



# Grain Transportation Report

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

Contact Us

September 26, 2019

## WEEKLY HIGHLIGHTS

### Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

Datasets

Specialists

Subscription  
Information

The next  
release is  
October 3, 2019

#### Grain Inspections Increase Slightly

For the week ending September 19, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 1.7 million metric tons (mmt). Inspections are up 2 percent from the previous week, down 35 percent from last year, and 34 percent below the 3-year average. Inspections increased because of a rebound in soybean inspections. Soybean inspections jumped 38 percent from the previous week, with shipments destined to Asia increasing 15 percent. However, exports of soybeans destined to China remained unchanged from week to week. Wheat and corn inspections decreased 8 and 45 percent, respectively, from the past week. Mississippi Gulf grain inspections increased 23 percent from the past week, but Pacific Northwest (PNW) inspections decreased 11 percent.

#### Panama Canal Lock Maintenance Tentatively Scheduled, Reducing Transit Capacity

From September 24 to October 1, 2019, the East Lane of Pedro Miguel Locks will be closed for 8 days for scheduled maintenance. In addition, the East Lanes of the Gatun Locks have 3.5 days of maintenance and repair work scheduled, September 25-29. Because of the maintenance work, the Canal's estimated transit capacity is 22-24 vessels per day, rather than its normal capacity of 32-34 vessels, depending on vessel mix and other factors. As a result, applications for reserved transits will be received beginning September 21, 2019.

#### Panama Canal Authority Increased the Draft for Neopanamax Vessels

On September 12, 2019, The Panama Canal Authority (ACP) announced that—effective immediately and until further notice—the maximum authorized draft allowed for vessels transiting through the Neopanamax locks has been increased to 14.02 meters (46.0 feet) Tropical Fresh Water. The ACP based its decision on the present and projected water level of Gatun Lake for the upcoming weeks. The ACP will continue to closely monitor the level of Gatun Lake to announce future draft adjustments quickly.

#### FMC Requests Comments on Demurrage and Detention Recommendations

The Federal Maritime Commission (FMC) is seeking public comment on a proposed interpretive rule on demurrage and detention under the Shipping Act. This interpretive rule would provide the public with guidance about how the Commission assesses the reasonableness of demurrage and detention practices and regulations under the Shipping Act. The interpretive rule describes a nonexclusive list of factors the Commission may consider in evaluating claims and complaints that come before the agency under 46 U.S.C. 41102(c) and 46 C.F.R. 545.4(d). The [proposed rule](#) contains specific guidance on how to submit comments, which will be accepted through October 31, 2019.

### Snapshots by Sector

#### Export Sales

For the week ending September 12, **unshipped balances** of wheat, corn, and soybeans totaled 22.8 mmt. This indicates a 36-percent decrease in outstanding sales, compared to the same time last year. Net **corn export sales** reached 1.47 mmt, up significantly from the past week. Net **soybean export sales** were 1.73 mmt, also up 49 percent from the previous week. Net weekly **wheat export sales** reached .287 mmt, down 53 percent from the from the previous week

#### Rail

U.S. Class I railroads originated 18,337 **grain carloads** during the week ending September 14. This is a 5-percent increase from the previous week, 14 percent less than last year, and 15 percent lower than the 3-year average.

Average October shuttle **secondary railcar** bids/offers (per car) were \$169 below tariff for the week ending September 19. This is \$31 more than last week and \$202 lower than this week last year. There were no non-shuttle bids/offers this week.

#### Barge

For the week ending September 21, **barge grain movements** totaled 501,809 tons. This is a 32-percent decrease from the previous week and 25 percent less than the same period last year.

For the week ending September 21, 327 grain barges **moved down river**. This is 146 fewer barges than the previous week. There were 629 grain barges **unloaded in New Orleans**, 68 percent more than the previous week.

#### Ocean

For the week ending September 19, 19 **ocean-going grain vessels** were loaded in the Gulf. This is 49 percent fewer than the same period last year. Forty-three vessels are expected to be loaded within the next 10 days (starting September 20). This is 30 percent fewer than the same period last year.

As of September 19, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$52.25. This is relatively unchanged from the previous week. The rate from PNW to Japan was \$29.75 per mt, 1 percent less than the previous week.

#### Fuel

For the week ending September 23, the U.S. average **diesel fuel price** increased 9.4 cents from the previous week to \$3.081 per gallon. This price is 19.0 cents less than the same week last year.

# Feature Article/Calendar

## Grain Transportation Update

According to performance data from the Surface Transportation Board, rail service has improved compared to earlier in the year and prior years. Railroads have moved less grain compared to last year, and rates in the secondary auction market have been correspondingly low. Large amounts of sediments deposited during the flooding period have continued to cause navigation difficulties on the Mississippi River and its tributaries. Ocean freight rates have trended upward lately. Diesel fuel prices have declined steadily from May until mid-September. Although total grain (corn, soybean, and wheat) production for 2019/20 is projected down slightly, total exports are projected to remain stable.

### Improved Service but Low Grain Carloads for Rail

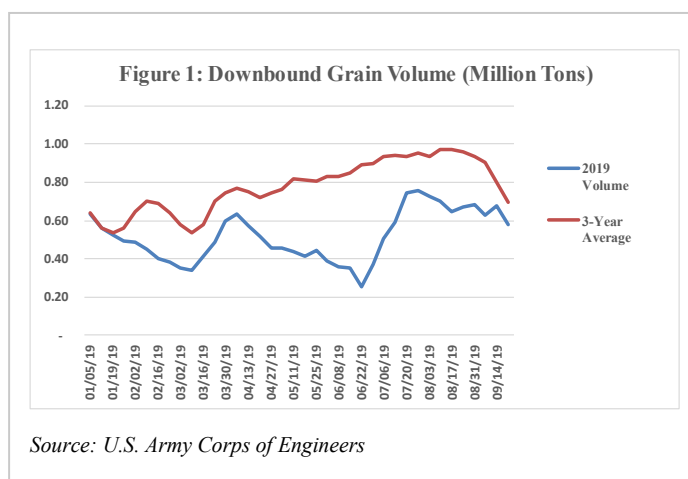
From a relative peak in mid-May, rail shipments of grain have generally remained below average the past few months (**GTR fig. 3**). Carloads originated by U.S. Class I railroads in June, July, and August were down 5 percent from the same months last year. As of the week ending September 14, they were also down 5 percent YTD from 2018. Lower quantities of rail freight for grain were generally correlated with lower rail rates, reflected in the secondary auction market for shuttle service. Average bids/offers for delivery of railcars in May through September were lower than their respective months a year ago, especially in August and September. Trading for delivery of railcars in October is around -\$170 per car, down \$700 per car from the prior 3-year average (**GTR fig. 4**).

Railroad performance data from the Surface Transportation Board show rail service has improved, on average, from recent months and compared to prior years. So far in September, average weekly grain train speeds are up 5 percent from March. Grain train speeds are also 9 percent above September 2018 and 2 percent above the prior 3-year average. Average weekly origin dwell times so far in September are down 53 percent from March, down 37 percent from last year, and down 28 percent from the prior 3-year average. Similarly, unfilled grain car orders for manifest service are down 91 percent from their peak in April of this year, also down 49 percent from September of last year.

### Inland Waterway Navigation Difficulties Continue

In late 2018 through mid-2019, floods and high water disrupted barge traffic on the Mississippi River and its tributaries. The high water resulted in large amounts of sediment deposited throughout the river system. Although the effects have not been as dramatic as those from the flooding, which entirely closed locks near St. Louis, they have complicated commerce on the inland waterways. After high water levels from flooding, the U.S. Army Corps of Engineers (USACE) must typically dredge to clear the sediment. However, dredging operations have been complicated by weather such as fog, which has slowed the process. Lock outages, whether planned for maintenance or unplanned, have contributed to the slowdown. In the State of Mississippi, the river was closed at Victoria Bend from September 4 to September 12, with the queue of barge tows numbering above 110 at its maximum.

Navigation difficulties have reduced volumes of grain traveling through the Mississippi River system. As of September 21, the year-to-date downbound tonnage of grain shipments through the locking portion of the river was 19.5 million tons, only about 68 percent of the amount of grain shipped through the same locks by this time last year. Corn, which is primarily grown in the middle and upper portions of the Mississippi River Basin, has experienced the largest reduction from last year. The year-to-date total of 9.1 million tons is nearly 50 percent lower than during the same time last year. Figure 1 shows the weekly totals for grain through the final locks on the Mississippi, Ohio, and Arkansas Rivers in 2019, compared with a 3-year average for corresponding weeks. In addition, the number of grain barges unloaded in the New Orleans region also provide a useful measurement for the volume of grain being exported. The Federal Grain Inspection Service reports an average of 560 barges unloaded per week in 2019, a 25-percent decrease from the weekly average in 2018 and 23 percent below the average for the previous five years. Barges originating below the locking system typically represent about 33 percent of the unloaded barges, but so far in 2019, they amount to 43 percent.



These weather and hydrological events have also affected shipping rates. The navigation restrictions also slowed upbound traffic, which reduced the available barge supply and produced high shipping rates during periods when demand is high. These

effects produced unusually high rates on the mid-Mississippi in July. At other times, the traffic disruptions aggravated already low demand for barge service. Despite the lower shipping rates during these periods, the number of shipments remained low.

### Dry-Bulk Freight Rates Trend Upward

After declining briefly during January, ocean freight rates for shipping bulk commodities, including grain have trended upward since the beginning of February. As of September 19, 2019, the cost of shipping bulk grain from the U.S. Gulf to Japan was \$52.25 per metric ton (mt), a 38-percent increase since the first week in February, a 12-percent increase from the same period last year, and a 36-percent increase from the 4-year average. The cost of shipping from PNW was \$29.50 per mt, a 37-percent increase since the first week in February, a 16-percent increase from the same period last year, and a 40-percent increase from the 4-year average. The ocean freight rate for shipping from the U.S. Gulf to Europe was \$21.00 per mt. This amounts to 31-, 5-, and 24-percent increases from the first week in February, the same period last year, and the 4-year average, respectively. The rates have been increasing because of a relative increase in bulk trades, such as coal and iron ore (see July 25, 2019 [Grain Transportation Report](#)). In addition, China’s rising importation of soybeans from Brazil increased haulage length and benefited dry bulk vessel operators. Also, upward pressure on ocean freight rates has resulted from slow rates of dry bulk fleet expansion caused by the International Maritime Organization’s regulations on ballast water scheduled to take effect in January 2020 (see [June 20, 2019](#) and [July 25, 2019 GTR](#)).

