



# Grain Transportation Report

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

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## 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 25, 2018

#### Soybean Inspections Highest Since February

For the week ending October 11, **total inspections of grain** (corn, wheat, and soybeans), for export from all major U.S. export regions, reached 2.67 million metric tons (mmt), up 9 percent from the previous week, up 7 percent from last year, and unchanged from the 3-year average. Total grain inspections increased primarily due to a rebound in soybean inspections, which jumped 95 percent from the previous week. Soybean inspections were the highest since February, and increased mainly due to increased shipments to Latin America and Europe. Wheat inspections increased 1 percent, but corn inspections dropped 28 percent from the previous week, as demand from Asia declined. Inspections of grain for the Mississippi Gulf increased 33 percent from the previous week, but Pacific Northwest inspections decreased 13 percent.

#### Flooding Conditions Still Impacting Barge Traffic on Upper Mississippi River

As of October 17, rain in the central U.S. caused flooding that closed 7 locks on the upper Mississippi River. The closure affects a 184-mile stretch, from Muscatine, IA, to Clarksville, MO. Down-bound grain traffic continues on the open sections of the Mississippi, Ohio, and Arkansas Rivers. However, barge grain tonnages are down 22 percent for the first two weeks of October, compared to the 3-year average for the same period. While weather conditions have slowed traffic, barge operators say the reduction in tonnage is mainly due to reduced demand for soybeans. During the first half of October, soybean barge tonnages are down 59 percent, compared to the 3-year average. Corn barge shippers are using barge capacity normally used by soybean shippers. Corn barge tonnages during the first half of October are up 52 percent compared to the 3-year average. Forecasts from the National Weather Service indicate a complete reopening of the river may not occur until the week of October 22.

#### PierPass 2.0 Looming for Ports of Los Angeles and Long Beach

In a [public announcement on October 15](#), the West Coast Maritime Terminal Operators Agreement said PierPass 2.0 will go into effect on November 19, 2018, subject to the conclusion of applicable Federal Maritime Commission (FMC) procedures. PierPass 2.0—the newest PierPass program—will reduce per container fees at the Ports of Los Angeles and Long Beach by more than half. However, all shipments will be subject to the fees instead of shipments only moved during daytime gate hours. Since the program requires coordination of all 12 terminals at the port complex, a review by the FMC is required. The terminal operators filed for an amendment to their agreement in April to implement PierPass 2.0; and industry comments have been received since then. FMC has requested additional documentation from the terminal operators and has until November 19 to take action, otherwise the program will go into effect automatically. The Los Angeles and Long Beach Port Complex moves more than 50 percent of containerized grain exports.

### Snapshots by Sector

#### **Export Sales**

For the week ending October 4, **unshipped balances** of wheat, corn, and soybeans totaled 35.8 mmt, up 4 percent from the same time last year. Net weekly **wheat export sales** were .339 mmt, down 32 percent from the previous week. Net **corn export sales** were 1 mmt, down 30 percent from the previous week. Net **soybean export sales** were .440 mmt, down 79 percent from the past week.

#### **Rail**

U.S. Class I railroads originated 22,641 **grain carloads** for the week ending October 6; up 4 percent from the previous week, down 8 percent from last year, and 11 percent from the 3-year average.

Average October shuttle **secondary railcar** bids/offers per car were \$100 below tariff for the week ending October 11, down \$154 from last week, and \$488 lower than last year. There were no non-shuttle secondary railcar bids/offers this week.

#### **Barge**

For the week ending October 13, **barge grain movements** totaled 516,508 tons, 5 percent lower than the previous week and up 6 percent from the same period last year.

For the week ending October 13, 331 grain barges **moved down river**, 9 barges less than the previous week. There were 896 grain barges **unloaded in New Orleans**, 12 percent higher than the previous week.

#### **Ocean**

For the week ending October 11, 39 **ocean-going grain vessels** were loaded in the Gulf, 26 percent more than the same period last year. Sixty-four vessels are expected to be loaded within the next 10 days, 5 percent more than the same period last year.

For the week ending October 11, the ocean freight rate for shipping bulk grain, from the Gulf to Japan, was \$49.50 per metric ton, 4 percent more than the previous week. The cost of shipping, from the PNW to Japan, was \$27.75 per metric ton, 4 percent more than the previous week.

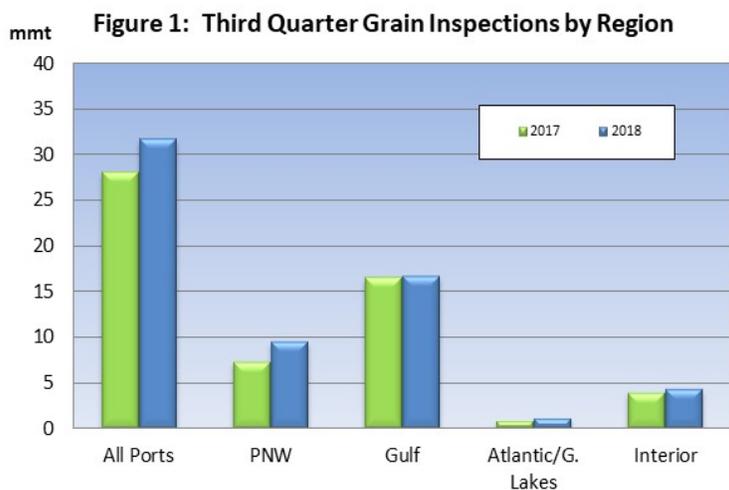
#### **Fuel**

For the week ending October 15, the **U.S. average diesel fuel price** increased 0.9 cents, from the previous week, to \$3.394 per gallon, 60.7 cents above the same week last year.

## Third Quarter Grain Inspections Reach Second Highest Level

Third quarter 2018 inspections of grain (wheat, corn, and soybeans) for export from all U.S. ports reached 32 million metric tons (mmt), up 14 percent from the same time last year and were 25 percent above the 5-year average (*see figure 1*). They were also the second highest on record for the third quarter, behind 2016. Total third quarter corn inspections increased in each of the major export regions, with Interior inspections reaching a record high. Total third quarter corn and soybean inspections increased from last year, but wheat inspections decreased as shipments to Asia and Latin America receded. Pacific Northwest grain inspections rebounded from last year during the quarter, with higher corn and soybean inspections, but total U.S. Gulf grain inspections (wheat, corn, and soybeans) decreased slightly.

Third quarter grain inspections in the U.S. Gulf reached 16.7 mmt, up 1 percent from last year (*see figure 1*). Grain inspections in the Gulf, however, were 9 percent above the 5-year average. At 52 percent, the U.S. Gulf's share of total grain exports was below the same time last year, as other regional shares increased. Third quarter rail deliveries of grain, to the U.S. Gulf ports, were down 34 percent from last year. Barge movements of grain through the Mississippi River locks were up slightly from last year, despite high water levels during the quarter.



Source: USDA/GIPSA

Total Pacific Northwest (PNW) grain inspections reached 9.5 mmt, up 33 percent from last year (*see figure 1*). PNW grain inspections were 49 percent above the 5-year average. Increased corn and soybean inspections led the increase in overall PNW inspections. Increased grain inspections, in the PNW, were reflected by a 47 percent jump in rail deliveries of grain to PNW ports. Third quarter PNW corn and soybean inspections decreased 155 and 6 percent, respectively, from last year, but wheat inspections decreased 17 percent.

Third quarter grain inspections for the Atlantic-Great Lakes region reached 1.1 mmt, up 76 percent from last year and 24 percent above the 5-year average. Corn and soybean inspections for the region increased 123 and 65 percent, respectively, from last year. Wheat inspections in the region increased 80 percent from last year, as shipments to Europe increased.

Interior inspections of grain reached a record 4.3 mmt, up 12 percent from last year and 55 percent above the 5-year average. During the third quarter, Mexico accounted for about 72 percent of total Interior grain shipments, down slightly from last year. Asia accounted for 25 percent of Interior grain inspections. Total U.S. corn inspected for export to Mexico from all major U.S. ports was up slightly from last year during the third quarter, and soybean inspections destined to Mexico increased 22 percent.

