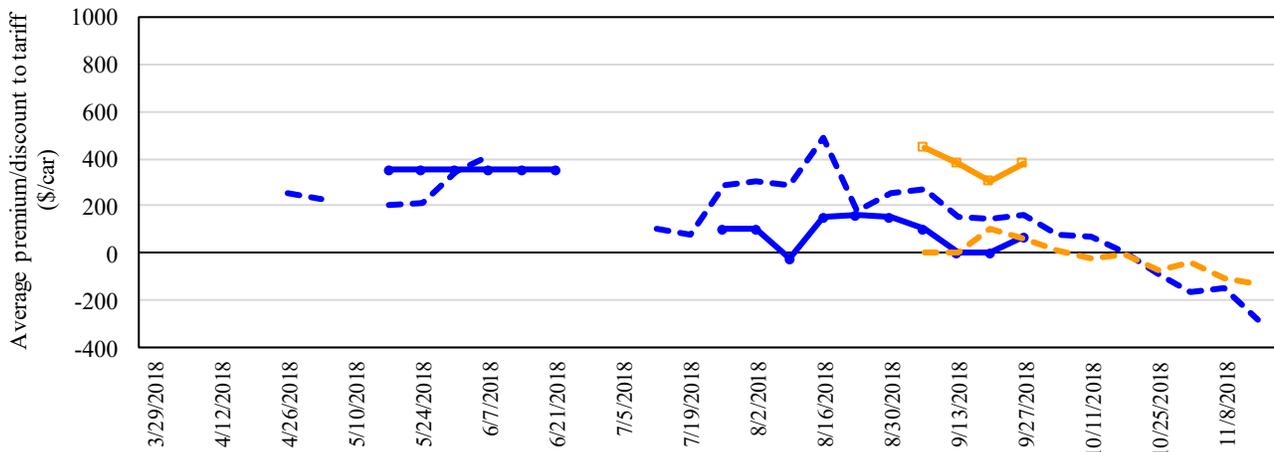
	9/27/2018	BNSF	UP
<b>Non-Shuttle</b>	\$6	\$275	
<b>Shuttle</b>	\$167	\$433	

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

Average Non-shuttle bids/offers fell \$134 this week, and are \$334 below the peak.  
 Average Shuttle bids/offers rose \$267 this week and are \$800 below the peak.

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

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



	9/27/2018	BNSF	UP
<b>Non-Shuttle</b>	n/a	\$375	
<b>Shuttle</b>	\$67	n/a	

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

Average Non-shuttle bids/offers rose \$75 this week, and are \$75 below the peak.  
 Average Shuttle bids/offers rose \$67 this week and are \$283 below the peak.

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

Figure 6

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

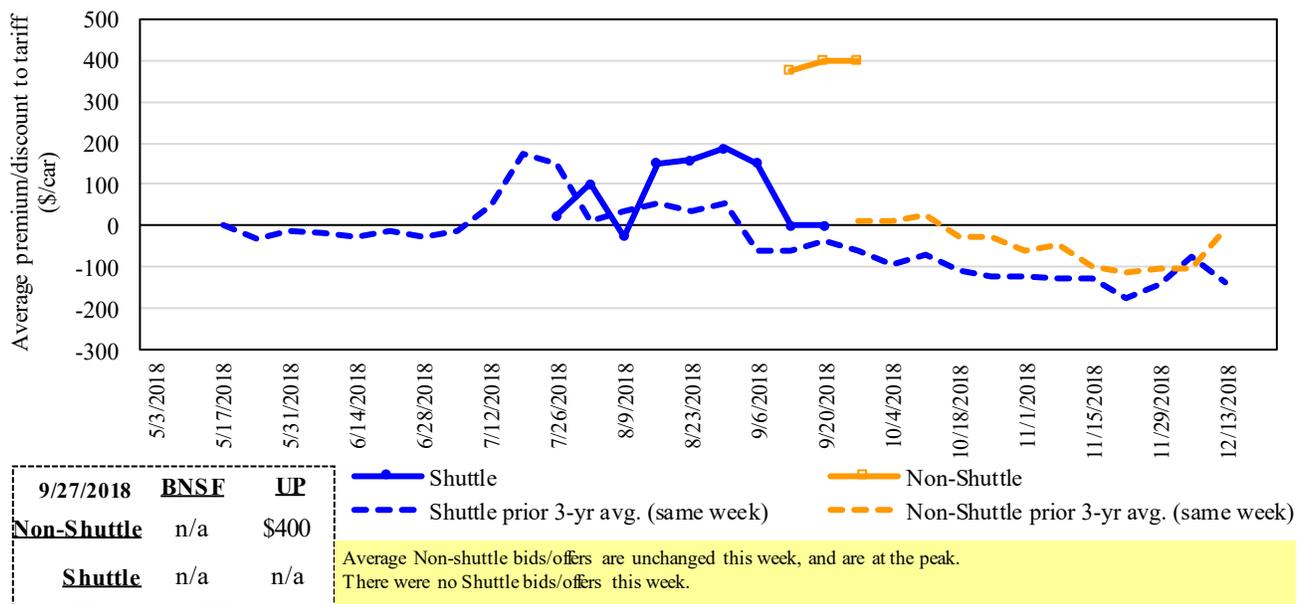


Table 6

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

For the week ending:		Delivery period					
		Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19
9/27/2018							
<b>Non-shuttle</b>	<b>BNSF-GF</b>	<b>6</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	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2017	44	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	<b>275</b>	<b>375</b>	<b>400</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	0	75	0	n/a	n/a	n/a
Change from same week 2017	175	275	400	n/a	n/a	n/a	
<b>Shuttle</b>	<b>BNSF-GF</b>	<b>167</b>	<b>67</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	134	n/a	n/a	n/a	n/a	n/a
	Change from same week 2017	(188)	4	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	<b>433</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	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2017	217	n/a	n/a	n/a	n/a	n/a	

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

Note: Bids listed are market INDICATORS only & 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>**

