



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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## WEEKLY HIGHLIGHTS

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### Officials Sign Agreement for Deepening the Lower Mississippi River

On August 7, officials with the U.S. Army Corps of Engineers, the State of Louisiana, and the Port of New Orleans signed an agreement to deepen the Lower Mississippi River to 50 feet, from its current depth of 45 feet. Slated for completion in 2024, the \$250 million project will deepen two sections within a 256-mile stretch of the lower Mississippi River—from the Port of Baton Rouge south to the Gulf of Mexico. The new depth will allow bulk cargo vessels to undertake full loads at river ports, instead of partially loading and transferring cargo to larger ships elsewhere. The deepening of the lower Mississippi River—the main export region for America’s soybean and corn farmers—is expected to result in significant transportation cost savings for shippers. According to a [report sponsored by USDA’s Agricultural Marketing Service](#), this project will lower the landed cost of soybean shipments from the Gulf by \$5 per metric ton. Additionally, the project will increase basis by 13 cents per bushel for locations within 205 miles of the river, and extend the river “draw” from 205 miles to 247 miles (i.e., shippers farther away from the river will benefit from access to more cost-effective barge shipping).

### OOIDA Seeks a 1-Year Suspension of the Heavy Vehicle Use Tax

In an [open letter to Congress](#), the Owner-Operator Independent Drivers Association (OOIDA) asked for a 1-year waiver of the heavy vehicle use tax—an [annual fee that costs about \\$550 per truck](#). OOIDA asserts the waiver would help all trucking businesses, irrespective of size. OOIDA’s request is posed as an alternative to the proposed suspension of the Federal excise tax of 12 percent on the purchase of new trucks led by the National Automobile Dealers Association and supported by trade groups and other private companies.

### Survey Highlights COVID-19’s Impact on Owner-Operators

American Truck Business Services (ATBS)—a tax and accounting firm for owner-operator truck drivers—surveyed more than 300 owner-operators to assess the impact of COVID-19, as well as effects of Federal relief programs and relaxed regulations. ATBS found 81 percent of owner-operators received the Government’s \$1,200 economic impact payment; 53 percent applied for a Paycheck Protection Program loan; and 30 percent received some other type of funding. Regarding relaxed regulations, a majority of respondents have not had to operate outside of normal regulations during the crisis. Further, 87 percent reported their hours have not exceeded standard hours-of-service rules; 95 percent have not had to operate with an expired CDL; and 96 percent have not had to haul a load above weight limits. Of the owner-operators surveyed, 35 percent experienced a decline in freight volumes of 50 percent or more; 47 percent had a decline of 30 percent or more; and 11 percent said freight was nonexistent. ATBS also found 65 percent of truck businesses are still operating during the pandemic, while 6 percent have had to furlough employees or independent contractors.

### Snapshots by Sector

#### Export Sales

For the week ending July 30, **unshipped balances** of wheat, corn, and soybeans totaled 17.8 million metric tons (mmt). This represented a 16-percent increase in outstanding sales from the same time last year. Net **corn export sales** were 0.102 mmt, down significantly from last week. Net **soybean export sales** were 0.345 mmt, up 72 percent from the previous week. Net **wheat export sales** were 0.606 mmt, down 11 percent from the previous week.

#### Rail

U.S. Class I railroads originated 21,205 **grain carloads** during the week ending August 1. This was a 3-percent increase from the previous week, 6 percent less than last year, and 7 percent lower than the 3-year average.

Average August shuttle **secondary railcar** bids/offers (per car) were \$288 above tariff for the week ending August 6. This was \$269 less than last week and \$438 more than this week last year. There were no non-shuttle bids/offers this week.

#### Barge

For the week ending August 8, **barge grain movements** totaled 626,068 tons. This was 30 percent less than the previous week and 10 percent more than the same period last year.

For the week ending August 8, 399 grain barges **moved down river**—158 fewer barges than the previous week. There were 797 grain barges **unloaded in New Orleans**, 29 percent more than the previous week.

#### Ocean

For the week ending August 6, 36 **oceangoing grain vessels** were loaded in the U.S. Gulf—13 percent more than the same period last year. Within the next 10 days (starting August 7), 46 vessels were expected to be loaded—5 percent more than the same period last year.

As of August 6, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$42.50. This was 2 percent more than the previous week. The rate from the Pacific Northwest to Japan was \$22.75 per mt, 5 percent more than the previous week.

#### Fuel

For the week ending August 10, the U.S. average **diesel fuel price** increased 0.4 cents from the previous week to \$2.428 per gallon, 58.3 cents below the same week last year.

# Feature Article/Calendar

## Grain Transportation and Landed Costs to Mexico in Second Quarter 2020

Mexico is one of the largest importers of U.S. grain (corn, soybeans, and wheat). To sustain Mexico's role as a major, nearby destination for U.S. grain, the United States depends on low transportation and landed costs. U.S. grain ships to Mexico by one of two routes—either by cross-border land movements or by seaborne movements to Mexican ports for inland distribution. This article examines changing costs of transporting U.S. grain to Mexico over land and by water. Changes are tracked from first quarter 2020 to second quarter 2020 (quarter to quarter) and from second quarter 2019 to second quarter 2020 (year to year).

Quarterly costs of transporting U.S. grain to Veracruz and Guadalajara, Mexico										
	Water route (to Veracruz)					Land route (to Guadalajara)				
	\$/metric ton					\$/metric ton				
	2019 2 <sup>nd</sup> qtr.	2020 1 <sup>st</sup> qtr.	2020 2 <sup>nd</sup> qtr.	Percent change Yr. to yr.	Qtr. to qtr.	2019 2 <sup>nd</sup> qtr.	2020 1 <sup>st</sup> qtr.	2020 2 <sup>nd</sup> qtr.	Percent change Yr. to yr.	Qtr. to qtr.
<b>Corn</b>										
<b>Origin</b>	<b>IL</b>					<b>IA</b>				
Truck	10.98	10.70	9.70	-11.7	-9.3	4.38	4.62	3.83	-12.6	-17.1
Rail <sup>1</sup>						91.96	96.35	94.48	2.7	-1.9
Barge	21.74	15.55	14.53	-33.2	-6.6					
Ocean <sup>2</sup>	14.01	13.64	12.41	-11.4	-9.0					
Total transportation cost	46.73	39.89	36.64	-21.6	-8.1	96.34	100.97	98.31	2.0	-2.6
Farm value <sup>3</sup>	145.79	138.05	126.11	-13.5	-8.6	145.01	146.45	124.80	-13.9	-14.8
Landed cost <sup>4</sup>	192.52	177.94	162.75	-15.5	-8.5	241.35	247.42	223.11	-7.6	-9.8
Transport % of landed cost	24	22	23			40	41	44		
<b>Soybeans</b>										
<b>Origin</b>	<b>IL</b>					<b>NE</b>				
Truck	10.98	10.70	9.70	-11.7	-9.3	4.38	4.62	3.83	-12.6	-17.1
Rail						95.11	98.97	97.15	2.1	-1.8
Barge	21.74	15.55	14.53	-33.2	-6.6					
Ocean	14.01	13.64	12.41	-11.4	-9.0					
Total transportation cost	46.73	39.89	36.64	-21.6	-8.1	99.49	103.59	100.98	1.5	-2.5
Farm value	308.77	325.55	309.87	0.4	-4.8	291.26	307.30	295.05	1.3	-4.0
Landed cost	355.50	365.44	346.51	-2.5	-5.2	390.75	410.89	396.03	1.4	-3.6
Transport % of landed cost	13	11	11			25	25	25		
<b>Wheat</b>										
<b>Origin</b>	<b>KS</b>					<b>KS</b>				
Truck	4.38	4.62	3.83	-12.6	-17.1	4.38	4.62	3.83	-12.6	-17.1
Rail	42.88	43.31	43.31	1.0	0.0	80.31	83.27	81.10	1.0	-2.6
Ocean	14.01	13.64	12.41	-11.4	-9.0					
Total transportation cost	61.27	61.57	59.55	-2.8	-3.3	84.69	87.89	84.93	0.3	-3.4
Farm value	167.67	160.81	162.65	-3.0	1.1	167.67	160.81	162.65	-3.0	1.1
Landed cost	228.94	222.38	222.20	-2.9	-0.1	252.36	248.70	247.58	-1.9	-0.5
Transport % of landed cost	27	28	27			34	35	34		

<sup>1</sup>Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates.

BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary market, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

<sup>2</sup>Source for ocean freight rates: O'Neil Commodity Consulting.

<sup>3</sup>Source for farm values: USDA, National Agricultural Statistics Service.

<sup>4</sup>Landed cost is total transportation cost plus farm value.

Note: Total may not add exactly because of rounding.

Source: Compiled by the USDA, Agricultural Marketing Service.

**Transportation costs.** Quarter to quarter, total transportation costs of shipping grain to Mexico through the water and land routes declined, as a result of falling truck, barge, rail (public tariff), and ocean freight rates.<sup>1</sup> Truck and barge rates fell with declining demand for trucking and barge services. In addition, many upbound barges transited Mississippi River Lock 27 in second quarter 2020 (see [GTR figure 11](#), on page 13). These movements repositioned barges from New Orleans to other locations, thereby increasing barge supply along the river. Ocean freight, rates fell

<sup>1</sup> Water routes typically involve truck transportation to barge to oceangoing vessel, or truck to rail to oceangoing vessel.

as the demand for commodities in Europe and Asia weakened in second quarter 2020 (see [July 23, 2020 Grain Transportation Report](#)).

Year to year, total transportation costs of shipping grain to Mexico declined via the water route but increased for the land route. The transportation costs fell over the water route because of reduced truck, barge, and ocean freight rates, while transportation costs rose via the land route because of higher rail rates.

**Landed costs.**<sup>1</sup> Quarter to quarter, there was a decline in landed costs for corn and soybeans shipped via both routes, but relative stability in landed costs for wheat shipped by both methods. Landed costs for corn and soybeans declined because of lower transport costs and lower farm values. In the case of wheat, farm values rose, but not enough to entirely offset a decrease in transportation costs. Wheat's landed costs remained relatively steady.

Year to year, landed costs decreased for corn and wheat transported by land routes and for grain (three categories combined) shipped by water routes. On the other hand, because of higher total transportation costs and farm values, landed costs increased, from year to year, for soybeans transported by land.

