USDA United States Department of Agriculture

Grain Transportation Report

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

Contact Us

August 1, 2019

Contents

The next release is August 8, 2019

WEEKLY HIGHLIGHTS

Corn and Soybeans Boost Total Grain Inspections

For the week ending July 25, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.13 million metric tons (mmt). This amount is up 43 percent from the previous week, down 27 percent from last year, and 11 percent below the 3-year average. The rebound in inspections was caused by a 47 percent increase in corn inspections and an 84 percent jump in soybean inspections. The inspection increases were primarily for grain destined to Asia. Soybean inspections reached 1.09 mmt, the highest since the third week of February. Wheat inspections were down 13 percent from week to week. Inspections of grain increased in the Pacific Northwest (PNW) and the Mississippi Gulf by 50 percent and 110 percent, respectively, from the previous week.

Mid-Mississippi Barge Rates Exceed Twin Cities Rates

Spot **barge rates** for export grain originating from ports near the Twin Cities (MN) and Mid-Mississippi (a stretch of the Mississippi River that centers around Davenport, IA) have reached yearly highs. As of July 30, the Mid-Mississippi rate had increased by 14 percent compared to last week and the Twin Cities' rate had increased by less than 3 per cent, the previous yearly highs for both. This week, the rates in the Mid-Mississippi exceeded those in the Twin Cities by over $1 per ton. On average, it costs shippers $5.57 more per ton to ship from the Twin Cities than from the Mid-Mississippi when both stretches of the river are in service. The inversion of per-ton rates is usually short-lived and has only occurred eight times since 2004. The current inversion is due to increased demand from shippers in the Mid-Mississippi area and a tight supply of barges from shipping companies as navigation conditions have improved. See the **June 27, 2019** issue of the Grain Transportation Report for a more complete discussion of the effects of recent flooding on barge transportation.

FMCSA Seeks Comments on HOS for Agricultural Commodities

The Federal Motor Carrier Safety Administration seeks comments to assist in determining whether, and if so to what extent, the Agency should revise or otherwise clarify the definitions of "agricultural commodity" or "livestock" in the "Hours of Service (HOS) of Drivers" regulations. Currently, during harvesting and planting seasons as determined by each State, drivers transporting agricultural commodities, including livestock, are exempt from the HOS requirements from the source of the commodities to a location within a 150-air-mile radius from the source. This Advance Notice of Proposed Rulemaking is prompted by indications that the current definition of these terms may not be understood or enforced consistently when determining whether the HOS exemption applies. Comments are due on or before September 27.

Snapshots by Sector

Export Sales

For the week ending July 18, **unshipped balances** of wheat, corn, and soybeans totaled 18.1 mmt. This indicates a 12 percent decrease in outstanding sales, compared to the same time last year. Net **corn export sales** reached .121 mmt, down 39 percent from the previous week. Net **soybean export sales** were negative .78 mmt, down significantly from the past week. Net weekly **wheat export sales** reached .660 mmt, up 90 percent from the from the previous week.

Rail

U.S. Class I railroads originated 22,705 **grain carloads** for the week ending July 20. This is a 6 percent decrease from the previous week, 5 percent less than last year, and unchanged from the 3-year average.

Average August shuttle **secondary railcar** bids/offers (per car) were $178 below tariff for the week ending July 25. This is $123 less than last week and $3 lower than last year. There were no non-shuttle bids/offers this week

Barge

For the week ending July 27, **barge grain movements** totaled 784,596 tons. This is a 1.5 percent increase from the previous week and 13 percent less than the same period last year.

For the week ending July 27, 496 grain barges **moved down river**. This is 6 more barges than the previous week. There were 590 grain barges **unloaded in New Orleans**, 42 percent more than the previous week.

Ocean

For the week ending July 25, 30 **ocean-going grain vessels** were loaded in the Gulf. This is 21 percent fewer than the same period last year. Fifty-five vessels are expected to be loaded within the next 10 days. This is 25 percent more than the same period last year.

As of July 25, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $50.50. This is 2 percent more than the previous week. The rate from the PNW to Japan was $28.00 per mt, 4 percent more than the previous week.

Fuel

For the week ending July 29, the U.S. average **diesel fuel price** decreased 1 cent from the previous week, to $3.034 per gallon. This price is 19.2 cents less than the same week last year.

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Feature Article/Calendar

Backgrounder on USDA's Ag Transportation Open Data Platform

In early June, the Transportation Services Division (TSD) of USDA's Agricultural Marketing Service (AMS) launched a new, free-to-use, open data platform–https://agtransport.usda.gov–to make data and insights more usable, discoverable, accessible, and sharable for stakeholders. This article provides a brief introduction to the purpose behind the platform, some of its features, and how to get started.

The Goal of the Platform

The mission of AMS is to facilitate the orderly marketing of U.S. agricultural products in domestic and international markets. TSD contributes to this mission by transparently providing data and analysis on the transportation of agricultural products. This new open data platform advances the AMS mission by significantly enhancing stakeholders' ability to access, interact with, visualize, and share agricultural transportation data.

The primary goal of the new data platform is to improve the delivery of agricultural transportation data to stakeholders. A variety of USDA stakeholders, including farmers, shippers, carriers, analysts, and others, use data to make better business decisions and improve their understanding of complicated agricultural transportation markets. Each of these users has different needs and preferences when it comes to what data to access and how best to interact with it for their unique purposes. The new platform provides greater functionality to better meet the diversity of user needs by making agricultural transportation data more available, usable, discoverable, and shareable—in a word—open.

Key Features of the Platform

Available: On the new platform, data is downloadable in many different formats (e.g., CSV, Microsoft Excel, XML, etc.), as well as through powerful APIs.[1] These features give users more control over exactly what data they access and how. The platform enables users to create their own unique views of a dataset through filtering, aggregating, and sorting. Once saved, stakeholders can return to their view for a personalized, up-to-date window into the data. Additionally, APIs are automatically built into every dataset and derived views. APIs offer a powerful way to interact with the data programmatically. This is valuable to users looking to load the latest data into their own software automatically by just hitting refresh. Similarly, it opens the door to web and mobile apps built off the data.

Usable: Stakeholders can easily glean insight from the prepopulated visuals we have created, as well as from ones they create themselves. The platform now provides quick and ready insights by combining visualizations and text into "Dashboards." These dashboards cover an array of topics, such as rail transportation, barge transportation, fuel, exports, and more. The images in Figure 1 are examples of the many interactive visualizations available on the website.

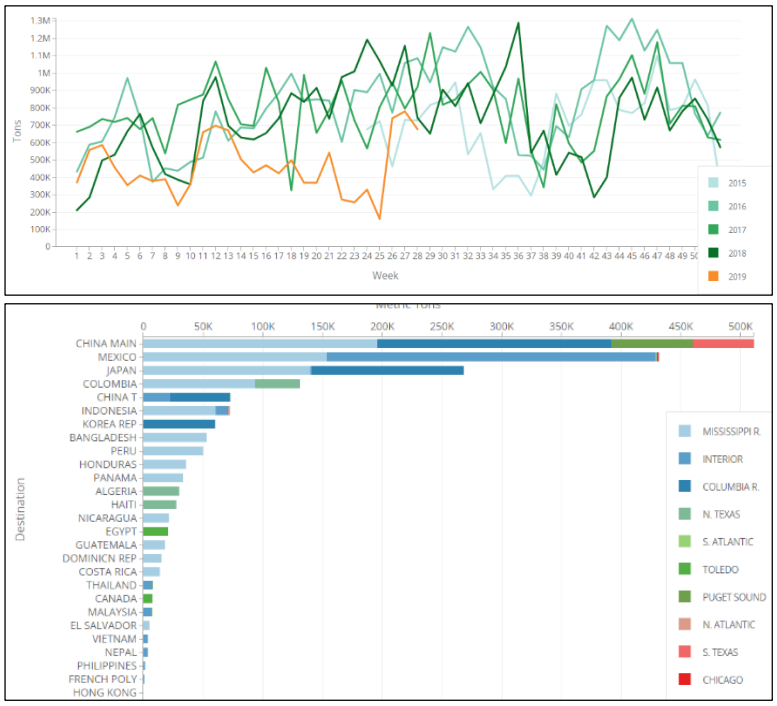
In addition, with only a few clicks, stakeholders can create insightful visualizations that directly meet their specific needs. This can be done from every dataset and the process includes quick and easy mapping capabilities. Moreover, every dataset on the platform is accompanied by structured "metadata" (data about the data) that tells users exactly how to use and understand the data. Access to metadata lowers the chances of misunderstanding or misusing the data.

