United States Department of Agriculture

Grain Transportation Report

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

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June 6, 2019

Contents

The next release is June 13, 2019

WEEKLY HIGHLIGHTS

Grain Inspections Lowest Since Early January

For the week ending May 30, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 1.88 million metric tons (mmt). This amount signifies a 15 percent decrease from the previous week, a 26 percent drop from last year, and a 14 percent decrease from the 3-year average. Wheat inspections increased 12 percent from week to week, but inspections of corn and soybeans decreased 33 and 7 percent, respectively, from the previous week. Total grain inspections decreased 20 percent from the previous week in the Mississippi Gulf and 8 percent in the Pacific Northwest (PNW). During the last four weeks, inspections have been 18 percent below last year but 2 percent above the 3-year average.

River Levels Continue to Reduce Barge Traffic

Continued rain events, and subsequent highwater, have continued to reduce the amount of barged grain on the Mississippi River and its tributaries. So far this year, 13,194 barges of grain have been unloaded at ports on the lower Mississippi River. This is 15 percent fewer than last year, and 13 percent below the 3-year average. Year-to-date tonnages of down-bound grain, at locking portions of the Mississippi, Ohio, and Arkansas Rivers, were 10 million tons, 29 percent lower than last year, and 35 percent lower than the 3-year average. Upper Mississippi River Locks 12-27 (from Illinois-Wisconsin boarder to St. Louis) are closed due to flooding conditions. St. Louis Harbor is closed until the river level recedes below 38 feet, which is not expected to occur until mid-June. Mississippi River levels at St. Louis are expected to crest at 45.3 feet on June 7, 4.3 feet lower than the record level of 49.6 feet set on August 1, 1993. The Arkansas River is closed due to highwater. Barge traffic on the lower Mississippi River has been disrupted by reduced tow sizes and transit being restricted under certain bridges to daylight hours only.

Train Operations Affected by Flooding

Railroads are also dealing with the effects of flooding. In a customer announcement dated June 3, Union Pacific Railroad (UP) reported, “severe weather, heavy rainfall and flooding continue to impact operations in Kansas, Missouri, Oklahoma and Arkansas, resulting in…new, prolonged, and expanded subdivision outages.” Outages are affecting the route from North Little Rock, AR, to Coffeyville, KS, and the route between Jefferson City and Kansas City, MO. UP has restored service to its Oklahoma City Subdivision. Service is interrupted through Kansas City Southern Railway’s Roadhouse Subdivision (near Louisiana, MO), affecting traffic on its east-west route. On June 4, Norfolk Southern Railway (NS) alerted customers that its operations to and from Kansas City have been “severely impact[ed].” Traffic is embargoed on inbound traffic to Kansas City but outbound traffic remains open. NS anticipates full track restoration “to take several weeks.” BNSF Railway has restored service in several locations but is dealing with multiple levee breaches in Missouri, per its May 31 service advisory. While railroads are re-routing and detouring traffic where possible to minimize disruptions, shippers should continue to expect delays in affected areas.

Snapshots by Sector

Export Sales

For the week ending May 23, **unshipped balances** of wheat, corn, and soybeans totaled 22.9 mmt. This indicates an 18 percent decrease in outstanding sales, compared to the same time last year. Net weekly **wheat export sales** were .153 mmt, up significantly from the previous week. Net **corn export sales** totaled .907 mmt, up 105 percent from the previous week. Net **soybean export sales** totaled .456 mmt, down 15 percent from the past week.

Rail

U.S. Class I railroads originated 22,495 **grain carloads** for the week ending May 25. This is 3 percent lower than the previous week, up 13 percent from last year, and 4 percent below the 3-year average.

Average June shuttle **secondary railcar** bids/offers (per car) were $155 above tariff for the week ending May 30. This is $177 above last week and $124 lower than last year. Average non-shuttle secondary railcar bids/offers were $169 above tariff, down $206 from last year. There were no non-shuttle bids/offers last week.

Barge

For the week ending June 1, **barge grain movements** totaled 272,950 tons. This is 50 percent lower than the previous week and 72 percent lower than the same period last year.

For the week ending June 1, 153 grain barges **moved down river**. This is 171 fewer barges than the previous week. There were 443 grain barges **unloaded in New Orleans**. This is 3 percent higher than the previous week.

Ocean

For the week ending May 30, 26 **ocean-going grain vessels** were loaded in the Gulf. This is 7 percent less than the same period last year. Fifty-one vessels are expected to be loaded within the next 10 days. This is 6 percent more than the same period last year.

As of May 30, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $44.00. This is 1 percent more than the previous week. The rate from the Pacific Northwest to Japan was $24.25 per mt, a 1 percent increase from the previous week.

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Feature Article/Calendar

Corn and Soybean Transportation Costs Down from Last Year

The first quarter of 2019 shows transportation costs for shipping corn and soybeans, from Minneapolis, MN through the Gulf and the Pacific Northwest (PNW) to Japan, decreased compared to the same period in 2018. Year-to-year transportation costs for shipping corn and soybeans were down slightly for each route (see tables 1 and 2). A large drop in first quarter trucking rates, coupled with lower ocean freight rates, caused the decrease in the cost of shipping from each region. Ocean rates decreased as shipping activity slowed during the holiday seasons and the demand for coal became stagnant (April 25, 2019 *Grain Transportation Report* (*GTR)*). Year-to-year landed costs were up slightly for corn but were down for shipping soybeans from Minnesota to Japan.

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	
	1stQtr 18	4thQtr 18	1stQtr 19	Yr. to Yr.	Qtr to Qtr	1stQtr 18	4thQtr 18	1stQtr 19	Yr. to Yr.	Qtr to Qtr
Truck	13.87	12.10	8.78	-36.70	-27.44	13.87	12.10	8.78	-36.70	-27.44
Barge[1]	12.65	31.69	16.98	34.23	n/a	12.65	31.69	16.98	34.23	n/a
Rail[2]	47.20	n/a	50.81	7.65	n/a	41.84	n/a	47.98	14.67	n/a
Ocean	44.27	48.46	40.86	-7.70	-15.68	44.27	48.46	40.86	-7.70	-15.68
Total Transportation Cost	117.99	92.25	117.43	-0.47	27.30	112.63	92.25	114.60	1.75	24.23
Farm Value[3]	125.62	129.65	134.43	7.01	3.69	346.37	312.08	310.24	-10.43	-0.59
Total Landed Cost	243.61	221.90	251.86	3.39	13.50	459.00	404.33	424.84	-7.44	5.07
Transportation % Landed Cost	48.43	41.57	46.63			24.54	22.82	26.97		

Table 2: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. PNW

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	1stQtr 18	4thQtr 18	1stQtr 19	Yr. to Yr.	Qtr to Qtr	1stQtr 18	4thQtr 18	1stQtr 19	Yr. to Yr.	Qtr to Qtr
Truck	13.87	12.10	8.78	-36.70	-27.44	13.87	12.10	8.78	-36.70	-27.44
Rail[2]	49.65	51.44	51.44	3.61	0.00	56.29	57.60	57.60	2.33	0.00
Ocean	24.25	26.69	22.98	-5.24	-13.90	24.25	26.69	22.98	-5.24	-13.90
Total Transportation Cost	87.77	90.23	83.20	-5.21	-7.79	94.41	96.39	89.36	-5.35	-7.29
Farm Value[3]	125.62	129.65	134.43	7.01	3.69	346.37	312.08	310.24	-10.43	-0.59
Total Landed Cost	213.39	219.88	217.63	1.99	-1.02	440.78	408.47	399.60	-9.34	-2.17
Transportation % Landed Cost	41.13	41.04	38.23			21.42	23.60	22.36		

[1] Barge rates are from St. Louis to the the Gulf; 4th quarter MN rail rates to St. Louis not used due to river being opened

[2] Rail rates quotes are from MN to St. Louis in Gulf. All rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate is 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

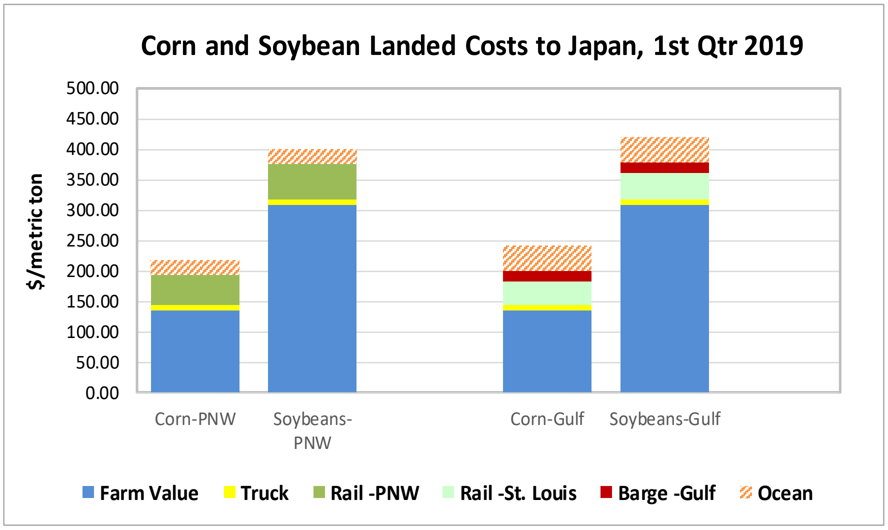
[3] Source: USDA/NASS, Agricultural Prices

U.S. Gulf Costs: During the first quarter, transportation costs for shipping grain from Minneapolis to Japan through the Gulf decreased 2 percent for corn and 3 percent for soybeans, compared to the same period last year (see table 1). The decrease in costs was caused primarily by lower trucking and ocean rates. Year-to-year trucking rates for moving grain from Minnesota to local grain elevators dropped 37 percent, to one of the lowest on record. Trucking rates decreased partly due to lower diesel prices. First quarter transportation costs for shipping corn and soybeans accounted for 46 and 26 percent, respectively, of the landed costs in the Gulf. That reflects a cost decrease for corn and a slight increase in cost for soybeans, compared to last year (see table 1).