Second-quarter 2020 landed costs for waterborne grains ranged from \$163 per metric ton (mt) to \$347 per mt (see table and fig. 1). For land-hauled grains, landed costs ranged from \$223 per mt to \$396 per mt (see table and fig. 2). The transportation share of landed costs ranged from 11 percent to 27 percent for the water routes and from 25 percent to 44 percent for the land routes (see table). Quarter to quarter, the transportation share of landed costs increased for corn, decreased for wheat, and did not change for soybeans.

**U.S. Export to Mexico:** According to

USDA's Federal Grain Inspection Service data, Mexico imported 3.97 million metric tons (mmt) of U.S. corn, 0.90 mmt of U.S. soybeans, and 0.70 mmt of U.S. wheat in second quarter 2020. Quarter to quarter, these imports amounted to 27 percent more corn, but 7 percent less soybeans and 19 percent less wheat. However, year to year, U.S. inspections for export to Mexico rose by 17 percent for corn, while soybean inspections fell by 12 percent and 20 percent for wheat. Lower U.S. transportation and landed costs help keep U.S. grain shipments to Mexico competitive. [surajudeen.olowolayemo@usda.gov](mailto:surajudeen.olowolayemo@usda.gov)

<sup>1</sup> Landed costs include the cost of the good (farm value) and the cost to receive it (transportation costs).

Figure 1. Second-quarter water-route landed costs to Veracruz, Mexico

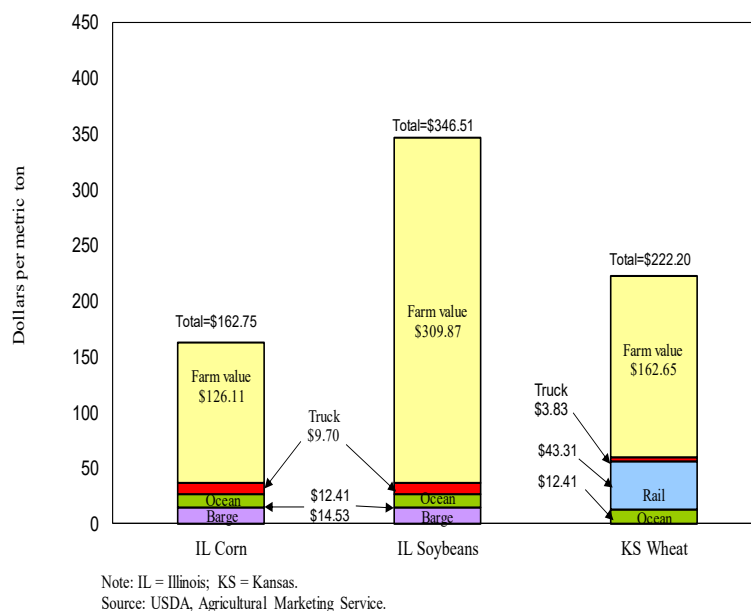
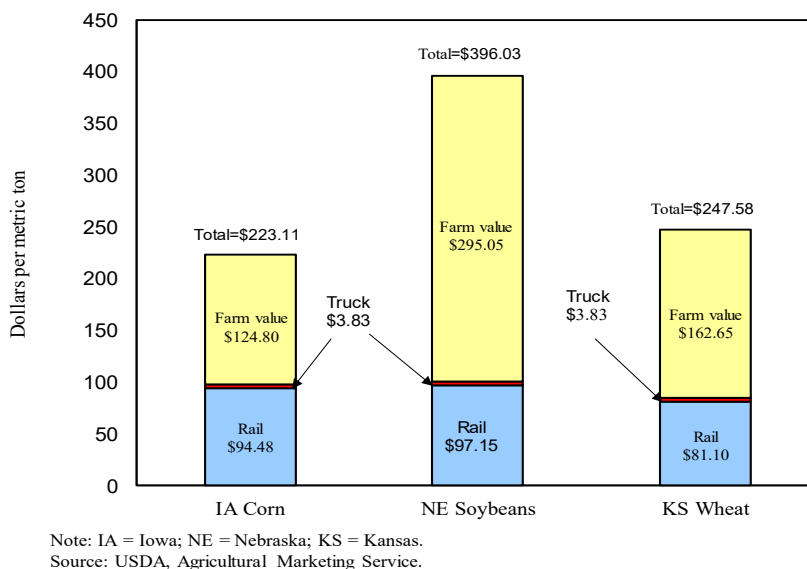


Figure 2. Second-quarter land-route landed costs to Guadalajara, Mexico



# Grain Transportation Indicators

Table 1

## Grain transport cost indicators<sup>1</sup>

For the week ending	Truck	Rail		Barge*	Ocean	
		Unit train	Shuttle		Gulf	Pacific
08/12/20	163	280	234	188	190	161
08/05/20	163	280	245	199	186	154

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

\*Due to the closure of several lock and dam facilities on Illinois River between July 1 and October 27, 2020, mid-Mississippi barge rate was substituted for Illinois rate as the benchmark for calculating cost index during the closures.

n/a = not available.

Source: USDA, Agricultural Marketing Service.

Table 2

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

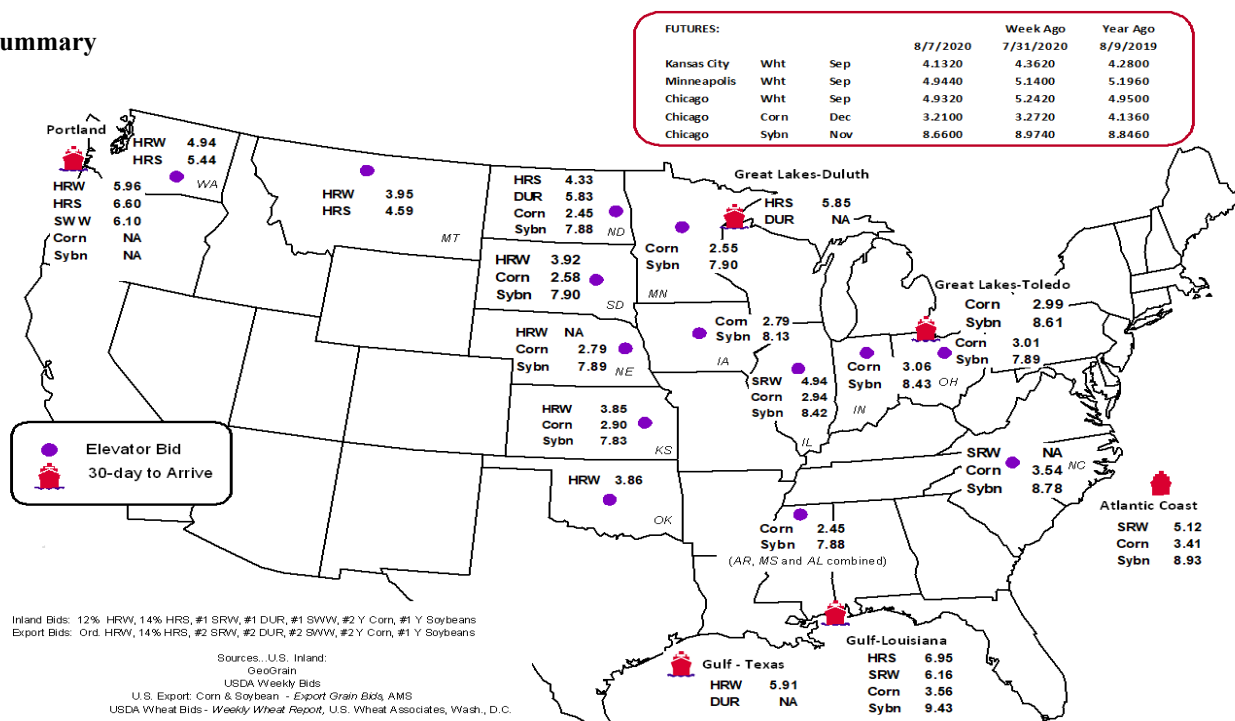
Commodity	Origin-destination	8/7/2020	7/31/2020
Corn	IL-Gulf	-0.62	-0.66
Corn	NE-Gulf	-0.77	-0.92
Soybean	IA-Gulf	-1.30	-1.33
HRW	KS-Gulf	-2.06	-2.06
HRS	ND-Portland	-2.27	-2.27

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.

Source: USDA, Agricultural Marketing Service.

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

Figure 1  
Grain bid summary



# Rail Transportation

Table 3

## Rail deliveries to port (carloads)<sup>1</sup>

For the week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
8/05/2020 <sup>p</sup>	651	1,011	4,707	203	6,572	8/1/2020	2,468
7/29/2020 <sup>r</sup>	223	900	3,301	183	4,607	7/25/2020	2,906
2020 YTD <sup>r</sup>	13,168	27,599	146,070	6,188	193,025	2020 YTD	76,364
2019 YTD <sup>r</sup>	31,003	37,234	162,772	11,830	242,839	2019 YTD	74,760
2020 YTD as % of 2019 YTD	42	74	90	52	79	% change YTD	102
Last 4 weeks as % of 2019 <sup>2</sup>	54	88	108	36	92	Last 4wks. % 2019	107
Last 4 weeks as % of 4-year avg. <sup>2</sup>	86	90	86	51	85	Last 4wks. % 4 yr.	120
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	127,622
Total 2018	22,118	46,532	310,449	21,432	400,531	Total 2018	129,674

<sup>1</sup>Data is incomplete as it is voluntarily provided.

<sup>2</sup>Compared with same 4-weeks in 2019 and prior 4-year average.

<sup>3</sup>Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads. to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

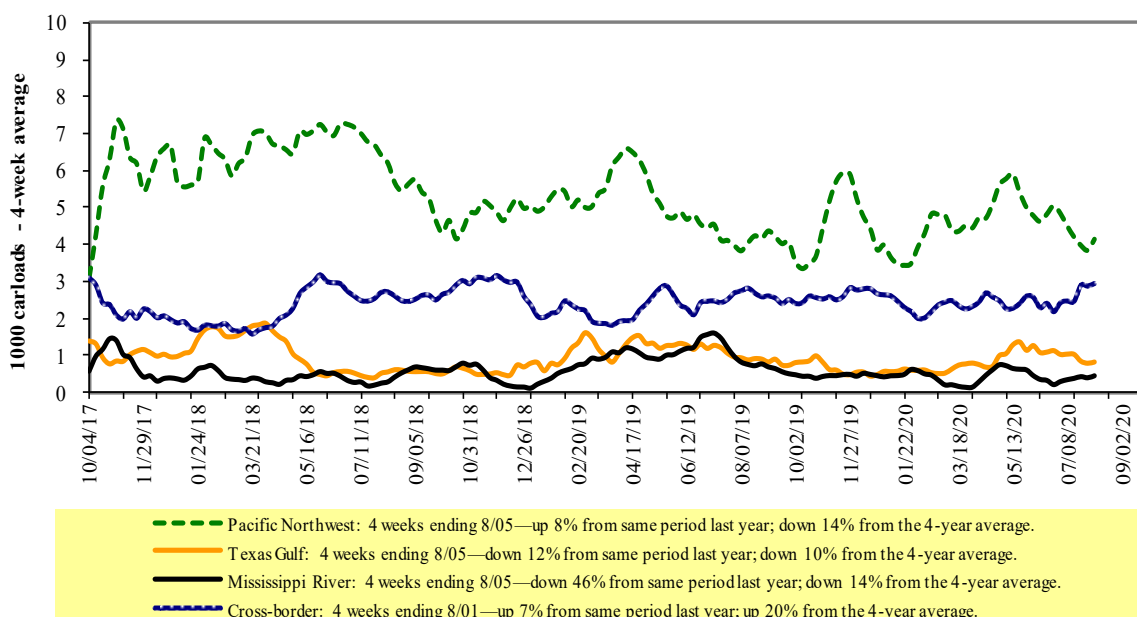
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

Source: USDA, Agricultural Marketing Service.

