United States Department of Agriculture

Grain Transportation Report

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

Contact Us

July 16, 2020

Contents

The next release is July 23, 2020

WEEKLY HIGHLIGHTS

Mid-Mississippi Temporarily Substituted for Illinois Barge Rates in Table 1
Because of the closure of several lock and dam facilities on the Illinois River between July 1 and October 28, 2020, the market for barged grain freight will be thin or nonexistent for the majority of the river. (See June 25, 2020 and July 2, 2020 *Grain Transportation Report* (*GTR*).) Reflecting the temporary shift in traffic, the benchmark for calculating the barge cost index in **table 1** of the *GTR* will change until the Illinois River locks reopen: during the closures, the mid-Mississippi barge rates will replace Illinois barge rates. Index values for the previous weeks of the closure have been added to the online dataset.

Diesel Fuel Prices Continue Slow Rise
During the week ending July 13, average U.S. diesel fuel prices increased 0.1 cents to $2.438 per gallon. Prices have increased 5.2 cents over the past 6 weeks as economic activity slowly resumes (following the COVID-19 closures) throughout most of the country. According to the latest *Short-Term Energy Outlook*, the Department of Energy expects the largest declines in U.S. liquid fuels consumption (including gasoline and diesel fuels) have already occurred and consumption will generally rise through the second half of 2020 and in 2021.

Stakeholders Petition FMCSA To Delay HOS Final Rule Implementation
An alliance of stakeholder groups representing consumer safety, labor, and other interests filed a petition on June 30, asking FMCSA to delay implementing the Hours of Service (HOS) final rule, now set to take effect on September 29. The petition makes a case against each of the four major changes the final rule would make to the HOS regulations. The petition asserts FMCSA has failed to consider historical precedent and data concerning driver fatigue and failed to conduct an appropriate analysis of the rule's impact on public safety. A different stakeholder group also filed a petition, on June 30 asking FMCSA to reconsider language in the HOS final rule concerning adverse driving conditions and personal conveyance. The group has also asked FMCSA to comprehensively review all existing HOS exemptions, updating obsolete language in exemptions or eliminating them entirely, as appropriate. FMCSA has confirmed that it is reviewing the petition.

California Approves World's First Electric Truck Sales Mandate The 12-member California Air Resources Board (CARB) unanimously approved an electric truck mandate that will require medium- and heavy-duty truck manufacturers to sell a larger percentage of zero-emission vehicles in the State starting in 2024. The Advanced Clean Truck rule, the first of its kind in the world, establishes different sales targets based on the vehicle class. By 2035, about 75 percent of Class 8 big rigs sold will need to be electric. According to CARB, about 8,000 trucks in the Southern California ports will be out of compliance with California emissions regulations by 2022.

Snapshots by Sector

Export Sales
For the week ending July 2, **unshipped balances** of wheat, corn, and soybeans totaled 21.5 million metric tons (mmt). This represented a 6-percent increase in outstanding sales from the same time last year. Net **corn export sales** were 0.195 mmt, down 46 percent from the past week. Net **soybean export sales** were 0.952 mmt, up significantly from the previous week. Net **wheat export sales** were 0.326 mmt, down 15 percent from the previous week.

Rail
U.S. Class I railroads originated 20,569 **grain carloads** during the week ending July 4. This was a 7-percent increase from the previous week, 13 percent less than last year, and 10 percent lower than the 3-year average.

Average July shuttle **secondary railcar** bids/offers (per car) were $63 above tariff for the week ending July 9. This was $25 more than last week and $13 lower than this week last year. There were no non-shuttle bids/offers this week.

Barge
For the week ending July 11, **barge grain movements** totaled 824,916 tons. This was 25 percent more than the previous week and 22 percent more than the same period last year.

For the week ending July 11, 545 grain barges **moved down river**—125 more barges than the previous week. There were 670 grain barges **unloaded in New Orleans,** 6 percent more than the previous week.

Ocean
For the week ending July 9, 30 **oceangoing grain vessels** were loaded in the U.S. Gulf—25 percent more than the same period last year. Within the next 10 days (starting July 10), 37 vessels were expected to be loaded—18 percent fewer than the same period last year.

As of July 9, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $39.50. This was unchanged from the previous week. The rate from the Pacific Northwest to Japan was $20.50 per mt, 2 percent more than the previous week.

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Feature Article/Calendar

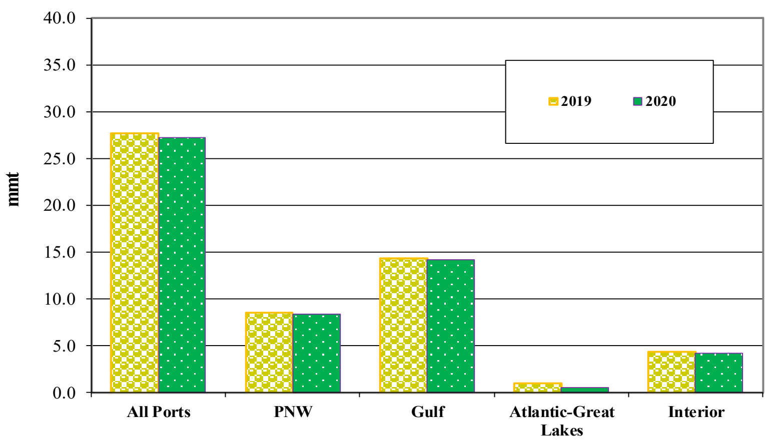
Second-Quarter Grain Inspections Decline From Last Year; Corn Rebounds

In second quarter 2020, inspections of wheat, corn, and soybeans for export from all major U.S. ports totaled 27.2 million metric tons (mmt), according to USDA's Federal Grain Inspection Service (FGIS). The amount of grain inspected was down 2 percent from second quarter 2019 (fig. 1) (year to year) and up 2 percent from the 5-year average. Inspections of grain were down slightly in three major U.S. port regions. USDA's July export projections for marketing year 2020/21 were up from 2019/20 for corn and soybeans, but down slightly for wheat.

Grain Inspections by Region

In second quarter 2020, Pacific Northwest (PNW) grain inspections totaled 8.4 mmt, down 1 percent year to year and down 3 percent from the 5-year average. Second-quarter rail deliveries of grain to PNW ports were down 8 percent year to year. Inspections of grain in the U.S. Gulf totaled 14.2 mmt, down only 1 percent year to year and down 2 percent from the 5-year average. At 0.468 mmt, grain inspections in the Atlantic-Great Lakes dropped 50 percent year to year and declined 47 percent from the 5-year average.

Figure 1: Second quarter grain inspections by port region



Source: USDA. Federal Grain Inspection Service

At 4.2 mmt, Interior (land-based) grain inspections were down 2 percent year to year, but 8 percent above the 5-year average. In second quarter 2020, corn inspections represented 55 percent of total Interior grain inspections, and soybean inspections accounted for 33 percent of total Interior inspections.

Corn Inspections Rebound

Second-quarter corn inspections totaled 15.2 mmt, up 26 percent year to year (fig. 2) and down 1 percent from the 5-year average. The rebound from last year owed mainly to a drop in U.S. corn prices, which led to high exports in May and June. U.S. shipments of corn increased primarily to Asia and South America. At 3.9 mmt, corn inspections in PNW were up 10 percent year to year and down 10 percent from the 5-year average. At 9.0 mmt, U.S. Gulf inspections of corn increased 42 percent year to year and rose 3 percent from the 5-year average. At 2.3 mmt, corn inspections in the Interior reached 2.3 mmt, up 7 percent year to year and up 5 percent from the 5-year average. At 0.008 mmt, corn inspections in the Atlantic-Great Lakes decreased 81 percent year to year.

Soybean Inspections Decrease

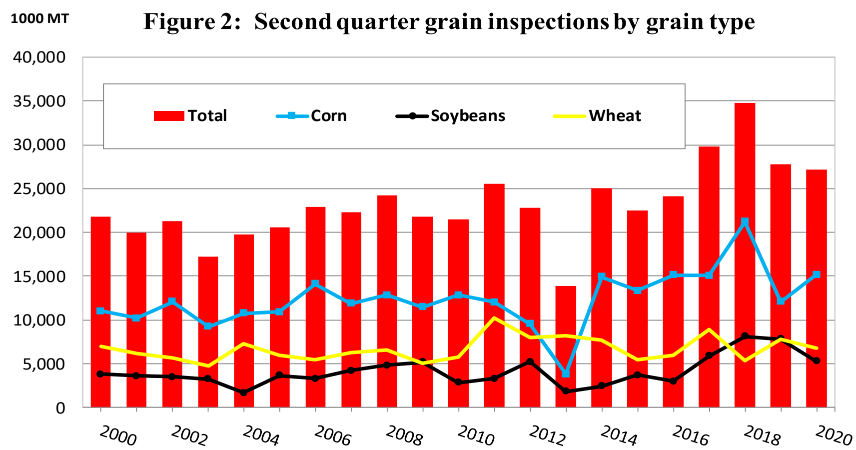
At 5.3 mmt in second quarter 2020, soybean inspections were down 32 percent year to year and down 7 percent from the 5-year average (fig. 2). The decrease was due mainly to lower shipments to Asia. Soybeans inspected for export to China decreased 83 percent year to year. For the week ending July 9, year-to-date soybean inspections were down 7 percent from the same week in 2019. At 0.583 mmt, soybean inspections in PNW decreased 59 percent year to year and fell 39 percent from the 5-year average, as demand from Asia dropped significantly. At 3.2 mmt, inspections of soybeans in the U.S. Gulf decreased 26 percent year to year and fell 2 percent from the 5-year average. The decrease was due primarily to strong Brazilian soybean exports to China, historically a major buyer of U.S. soybeans.