First quarter total landed costs for shipping corn and soybeans through the Gulf to Japan ranged from about $252 to $422 per metric ton (mt) (*See Figure*). Compared to last year, this is a 3 percent increase for corn and a 9 percent decrease for soybeans. Increased farm values led to the increase in corn landed costs, while lower farm values caused soybean landed costs to decrease (*See Table 1*). The rail and ocean shares of the landed costs remained unchanged from last year for each grain. Barge's share of total landed costs for corn and soybeans increased slightly from last year.

First quarter Gulf exports of corn decreased 5 percent from last year and represented 61 percent of total corn exports. First quarter Gulf soybean exports decreased 2 percent from last year, representing 58 percent of total first quarter exports of soybeans (April 18, 2019, *GTR*).

Pacific Northwest Costs: Quarter-to-quarter transportation costs, for shipping grain from Minneapolis through the PNW to Japan, decreased 8 percent for corn and 7 percent for soybeans (*see table 2*). Quarter-to-quarter rates were down for trucking and ocean. Rail rates shipping grain to the PNW remained unchanged from quarter to quarter. Lower trucking and ocean rates also pushed year-to-year transportation costs for shipping grain from the PNW to Japan down 5 percent for both corn and soybeans. First quarter transportation costs for grain shipped through the PNW accounted for 38 percent of the total landed costs for corn and 22 percent for soybeans, a slight decrease from the previous quarter for each. These total landed costs were also below last year for corn but above last year for soybeans.



First quarter total landed costs for shipping grain from the PNW to Japan ranged from about $218 to $400 per mt (*See Figure*), down from quarter to quarter for corn and soybeans. Year-to-year landed costs increased 2 percent for corn but dropped 9 percent for soybeans. This is due mainly to lower trucking rates and farm values (see table 2).

First quarter PNW corn exports totaled 2.8 mmt, down 38 percent from last year, and accounting for 25 percent of total corn exports (April 18, 2019, *GTR)*. First quarter PNW soybean exports reached 3.3 mmt, down 3 percent from last year, and accounting for about 27 percent of total soybean exports during the first quarter. *Johnny.Hill@usda.gov*

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Unit Train	Shuttle		Gulf	Pacific
06/05/19	210	291	227	n/a	197	172
05/29/19	211	279	219	n/a	195	170

[1]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); and ocean = routes to Japan ($/metric ton)
n/a = not available due to flooding.
Source: Transportation & Marketing Program/AMS/USDA

Table 2

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

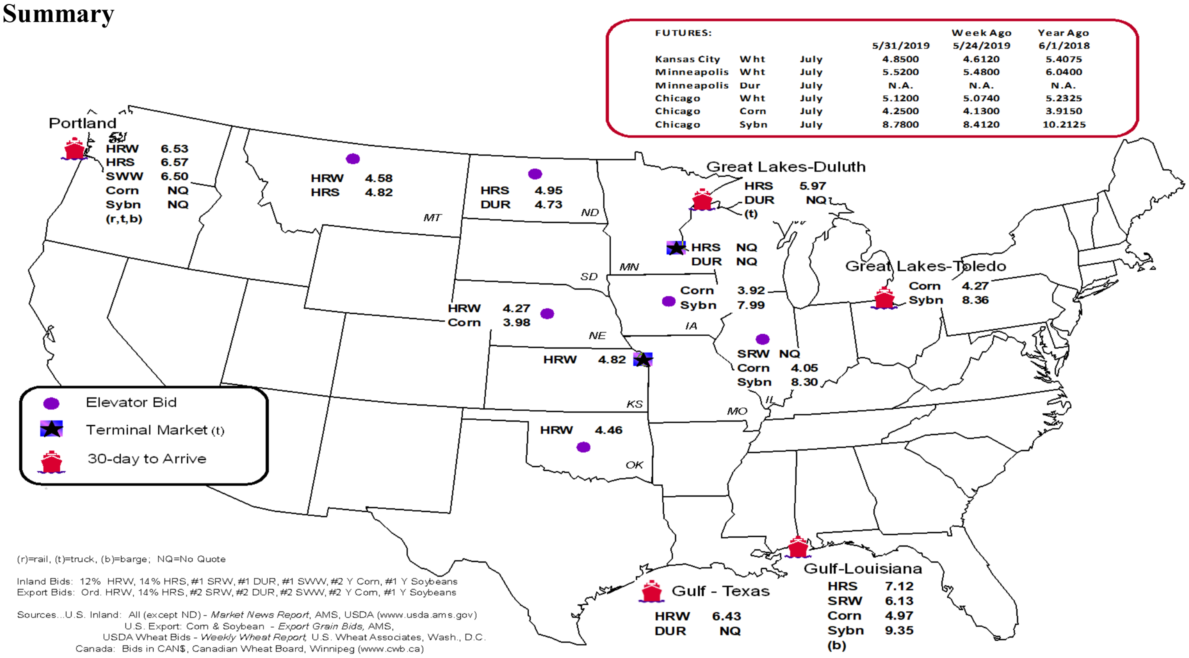
Commodity	Origin--Destination	5/31/2019	5/24/2019
Corn	IL--Gulf	-0.92	-0.80
Corn	NE--Gulf	-0.99	-0.84
Soybean	IA--Gulf	-1.36	-1.23
HRW	KS--Gulf	-1.61	-1.66
HRS	ND--Portland	-1.62	-1.57

Note: nq = no quote; n/a = not available
Source: Transportation & Marketing Program/AMS/USDA

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

Figure 1

Grain Bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

For the Week Ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
5/29/2019[p]	826	1,010	4,631	257	6,724	5/25/2019	1,689
5/22/2019[r]	1,358	1,509	4,669	402	7,938	5/18/2019	3,188
2019 YTD[r]	18,716	25,728	119,843	7,981	172,268	2019 YTD	49,418
2018 YTD[r]	9,449	29,152	144,695	9,801	193,097	2018 YTD	46,415
2019 YTD as % of 2018 YTD	198	88	83	81	89	% change YTD	106
Last 4 weeks as % of 2018[2]	184	253	65	60	83	Last 4wks % 2018	83
Last 4 weeks as % of 4-year avg.[2]	369	107	99	112	112	Last 4wks % 4 yr	108
Total 2018	22,118	46,532	310,449	21,432	400,531	Total 2018	129,116
Total 2017	28,796	75,543	287,267	21,312	412,918	Total 2017	119,661

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2018 and prior 4-year average.

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

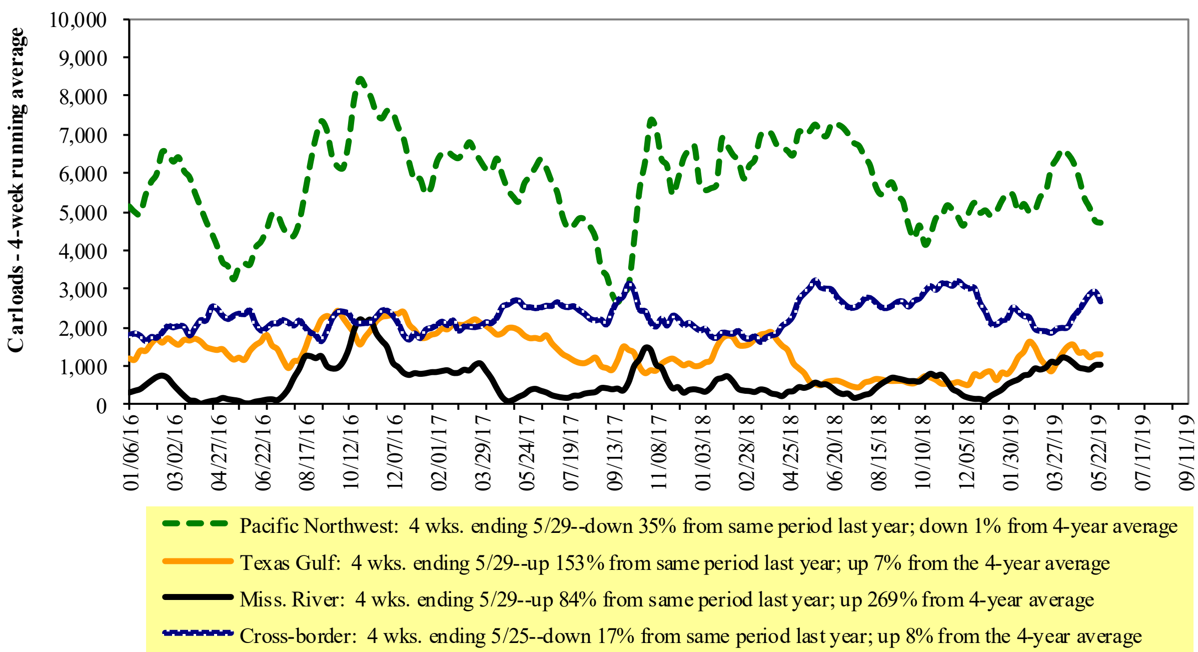
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Program/AMS/USDA

Railroads originate approximately 24 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Program/AMS/USDA

Table 4

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

For the week ending: 5/25/2019	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,087	3,144	11,541	972	4,751	22,495	3,326	3,597
This week last year	2,452	3,054	13,866	1,113	5,309	25,794	4,245	5,383
2019 YTD	41,514	59,068	230,752	23,362	108,237	462,933	91,884	89,835
2018 YTD	41,053	52,380	260,564	19,891	111,628	485,516	79,002	95,643
2019 YTD as % of 2018 YTD	101	113	89	117	97	95	116	94
Last 4 weeks as % of 2018*	96	120	90	98	93	95	105	77
Last 4 weeks as % of 3-yr avg.**	108	117	104	106	94	104	123	91
Total 2018	98,978	133,169	635,458	48,638	267,713	1,183,956	211,815	244,697

