



# Grain Transportation Report

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

Contact Us

December 13, 2018

## WEEKLY HIGHLIGHTS

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### Upper Mississippi River Navigation Season Ends for St. Paul District

The U.S. Army Corps of Engineers reports the last barge tow of the 2018 navigation season departed St. Paul, MN, on November 25. The last tow from the northern most navigable portion of the Mississippi River marks the end of the Upper Mississippi River navigation season. Typically, the end of season occurs during late November as ice accumulations begin to block traffic during the winter.

### Grain Inspections Continue to Recede

For the week ending December 6, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.23 million metric tons (mmt), which is down 16 percent from the previous week, 6 percent from last year, and 26 percent below the 3-year average. Inspections of each of the three major grains were down compared to the previous week. During the last four weeks, inspections were 12 percent below the same time last year and 8 percent below the 3-year average. Inspections in the Pacific Northwest (PNW) were down 7 percent from the previous week, while Mississippi Gulf inspections dropped 19 percent for the same period. Outstanding export sales (unshipped) were up slightly from the previous week for wheat, but unchanged for corn and down for soybeans.

### Strong Corn Exports to East Asia

According to the recently released [December Grain: World Markets and Trade](#)—a monthly report produced by USDA’s Foreign Agricultural Service—“early-season shipments of [U.S.] corn to East Asia (Japan, South Korea, and Taiwan) have been exceptional, supporting a strong start to the marketing year. The latest information shows that accumulated shipments this marketing year have reached nearly 16 million tons, near-doubling that of a comparable time from a year ago.” Shipments to East Asian destinations account for about 5 percent of the total, up from 1.3 million tons last year. The report cites the main reason for this increase is the competitiveness of corn, which stems from high global availability of corn, increased global demand for corn as feed, and other factors.

## Snapshots by Sector

### Export Sales

For the week ending November 29, **unshipped balances** of wheat, corn, and soybeans totaled 28.5 mmt, down 15 percent from the same time last year. Net weekly **wheat export sales** were .712 mmt, up 89 percent from the previous week. Net **corn export sales** were 1.18 mmt, down 7 percent from the previous week. Net **soybean export sales** were .891 mmt, up 42 percent from the past week, and the highest since late September.

### Rail

U.S. Class I railroads originated 22,424 **grain carloads** for the week ending December 1, up 12 percent from the previous week, down 13 percent from last year, and down 3 percent from the 3-year average.

Average December shuttle **secondary railcar** bids/offers per car were \$116 below tariff for the week ending December 6, up \$29 from last week, and \$25 higher than last year. Average non-shuttle secondary railcar bids/offers were \$50 below tariff, down \$138 from last week. There were no non-shuttle bids/offers this week last year.

### Barge

For the week ending December 8, **barge grain movements** totaled 780,672 tons, 17 percent higher than the previous week and down 4 percent from the same period last year.

For the week ending December 8, 503 grain barges **moved down river**, 74 barges more than the previous week. There were 790 grain barges **unloaded in New Orleans**, 13 percent lower than the previous week.

### Ocean

For the week ending December 6, 31 **ocean-going grain vessels** were loaded in the Gulf, 16 percent less 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 December 6, the ocean freight rate for shipping bulk grain, from the Gulf to Japan, was \$48.00 per metric ton. The cost of shipping, from the PNW to Japan, was \$26.00 per metric ton.

### Fuel

For the week ending December 10, the **U.S. average diesel fuel price** decreased 4.6 cents, from the previous week, to \$3.161 per gallon, 25.1 cents above the same week last year.

# Feature Article/Calendar

## Grain Transportation Update

While larger than last year, this year's harvest of corn and soybeans did not produce the usual spike in rail shipments; and produced a smaller than average spike in barge shipments than typically occurs during October and November. This year's harvest was characterized by low basis and persistent rain events causing delayed harvest activity, which affected shipper demand for rail or barge service.<sup>1</sup> Rates in the secondary auction market for shuttle service were atypical this year, falling during the harvest season. While barge spot rates were higher than average most of the year—due to less than ideal navigation conditions—they were not pressured by harvest activity. Ocean freight rates for shipping bulk commodities, including grain, remained relatively low as excess vessel supply persists in the market. U.S. grain transportation demand is expected to remain strong, during the fourth quarter, if demand from Asia, Mexico, and other major importers continues to increase.

### Strong Rail Grain Carloads Exhibit Unseasonal Pattern

Despite relatively low carloads in the normally high-volume harvest months of October and November, grain carloads originated by U.S. Year to date (YTD), class I railroads are 3 percent ahead compared to last year. Figure 1 shows grain movements by rail were particularly strong in the spring and summer months of 2018, before falling in September. The trend differs from typical years, which see fewer grain carloads in the spring and more in the fall.

Rates in the secondary auction market for shuttle service this year generally followed the same pattern as carloads, being above average in late winter through the summer months but fell beginning in September. Average bids/offers for delivery of shuttle railcars in October spiked to about \$1,100 per car above tariff in early July trading, but fell below \$0 per car by October 11, which represents a discount to the tariff rate and is considerably below average. Secondary auction market rates for delivery of railcars in December is about average, compared to previous years (**GTR Figure 4**).

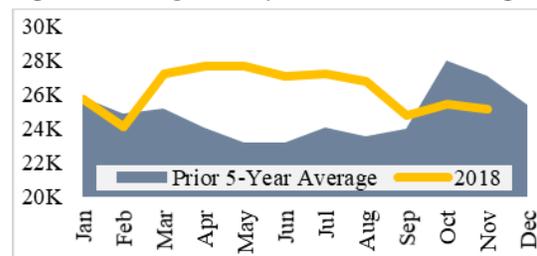
As of December 5, grain rail service was slower in 2018 than in recent years, however, each metric showed gradual improvement throughout the year. Average grain train speeds in 2018 were 7 percent lower than the prior 3-year average for a comparable period, whereas average November and December 2018 grain train speeds were down 5 and 2 percent, respectively. Similarly, average terminal dwell times in 2018 were up 2 percent from the prior 3-year average, but November and December averages were down 1 and 6 percent, respectively. Origin dwell time showed similar trends.

The patterns in service follow grain carload and auction market trends, suggesting grain rail demand is one factor behind rail service trends. Labor shortages were another factor behind these trends, as reported by railroad representatives at the USDA co-sponsored 2018 Agricultural Transportation Summit. Labor shortages were the results of a strong economy and the time it takes to find and train new rail employees. At the same time, total YTD rail traffic was above recent years, which was also a result of the strong economy and is another factor behind poor rail service, in 2018.

### Barge Tons Below Average in 2018

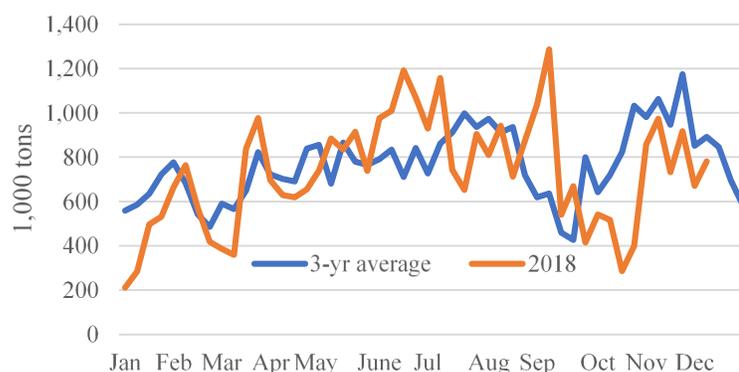
As of December 8, calendar YTD grain barge tonnages, through the locking portions of the Mississippi, Ohio, and Arkansas Rivers, were 35.8 million tons, which is 5 percent below the 3-year average and 8 percent lower than last year. For most of 2018, rainy weather caused

Figure 1: Average Weekly U.S. Grain Carloadings



Source: Association of American Railroads

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



Source: U.S. Army Corps of Engineers

<sup>1</sup> See the [October 11, 2018 GTR](#), "High Grain Supplies and Low Basis May Lower Grain Transportation Demand."

recover during the periods of better navigation conditions. Figure 2 shows the many weekly fluctuations and the lower than average tonnages during the harvest season.

Calendar YTD corn barge shipments were 22 million tons, up 6 percent compared to the 3-year average. However, the additional corn tonnages were not enough to offset a 17 percent decline in YTD soybean shipments (12 million tons). Reduced soybean sales to China have contributed to the decrease in soybean barge shipments.