### Year-to-Date 2019 Diesel Fuel Prices

The year-to-date average U.S. On-Highway Diesel Fuel Price is \$3.055 per gallon. Prices have ranged from just under \$3 per gallon in January to the peak of \$3.17 in May. Since May, prices have declined steadily, falling more than 16 cents per gallon through mid-September. The most recent [Short-Term Energy Outlook](#), released in early September, reported, “Even though distillate consumption declined in August to below the five-year range, exports increased and production declined, helping to keep inventories lower than the five-year average.” During the week ending September 23, average diesel fuel prices jumped more than 9 cents per gallon in response to the attack on oil fields in Saudi Arabia. The fuel market will be closely monitoring the impact of this supply disruption.

### Outlook for 2019/20

According to the September [World Agricultural Supply and Demand Report \(WASDE\)](#), production of corn, soybeans, and wheat for 2019/20 is projected to reach 19.4 billion bushels, down 7 percent from the past year. Total exports of the three major grains are expected to reach 4.8 billion bushels, up 1 percent from 2018/19 (see table). Production of corn is projected to reached 13.8 billion bushels, down 4 percent from last year. Soybean production is projected to reach 3.6 billion bushels for 2019/20, down 20 percent from last year. Wheat production is expected to increase 5 percent from 2018/19. At the end of the 2018/19 marketing year, export sales commitments of corn were 6 percent below the USDA forecast. Soybean commitments, however, were 6 percent above expectations. Year-to-date wheat

	Corn	Soybeans	Wheat	Total	Y/Y
United States 2019/20 (Projected)					
Production	13,799	3,633	1,980	19,412	-6.9%
<b>Exports</b>	<b>2,050</b>	<b>1,775</b>	<b>975</b>	<b>4,800</b>	<b>1.2%</b>
Domestic Use	12,055	2,243	1,198	15,496	0.4%
<b>Ending Stocks</b>	<b>2,190</b>	<b>640</b>	<b>1,014</b>		
Total Use	14,105	4,018	2,173		
<b>Stocks/Use</b>	<b>15.5%</b>	<b>15.9%</b>	<b>46.7%</b>		
United States 2018/19 (Estimated)					
Production	14,420	4,544	1,884	20,848	0.4%
<b>Exports</b>	<b>2,060</b>	<b>1,745</b>	<b>936</b>	<b>4,741</b>	<b>-13.5%</b>
Domestic Use	12,080	2,249	1,110	15,439	-1.0%
<b>Ending Stocks</b>	<b>2,445</b>	<b>1,005</b>	<b>1,072</b>		
Total Use	14,140	3,994	2,046		
<b>Stocks/Use</b>	<b>17.3%</b>	<b>25.2%</b>	<b>52.4%</b>		
2017/18					
Production	14,609	4,412	1,741	20,762	
<b>Exports</b>	<b>2,438</b>	<b>2,134</b>	<b>906</b>	<b>5,478</b>	
Domestic Use	12,361	2,163	1,075	15,599	
<b>Ending Stocks</b>	<b>2,140</b>	<b>438</b>	<b>1,099</b>		
Total Use	14,798	4,297	1,981		
<b>Stocks/Use</b>	<b>14.5%</b>	<b>10.2%</b>	<b>55.5%</b>		

commitments for the new 2019/20 marketing year are up 23 percent from the previous year ([GTR, tables 13-15](#)). Demand for U.S. wheat has remained strong because of lower price expectations and lower production in other global production areas. Projected stock-to-use ratios are below last year for each of the three grains, reflecting lower ending stocks than last year.

Corn exports are projected to decrease slightly from last year in 2019/20, but soybean and wheat exports are expected to increase 2 and 4 percent, respectively (see table). Already suffering from high water conditions this year, U.S. grain production and movement of grain are expected to slow further because of a later than usual harvest this fall.

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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
09/25/19	207	n/a	213	207	234	209
09/18/19	200	n/a	212	211	233	211

<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); and ocean = routes to Japan (\$/metric ton)  
n/a = not available  
USDA, Agricultural Marketing Service

Table 2

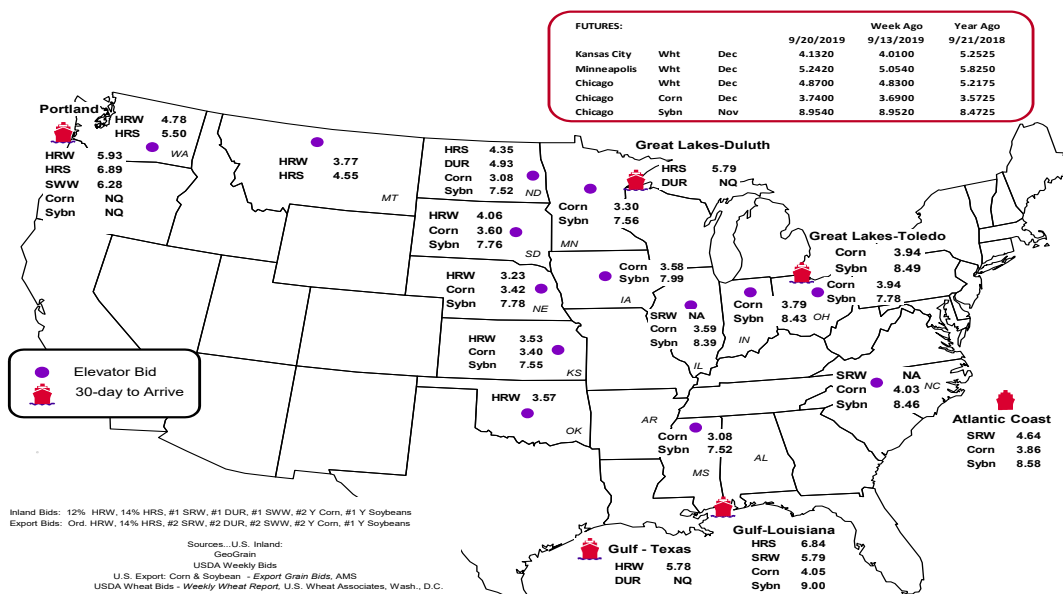
## Market Update: U.S. Origins to Export Position Price Spreads (\$/bushel)

Commodity	Origin-Destination	9/20/2019	9/13/2019
Corn	IL-Gulf	-0.46	-0.46
Corn	NE-Gulf	-0.63	-0.47
Soybean	IA-Gulf	-1.01	-0.98
HRW	KS-Gulf	-2.25	-1.68
HRS	ND-Portland	-2.54	-1.85

Note: nq = no quote; n/a = not available  
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
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico <sup>3</sup>
9/18/2019 <sup>p</sup>	346	491	3,577	169	4,583	9/14/2019	2,208
9/11/2019 <sup>r</sup>	505	881	3,716	156	5,258	9/7/2019	2,377
2019 YTD <sup>r</sup>	34,586	41,949	187,540	13,417	277,492	2019 YTD	89,866
2018 YTD <sup>r</sup>	16,046	37,974	243,458	14,808	312,286	2018 YTD	88,288
2019 YTD as % of 2018 YTD	216	110	77	91	89	% change YTD	102
Last 4 weeks as % of 2018 <sup>2</sup>	87	130	76	83	82	Last 4wks % 2018	91
Last 4 weeks as % of 4-year avg. <sup>2</sup>	110	60	95	94	89	Last 4wks % 4 yr	102
Total 2018	22,118	46,532	310,449	21,432	400,531	Total 2018	129,116
Total 2017	28,796	75,543	287,267	21,312	412,918	Total 2017	119,661

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

<sup>2</sup> Compared with same 4-weeks in 2018 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 KCSM and Grupo Mexico.

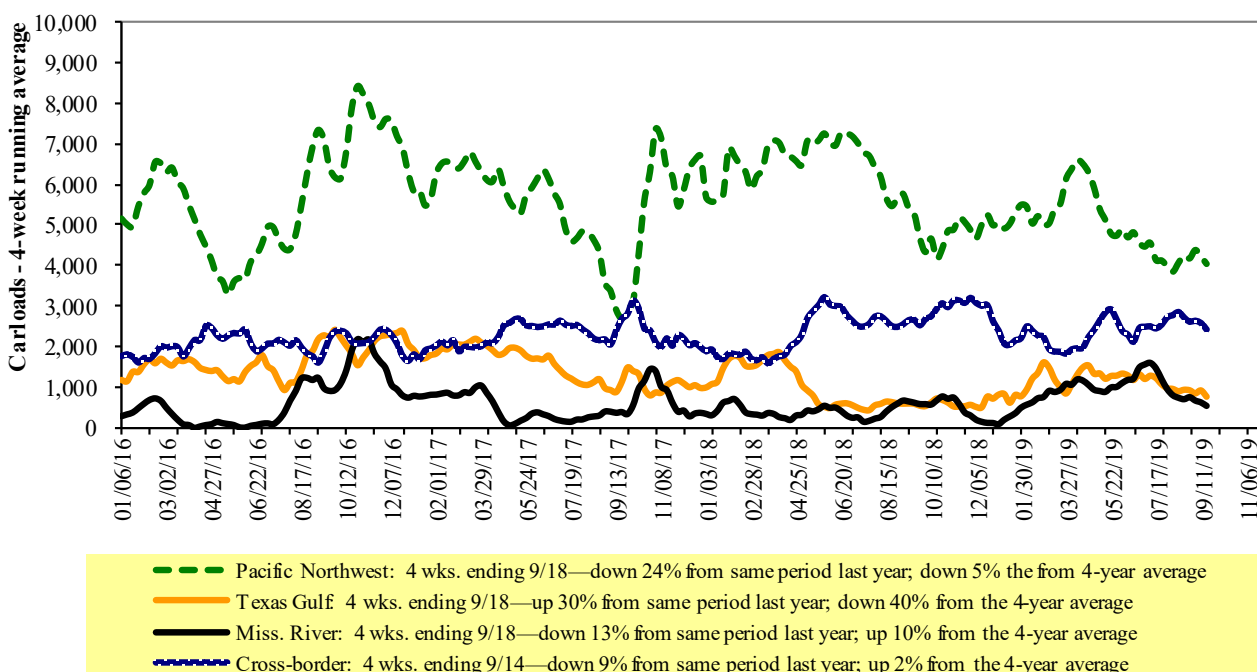
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Program/AMS/USDA