October, 2018	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	bushel <sup>2</sup>	Percent change Y/Y <sup>4</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,983	\$121	\$40.76	\$1.11	4
	Grand Forks, ND	Duluth-Superior, MN	\$4,268	\$0	\$42.38	\$1.15	3
	Wichita, KS	Los Angeles, CA	\$7,175	\$0	\$71.25	\$1.94	2
	Wichita, KS	New Orleans, LA	\$4,540	\$214	\$47.21	\$1.28	3
	Sioux Falls, SD	Galveston-Houston, TX	\$6,911	\$0	\$68.63	\$1.87	2
	Northwest KS	Galveston-Houston, TX	\$4,816	\$234	\$50.15	\$1.36	3
	Amarillo, TX	Los Angeles, CA	\$5,121	\$326	\$54.09	\$1.47	6
Corn	Champaign-Urbana, IL	New Orleans, LA	\$4,000	\$241	\$42.12	\$1.07	5
	Toledo, OH	Raleigh, NC	\$6,581	\$0	\$65.35	\$1.66	4
	Des Moines, IA	Davenport, IA	\$2,258	\$51	\$22.93	\$0.58	1
	Indianapolis, IN	Atlanta, GA	\$5,646	\$0	\$56.07	\$1.42	4
	Indianapolis, IN	Knoxville, TN	\$4,704	\$0	\$46.71	\$1.19	4
	Des Moines, IA	Little Rock, AR	\$3,609	\$150	\$37.33	\$0.95	2
	Des Moines, IA	Los Angeles, CA	\$5,327	\$438	\$57.24	\$1.45	5
Soybeans	Minneapolis, MN	New Orleans, LA	\$4,131	\$231	\$43.32	\$1.18	18
	Toledo, OH	Huntsville, AL	\$5,459	\$0	\$54.21	\$1.48	3
	Indianapolis, IN	Raleigh, NC	\$6,698	\$0	\$66.51	\$1.81	4
	Indianapolis, IN	Huntsville, AL	\$4,937	\$0	\$49.03	\$1.33	4
	Champaign-Urbana, IL	New Orleans, LA	\$4,745	\$241	\$49.52	\$1.35	3
<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	\$5,896	\$0	\$58.55	\$1.59	4
	Grand Forks, ND	Portland, OR	\$5,736	\$0	\$56.96	\$1.55	2
	Grand Forks, ND	Galveston-Houston, TX	\$6,056	\$0	\$60.14	\$1.64	2
	Northwest KS	Portland, OR	\$5,912	\$384	\$62.52	\$1.70	5
Corn	Minneapolis, MN	Portland, OR	\$5,180	\$0	\$51.44	\$1.31	4
	Sioux Falls, SD	Tacoma, WA	\$5,140	\$0	\$51.04	\$1.30	4
	Champaign-Urbana, IL	New Orleans, LA	\$3,800	\$241	\$40.13	\$1.02	5
	Lincoln, NE	Galveston-Houston, TX	\$3,880	\$0	\$38.53	\$0.98	5
	Des Moines, IA	Amarillo, TX	\$4,060	\$189	\$42.19	\$1.07	5
	Minneapolis, MN	Tacoma, WA	\$5,180	\$0	\$51.44	\$1.31	4
	Council Bluffs, IA	Stockton, CA	\$5,000	\$0	\$49.65	\$1.26	4
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	\$278	\$50.18	\$1.37	3
	Toledo, OH	Huntsville, AL	\$4,634	\$0	\$46.02	\$1.25	6
	Grand Island, NE	Portland, OR	\$5,710	\$393	\$60.60	\$1.65	4

<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: October, 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	\$167	\$70.61	\$1.92	3
	KS	Guadalajara, JA	\$7,371	\$411	\$79.51	\$2.16	3
	TX	Salinas Victoria, NL	\$4,292	\$100	\$44.88	\$1.22	1
Corn	IA	Guadalajara, JA	\$8,528	\$379	\$91.01	\$2.31	5
	SD	Celaya, GJ	\$7,880	\$0	\$80.51	\$2.04	2
	NE	Queretaro, QA	\$8,134	\$336	\$86.55	\$2.20	4
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	2
	MO	Tlalnepantla, EM	\$7,500	\$328	\$79.98	\$2.03	4
	SD	Torreón, CU	\$7,480	\$0	\$76.43	\$1.94	2
Soybeans	MO	Bojay (Tula), HG	\$8,284	\$350	\$88.22	\$2.40	4
	NE	Guadalajara, JA	\$8,842	\$382	\$94.24	\$2.56	4
	IA	El Castillo, JA	\$9,110	\$0	\$93.08	\$2.53	2
	KS	Torreón, CU	\$7,714	\$283	\$81.71	\$2.22	5
Sorghum	NE	Celaya, GJ	\$7,527	\$350	\$80.49	\$2.04	4
	KS	Queretaro, QA	\$8,000	\$209	\$83.87	\$2.13	4
	NE	Salinas Victoria, NL	\$6,633	\$168	\$69.48	\$1.76	4
	NE	Torreón, CU	\$6,962	\$271	\$73.91	\$1.88	4

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

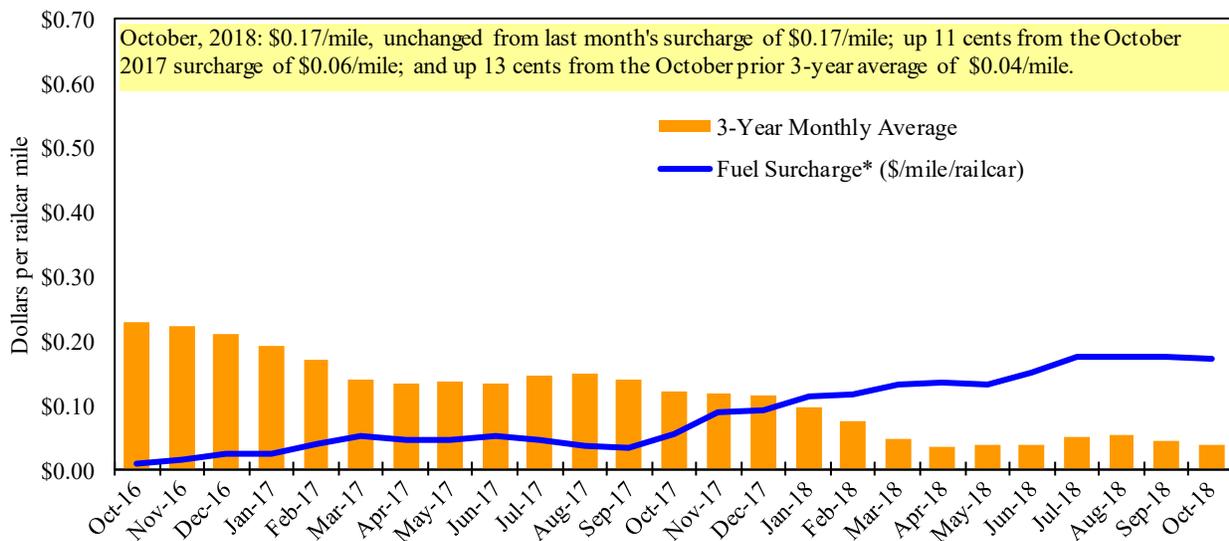
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