### Corn and Soybean Inspections

U.S. corn inspections reached 16.5 mmt, during the third quarter, up 52 percent from last year (see figure 2). U.S. corn exports were 46 percent above the 5-year average and have been strong, primarily due to increased demand from Asia. Third quarter corn inspections reached 5 mmt in the PNW, up over 155 percent from last year. U.S. Gulf corn inspections totaled 9.1 mmt, up 39 percent from last year. Third quarter Interior corn inspections reached 2.3 mmt, up 2 percent from last year. Interior corn inspections to Mexico were down slightly from

last year during the third quarter. Inspections of corn in the Atlantic-Great Lakes region increased 123 percent from last year, due mainly to increased shipments to North Africa. Compared to last year, total third quarter inspections of corn shipped to Asia, from all port regions, increased 60 percent. Likewise, inspections of corn destined to Latin America increased 2 percent.

Soybean inspections totaled 9.6 mmt, during the third quarter of 2018, up 4 percent from last year (see figure 2). Soybean inspections were 70 percent above the 5-year average, but inspections of soybeans destined to China reached only 0.385 mmt during the third quarter, down 91 percent from the amount inspected last year (4.4 mmt). China accounted for only 4 percent of total U.S. soybean exports during the third quarter, and only 11 percent of total soybeans were destined to Asia. The majority of third quarter soybean inspections, however, were destined to Asia, and followed by followed by Europe and Latin America. Third quarter PNW soybean inspections reached 1.2 mmt, up 6 percent from last year. U.S. Gulf soybean inspections, however, decreased 12 percent, to 6.3 mmt. Soybean inspections in the Interior reached a record high of 1.5 mmt, up 42 percent from last year. Interior soybean shipments increased to Mexico and Asia. Soybean inspections in the Atlantic-Great Lakes jumped 65 percent from last year, due to increased shipments to Europe.

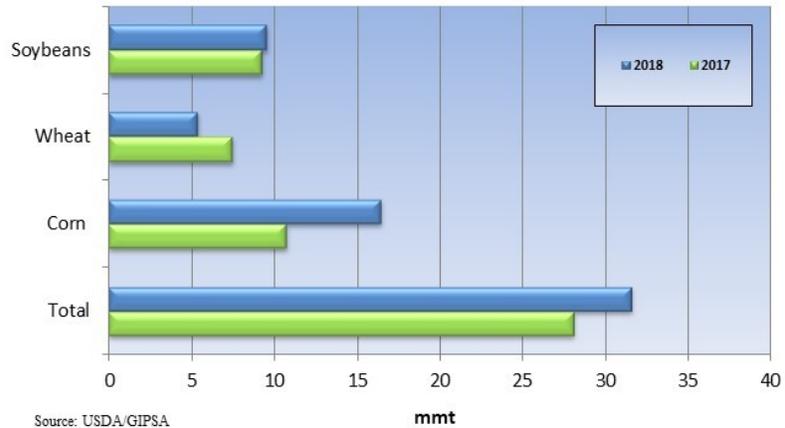
### Wheat Inspections Down in PNW and U.S. Gulf

Third quarter wheat inspections totaled 5.4 mmt, down 28 percent from last year (see figure 2). Inspections of wheat during the third quarter were 34 percent below the 5-year average. Wheat inspections decreased 17 percent, from last year, in the PNW and decreased 14 percent in the Interior. Total third quarter inspections of wheat destined to Asia decreased 44 percent from last year, while wheat shipped to Latin America dropped 28 percent. Third quarter inspections of wheat in the U.S. Gulf decreased 54 percent from last year, due primarily to lower shipments to Latin America. Atlantic-Great Lakes wheat inspections were up notably from last year.

### Market Outlook

According to the October World Agricultural Supply and Demand Estimates report, exports of wheat and corn are expected to increase 14 and 1 percent, respectively, for the 2018/19 marketing year. However, soybean exports are projected to decrease slightly. The pace of corn export sales is well above last year, as reflected by current outstanding sales. In contrast, lower demand coupled with price deductions have led to a lower pace of outstanding sales of soybeans. Cumulative (shipped) export sales are up from last year for corn, but down for wheat and soybeans. (Table 12). [Johnny.Hill@ams.usda.gov](mailto:Johnny.Hill@ams.usda.gov)

Figure 2: Third Quarter Grain Inspections, 2017-2018





# 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			
10/10/2018 <sup>p</sup>	528	846	4,973	335	6,682	10/6/2018	2,732
10/03/2018 <sup>r</sup>	733	591	4,129	448	5,901	9/29/2018	3,487
2018 YTD <sup>f</sup>	17,943	39,929	256,645	15,939	330,456	2018 YTD	96,816
2017 YTD <sup>f</sup>	21,838	65,350	217,862	14,810	319,860	2017 YTD	96,683
2018 YTD as % of 2017 YTD	82	61	118	108	103	% change YTD	100
Last 4 weeks as % of 2017 <sup>2</sup>	60	44	109	95	89	Last 4wks % 2017	94
Last 4 weeks as % of 4-year avg. <sup>2</sup>	51	43	89	79	76	Last 4wks % 4 yr	116
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.

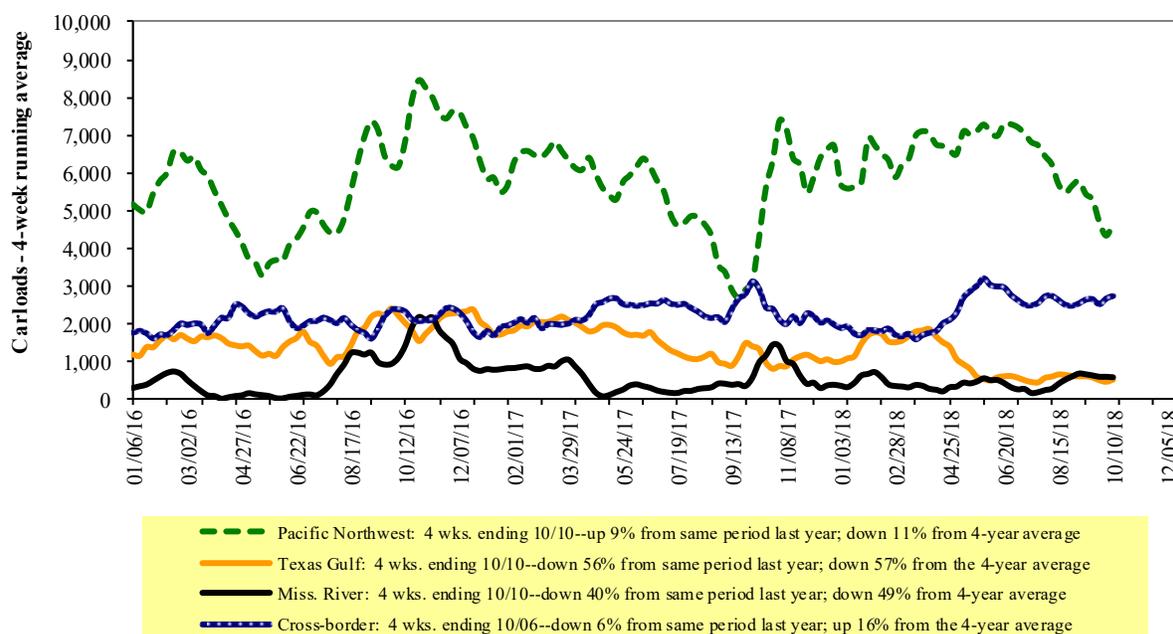
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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: 10/6/2018	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,133	2,449	11,948	864	5,247	22,641	4,884	5,105
This week last year	1,945	2,474	12,306	1,413	6,421	24,559	4,521	5,909
2018 YTD	76,134	102,166	494,318	37,541	209,877	920,036	158,540	186,402
2017 YTD	65,672	109,412	442,507	38,301	228,382	884,274	149,595	183,934
2018 YTD as % of 2017 YTD	116	93	112	98	92	104	106	101
Last 4 weeks as % of 2017*	112	99	107	77	90	100	135	92
Last 4 weeks as % of 3-yr avg.**	101	98	101	77	87	96	121	96
Total 2017	89,465	142,563	578,964	50,223	289,574	1,150,789	198,425	244,766