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

Figure 2

## Rail deliveries to port



Source: USDA, Agricultural Marketing Service.

Table 4

**Class I rail carrier grain car bulletin (grain carloads originated)**

For the week ending: 8/1/2020	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,815	2,614	11,395	601	4,780	21,205	3,891	5,203
This week last year	2,011	3,250	10,671	1,031	5,637	22,600	2,505	5,150
2020 YTD	50,979	73,847	330,541	31,694	154,951	642,012	125,302	140,504
2019 YTD	58,497	88,784	343,460	34,865	161,066	686,672	132,011	136,175
2020 YTD as % of 2019 YTD	87	83	96	91	96	93	95	103
Last 4 weeks as % of 2019*	92	85	94	82	90	91	123	103
Last 4 weeks as % of 3-yr. avg.**	91	88	91	96	96	92	119	103
Total 2019	91,611	137,194	568,369	58,527	260,269	1,115,970	212,501	235,892

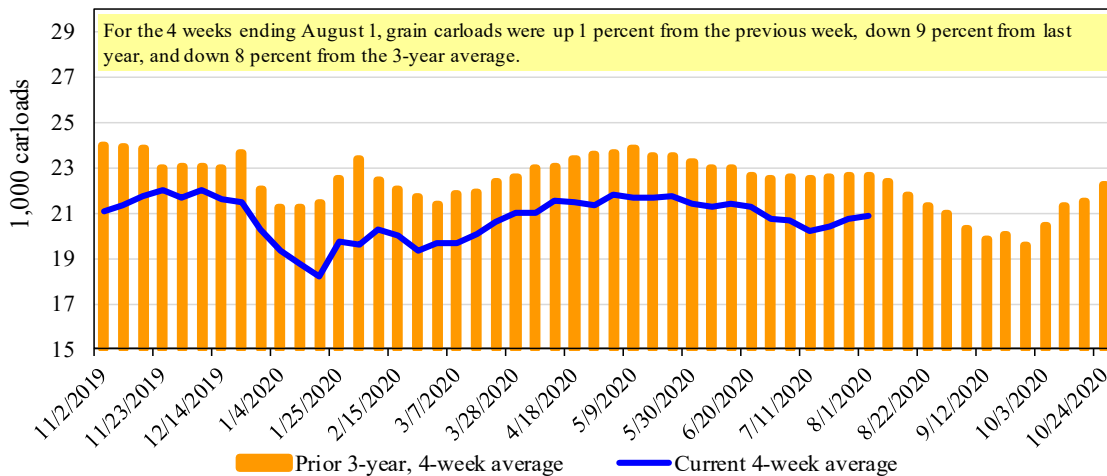
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

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

Source: Association of American Railroads.

Figure 3

**Total weekly U.S. Class I railroad grain carloads**

Source: Association of American Railroads.

Table 5

**Railcar auction offerings<sup>1</sup> (\$/car)<sup>2</sup>**

For the week ending: 8/6/2020		Delivery period							
		Aug-20	Aug-19	Sep-20	Sep-19	Oct-20	Oct-19	Nov-20	Nov-19
BNSF <sup>3</sup>	COT grain units	28	no bid	0	0	0	no bid	0	no bid
	COT grain single-car	0	no offer	0	0	3	20	9	30
UP <sup>4</sup>	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 offer	no bid	no offer	no bid	n/a	n/a

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction. n/a = not available.

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

<sup>4</sup>UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

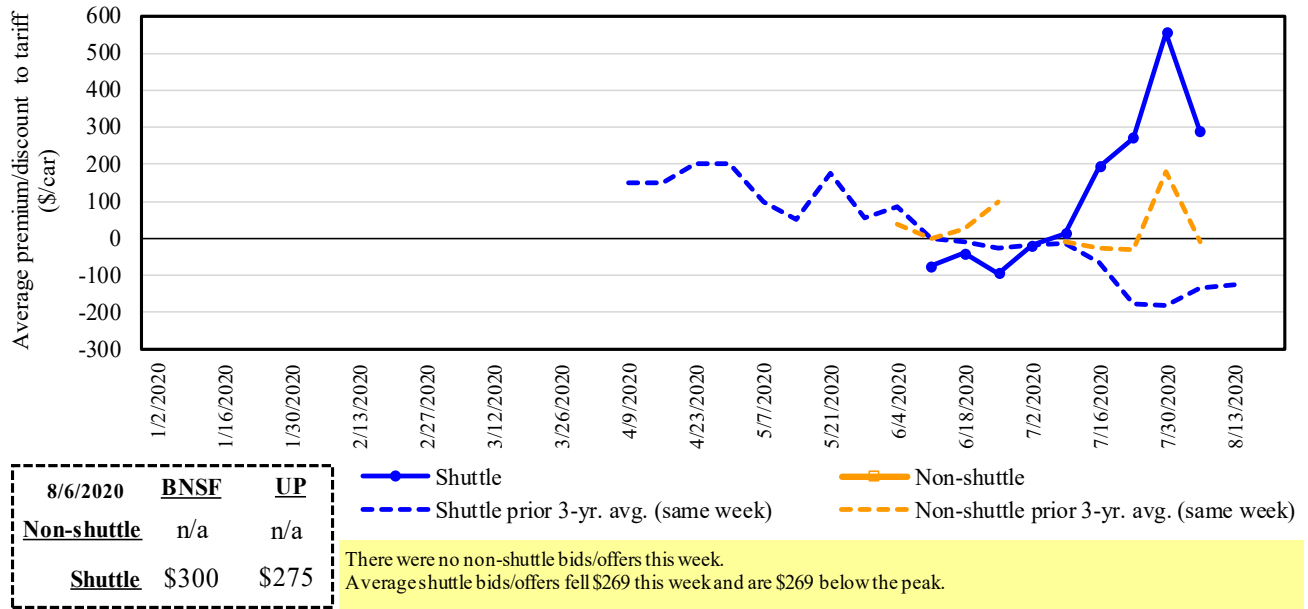
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

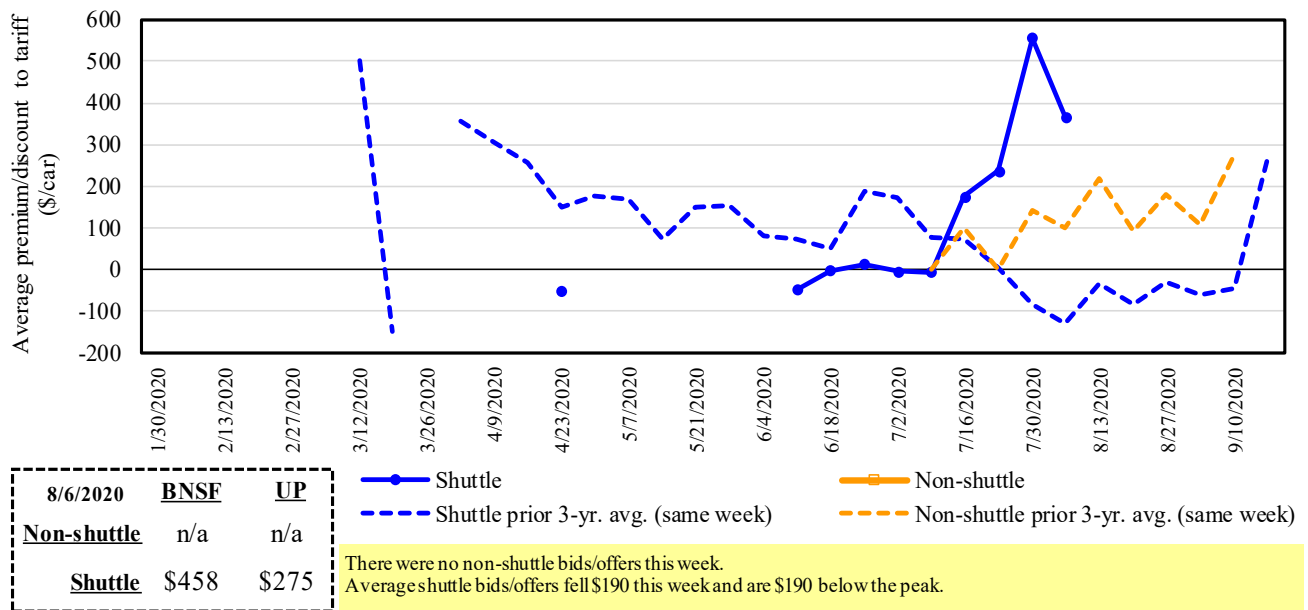
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.  
 Source: USDA, Agricultural Marketing Service.

