



# Grain Transportation Report

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

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### U.S. Army Corps of Engineers Launched New Project To Deepen Lower Mississippi River Ship Channel to 50 feet

The U.S. Army Corps of Engineers' (USACE) New Orleans District has launched Phase 1 of its project to deepen the Lower Mississippi River ship channel to 50 feet. The launch follows the signing of [an agreement](#) by USACE and the State of Louisiana in late July. The entire project aims to deepen the final 256 miles of the River between the Gulf of Mexico to Baton Rouge, where river transportation ships more than 50 percent of the U.S. corn and soybeans to the U.S. export markets. Started on September 11, 2020, Phase 1 will dredge the Southwest Pass from the Head of Passes (considered the mouth of Mississippi, the starting point from which mileages on the Lower Mississippi River are measured) to Belmont Crossing. This phase will create approximately 175 miles of 50-foot-deep channel up to New Orleans. The next phase of the project will focus on deepen select locations between New Orleans and Baton Rouge where the river current slows and deposits sediments. The Corps estimates it will finish the entire project by 2024.

### California Adopts Omnibus Rule for Trucks, Phasing in Lower Oxides of Nitrogen Levels

On August 28, the California Air Resources Board (CARB) unanimously voted to adopt the "[Heavy-Duty Low NO<sub>x</sub> Omnibus Regulation](#)" rule. The phased-in regulation will require current oxides of nitrogen (NO<sub>x</sub>) levels be reduced from the current standard by approximately 75 percent starting in 2024 and by 90 percent in 2027. The rule requires California truck manufacturers to comply with the stricter emissions standards, overhaul engine testing procedures to better reflect real-world traffic conditions, and further extend engine warranties to ensure limited emissions of NO<sub>x</sub>. Trucking groups [commented](#) the new rule does not give manufacturers sufficient time to develop technologies to meet the standards, and that the industry will now be required to manufacture trucks for two different markets—California and the rest of the country.

### FMCSA Seeks Comments on Pilot Program

The Federal Motor Carrier Safety Administration (FMCSA) [requests public comments](#), by November 9, on a proposed pilot program that would allow drivers ages 18-20 to operate commercial motor vehicles (CMVs) in interstate commerce. The pilot program proposes to allow drivers to participate if they fit at least one of two categories. First, a participant could be an 18 to 20-year-old commercial driver's license (CDL) holder who operates CMVs in interstate commerce while taking part in a 120-hour probationary period and a subsequent 280-hour probationary period under an apprenticeship program established by an employer. Alternatively, a participant could be a 19- or 20-year-old commercial driver who has operated CMVs in intrastate commerce for at least 1 year and at least 25,000 miles. The pilot's drivers would not be permitted to operate special configuration vehicles or vehicles hauling passengers or hazardous materials.

### Snapshots by Sector

#### Export Sales

For the week ending September 10, [unshipped balances](#) of wheat, corn, and soybeans totaled 54.9 million metric tons (mmt). This represented a significant increase in outstanding sales from the same time last year. Net [corn export sales](#) were 1.6 mmt, down 12 percent from the past week. Net [soybean export sales](#) were 2.5 mmt, down 23 percent from the previous week. Net weekly [wheat export sales](#) were 0.336 mmt, down 31 percent from the previous week.

#### Rail

U.S. Class I railroads originated 21,550 [grain carloads](#) during the week ending September 12. This was a 6-percent decrease from the previous week, 17 percent more than last year, and 13 percent more than the 3-year average.

Average October shuttle [secondary railcar](#) bids/offers (per car) were \$1,225 above tariff for the week ending September 17. This was \$133 more than last week and \$1,394 more than this week last year. There were no non-shuttle bids/offers this week.

#### Barge

For the week ending September 19, [barge grain movements](#) totaled 504,124 tons. This was 37 percent less than the previous week and 0 percent more than the same period last year.

For the week ending September 19, 318 grain barges [moved down river](#)—196 barges fewer than the previous week. There were 636 grain barges [unloaded in New Orleans](#), 30 percent fewer than the previous week.

#### Ocean

For the week ending September 17, 33 [oceangoing grain vessels](#) were loaded in the Gulf—74 percent fewer than the same period last year. Within the next 10 days (starting September 18), 64 vessels were expected to be loaded—49 percent fewer than the same period last year.

As of September 17, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$43.50. This was 1 percent less than the previous week. The rate from the Pacific Northwest (PNW) to Japan was \$23.75 per mt, 1 percent less than the previous week.

#### Fuel

For the week ending September 21, the U.S. average [diesel fuel price](#) decreased 1.8 cents from the previous week to \$2.404 per gallon, 67.7 cents below the same week last year.

# Feature Article/Calendar

## U.S. and Brazilian Soybean Transportation and Landed Costs Fell in Second Quarter 2020

The United States and Brazil are the world's leading producers and exporters of soybeans. Both countries compete for the same overseas markets, including China—the world's largest importer of soybeans. Despite vying for the same markets, the United States and Brazil have different production methods and transportation cost structures. Whereas the United States transports soybeans from inland production sites to export ports by truck, rail, and/or barge, Brazil relies mainly on truck for its inland transport. This article compares quarterly and yearly changes in the costs of moving soybeans from the United States and Brazil to Hamburg, Germany (table 1), and to Shanghai, China (table 2).

**Table 1-Quarterly costs of transporting soybeans from United States and Brazil to Hamburg, Germany**

	2019	2020	2020	Percent change		2019	2020	2020	Percent change	
	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to yr.	Qtr. to qtr.	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to yr.	Qtr. to qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>										
--\$/mt--										
Truck	10.98	10.70	9.70	-11.66	-9.35	10.98	10.70	9.70	-11.66	-9.35
Rail <sup>1</sup>	47.93	36.73				32.11	33.03			
Barge	13.06	9.02	24.29	85.99	169.29	13.06	9.02	17.30	32.47	91.80
Ocean <sup>2</sup>	16.62	14.82	13.18	-20.70	-11.07	16.62	14.82	13.18	-20.70	-11.07
Total transportation	88.59	71.27	47.17	-46.75	-33.82	72.77	67.57	40.18	-44.78	-40.54
Farm value <sup>3</sup>	298.97	289.79	299.71	0.25	3.42	299.09	315.02	305.10	2.01	-3.15
Landed cost <sup>4</sup>	387.56	361.06	346.88	-10.50	-3.93	371.86	382.59	345.28	-7.15	-9.75
Transport % of landed cost	22.86	19.74	13.60			19.57	17.66	11.64		
<b>Brazil</b>										
<b>North MT<sup>5</sup> - Santos<sup>6</sup></b>										
--\$/mt--										
Truck	73.96	68.33	59.53	-19.51	-12.88	43.76	40.67	35.35	-19.22	-13.08
Ocean <sup>7</sup>	21.50	29.25	20.50	-4.65	-29.91	21.25	30.00	21.50	1.18	-28.33
Total transportation	95.46	97.58	80.03	-16.16	-17.99	65.01	70.67	56.85	-12.55	-19.56
Farm value <sup>8</sup>	271.70	282.59	287.53	5.83	1.75	281.40	285.74	262.95	-6.56	-7.98
Landed cost	367.16	380.17	367.56	0.11	-3.32	346.41	356.41	319.80	-7.68	-10.27
Transport % of landed cost	26.00	25.67	21.77			18.77	19.83	17.78		
<b>South GO<sup>5</sup> - Paranagua<sup>6</sup></b>										
--\$/mt--										
Truck	73.96	68.33	59.53	-19.51	-12.88	43.76	40.67	35.35	-19.22	-13.08
Ocean <sup>7</sup>	21.50	29.25	20.50	-4.65	-29.91	21.25	30.00	21.50	1.18	-28.33
Total transportation	95.46	97.58	80.03	-16.16	-17.99	65.01	70.67	56.85	-12.55	-19.56
Farm value <sup>8</sup>	271.70	282.59	287.53	5.83	1.75	281.40	285.74	262.95	-6.56	-7.98
Landed cost	367.16	380.17	367.56	0.11	-3.32	346.41	356.41	319.80	-7.68	-10.27
Transport % of landed cost	26.00	25.67	21.77			18.77	19.83	17.78		

<sup>1</sup>Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

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

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

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

<sup>5</sup>Producing regions: MT= Mato Grosso, GO = Goiás.

<sup>6</sup>Export ports.

<sup>7</sup>Source for Brazil's ocean rates: University of São Paulo, Brazil and USDA/Agricultural Marketing Service.

<sup>8</sup>Source for Brazil's farm values: Companhia Nacional de Abastecimento.

Note: qtr. = quarter; yr. = year; mt = metric ton; total may not add exactly because of rounding.

Source: Compiled by the USDA, Agricultural Marketing Service.

**Transportation costs:** U.S. and Brazilian total transportation costs of exporting soybeans to Germany (table 1) and China (table 2) through the U.S. Gulf decreased from first quarter 2020 to second quarter 2020 (quarter to quarter) and generally decreased, also, from second quarter 2019 to second quarter 2020 (year to year).

