



Grain Transportation Report

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

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July 18, 2019

WEEKLY HIGHLIGHTS

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Grain Inspections Down, but Soybeans Continue to Increase

For the week ending July 11, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 1.9 million metric tons (mmt). This amount is down 11 percent from the previous week, down 22 percent from last year, and 16 percent below the 3-year average. Although total inspections of grain decreased from week to week, soybean inspections rose 17 percent, as shipments to Asia and Latin America increased. Inspections of wheat and corn were down 49 and 6 percent, respectively, from the previous week. Total grain inspections decreased 12 percent from the previous week in the Pacific Northwest (PNW) but were up 9 percent in the Mississippi Gulf.

Ocean Freight Rates Ticked Up in Past Two Weeks

Ocean freight rates for shipping bulk commodities, including grain, increased for two consecutive weeks. As of July 11, the rate for shipping grain from the U.S. Gulf to Japan was \$46.50 per metric ton (mt), an 8 percent increase over the past 2 weeks, and 2 percent above the same period last year. The rate from the PNW to Japan was \$25.50 per mt, 7 and 3 percent over the last 2 weeks and the same period a year ago, respectively. According to the July 11 *Transportation and Export Report*, by O'Neil Commodity Consulting, the rate increase could be attributed to an uptick in iron ore demand and the increased cost of complying with the International Maritime Organization's low-sulphur emission regulations scheduled for 2020.

Port of New Orleans Closes Briefly due to Hurricane Barry

On July 13, Hurricane Barry made landfall onto the Louisiana coast about 160 miles west of New Orleans. The storm dissipated to a tropical storm as it headed north through the state, while producing several hours of rain and severe weather. On July 14, after closing it for a short period, the U.S. Coast Guard reopened the Port of New Orleans to normal conditions. The anticipated Mississippi River flooding did not occur, and vessels were able to get in and out of New Orleans. The storm did slow barge operations as only 299 grain barges were unloaded for export, for the week ending July 13. The number of grain barges being unloaded has been low for most of the summer as barge logistics have been hampered by system wide highwater disruptions. During a previous major storm, conditions had a greater impact on grain barge movements. On September 1, 2008, Hurricane Gustav struck Louisiana, resulting in only 42 grain barges being unloaded during that week.

Snapshots by Sector

Export Sales

For the week ending July 4, **unshipped balances** of wheat, corn, and soybeans totaled 20.3 mmt. This indicates a 12 percent decrease in outstanding sales, compared to the same time last year. Net **corn export sales** reached .505 mmt, up significantly from the previous week. Net **soybean export sales** totaled .132 mmt, down 84 percent from the past week. Net weekly **wheat export sales** reached .284 mmt, up 3 percent from the from the previous week.

Rail

U.S. Class I railroads originated 23,651 **grain carloads**, for the week ending July 6. This is a 13 percent increase from the previous week, 11 percent higher than last year, and 18 percent above the 3-year average.

Average July shuttle **secondary railcar** bids/offers (per car) were \$75 above tariff for the week ending July 11. This is \$33 more than last week and \$356 less than last year. Average non-shuttle bids/offers were \$38 above tariff. There were no non-shuttle bids/offers last week or this week last year.

Barge

For the week ending July 13, **barge grain movements** totaled 676,770 tons. This is a 13 percent decrease from the previous week and 42 percent lower than the same period last year.

For the week ending July 13, 428 grain barges **moved down river**. This is 61 fewer barges than the previous week. There were 299 grain barges **unloaded in New Orleans**, 31 percent less than the previous week.

Ocean

For the week ending July 11, 24 **ocean-going grain vessels** were loaded in the Gulf. This is 14 percent less than the same period last year. Forty-five vessels are expected to be loaded within the next 10 days. This is 6 percent less than the same period last year.

As of July 11, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$46.50. This is 4 percent more than the previous week. The rate from the PNW to Japan was \$25.50 per mt, 5 percent more than the previous week.

Fuel

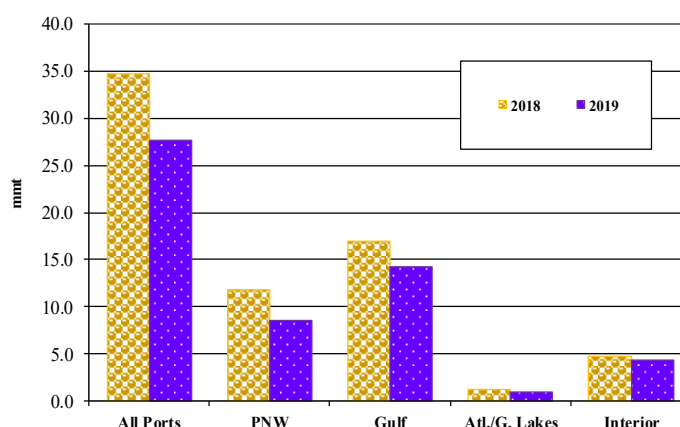
For the week ending July 15, the U.S. average **diesel fuel price** decreased 0.4 cents from the previous week, to \$3.051 per gallon. This price is 18.8 cents less than the same week last year.

Second Quarter Grain Inspections Well Below Last Year

During the second quarter of 2019, inspections of wheat, corn, and soybeans for export from all major U.S. ports reached 27.7 million metric tons (mmt), according to USDA's Federal Grain Inspection Service (FGIS). The amount of grain inspected is down 20 percent from the same period last year (*figure 1*) but is 2 percent above the 5-year average. Grain inspections were down in each of the major export regions. Second quarter corn inspections experienced the steepest drop compared to last year, but wheat inspections rebounded for the same period (*figure 2*). Soybean inspections were down slightly from last year during the second quarter, but well above the 5-year average. Second quarter wheat inspections destined to Africa, Asia, and Latin America increased from last year. Compared to last year, average second quarter outstanding export sales of wheat and soybeans were up significantly, but outstanding export sales of corn decreased notably for the same period. For the 2019/20 crop year, USDA July export projections for wheat and corn are up slightly from the 2018/19 marketing year, and soybeans are expected to increase over 10 percent.

During the second quarter, Pacific Northwest (PNW) grain inspections totaled 8.52 mmt, down 28 percent from last year and up 1 percent from the 5-year average. Second quarter rail deliveries of grain to PNW ports were down as well, decreasing 28 percent from last year. Inspections of grain in the U.S. Gulf totaled 14.3 mmt, down 15 percent from last year and equal to the 5-year average. U.S. Gulf grain inspections were down primarily due to a significant drop in Mississippi River barge movements of grain. Several river closings took place during the month of June due to high water conditions ([June 27, 2019 GTR](#)).

Figure 1: Second Quarter Grain Inspections by Port Region



Source: USDA/FGIS

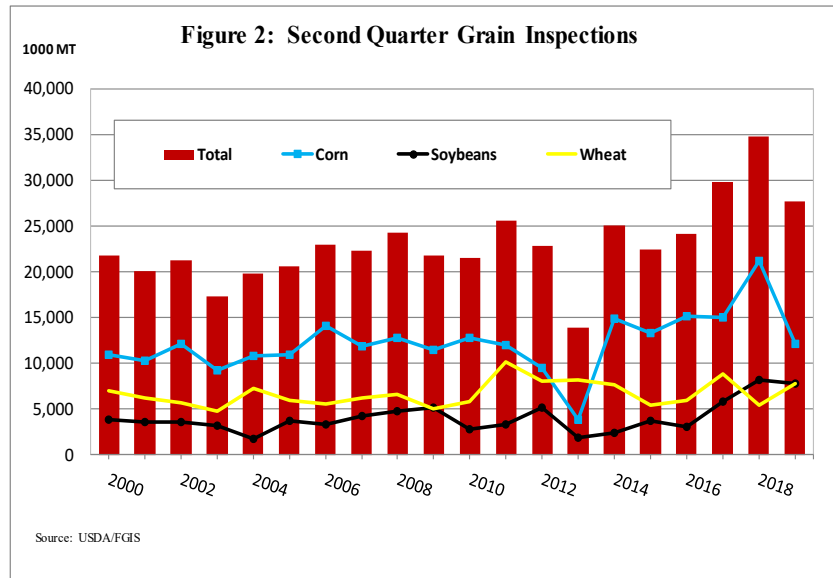
Grain inspections in the Atlantic and Great Lakes regions combined decreased 28 from last year, during the second quarter, to 0.928 mmt. However, grain inspections from the regions were 25 percent above the 5-year average. Interior (land-based) grain inspections totaled 4.3 mmt, down 10 percent from last year, but 22 percent above the 5-year average. Second quarter inspections of corn for export in the Interior region decreased 20 percent from last year, due mainly to lower shipments to Mexico and Asia. Corn inspections represented 51 percent of total Interior grain inspections. Soybean inspections in the Interior region decreased 4 percent during the second quarter, accounting for 39 percent of total inspections for the region. Wheat inspections in the region increased 26 percent from last year, during the second quarter, as shipments to Mexico increased.

