



Grain Transportation Report

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

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WEEKLY HIGHLIGHTS

Weekly Grain Inspections Up for Wheat

For the week ending October 26, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 3.42 million metric tons (mmt), up 1 percent from the previous week, down 21 percent from the same time last year, and unchanged from the 3-year average. Total inspections of wheat jumped 85 percent from the previous week as shipments to Asia and Latin America increased. Soybeans inspections were unchanged from the past week, but inspections of corn decreased 19 percent from the previous week due primarily to lower shipments of corn destined to Latin America. Although Pacific Northwest (PNW) inspections increased 16 percent from the past week, inspections in the Mississippi Gulf decreased 20 percent for the same period. Outstanding (unshipped) export sales continued to increase for wheat and corn, but were down for soybeans.

Corn Harvest Behind as End of Upper Mississippi River Navigation Season Approaches

As of October 29, USDA's [Crop Progress report](#) showed the corn crop was 54 percent harvested, 16 points higher than last week, but 18 percentage points less than the 5-year average pace of 72 percent. All of the top four corn producing States—Illinois, Iowa, Nebraska, and Minnesota—are behind the average pace for this time of the year. Iowa's corn crop is only 44 percent harvested compared to the average of 70 percent, and corn in Illinois is 73 percent harvested compared to the average of 84 percent. The Nebraska corn harvest is 45 percent complete compared to its average pace of 67 percent. Corn in Minnesota has the lowest harvest pace of the top four States with 38 percent compared to a 73 percent average. Corn shippers using the Upper Mississippi River have a narrowing time frame for barging grain as the navigation season nears its winter closure (typically late November through late February). In preparation of the closing of the Upper Mississippi River, barges in the St. Paul, MN, area will begin their final departure for southern destinations starting mid-November.

Georgia Ports Authority Prepares for Rail Expansion and Port Deepening

The Georgia Port Authority (GPA) is preparing to start an extensive rail expansion project at the Port of Savannah, according to *Lloyd's List*. The project is slated to begin during the first quarter of 2018 and is expected to be completed at the end of 2020. The GPA expansion is expected to increase the port's cargo container volumes transported to inland markets. The additional tracks added to the Savannah terminal are expected to accommodate 10,000-ft trains. In addition to the rail expansion, the Port of Savannah has ordered 10 cranes to serve the larger post-Panamax size container ships, to be delivered from 2018 to 2020. The port is also preparing to deepen and widen the outer harbor to 49 feet at low tide and 56 feet at high tide; and the inner harbor to 47 feet at low tide and 54 feet at high tide. An additional railyard at the Appalachian Regional Port in Chatsworth, GA, is also being scheduled for completion at the end of 2018.

Snapshots by Sector

Export Sales

For the week ending October 19, **unshipped balances** of wheat, corn, and soybeans totaled 35.5 mmt, down 19 percent from the same time last year. Net weekly **wheat export sales** were .361 mmt, down 43 percent from the previous week. Net **corn export sales** were 1.29 mmt, up 4 percent from the previous week, and net **soybean export sales** were 2.13 mmt for the same period, up 66 percent from the previous week.

Rail

U.S. Class I railroads originated 24,018 **grain carloads** for the week ending October 21, up 10 percent from the previous week, down 9 percent from last year, and down 2 percent from the 3-year average.

Average November shuttle **secondary railcar** bids/offers per car were \$116 below tariff for the week ending October 26, down \$41 from last week, and \$122 lower than last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending October 28, **barge grain movements** totaled 866,289 tons, 57 percent higher than the previous week, and down 32 percent from the same period last year.

For the week ending October 28, 546 grain barges **moved down river**, up 56 percent from last week. 875 grain barges were **unloaded in New Orleans**, down 14 percent from the previous week.

Ocean

For the week ending October 26, 35 **ocean-going grain vessels** were loaded in the Gulf, 19 percent less than the same period last year. Fifty vessels are expected to be loaded within the next 10 days, 35 percent less than the same period last year.

For the week ending October 26, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$43.50 per metric ton, 1 percent less than the previous week. The cost of shipping from the PNW to Japan was \$24.75 per metric ton, 3 percent less than the previous week.

Fuel

During the week ending October 30, average **diesel fuel prices** increased 2 cents from the previous week to \$2.82 per gallon, 34 cents above the same week last year.

Feature Article/Calendar

Transportation of U.S. Grains: A Modal Share Analysis, 1978-2014 Update

On October 30, USDA's Agricultural Marketing Service issued an update to its modal share report, [Transportation of U.S. Grains: A Modal Share Analysis, 1978-2014 Update](#). This report provides estimates of the volumes of corn, wheat, soybeans, sorghum, and barley moved to either domestic markets or to U.S. ports/border points for export between 1978 and 2014 via rail, barge, and truck. Such data can be used to examine trends in the type and share of transportation used to move major grains and oilseeds over time. The update provides new 2014 data and minor revisions to earlier years in a few instances. The purpose of this article is to present key findings of the modal share report, with an emphasis on changes or trends related to the 2014 data.

Data Methodology

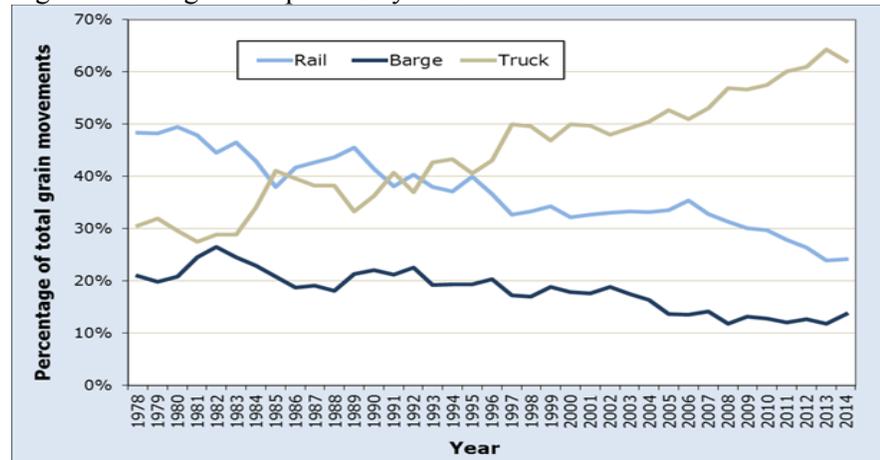
Total movements are derived from USDA data on crop disappearance and amount used on-farm. Transportation data for barge shipments come from the U.S. Army Corps of Engineers (Waterborne Commerce Statistics) and for rail shipments, the U.S. Surface Transportation Board (Carload Waybill Sample). Trucking data are calculated as the residual quantity from subtracting the estimated rail and barge volumes from total movements. Detail of data methodology is included in the appendix of the report.

Modal Highlights

Trucks continued to be the leading mode of grain transportation, moving about 62 percent of total U.S. grain in 2014, 2 percentage points below 2013 (Figure 1). Barges moved 14 percent of the grain tonnage in 2014, an increase of 2 percentage points from the previous year. Rail's share was unchanged from the previous year, accounting for 24 percent of total grain movements in 2014.

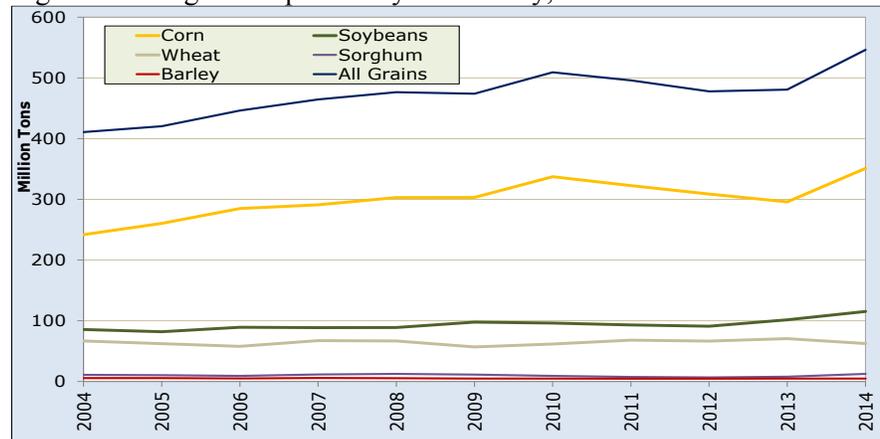
During 2011 to 2013, flood and drought conditions impacted the volumes of grain shipments by rail and barge. However, in 2014 with bigger crops and better weather, the rail and barge shipments recovered with a 14 percent increase. Figure 2 shows the decreases in tonnages that occurred in 2011 to 2013 and the

Figure 1: U.S. grain shipments by mode



Source: Various sources, see [Appendix A: Modal Share Methodology](#)

Figure 2: U.S. grain shipments by commodity, 2004-2014



Source: Various sources, see [Appendix A: Modal Share Methodology](#)

rebound in 2014. In 2014, corn was the principal crop transported with 64 percent of total grain tonnages, soybeans were second with 21 percent, and wheat was third with 12 percent.