Quarter to quarter, U.S. transportation costs via the Gulf fell when the upper segment of the Mississippi River reopened after being closed to navigation because of ice for most of first quarter 2020. In general, transportation costs tend to fall when the entire length of the Mississippi River is open and barge transportation is chosen for whole length of the shipment's journey.

Quarter to quarter, transportation costs for soybeans fell because rates for all modes declined. Barge rates were generally lower, with the repositioning of empty barges along the Mississippi River (see [August 13, 2020, Grain Transportation Report](#)). Truck rates fell because of reduced demand for trucking services. Finally, ocean freight rates for shipping bulk items, including grain fell because of weakened demand for commodities in Europe and Asia during the second quarter. (See [July 23, 2020 Grain Transportation Report](#)). Truck and ocean freight rates fell not only in the United States, but, also, in Brazil, causing total transportation costs to drop there as well.

**Landed costs:** In general, from both quarter to quarter and year to year, both U.S. and Brazilian landed costs for soybeans fell, mostly because of falling transportation costs. Quarter to quarter, soybean farm values declined in all producing regions, except Minneapolis, MN, and North Mato Grosso (North MT), Brazil. However, even in the cases of Minneapolis and North MT, landed costs to both Germany and China fell from quarter to quarter because farm values did not rise enough to offset declining total transportation costs. Year to year, the only exception to the decline in U.S. landed costs was for shipments from Sioux Falls, SD, to Shanghai. For these shipments, rising farm values slightly surpassed declining total transportation costs and stabilized landed costs. As in the United States, Brazilian landed costs fell from year to year, with the exception of shipments from North MT to Germany. For those shipments, rising farm values slightly offset declining total transportation costs and stabilized landed costs.

**Table 2-Quarterly costs of transporting soybeans from United States and Brazil to Shanghai, China**

	2019	2020	2020	Percent change		2019	2020	2020	Percent change	
	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to yr.	Qtr. to qtr.	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to yr.	Qtr. to qtr.
<b>United States (via U.S. Gulf)</b>										
	<b>Minneapolis, MN</b>					<b>Davenport, IA</b>				
	<b>--\$/mt--</b>									
Truck	10.98	10.70	9.70	-11.66	-9.35	10.98	10.70	9.70	-11.66	-9.35
Rail <sup>1</sup>	47.93	36.73				32.11	33.03			
Barge	13.06	9.02	24.29	85.99	169.29	13.06	9.02	17.30	32.47	91.80
Ocean <sup>2</sup>	42.20	41.98	35.40	-16.11	-15.67	42.20	41.98	35.40	-16.11	-15.67
Total transportation	114.17	98.43	69.39	-39.22	-29.50	98.35	94.73	62.40	-36.55	-34.13
Farm value <sup>3</sup>	298.97	289.79	299.71	0.25	3.42	299.09	315.02	305.10	2.01	-3.15
Landed cost <sup>4</sup>	413.14	388.22	369.10	-10.66	-4.93	397.44	409.75	367.50	-7.53	-10.31
Transport % of landed cost	27.63	25.35	18.80			24.75	23.12	16.98		
<b>Via PNW</b>										
	<b>Fargo, ND</b>					<b>Sioux Falls, SD</b>				
	<b>--\$/mt--</b>									
Truck	10.98	10.70	9.70	-11.66	-9.35	10.98	10.70	9.70	-11.66	-9.35
Rail <sup>1</sup>	56.11	57.10	57.10	1.76	0.00	57.10	58.09	58.09	1.73	0.00
Ocean	22.93	22.28	18.20	-20.63	-18.31	22.93	22.28	18.20	-20.63	-18.31
Total transportation	90.02	90.08	85.00	-5.58	-5.64	91.01	91.07	85.99	-5.52	-5.58
Farm value	277.90	288.44	278.03	0.05	-3.61	284.15	304.97	290.40	2.20	-4.78
Landed cost	367.92	378.52	363.03	-1.33	-4.09	375.16	396.04	376.39	0.33	-4.96
Transport % of landed cost	24.47	23.80	23.41			24.26	23.00	22.85		
<b>Brazil</b>										
	<b>North MT<sup>5</sup> - Santos<sup>6</sup></b>					<b>South GO<sup>5</sup> - Paranagua<sup>6</sup></b>				
	<b>--\$/mt--</b>									
Truck	73.96	68.33	59.53	-19.51	-12.88	43.76	40.67	35.35	-19.22	-13.08
Ocean <sup>7</sup>	30.92	35.50	27.08	-12.42	-23.72	31.42	37.25	28.83	-8.24	-22.60
Total transportation	104.88	103.83	86.61	-17.42	-16.58	75.18	77.92	64.18	-14.63	-17.63
Farm Value <sup>8</sup>	271.70	282.59	287.53	5.83	1.75	281.40	285.74	262.95	-6.56	-7.98
Landed Cost	376.58	386.42	374.14	-0.65	-3.18	356.58	363.66	327.13	-8.26	-10.05
Transport % of landed cost	27.85	26.87	23.15			21.08	21.43	19.62		

<sup>1</sup>Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

<sup>2</sup>Source for the U.S. Ocean freight rates: O'Neil Commodity Consulting.

<sup>3</sup>Source for the U.S farm values: USDA, National Agricultural Statistivs Service.

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

<sup>5</sup>Producing regions: MT= Mato Grosso, GO = Goiás.

<sup>6</sup>Export ports.

<sup>7</sup>Source for Brazil's ocean freight rates: University of São Paulo, Brazil and USDA, Agricultural Marketing Service.

<sup>8</sup>Source for Brazil's farm values: Companhia Nacional de Abastecimento.

Note: qtr. = quarter; yr. = year; mt = metric ton; total may not add exactly because of rounding.

Source: Compiled by the USDA, Agricultural Marketing Service.

In second-quarter 2020, the share of U.S. landed costs comprising transportation costs ranged from 12 percent to 14 percent for shipments to Germany (table 1) and from 17 percent to 23 percent for shipments to China (table 2). The transportation-cost share of Brazil's total landed costs ranged from 18 percent to 22 percent for shipments to Germany (table 1), and from 20 percent to 23 percent for shipments to China (table 2). Quarter to quarter, the transportation-cost share of U.S. and Brazilian landed costs fell.

**U.S. Exports to China:** According to [USDA's Federal Grain Inspection Service](#), China imported 0.68 million metric tons (mmt) of U.S. soybeans in second quarter 2020 versus 2.90 mmt in the previous quarter and 3.54 mmt in second quarter 2019. Lower U.S. transportation and landed costs to China could boost soybean exports to China in the coming year. For more on soybean transportation see [Brazil Soybean Transportation](#).

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# 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
09/23/20	161	280	274	247	195	168
09/16/20	163	280	255	212	197	170

<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)

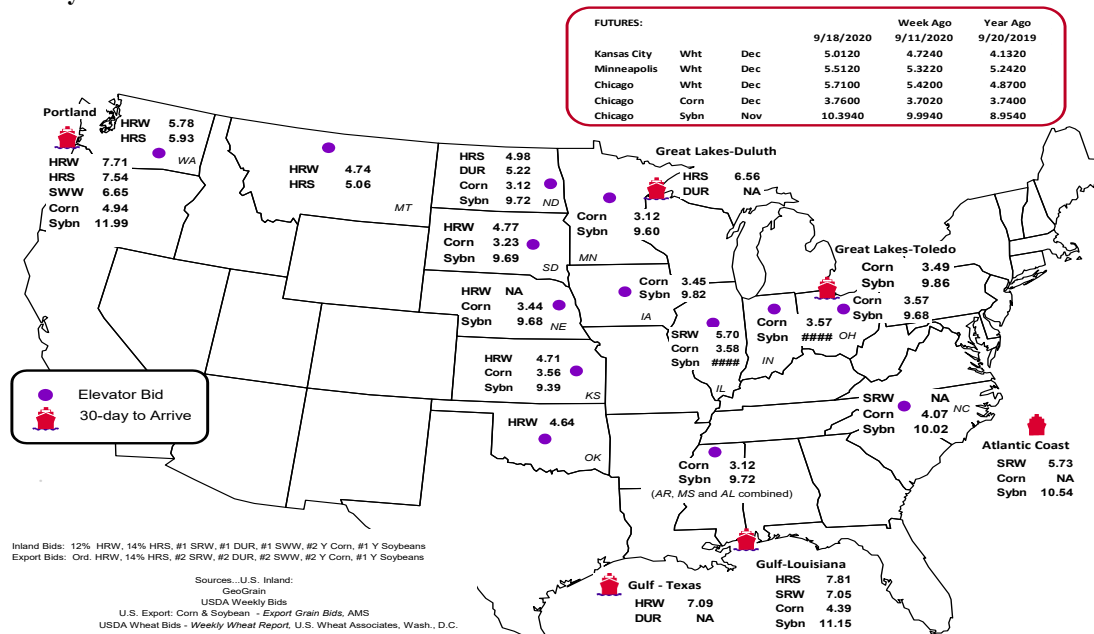
Commodity	Origin-destination	9/18/2020	9/11/2020
Corn	IL-Gulf	-0.81	-0.70
Corn	NE-Gulf	-0.95	-0.83
Soybean	IA-Gulf	-1.33	-1.32
HRW	KS-Gulf	-2.38	-2.37
HRS	ND-Portland	-2.56	-2.53

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			
9/16/2020 <sup>p</sup>	1,494	1,549	6,152	499	9,694	9/12/2020	2,261
9/09/2020 <sup>r</sup>	1,169	1,311	5,885	304	8,669	9/5/2020	1,571
2020 YTD <sup>r</sup>	19,134	34,822	179,234	7,677	240,867	2020 YTD	90,754
2019 YTD <sup>r</sup>	34,586	41,949	187,540	13,417	277,492	2019 YTD	89,866
2020 YTD as % of 2019 YTD	55	83	96	57	87	% change YTD	101
Last 4 weeks as % of 2019 <sup>2</sup>	222	160	138	112	148	Last 4wks. % 2019	89
Last 4 weeks as % of 4-year avg. <sup>2</sup>	190	102	116	93	120	Last 4wks. % 4 yr.	89
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.