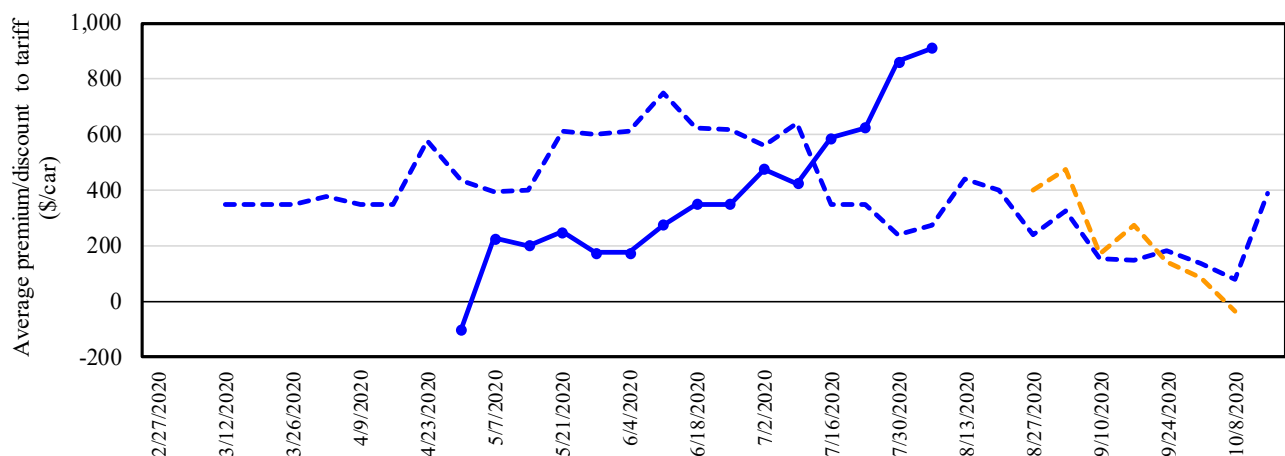
**Figure 5**  
**Bids/offers for railcars to be delivered in September 2020, secondary market**



Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.  
 Source: USDA, Agricultural Marketing Service.

Figure 6

**Bids/offers for railcars to be delivered in October 2020, secondary market**



	<b>BNSF</b>	<b>UP</b>
<b>8/6/2020</b>		
<b>Non-shuttle</b>	n/a	n/a
<b>Shuttle</b>	\$983	\$838

There were no non-shuttle bids/offers this week.  
Average shuttle bids/offers rose \$48 this week and are at the peak.

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.  
Source: USDA, Agricultural Marketing Service.

Table 6

**Weekly secondary railcar market (\$/car)<sup>1</sup>**

For the week ending:		Delivery period					
		Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21
Non-shuttle	<b>BNSF-GF</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	<b>BNSF-GF</b>	300	458	983	500	n/a	n/a
	Change from last week	(388)	(292)	83	(100)	n/a	n/a
	Change from same week 2019	375	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	275	275	838	350	113	n/a
	Change from last week	(150)	(88)	13	(75)	13	n/a
	Change from same week 2019	500	550	n/a	n/a	n/a	n/a

<sup>1</sup>Average premium/discount to tariff, \$/car-last week.

Note: Bids listed are market indicators only and are not guaranteed prices. n/a = not available; GF = guaranteed freight; Pool = guaranteed pool;

BNSF = BNSF Railway; UP = Union Pacific Railroad.

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

Source: USDA, Agricultural Marketing Service.



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

Table 7

**Tariff rail rates for unit and shuttle train shipments<sup>1</sup>**

August 2020	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,983	\$35	\$39.90	\$1.09	-2
	Grand Forks, ND	Duluth-Superior, MN	\$4,208	\$0	\$41.79	\$1.14	-3
	Wichita, KS	Los Angeles, CA	\$7,115	\$0	\$70.66	\$1.92	-2
	Wichita, KS	New Orleans, LA	\$4,525	\$62	\$45.55	\$1.24	-2
	Sioux Falls, SD	Galveston-Houston, TX	\$6,851	\$0	\$68.03	\$1.85	-2
	Colby, KS	Galveston-Houston, TX	\$4,801	\$68	\$48.35	\$1.32	-3
	Amarillo, TX	Los Angeles, CA	\$5,121	\$95	\$51.80	\$1.41	-3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,900	\$70	\$39.43	\$1.00	-1
	Toledo, OH	Raleigh, NC	\$6,816	\$0	\$67.69	\$1.72	4
	Des Moines, IA	Davenport, IA	\$2,415	\$15	\$24.13	\$0.61	13
	Indianapolis, IN	Atlanta, GA	\$5,818	\$0	\$57.78	\$1.47	3
	Indianapolis, IN	Knoxville, TN	\$4,874	\$0	\$48.40	\$1.23	4
	Des Moines, IA	Little Rock, AR	\$3,800	\$44	\$38.17	\$0.97	2
	Des Moines, IA	Los Angeles, CA	\$5,680	\$128	\$57.67	\$1.46	-1
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,631	\$30	\$36.35	\$0.99	-4
	Toledo, OH	Huntsville, AL	\$5,630	\$0	\$55.91	\$1.52	3
	Indianapolis, IN	Raleigh, NC	\$6,932	\$0	\$68.84	\$1.87	3
	Indianapolis, IN	Huntsville, AL	\$5,107	\$0	\$50.71	\$1.38	3
	Champaign-Urbana, IL	New Orleans, LA	\$4,645	\$70	\$46.83	\$1.27	-1
<b>Shuttle train</b>							
Wheat	Great Falls, MT	Portland, OR	\$4,018	\$0	\$39.90	\$1.09	-3
	Wichita, KS	Galveston-Houston, TX	\$4,236	\$0	\$42.07	\$1.14	-3
	Chicago, IL	Albany, NY	\$7,074	\$0	\$70.25	\$1.91	20
	Grand Forks, ND	Portland, OR	\$5,676	\$0	\$56.37	\$1.53	-2
	Grand Forks, ND	Galveston-Houston, TX	\$5,996	\$0	\$59.54	\$1.62	-2
	Colby, KS	Portland, OR	\$6,012	\$112	\$60.81	\$1.66	-3
	Corn	Minneapolis, MN	Portland, OR	\$5,180	\$0	\$51.44	\$1.31
Sioux Falls, SD		Tacoma, WA	\$5,140	\$0	\$51.04	\$1.30	0
Champaign-Urbana, IL		New Orleans, LA	\$3,820	\$70	\$38.63	\$0.98	-1
Lincoln, NE		Galveston-Houston, TX	\$3,880	\$0	\$38.53	\$0.98	0
Des Moines, IA		Amarillo, TX	\$4,220	\$55	\$42.45	\$1.08	1
Minneapolis, MN		Tacoma, WA	\$5,180	\$0	\$51.44	\$1.31	0
Council Bluffs, IA		Stockton, CA	\$5,000	\$0	\$49.65	\$1.26	0
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,850	\$0	\$58.09	\$1.58	2
	Minneapolis, MN	Portland, OR	\$5,900	\$0	\$58.59	\$1.59	2
	Fargo, ND	Tacoma, WA	\$5,750	\$0	\$57.10	\$1.55	2
	Council Bluffs, IA	New Orleans, LA	\$4,875	\$81	\$49.22	\$1.34	-1
	Toledo, OH	Huntsville, AL	\$4,805	\$0	\$47.72	\$1.30	4
	Grand Island, NE	Portland, OR	\$5,260	\$115	\$53.37	\$1.45	-11

<sup>1</sup>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.

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

<sup>3</sup>Regional economic areas are defined by the Bureau of Economic Analysis (BEA).

<sup>4</sup>Percentage change year over year (Y/Y) calculated using tariff rate plus fuel surcharge.

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

Table 8  
**Tariff rail rates for U.S. bulk grain shipments to Mexico**

Date: August 2020			Tariff rate per car <sup>1</sup>	Fuel surcharge per car <sup>2</sup>	Tariff rate plus fuel surcharge per:		Percent change <sup>4</sup> Y/Y
Commodity	Origin state	Destination region			metric ton <sup>3</sup>	bushel <sup>3</sup>	
Wheat	MT	Chihuahua, CI	\$7,384	\$0	\$75.45	\$2.05	-2
	OK	Cuautitlan, EM	\$6,713	\$49	\$69.08	\$1.88	-2
	KS	Guadalajara, JA	\$7,471	\$474	\$81.18	\$2.21	-2
	TX	Salinas Victoria, NL	\$4,329	\$28	\$44.52	\$1.21	-1
Corn	IA	Guadalajara, JA	\$8,902	\$376	\$94.80	\$2.41	-1
	SD	Celaya, GJ	\$8,140	\$0	\$83.17	\$2.11	0
	NE	Queretaro, QA	\$8,278	\$92	\$85.53	\$2.17	-1
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlahnepantla, EM	\$7,643	\$89	\$79.01	\$2.00	-2
	SD	Torreón, CU	\$7,690	\$0	\$78.57	\$1.99	0
Soybeans	MO	Bojay (Tula), HG	\$8,547	\$354	\$90.94	\$2.47	-1
	NE	Guadalajara, JA	\$9,172	\$362	\$97.41	\$2.65	-1
	IA	El Castillo, JA	\$9,490	\$0	\$96.97	\$2.64	1
	KS	Torreón, CU	\$7,964	\$238	\$83.80	\$2.28	-1
Sorghum	NE	Celaya, GJ	\$7,772	\$323	\$82.71	\$2.10	-2
	KS	Queretaro, QA	\$8,108	\$61	\$83.46	\$2.12	0
	NE	Salinas Victoria, NL	\$6,713	\$49	\$69.09	\$1.75	0
	NE	Torreón, CU	\$7,092	\$210	\$74.61	\$1.89	-3

<sup>1</sup>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.

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

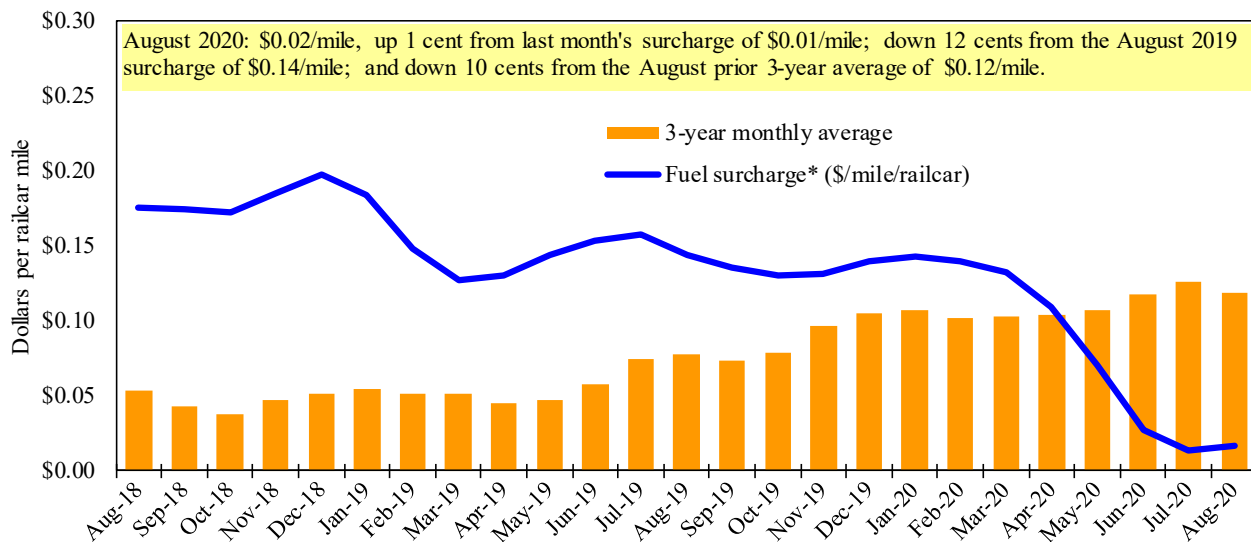
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

<sup>4</sup>Percentage change calculated using tariff rate plus fuel surcharge; Y/Y = year over year.

