



Grain Transportation Report

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

Contact Us

August 8, 2019

WEEKLY HIGHLIGHTS

Total Grain Inspections Down Slightly; Mississippi Gulf Continues Up

For the week ending August 1, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.12 million metric tons (mmt). This amount is down 4 percent from the previous week, down 18 percent from last year, and 15 percent below the 3-year average. Inspections were down from the previous week for each of the three major grains. Despite the decrease in overall inspections of grain, Mississippi Gulf grain inspections increased 21 percent from the previous week. The increase was primarily due to increased inspections of soybeans and wheat. Total grain inspections in the Mississippi Gulf were also the highest since late April. Pacific Northwest (PNW) grain inspections decreased 22 percent from week to week.

New Chicago Chassis Depot Expected to Bring Relief for Local Container Exporters

DNJ Intermodal (DNJ) announced the opening of a new chassis depot near the Canadian Pacific Railway's (CP) Bensenville Terminal near Chicago's O'Hare International Airport. Because CP's Bensenville terminal stores containers on the ground instead of on chassis, truckers must pick up a chassis before getting a container. The new depot offers chassis from three providers: (1) the Consolidated Chassis Management's (CCM's) cooperative Chicago and Ohio pool, (2) TRAC Intermodal-Hapag Lloyd, and (3) the North American Chassis Pool Cooperative. According to DNJ, "The move is a welcome relief for a market with chronic chassis shortages due to the huge volume of containers moving through the city." Most U.S. containerized grain exports originate in the Chicago region.

Railroads Move Record Volumes of Canadian Grain

Canadian National Railway (CN) and Canadian Pacific Railway (CP) recently announced they hauled record amounts of Canadian grain and grain products in the 2018/19 crop year, which ended July 31. **CN stated** it shipped more than 27 million metric tons (mmt) of Canadian grain, a 4 percent increase from last year. In 2018/19, **CP** shipped almost 27 mmt of Canadian grain and grain products, 3 percent higher than the prior year. According to the Surface Transportation Board's rail performance data, CP and CN also originated about 4 percent fewer grain carloads in the U.S. during the August 2018 through July 2019 timeframe. Grain carloads are also down for U.S. railroads. Year-to-date, U.S. Class I railroads have originated 5 percent fewer grain carloads compared to last year.

Snapshots by Sector

Export Sales

For the week ending July 25, **unshipped balances** of wheat, corn, and soybeans totaled 16.8 mmt. This indicates a 10 percent decrease in outstanding sales, compared to the same time last year. Net **corn export sales** reached .143 mmt, up 18 percent from the previous week. Net **soybean export sales** were .143 mmt, up notably from negative sales during the past week. Net weekly **wheat export sales** reached .383 mmt, down 42 percent from the previous week.

Rail

U.S. Class I railroads originated 22,342 **grain carloads**, for the week ending July 27. This is a 2 percent decrease from the previous week, 8 percent less than last year, and 4 percent lower than the 3-year average.

Average August shuttle **secondary railcar** bids/offers (per car) were \$204 below tariff for the week ending August 1. This is \$26 less than last week and \$33 lower than last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending August 3, **barge grain movements** totaled 677,434 tons. This is a 14 percent decrease from the previous week and 16 percent less than the same period last year.

For the week ending August 3, 442 grain barges **moved down river**. This is 54 fewer barges than the previous week. There were 660 grain barges **unloaded in New Orleans**, 12 percent more than the previous week.

Ocean

For the week ending August 1, 34 **ocean-going grain vessels** were loaded in the Gulf. This is 17 percent more than the same period last year. Fifty-one vessels are expected to be loaded within the next 10 days. This is 11 percent more than the same period last year.

As of August 1, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$49.50. This is 2 percent less than the previous week. The rate from the PNW to Japan was \$27.50 per mt, 2 percent more than the previous week.

Fuel

For the week ending August 5, the U.S. average **diesel fuel price** decreased 0.2 cents from the previous week, to \$3.032 per gallon. This price is 19.1 cents less than the same week last year.

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Datasets

Specialists

Subscription
Information

The next
release is
August 15, 2019

Feature Article/Calendar

Wheat Transportation Costs Above First Quarter, but Mostly Below Last Year

During the second quarter of 2019, transportation costs for shipping U.S. wheat from Kansas and North Dakota to Japan, through the Pacific Northwest (PNW) and U.S. Gulf, increased from the previous quarter. Year-to-year transportation costs, however, were mostly down for shipping wheat to the PNW and the U.S. Gulf. Quarter-to-quarter landed costs (farm value plus transportation costs) for shipping wheat to Japan also decreased from Kansas and North Dakota. Year-to-year total landed costs for shipping wheat decreased for Kansas and North Dakota as well (*see Tables 1 and 2*).

Quarter-to-quarter transportation costs, for shipping wheat through the PNW, increased 4 percent from Kansas and 3 percent from North Dakota. Quarter-to-quarter transportation costs for shipping wheat from Kansas and North Dakota through the U.S. Gulf increased 5 and 4 percent, respectively. Year-to-year transportation costs for shipping wheat through the PNW were down 1 percent from Kansas, but were unchanged from North Dakota. Year-to-year transportation costs to the U.S Gulf decreased 1 percent from each state. Quarter-to-quarter total landed costs for shipping wheat from Kansas and North Dakota, through the PNW and the U.S. Gulf, decreased mainly because of farm values. Year-to-year landed costs for shipping wheat from Kansas, through the PNW and U.S. Gulf, decreased due to lower transportation costs and farm values. Total year-to-year landed costs for shipping wheat from North Dakota through each region decreased primarily due to lower farm values.

Table 1: Quarterly rate comparisons for shipping Kansas & North Dakota wheat to Japan through the PNW

Mode	Kansas					North Dakota				
	2018	2019	2019	Year-to-Year	Quarterly	2018	2019	2019	Year-to-Year	Quarterly
	2nd qtr	1st qtr	2nd qtr	change	change	2nd qtr	1st qtr	2nd qtr	change	change
			\$/metric ton	%	%			\$/metric ton	%	%
Truck	12.06	8.78	10.98	-8.96	25.06	12.06	8.78	10.98	-8.96	25.06
Rail ¹	60.73	62.10	62.16	2.35	0.10	55.72	58.46	57.96	4.02	-0.86
Ocean vessel	24.37	22.98	23.56	-3.32	2.52	24.37	22.98	23.56	-3.32	2.52
Transportation Costs	97.16	93.86	96.70	-0.47	3.03	92.15	90.22	92.50	0.38	2.53
Farm Value ²	175.02	181.39	167.67	-4.20	-7.56	205.40	187.39	175.63	-14.49	-6.28
Total Landed Cost	272.18	275.25	264.37	-2.87	-3.95	297.55	277.61	268.13	-9.89	-3.41
Transport % of landed cost	35.70	34.10	36.58			30.97	32.50	34.50		

Table 2: Quarterly rate comparisons for shipping Kansas & North Dakota wheat to Japan through the Gulf

Mode	Kansas					North Dakota				
	2018	2019	2019	Year-to-Year	Quarterly	2018	2019	2019	Year-to-Year	Quarterly
	2nd qtr	1st qtr	2nd qtr	change	change	2nd qtr	1st qtr	2nd qtr	change	change
			\$/metric ton	%	%			\$/metric ton	%	%
Truck	12.06	8.78	10.98	-8.96	25.06	12.06	8.78	10.98	-8.96	25.06
Rail ¹	41.83	42.66	42.88	2.51	0.52	58.90	60.14	60.14	2.11	0.00
Ocean vessel	43.68	40.86	42.78	-2.06	4.70	43.68	40.86	42.78	-2.06	4.70
Transportation Costs	97.57	92.30	96.64	-0.95	4.70	114.64	109.78	113.90	-0.65	3.75
Farm Value ²	175.02	181.39	167.67	-4.20	-7.56	205.40	187.39	175.63	-14.49	-6.28
Total Landed Cost	272.59	273.69	264.31	-3.04	-3.43	320.04	297.17	289.53	-9.53	-2.57
Transport % of landed cost	35.79	33.72	36.56			35.82	36.94	39.34		

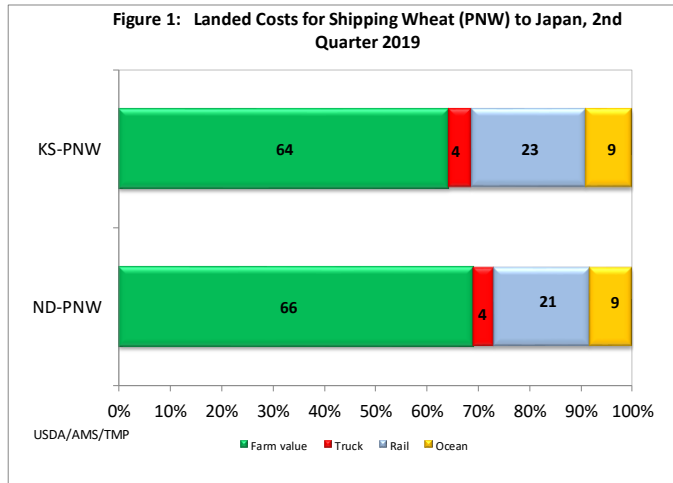
Source: USDA/AMS/TMP

¹Rail tariff rates include fuel surcharges and revisions for heavy axle railcars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car