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

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

Figure 7

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

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

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

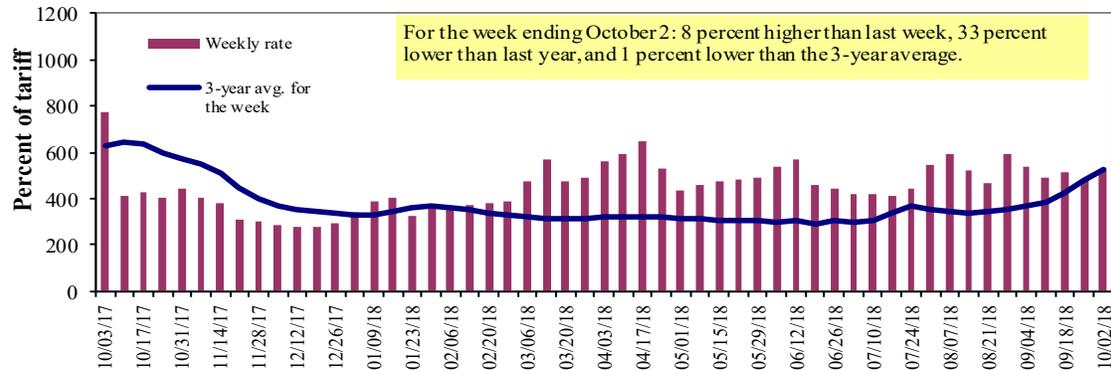
\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

# Barge Transportation

Figure 8

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid- Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo- Memphis
Rate <sup>1</sup>	10/2/2018	513	538	523	450	495	495	388
	9/25/2018	488	475	483	393	465	465	338
\$/ton	10/2/2018	31.75	28.62	24.27	17.96	23.22	20.00	12.18
	9/25/2018	30.21	25.27	22.41	15.68	21.81	18.79	10.61
<b>Current week % change from the same week:</b>								
	Last year	-33	-32	-33	-44	-51	-51	-64
	3-year avg. <sup>2</sup>	-6	1	-1	0	-12	-12	-15
Rate <sup>1</sup>	November	500	458	440	363	425	425	320
	January	-	-	413	313	375	375	295

<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.

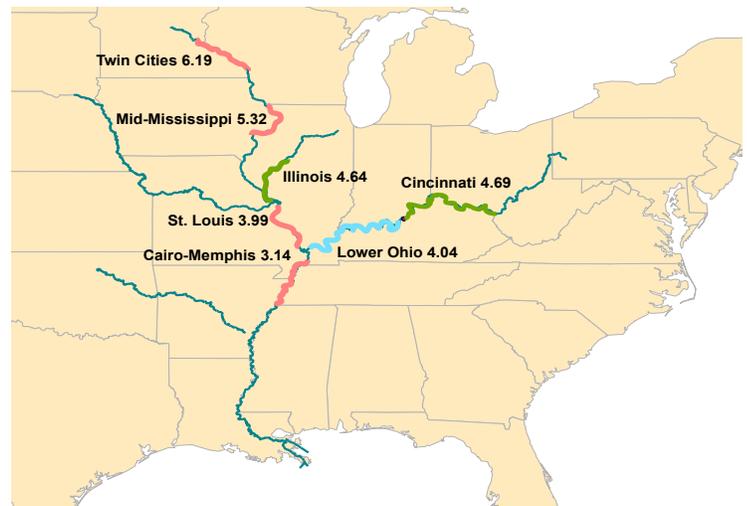
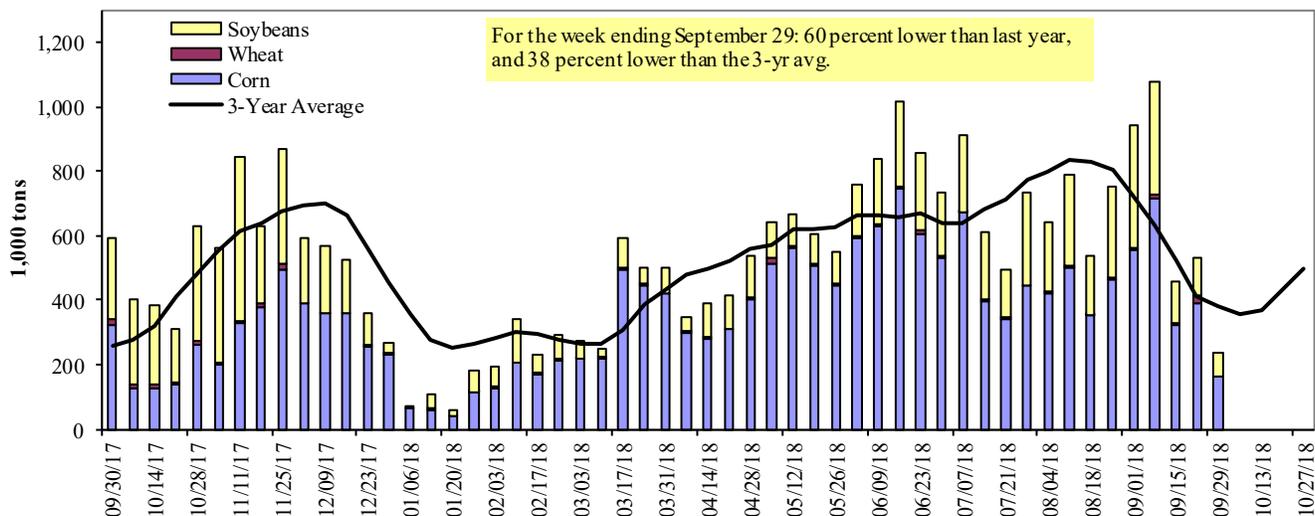