Corn and Soybean Inspections Down but Wheat Rebounds

Total second quarter corn inspections reached only 12.1 mmt, down 43 percent from last year (*see figure 2*). Corn inspections were 24 percent below the 5-year average. The decrease in corn inspections is mainly due to increased competition from Brazil and Argentina, and lower corn shipments to Asia and Europe. Corn inspections in the PNW totaled 3.5 mmt, down 50 percent from last year, and 6 percent below the 5-year average. U.S. Gulf inspections of corn were down 43 percent from last year, at 6.3 mmt. In the U.S. Interior, corn inspections reached 2.2 mmt, down 20 percent from last year. In the Atlantic-Great Lakes regions, inspections of corn decreased 86 percent, from last year, to 0.043 mmt.

During the second quarter of 2019, soybean inspections totaled 7.8 mmt, decreasing 4 percent from last year (*see figure 2*). Inspections of soybeans, however, were 68 percent above the 5-year average. Although total second quarter soybean inspections were lower than last year, they have improved since U.S. tariffs were imposed on Chinese imports. Soybeans inspected for export to China increased about 169 percent from last year, during the second quarter, and are up 14 percent year to date. Soybean inspections in the PNW decreased 5 percent from last year during the second quarter, but were 93 percent above average. Inspections of soybeans in the U.S. Gulf increased 3 percent to 4.3 mmt and were 71 percent above the 5-year average.

Interior inspections of soybeans totaled 1.7 mmt during the second quarter, down 4 percent from last year. Interior soybean inspections, however, were 54 percent above the 5-year average.



Second quarter wheat inspections totaled 7.8 mmt, up 45 percent from last year, and 17 percent above the 5-year average. Wheat inspections in the PNW reached 3.6 mmt, up 10 percent from last year and 2 percent above the 5-year average. U.S. Gulf wheat inspections rebounded during the second quarter, increasing 135 percent from last year and reaching their highest since 2013. Atlantic-Great Lakes wheat inspections reached 0.432 mmt, up 92 percent from last year, with shipments to Mexico and Europe rebounding. As demand from Mexico increased, wheat inspections in the Interior reached 0.454 mmt, increasing 26 percent from last year.

According to the USDA's July [World Agricultural Supply and Demand Estimates](#) report, corn exports for marketing year 2019/20 are projected to reach 54.7 mmt, unchanged from the previous month, and up 2 percent from the previous year. Soybean export projections are 51.1 mmt, down 4 percent from the June estimate, and up 10 percent from last year. July export projections for wheat are estimated at 25.9 mmt, up 6 percent from the past month, and 2 percent above last year. Johnny.Hill@usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

For the week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
07/17/19	205	281	224	278	208	181
07/10/19	205	n/a	222	252	199	172

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)
n/a = not available

Source: Transportation & Marketing Program/AMS/USDA

Table 2

Market Update: U.S. Origins to Export Position Price Spreads (\$/bushel)

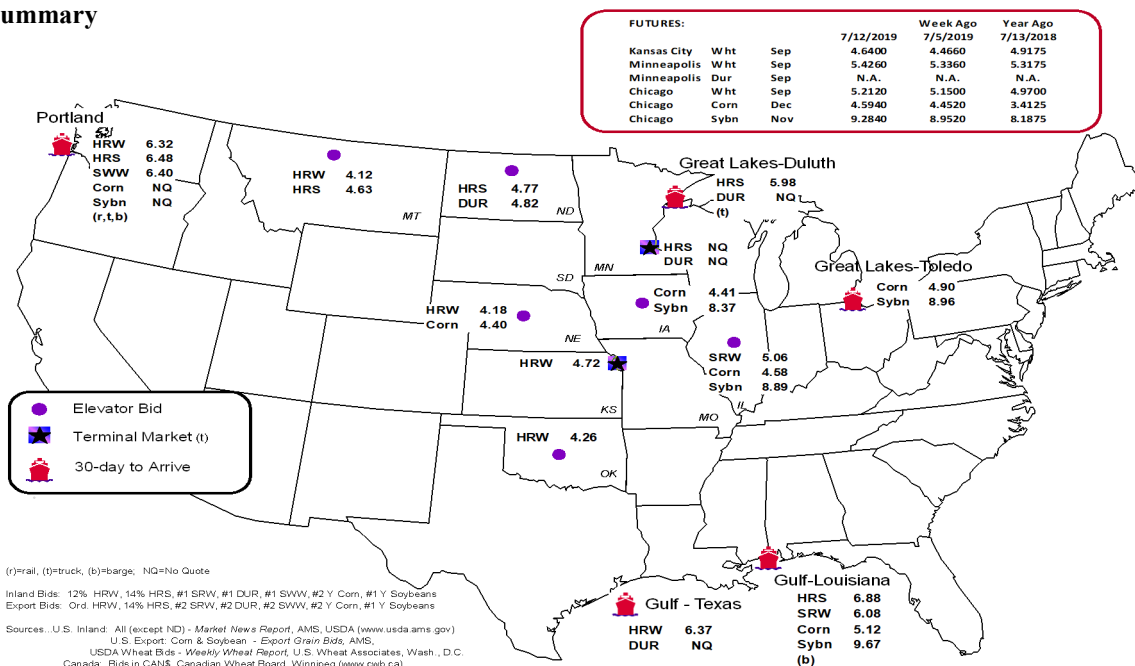
Commodity	Origin--Destination	7/12/2019	7/5/2019
Corn	IL--Gulf	-0.54	-0.47
Corn	NE--Gulf	-0.72	-0.62
Soybean	IA--Gulf	-1.30	-1.27
HRW	KS--Gulf	-1.65	-1.68
HRS	ND--Portland	-1.71	-1.62

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

Source: Transportation & Marketing Program/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
7/10/2019 ^p	1,412	1,215	3,668	449	6,744	7/6/2019	2,569
7/03/2019 ^r	1,655	1,244	4,136	433	7,468	6/29/2019	1,917
2019 YTD ^r	27,747	33,423	144,752	9,964	215,886	2019 YTD	63,703
2018 YTD ^r	11,203	32,388	186,539	12,172	242,302	2018 YTD	62,265
2019 YTD as % of 2018 YTD	248	103	78	82	89	% change YTD	102
Last 4 weeks as % of 2018 ²	599	268	55	97	88	Last 4wks % 2018	100
Last 4 weeks as % of 4-year avg ²	796	128	78	153	111	Last 4wks % 4 yr	110
Total 2018	22,118	46,532	310,449	21,432	400,531	Total 2018	129,116
Total 2017	28,796	75,543	287,267	21,312	412,918	Total 2017	119,661

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2018 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 Grupo Mexico.

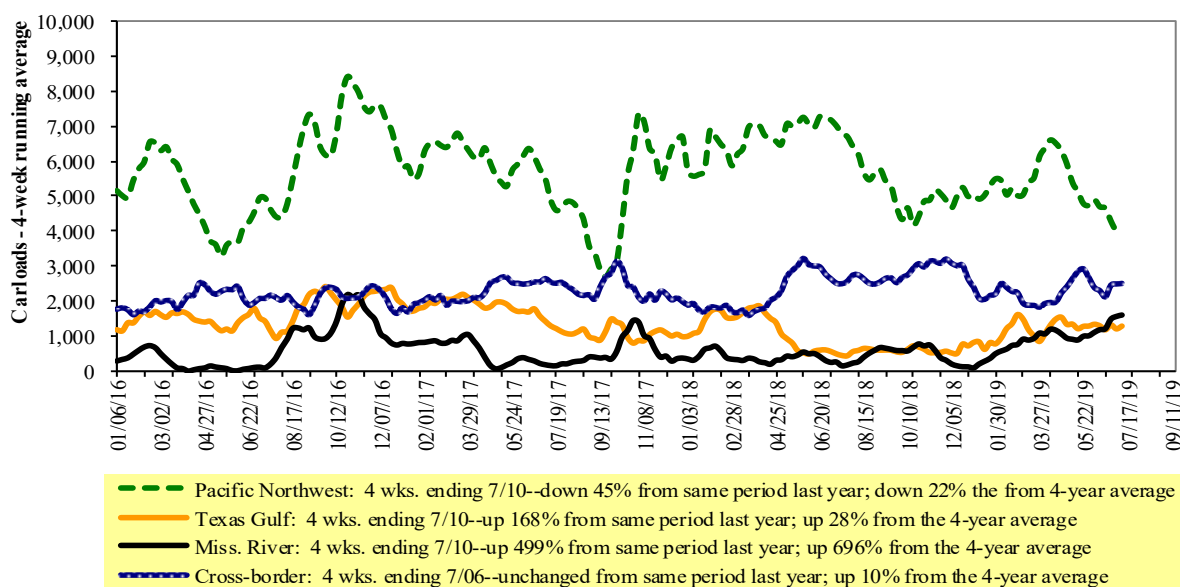
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Program/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 Program/AMS/USDA