[1] CSV: Comma Separated Values; XML: Extensible Markup Language; API: Application Programming Interface.

Discoverable: All content, from data and visualizations to stories, on the platform can be easily found in the Data Catalog. Content is logically categorized, described, and tagged. Stakeholders can also filter and search to find what they need. The Catalog also enables users to discover other relevant data on the platform of which they were not aware.

Shareable: Content on the platform is easy to share on the web. On the platform, every table and chart includes a direct link, as well as html or JavaScript embed codes, to reproduce those visuals elsewhere on the web. They can then be used for things like a blog or in a web newsletter. When content on the platform is embedded in user-saved visualizations, the data that supports such visualizations will automatically be updated as it is refreshed on the platform.

Figure 1: Snapshots of Interactive Visualizations from https://agtransport.usda.gov; (Top) Weekly Grain Barge Tonnages, a Seasonal Comparison; (Bottom) Grain Inspections by Destination Country and Origin Port, in the Latest Week of Data.



In addition, the platform has functionality to collect and share users' unique visualizations (if the user chooses to share) to benefit the entire community of stakeholders. With this open data platform, we hope to expand the community around our data by strengthening ties with existing users and building relationships with new ones, ultimately creating an environment in which we all learn and grow.

Get Started

You can find the platform at https://agtransport.usda.gov. Refer to the Welcome Page for more general information, and the How-To Page for tutorials on common first steps. Select the Help and How-To Menu at the top of the Home Page for even more support information. We encourage you to:

(1) Find what you need in the Data Catalog
(2) View our stories and dashboards
(3) Preview and download data
(4) Create your own visualizations
(5) Filter a dataset to directly fit your needs

We sincerely hope you find this new tool be a valuable improvement in our data delivery. We encourage you to keep returning to the platform, as we update the data weekly and plan to add new content, datasets and stories over time. We would greatly appreciate your feedback on how to further improve the platform. *Jesse.Gastelle@usda.gov*, *PeterA.Caffarelli@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
07/31/19	204	279	213	287	226	199
07/24/19	204	285	218	296	221	191

[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

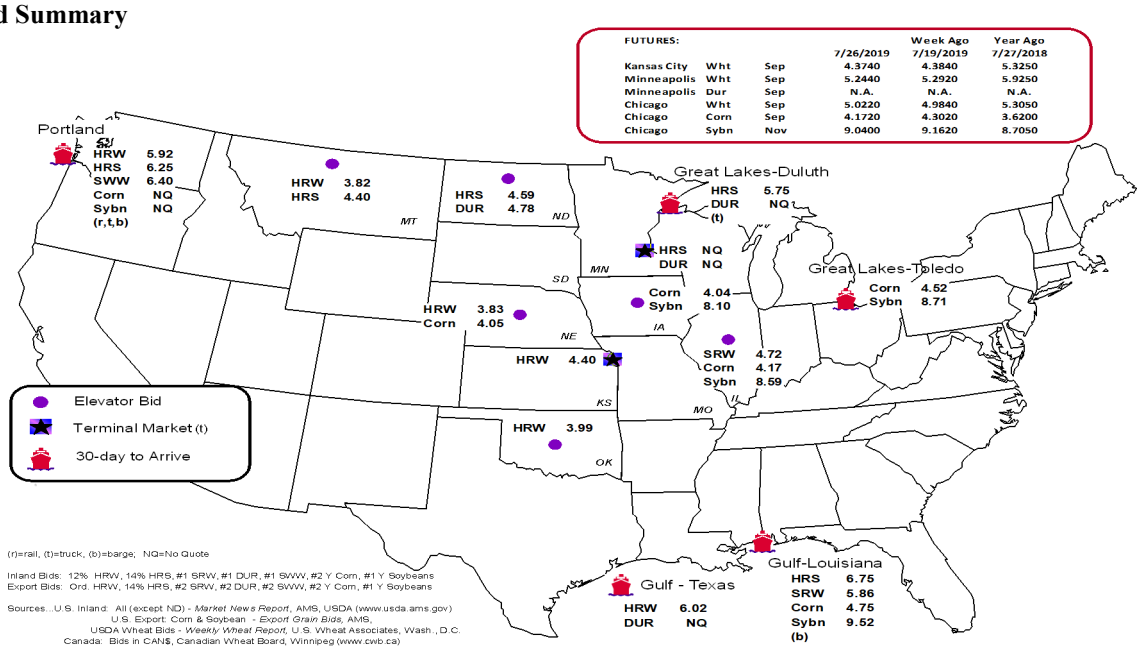
Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

Commodity	Origin--Destination	7/26/2019	7/19/2019
Corn	IL--Gulf	-0.58	-0.47
Corn	NE--Gulf	-0.70	-0.67
Soybean	IA--Gulf	-1.42	-1.35
HRW	KS--Gulf	-1.62	-1.50
HRS	ND--Portland	-1.66	-1.69

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]
7/24/2019[p]	830	969	3,566	468	5,833	7/20/2019	3,370
7/17/2019[r]	936	816	3,478	448	5,678	7/13/2019	2,293
2019 YTD[r]	29,513	35,208	154,497	10,880	230,098	2019 YTD	69,366
2018 YTD[r]	11,444	33,183	200,560	12,964	258,151	2018 YTD	67,678
2019 YTD as % of 2018 YTD	258	106	77	84	89	% change YTD	102
Last 4 weeks as % of 2018[2]	657	283	61	102	93	Last 4wks % 2018	98
Last 4 weeks as % of 4-year avg.[2]	428	145	88	163	114	Last 4wks % 4 yr	111
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.

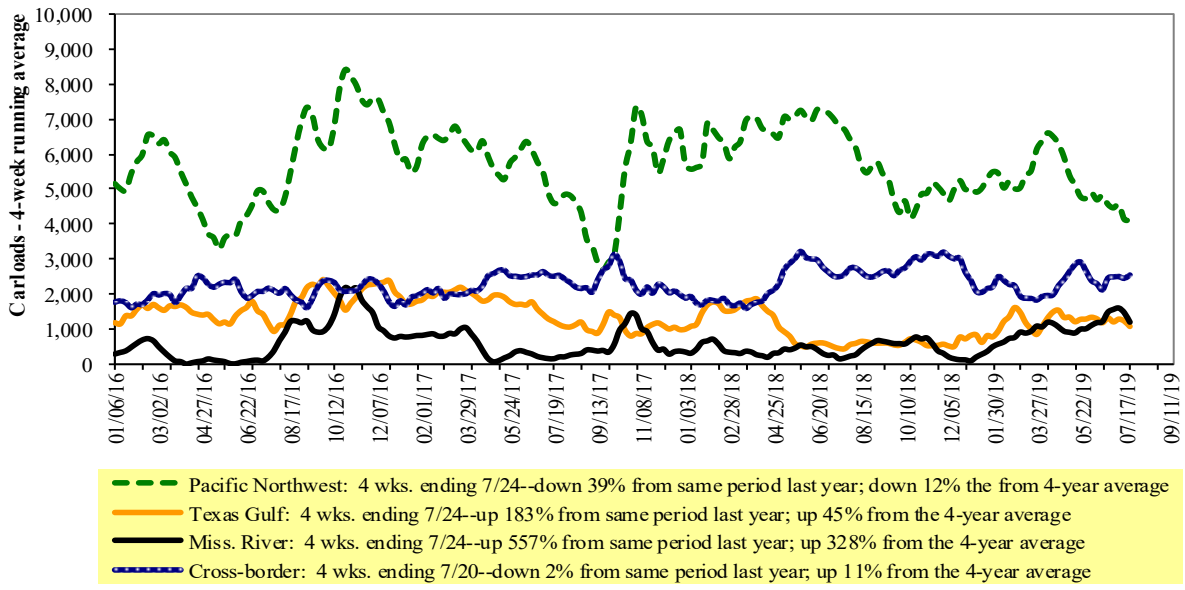
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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	
7/20/2019	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,761	3,134	10,457	1,184	6,169	22,705	3,184	4,928
This week last year	2,248	2,691	13,088	926	4,842	23,795	4,192	5,008
2019 YTD	54,913	83,153	320,868	32,575	150,210	641,719	125,580	126,389
2018 YTD	56,314	73,686	362,280	28,172	151,528	671,980	108,533	133,996
2019 YTD as % of 2018 YTD	98	113	89	116	99	95	116	94
Last 4 weeks as % of 2018*	79	114	90	111	114	98	106	100
Last 4 weeks as % of 3-yr avg.**	99	108	96	128	104	101	113	98
Total 2018	98,978	133,283	635,458	48,638	267,713	1,184,070	211,803	244,697