At 1.4 mmt, Interior (land-based) inspections of soybeans were down 18 percent year to year but up 8 percent from the 5-year average.

Wheat Inspections Decrease

At 6.7 mmt, second-quarter wheat inspections were down 14 percent year to year and equal to the 5-year average (fig. 2). The year-to-year decline occurred primarily because of high global supplies of wheat and reduced shipments to Africa. At 4 mmt, wheat inspections in PNW were up 11 percent year to year and up 14 percent from the 5-year average. Mainly resulting from lower demand from Africa, total wheat inspections in the U.S. Gulf dropped 46 percent year to year and fell 24 percent from the 5-year average. Atlantic-Great Lakes wheat inspections (0.289 mmt) decreased 33 percent year to year, mostly because of lower shipments to Canada and Asia. At 0.508 mmt, wheat inspections in the interior were up 12 percent year to year and 31 percent above the 5-year average, largely because shipments to Mexico increased 12 percent.

Figure 2: Second quarter grain inspections by grain type



Source: USDA, Federal Grain Inspection Service

According to the USDA's July *World Agricultural Supply and Demand Estimates* report, corn exports for marketing year 2020/21 were projected to reach 54.7 mmt, unchanged from June, but up 21 percent from marketing year 2019/20. At 55.9 mmt, soybean exports were projected to be unchanged from the June, but up 24 percent from 2019. July export projections for wheat were estimated at 25.9 mmt, unchanged from June, and 2 percent below marketing year 2019/20. *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
07/15/20	164	280	225	159	177	149
07/08/20	164	280	224	161	177	145

[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); ocean = routes to Japan ($/metric ton);
*Due to the closure of several lock and dam facilities on Illinois River between July 1 and October 27, 2020, mid-Mississippi barge rate was substituted for Illinois rate as the benchmark for calculating cost index during the closures.
n/a = not available.
Source: USDA, Agricultural Marketing Service.

Table 2

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

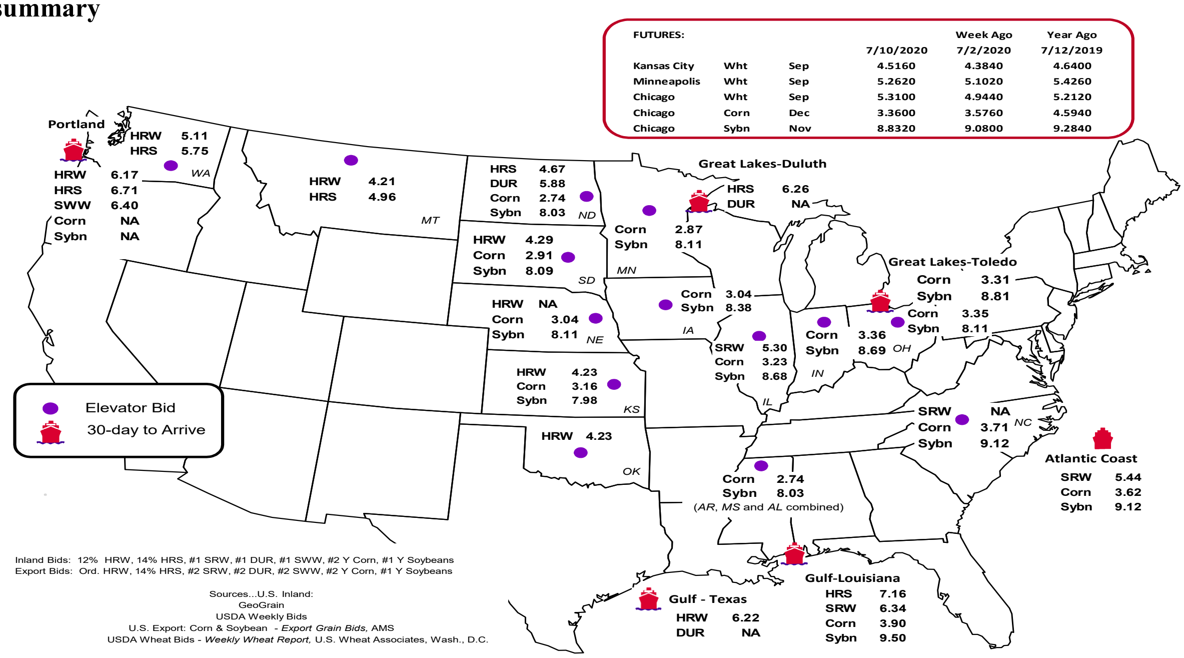
Commodity	Origin–destination	7/10/2020	7/2/2020
Corn	IL–Gulf	-0.67	-0.67
Corn	NE–Gulf	-0.86	-0.89
Soybean	IA–Gulf	-1.12	-1.11
HRW	KS–Gulf	-1.99	-2.00
HRS	ND–Portland	-2.04	-1.99

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 Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-border Mexico[3]
7/08/2020[p]	433	879	3,452	210	4,974	7/4/2020	2,184
7/01/2020[r]	344	1,116	3,832	244	5,536	6/27/2020	3,005
2020 YTD[r]	11,407	24,262	129,436	5,523	170,628	2020 YTD	64,501
2019 YTD[r]	27,747	33,423	147,453	9,964	218,587	2019 YTD	63,703
2020 YTD as % of 2019 YTD	41	73	88	55	78	% change YTD	101
Last 4 weeks as % of 2019[2]	21	82	99	39	77	Last 4wks. % 2019	100
Last 4 weeks as % of 4-year avg.[2]	61	92	84	56	82	Last 4wks. % 4 yr.	104
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

[1]Data 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.

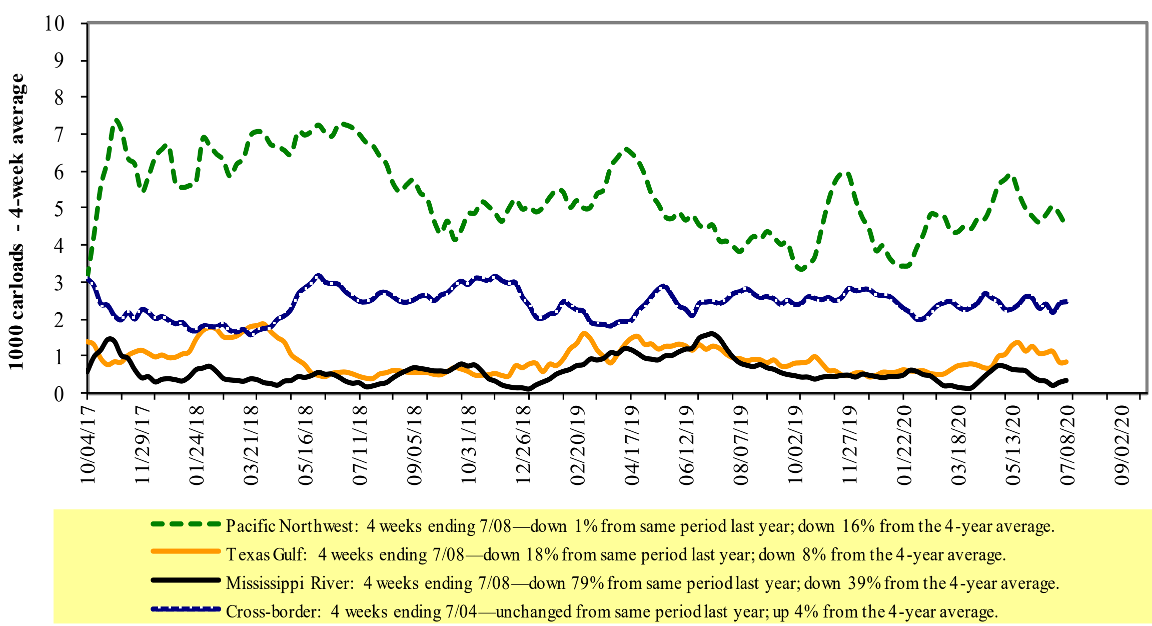
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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: 7/4/2020	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,391	2,386	10,565	957	5,270	20,569	4,406	4,849
This week last year	1,709	2,872	13,183	1,376	4,595	23,735	3,580	3,709
2020 YTD	44,713	63,462	288,503	27,932	133,850	558,460	107,724	120,583
2019 YTD	51,662	76,595	298,681	30,301	137,510	594,749	117,687	116,841
2020 YTD as % of 2019 YTD	87	83	97	92	97	94	92	103
Last 4 weeks as % of 2019*	80	86	92	87	100	92	103	116
Last 4 weeks as % of 3-yr. avg.**	80	90	91	94	97	91	118	108
Total 2019	91,611	137,144	568,369	58,527	260,269	1,115,920	212,493	235,892

