USDA 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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Contents

The next release is June 20, 2019

WEEKLY HIGHLIGHTS

USDA Announces Ag Transportation Open Data Platform

On June 11, USDA announced a new and interactive data platform to make it easier for stakeholders to access, use, and download data on the transportation of agricultural products by rail, truck, barge, and ocean. The open data platform enables customers to use and view up-to-date data, interactive dashboards on major transportation modes and markets, and access data in many different, open file formats. USDA stakeholders will have the ability to access data through automatically generated and maintained Application Programming Interfaces (API), which open the door to the development of cell phone and web apps built using the data. Users can also select and download data using easy filtering and aggregating, while creating a variety of visualizations from datasets (including maps) and save personalized dataset views and visualizations. These dataset views and visualizations are then automatically updated to show the latest insights. For more information on this new platform, visit https://agtransport.usda.gov.

Mississippi River Levels at St. Louis Still Too High for Navigation

On June 8, the National Weather Service (NWS) reported the Mississippi River at St. Louis had crested at 46 feet. Barge traffic through St. Louis is still prohibited until the river level falls below 38 feet. As of June 13, the St. Louis level is 44 feet and the NWS forecasts the river will drop below the 38 foot level, by June 19. Many locks on the Mississippi River are closed, stopping down-bound grain barges originating on the Upper Mississippi and Illinois Rivers from reaching the Lower Mississippi River. Flood waters have also stopped navigation on the Arkansas River. Barge traffic on the Lower Mississippi River has been disrupted by reduced tow sizes and transit being restricted to daylight hours under certain bridges.

Update on Rail Service Impacted by Flooding

Though some outages remain, the railroads continue to make progress restoring service in flood-impacted areas in the Midwest. In its latest Network Update, dated June 7, BNSF Railway (BNSF) reported service was fully restored in its Council Bluffs Subdivision, between Council Bluffs, IA, and Pacific Junction, IA. Portions of BNSF track along the Mississippi River remain out of service, with washouts and water over the rail. Over the past week, Union Pacific Railroad (UP) has restored service in several subdivisions, including Van Buren (Fort Smith to North Little Rock, AR), Cherokee (Parsons, KS, to McAlester, OK), Falls City (Kansas City, MO, to Council Bluffs, IA), Jonesboro (Pine Bluff, AR, to Dexter, MO), and Tulsa (Tulsa to Muskogee, OK). UP's route between Jefferson City and Kansas City, MO, remains out of service. Kansas City Southern Railway's Roadhouse Subdivision (near Louisiana, MO) remains closed. Due to flooded track, Norfolk Southern Railway continues to embargo traffic to and from Kansas City. Over the past 4 weeks (week ending June 1), rail carloadings of grain were 4 percent lower than in 2018 and 2017.

Grain Inspections Rise; Soybeans Highest Since March

For the week ending June 6, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.08 million metric tons (mmt). This amount indicates a 10 percent increase from the previous week, an 18 percent drop from last year, and a 6 percent decrease from the 3-year average. Soybean inspections jumped 40 percent from the previous week, and were the highest since late March of this year. Shipments of soybeans to China increased 20 percent from week to week. Corn inspections increased 14 percent for the same period, but wheat inspections decreased 22 percent from the past week. Pacific Northwest (PNW) inspections increased 20 percent from the previous week, while inspections in the Mississippi Gulf increased 8 percent.

Snapshots by Sector

Rail

U.S. Class I railroads originated 20,824 **grain carloads** for the week ending June 1. This is 7 percent lower than the previous week, up 7 percent from last year, and 2 percent below the 3-year average.

Average June shuttle **secondary railcar** bids/offers (per car) were $339 above tariff for the week ending June 6. This is $184 above last week and $176 higher than last year. Average non-shuttle secondary railcar bids/offers were $125 above tariff, down $44 from last week. There were no non-shuttle bids/offers this week.

Barge

For the week ending June 8, data for **barge grain movements** is not available. For the week ending June 8, data for grain barges **moved down river** is not available. There were 383 grain barges **unloaded in New Orleans,** 14 percent lower than the previous week.

Ocean

For the week ending June 6, 30 **ocean-going grain vessels** were loaded in the Gulf. This is 3 percent less than the same period last year. Forty-five vessels are expected to be loaded within the next 10 days. This is 7 percent more than the same period last year.

As of June 6, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $43.75. This is 1 percent less than the previous week. The rate from the Pacific Northwest to Japan was $24.00 per mt, a 1 percent decrease from the previous week.

Fuel

For the week ending June 10, the **U.S. average diesel fuel price** decreased 3.1 cents, from the previous week, to $3.105 per gallon. This price is 16.1 cents below the same week last year.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* June 13, 2019.
Web: http://dx.doi.org/10.9752/TS056.06-13-2019

Soybean Landed Costs Mixed in the United States, Decreased in Brazil

The landed costs of U.S. soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany (table 1) and Shanghai, China (table 2), increased during the first quarter of 2019, compared to the previous quarter. However, the landed costs of soybeans shipped from Fargo, ND and Sioux Falls, SD, to China, decreased from the previous quarter (table 2). The landed costs of soybean shipments from North Mato Grosso (North MT) and South Goiás (South GO), Brazil to both foreign destinations decreased from the previous quarter (tables 1 and 2).

Table 1-Quarterly costs of transporting soybeans from U.S. and Brazil to Hamburg, Germany

	2018 1st qtr.	2018 4th qtr.	2019 1st qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2018 1st qtr.	2018 4th qtr.	2019 1st qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					Davenport, IA --$/mt--				
Truck	13.87	12.10	8.78	-36.70	-27.44	13.87	12.10	8.78	-36.70	-27.44
Rail[1]	46.37		47.98			30.92		32.13		
Barge	13.77	31.66	16.98	23.31	-46.37	13.77	24.28	16.98	23.31	-30.07
Ocean[2]	16.82	20.83	16.73	-0.54	-19.68	16.82	20.83	16.73	-0.54	-19.68
Total transportation	90.83	64.59	90.47	-0.40	40.07	75.38	57.21	74.62	-1.01	30.43
Farm Value[3]	346.37	312.08	310.24	-10.43	-0.59	359.48	313.55	311.59	-13.32	-0.63
Landed Cost[4]	437.20	376.67	400.71	-8.35	6.38	434.86	370.76	386.21	-11.19	4.17
Transport % of landed cost	20.78	17.15	22.58			17.33	15.43	19.32		
	Brazil									
	North MT[5] - Santos[6] --$/mt--					South GO[5] - Paranagua[6] --$/mt--				
Truck	93.44	79.37	81.92	-12.33	3.21	56.13	51.68	44.66	-20.43	-13.58
Ocean[7]	27.00	25.00	23.00	-14.81	-8.00	28.00	26.00	23.00	-17.86	-11.54
Total transportation	120.44	104.37	104.92	-12.89	0.53	84.13	77.68	67.66	-19.58	-12.90
Farm Value[8]	305.85	293.43	275.38	-9.96	-6.15	318.87	314.40	296.01	-7.17	-5.85
Landed Cost	426.29	397.80	380.30	-10.79	-4.40	403.00	392.08	363.67	-9.76	-7.25
Transport % of landed cost	28.25	26.24	27.59			20.88	19.81	18.60		

[1]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.
[2]Source: O'Neil Commodity Consulting
[3]Source: USDA/NASS
[4]Landed cost is total cost plus farm value
[5]Producing regions: MT = Mato Grosso, GO = Goiás
[6]Export ports
[7]Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS
[8]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Note: Total may not add exactly due to rounding

Despite the reduction in the truck and ocean freight rates and farm values, the landed costs of shipments from Minneapolis and Davenport were pushed up by the substitution of rail transportation from barge due to closure of the Upper Mississippi River, during the quarter. Usually, the northern-most segments of the Upper Mississippi River are closed for navigation during the winter due to ice accumulations. Therefore, shipments from areas above the closed portion of the river must be railed to locations like St. Louis, MO and then transferred to barges to be transported to New Orleans for shipping overseas. Total transportation costs for soybeans from Minneapolis and Davenport to Hamburg, Germany increased 40 and 30 percent, respectively, compared to the previous quarter. Total transportation costs from the same shipping origins to Shanghai, China increased by 24 and 16 percent, respectively, compared to the previous quarter. On the other hand, total transportation costs for soybeans from Fargo, ND, and Sioux Falls, SD, to Shanghai, China decreased 7 percent. Although changes in Brazil's total transportation costs were generally mixed, lower farm values pushed down the landed costs from Brazil shipping origins to both Hamburg, Germany and Shanghai, China.