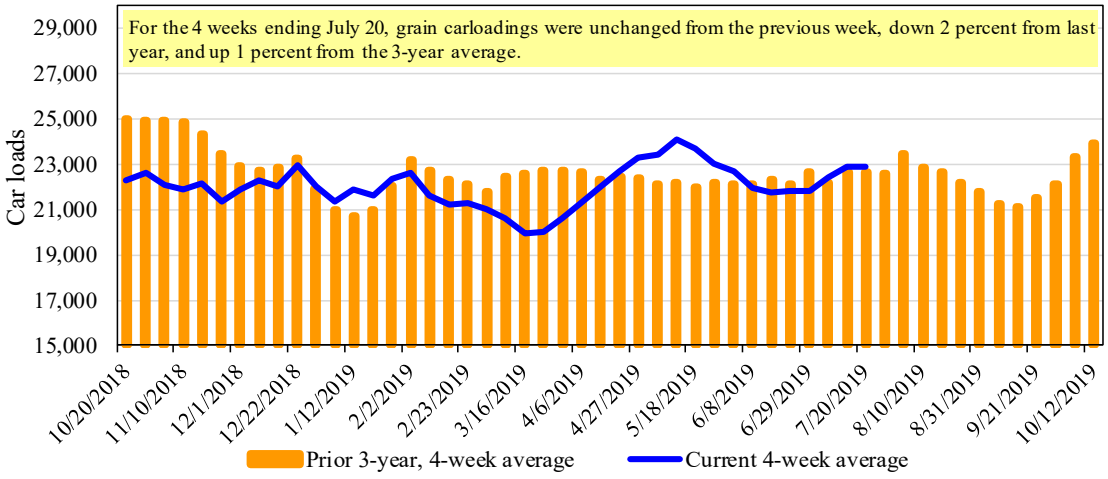
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**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							
7/25/2019		Aug-19	Aug-18	Sep-19	Sep-18	Oct-19	Oct-18	Nov-19	Nov-18
BNSF[3]	COT grain units	no offer	no offer	no offer	no offer	0	no offer	0	no offer
	COT grain single-car[5]	0	no offer	0	no offer	60	no offer	33	no offer
UP[4]	GCAS/Region 1	no offer	no offer	10	no offer	no offer	no bid	n/a	n/a
	GCAS/Region 2	no offer	no offer	no bid	no offer	no offer	56	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.

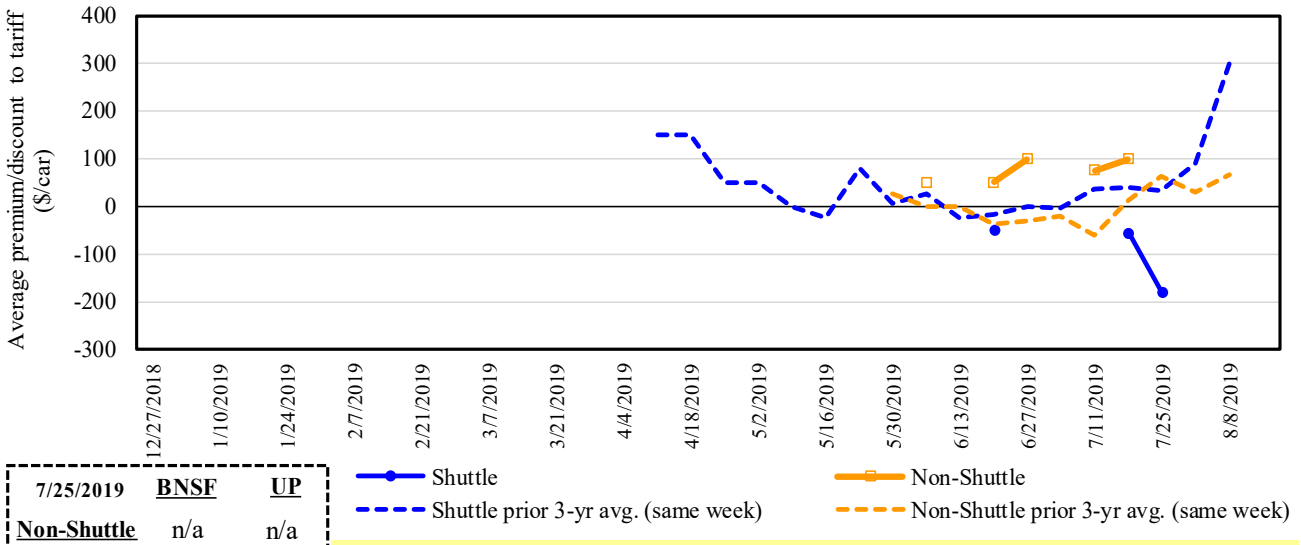
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

[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 August 2019, Secondary Market

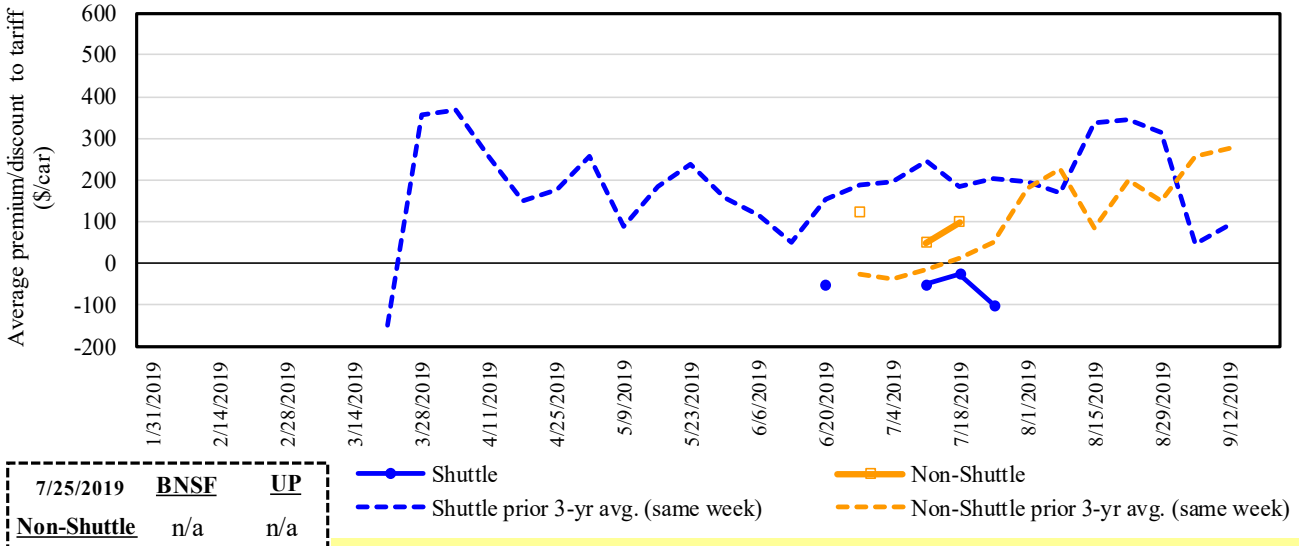


7/25/2019	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	-$181	-$175

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers fell $123 this week and are $128 below 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 September 2019, Secondary Market



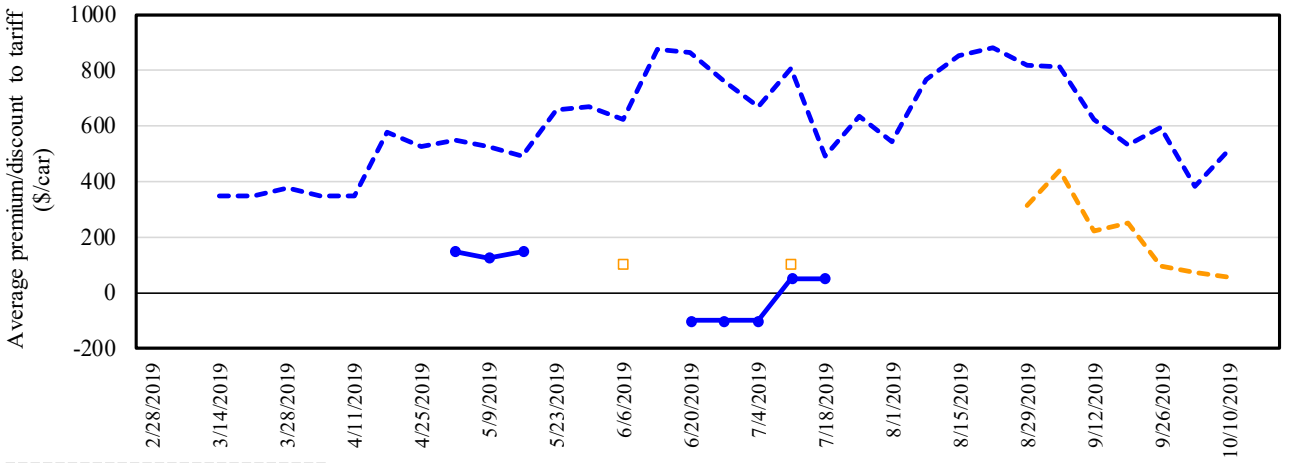
7/25/2019	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	-$100

