United States Department of Agriculture

# Grain Transportation Report

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

Contact Us

**December 26, 2019**

## Contents



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**The next release is January 2, 2020**

### WEEKLY HIGHLIGHTS

**Grain Inspections Down From Past Week**

For the week ending December 19, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.1 million metric tons (mmt). Total grain inspections were down 19 percent from the previous week, down 9 percent from last year, and down 26 percent from the 3-year average. Total inspections for corn and soybeans were down 45 and 19 percent, respectively, from the previous week. However, wheat inspections increased 13 percent from week to week. Grain inspections in the Pacific Northwest (PNW) decreased 24 percent from the past week, and Mississippi Gulf inspections decreased 19 percent.

**Heading Into Winter, Heightened River-Water Levels and Flooding Recovery**

For the week ending December 21, southbound tows on the Lower Mississippi River continued to be reduced by five loads in response to high water levels according to the American Commercial Barge Line (ACBL). The Plaquemine area of the Lower Mississippi River is operating under daily one-way traffic restrictions through December 27 because of seasonal mat-sinking activities, conducted by the Vicksburg District of U.S. Army Corps of Engineers, to shield the riverbank from erosion and sloughing caused by channel currents and turbulent water associated with river flood stages. On the Arkansas River, tow sizes remained limited to six loads because of Arkansas River flooding and recovery efforts. According to ACBL, 12-barge tows will return some time in 2020.

**Congress Passes FY 2020 Energy and Water Spending Bill**

The Energy and Water Development Spending Bill funds the civil works program of the Army Corp of Engineers (USACE) at $7.65 billion, $652 million above the FY 2019 level and $2.69 billion above the budget request. Notably, the construction-cost share for Chickamauga Lock is 65 percent for general revenue funding and 35 percent for the Inland Waterways Trust Fund (IWTF) (compared to the traditional 50/50 split), with the aim of reducing final project costs and speeding completion on current construction. In addition, the bill will fully use the estimated receipts and previous year's revenues of IWTF, resulting in a $317 million investment level for FY 2020. Investigations are funded at $151 million—a $26 million increase above the FY 2019 level and $74 million above the request—and enable funding for studies in the 2020 USACE work plan. Construction will be funded at $2.68 billion—a $498 million increase above the FY 2019 level and $1.37 billion above the request. Operation and Maintenance are funded at $3.79 billion—an increase of $1.86 billion above the request. The Harbor Maintenance Trust Fund projects will receive $1.63 billion—an increase of $665 million above the request. Mississippi Rivers and Tributaries (MR&T) will receive $375 million.

### Snapshots by Sector

**Export Sales**

For the week ending December 12, **unshipped balances** of wheat, corn, and soybeans totaled 23.7 mmt. This represented a 22-percent decrease in outstanding sales, compared to the same time last year. Net **corn export sales** reached 1.71 mmt, up 96 percent from the past week. Net **soybean export sales** were 1.43 mmt, up 36 percent from the previous week. Net weekly **wheat export sales** reached .869 mmt, up 73 percent from the previous week.

**Rail**

U.S. Class I railroads originated 20,709 **grain carloads** during the week ending December 14. This was a 11-percent decrease from the previous week, 8 percent fewer than last year, and 12 percent fewer than the 3-year average.

There were no shuttle or non-shuttle secondary railcar bids/offers this week.

**Barge**

For the week ending December 21, **barge grain movements** totaled 478,028 tons. This was a 33-percent decrease from the previous week and 35 percent less than the same period last year.

For the week ending December 21, 388 grain barges **moved down river**—135 fewer barges than the previous week. There were 706 grain barges **unloaded in New Orleans**, 3 percent more than the previous week.

**Ocean**

For the week ending December 19, 26 **oceangoing grain vessels** were loaded in the Gulf—16.1 percent fewer than the same period last year. Within the next 10 days (starting December 20), 40 vessels were expected to be loaded—29.8 percent fewer than the same period last year.

As of December 19, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $46.50. This was 1.6 percent less than the previous week. The rate from PNW to Japan was $25.50 per mt, 1 percent less than the previous week.

**Fuel**

For the week ending December 23, the U.S. average **diesel fuel price** decreased 0.5 cents from the previous week to $3.041 per gallon, 3.6 cents below the same week last year.


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Web: **http://dx.doi.org/10.9752/TS056.12-26-2019**

# Feature Article/Calendar

| Date | Event | Location | Website |
|---|---|---|---|
| Jan. 12-16 | Transportation Research Board's 99th Annual Meeting | Washington, DC | http://www.trb.org/AnnualMeeting/AnnualMeeting.aspx |
| Jan. 12-18 | U.S. Wheat Associates and National Association of Wheat Growers Joint Winter Meeting | Washington, DC | https://www.uswheat.org/meeting/2020-usw-nawg-joint-winter-meeting/ |
| Jan. 13-15 | Michigan Agribusiness Association Meeting | Lansing, MI | https://www.miagbiz.org/index.php/events/winter-conference |
| Jan. 14-16 | Midwest Association of Rail Shippers 2020 Winter Meeting | Lombard, IL | https://www.mwrailshippers.com/event/mars-2020-winter-meeting/ |
| Jan. 15-16 | South Dakota Ag Expo | Sioux Falls, SD | https://www.agexpo-sd.org/ |
| Jan. 19-21 | North Dakota Grain Dealers Association 108th Annual Convention & Trade Show | Fargo, ND | https://www.ndgda.org/events/convention-information |
| Jan. 28-30 | International Feed Expo | Atlanta, GA | https://www.ippexpo.org/ |
| Jan. 29 | AgTC Ag Shipper Workshop | Portland, OR | www.agtrans.org/workshops |
| Jan. 31 | AgTC Ag Shipper Workshop | Boise, ID | www.agtrans.org/workshops |
| Feb. 11-12 | Agribusiness Showcase/Conference | Des Moines, IA | https://www.agribizshowcase.com/ |
| Feb. 16-18 | Grain and Feed Association of Illinois | Springfield, IL | https://www.gfai.org/annual-conference.html |
| Feb. 18 | AgTC Ag Shipper Workshop | Sacramento, CA | www.agtrans.org/workshops |
| Feb. 19 | AgTC Ag Shipper Workshop | Fresno, CA | www.agtrans.org/workshops |
| Feb. 20-21 | USDA's 96th Agricultural Outlook Forum | Arlington, VA | https://www.usda.gov/oce/forum/ |
| Feb. 26-28 | GEAPS 24th Annual Great Lakes Regional Conference | Sandusky, OH | https://www.geapsglc.com/ |
| Mar. 3-5 | Minnesota Grain and Feed Association's 113th Annual Convention and Industry Trade Show | Bloomington, MN | https://www.mgfa.org/convention-trade-show/convention-info |
| Mar. 8-10 | National Grain and Feed Association's 124th Annual Convention | Austin, TX | www.ngfa.org |
| Mar. 12-13 | Transportation Research Forum's 61st Annual Meeting | Jersey City, NJ | http://annualforum.trforum.org/ |
| Apr. 27-29 | Transportation and Logistics Council's 46th Annual Conference | Orlando, FL | https://tlcouncil.org/home |