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

Figure 2

## Rail Deliveries to Port



Source: USDA, Agricultural Marketing Service

Table 4

**Class I Rail Carrier Grain Car Bulletin (grain carloads originated)**

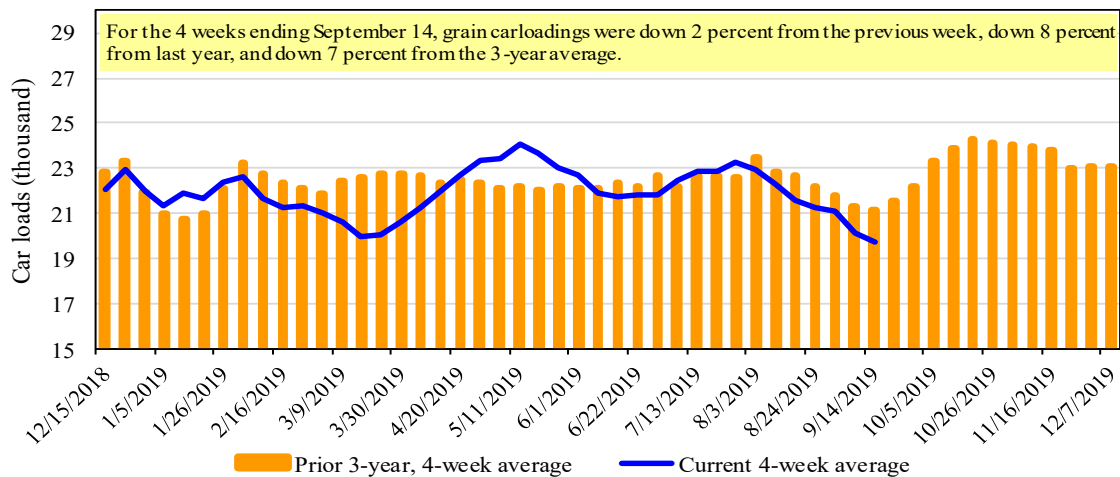
For the week ending: 9/14/2019	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,700	2,020	8,485	1,092	5,040	18,337	2,428	5,386
This week last year	1,253	2,873	12,144	578	4,403	21,251	4,610	4,970
2019 YTD	67,166	103,018	406,190	41,534	189,039	806,947	149,849	163,472
2018 YTD	70,120	95,302	459,062	34,495	193,442	852,421	143,432	172,255
2019 YTD as % of 2018 YTD	96	108	88	120	98	95	104	95
Last 4 weeks as % of 2018*	108	86	87	168	91	92	62	96
Last 4 weeks as % of 3-yr avg.**	120	89	91	144	86	93	77	98
Total 2018	98,978	133,257	635,458	48,638	267,713	1,184,044	211,803	244,697

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

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

Source: Association of American Railroads

Figure 3

**Total Weekly U.S. Class I Railroad Grain Car Loadings**

Source: Association of American Railroads.

Table 5

**Railcar Auction Offerings<sup>1</sup> (\$/car)<sup>2</sup>**

For the week ending: 9/19/2019		Delivery period							
		Oct-19	Oct-18	Nov-19	Nov-18	Dec-19	Dec-18	Jan-20	Jan-19
BNSF <sup>3</sup>	COT grain units	no bid	0	no bid	0	no bid	0	no offer	no bids
	COT grain single-car <sup>5</sup>	0	0	0	1	0	2	no offer	0
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 bid	no offer	no bid	no offer	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

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

<sup>4</sup>UP - GCAS = Grain Car Allocation System

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

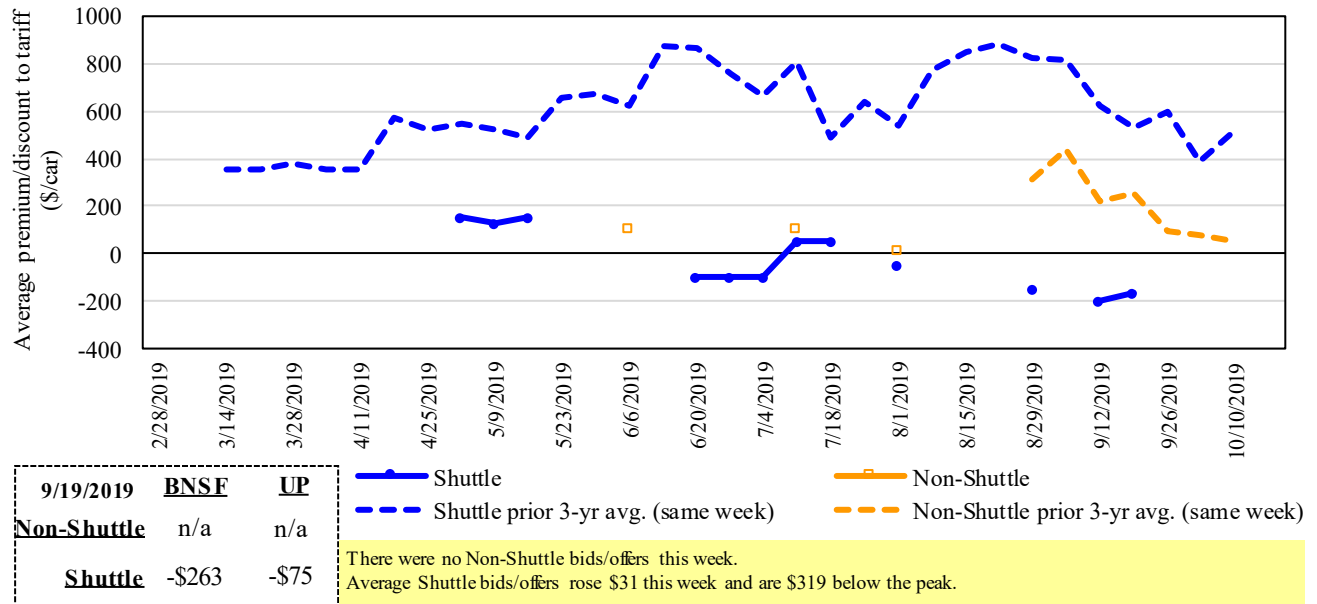
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: USDA, Agricultural Marketing Service.

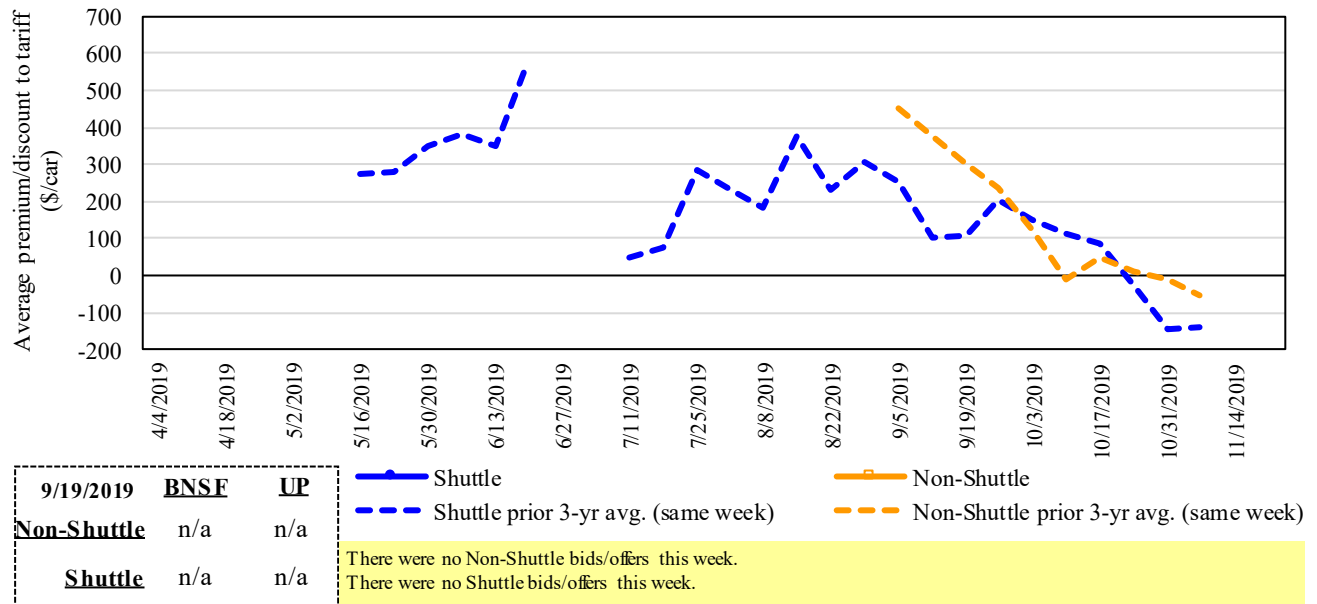
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: USDA, Agricultural Marketing Service.