Table 1 summarizes the modal share by export and domestic market for major crops. Barge and rail generally supply export markets, while trucks mainly support grain movements to domestic markets. For example, barge is the leading mode of transport for export-bound corn and soybeans while rail moves most of the export-bound wheat. Truck, on the other hand, is the leading mode of domestic transportation for all major grains (79 percent in 2014). The use of trucks to transport grain allows farmers the flexibility of delivering their products to a variety of domestic markets to enhance their profits. However, a comparison between the 2014 and 5-year averages suggests rail has been losing some of its market share to barge and truck between 2009 and 2014.

Table 1: Modal share by export and domestic market for major crops (in percentage), 2014 and 5-year average (2009-13)

	Mode	Corn			Wheat			Soybeans			All Grains		
		Exports	Domestic	All Corn	Exports	Domestic	All Wheat	Exports	Domestic	All Soybeans	Exports	Domestic	All Grains
2014	Rail	27	18	19	55	52	54	31	12	21	36	20	24
	Barge	61	0	10	33	2	16	48	3	25	48	1	14
	Truck	12	82	71	12	46	30	20	85	54	16	79	62
	Total	100	100	100	100	100	100	99	100	100	100	100	100
5-yr Avg	Rail	33	19	21	61	63	62	37	14	24	42	23	28
	Barge	57	1	9	31	2	16	49	3	24	46	1	13
	Truck	9	80	70	7	35	22	14	84	52	12	76	60
	Total	99	100	100	99	100	100	100	101	100	100	100	101

Note: Totals may not add to 100 due to rounding

Crop Highlights

Corn

In 2014, corn was the principal crop transported across all modes, representing 64 percent of total grain tonnages, followed by soybeans (21 percent), and wheat (12 percent).

Barge is the principal mode of transportation for export-bound corn. Barge’s share of corn movements in 2014 (61 percent) was 4 percentage points higher than the 5 year average, suggesting an increasing share of U.S. corn exports moved by barges between 2009 and 2014. Truck is the major mode of transportation for domestic corn movements. The share of domestic corn movements by truck since 2006 (71 percent) has generally been rising, with the highest share reached in 2013 and 2014 at 82 percent.

Wheat

Rail is the principal mode of transportation for both export and domestic movements of wheat, moving more than 50 percent of total wheat movements in 2014. Truck’s share of domestic wheat movements was 46 percent in 2014, continuing a decade-long trend in increased domestic truck movements of wheat. Barge contributed 33 percent of export wheat movements in 2014, but its share for domestic wheat movements remained insignificant. This is because most of the Nation’s wheat is not produced near major inland waterways.

Soybeans

Barge is the principal mode of transportation for export-bound soybeans (48 percent in 2014), an increase from 2013 but still lower than the 5-year average. Truck remained the leading mode of transportation for domestic soybean movements (85 percent). The percentage of soybeans moving by rail remained constant at 21 percent from 2013 to 2014, but by losing some of its domestic market share and adding export market share.

The latest report and accompanying datasets can be viewed online at [Transportation of U.S. Grains: A Modal Share Analysis, 1978-2014 Update](#).

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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

For the week ending	Truck	Rail	Barge	Ocean	
		Unit Train	Shuttle	Gulf	Pacific
11/01/17	189	265	209	195	176
10/25/17	188	267	211	197	181

¹Indicator: 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)

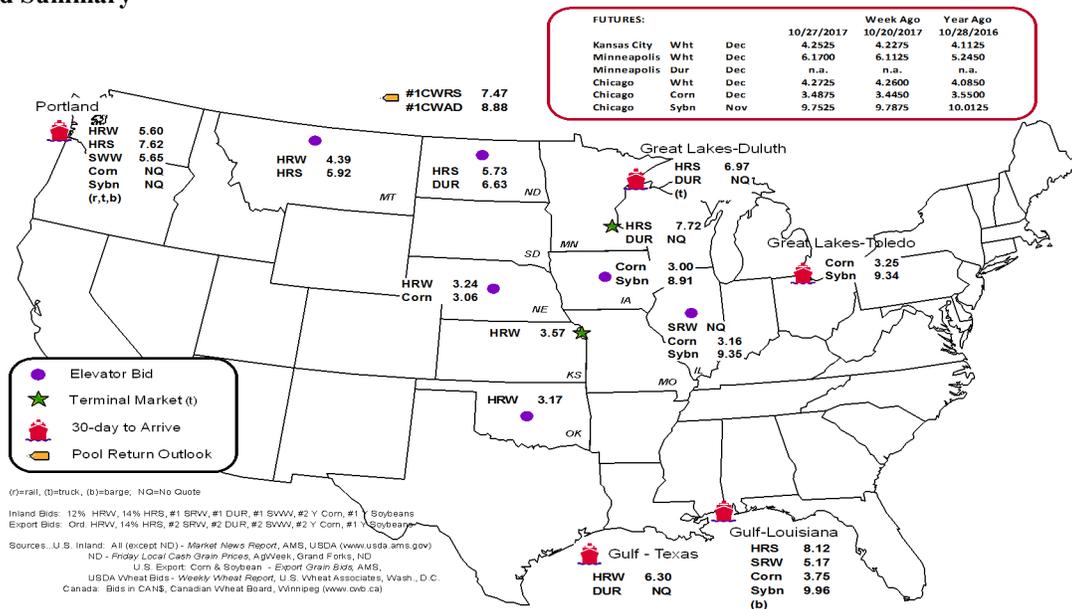
Commodity	Origin--Destination	10/27/2017	10/20/2017
Corn	IL--Gulf	-0.59	-0.65
Corn	NE--Gulf	-0.69	-0.73
Soybean	IA--Gulf	-1.05	-1.10
HRW	KS--Gulf	-2.73	-2.68
HRS	ND--Portland	-1.89	-1.84

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1
Grain Bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)¹

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico ³
10/25/2017 ^p	1,479	778	6,629	1,065	9,951	10/21/2017	2,768
10/18/2017 ^r	1,283	688	8,081	1,200	11,252	10/14/2017	1,555
2017 YTD ^f	24,600	66,694	232,572	17,075	340,941	2017 YTD	101,006
2016 YTD ^f	26,348	67,220	237,202	18,680	349,450	2016 YTD	88,474
2017 YTD as % of 2016 YTD	93	99	98	91	98	% change YTD	114
Last 4 weeks as % of 2016 ²	66	49	75	60	69	Last 4wks % 2016	115
Last 4 weeks as % of 4-year avg ²	75	62	89	77	82	Last 4wks % 4 yr	122
Total 2016	36,925	86,992	299,932	28,728	452,577	Total 2016	92,982
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2016 and prior 4-year average.

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

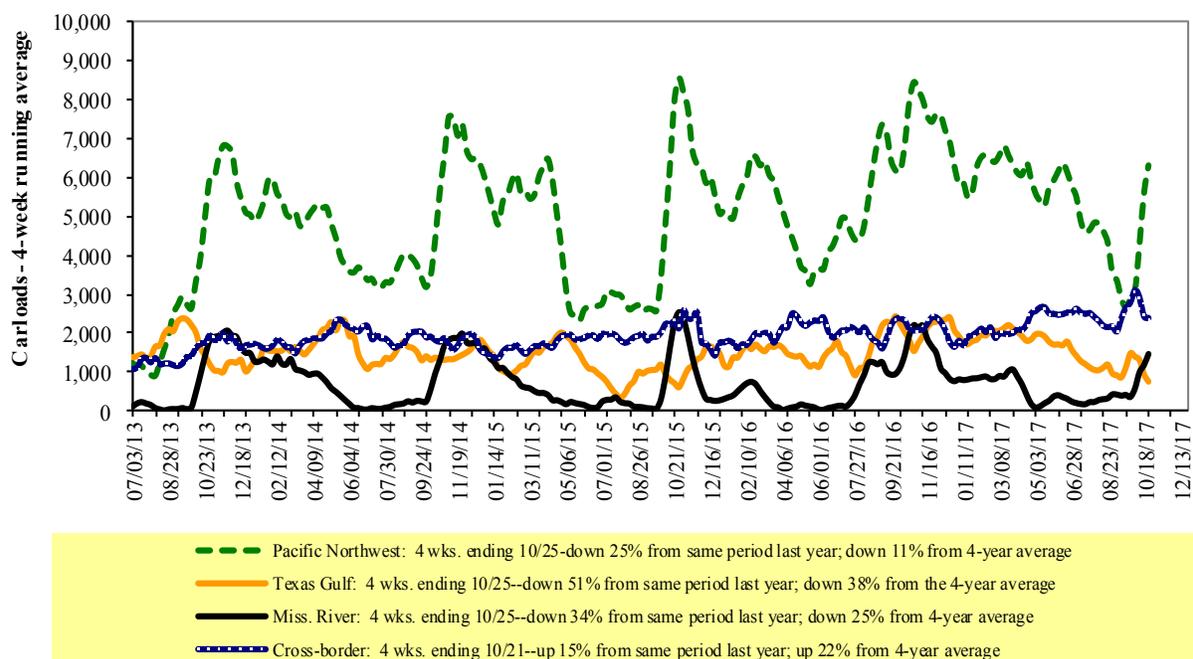
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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: 10/21/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,617	2,977	11,558	1,238	5,628	24,018	4,806	5,674
This week last year	2,999	4,038	11,186	1,055	7,162	26,440	5,877	4,416
2017 YTD	70,405	115,048	465,609	40,552	238,764	930,378	159,283	195,056
2016 YTD	74,078	117,674	470,529	36,613	239,052	937,946	149,635	185,149
2017 YTD as % of 2016 YTD	95	98	99	111	100	99	106	105
Last 4 weeks as % of 2016*	86	80	93	113	78	87	76	111
Last 4 weeks as % of 3-yr avg**	89	91	103	113	92	97	85	115
Total 2016	95,179	151,020	590,779	45,246	300,836	1,183,060	193,788	234,738