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers fell $75 this week and are $75 below 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 October 2019, Secondary Market



7/25/2019	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: 7/25/2019	Delivery period					
		Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20
Non-shuttle	**BNSF-GF**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2018	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 2018	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**(181)**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(125)	n/a	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	**(175)**	**(100)**	**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 2018	0	(113)	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]

August, 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	$101	$40.56	$1.10	0
	Grand Forks, ND	Duluth-Superior, MN	$4,333	$0	$43.03	$1.17	2
	Wichita, KS	Los Angeles, CA	$7,240	$0	$71.90	$1.96	1
	Wichita, KS	New Orleans, LA	$4,525	$178	$46.70	$1.27	-1
	Sioux Falls, SD	Galveston-Houston, TX	$6,976	$0	$69.28	$1.89	1
	Northwest KS	Galveston-Houston, TX	$4,801	$195	$49.61	$1.35	-1
	Amarillo, TX	Los Angeles, CA	$5,121	$271	$53.55	$1.46	-1
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,800	$201	$39.73	$1.01	-4
	Toledo, OH	Raleigh, NC	$6,581	$0	$65.35	$1.66	4
	Des Moines, IA	Davenport, IA	$2,114	$43	$21.42	$0.54	-7
	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	$3,660	$125	$37.59	$0.95	1
	Des Moines, IA	Los Angeles, CA	$5,520	$365	$58.44	$1.48	2
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$201	$38.05	$1.04	-12
	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	$4,545	$201	$47.13	$1.28	-5
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$4,143	$0	$41.14	$1.12	2
	Wichita, KS	Galveston-Houston, TX	$4,361	$0	$43.31	$1.18	2
	Chicago, IL	Albany, NY	$5,896	$0	$58.55	$1.59	4
	Grand Forks, ND	Portland, OR	$5,736	$0	$56.96	$1.55	0
	Grand Forks, ND	Galveston-Houston, TX	$6,121	$0	$60.78	$1.65	1
	Northwest KS	Portland, OR	$6,012	$320	$62.88	$1.71	1
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	$3,720	$201	$38.94	$0.99	-1
	Lincoln, NE	Galveston-Houston, TX	$3,880	$0	$38.53	$0.98	5
	Des Moines, IA	Amarillo, TX	$4,060	$157	$41.88	$1.06	1
	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	$232	$49.72	$1.35	-1
	Toledo, OH	Huntsville, AL	$4,634	$0	$46.02	$1.25	6
	Grand Island, NE	Portland, OR	$5,710	$327	$59.95	$1.63	-1

[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: August, 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	$7,509	$0	$76.72	$2.09	3
	OK	Cuautitlan, EM	$6,775	$139	$70.65	$1.92	0
	KS	Guadalajara, JA	$7,534	$596	$83.07	$2.26	5
	TX	Salinas Victoria, NL	$4,329	$85	$45.10	$1.23	0
Corn	IA	Guadalajara, JA	$8,828	$508	$95.39	$2.42	8
	SD	Celaya, GJ	$8,140	$0	$83.17	$2.11	6
	NE	Queretaro, QA	$8,207	$291	$86.83	$2.20	2
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	2
	MO	Tlalnepantla, EM	$7,573	$284	$80.28	$2.04	2
	SD	Torreon, CU	$7,690	$0	$78.57	$1.99	5
Soybeans	MO	Bojay (Tula), HG	$8,497	$480	$91.72	$2.49	6
	NE	Guadalajara, JA	$9,122	$503	$98.34	$2.67	7
	IA	El Castillo, JA	$9,390	$0	$95.94	$2.61	5
	KS	Torreon, CU	$7,914	$349	$84.43	$2.30	7
Sorghum	NE	Celaya, GJ	$7,787	$452	$84.19	$2.14	8
	KS	Queretaro, QA	$8,000	$174	$83.52	$2.12	2
	NE	Salinas Victoria, NL	$6,633	$140	$69.20	$1.76	2
	NE	Torreon, CU	$7,172	$323	$76.58	$1.94	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

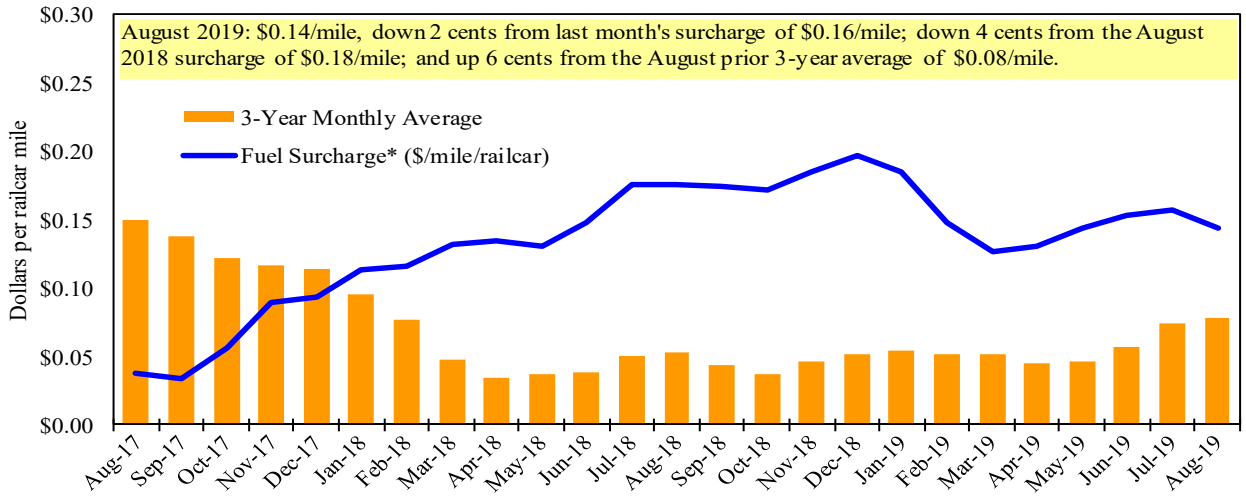
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[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.

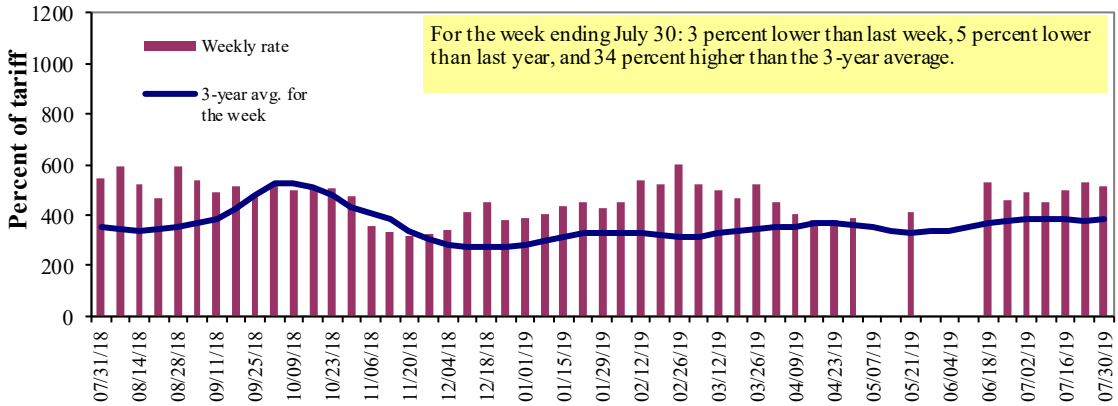
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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]	7/30/2019	507	610	516	469	278	278	400
	7/23/2019	493	533	533	442	265	265	325
$/ton	7/30/2019	31.38	32.45	23.94	18.71	13.04	11.23	12.56
	7/23/2019	30.52	28.36	24.73	17.64	12.43	10.71	10.21
Current week % change from the same week:								
	Last year	-14	13	-5	25	-36	-36	30
	3-year avg. [2]	13	54	34	69	-10	-10	66
Rate[1]	August	437	426	419	365	331	331	332
	October	464	439	437	376	394	394	357

[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

* - Current weekly rate is a nominal value, reflecting the anticipation of improved navigation conditions

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.

