



Grain Transportation Report

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

Contact Us

March 12, 2020

WEEKLY HIGHLIGHTS

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Datasets

Specialists

Subscription
Information

The next
release is
March 19, 2020

DOT Announces Funding for the America's Marine Highway Program

DOT's Maritime Administration announced the availability of \$9.5 million in grant funding for the America's Marine Highway Program (AMHP). AMHP aims to provide new and efficient transportation options, increase the productivity of the surface transportation system, and reduce landside congestion by supporting greater use of the Nation's navigable waterways. In addition, AMHP collaborates with public and private organizations to create and sustain American jobs in U.S. ports, vessels, and shipyards. Projects eligible for grants are those that have been previously designated Marine Highway Projects by the Secretary of Transportation. The deadline to [submit application for AHMP is 5:00 p.m. EST on April 10, 2020.](#)

Flood Conditions Continue To Disrupt Barge Navigation on Lower Mississippi

Consistent flood conditions on the Lower Mississippi River are causing disruptions from Cairo, IL, to the Gulf of Mexico. As a result, tow size has been reduced by 5-10 barges and productivity has been reduced by 14-24 percent. According to the American Commercial Barge Line, flood conditions are based on the river stage at Baton Rouge that crested above 40 feet and is currently slowly falling. As of March 11, the U.S. Department of Commerce's National Oceanic and Atmospheric Administration forecasted Baton Rouge to remain above the 35-foot flood stage until late March.

Diesel Prices Continue To Fall; Crude Oil Prices Approach Record for Daily Decline

For the week ending March 9, the U.S. average **diesel fuel price** decreased 3.7 cents from the previous week to \$2.814 per gallon, 26.5 cents below the same week last year. Diesel prices have fallen 26.5 cents over the past 9 weeks. The U.S. Department of Energy's Energy Information Administration (EIA) reported in its latest [Short-Term Energy Outlook](#) that, on March 9, crude oil prices fell 24 percent, below \$35 per barrel—the second largest daily decline on record. This decline followed a March 6 meeting of the Organization of the Petroleum Exporting Countries (OPEC) and its partner countries, "...which ended without an agreement on production levels amid market expectations for declining global oil demand growth in the coming months." EIA's latest forecast for average 2020 diesel fuel prices is \$2.54 per gallon, reflecting an assumption of lower global oil demand.

Snapshots by Sector

Export Sales

For the week ending February 27, **unshipped balances** of wheat, corn, and soybeans totaled 21.6 million metric tons (mmt). This represented a 35-percent decrease in outstanding sales, compared to the same time last year. Net **corn export sales** reached 0.769 mmt, down 11 percent from the past week. Net **soybean export sales** were 0.345 mmt, up 2 percent from the previous week. Net weekly **wheat export sales** reached 0.542 mmt, up 42 percent from the previous week.

Rail

U.S. Class I railroads originated 20,611 **grain carloads** during the week ending February 29. This is a 9-percent increase from the previous week, 1 percent more than last year, and 9 percent lower than the 3-year average.

Average March shuttle **secondary railcar** bids/offers (per car) were \$38 above tariff for the week ending March 5. This is \$198 more than last week and \$1,758 lower than this week last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending March 7, **barge grain movements** totaled 531,957. This was a 30-percent increase from the previous week and 47 percent more than the same period last year.

For the week ending March 7, 331 grain barges **moved down river**—68 more barges than the previous week. There were 526 grain barges **unloaded in New Orleans**, 10 percent more than the previous week.

Ocean

For the week ending March 5, 29 **oceangoing grain vessels** were loaded in the Gulf—unchanged from the same period last year. Within the next 10 days (starting March 6), 41 vessels were expected to be loaded—29.3 percent fewer than the same period last year.

As of March 5, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$43.75. This was 1 percent more than the previous week. The rate from the Pacific Northwest to Japan was \$23.75 per mt, 1 percent more than the previous week.

Feature Article/Calendar

Fourth-Quarter 2019 Corn and Soybean Transportation Costs Mostly Down

Total transportation costs for shipping corn and soybeans from Minneapolis, MN, to Japan via the U.S. Gulf (the Gulf route) decreased from third quarter 2019 to fourth quarter 2019 (quarter to quarter) and from fourth quarter 2018 to fourth quarter 2019 (year to year). Likewise, quarter-to-quarter and year-to-year transportation costs were down slightly for corn, but unchanged for soybeans when shipping from Minneapolis, MN, to Japan via the Pacific Northwest (the PNW route). Although quarter-to-quarter trucking rates rose, quarter-to-quarter barge and ocean freight rates decreased. Quarter-to-quarter ocean rates declined as demand for iron ore and coal decreased, resulting in lower demand for oceangoing vessels (see January 16, 2020 [Grain Transportation Report \(GTR\)](#)). Although rail rates for moving corn to PNW did not change from quarter to quarter or year to year, rail rates for transporting soybeans to PNW increased for both periods.

Total landed costs for shipping corn through the U.S. Gulf and PNW routes were down quarter to quarter but up year to year. On the other hand, landed costs for shipping soybeans through the PNW route were up quarter to quarter and year to year (tables 1 and 2). Farm values for corn decreased quarter to quarter, but increased year to year. However, soybean farm values were up quarter to quarter and year to year. Total landed costs for both corn and soybeans have remained mostly steady since 2015 (see figure).

U.S. Gulf costs. Quarter-to-quarter transportation costs for shipping corn and soybeans via the Gulf route decreased 6 percent from quarter to quarter (see table 1). Also, quarter to quarter, barge rates dropped 15 percent, and U.S. Gulf ocean freight rates decreased 4 percent. Trucking rates, however, increased 9 percent. With lower year-to-year trucking (-5 percent) and barge rates (-16 percent), year-to-year total transportation costs for shipping corn and soybeans via the Gulf route decreased 7 percent.

Table 1: Cost of shipping corn and soybeans from Minneapolis to Japan through the U.S. Gulf

	Corn					Soybeans				
	\$/metric ton			Percent change		\$/metric ton			Percent change	
	4th qtr. '18	3rd qtr. '19	4th qtr. '19	Yr. to yr.	Qtr. to qtr.	4th qtr. '18	3rd qtr. '19	4th qtr. '19	Yr. to yr.	Qtr. to qtr.
Truck	12.10	10.54	11.46	-5.29	8.73	12.10	10.54	11.46	-5.29	8.73
Barge	31.69	31.36	26.54	-16.25	-15.37	31.69	31.36	26.54	-16.25	-15.37
Ocean	48.46	50.05	48.25	-0.43	-3.60	48.46	50.05	48.25	-0.43	-3.60
Total transportation cost	92.25	91.95	86.25	-6.50	-6.20	92.25	91.95	86.25	-6.50	-6.20
Farm value ¹	129.65	146.45	139.36	7.49	-4.84	312.08	303.87	320.28	2.63	5.40
Total landed cost	221.90	238.4	225.61	1.67	-5.36	404.33	395.82	406.53	0.54	2.71
Transportation % landed cost	41.57	38.57	38.23			22.82	23.23	21.22		

Table 2: Cost of shipping corn and soybeans from Minneapolis to Japan through the Pacific Northwest

	Corn					Soybeans				
	\$/metric ton			Percent change		\$/metric ton			Percent change	
	4th qtr. '18	3rd qtr. '19	4th qtr. '19	Yr. to yr.	Qtr. to qtr.	4th qtr. '18	3rd qtr. '19	4th qtr. '19	Yr. to yr.	Qtr. to qtr.
Truck	12.10	10.54	11.46	-5.29	8.73	12.10	10.54	11.46	-5.29	8.73
Rail ²	51.44	51.44	51.44	0.00	0.00	57.60	57.60	58.59	1.72	1.72
Ocean	26.69	27.90	26.28	-1.54	-5.81	26.69	27.90	26.28	-1.54	-5.81
Total transportation cost	90.23	89.88	89.18	-1.16	-0.78	96.39	96.04	96.33	-0.06	0.30
Farm value ¹	129.65	146.45	139.36	7.49	-4.84	312.08	303.87	320.28	2.63	5.40
Total landed cost	219.88	236.33	228.54	3.94	-3.30	408.47	399.91	416.61	1.99	4.18
Transportation % landed cost	41.04	38.03	39.02			23.60	24.02	23.12		

¹ USDA, National Agricultural Statistics Service is the source for corn and soybean prices.

² Rail tariffs include fuel surcharges and revisions for heavy axle rail cars 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.

Note: qtr. = quarter; yr. = year.

Source: USDA, Agricultural Marketing Service.

Fourth-quarter total landed costs for shipping via the Gulf route were \$226 per metric ton (mt) for corn and \$407 per mt for soybeans (see table 1). Quarter to quarter, landed costs for shipping via the Gulf route decreased 5 percent for corn and increased 3 percent for soybeans. The decrease for corn was primarily in response to lower farm values. Year-to-year total landed costs for shipping via the Gulf route increased 2 percent for corn and 1 percent for soybeans. Fourth-quarter transportation costs for shipping corn via the Gulf route represented 38 percent of the total landed cost, which was down both quarter to quarter and year to year. Fourth-quarter transportation costs for shipping soybeans via the Gulf route accounted for 21 percent of the landed cost, which was also down both quarter to quarter and year to year.