Barge operators have reported 2018 as being one of the more challenging years for navigation in many years. Flooding and lock repairs throughout the year have caused less than ideal navigation conditions, which resulted in increased transit times. **GTR Figure 8** shows spot barge rates on the Illinois River being above average for most of the year, reflecting higher operating costs due to navigation conditions. Other river originating locations showed similar trends.

### Dry-Bulk Freight Rates Had a Slight Increase but Remain Low

Ocean freight rates for shipping bulk commodities, including grain, remained relatively low as excess vessel supply persists in the market. The rates are higher than last year and the respective 4-year averages. As of November 2018, the cost of shipping bulk grain from the U.S. Gulf to Japan was \$48 per metric ton (mt), a 12 percent increase from the same period last year. Rates were also 19 percent above the 4-year average during that same period. The cost of shipping from the Pacific Northwest was \$27 per mt, a 10 percent increase from last year and 21 percent above the 4-year average. Grain loading activity in the U.S. Gulf continued to be strong. During the past 4 weeks, an average of 36 ocean-going grain vessels were loaded per week and 34 vessels were either being loaded or waiting to be loaded. Similarly, the 4-week average data showed an additional 58 vessels were expected to be loaded in the next 10 days. According to the December 6, 2018 O’Neil Commodity Consulting Report, ocean freight rates should continue to remain low, at least in the near term, until freight markets find enough physical demand to soak up the excess vessel capacity.

### Diesel Prices Decline Toward the End of the Year

During the week ending December 10, the average on-highway diesel fuel price was \$3.16 per gallon, 25 cents higher than the same period last year. Diesel fuel prices have fallen for eight consecutive weeks (down 23.3 cents), bringing prices to their lowest point since April. According to the Energy Information Agency’s latest [Short-Term Energy Outlook](#), U.S. crude oil production increased, 150,000 barrels per day, from October to November, reducing the pressure on fuel prices.

### Outlook: Exports Lower, Domestic Use Higher

According to USDA’s [December World Agricultural Supply and Demand Estimates report](#), U.S. farmers harvested 21.1 billion bushels of corn, soybeans, and wheat, up 2 percent from the previous year. Compared to the year before, production of corn is similar to last year, with growth in the soybean and wheat crops. Exports of the three major grains are projected to decrease 2 percent from 2017/18, to 5.4 billion bushels (Table 1). Total year-to-date export sales commitments of corn are up 17 percent from last year, but soybean and wheat commitments are down 34 and 7 percent, respectively, for the same period (**GTR Tables 13 to 15**). Corn

Table 1. Major Grains: Production and Use, December 2018 WASDE, million bushels					
	Corn	Soybeans	Wheat	Total	Y/Y
United States 2018/19 (Projected)					
Production	14,626	4,600	1,884	21,110	1.7%
<b>Exports</b>	<b>2,450</b>	<b>1,900</b>	<b>1,000</b>	<b>5,350</b>	<b>-2.2%</b>
Domestic Use	12,580	2,207	1,149	15,936	2.2%
<b>Ending Stocks/Use</b>	<b>14.8%</b>	<b>13.2%</b>	<b>52.9%</b>		
United States 2017/18 (Estimated)					
Production	14,604	4,411	1,740	20,755	-4.6%
<b>Exports</b>	<b>2,438</b>	<b>2,129</b>	<b>901</b>	<b>5,468</b>	<b>-0.8%</b>
Domestic Use	12,355	2,167	1,078	15,600	0.2%
<b>Ending Stocks/Use</b>	<b>15.7%</b>	<b>7.2%</b>	<b>53.2%</b>		
2016/17					
Production	15,148	4,296	2,309	21,753	
<b>Exports</b>	<b>2,294</b>	<b>2,166</b>	<b>1,051</b>	<b>5,511</b>	
Domestic Use	12,355	2,048	1,171	15,574	
<b>Ending Stocks/Use</b>	<b>15.7%</b>	<b>7.2%</b>	<b>53.2%</b>		

and wheat exports are projected to increase for 2018/19, but soybean exports are expected to increase (Table 1). According to the December report, domestic use of these crops could increase 2 percent this marketing year. U.S. grain transportation demand for grain is expected to remain strong, during the fourth quarter, if demand from Asia, Mexico, and other major importers continues to increase.

[GTRContactUs@ams.usda.gov](mailto:GTRContactUs@ams.usda.gov)



# 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			
12/05/2018 <sup>p</sup>	220	369	4,220	320	5,129	12/1/2018	2,931
11/28/2018 <sup>r</sup>	213	468	5,096	456	6,233	11/24/2018	3,584
2018 YTD <sup>f</sup>	21,815	44,083	294,734	20,330	380,962	2018 YTD	121,562
2017 YTD <sup>f</sup>	27,694	73,635	269,845	20,911	392,085	2017 YTD	113,519
2018 YTD as % of 2017 YTD	79	60	109	97	97	% change YTD	107
Last 4 weeks as % of 2017 <sup>2</sup>	48	42	79	108	74	Last 4wks % 2017	139
Last 4 weeks as % of 4-year avg. <sup>2</sup>	24	30	72	53	59	Last 4wks % 4 yr	150
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.

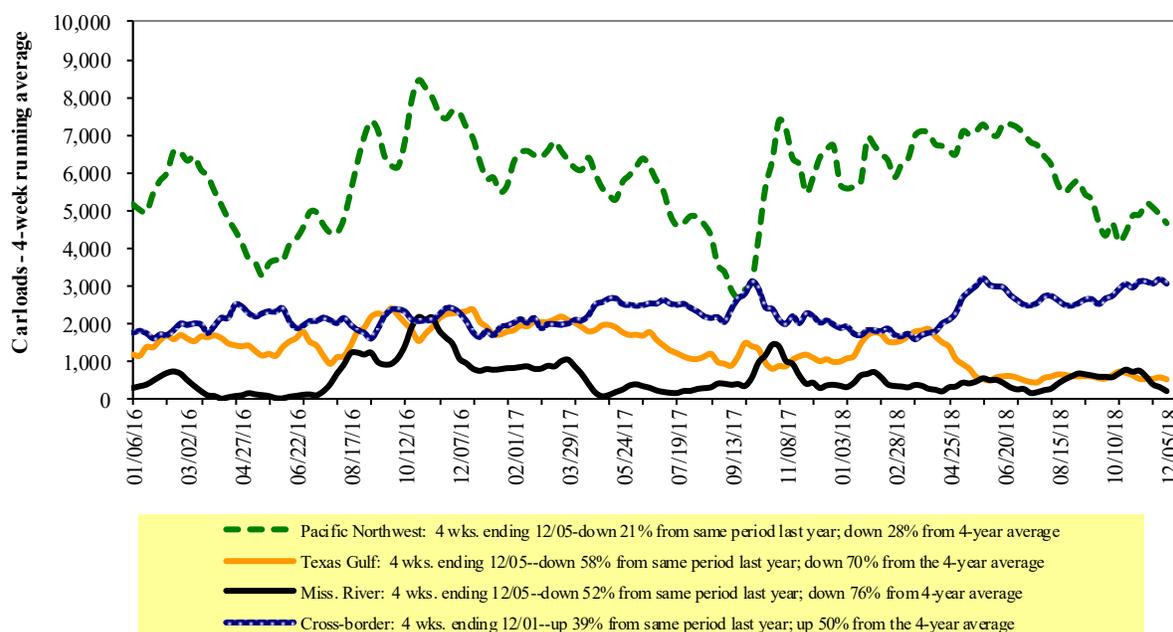
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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: 12/1/2018	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,927	2,876	10,616	936	6,069	22,424	3,899	5,607
This week last year	2,104	3,122	13,660	1,139	5,687	25,712	3,209	5,141
2018 YTD	92,869	122,224	586,871	44,768	249,140	1,095,872	195,724	226,359
2017 YTD	82,446	133,014	533,370	46,768	269,933	1,065,531	184,286	225,950
2018 YTD as % of 2017 YTD	113	92	110	96	92	103	106	100
Last 4 weeks as % of 2017*	99	88	100	96	101	98	114	96
Last 4 weeks as % of 3-yr avg.**	102	84	97	111	94	95	106	94
Total 2017	89,465	142,748	578,964	50,223	289,574	1,150,974	198,442	244,766