# Grain Transportation Indicators

Table 1

**Grain transport cost indicators**[1]

| For the week ending | Truck | Rail: Unit train | Rail: Shuttle | Barge | Ocean: Gulf | Ocean: Pacific |
|---|---|---|---|---|---|---|
| 12/25/19 | 204 | n/a | n/a | 177 | 208 | 181 |
| 12/18/19 | 204 | n/a | 207 | 188 | 211 | 183 |

[1]Indicator: Base year 2000 = 100. Weekly updates include truck = diesel ($/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge ($/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan ($/metric ton); n/a = not available.
Source: USDA, Agricultural Marketing Service.

Table 2

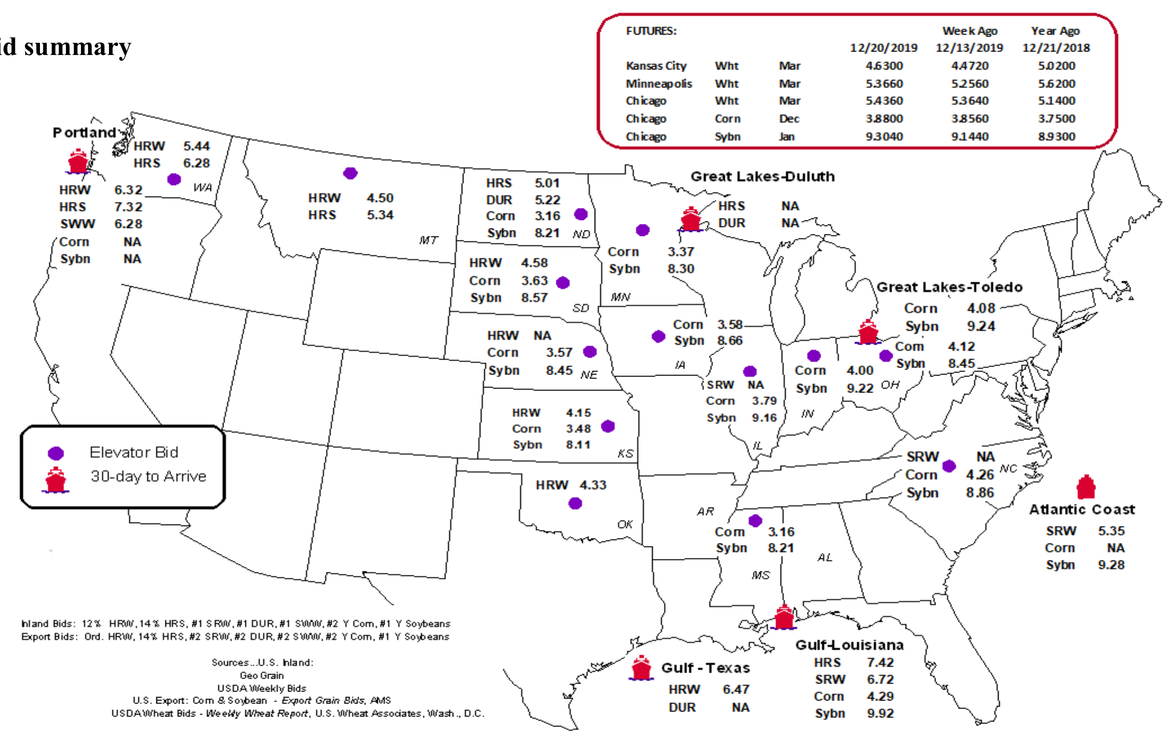
**Market Update: U.S. origins to export position price spreads ($/bushel)**

| Commodity | Origin–destination | 12/20/2019 | 12/13/2019 |
|---|---|---|---|
| Corn | IL–Gulf | -0.50 | -0.51 |
| Corn | NE–Gulf | -0.72 | -0.70 |
| Soybean | IA–Gulf | -1.26 | -1.23 |
| HRW | KS–Gulf | -2.32 | -2.32 |
| HRS | ND–Portland | -2.31 | -2.44 |