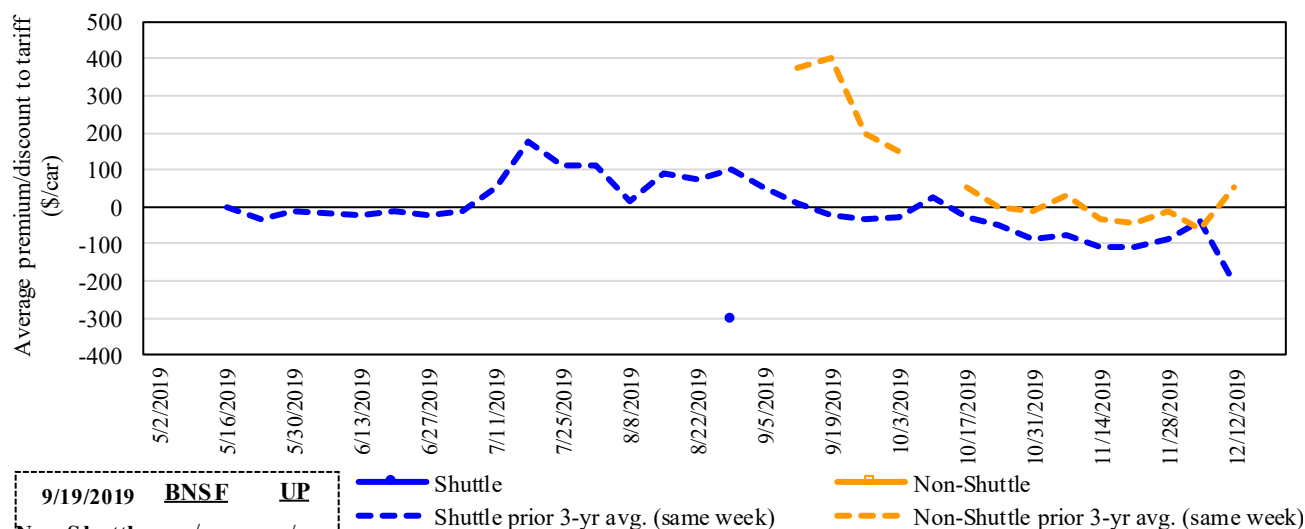
**Figure 5**  
**Bids/Offers for Railcars to be Delivered in November 2019, Secondary Market**



Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: USDA, Agricultural Marketing Service.

Figure 6

**Bids/Offers for Railcars to be Delivered in December 2019, Secondary Market**



9/19/2019	<b>BNSF</b>	<b>UP</b>
<b>Non-Shuttle</b>	n/a	n/a
<b>Shuttle</b>	n/a	n/a

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

There were no Non-Shuttle bids/offers this week.  
 There were no Shuttle bids/offers this week.

Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: USDA, Agricultural Marketing Service.

Table 6

**Weekly Secondary Railcar Market (\$/car)<sup>1</sup>**

For the week ending:		Delivery period					
		9/19/2019	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20
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 2018	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 2018	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	<b>BNSF-GF</b>	(263)	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2018	(296)	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	(75)	n/a	n/a	n/a	n/a	n/a
	Change from last week	125	n/a	n/a	n/a	n/a	n/a
	Change from same week 2018	n/a	n/a	n/a	n/a	n/a	n/a

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

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices, n/a = not available; GF = guaranteed freight; Pool = guaranteed pool.

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

Source: USDA, Agricultural Marketing Service.



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

Table 7

**Tariff Rail Rates for Unit and Shuttle Train Shipments<sup>1</sup>**

September, 2019	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	\$96	\$40.51	\$1.10	0	
	Grand Forks, ND	Duluth-Superior, MN	\$4,333	\$0	\$43.03	\$1.17	2	
	Wichita, KS	Los Angeles, CA	\$7,240	\$0	\$71.90	\$1.96	1	
	Wichita, KS	New Orleans, LA	\$4,525	\$169	\$46.61	\$1.27	-1	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,976	\$0	\$69.28	\$1.89	1	
	Northwest KS	Galveston-Houston, TX	\$4,801	\$185	\$49.52	\$1.35	-1	
	Amarillo, TX	Los Angeles, CA	\$5,121	\$258	\$53.41	\$1.45	-1	
	Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,800	\$191	\$39.63	\$1.01	-4
		Toledo, OH	Raleigh, NC	\$6,581	\$0	\$65.35	\$1.66	4
		Des Moines, IA	Davenport, IA	\$2,114	\$40	\$21.39	\$0.54	-7
		Indianapolis, IN	Atlanta, GA	\$5,646	\$0	\$56.07	\$1.42	4
		Indianapolis, IN	Knoxville, TN	\$4,704	\$0	\$46.71	\$1.19	4
		Des Moines, IA	Little Rock, AR	\$3,660	\$119	\$37.53	\$0.95	1
	Soybeans	Des Moines, IA	Los Angeles, CA	\$5,520	\$346	\$58.26	\$1.48	2
Minneapolis, MN		New Orleans, LA	\$3,631	\$186	\$37.91	\$1.03	-13	
Toledo, OH		Huntsville, AL	\$5,459	\$0	\$54.21	\$1.48	3	
Indianapolis, IN		Raleigh, NC	\$6,698	\$0	\$66.51	\$1.81	4	
Indianapolis, IN		Huntsville, AL	\$4,937	\$0	\$49.03	\$1.33	4	
Champaign-Urbana, IL	New Orleans, LA	\$4,545	\$191	\$47.03	\$1.28	-5		
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$4,143	\$0	\$41.14	\$1.12	2	
	Wichita, KS	Galveston-Houston, TX	\$4,361	\$0	\$43.31	\$1.18	2	
	Chicago, IL	Albany, NY	\$5,896	\$0	\$58.55	\$1.59	4	
	Grand Forks, ND	Portland, OR	\$5,801	\$0	\$57.61	\$1.57	1	
	Grand Forks, ND	Galveston-Houston, TX	\$6,121	\$0	\$60.78	\$1.65	1	
	Northwest KS	Portland, OR	\$6,012	\$304	\$62.72	\$1.71	1	
	Corn	Minneapolis, MN	Portland, OR	\$5,180	\$0	\$51.44	\$1.31	4
		Sioux Falls, SD	Tacoma, WA	\$5,140	\$0	\$51.04	\$1.30	4
		Champaign-Urbana, IL	New Orleans, LA	\$3,720	\$191	\$38.84	\$0.99	-1
		Lincoln, NE	Galveston-Houston, TX	\$3,880	\$0	\$38.53	\$0.98	5
Des Moines, IA		Amarillo, TX	\$4,060	\$150	\$41.80	\$1.06	1	
Soybeans	Minneapolis, MN	Tacoma, WA	\$5,180	\$0	\$51.44	\$1.31	4	
	Council Bluffs, IA	Stockton, CA	\$5,000	\$0	\$49.65	\$1.26	4	
	Sioux Falls, SD	Tacoma, WA	\$5,750	\$0	\$57.10	\$1.55	0	
	Minneapolis, MN	Portland, OR	\$5,800	\$0	\$57.60	\$1.57	0	
	Fargo, ND	Tacoma, WA	\$5,650	\$0	\$56.11	\$1.53	0	
	Council Bluffs, IA	New Orleans, LA	\$4,775	\$220	\$49.61	\$1.35	-1	
	Toledo, OH	Huntsville, AL	\$4,634	\$0	\$46.02	\$1.25	6	
Grand Island, NE	Portland, OR	\$5,710	\$311	\$59.79	\$1.63	-1		

<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 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, 2019			Fuel			Percent	
Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	surcharge per car <sup>2</sup>	Tariff plus surcharge per:		change <sup>4</sup> Y/Y
					metric ton <sup>3</sup>	bushel <sup>3</sup>	
Wheat	MT	Chihuahua, CI	\$7,509	\$0	\$76.72	\$2.09	3
	OK	Cuautitlan, EM	\$6,775	\$132	\$70.58	\$1.92	0
	KS	Guadalajara, JA	\$7,534	\$594	\$83.04	\$2.26	5
	TX	Salinas Victoria, NL	\$4,329	\$81	\$45.06	\$1.23	0
Corn	IA	Guadalajara, JA	\$8,828	\$502	\$95.33	\$2.42	8
	SD	Celaya, GJ	\$8,140	\$0	\$83.17	\$2.11	6
	NE	Queretaro, QA	\$8,207	\$278	\$86.69	\$2.20	2
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	2
	MO	Tlalnepantla, EM	\$7,573	\$271	\$80.15	\$2.03	2
	SD	Torreon, CU	\$7,690	\$0	\$78.57	\$1.99	5
Soybeans	MO	Bojay (Tula), HG	\$8,497	\$475	\$91.67	\$2.49	5
	NE	Guadalajara, JA	\$9,122	\$497	\$98.27	\$2.67	5
	IA	El Castillo, JA	\$9,390	\$0	\$95.94	\$2.61	3
	KS	Torreon, CU	\$7,914	\$344	\$84.37	\$2.29	5
Sorghum	NE	Celaya, GJ	\$7,787	\$446	\$84.12	\$2.13	7
	KS	Queretaro, QA	\$8,000	\$165	\$83.43	\$2.12	2
	NE	Salinas Victoria, NL	\$6,633	\$133	\$69.12	\$1.75	2
	NE	Torreon, CU	\$7,172	\$316	\$76.51	\$1.94	6

<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.

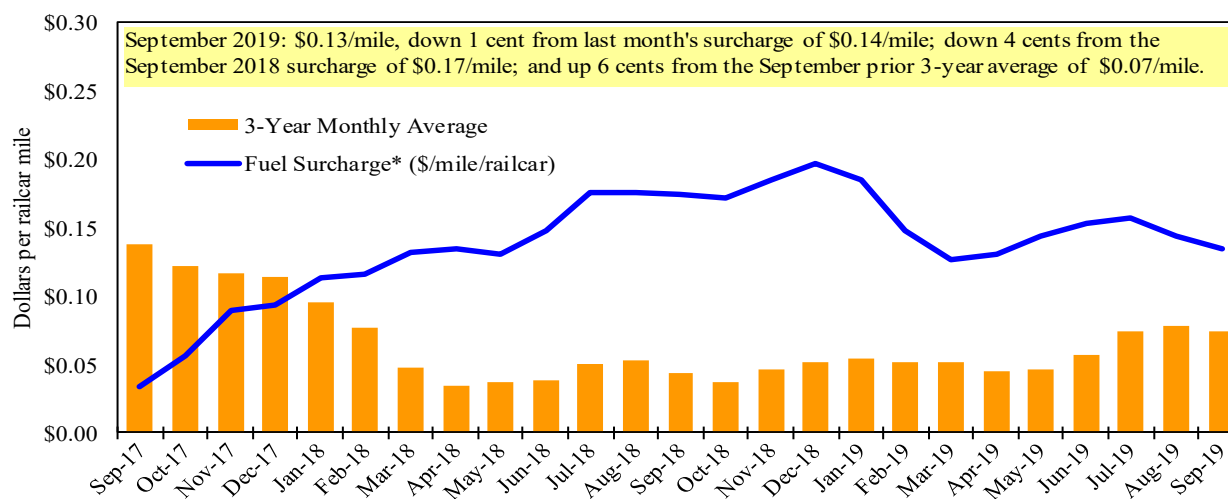
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

<sup>3</sup>Approximate load per car = 97.87 metric tons: corn and sorghum 56 pounds per bushel (lbs./bu.), wheat and soybeans 60 lbs./bu.

