



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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## WEEKLY HIGHLIGHTS

February 13, 2020

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#### Union Pacific Restores Service on Domestic Intermodal Lanes

[On February 1](#), Union Pacific Railroad (UP) resumed service on lines that were previously eliminated after the railroad implemented precision scheduled railroading (PSR) in 2018. UP restarted its interline service on almost 60 lines in conjunction with CSX Transportation (CSX) and Norfolk Southern Railway (NS). For example, in conjunction with CSX, UP resumed service in Ohio (for Cincinnati, Cleveland, and Columbus), as well as for three lines to Philadelphia, PA, and two lines to Baltimore, MD. Interline service with NS resumed for more than a dozen lines to Pennsylvania and New Jersey and for five routes into Ayer, MA.

#### AgTC Holds Workshops in Portland and Boise, Discusses Port Issues

The Agricultural Transportation Coalition (AgTC) held workshops in Portland and Boise on January 29 and January 31. Discussion focused on detention and demurrage charges, the international trade climate, and container chassis availability. Discussion of fines to shippers centered specifically on terminals of the Northwest Seaport Alliance (formerly, the separate ports of Seattle and Tacoma), where frequent fines have negatively affected shipping demand. Port operators treat terminals in both cities as part of a single port. Still, customs authorities can impose penalties when a shipment slated to depart a Tacoma terminal instead departs Seattle, or vice versa. Per [USDA/AMS research](#), the combined Seattle and Tacoma volume of agricultural imports and exports was 73.2 million metric tons (mmt), 7 percent of the U.S. total in 2017. Port authority representatives suggested using a single port code for all terminals in these locations to avoid needless fines.

#### Major Barge Line ACBL Files for Bankruptcy

American Commercial Lines, often known as American Commercial Barge Lines (ACBL), filed for Chapter 11 bankruptcy on Friday, February 7. Several outlets, including *Workboat* and *The Wall Street Journal*, reported that creditors for the carrier had previously arranged a restructuring plan that included \$1 billion of debt reduction. According to the 2019 *Barge Fleet Profile* report from IEG Vantage, ACBL owns 2,497, or over 19 percent of the 12,893 U.S. jumbo covered barges (the type used for grain transportation) counted by the survey. The company intends to make normal payments to vendors for transactions made after this restructuring. The bankruptcy filing reflects recent adversity for the industry, which has faced navigation challenges and trade-related reductions in shipper demand.

#### USDA Releases Fourth-Quarter 2019 GTOR

On February 13, 2020, USDA's Agricultural Marketing Service released the fourth-quarter [Grain Truck and Ocean Rate Advisory \(GTOR\)](#). The report contains regional data on truck rates, use, and availability for shipping grain, as well as diesel fuel prices and ocean rates for bulk grain shipments to select destinations.

### Snapshots by Sector

#### Export Sales

For the week ending January 30, **unshipped balances** of wheat, corn, and soybeans totaled 22.3 mmt. This represents a 28 percent decrease in outstanding sales, compared to the same time last year. Net **corn export sales** reached 1.25 mmt, up 1 percent from the past week. Net **soybean export sales** were .704 mmt, up 76 percent from the previous week. Net weekly **wheat export sales** reached .339 mmt, down 48 percent from the previous week.

#### Rail

U.S. Class I railroads originated 19,158 **grain carloads** during the week ending February 1. This was a 12-percent decrease from the previous week, 11 percent less than last year, and 20 percent lower than the 3-year average.

Average February shuttle **secondary railcar** bids/offers (per car) were \$279 below tariff for the week ending February 6. This was \$142 less than last week and \$746 lower than this week last year. There were no non-shuttle bids/offers this week.

#### Barge

For the week ending February 8, **barge grain movements** totaled 450,358 tons. This was a 17.6-percent decrease from the previous week and 10 percent more than the same period last year.

For the week ending February 8, 298 grain barges **moved down river**—37 barges fewer than the previous week. There were 611 grain barges **unloaded in New Orleans**, 5 percent more than the previous week.

#### Ocean

For the week ending February 6, 30 **oceangoing grain vessels** were loaded in the Gulf—15.4 percent more than same period last year. Within the next 10 days (starting February 7), 40 vessels were expected to be loaded—42.0 percent fewer than the same period last year.

As of February 6, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$42.00. This was 7 percent less than the previous week. The rate from the Pacific Northwest to Japan was \$22.00 per mt, 9 percent less than the previous week.

#### Fuel

For the week ending February 10, the U.S. average **diesel fuel price** decreased 4.6 cents from the previous week to \$2.910 per gallon, 5.6 cents below the same week last year.

# Feature Article/Calendar

## Wheat Transportation Costs Varied in Fourth Quarter 2019, and Landed Costs Fell

Fourth-quarter 2019 shipping costs for transporting wheat to Japan from Kansas and North Dakota through the Pacific Northwest (PNW) and U.S. Gulf were mostly unchanged from 2018 (tables 1 and 2). From third to fourth quarter 2019 (quarter-to-quarter), wheat transportation costs from Kansas and North Dakota via PNW to Japan<sup>1</sup> increased slightly but were unchanged for the route from Kansas and North Dakota via the U.S. Gulf to Japan.<sup>2</sup> From fourth quarter 2018 to fourth quarter 2019 (year-to-year), wheat shipping costs via the PNW and Gulf routes decreased slightly with lower truck and ocean freight rates. Year-to-year wheat inspections increased 4 percent, but quarter-to-quarter inspections declined 8 percent (see January 9, 2020, *GTR*).

Fourth-quarter transportation costs for shipping wheat totaled \$101/metric ton (mt) via the KS-PNW route and \$95/mt via the ND-PNW route. These were up 1 percent from the third quarter along with higher trucking rates (table 1). Year-to-year transportation costs for shipping wheat decreased slightly via the KS-PNW route but held steady via the ND-PNW route. The cost to ship wheat through the Gulf routes was mostly unchanged from quarter to quarter and from year to year (table 2). Across all four routes, fourth-quarter wheat transportation costs as a percentage of the landed cost were 39-41 percent for the PNW routes and 42-44 percent for the Gulf routes (tables 1 and 2).

**Table 1: Quarterly rate comparisons for shipping Kansas and North Dakota wheat to Japan through the PNW**

Mode	Kansas					North Dakota				
	2018 4th qtr	2019 3rd qtr	2019 4th qtr	Year-to-year change	Quarterly change	2018 4th qtr	2019 3rd qtr	2019 4th qtr	Year-to-year change	Quarterly change
	\$/metric ton					\$/metric ton				
Truck	12.10	9.18	11.46	-5.29	24.84	12.10	9.18	11.46	-5.29	24.84
Rail <sup>1</sup>	62.63	62.93	62.77	0.22	-0.25	56.96	57.39	57.61	1.14	0.38
Ocean vessel	26.69	27.90	26.28	-1.54	-5.81	26.69	27.90	26.28	-1.54	-5.81
Transportation Costs	101.42	100.01	100.51	-0.90	0.50	95.75	94.47	95.35	-0.42	0.93
Farm value <sup>2</sup>	175.14	147.83	142.57	-18.60	-3.56	187.39	162.53	152.00	-18.89	-6.48
Total landed cost	276.56	247.84	243.08	-12.11	-1.92	283.14	257.00	247.35	-12.64	-3.75
Transport % of landed cost	36.67	40.35	41.35			33.82	36.76	38.55		

**Table 2: Quarterly rate comparisons for shipping Kansas and North Dakota wheat to Japan through the U.S. Gulf**

Mode	Kansas					North Dakota				
	2018 4th qtr	2019 3rd qtr	2019 4th qtr	Year-to-year change	Quarterly change	2018 4th qtr	2019 3rd qtr	2019 4th qtr	Year-to-year change	Quarterly change
	\$/metric ton					\$/metric ton				
Truck	12.10	9.18	11.46	-5.29	24.84	12.10	9.18	11.46	-5.29	24.84
Rail <sup>1</sup>	42.66	43.31	43.31	1.52	0.00	60.14	60.57	60.57	0.71	0.00
Ocean vessel	48.46	50.05	48.25	-0.43	-3.60	48.46	50.05	48.25	-0.43	-3.60
Transportation costs	103.22	102.54	103.02	-0.19	0.47	120.70	119.80	120.28	-0.35	0.40
Farm value <sup>2</sup>	175.14	147.83	142.57	-18.60	-3.56	187.39	162.53	152.00	-18.89	-6.48
Total landed cost	278.36	250.37	245.59	-11.77	-1.91	308.09	282.33	272.28	-11.62	-3.56
Transport % of landed cost	37.08	40.96	41.95			39.18	42.43	44.18		

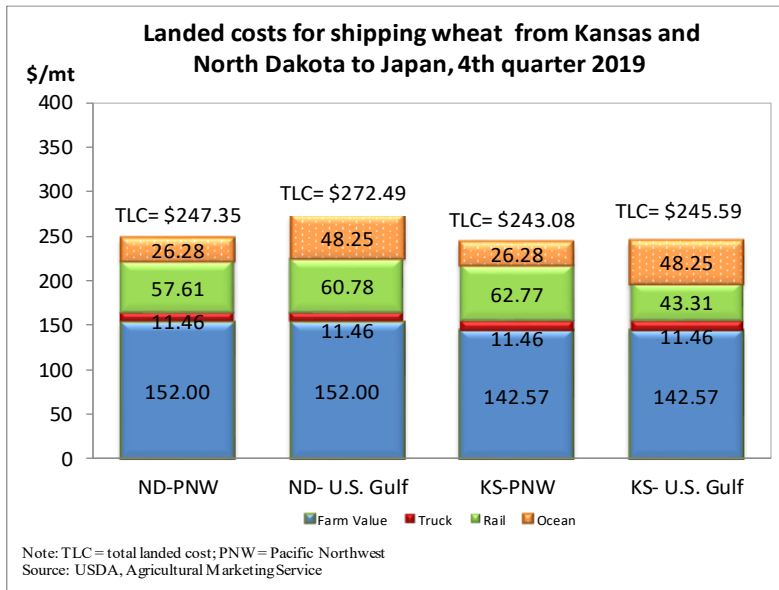
<sup>1</sup>Rail tariff rates include fuel surcharges and revisions for heavy-axle railcars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car.