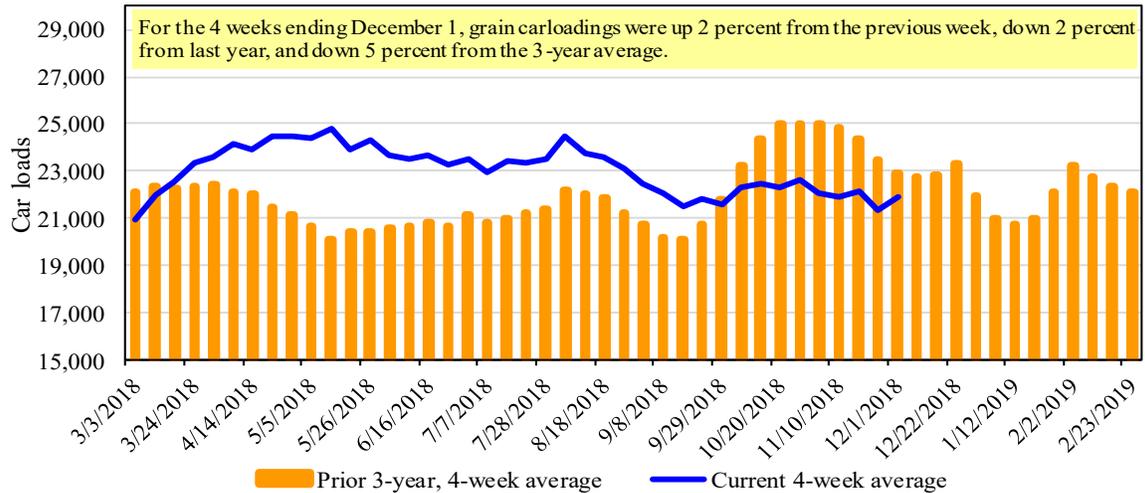
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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: 12/6/2018		Delivery period							
		Dec-18	Dec-17	Jan-19	Jan-18	Feb-19	Feb-18	Mar-19	Mar-18
BNSF <sup>3</sup>	COT grain units	0	0	0	no bids	no bid	no bids	no bid	no bids
	COT grain single-car <sup>5</sup>	no offer	0	87	0	30	no bids	9	no bids
UP <sup>4</sup>	GCAS/Region 1	no bid	no bids	no bid	no bids	no bid	no bids	n/a	n/a
	GCAS/Region 2	no bid	41	no bid	no bids	10	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.

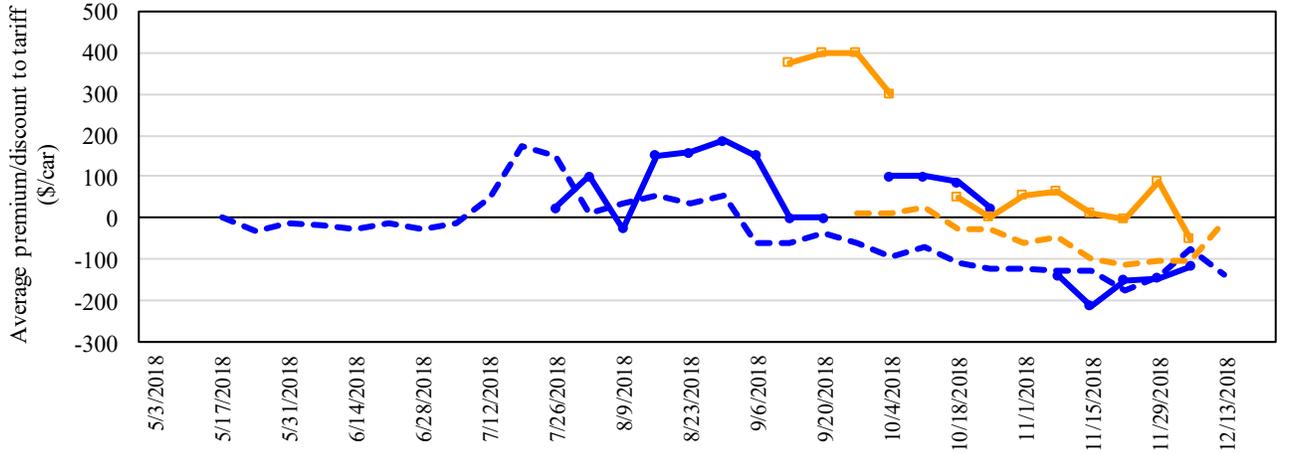
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Program/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 December 2018, Secondary Market**



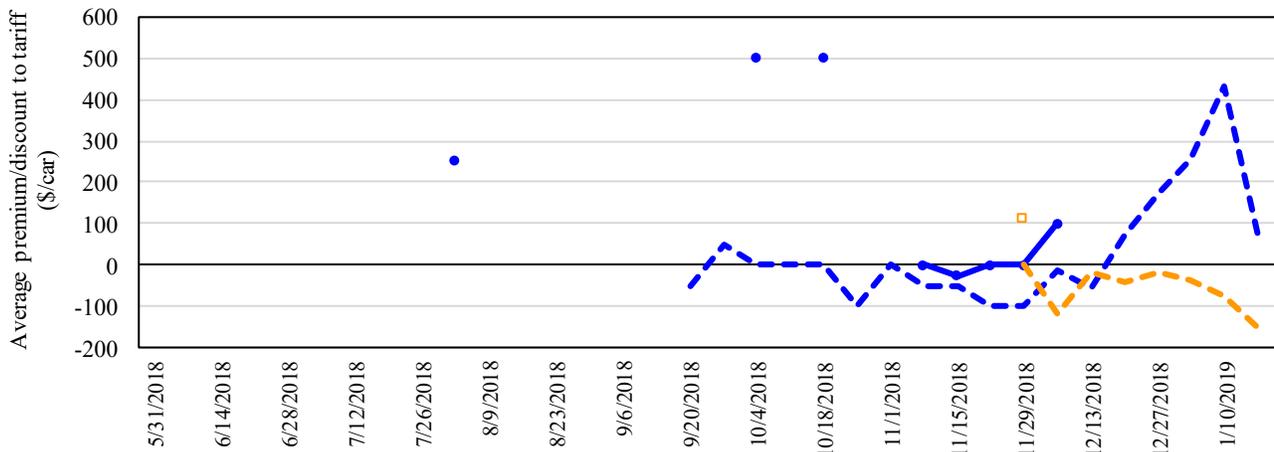
	12/6/2018	BNSF	UP
<b>Non-Shuttle</b>	-\$100	\$0	
<b>Shuttle</b>	-\$25	-\$206	

Shuttle (solid blue line), Shuttle prior 3-yr avg. (dashed blue line), Non-Shuttle (solid orange line), Non-Shuttle prior 3-yr avg. (dashed orange line)

Average Non-shuttle bids/offers fell \$138 this week, and are \$450 below the peak.  
 Average Shuttle bids/offers rose \$29 this week and are \$303 below the peak.

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

**Figure 5**  
**Bids/Offers for Railcars to be Delivered in January 2019, Secondary Market**



	12/6/2018	BNSF	UP
<b>Non-Shuttle</b>	n/a	n/a	
<b>Shuttle</b>	\$200	\$0	

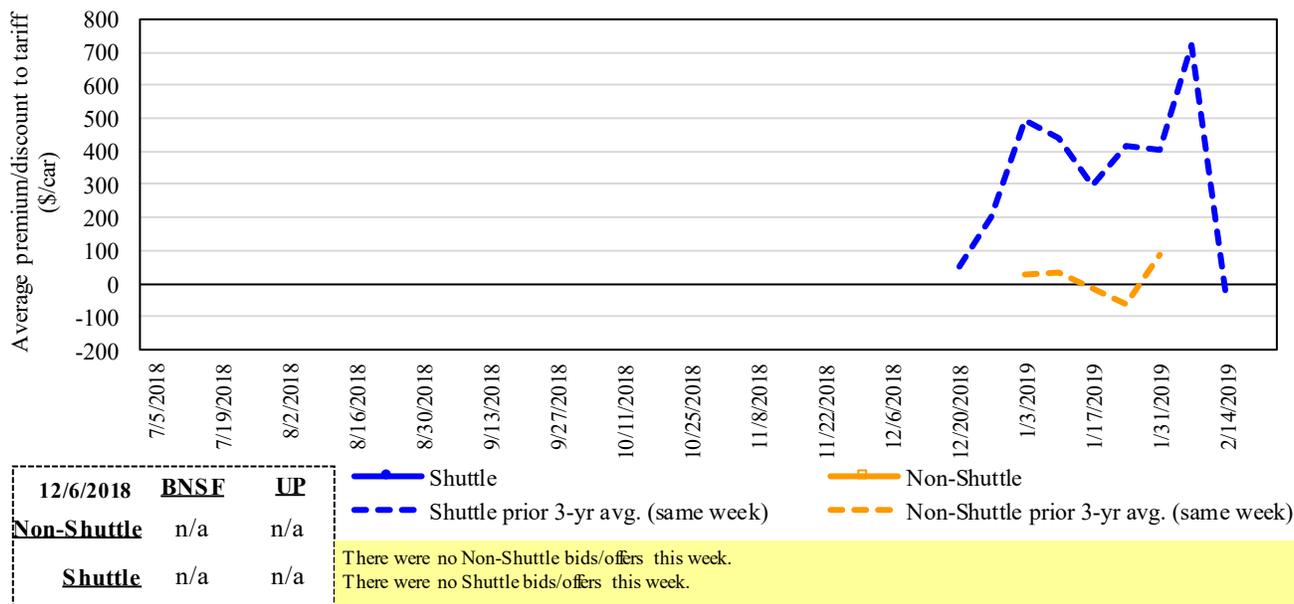
Shuttle (solid blue line), Shuttle prior 3-yr avg. (dashed blue line), Non-Shuttle (solid orange line), Non-Shuttle prior 3-yr avg. (dashed orange line)

There were no Non-Shuttle bids/offers this week.  
 Average Shuttle bids/offers rose \$100 this week and are \$400 below the peak.