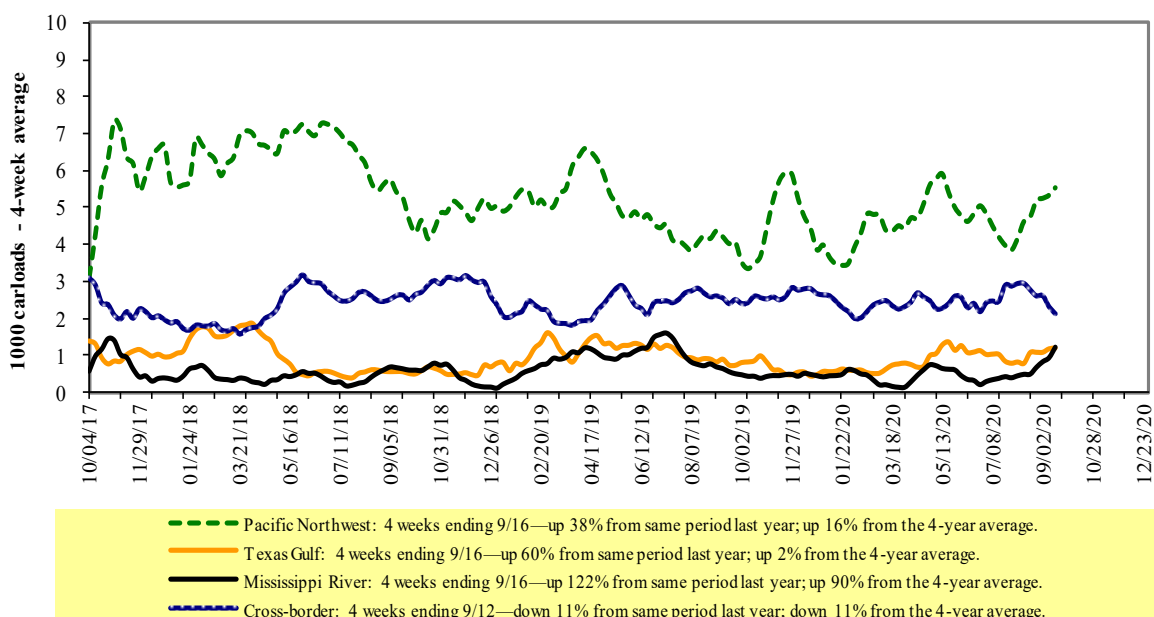
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.**

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: 9/12/2020	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,040	2,057	11,610	1,053	5,790	21,550	4,003	4,868
This week last year	1,700	2,135	8,485	1,092	5,040	18,452	2,404	5,386
2020 YTD	59,953	88,621	398,426	38,601	189,820	775,421	152,051	169,609
2019 YTD	67,166	102,741	406,190	41,534	189,039	806,670	149,641	163,472
2020 YTD as % of 2019 YTD	89	86	98	93	100	96	102	104
Last 4 weeks as % of 2019*	93	111	112	93	127	112	147	106
Last 4 weeks as % of 3-yr. avg.**	105	99	111	119	121	112	114	104
Total 2019	91,611	136,913	568,369	58,527	260,269	1,115,689	212,475	235,892

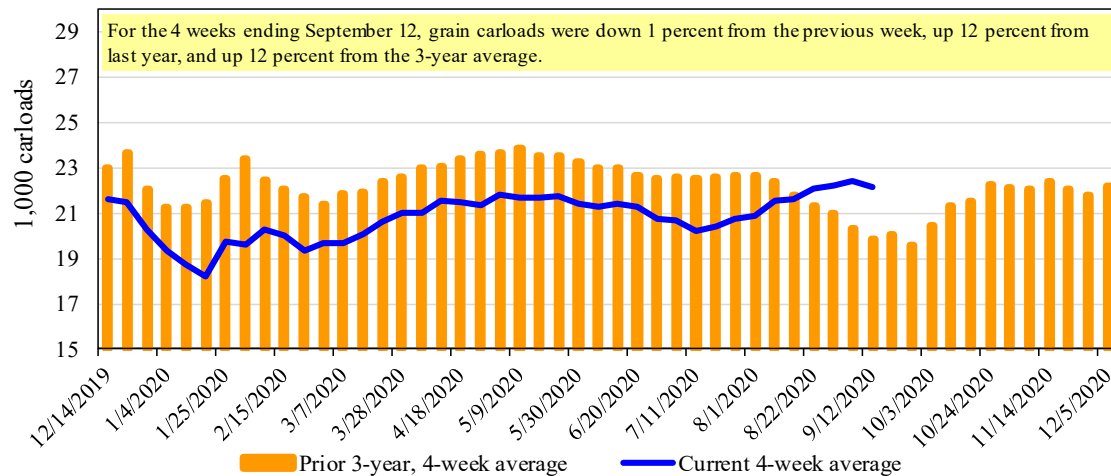
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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: 9/17/2020		<u>Delivery period</u>							
		Oct-20	Oct-19	Nov-20	Nov-19	Dec-20	Dec-19	Jan-21	Jan-20
BNSF <sup>3</sup>	COT grain units	no offer	no bid	128	no bid	0	no bid	23	no offer
	COT grain single-car	no offer	0	316	0	255	0	301	no offer
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 bid	no offer	no bid	no offer	no offer	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.

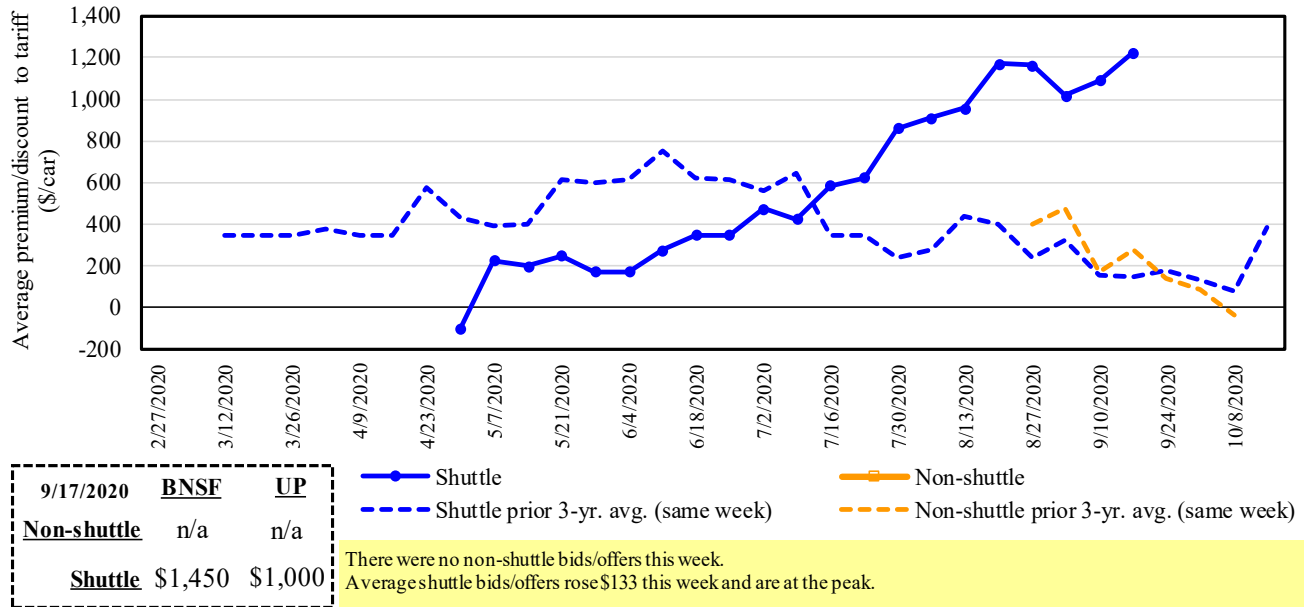
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