<sup>2</sup> USDA, National Agricultural Statistics Service is the source for wheat prices for North Dakota (mainly hard red spring) and Kansas (mainly hard red winter).  
Note: PNW = Pacific Northwest; qtr = quarter  
Source: USDA, Agricultural Marketing Service.

As ocean freight rates and farm values decreased, the total landed cost (TLC) for shipping wheat decreased for all routes, ranging from \$243/mt to \$272/mt (see figure). Quarter-to-quarter landed costs for the KS-PNW and -Gulf routes were down 2 percent each and, for the ND-PNW and -Gulf routes, were down 4 percent each. Year-to-year landed costs for the KS-PNW and -Gulf routes were down 12 percent each, down 13 percent for the ND-PNW route, and down 12 percent for the ND-Gulf route. These decreases paralleled lower trucking rates and lower farm values.

<sup>1</sup> These routes are respectively referred to as the “KS-PNW route” and “ND-PNW route” or, collectively, as “PNW routes.”

<sup>2</sup> These routes are respectively referred to as the “KS-Gulf route” and “ND-Gulf route” or, collectively, as “Gulf routes.”



Lower iron ore and coal trade during the fourth quarter forced down demand for ocean vessels and pushed ocean freight rates lower (see January 16, 2020, *GTR*). Quarter to quarter, ocean freight rates for the PNW routes decreased 6 percent from the third quarter and, year to year, decreased 2 percent (table 1). Quarter to quarter, ocean freight rates for the Gulf routes decreased 4 percent, but year to year, remained unchanged.

Both quarter to quarter and year to year, rail rates for the KS-PNW route remained unchanged. Quarter to quarter, rail rates for the ND-PNW route

were unchanged, but year to year, they were up 1 percent from last year. Quarter to quarter, rail rates for the KS-Gulf route remained unchanged, but year to year, rose 2 percent. Quarter to quarter, rail rates for the ND-Gulf route were also unchanged, but year to year, rose 1 percent.

Strong fourth-quarter demand for wheat pushed each State's grain trucking rate up 25 percent from the third quarter. Year-to-year trucking rates, however, decreased 5 percent, partly reflecting lower diesel prices.

### Wheat Market Outlook

Fourth-quarter inspections of wheat destined to Japan reached .730 million metric tons (mmt) in 2019, according to the USDA's Federal Grain Inspection Service (FGIS). Year to year, wheat exports to Japan increased 12 percent, and the share of wheat exports to Japan accounted for 13 percent of the total U.S. wheat exports in the fourth quarter. For 2019, exports of U.S. wheat to Japan totaled 2.5 mmt, down 11 percent from 2018, and accounted for 9 percent of total U.S. wheat exports in 2019.

In 2019, total U.S. wheat inspected for export reached 28 mmt, up 27 percent from 2018, reflecting increasing demand from Asia, Latin America, and Africa, according to FGIS. According to USDA's February *World Agricultural Supply and Demand Estimates* report, wheat exports for the 2019/20 marketing year are projected to increase 3 percent from 2018/19.

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# Grain Transportation Indicators

Table 1

## Grain transport cost indicators<sup>1</sup>

For the week ending	Truck	Rail	Barge	Ocean		
		Unit train	Shuttle	Gulf	Pacific	
02/12/20	195	n/a	214	164	188	156
02/05/20	198	n/a	220	171	201	172

<sup>1</sup>Indicator: Base year 2000 = 100. Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan (\$/metric ton); n/a = not available.

Source: USDA, Agricultural Marketing Service.

Table 2

## Market Update: U.S. origins to export position price spreads (\$/bushel)

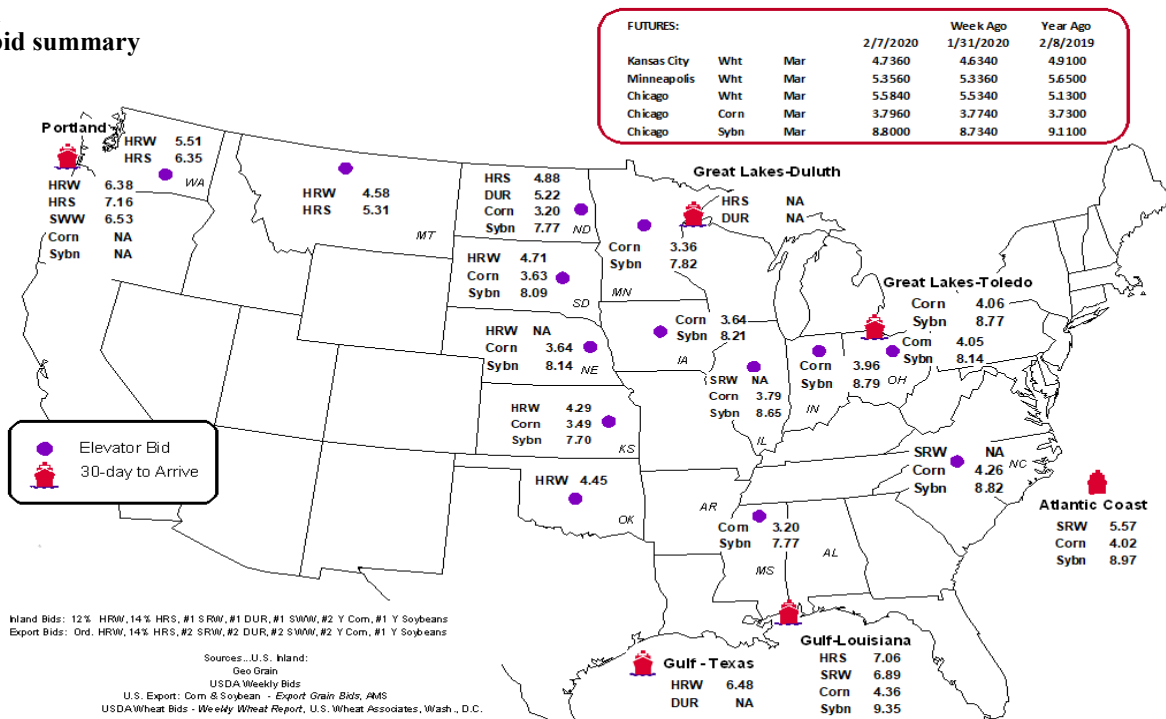
Commodity	Origin-destination	2/7/2020	1/31/2020
Corn	IL-Gulf	-0.57	-0.59
Corn	NE-Gulf	-0.72	-0.77
Soybean	IA-Gulf	-1.14	-1.13
HRW	KS-Gulf	-2.19	-2.24
HRS	ND-Portland	-2.28	-2.17

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.

Source: USDA, Agricultural Marketing Service.

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

Figure 1  
Grain bid summary



# Rail Transportation

Table 3  
**Rail deliveries to port (carloads)<sup>1</sup>**

For the week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
2/05/2020 <sup>p</sup>	638	522	4,541	92	5,793	2/1/2020	1,906
1/29/2020 <sup>r</sup>	653	645	4,023	29	5,350	1/25/2020	1,874
2020 YTD <sup>r</sup>	3,206	3,762	22,303	974	30,245	2020 YTD	10,748
2019 YTD <sup>r</sup>	2,863	5,241	31,685	2,738	42,527	2019 YTD	13,591
2020 YTD as % of 2019 YTD	112	72	70	36	71	% change YTD	79
Last 4 weeks as % of 2019 <sup>2</sup>	100	66	71	21	69	Last 4wks. % 2019	81
Last 4 weeks as % of 4-year avg. <sup>2</sup>	84	40	63	18	58	Last 4wks. % 4 yr.	99
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	127,622
Total 2018	22,118	46,532	310,449	21,432	400,531	Total 2018	129,674

<sup>1</sup>Data is incomplete as it is voluntarily provided.

<sup>2</sup> Compared with same 4-weeks in 2019 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 Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

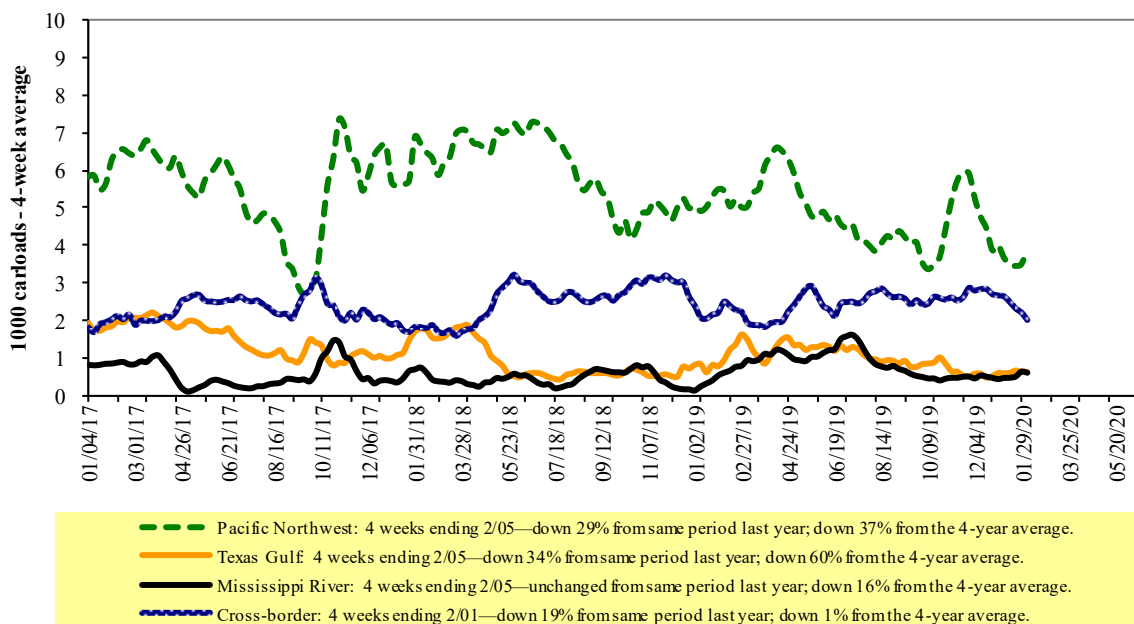
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.**

Source: USDA, Agricultural Marketing Service.