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

Figure 7

**Railroad fuel surcharges, North American weighted average<sup>1</sup>**



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

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

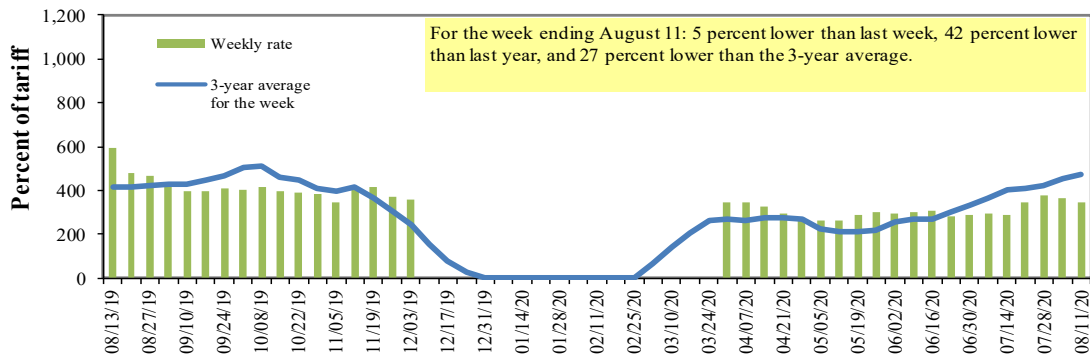
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

# Barge Transportation

Figure 8a

## Mid-Mississippi barge freight rate<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.

Source: USDA, Agricultural Marketing Service.

Table 9

### Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	8/11/2020	422	344	-	233	294	294	221
	8/4/2020	454	364	-	240	320	320	229
<b>\$/ton</b>	8/11/2020	26.12	18.30	-	9.30	13.79	11.88	6.94
	8/4/2020	28.10	19.36	-	9.58	15.01	12.93	7.19
<b>Current week % change from the same week:</b>								
	Last year	-20	-42	-	-31	-13	-13	-45
	3-year avg. <sup>2</sup>	-13	-27	-	-31	-9	-9	-25
<b>Rate<sup>1</sup></b>	September	453	420	-	361	414	414	357
	November	446	396	394	275	366	366	253

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; "-" not available due to closure.

Source: USDA, Agricultural Marketing Service.

### Figure 9 Benchmark tariff rates

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

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

Map Credit: USDA, Agricultural Marketing Service

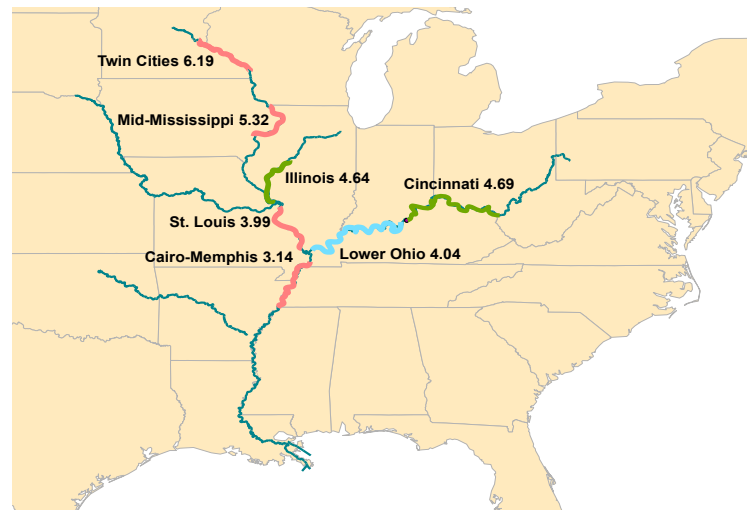
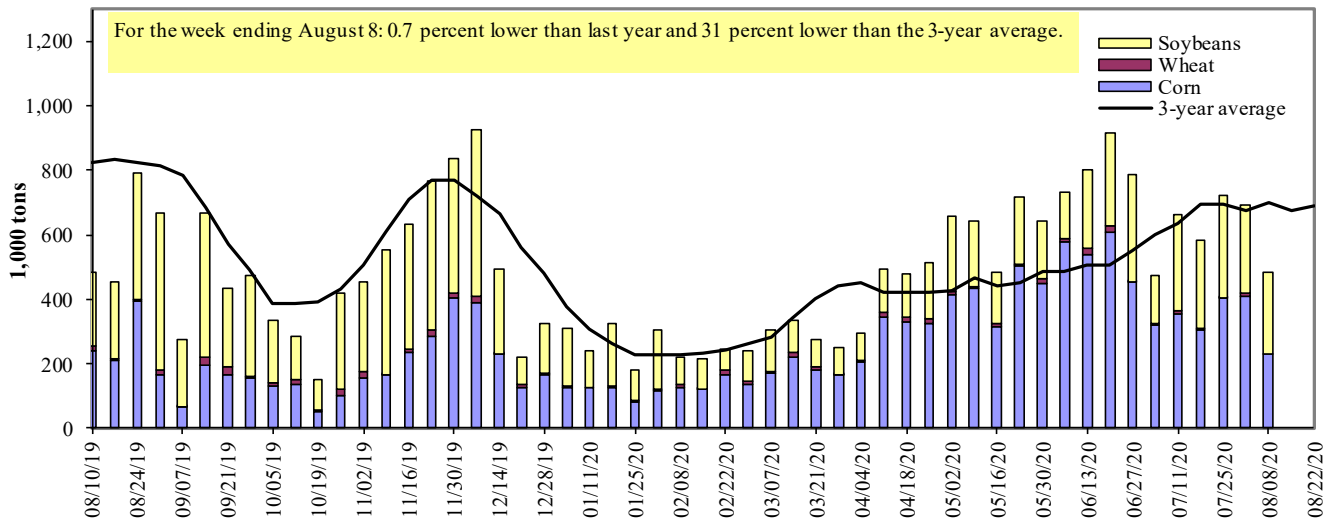


Figure 10

**Barge movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> 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 08/08/2020	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	185	21	243	0	449
Winfield, MO (L25)	320	2	330	0	651
Alton, IL (L26)	292	2	302	0	596
Granite City, IL (L27)	231	0	251	0	482
<b>Illinois River (La Grange)</b>	0	0	0	0	0
<b>Ohio River (Olmsted)</b>	23	30	50	5	108
<b>Arkansas River (L1)</b>	4	17	15	0	36
Weekly total - 2020	258	47	316	5	626
Weekly total - 2019	248	27	290	2	567
2020 YTD <sup>1</sup>	11,736	1,225	7,959	102	21,022
2019 YTD <sup>1</sup>	7,898	1,117	6,645	101	15,761
2020 as % of 2019 YTD	149	110	120	101	133
Last 4 weeks as % of 2019 <sup>2</sup>	117	197	100	40	111
Total 2019	12,780	1,631	14,683	154	29,247

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

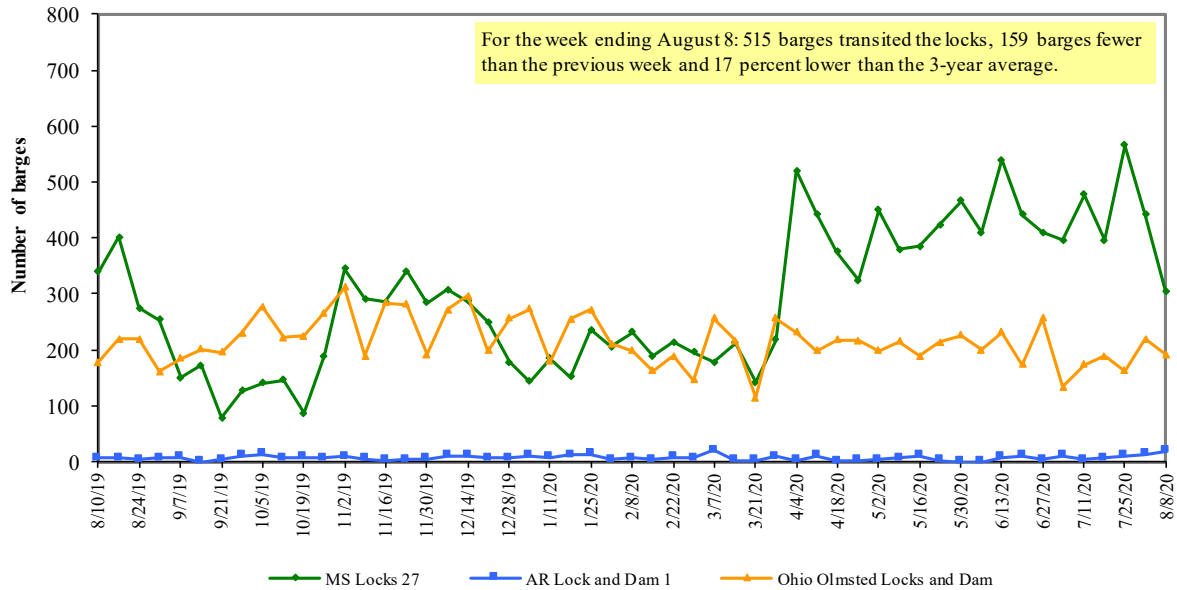
<sup>2</sup> As a percent of same period in 2019.

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

Source: U.S. Army Corps of Engineers.