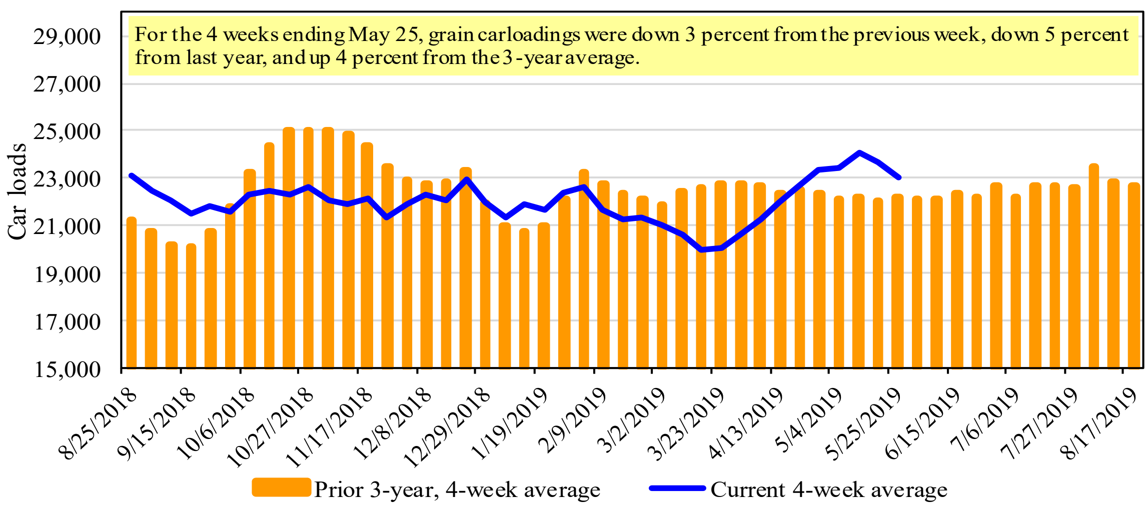
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

Source: Association of American Railroads (www.aar.org)

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings



Source: Association of American Railroads

Table 5

Railcar Auction Offerings[1] ($/car)[2]

For the week ending: 5/30/2019		Delivery period							
		Jun-19	Jun-18	Jul-19	Jul-18	Aug-19	Aug-18	Sep-19	Sep-18
BNSF[3]	COT grain units	no bids	no offer	no bids	1	no bids	0	n/a	0
	COT grain single-car[5]	0	no offer	0	1	0	0	n/a	20
UP[4]	GCAS/Region 1	no offer	no offer	no bid	no offer	no offer	no bids	n/a	n/a
	GCAS/Region 2	no offer	no offer	10	no offer	no offer	no bids	n/a	n/a

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

[2]Average premium/discount to tariff, last auction

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

[4]UP - GCAS = Grain Car Allocation System

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

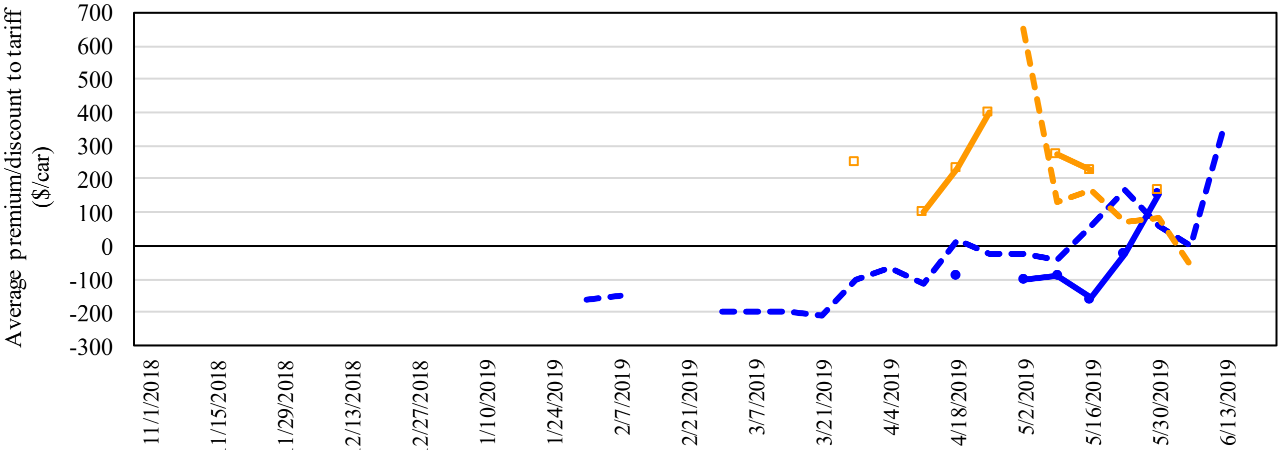
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Program/AMS/USDA.

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

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

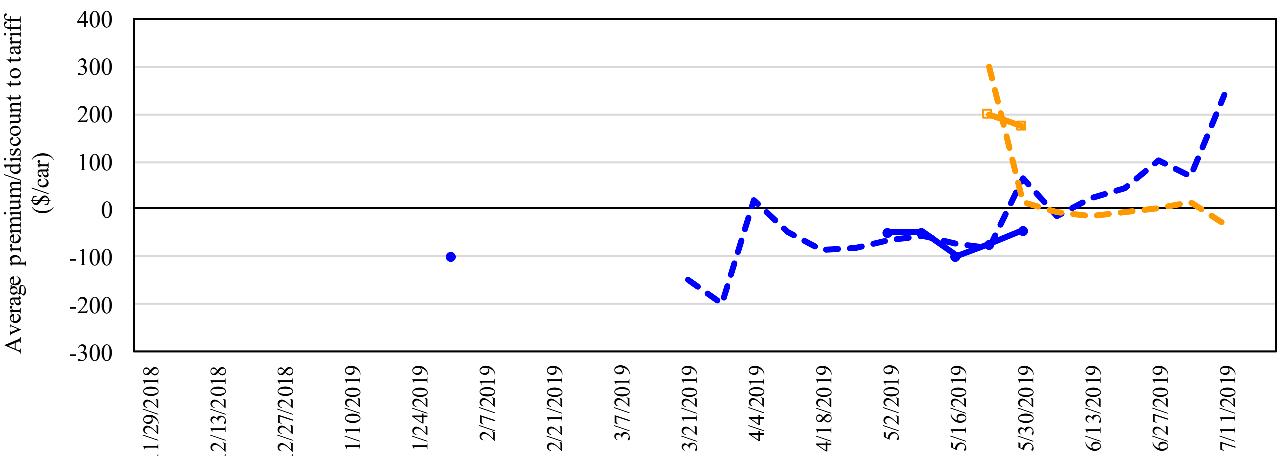


5/30/2019	BNSF	UP
Non-Shuttle	$38	$300
Shuttle	$44	$267

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are $231 below the peak.
Average Shuttle bids/offers rose $177 this week and are at the peak.

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

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



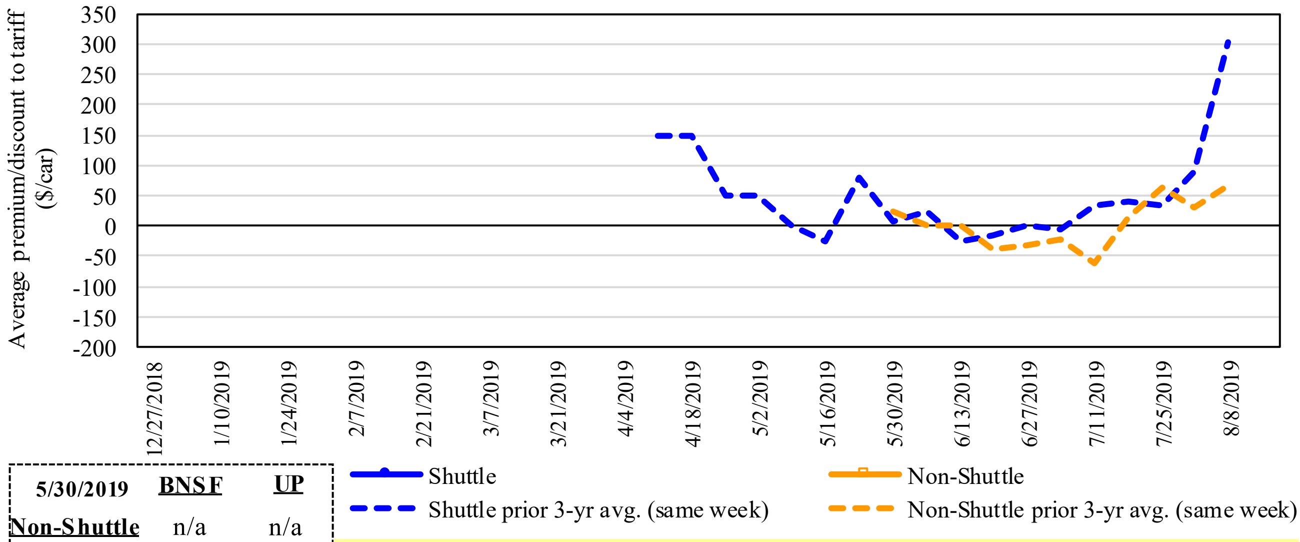
5/30/2019	BNSF	UP
Non-Shuttle	$50	$300
Shuttle	$0	-$92

Average Non-shuttle bids/offers fell $25 this week, and are $25 below the peak.
Average Shuttle bids/offers rose $29 this week and are at the peak.