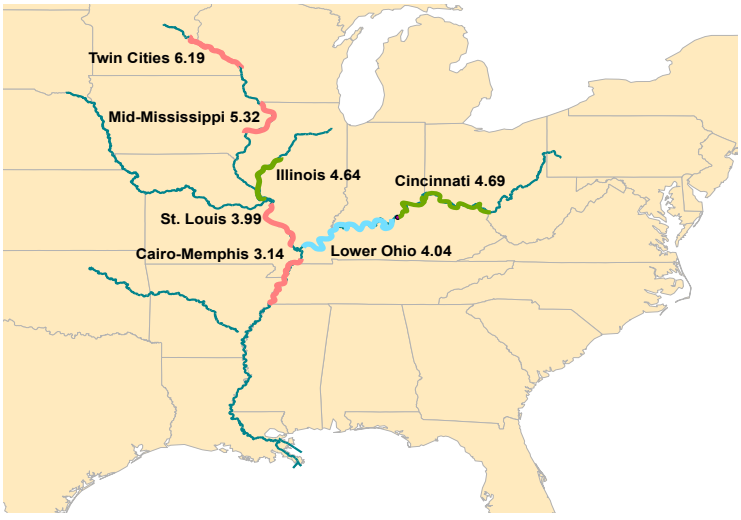
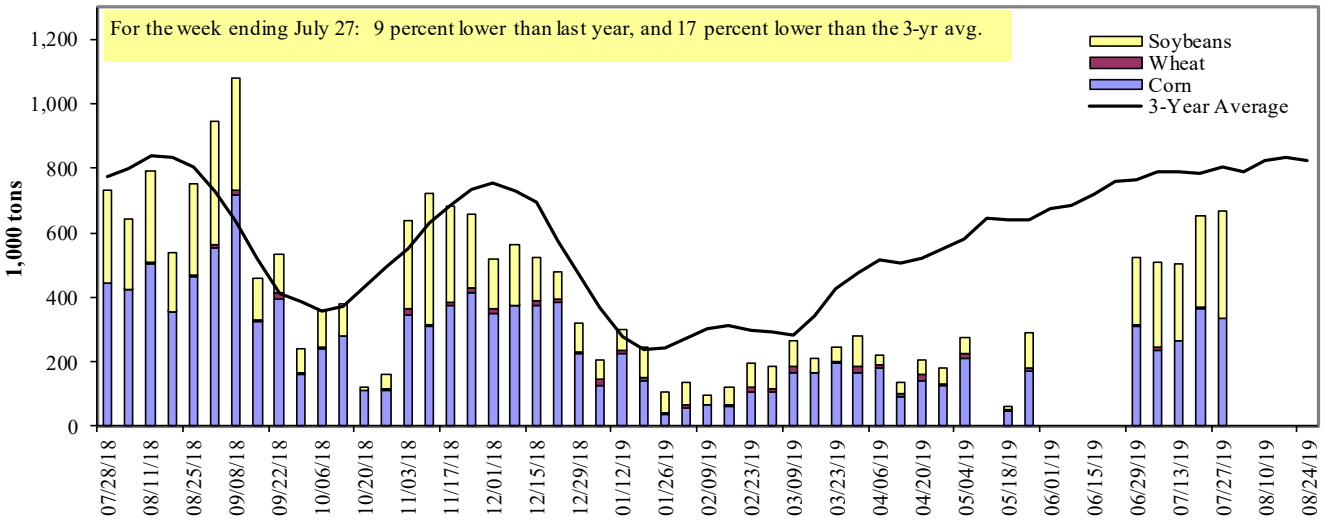


Figure 10

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 07/27/2019	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	142	0	143	6	292
Winfield, MO (L25)	202	0	179	2	382
Alton, IL (L26)	321	0	333	2	656
Granite City, IL (L27)	336	0	329	2	667
Illinois River (LAGRANGE)	54	0	135	0	189
Ohio River (OLMSTED)	18	7	85	0	109
Arkansas River (L1)	0	4	4	0	8
Weekly total - 2019	353	11	419	2	785
Weekly total - 2018	512	39	354	0	905
2019 YTD[1]	7,353	1,066	6,020	77	14,516
2018 YTD[1]	13,938	1,046	6,796	66	21,847
2019 as % of 2018 YTD	53	102	89	116	66
Last 4 weeks as % of 2018[2]	65	63	134	n/a	87
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.

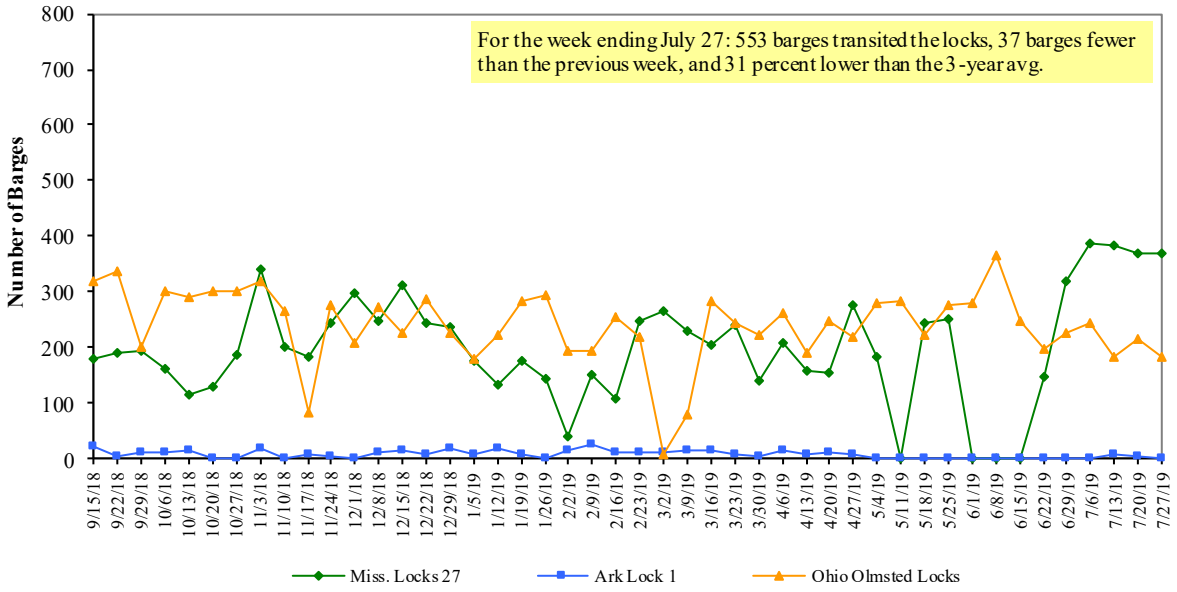
[2] As a percent of same period in 2018.

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

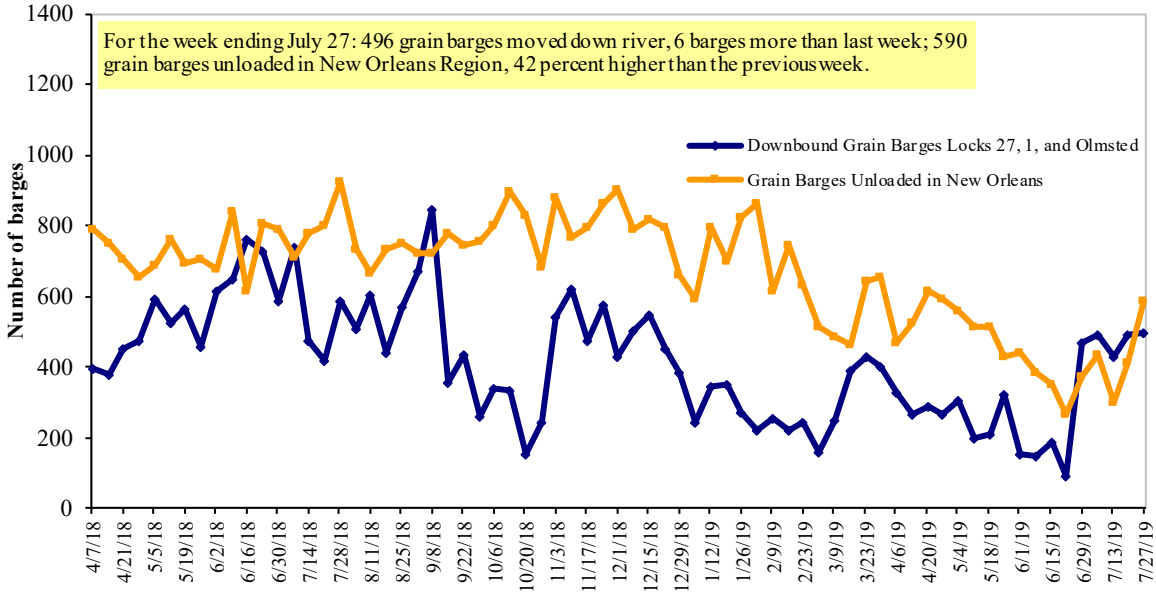
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