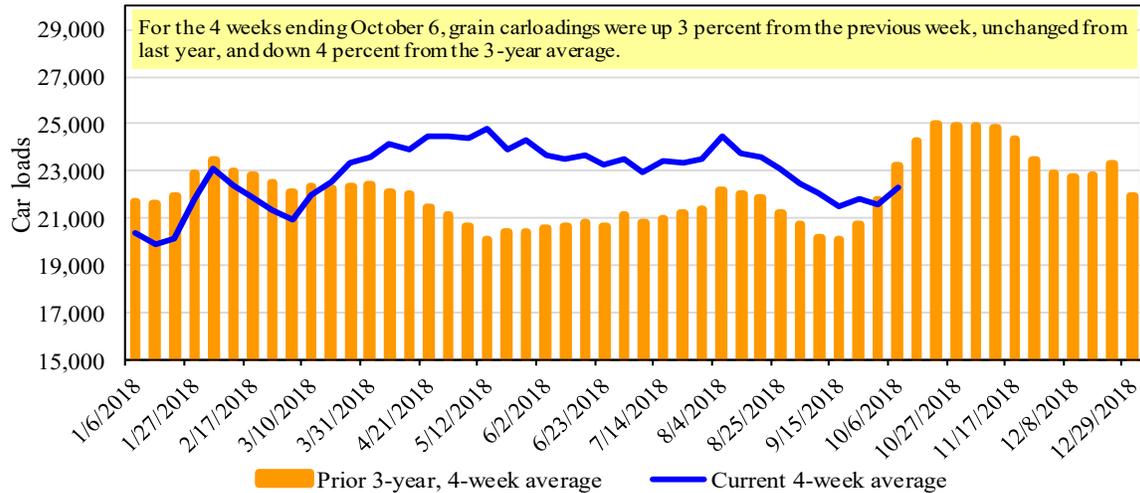
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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: 10/11/2018		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	no offer	no offer	no offer	no bids	no offer	0	0	0
	COT grain single-car <sup>5</sup>	no offer	no offer	no offer	0	no offer	0	0	0
UP <sup>4</sup>	GCAS/Region 1	n/a	no offer	n/a	no bids	n/a	no bids	n/a	n/a
	GCAS/Region 2	n/a	no offer	n/a	no bids	n/a	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.

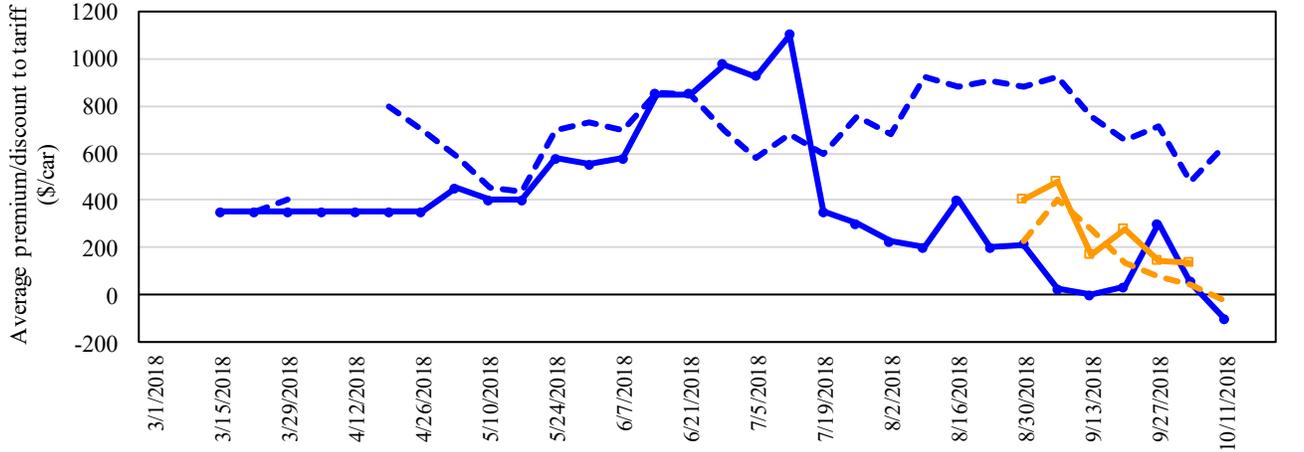
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

<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**



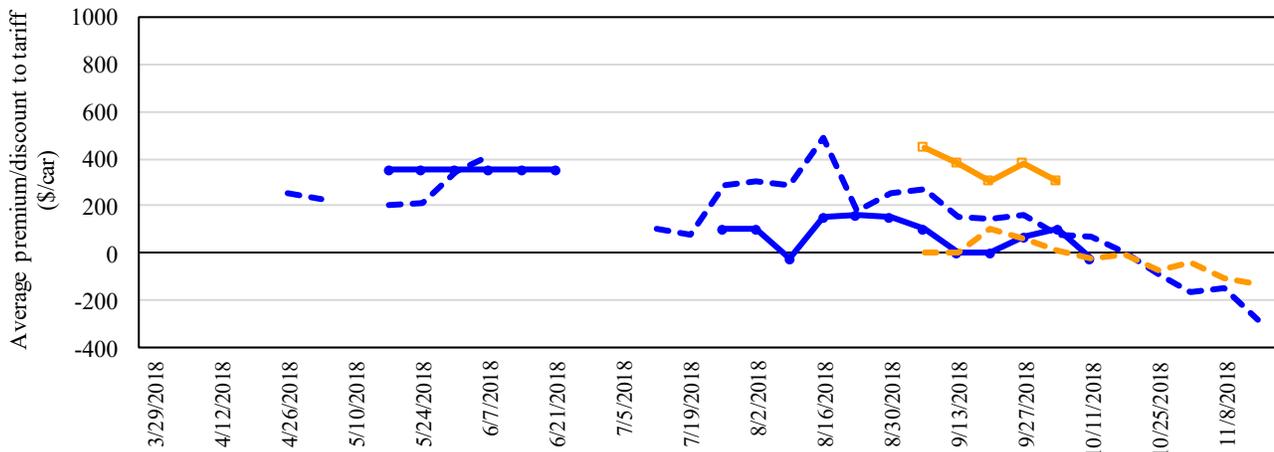
10/11/2018	BNSF	UP
<b>Non-Shuttle</b>	n/a	n/a
<b>Shuttle</b>	-\$125	-\$75

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

There were no Non-Shuttle bids/offers this week.  
 Average Shuttle bids/offers fell \$154 this week and are \$1,200 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**



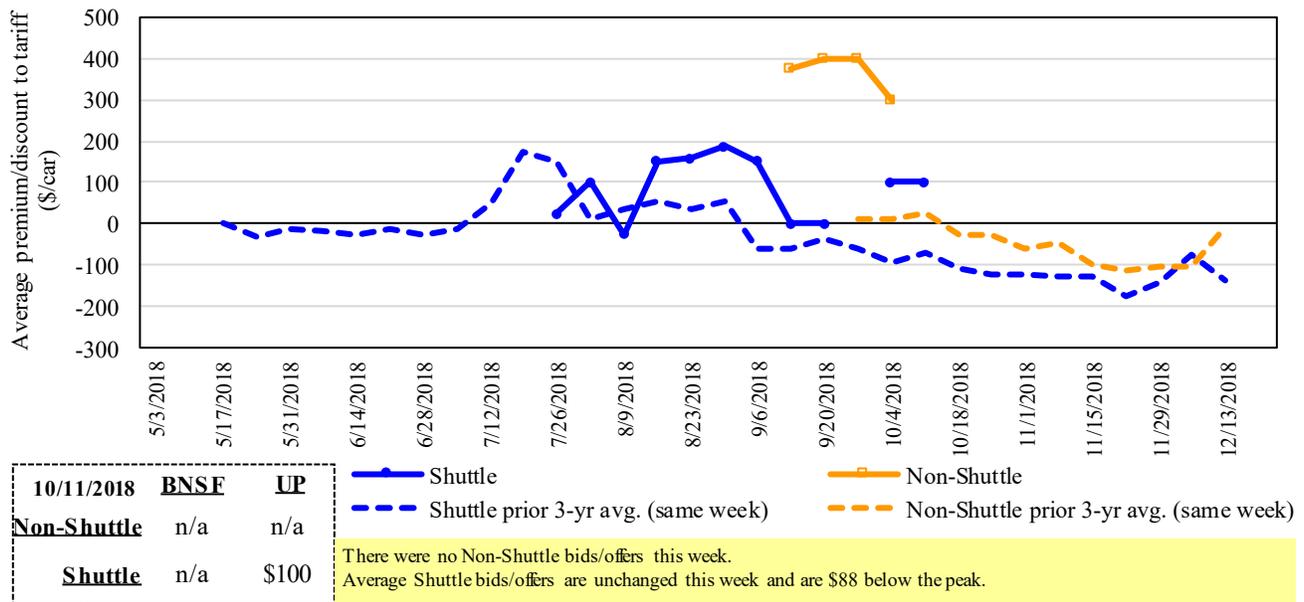
10/11/2018	BNSF	UP
<b>Non-Shuttle</b>	n/a	n/a
<b>Shuttle</b>	\$0	-\$50