Table 4

Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

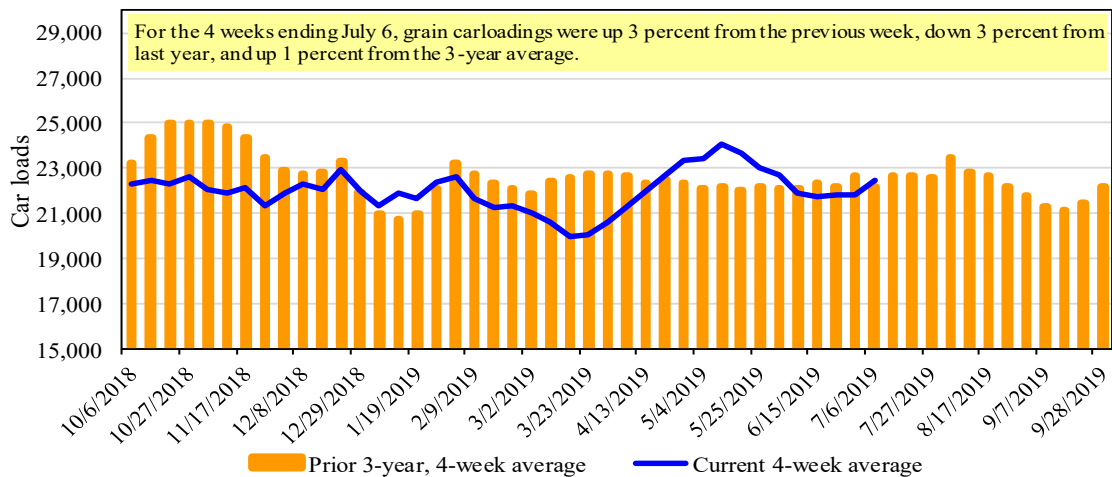
For the week ending: 7/6/2019	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,709	2,788	13,183	1,376	4,595	23,651	3,573	3,709
This week last year	1,566	2,754	11,503	705	4,763	21,291	3,554	3,364
2019 YTD	51,662	76,641	298,681	30,301	137,510	594,795	117,877	116,841
2018 YTD	51,901	68,185	335,704	26,012	141,583	623,385	100,689	123,931
2019 YTD as % of 2018 YTD	100	112	89	116	97	95	117	94
Last 4 weeks as % of 2018*	97	108	94	110	99	97	120	97
Last 4 weeks as % of 3-yr avg.**	106	106	100	122	96	101	131	95
Total 2018	98,978	133,234	635,458	48,638	267,713	1,184,021	211,806	244,697

*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: 7/11/2019		Delivery period							
		Jul-19	Jul-18	Aug-19	Aug-18	Sep-19	Sep-18	Oct-19	Oct-18
BNSF ³	COT grain units	n/a	no offer	0	no offer	0	no offer	0	85
	COT grain single-car ⁵	n/a	no offer	0	no offer	7	no offer	45	151
UP ⁴	GCAS/Region 1	no offer	no offer	no offer	no bids	no offer	no bids	n/a	n/a
	GCAS/Region 2	no offer	no offer	no bids	no offer	no bids	226	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.

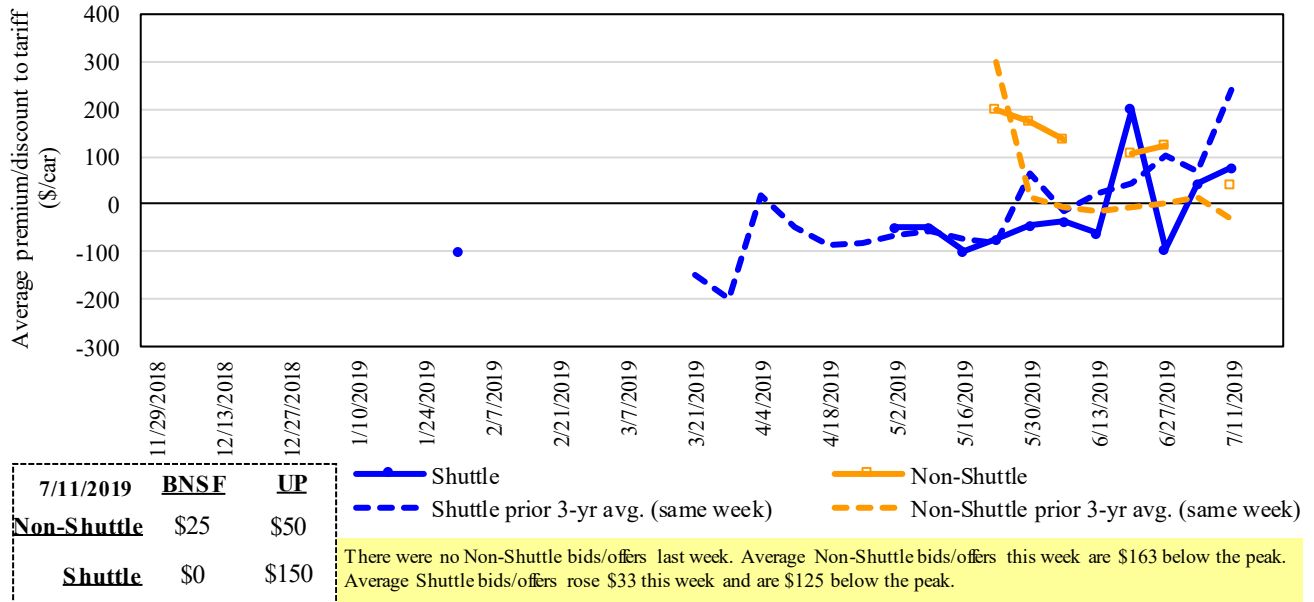
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Program/AMS/USDA.

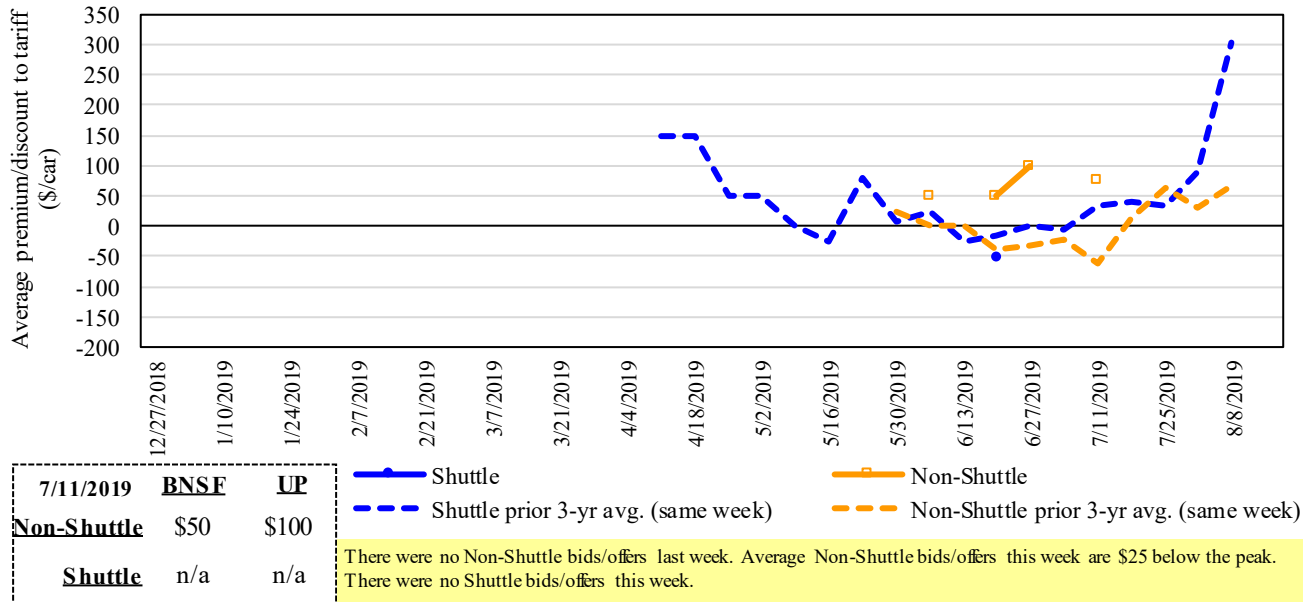
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4
Bids/Offers for Railcars to be Delivered in July 2019, Secondary Market