²Source: USDA/NASS, wheat prices for North Dakota (mainly HRS) and Kansas (mainly HRW)

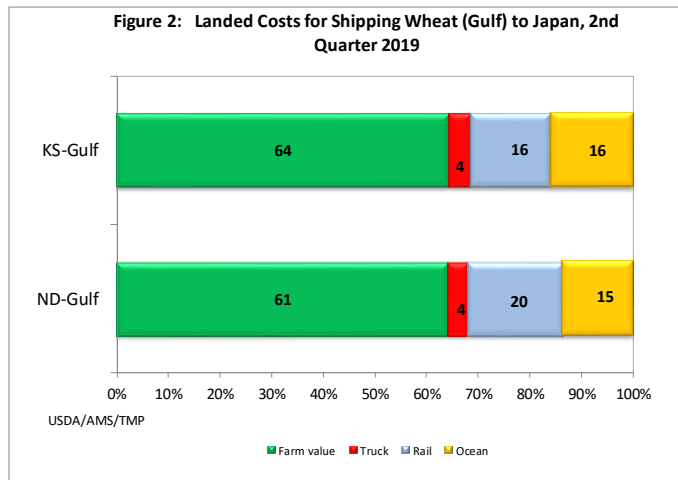
PNW Cost Analysis: During the second quarter, the total landed costs for shipping wheat from each state through the PNW to Japan, ranged from \$264 per metric ton (mt) to \$268 (*see table 1*). Year-to-year landed costs to ship wheat from the PNW decreased 3 percent from Kansas and 10 percent from North Dakota. The decreases were caused primarily by lower farm values. Rail's share of total landed costs to the PNW, from Kansas and North Dakota, increased from last year. Second quarter farm values were 64 percent of the landed cost for shipping from Kansas and 66 percent from North Dakota. These costs were equal to last year's for Kansas, but above last year's for North Dakota (*Table 1*). PNW ocean rates increased 3 percent from quarter-to-quarter due to firm coal and iron ore trade (July 25, 2019 [Grain Transportation Report \(GTR\)](#)), but decreased 3 percent from year to year. Quarter-to-quarter rail rates for shipping wheat from

Kansas to the PNW were unchanged. North Dakota rail rates, however, were up 1 percent. Year-to-year rail rates, to ship wheat to the PNW, increased over 2 percent from Kansas and 4 percent from North Dakota. Trucking rates for wheat jumped 25 percent from quarter to quarter, as demand for U.S. wheat increased. Year-to-year trucking rates decreased 9 percent. Transportation costs in the PNW in the second quarter represented 35 to 37 percent of the total landed costs (see table 1).



U.S. Gulf Cost Analysis: Quarter-to-quarter total landed costs for shipping wheat through the U.S. Gulf from Kansas and North Dakota decreased 3 percent. From year to year, landed costs for shipping wheat to Japan from the U.S. Gulf decreased 3 percent from Kansas and 10 percent from North Dakota (see table 2). The total landed costs to ship from each state, through the U.S. Gulf, ranged from \$264/mt to \$290/mt. Second quarter farm values represented 64 percent of the U.S. Gulf's landed costs from Kansas and 61 percent from North Dakota. This is unchanged from last year for Kansas and a decrease for North Dakota (see Figure 2 & Table 2).

Bulk ocean rates for shipping wheat, to Japan from the U.S. Gulf, increased 5 percent from quarter to quarter, but decreased 2 percent from year to year. Rail rates for shipping wheat to the U.S. Gulf increased 1 percent from Kansas, from quarter to quarter, but were unchanged from North Dakota. Year-to-year rail rates for shipping wheat to the U.S. Gulf from Kansas and North Dakota increased 3 percent and 2 percent, respectively. During the second quarter, Kansas and North Dakota transportation costs to the U.S. Gulf represented 37 and 39 percent, respectively, of the total landed costs. Both totals are below the previous quarter and last year (see table 2).



PNW vs. U.S. Gulf Cost

Comparison: Quarter-to-quarter transportation costs for shipping wheat to Japan were down from each state. Total landed costs were down as well for each state, during this period. Year-to-year transportation costs were mostly down for each state (tables 1 and 2). From year to year, total landed costs for shipping wheat decreased for each state due mainly to lower trucking rates and ocean rates (see tables 1, 2).

According to USDA's Federal Grain Inspection Service, wheat inspected for export to Japan, during the second quarter, totaled .585 million metric tons (mmt). This represents a decrease of 17 percent from last year and is 10 percent below the first quarter of 2019. Totalling 7.8 mmt, second-quarter wheat exports to Japan accounted for 7 percent of the total wheat exports for the quarter, a 45 percent increase from last year (July 18, 2019 *GTR*). Due primarily to decreasing export competition abroad, total U.S. wheat exports were notably up during the second quarter. U.S. wheat exports for 2019/20 are expected to increase 2 percent, according to the USDA's *World Agricultural Supply and Demand Estimates* July report.

Johnny.Hill@usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

For the week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
08/07/19	203	279	212	299	221	195
07/31/19	204	279	213	287	226	199

¹Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); 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)

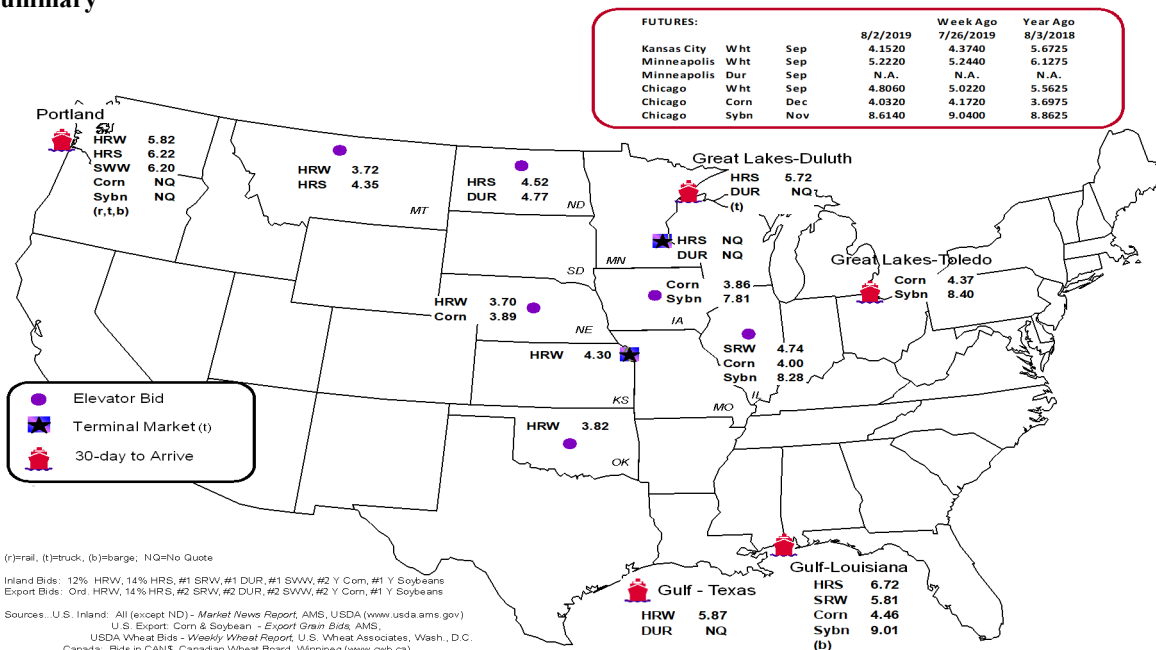
Commodity	Origin--Destination	8/2/2019	7/26/2019
Corn	IL--Gulf	-0.46	-0.58
Corn	NE--Gulf	-0.57	-0.70
Soybean	IA--Gulf	-1.20	-1.42
HRW	KS--Gulf	-1.57	-1.62
HRS	ND--Portland	-1.70	-1.66

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		Pacific	Atlantic &	Total	Week ending	Cross-Border
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico ³
7/31/2019 ^p	691	849	4,354	494	6,388	7/27/2019	2,635
7/24/2019 ^r	830	969	3,566	468	5,833	7/20/2019	3,370
2019 YTD ^r	30,204	36,057	158,851	11,374	236,486	2019 YTD	72,001
2018 YTD ^r	11,877	34,016	206,284	13,395	265,572	2018 YTD	70,585
2019 YTD as % of 2018 YTD	254	106	77	85	89	% change YTD	102
Last 4 weeks as % of 2018 ²	407	179	62	115	84	Last 4wks % 2018	100
Last 4 weeks as % of 4-year avg ²	285	122	85	170	105	Last 4wks % 4 yr	121
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.