Figure 10

**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 09/29/2018	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	94	6	33	0	133
Winfield, MO (L25)	143	10	71	0	223
Alton, IL (L26)	175	6	87	0	268
Granite City, IL (L27)	161	5	73	0	239
<b>Illinois River (L8)</b>	43	0	16	0	59
<b>Ohio River (L52)</b>	108	2	51	0	161
<b>Arkansas River (L1)</b>	0	8	7	0	15
Weekly total - 2018	269	15	131	0	415
Weekly total - 2017	366	62	381	12	821
2018 YTD <sup>1</sup>	18,439	1,387	9,224	88	29,138
2017 YTD	17,962	1,946	10,583	240	30,731
2018 as % of 2017 YTD	103	71	87	37	95
Last 4 weeks as % of 2017 <sup>2</sup>	164	67	65	7	108
<b>Total 2017</b>	<b>22,242</b>	<b>2,210</b>	<b>16,123</b>	<b>360</b>	<b>40,936</b>

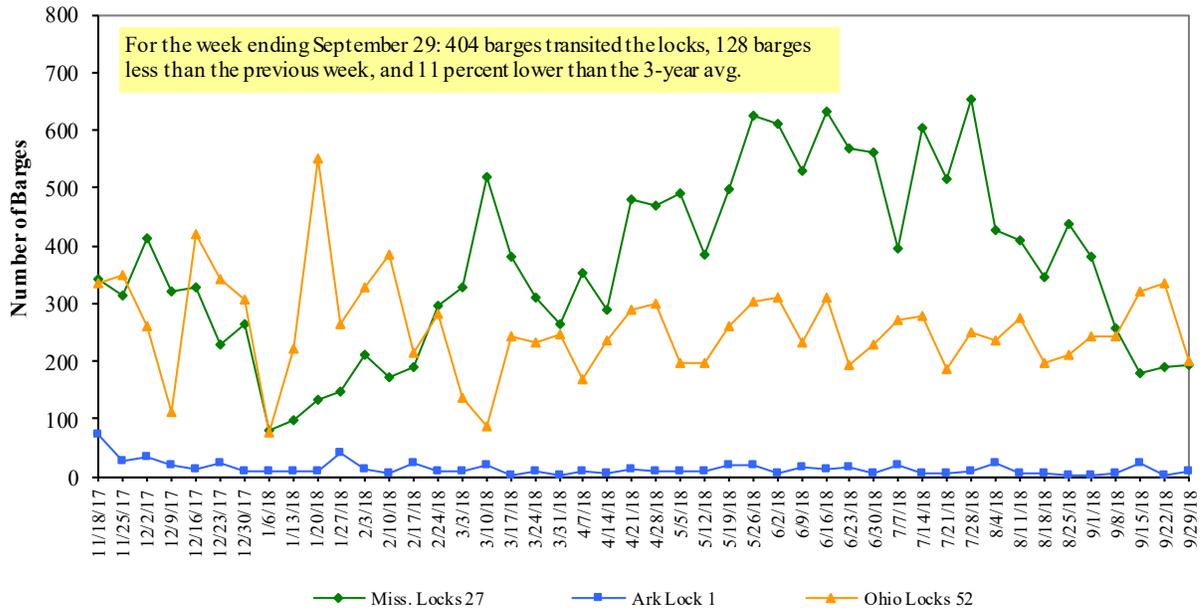
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

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

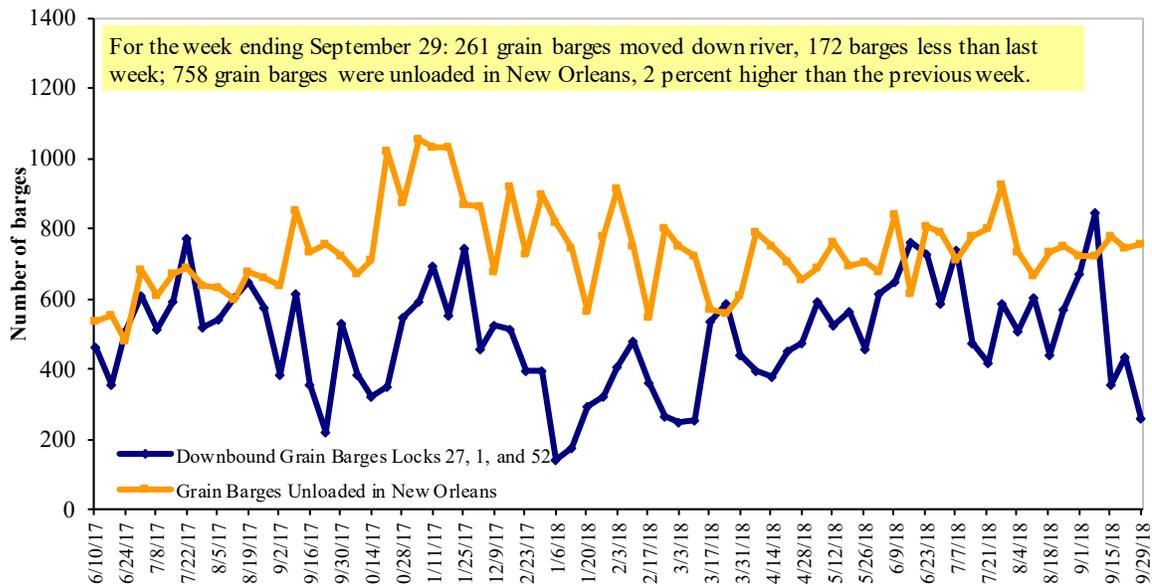
Source: U.S. Army Corps of Engineers

**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 10/1/2018 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.292	0.038	0.473
	New England	3.305	0.035	0.538
	Central Atlantic	3.447	0.031	0.513
	Lower Atlantic	3.180	0.044	0.432
II	Midwest <sup>2</sup>	3.278	0.060	0.531
III	Gulf Coast <sup>3</sup>	3.079	0.027	0.464
IV	Rocky Mountain	3.367	0.012	0.507
V	West Coast	3.802	0.043	0.693
	West Coast less California	3.506	0.033	0.488
	California	4.038	0.052	0.856
Total	U.S.	3.313	0.042	0.521