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

Figure 6

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



5/30/2019	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	n/a

There were no Non-Shuttle bids/offers this week.
There were no Shuttle bids/offers this week.

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

Table 6

Weekly Secondary Railcar Market ($/car)[1]

	For the week ending: 5/30/2019	Delivery period					
		Jun-19	**Jul-19**	**Aug-19**	**Sep-19**	**Oct-19**	**Nov-19**
Non-shuttle	**BNSF-GF**	**38**	**50**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	0	n/a	n/a	n/a	n/a
	Change from same week 2018	(563)	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**300**	**300**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	(50)	n/a	n/a	n/a	n/a
	Change from same week 2018	150	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**44**	**0**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	44	75	n/a	n/a	n/a	n/a
	Change from same week 2018	(590)	(500)	n/a	n/a	n/a	n/a
	UP-Pool	**267**	**(92)**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	311	(17)	n/a	n/a	n/a	n/a
	Change from same week 2018	342	(92)	n/a	n/a	n/a	n/a

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

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

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

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

Source: Transportation and Marketing Program/AMS/USDA

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments [1]

June, 2019	Origin region[3]	Destination region[3]	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[4]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,983	$106	$40.61	$1.11	3
	Grand Forks, ND	Duluth-Superior, MN	$4,268	$0	$42.38	$1.15	3
	Wichita, KS	Los Angeles, CA	$7,240	$0	$71.90	$1.96	1
	Wichita, KS	New Orleans, LA	$4,525	$187	$46.79	$1.27	0
	Sioux Falls, SD	Galveston-Houston, TX	$6,976	$0	$69.28	$1.89	3
	Northwest KS	Galveston-Houston, TX	$4,801	$205	$49.71	$1.35	0
	Amarillo, TX	Los Angeles, CA	$5,121	$285	$53.68	$1.46	2
Corn	Champaign-Urbana, IL	New Orleans, LA	$4,000	$211	$41.82	$1.06	2
	Toledo, OH	Raleigh, NC	$6,581	$0	$65.35	$1.66	4
	Des Moines, IA	Davenport, IA	$2,258	$45	$22.87	$0.58	0
	Indianapolis, IN	Atlanta, GA	$5,646	$0	$56.07	$1.42	4
	Indianapolis, IN	Knoxville, TN	$4,704	$0	$46.71	$1.19	4
	Des Moines, IA	Little Rock, AR	$3,860	$131	$39.64	$1.01	7
	Des Moines, IA	Los Angeles, CA	$5,720	$383	$60.60	$1.54	7
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$208	$38.13	$1.04	-11
	Toledo, OH	Huntsville, AL	$5,459	$0	$54.21	$1.48	3
	Indianapolis, IN	Raleigh, NC	$6,698	$0	$66.51	$1.81	4
	Indianapolis, IN	Huntsville, AL	$4,937	$0	$49.03	$1.33	4
	Champaign-Urbana, IL	New Orleans, LA	$4,745	$211	$49.22	$1.34	0
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$4,078	$0	$40.50	$1.10	3
	Wichita, KS	Galveston-Houston, TX	$4,361	$0	$43.31	$1.18	2
	Chicago, IL	Albany, NY	$5,896	$0	$58.55	$1.59	4
	Grand Forks, ND	Portland, OR	$5,736	$0	$56.96	$1.55	2
	Grand Forks, ND	Galveston-Houston, TX	$6,056	$0	$60.14	$1.64	2
	Northwest KS	Portland, OR	$6,012	$336	$63.04	$1.72	4
Corn	Minneapolis, MN	Portland, OR	$5,180	$0	$51.44	$1.31	4
	Sioux Falls, SD	Tacoma, WA	$5,140	$0	$51.04	$1.30	4
	Champaign-Urbana, IL	New Orleans, LA	$3,800	$211	$39.83	$1.01	2
	Lincoln, NE	Galveston-Houston, TX	$3,880	$0	$38.53	$0.98	5
	Des Moines, IA	Amarillo, TX	$4,060	$165	$41.96	$1.07	2
	Minneapolis, MN	Tacoma, WA	$5,180	$0	$51.44	$1.31	4
	Council Bluffs, IA	Stockton, CA	$5,000	$0	$49.65	$1.26	4
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,750	$0	$57.10	$1.55	3
	Minneapolis, MN	Portland, OR	$5,800	$0	$57.60	$1.57	3
	Fargo, ND	Tacoma, WA	$5,650	$0	$56.11	$1.53	3
	Council Bluffs, IA	New Orleans, LA	$4,775	$244	$49.84	$1.36	0
	Toledo, OH	Huntsville, AL	$4,634	$0	$46.02	$1.25	6
	Grand Island, NE	Portland, OR	$5,710	$344	$60.12	$1.64	0

[1]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.

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

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

[4]Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: www.bnsf.com, www.cn.ca, www.csx.com, www.up.com

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico

Date: June, 2019				**Fuel**			**Percent**
	Origin		**Tariff**	**surcharge**	**Tariff plus surcharge per:**		**change**[4]
Commodity	**state**	**Destination region**	**rate/car**[1]	**per car**[2]	**metric ton**[3]	**bushel**[3]	**Y/Y**
Wheat	MT	Chihuahua, CI	$7,284	$0	$74.43	$2.02	-2
	OK	Cuautitlan, EM	$6,643	$146	$69.37	$1.89	0
	KS	Guadalajara, JA	$7,371	$611	$81.56	$2.22	4
	TX	Salinas Victoria, NL	$4,329	$89	$45.14	$1.23	1
Corn	IA	Guadalajara, JA	$8,678	$522	$94.00	$2.39	7
	SD	Celaya, GJ	$7,880	$0	$80.51	$2.04	2
	NE	Queretaro, QA	$8,207	$304	$86.96	$2.21	2
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	2
	MO	Tlalnepantla, EM	$7,573	$297	$80.41	$2.04	3
	SD	Torreon, CU	$7,480	$0	$76.43	$1.94	2
Soybeans	MO	Bojay (Tula), HG	$8,497	$494	$91.86	$2.50	7
	NE	Guadalajara, JA	$8,982	$517	$97.06	$2.64	6
	IA	El Castillo, JA	$9,110	$0	$93.08	$2.53	2
	KS	Torreon, CU	$7,814	$361	$83.52	$2.27	6
Sorghum	NE	Celaya, GJ	$7,657	$466	$83.00	$2.11	6
	KS	Queretaro, QA	$8,000	$183	$83.61	$2.12	2
	NE	Salinas Victoria, NL	$6,633	$147	$69.27	$1.76	3
	NE	Torreon, CU	$7,067	$333	$75.61	$1.92	6

[1]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.

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

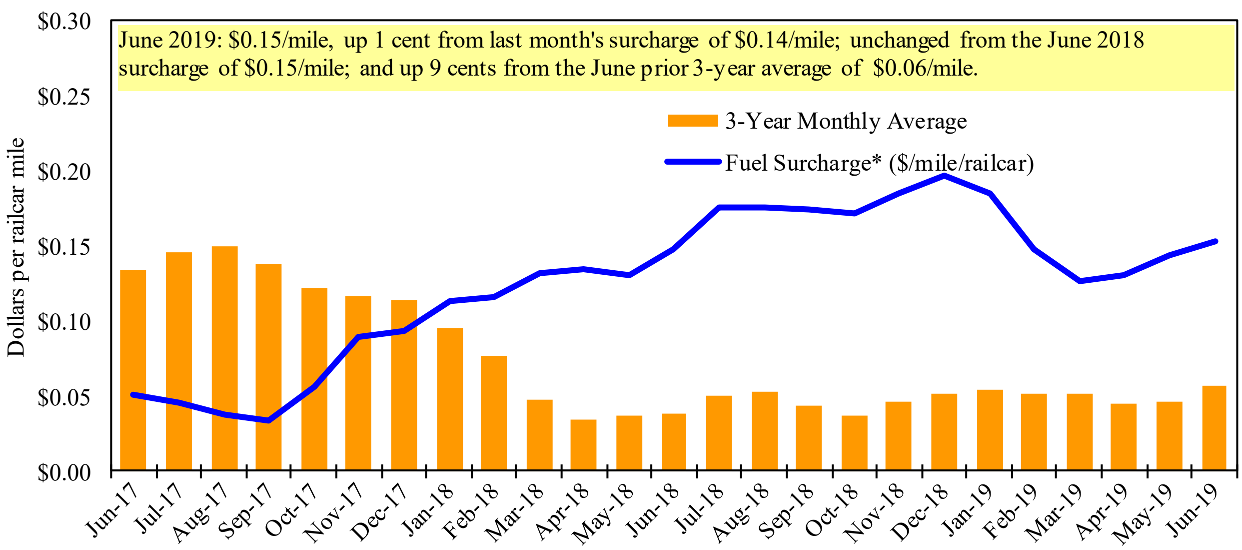
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4]Percentage change calculated using tariff rate plus fuel surchage

Sources: www.bnsf.com, www.uprr.com, www.kcsouthern.com

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]