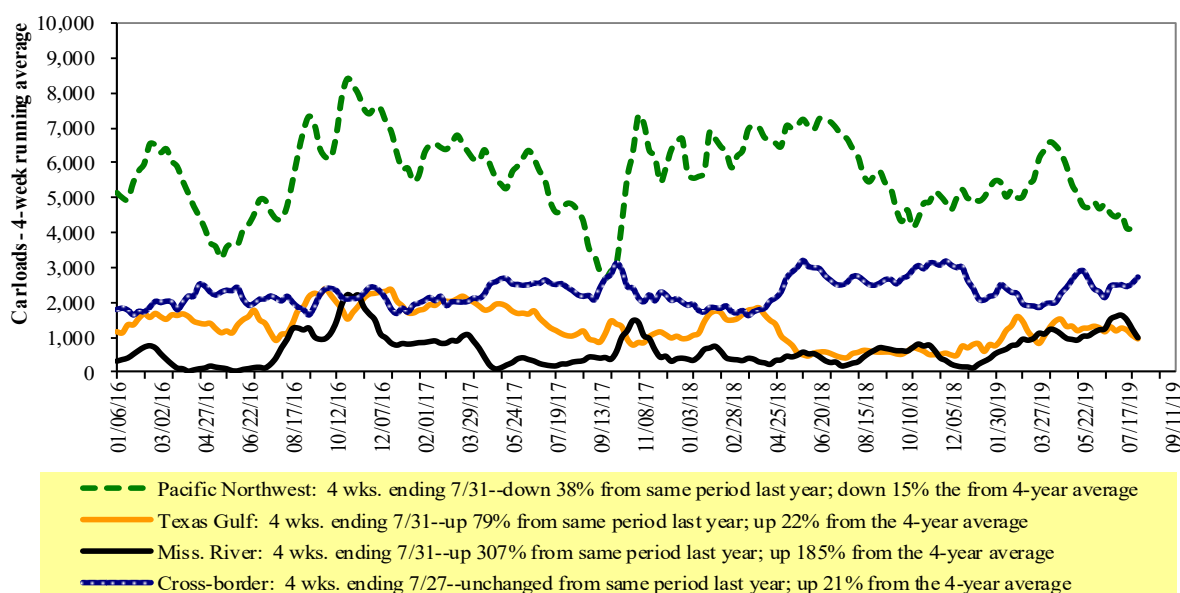
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

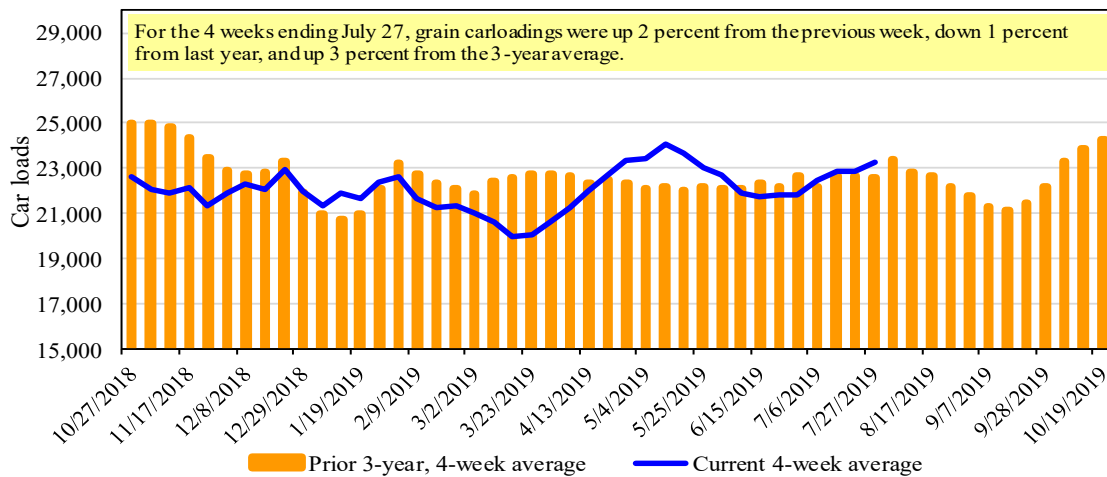
For the week ending: 7/27/2019	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,573	2,370	11,921	1,259	5,219	22,342	4,103	4,636
This week last year	2,000	2,974	12,801	867	5,512	24,154	3,563	4,816
2019 YTD	56,486	85,523	332,789	33,834	155,429	664,061	129,683	131,025
2018 YTD	58,314	76,660	375,081	29,039	157,040	696,134	112,096	138,812
2019 YTD as % of 2018 YTD	97	112	89	117	99	95	116	94
Last 4 weeks as % of 2018*	82	104	93	132	111	99	103	98
Last 4 weeks as % of 3-yr avg.**	104	102	99	143	105	103	104	98
Total 2018	98,978	133,190	635,458	48,638	267,713	1,183,977	211,806	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 Offerings¹ (\$/car)²

For the week ending: 8/1/2019		Delivery period							
		Aug-19	Aug-18	Sep-19	Sep-18	Oct-19	Oct-18	Nov-19	Nov-18
BNSF ³	COT grain units	0	no offer	no bid	no offer	no bid	no offer	no bid	no offer
	COT grain single-car ⁵	0	no offer	0	no offer	26	no offer	31	no offer
UP ⁴	GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a
	GCAS/Region 2	no offer	no offer	no bid	no offer	no offer	no offer	n/a	n/a

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

²Average premium/discount to tariff, last auction

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

⁴UP - GCAS = Grain Car Allocation System

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

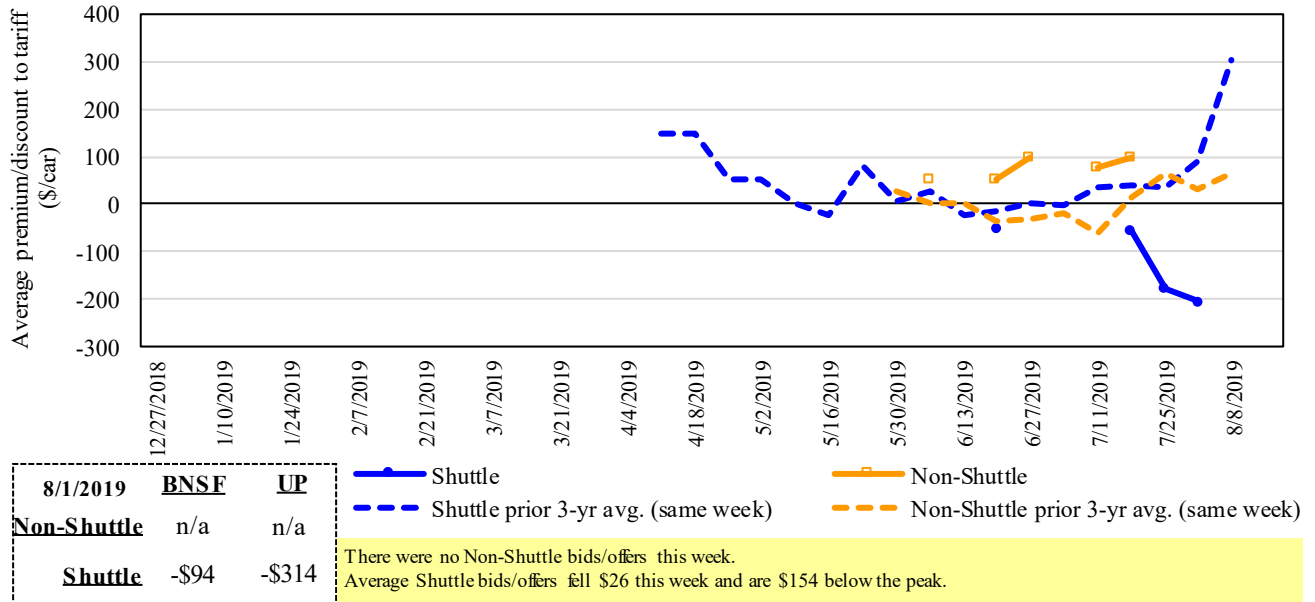
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Program/AMS/USDA.