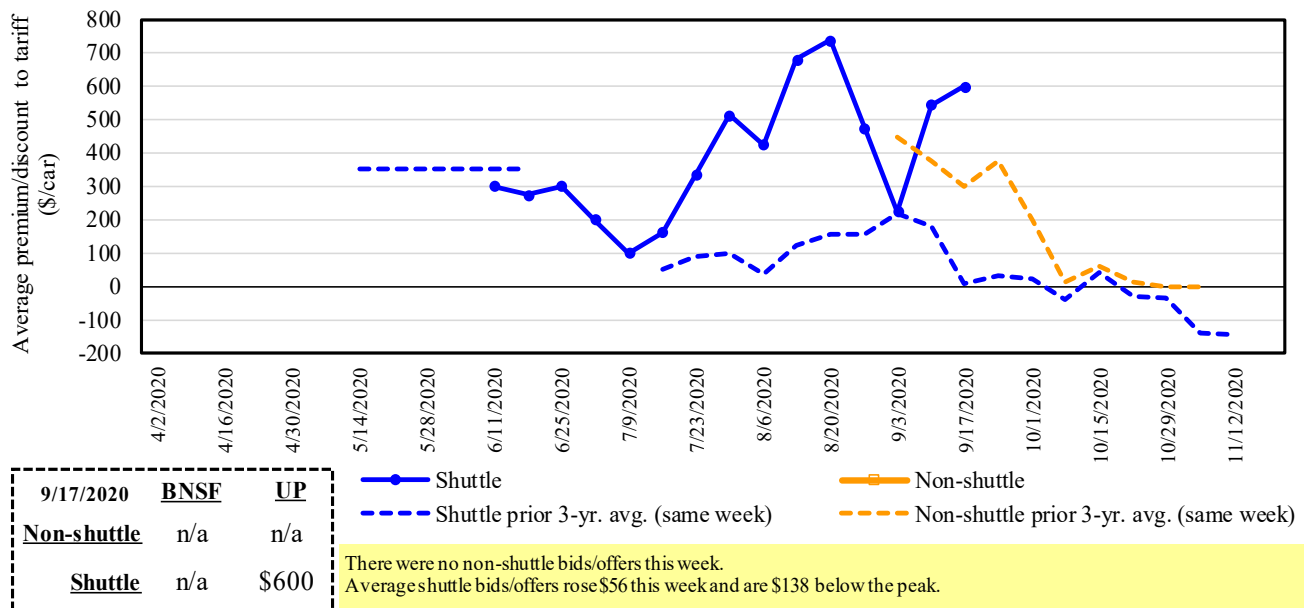
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Bids/offers for railcars to be delivered in October 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.

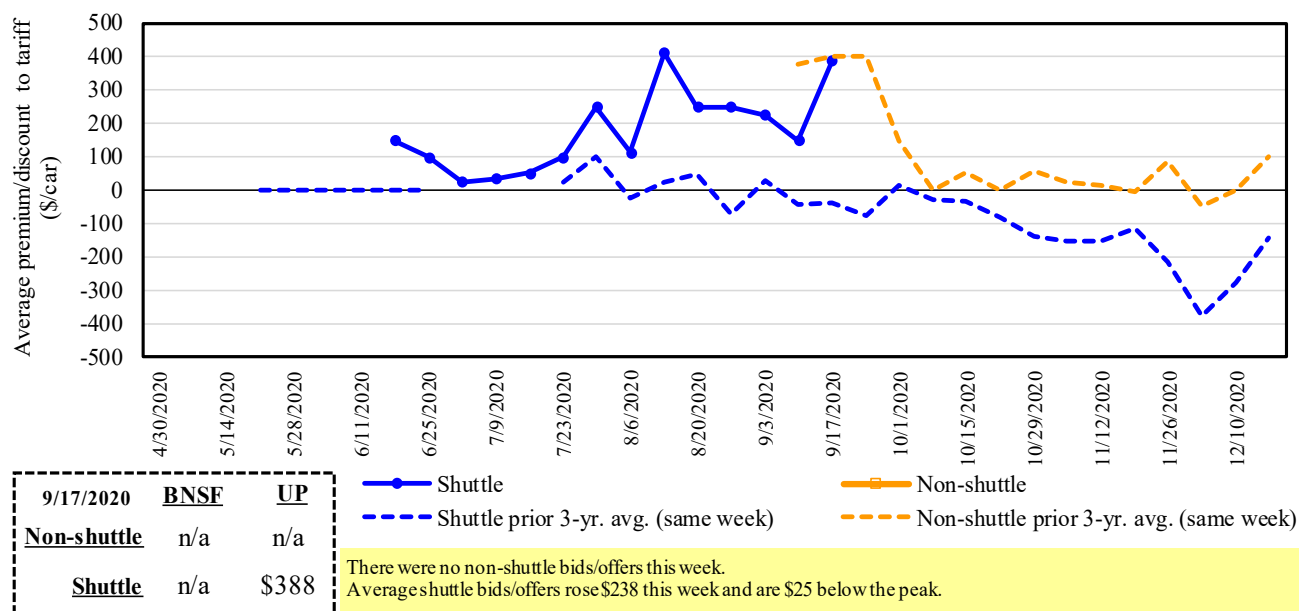
**Figure 5**  
**Bids/offers for railcars to be delivered in November 2020, secondary market**



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 December 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.

Table 6

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

For the week ending: 9/17/2020		Delivery period					
		Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-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 same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	<b>BNSF-GF</b>	1450	n/a	n/a	n/a	n/a	n/a
	Change from last week	167	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	1713	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	1000	600	388	200	n/a	n/a
	Change from same week 2019	1075	n/a	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>**

September 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	-1
	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	-2
Corn	Amarillo, TX	Los Angeles, CA	\$5,121	\$95	\$51.80	\$1.41	-3
	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
Soybeans	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
	Minneapolis, MN	New Orleans, LA	\$3,631	\$37	\$36.43	\$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	0
<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	0
	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	2
	Minneapolis, MN	Tacoma, WA	\$5,180	\$0	\$51.44	\$1.31	0
Soybeans	Council Bluffs, IA	Stockton, CA	\$5,000	\$0	\$49.65	\$1.26	0
	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: September 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	\$29	\$44.53	\$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	\$99	\$85.60	\$2.17	-1
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlahpantla, EM	\$7,643	\$97	\$79.08	\$2.01	-1
	SD	Torreón, CU	\$7,690	\$0	\$78.57	\$1.99	0
Soybeans	MO	Bojay (Tula), HG	\$8,522	\$354	\$90.68	\$2.47	-1
	NE	Guadalajara, JA	\$9,132	\$362	\$97.00	\$2.64	-1
	IA	El Castillo, JA	\$9,410	\$0	\$96.15	\$2.61	0
	KS	Torreón, CU	\$7,989	\$238	\$84.05	\$2.29	0
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	-2

<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.

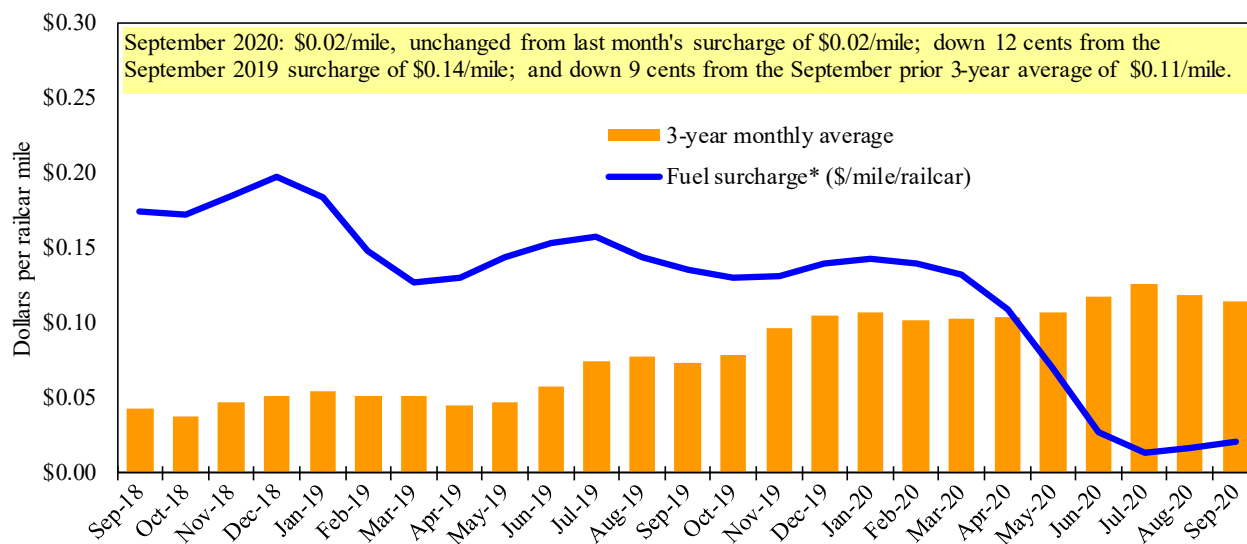
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

<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.