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: USDA, Agricultural Marketing Service.

Table 4

**Class I rail carrier grain car bulletin (grain carloads originated)**

For the week ending: 2/1/2020	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,647	1,892	9,624	1,113	4,882	19,158	3,515	4,294
This week last year	1,818	2,052	11,924	1,021	4,642	21,457	4,138	3,446
2020 YTD	8,705	11,579	50,458	5,379	22,052	98,173	17,540	18,177
2019 YTD	9,328	13,341	57,366	5,234	25,811	111,080	19,097	20,678
2020 YTD as % of 2019 YTD	93	87	88	103	85	88	92	88
Last 4 weeks as % of 2019*	95	85	86	95	85	87	89	89
Last 4 weeks as % of 3-yr. avg.**	90	82	84	93	82	84	91	88
Total 2019	91,611	137,226	568,369	58,527	260,269	1,116,002	212,644	235,892

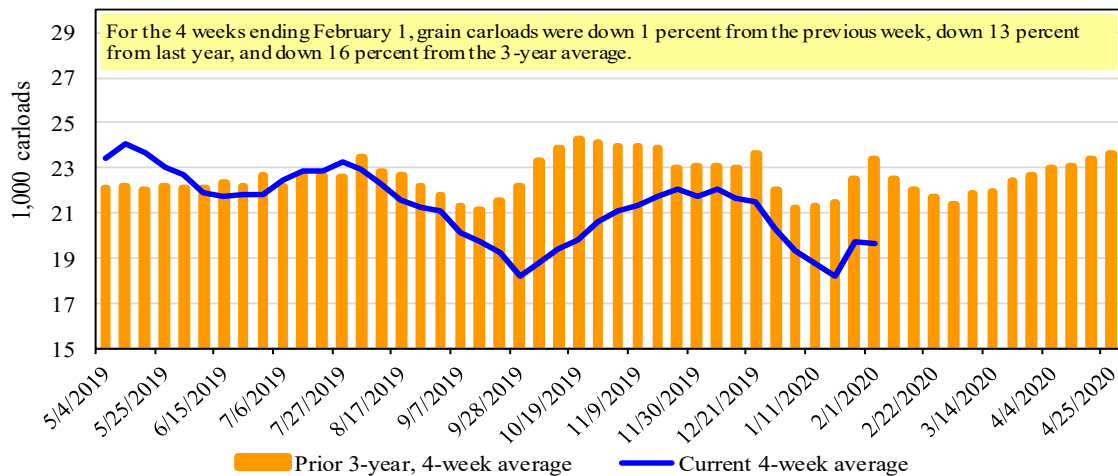
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

Note: NS = Norfolk Southern; KCS = Kansas City Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific.

Source: Association of American Railroads.

Figure 3

**Total weekly U.S. Class I railroad grain carloads**

Source: Association of American Railroads.

Table 5

**Railcar auction offerings<sup>1</sup> (\$/car)<sup>2</sup>**

For the week ending: 2/6/2020		Delivery period							
		Feb-20	Feb-19	Mar-20	Mar-19	Apr-20	Apr-19	May-20	May-19
BNSF <sup>3</sup>	COT grain units	0	no offer	0	no bids	0	no bids	no bid	no bids
	COT grain single-car	1	no offer	0	0	0	0	0	0
UP <sup>4</sup>	GCAS/Region 1	no offer	no offer	no offer	10	no offer	no bid	n/a	n/a
	GCAS/Region 2	no bid	no offer	no bid	10	no bid	no bid	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. n/a = not available.

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

<sup>4</sup>UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

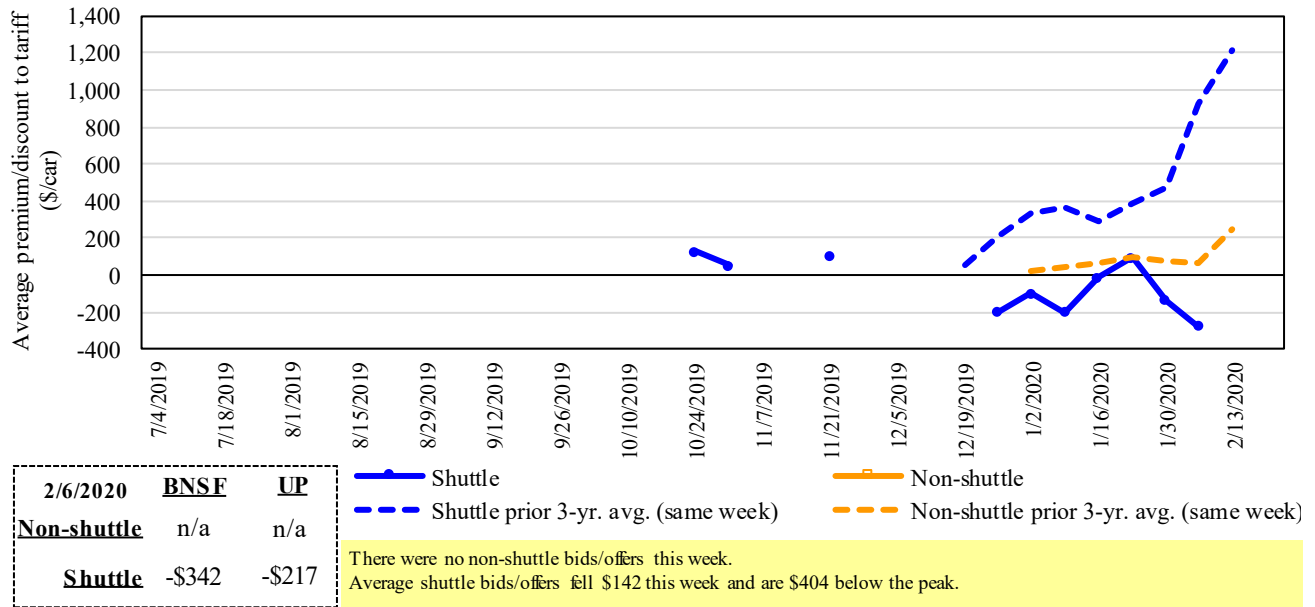
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

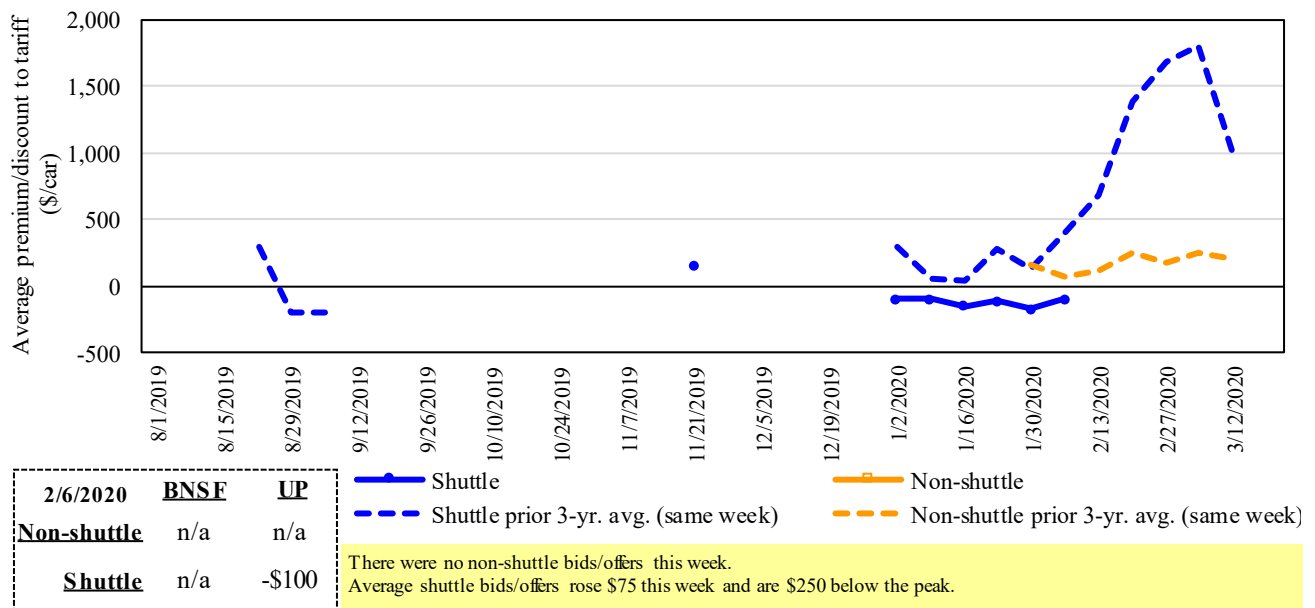
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Bids/offers for railcars to be delivered in February 2020, secondary market**



Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.  
 Source: USDA, Agricultural Marketing Service.

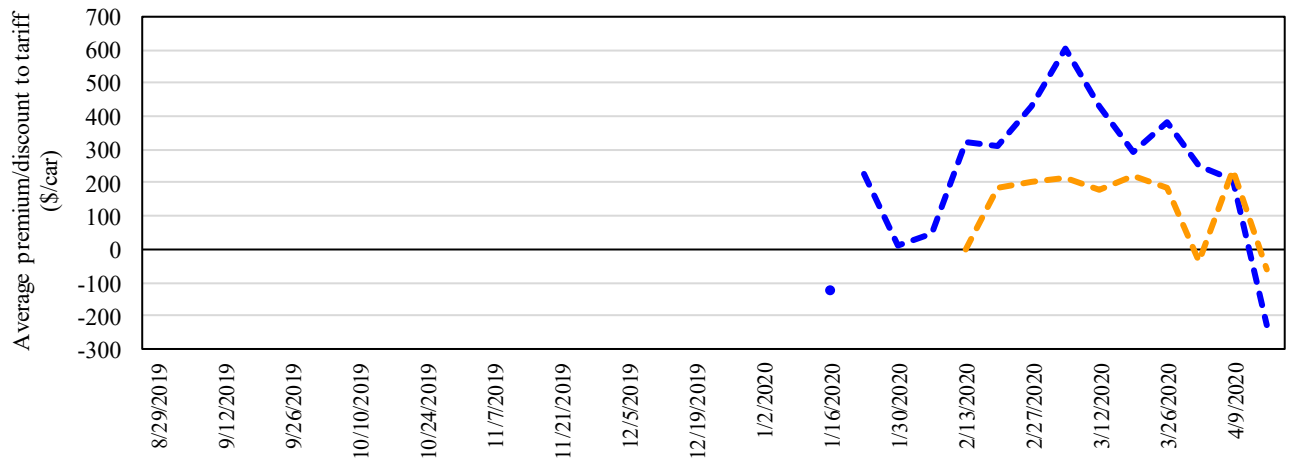
**Figure 5**  
**Bids/offers for railcars to be delivered in March 2020, secondary market**



Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.  
 Source: USDA, Agricultural Marketing Service.