<sup>4</sup>Percentage change calculated using tariff rate plus fuel surcharge.

Source: BNSF Railway, Kansas City Southern Railway, and Union Pacific Railroad.

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.

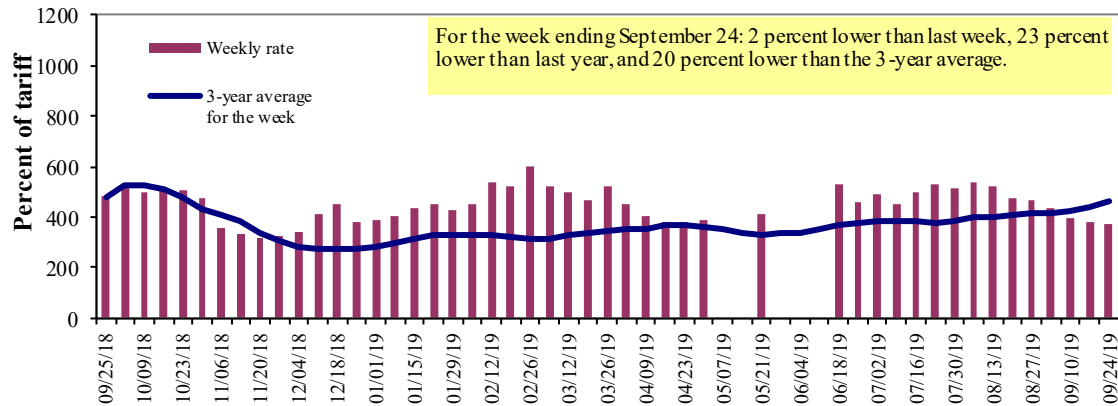
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

# Barge Transportation

Figure 8

## Illinois River 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>	9/24/2019	375	408	372	353	392	392	375
	9/17/2019	373	400	379	375	363	363	400
<b>\$/ton</b>	9/24/2019	23.21	21.71	17.26	14.08	18.38	15.84	11.78
	9/17/2019	23.09	21.28	17.59	14.96	17.02	14.67	12.56
<b>Current week % change from the same week:</b>								
	Last year	-23	-14	-23	-10	-16	-16	11
	3-year avg. <sup>2</sup>	-24	-12	-20	-3	-13	-13	7
<b>Rate<sup>1</sup></b>	October	408	412	405	358	405	405	367
	December	-	-	380	283	308	308	258

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; "-" n/a due to closure

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

Source: USDA, Agricultural Marketing Service.

Figure 9

### Benchmark tariff rates

#### Calculating barge rate per ton:

$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton}) / 100$$

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

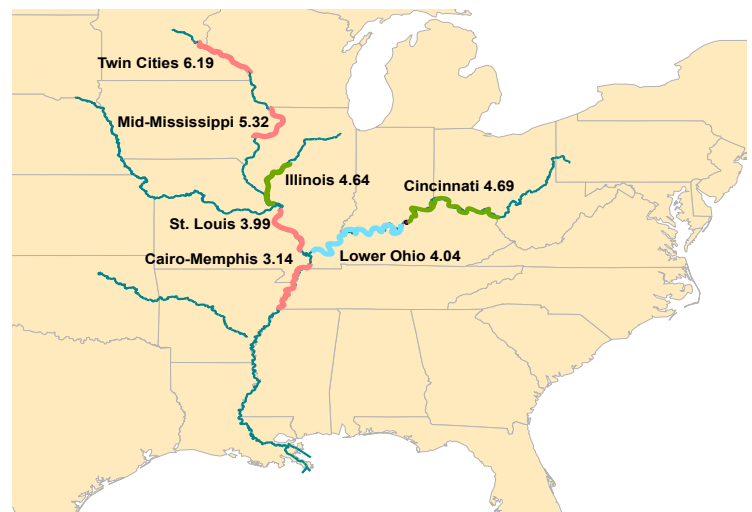
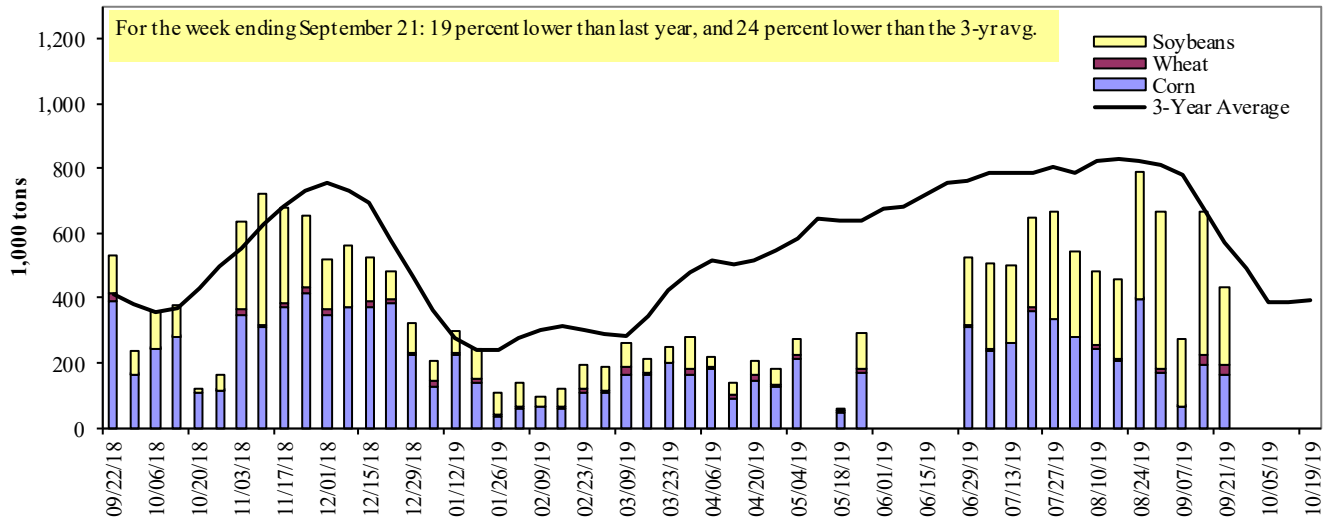


Figure 10

**Barge Movements on the Mississippi River<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 09/21/2019	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	63	2	195	0	260
Winfield, MO (L25)	115	5	237	2	358
Alton, IL (L26)	147	24	239	2	411
Granite City, IL (L27)	166	26	242	2	435
<b>Illinois River (LAGRANGE)</b>	31	25	35	0	91
<b>Ohio River (OLMSTED)</b>	23	11	25	0	58
<b>Arkansas River (L1)</b>	0	1	7	0	8
Weekly total - 2019	188	38	274	2	502
Weekly total - 2018	472	26	170	0	669
2019 YTD <sup>1</sup>	9,150	1,285	8,956	131	19,521
2018 YTD <sup>1</sup>	18,170	1,372	9,093	88	28,723
2019 as % of 2018 YTD	50	94	98	149	68
Last 4 weeks as % of 2018 <sup>2</sup>	28	76	139	680	66
Total 2018	23,349	1,674	12,819	133	37,975

<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/OLMSTED, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

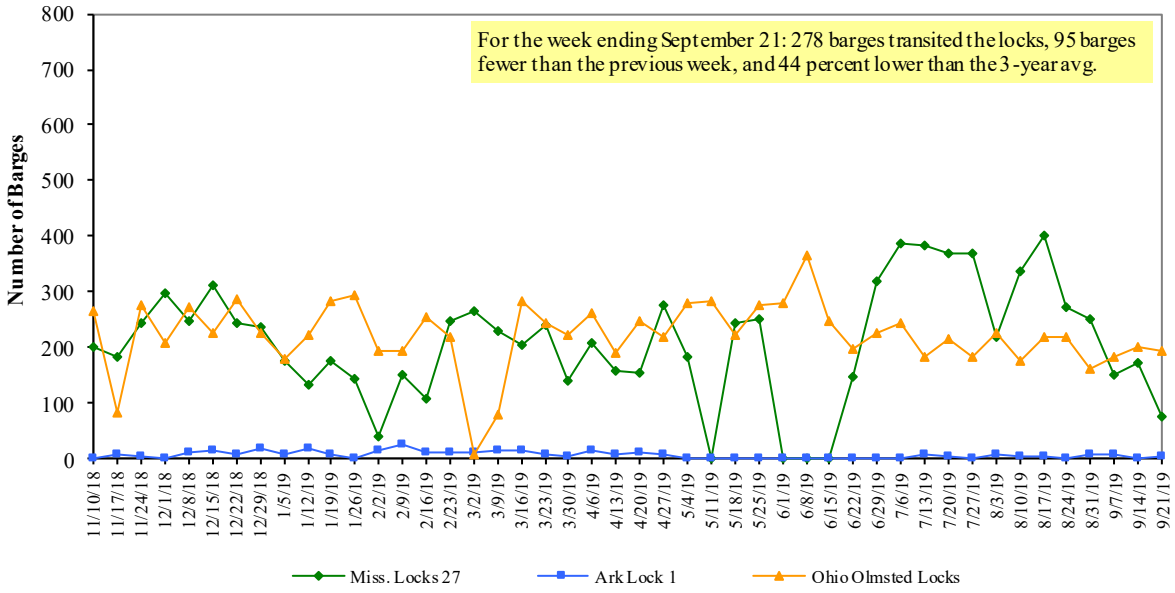
<sup>2</sup> As a percent of same period in 2018.

Note: 1. Total may not add exactly, due to rounding.