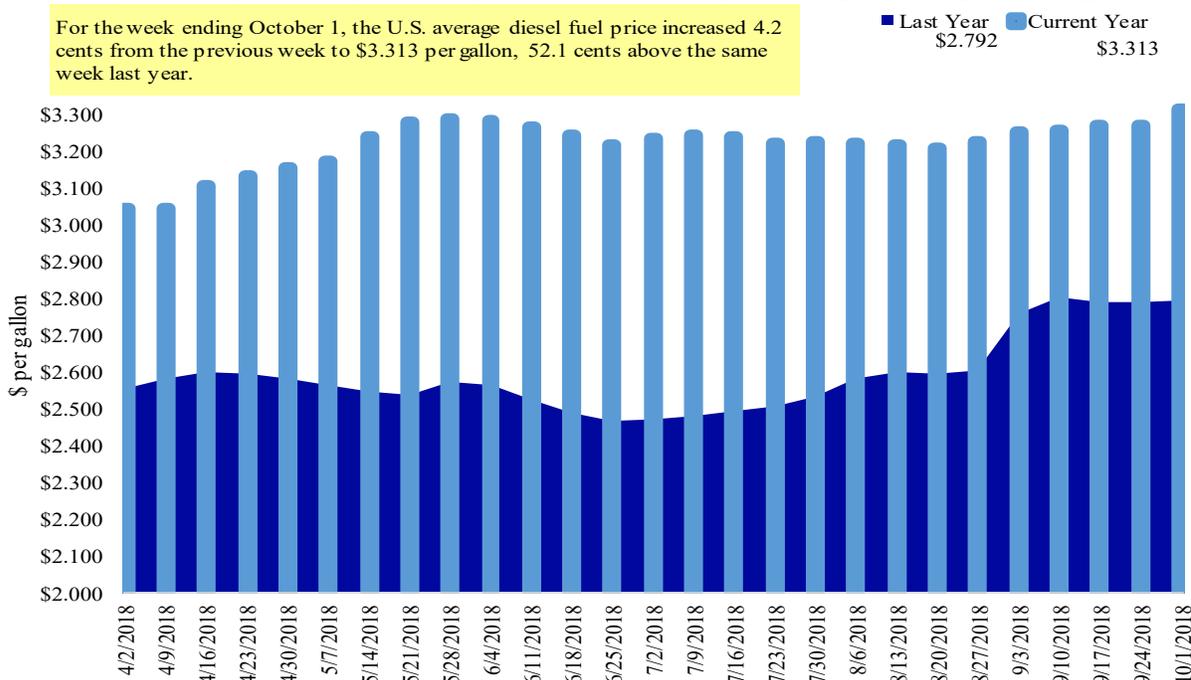
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
9/20/2018	1,385	636	1,420	1,118	123	4,681	15,104	16,287	36,073
This week year ago	1,451	543	1,383	1,377	102	4,856	9,204	19,233	33,293
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2018/19 YTD	1,756	722	1,913	1,649	144	6,183	3,164	2,516	11,863
2017/18 YTD	3,614	789	2,268	1,842	150	8,663	2,146	3,082	13,890
YTD 2018/19 as % of 2017/18	49	92	84	90	96	71	147	82	85
Last 4 wks as % of same period 2017/18	97	105	97	72	159	92	129	67	88
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 9/20/2018	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	5,581	5,247	6	13,691
Japan	2,752	1,335	106	11,247
Korea	1,545	75	1,966	4,754
Colombia	516	773	(33)	4,678
Peru	472	603	(22)	2,975
<b>Top 5 Importers</b>	<b>10,865</b>	<b>8,032</b>	<b>35</b>	<b>37,344</b>
<b>Total US corn export sales</b>	<b>18,268</b>	<b>11,350</b>	<b>61</b>	<b>53,184</b>
% of Projected	30%	18%		
Change from prior week <sup>2</sup>	<b>1,713</b>	<b>320</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	59%	71%		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/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 9/20/2018	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	1,390	10,058	(86)	31,228
Mexico	2,266	1,253	81	3,716
Indonesia	649	469	38	2,250
Japan	629	603	4	2,145
Netherlands	239	0	0	2,209
<b>Top 5 importers</b>	<b>5,172</b>	<b>12,382</b>	<b>(58)</b>	<b>41,549</b>
<b>Total US soybean export sales</b>	<b>18,803</b>	<b>22,315</b>	<b>(16)</b>	<b>55,113</b>
% of Projected	33%	38%		
Change from prior week <sup>2</sup>	<b>871</b>	<b>2,983</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	28%	55%		<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/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. (Carry over plus Accumulated Exports)