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

There were no Non-Shuttle bids/offers this week.  
 Average Shuttle bids/offers fell \$125 this week and are \$375 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**



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					
		Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19
<b>Non-shuttle</b>	<b>10/11/2018</b>						
	<b>BNSF-GF</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2017	n/a	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2017	n/a	n/a	n/a	n/a	n/a	n/a	
<b>Shuttle</b>	<b>BNSF-GF</b>	(125)	0	n/a	n/a	n/a	n/a
	Change from last week	(100)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2017	(700)	100	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	(75)	(50)	100	n/a	n/a	n/a
	Change from last week	(208)	(150)	0	n/a	n/a	n/a
	Change from same week 2017	(275)	(50)	300	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**

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel surcharge per car <sup>2</sup>	Tariff plus surcharge per:		Percent change <sup>4</sup> Y/Y
					metric ton <sup>3</sup>	bushel <sup>3</sup>	
Date: October, 2018							
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.

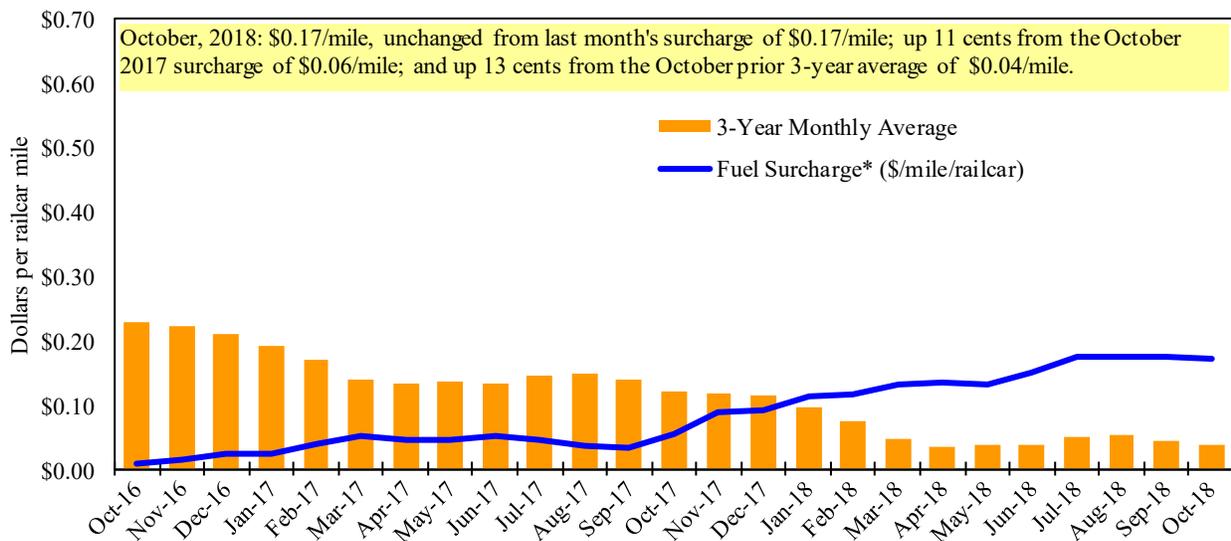
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

<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.

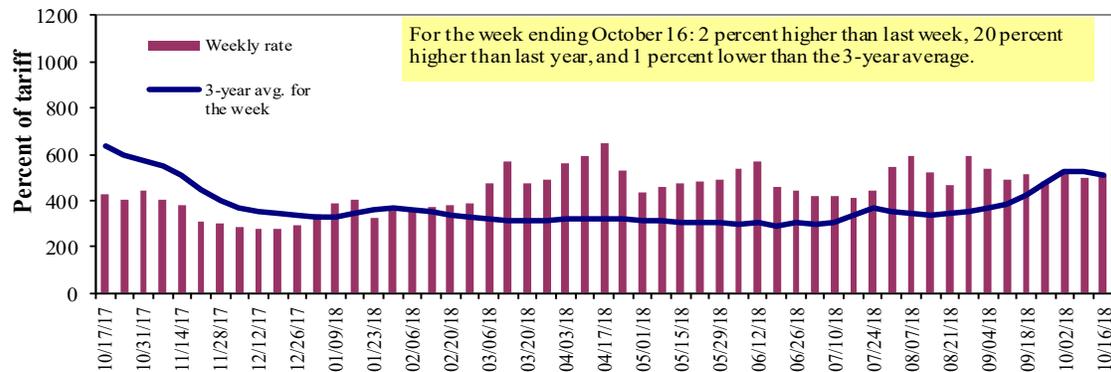
\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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
<b>Rate<sup>1</sup></b>	10/16/2018	525	-	508	500	513	513	463
	10/9/2018	500	492	500	463	450	450	475
<b>\$/ton</b>	10/16/2018	32.50	-	23.57	19.95	24.06	20.73	14.54
	10/9/2018	30.95	26.17	23.20	18.47	21.11	18.18	14.92
<b>Current week % change from the same week:</b>								
	Last year	24	-	20	52	8	8	65
	3-year avg. <sup>2</sup>	-4	-	-1	12	-4	-4	2
<b>Rate<sup>1</sup></b>	November	488	458	458	425	450	450	380
	January	-	-	408	303	363	363	275

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

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

### Benchmark tariff rates

#### Calculating barge rate per ton:

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

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

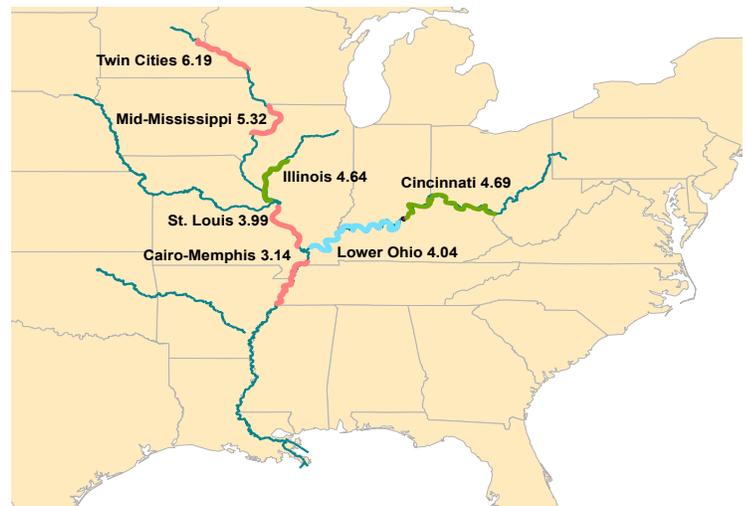
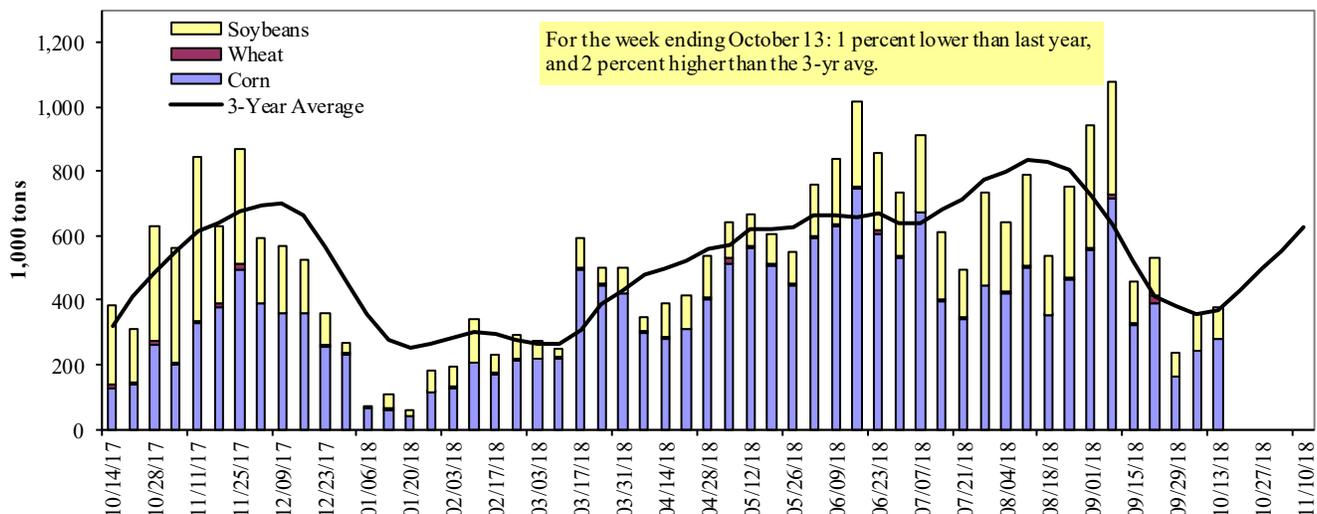