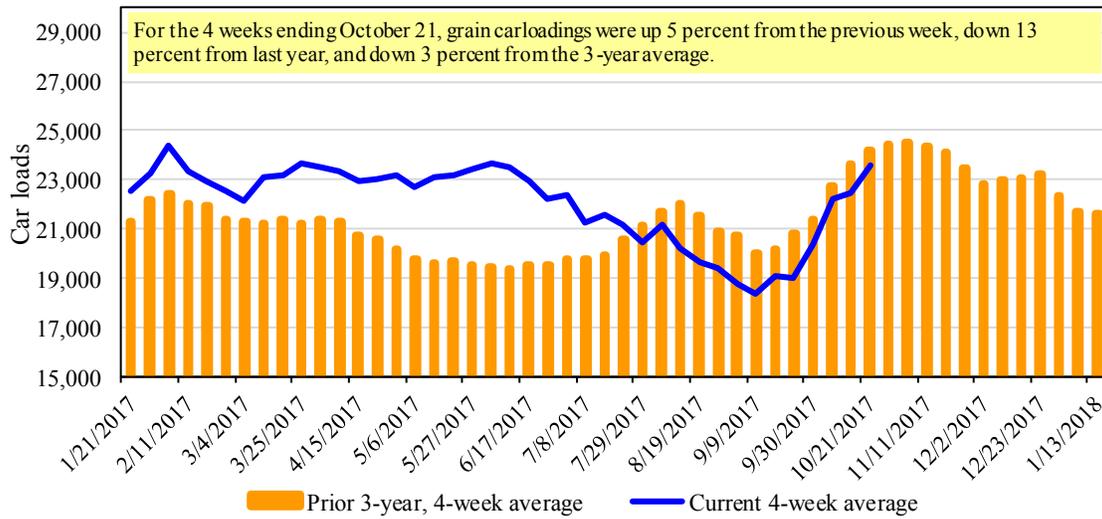
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**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 Offerings¹ (\$/car)²

For the week ending: 10/26/2017		Delivery period							
		Nov-17	Nov-16	Dec-17	Dec-16	Jan-18	Jan-17	Feb-18	Feb-17
BNSF ³	COT grain units	no bids	0	no bids	no bids	no bids	no bids	no bids	no bids
	COT grain single-car ⁵	0	111	0	49	no bids	6	no bids	4
UP ⁴	GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no offer	n/a	n/a
	GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no offer	n/a	n/a

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

²Average premium/discount to tariff, last auction

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

⁴UP - GCAS = Grain Car Allocation System

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

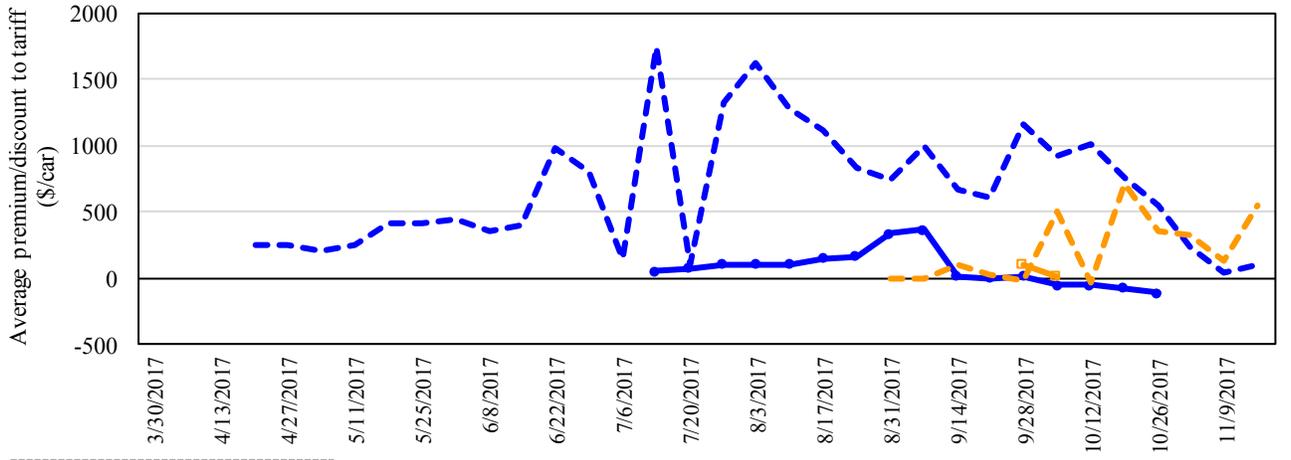
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

⁵Range 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 November 2017, Secondary Market



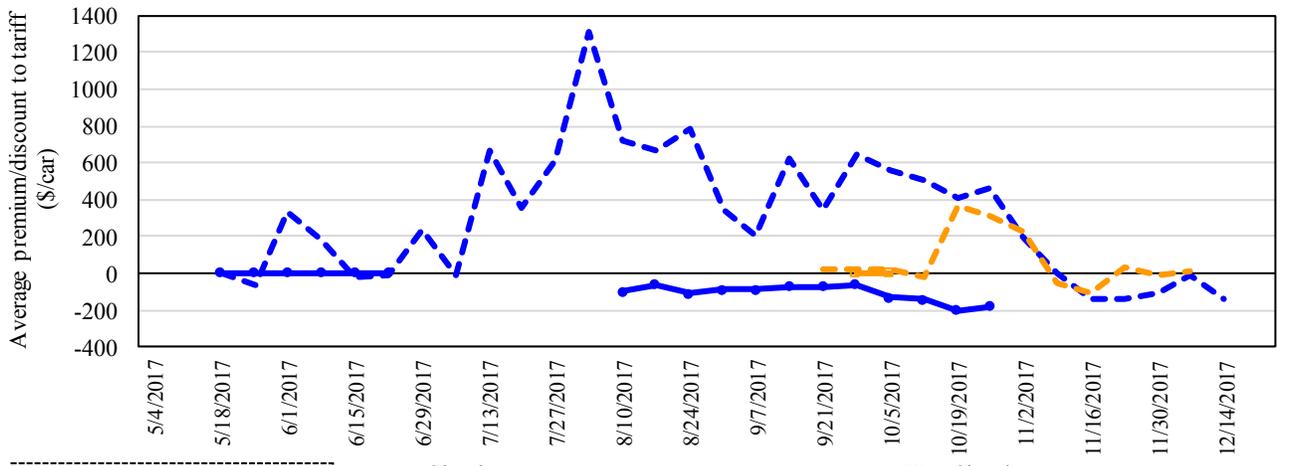
10/26/2017	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	-\$156	-\$75

—●— 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 \$41 this week and are \$478 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 December 2017, Secondary Market



10/26/2017	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	-\$150	-\$206

—●— 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 rose \$22 this week and are \$178 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 January 2018, Secondary Market