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

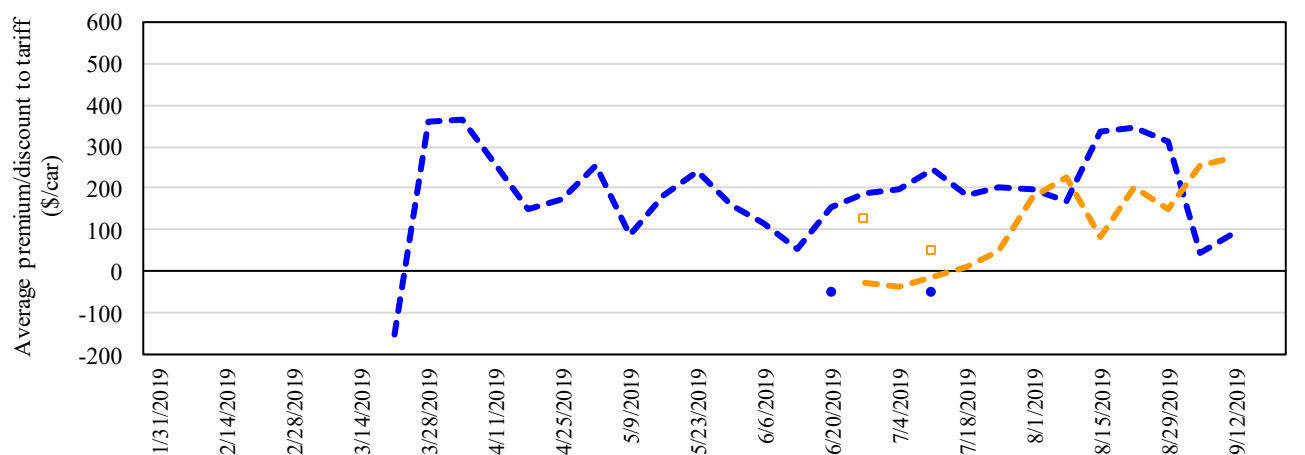
Figure 5
Bids/Offers for Railcars to be Delivered in August 2019, Secondary Market



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 September 2019, Secondary Market



7/11/2019	BNSF	UP	Shuttle	Non-Shuttle
Non-Shuttle	\$50	n/a	Shuttle prior 3-yr avg. (same week)	Non-Shuttle prior 3-yr avg. (same week)
Shuttle	-\$50	n/a	There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are \$75 below the peak. There were no Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are at the peak.	

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)¹

For the week ending:		Delivery period					
		7/11/2019	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19
Non-shuttle	BNSF-GF	25	50	50	100	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2018	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	50	100	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 2018	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	0	n/a	(50)	50	n/a	n/a
	Change from last week	50	n/a	n/a	n/a	n/a	n/a
	Change from same week 2018	(300)	n/a	(225)	(1150)	n/a	n/a
	UP-Pool	150	n/a	n/a	n/a	n/a	n/a
	Change from last week	17	n/a	n/a	n/a	n/a	n/a
	Change from same week 2018	(413)	n/a	n/a	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

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

Source: Transportation and Marketing Program/AMS/USDA

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

July, 2019	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	\$3,983	\$111	\$40.66	\$1.11	0
	Grand Forks, ND	Duluth-Superior, MN	\$4,268	\$0	\$42.38	\$1.15	3
	Wichita, KS	Los Angeles, CA	\$7,240	\$0	\$71.90	\$1.96	1
	Wichita, KS	New Orleans, LA	\$4,525	\$196	\$46.88	\$1.28	-1
	Sioux Falls, SD	Galveston-Houston, TX	\$6,976	\$0	\$69.28	\$1.89	1
	Northwest KS	Galveston-Houston, TX	\$4,801	\$215	\$49.81	\$1.36	0
	Amarillo, TX	Los Angeles, CA	\$5,121	\$299	\$53.82	\$1.46	0
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,800	\$221	\$39.93	\$1.01	-3
	Toledo, OH	Raleigh, NC	\$6,581	\$0	\$65.35	\$1.66	4
	Des Moines, IA	Davenport, IA	\$2,114	\$47	\$21.46	\$0.55	-6
	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	\$3,660	\$138	\$37.71	\$0.96	1
	Des Moines, IA	Los Angeles, CA	\$5,520	\$401	\$58.80	\$1.49	3
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,631	\$216	\$38.20	\$1.04	-12
	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	\$4,545	\$221	\$47.33	\$1.29	-4
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$4,078	\$0	\$40.50	\$1.10	3
	Wichita, KS	Galveston-Houston, TX	\$4,361	\$0	\$43.31	\$1.18	2
	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	\$6,012	\$352	\$63.20	\$1.72	1
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	\$3,720	\$221	\$39.14	\$0.99	-1
	Lincoln, NE	Galveston-Houston, TX	\$3,880	\$0	\$38.53	\$0.98	5
	Des Moines, IA	Amarillo, TX	\$4,060	\$173	\$42.04	\$1.07	2
	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	\$255	\$49.95	\$1.36	0
	Toledo, OH	Huntsville, AL	\$4,634	\$0	\$46.02	\$1.25	6
	Grand Island, NE	Portland, OR	\$5,710	\$360	\$60.28	\$1.64	0

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: July, 2019			Fuel				Percent change ⁴
Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel surcharge per car ²	Tariff plus surcharge per:		
					metric ton ³	bushel ³	Y/Y
Wheat	MT	Chihuahua, CI	\$7,284	\$0	\$74.43	\$2.02	-2
	OK	Cuautitlan, EM	\$6,775	\$153	\$70.79	\$1.92	0
	KS	Guadalajara, JA	\$7,534	\$614	\$83.25	\$2.26	6
	TX	Salinas Victoria, NL	\$4,329	\$93	\$45.18	\$1.23	1
Corn	IA	Guadalajara, JA	\$8,828	\$528	\$95.60	\$2.43	8
	SD	Celaya, GJ	\$8,140	\$0	\$83.17	\$2.11	6
	NE	Queretaro, QA	\$8,207	\$317	\$87.09	\$2.21	2
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	2
	MO	Tlalnepantla, EM	\$7,573	\$309	\$80.54	\$2.04	2
	SD	Torreon, CU	\$7,690	\$0	\$78.57	\$1.99	5
Soybeans	MO	Bojay (Tula), HG	\$8,497	\$499	\$91.91	\$2.50	7
	NE	Guadalajara, JA	\$8,982	\$524	\$97.12	\$2.64	5
	IA	El Castillo, JA	\$9,110	\$0	\$93.08	\$2.53	2
	KS	Torreon, CU	\$7,814	\$366	\$83.58	\$2.27	6
Sorghum	NE	Celaya, GJ	\$7,925	\$472	\$85.79	\$2.18	10
	KS	Queretaro, QA	\$8,000	\$191	\$83.70	\$2.12	2
	NE	Salinas Victoria, NL	\$6,633	\$154	\$69.34	\$1.76	3
	NE	Torreon, CU	\$7,390	\$339	\$78.97	\$2.00	10

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.

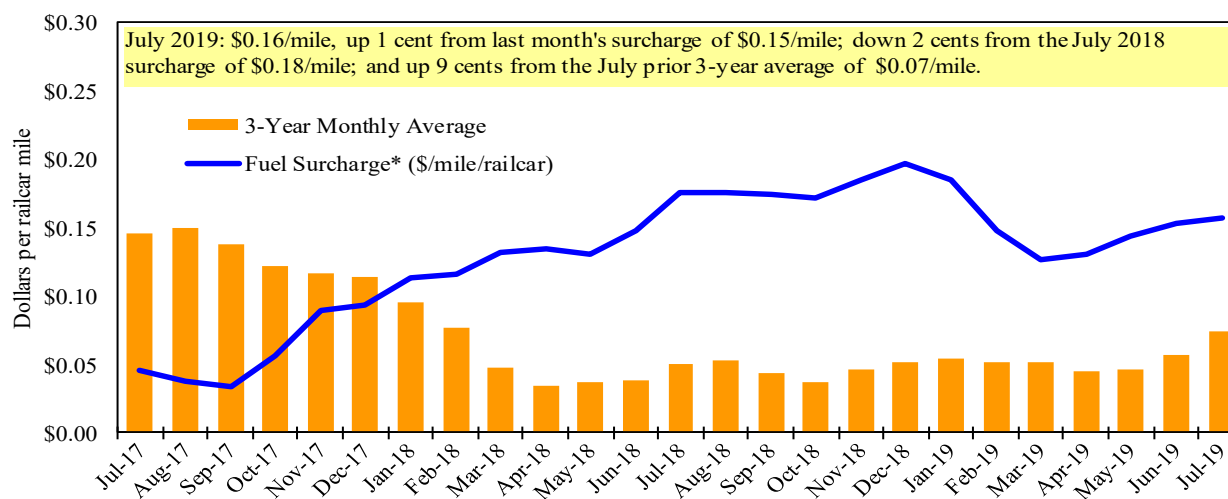
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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.