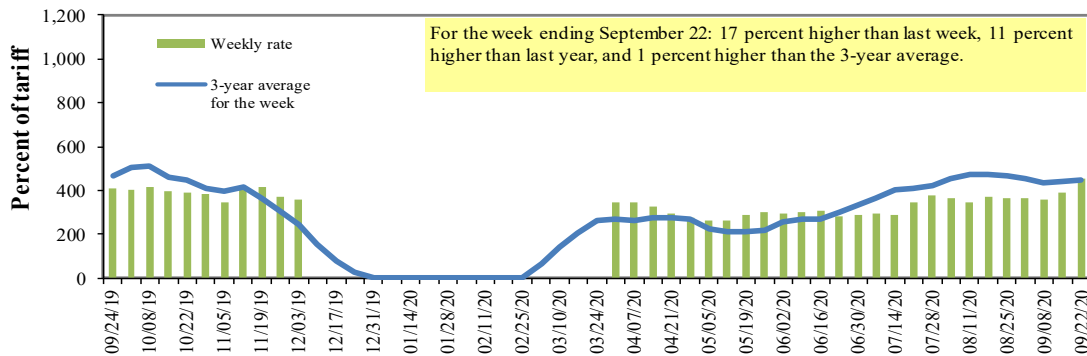
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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
Rate <sup>1</sup>	9/22/2020	500	452	-	353	413	413	344
	9/15/2020	431	388	-	290	385	385	294
\$/ton	9/22/2020	30.95	24.05	-	14.08	19.37	16.69	10.80
	9/15/2020	26.68	20.64	-	11.57	18.06	15.55	9.23
<b>Current week % change from the same week:</b>								
	Last year	33	11	-	-5	5	5	-8
	3-year avg. <sup>2</sup>	9	1	-	-5	-3	-3	-5
Rate <sup>1</sup>	September	544	501	-	378	475	475	368
	November	0	0	397	278	315	315	254

<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

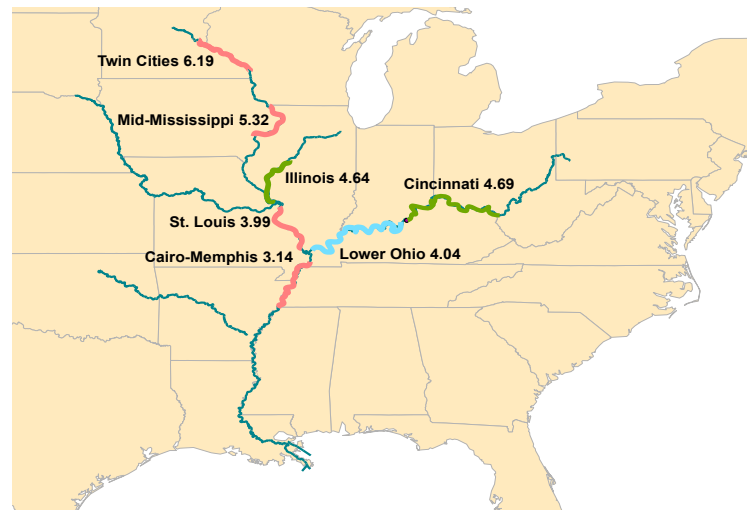
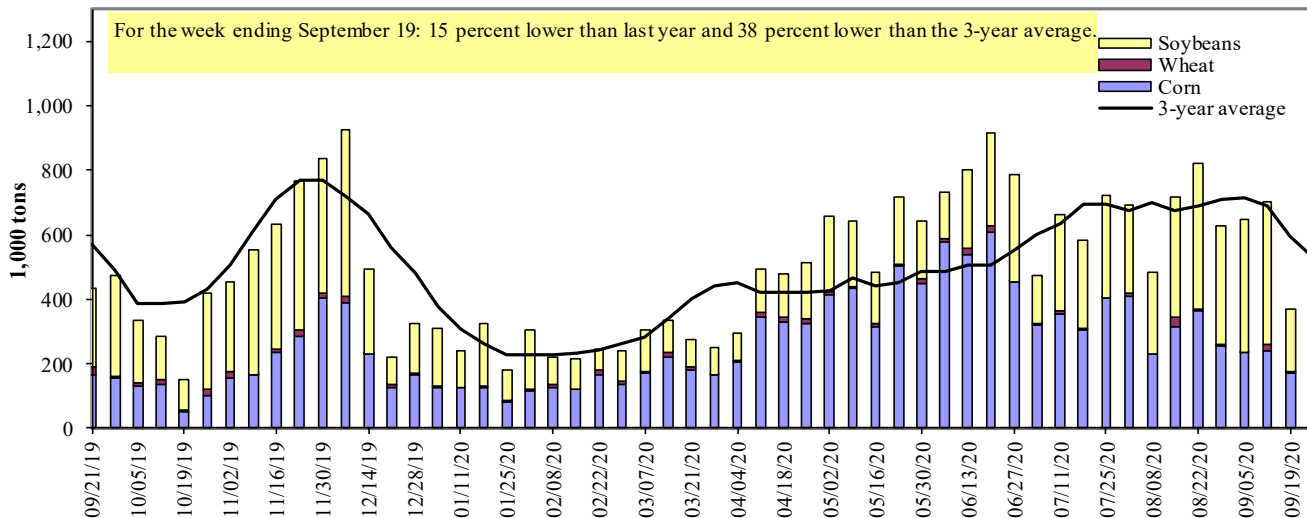


Figure 10

**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 09/19/2020	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	66	2	145	0	212
Winfield, MO (L25)	154	6	191	0	351
Alton, IL (L26)	154	6	194	0	355
Granite City, IL (L27)	169	6	196	0	370
<b>Illinois River (La Grange)</b>	0	0	0	0	0
<b>Ohio River (Olmsted)</b>	54	5	39	0	99
<b>Arkansas River (L1)</b>	0	24	11	0	35
Weekly total - 2020	223	35	246	0	504
Weekly total - 2019	188	38	274	2	502
2020 YTD <sup>1</sup>	13,501	1,486	10,630	116	25,733
2019 YTD <sup>1</sup>	9,150	1,285	8,956	131	19,521
2020 as % of 2019 YTD	148	116	119	89	132
Last 4 weeks as % of 2019 <sup>2</sup>	162	124	108	81	123
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.

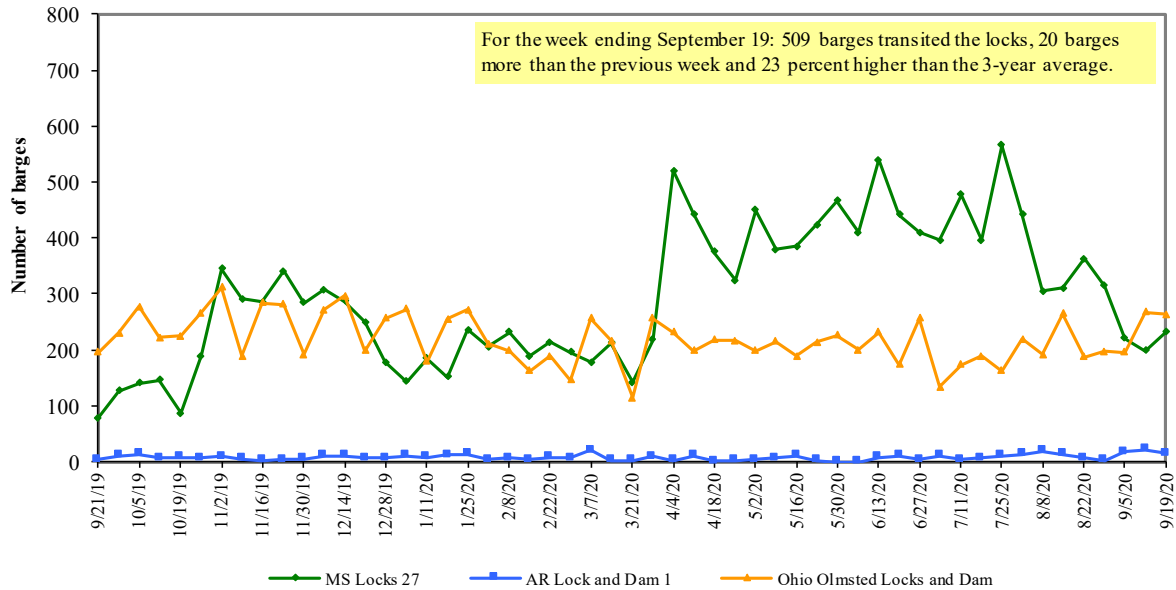
<sup>2</sup> As a percent of same period in 2019.