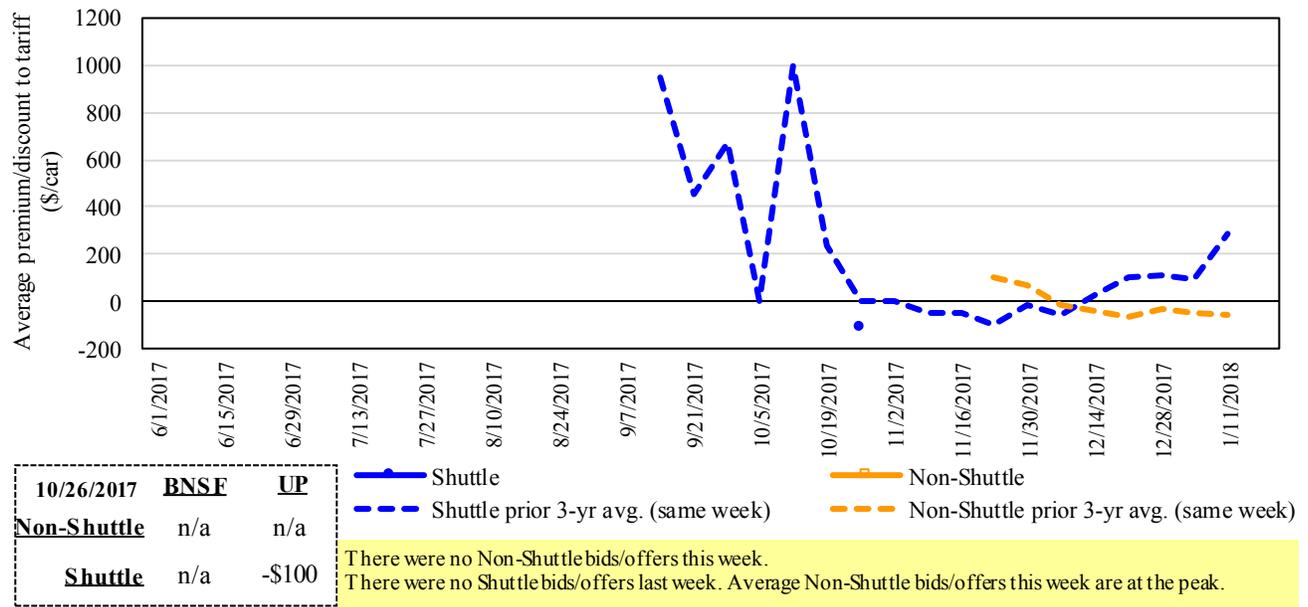


Table 6

Weekly Secondary Railcar Market (\$/car)¹

For the week ending: 10/26/2017		Delivery period					
		Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18
Non-shuttle	BNSF-GF	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 2016	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	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 2016	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	(156)	(150)	n/a	n/a	n/a	n/a
	Change from last week	(206)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	(319)	(283)	n/a	n/a	n/a	n/a
	UP-Pool	(75)	(206)	(100)	n/a	n/a	n/a
	Change from last week	125	(6)	n/a	n/a	n/a	n/a
	Change from same week 2016	75	(81)	(100)	n/a	n/a	n/a

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

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from James B. Joiner Co., Tradewest Brokerage Co.

The **tariff rail rate** is the base price of freight rail service, and together with **fuel surcharges** and any **auction and secondary rail** values constitute the full cost of shipping by rail. Typically, auction and secondary rail values are a small fraction of the full cost of shipping by rail relative to the tariff rate. High auction and secondary rail values, during times of high rail demand or short supply, can exceed the cost of the tariff rate plus fuel surcharge.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments¹

November, 2017	Origin region ³	Destination region ³	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y ⁴	
					metric ton	bushel ²		
Unit train								
Wheat	Wichita, KS	St. Louis, MO	\$3,883	\$71	\$39.26	\$1.07	-29	
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$0	\$41.14	\$1.12	9	
	Wichita, KS	Los Angeles, CA	\$7,050	\$0	\$70.01	\$1.91	70	
	Wichita, KS	New Orleans, LA	\$4,540	\$125	\$46.32	\$1.26	-33	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,786	\$0	\$67.39	\$1.83	52	
	Northwest KS	Galveston-Houston, TX	\$4,816	\$137	\$49.18	\$1.34	-24	
	Amarillo, TX	Los Angeles, CA	\$5,021	\$190	\$51.75	\$1.41	10	
	Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,931	\$141	\$40.44	\$1.03	-18
Toledo, OH		Raleigh, NC	\$6,344	\$0	\$63.00	\$1.60	70	
Des Moines, IA		Davenport, IA	\$2,258	\$30	\$22.72	\$0.58	-62	
Indianapolis, IN		Atlanta, GA	\$5,446	\$0	\$54.08	\$1.37	140	
Indianapolis, IN		Knoxville, TN	\$4,540	\$0	\$45.08	\$1.15	-13	
Des Moines, IA		Little Rock, AR	\$3,609	\$88	\$36.71	\$0.93	-14	
Des Moines, IA		Los Angeles, CA	\$5,327	\$255	\$55.43	\$1.41	56	
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,632	\$127	\$37.33	\$1.02	-29	
	Toledo, OH	Huntsville, AL	\$5,287	\$0	\$52.50	\$1.43	44	
	Indianapolis, IN	Raleigh, NC	\$6,460	\$0	\$64.15	\$1.75	28	
	Indianapolis, IN	Huntsville, AL	\$4,764	\$0	\$47.31	\$1.29	-23	
	Champaign-Urbana, IL	New Orleans, LA	\$4,745	\$141	\$48.52	\$1.32	8	
Shuttle Train								
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$0	\$39.26	\$1.07	-13	
	Wichita, KS	Galveston-Houston, TX	\$4,171	\$0	\$41.42	\$1.13	6	
	Chicago, IL	Albany, NY	\$5,663	\$0	\$56.24	\$1.53	46	
	Grand Forks, ND	Portland, OR	\$5,611	\$0	\$55.72	\$1.52	2	
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	\$0	\$58.90	\$1.60	6	
	Northwest KS	Portland, OR	\$5,812	\$224	\$59.94	\$1.63	2	
	Corn	Minneapolis, MN	Portland, OR	\$5,000	\$0	\$49.65	\$1.26	-13
Sioux Falls, SD		Tacoma, WA	\$4,960	\$0	\$49.26	\$1.25	-1	
Champaign-Urbana, IL		New Orleans, LA	\$3,731	\$141	\$38.45	\$0.98	-22	
Lincoln, NE		Galveston-Houston, TX	\$3,700	\$0	\$36.74	\$0.93	4	
Des Moines, IA		Amarillo, TX	\$3,970	\$110	\$40.52	\$1.03	10	
Minneapolis, MN		Tacoma, WA	\$5,000	\$0	\$49.65	\$1.26	27	
Council Bluffs, IA		Stockton, CA	\$4,820	\$0	\$47.86	\$1.22	-4	
Soybeans		Sioux Falls, SD	Tacoma, WA	\$5,600	\$0	\$55.61	\$1.51	18
		Minneapolis, MN	Portland, OR	\$5,650	\$0	\$56.11	\$1.53	1
		Fargo, ND	Tacoma, WA	\$5,500	\$0	\$54.62	\$1.49	-3
	Council Bluffs, IA	New Orleans, LA	\$4,775	\$162	\$49.03	\$1.33	-10	
Grand Island, NE	Portland, OR	\$5,710	\$229	\$58.98	\$1.61	41		

¹A 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.

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

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

⁴Percentage 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: November, 2017			Fuel				Percent
Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel surcharge per car ²	Tariff plus surcharge per:		change ⁴ Y/Y
					metric ton ³	bushel ³	
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	0
	OK	Cuautitlan, EM	\$6,631	\$98	\$68.75	\$1.87	1
	KS	Guadalajara, JA	\$7,309	\$273	\$77.46	\$2.11	5
	TX	Salinas Victoria, NL	\$4,292	\$60	\$44.46	\$1.21	3
Corn	IA	Guadalajara, JA	\$8,313	\$239	\$87.38	\$2.22	3
	SD	Celaya, GJ	\$7,700	\$0	\$78.68	\$2.00	2
	NE	Queretaro, QA	\$8,013	\$205	\$83.97	\$2.13	3
	SD	Salinas Victoria, NL	\$6,743	\$0	\$68.90	\$1.75	2
	MO	Tlalnepantla, EM	\$7,379	\$200	\$77.44	\$1.97	3
	SD	Torreon, CU	\$7,300	\$0	\$74.59	\$1.89	2
Soybeans	MO	Bojay (Tula), HG	\$8,134	\$223	\$85.39	\$2.32	-5
	NE	Guadalajara, JA	\$8,692	\$242	\$91.28	\$2.48	-1
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	0
	KS	Torreon, CU	\$7,489	\$175	\$78.31	\$2.13	1
Sorghum	NE	Celaya, GJ	\$7,345	\$219	\$77.29	\$1.96	4
	KS	Queretaro, QA	\$7,819	\$122	\$81.14	\$2.06	4
	NE	Salinas Victoria, NL	\$6,452	\$98	\$66.92	\$1.70	5
	NE	Torreon, CU	\$6,790	\$167	\$71.08	\$1.80	4

¹Rates 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.