Figure 6

**Bids/offers for railcars to be delivered in April 2020, secondary market**



	<b>2/6/2020</b>	<b>BNSF</b>	<b>UP</b>
<b>Non-shuttle</b>	n/a	n/a	n/a
<b>Shuttle</b>	n/a	n/a	n/a

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

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad. Source: USDA, Agricultural Marketing Service.

Table 6

**Weekly secondary railcar market (\$/car)<sup>1</sup>**

For the week ending: 2/6/2020		Delivery period					
		Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20
<b>Non-shuttle</b>	<b>BNSF-GF</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle</b>	<b>BNSF-GF</b>	(342)	n/a	n/a	n/a	n/a	n/a
	Change from last week	(192)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	(1092)	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	(217)	(100)	n/a	n/a	n/a	n/a
	Change from last week	(92)	75	n/a	n/a	n/a	n/a
	Change from same week 2019	(400)	(175)	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 and are not guaranteed prices. n/a = not available; GF = guaranteed freight; Pool = guaranteed pool;

BNSF = BNSF Railway; UP = Union Pacific Railroad.

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

Source: USDA, Agricultural Marketing Service.



The **tariff rail rate** is the base price of freight rail service. Together with **fuel surcharges** and any **auction and secondary rail** values, the tariff rail rate constitutes 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. However, during times of high rail demand or short supply, high auction and secondary rail values 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>**

February 2020	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,983	\$101	\$40.56	\$1.10	0
	Grand Forks, ND	Duluth-Superior, MN	\$4,333	\$0	\$43.03	\$1.17	2
	Wichita, KS	Los Angeles, CA	\$7,240	\$0	\$71.90	\$1.96	1
	Wichita, KS	New Orleans, LA	\$4,525	\$178	\$46.70	\$1.27	-1
	Sioux Falls, SD	Galveston-Houston, TX	\$6,976	\$0	\$69.28	\$1.89	1
	Colby, KS	Galveston-Houston, TX	\$4,801	\$195	\$49.61	\$1.35	0
	Amarillo, TX	Los Angeles, CA	\$5,121	\$271	\$53.55	\$1.46	0
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,900	\$201	\$40.73	\$1.03	-3
	Toledo, OH	Raleigh, NC	\$6,816	\$0	\$67.69	\$1.72	4
	Des Moines, IA	Davenport, IA	\$2,415	\$43	\$24.41	\$0.62	7
	Indianapolis, IN	Atlanta, GA	\$5,818	\$0	\$57.78	\$1.47	3
	Indianapolis, IN	Knoxville, TN	\$4,874	\$0	\$48.40	\$1.23	4
	Des Moines, IA	Little Rock, AR	\$3,800	\$125	\$38.98	\$0.99	-2
	Des Moines, IA	Los Angeles, CA	\$5,680	\$365	\$60.03	\$1.52	-1
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,631	\$194	\$37.98	\$1.03	-12
	Toledo, OH	Huntsville, AL	\$5,630	\$0	\$55.91	\$1.52	3
	Indianapolis, IN	Raleigh, NC	\$6,932	\$0	\$68.84	\$1.87	3
	Indianapolis, IN	Huntsville, AL	\$5,107	\$0	\$50.71	\$1.38	3
	Champaign-Urbana, IL	New Orleans, LA	\$4,645	\$201	\$48.13	\$1.31	-2
<b>Shuttle train</b>							
Wheat	Great Falls, MT	Portland, OR	\$4,143	\$0	\$41.14	\$1.12	2
	Wichita, KS	Galveston-Houston, TX	\$4,361	\$0	\$43.31	\$1.18	2
	Chicago, IL	Albany, NY	\$7,074	\$0	\$70.25	\$1.91	20
	Grand Forks, ND	Portland, OR	\$5,801	\$0	\$57.61	\$1.57	1
	Grand Forks, ND	Galveston-Houston, TX	\$6,121	\$0	\$60.78	\$1.65	1
	Colby, KS	Portland, OR	\$6,012	\$320	\$62.88	\$1.71	1
	Corn	Minneapolis, MN	Portland, OR	\$5,180	\$0	\$51.44	\$1.31
Sioux Falls, SD		Tacoma, WA	\$5,140	\$0	\$51.04	\$1.30	0
Champaign-Urbana, IL		New Orleans, LA	\$3,820	\$201	\$39.93	\$1.01	0
Lincoln, NE		Galveston-Houston, TX	\$3,880	\$0	\$38.53	\$0.98	0
Des Moines, IA		Amarillo, TX	\$4,220	\$157	\$43.47	\$1.10	4
Minneapolis, MN		Tacoma, WA	\$5,180	\$0	\$51.44	\$1.31	0
Council Bluffs, IA		Stockton, CA	\$5,000	\$0	\$49.65	\$1.26	0
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,850	\$0	\$58.09	\$1.58	2
	Minneapolis, MN	Portland, OR	\$5,900	\$0	\$58.59	\$1.59	2
	Fargo, ND	Tacoma, WA	\$5,750	\$0	\$57.10	\$1.55	2
	Council Bluffs, IA	New Orleans, LA	\$4,875	\$232	\$50.71	\$1.38	2
	Toledo, OH	Huntsville, AL	\$4,805	\$0	\$47.72	\$1.30	4
	Grand Island, NE	Portland, OR	\$5,860	\$327	\$61.44	\$1.67	2

<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 pounds per bushel (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 (Y/Y) calculated using tariff rate plus fuel surcharge.

Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

Table 8

**Tariff rail rates for U.S. bulk grain shipments to Mexico**

Commodity	Date: February 2020		Tariff rate/car <sup>1</sup>	Fuel	Tariff plus surcharge per:		Percent change <sup>4</sup>
	Origin state	Destination region		surcharge per car <sup>2</sup>	metric ton <sup>3</sup>	bushel <sup>3</sup>	
Wheat	MT	Chihuahua, CI	\$7,509	\$0	\$76.72	\$2.09	3
	OK	Cuautitlan, EM	\$6,775	\$139	\$70.65	\$1.92	0
	KS	Guadalajara, JA	\$7,534	\$633	\$83.44	\$2.27	5
	TX	Salinas Victoria, NL	\$4,329	\$84	\$45.09	\$1.23	0
Corn	IA	Guadalajara, JA	\$8,902	\$542	\$96.49	\$2.45	6
	SD	Celaya, GJ	\$8,140	\$0	\$83.17	\$2.11	3
	NE	Queretaro, QA	\$8,278	\$284	\$87.49	\$2.22	1
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlalnepantla, EM	\$7,643	\$277	\$80.92	\$2.05	1
	SD	Torreón, CU	\$7,690	\$0	\$78.57	\$1.99	3
Soybeans	MO	Bojay (Tula), HG	\$8,547	\$506	\$92.49	\$2.51	5
	NE	Guadalajara, JA	\$9,172	\$529	\$99.11	\$2.69	5
	IA	El Castillo, JA	\$9,490	\$0	\$96.97	\$2.64	4
	KS	Torreón, CU	\$7,964	\$366	\$85.10	\$2.31	4
Sorghum	NE	Celaya, GJ	\$7,772	\$479	\$84.31	\$2.14	5
	KS	Queretaro, QA	\$8,108	\$174	\$84.62	\$2.15	1
	NE	Salinas Victoria, NL	\$6,713	\$140	\$70.01	\$1.78	1
	NE	Torreón, CU	\$7,157	\$339	\$76.59	\$1.94	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.

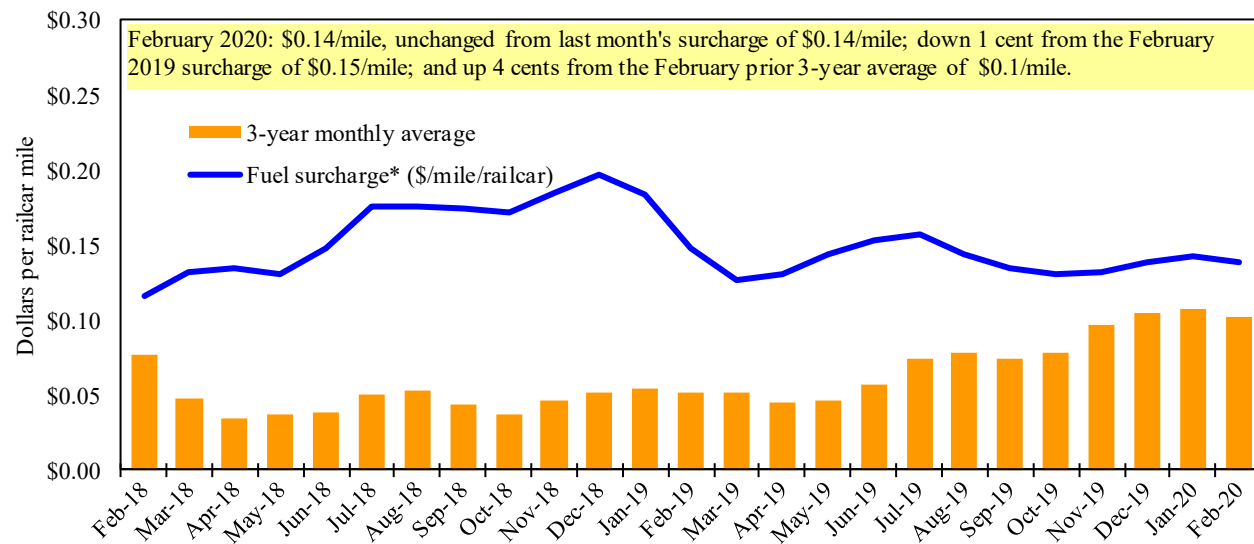
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

<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; Y/Y = year over year.