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

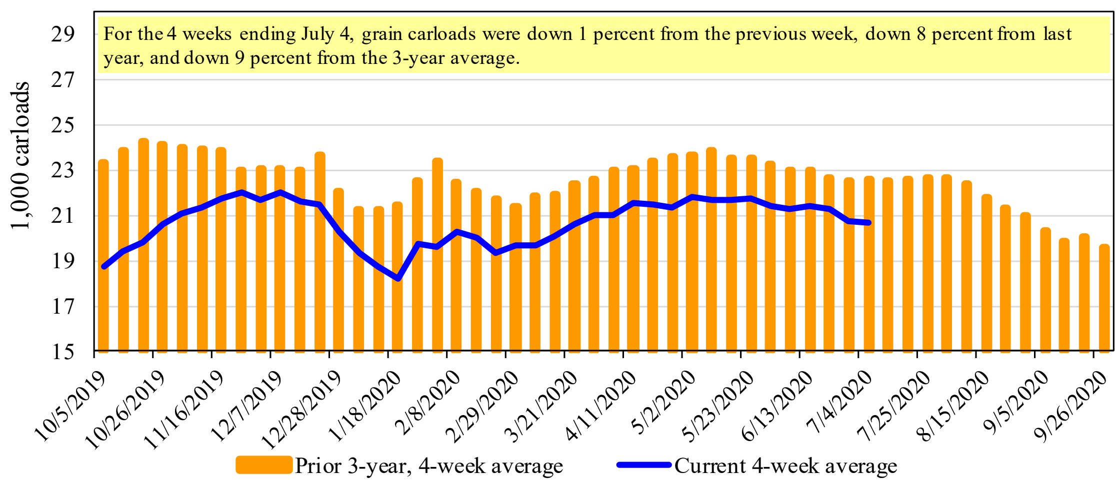
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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

Source: Association of American Railroads.

Figure 3

Total weekly U.S. Class I railroad grain carloads



Source: Association of American Railroads.

Table 5

Railcar auction offerings[1] ($/car)[2]

For the week ending: 7/9/2020		Jul-20	Jul-19	Aug-20	Aug-19	Sep-20	Sep-19	Oct-20	Oct-19
BNSF[3]	COT grain units	no bids	n/a	0	0	0	0	no bids	0
	COT grain single-car	0	n/a	0	0	8	7	1	45
UP[4]	GCAS/Region 1	10	no offer	no offer	no offer	no offer	no offer	n/a	n/a
	GCAS/Region 2	no bid	no offer	no bid	no bids	no bid	no bids	n/a	n/a

(Columns Jul-20 through Oct-19: Delivery period)

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

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

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

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

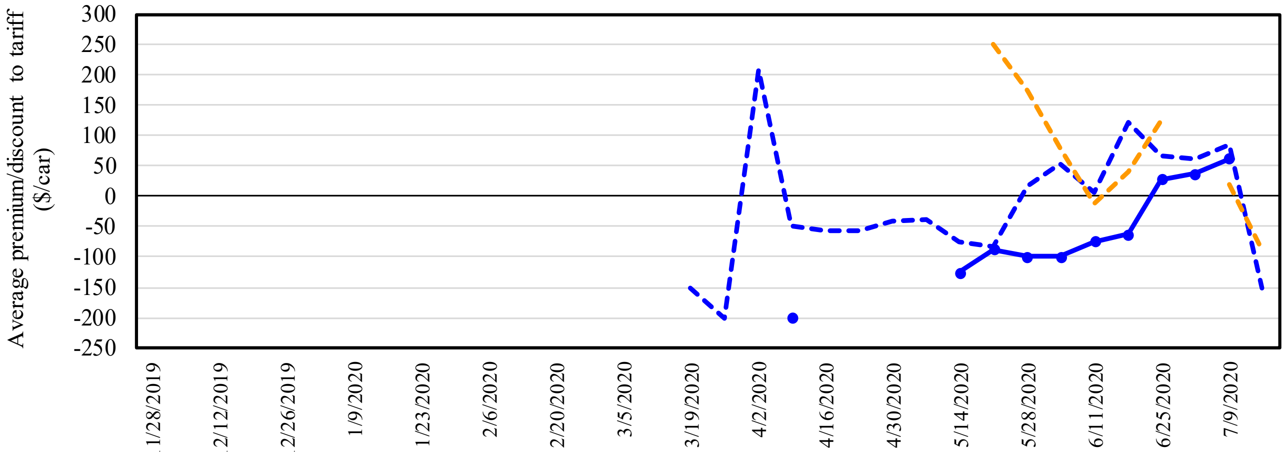
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

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

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

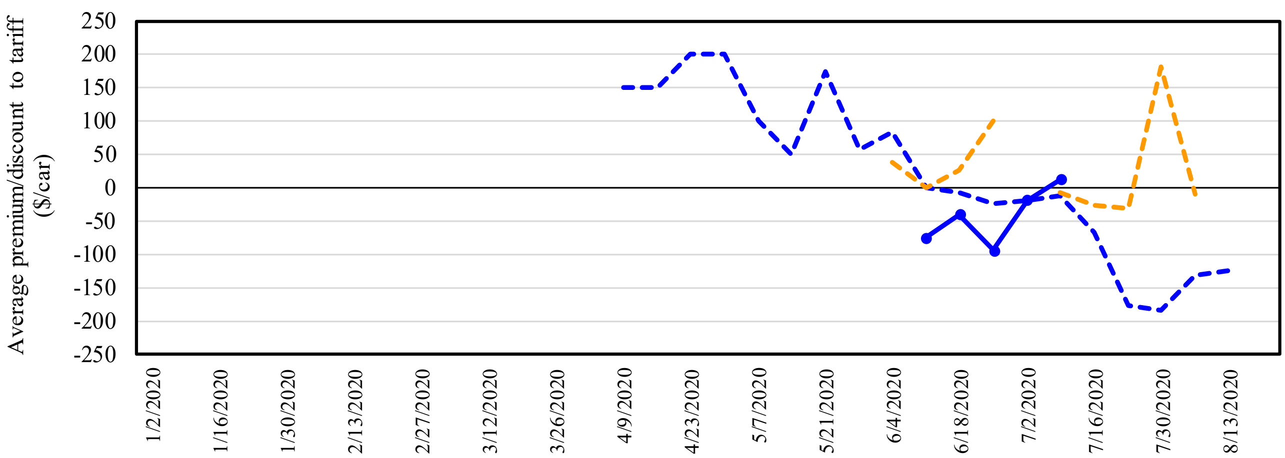


7/9/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$25	$100

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $25 this week and are at the peak.

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 August 2020, secondary market



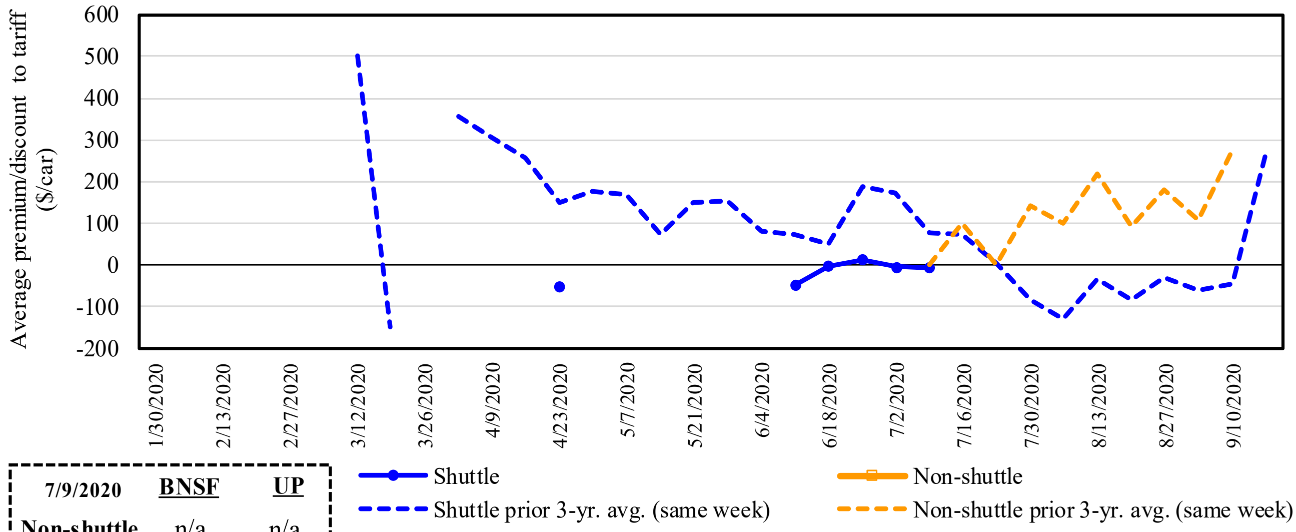
7/9/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$0	$25

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $31 this week and are at the peak.