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

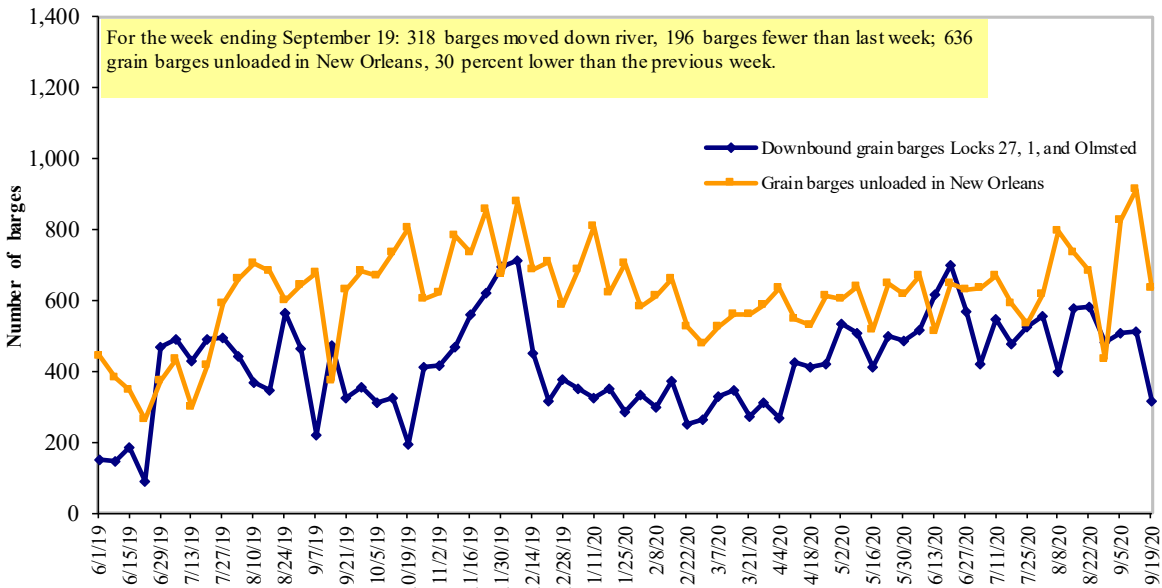
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



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 9/21/2020 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.486	-0.013	-0.597
	New England	2.601	-0.004	-0.469
	Central Atlantic	2.662	-0.014	-0.590
	Lower Atlantic	2.343	-0.014	-0.628
II	Midwest	2.282	-0.026	-0.710
III	Gulf Coast	2.157	-0.015	-0.701
IV	Rocky Mountain	2.348	-0.020	-0.686
	West Coast	2.941	-0.014	-0.709
V	West Coast less California	2.557	-0.018	-0.681
	California	3.257	-0.010	-0.719
Total	United States	2.404	-0.018	-0.677

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

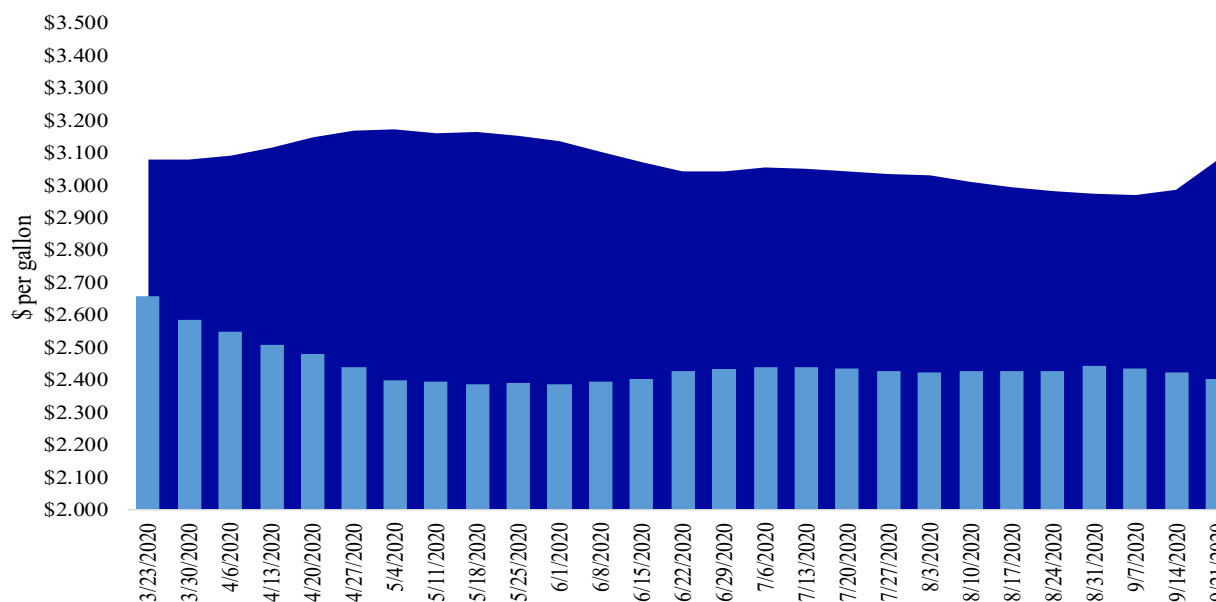
Source: U.S. Department of Energy, Energy Information Administration.

Figure 13

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

For the week ending September 21, the U.S. average diesel fuel price decreased 1.8 cents from the previous week to \$2.404 per gallon, 67.7 cents below the same week last year.

■ Last year \$3.081  
■ Current year \$2.404



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>									
9/10/2020	1,706	478	1,795	1,244	237	5,460	19,308	30,084	54,852
This week year ago	1,371	627	1,686	924	313	4,920	7,785	10,059	22,765
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2020/21 YTD	3,210	640	2,053	1,492	278	7,673	1,148	2,259	11,080
2019/20 YTD	3,278	923	1,720	1,256	196	7,373	870	1,122	9,364
YTD 2020/21 as % of 2019/20	98	69	119	119	142	104	132	201	118
Last 4 wks. as % of same period 2019/20*	133	90	111	131	81	116	136	167	145
Total 2019/20	9,526	2,318	6,960	4,751	922	24,477	42,622	43,994	111,094
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327

<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 09/10/2020	Total 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 -			
Mexico	3,623	4,778	(24)	14,869
Japan	2,197	1,077	104	11,221
Columbia	627	211	198	4,830
Korea	270	70	288	4,011
China	9,240	60	15,300	909
<b>Top 5 importers</b>	<b>15,957</b>	<b>6,195</b>	<b>158</b>	<b>35,840</b>
<b>Total U.S. corn export sales</b>	<b>20,456</b>	<b>8,655</b>	<b>136</b>	<b>49,983</b>
% of projected exports	35%	19%		
Change from prior week <sup>2</sup>	<b>1,609</b>	<b>1,465</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	78%	72%		72%
<b>USDA forecast September 2020</b>	<b>59,160</b>	<b>44,911</b>	<b>32</b>	
<b>Corn use for ethanol USDA forecast, September 2020</b>	<b>129,540</b>	<b>123,317</b>	<b>5</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 (carry over 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 9/10/2020	Total 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 -
China	17,362	1,664	944	19,106
Mexico	1,663	2,090	(20)	4,591
Egypt	447	471	(5)	2,980
Indonesia	428	231	85	2,360
Japan	549	530	4	2,288
<b>Top 5 importers</b>	<b>20,450</b>	<b>4,985</b>	<b>310</b>	<b>31,324</b>
<b>Total U.S. soybean export sales</b>	<b>32,343</b>	<b>11,181</b>	<b>189</b>	<b>49,352</b>
% of projected exports	56%	24%		
change from prior week <sup>2</sup>	2,457	1,728		
<b>Top 5 importers' share of U.S. soybean export sales</b>	63%	45%		<b>63%</b>
<b>USDA forecast, September 2020</b>	<b>57,902</b>	<b>45,777</b>	<b>126</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 9/10/2020	Total 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	1,383	1,849	(25)	3,213
Philippines	1,946	1,427	36	2,888
Japan	1,240	1,156	7	2,655
Nigeria	609	780	(22)	1,433
Korea	680	758	(10)	1,372
Indonesia	550	370	49	1,195
Taiwan	582	559	4	1,175
Thailand	322	376	(14)	727
Italy	438	382	15	622
Colombia	184	407	(55)	618
<b>Top 10 importers</b>	<b>7,934</b>	<b>8,063</b>	<b>(2)</b>	<b>15,897</b>
<b>Total U.S. wheat export sales</b>	<b>13,133</b>	<b>12,293</b>	<b>7</b>	<b>23,821</b>
% of projected exports	49%	47%		
change from prior week <sup>2</sup>	336	287		
<b>Top 10 importers' share of U.S. wheat export sales</b>	60%	66%		<b>67%</b>
<b>USDA forecast, September 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 09/17/20	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	263	347	76	11,875	10,009	119	133	139	13,961
Corn	264	203	130	7,916	6,874	115	n/a	180	7,047
Soybeans	213	296	72	4,014	7,463	54	145	173	11,969
<b>Total</b>	<b>740</b>	<b>846</b>	<b>87</b>	<b>23,806</b>	<b>24,346</b>	<b>98</b>	<b>181</b>	<b>157</b>	<b>32,977</b>
<b>Mississippi Gulf</b>									
Wheat	81	143	57	2,890	3,671	79	112	139	4,448
Corn	320	542	59	20,861	16,515	126	156	84	20,763
Soybeans	857	1,177	73	18,231	18,771	97	130	135	31,398
<b>Total</b>	<b>1,257</b>	<b>1,861</b>	<b>68</b>	<b>41,982</b>	<b>38,956</b>	<b>108</b>	<b>134</b>	<b>116</b>	<b>56,609</b>
<b>Texas Gulf</b>									
Wheat	100	122	83	3,280	5,062	65	93	104	6,009
Corn	61	0	n/a	600	563	106	98	98	640
Soybeans	86	55	156	399	2	n/a	n/a	n/a	2
<b>Total</b>	<b>248</b>	<b>177</b>	<b>140</b>	<b>4,278</b>	<b>5,627</b>	<b>76</b>	<b>171</b>	<b>187</b>	<b>6,650</b>
<b>Interior</b>									
Wheat	28	50	56	1,603	1,432	112	83	76	1,987
Corn	96	171	56	6,140	5,572	110	100	82	7,857
Soybeans	94	104	90	4,563	4,993	91	81	102	7,043
<b>Total</b>	<b>219</b>	<b>325</b>	<b>67</b>	<b>12,306</b>	<b>11,997</b>	<b>103</b>	<b>90</b>	<b>87</b>	<b>16,887</b>
<b>Great Lakes</b>									
Wheat	22	68	33	617	748	83	192	140	1,339
Corn	0	0	n/a	54	0	n/a	n/a	162	11
Soybeans	73	23	315	356	465	76	208	165	493
<b>Total</b>	<b>95</b>	<b>91</b>	<b>104</b>	<b>1,027</b>	<b>1,213</b>	<b>85</b>	<b>217</b>	<b>151</b>	<b>1,844</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	26	37	71	144	196	37
Corn	0	7	0	15	96	16	513	51	99
Soybeans	57	4	n/a	555	989	56	56	110	1,353
<b>Total</b>	<b>58</b>	<b>11</b>	<b>549</b>	<b>597</b>	<b>1,121</b>	<b>53</b>	<b>63</b>	<b>102</b>	<b>1,489</b>
<b>U.S. total from ports*</b>									
Wheat	495	729	68	20,291	20,959	97	121	128	27,781
Corn	742	923	80	35,586	29,619	120	185	98	36,417
Soybeans	1,380	1,659	83	28,119	32,683	86	134	146	52,258
<b>Total</b>	<b>2,616</b>	<b>3,310</b>	<b>79</b>	<b>83,996</b>	<b>83,261</b>	<b>101</b>	<b>141</b>	<b>126</b>	<b>116,457</b>