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)**[1]

| For the week ending | Mississippi Gulf | Texas Gulf | Pacific Northwest | Atlantic & East Gulf | Total | Week ending | Cross-border Mexico[3] |
|---|---|---|---|---|---|---|---|
| 12/18/2019[p] | 442 | 447 | 4,652 | 259 | 5,800 | 12/14/2019 | 2,914 |
| 12/11/2019[r] | 650 | 565 | 4,307 | 168 | 5,690 | 12/7/2019 | 2,748 |
| 2019 YTD[r] | 40,541 | 50,605 | 248,020 | 16,095 | 355,261 | 2019 YTD | 124,664 |
| 2018 YTD[r] | 21,916 | 46,261 | 306,376 | 20,925 | 395,478 | 2018 YTD | 127,073 |
| 2019 YTD as % of 2018 YTD | 185 | 109 | 81 | 77 | 90 | % change YTD | 98 |
| Last 4 weeks as % of 2018[2] | 357 | 61 | 85 | 44 | 85 | Last 4wks. % 2018 | 94 |
| Last 4 weeks as % of 4-year avg.[2] | 120 | 31 | 72 | 24 | 64 | Last 4wks. % 4 yr. | 133 |
| Total 2018 | 22,118 | 46,532 | 310,449 | 21,432 | 400,531 | Total 2018 | 129,116 |
| Total 2017 | 28,796 | 75,543 | 287,267 | 21,312 | 412,918 | Total 2017 | 119,661 |

[1]Data is incomplete as it is voluntarily provided.

[2] Compared with same 4-weeks in 2018 and prior 4-year average.

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

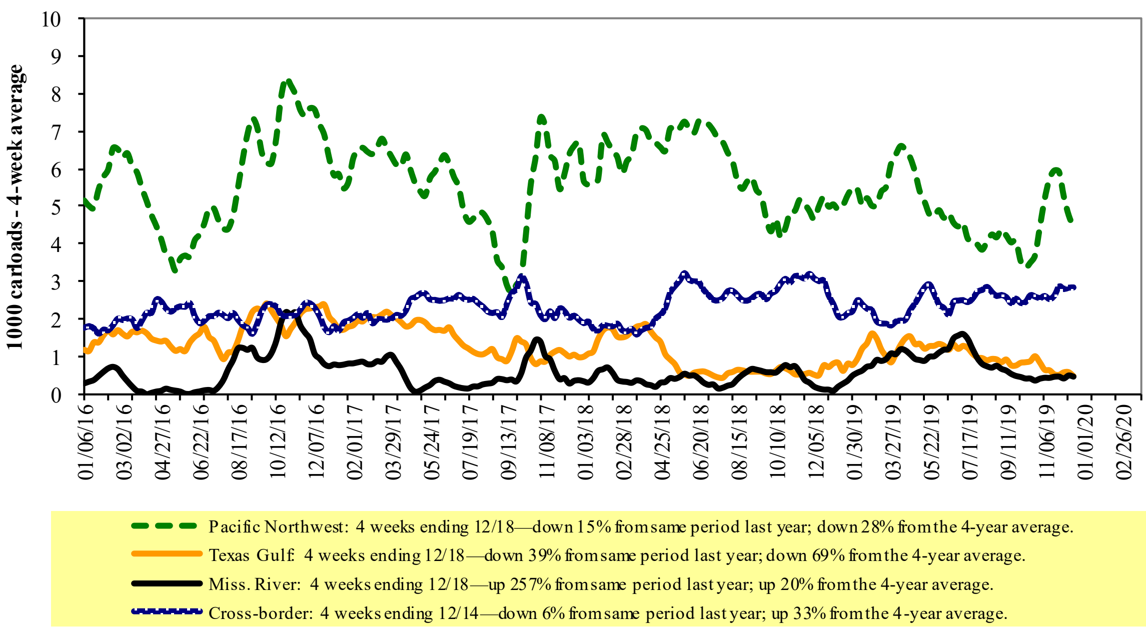
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.**

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: 12/14/2019 | East | | West | | | U.S. total | Canada | |
|---|---|---|---|---|---|---|---|---|
| | CSXT | NS | BNSF | KCS | UP | | CN | CP |
| This week | 1,554 | 2,169 | 11,424 | 870 | 4,692 | 20,709 | 5,484 | 4,596 |
| This week last year | 1,328 | 2,590 | 12,547 | 1,143 | 4,985 | 22,593 | 4,015 | 5,154 |
| 2019 YTD | 88,830 | 132,884 | 548,835 | 56,617 | 251,684 | 1,078,850 | 206,000 | 227,253 |
| 2018 YTD | 95,707 | 127,671 | 612,922 | 46,943 | 258,478 | 1,141,721 | 203,318 | 236,127 |
| 2019 YTD as % of 2018 YTD | 93 | 104 | 90 | 121 | 97 | 94 | 101 | 96 |
| Last 4 weeks as % of 2018* | 99 | 93 | 99 | 113 | 96 | 98 | 107 | 105 |
| Last 4 weeks as % of 3-yr. avg.** | 89 | 88 | 97 | 117 | 88 | 94 | 113 | 102 |
| Total 2018 | 98,978 | 133,281 | 635,458 | 48,638 | 267,713 | 1,184,068 | 211,634 | 244,697 |

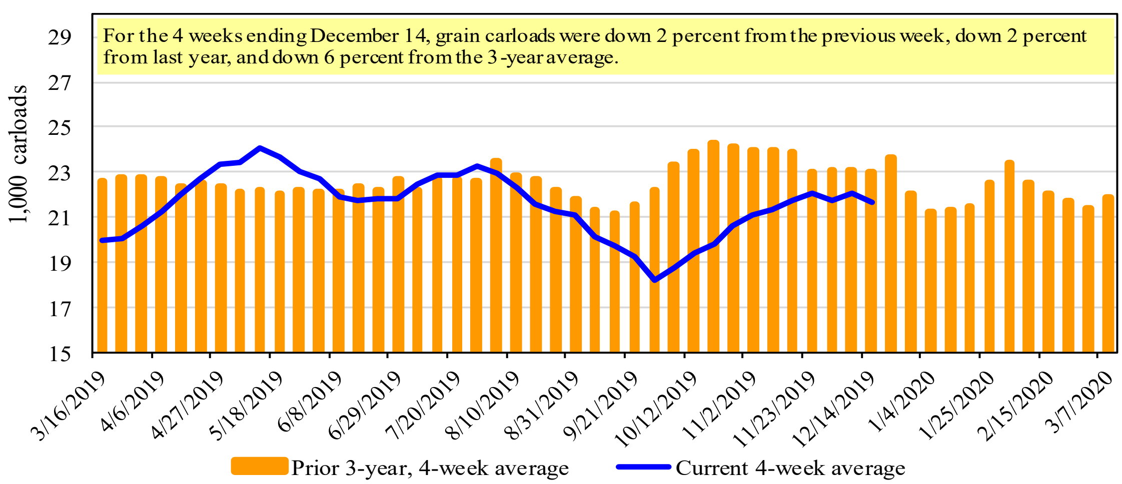
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

Source: Association of American Railroads.