Figure 10

**Barge Movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**

<sup>1</sup> The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

**Barge Grain Movements (1,000 tons)**

For the week ending 10/13/2018	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	19	2	8	0	29
Winfield, MO (L25)	174	0	66	0	239
Alton, IL (L26)	294	2	105	0	401
Granite City, IL (L27)	278	2	99	0	379
<b>Illinois River (L8)</b>	53	2	24	0	78
<b>Ohio River (L52)</b>	46	0	42	0	89
<b>Arkansas River (L1)</b>	0	13	35	1	49
Weekly total - 2018	324	14	177	1	517
Weekly total - 2017	134	28	319	5	486
2018 YTD <sup>1</sup>	19,107	1,421	9,579	89	30,196
2017 YTD	18,241	2,005	11,317	251	31,813
2018 as % of 2017 YTD	105	71	85	36	95
Last 4 weeks as % of 2017 <sup>2</sup>	184	42	51	5	95
<b>Total 2017</b>	<b>22,242</b>	<b>2,210</b>	<b>16,123</b>	<b>360</b>	<b>40,936</b>

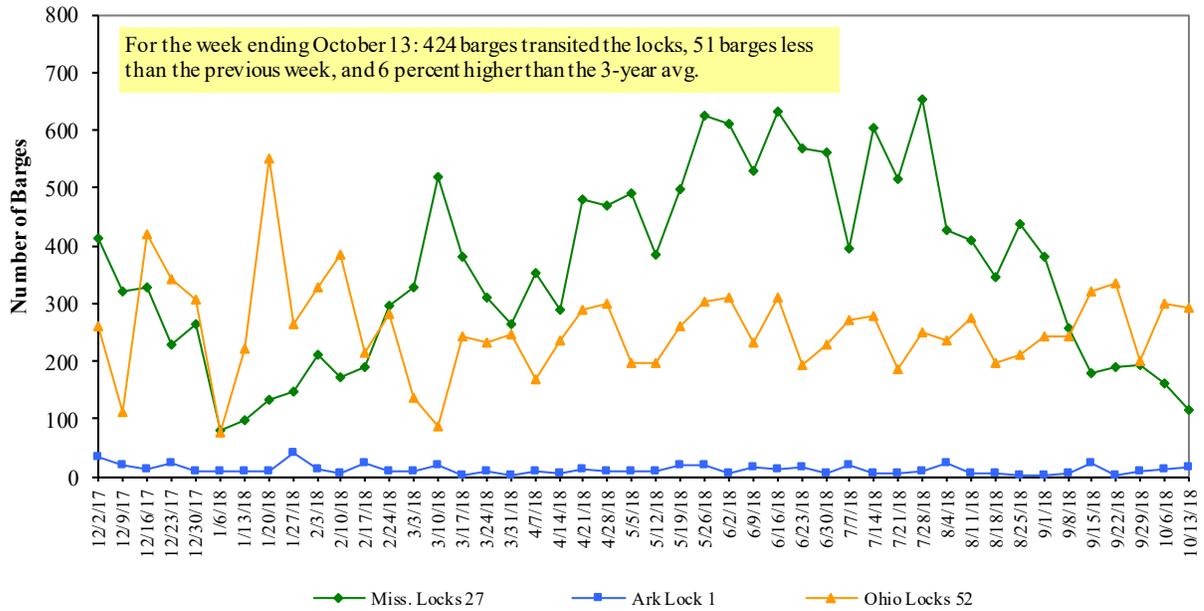
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

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

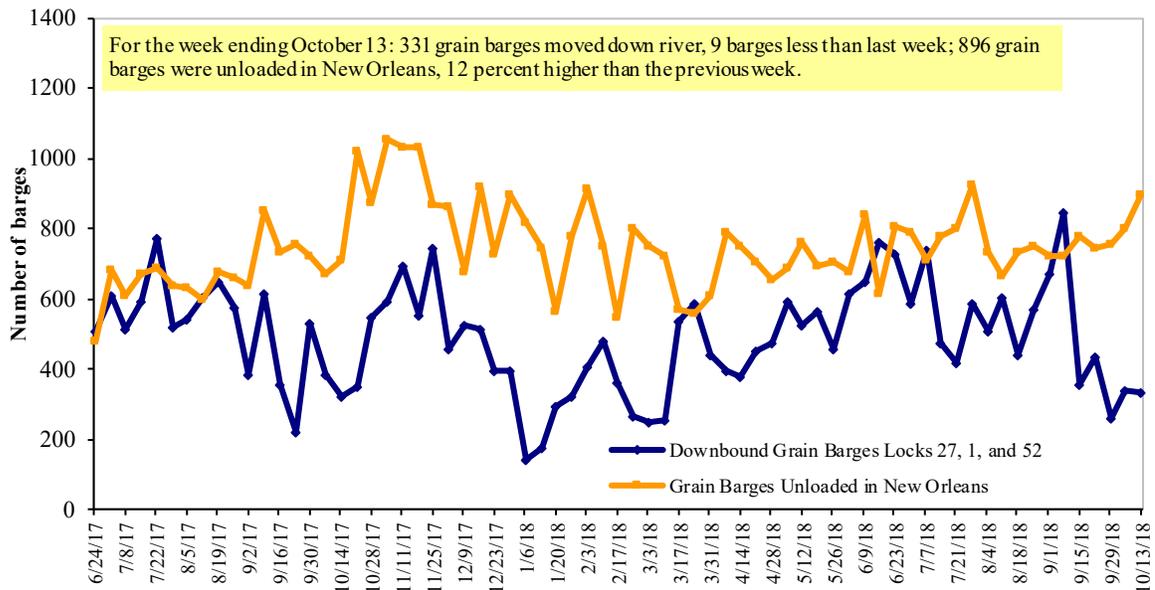
Source: U.S. Army Corps of Engineers

**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 10/15/2018 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.382	0.022	0.585
	New England	3.361	0.017	0.614
	Central Atlantic	3.544	0.013	0.618
	Lower Atlantic	3.272	0.029	0.558
II	Midwest <sup>2</sup>	3.351	0.000	0.594
III	Gulf Coast <sup>3</sup>	3.172	0.003	0.560
IV	Rocky Mountain	3.400	0.010	0.514
V	West Coast	3.880	0.014	0.791
	West Coast less California	3.591	0.033	0.588
	California	4.109	-0.002	0.950
Total	U.S.	3.394	0.009	0.607