The landed costs from the United States to Hamburg, Germany ranged from $386 to $401 per metric ton (mt) (table 1) and $378 to $424 per mt to Shanghai, China (table 2). The landed costs from Brazil to Hamburg, Germany ranged from $364 to $380 per mt (table 1) and $374 to $390 per mt to Shanghai, China (table 2). The U.S. transportation share of the landed costs to Hamburg, Germany ranged from 19 to 23 percent (table 1) and 23 to 27 percent to Shanghai, China (table 2). Brazil's transportation share of the landed costs to Hamburg, Germany ranged from 19 to 28 percent (table 1), and 21 to 29 percent to Shanghai, China (table 2). In general, year-to-year transportation and landed costs decreased in both the United States and Brazil.

Table 2-Quarterly costs of transporting soybeans from U.S. and Brazil to Shanghai, China

	2018 1st qtr.	2018 4th qtr.	2019 1st qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2018 1st qtr.	2018 4th qtr.	2019 1st qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN					Davenport, IA				
	--$/mt--					--$/mt--				
Truck	13.87	12.10	8.78	-36.70	-27.44	13.87	12.10	8.78	-36.70	-27.44
Rail[1]	46.37		47.98			30.92		32.12		
Barge	13.77	31.66	16.98	23.31	-46.37	13.77	24.28	16.98	23.31	-30.07
Ocean[2]	43.41	47.52	39.61	-8.75	-16.65	43.41	47.52	39.61	-8.75	-16.65
Total transportation	117.42	91.28	113.35	-3.47	24.18	101.97	83.90	97.49	-4.39	16.20
Farm Value[3]	346.37	312.08	310.24	-10.43	-0.59	359.48	313.55	311.59	-13.32	-0.63
Landed Cost[4]	463.79	403.36	423.59	-8.67	5.02	461.45	397.45	409.08	-11.35	2.93
Transport % of landed cost	25.32	22.63	26.76			22.10	21.11	23.83		
	Via PNW									
	Fargo, ND					Sioux Falls, SD				
Truck	13.87	12.10	8.78	-36.70	-27.44	13.87	12.10	8.78	-36.70	-27.44
Rail	54.62	56.11	56.11	2.73	0.00	55.61	57.10	57.10	2.68	0.00
Ocean	23.40	25.97	22.44	-4.10	-13.59	23.40	25.97	22.44	-4.10	-13.59
Total transportation	91.89	94.18	87.33	-4.96	-7.27	92.88	95.17	88.32	-4.91	-7.20
Farm Value	333.02	299.83	290.28	-12.83	-3.19	335.59	294.81	296.64	-11.61	0.62
Landed Cost	424.91	394.01	377.61	-11.13	-4.16	428.47	389.98	384.96	-10.15	-1.29
Transport % of landed cost	21.63	23.90	23.13			21.68	24.40	22.94		
	Brazil									
	North MT[5] - Santos[6]					South GO[5] - Paranagua[6]				
	--$/mt--					--$/mt--				
Truck	93.44	79.37	81.92	-12.33	3.21	56.13	51.68	44.66	-20.43	-13.58
Ocean[7]	32.50	30.00	32.25	-0.77	7.50	32.00	31.00	33.75	5.47	8.87
Total transportation	125.94	109.37	114.17	-9.35	4.39	88.13	82.68	78.41	-11.03	-5.16
Farm Value[8]	305.85	293.43	275.38	-9.96	-6.15	318.87	314.40	296.01	-7.17	-5.85
Landed Cost	431.79	402.80	389.55	-9.78	-3.29	407.00	397.08	374.42	-8.00	-5.71
Transport % of landed cost	29.17	27.15	29.31			21.65	20.82	20.94		

[1]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.
[2]Source: O'Neil Commodity Consulting
[3]Source: USDA/NASS
[4]Landed cost is transportation cost plus farm value
[5]Producing regions: MT = Mato Grosso, GO = Goiás
[6]Export ports
[7]Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS
[8]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Note: Total may not add exactly due to rounding

According to USDA's grain inspection data, China imported 4.61 million metric tons (mmt) of U.S. soybeans during the first quarter of 2019, compared to 0.32 mmt in the previous quarter, and 6.16 mmt during the same period in 2018. Although first quarter 2019 imports are about 15 times more than the fourth quarter 2018, they total 25 percent less than the first quarter 2018. The lower Chinese imports, during the fourth quarter 2018, were a result of the trade dispute between the United States and China. Hopefully, soybean exports to China will pick up as trade negotiations improve. In addition, lower U.S. soybean farm prices could boost the competitiveness of U.S exports to China. *surajudeen.olowolayemo@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
06/12/19	208	288	235	n/a	196	170
06/05/19	210	291	227	n/a	197	172

[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
Source: Transportation & Marketing Program/AMS/USDA

Table 2

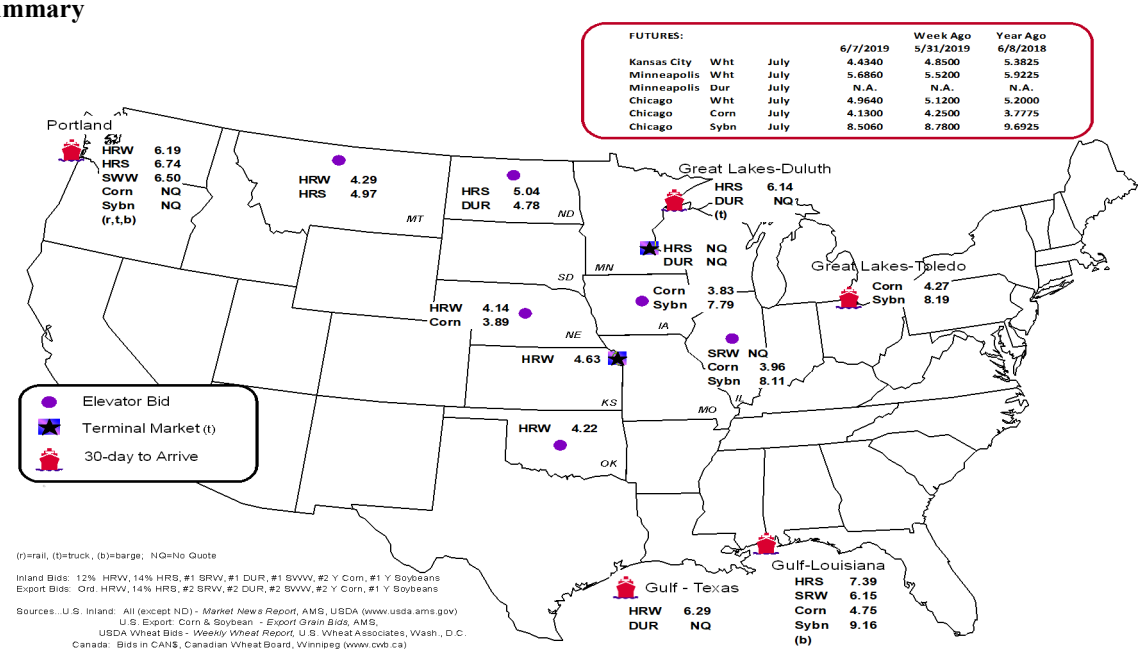
Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

Commodity	Origin--Destination	6/7/2019	5/31/2019
Corn	IL--Gulf	-0.79	-0.92
Corn	NE--Gulf	-0.86	-0.99
Soybean	IA--Gulf	-1.37	-1.36
HRW	KS--Gulf	-1.66	-1.61
HRS	ND--Portland	-1.70	-1.62

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

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

Figure 1
Grain Bid Summary



Rail Transportation

Table 3
Rail Deliveries to Port (carloads)[1]

For the Week Ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
6/05/2019[p]	1,333	1,681	5,336	0	8,350	6/1/2019	1,780
5/29/2019[r]	826	1,010	4,631	257	6,724	5/25/2019	1,689
2019 YTD[r]	20,049	27,409	125,179	7,981	180,618	2019 YTD	51,198
2018 YTD[r]	9,892	29,694	151,844	10,099	201,529	2018 YTD	49,150
2019 YTD as % of 2018 YTD	203	92	82	79	90	% change YTD	104
Last 4 weeks as % of 2018[2]	221	280	69	58	89	Last 4wks % 2018	79
Last 4 weeks as % of 4-year avg.[2]	422	112	100	108	116	Last 4wks % 4 yr	97
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.