2. Starting from 11/24/2018, weekly movement through Ohio 52 is replaced by Olmsted.

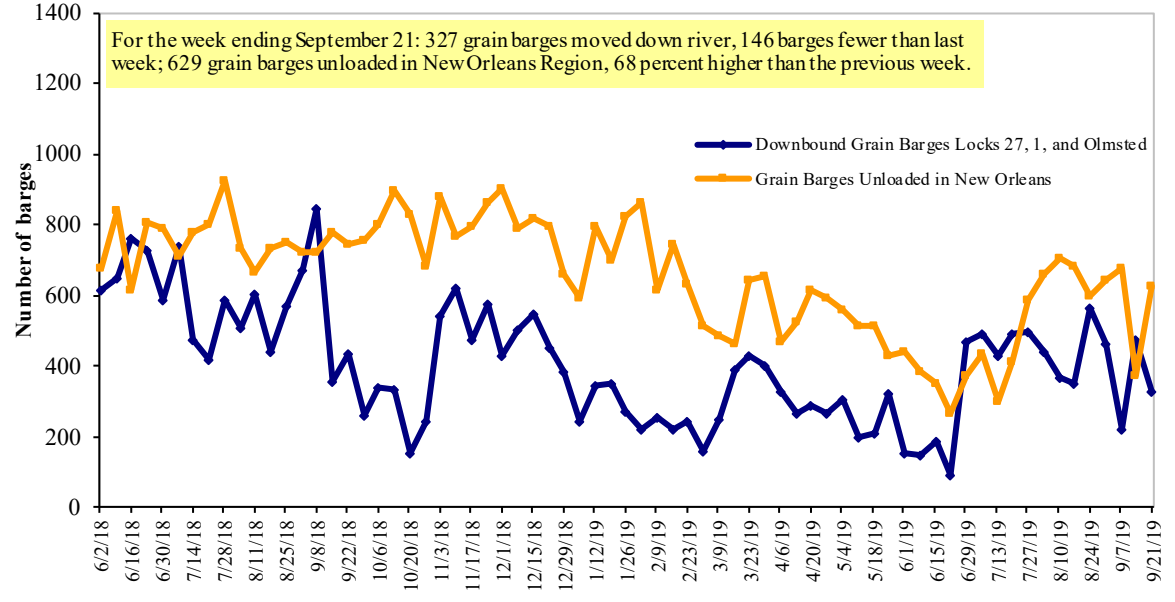
Source: U.S. Army Corps of Engineers

**Figure 11**  
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



Source: U.S. Army Corps of Engineers

**Figure 12**  
**Grain Barges for Export in New Orleans Region**



Source: U.S. Army Corps of Engineers and AMS FGIS

# Truck Transportation

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

Table 11

**Retail on-Highway Diesel Prices, Week Ending 9/23/2019 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.083	0.085	-0.171
	New England	3.070	0.057	-0.200
	Central Atlantic	3.252	0.075	-0.164
	Lower Atlantic	2.971	0.097	-0.165
II	Midwest	2.992	0.110	-0.226
III	Gulf Coast	2.858	0.097	-0.194
IV	Rocky Mountain	3.034	0.075	-0.321
	West Coast	3.650	0.076	-0.109
V	West Coast less California	3.238	0.077	-0.235
	California	3.976	0.075	-0.010
Total	U.S.	3.081	0.094	-0.190

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

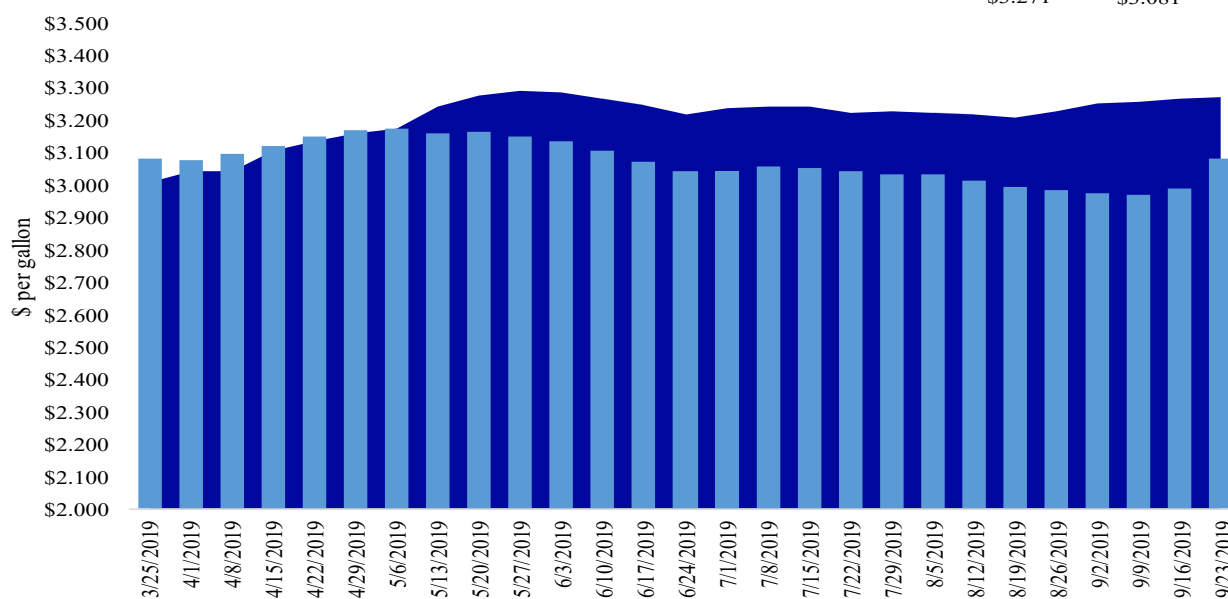
Source: U.S. Department of Energy, Energy Information Administration

Figure 13

**Weekly Diesel Fuel Prices, U.S. Average**

For the week ending September 23, the U.S. average diesel fuel price increased 9.4 cents from the previous week to \$3.081 per gallon, 19.0 cents below the same week last year.

■ Last Year    ■ Current Year  
\$3.271        \$3.081



Source: U.S. Dept. 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>									
9/12/2019	1,371	627	1,686	924	313	4,920	7,785	10,059	22,765
This week year ago	1,396	553	1,349	1,039	170	4,508	14,750	16,236	35,494
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2019/20 YTD	3,278	923	1,720	1,256	196	7,373	870	1,122	9,364
2018/19 YTD	1,568	707	1,738	1,599	86	5,700	1,805	1,561	9,065
YTD 2019/20 as % of 2018/19	209	131	99	79	228	129	48	72	103
Last 4 wks as % of same period 2018/19	102	120	126	92	184	112	29	39	44
2018/19 Total	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327
2017/18 Total	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: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: USDA, Foreign Agricultural Service

Table 13

## Top 5 Importers<sup>1</sup> of U.S. Corn

For the week ending 9/12/2019	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2016-2018
	2019/20 Current MY	2018/19 Last MY		
- 1,000 mt -				
Mexico	4,778	4,958	(4)	14,659
Japan	1,077	2,628	(59)	11,955
Korea	70	1,464	(95)	4,977
Colombia	211	432	(51)	4,692
Peru	0	379	(100)	2,808
<b>Top 5 Importers</b>	<b>6,135</b>	<b>9,860</b>	<b>(38)</b>	<b>39,091</b>
<b>Total US corn export sales</b>	<b>8,655</b>	<b>16,555</b>	<b>(48)</b>	<b>54,024</b>
% of Projected	17%	32%		
Change from prior week <sup>2</sup>	<b>1,465</b>	<b>1,384</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	71%	60%		72%
<b>USDA forecast, September 2019</b>	<b>52,163</b>	<b>52,417</b>	<b>(0)</b>	
<b>Corn Use for Ethanol USDA forecast, September 2019</b>	<b>138,430</b>	<b>136,525</b>	<b>1</b>	

(n) indicates negative number.

<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

Table 14

**Top 5 Importers<sup>1</sup> of U.S. Soybeans**

For the week ending 9/12/2019	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2016-2018
	2019/20 Current MY	2018/19 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	1,664	1,454	14	25,733
Mexico	2,090	2,220	(6)	4,271
Indonesia	231	636	(64)	2,386
Japan	530	567	(7)	2,243
Egypt	471	392	20	1,983
<b>Top 5 importers</b>	<b>4,985</b>	<b>5,270</b>	<b>(5)</b>	<b>36,616</b>
<b>Total US soybean export sales</b>	<b>11,181</b>	<b>17,797</b>	<b>(37)</b>	<b>53,746</b>
% of Projected	23%	37%		
Change from prior week <sup>2</sup>	<b>1,728</b>	<b>852</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>45%</b>	<b>30%</b>		<b>68%</b>
<b>USDA forecast, September 2019</b>	<b>48,365</b>	<b>47,548</b>	<b>102</b>	

(n) indicates negative number.

<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 Final Reports. (Carryover plus Accumulated Exports)

Table 15

**Top 10 Importers<sup>1</sup> of All U.S. Wheat**

For the week ending 9/12/2019	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2016-2018
	2019/20 Current MY	2018/19 Last MY		
	- 1,000 mt -			- 1,000 mt -
Philippines	1,427	1,601	(11)	3,047
Mexico	1,849	1,214	52	3,034
Japan	1,156	1,191	(3)	2,695
Nigeria	780	470	66	1,564
Indonesia	234	370	(37)	1,381
Korea	758	851	(11)	1,355
Taiwan	559	508	10	1,164
Egypt	42	0	n/a	821
Thailand	376	514	(27)	747
Iraq	262	305	(14)	574
<b>Top 10 importers</b>	<b>7,443</b>	<b>7,023</b>	<b>6</b>	<b>16,382</b>
<b>Total US wheat export sales</b>	<b>12,293</b>	<b>10,207</b>	<b>20</b>	<b>24,388</b>
% of Projected	46%	40%		
Change from prior week <sup>2</sup>	<b>287</b>	<b>468</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>61%</b>	<b>69%</b>		<b>67%</b>
<b>USDA forecast, September 2019</b>	<b>26,567</b>	<b>25,504</b>	<b>4</b>	

(n) indicates negative number.