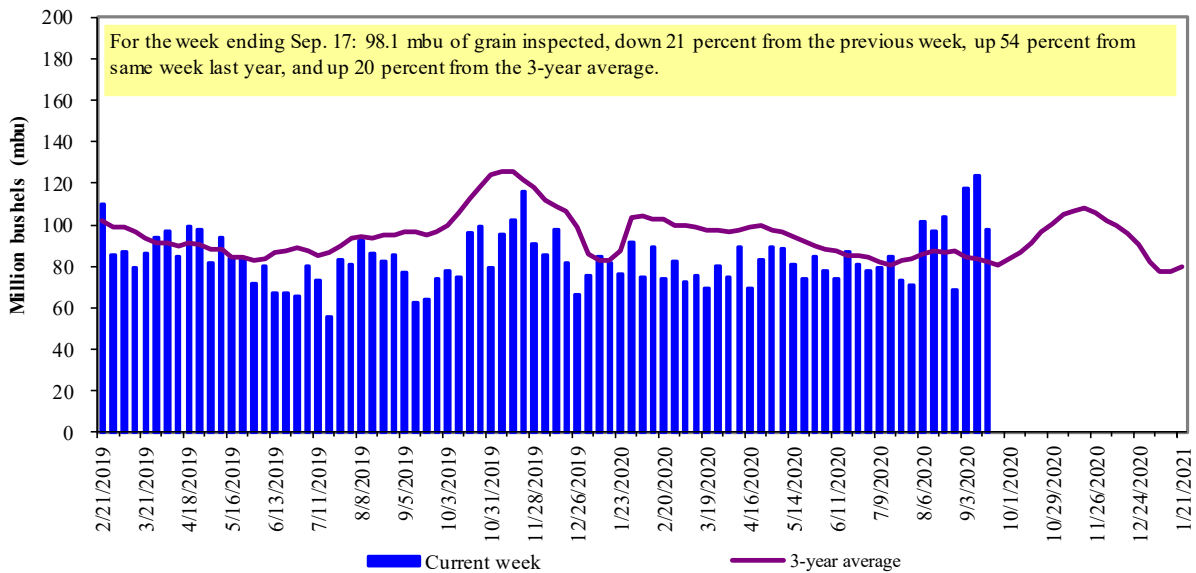
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

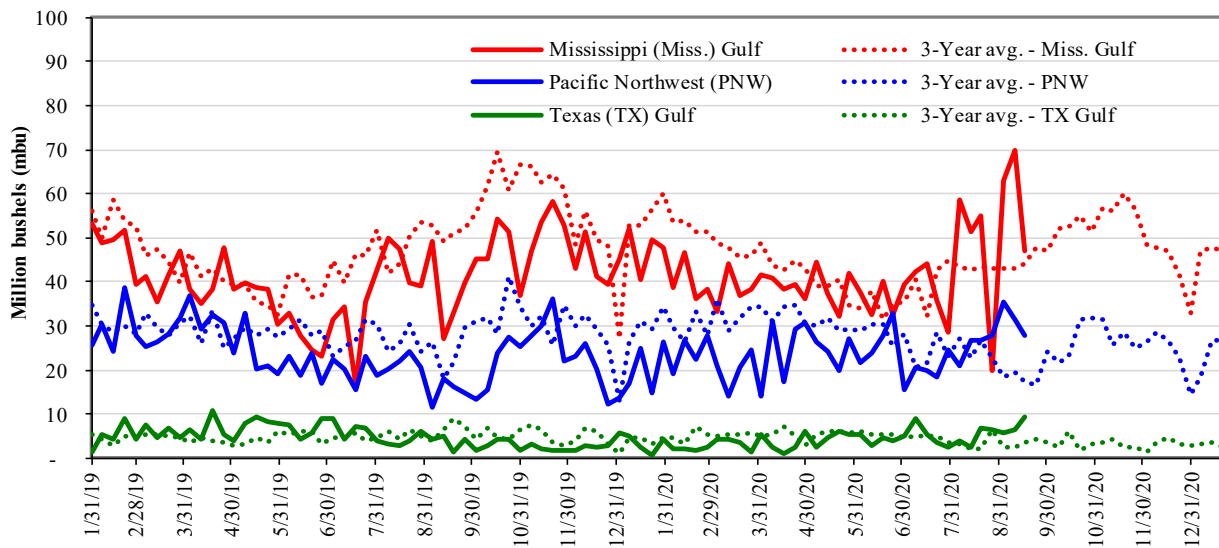


Note: 3-year average consists of 4-week running average.

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 09/17/20 inspections (mbu):	Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf: 47.0	Last wk:	down 33	up 43	down 26	down 12
PNW: 27.9	Last Year (same wk):	up 44	up 584	up 65	up 72
TX Gulf: 9.3	3-yr avg.(4-wk. mov. Avg):	up 8	up 148	up 19	up 44

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

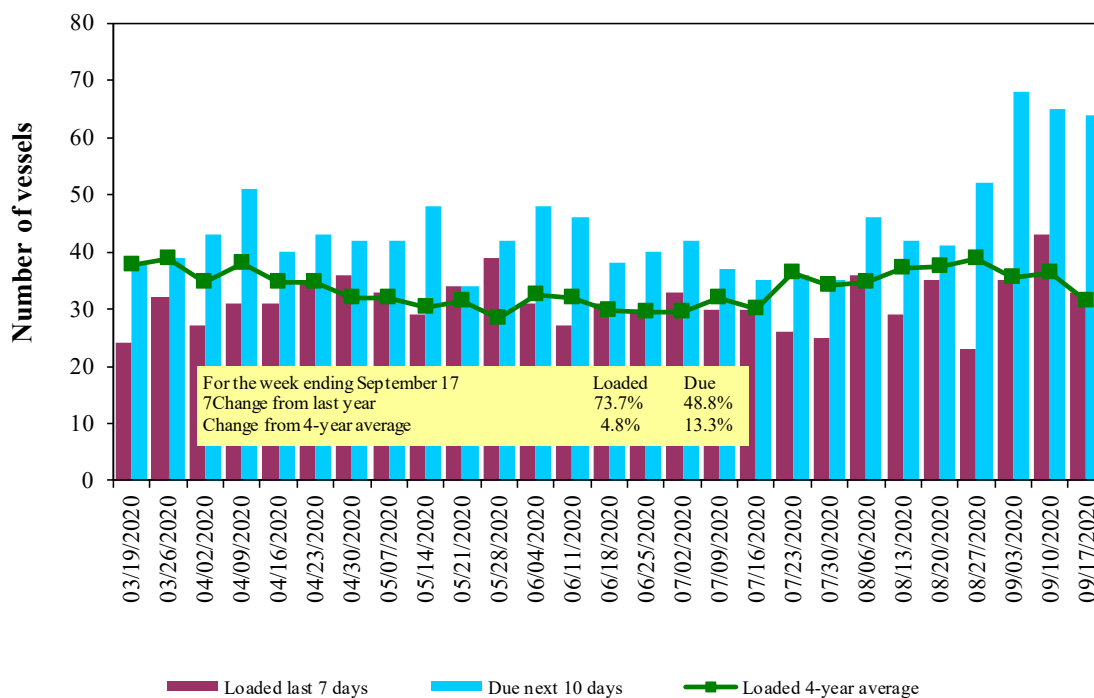
**Weekly port region grain ocean vessel activity (number of vessels)**