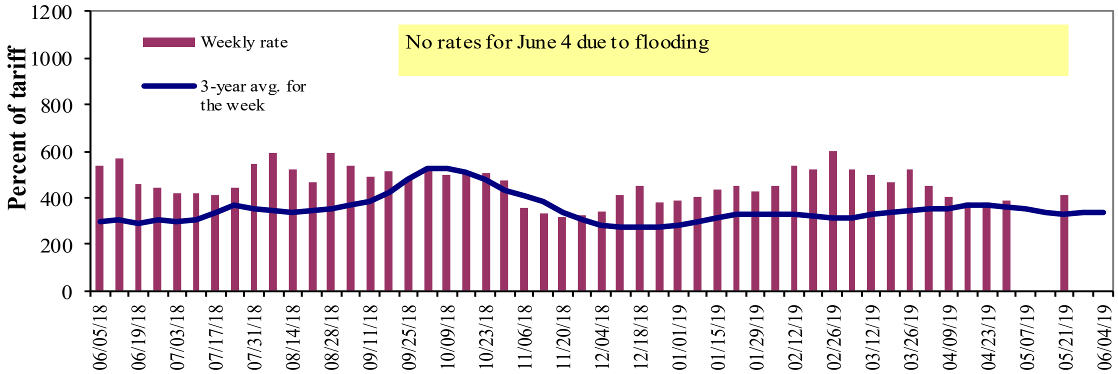


[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.
Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Freight Rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.
Source: Transportation & Marketing Program/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	6/4/2019	-	-	-	-	300	300	265
	5/28/2019	-	-	-	-	330	330	273
$/ton	6/4/2019	-	-	-	-	14.07	12.12	8.32
	5/28/2019	-	-	-	-	15.48	13.33	8.57
Current week % change from the same week:								
	Last year	-	-	-	-	-27	-27	-29
	3-year avg. [2]	-	-	-	-	23	23	22
Rate[1]	July	447	413	412	285	302	302	265
	September	425	417	425	383	417	417	342

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds; "-" n/a due to closure
Source: Transportation & Marketing Programs/AMS/USDA

Figure 9
Benchmark tariff rates

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

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

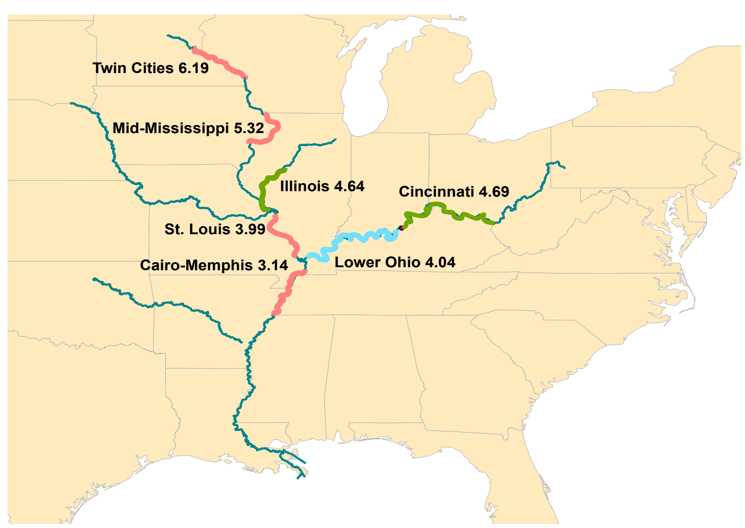
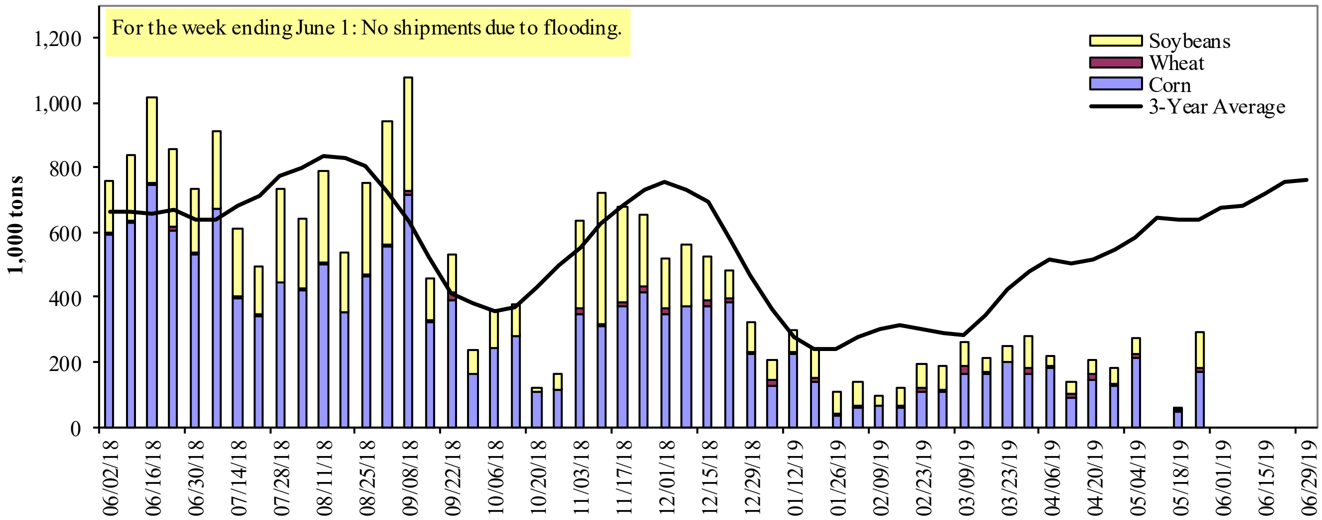


Figure 10

Barge Movements on the Mississippi River[1] (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 06/01/2019	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	9	0	9
Winfield, MO (L25)	0	0	0	0	0
Alton, IL (L26)	0	0	0	0	0
Granite City, IL (L27)	0	0	0	0	0
Illinois River (LAGRANGE)	0	0	0	0	0
Ohio River (OLMSTED)	120	9	144	0	273
Arkansas River (L1)	0	0	0	0	0
Weekly total - 2019	120	9	144	0	273
Weekly total - 2018	694	29	252	2	977
2019 YTD[1]	5,210	855	3,881	69	10,015
2018 YTD[1]	8,962	651	4,519	60	14,191
2019 as % of 2018 YTD	58	131	86	116	71
Last 4 weeks as % of 2018[2]	35	55	74	382	45
Total 2018	23,349	1,674	12,819	133	37,975

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

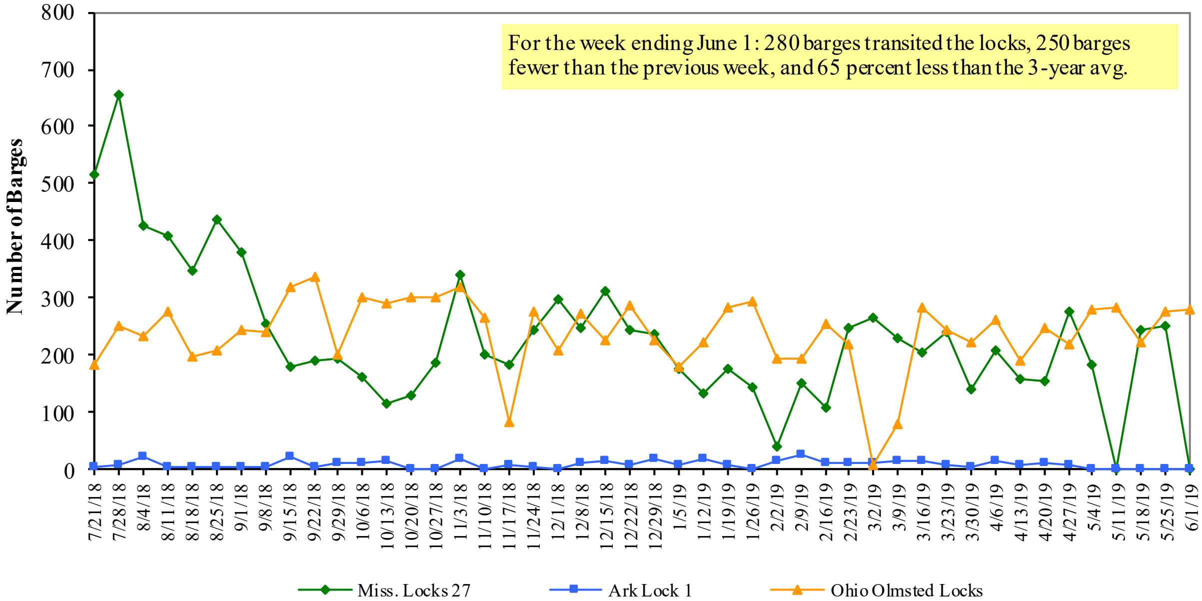
[2] As a percent of same period in 2018.

Note: 1. Total may not add exactly, due to rounding.
2. Starting from 11/24/2018, weekly movement through Ohio 52 is replaced by Olmsted.

Source: U.S. Army Corps of Engineers

Figure 11

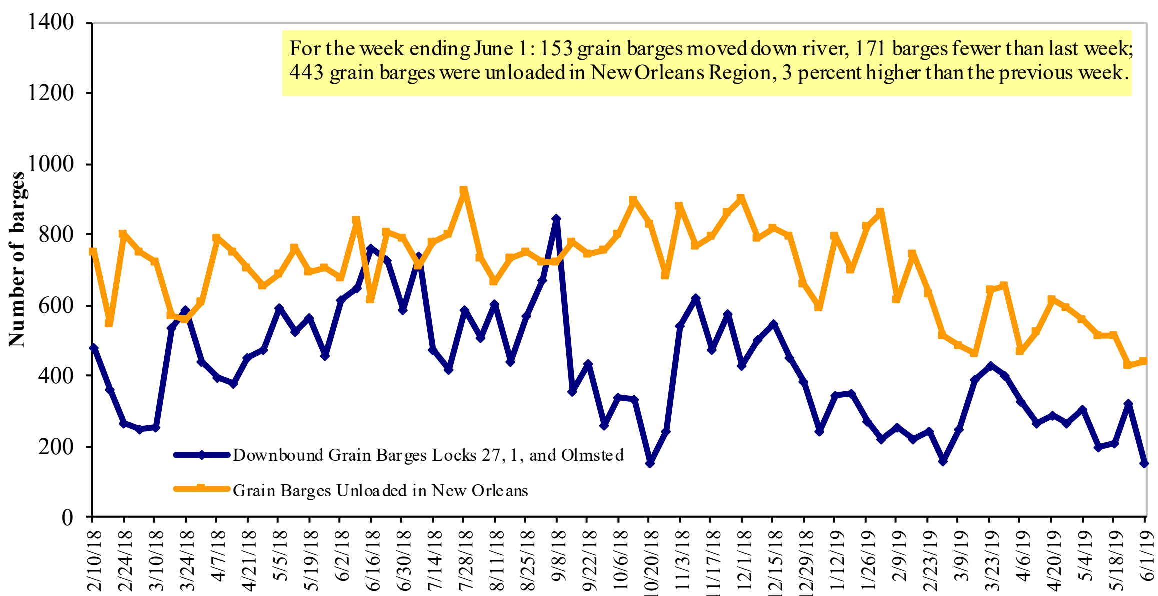
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