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

Figure 6

**Bids/Offers for Railcars to be Delivered in February 2019, Secondary Market**



	12/6/2018	BNSF	UP
Non-Shuttle	n/a	n/a	n/a
Shuttle	n/a	n/a	n/a

— 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.  
 There were no Shuttle bids/offers this week.

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

Table 6

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

For the week ending:		Delivery period					
		Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19
Non-shuttle	<b>12/6/2018</b>						
	<b>BNSF-GF</b>	<b>(100)</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	(225)	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>	<b>0</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	(50)	n/a	n/a	n/a	n/a	n/a
Change from same week 2017	n/a	n/a	n/a	n/a	n/a	n/a	
Shuttle	<b>12/6/2018</b>						
	<b>BNSF-GF</b>	<b>(25)</b>	<b>200</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	(23)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2017	(31)	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	<b>(206)</b>	<b>0</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	82	0	n/a	n/a	n/a	n/a
Change from same week 2017	81	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 Program/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>**

December, 2018	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per metric ton	Tariff plus surcharge per bushel <sup>2</sup>	Percent change Y/Y <sup>4</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,983	\$132	\$40.86	\$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	\$231	\$47.38	\$1.29	2
	Sioux Falls, SD	Galveston-Houston, TX	\$6,911	\$0	\$68.63	\$1.87	2
	Northwest KS	Galveston-Houston, TX	\$4,816	\$254	\$50.34	\$1.37	2
	Amarillo, TX	Los Angeles, CA	\$5,121	\$353	\$54.36	\$1.48	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$4,000	\$262	\$42.32	\$1.07	5
	Toledo, OH	Raleigh, NC	\$6,581	\$0	\$65.35	\$1.66	4
	Des Moines, IA	Davenport, IA	\$2,258	\$55	\$22.97	\$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	\$163	\$37.46	\$0.95	2
	Des Moines, IA	Los Angeles, CA	\$5,327	\$474	\$57.61	\$1.46	4
Soybeans	Minneapolis, MN	New Orleans, LA	\$4,131	\$268	\$43.68	\$1.19	17
	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	\$262	\$49.72	\$1.35	2
<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	\$416	\$62.84	\$1.71	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	\$262	\$40.33	\$1.02	5
	Lincoln, NE	Galveston-Houston, TX	\$3,880	\$0	\$38.53	\$0.98	5
	Des Moines, IA	Amarillo, TX	\$4,060	\$205	\$42.35	\$1.08	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	\$302	\$50.41	\$1.37	3
	Toledo, OH	Huntsville, AL	\$4,634	\$0	\$46.02	\$1.25	6
	Grand Island, NE	Portland, OR	\$5,710	\$426	\$60.93	\$1.66	3

<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: December, 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	\$181	\$70.75	\$1.92	3
	KS	Guadalajara, JA	\$7,371	\$441	\$79.82	\$2.17	3
	TX	Salinas Victoria, NL	\$4,329	\$110	\$45.36	\$1.23	2
Corn	IA	Guadalajara, JA	\$8,528	\$407	\$91.30	\$2.32	4
	SD	Celaya, GJ	\$7,880	\$0	\$80.51	\$2.04	2
	NE	Queretaro, QA	\$8,207	\$377	\$87.70	\$2.23	4
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	2
	MO	Tlalnepantla, EM	\$7,573	\$367	\$81.13	\$2.06	5
	SD	Torreon, CU	\$7,480	\$0	\$76.43	\$1.94	2
Soybeans	MO	Bojay (Tula), HG	\$8,284	\$377	\$88.49	\$2.41	4
	NE	Guadalajara, JA	\$8,842	\$411	\$94.54	\$2.57	3
	IA	El Castillo, JA	\$9,110	\$0	\$93.08	\$2.53	2
	KS	Torreon, CU	\$7,714	\$305	\$81.93	\$2.23	5
Sorghum	NE	Celaya, GJ	\$7,527	\$377	\$80.76	\$2.05	4
	KS	Queretaro, QA	\$8,000	\$226	\$84.05	\$2.13	4
	NE	Salinas Victoria, NL	\$6,633	\$182	\$69.62	\$1.77	4
	NE	Torreon, CU	\$6,962	\$292	\$74.12	\$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.

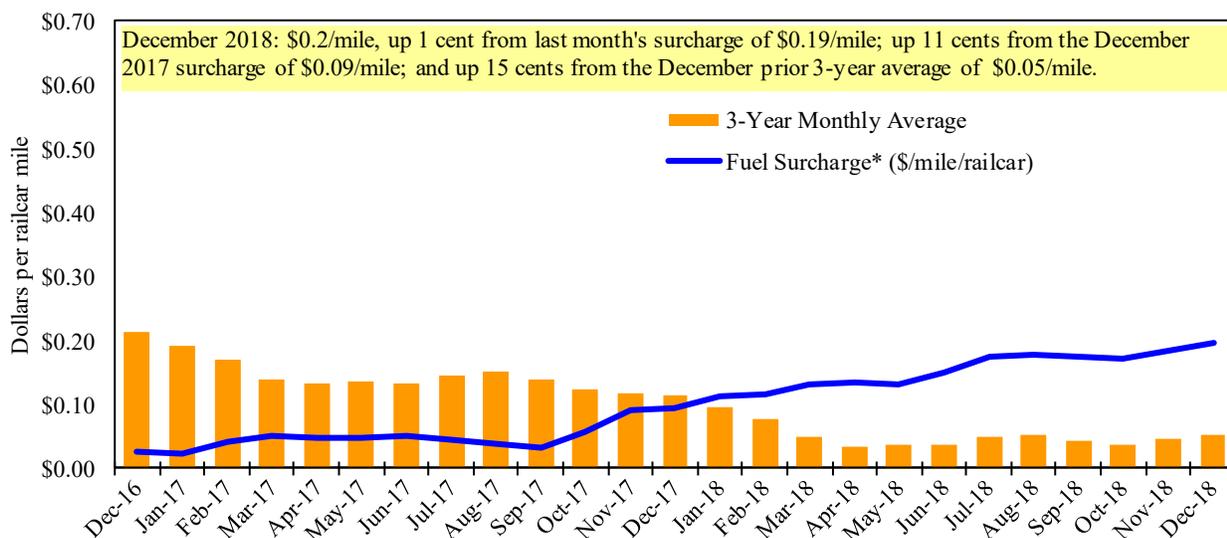
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

<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 Program/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>	12/11/2018	-	0	413	340	300	300	280
	12/4/2018	-	338	340	250	275	275	218
\$/ton	12/11/2018	-	0.00	19.16	13.57	14.07	12.12	8.79
	12/4/2018	-	17.98	15.78	9.98	12.90	11.11	6.85
<b>Current week % change from the same week:</b>								
	Last year	-	-	49	64	0	0	60
	3-year avg. <sup>2</sup>	-	-	51	76	22	25	62
Rate <sup>1</sup>	January	-	-	395	290	300	300	250
	March	-	-	383	275	300	300	250

<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.