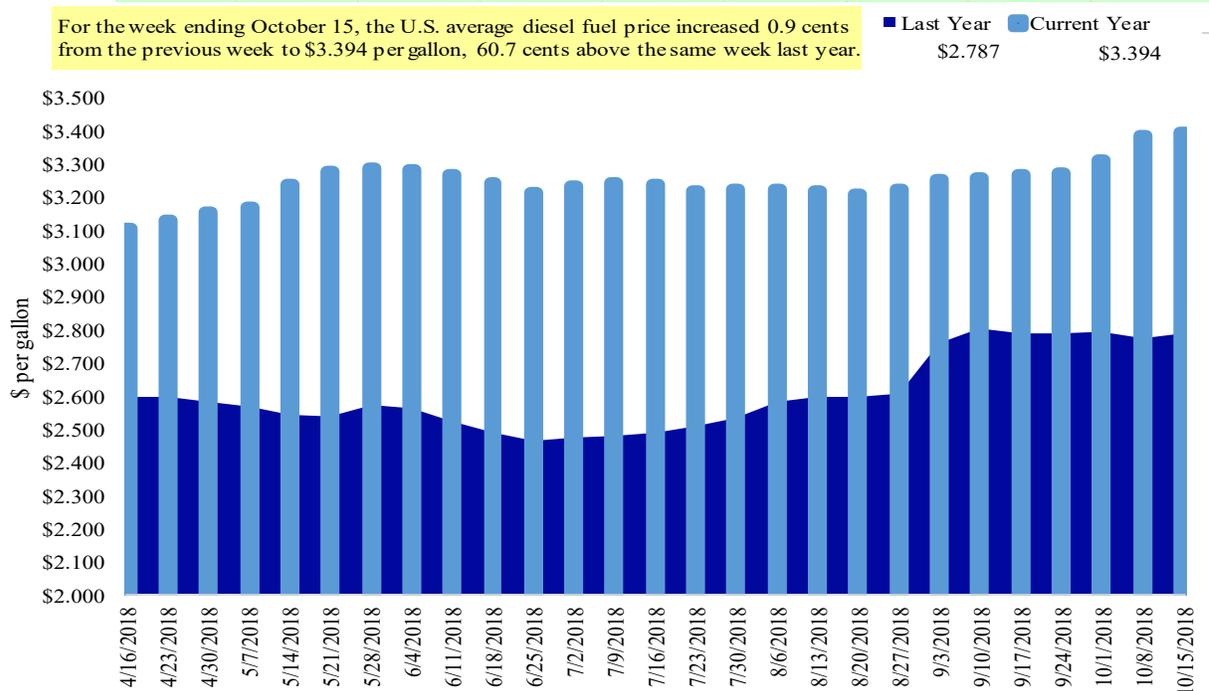
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

**Weekly Diesel Fuel Prices, U.S. Average**



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

# Grain Exports

Table 12

## U.S. Export Balances and Cumulative Exports (1,000 metric tons)

For the week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
10/4/2018	1,445	696	1,324	1,076	96	4,637	14,529	16,643	35,808
This week year ago	1,324	578	1,253	1,219	108	4,482	9,976	19,820	34,278
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2018/19 YTD	1,934	794	2,197	1,890	187	7,002	6,177	3,906	17,085
2017/18 YTD	3,936	830	2,665	2,123	150	9,704	3,698	5,191	18,593
YTD 2018/19 as % of 2017/18	49	96	82	89	125	72	167	75	92
Last 4 wks as % of same period 2017/18	107	110	110	90	119	104	149	84	105
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 10/04/2018	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	6,463	6,452	0	13,691
Japan	3,208	1,566	105	11,247
Korea	1,877	264	611	4,754
Colombia	638	976	(35)	4,678
Peru	714	686	4	2,975
<b>Top 5 Importers</b>	<b>12,899</b>	<b>9,944</b>	<b>30</b>	<b>37,344</b>
<b>Total US corn export sales</b>	<b>20,706</b>	<b>13,674</b>	<b>51</b>	<b>53,184</b>
% of Projected	33%	22%		
Change from prior week <sup>2</sup>	<b>1,007</b>	<b>1,579</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>62%</b>	<b>73%</b>		<b>70%</b>
<b>USDA forecast, October 2018</b>	<b>62,977</b>	<b>62,036</b>	<b>2</b>	
<b>Corn Use for Ethanol USDA forecast, October 2018</b>	<b>143,510</b>	<b>142,266</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 10/04/2018	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	1,078	11,687	(91)	31,228
Mexico	3,053	1,364	124	3,716
Indonesia	672	585	15	2,250
Japan	649	659	(2)	2,145
Netherlands	189	104	0	2,209
<b>Top 5 importers</b>	<b>5,640</b>	<b>14,399</b>	<b>(61)</b>	<b>41,549</b>
<b>Total US soybean export sales</b>	<b>20,549</b>	<b>25,012</b>	<b>(18)</b>	<b>55,113</b>
% of Projected	37%	43%		
Change from prior week <sup>2</sup>	440	1,747		
<b>Top 5 importers' share of U.S. soybean export sales</b>	27%	58%		<b>75%</b>
<b>USDA forecast, October 2018</b>	<b>56,131</b>	<b>58,011</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 10/04/2018	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	1,385	1,719	(19)	2,781
Japan	1,363	1,435	(5)	2,649
Philippines	1,772	1,794	(1)	2,441
Korea	854	1,033	(17)	1,257
Nigeria	556	743	(25)	1,254
Indonesia	410	664	(38)	1,076
Taiwan	585	655	(11)	1,066
China	0	601	(100)	944
Colombia	95	194	(51)	714
Thailand	537	440	22	618
<b>Top 10 importers</b>	<b>7,556</b>	<b>9,278</b>	<b>(19)</b>	<b>14,800</b>
<b>Total US wheat export sales</b>	<b>11,639</b>	<b>14,186</b>	<b>(18)</b>	<b>22,869</b>
% of Projected	42%	58%		
Change from prior week <sup>2</sup>	339	175		
<b>Top 10 importers' share of U.S. wheat export sales</b>	65%	65%		<b>65%</b>
<b>USDA forecast, October 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 10/11/18	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	309	320	97	10,296	12,512	82	99	94	14,805
Corn	132	501	26	16,842	10,237	165	569	288	10,928
Soybeans	281	11	n/a	6,693	6,739	99	26	23	13,246
<b>Total</b>	<b>722</b>	<b>833</b>	<b>87</b>	<b>33,831</b>	<b>29,488</b>	<b>115</b>	<b>113</b>	<b>95</b>	<b>38,978</b>
<b>Mississippi Gulf</b>									
Wheat	144	53	269	3,190	3,633	88	148	113	4,198
Corn	679	737	92	27,940	24,702	113	202	143	28,690
Soybeans	766	404	190	19,513	20,783	94	65	70	32,911
<b>Total</b>	<b>1,588</b>	<b>1,194</b>	<b>133</b>	<b>50,643</b>	<b>49,118</b>	<b>103</b>	<b>104</b>	<b>97</b>	<b>65,800</b>
<b>Texas Gulf</b>									
Wheat	14	32	42	2,357	5,552	42	20	19	6,354
Corn	29	7	395	657	683	96	65	50	733
Soybeans	0	0	n/a	69	14	499	0	0	292
<b>Total</b>	<b>43</b>	<b>40</b>	<b>107</b>	<b>3,083</b>	<b>6,249</b>	<b>49</b>	<b>26</b>	<b>24</b>	<b>7,379</b>
<b>Interior</b>									
Wheat	9	60	14	1,302	1,477	88	201	113	1,727
Corn	120	108	111	6,896	7,012	98	90	109	8,758
Soybeans	103	103	99	5,182	4,005	129	85	106	5,508
<b>Total</b>	<b>232</b>	<b>271</b>	<b>85</b>	<b>13,380</b>	<b>12,494</b>	<b>107</b>	<b>94</b>	<b>109</b>	<b>15,993</b>
<b>Great Lakes</b>									
Wheat	0	5	0	662	539	123	283	120	711
Corn	19	0	n/a	364	173	210	n/a	162	192
Soybeans	67	52	128	695	453	153	107	139	890
<b>Total</b>	<b>86</b>	<b>57</b>	<b>149</b>	<b>1,721</b>	<b>1,166</b>	<b>148</b>	<b>165</b>	<b>131</b>	<b>1,793</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	69	44	155	n/a	12	46
Corn	0	7	0	110	18	609	391	44	32
Soybeans	2	55	3	1,494	1,022	146	83	141	2,001
<b>Total</b>	<b>2</b>	<b>62</b>	<b>3</b>	<b>1,673</b>	<b>1,085</b>	<b>154</b>	<b>117</b>	<b>74</b>	<b>2,079</b>
<b>U.S. total from ports*</b>									
Wheat	475	471	101	17,875	23,757	75	88	78	27,841
Corn	979	1,360	72	52,810	42,826	123	201	152	49,333
Soybeans	1,218	625	195	33,646	33,016	102	60	62	54,847
<b>Total</b>	<b>2,672</b>	<b>2,457</b>	<b>109</b>	<b>104,331</b>	<b>99,599</b>	<b>105</b>	<b>101</b>	<b>93</b>	<b>132,021</b>