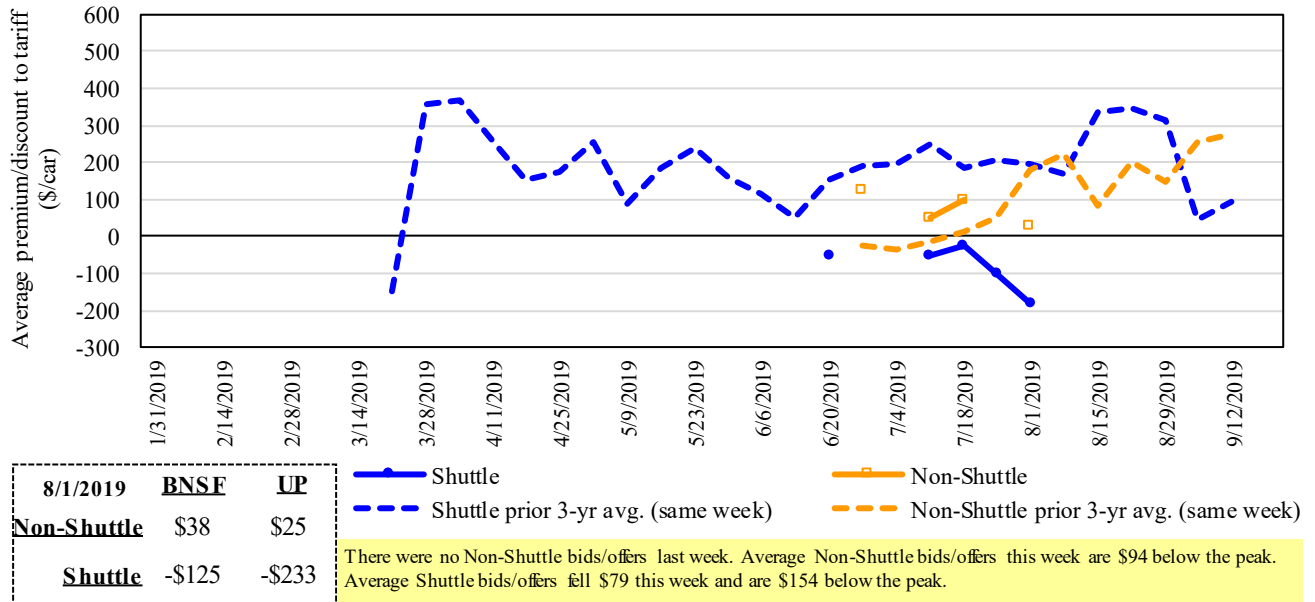
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



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

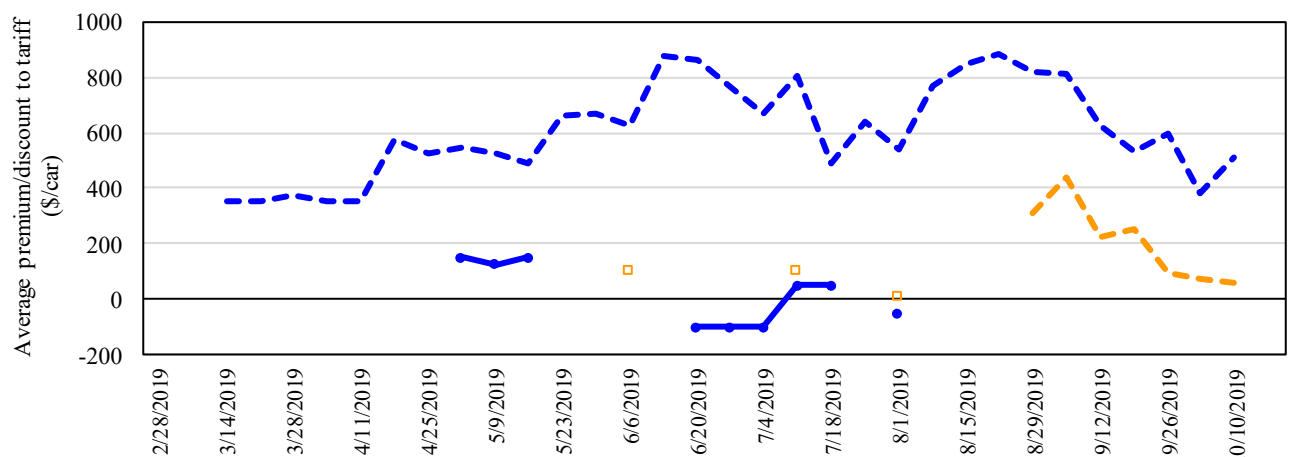
Figure 5
Bids/Offers for Railcars to be Delivered in September 2019, Secondary Market



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



8/1/2019	BNSF	UP
Non-Shuttle	\$0	\$25
Shuttle	-\$50	n/a

—●— Shuttle
—□— Non-Shuttle
- - - Shuttle prior 3-yr avg. (same week)
- - - Non-Shuttle prior 3-yr avg. (same week)

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are \$88 below the peak. There were no Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are \$200 below the peak.

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:		Delivery period					
		Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20
8/1/2019							
Non-shuttle	BNSF-GF	n/a	38	0	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	(363)	n/a	n/a	n/a	n/a
Non-shuttle	UP-Pool	n/a	25	25	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	(94)	(125)	(50)	n/a	n/a	n/a
	Change from last week	87	n/a	n/a	n/a	n/a	n/a
	Change from same week 2018	(19)	(142)	(350)	n/a	n/a	n/a
	UP-Pool	(314)	(233)	n/a	n/a	n/a	n/a
	Change from last week	(139)	(133)	n/a	n/a	n/a	n/a
Change from same week 2018	(47)	(108)	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 Shipments¹

August, 2019	Origin region ³	Destination region ³	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y ⁴	
					metric ton	bushel ²		
Unit train								
Wheat	Wichita, KS	St. Louis, MO	\$3,983	\$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
	Soybeans	Des Moines, IA	Los Angeles, CA	\$5,520	\$365	\$58.44	\$1.48	2
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		

¹A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

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

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

⁴Percentage change year over year 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			Fuel				Percent change ⁴
Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel surcharge per car ²	Tariff plus surcharge per:		
					metric ton ³	bushel ³	
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

¹Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.

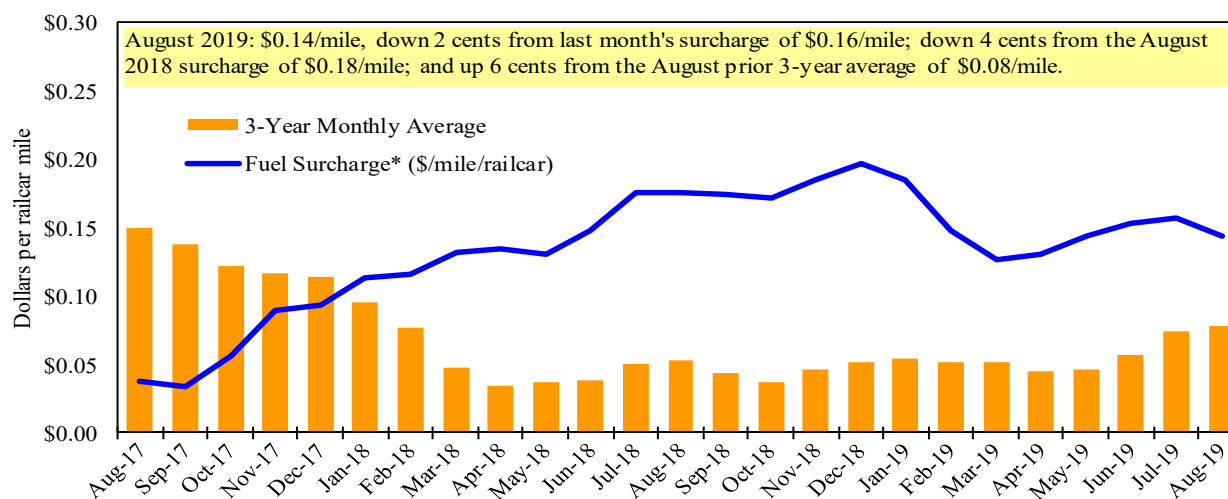
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

⁴Percentage change calculated using tariff rate plus fuel surcharge

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average¹

¹ Weighted by each Class I railroad's proportion of grain traffic for the prior year.

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

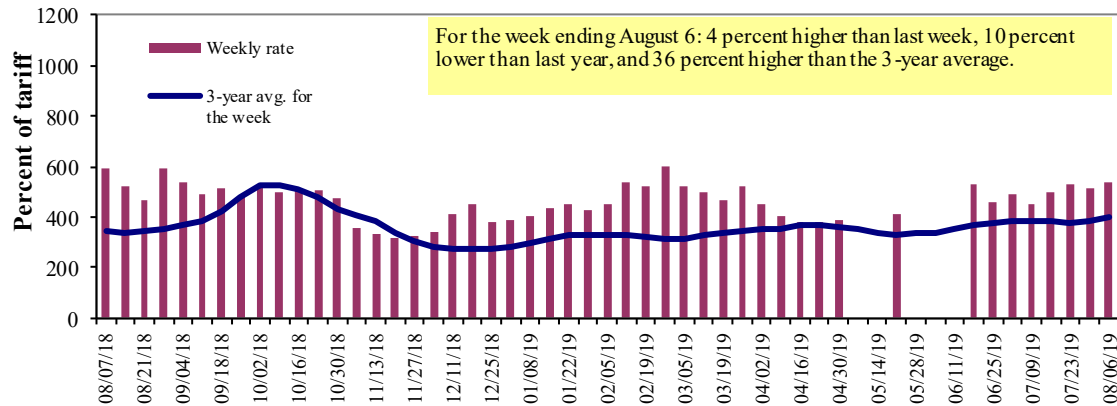
**CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kesi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average of the 3-year average.