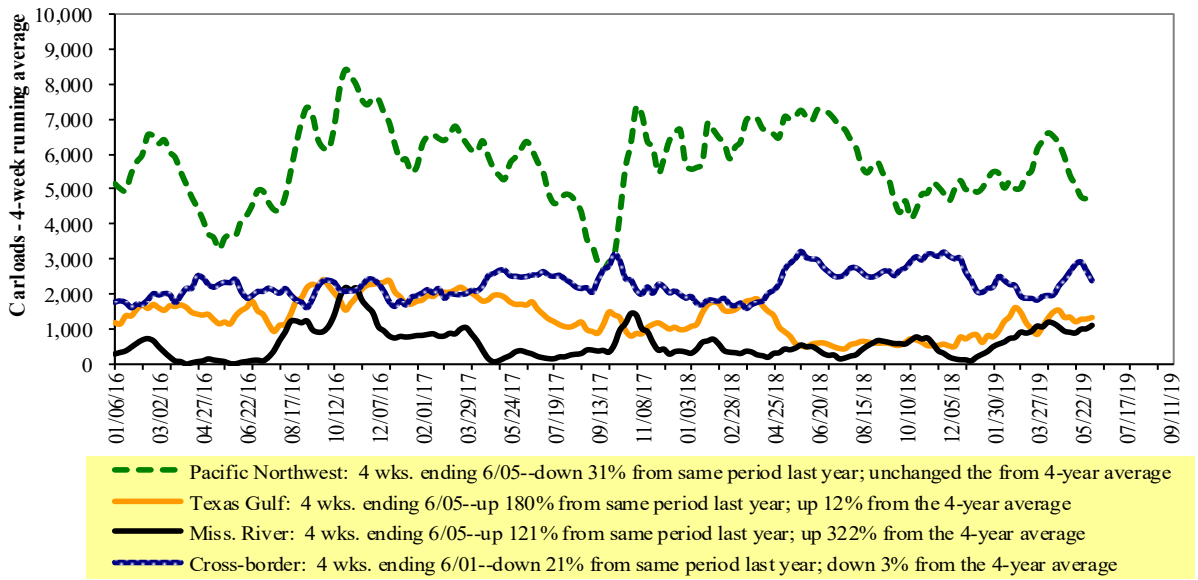
[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between KCSM and Grupo Mexico.

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:	East		West			U.S. total	Canada	
6/1/2019	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,598	2,966	10,643	1,029	4,588	20,824	4,050	5,253
This week last year	1,804	2,375	12,551	1,109	4,637	22,476	3,564	4,838
2019 YTD	43,112	62,034	241,395	24,391	112,825	483,757	95,934	95,088
2018 YTD	42,857	54,755	273,115	21,000	116,265	507,992	82,566	100,481
2019 YTD as % of 2018 YTD	101	113	88	116	97	95	116	95
Last 4 weeks as % of 2018*	95	125	91	92	94	96	104	85
Last 4 weeks as % of 3-yr avg.**	105	115	103	102	94	103	122	100
Total 2018	98,978	133,108	635,458	48,638	267,713	1,183,895	211,814	244,697

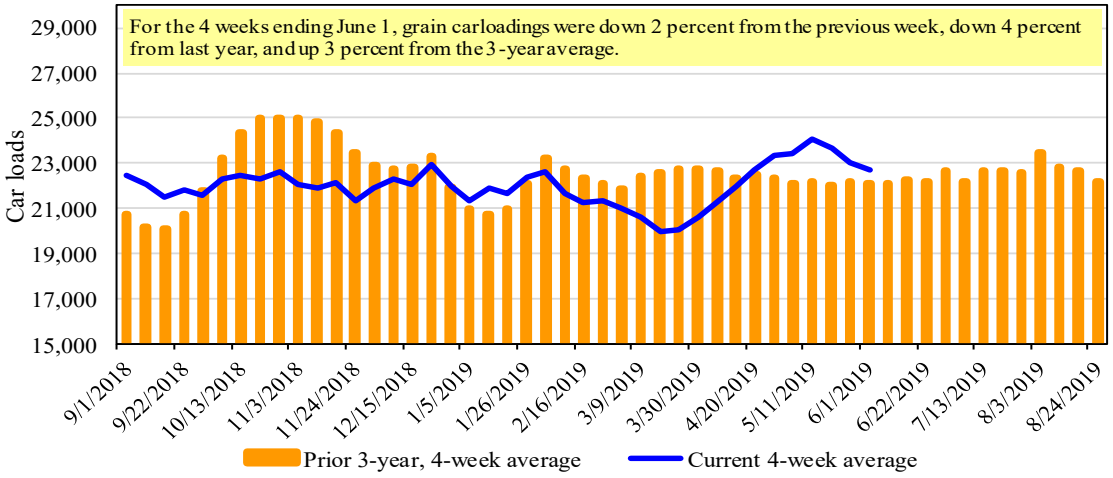
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**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:		Delivery period							
6/6/2019		Jun-19	Jun-18	Jul-19	Jul-18	Aug-19	Aug-18	Sep-19	Sep-18
BNSF[3]	COT grain units	0	no offer	0	242	no bids	0	0	0
	COT grain single-car[5]	0	no offer	0	117	0	0	1	1
UP[4]	GCAS/Region 1	no offer	no offer	no offer	no offer	no bids	no bids	n/a	n/a
	GCAS/Region 2	no offer	no offer	10	no offer	no bids	10	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.

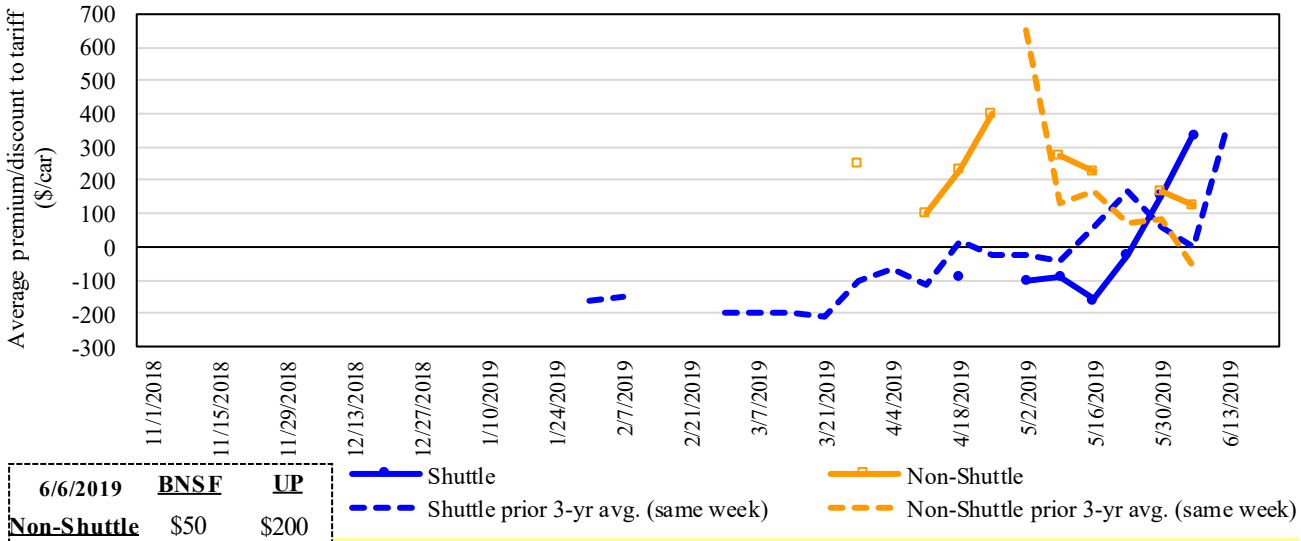
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