Sources: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

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.

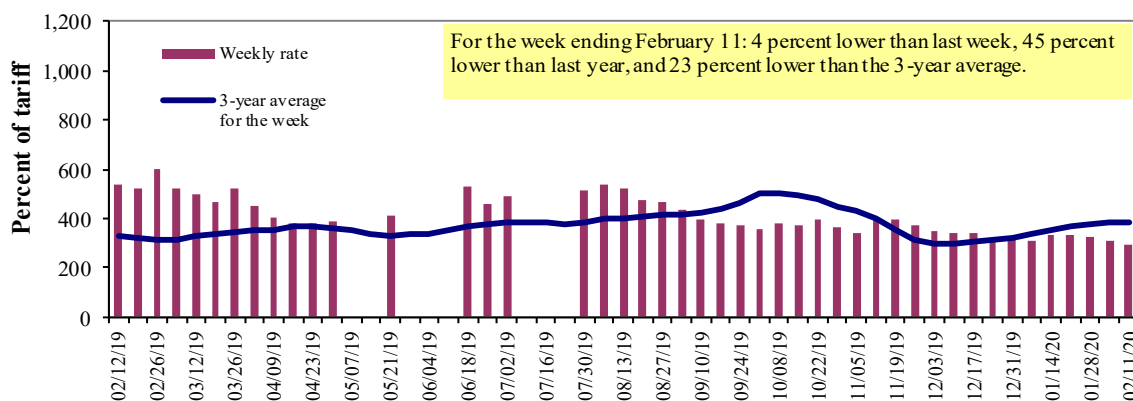
\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

# 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: USDA, Agricultural Marketing Service.

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>	2/11/2020	-	-	296	192	210	210	184
	2/4/2020	-	-	307	204	230	230	199
\$/ton	2/11/2020	-	-	13.73	7.66	9.85	8.48	5.78
	2/4/2020	-	-	14.24	8.14	10.79	9.29	6.25
<b>Current week % change from the same week:</b>								
	Last year	-	-	-45	-56	-61	-61	-54
	3-year avg. <sup>2</sup>	-	-	-23	-35	-37	-37	-29
Rate <sup>1</sup>	February	-	-	310	205	218	218	195
	April	380	345	320	215	225	225	204

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; "-" not available due to closure.

Source: USDA, Agricultural Marketing Service.

### Figure 9 Benchmark tariff rates

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

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

Map Credit: USDA, Agricultural Marketing Service

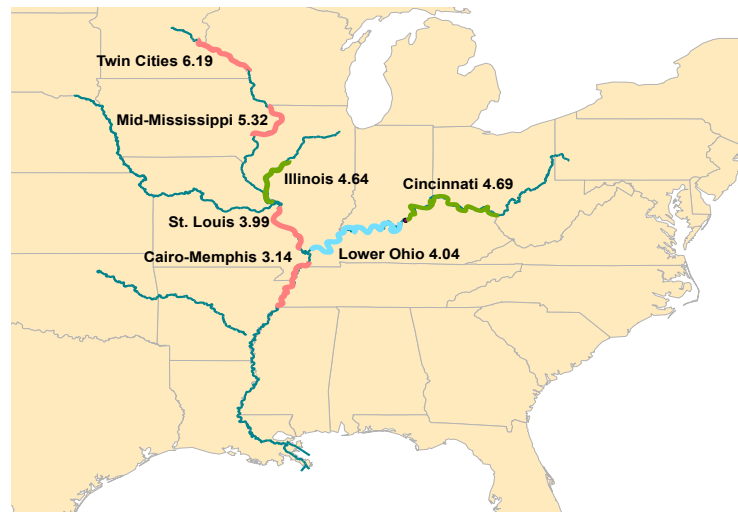
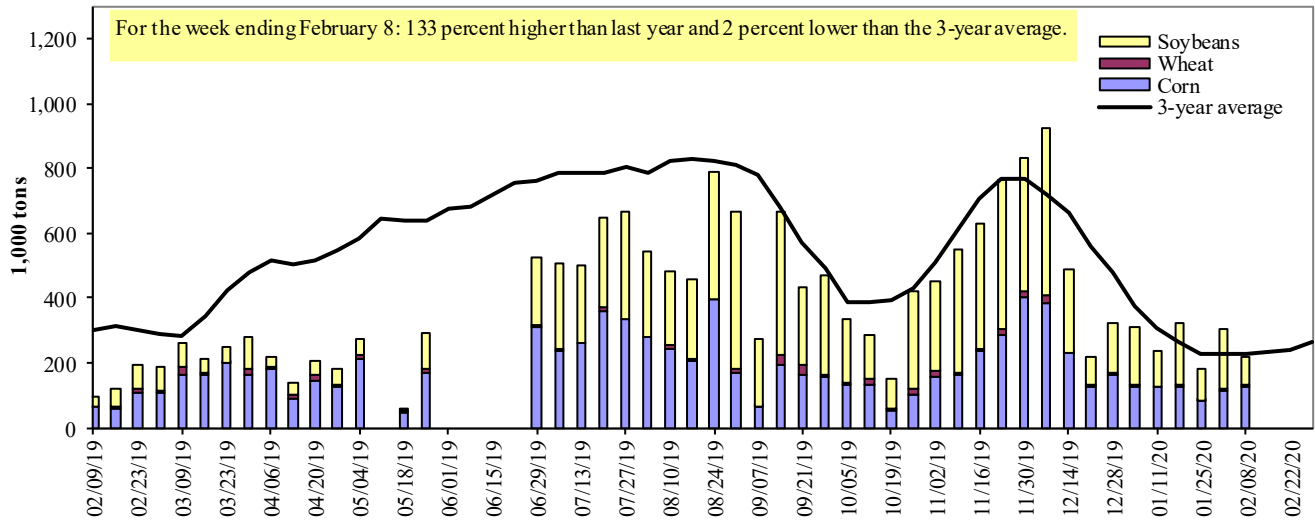


Figure 10

**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 02/08/2020	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	0	0	0
Alton, IL (L26)	137	8	95	0	240
Granite City, IL (L27)	126	8	87	0	222
<b>Illinois River (La Grange)</b>	80	2	95	0	176
<b>Ohio River (Olmsted)</b>	144	0	59	0	203
<b>Arkansas River (L1)</b>	0	4	21	0	25
Weekly total - 2020	271	12	168	0	450
Weekly total - 2019	148	47	214	2	410
2020 YTD <sup>1</sup>	1,316	123	1,647	6	3,091
2019 YTD <sup>1</sup>	1,195	235	1,299	9	2,738
2020 as % of 2019 YTD	110	52	127	65	113
Last 4 weeks as % of 2019 <sup>2</sup>	131	46	111	65	113
Total 2019	12,780	1,631	14,683	154	29,247

<sup>1</sup> Weekly total, YTD (year-to-date), and calendar year total include MS27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. L (as in "L15") refers to a lock or lock and dam facility. Olmsted = Olmsted Locks and Dam. La Grange = La Grange Lock and Dam.

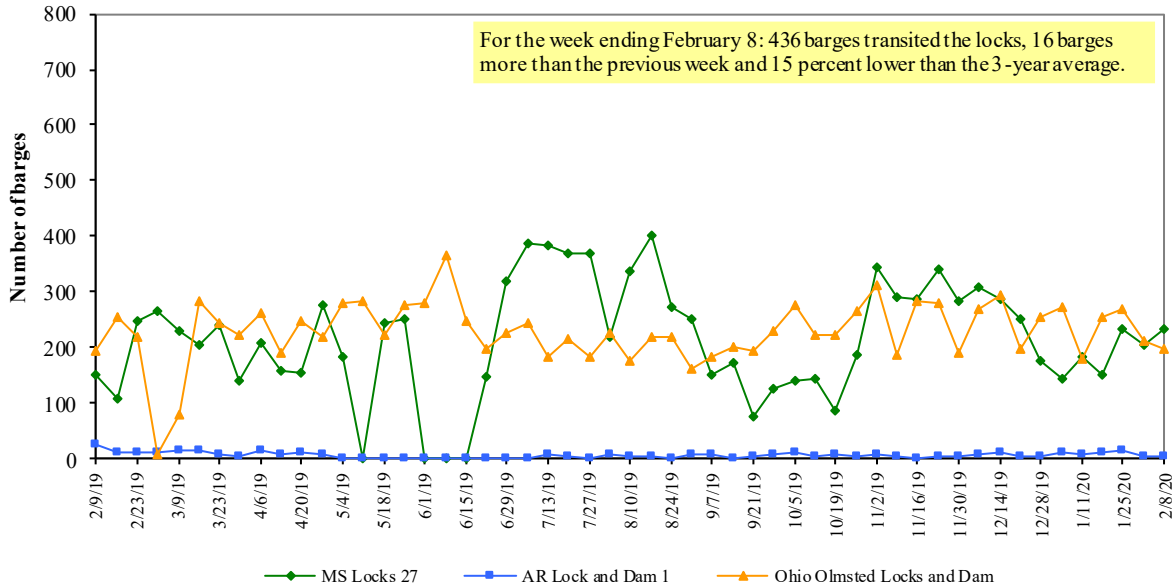
<sup>2</sup> As a percent of same period in 2019.

Note: Total may not add exactly because of rounding. Starting from 11/24/2018, weekly movement through Ohio 52 is replaced by Olmsted.

Source: U.S. Army Corps of Engineers.