Source: 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
Rate¹	8/6/2019	543	601	538	470	293	293	397
	7/30/2019	507	610	516	469	278	278	400
\$/ton	8/6/2019	33.61	31.97	24.96	18.75	13.74	11.84	12.47
	7/30/2019	31.38	32.45	23.94	18.71	13.04	11.23	12.56
Current week % change from the same week:								
	Last year	-16	1	-10	18	-34	-34	13
	3-year avg. ²	17	47	36	65	-9	-9	60
Rate¹	September	433	427	423	380	356	356	365
	Oct/Nov	440	418	396	304	339	339	281

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

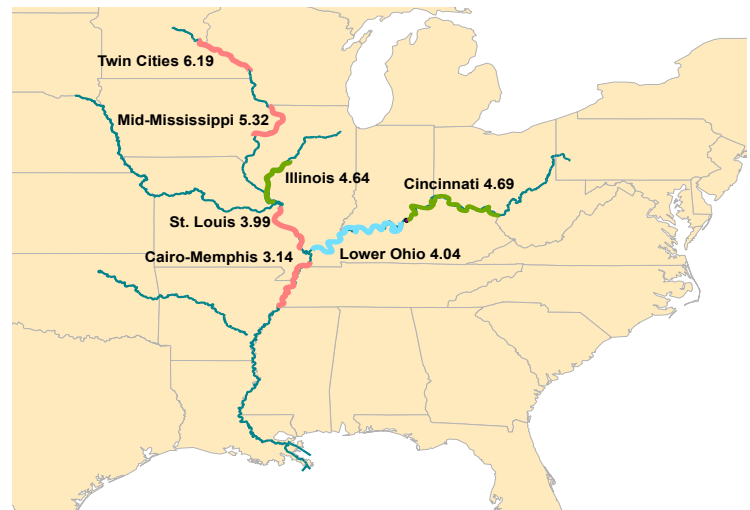
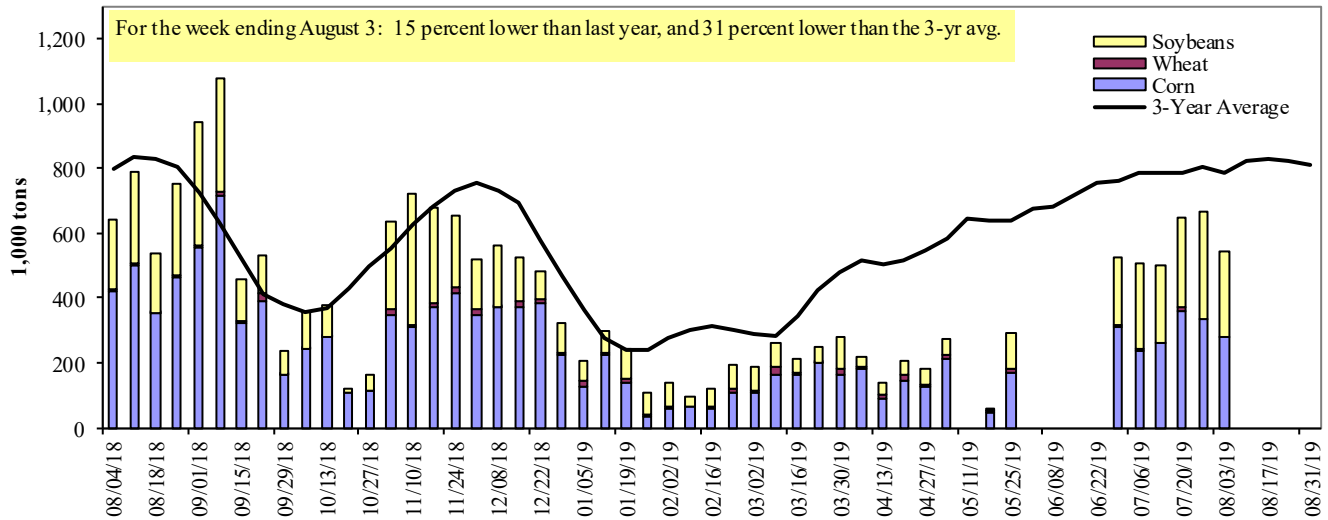


Figure 10

Barge Movements on the Mississippi River¹ (Locks 27 - Granite City, IL)



¹ The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

For the week ending 08/03/2019	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	209	10	204	2	424
Winfield, MO (L25)	204	6	199	3	412
Alton, IL (L26)	279	0	248	22	549
Granite City, IL (L27)	281	0	264	22	568
Illinois River (LAGRANGE)	38	0	27	16	81
Ohio River (OLMSTED)	15	23	64	0	102
Arkansas River (L1)	0	1	6	0	7
Weekly total - 2019	296	25	334	22	677
Weekly total - 2018	480	40	276	13	810
2019 YTD ¹	7,649	1,090	6,354	100	15,193
2018 YTD ¹	14,419	1,087	7,072	79	22,657
2019 as % of 2018 YTD	53	100	90	126	67
Last 4 weeks as % of 2018 ²	75	56	130	202	94
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.

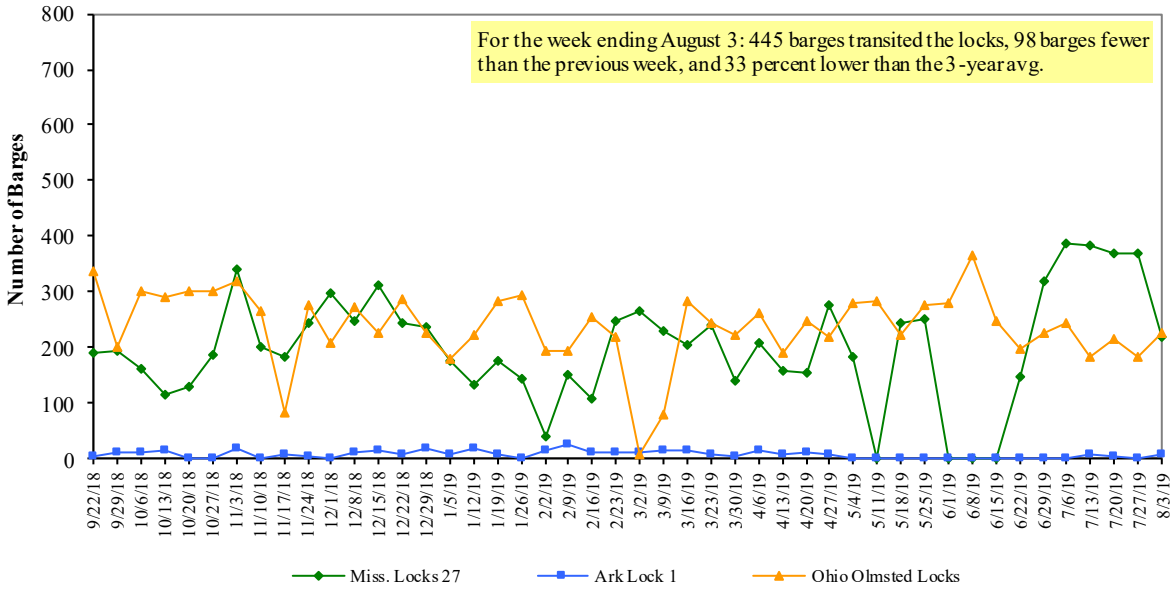
² As a percent of same period in 2018.

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.