Pacific Northwest costs. Total transportation costs for shipping via the PNW route decreased 1 percent for corn, both quarter to quarter and year to year. Soybean transportation costs were unchanged, both quarter to quarter and year to year (see table 2). Quarter-to-quarter rail rates for shipping to PNW were unchanged for corn but up 2 percent for soybeans.

Quarter-to-quarter total landed costs for shipping corn via the PNW route decreased 3

percent primarily responding to lower ocean freight rates and farm values.

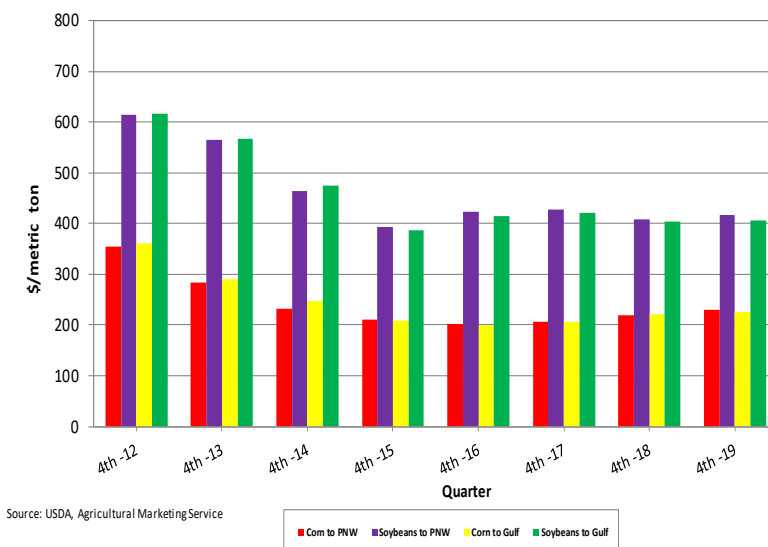
Quarter-to-quarter landed costs for shipping soybeans via the PNW route increased 4 percent, primarily responding to higher farm values and trucking rates. Total fourth-quarter

landed costs for the PNW route were \$229 per mt for corn and \$417 per mt for soybeans. Year-to-year total landed costs for the PNW route increased 4 percent for corn and 2 percent for soybeans, both responding to higher farm values. Total transportation costs for shipping corn via the PNW route represented 39 percent of the total landed cost for corn, which was up quarter to quarter but down year to year. Total transportation costs for shipping soybeans via the PNW route represented 23 percent of the total landed costs, which was down both quarter to quarter and year to year.

Fourth quarter corn and soybean inspections and annual forecasts. According to USDA’s Federal Grain Inspection Service, year-to-year fourth-quarter export inspections of corn dropped 52 percent ([see January 9, 2020 GTR](#)). Year-to-year inspections of corn destined to Japan dropped 61 percent, to 1.22 mmt. Likewise, year-to-year inspections of corn to all of Asia and to South America declined. Year-to-year soybean inspections destined to Japan decreased 18 percent, to .535 mmt.

According to USDA’s March [World Agricultural Supply and Demand Estimates](#) report, the forecast for 2019/20 corn exports is unchanged from February and down 16 percent from the 2018/19 marketing year. The drop in the year-to-year forecast corn exports is mainly because of increasing export competition from Ukraine and South America. The forecast for 2019/20 soybean exports is unchanged from February and up 4 percent from 2018/19. Johnny.Hill@usda.gov

Corn and soybean landed costs, 4th quarter



Grain Transportation Indicators

Table 1

Grain transport cost indicators¹

For the week ending	Truck	Rail		Barge	Ocean	
		Unit train	Shuttle		Gulf	Pacific
03/11/20	189	n/a	227	153	196	168
03/04/20	191	n/a	218	160	195	167

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); 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)

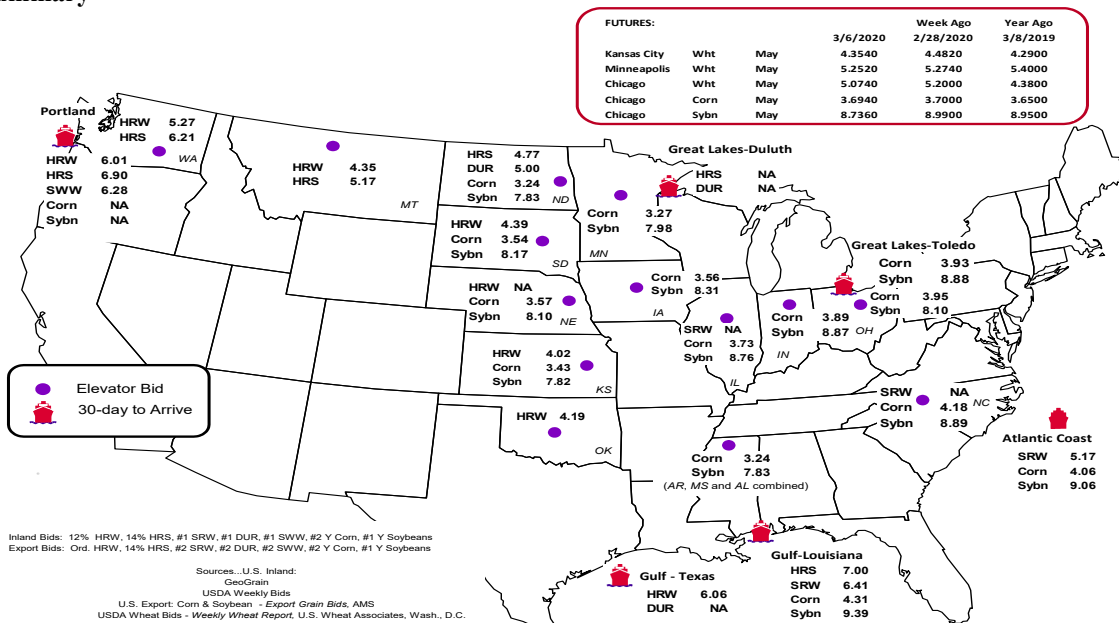
Commodity	Origin-destination	3/6/2020	2/28/2020
Corn	IL-Gulf	-0.58	-0.53
Corn	NE-Gulf	-0.74	-0.71
Soybean	IA-Gulf	-1.08	-1.08
HRW	KS-Gulf	-2.04	-2.16
HRS	ND-Portland	-2.13	-2.29

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)¹

For the week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
3/04/2020 ^p	106	567	4,560	273	5,506	2/29/2020	2,199
2/26/2020 ^r	111	554	3,979	186	4,830	2/22/2020	2,606
2020 YTD ^r	3,965	5,926	41,579	1,904	53,374	2020 YTD	20,600
2019 YTD ^r	6,550	11,129	51,797	3,885	73,361	2019 YTD	21,381
2020 YTD as % of 2019 YTD	61	53	80	49	73	% change YTD	96
Last 4 weeks as % of 2019 ²	21	37	95	81	74	Last 4wks. % 2019	126
Last 4 weeks as % of 4-year avg. ²	29	33	79	51	65	Last 4wks. % 4 yr.	130
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

¹Data is incomplete as it is voluntarily provided.

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

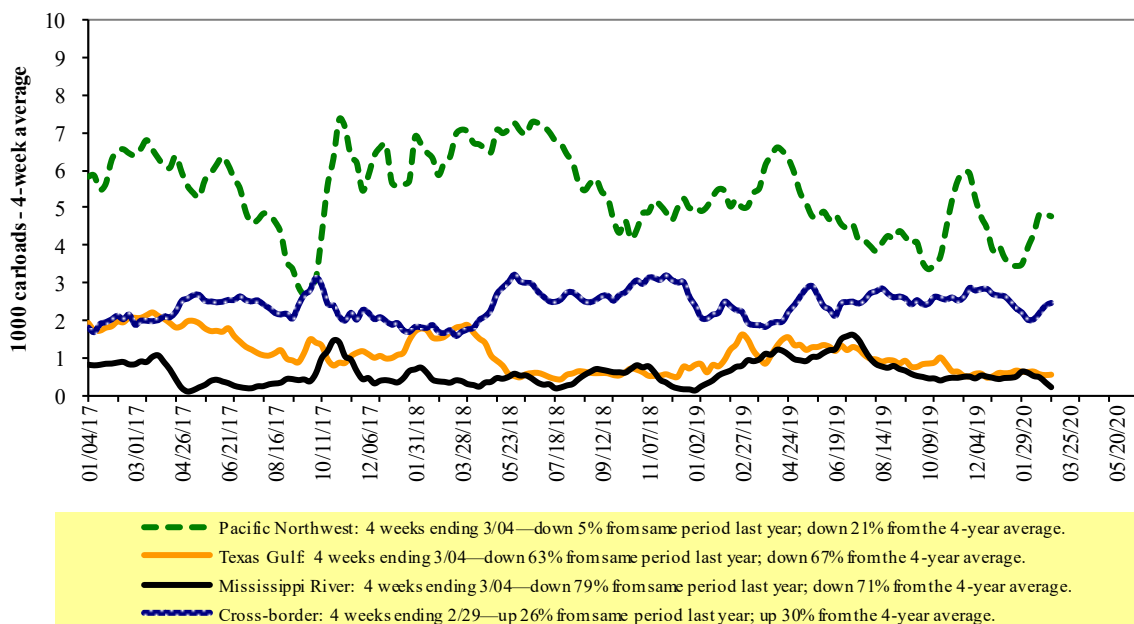
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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: 2/29/2020	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,499	2,064	11,801	1,110	4,137	20,611	3,053	3,486
This week last year	1,607	2,602	10,499	1,076	4,536	20,320	4,137	4,494
2020 YTD	15,539	19,919	92,827	9,530	39,091	176,906	29,389	32,429
2019 YTD	17,325	23,936	98,245	9,693	45,963	195,162	35,352	35,630
2020 YTD as % of 2019 YTD	90	83	94	98	85	91	83	91
Last 4 weeks as % of 2019*	85	79	104	93	85	94	73	95
Last 4 weeks as % of 3-yr. avg.**	93	82	100	104	78	92	80	90
Total 2019	91,611	137,277	568,369	58,527	260,269	1,116,053	212,586	235,892