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 September 2020, secondary market



7/9/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$25	-$38

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $3 this week and are $19 below the peak.

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: 7/9/2020		Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20
		Delivery period					
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**	**25**	**0**	**25**	**475**	**n/a**	**44**
	Change from last week	50	50	0	(125)	n/a	n/a
	Change from same week 2019	25	n/a	75	425	n/a	n/a
	UP-Pool	**100**	**25**	**(38)**	**375**	**100**	**25**
	Change from last week	0	12	(6)	25	(100)	0
	Change from same week 2019	(50)	n/a	n/a	n/a	n/a	n/a

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

Note: Bids listed are market indicators only and are not guaranteed prices. n/a = not available; GF = guaranteed freight; Pool = guaranteed pool; BNSF = BNSF Railway; UP = Union Pacific Railroad.

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

Source: USDA, Agricultural Marketing Service.

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

Table 7

Tariff rail rates for unit and shuttle train shipments[1]

July 2020	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	$30	$39.85	$1.08	-2
	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	0
	Wichita, KS	New Orleans, LA	$4,525	$53	$45.47	$1.24	-3
	Sioux Falls, SD	Galveston-Houston, TX	$6,976	$0	$69.28	$1.89	0
	Colby, KS	Galveston-Houston, TX	$4,801	$59	$48.26	$1.31	-3
	Amarillo, TX	Los Angeles, CA	$5,121	$81	$51.66	$1.41	-4
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,900	$60	$39.33	$1.00	-2
	Toledo, OH	Raleigh, NC	$6,816	$0	$67.69	$1.72	4
	Des Moines, IA	Davenport, IA	$2,415	$13	$24.11	$0.61	12
	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	$38	$38.11	$0.97	1
	Des Moines, IA	Los Angeles, CA	$5,680	$109	$57.49	$1.46	-2
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$30	$36.35	$0.99	-5
	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	$60	$46.73	$1.27	-1
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	0
	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	$96	$60.65	$1.65	-4
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	$60	$38.53	$0.98	-2
	Lincoln, NE	Galveston-Houston, TX	$3,880	$0	$38.53	$0.98	0
	Des Moines, IA	Amarillo, TX	$4,220	$47	$42.38	$1.08	1
	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	$70	$49.10	$1.34	-2
	Toledo, OH	Huntsville, AL	$4,805	$0	$47.72	$1.30	4
	Grand Island, NE	Portland, OR	$5,260	$98	$53.21	$1.45	-12

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

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

Table 8

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

Commodity	Origin state	Destination region	Tariff rate per car[1]	Fuel surcharge per car[2]	Tariff rate plus fuel surcharge per: metric ton[3]	Tariff rate plus fuel surcharge per: bushel[3]	Percent change[4] Y/Y
Date: July 2020							
Wheat	MT	Chihuahua, CI	$7,509	$0	$76.72	$2.09	3
	OK	Cuautitlan, EM	$6,775	$42	$69.65	$1.89	-2
	KS	Guadalajara, JA	$7,534	$410	$81.16	$2.21	-3
	TX	Salinas Victoria, NL	$4,329	$25	$44.49	$1.21	-2
Corn	IA	Guadalajara, JA	$8,902	$325	$94.28	$2.39	-1
	SD	Celaya, GJ	$8,140	$0	$83.17	$2.11	0
	NE	Queretaro, QA	$8,278	$86	$85.46	$2.17	-2
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	0
	MO	Tlalnepantla, EM	$7,643	$84	$78.95	$2.00	-2
	SD	Torreon, CU	$7,690	$0	$78.57	$1.99	0
Soybeans	MO	Bojay (Tula), HG	$8,547	$306	$90.45	$2.46	-2
	NE	Guadalajara, JA	$9,172	$313	$96.91	$2.63	0
	IA	El Castillo, JA	$9,490	$0	$96.97	$2.64	4
	KS	Torreon, CU	$7,964	$205	$83.47	$2.27	0
Sorghum	NE	Celaya, GJ	$7,772	$279	$82.26	$2.09	-3
	KS	Queretaro, QA	$8,108	$52	$83.37	$2.12	0
	NE	Salinas Victoria, NL	$6,713	$42	$69.01	$1.75	0
	NE	Torreon, CU	$7,092	$181	$74.32	$1.89	-3

[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.

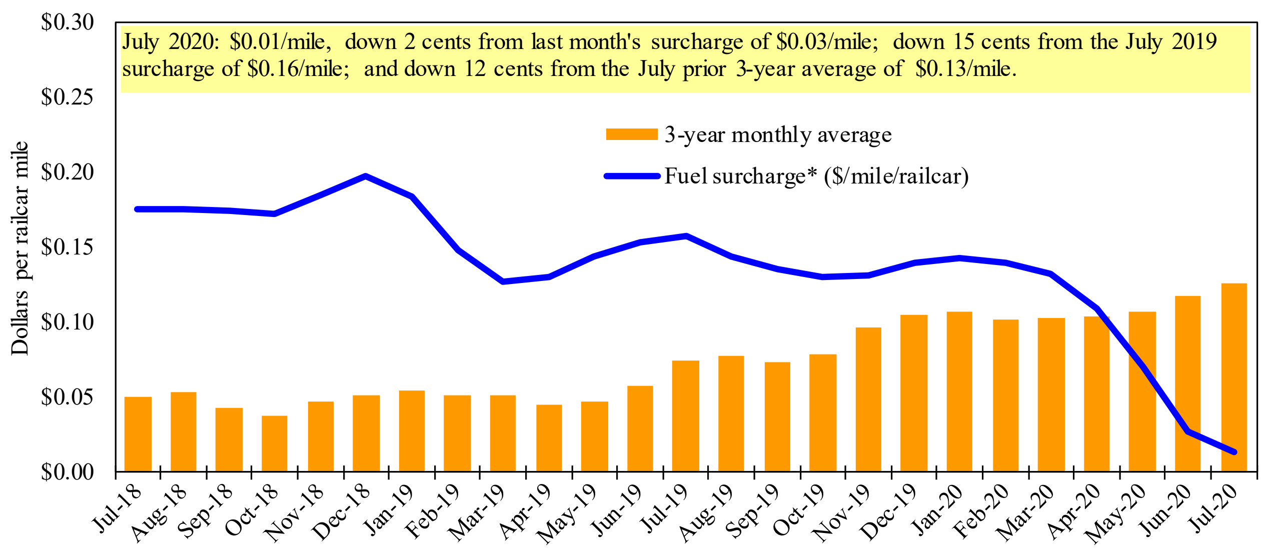
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

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

Figure 7

Railroad fuel surcharges, North American weighted average[1]

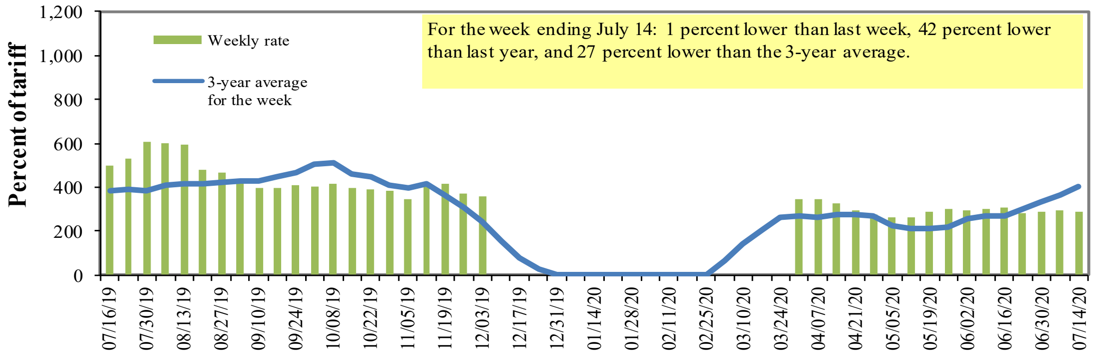


[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.
Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Barge Transportation

Figure 8a

Mid-Mississippi 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: 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]	7/14/2020	371	291	-	192	190	190	183
	7/7/2020	375	295	-	192	189	189	183
$/ton	7/14/2020	22.96	15.48	-	7.66	8.91	7.68	5.75
	7/7/2020	23.21	15.69	-	7.66	8.86	7.64	5.75
Current week % change from the same week:								
	Last year	-26	-42	-	-32	-30	-30	-36
	3-year avg. [2]	-14	-27	-	-32	-33	-33	-26
Rate[1]	August	378	315	-	244	239	239	230
	October	471	460	456	366	451	451	357

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds; "-" not available due to closure.
Source: USDA, Agricultural Marketing Service.