Figure 11

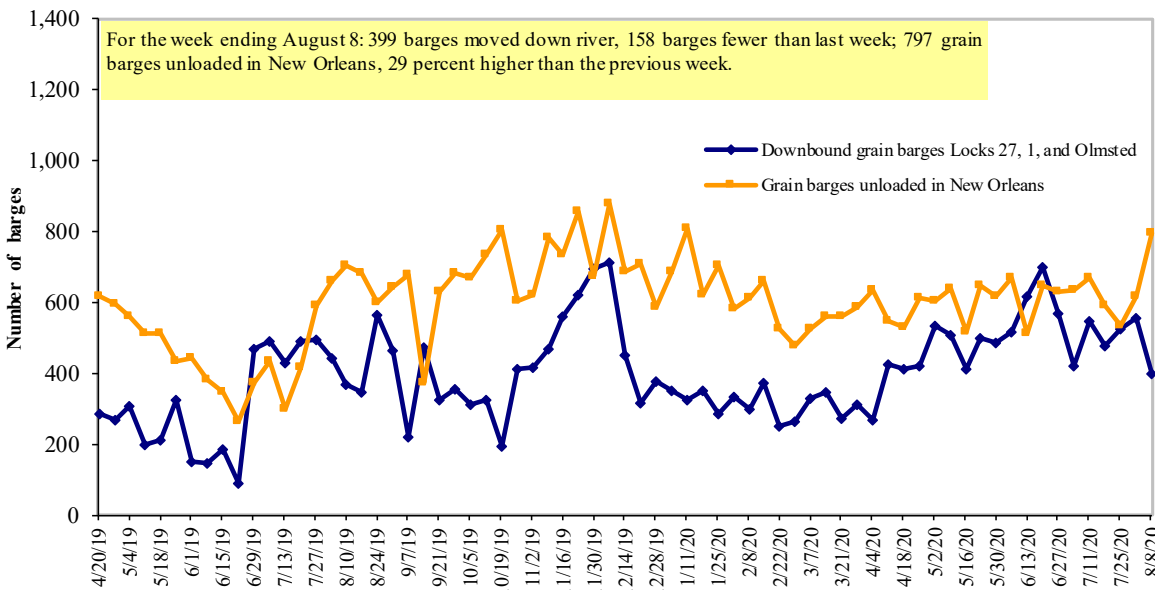
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



Source: U.S. Army Corps of Engineers.

Figure 12

**Grain barges for export in New Orleans region**



Note: Olmsted = Olmsted Locks and Dam.

Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

# Truck Transportation

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

Table 11

**Retail on-highway diesel prices, week ending 8/10/2020 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.514	-0.003	-0.520
	New England	2.633	0.002	-0.440
	Central Atlantic	2.692	-0.004	-0.523
	Lower Atlantic	2.370	-0.002	-0.534
II	Midwest	2.305	0.007	-0.619
III	Gulf Coast	2.183	0.008	-0.580
IV	Rocky Mountain	2.369	0.026	-0.571
	West Coast	2.955	0.000	-0.625
V	West Coast less California	2.588	-0.004	-0.576
	California	3.256	0.003	-0.653
Total	United States	2.428	0.004	-0.583

<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

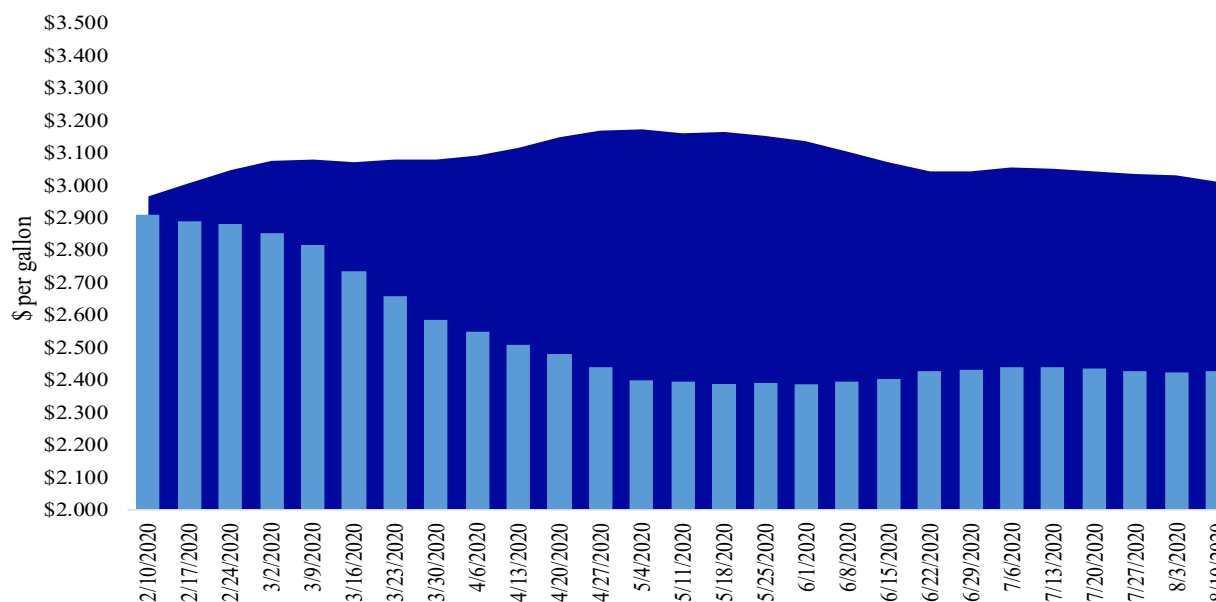
Source: U.S. Department of Energy, Energy Information Administration.

Figure 13

**Weekly diesel fuel prices, U.S. average**

For the week ending August 10, the U.S. average diesel fuel price increased 0.4 cents from the previous week to \$2.428 per gallon, 58.3 cents below the same week last year.

■ Last year    ■ Current year  
\$3.011      \$2.428



Source: U.S. Department of Energy, Energy Information Administration, Retail On-Highway Diesel Prices.

# Grain Exports

Table 12

## U.S. export balances and cumulative exports (1,000 metric tons)

For the week ending	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export balances<sup>1</sup></b>									
7/30/2020	1,727	704	1,852	1,215	197	5,695	5,094	6,980	17,769
This week year ago	1,532	780	1,578	987	325	5,202	3,245	6,869	15,316
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2019/20 YTD	2,070	311	1,155	804	188	4,528	38,689	39,961	83,178
2018/19 YTD	2,155	430	862	637	80	4,163	46,683	41,901	92,747
YTD 2019/20 as % of 2018/19	96	72	134	126	235	109	83	95	90
Last 4 wks. as % of same period 2018/19*	115	83	113	122	61	107	192	110	127
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327
Total 2017/18	9,150	2,343	5,689	4,854	384	22,419	57,209	56,214	135,842

<sup>1</sup> Current unshipped (outstanding) export sales to date.

<sup>2</sup> Shipped export sales to date; new marketing year now in effect for wheat, corn, and soybeans.

Note: marketing year: wheat = 6/01-5/31, corn and soybeans = 9/01-8/31. YTD = year-to-date; wks. = weeks; HRW= hard red winter; SRW = soft red winter; HRS= hard red spring; SWW= soft white wheat; DUR= durum.

Source: USDA, Foreign Agricultural Service.

Table 13

## Top 5 importers<sup>1</sup> of U.S. corn

For the week ending 07/30/2020	Total commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2016-18
	2020/21 next MY	2019/20 current MY	2018/19 last MY*		
		- 1,000 mt -			
Mexico	2,407	14,407	15,512	(7)	14,659
Japan	803	9,824	12,700	(23)	11,955
Korea	0	2,568	3,697	(31)	4,977
Colombia	174	4,689	4,679	0	4,692
Peru	40	562	1,992	(72)	2,808
<b>Top 5 importers</b>	<b>3,424</b>	<b>32,050</b>	<b>38,579</b>	<b>(17)</b>	<b>39,091</b>
<b>Total U.S. corn export sales</b>	<b>10,927</b>	<b>43,783</b>	<b>49,928</b>	<b>(12)</b>	<b>54,024</b>
% of projected exports	19%	96%	95%		
Change from prior week <sup>2</sup>	<b>2,600</b>	<b>102</b>	<b>43</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	31%	73%	77%		72%
<b>USDA forecast August 2020</b>	<b>56,616</b>	<b>45,674</b>	<b>52,570</b>	<b>(13)</b>	
<b>Corn use for ethanol USDA forecast, August 2020</b>	<b>132,080</b>	<b>123,190</b>	<b>136,601</b>	<b>(10)</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup>Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. Total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales.

<sup>3</sup>FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 14

**Top 5 importers<sup>1</sup> of U.S. soybeans**

For the week ending 7/30/2020	Total commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2016-18
	2020/21 next MY	2019/20 current MY	2018/19 last MY*		
		- 1,000 mt -			- 1,000 mt -
China	8,565	16,435	14,486	13	25,733
Mexico	1,087	4,731	4,938	(4)	4,271
Indonesia	32	2,280	2,375	(4)	2,386
Japan	155	2,402	2,568	(6)	2,243
Egypt	150	3,807	2,700	41	1,983
<b>Top 5 importers</b>	<b>9,988</b>	<b>29,656</b>	<b>27,068</b>	<b>10</b>	<b>36,616</b>
<b>Total U.S. soybean export sales</b>	<b>15,136</b>	<b>46,941</b>	<b>48,771</b>	<b>(4)</b>	<b>53,746</b>
% of projected exports	26%	104%	102%		
change from prior week <sup>2</sup>	<b>1,405</b>	<b>345</b>	<b>46</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>66%</b>	<b>63%</b>	<b>56%</b>		<b>68%</b>
<b>USDA forecast, August 2020</b>	<b>57,902</b>	<b>44,959</b>	<b>47,738</b>	<b>94</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup>Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales.

<sup>3</sup>FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 15

**Top 10 importers<sup>1</sup> of all U.S. wheat**

For the week ending 7/30/2020	commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2017-19
	2020/21 current MY	2019/20 last MY		
		- 1,000 mt -		- 1,000 mt -
Mexico	987	1,331	(26)	3,213
Philippines	1,346	1,187	13	2,888
Japan	948	899	6	2,655
Nigeria	534	625	(15)	1,433
Korea	585	415	41	1,372
Indonesia	347	302	15	1,195
Taiwan	465	457	2	1,175
Thailand	263	315	(16)	727
Italy	305	252	21	622
Colombia	151	304	(50)	618
<b>Top 10 importers</b>	<b>5,932</b>	<b>6,087</b>	<b>(3)</b>	<b>15,897</b>
<b>Total U.S. wheat export sales</b>	<b>10,223</b>	<b>9,365</b>	<b>9</b>	<b>23,821</b>
% of projected exports	38%	36%		
change from prior week <sup>2</sup>	<b>606</b>	<b>488</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>58%</b>	<b>65%</b>		<b>67%</b>
<b>USDA forecast, August 2020</b>	<b>26,567</b>	<b>26,294</b>	<b>1</b>	

<sup>1</sup>Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2018/19; Marketing year (MY) = Jun 1 - May 31.