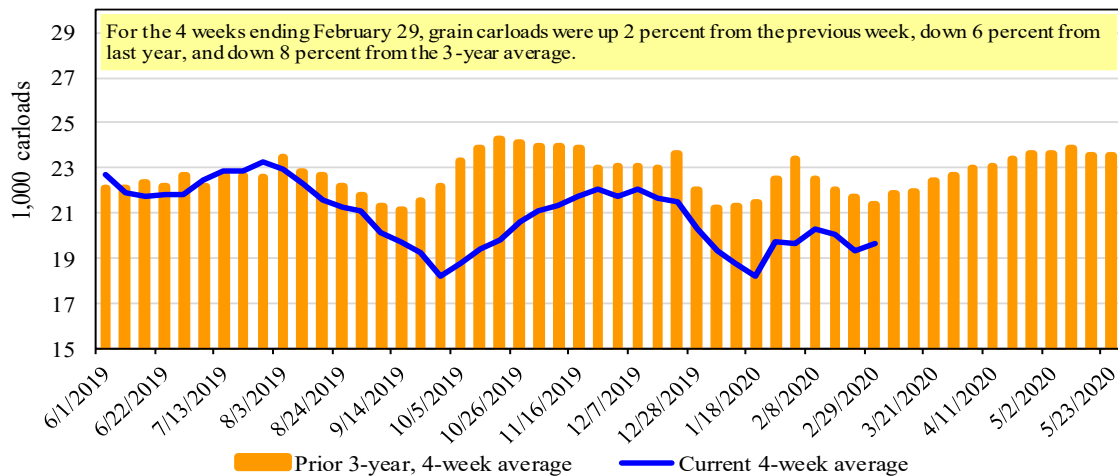
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**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 offerings¹ (\$/car)²

For the week ending: 3/5/2020		Delivery period							
		Mar-20	Mar-19	Apr-20	Apr-19	May-20	May-19	Jun-20	Jun-19
BNSF ³	COT grain units	0	no offer	no bid	no offer	no bid	0	0	0
	COT grain single-car	0	no offer	0	no offer	0	116	0	6
UP ⁴	GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no bid	n/a	n/a
	GCAS/Region 2	no offer	no offer	no bid	301	no bid	10	n/a	n/a

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

²Average premium/discount to tariff, last auction. n/a = not available.

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

⁴UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

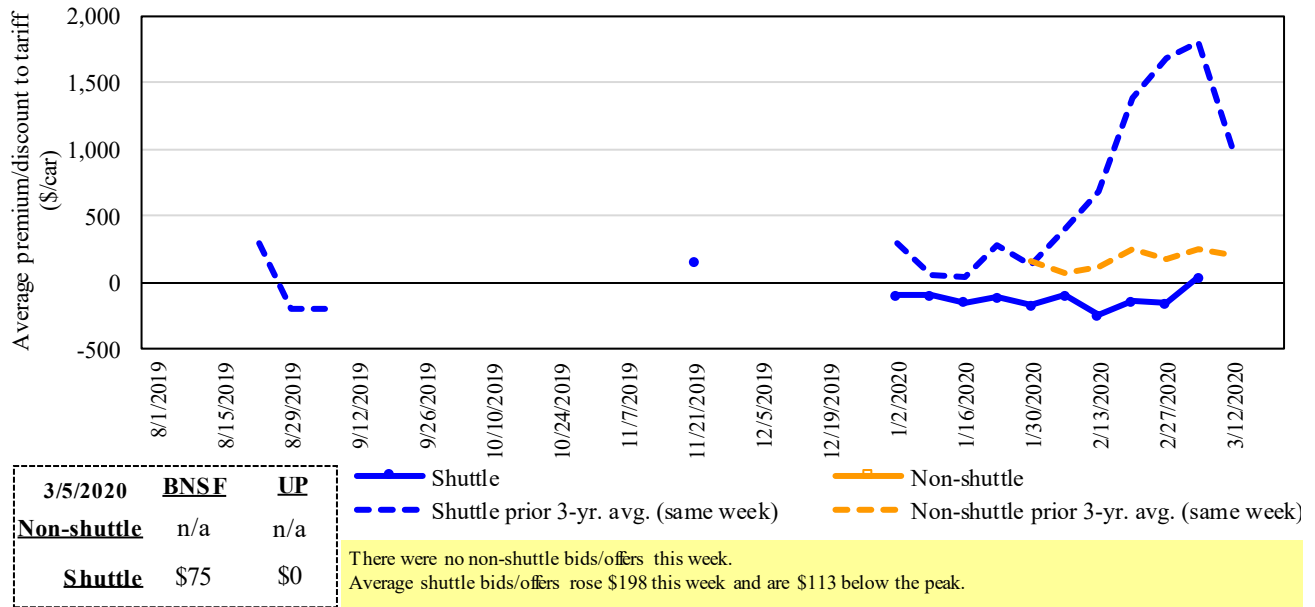
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

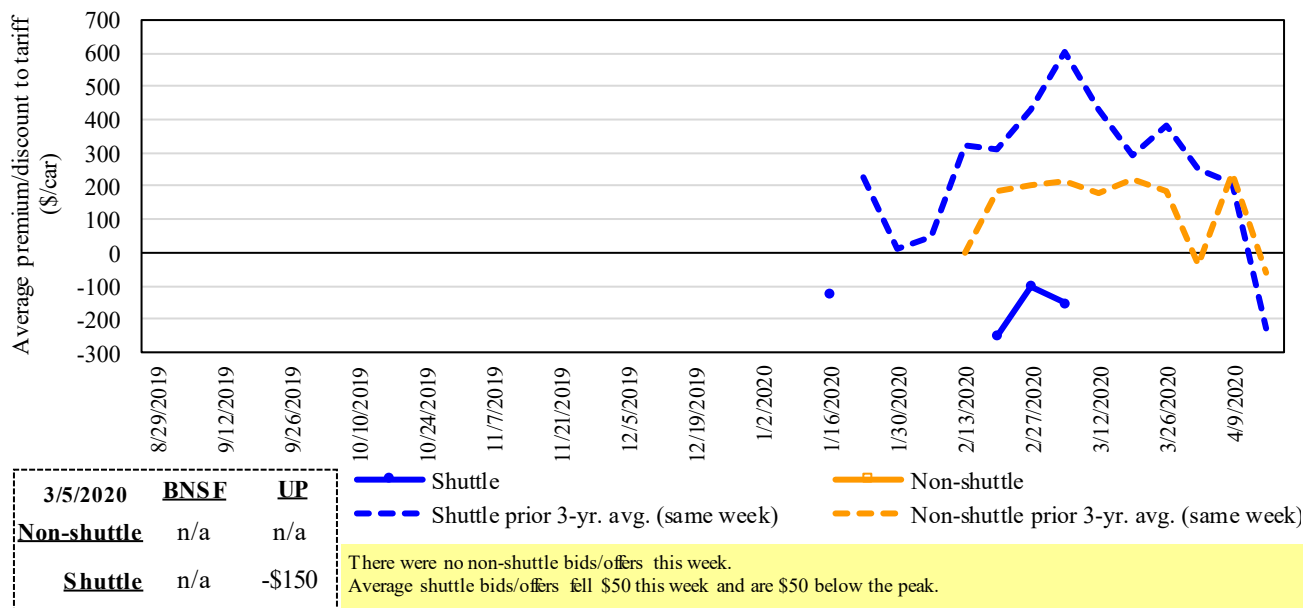
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4
Bids/offers for railcars to be delivered in 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.