Figure 3

### Total weekly U.S. Class I railroad grain car loads




Source: Association of American Railroads.

Table 5

### Railcar auction offerings[1] ($/car)[2]

| For the week ending: 12/19/2019 | | Jan-20 | Jan-19 | Feb-20 | Feb-19 | Mar-20 | Mar-19 | Apr-20 | Apr-19 |
|---|---|---|---|---|---|---|---|---|---|
| BNSF[3] | COT grain units | n/a | 0 | n/a | -37 | n/a | 0 | n/a | no bids |
| | COT grain single-car | n/a | 86 | n/a | 18 | n/a | 2 | n/a | 2 |
| UP[4] | GCAS/Region 1 | n/a | 10 | n/a | no bid | n/a | no offer | n/a | n/a |
| | GCAS/Region 2 | n/a | no bid | n/a | no bid | n/a | no offer | n/a | n/a |

Delivery period: Jan-20 through Apr-19.

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

[2]Average premium/discount to tariff, last auction. n/a = not available.

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

[4]UP - GCAS = Grain Car Allocation System.

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

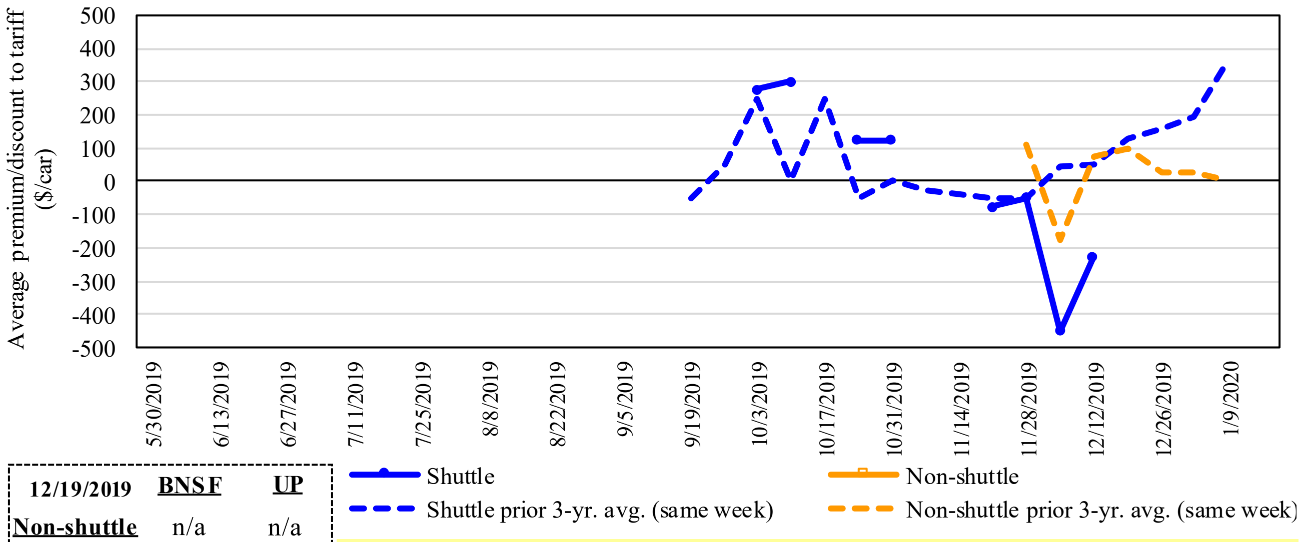
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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 January 2020, secondary market**



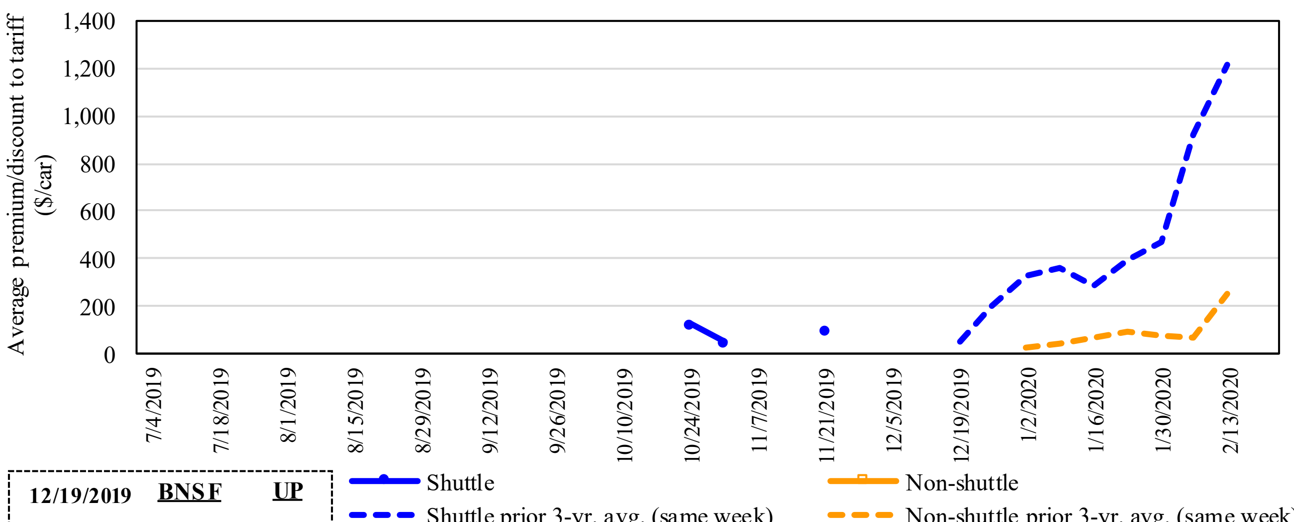

| 12/19/2019 | BNSF | UP |
|---|---|---|
| Non-shuttle | n/a | n/a |
| Shuttle | n/a | n/a |

There were no non-shuttle bids/offers this week.
There were no shuttle bids/offers this week.