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 7/29/2019 (US $/gallon)

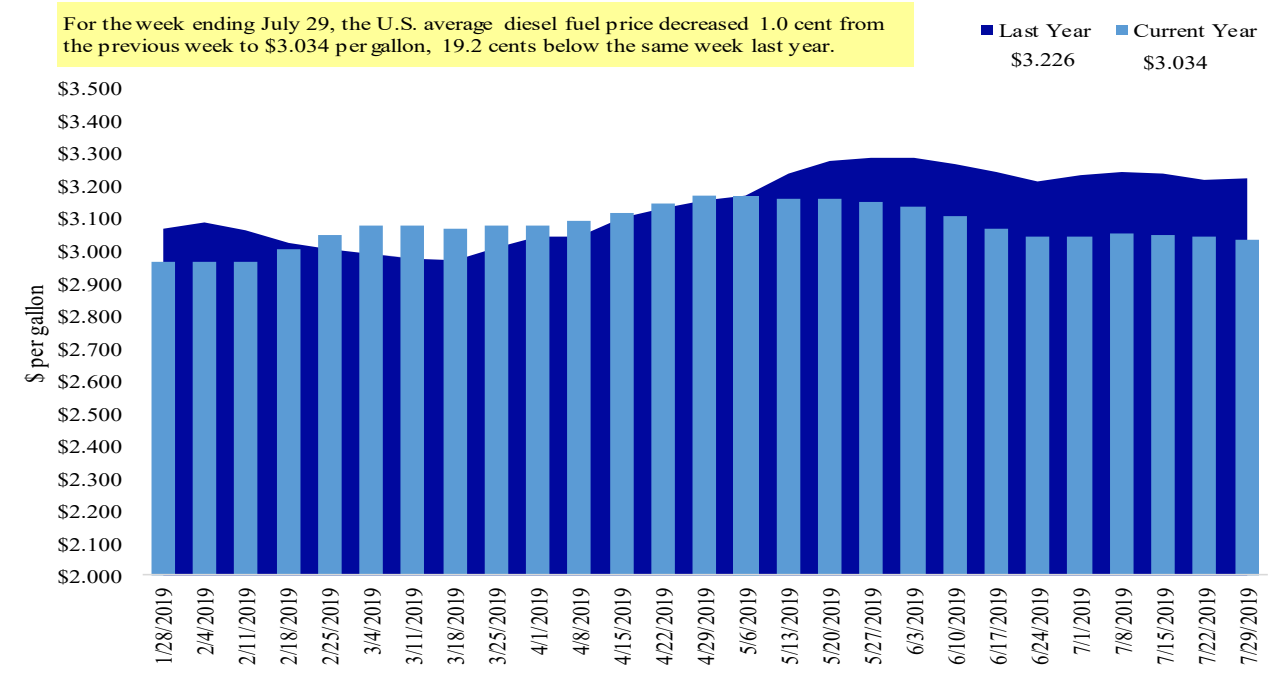
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.059	-0.013	-0.164
	New England	3.106	-0.016	-0.168
	Central Atlantic	3.246	-0.013	-0.144
	Lower Atlantic	2.924	-0.013	-0.172
II	Midwest	2.940	-0.008	-0.216
III	Gulf Coast	2.793	-0.011	-0.204
IV	Rocky Mountain	2.967	-0.011	-0.394
V	West Coast	3.606	-0.005	-0.114
	West Coast less California	3.186	-0.012	-0.251
	California	3.940	0.001	-0.005
Total	U.S.	3.034	-0.010	-0.192

[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]									
7/18/2019	1,613	833	1,357	1,008	298	5,109	4,456	8,563	18,127
This week year ago	1,019	474	1,414	1,120	177	4,204	9,937	6,526	20,667
Cumulative exports-marketing year[2]									
2018/19 YTD	1,789	303	784	471	59	3,407	45,287	40,019	88,712
2017/18 YTD	685	394	762	761	9	2,611	49,138	51,513	103,261
YTD 2018/19 as % of 2017/18	261	77	103	62	691	131	92	78	86
Last 4 wks as % of same period 2017/18	165	175	95	89	113	120	52	148	96
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 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 7/18/2019	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	2,038	15,324	14,956	2	13,691
Japan	507	12,595	11,281	12	11,247
Korea	0	3,697	5,626	(34)	4,754
Colombia	33	4,670	4,552	3	4,678
Peru	0	1,992	3,114	(36)	2,975
Top 5 Importers	**2,578**	**38,277**	**39,530**	**(3)**	**37,344**
Total US corn export sales	**3,746**	**49,742**	**59,075**	**(16)**	**53,184**
% of Projected	7%	93%	95%		
Change from prior week[2]	**387**	**121**	**339**		
Top 5 importers' share of U.S. corn export sales	69%	77%	67%		70%
USDA forecast, July 2019	**54,707**	**53,435**	**62,036**	**(14)**	
Corn Use for Ethanol USDA forecast, July 2019	**142,367**	**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 7/18/2019	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	126	14,293	28,120	(49)	31,228
Mexico	714	4,871	4,418	10	3,716
Indonesia	17	2,349	2,548	(8)	2,250
Japan	125	2,501	2,295	9	2,145
Netherlands	0	1,996	2,118	(6)	2,209
Top 5 importers	**983**	**26,009**	**39,499**	**(34)**	**41,549**
Total US soybean export sales	**3,028**	**48,582**	**58,040**	**(16)**	**55,113**
% of Projected	6%	105%	100%		
Change from prior week[2]	**224**	**(78)**	**395**		
Top 5 importers' share of U.S. soybean export sales	32%	54%	68%		**75%**
USDA forecast, July 2019	**51,090**	**46,322**	**58,147**	**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 7/18/2019	Total Commitments[2]		% change current MY from last MY	Exports[3] 3-yr avg 2015-2017
	2019/20 Current MY	2018/19 Last MY		
	- 1,000 mt -			- 1,000 mt -
Mexico	1,224	617	98	2,781
Japan	779	893	(13)	2,649
Philippines	1,039	935	11	2,441
Korea	411	667	(38)	1,257
Nigeria	618	288	115	1,254
Indonesia	307	131	134	1,076
Taiwan	365	281	30	1,066
China	0	0	n/a	944
Colombia	53	305	(83)	714
Thailand	315	382	(18)	618
Top 10 importers	**5,109**	**4,500**	14	**14,800**
Total US wheat export sales	**8,516**	**6,814**	**25**	**22,869**
% of Projected	33%	27%		
Change from prior week[2]	**660**	**386**		
Top 10 importers' share of U.S. wheat export sales	60%	66%		65%
USDA forecast, July 2019	**25,886**	**25,504**	**1**	