Figure 9
Benchmark tariff rates

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

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

Map Credit: USDA, Agricultural Marketing Service

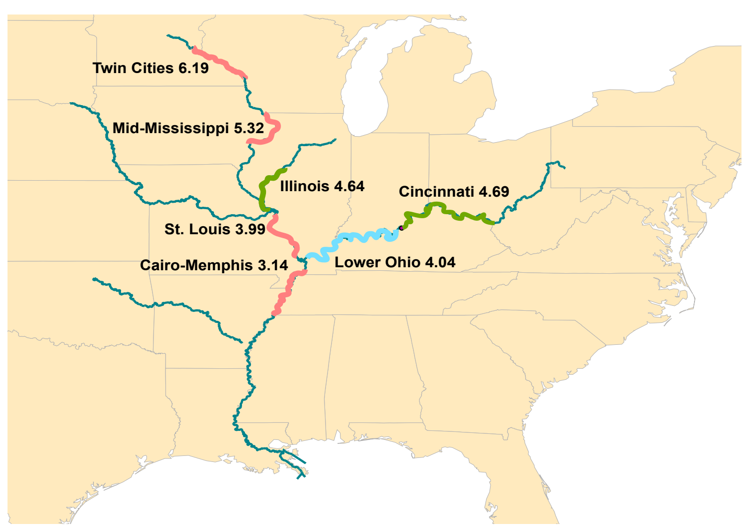
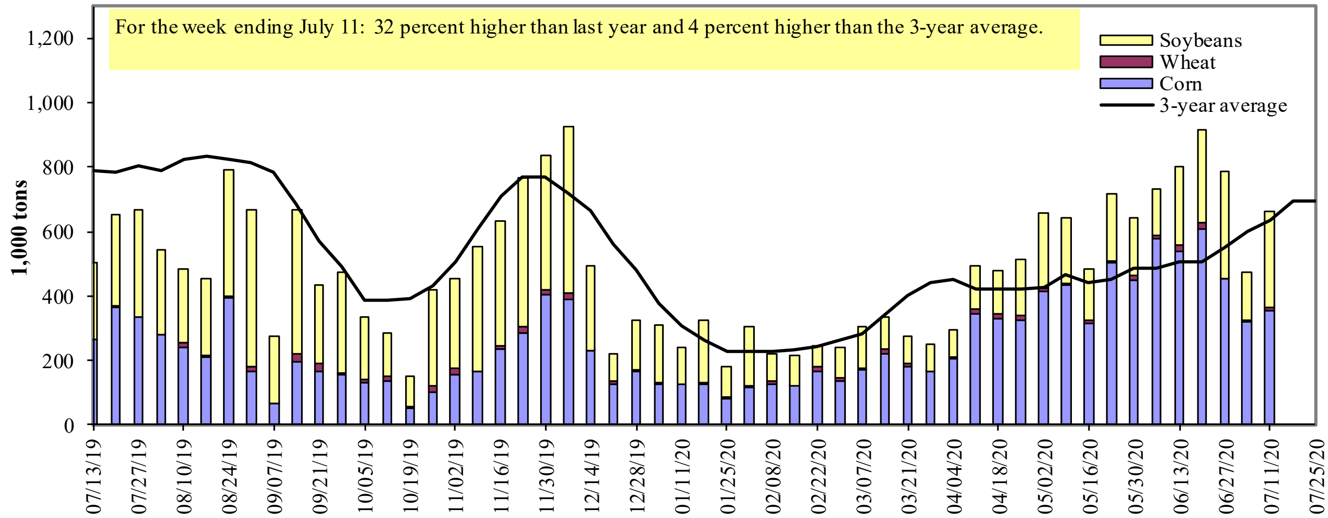


Figure 10

Barge movements on the Mississippi River[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 07/11/2020	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	198	5	158	0	361
Winfield, MO (L25)	342	2	265	0	608
Alton, IL (L26)	335	3	294	0	632
Granite City, IL (L27)	355	8	300	0	663
Illinois River (La Grange)	0	0	19	0	19
Ohio River (Olmsted)	54	26	42	2	124
Arkansas River (L1)	0	36	1	0	38
Weekly total - 2020	409	71	344	2	825
Weekly total - 2019	335	27	313	2	677
2020 YTD[1]	10,240	1,019	6,569	92	17,921
2019 YTD[1]	6,615	1,013	5,255	76	12,958
2020 as % of 2019 YTD	155	101	125	122	138
Last 4 weeks as % of 2019[2]	170	194	114	633	146
Total 2019	12,780	1,631	14,683	154	29,247

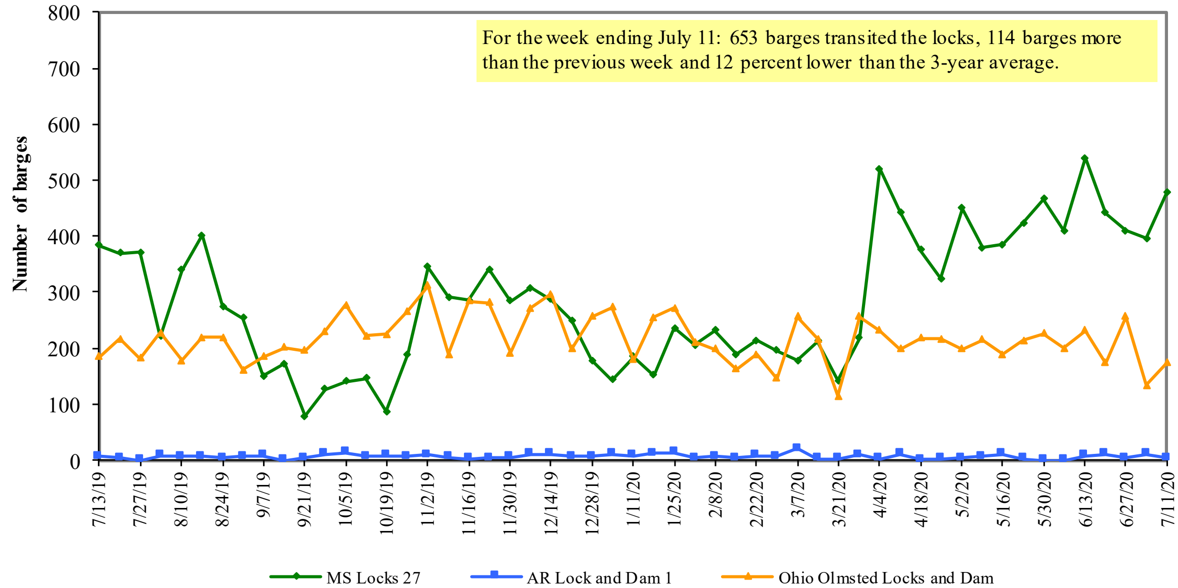
[1] Weekly total, YTD (year-to-date), and calendar year total include MS/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. L (as in "L15") refers to a lock or lock and dam facility. Olmsted = Olmsted Locks and Dam. La Grange = La Grange Lock and Dam.

[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

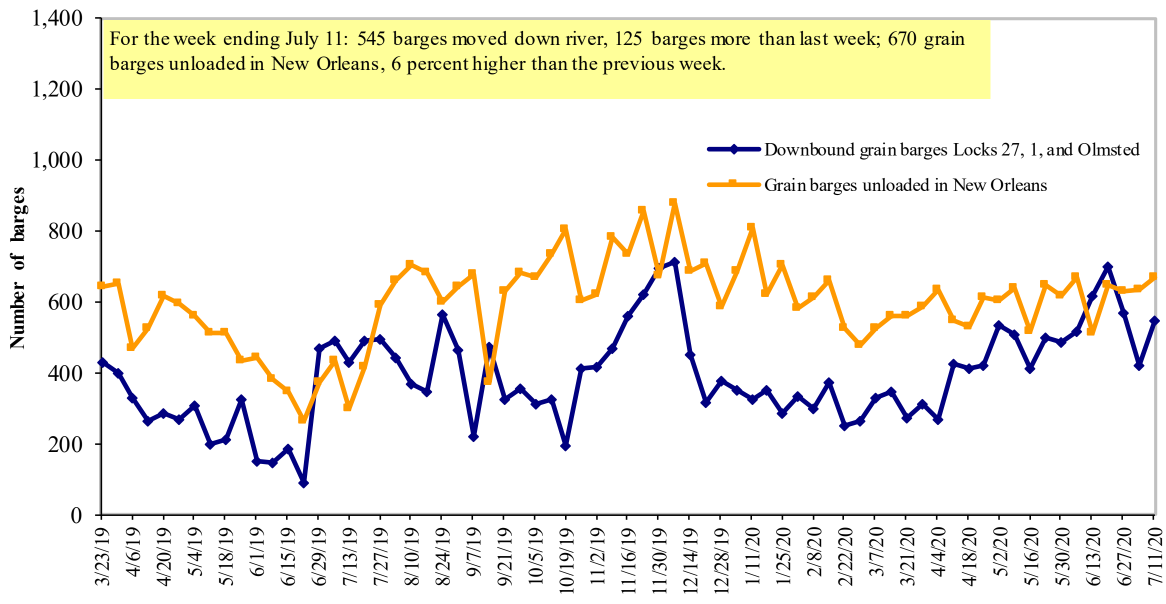
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



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 7/13/2020 (U.S. $/gallon)