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

Figure 5

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



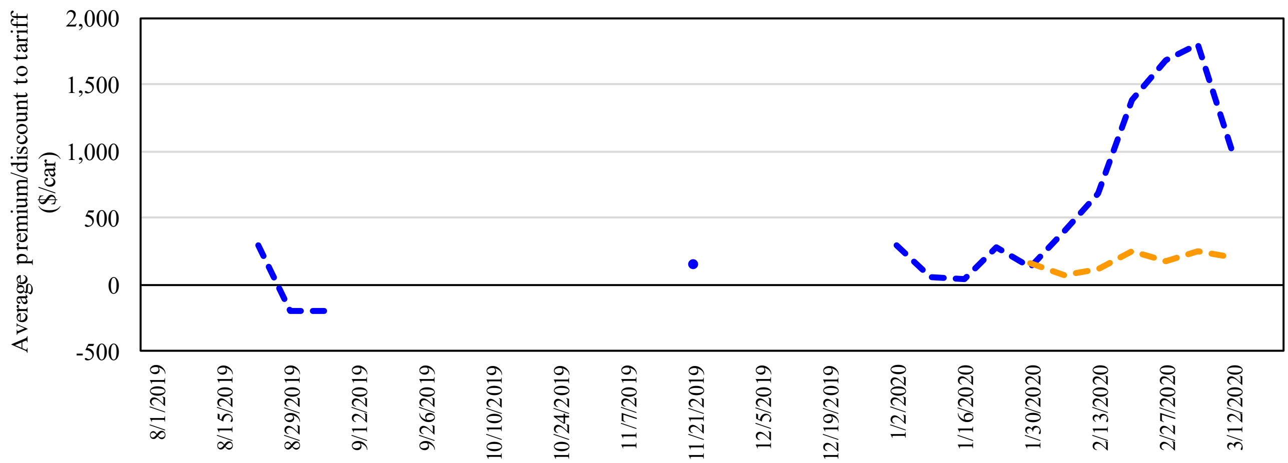

| 12/19/2019 | BNSF | UP |
|---|---|---|
| Non-shuttle | n/a | n/a |
| Shuttle | n/a | n/a |

There were no non-shuttle bids/offers this week.
There were no shuttle bids/offers this week.

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

Figure 6

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




| 12/19/2019 | BNSF | UP |
|---|---|---|
| Non-shuttle | n/a | n/a |
| Shuttle | n/a | n/a |

There were no non-shuttle bids/offers this week.
There were no shuttle bids/offers this week.

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

Table 6

**Weekly secondary railcar market ($/car)[1]**

| | For the week ending: 12/19/2019 | Delivery period | | | | | |
|---|---|---|---|---|---|---|---|
| | | Jan-20 | Feb-20 | Mar-20 | Apr-20 | May-20 | Jun-20 |
| Non-shuttle | **BNSF-GF** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** |
| | Change from last week | n/a | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2018 | n/a | n/a | n/a | n/a | n/a | n/a |
| | **UP-Pool** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** |
| | Change from last week | n/a | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2018 | n/a | n/a | n/a | n/a | n/a | n/a |
| Shuttle | **BNSF-GF** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** |
| | Change from last week | n/a | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2018 | n/a | n/a | n/a | n/a | n/a | n/a |
| | **UP-Pool** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** |
| | Change from last week | n/a | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2018 | n/a | n/a | n/a | n/a | n/a | n/a |

[1]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.