(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 07/25/19	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	193	162	119	7,667	7,140	107	78	75	13,315
Corn	0	110	0	6,744	13,404	50	26	37	20,024
Soybeans	426	141	303	5,801	5,659	103	171	267	7,719
Total	**619**	**412**	**150**	**20,213**	**26,203**	**77**	**61**	**78**	**41,058**
Mississippi Gulf									
Wheat	7	47	15	2,852	2,395	119	64	52	3,896
Corn	427	195	219	13,868	20,592	67	44	45	33,735
Soybeans	473	191	248	13,481	13,373	101	100	109	28,124
Total	**908**	**433**	**210**	**30,201**	**36,360**	**83**	**65**	**67**	**65,755**
Texas Gulf									
Wheat	171	199	86	4,413	2,051	215	452	160	3,198
Corn	11	0	n/a	404	456	89	52	49	730
Soybeans	2	0	n/a	2	67	2	n/a	n/a	69
Total	**184**	**199**	**93**	**4,819**	**2,574**	**187**	**315**	**142**	**3,997**
Interior									
Wheat	40	41	97	1,046	864	121	180	144	1,614
Corn	196	126	155	4,397	5,023	88	100	103	8,650
Soybeans	134	166	80	3,856	3,902	99	91	127	6,729
Total	**369**	**334**	**111**	**9,300**	**9,789**	**95**	**102**	**117**	**16,993**
Great Lakes									
Wheat	0	22	0	507	343	148	60	58	894
Corn	0	0	n/a	0	301	0	0	0	404
Soybeans	46	31	146	340	281	121	277	244	1,192
Total	**46**	**53**	**86**	**847**	**925**	**92**	**97**	**107**	**2,491**
Atlantic									
Wheat	0	0	n/a	32	67	48	0	0	69
Corn	0	0	n/a	92	67	136	n/a	n/a	138
Soybeans	4	60	7	785	1,277	61	97	174	2,047
Total	**4**	**60**	**7**	**908**	**1,411**	**64**	**100**	**174**	**2,253**
U.S. total from ports*									
Wheat	411	471	87	16,517	12,860	128	116	93	22,986
Corn	634	431	147	25,505	39,843	64	44	50	63,682
Soybeans	1,085	590	184	24,265	24,558	99	113	138	45,879
Total	**2,131**	**1,492**	**143**	**66,288**	**77,261**	**86**	**75**	**82**	**132,547**

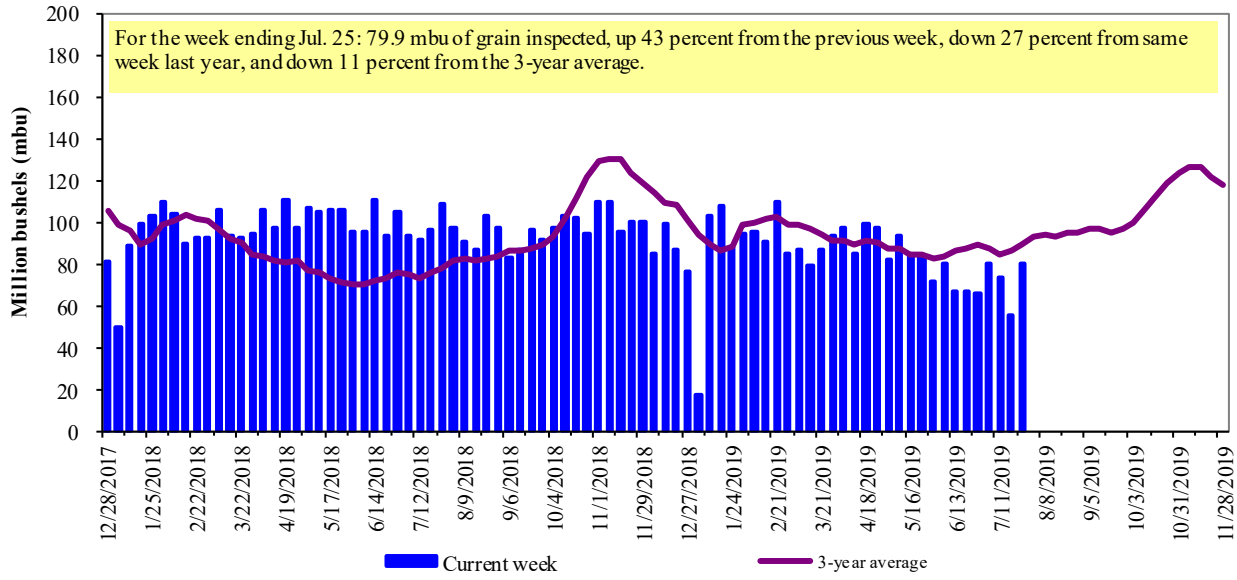
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

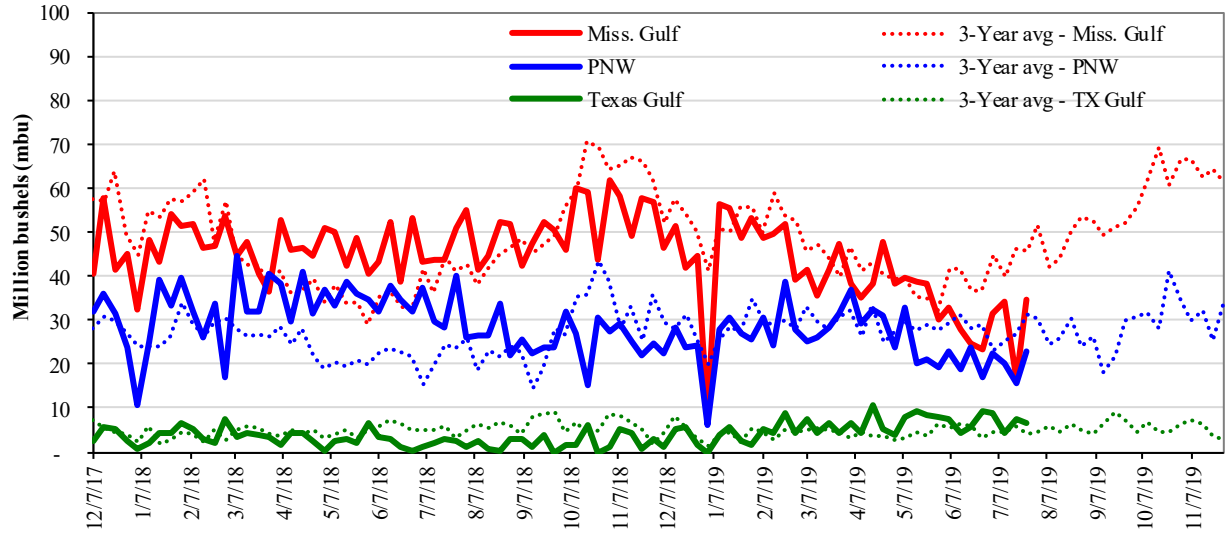
U.S. grain inspected for export (wheat, corn, and soybeans)



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 07/25/19 inspections (mbu):	
Mississippi Gulf:	34.5
PNW:	22.8
Texas Gulf:	6.8

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last Week:	up 110	down 7	up 74	up 47
Last Year (same week):	down 32	up 193	down 22	down 44
3-yr avg. (4-wk. mov. Avg):	down 22	up 41	down 16	down 14

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

Table 17

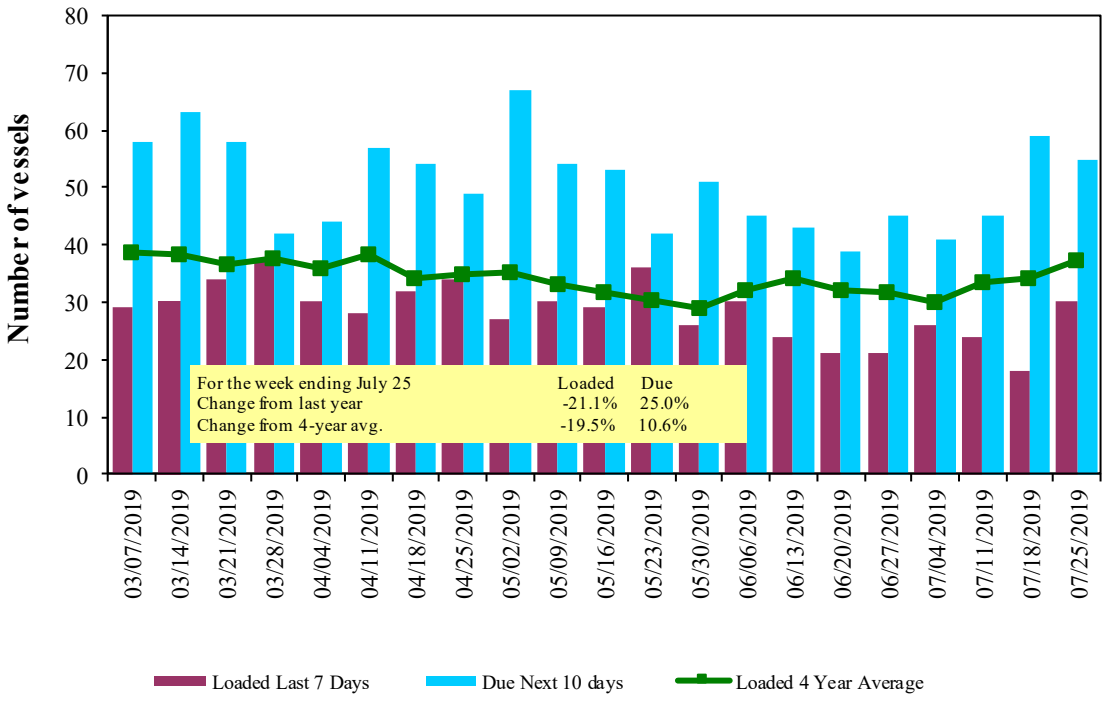
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
7/25/2019	47	30	55	17
7/18/2019	44	18	59	13
2018 range	(23..88)	(24..41)	(38..67)	(4..30)
2018 avg.	40	34	54	17