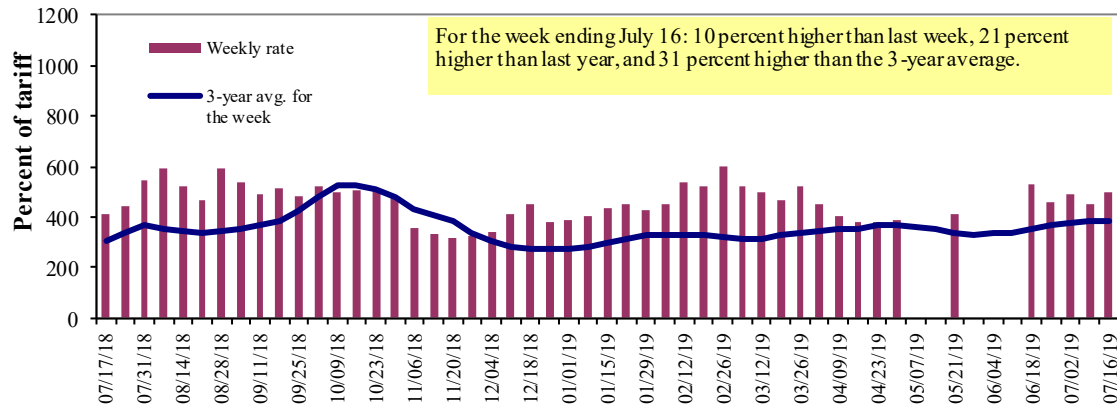
**CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kesi.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 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
Rate¹	7/16/2019	500	500	500	354	273	273	286
	7/9/2019	458	458	453	293	273	273	278
\$/ton	7/16/2019	30.95	26.60	23.20	14.12	12.80	11.03	8.98
	7/9/2019	28.35	24.37	21.02	11.69	12.80	11.03	8.73
Current week % change from the same week:								
	Last year	8	20	21	16	-30	-32	2
	3-year avg. ²	15	29	31	29	-5	-6	20
Rate¹	August	419	409	409	240	300	300	285
	October	456	439	429	327	433	433	333

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds; "-" n/a due to closure

* - Current weekly rate is a nominal value, reflecting the anticipation of improved navigation conditions

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.

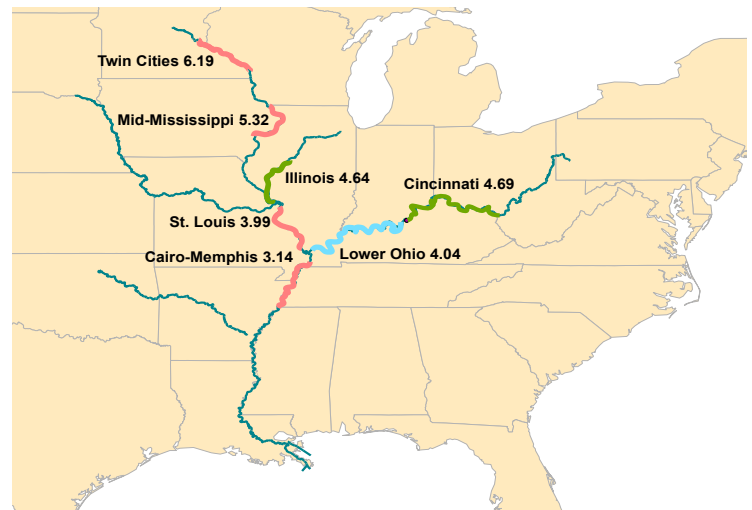
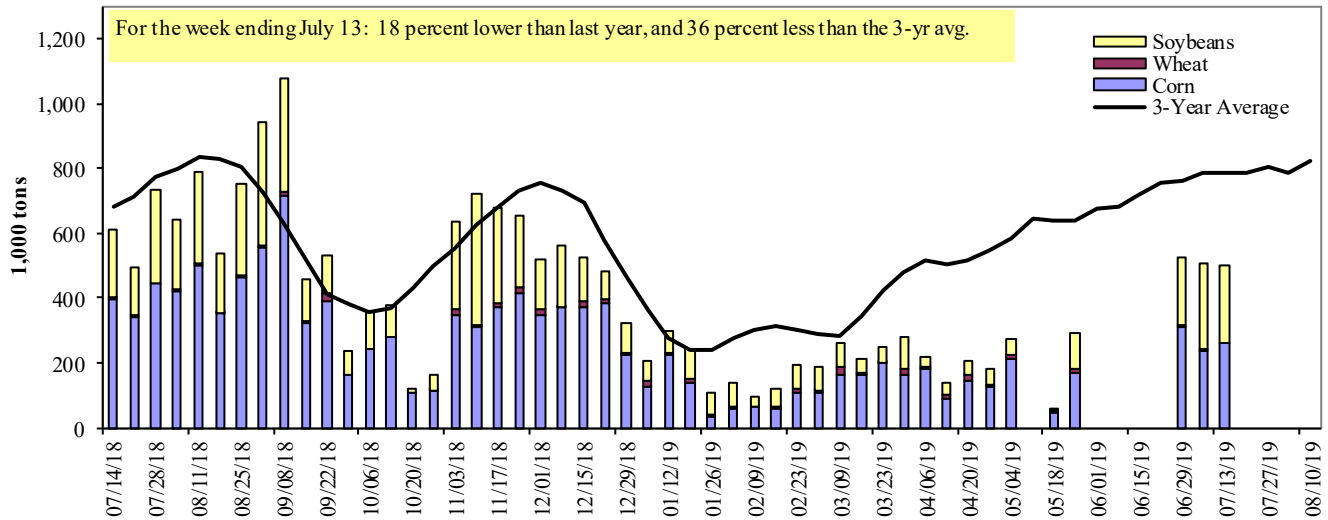


Figure 10

Barge Movements on the Mississippi 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 07/13/2019	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	136	6	144	0	286
Winfield, MO (L25)	171	0	150	0	320
Alton, IL (L26)	260	0	242	0	502
Granite City, IL (L27)	264	0	239	0	503
Illinois River (LAGRANGE)	91	0	87	0	178
Ohio River (OLMSTED)	71	27	60	2	160
Arkansas River (L1)	0	0	14	0	14
Weekly total - 2019	335	27	313	2	677
Weekly total - 2018	441	50	250	0	742
2019 YTD ¹	6,615	1,013	5,255	76	12,958
2018 YTD ¹	13,035	949	6,240	66	20,290
2019 as % of 2018 YTD	51	107	84	114	64
Last 4 weeks as % of 2018 ²	43	57	102	205	61
Total 2018	23,349	1,674	12,819	133	37,975

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

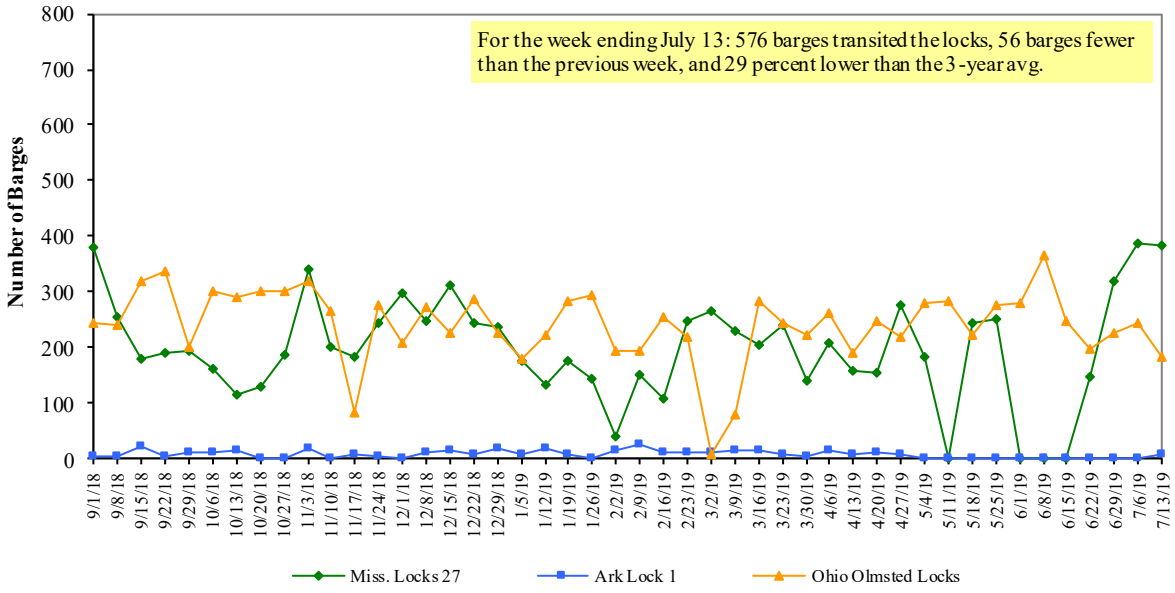
² As a percent of same period in 2018.

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.