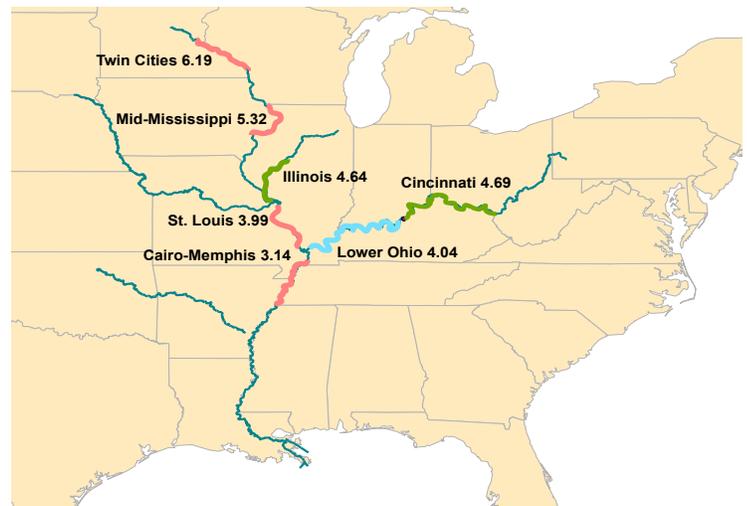
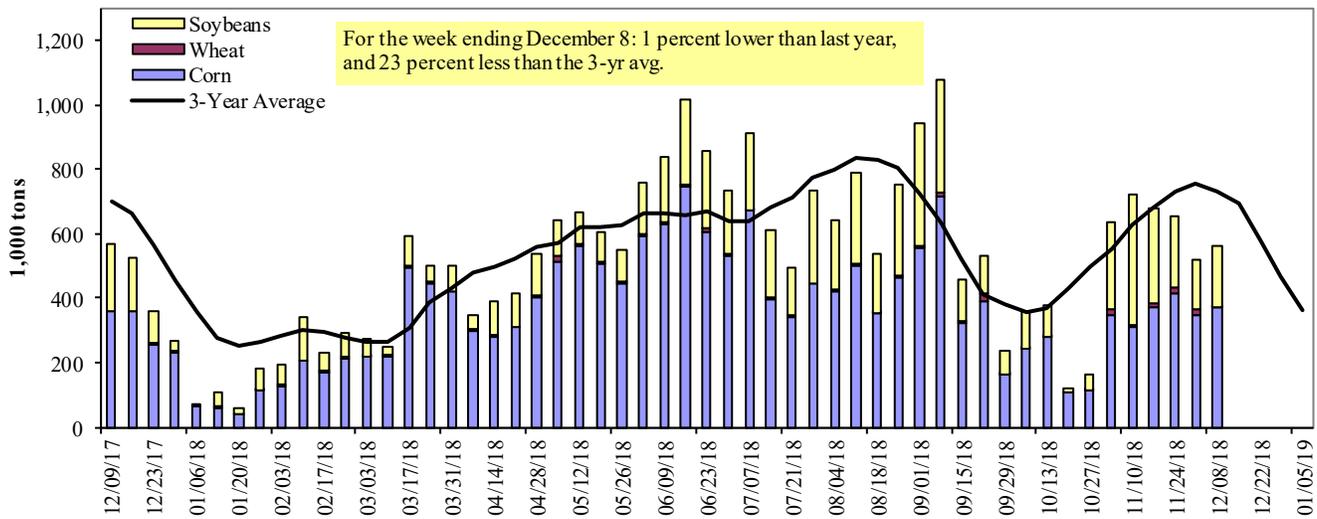


Figure 10

**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 12/08/2018	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	41	0	24	0	65
Winfield, MO (L25)	280	2	123	3	408
Alton, IL (L26)	396	3	208	3	610
Granite City, IL (L27)	373	2	186	2	562
<b>Illinois River (L8)</b>	70	2	65	0	136
<b>Ohio River (OLMSTED)</b>	49	19	100	0	167
<b>Arkansas River (L1)</b>	0	4	48	0	52
Weekly total - 2018	422	24	333	2	781
Weekly total - 2017	381	9	400	21	812
2018 YTD <sup>1</sup>	22,070	1,581	12,045	116	35,813
2017 YTD	21,214	2,123	15,200	344	38,880
2018 as % of 2017 YTD	104	74	79	34	92
Last 4 weeks as % of 2017 <sup>2</sup>	96	154	76	34	87
<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.

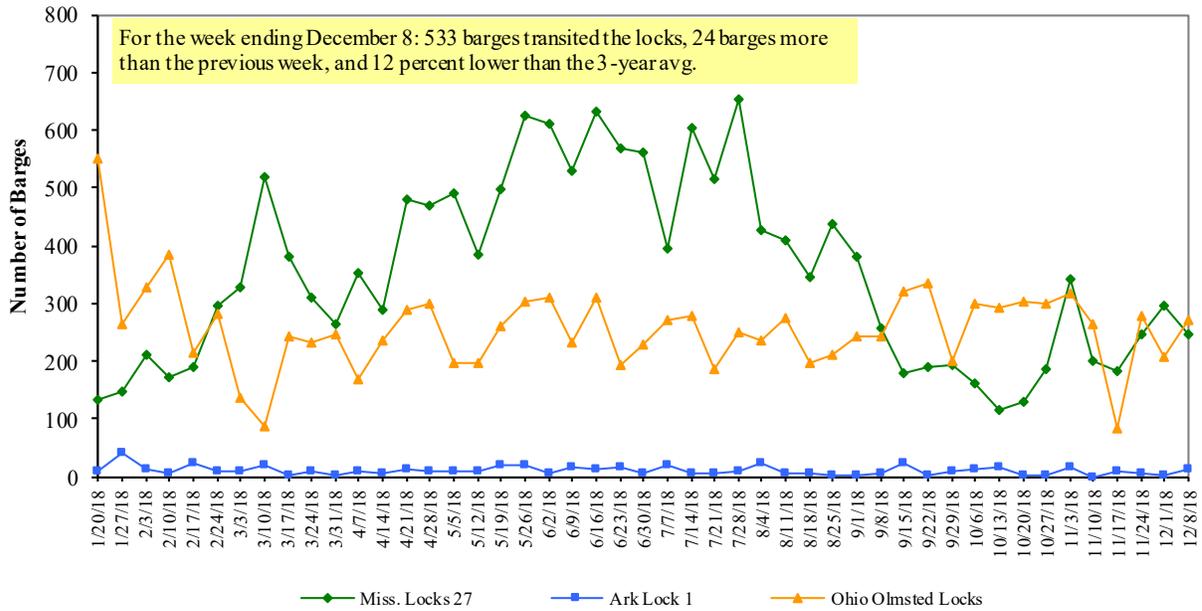
<sup>2</sup> As a percent of same period in 2017.

Note: 1. Total may not add exactly, due to rounding.

2. Starting from 11/24/2018, weekly movement through Ohio 52 is replaced by Olmsted.

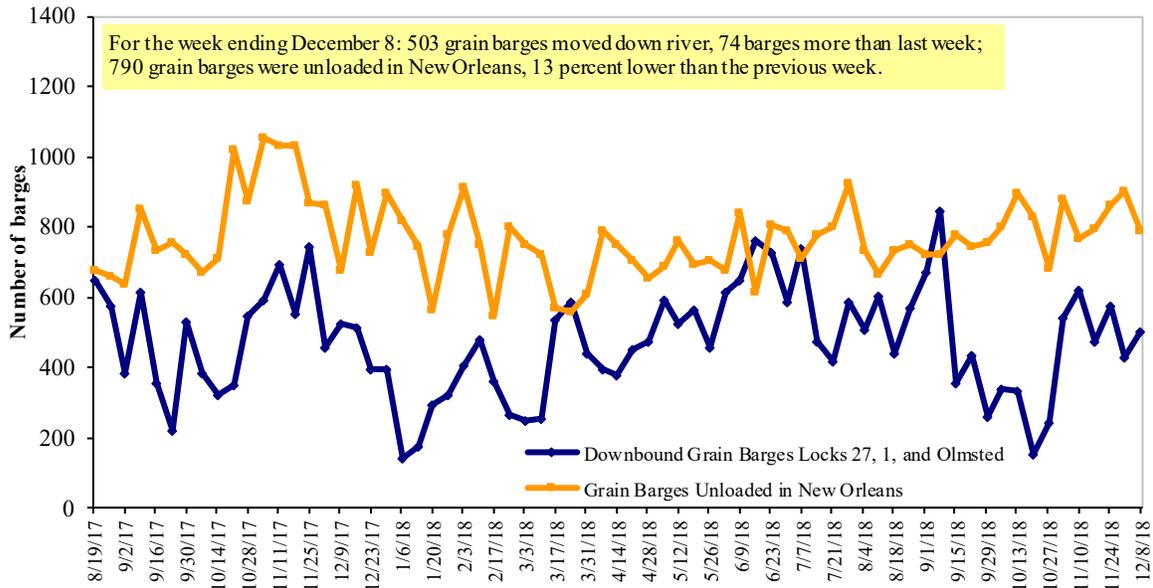
Source: U.S. Army Corps of Engineers

**Figure 11**  
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



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 12/10/2018 (US \$/gallon)