[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

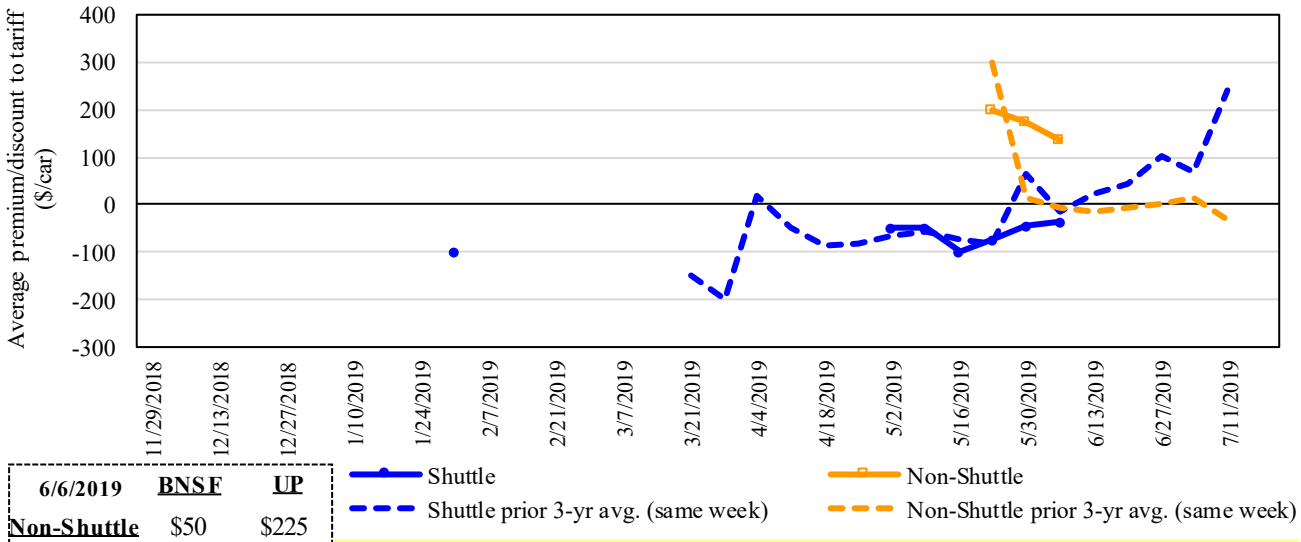


6/6/2019	BNSF	UP
Non-Shuttle	$50	$200
Shuttle	$278	$400

Average Non-shuttle bids/offers fell $44 this week, and are $275 below the peak.
Average Shuttle bids/offers rose $184 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



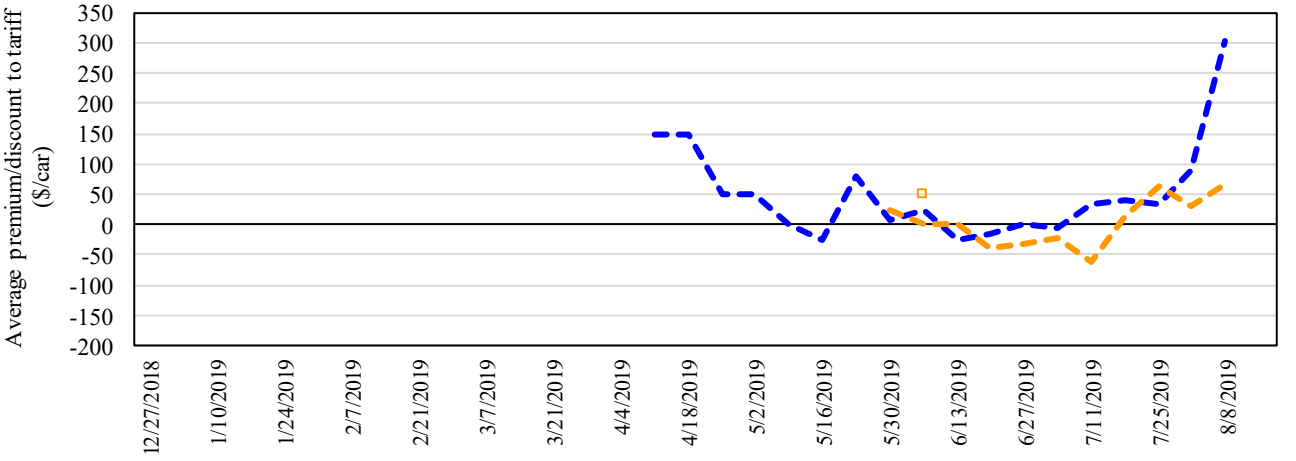
6/6/2019	BNSF	UP
Non-Shuttle	$50	$225
Shuttle	$0	-$75

Average Non-shuttle bids/offers fell $38 this week, and are $63 below the peak.
Average Shuttle bids/offers rose $8 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



6/6/2019	BNSF	UP
Non-Shuttle	$50	n/a
Shuttle	n/a	n/a

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are at the peak.
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: 6/6/2019	Delivery period					
		Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19
Non-shuttle	**BNSF-GF**	**50**	**50**	**50**	**n/a**	**100**	**n/a**
	Change from last week	12	0	n/a	n/a	n/a	n/a
	Change from same week 2018	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**200**	**225**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(100)	(75)	n/a	n/a	n/a	n/a
	Change from same week 2018	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**278**	**0**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	234	0	n/a	n/a	n/a	n/a
	Change from same week 2018	(22)	(350)	n/a	n/a	n/a	n/a
	UP-Pool	**400**	**(75)**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	133	17	n/a	n/a	n/a	n/a
	Change from same week 2018	375	(75)	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							
Commodity	Origin state	Destination region	Tariff rate/car[1]	Fuel surcharge per car[2]	Tariff plus surcharge per: metric ton[3]	Tariff plus surcharge per: bushel[3]	Percent change[4] 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

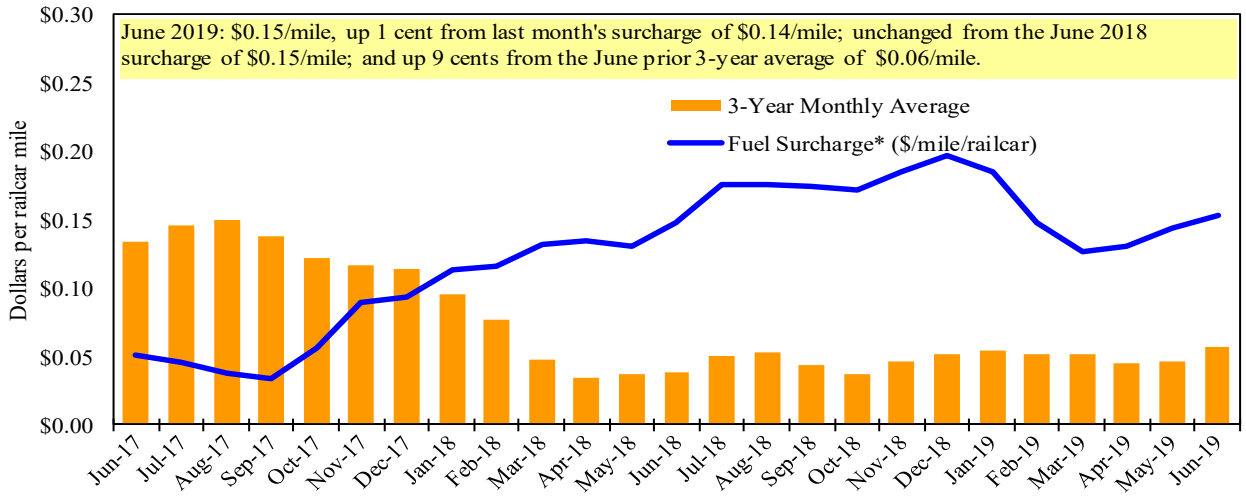
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[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.

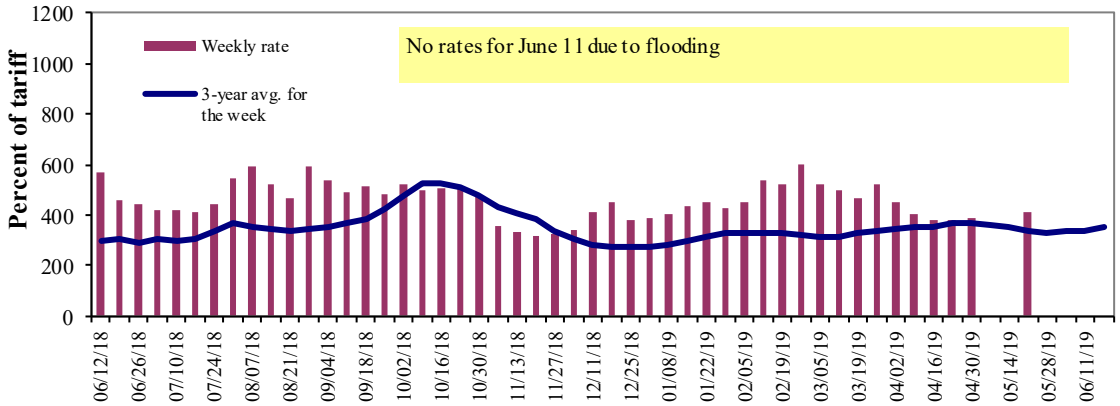
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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]	6/11/2019	-	-	-	-	288	288	258
	6/4/2019	-	-	-	-	300	300	265
$/ton	6/11/2019	-	-	-	-	13.51	11.64	8.10
	6/4/2019	-	-	-	-	14.07	12.12	8.32
Current week % change from the same week:								
	Last year	-	-	-	-	-30	-30	-30
	3-year avg. [2]	-	-	-	-	15	15	14
Rate[1]	July	450	438	438	310	288	288	270
	September	438	418	418	345	413	413	325

[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.