<sup>2</sup>Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales.

<sup>3</sup>FAS marketing year final reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number.

Source: USDA, Foreign Agricultural Service.



Table 16

## Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	For the week ending 08/06/20	Previous week*	Current week as % of previous	2020 YTD*	2019 YTD*	2020 YTD as % of 2019 YTD	Last 4-weeks as % of:		2019 total*
							Last year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	253	402	63	9,624	8,276	116	125	107	13,961
Corn	241	246	98	6,667	6,858	97	423	93	7,047
Soybeans	7	0	n/a	2,766	6,148	45	1	1	11,969
<b>Total</b>	<b>500</b>	<b>648</b>	<b>77</b>	<b>19,057</b>	<b>21,282</b>	<b>90</b>	<b>103</b>	<b>81</b>	<b>32,977</b>
<b>Mississippi Gulf</b>									
Wheat	61	65	93	2,391	3,141	76	92	96	4,448
Corn	682	274	249	18,168	14,753	123	141	97	20,763
Soybeans	426	421	101	12,919	14,789	87	80	89	31,398
<b>Total</b>	<b>1,169</b>	<b>761</b>	<b>154</b>	<b>33,479</b>	<b>32,683</b>	<b>102</b>	<b>105</b>	<b>94</b>	<b>56,609</b>
<b>Texas Gulf</b>									
Wheat	44	69	64	2,754	4,570	60	61	83	6,009
Corn	11	0	n/a	469	441	106	86	60	640
Soybeans	0	0	n/a	7	2	413	0	0	2
<b>Total</b>	<b>55</b>	<b>69</b>	<b>80</b>	<b>3,230</b>	<b>5,013</b>	<b>64</b>	<b>63</b>	<b>80</b>	<b>6,650</b>
<b>Interior</b>									
Wheat	17	42	40	1,351	1,179	115	71	91	1,987
Corn	197	194	102	5,229	4,739	110	115	110	7,857
Soybeans	167	108	154	3,899	4,191	93	84	101	7,043
<b>Total</b>	<b>381</b>	<b>344</b>	<b>111</b>	<b>10,478</b>	<b>10,110</b>	<b>104</b>	<b>96</b>	<b>105</b>	<b>16,887</b>
<b>Great Lakes</b>									
Wheat	23	4	522	415	537	77	182	117	1,339
Corn	0	0	n/a	0	0	n/a	n/a	0	11
Soybeans	31	52	60	144	398	36	61	99	493
<b>Total</b>	<b>54</b>	<b>56</b>	<b>96</b>	<b>558</b>	<b>935</b>	<b>60</b>	<b>94</b>	<b>100</b>	<b>1,844</b>
<b>Atlantic</b>									
Wheat	2	2	110	12	32	36	n/a	508	37
Corn	0	0	n/a	8	92	9	n/a	n/a	99
Soybeans	38	5	722	470	854	55	40	48	1,353
<b>Total</b>	<b>40</b>	<b>7</b>	<b>540</b>	<b>489</b>	<b>978</b>	<b>50</b>	<b>45</b>	<b>53</b>	<b>1,489</b>
<b>U.S. total from ports*</b>									
Wheat	400	585	68	16,546	17,736	93	100	100	27,781
Corn	1,131	714	158	30,542	26,883	114	158	98	36,417
Soybeans	669	587	114	20,204	26,382	77	60	74	52,258
<b>Total</b>	<b>2,200</b>	<b>1,886</b>	<b>117</b>	<b>67,292</b>	<b>71,001</b>	<b>95</b>	<b>99</b>	<b>90</b>	<b>116,457</b>

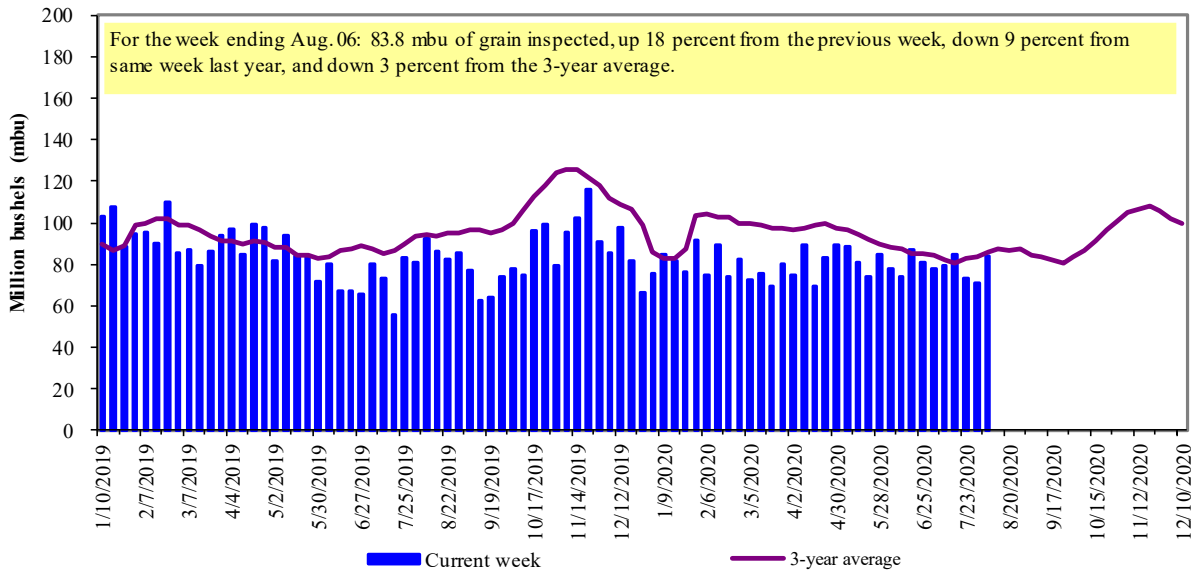
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: USDA, Federal Grain Inspection Service; YTD= year-to-date; n/a = not applicable or no change.

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 50 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2019.

Figure 14

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

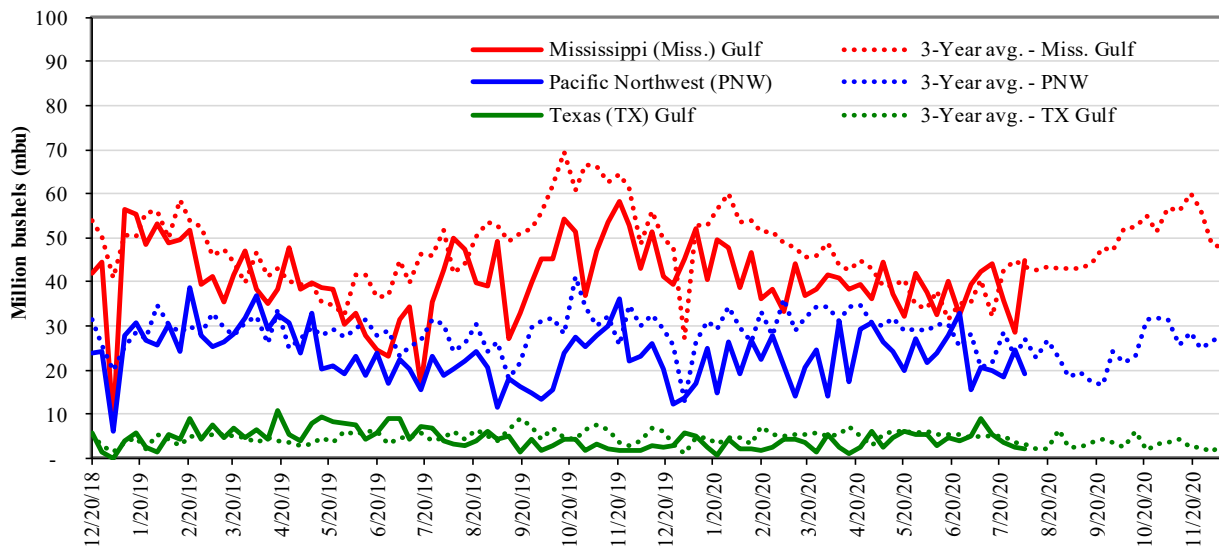


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

**U.S. Grain inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



Week ending 08/06/20 inspections (mbu):	Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf: 44.8	Last wk:	up 56	down 19	up 50	down 22
PNW: 19.0	Last Year (same wk):	down 10	down 35	down 12	down 7
TX Gulf: 2.0	3-yr avg.(4-wk. mov. Avg):	up 9	down 51	up 4	down 25

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

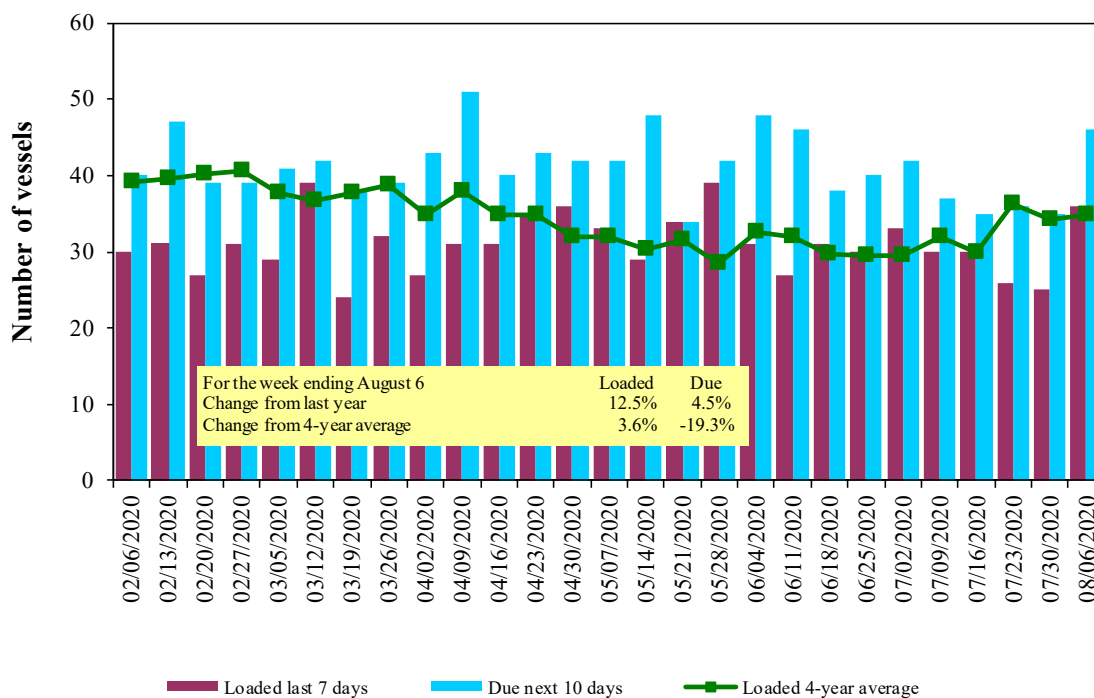
**Weekly port region grain ocean vessel activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded	Due next	In port
		7-days	10-days	
8/6/2020	23	36	46	14
7/30/2020	33	25	35	9
2019 range	(26...61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