Figure 11

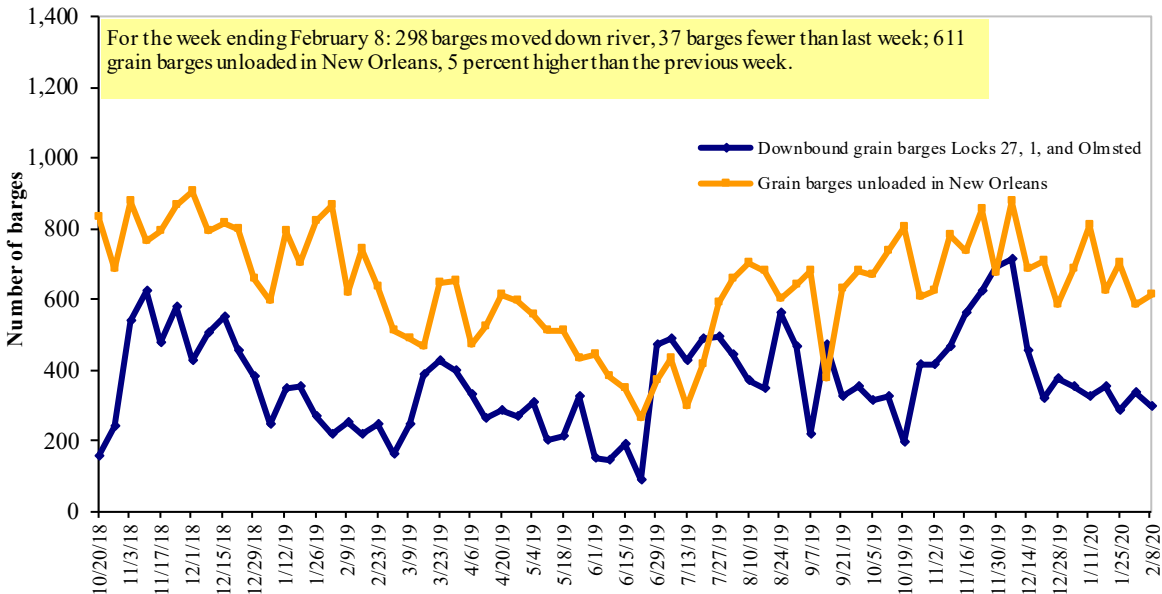
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



Source: U.S. Army Corps of Engineers.

Figure 12

**Grain barges for export in New Orleans region**



Note: Olmsted = Olmsted Locks and Dam.

Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

# 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 2/10/2020 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.962	-0.041	-0.069
	New England	3.075	-0.030	-0.086
	Central Atlantic	3.146	-0.034	-0.079
	Lower Atlantic	2.816	-0.047	-0.056
II	Midwest	2.776	-0.063	-0.073
III	Gulf Coast	2.675	-0.035	-0.101
IV	Rocky Mountain	2.895	-0.049	0.025
	West Coast	3.481	-0.036	0.046
V	West Coast less California	3.098	-0.048	0.014
	California	3.784	-0.028	0.070
Total	United States	2.910	-0.046	-0.056

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

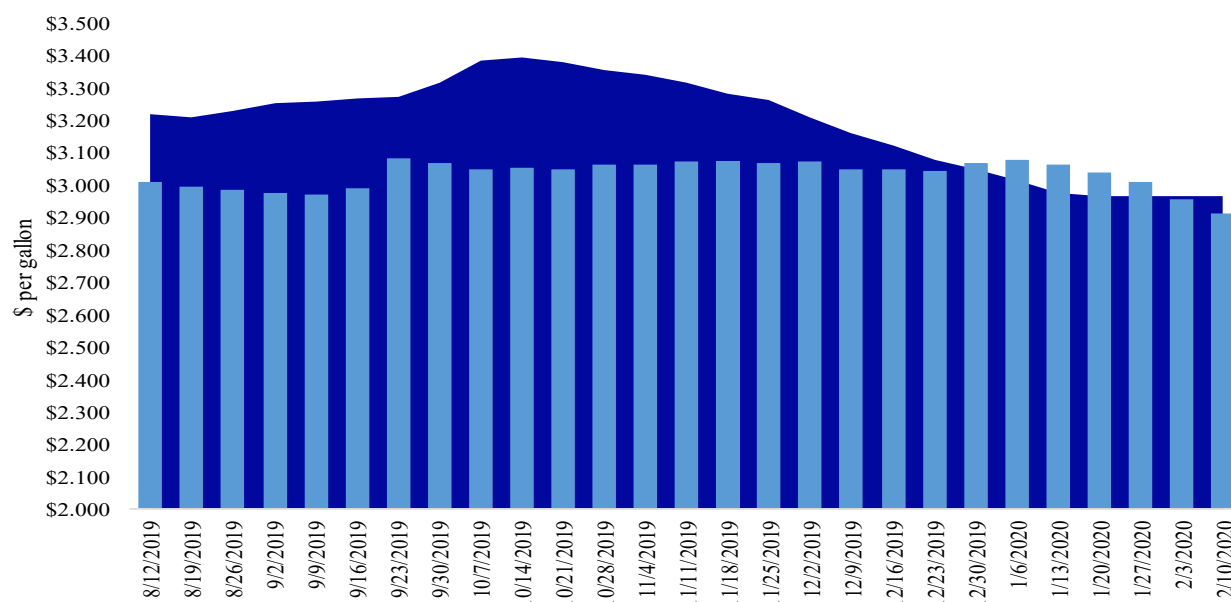
Source: U.S. Department of Energy, Energy Information Administration.

Figure 13

**Weekly diesel fuel prices, U.S. average**

For the week ending February 10, the U.S. average diesel fuel price decreased 4.6 cents from the previous week to \$2.91 per gallon, 5.6 cents below the same week last year.

■ Last year    ■ Current year  
\$2.966    \$2.910



Source: U.S. Department of Energy, Energy Information Administration, Retail On-Highway Diesel Prices.

# 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				
<b>Export balances<sup>1</sup></b>									
1/30/2020	1,814	455	1,559	1,139	190	5,157	11,683	5,471	22,312
This week year ago	1,808	886	1,511	1,167	90	5,463	13,021	12,517	31,001
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2019/20 YTD	6,061	1,736	4,552	3,136	624	16,108	11,107	26,836	54,052
2018/19 YTD	3,771	1,391	3,993	2,962	330	12,446	19,267	17,852	49,565
YTD 2019/20 as % of 2018/19	161	125	114	106	189	129	58	150	109
Last 4 wks. as % of same period 2018/19*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327
Total 2017/18	9,150	2,343	5,689	4,854	384	22,419	57,209	56,214	135,842

<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 wheat, corn, and soybeans.

\*n/a = not available because of a partial government shutdown in January 2019.

Note: marketing year: wheat = 6/01-5/31, corn and soybeans = 9/01-8/31. YTD = year-to-date; wks. = weeks; HRW= hard red winter; SRW= soft red winter;

HRS= hard red spring; SWW= soft white wheat; DUR= durum.

Source: USDA, Foreign Agricultural Service.

Table 13

## Top 5 importers<sup>1</sup> of U.S. corn

For the week ending 1/30/2020	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2016-18
	2019/20 current MY	2018/19 last MY*		
	- 1,000 mt -			
Mexico	9,961	11,150	(11)	14,659
Japan	3,923	6,366	(38)	11,955
Korea	0	2,300	(100)	4,977
Colombia	2,188	2,151	2	4,692
Peru	65	1,469	(96)	2,808
<b>Top 5 importers</b>	<b>16,136</b>	<b>23,436</b>	<b>(31)</b>	<b>39,091</b>
<b>Total U.S. corn export sales</b>	<b>22,791</b>	<b>32,287</b>	<b>(29)</b>	<b>54,024</b>
% of projected exports	52%	61%		
Change from prior week <sup>2</sup>	1,248	n/a		
<b>Top 5 importers' share of U.S. corn export sales</b>	71%	73%		72%
<b>USDA forecast February 2020</b>	<b>43,893</b>	<b>52,545</b>	<b>(16)</b>	
<b>Corn use for ethanol USDA forecast, February 2020</b>	<b>137,795</b>	<b>136,551</b>	<b>1</b>	

<sup>1</sup> Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; 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. 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 (carryover plus accumulated export); yr. = year; avg. = average.

\*n/a = not available because of a partial government shutdown in January 2019.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 14

**Top 5 importers<sup>1</sup> of U.S. soybeans**

For the week ending 1/30/2020	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2016-18
	2019/20 current MY	2018/19 last MY*		
	- 1,000 mt -			- 1,000 mt -
China	12,007	3,484	245	25,733
Mexico	3,222	4,100	(21)	4,271
Indonesia	1,056	1,163	(9)	2,386
Japan	1,460	1,377	6	2,243
Egypt	1,839	1,227	50	1,983
<b>Top 5 importers</b>	<b>19,583</b>	<b>11,350</b>	<b>73</b>	<b>36,616</b>
<b>Total U.S. soybean export sales</b>	<b>32,308</b>	<b>30,369</b>	<b>6</b>	<b>53,746</b>
% of projected exports	65%	64%		
change from prior week <sup>2</sup>	<b>704</b>	<b>n/a</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>61%</b>	<b>37%</b>		<b>68%</b>
<b>USDA forecast, February 2020</b>	<b>49,728</b>	<b>47,629</b>	<b>104</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; 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. 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 ranking reports (carry over plus accumulated export); yr. = year; avg. = average.

\*n/a = not available because of a partial government shutdown in January 2019.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 15

**Top 10 importers<sup>1</sup> of all U.S. wheat**

For the week ending 1/30/2020	Total commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2016-18
	2019/20 current MY	2018/19 last MY*		
	- 1,000 mt -			- 1,000 mt -
Philippines	2,697	2,415	12	3,047
Mexico	3,010	2,213	36	3,034
Japan	2,127	2,166	(2)	2,695
Nigeria	1,166	862	35	1,564
Indonesia	766	692	11	1,381
Korea	1,097	1,134	(3)	1,355
Taiwan	1,057	812	30	1,164
Egypt	101	391	(74)	821
Thailand	757	790	(4)	747
Iraq	262	414	(37)	574
<b>Top 10 importers</b>	<b>13,040</b>	<b>11,888</b>	<b>10</b>	<b>16,382</b>
<b>Total U.S. wheat export sales</b>	<b>21,266</b>	<b>17,909</b>	<b>19</b>	<b>24,388</b>
% of projected exports	78%	70%		
change from prior week <sup>2</sup>	<b>339</b>	<b>n/a</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>61%</b>	<b>66%</b>		<b>67%</b>
<b>USDA forecast, February 2020</b>	<b>27,248</b>	<b>25,504</b>	<b>7</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; Marketing year (MY) = Jun 1 - May 31.