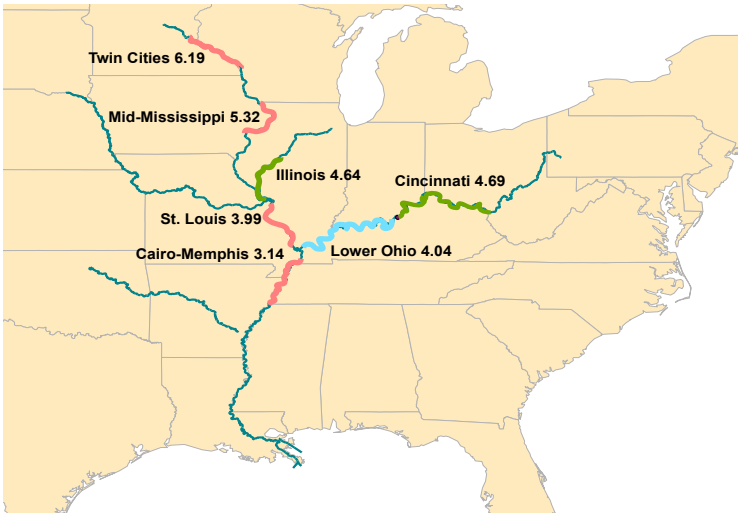
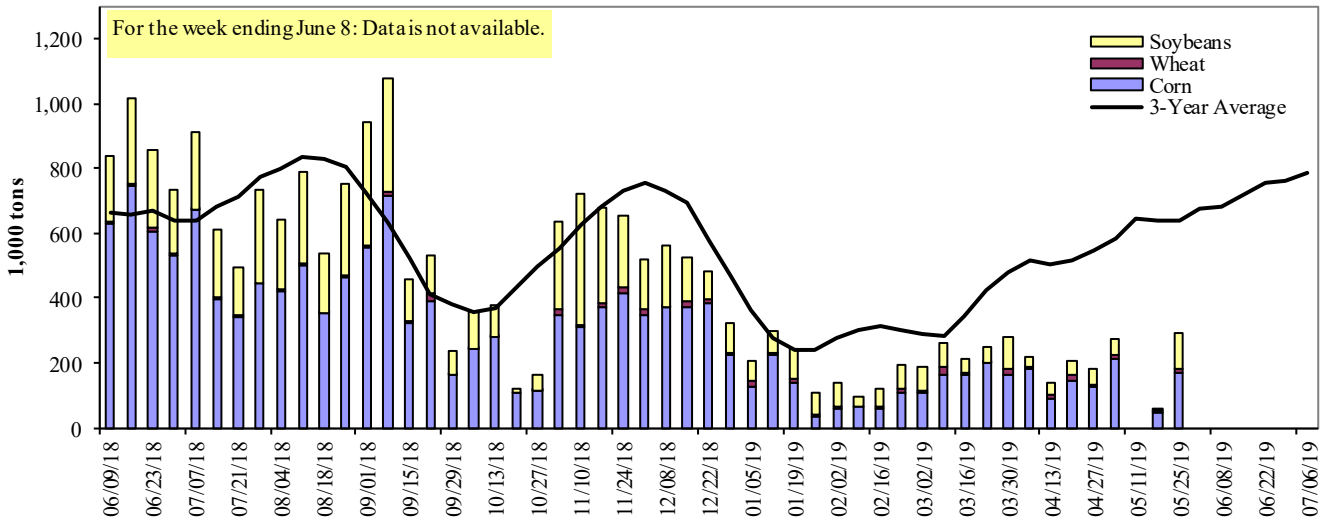


Figure 10

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) Data for the week ending 06/08/19 is not available.

For the week ending 06/08/2019	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	n/a	n/a	n/a	n/a	n/a
Winfield, MO (L25)	n/a	n/a	n/a	n/a	n/a
Alton, IL (L26)	n/a	n/a	n/a	n/a	n/a
Granite City, IL (L27)	n/a	n/a	n/a	n/a	n/a
Illinois River (LAGRANGE)	n/a	n/a	n/a	n/a	n/a
Ohio River (OLMSTED)	n/a	n/a	n/a	n/a	n/a
Arkansas River (L1)	n/a	n/a	n/a	n/a	n/a
Weekly total - 2019	n/a	n/a	n/a	n/a	n/a
Weekly total - 2018	715	30	262	4	1,010
2019 YTD[1]	n/a	n/a	n/a	n/a	n/a
2018 YTD[1]	9,677	680	4,781	63	15,201
2019 as % of 2018 YTD	n/a	n/a	n/a	n/a	n/a
Last 4 weeks as % of 2018[2]	n/a	n/a	n/a	n/a	n/a
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.

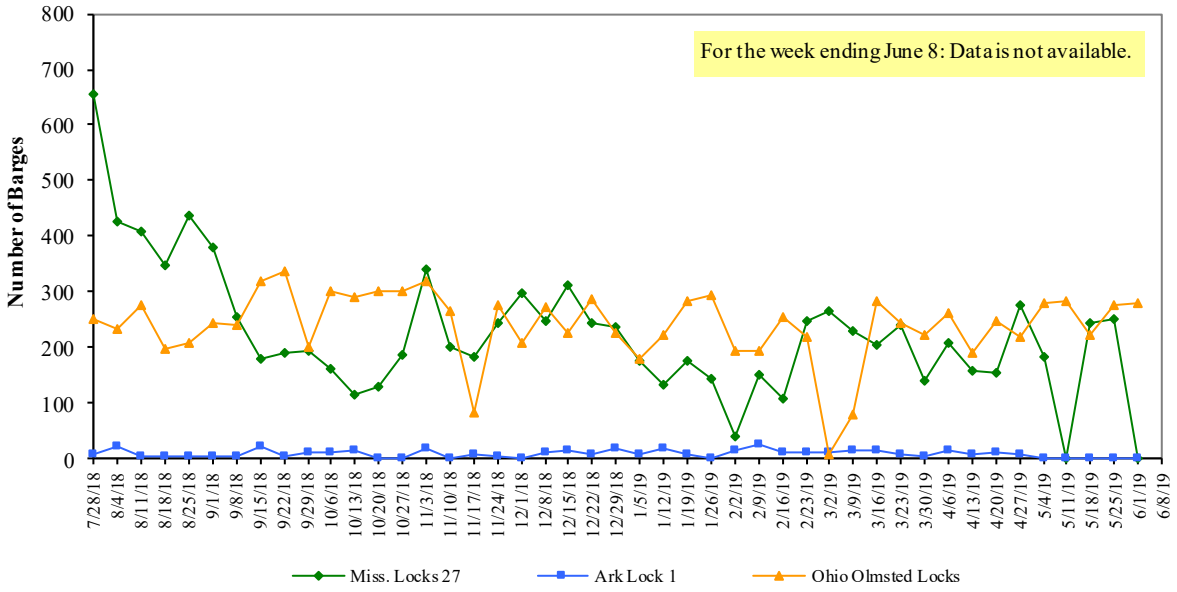
[2] As a percent of same period in 2018.

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

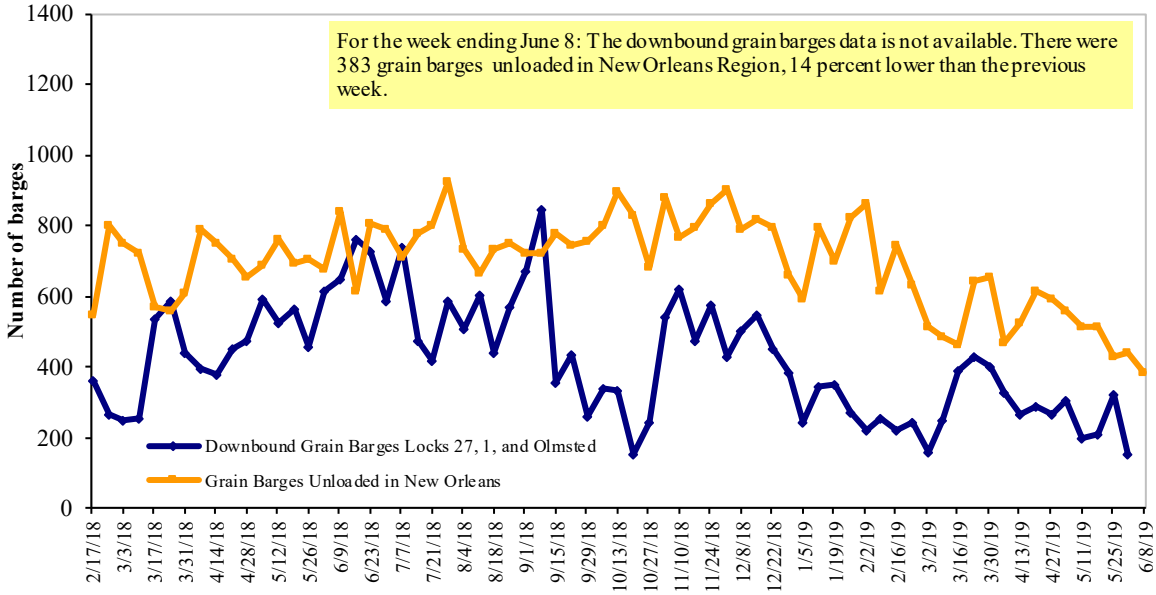
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