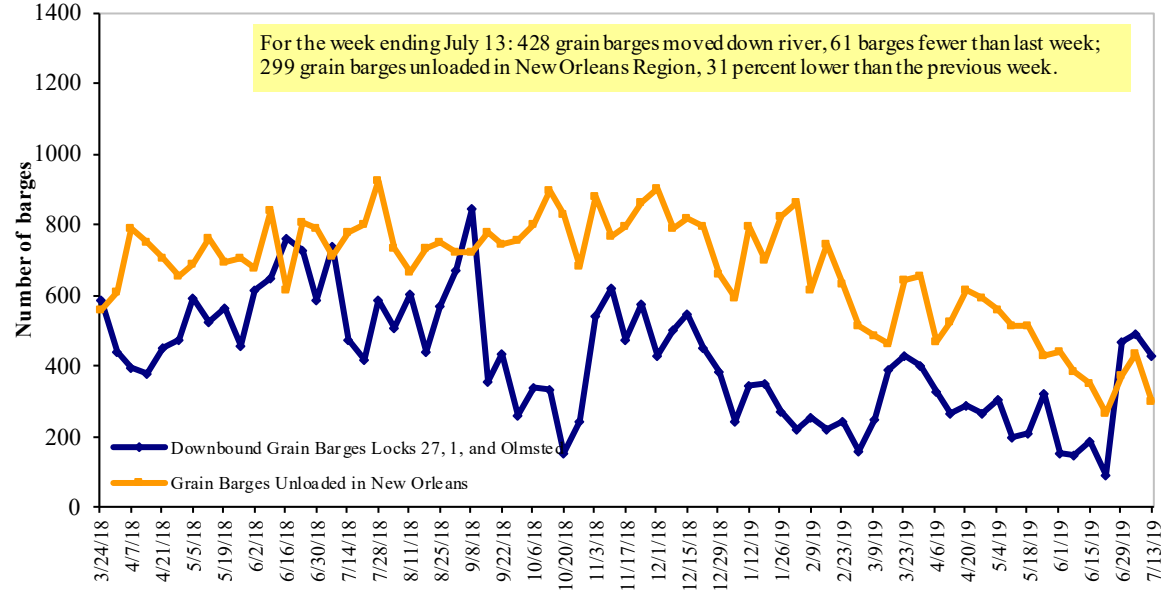
Source: U.S. Army Corps of Engineers

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 AMS FGIS

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 7/15/2019 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.080	-0.001	-0.156
	New England	3.131	-0.003	-0.152
	Central Atlantic	3.272	-0.003	-0.133
	Lower Atlantic	2.941	0.001	-0.167
II	Midwest	2.956	-0.012	-0.215
III	Gulf Coast	2.805	0.001	-0.199
IV	Rocky Mountain	2.975	-0.005	-0.395
	West Coast	3.624	0.000	-0.117
V	West Coast less California	3.209	0.001	-0.247
	California	3.952	-0.001	-0.016
Total	U.S.	3.051	-0.004	-0.188

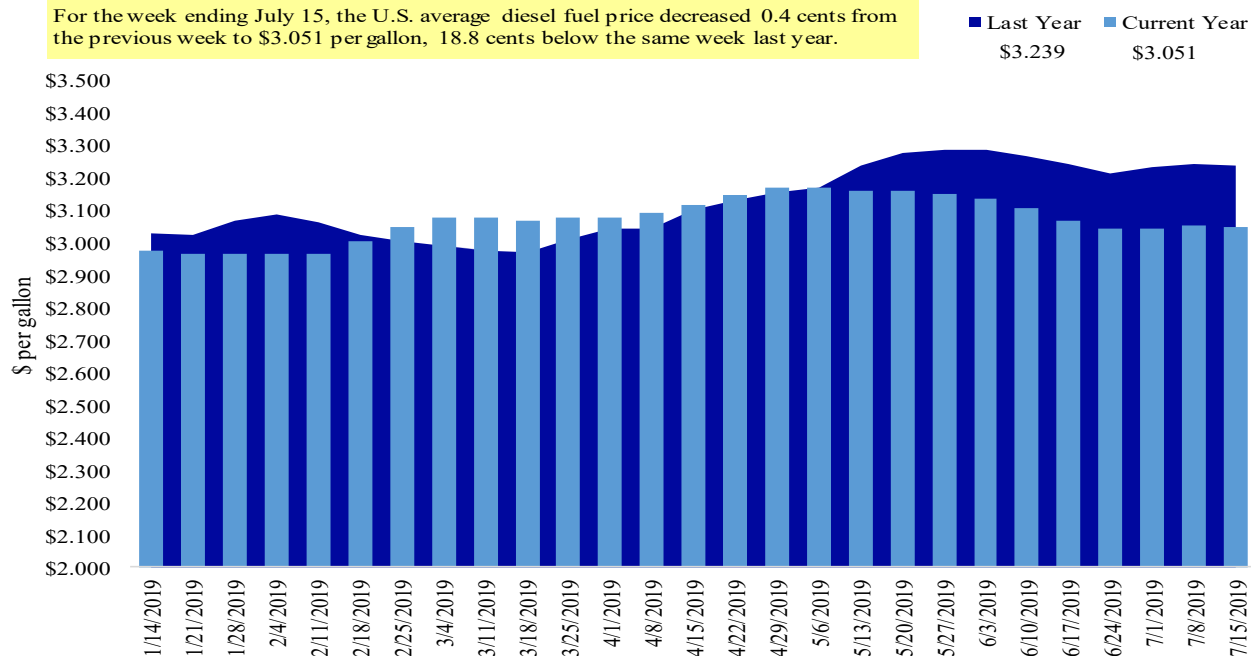
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average

For the week ending July 15, the U.S. average diesel fuel price decreased 0.4 cents from the previous week to \$3.051 per gallon, 18.8 cents below the same week last year.



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					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
Export Balances¹									
7/4/2019	1,665	797	1,309	956	157	4,884	5,396	10,060	20,339
This week year ago	1,122	505	1,440	1,155	140	4,362	11,533	7,165	23,059
Cumulative exports-marketing year²									
2018/19 YTD	1,360	229	577	404	55	2,625	44,026	38,535	85,185
2017/18 YTD	411	251	531	566	9	1,767	46,563	50,286	98,615
YTD 2018/19 as % of 2017/18	331	91	109	71	643	149	95	77	86
Last 4 wks as % of same period 2017/18	173	173	95	86	122	123	52	148	95
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

¹ Current unshipped (outstanding) export sales to date

² Shipped export sales to date; new marketing year now in effect for 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)

Table 13

Top 5 Importers¹ of U.S. Corn

For the week ending 7/04/2019	Total Commitments ²			% change current MY from last MY	Exports ³ 3-year avg 2015-2017
	2019/20	2018/19	2017/18		
	Next MY	Current MY	Last MY		
- 1,000 mt -					
Mexico	1,956	15,267	14,722	4	13,691
Japan	480	12,386	11,146	11	11,247
Korea	0	3,697	5,492	(33)	4,754
Colombia	24	4,669	4,472	4	4,678
Peru	0	1,992	3,075	(35)	2,975
Top 5 Importers	2,460	38,010	38,907	(2)	37,344
Total US corn export sales	3,227	49,421	58,095	(15)	53,184
% of Projected	6%	92%	94%		
Change from prior week ²	(108)	505	402		
Top 5 importers' share of U.S. corn export sales	76%	77%	67%		70%
USDA forecast, July 2019	54,707	53,435	62,036	(14)	
Corn Use for Ethanol USDA forecast, July 2019	142,367	138,430	142,367	(3)	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports for 2017/18 - 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 7/04/2019	Total Commitments ²			% change current MY from last MY	Exports ³ 3-yr avg. 2015-2017
	2019/20	2018/19	2017/18		
	Next MY	Current MY	Last MY		
		- 1,000 mt -			- 1,000 mt -
China	126	14,452	28,129	(49)	31,228
Mexico	597	4,907	4,259	15	3,716
Indonesia	14	2,204	2,452	(10)	2,250
Japan	125	2,478	2,286	8	2,145
Netherlands	0	2,058	2,098	(2)	2,209
Top 5 importers	862	26,098	39,223	(33)	41,549
Total US soybean export sales	2,605	48,594	57,451	(15)	55,113
% of Projected	5%	105%	99%		
Change from prior week ²	130	132	159		
Top 5 importers' share of U.S. soybean export sales	33%	54%	68%		75%
USDA forecast, July 2019	51,090	46,322	58,147	80	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports for 2017/18 - 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/esquery/>. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