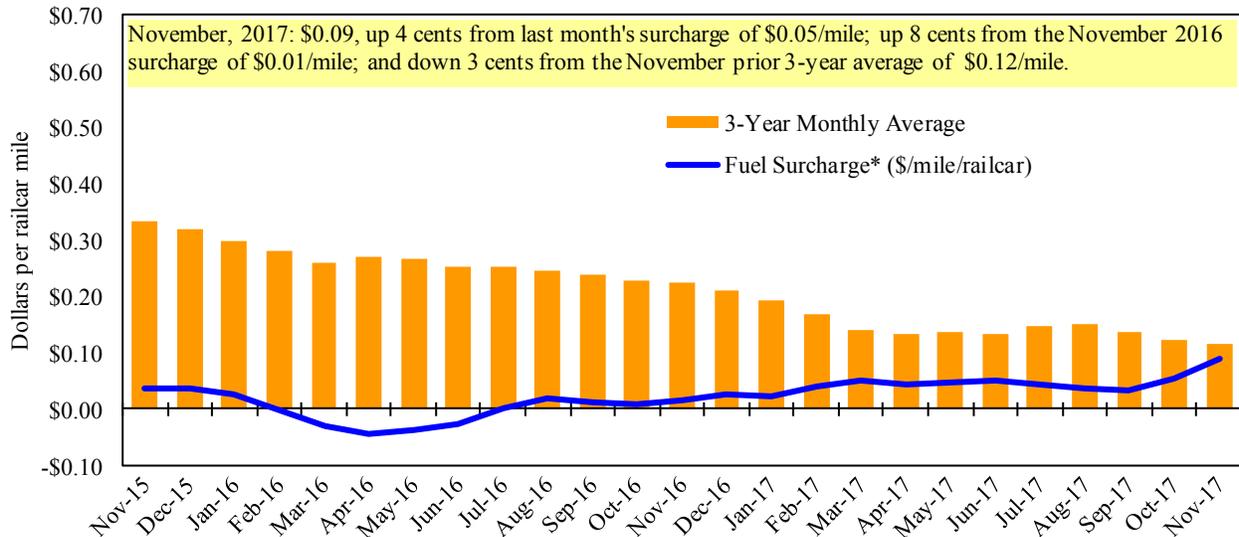
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

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

⁴Percentage 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 Average¹

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

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

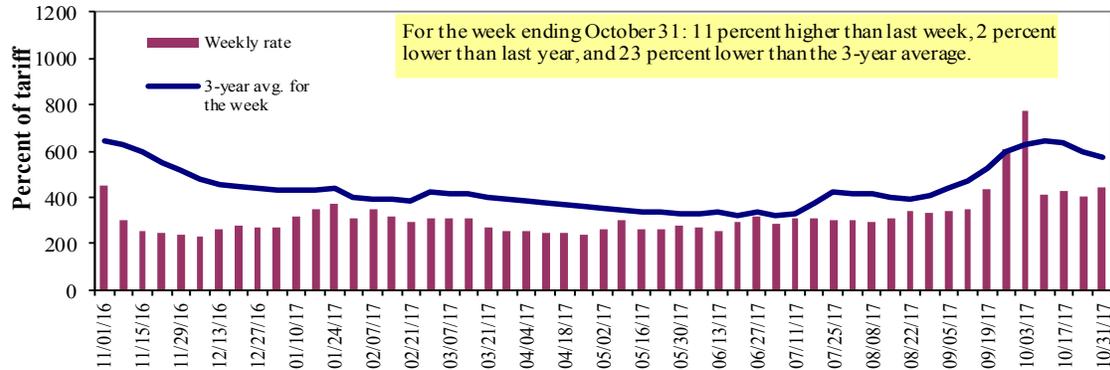
**CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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
Rate¹	10/31/2017	425	420	443	338	400	400	300
	10/24/2017	458	425	400	320	563	563	300
\$/ton	10/31/2017	26.31	22.34	20.56	13.49	18.76	16.16	9.42
	10/24/2017	28.35	22.61	18.56	12.77	26.40	22.75	9.42
Current week % change from the same week:								
	Last year	-25	-14	-2	-4	-11	-11	9
	3-year avg. ²	-29	-30	-23	-30	-29	-29	-31
Rate¹	November	-	338	330	258	300	300	238
	January	-	-	325	220	238	238	200

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds; "-" = closed

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

Benchmark tariff rates

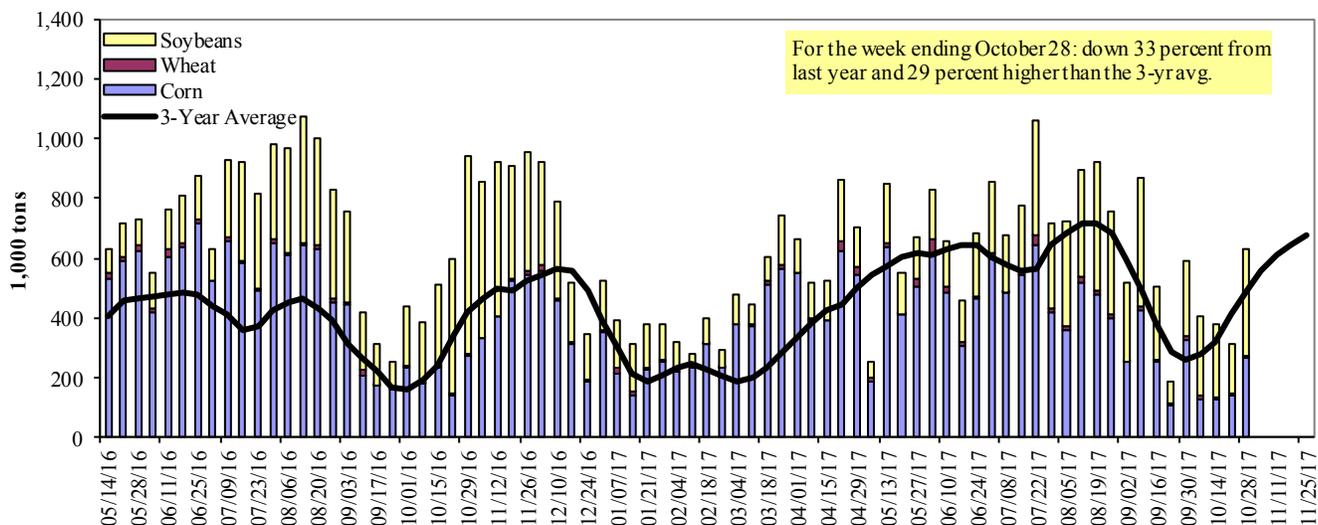
Calculating barge rate per ton:

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

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 River¹ (Locks 27 - Granite City, IL)

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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

For the week ending 10/28/2017	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	23	3	205	0	231
Winfield, MO (L25)	96	3	234	2	335
Alton, IL (L26)	246	8	349	2	604
Granite City, IL (L27)	263	8	360	2	633
Illinois River (L8)	68	5	106	0	179
Ohio River (L52)	45	0	127	2	173
Arkansas River (L1)	0	8	52	0	60
Weekly total - 2017	308	16	538	3	866
Weekly total - 2016	310	37	920	5	1,272
2017 YTD ¹	18,726	2,041	12,201	265	33,232
2016 YTD	20,026	1,832	11,844	302	34,003
2017 as % of 2016 YTD	94	111	103	88	98
Last 4 weeks as % of 2016 ²	67	86	65	92	66
Total 2016	24,136	2,030	16,668	344	43,178

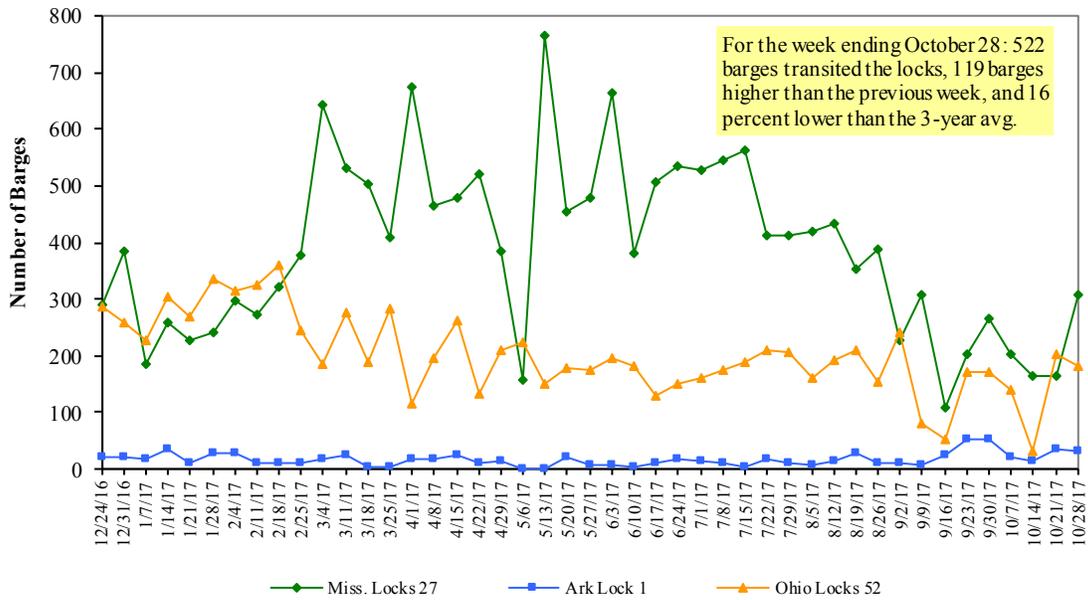
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2016.