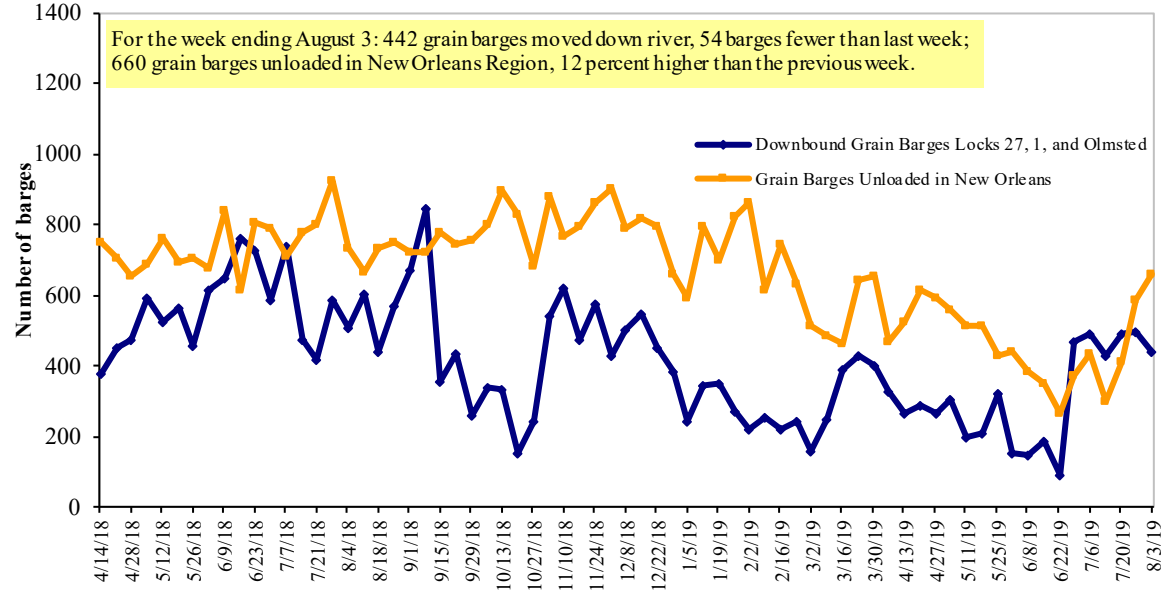
Source: U.S. Army Corps of Engineers

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 8/5/2019 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.055	-0.004	-0.167
	New England	3.107	0.001	-0.164
	Central Atlantic	3.233	-0.013	-0.160
	Lower Atlantic	2.923	-0.001	-0.170
II	Midwest	2.942	0.002	-0.209
III	Gulf Coast	2.787	-0.006	-0.208
IV	Rocky Mountain	2.965	-0.002	-0.396
	West Coast	3.605	-0.001	-0.112
V	West Coast less California	3.182	-0.004	-0.250
	California	3.940	0.000	-0.003
Total	U.S.	3.032	-0.002	-0.191

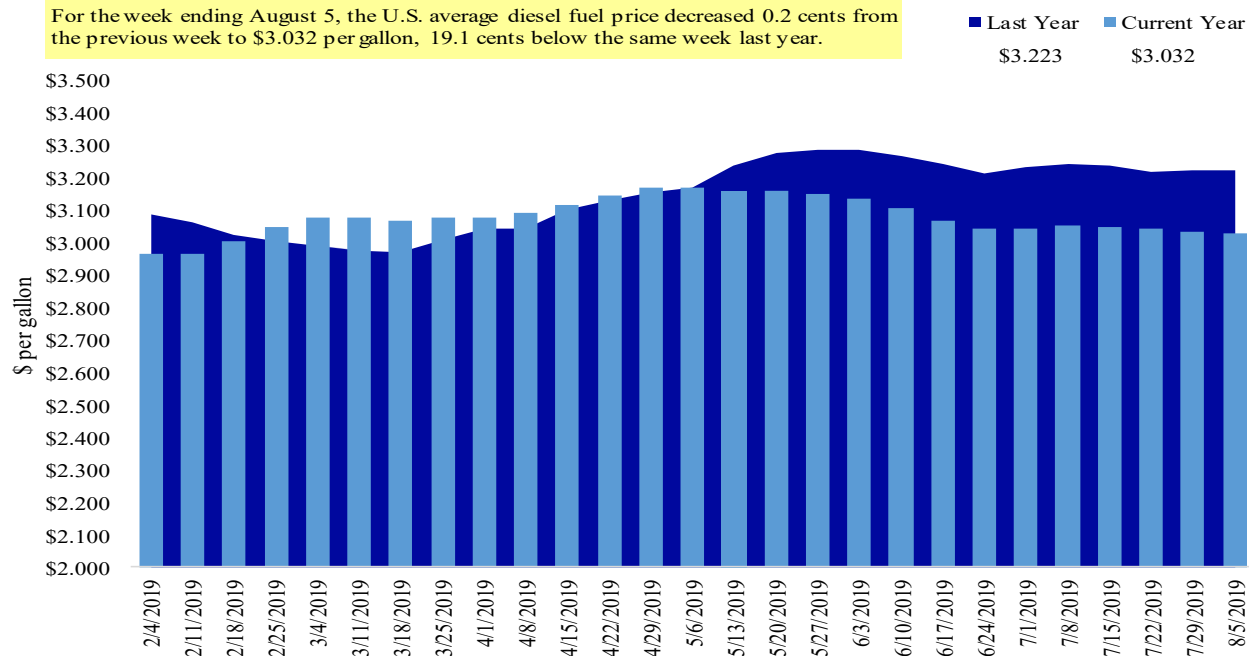
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average

For the week ending August 5, the U.S. average diesel fuel price decreased 0.2 cents from the previous week to \$3.032 per gallon, 19.1 cents below the same week last year.



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

Grain Exports

Table 12

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

For the week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances¹									
7/25/2019	1,532	854	1,393	999	304	5,082	3,895	7,785	16,761
This week year ago	984	490	1,390	1,199	136	4,200	8,605	5,764	18,568
Cumulative exports-marketing year²									
2018/19 YTD	2,025	321	843	569	59	3,817	45,991	40,940	90,748
2017/18 YTD	793	417	918	841	28	2,997	50,762	52,370	106,129
YTD 2018/19 as % of 2017/18	255	77	92	68	214	127	91	78	86
Last 4 wks as % of same period 2017/18	164	169	96	83	171	119	54	155	100
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 Importers¹ of U.S. Corn

For the week ending 7/25/2019	Total Commitments ²			% change current MY from last MY	Exports ³ 3-year avg 2015-2017
	2019/20	2018/19	2017/18		
	Next MY	Current MY	Last MY		
- 1,000 mt -					
Mexico	2,090	15,469	15,010	3	13,691
Japan	536	12,670	11,407	11	11,247
Korea	0	3,697	5,700	(35)	4,754
Colombia	19	4,653	4,605	1	4,678
Peru	0	1,992	3,133	(36)	2,975
Top 5 Importers	2,645	38,480	39,855	(3)	37,344
Total US corn export sales	3,976	49,885	59,367	(16)	53,184
% of Projected	7%	93%	96%		
Change from prior week ²	230	143	292		
Top 5 importers' share of U.S. corn export sales	67%	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.

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

²Cumulative 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.

³FAS Marketing Year Ranking Reports - <http://apps.fas.usda.gov/export-sales/myrkaug.htm>; 3-yr average

Table 14

Top 5 Importers¹ of U.S. Soybeans

For the week ending 7/25/2019	Total Commitments ²			% change current MY from last MY	Exports ³ 3-yr avg. 2015-2017
	2019/20	2018/19	2017/18		
	Next MY	Current MY	Last MY		
		- 1,000 mt -			- 1,000 mt -
China	194	14,360	28,000	(49)	31,228
Mexico	714	4,932	4,451	11	3,716
Indonesia	25	2,355	2,560	(8)	2,250
Japan	57	2,569	2,319	11	2,145
Netherlands	0	1,996	2,185	(9)	2,209
Top 5 importers	990	26,211	39,514	(34)	41,549
Total US soybean export sales	3,333	48,725	58,133	(16)	55,113
% of Projected	7%	105%	100%		
Change from prior week ²	306	143	94		
Top 5 importers' share of U.S. soybean export sales	30%	54%	68%		75%
USDA forecast, July 2019	51,090	46,322	58,147	80	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports for 2017/18 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esquery/. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

For the week ending 7/25/2019	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg 2015-2017
	2019/20	2018/19		
	Current MY	Last MY		
		- 1,000 mt -		- 1,000 mt -
Mexico	1,259	648	94	2,781
Japan	830	883	(6)	2,649
Philippines	1,110	1,040	7	2,441
Korea	411	667	(38)	1,257
Nigeria	622	288	116	1,254
Indonesia	312	201	55	1,076
Taiwan	396	386	3	1,066
China	0	0	n/a	944
Colombia	53	328	(84)	714
Thailand	315	380	(17)	618
Top 10 importers	5,308	4,820	10	14,800
Total US wheat export sales	8,899	7,197	24	22,869
% of Projected	34%	28%		
Change from prior week ²	383	382		
Top 10 importers' share of U.S. wheat export sales	60%	67%		65%
USDA forecast, July 2019	25,886	25,504	1	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports for 2017/18 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esquery/. Total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales³FAS 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 08/01/19	Previous Week*	Current Week as % of Previous	2019 YTD*	2018 YTD*	2019 YTD as % of 2018 YTD	Last 4-weeks as % of:		2018 Total*
							Last Year	Prior 3-yr. avg.	
Pacific Northwest									
Wheat	158	195	81	7,826	7,348	107	63	54	13,315
Corn	114	0	n/a	6,858	13,808	50	20	25	20,024
Soybeans	213	426	50	6,014	5,727	105	256	298	7,719
Total	484	621	78	20,698	26,883	77	63	69	41,058
Mississippi Gulf									
Wheat	134	30	453	3,009	2,470	122	87	86	3,896
Corn	360	427	84	14,228	21,258	67	48	50	33,735
Soybeans	640	478	134	14,125	14,085	100	90	97	28,124
Total	1,134	935	121	31,362	37,813	83	67	71	65,755
Texas Gulf									
Wheat	86	171	50	4,499	2,086	216	304	139	3,198
Corn	23	11	204	427	456	94	68	32	730
Soybeans	0	2	0	2	67	2	n/a	n/a	69
Total	109	184	59	4,928	2,609	189	255	118	3,997
Interior									
Wheat	37	40	92	1,084	878	123	163	131	1,614
Corn	124	217	57	4,543	5,198	87	92	105	8,650
Soybeans	147	161	92	4,031	4,002	101	97	132	6,729
Total	308	419	74	9,658	10,078	96	100	118	16,993
Great Lakes									
Wheat	1	0	n/a	508	356	143	33	35	894
Corn	0	0	n/a	0	320	0	0	0	404
Soybeans	23	46	51	363	281	129	224	163	1,192
Total	24	46	52	871	958	91	66	73	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	60	4	n/a	845	1,337	63	97	175	2,047
Total	60	4	n/a	968	1,471	66	95	165	2,253
U.S. total from ports*									
Wheat	416	436	95	16,958	13,204	128	99	79	22,986
Corn	620	656	95	26,147	41,108	64	44	49	63,682
Soybeans	1,083	1,117	97	25,380	25,498	100	116	132	45,879
Total	2,119	2,208	96	68,485	79,811	86	75	79	132,547