<sup>1</sup> Based on USDA, Foreign Agricultural Service (FAS) Marketing Year Ranking Reports for 2018/19; Marketing year = Jun 1 - May 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 the previous week's outstanding and/or accumulated sales.<sup>3</sup> FAS Marketing Year Final Reports



Table 16

## Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port Regions	For the Week Ending 09/19/19	Previous Week*	Current Week as % of Previous	2019 YTD*	2018 YTD*	2019 YTD as % of 2018 YTD	Last 4-weeks as % of:		2018 Total*
							Last Year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	362	285	127	10,009	9,390	107	120	102	13,315
Corn	15	0	n/a	6,874	15,862	43	1	2	20,024
Soybeans	63	211	30	7,463	6,400	117	150	191	7,719
<b>Total</b>	<b>440</b>	<b>495</b>	<b>89</b>	<b>24,346</b>	<b>31,652</b>	<b>77</b>	<b>73</b>	<b>76</b>	<b>41,058</b>
<b>Mississippi Gulf</b>									
Wheat	17	114	15	3,671	2,947	125	150	119	3,896
Corn	93	236	39	16,515	25,775	64	38	41	33,735
Soybeans	774	368	210	18,771	17,819	105	113	93	28,124
<b>Total</b>	<b>884</b>	<b>719</b>	<b>123</b>	<b>38,956</b>	<b>46,541</b>	<b>84</b>	<b>78</b>	<b>73</b>	<b>65,755</b>
<b>Texas Gulf</b>									
Wheat	37	97	38	5,062	2,311	219	179	75	3,198
Corn	0	32	0	563	621	91	86	45	730
Soybeans	0	0	n/a	2	69	2	n/a	0	69
<b>Total</b>	<b>37</b>	<b>129</b>	<b>29</b>	<b>5,627</b>	<b>3,000</b>	<b>188</b>	<b>151</b>	<b>67</b>	<b>3,997</b>
<b>Interior</b>									
Wheat	42	49	86	1,419	1,210	117	70	75	1,614
Corn	122	147	83	5,572	6,415	87	81	77	8,650
Soybeans	111	121	92	4,990	4,863	103	131	179	6,729
<b>Total</b>	<b>275</b>	<b>317</b>	<b>87</b>	<b>11,981</b>	<b>12,489</b>	<b>96</b>	<b>94</b>	<b>101</b>	<b>16,993</b>
<b>Great Lakes</b>									
Wheat	43	0	n/a	748	611	122	44	62	894
Corn	0	0	n/a	0	342	0	0	0	404
Soybeans	20	0	n/a	465	554	84	62	115	1,192
<b>Total</b>	<b>63</b>	<b>0</b>	<b>n/a</b>	<b>1,213</b>	<b>1,507</b>	<b>81</b>	<b>48</b>	<b>62</b>	<b>2,491</b>
<b>Atlantic</b>									
Wheat	1	0	n/a	36	68	53	356	145	69
Corn	0	0	n/a	94	103	92	0	0	138
Soybeans	2	3	57	988	1,434	69	230	184	2,047
<b>Total</b>	<b>3</b>	<b>3</b>	<b>80</b>	<b>1,119</b>	<b>1,606</b>	<b>70</b>	<b>140</b>	<b>126</b>	<b>2,253</b>
<b>U.S. total from ports*</b>									
Wheat	501	545	92	20,946	16,538	127	116	93	22,986
Corn	230	416	55	29,618	49,118	60	36	38	63,682
Soybeans	971	703	138	32,679	31,139	105	120	112	45,879
<b>Total</b>	<b>1,702</b>	<b>1,664</b>	<b>102</b>	<b>83,242</b>	<b>96,795</b>	<b>86</b>	<b>81</b>	<b>77</b>	<b>132,547</b>

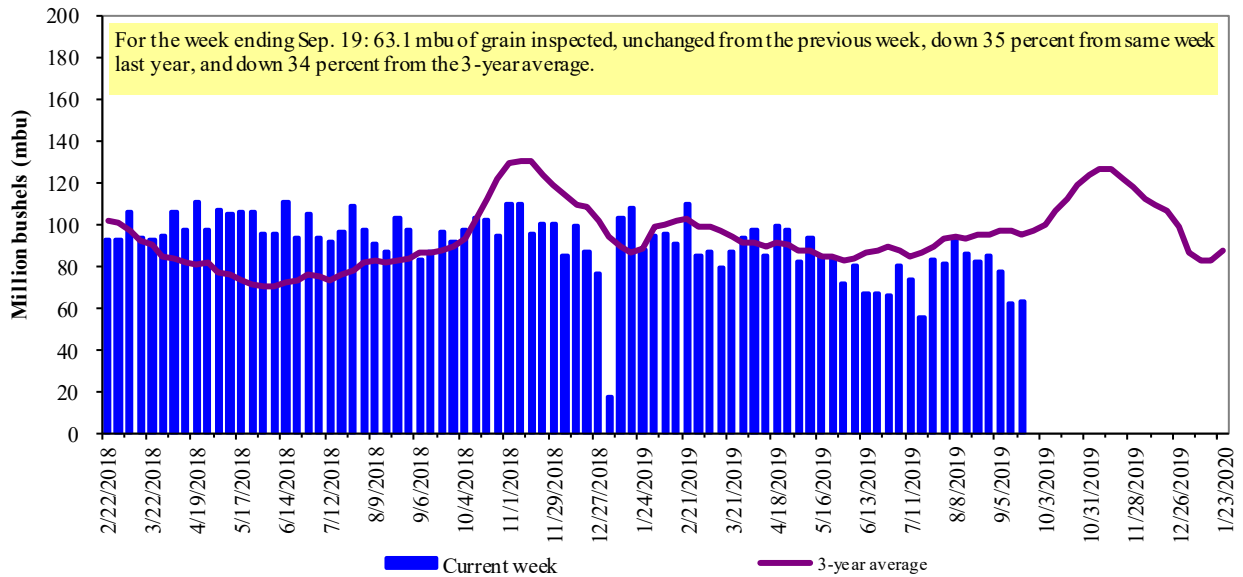
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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 53 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2018.

Figure 14

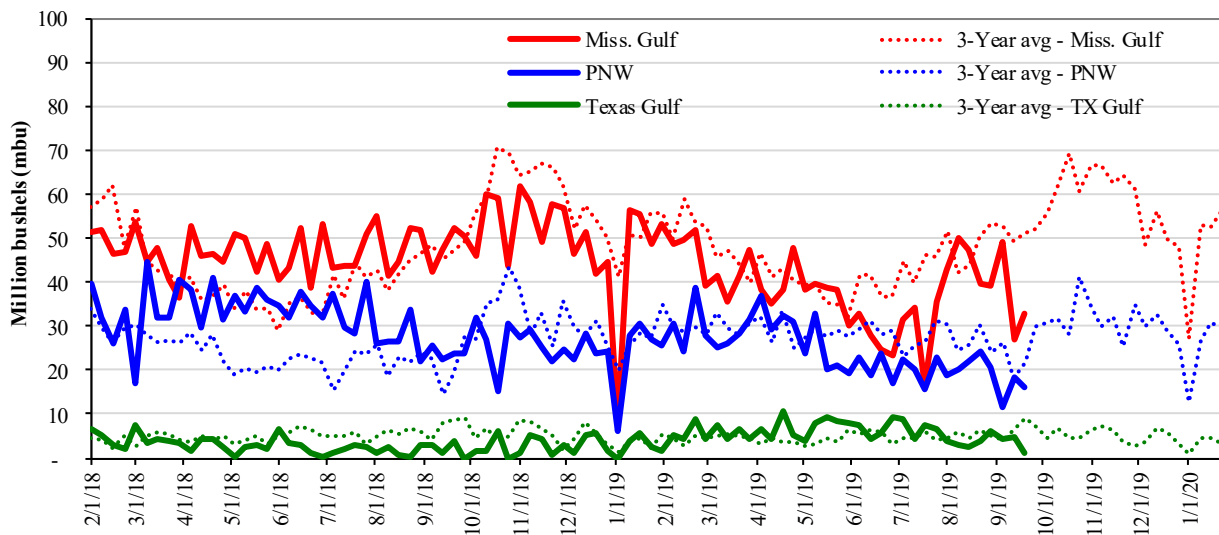
**U.S. grain inspected for export (wheat, corn, and soybeans)**



Source: USDA, Federal Grain Inspection Service  
 Note: 3-year average consists of 4-week running average

Figure 15

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



Week ending 09/19/19 inspections (mbu):	Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Mississippi Gulf: 32.7	Last Week:	up 21	down 72	up 7	down 11
PNW: 16.2	Last Year (same week):	down 38	down 65	down 39	down 32
Texas Gulf: 1.4	3-yr avg. (4-wk. mov. Avg):	down 37	down 78	down 41	down 28