For the week ending 7/04/2019	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg 2015-2017
	2019/20	2018/19		
	Current MY	Last MY		
		- 1,000 mt -		- 1,000 mt -
Mexico	966	598	62	2,781
Japan	634	821	(23)	2,649
Philippines	1,017	802	27	2,441
Korea	308	582	(47)	1,257
Nigeria	556	221	152	1,254
Indonesia	261	131	99	1,076
Taiwan	363	281	29	1,066
China	0	0	n/a	944
Colombia	26	274	(90)	714
Thailand	255	318	(20)	618
Top 10 importers	4,384	4,027	9	14,800
Total US wheat export sales	7,509	6,128	23	22,869
% of Projected	29%	24%		
Change from prior week ²	284	136		
Top 10 importers' share of U.S. wheat export sales	58%	66%		65%
USDA forecast, July 2019	25,886	25,504	1	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports for 2017/18 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esquery/>. Total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales³FAS 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 07/11/19	Previous Week*	Current Week as % of Previous	2019 YTD*	2018 YTD*	2019 YTD as % of 2018 YTD	Last 4-weeks as % of:		2018 Total*
							Last Year	Prior 3-yr. avg.	
Pacific Northwest									
Wheat	100	305	33	7,291	6,659	109	90	94	13,315
Corn	140	284	49	6,634	12,304	54	29	38	20,024
Soybeans	279	0	n/a	5,235	5,453	96	143	286	7,719
Total	518	589	88	19,160	24,416	78	63	80	41,058
Mississippi Gulf									
Wheat	65	69	93	2,797	2,260	124	111	89	3,896
Corn	342	260	132	13,246	19,184	69	35	38	33,735
Soybeans	502	504	100	12,817	12,446	103	112	159	28,124
Total	909	834	109	28,860	33,890	85	64	73	65,755
Texas Gulf									
Wheat	102	209	49	4,032	1,931	209	916	164	3,198
Corn	0	31	0	393	433	91	54	45	730
Soybeans	0	0	n/a	0	67	0	n/a	n/a	69
Total	102	240	42	4,425	2,431	182	546	148	3,997
Interior									
Wheat	57	43	132	950	820	116	136	109	1,614
Corn	183	127	144	4,062	4,638	88	90	91	8,650
Soybeans	93	152	61	3,554	3,561	100	95	119	6,729
Total	333	321	103	8,566	9,019	95	96	103	16,993
Great Lakes									
Wheat	9	22	40	486	263	185	369	85	894
Corn	0	0	n/a	0	280	0	0	0	404
Soybeans	22	52	42	262	248	106	122	231	1,192
Total	30	74	41	748	791	95	87	96	2,491
Atlantic									
Wheat	0	0	n/a	32	66	49	0	0	69
Corn	0	7	0	92	67	136	n/a	n/a	138
Soybeans	4	60	6	720	1,207	60	72	149	2,047
Total	4	67	5	844	1,340	63	81	165	2,253
U.S. total from ports*									
Wheat	332	649	51	15,588	11,997	130	143	109	22,986
Corn	665	709	94	24,427	36,906	66	40	45	63,682
Soybeans	899	768	117	22,588	22,983	98	112	168	45,879
Total	1,896	2,125	89	62,603	71,886	87	75	85	132,547

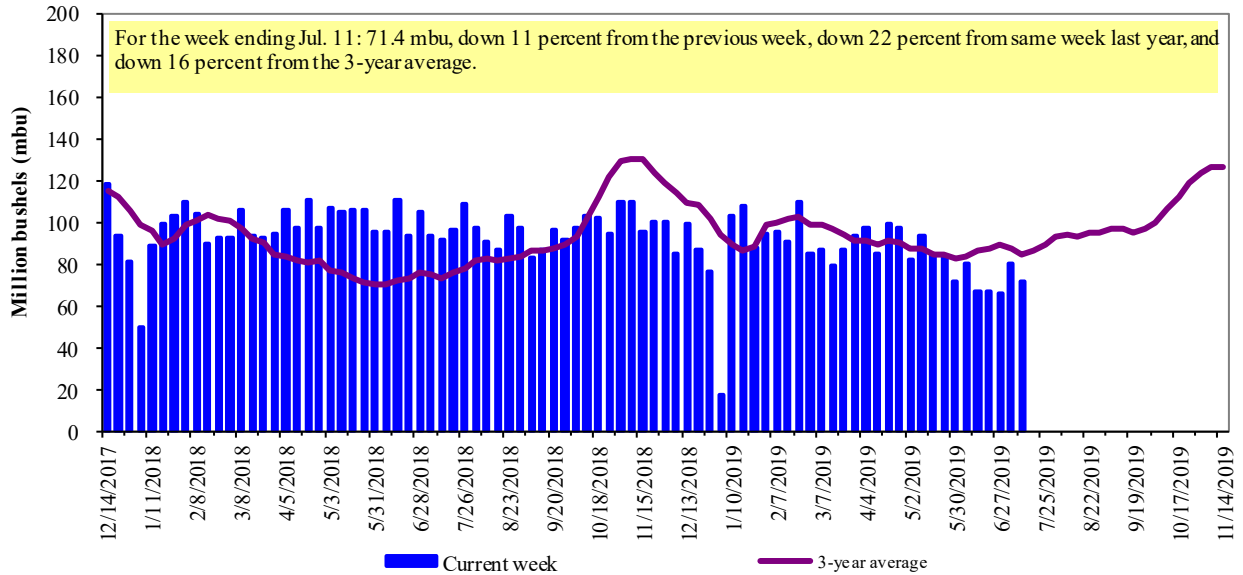
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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 53 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2018.

Figure 14

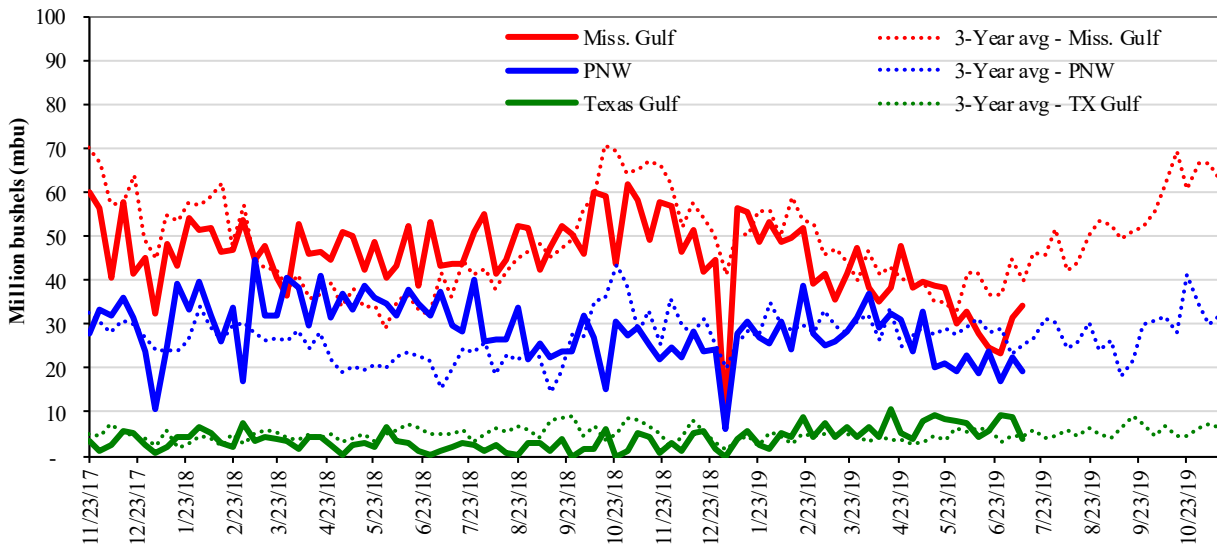
U.S. grain inspected for export (wheat, corn, and soybeans)



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)



<u>Week ending 07/11/19 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: 34.3	Last Week:	up 10	down 58	down 5	down 13
PNW: 19.4	Last Year (same week):	down 22	up 66	down 17	down 35
Texas Gulf: 3.7	3-yr avg. (4-wk. mov. Avg):	down 13	down 20	down 14	down 26

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

Ocean Transportation

Table 17

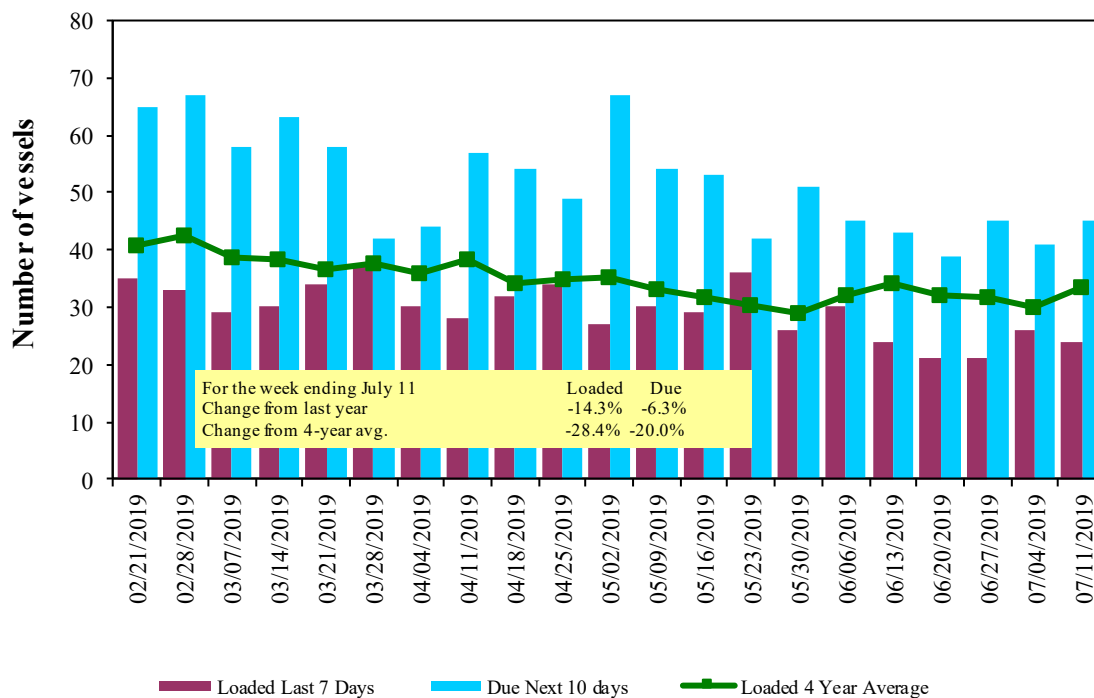
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded	Due next	In port
		7-days	10-days	
7/11/2019	48	24	45	11
7/4/2019	61	26	41	9
2018 range	(23..88)	(24..41)	(38..67)	(4..30)
2018 avg	40	34	54	17