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[1]**

| December 2019 | Origin region[3] | Destination region[3] | Tariff rate/car | Fuel surcharge per car | Tariff plus surcharge per: metric ton | Tariff plus surcharge per: bushel[2] | Percent change Y/Y[4] |
|---|---|---|---|---|---|---|---|
| **Unit train** | | | | | | | |
| Wheat | Wichita, KS | St. Louis, MO | $3,983 | $101 | $40.56 | $1.10 | -1 |
| | Grand Forks, ND | Duluth-Superior, MN | $4,333 | $0 | $43.03 | $1.17 | 2 |
| | Wichita, KS | Los Angeles, CA | $7,240 | $0 | $71.90 | $1.96 | 1 |
| | Wichita, KS | New Orleans, LA | $4,525 | $178 | $46.70 | $1.27 | -1 |
| | Sioux Falls, SD | Galveston-Houston, TX | $6,976 | $0 | $69.28 | $1.89 | 1 |
| | Northwest KS | Galveston-Houston, TX | $4,801 | $195 | $49.61 | $1.35 | -1 |
| | Amarillo, TX | Los Angeles, CA | $5,121 | $271 | $53.55 | $1.46 | -1 |
| Corn | Champaign-Urbana, IL | New Orleans, LA | $3,900 | $201 | $40.73 | $1.03 | -4 |
| | Toledo, OH | Raleigh, NC | $6,816 | $0 | $67.69 | $1.72 | 4 |
| | Des Moines, IA | Davenport, IA | $2,415 | $43 | $24.41 | $0.62 | 6 |
| | Indianapolis, IN | Atlanta, GA | $5,818 | $0 | $57.78 | $1.47 | 3 |
| | Indianapolis, IN | Knoxville, TN | $4,874 | $0 | $48.40 | $1.23 | 4 |
| | Des Moines, IA | Little Rock, AR | $3,800 | $125 | $38.98 | $0.99 | -2 |
| | Des Moines, IA | Los Angeles, CA | $5,680 | $365 | $60.03 | $1.52 | -2 |
| Soybeans | Minneapolis, MN | New Orleans, LA | $3,631 | $194 | $37.98 | $1.03 | -13 |
| | 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 | $201 | $48.13 | $1.31 | -3 |
| **Shuttle train** | | | | | | | |
| Wheat | Great Falls, MT | Portland, OR | $4,143 | $0 | $41.14 | $1.12 | 2 |
| | Wichita, KS | Galveston-Houston, TX | $4,361 | $0 | $43.31 | $1.18 | 2 |
| | Chicago, IL | Albany, NY | $7,074 | $0 | $70.25 | $1.91 | 20 |
| | 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 | $320 | $62.88 | $1.71 | 0 |
| 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 | $201 | $39.93 | $1.01 | -1 |
| | Lincoln, NE | Galveston-Houston, TX | $3,880 | $0 | $38.53 | $0.98 | 0 |
| | Des Moines, IA | Amarillo, TX | $4,220 | $157 | $43.47 | $1.10 | 3 |
| | Minneapolis, MN | Tacoma, WA | $5,180 | $0 | $51.44 | $1.31 | 0 |
| | Council Bluffs, IA | Stockton, CA | $5,000 | $0 | $49.65 | $1.26 | 0 |
| Soybeans | Sioux Falls, SD | Tacoma, WA | $5,850 | $0 | $58.09 | $1.58 | 2 |
| | Minneapolis, MN | Portland, OR | $5,900 | $0 | $58.59 | $1.59 | 2 |
| | Fargo, ND | Tacoma, WA | $5,750 | $0 | $57.10 | $1.55 | 2 |
| | Council Bluffs, IA | New Orleans, LA | $4,875 | $232 | $50.71 | $1.38 | 1 |
| | Toledo, OH | Huntsville, AL | $4,805 | $0 | $47.72 | $1.30 | 4 |
| | Grand Island, NE | Portland, OR | $5,860 | $327 | $61.44 | $1.67 | 1 |

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

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

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

[4]Percentage change year over year (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: | December 2019 | | | Fuel | | | Percent |
|---|---|---|---|---|---|---|---|
| | Origin | | Tariff | surcharge | Tariff plus surcharge per: | | change[4] |
| Commodity | state | Destination region | rate/car[1] | per car[2] | metric ton[3] | bushel[3] | Y/Y |
| Wheat | MT | Chihuahua, CI | $7,509 | $0 | $76.72 | $2.09 | 3 |
| | OK | Cuautitlan, EM | $6,775 | $139 | $70.65 | $1.92 | 0 |
| | KS | Guadalajara, JA | $7,534 | $609 | $83.19 | $2.26 | 4 |
| | TX | Salinas Victoria, NL | $4,329 | $84 | $45.09 | $1.23 | -1 |
| Corn | IA | Guadalajara, JA | $8,902 | $523 | $96.30 | $2.44 | 5 |
| | SD | Celaya, GJ | $8,140 | $0 | $83.17 | $2.11 | 3 |
| | NE | Queretaro, QA | $8,278 | $284 | $87.49 | $2.22 | 0 |
| | SD | Salinas Victoria, NL | $6,905 | $0 | $70.55 | $1.79 | 0 |
| | MO | Tlalnepantla, EM | $7,643 | $277 | $80.92 | $2.05 | 0 |
| | SD | Torreon, CU | $7,690 | $0 | $78.57 | $1.99 | 3 |
| Soybeans | MO | Bojay (Tula), HG | $8,547 | $489 | $92.32 | $2.51 | 4 |
| | NE | Guadalajara, JA | $9,172 | $511 | $98.94 | $2.69 | 5 |
| | IA | El Castillo, JA | $9,490 | $0 | $96.97 | $2.64 | 4 |
| | KS | Torreon, CU | $7,964 | $355 | $84.99 | $2.31 | 4 |
| Sorghum | NE | Celaya, GJ | $7,772 | $464 | $84.15 | $2.14 | 4 |
| | KS | Queretaro, QA | $8,108 | $174 | $84.62 | $2.15 | 1 |
| | NE | Salinas Victoria, NL | $6,713 | $140 | $70.01 | $1.78 | 1 |
| | NE | Torreon, CU | $7,157 | $330 | $76.50 | $1.94 | 3 |

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

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

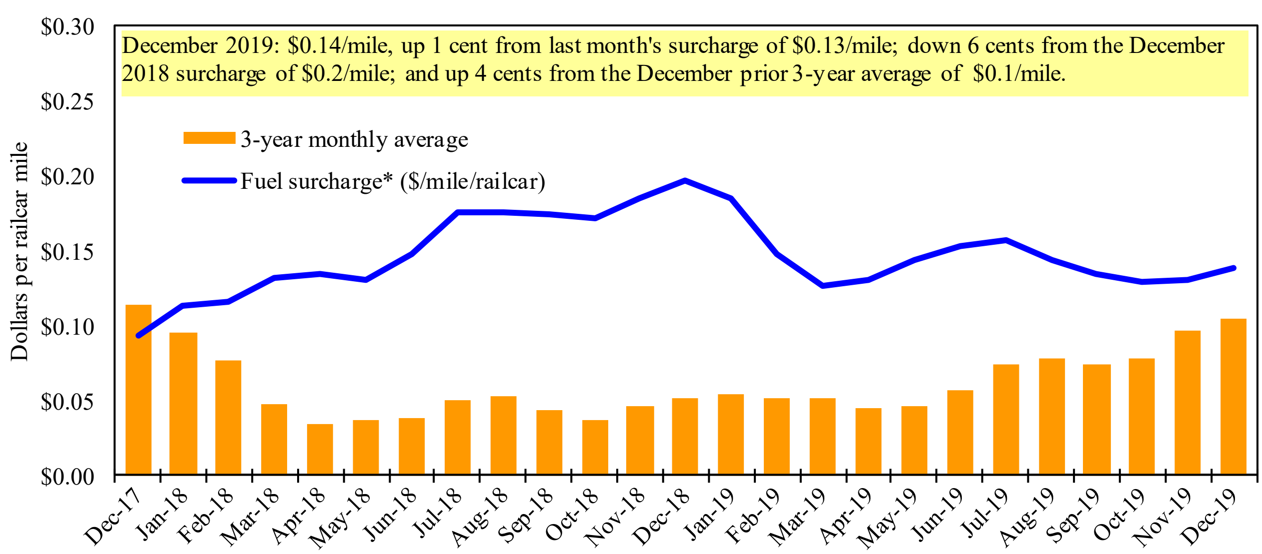
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