Note: Total may not add exactly, due to rounding

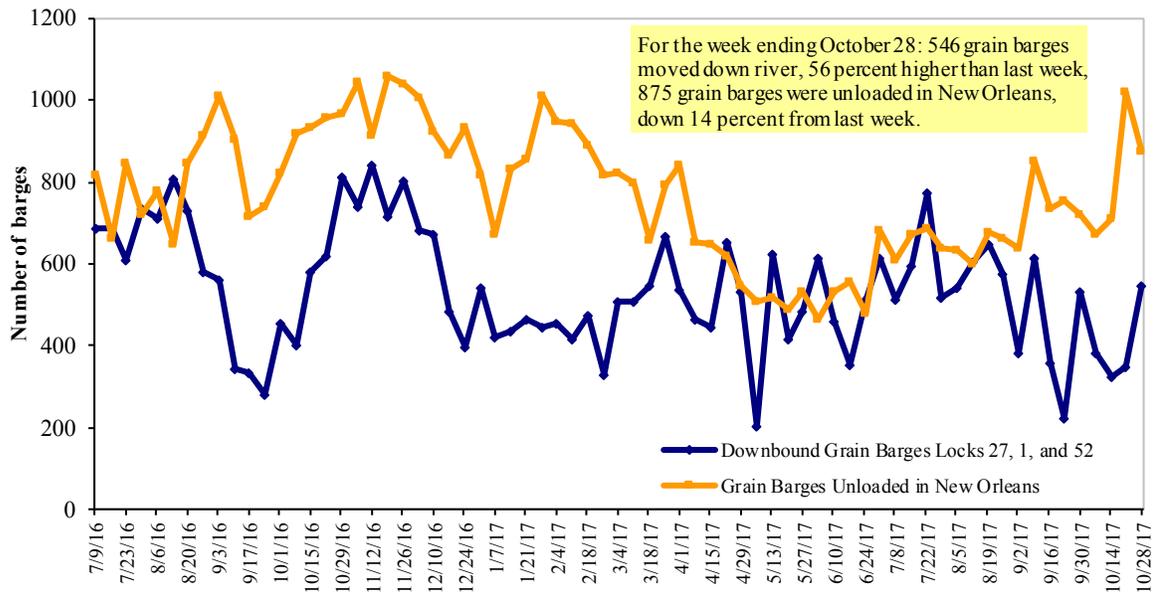
Source: U.S. Army Corps of Engineers

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 Prices¹, Week Ending 10/30/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.811	0.014	0.336
	New England	2.770	0.018	0.268
	Central Atlantic	2.938	0.014	0.355
	Lower Atlantic	2.729	0.014	0.341
II	Midwest ²	2.810	0.031	0.367
III	Gulf Coast ³	2.639	0.025	0.286
IV	Rocky Mountain	2.943	0.026	0.402
V	West Coast	3.111	0.013	0.345
	West Coast less California	3.020	0.005	0.365
	California	3.185	0.019	0.330
Total	U.S.	2.819	0.022	0.340

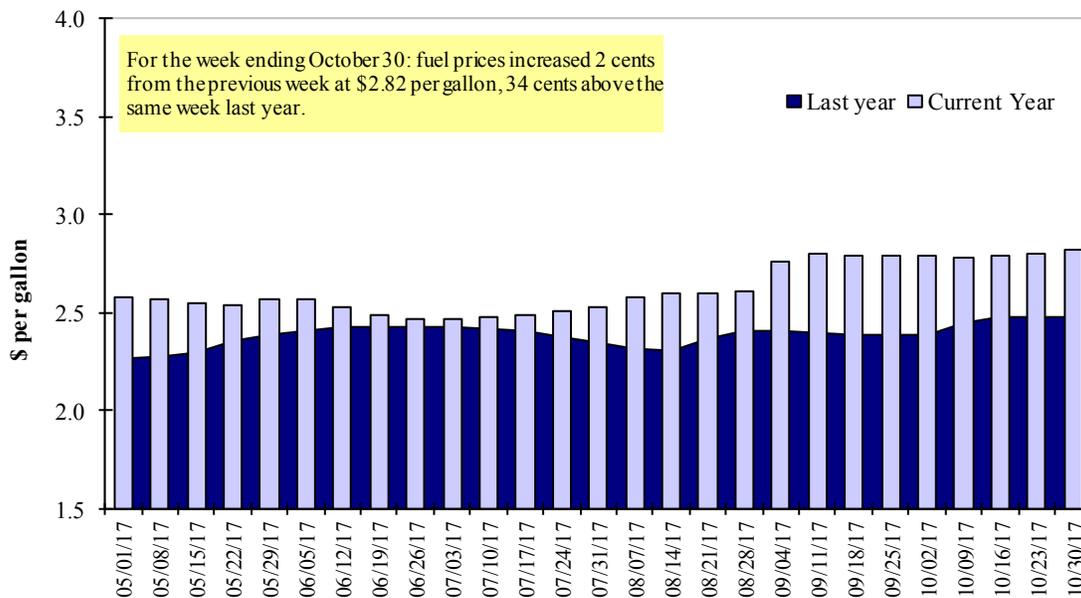
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same 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			
Export Balances¹									
10/19/2017	1,516	560	1,621	1,253	74	5,023	11,576	18,852	35,451
This week year ago	1,855	531	1,734	1,080	101	5,301	15,239	23,286	43,826
Cumulative exports-marketing year²									
2017/18 YTD	4,076	921	2,696	2,268	178	10,139	4,642	9,564	24,344
2016/17 YTD	4,859	855	3,250	1,665	139	10,767	8,039	10,327	29,133
YTD 2017/18 as % of 2016/17	84	108	83	136	128	94	58	93	84
Last 4 wks as % of same period 2016/17	77	107	82	113	92	89	68	83	78
2016/17 Total	11,096	2,285	7,923	4,254	484	26,042	41,864	51,156	119,062
2015/16 Total	5,538	3,057	6,285	3,551	670	19,101	45,564	49,821	114,486

¹ Current unshipped (outstanding) export sales to date

² Shipped export sales to date; new marketing year now in effect for wheat, corn, and soybeans

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

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

Table 13

Top 5 Importers¹ of U.S. Corn

For the week ending 10/19/2017			% change current MY from last MY	Exports ³ 3-year avg 2014-2016 - 1,000 mt -
	2017/18 Current MY	2016/17 Last MY		
Mexico	7,116	6,884	3	12,297
Japan	2,057	2,870	(28)	11,450
Korea	401	1,508	(73)	4,494
Colombia	1,090	1,390	(22)	4,179
Peru	890	806	10	2,693
Top 5 Importers	11,554	13,458	(14)	35,113
Total US corn export sales	16,217	23,278	(30)	49,308
% of Projected	34%	40%		
Change from prior week²	1,288	799		
Top 5 importers' share of U.S. corn export sales	71%	58%		71%
USDA forecast, October 2017	47,074	58,346	(19)	
Corn Use for Ethanol USDA forecast, October 2017	139,065	138,125	1	

¹Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31

²Cumulative 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.

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

Table 14

Top 5 Importers¹ of U.S. Soybeans

For the week ending 10/19/2017	Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg. 2014-2016
	2017/18 Current MY	2016/17 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	14,438	17,366	(17)	31,881
Mexico	1,427	1,359	5	3,452
Indonesia	631	477	32	1,987
Japan	749	909	(18)	2,067
Netherlands	178	172	0	2,098
Top 5 importers	17,423	20,284	(14)	41,486
Total US soybean export sales	28,416	33,612	(15)	52,919
% of Projected	46%	57%		
Change from prior week ²	2,129	1,970		
Top 5 importers' share of U.S. soybean export sales	61%	60%		78%
USDA forecast, October 2017	61,308	59,237	103	

(n) indicates negative number.

¹ Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.² Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
<http://www.fas.usda.gov/esrquery/>. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carry over plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

For the week ending 10/19/2017	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg 2014-2016
	2017/18 Current MY	2016/17 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,637	1,472	11	2,620
Mexico	1,899	1,554	22	2,743
Philippines	1,866	1,686	11	2,395
Brazil	111	1,015	(89)	862
Nigeria	734	697	5	1,254
Korea	1,039	840	24	1,104
China	721	495	45	1,623
Taiwan	655	593	11	768
Indonesia	690	483	43	726
Colombia	385	508	(24)	635
Top 10 importers	9,737	9,341	4	14,729
Total US wheat export sales	15,162	16,068	(6)	22,804
% of Projected	57%	56%		
Change from prior week ²	361	646		
Top 10 importers' share of U.S. wheat export sales	64%	58%		65%
USDA forecast, October 2017	26,567	28,747	(8)	

(n) indicates negative number.