<sup>2</sup>Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The 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 (carry over plus accumulated export); yr. = year; avg. = average.

\*n/a = not available because of a partial government shutdown in January 2019.

Note: A red number in parentheses indicates a negative number.

Source: USDA, Foreign Agricultural Service.



Table 16

## Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	For the week ending 02/06/20	Previous week*	Current week as % of previous	2020 YTD*	2019 YTD*	2020 YTD as % of 2019 YTD	Last 4-weeks as % of:		2019 total*
							Last year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	343	360	95	1,689	1,350	125	122	119	13,961
Corn	1	1	n/a	67	1,259	5	7	7	7,047
Soybeans	175	362	48	1,396	1,316	106	94	77	11,969
<b>Total</b>	<b>519</b>	<b>723</b>	<b>72</b>	<b>3,152</b>	<b>3,925</b>	<b>80</b>	<b>76</b>	<b>70</b>	<b>32,977</b>
<b>Mississippi Gulf</b>									
Wheat	116	0	n/a	402	610	66	44	64	4,448
Corn	589	402	147	2,493	2,825	88	79	74	20,763
Soybeans	274	874	31	4,344	3,724	117	99	84	31,398
<b>Total</b>	<b>979</b>	<b>1,276</b>	<b>77</b>	<b>7,240</b>	<b>7,159</b>	<b>101</b>	<b>85</b>	<b>79</b>	<b>56,609</b>
<b>Texas Gulf</b>									
Wheat	55	67	82	464	443	105	59	51	6,009
Corn	0	42	1	74	63	117	83	72	640
Soybeans	0	0	n/a	0	0	n/a	n/a	n/a	2
<b>Total</b>	<b>55</b>	<b>109</b>	<b>51</b>	<b>538</b>	<b>506</b>	<b>106</b>	<b>63</b>	<b>55</b>	<b>6,650</b>
<b>Interior</b>									
Wheat	38	32	118	210	187	112	121	118	1,987
Corn	165	108	153	749	700	107	105	98	7,857
Soybeans	166	179	93	879	695	127	117	132	7,043
<b>Total</b>	<b>369</b>	<b>319</b>	<b>116</b>	<b>1,838</b>	<b>1,582</b>	<b>116</b>	<b>113</b>	<b>115</b>	<b>16,887</b>
<b>Great Lakes</b>									
Wheat	0	0	n/a	1	21	4	0	0	1,339
Corn	0	0	n/a	0	0	n/a	n/a	n/a	11
Soybeans	0	0	n/a	0	16	0	0	0	493
<b>Total</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>1</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1,844</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	0	0	n/a	n/a	0	37
Corn	0	0	n/a	0	21	0	0	0	99
Soybeans	20	29	67	152	201	76	58	41	1,353
<b>Total</b>	<b>20</b>	<b>29</b>	<b>67</b>	<b>152</b>	<b>222</b>	<b>69</b>	<b>53</b>	<b>38</b>	<b>1,489</b>
<b>U.S. total from ports*</b>									
Wheat	551	459	120	2,765	2,611	106	90	93	27,781
Corn	756	552	137	3,383	4,869	69	64	61	36,417
Soybeans	635	1,445	44	6,772	5,952	114	98	85	52,258
<b>Total</b>	<b>1,942</b>	<b>2,456</b>	<b>79</b>	<b>12,921</b>	<b>13,431</b>	<b>96</b>	<b>84</b>	<b>78</b>	<b>116,457</b>

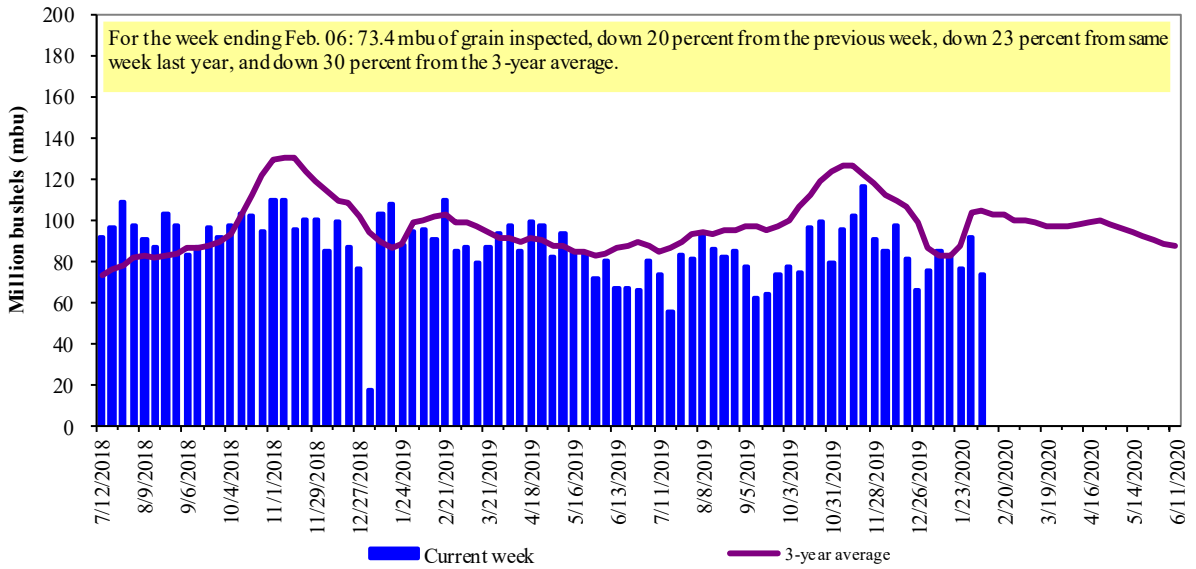
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: USDA, Federal Grain Inspection Service; YTD= year-to-date; n/a = not applicable or no change.

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)**

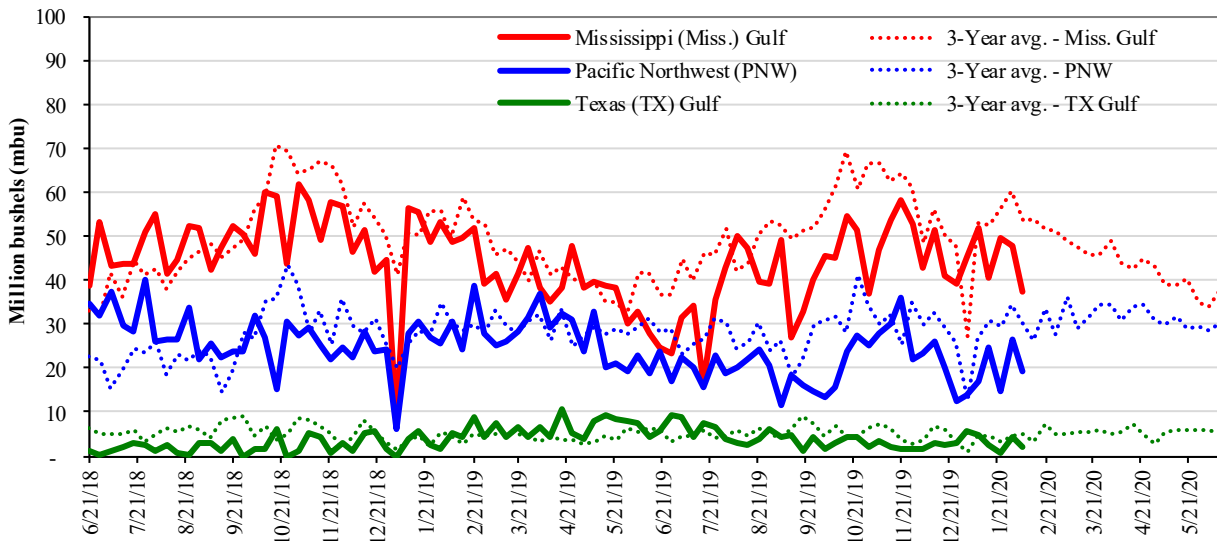


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 02/06/20 inspections (mbu):	Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf: 37.5	Last wk:	down 22	down 51	down 24	down 28
PNW: 19.1	Last Year (same wk):	down 23	down 62	down 27	down 37
TX Gulf: 2.0	3-yr avg. (4-wk. mov. Avg):	down 33	down 53	down 34	down 39

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

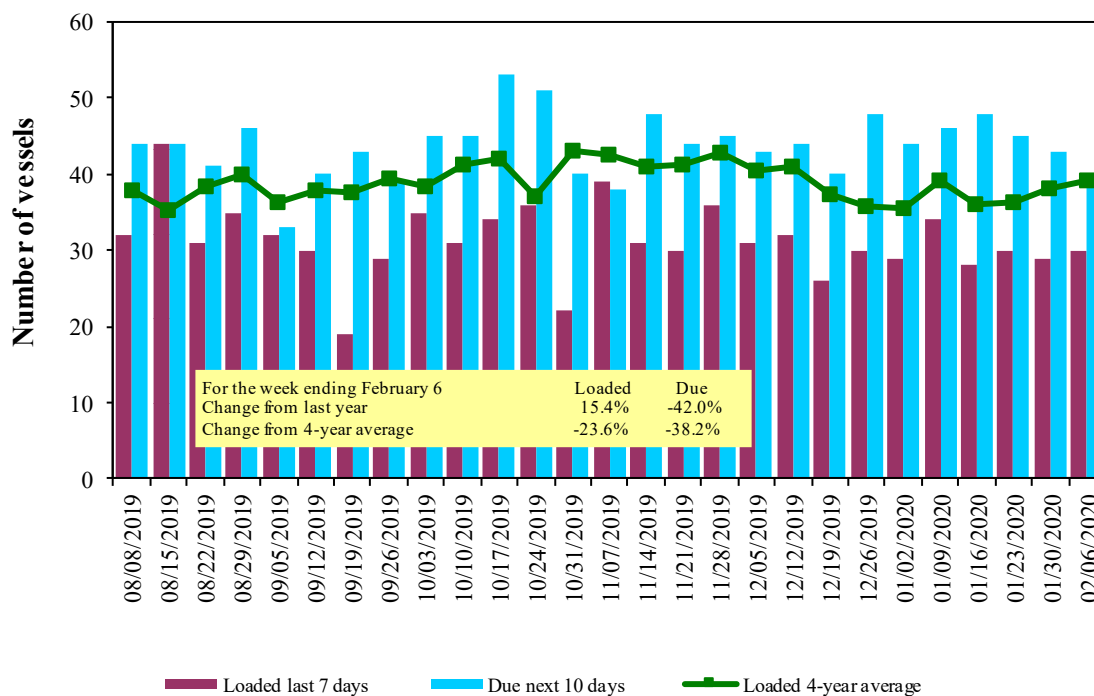
## Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
2/6/2020	43	30	40	15
1/30/2020	44	29	43	10
2019 range	(26...61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