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 6/10/2019 (US $/gallon)

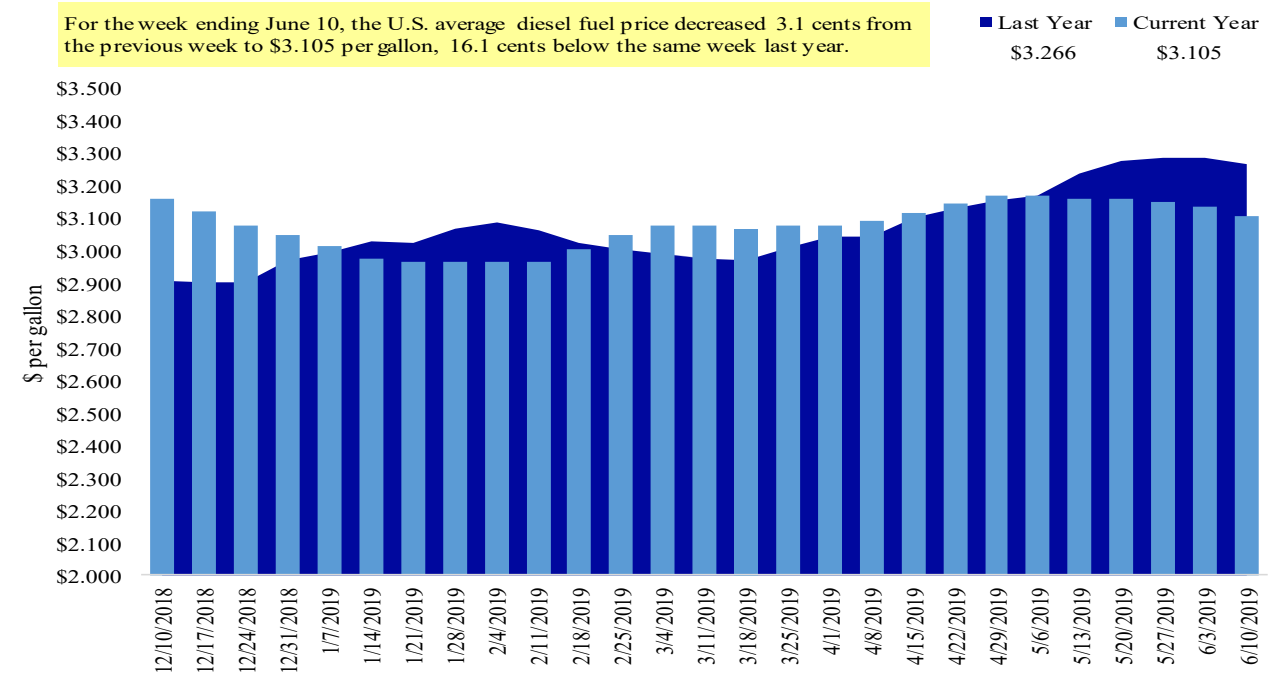
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.125	-0.028	-0.139
	New England	3.185	-0.034	-0.107
	Central Atlantic	3.308	-0.036	-0.112
	Lower Atlantic	2.989	-0.022	-0.159
II	Midwest	3.002	-0.024	-0.197
III	Gulf Coast	2.843	-0.032	-0.194
IV	Rocky Mountain	3.114	-0.049	-0.230
V	West Coast	3.715	-0.045	-0.054
	West Coast less California	3.282	-0.038	-0.207
	California	4.058	-0.051	0.068
Total	U.S.	3.105	-0.031	-0.161

[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)

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
5/30/2019	808	129	376	291	24	1,628	7,868	11,769	21,265
This week year ago	161	170	485	467	22	1,305	16,298	9,026	26,628
Cumulative exports-marketing year[2]									
2018/19 YTD	8,591	3,204	6,776	5,164	479	24,214	40,371	34,913	99,497
2017/18 YTD	9,150	2,343	5,689	4,854	384	22,419	39,003	46,604	108,026
YTD 2018/19 as % of 2017/18	94	137	119	106	125	108	104	75	92
Last 4 wks as % of same period 2017/18	765	46	40	37	32	61	55	131	79
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 5/30/2019	Total Commitments[2]			% change current MY from last MY	Exports[3] 3-year avg 2015-2017
	2019/20 Next MY	2018/19 Current MY	2017/18 Last MY		
		- 1,000 mt -			
Mexico	1,667	15,049	13,910	8	13,691
Japan	540	11,449	10,529	9	11,247
Korea	0	3,694	4,681	(21)	4,754
Colombia	19	4,460	4,250	5	4,678
Peru	0	1,992	2,768	(28)	2,975
Top 5 Importers	**2,226**	**36,643**	**36,137**	**1**	**37,344**
Total US corn export sales	**2,614**	**48,238**	**55,300**	**(13)**	**53,184**
% of Projected	5%	86%	89%		
Change from prior week[2]	**24**	**(9)**	**839**		
Top 5 importers' share of U.S. corn export sales	85%	76%	65%		70%
USDA forecast, June 2019	**54,707**	**55,980**	**62,036**	**(10)**	
Corn Use for Ethanol USDA forecast, June 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 5/30/2019	Total Commitments[2]			% change current MY from last MY	Exports[3] 3-yr avg. 2015-2017
	2019/20 Next MY	2018/19 Current MY	2017/18 Last MY		
		- 1,000 mt -			- 1,000 mt -
China	63	13,555	28,652	(53)	31,228
Mexico	484	4,729	4,261	11	3,716
Indonesia	6	2,019	2,165	(7)	2,250
Japan	109	2,264	2,038	11	2,145
Netherlands	0	1,888	1,698	11	2,209
Top 5 importers	**662**	**24,455**	**38,814**	**(37)**	**41,549**
Total US soybean export sales	**1,520**	**46,682**	**55,630**	**(16)**	**55,113**
% of Projected	3%	101%	96%		
Change from prior week[2]	**74**	**510**	**165**		
Top 5 importers' share of U.S. soybean export sales	44%	52%	70%		**75%**
USDA forecast, June 2019	**53,134**	**46,322**	**58,011**	**80**	

(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 5/30/2019	Total Commitments[2]			% change current MY from last MY	Exports[3] 3-yr avg 2015-2017
	2019/20 Next MY	2018/19 Current MY	2017/18 Last MY		
		- 1,000 mt -			- 1,000 mt -
Mexico	396	3,322	2,972	12	2,781
Japan	324	2,785	2,931	(5)	2,649
Philippines	550	3,234	2,604	24	2,441
Korea	222	1,440	1,603	(10)	1,257
Nigeria	397	1,648	1,171	41	1,254
Indonesia	43	1,622	1,141	42	1,076
Taiwan	188	1,164	1,141	2	1,066
China	0	42	902	(95)	944
Colombia	156	676	384	76	714
Thailand	183	757	664	14	618
Top 10 importers	**2,459**	**16,688**	**15,513**	8	**14,800**
Total US wheat export sales	**4,235**	**25,842**	**23,724**	**9**	**22,869**
% of Projected	17%	100%	97%		
Change from prior week[2]	**502**	**(26)**	**(19)**		
Top 10 importers' share of U.S. wheat export sales	58%	65%	65%		65%
USDA forecast, June 2019	**24,523**	**25,886**	**24,550**	**5**	