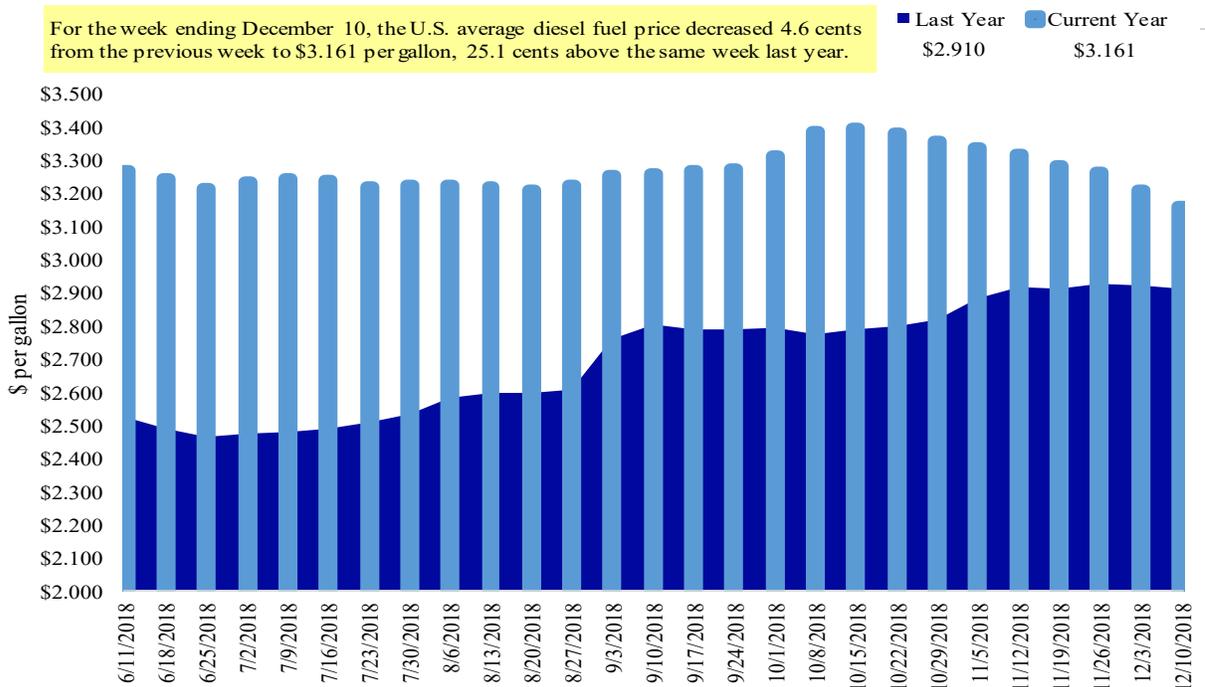
Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.194	-0.035	0.293
	New England	3.295	-0.015	0.395
	Central Atlantic	3.368	-0.026	0.308
	Lower Atlantic	3.053	-0.045	0.265
II	Midwest	3.066	-0.051	0.203
III	Gulf Coast	2.934	-0.055	0.229
IV	Rocky Mountain	3.239	-0.052	0.248
V	West Coast	3.652	-0.042	0.308
	West Coast less California	3.357	-0.049	0.285
	California	3.887	-0.035	0.327
Total	U.S.	3.161	-0.046	0.251

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

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>									
11/29/2018	1,539	819	1,844	1,175	150	5,526	11,979	10,981	28,486
This week year ago	1,989	545	1,579	1,280	58	5,450	14,813	13,302	33,564
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2018/19 YTD	2,991	1,187	3,135	2,509	256	10,077	14,768	13,168	38,013
2017/18 YTD	4,925	1,099	3,145	2,665	202	12,036	8,087	22,971	43,093
YTD 2018/19 as % of 2017/18	61	108	100	94	126	84	183	57	88
Last 4 wks as % of same period 2017/18	73	131	119	89	269	98	80	87	86
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 11/29/2018	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	8,495	8,924	(5)	13,691
Japan	4,778	3,769	27	11,247
Korea	2,217	950	133	4,754
Colombia	1,659	1,548	7	4,678
Peru	1,227	1,402	(13)	2,975
<b>Top 5 Importers</b>	<b>18,376</b>	<b>16,594</b>	<b>11</b>	<b>37,344</b>
<b>Total US corn export sales</b>	<b>26,748</b>	<b>22,899</b>	<b>17</b>	<b>53,184</b>
% of Projected	43%	37%		
<b>Change from prior week<sup>2</sup></b>	<b>1,177</b>	<b>876</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>69%</b>	<b>72%</b>		<b>70%</b>
<b>USDA forecast, December 2018</b>	<b>62,341</b>	<b>62,036</b>	<b>0</b>	
<b>Corn Use for Ethanol USDA forecast, December 2018</b>	<b>142,240</b>	<b>142,367</b>	<b>(0)</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 11/29/2018	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	584	20,657	(97)	31,228
Mexico	3,413	1,854	84	3,716
Indonesia	833	713	17	2,250
Japan	1,056	969	9	2,145
Netherlands	990	586	69	2,209
<b>Top 5 importers</b>	<b>6,875</b>	<b>24,780</b>	<b>(72)</b>	<b>41,549</b>
<b>Total US soybean export sales</b>	<b>24,148</b>	<b>36,272</b>	<b>(33)</b>	<b>55,113</b>
% of Projected	47%	63%		
Change from prior week <sup>2</sup>	<b>891</b>	<b>1,947</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>28%</b>	<b>68%</b>		<b>75%</b>
<b>USDA forecast, December 2018</b>	<b>51,771</b>	<b>58,011</b>	<b>89</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 11/29/2018	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	1,942	2,122	(8)	2,781
Japan	1,837	1,976	(7)	2,649
Philippines	2,266	2,015	12	2,441
Korea	1,099	1,219	(10)	1,257
Nigeria	751	812	(8)	1,254
Indonesia	611	807	(24)	1,076
Taiwan	672	789	(15)	1,066
China	0	782	(100)	944
Colombia	427	221	93	714
Thailand	697	441	58	618
<b>Top 10 importers</b>	<b>10,300</b>	<b>11,182</b>	<b>(8)</b>	<b>14,800</b>
<b>Total US wheat export sales</b>	<b>15,603</b>	<b>17,486</b>	<b>(11)</b>	<b>22,869</b>
% of Projected	57%	71%		
Change from prior week <sup>2</sup>	<b>712</b>	<b>322</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>66%</b>	<b>64%</b>		<b>65%</b>
<b>USDA forecast, December 2018</b>	<b>27,248</b>	<b>24,550</b>	<b>11</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 12/06/18	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	284	325	88	12,294	13,884	89	136	143	14,805
Corn	179	322	56	19,109	10,375	184	984	335	10,928
Soybeans	135	0	n/a	7,636	12,286	62	10	11	13,246
<b>Total</b>	<b>598</b>	<b>646</b>	<b>93</b>	<b>39,039</b>	<b>36,545</b>	<b>107</b>	<b>76</b>	<b>74</b>	<b>38,978</b>
<b>Mississippi Gulf</b>									
Wheat	64	54	119	3,667	4,077	90	126	99	4,198
Corn	541	576	94	32,251	27,757	116	125	130	28,690
Soybeans	621	875	71	26,194	30,107	87	80	68	32,911
<b>Total</b>	<b>1,225</b>	<b>1,504</b>	<b>81</b>	<b>62,112</b>	<b>61,940</b>	<b>100</b>	<b>94</b>	<b>84</b>	<b>65,800</b>
<b>Texas Gulf</b>									
Wheat	0	82	0	2,855	6,058	47	72	76	6,354
Corn	29	0	n/a	730	733	100	87	45	733
Soybeans	0	0	n/a	69	219	31	n/a	0	292
<b>Total</b>	<b>29</b>	<b>82</b>	<b>35</b>	<b>3,654</b>	<b>7,010</b>	<b>52</b>	<b>73</b>	<b>49</b>	<b>7,379</b>
<b>Interior</b>									
Wheat	43	19	226	1,530	1,641	93	113	117	1,727
Corn	112	143	79	8,306	8,341	100	80	102	8,758
Soybeans	102	124	83	6,419	5,211	123	96	114	5,508
<b>Total</b>	<b>257</b>	<b>286</b>	<b>90</b>	<b>16,255</b>	<b>15,193</b>	<b>107</b>	<b>89</b>	<b>108</b>	<b>15,993</b>
<b>Great Lakes</b>									
Wheat	50	20	245	811	641	127	251	129	711
Corn	0	0	n/a	404	189	214	0	0	192
Soybeans	20	61	33	1,172	847	138	181	130	890
<b>Total</b>	<b>69</b>	<b>81</b>	<b>86</b>	<b>2,388</b>	<b>1,677</b>	<b>142</b>	<b>183</b>	<b>115</b>	<b>1,793</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	69	46	149	0	0	46
Corn	0	5	0	133	32	412	203	521	32
Soybeans	49	41	119	1,934	1,740	111	68	58	2,001
<b>Total</b>	<b>49</b>	<b>46</b>	<b>107</b>	<b>2,136</b>	<b>1,819</b>	<b>117</b>	<b>70</b>	<b>59</b>	<b>2,079</b>
<b>U.S. total from ports*</b>									
Wheat	441	500	88	21,227	26,347	81	123	120	27,841
Corn	861	1,045	82	60,934	47,427	128	150	147	49,333
Soybeans	927	1,101	84	43,423	50,410	86	60	54	54,847
<b>Total</b>	<b>2,228</b>	<b>2,645</b>	<b>84</b>	<b>125,584</b>	<b>124,184</b>	<b>101</b>	<b>88</b>	<b>82</b>	<b>132,021</b>