Source: USDA, Federal Grain Inspection Service

# Ocean Transportation

Table 17

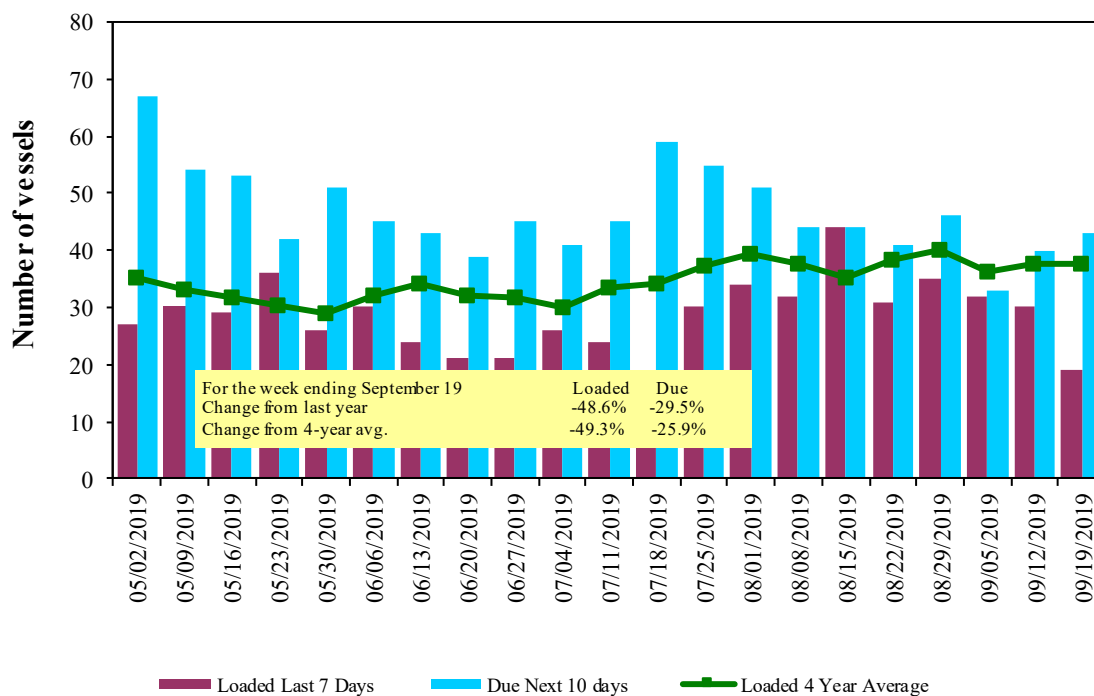
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
9/19/2019	34	19	43	18
9/12/2019	31	30	40	14
2018 range	(23..88)	(24..41)	(38..67)	(4..30)
2018 avg	40	34	54	17

Source: USDA, Agricultural Marketing Service

Figure 16

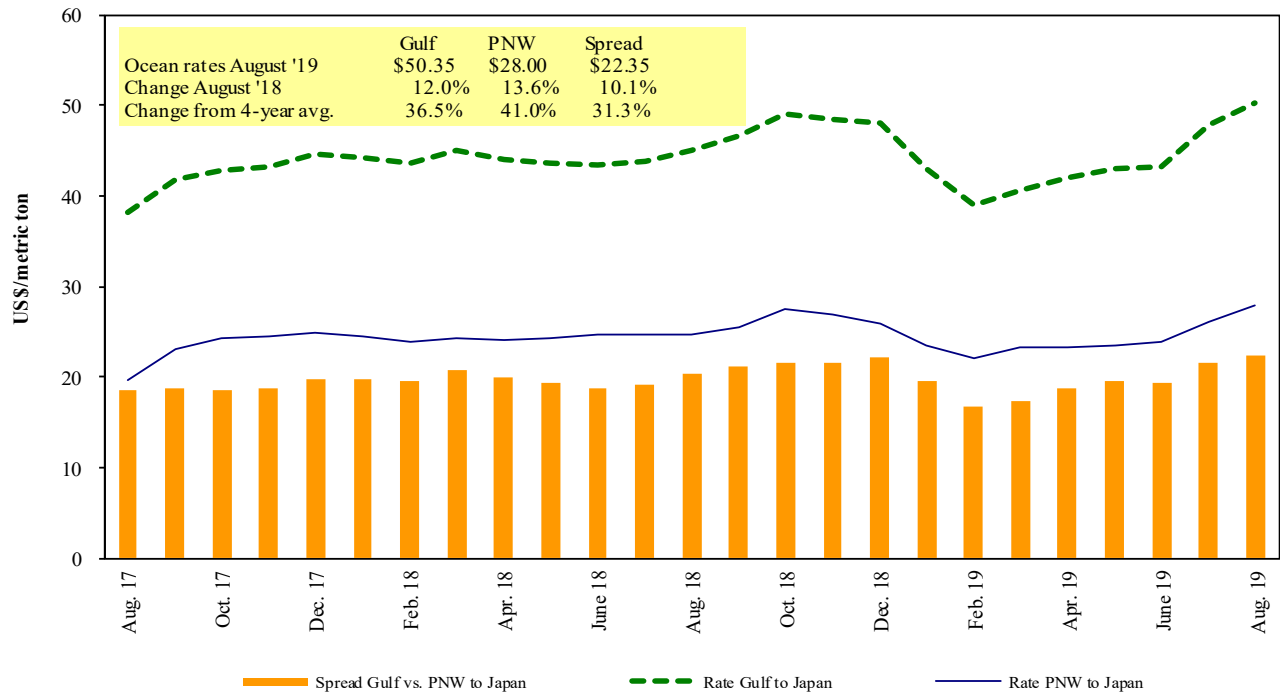
**U.S. Gulf<sup>1</sup> Vessel Loading Activity**



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

Figure 17

**Grain Vessel Rates, U.S. to Japan**



Data Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 09/21/2019**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jun 1/30	63,000	42.00
U.S. Gulf	Pt Sudan	Sorghum	Sep 20/30	24,960	58.15*
U.S. Gulf	Djibouti	Wheat	Aug 19/29	20,000	85.66*
U.S. Gulf	Somaliland	Sorghum	Sep 20/30	32,240	61.75*
PNW	Philippines	Soybean Meal	Oct 31/31	15,390	49.82*
PNW	Vietnam	Soybean Meal	Oct 21/31	3,200	49.82*
PNW	Yemen	Wheat	Sep 5/15	35,380	59.59*
PNW	Yemen	Wheat	Sep 20/30	35,000	62.19*
Brazil	China	Heavy Grain	Jun 10/20	65,000	33.00
Brazil	China	Heavy Grain	Apr 20/May 5	63,000	33.00

Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

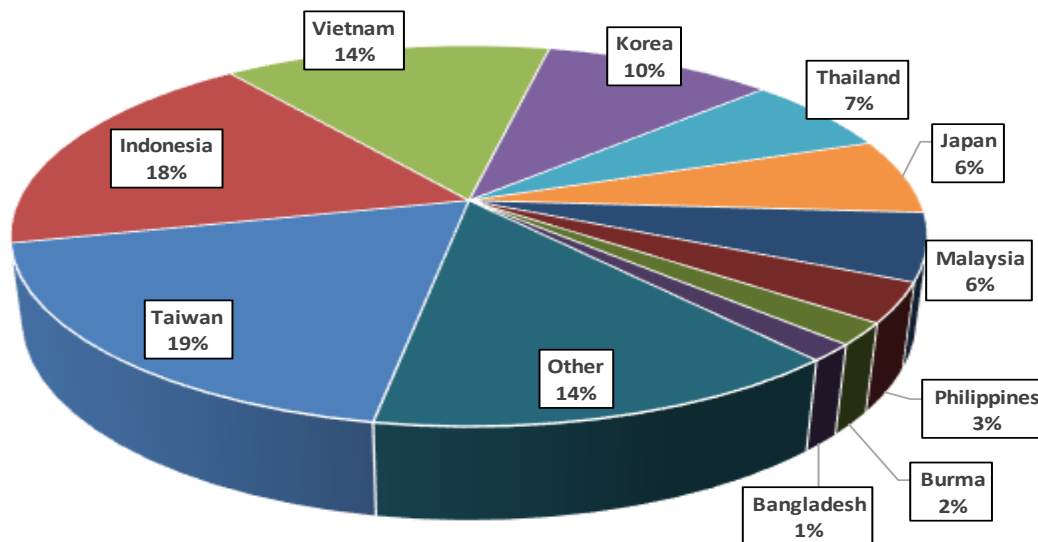
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc.

In 2018, containers were used to transport 8 percent of total U.S. waterborne grain exports. Approximately 55 percent of U.S. waterborne grain exports in 2018 went to Asia, of which 13 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

Figure 18

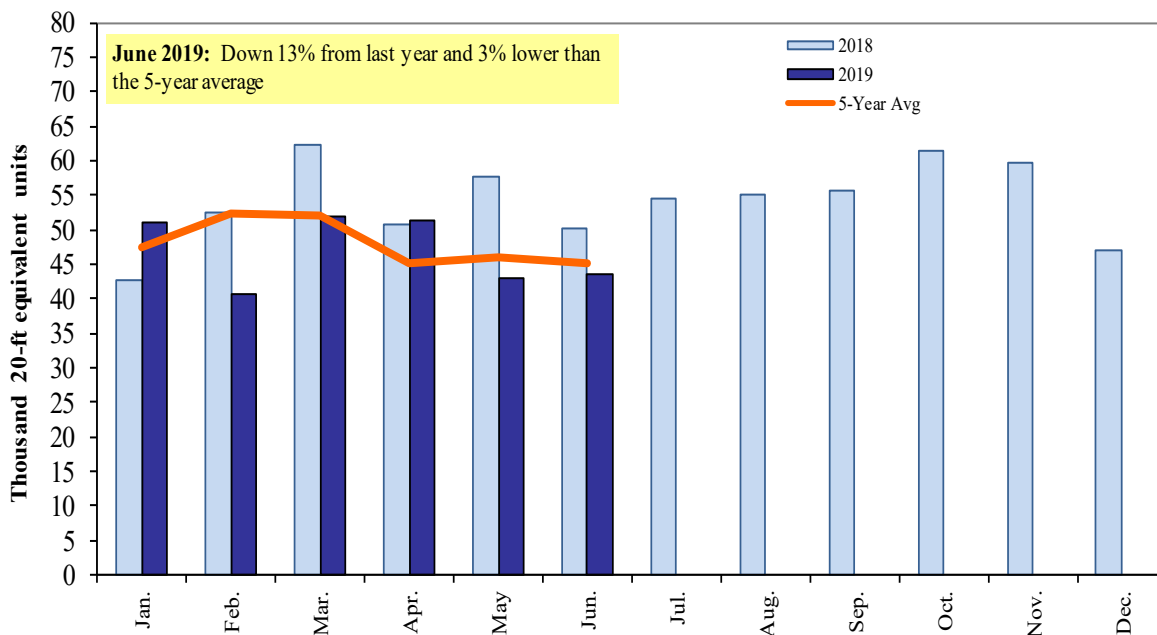
**Top 10 Destination Markets for U.S. Containerized Grain Exports, Jan-Jun 2019**



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of PIERS data  
 Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 1001, 100190, 1002, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 1102, 110100, 230310, 110220, 110290, 1201, 120100, 230210, 230990, 230330, and 120810.

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of PIERS data.  
 Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 110220, 110290, 120100, 120810, 230210, 230310, 230330, and 230990.

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