Figure 16

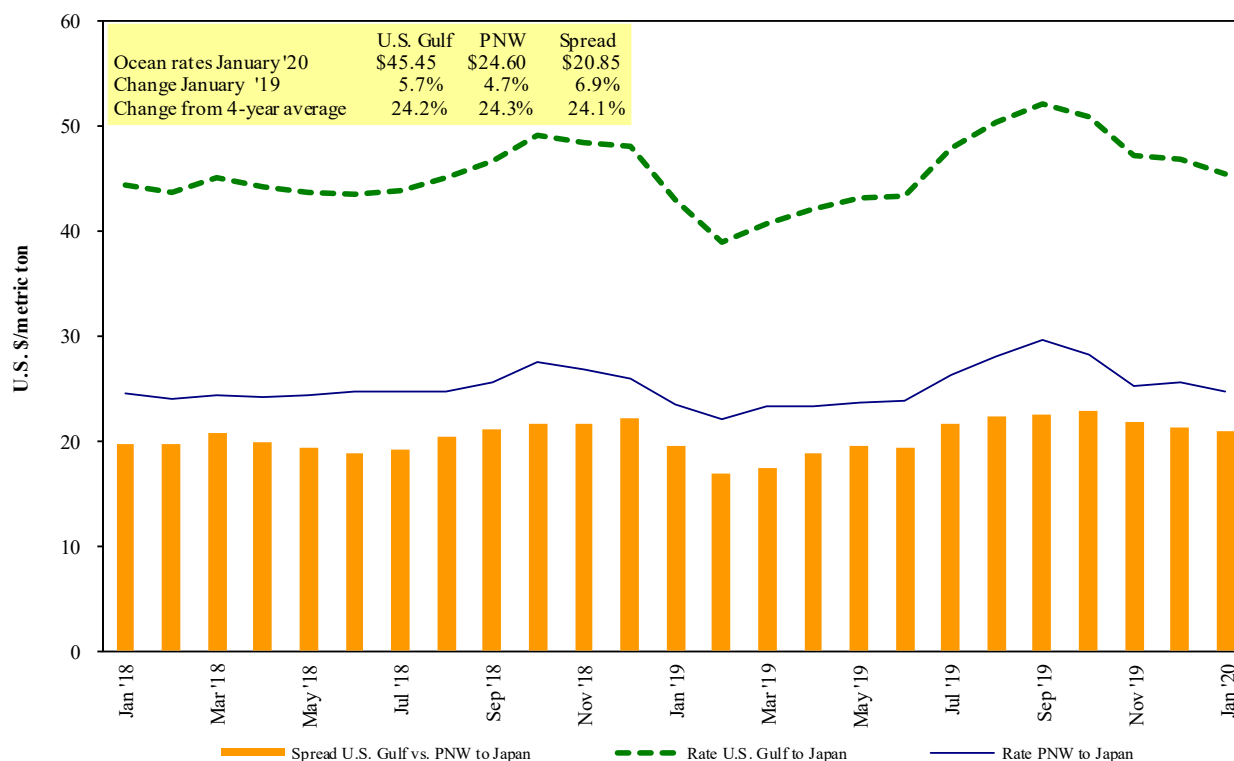
## U.S. Gulf<sup>1</sup> vessel loading activity



<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.  
 Source: USDA, Agricultural Marketing Service.

Figure 17

## Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 18

## Ocean freight rates for selected shipments, week ending 02/08/2020

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Bangladesh	Wheat	Dec 10/20	48,990	79.92*
U.S. Gulf	China	Heavy grain	Jan 25/30	65,000	46.50
U.S. Gulf	China	Heavy grain	Dec 15/20	65,000	49.75
U.S. Gulf	China	Heavy grain	Nov 15/18	66,000	49.00
U.S. Gulf	Rotterdam	Heavy grain	Feb 5/11	55,000	19.50
PNW	China	Heavy grain	Jan 22/26	63,000	23.00
PNW	Bangladesh	Wheat	Dec 10/20	23,080	74.44*
Brazil	China	Heavy grain	Mar 1/10	65,000	32.00
Brazil	China	Heavy grain	Feb 12/21	65,000	34.50
Brazil	China	Heavy grain	Feb 18/27	60,000	34.00
Brazil	Japan	Corn	Dec 22/31	49,000	37.25 op 37.15

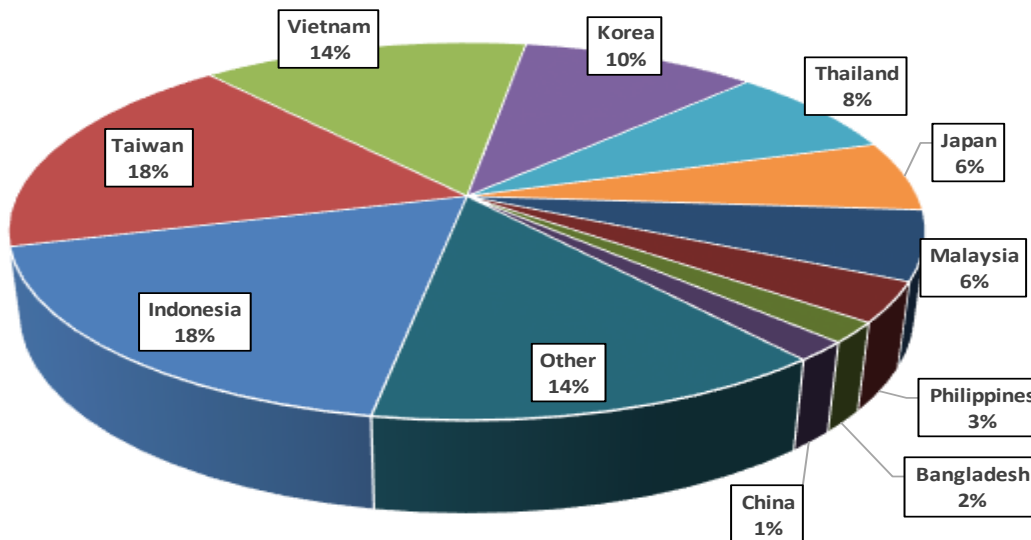
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

Source: Maritime Research, Inc.

In 2018, containers were used to transport 8 percent of total U.S. waterborne grain exports. Approximately 55 percent of U.S. waterborne grain exports in 2018 went to Asia, of which 13 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

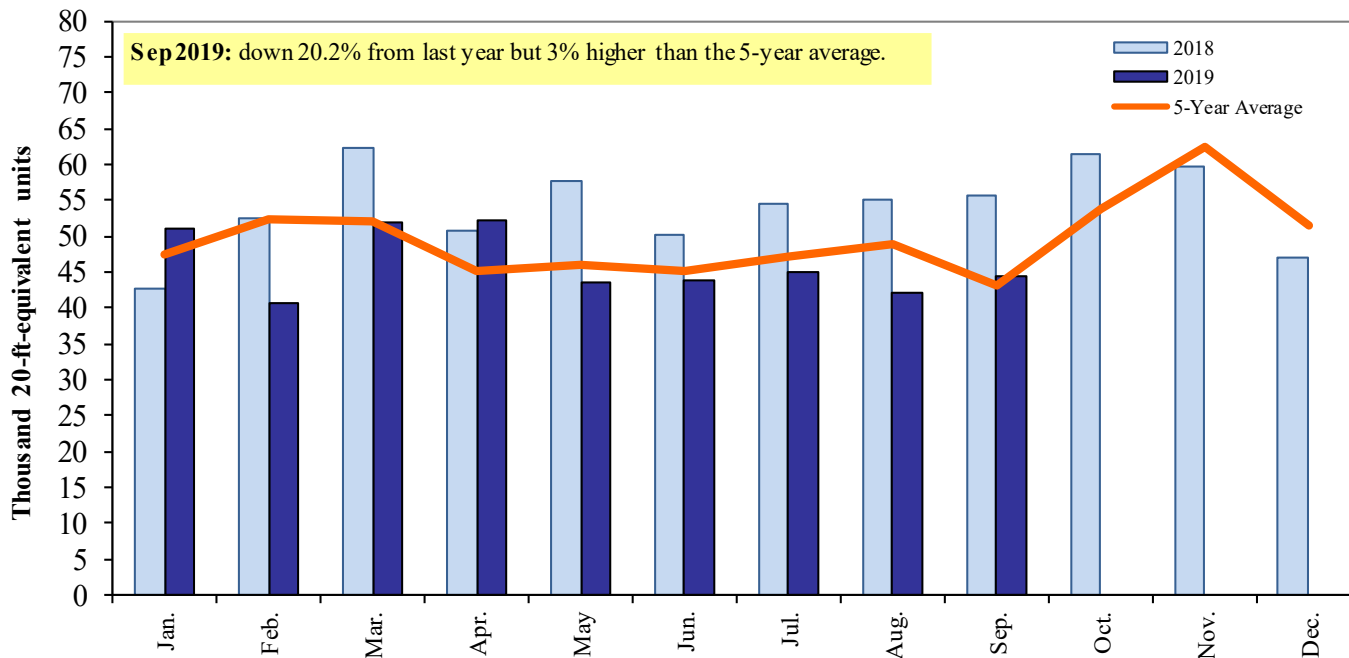
**Figure 18**  
**Top 10 destination markets for U.S. containerized grain exports, Jan-Sep 2019**



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.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

**Figure 19**  
**Monthly shipments of containerized grain to Asia**



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.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

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