(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 06/06/19	Previous Week*	Current Week as % of Previous	2019 YTD*	2018 YTD*	2019 YTD as % of 2018 YTD	Last 4-weeks as % of: Last Year	Last 4-weeks as % of: Prior 3-yr. avg.	2018 Total*
Pacific Northwest									
Wheat	165	246	67	6,130	5,340	115	97	86	13,315
Corn	236	192	123	5,947	9,765	61	46	60	20,024
Soybeans	208	71	291	4,370	4,816	91	49	97	7,719
Total	**609**	**509**	**120**	**16,447**	**19,921**	**83**	**60**	**74**	**41,058**
Mississippi Gulf									
Wheat	54	70	77	2,479	1,927	129	189	142	3,896
Corn	447	386	116	11,916	15,428	77	61	69	33,735
Soybeans	362	342	106	10,721	10,497	102	109	180	28,124
Total	**862**	**799**	**108**	**25,116**	**27,853**	**90**	**81**	**99**	**65,755**
Texas Gulf									
Wheat	206	218	95	3,230	1,815	178	381	193	3,198
Corn	0	0	n/a	331	375	88	37	63	730
Soybeans	0	0	n/a	0	23	0	0	0	69
Total	**206**	**218**	**95**	**3,562**	**2,213**	**161**	**223**	**167**	**3,997**
Interior									
Wheat	37	30	123	748	703	106	91	109	1,614
Corn	152	149	102	3,231	3,752	86	79	87	8,650
Soybeans	120	119	101	2,884	2,899	99	74	111	6,729
Total	**309**	**298**	**104**	**6,863**	**7,354**	**93**	**78**	**97**	**16,993**
Great Lakes									
Wheat	27	61	45	377	241	157	259	251	894
Corn	0	0	n/a	0	155	0	0	0	404
Soybeans	62	0	n/a	145	104	140	99	198	1,192
Total	**89**	**61**	**145**	**522**	**499**	**105**	**127**	**159**	**2,491**
Atlantic									
Wheat	0	0	n/a	32	64	51	n/a	0	69
Corn	0	4	0	75	67	111	61	184	138
Soybeans	1	5	26	587	970	60	152	213	2,047
Total	**1**	**9**	**13**	**694**	**1,101**	**63**	**119**	**204**	**2,253**
U.S. total from ports*									
Wheat	489	624	78	12,997	10,090	129	155	126	22,986
Corn	836	732	114	21,500	29,542	73	57	68	63,682
Soybeans	752	537	140	18,707	19,309	97	85	145	45,879
Total	**2,077**	**1,893**	**110**	**53,204**	**58,941**	**90**	**80**	**96**	**132,547**

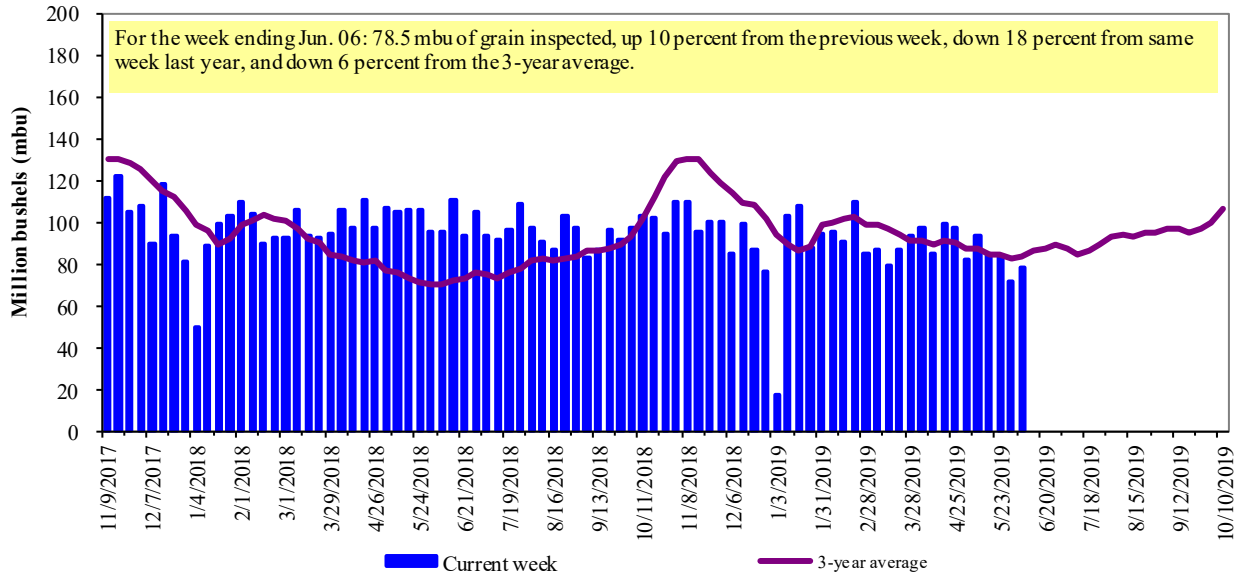
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

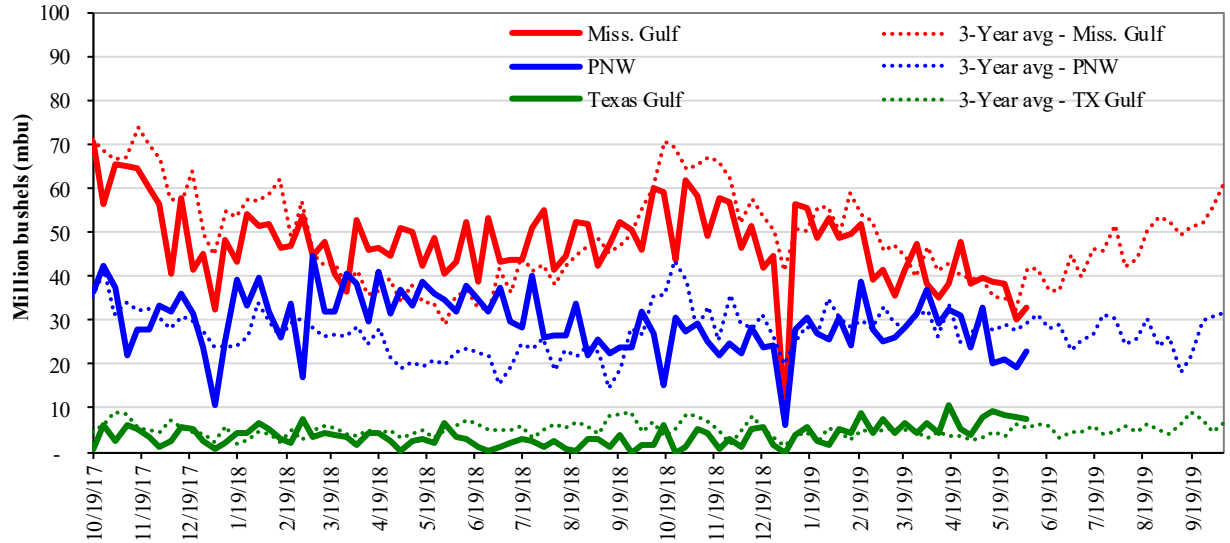
U.S. grain inspected for export (wheat, corn, and soybeans)



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 06/06/19 inspections (mbu):	
Mississippi Gulf:	32.9
PNW:	23.0
Texas Gulf:	7.6

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last Week:	up 8	down 5	up 5	up 20
Last Year (same week):	down 24	up 133	down 13	down 28
3-yr avg. (4-wk. mov. Avg):	down 9	up 52	down 1	down 19

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

Ocean Transportation

Table 17

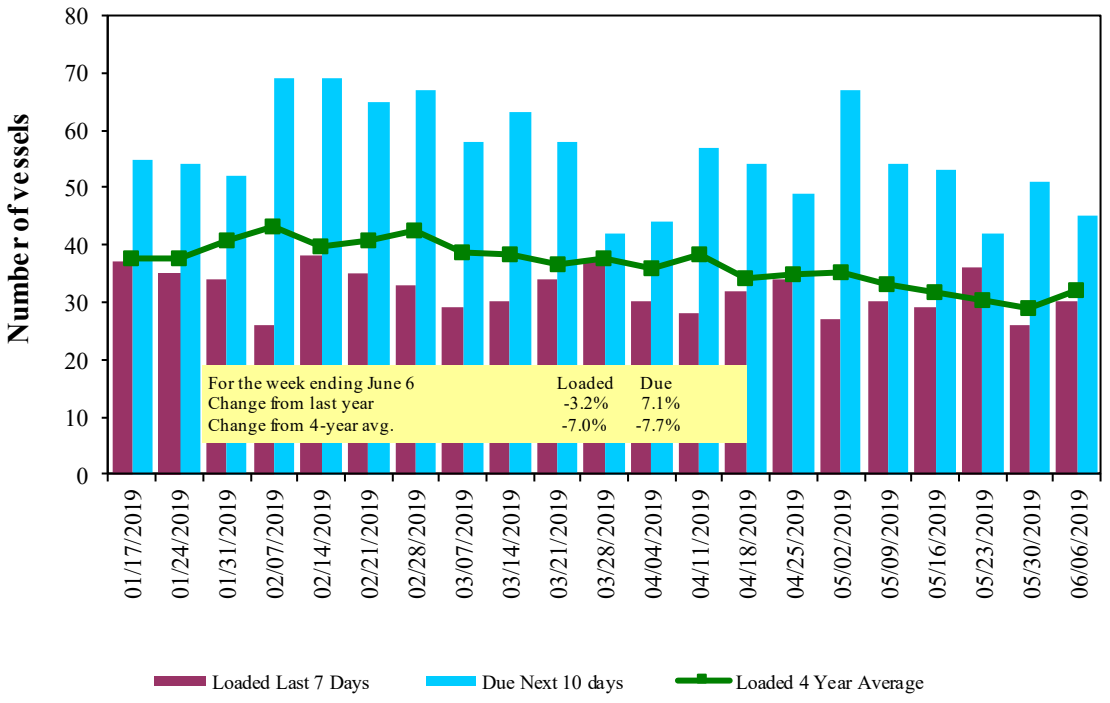
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
6/6/2019	46	30	45	11
5/30/2019	45	26	51	14
2018 range	(23..88)	(24..41)	(38..67)	(4..30)
2018 avg.	40	34	54	17