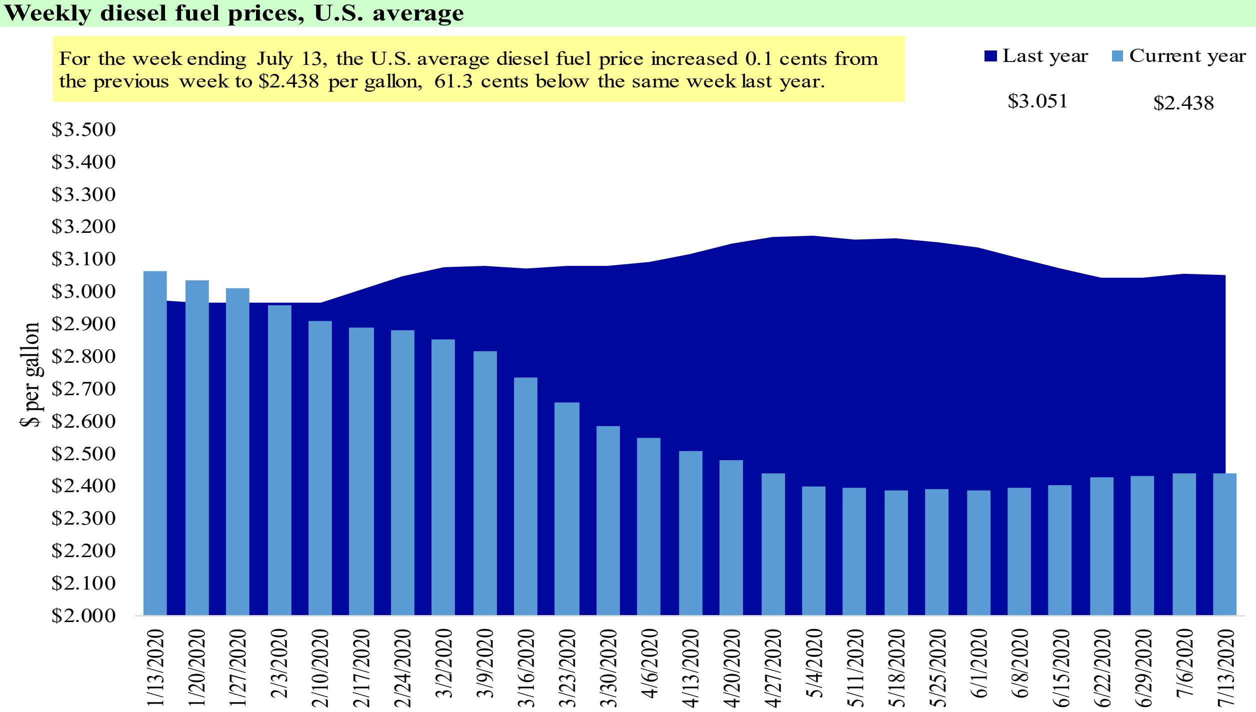
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.531	0.004	-0.549
	New England	2.650	-0.002	-0.481
	Central Atlantic	2.707	0.011	-0.565
	Lower Atlantic	2.387	-0.001	-0.554
II	Midwest	2.313	0.007	-0.643
III	Gulf Coast	2.198	-0.006	-0.607
IV	Rocky Mountain	2.345	0.000	-0.630
V	West Coast	2.954	-0.006	-0.670
	West Coast less California	2.594	-0.002	-0.615
	California	3.251	-0.009	-0.701
Total	United States	2.438	0.001	-0.613

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

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

Figure 13

Weekly diesel fuel prices, U.S. average



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	HRW	SRW	HRS	SWW	DUR	All wheat	Corn	Soybeans	Total
	Wheat								
Export balances[1]									
7/2/2020	1,826	611	1,584	1,106	179	5,305	7,946	8,230	21,480
This week year ago	1,665	797	1,309	956	157	4,884	5,396	10,060	20,339
Cumulative exports-marketing year[2]									
2019/20 YTD	1,008	118	588	411	131	2,256	34,967	37,765	74,987
2018/19 YTD	1,360	229	556	404	55	2,603	44,026	38,472	85,101
YTD 2019/20 as % of 2018/19	74	52	106	102	237	87	79	98	88
Last 4 wks. as % of same period 2018/19*	117	72	126	112	138	112	168	78	110
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 importers[1] of U.S. corn

For the week ending 07/2/2020	Total commitments[2] 2020/21 next MY	2019/20 current MY	2018/19 last MY*	% change current MY from last MY	Exports[3] 3-yr. avg. 2016-18
		- 1,000 mt -			
Mexico	1,832	14,247	15,267	(7)	14,659
Japan	667	9,596	12,386	(23)	11,955
Korea	0	2,569	3,697	(31)	4,977
Colombia	40	4,373	4,669	(6)	4,692
Peru	40	377	1,992	(81)	2,808
Top 5 importers	**2,579**	**31,161**	**38,010**	**(18)**	**39,091**
Total U.S. corn export sales	**4,706**	**42,509**	**49,421**	**(14)**	**54,024**
% of projected exports	9%	94%	94%		
Change from prior week[2]	**813**	**195**	**505**		
Top 5 importers' share of U.S. corn export sales	55%	73%	77%		72%
USDA forecast July 2020	**54,707**	**45,165**	**52,570**	**(14)**	
Corn use for ethanol USDA forecast, July 2020	**132,080**	**123,190**	**136,601**	**(10)**	

[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 (carryover 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 importers[1] of U.S. soybeans

For the week ending 7/2/2020	Total commitments[2] 2020/21 next MY	2019/20 current MY	2018/19 last MY*	% change current MY from last MY	Exports[3] 3-yr. avg. 2016-18
		- 1,000 mt -			- 1,000 mt -
China	4,227	16,237	14,452	12	25,733
Mexico	650	4,675	4,907	(5)	4,271
Indonesia	3	2,063	2,204	(6)	2,386
Japan	107	2,378	2,478	(4)	2,243
Egypt	0	3,487	2,639	32	1,983
Top 5 importers	**4,987**	**28,840**	**26,679**	**8**	**36,616**
Total U.S. soybean export sales	**7,319**	**45,995**	**48,532**	**(5)**	**53,746**
% of projected exports	13%	102%	102%		
change from prior week[2]	**382**	**952**	**132**		
Top 5 importers' share of U.S. soybean export sales	68%	63%	55%		**68%**
USDA forecast, July 2020	**55,858**	**44,959**	**47,738**	**94**	

[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. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales.
[3]FAS marketing year ranking reports (carryover 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 importers[1] of all U.S. wheat

For the week ending 7/2/2020	commitments[2] 2020/21 current MY	2019/20 last MY	% change current MY from last MY	Exports[3] 3-yr. avg. 2017-19
		- 1,000 mt -		- 1,000 mt -
Mexico	722	966	(25)	3,213
Philippines	1,119	1,017	10	2,888
Japan	737	634	16	2,655
Nigeria	393	556	(29)	1,433
Korea	549	308	78	1,372
Indonesia	188	261	(28)	1,195
Taiwan	356	363	(2)	1,175
Thailand	174	255	(32)	727
Italy	231	90	158	622
Colombia	121	274	(56)	618
Top 10 importers	**4,589**	**4,721**	(3)	**15,897**
Total U.S. wheat export sales	**7,560**	**7,487**	1	**23,821**
% of projected exports	29%	28%		
change from prior week[2]	**326**	**284**		
Top 10 importers' share of U.S. wheat export sales	61%	63%		67%
USDA forecast, July 2020	**25,886**	**26,294**	(2)	

[1] Based on USDA, Foreign Agricultural Service(FAS) marketing year ranking reports for 2018/19; Marketing year (MY) = Jun 1 - May 31.
[2] Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales.
[3] FAS marketing year final reports (carryover 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 07/09/20	Previous week*	Current week as % of previous	2020 YTD*	2019 YTD*	2020 YTD as % of 2019 YTD	Last 4-weeks as % of: Last year	Prior 3-yr. avg.	2019 total*
Pacific Northwest									
Wheat	284	143	199	8,373	7,312	115	125	109	13,961
Corn	248	222	112	5,722	6,635	86	225	109	7,047
Soybeans	13	0	n/a	2,759	5,235	53	3	5	11,969
Total	**544**	**365**	**149**	**16,854**	**19,181**	**88**	**113**	**91**	**32,977**
Mississippi Gulf									
Wheat	145	67	216	2,076	2,797	74	143	142	4,448
Corn	502	537	94	16,042	13,246	121	226	111	20,763
Soybeans	460	428	107	11,333	12,817	88	77	97	31,398
Total	**1,107**	**1,032**	**107**	**29,451**	**28,860**	**102**	**134**	**108**	**56,609**
Texas Gulf									
Wheat	213	114	186	2,401	4,043	59	73	102	6,009
Corn	0	19	0	428	393	109	173	135	640
Soybeans	0	0	n/a	7	0	n/a	n/a	n/a	2
Total	**213**	**133**	**160**	**2,836**	**4,436**	**64**	**77**	**105**	**6,650**
Interior									
Wheat	15	47	32	1,194	966	124	83	101	1,987
Corn	137	239	57	4,455	4,076	109	119	105	7,857
Soybeans	33	154	22	3,363	3,556	95	73	81	7,043
Total	**185**	**440**	**42**	**9,012**	**8,597**	**105**	**97**	**96**	**16,887**
Great Lakes									
Wheat	0	22	0	321	486	66	46	56	1,339
Corn	0	0	n/a	0	0	n/a	n/a	0	11
Soybeans	0	0	n/a	61	262	23	0	0	493
Total	**0**	**22**	**0**	**382**	**748**	**51**	**18**	**18**	**1,844**
Atlantic									
Wheat	0	0	n/a	5	32	17	n/a	0	37
Corn	0	0	n/a	8	92	9	0	0	99
Soybeans	3	8	35	416	720	58	18	21	1,353
Total	**3**	**8**	**35**	**429**	**844**	**51**	**16**	**20**	**1,489**
U.S. total from ports*									
Wheat	657	394	167	14,370	15,636	92	104	110	27,781
Corn	887	1,016	87	26,655	24,441	109	194	108	36,417
Soybeans	509	590	86	17,938	22,590	79	55	70	52,258
Total	**2,052**	**2,000**	**103**	**58,963**	**62,666**	**94**	**110**	**97**	**116,457**