Table 15

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

For the week ending 9/20/2018	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	1,305	1,686	(23)	2,781
Japan	1,331	1,285	4	2,649
Philippines	1,696	1,654	3	2,441
Korea	849	1,028	(17)	1,257
Nigeria	525	693	(24)	1,254
Indonesia	357	611	(42)	1,076
Taiwan	496	622	(20)	1,066
China	0	532	(100)	944
Colombia	295	198	49	714
Thailand	542	440	23	618
<b>Top 10 importers</b>	<b>7,396</b>	<b>8,749</b>	<b>(15)</b>	<b>14,800</b>
<b>Total US wheat export sales</b>	<b>10,864</b>	<b>13,519</b>	<b>(20)</b>	<b>22,869</b>
% of Projected	39%	55%		
Change from prior week <sup>2</sup>	<b>657</b>	<b>436</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/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 09/27/18	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	276	180	153	9,665	12,135	80	80	82	14,805
Corn	347	438	79	16,209	10,237	158	392	159	10,928
Soybeans	0	0	n/a	6,400	5,690	112	115	125	13,246
<b>Total</b>	<b>623</b>	<b>618</b>	<b>101</b>	<b>32,273</b>	<b>28,062</b>	<b>115</b>	<b>136</b>	<b>112</b>	<b>38,978</b>
<b>Mississippi Gulf</b>									
Wheat	46	59	77	2,993	3,594	83	66	53	4,198
Corn	750	642	117	26,525	24,154	110	147	117	28,690
Soybeans	525	680	77	18,343	18,817	97	69	95	32,911
<b>Total</b>	<b>1,320</b>	<b>1,381</b>	<b>96</b>	<b>47,861</b>	<b>46,565</b>	<b>103</b>	<b>93</b>	<b>100</b>	<b>65,800</b>
<b>Texas Gulf</b>									
Wheat	0	72	0	2,311	5,295	44	30	25	6,354
Corn	0	30	0	621	653	95	52	30	733
Soybeans	0	0	n/a	69	14	499	0	0	292
<b>Total</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>3,000</b>	<b>5,961</b>	<b>50</b>	<b>33</b>	<b>26</b>	<b>7,379</b>
<b>Interior</b>									
Wheat	21	61	35	1,232	1,457	85	119	92	1,727
Corn	221	191	116	6,636	6,699	99	84	101	8,758
Soybeans	72	73	99	4,934	3,696	134	105	152	5,508
<b>Total</b>	<b>314</b>	<b>325</b>	<b>97</b>	<b>12,802</b>	<b>11,851</b>	<b>108</b>	<b>93</b>	<b>109</b>	<b>15,993</b>
<b>Great Lakes</b>									
Wheat	46	78	58	657	516	127	247	132	711
Corn	3	0	n/a	345	173	199	66	44	192
Soybeans	22	0	n/a	576	342	169	197	591	890
<b>Total</b>	<b>71</b>	<b>78</b>	<b>91</b>	<b>1,578</b>	<b>1,031</b>	<b>153</b>	<b>191</b>	<b>154</b>	<b>1,793</b>
<b>Atlantic</b>									
Wheat	1	1	n/a	69	44	155	51	7	46
Corn	0	28	0	103	14	762	395	76	32
Soybeans	3	4	92	1,438	1,010	142	66	100	2,001
<b>Total</b>	<b>4</b>	<b>33</b>	<b>12</b>	<b>1,609</b>	<b>1,068</b>	<b>151</b>	<b>104</b>	<b>73</b>	<b>2,079</b>
<b>U.S. total from ports*</b>									
Wheat	389	451	86	16,926	23,040	73	74	66	27,841
Corn	1,321	1,329	99	50,438	41,929	120	151	117	49,333
Soybeans	622	757	82	31,760	29,568	107	76	104	54,847
<b>Total</b>	<b>2,332</b>	<b>2,537</b>	<b>92</b>	<b>99,124</b>	<b>94,537</b>	<b>105</b>	<b>99</b>	<b>99</b>	<b>132,021</b>

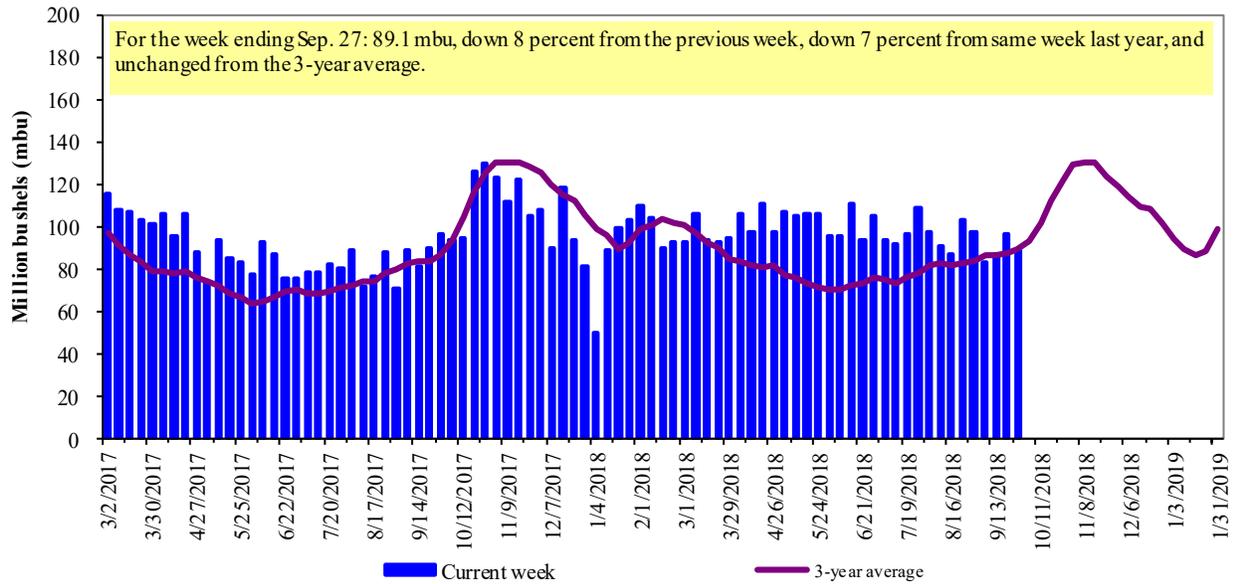
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