Date	In port	Gulf		Pacific Northwest
		Loaded 7-days	Due next 10-days	In port
9/17/2020	39	33	64	20
9/10/2020	35	43	65	13
2019 range	(26...61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

Figure 16

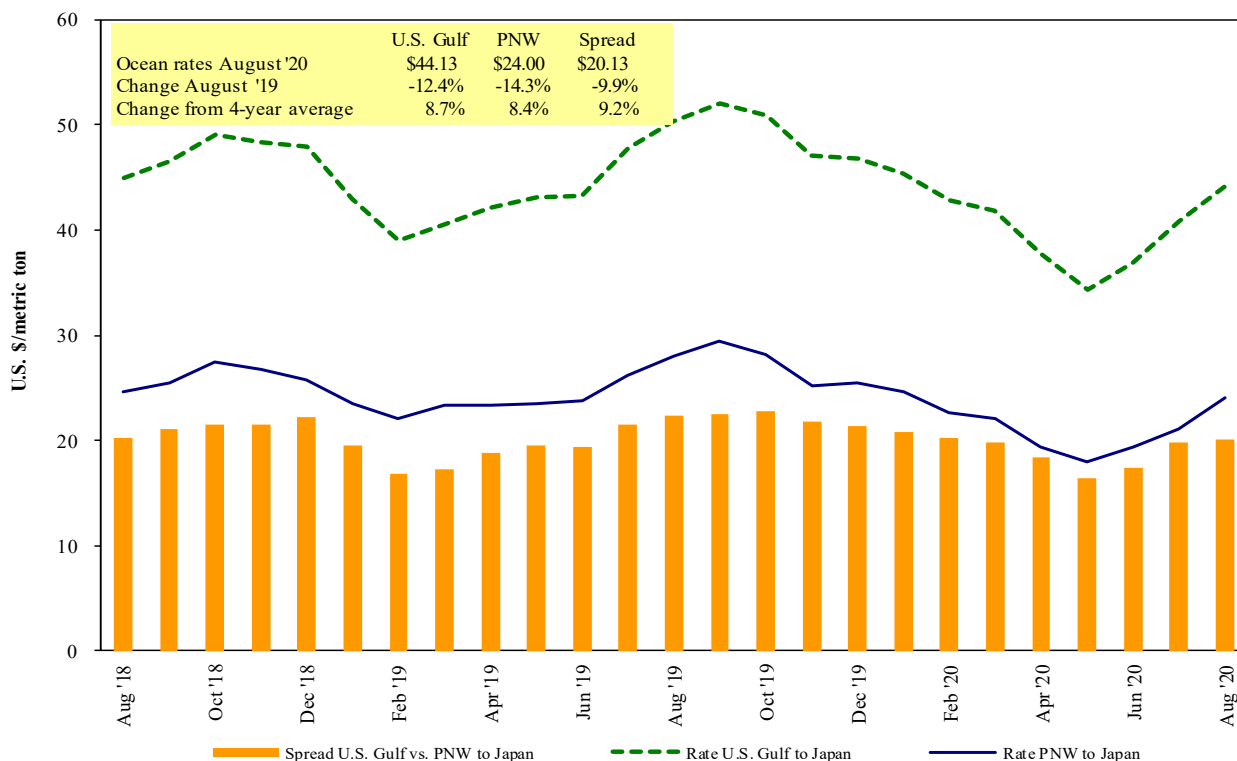
**U.S. Gulf<sup>1</sup> vessel loading activity**



<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 09/19/2020**

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	Djibouti	Wheat	Oct 16/26	12,180	94.48*
U.S. Gulf	Djibouti	Wheat	Sep 18/28	15,810	54.86*
U.S. Gulf	Mozambique	Sorghum	Aug 10/20	30,780	41.35
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*
Vancouver	Japan	Wheat	Sep 15/30	20,000	24.30
Vancouver	Japan	Canola	Sep 15/30	30,000	24.30
Brazil	Japan	Corn	Sep 11/20	49,000	34.75
Brazil	Japan	Corn	Sep 1/10	60,000	34.00

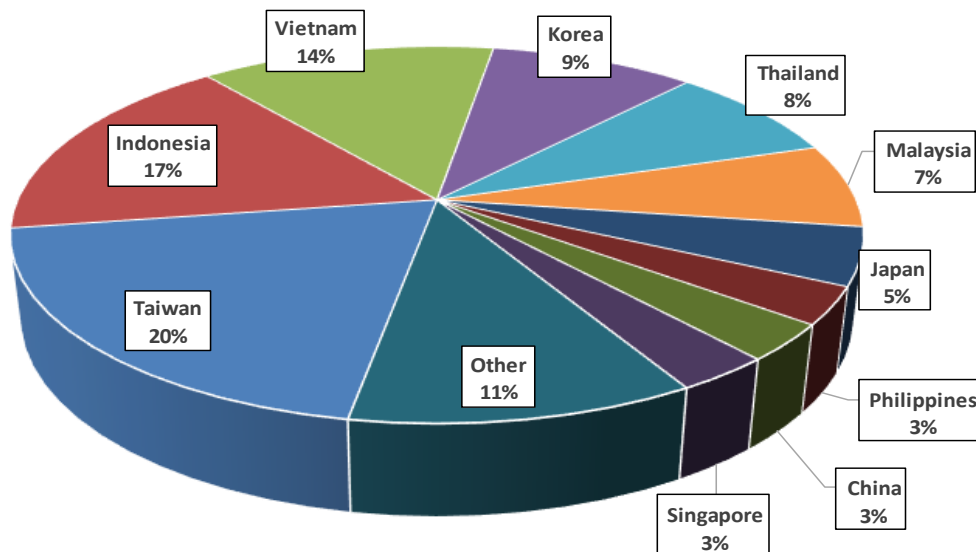
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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.

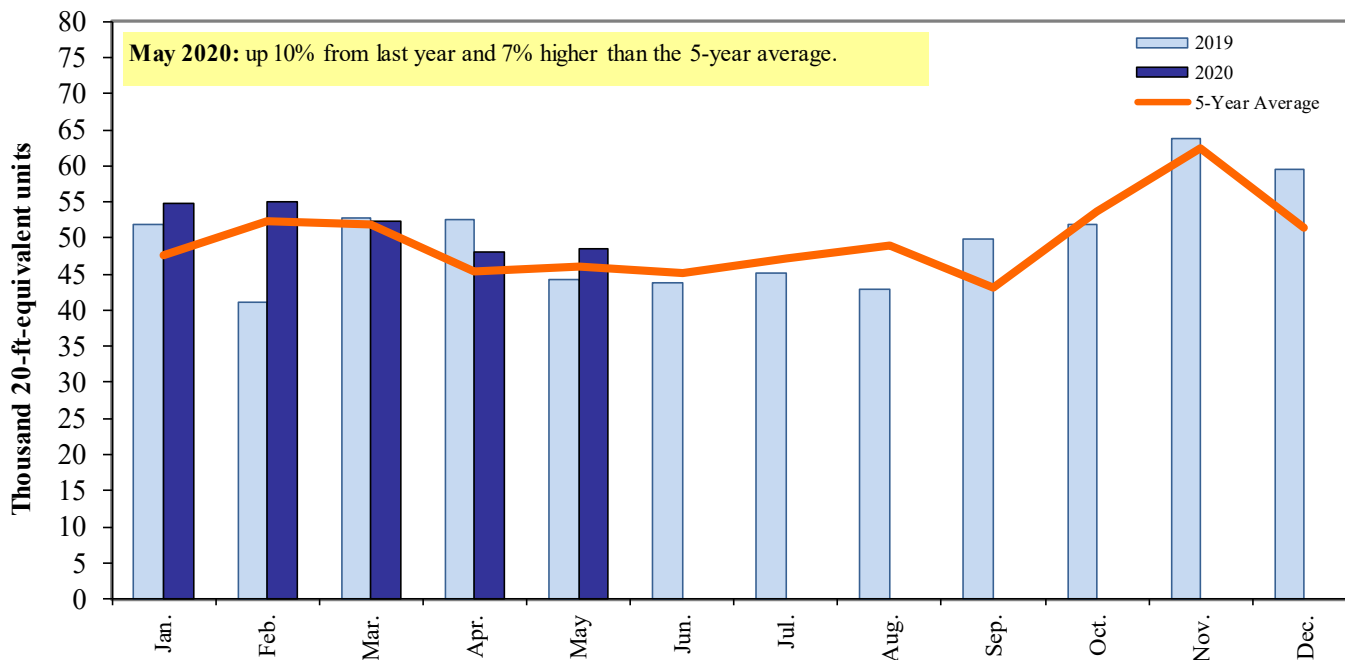
**Figure 18**  
**Top 10 destination markets for U.S. containerized grain exports, Jan-May 2020**



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

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

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