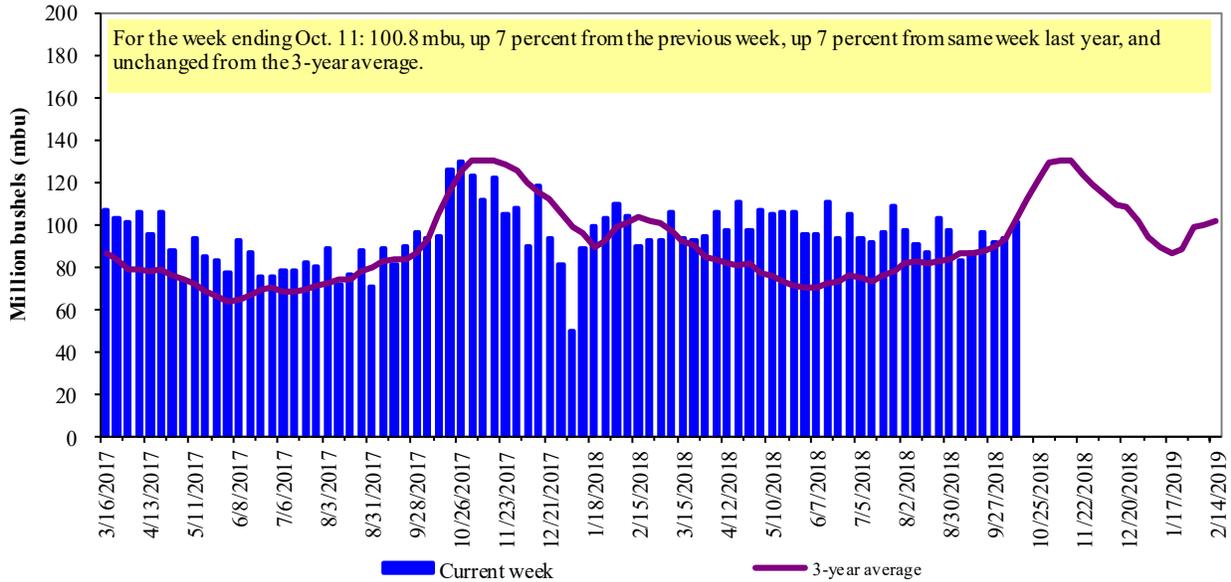
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

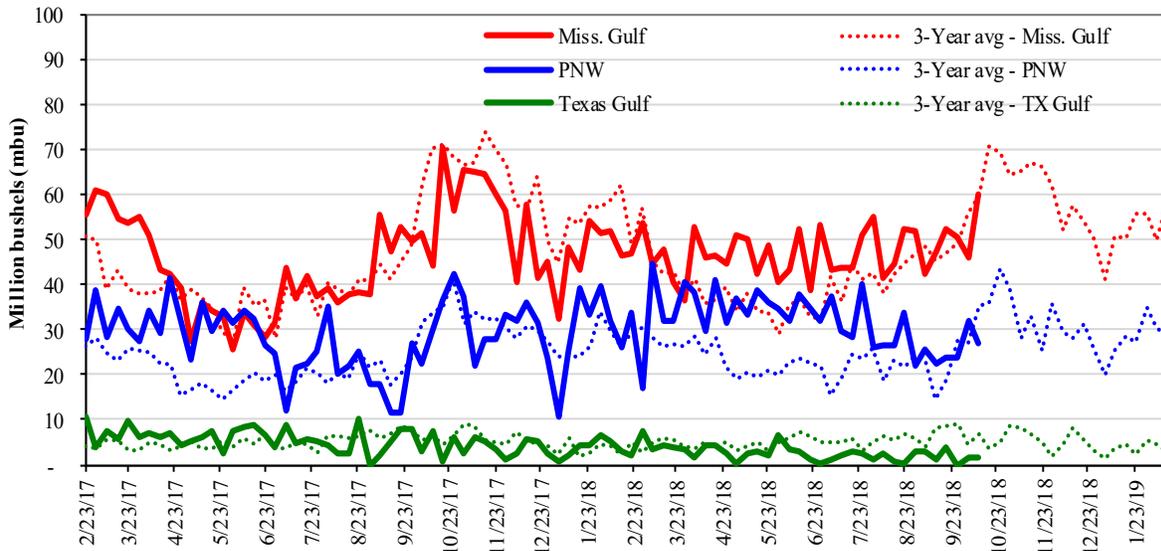


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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 10/11/18 inspections (mbu):		Percent change from:				
Mississippi Gulf:	60.1	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	26.9	Last Year (same week):	up 31	down 78	up 31	down 16
Texas Gulf:	1.6	3-yr avg. (4-wk. mov. Avg):	up 37	down 77	up 20	down 11
			up 13		up 2	down 2

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

# Ocean Transportation

Table 17

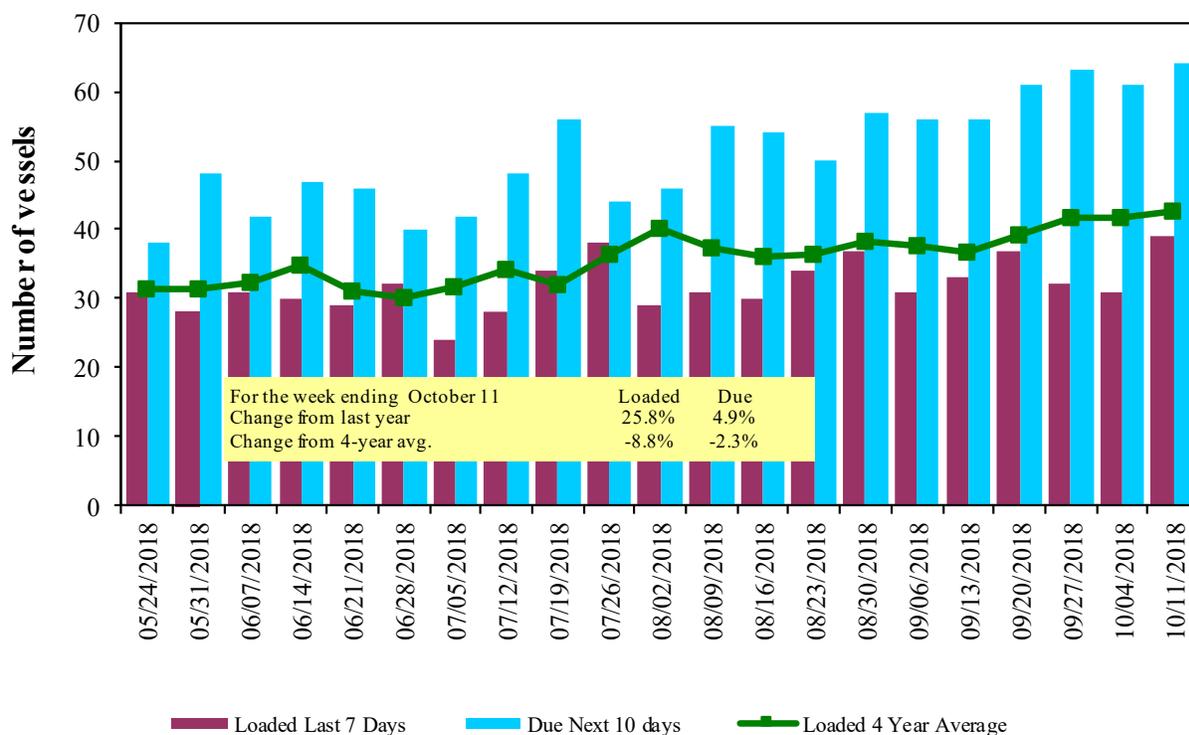
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
10/11/2018	36	39	64	4
10/4/2018	43	31	61	9
2017 range	(25..66)	(28..54)	(37..87)	(5..44)
2017 avg.	46	38	56	20