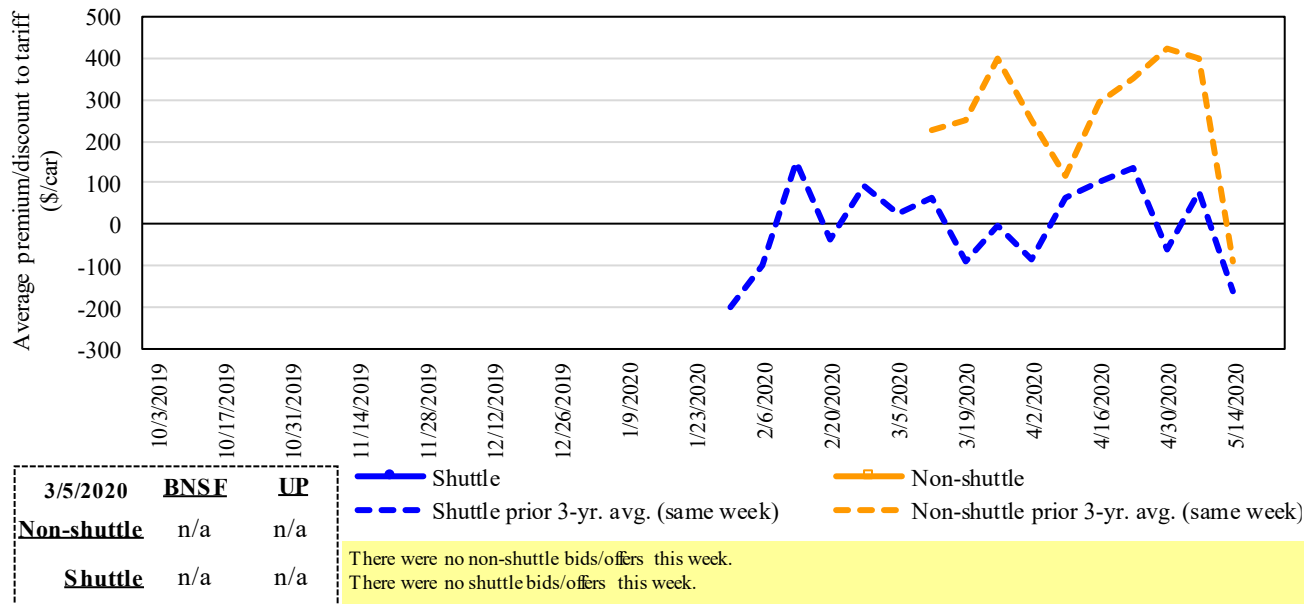
Figure 5
Bids/offers for railcars to be delivered in April 2020, secondary market



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 May 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.

Table 6

Weekly secondary railcar market (\$/car)¹

For the week ending:		Delivery period					
		Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20
Non-shuttle	BNSF-GF	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	75	n/a	n/a	n/a	n/a	n/a
	Change from last week	246	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	(2600)	n/a	n/a	n/a	n/a	n/a
	UP-Pool	0	(150)	n/a	n/a	n/a	n/a
	Change from last week	150	(50)	n/a	n/a	n/a	n/a
	Change from same week 2019	(917)	(500)	n/a	n/a	n/a	n/a

¹ 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 shipments¹

March 2020	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	\$86	\$40.41	\$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	\$151	\$46.44	\$1.26	-1
	Sioux Falls, SD	Galveston-Houston, TX	\$6,976	\$0	\$69.28	\$1.89	1
	Colby, KS	Galveston-Houston, TX	\$4,801	\$166	\$49.32	\$1.34	0
	Amarillo, TX	Los Angeles, CA	\$5,121	\$231	\$53.14	\$1.45	0
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,900	\$171	\$40.43	\$1.03	-3
	Toledo, OH	Raleigh, NC	\$6,816	\$0	\$67.69	\$1.72	4
	Des Moines, IA	Davenport, IA	\$2,415	\$36	\$24.34	\$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	\$106	\$38.79	\$0.99	-2
	Des Moines, IA	Los Angeles, CA	\$5,680	\$310	\$59.48	\$1.51	-1
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,631	\$186	\$37.91	\$1.03	-11
	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	\$171	\$47.83	\$1.30	-2	
Shuttle train							
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	\$272	\$62.40	\$1.70	1
Corn	Minneapolis, MN	Portland, OR	\$5,180	\$0	\$51.44	\$1.31	0
	Sioux Falls, SD	Tacoma, WA	\$5,140	\$0	\$51.04	\$1.30	0
	Champaign-Urbana, IL	New Orleans, LA	\$3,820	\$171	\$39.63	\$1.01	0
	Lincoln, NE	Galveston-Houston, TX	\$3,880	\$0	\$38.53	\$0.98	0
	Des Moines, IA	Amarillo, TX	\$4,220	\$134	\$43.24	\$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	\$197	\$50.37	\$1.37	2
	Toledo, OH	Huntsville, AL	\$4,805	\$0	\$47.72	\$1.30	4
Grand Island, NE	Portland, OR	\$5,860	\$278	\$60.96	\$1.66	2	

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 pounds per bushel (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 (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

Date: March 2020			Tariff rate per car ¹	Fuel surcharge per car ²	Tariff rate plus fuel surcharge per:		Percent change ⁴ Y/Y
Commodity	Origin state	Destination region			metric ton ³	bushel ³	
Wheat	MT	Chihuahua, CI	\$7,509	\$0	\$76.72	\$2.09	3
	OK	Cuautitlan, EM	\$6,775	\$118	\$70.44	\$1.92	0
	KS	Guadalajara, JA	\$7,534	\$576	\$82.86	\$2.25	4
	TX	Salinas Victoria, NL	\$4,329	\$75	\$44.99	\$1.22	0
Corn	IA	Guadalajara, JA	\$8,902	\$488	\$95.94	\$2.43	5
	SD	Celaya, GJ	\$8,140	\$0	\$83.17	\$2.11	3
	NE	Queretaro, QA	\$8,278	\$265	\$87.30	\$2.22	1
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlalnepantla, EM	\$7,643	\$259	\$80.74	\$2.05	1
	SD	Torreon, CU	\$7,690	\$0	\$78.57	\$1.99	3
Soybeans	MO	Bojay (Tula), HG	\$8,547	\$456	\$91.99	\$2.50	4
	NE	Guadalajara, JA	\$9,172	\$476	\$98.57	\$2.68	5
	IA	El Castillo, JA	\$9,490	\$0	\$96.97	\$2.64	4
	KS	Torreon, CU	\$7,964	\$327	\$84.71	\$2.30	4
Sorghum	NE	Celaya, GJ	\$7,772	\$430	\$83.81	\$2.13	4
	KS	Queretaro, QA	\$8,108	\$148	\$84.35	\$2.14	1
	NE	Salinas Victoria, NL	\$6,713	\$119	\$69.80	\$1.77	1
	NE	Torreon, CU	\$7,157	\$302	\$76.22	\$1.93	3

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.

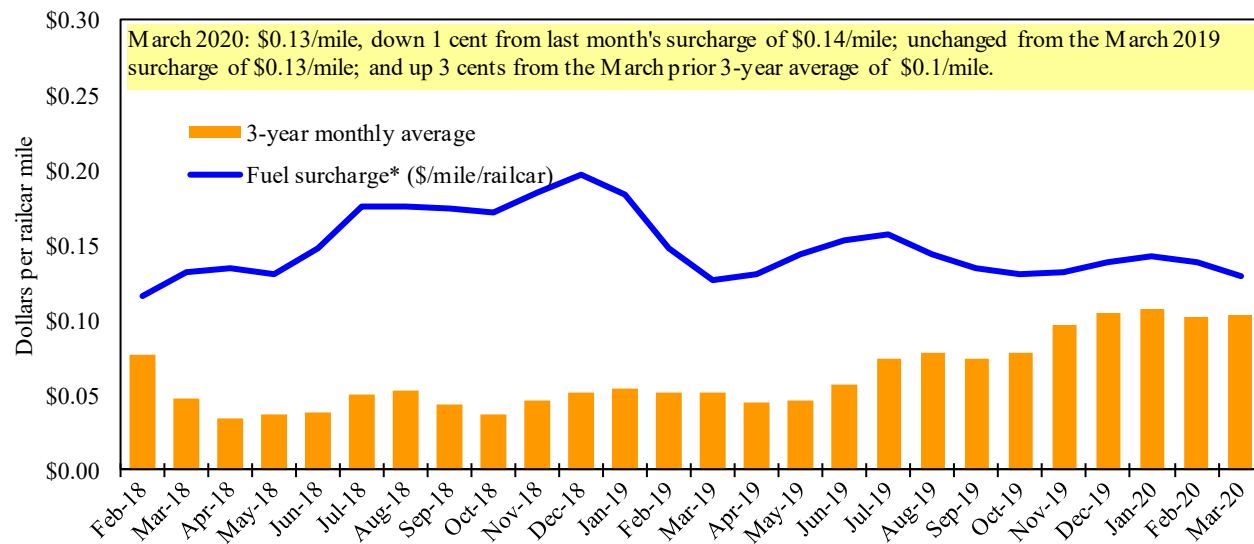
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

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; Y/Y = year over year.

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

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.