Source: U.S. Army Corps of Engineers and AMS FGIS

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

Retail on-Highway Diesel Prices, Week Ending 6/3/2019 (US $/gallon)

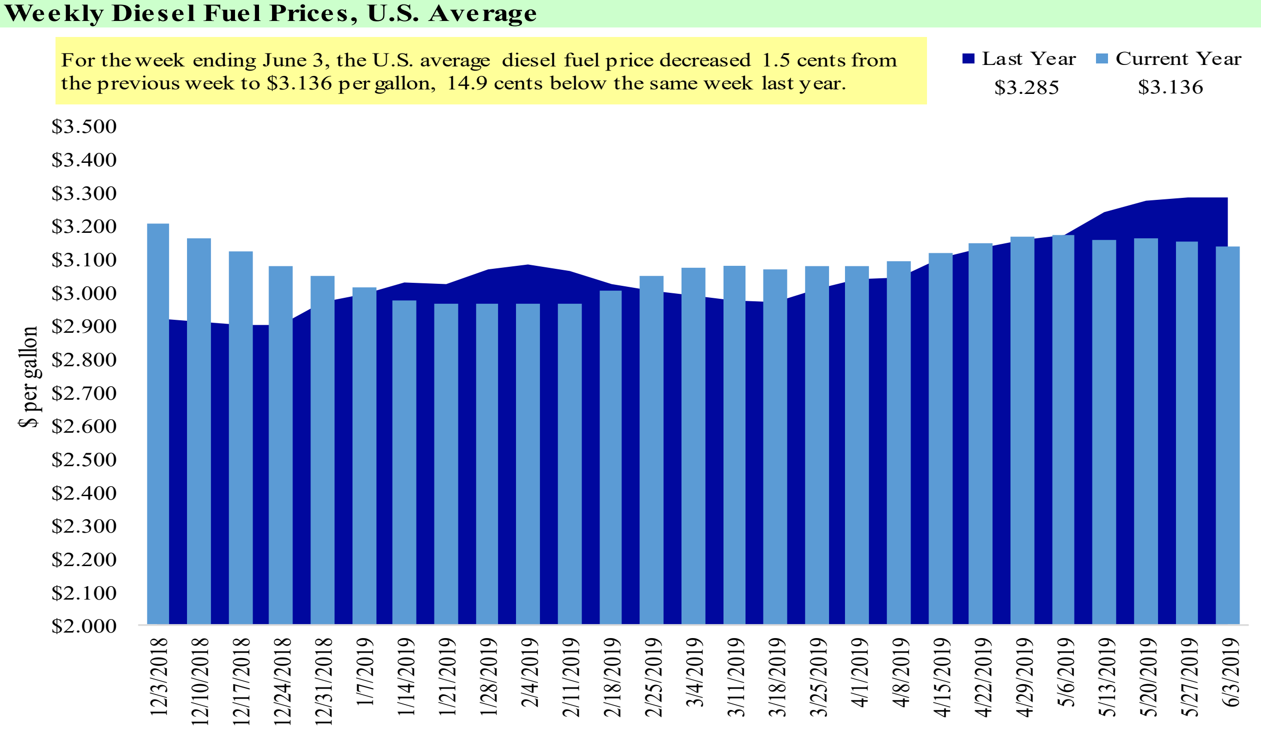
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.153	-0.011	-0.129
	New England	3.219	-0.006	-0.083
	Central Atlantic	3.344	-0.016	-0.098
	Lower Atlantic	3.011	-0.009	-0.155
II	Midwest	3.026	-0.012	-0.198
III	Gulf Coast	2.875	-0.018	-0.180
IV	Rocky Mountain	3.163	-0.018	-0.196
V	West Coast	3.760	-0.022	-0.024
	West Coast less California	3.320	-0.018	-0.188
	California	4.109	-0.025	0.106
Total	U.S.	3.136	-0.015	-0.149

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

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

For the week ending	Wheat HRW	SRW	HRS	SWW	DUR	All wheat	Corn	Soybeans	Total
Export Balances[1]									
5/23/2019	1,168	233	540	433	28	2,401	8,647	11,825	22,873
This week year ago	262	236	558	477	22	1,555	16,907	9,377	27,840
Cumulative exports-marketing year[2]									
2018/19 YTD	8,230	3,129	6,613	5,019	476	23,467	39,601	34,404	97,471
2017/18 YTD	9,044	2,304	5,614	4,843	384	22,188	37,554	46,088	105,831
YTD 2018/19 as % of 2017/18	91	136	118	104	124	106	105	75	92
Last 4 wks as % of same period 2017/18	579	172	121	119	192	206	57	127	89
2017/18 Total	9,150	2,343	5,689	4,854	384	22,419	57,209	56,214	135,842
2016/17 Total	11,096	2,285	7,923	4,254	484	26,042	41,864	51,156	119,062

[1] Current unshipped (outstanding) export sales to date

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

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

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

Table 13

Top 5 Importers[1] of U.S. Corn

For the week ending 5/23/2019	Total Commitments[2] 2019/20 Next MY	2018/19 Current MY	2017/18 Last MY	% change current MY from last MY	Exports[3] 3-year avg 2015-2017
		- 1,000 mt -			
Mexico	1,657	15,028	13,662	10	13,691
Japan	540	11,425	10,462	9	11,247
Korea	0	3,695	4,621	(20)	4,754
Colombia	5	4,466	4,164	7	4,678
Peru	0	1,992	2,768	(28)	2,975
Top 5 Importers	**2,202**	**36,605**	**35,677**	**3**	**37,344**
Total US corn export sales	**2,590**	**48,247**	**54,462**	**(11)**	**53,184**
% of Projected	4%	82%	88%		
Change from prior week[2]	**77**	**907**	**993**		
Top 5 importers' share of U.S. corn export sales	85%	76%	66%		70%
USDA forecast, May 2019	**57,888**	**58,524**	**62,036**	**(6)**	
Corn Use for Ethanol USDA forecast, May 2019	**139,700**	**138,430**	**142,367**	**(3)**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports for 2017/18 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. 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 - http://apps.fas.usda.gov/export-sales/myrkaug.htm; 3-yr average

Table 14

Top 5 Importers[1] of U.S. Soybeans

For the week ending 5/23/2019	Total Commitments[2] 2019/20 Next MY	2018/19 Current MY	2017/18 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2015-2017
		- 1,000 mt -			- 1,000 mt -
China	63	13,483	28,691	(53)	31,228
Mexico	484	4,697	4,229	11	3,716
Indonesia	5	2,001	2,148	(7)	2,250
Japan	108	2,253	2,021	11	2,145
Netherlands	0	1,905	1,593	20	2,209
Top 5 importers	**660**	**24,340**	**38,683**	**(37)**	**41,549**
Total US soybean export sales	**1,446**	**46,229**	**55,465**	**(17)**	**55,113**
% of Projected	3%	96%	96%		
Change from prior week[2]	**22**	**456**	**273**		
Top 5 importers' share of U.S. soybean export sales	46%	53%	70%		**75%**
USDA forecast, May 2019	**53,134**	**48,365**	**58,011**	**83**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports for 2017/18 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. The total commitments change (net sales) from prior week could include reivisions from previous week's outstanding sales and/or accumulated sales