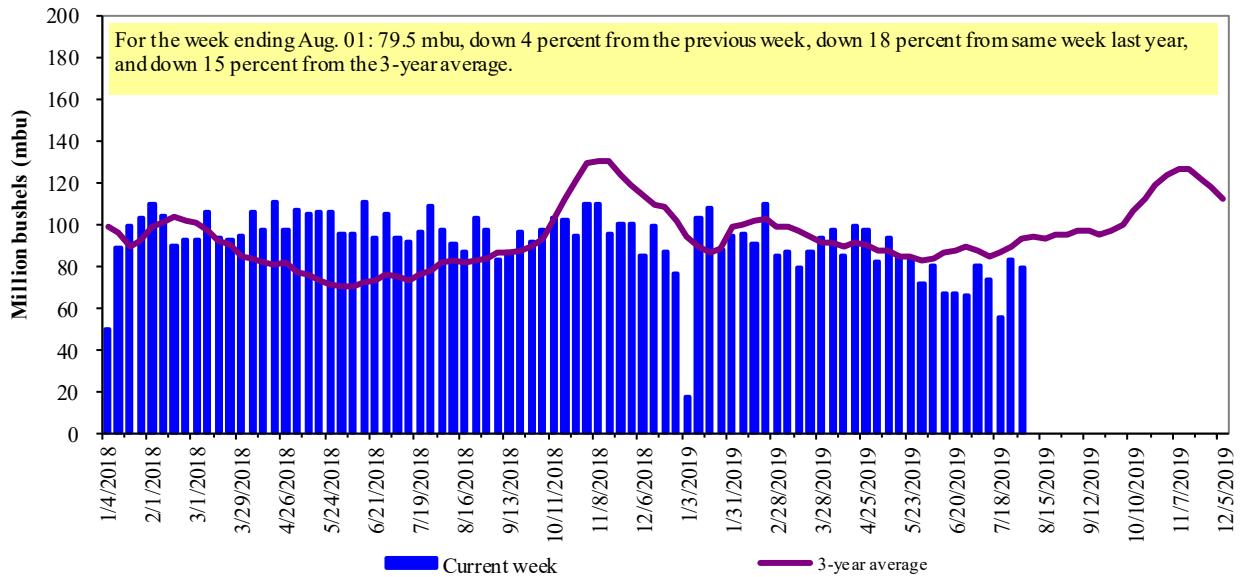
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

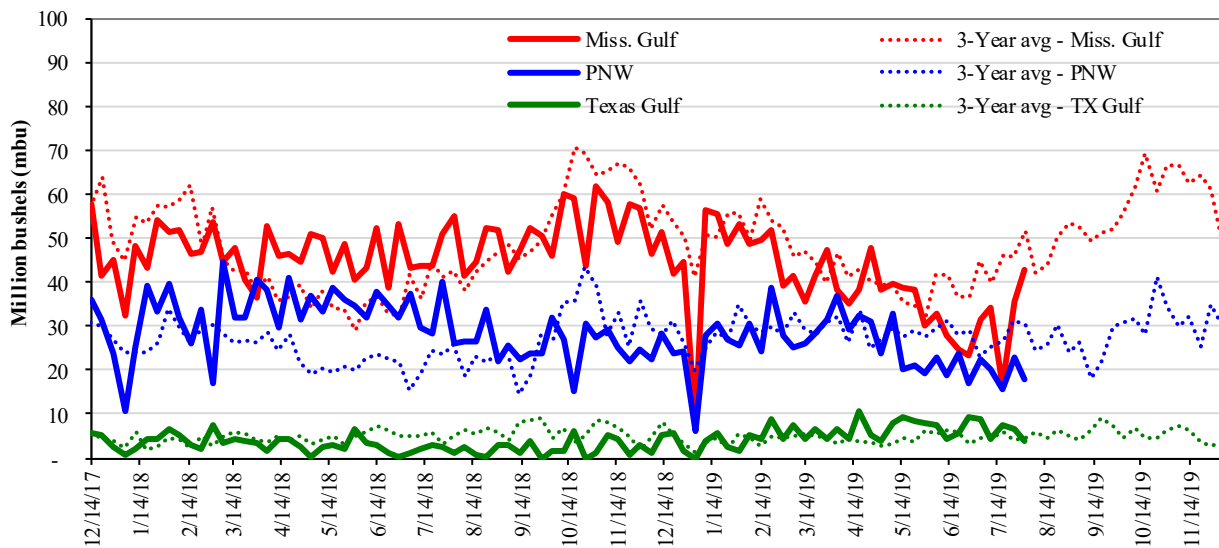
U.S. grain inspected for export (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)
 Note: 3-year average consists of 4-week running average

Figure 15

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



<u>Week ending 08/01/19 inspections (mbu):</u>	<u>Percent change from:</u>	<u>MS Gulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Mississippi Gulf:	Last Week:	up 20	down 40	up 10	down 21
PNW:	Last Year (same week):	down 23	up 218	down 17	down 31
Texas Gulf:	3-yr avg. (4-wk. mov. Avg):	down 7	down 15	down 8	down 36

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Ocean Transportation

Table 17

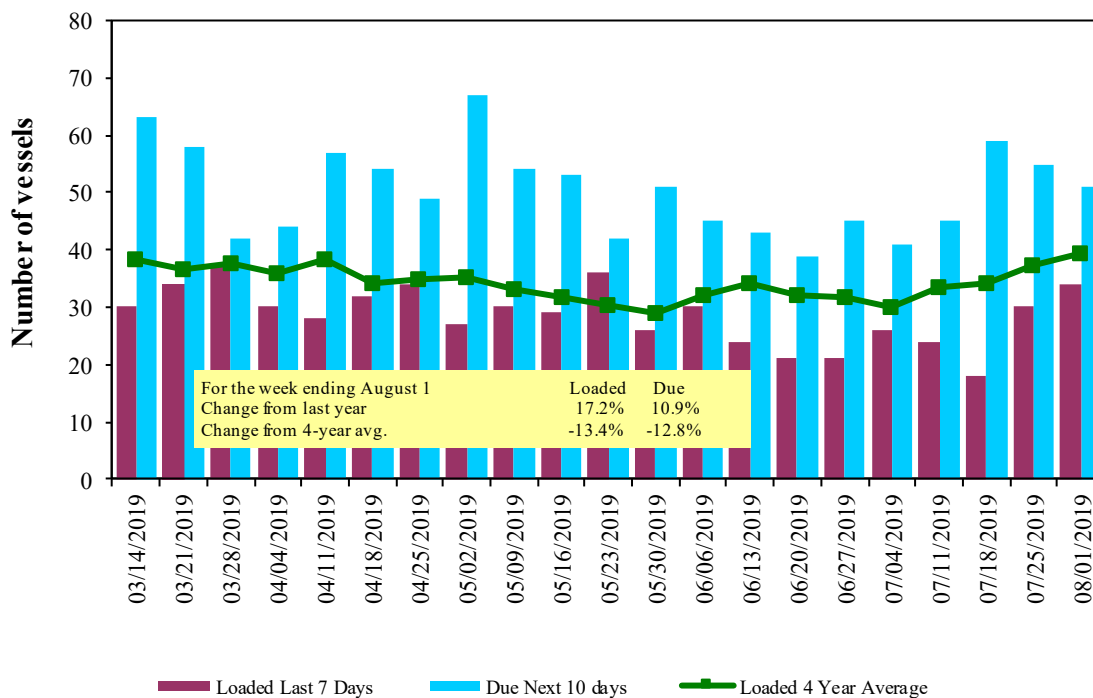
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	In port	Gulf		Pacific Northwest
		Loaded 7-days	Due next 10-days	In port
8/1/2019	46	34	51	19
7/25/2019	47	30	55	17
2018 range	(23..88)	(24..41)	(38..67)	(4..30)
2018 avg	40	34	54	17