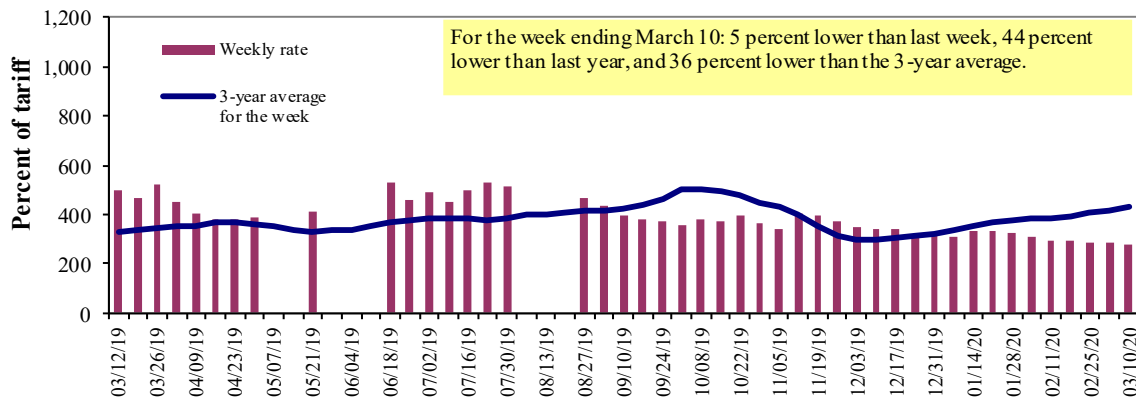
** CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: 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^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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 ¹	3/10/2020	-	-	275	184	199	199	178
	3/3/2020	-	-	288	185	198	198	179
\$/ton	3/10/2020	-	-	12.76	7.34	9.33	8.04	5.59
	3/3/2020	-	-	13.36	7.38	9.29	8.00	5.62
Current week % change from the same week:								
	Last year	-	-	-44	-54	-61	-61	-51
	3-year avg. ²	-	-	-36	-45	-48	-48	-38
Rate ¹	April	370	318	289	199	205	205	185
	June	358	315	305	199	205	205	185

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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

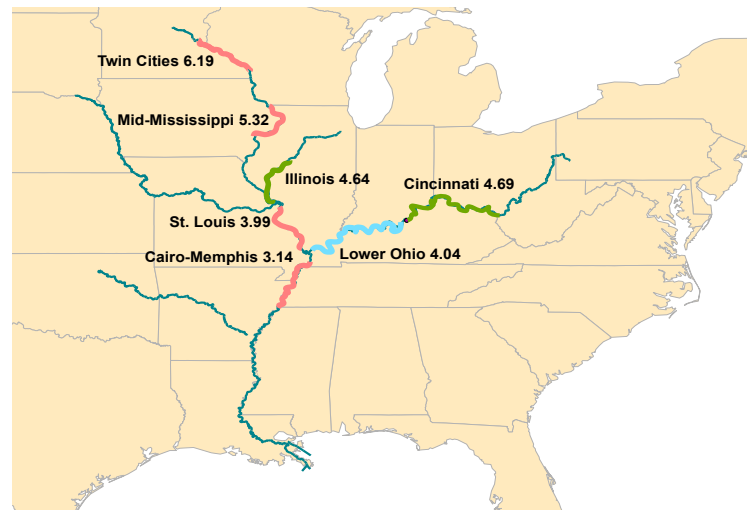
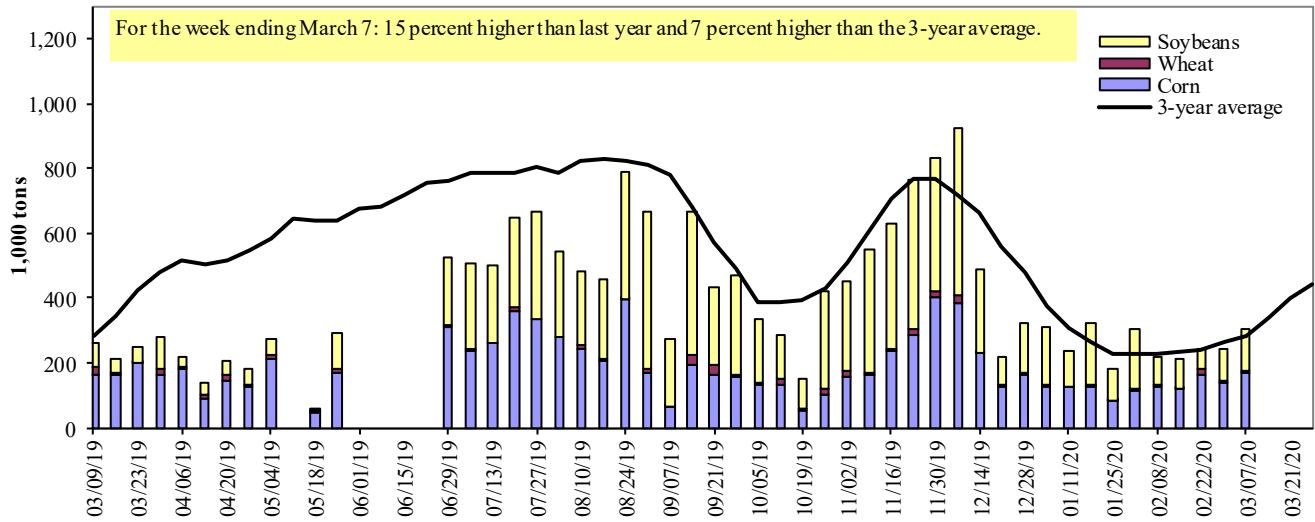


Figure 10

Barge movements on the Mississippi 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 03/07/2020	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	0	0	0
Alton, IL (L26)	156	9	126	0	291
Granite City, IL (L27)	169	9	126	0	304
Illinois River (La Grange)	131	2	100	0	232
Ohio River (Olmsted)	123	7	63	0	193
Arkansas River (L1)	0	14	21	0	35
Weekly total - 2020	292	30	210	0	532
Weekly total - 2019	166	53	126	17	362
2020 YTD ¹	2,325	299	2,347	12	4,982
2019 YTD ¹	1,811	394	1,875	27	4,107
2020 as % of 2019 YTD	128	76	125	42	121
Last 4 weeks as % of 2019 ²	164	111	122	32	138
Total 2019	12,780	1,631	14,683	154	29,247

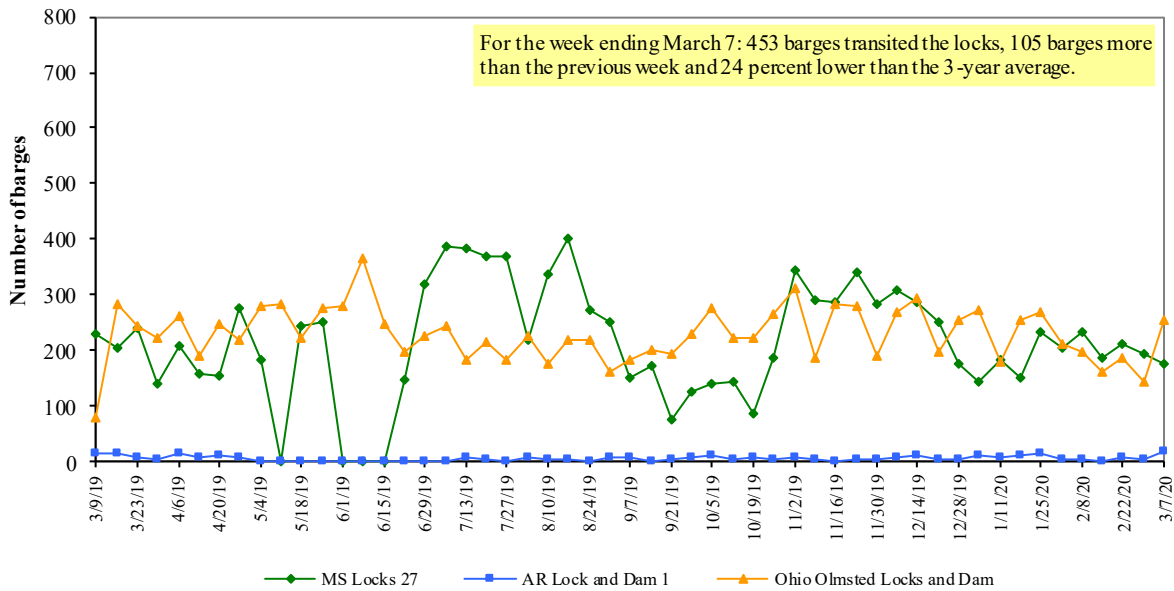
¹ Weekly total, YTD (year-to-date), and calendar year total include MS/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. L (as in "L15") refers to a lock or lock and dam facility. Olmsted = Olmsted Locks and Dam. La Grange = La Grange Lock and Dam.

² 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.

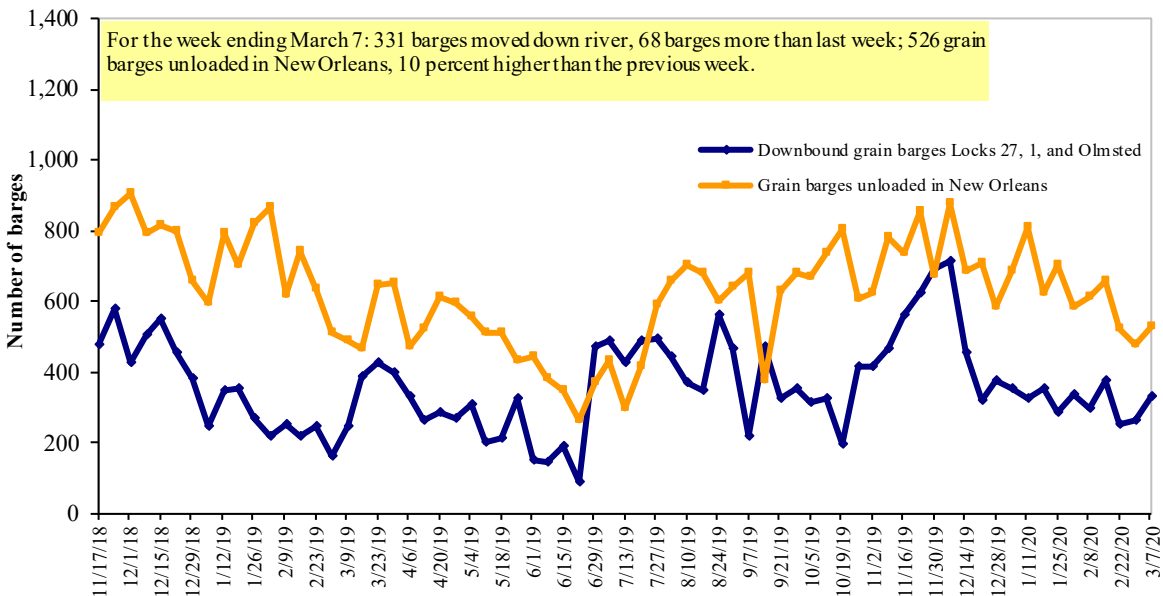
Source: U.S. Army Corps of Engineers.