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

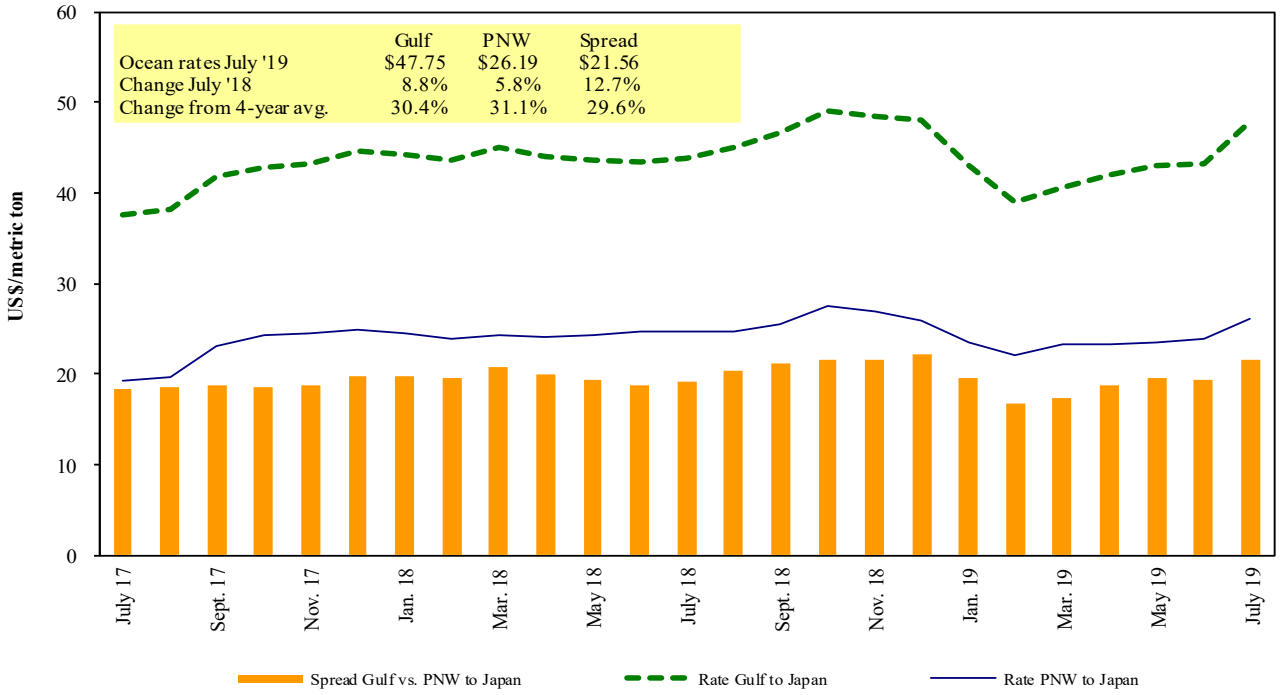
U.S. Gulf Vessel Loading Activity



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 07/27/2019

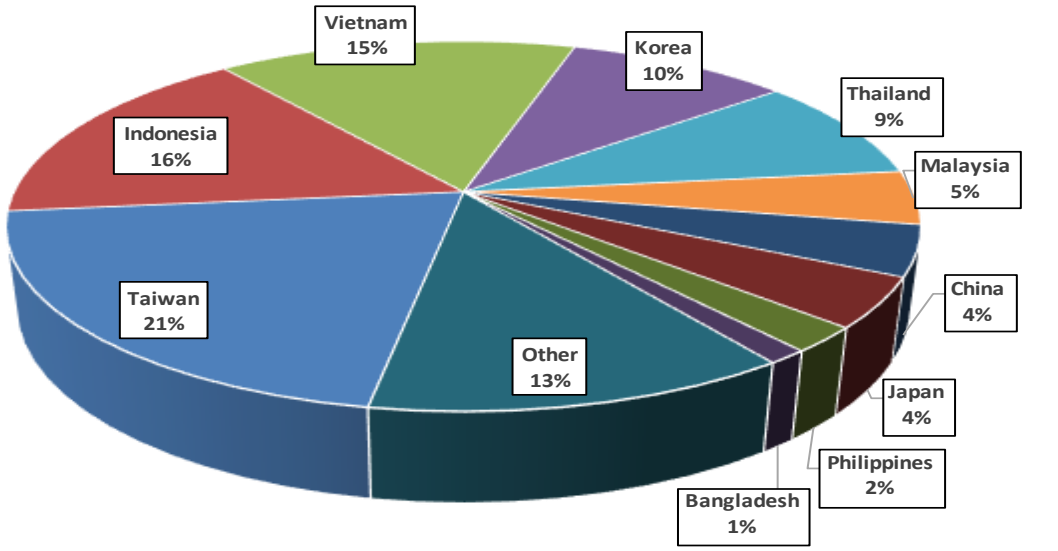
Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Jun 1/30	63,000	42.00
U.S. Gulf	China	Heavy Grain	Mar 15/Apr 15	63,000	40.00
U.S. Gulf	Djibouti	Wheat	Aug 19/29	20,000	85.66*
U.S. Gulf	Durban	Sorghum	Jul 19/29	11,000	145.22*
PNW	China	Heavy Grain	Mar 2/18	60,000	27.50
PNW	Yemen	Wheat	Jul 16/26	29,200	71.00*
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 3/11	63,000	27.50
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.

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.

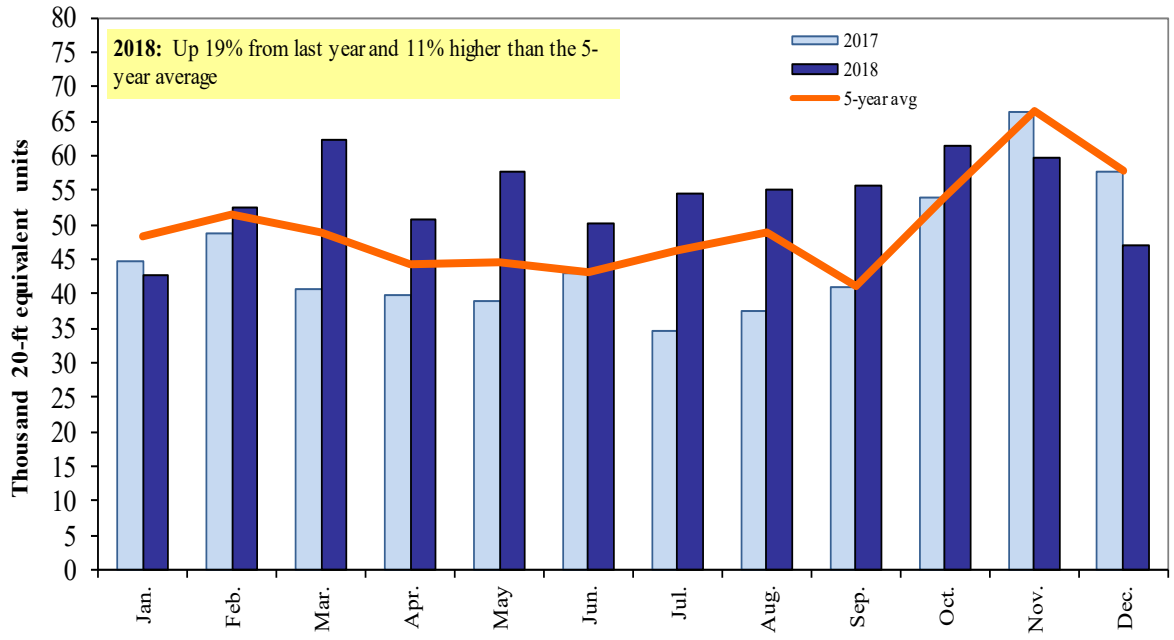
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, 2018



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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