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

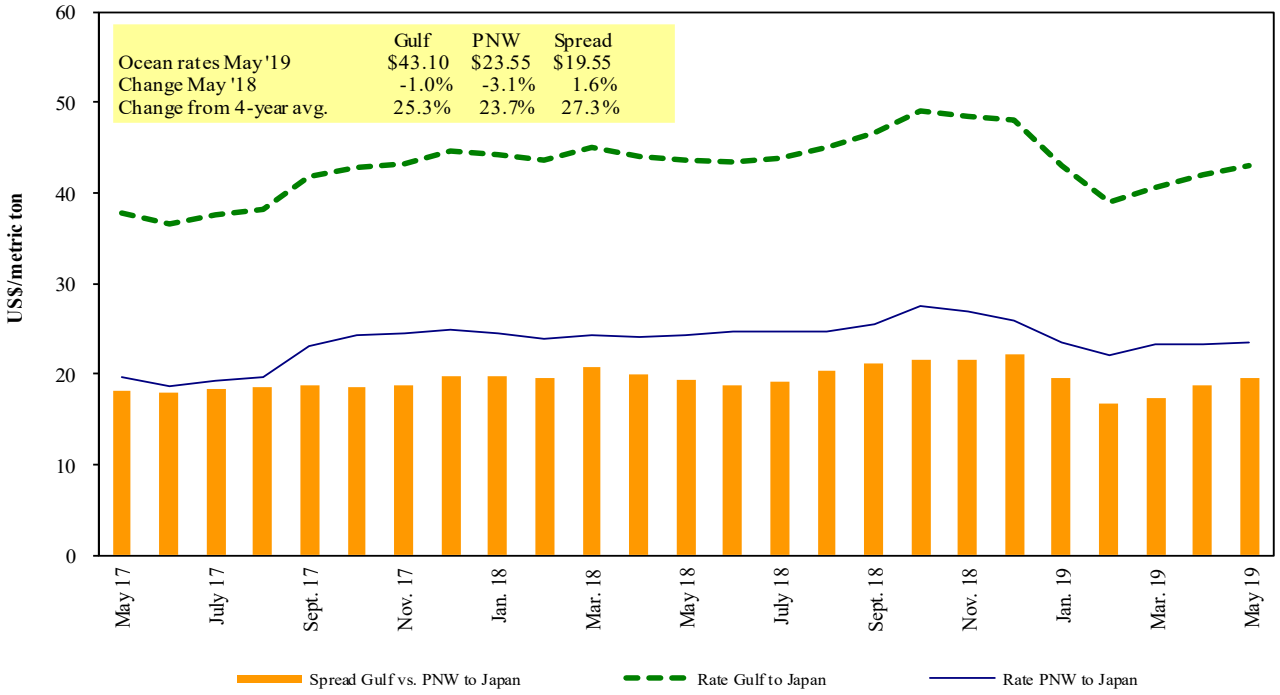
U.S. Gulf Vessel Loading Activity



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 06/08/2019

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

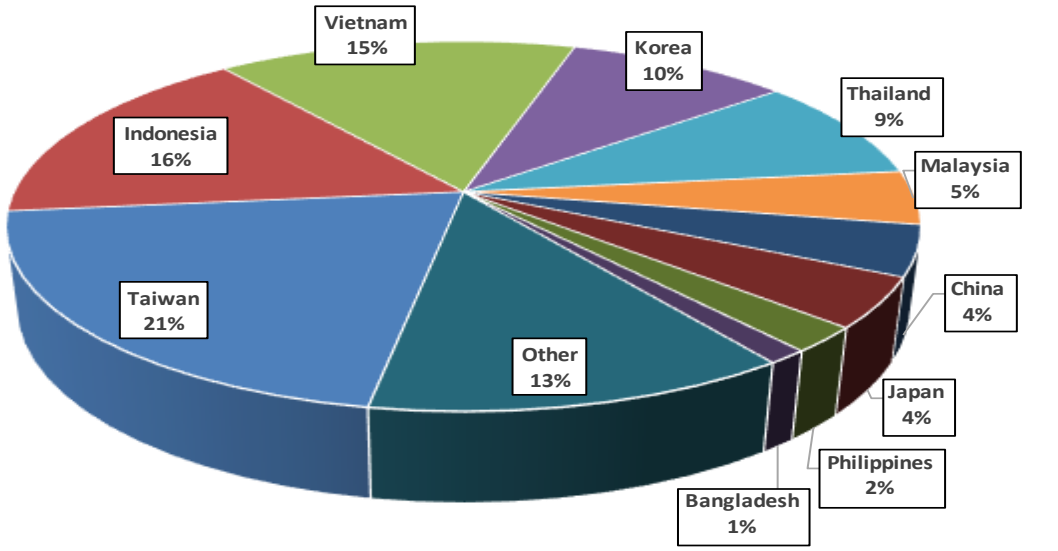
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

*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.

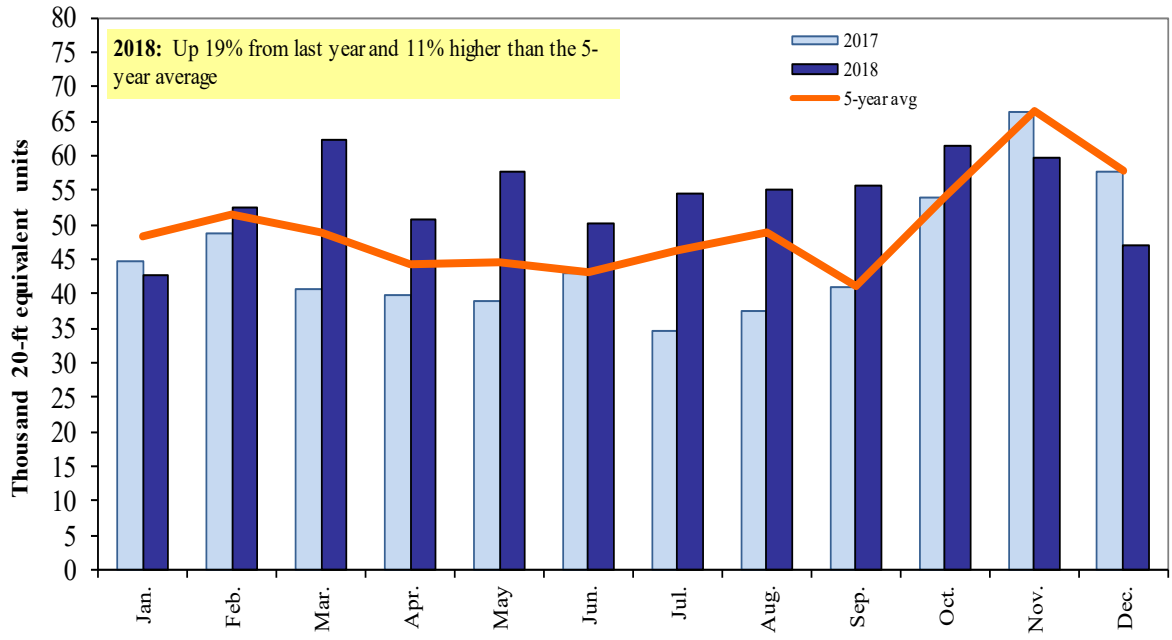
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, 2018



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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