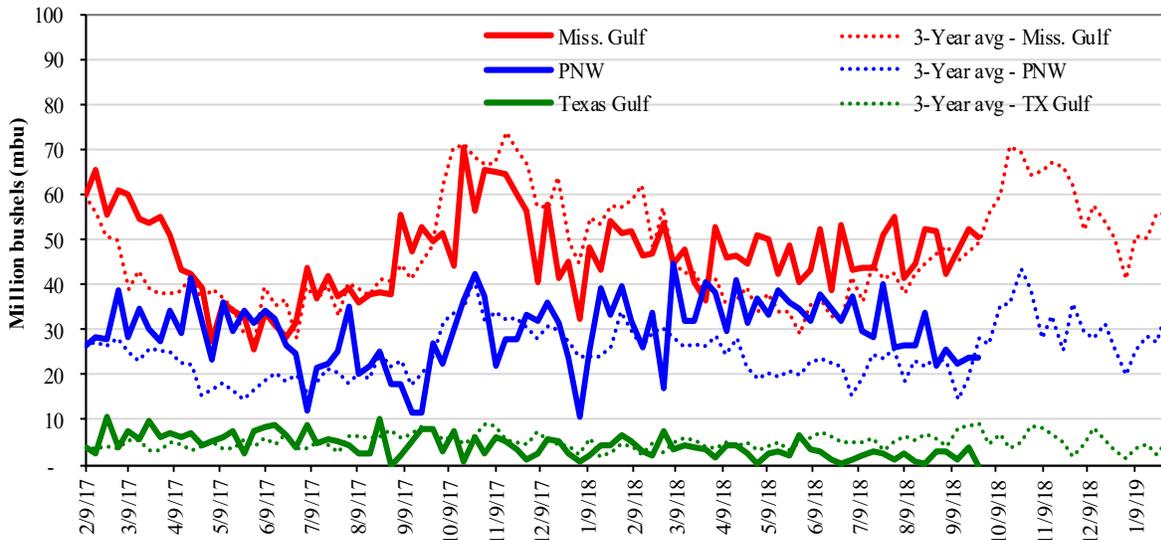
**U.S. grain inspected for export (wheat, corn, and soybeans)**



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)**



Week ending 09/27/18 inspections (mbu):		Percent change from:			
Mississippi Gulf:	50.5	Last Week:	down 4	TX Gulf	down 100
PNW:	23.8	Last Year (same week):	up 2	U.S. Gulf	down 10
Texas Gulf:	0.0	3-yr avg. (4-wk. mov. Avg):	up 6	PNW	down 12
					up 13

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

# Ocean Transportation

Table 17

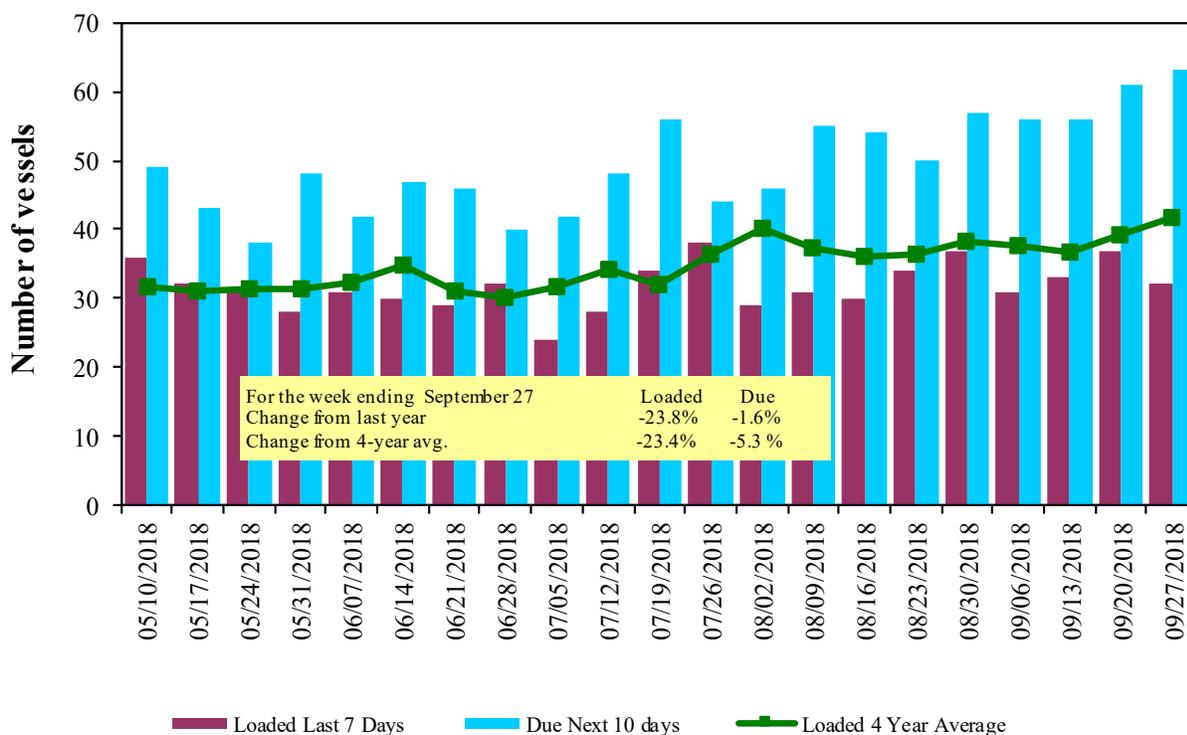
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
9/27/2018	35	32	63	12
9/20/2018	29	37	61	12
2017 range	(25..66)	(28..54)	(37..87)	(5..44)
2017 avg.	46	38	56	20