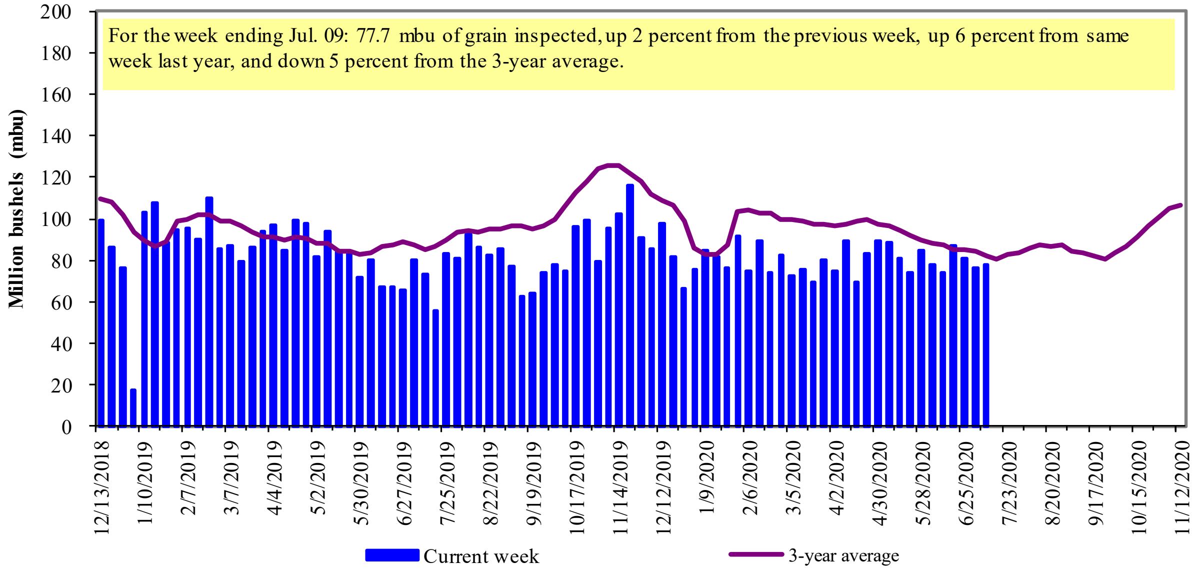
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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 55 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2019.

Figure 14

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

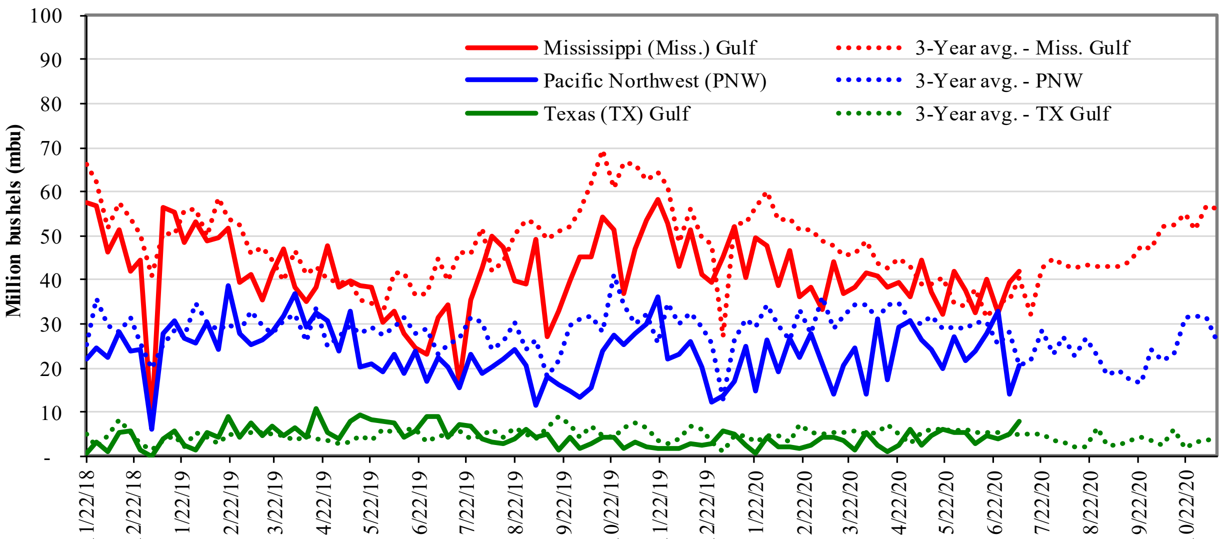


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 07/09/20 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf:	42.0	Last wk:	up 7	up 58	up 13	up 48
PNW:	20.7	Last Year (same wk):	up 22	up 89	up 30	up 2
TX Gulf:	7.8	3-yr avg. (4-wk. mov. Avg):	up 18	up 53	up 22	down 21

Source: USDA, Federal Grain Inspection Service.

Ocean Transportation

Table 17

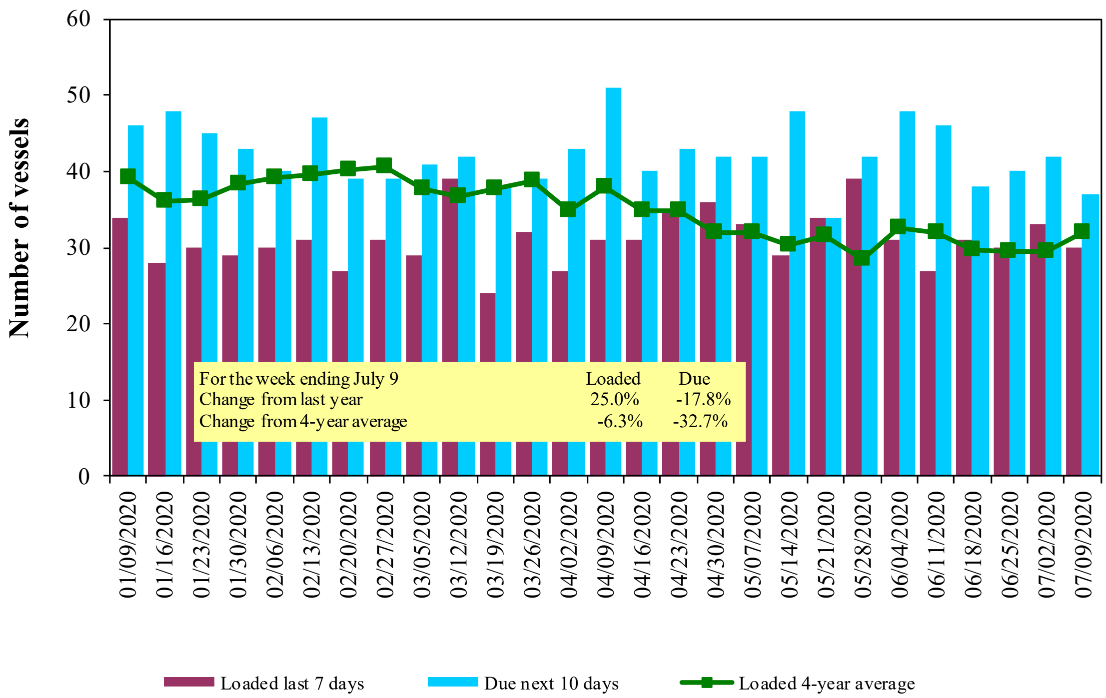
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
7/9/2020	28	30	37	13
7/2/2020	29	33	42	16
2019 range	(26…61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