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers[1] of All U.S. Wheat

For the week ending 5/23/2019	Total Commitments[2] 2019/20 Next MY	2018/19 Current MY	2017/18 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2015-2017
		- 1,000 mt -			- 1,000 mt -
Mexico	328	3,319	2,967	12	2,781
Japan	310	2,783	2,931	(5)	2,649
Philippines	456	3,237	2,604	24	2,441
Korea	0	1,442	1,602	(10)	1,257
Nigeria	397	1,645	1,201	37	1,254
Indonesia	0	1,620	1,141	42	1,076
Taiwan	77	1,164	1,140	2	1,066
China	0	42	902	(95)	944
Colombia	114	676	385	76	714
Thailand	183	757	664	14	618
Top 10 importers	**1,866**	**16,685**	**15,537**	7	**14,800**
Total US wheat export sales	**3,734**	**25,868**	**23,743**	**9**	**22,869**
% of Projected	15%	103%	97%		
Change from prior week[2]	**412**	**153**	**30**		
Top 10 importers' share of U.S. wheat export sales	50%	64%	65%		65%
USDA forecast, May 2019	**24,523**	**25,204**	**24,550**	**3**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports for 2017/18 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. Total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port Regions	For the Week Ending 05/30/19	Previous Week*	Current Week as % of Previous	2019 YTD*	2018 YTD*	2019 YTD as % of 2018 YTD	Last 4-weeks as % of: Last Year	Prior 3-yr. avg.	2018 Total*
Pacific Northwest									
Wheat	246	181	136	5,965	5,086	117	131	114	13,315
Corn	192	299	64	5,711	9,315	61	53	70	20,024
Soybeans	71	72	100	4,162	4,685	89	19	42	7,719
Total	**509**	**552**	**92**	**15,838**	**19,086**	**83**	**66**	**83**	**41,058**
Mississippi Gulf									
Wheat	70	74	95	2,425	1,812	134	229	197	3,896
Corn	386	636	61	11,469	14,750	78	57	69	33,735
Soybeans	342	288	119	10,360	10,165	102	112	193	28,124
Total	**799**	**997**	**80**	**24,254**	**26,726**	**91**	**82**	**105**	**65,755**
Texas Gulf									
Wheat	218	225	97	3,024	1,778	170	328	216	3,198
Corn	0	0	n/a	331	337	98	49	72	730
Soybeans	0	0	n/a	0	12	0	0	0	69
Total	**218**	**225**	**97**	**3,356**	**2,127**	**158**	**231**	**190**	**3,997**
Interior									
Wheat	30	39	78	709	688	103	84	93	1,614
Corn	148	141	105	3,077	3,554	87	76	83	8,650
Soybeans	107	106	101	2,753	2,733	101	81	123	6,729
Total	**285**	**285**	**100**	**6,538**	**6,976**	**94**	**78**	**96**	**16,993**
Great Lakes									
Wheat	61	41	149	350	220	159	228	241	894
Corn	0	0	n/a	0	132	0	0	0	404
Soybeans	0	30	0	83	72	115	57	83	1,192
Total	**61**	**71**	**86**	**433**	**425**	**102**	**107**	**143**	**2,491**
Atlantic									
Wheat	0	0	n/a	32	64	51	n/a	0	69
Corn	4	14	32	75	67	111	85	255	138
Soybeans	4	67	5	583	963	61	73	142	2,047
Total	**8**	**81**	**10**	**690**	**1,094**	**63**	**76**	**138**	**2,253**
U.S. total from ports*									
Wheat	624	559	112	12,506	9,648	130	176	150	22,986
Corn	730	1,089	67	20,662	28,156	73	58	71	63,682
Soybeans	525	563	93	17,941	18,629	96	78	138	45,879
Total	**1,879**	**2,211**	**85**	**51,109**	**56,434**	**91**	**82**	**102**	**132,547**

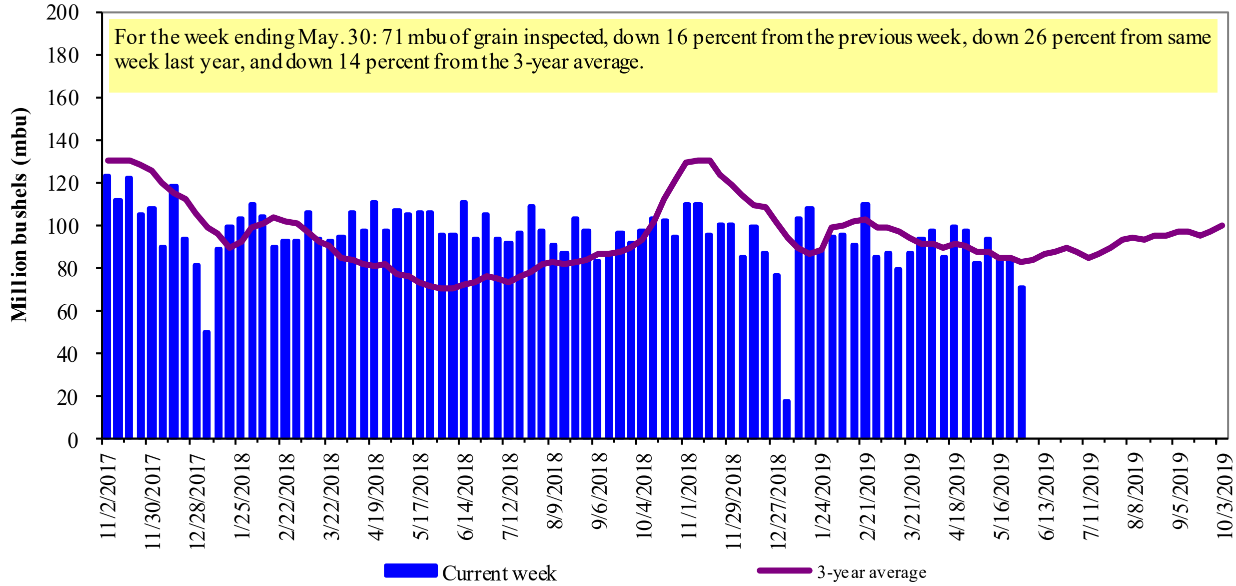
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: USDA/Federal Grain Inspection Service (www.gipsa.usda.gov/fgis); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 50 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 53 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2018.

Figure 14

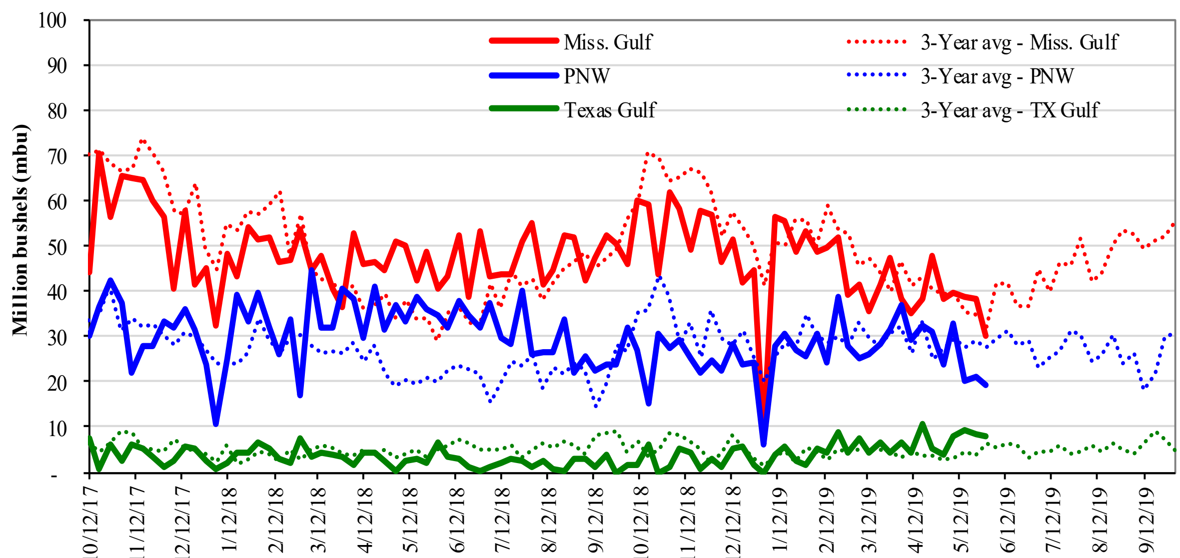
U.S. grain inspected for export (wheat, corn, and soybeans)



Source: USDA/Federal Grain Inspection Service (www.gipsa.usda.gov/fgis)
Note: 3-year average consists of 4-week running average

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



Week ending 05/30/19 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Mississippi Gulf:	30.4	Last Week:	down 21	down 3	down 18	down 9
PNW:	19.2	Last Year (same week):	down 26	up 18	down 19	down 45
Texas Gulf:	8.0	3-yr avg. (4-wk. mov. Avg):	down 15	up 81	down 4	down 33

Source: USDA/Federal Grain Inspection Service (www.gipsa.usda.gov/fgis)

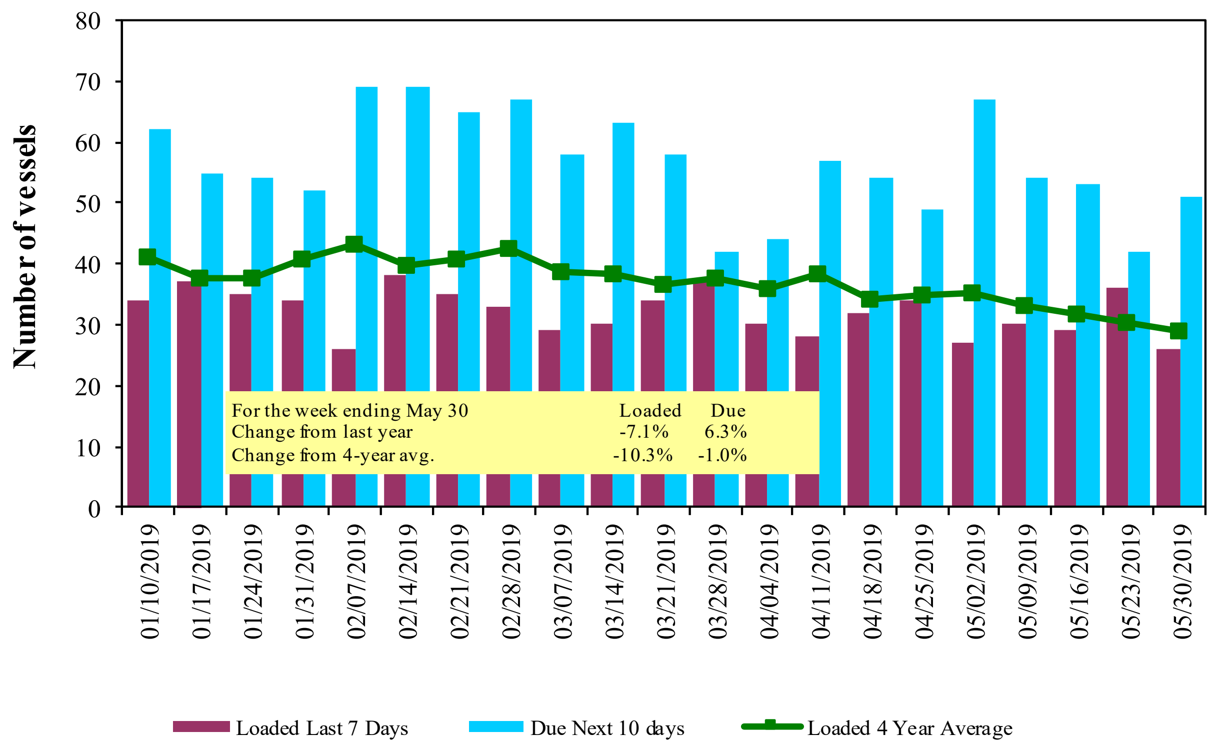
Ocean Transportation

Table 17
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf In port	Gulf Loaded 7-days	Gulf Due next 10-days	Pacific Northwest In port
5/30/2019	45	26	51	14
5/23/2019	39	36	42	12
2018 range	(23..88)	(24..41)	(38..67)	(4..30)
2018 avg.	40	34	54	17