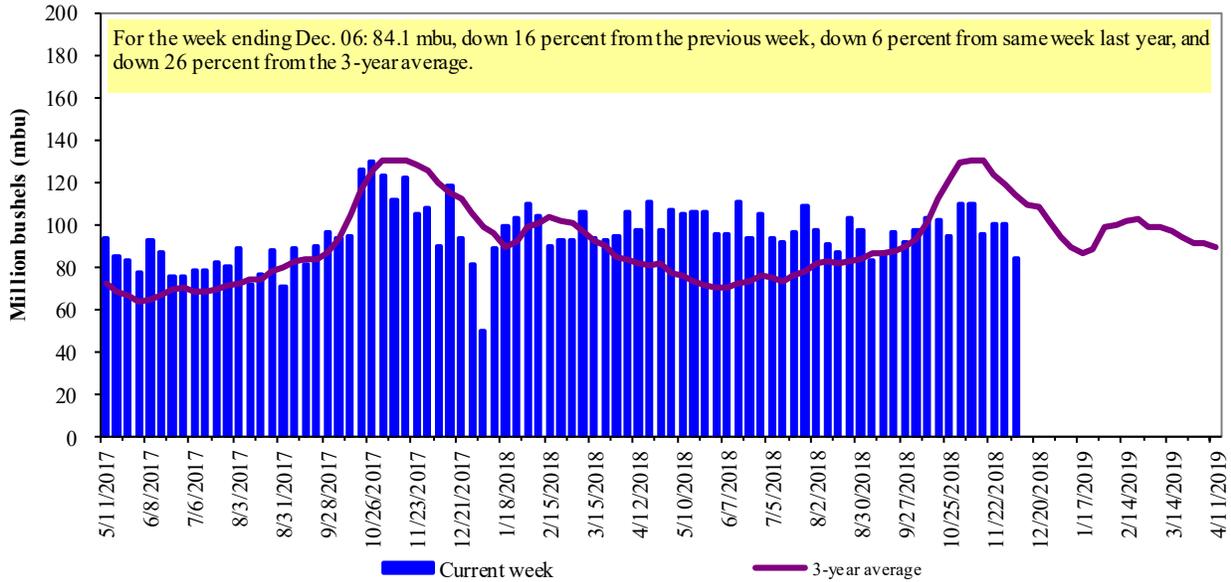
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 50 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2017.

Figure 14

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

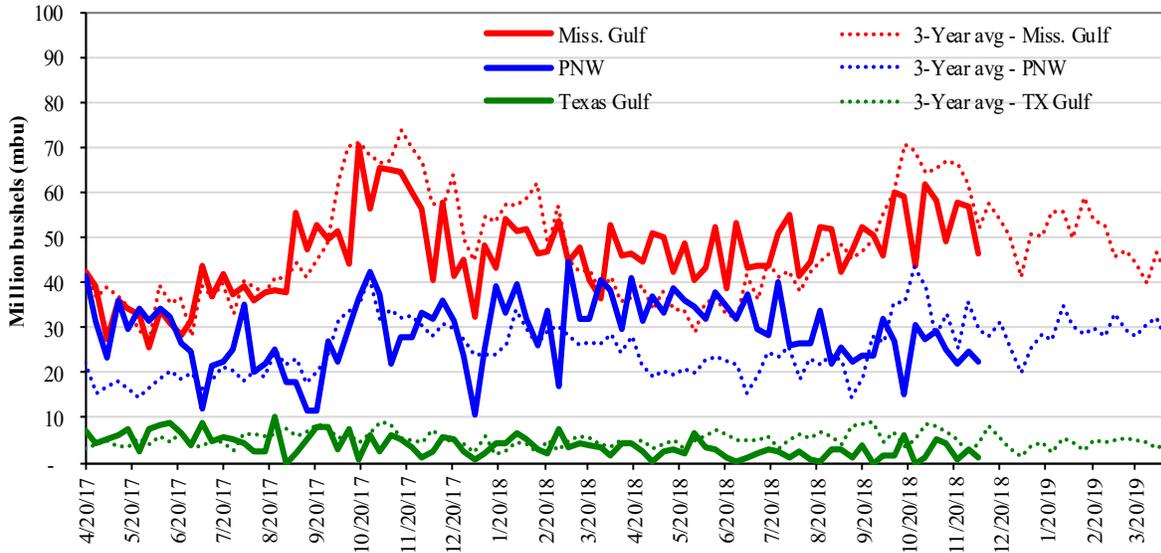


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



<u>Week ending 12/06/18 inspections (mbu):</u>	<u>Percent change from:</u>	<u>MS Gulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Mississippi Gulf: 46.4	Last Week:	down 18	down 62	down 20	down 9
PNW: 22.5	Last Year (same week):	up 14	down 55	up 10	down 29
Texas Gulf: 1.1	3-yr avg. (4-wk. mov. Avg):	down 25	down 75	down 28	down 28

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

# Ocean Transportation

Table 17

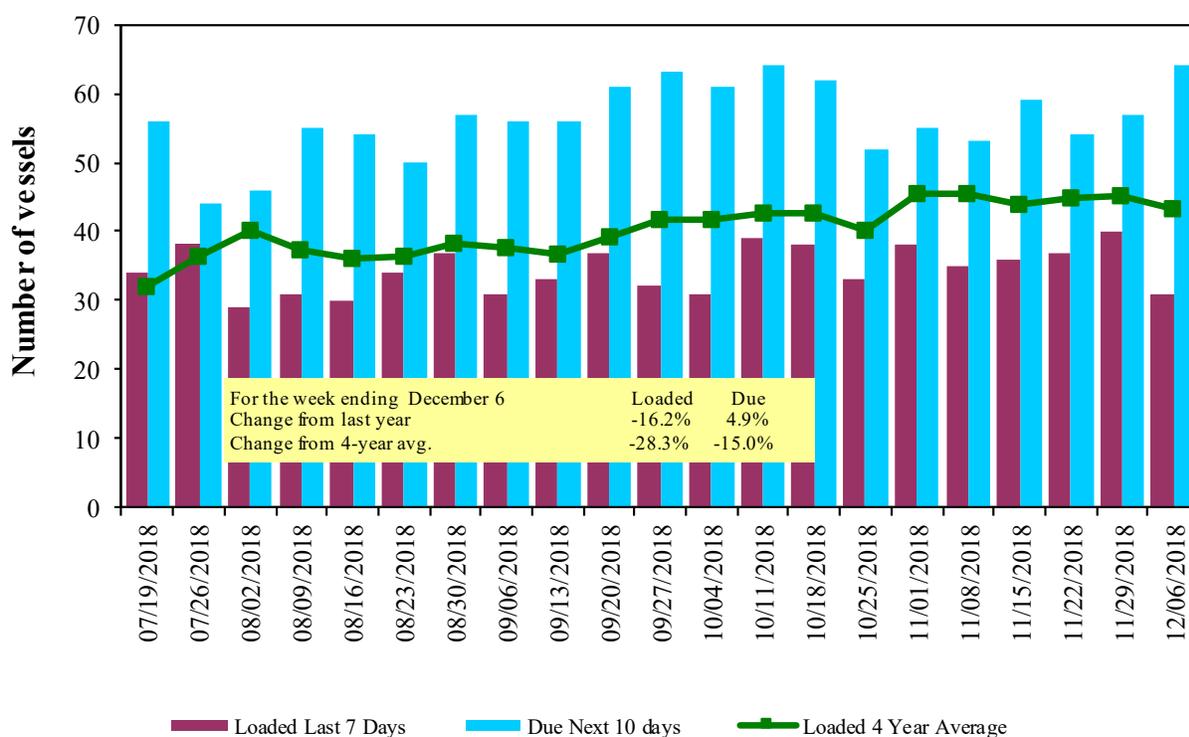
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
12/6/2018	26	31	64	18
11/29/2018	28	40	57	17
2017 range	(25..66)	(28..54)	(37..87)	(5..44)
2017 avg.	46	38	56	20