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 3/9/2020 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.860	-0.038	-0.263
	New England	2.990	-0.033	-0.193
	Central Atlantic	3.045	-0.036	-0.270
	Lower Atlantic	2.709	-0.039	-0.272
II	Midwest	2.689	-0.036	-0.322
III	Gulf Coast	2.577	-0.050	-0.304
IV	Rocky Mountain	2.803	-0.023	-0.136
	West Coast	3.399	-0.025	-0.106
V	West Coast less California	3.026	-0.028	-0.136
	California	3.705	-0.023	-0.073
Total	United States	2.814	-0.037	-0.265

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

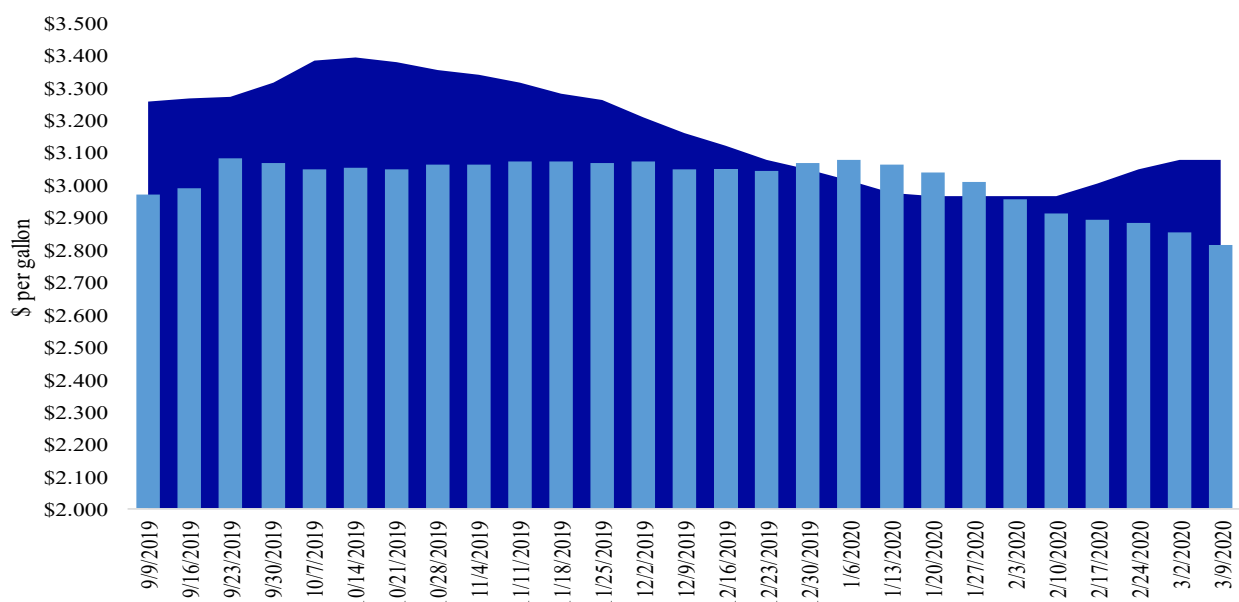
Source: U.S. Department of Energy, Energy Information Administration.

Figure 13

Weekly diesel fuel prices, U.S. average

For the week ending March 9, the U.S. average diesel fuel price decreased 3.7 cents from the previous week to \$2.814 per gallon, 26.5 cents below the same week last year.

■ Last year \$3.079
■ Current year \$2.814



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				
Export balances¹									
2/27/2020	1,776	357	1,575	1,057	148	4,912	12,262	4,432	21,607
This week year ago	2,586	998	1,464	1,148	112	6,308	14,256	12,713	33,277
Cumulative exports-marketing year²									
2019/20 YTD	6,828	1,938	5,230	3,591	680	18,267	14,380	29,633	62,280
2018/19 YTD	5,209	1,986	4,895	3,826	358	16,274	26,269	26,482	69,025
YTD 2019/20 as % of 2018/19	131	98	107	94	190	112	55	112	90
Last 4 wks. as % of same period 2018/19*	71	37	106	100	144	80	86	39	67
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

¹ Current unshipped (outstanding) export sales to date.

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

Note: 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 importers¹ of U.S. corn

For the week ending 2/27/2020	Total commitments ²		% change current MY from last MY	Exports ³ 3-yr. avg. 2016-18
	2019/20 current MY	2018/19 last MY*		
	- 1,000 mt -			
Mexico	10,711	13,349	(20)	14,659
Japan	5,141	8,403	(39)	11,955
Korea	673	3,088	(78)	4,977
Colombia	2,599	3,179	(18)	4,692
Peru	65	1,899	(97)	2,808
Top 5 importers	19,189	29,918	(36)	39,091
Total U.S. corn export sales	26,642	40,526	(34)	54,024
% of projected exports	61%	77%		
Change from prior week ²	769	970		
Top 5 importers' share of U.S. corn export sales	72%	74%		72%
USDA forecast March 2020	43,893	52,545	(16)	
Corn use for ethanol USDA forecast, March 2020	137,795	136,601	1	

¹ Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; marketing year (MY) = Sep 1- Aug 31.

² 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.

³ FAS marketing year ranking reports (carry over plus accumulated export); yr. = year; avg. = average.

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

Source: USDA, Foreign Agricultural Service.

Table 14

Top 5 importers¹ of U.S. soybeans

For the week ending 2/27/2020	Total commitments ²		% change current MY from last MY	Exports ³ 3-yr. avg. 2016-18
	2019/20 current MY	2018/19 last MY*		
	- 1,000 mt -			- 1,000 mt -
China	12,228	9,368	31	25,733
Mexico	3,484	4,531	(23)	4,271
Indonesia	1,214	1,540	(21)	2,386
Japan	1,748	1,828	(4)	2,243
Egypt	2,080	2,037	2	1,983
Top 5 importers	20,753	19,304	8	36,616
Total U.S. soybean export sales	34,065	39,195	(13)	53,746
% of projected exports	69%	82%		
change from prior week ²	345	312		
Top 5 importers' share of U.S. soybean export sales	61%	49%		68%
USDA forecast, March 2020	49,728	47,629	104	

¹Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; marketing year (MY) = Sep 1- Aug 31.

²Cumulative 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.

³FAS marketing year ranking reports (carry over plus accumulated export); yr. = year; avg. = average.

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

Source: USDA, Foreign Agricultural Service.

Table 15

Top 10 importers¹ of all U.S. wheat

For the week ending 2/27/2020	Total commitments ²		% change current MY from last MY	Exports ³ 3-yr. avg. 2016-18
	2019/20 current MY	2018/19 last MY*		
	- 1,000 mt -			- 1,000 mt -
Philippines	2,980	2,878	4	3,047
Mexico	3,268	2,713	20	3,034
Japan	2,395	2,479	(3)	2,695
Nigeria	1,323	1,311	1	1,564
Indonesia	971	1,123	(14)	1,381
Korea	1,275	1,478	(14)	1,355
Taiwan	1,164	1,041	12	1,164
Egypt	101	693	(85)	821
Thailand	853	742	15	747
Iraq	262	416	(37)	574
Top 10 importers	14,592	14,874	(2)	16,382
Total U.S. wheat export sales	23,179	22,582	3	24,388
% of projected exports	85%	89%		
change from prior week ²	542	622		
Top 10 importers' share of U.S. wheat export sales	63%	66%		67%
USDA forecast, March 2020	27,248	25,504	7	

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

²Cumulative 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.

³FAS marketing year final reports (carry over plus accumulated export); yr. = year; avg. = average.