Source: Transportation & Marketing Programs/AMS/USDA

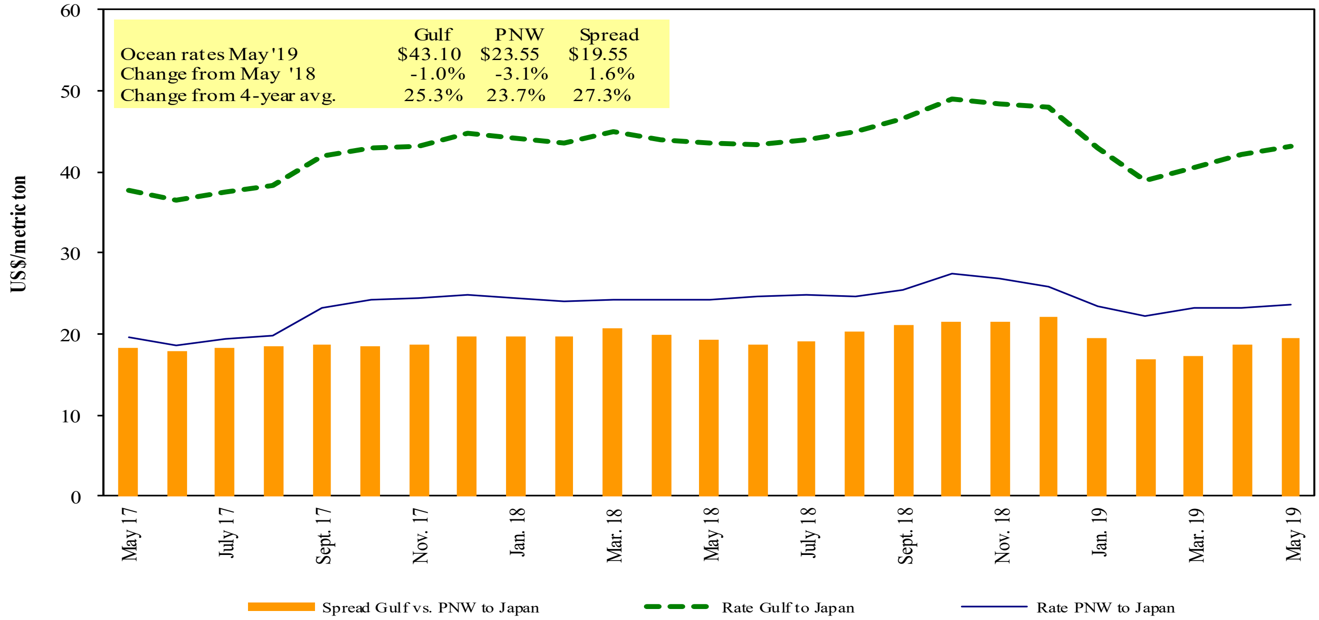
Figure 16
U.S. Gulf Vessel Loading Activity



Source: Transportation & Marketing Program/AMS/USDA
[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 06/01/2019

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Jun 1/30	63,000	42.00
U.S. Gulf	China	Heavy Grain	Mar 15/Apr 15	63,000	40.00
PNW	China	Heavy Grain	Mar 2/18	60,000	27.50
PNW	Oman	Wheat	Feb 18/28	25,000	69.94*
Brazil	China	Heavy Grain	Jun 10/20	65,000	33.00
Brazil	China	Heavy Grain	Apr 20/May 5	63,000	33.00
Brazil	China	Heavy Grain	Apr 15/30	63,000	32.50
Brazil	China	Heavy Grain	Mar 20/30	66,000	13.30
Brazil	China	Heavy Grain	Mar 3/11	63,000	27.50
Brazil	China	Heavy Grain	Feb 26/Mar 4	66,000	24.75
Brazil	China	Heavy Grain	Feb 20/25	65,000	26.00
Brazil	China	Heavy Grain	Feb 13/26	60,000	26.75
Brazil	China	Heavy Grain	Jan 22/30	60,000	29.50
River Plate	China	Heavy Grain	Apr 21/30	65,000	37.85

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

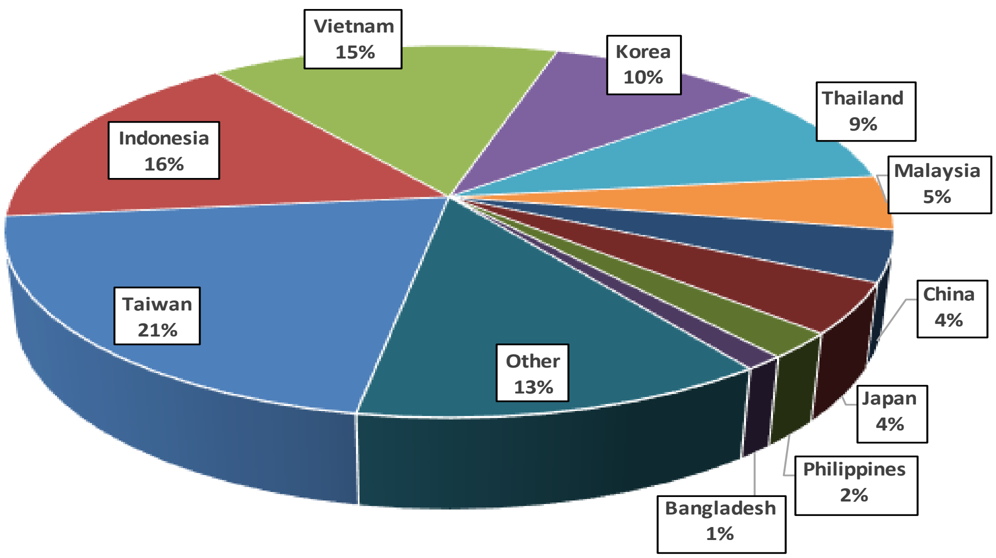
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 2017, containers were used to transport 7 percent of total U.S. waterborne grain exports. Approximately 62 percent of U.S. waterborne grain exports in 2017 went to Asia, of which 10 percent were moved in containers. Approximately 93 percent of U.S. waterborne containerized grain exports were destined for Asia.

Figure 18

Top 10 Destination Markets for U.S. Containerized Grain Exports, 2018

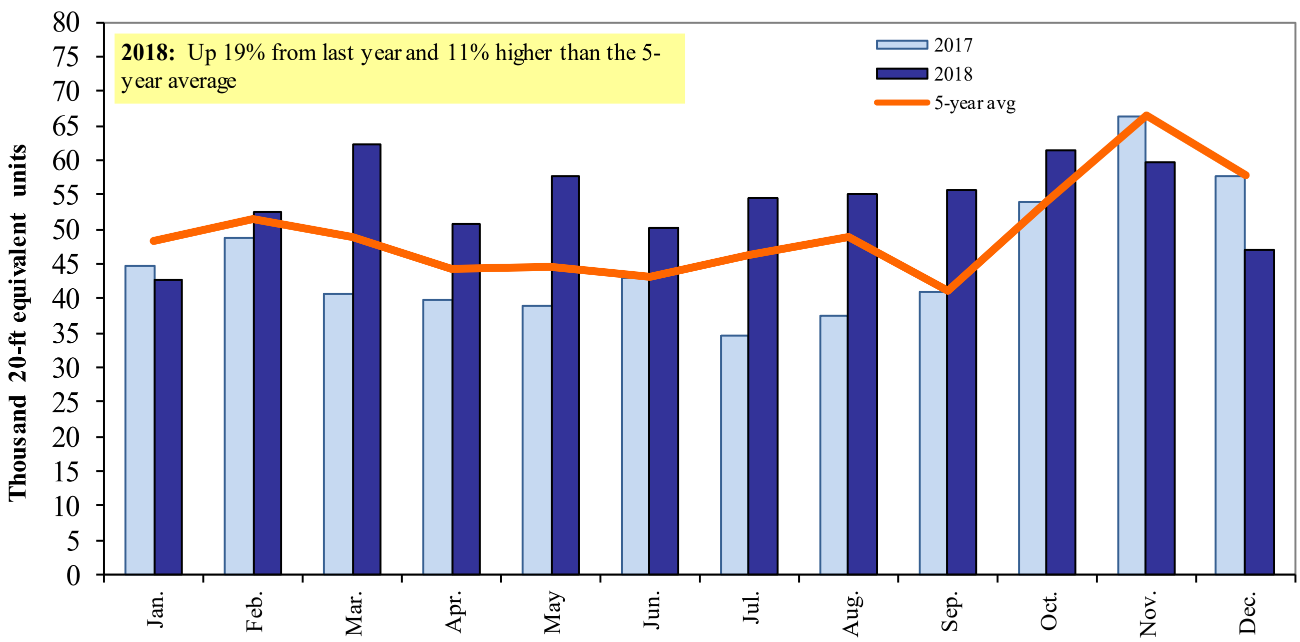


Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 1001, 100190, 1002, 1003 100300, 1004, 100400, 1005, 100590, 1007, 100700, 1102, 110100, 230310, 110220, 110290, 1201, 120100, 230210, 230990, 230330, and 120810.

Figure 19

Monthly Shipments of Containerized Grain to Asia



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

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 110220, 110290, 120100, 120810, 230210, 230310, 230330, and 230990.

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