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

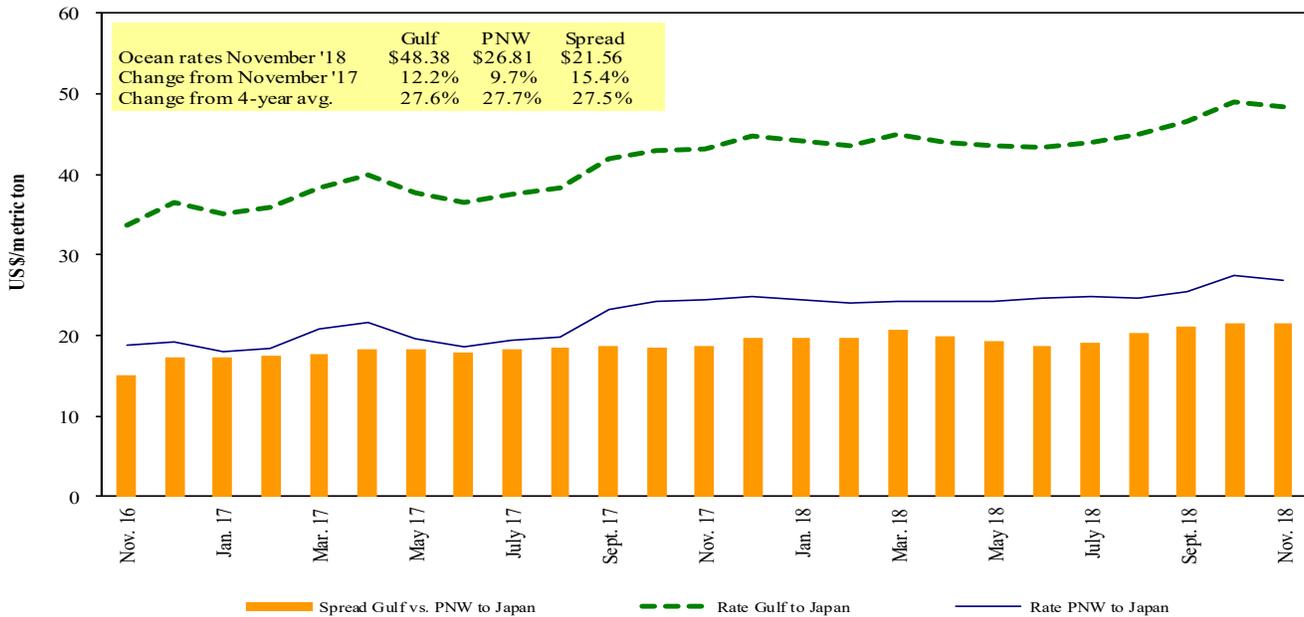
**U.S. Gulf Vessel Loading Activity**



Source: Transportation & Marketing Program/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 12/08/2018**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Djibouti	Wheat	Dec 27/Jan 7	9,800	113.11*
U.S. Gulf	Pt. Sudan	Sorghum	Dec 7/17	30,430	71.88*
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	Dec 15/20	60,000	37.50
Brazil	China	Heavy Grain	Dec 1/10	60,000	36.25
Brazil	China	Heavy Grain	Nov 20/30	60,000	38.00
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
Brazil	S.Korea	Heavy Grain	Nov 5/10	66,000	43.00

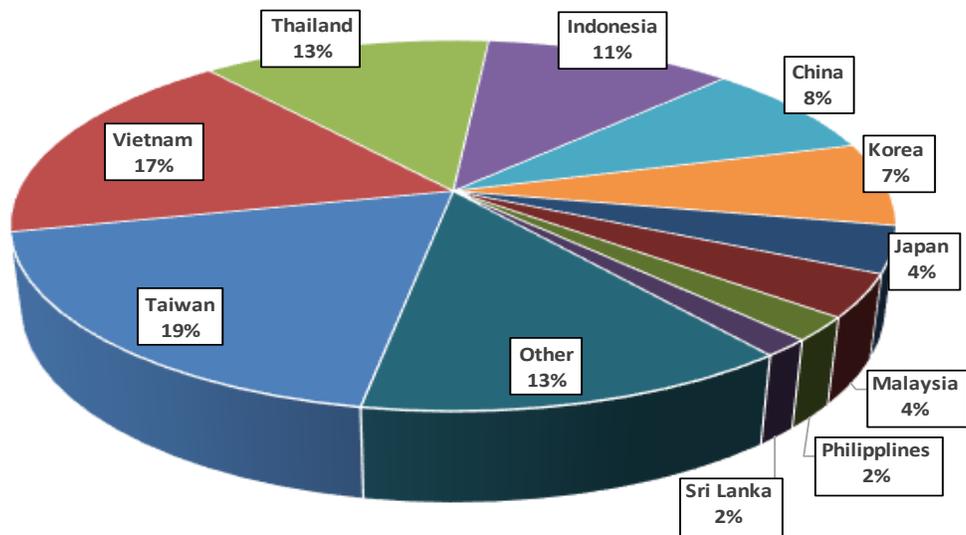
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

\*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.

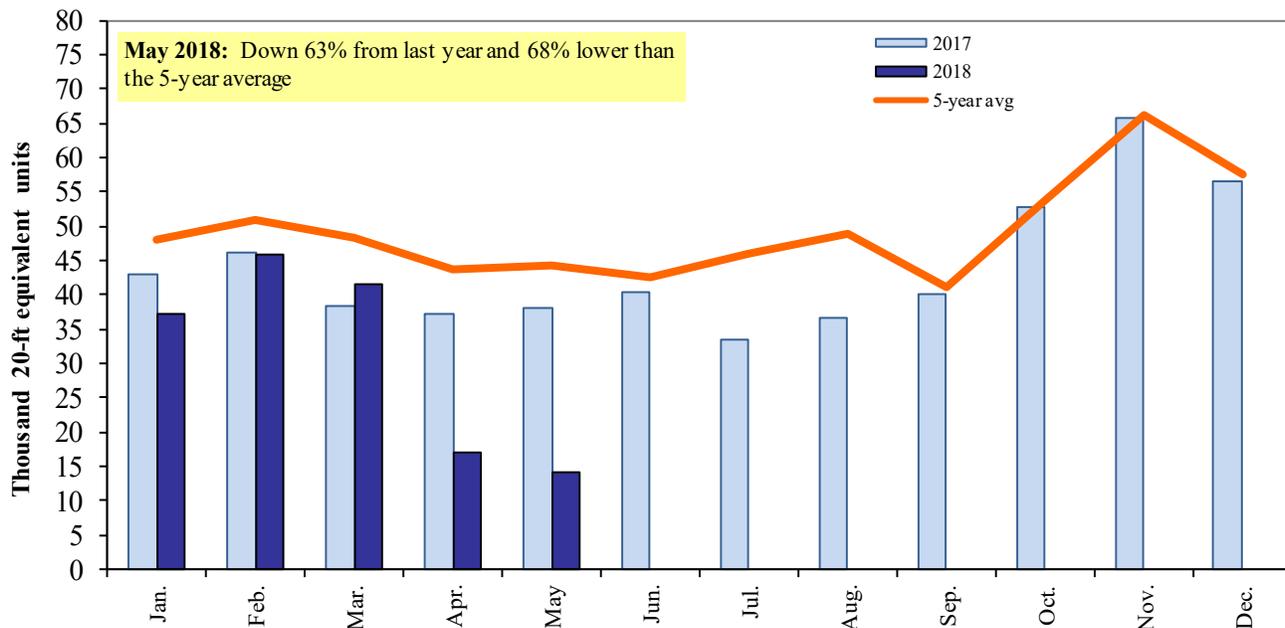
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-May 2018**



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*).

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