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

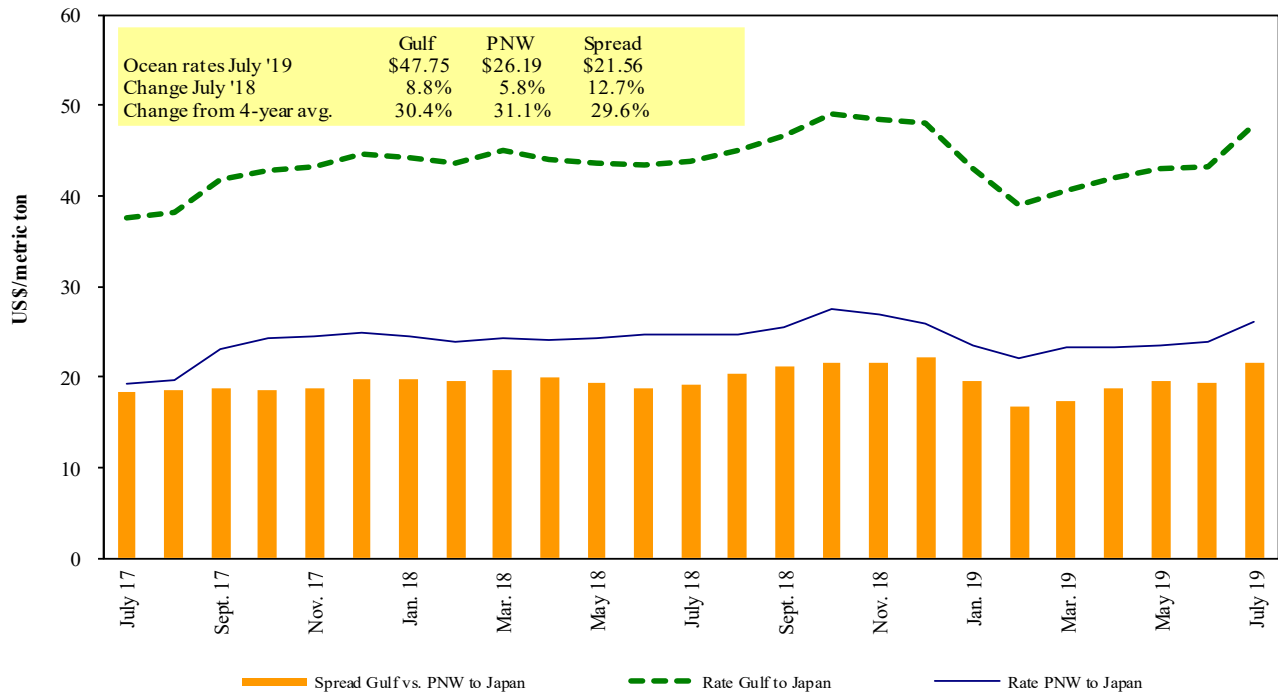
U.S. Gulf Vessel Loading Activity



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 08/03/2019

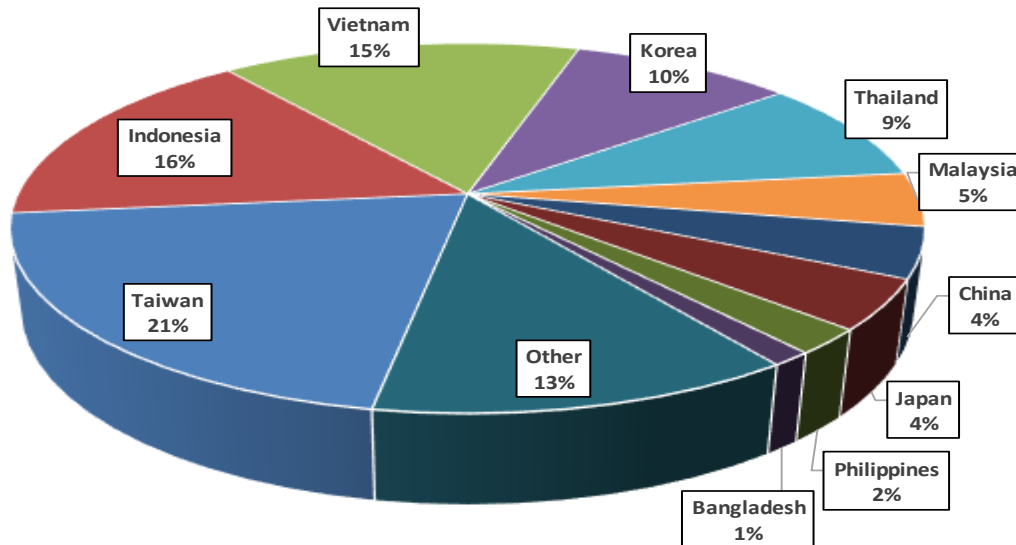
Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jun 1/30	63,000	42.00
U.S. Gulf	China	Heavy Grain	Mar 15/Apr 15	63,000	40.00
U.S. Gulf	Pt Sudan	Sorghum	Sep 20/30	38,540	133.75*
U.S. Gulf	Djibouti	Wheat	Aug 19/29	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	Aug 19/29	29,200	71.75*
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

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

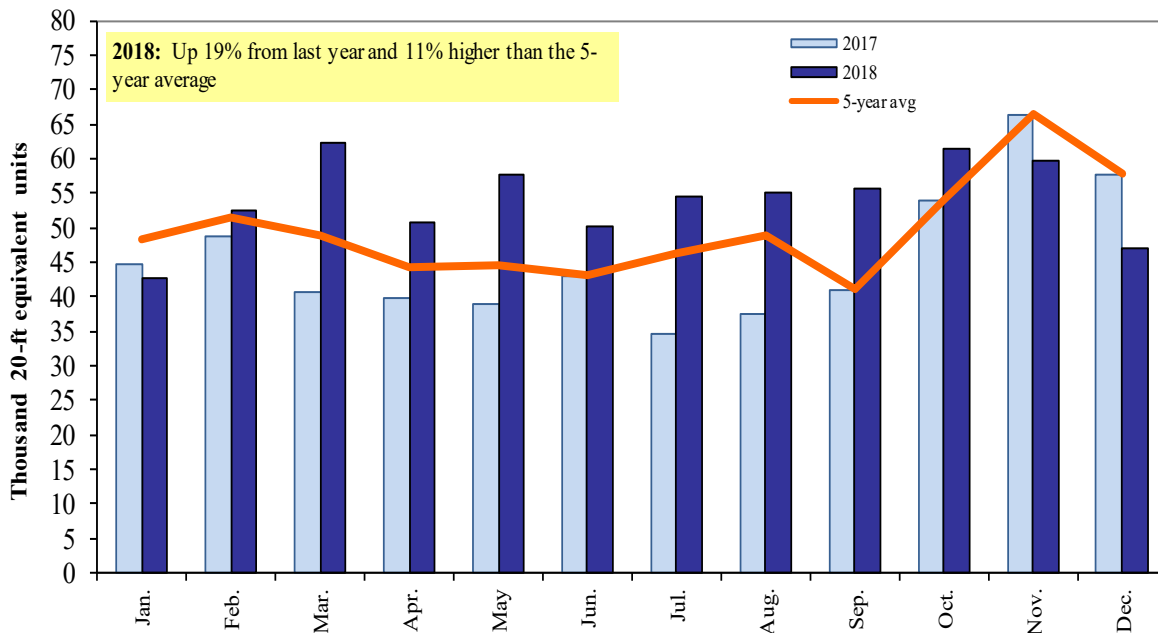


Service (PIERS) data

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.

Contacts and Links

Coordinators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
Kuo-Liang (Matt) Chang	matt.chang@usda.gov	(202) 720 - 0299
Weekly Highlight Editors		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
Rail Transportation		
Johnny Hill	johnny.hill@usda.gov	(202) 690 - 3295
Jesse Gastelle	jesse.gastelle@usda.gov	(202) 690 - 1144
Peter Caffarelli	petera.caffarelli@usda.gov	(202) 690 - 3244
Barge Transportation		
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Kuo-Liang (Matt) Chang	matt.chang@usda.gov	(202) 720 - 0299
Kelly P. Nelson	kelly.nelson@usda.gov	(202) 690 - 0992
Truck Transportation		
April Taylor	april.taylor@usda.gov	(202) 720 - 7880
Grain Exports		
Johnny Hill	johnny.hill@usda.gov	(202) 690 - 3295
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@usda.gov	(202) 720 - 0119
April Taylor (Container movements)	april.taylor@usda.gov	(202) 720 - 7880

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. August 8, 2019. Web: <http://dx.doi.org/10.9752/TS056.08-08-2019>

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

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

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

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