¹ Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.² Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
<http://www.fas.usda.gov/esrquery/>. Total commitments change (net sales) from prior week could include revisions from the previous outstanding and/or accumulated sales³ 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 10/26/17	Previous Week ¹	Current Week as % of Previous	2017 YTD	2016 YTD	2017 YTD as % of 2016 YTD	Last 4-weeks as % of:		2016 Total
							Last Year	Prior 3-yr. avg.	
Pacific Northwest									
Wheat	117	79	149	12,686	10,488	121	92	75	12,325
Corn	0	0	n/a	10,238	10,515	97	0	0	12,009
Soybeans	1,040	917	113	8,697	9,058	96	21	32	14,447
Total	1,157	996	116	31,621	30,061	105	82	93	38,782
Mississippi Gulf									
Wheat	74	68	110	3,776	3,043	124	101	85	3,480
Corn	385	465	83	25,551	26,915	95	56	68	31,420
Soybeans	1,043	1,355	77	23,180	24,059	96	77	88	35,278
Total	1,502	1,888	80	52,507	54,016	97	71	82	70,178
Texas Gulf									
Wheat	88	17	512	5,657	4,852	117	68	101	6,019
Corn	12	0	n/a	695	1,419	49	139	170	1,669
Soybeans	72	0	n/a	85	440	19	21	32	1,105
Total	171	17	1,000	6,437	6,711	96	52	78	8,792
Interior									
Wheat	21	6	346	1,499	1,270	118	36	56	1,543
Corn	107	149	72	6,918	5,961	116	105	125	7,197
Soybeans	169	157	107	4,241	3,509	121	104	112	4,577
Total	297	313	95	12,658	10,740	118	98	113	13,317
Great Lakes									
Wheat	32	10	309	582	892	65	73	76	1,186
Corn	0	0	n/a	173	463	37	0	0	584
Soybeans	86	76	113	615	381	161	123	104	910
Total	118	86	137	1,370	1,736	79	105	90	2,681
Atlantic									
Wheat	0	0	n/a	44	235	19	0	0	315
Corn	0	5	0	24	260	9	8	9	294
Soybeans	175	71	245	1,346	1,303	103	128	190	2,269
Total	175	77	228	1,414	1,798	79	75	94	2,878
U.S. total from ports²									
Wheat	332	180	185	24,243	20,780	117	77	80	24,867
Corn	504	620	81	43,600	45,533	96	59	71	53,173
Soybeans	2,584	2,577	100	38,165	38,749	98	82	95	58,587
Total	3,420	3,377	101	106,008	105,062	101	76	88	136,627

¹ Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

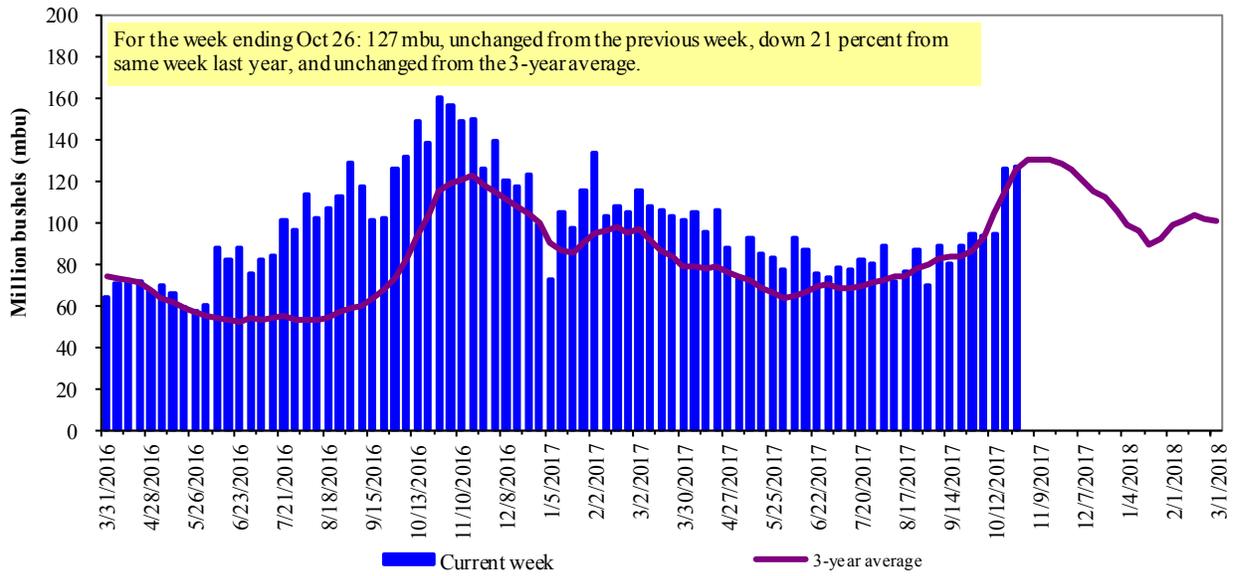
Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

² Total only includes regions shown above.

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 58 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2016.

Figure 14

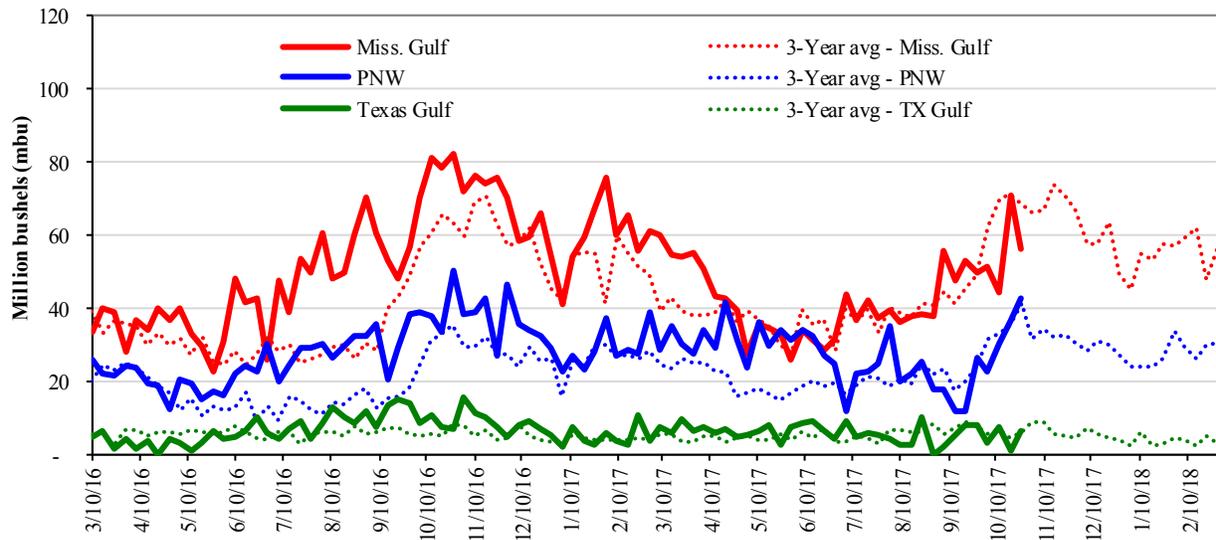
U.S. grain inspected for export (wheat, corn, and soybeans)



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 PNW¹ (wheat, corn, and soybeans)



Week ending 10/26/17 inspections (mbu):		Percent change from:				
Mississippi Gulf:	56.2	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	42.5	Last Year (same week):	down 20	up 905	down 12	up 16
Texas Gulf:	6.3	3-yr avg. (4-wk. mov. Avg):	down 32	down 8	down 30	down 16
			down 17	up 13	down 15	up 20

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)
¹The 3-year average is based on a 4-week running average

Ocean Transportation

Table 17

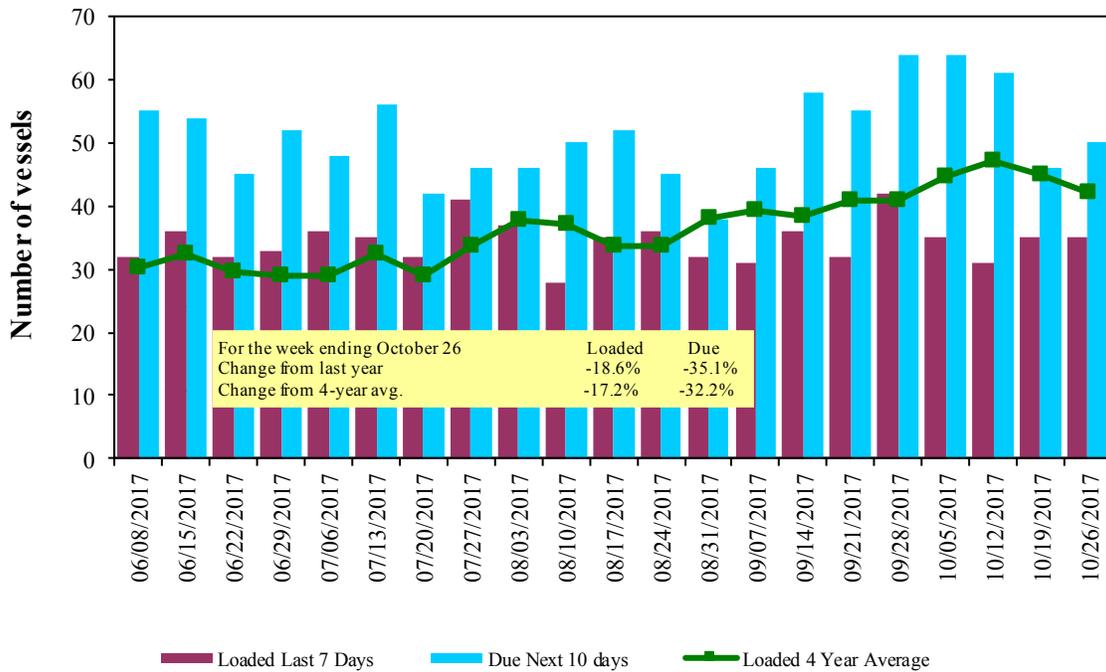
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
10/26/2017	58	35	50	12	n/a
10/19/2017	62	35	46	20	n/a
2016 range	(21..62)	(27..55)	(40..87)	(6..27)	n/a
2016 avg.	43	40	62	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