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

Figure 7

**Railroad fuel surcharges, North American weighted average[1]**

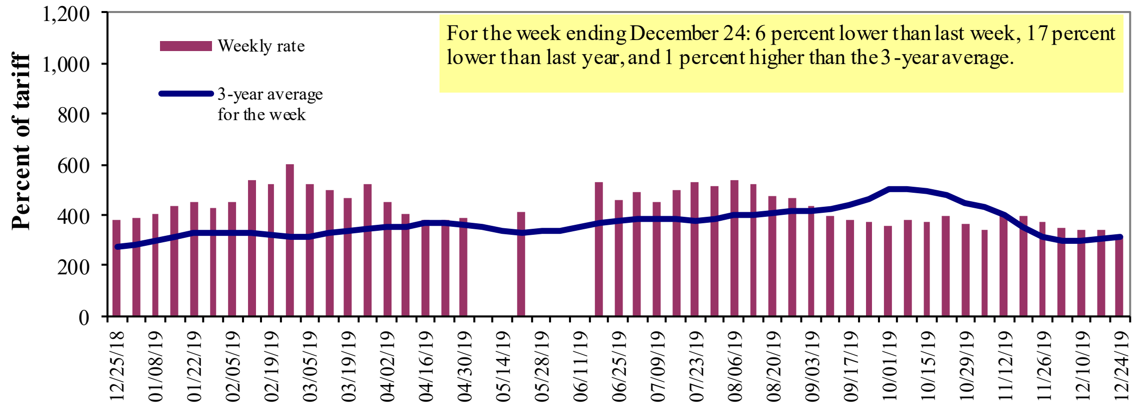



[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.
Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific, Union Pacific Railroad, Kansas City Southern, Norfolk Southern Corp.

# Barge Transportation

Figure 8

**Illinois River barge freight rate[1,2]**




[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: 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[1]** | 12/24/2019 | - | - | 318 | 225 | 237 | 237 | 210 |
| | 12/17/2019 | - | - | 338 | 235 | 243 | 243 | 218 |
| **$/ton** | 12/24/2019 | - | - | 14.76 | 8.98 | 11.12 | 9.57 | 6.59 |
| | 12/17/2019 | - | - | 15.68 | 9.38 | 11.40 | 9.82 | 6.85 |
| **Current week % change from the same week:** | | | | | | | | |
| | Last year | - | - | -17 | -21 | -35 | -35 | -24 |
| | 3-year avg. [2] | - | - | 1 | -2 | -14 | -14 | 4 |
| **Rate[1]** | January | - | - | 355 | 238 | 240 | 240 | 218 |
| | March | - | - | 358 | 238 | 247 | 247 | 218 |

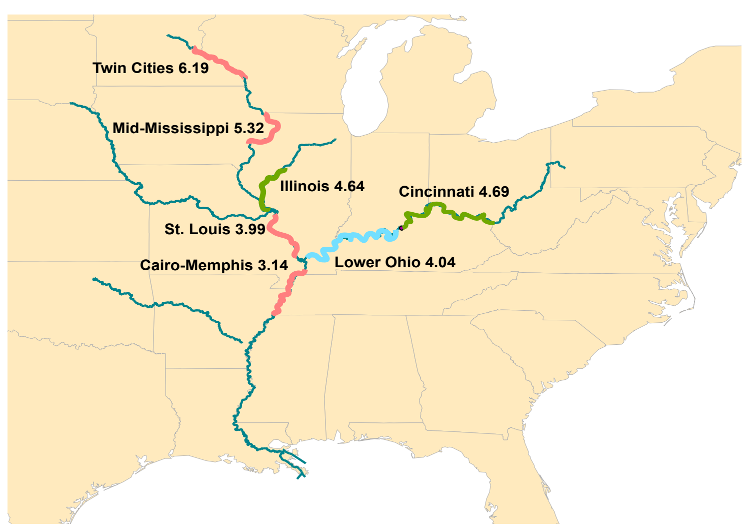
[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds; "-" not available due to closure

Source: USDA, Agricultural Marketing Service.