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

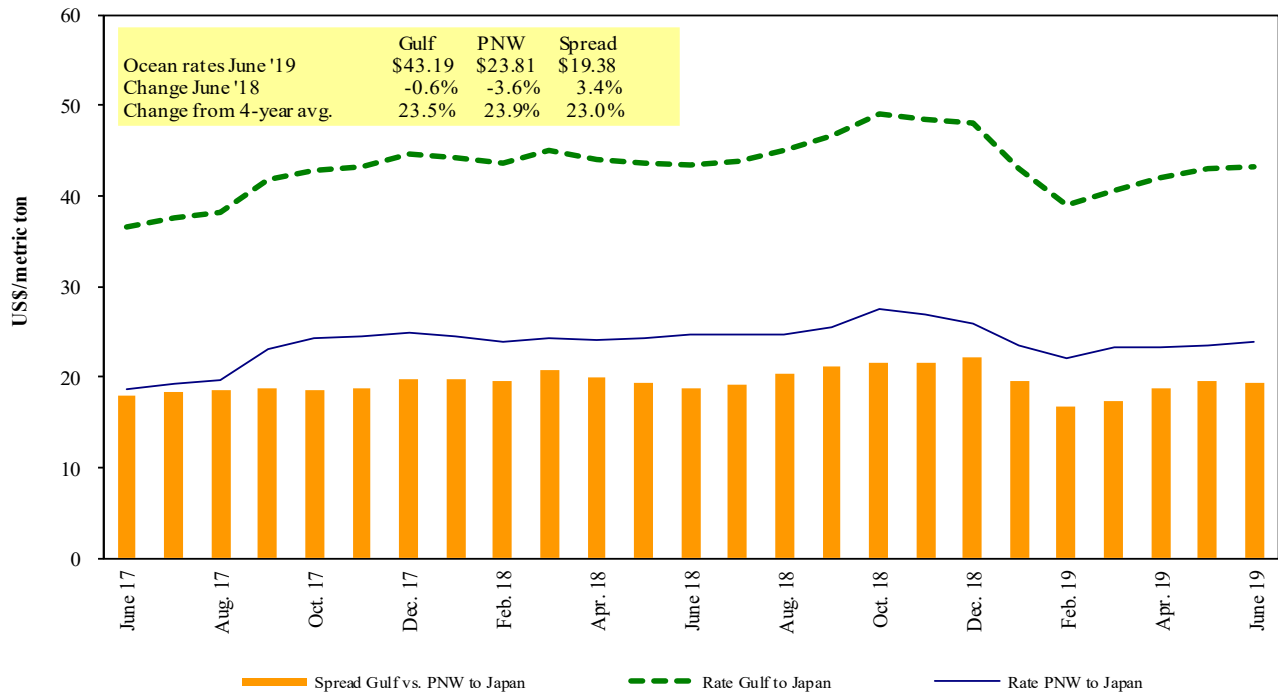
U.S. Gulf Vessel Loading Activity



Source: Transportation & Marketing Program/AMS/USDA
 1 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 07/13/2019

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jun 1/30	63,000	42.00
U.S. Gulf	China	Heavy Grain	Mar 15/Apr 15	63,000	40.00
U.S. Gulf	Durban	Sorghum	Jul 19/29	11,000	145.22*
PNW	China	Heavy Grain	Mar 2/18	60,000	27.50
PNW	Yemen	Wheat	Jul 16/26	29,200	71.00*
Brazil	China	Heavy Grain	Jun 10/20	65,000	33.00
Brazil	China	Heavy Grain	Apr 20/May 5	63,000	33.00
Brazil	China	Heavy Grain	Apr 15/30	63,000	32.50
Brazil	China	Heavy Grain	Mar 3/11	63,000	27.50
River Plate	China	Heavy Grain	Apr 21/30	65,000	37.85

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

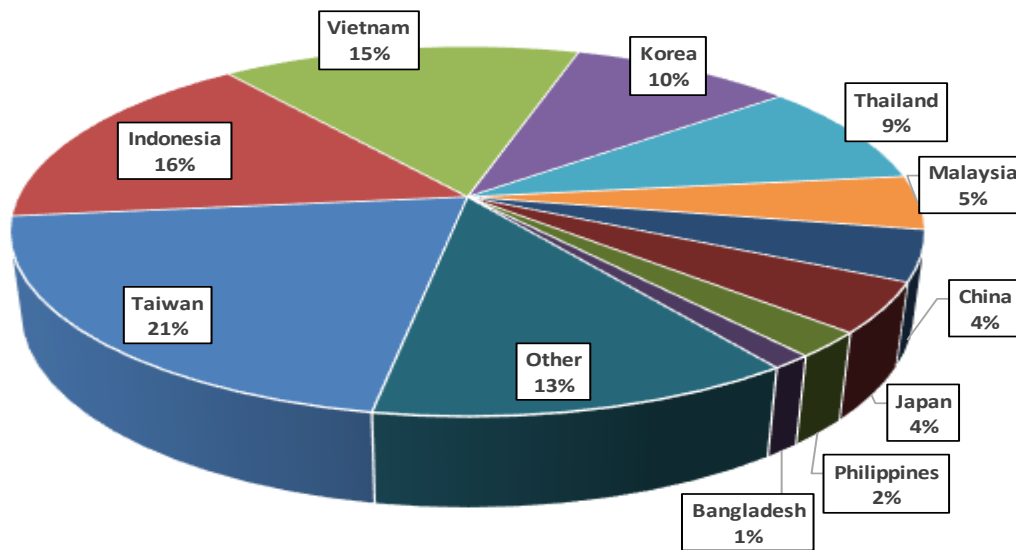
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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, 2018

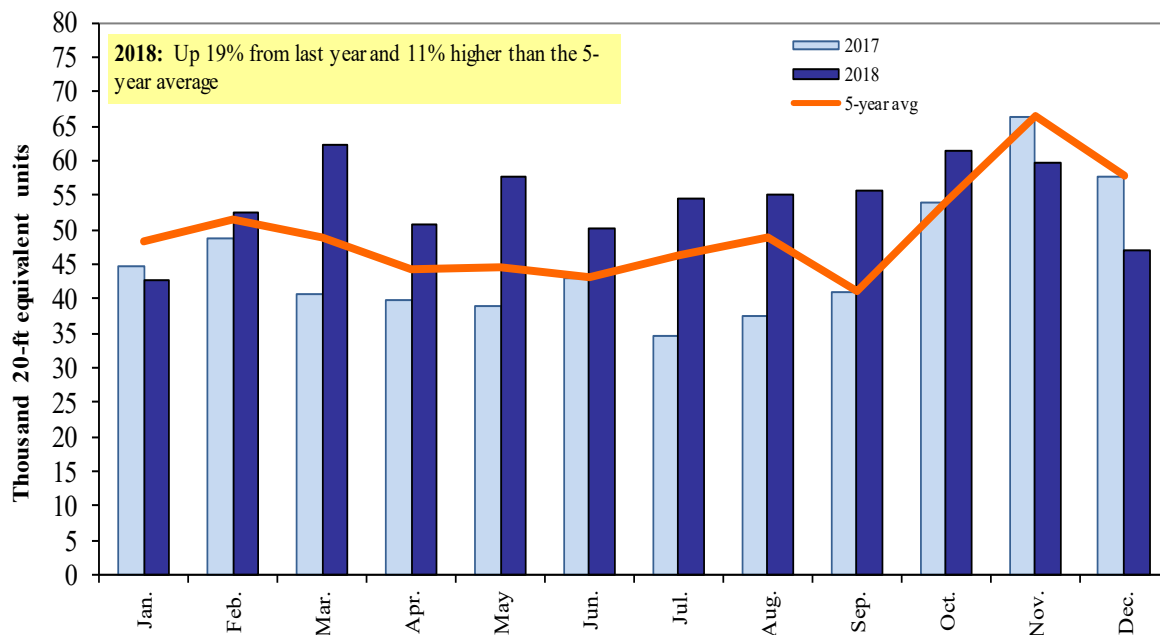


Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 1001, 100190, 1002, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 1102, 110100, 230310, 110220, 110290, 1201, 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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