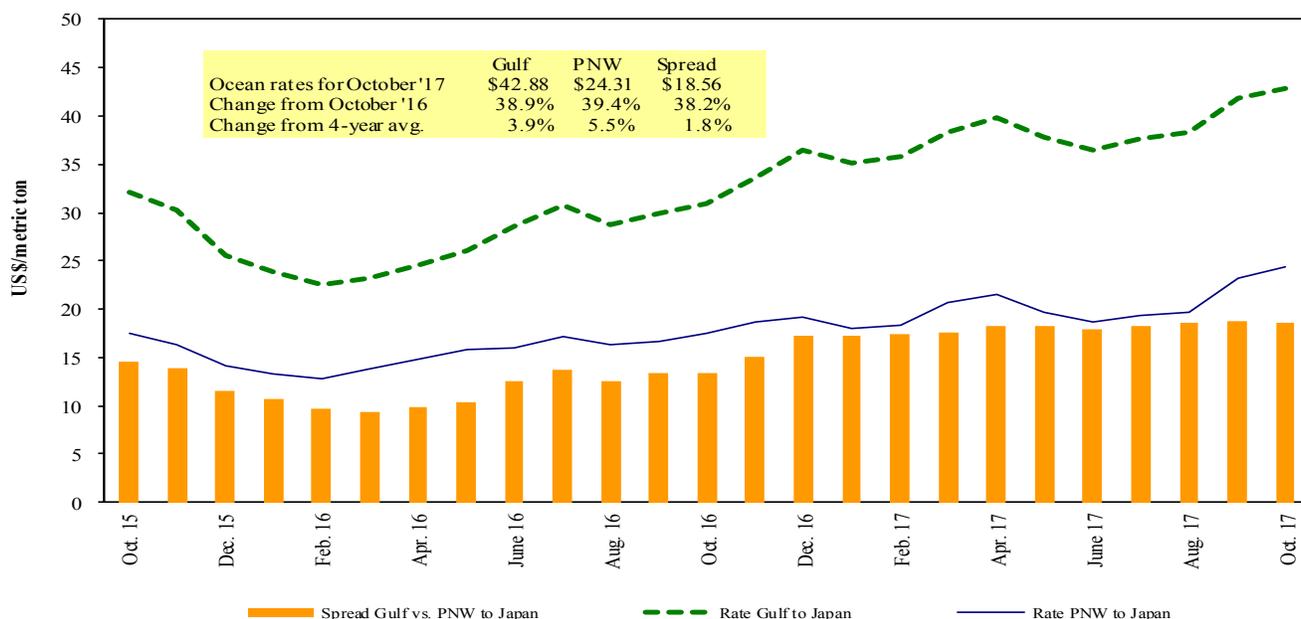
U.S. Gulf Vessel Loading Activity



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 10/28/2017

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Gulf	Heavy Grain	Nov 15/25	65,000	43.85
U.S. Gulf	China	Heavy Grain	Nov 10/20	66,000	43.75
U.S. Gulf	China	Heavy Grain	Nov 1/10	66,000	42.00
U.S. Gulf	China	Heavy Grain	Nov 1/10	66,000	41.75
U.S. Gulf	China	Heavy Grain	Nov 1/10	66,000	41.25
U.S. Gulf	China	Heavy Grain	Nov 1/10	66,000	42.00
U.S. Gulf	China	Heavy Grain	Nov 1/10	66,000	41.50
U.S. Gulf	China	Heavy Grain	Oct 23/30	60,000	40.50
U.S. Gulf	China	Heavy Grain	Oct 15/30	66,000	42.50
U.S. Gulf	China	Heavy Grain	Oct 10/20	66,000	41.00
U.S. Gulf	China	Heavy Grain	Oct 1/10	66,000	41.25
U.S. Gulf	China	Heavy Grain	Oct 1/10	66,000	41.50
U.S. Gulf	China	Heavy Grain	Oct 1/10	66,000	38.75
PNW	China	Heavy Grain	Oct 1/10	60,000	25.00
PNW	Bangladesh	Wheat	Sep 29/Oct 9	13,620	58.00*
Brazil	China	Heavy Grain	Nov 1/10	60,000	31.90
Brazil	China	Heavy Grain	Oct 25/Nov 10	60,000	32.50
Brazil	China	Heavy Grain	Oct 6/15	60,000	33.00
Brazil	China	Heavy Grain	Oct 1/10	60,000	32.75
Brazil	China	Heavy Grain	Sep 28/Oct 10	60,000	30.25

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

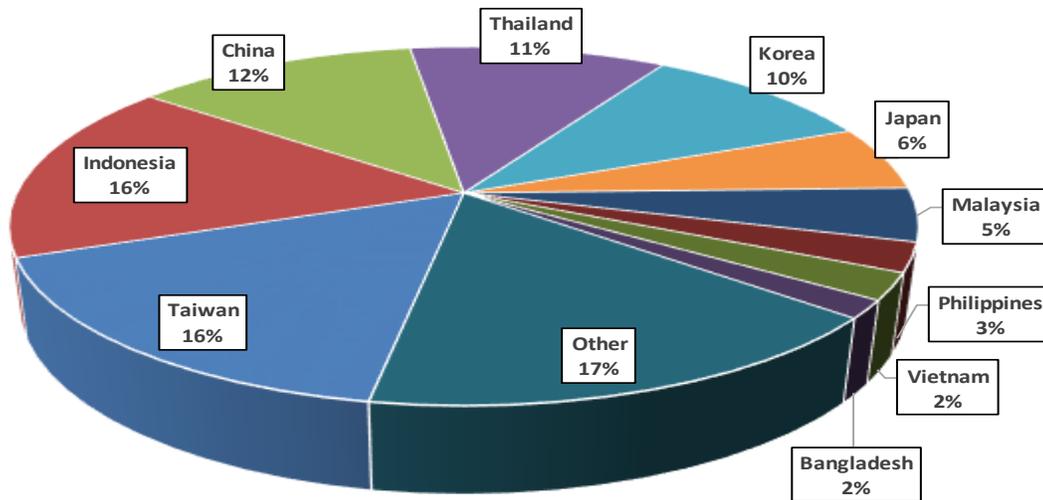
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 2015, containers were used to transport 8 percent of total U.S. waterborne grain exports. Approximately 64 percent of U.S. waterborne grain exports in 2015 went to Asia, of which 12 percent were moved in containers. Approximately 94 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-July 2017

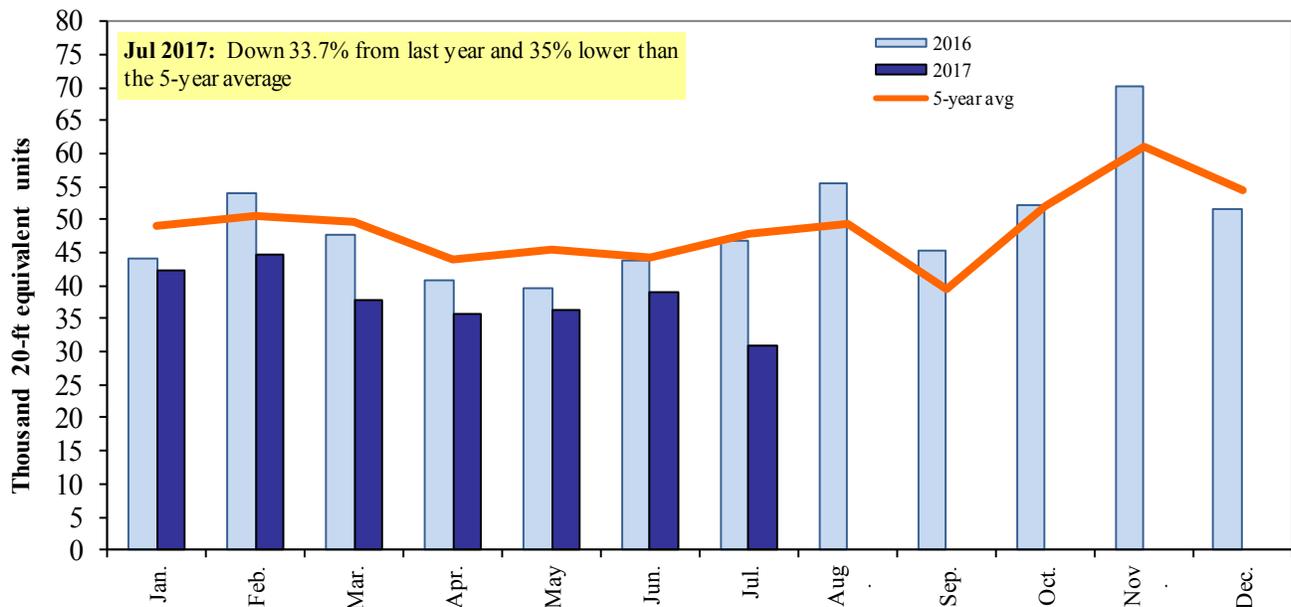


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 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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Ocean Transportation

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