Figure 16

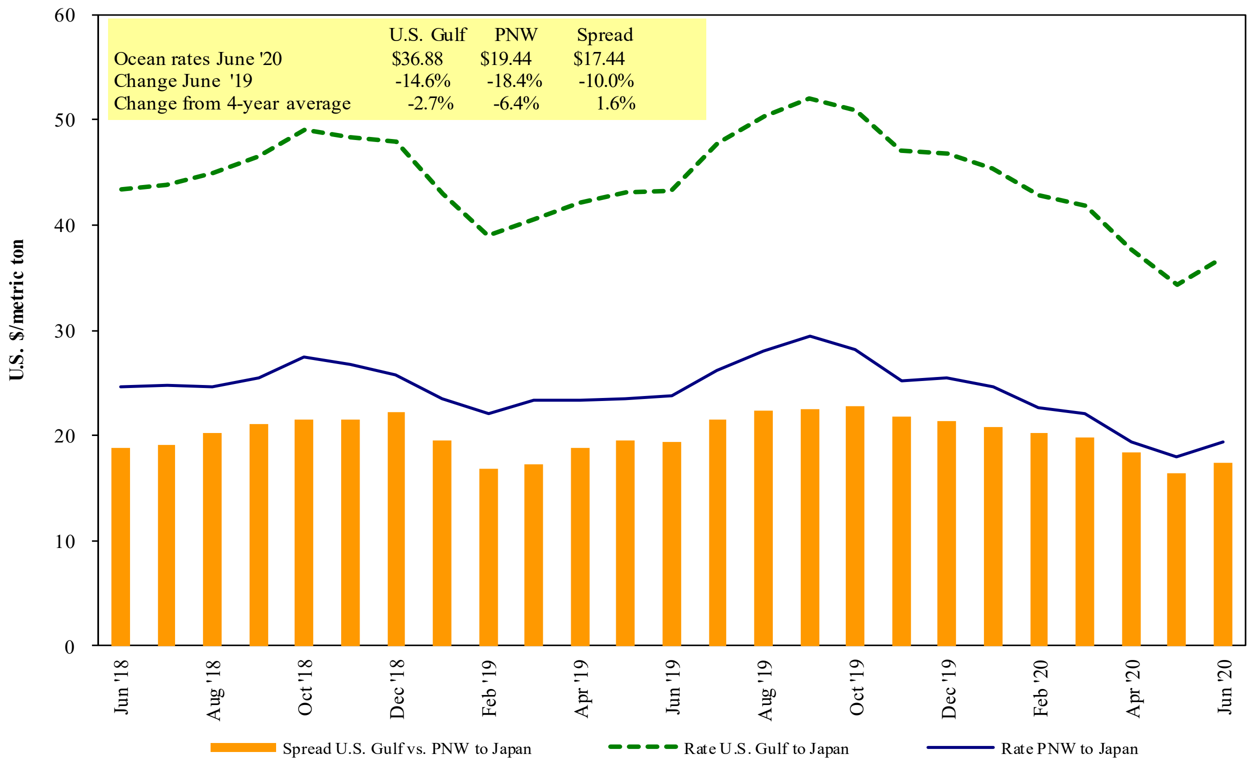
U.S. Gulf[1] vessel loading activity



[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.
Source:USDA, Agricultural Marketing Service.

Figure 17

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 18

Ocean freight rates for selected shipments, week ending 07/11/2020

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Djibouti	Wheat	Jun 5/15	30,000	131.75*
U.S. Gulf	Djibouti	Sorghum	Apr 17/27	45,730	105.75*
U.S. Gulf	Pt Sudan	Sorghum	Jun 5/15	33,370	99.50
PNW	Yemen	Wheat	Jun 5/15	40,000	40.89
PNW	Yemen	Wheat	Jun 5/15	30,000	44.89
PNW	Yemen	Wheat	May 18/26	20,000	55.75*
PNW	Yemen	Wheat	May 4/14	49,630	36.50
PNW	Yemen	Wheat	Jul 1/10	40,000	46.94*
PNW	Taiwan	Wheat	Apr 27/May 11	50,700	29.40
Brazil	China	Heavy grain	Jun 25/30	65,000	23.50
Brazil	China	Heavy grain	May 20/30	69,000	21.00
Brazil	China	Heavy grain	May 19/29	66,000	21.50
Brazil	SE Asia	Corn	Jul 1/6	66,000	22.75
Brazil	China	Heavy grain	May 1/31	60,000	33.25 op 33.00
Brazil	Pakistan	Heavy grain	Jun 19/29	70,000	21.85

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

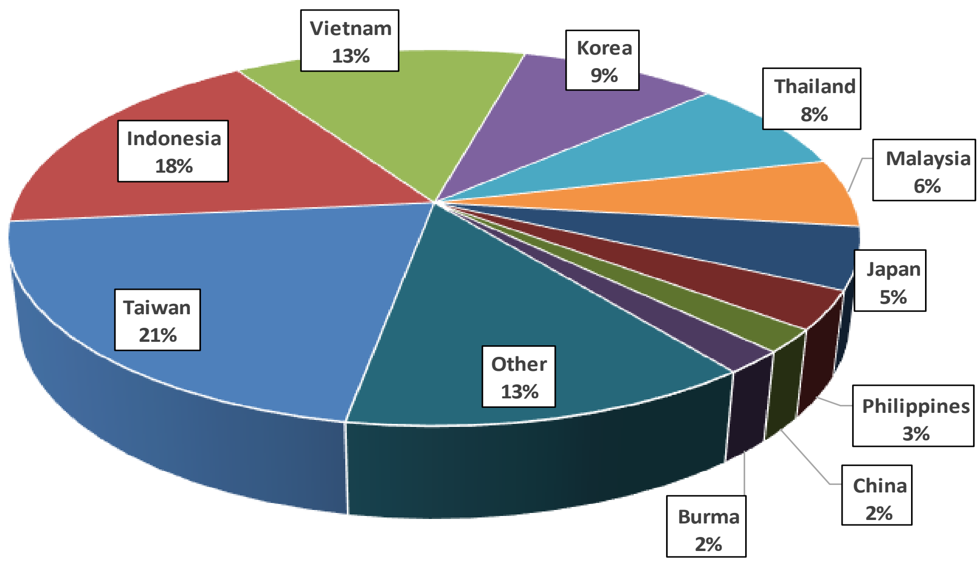
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated;

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.

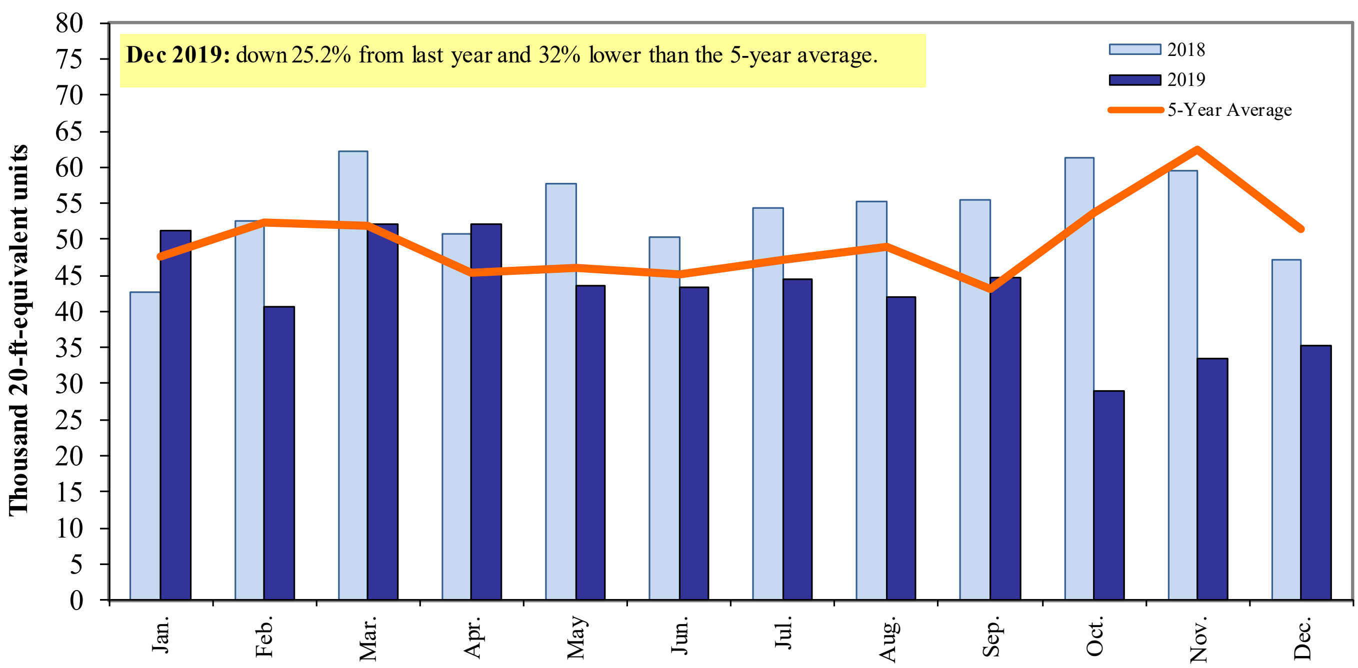
Figure 18
Top 10 destination markets for U.S. containerized grain exports, 2019



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, 1201, 120100, 120190, 120810, 230210, 230310, 230330, and 230990.

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

Contacts and Links

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