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

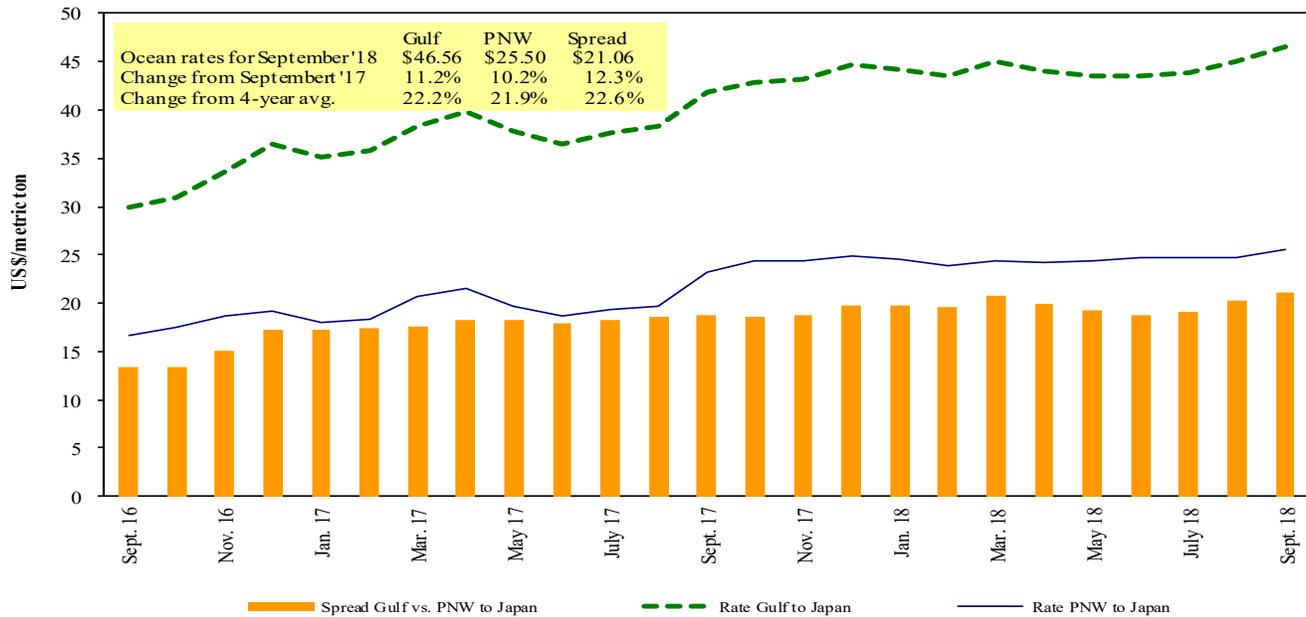
**U.S. Gulf Vessel Loading Activity**



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 10/13/2018**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Djibouti	Wheat	Nov 2/12	21,470	85.44*
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*
PNW	Taiwan	Heavy Grain	Sep 15/Oct 31	63,000	25.00
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	Malaysia	Heavy Grain	Aug 17/24	65,000	31.00

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

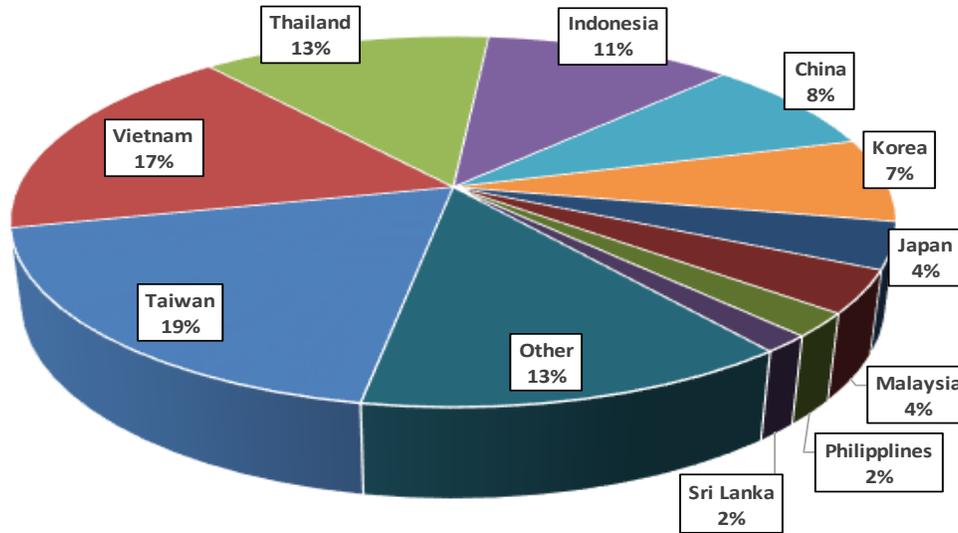
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc. (www.maritime-research.com)

In 2017, containers were used to transport 7 percent of total U.S. waterborne grain exports. Approximately 62 percent of U.S. waterborne grain exports in 2017 went to Asia, of which 10 percent were moved in containers. Approximately 93 percent of U.S. waterborne containerized grain exports were destined for Asia.

Figure 18

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

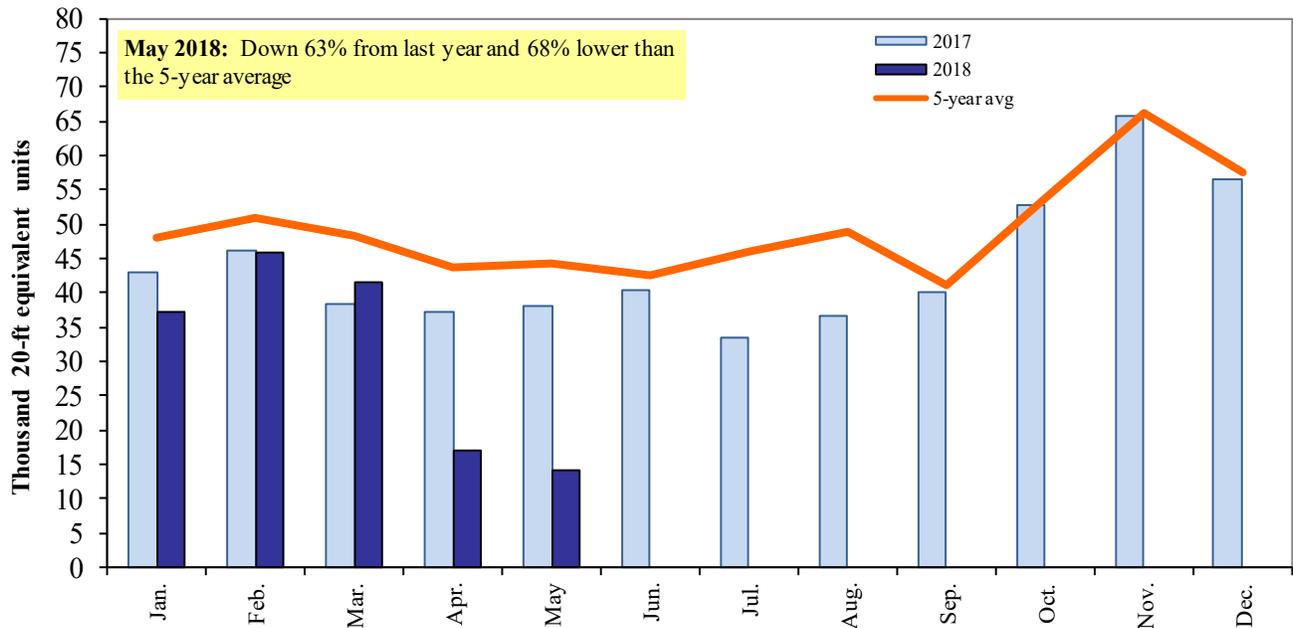


Service (PIERS) data

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

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



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

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

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