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 03/05/20	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.	
Pacific Northwest									
Wheat	292	447	65	3,086	2,543	121	117	144	13,961
Corn	122	232	53	724	1,939	37	97	60	7,047
Soybeans	147	66	221	1,968	2,551	77	46	52	11,969
Total	561	745	75	5,778	7,033	82	84	83	32,977
Mississippi Gulf									
Wheat	32	118	27	687	998	69	73	70	4,448
Corn	518	508	102	4,583	4,848	95	103	78	20,763
Soybeans	291	384	76	6,036	6,121	99	69	72	31,398
Total	841	1,010	83	11,306	11,967	94	84	75	56,609
Texas Gulf									
Wheat	72	71	101	675	1,103	61	32	41	6,009
Corn	31	0	n/a	129	94	138	179	125	640
Soybeans	0	0	n/a	6	0	n/a	n/a	n/a	2
Total	103	71	145	811	1,197	68	39	49	6,650
Interior									
Wheat	42	55	76	450	296	152	207	164	1,987
Corn	144	141	102	1,340	1,263	106	102	106	7,857
Soybeans	141	236	60	1,556	1,241	125	123	140	7,043
Total	326	432	76	3,346	2,800	120	121	127	16,887
Great Lakes									
Wheat	0	0	n/a	1	23	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	n/a	n/a	493
Total	0	0	n/a	1	39	2	0	0	1,844
Atlantic									
Wheat	0	0	n/a	0	1	n/a	0	0	37
Corn	0	0	n/a	0	28	0	0	0	99
Soybeans	23	21	111	239	265	90	136	60	1,353
Total	23	21	111	239	293	81	121	55	1,489
U.S. total from ports*									
Wheat	437	691	63	4,899	4,964	99	90	104	27,781
Corn	815	881	93	6,776	8,172	83	102	77	36,417
Soybeans	602	707	85	9,806	10,193	96	71	74	52,258
Total	1,855	2,279	81	21,481	23,329	92	86	81	116,457

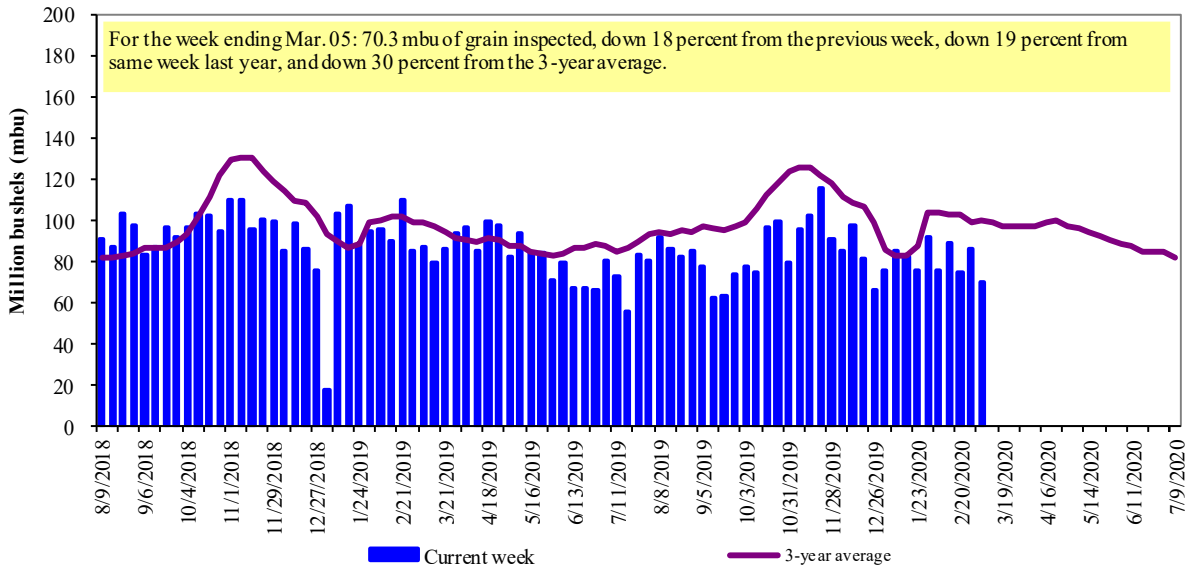
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

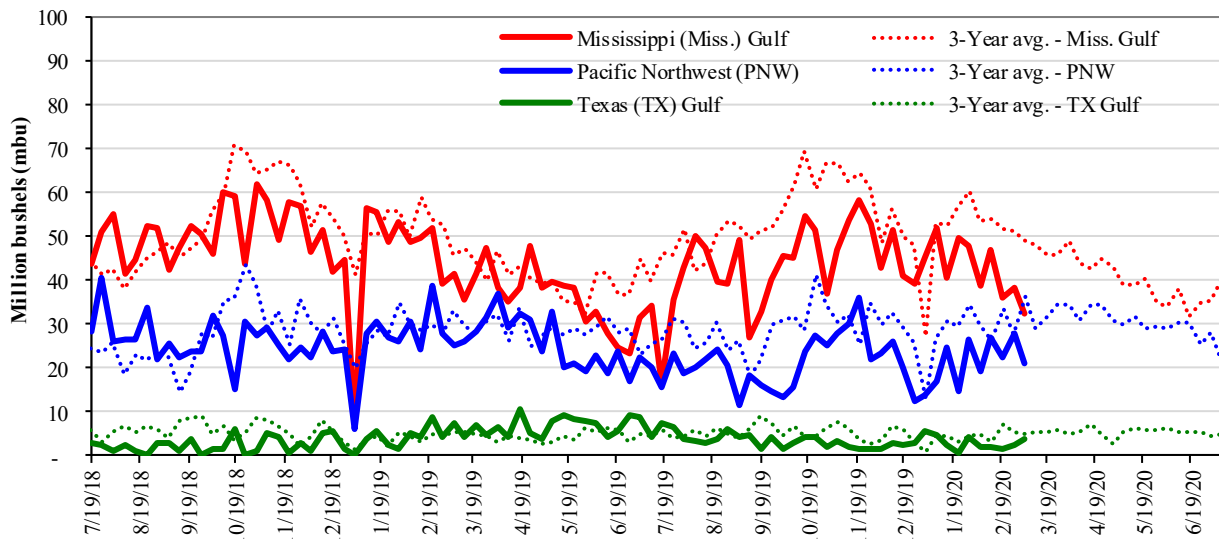


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

U.S. Grain inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



Week ending 03/05/20 inspections (mbu):		Percent change from:			
		MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	32.3	Last wk: down 16	up 48	down 12	down 25
PNW:	20.9	Last Year (same wk): down 22	down 49	down 26	down 17
TX Gulf:	3.9	3-yr avg. (4-wk. mov. Avg): down 37	down 25	down 36	down 32

Source: USDA, Federal Grain Inspection Service.

Ocean Transportation

Table 17

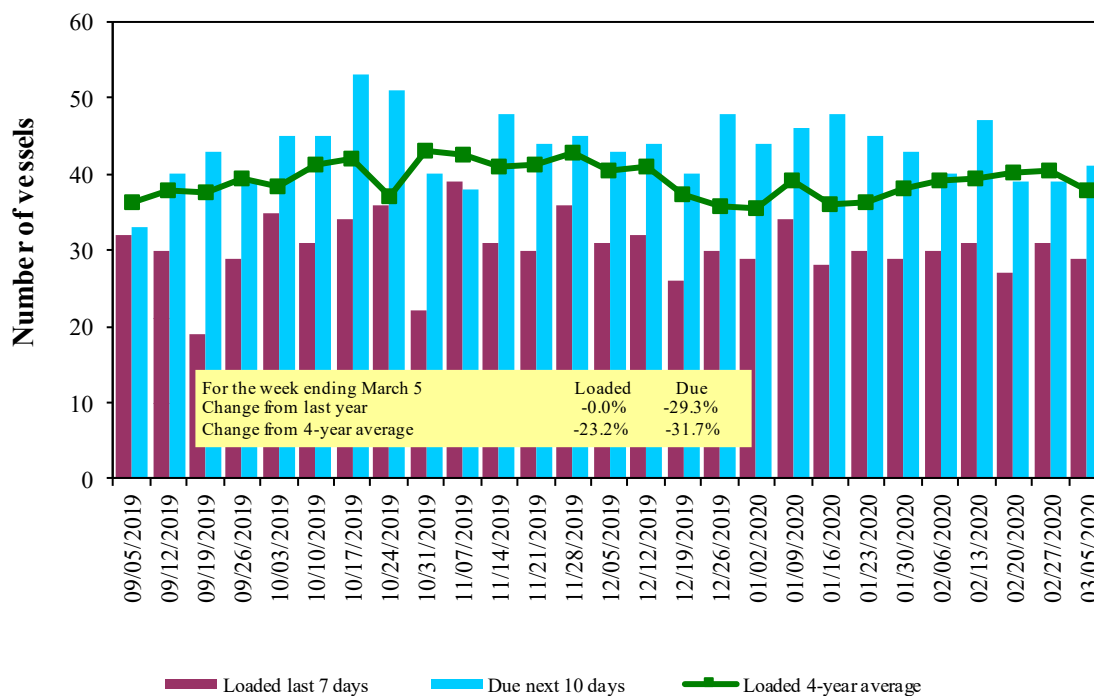
Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
3/5/2020	34	29	41	10
2/27/2020	30	31	39	12
2019 range	(26...61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