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

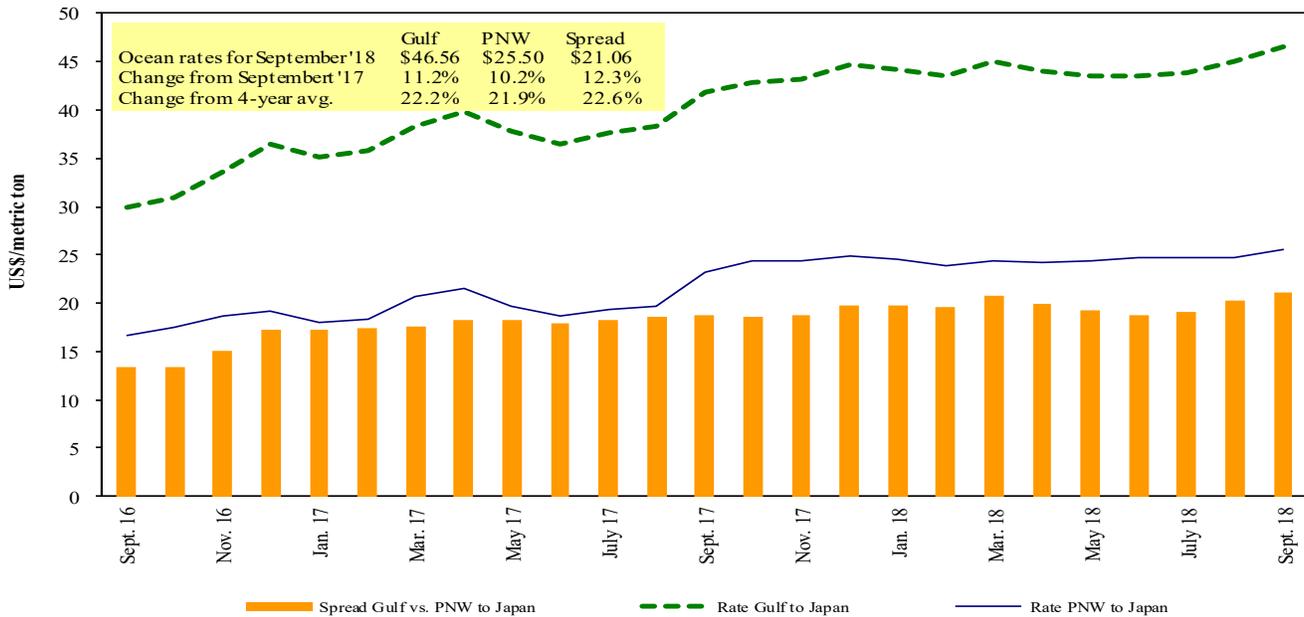
**U.S. Gulf Vessel Loading Activity**



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

Figure 17

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



Data Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 09/29/2018**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Djibouti	Wheat	Oct 1/15	25,340	77.65*
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

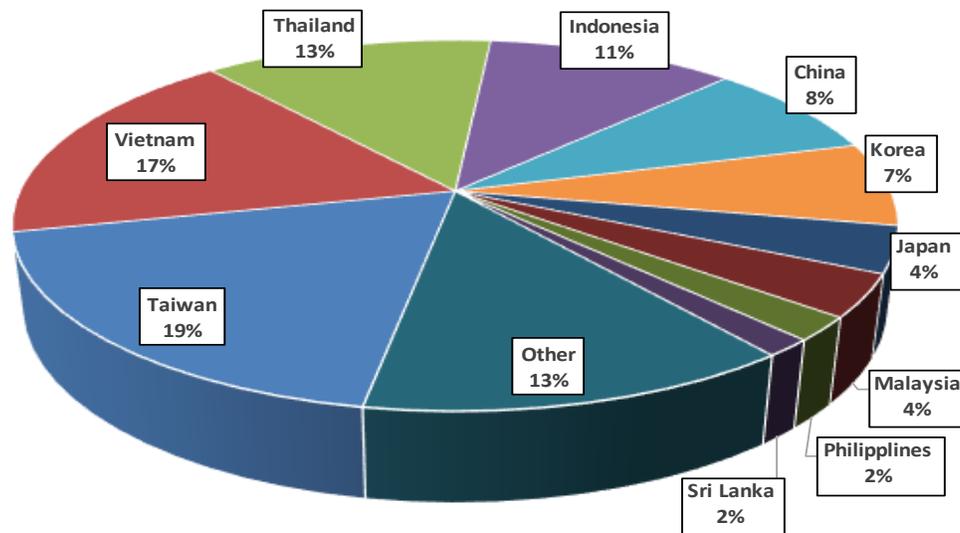
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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**

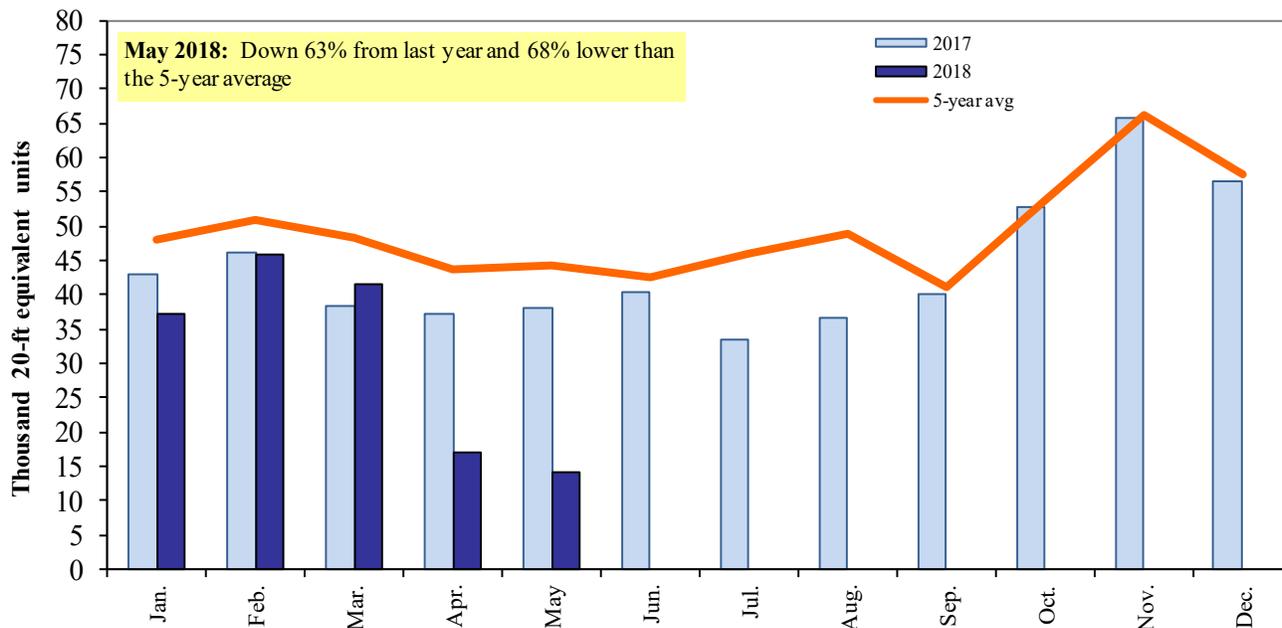


Service (PIERS) data

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*. October 4, 2018. Web: <http://dx.doi.org/10.9752/TS056.10-04-2018>

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.