Figure 16

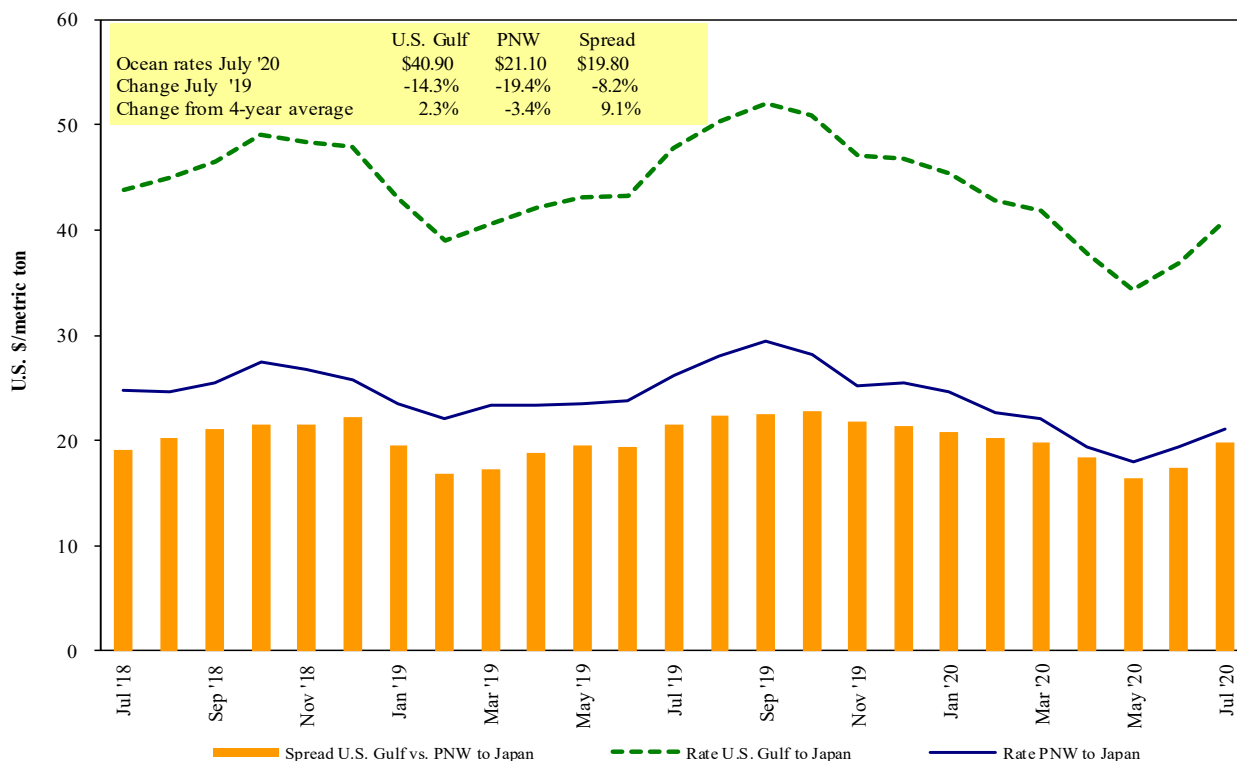
**U.S. Gulf<sup>1</sup> vessel loading activity**



<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.  
 Source: USDA, Agricultural Marketing Service.

Figure 17

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 18

Ocean freight rates for selected shipments, week ending 08/08/2020

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy grain	Aug 18/24	66,000	39.50
U.S. Gulf	Mozambique	Sorghum	Aug 10/20	30,780	41.35
U.S. Gulf	Mombasa	Wheat	Jul 23/Aug 3	1,200	117.97*
U.S. Gulf	Pt Sudan	Sorghum	Jun 5/15	33,370	99.50
PNW	China	Soybeans	Sep 1/30	63,000	22.10 op 22.60
PNW	Yemen	Wheat	Aug 4/14	15,000	42.95*
PNW	Yemen	Wheat	Jun 5/15	40,000	40.89
PNW	Yemen	Wheat	Jun 5/15	30,000	44.89
PNW	Yemen	Wheat	May 18/26	20,000	55.75*
PNW	Yemen	Wheat	May 4/14	49,630	36.50
PNW	Yemen	Wheat	Jul 1/10	40,000	46.94*
Vancouver	Japan	Wheat	Sep 15/30	20,000	24.30
Vancouver	Japan	Canola	Sep 15/30	30,000	24.30
Brazil	Pakistan	Heavy grain	Jul 20/30	70,000	21.85
Brazil	China	Heavy grain	Jun 25/30	65,000	23.50
Brazil	Japan	Corn	Sep 11/20	49,000	34.75
Brazil	Japan	Corn	Sep 1/10	60,000	34.00
Brazil	SE Asia	Corn	Jul 1/6	66,000	22.75
Brazil	Pakistan	Heavy grain	Jun 19/29	70,000	21.85

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

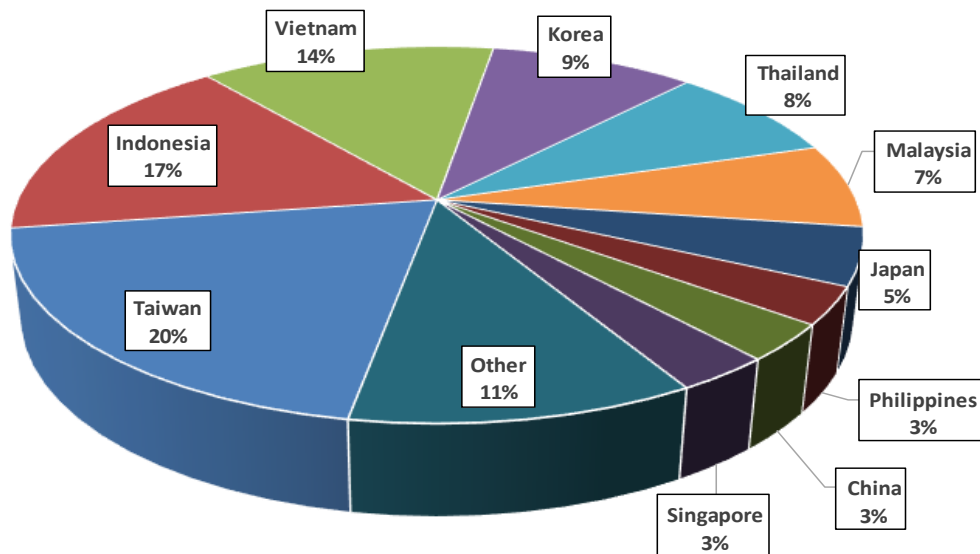
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated;

op = option.

Source: Maritime Research, Inc.

In 2019, containers were used to transport 9 percent of total U.S. waterborne grain exports. Approximately 60 percent of U.S. waterborne grain exports in 2019 went to Asia, of which 14 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

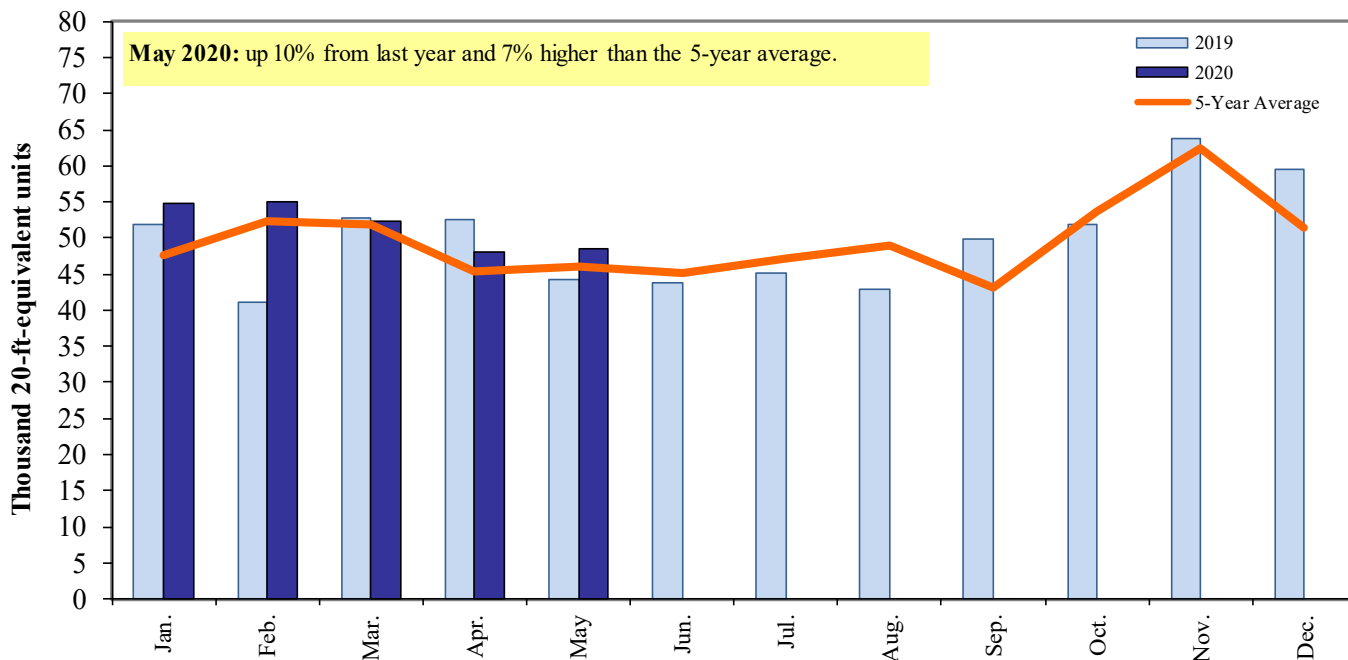
**Figure 18**  
**Top 10 destination markets for U.S. containerized grain exports, Jan-May 2020**



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, 120810, and 120190.

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

**Figure 19**  
**Monthly shipments of containerized grain to Asia**



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, and 230990.

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

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