Figure 16

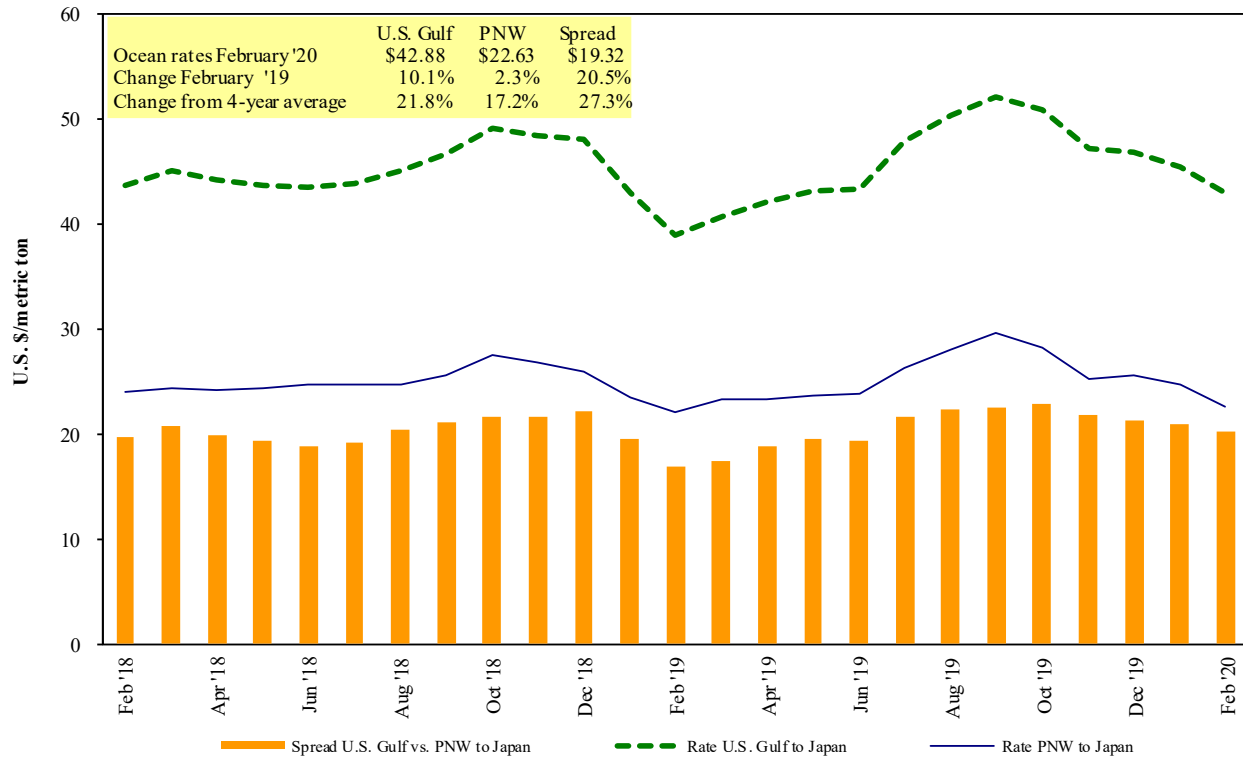
U.S. Gulf¹ vessel loading activity



¹U.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 03/07/2020

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	Taiwan	Wheat	Apr 27/May 11	50,700	29.40
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	May 1/31	60,000	33.25 op 33.00
Brazil	China	Heavy grain	Apr 2/16	66,000	30.75
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

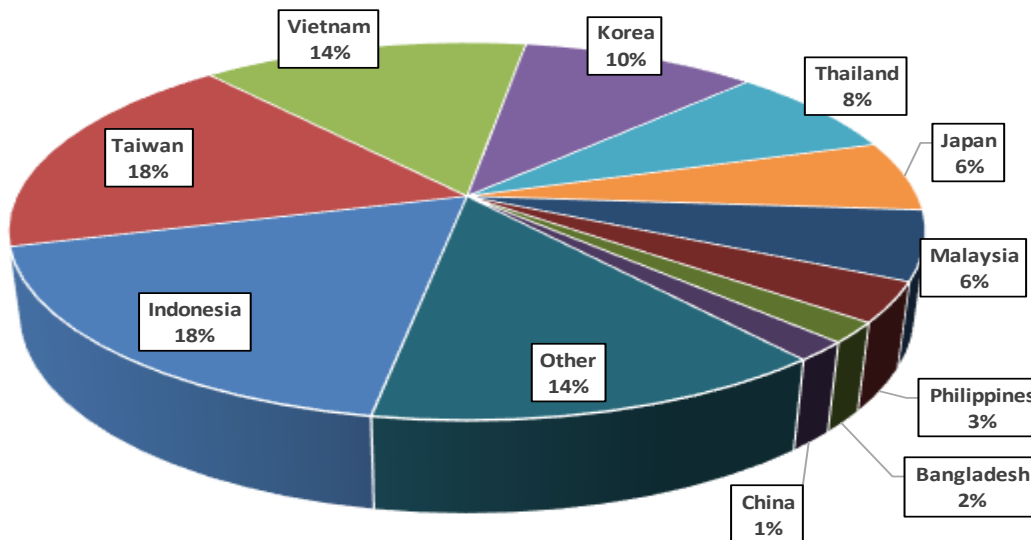
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

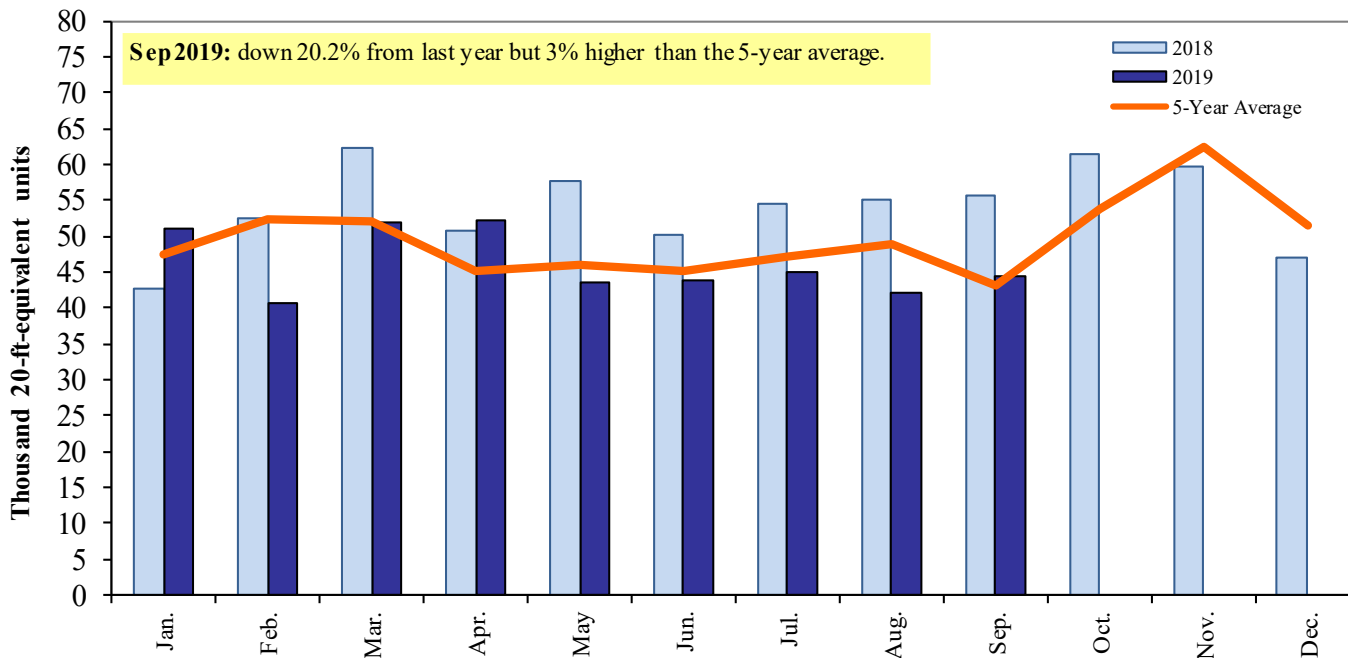
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Sep 2019



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.

Contacts and Links

Coordinators

Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
Maria Williams	maria.williams@usda.gov	(202) 690 - 4430
Bernadette Winston	bernadette.winston@usda.gov	(202) 690 - 0487

Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
-------------------------------	--	------------------

Rail Transportation

Johnny Hill	johnny.hill@usda.gov	(202) 690 - 3295
Jesse Gastelle	jesse.gastelle@usda.gov	(202) 690 - 1144
Peter Caffarelli	petera.caffarelli@usda.gov	(202) 690 - 3244

Barge Transportation

April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Kelly P. Nelson	kelly.nelson@usda.gov	(202) 690 - 0992
Bernadette Winston	bernadette.winston@usda.gov	(202) 690 - 0487

Truck Transportation

April Taylor	april.taylor@usda.gov	(202) 720 - 7880
--------------	--	------------------

Grain Exports

Johnny Hill	johnny.hill@usda.gov	(202) 690 - 3295
Kranti Mulik	kranti.mulik@usda.gov	(202) 756 - 2577

Ocean Transportation

Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
April Taylor (Container movements)	april.taylor@usda.gov	(202) 720 - 7880

Editor

Maria Williams	maria.williams@usda.gov	(202) 690-4430
----------------	--	----------------

Subscription Information: Send relevant information to GTRContactUs@usda.gov for an electronic copy (*printed copies are also available upon request*).

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. March 12, 2020. Web: <http://dx.doi.org/10.9752/TS056.03-12-2020>

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at How to File a Program Discrimination Complaint and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, D.C. 20250-9410; (2) fax: (202) 690-7442; or (3) email: program.intake@usda.gov.

USDA is an equal opportunity provider, employer, and lender.