**Figure 9**
**Benchmark tariff rates**

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

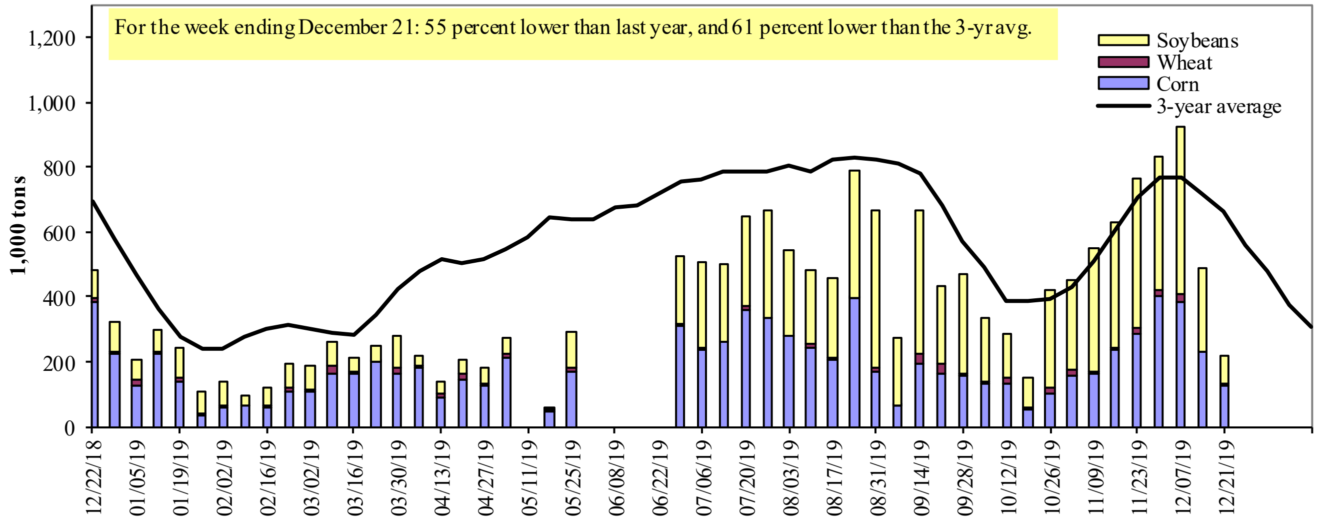
Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map.




*Map Credit: USDA, Agricultural Marketing Service*

Figure 10

**Barge movements on the Mississippi River[1] (Locks 27 - Granite City, IL)**




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

Source: U.S. Army Corps of Engineers.

Table 10

**Barge grain movements (1,000 tons)**

| For the week ending 12/21/2019 | Corn | Wheat | Soybeans | Other | Total |
|---|---|---|---|---|---|
| **Mississippi River** | | | | | |
| Rock Island, IL (L15) | 0 | 0 | 0 | 0 | 0 |
| Winfield, MO (L25) | 0 | 0 | 0 | 0 | 0 |
| Alton, IL (L26) | 97 | 12 | 97 | 0 | 206 |
| Granite City, IL (L27) | 86 | 15 | 90 | 0 | 191 |
| **Illinois River (LAGRANGE)** | 125 | 9 | 84 | 0 | 218 |
| **Ohio River (OLMSTED)** | 66 | 9 | 130 | 9 | 214 |
| **Arkansas River (L1)** | 0 | 20 | 53 | 0 | 73 |
| Weekly total - 2019 | 152 | 44 | 273 | 9 | 478 |
| Weekly total - 2018 | 472 | 16 | 247 | 0 | 735 |
| 2019 YTD[1] | 12,533 | 1,615 | 14,353 | 152 | 28,653 |
| 2018 YTD[1] | 23,034 | 1,635 | 12,602 | 130 | 37,401 |
| 2019 as % of 2018 YTD | 54 | 99 | 114 | 117 | 77 |
| Last 4 weeks as % of 2018[2] | 72 | 125 | 166 | 31 | 109 |
| Total 2018 | 23,349 | 1,674 | 12,819 | 133 | 37,975 |

[1] 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.

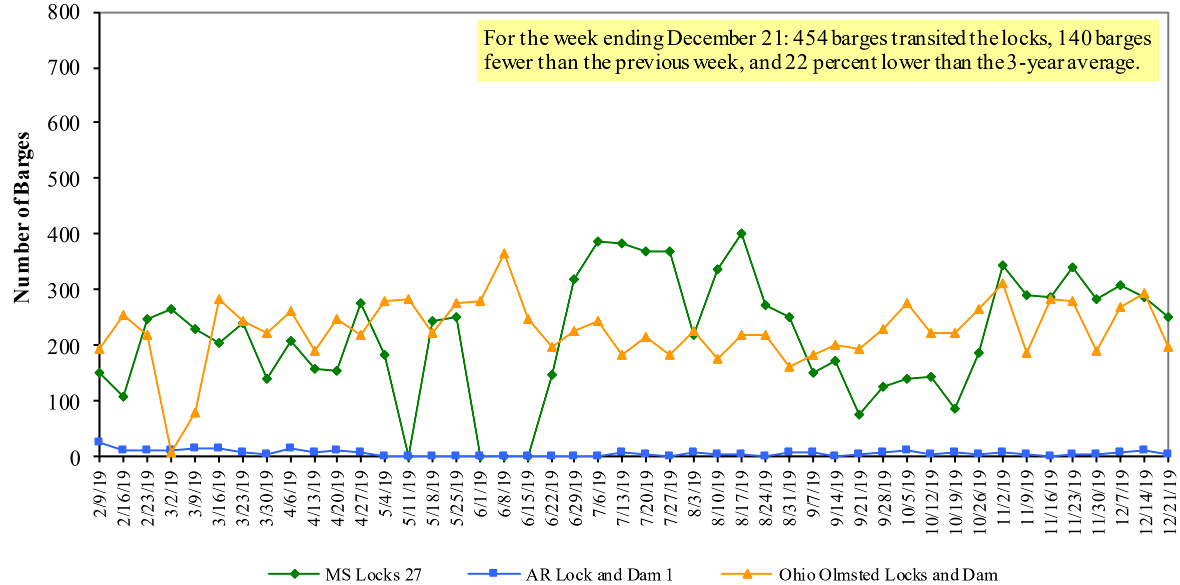
[2] As a percent of same period in 2018.

Note: 1. Total may not add exactly, due to rounding.
2. Starting from 11/24/2018, weekly movement through Ohio 52 is replaced by Olmsted.

Source: U.S. Army Corps of Engineers.

Figure 11

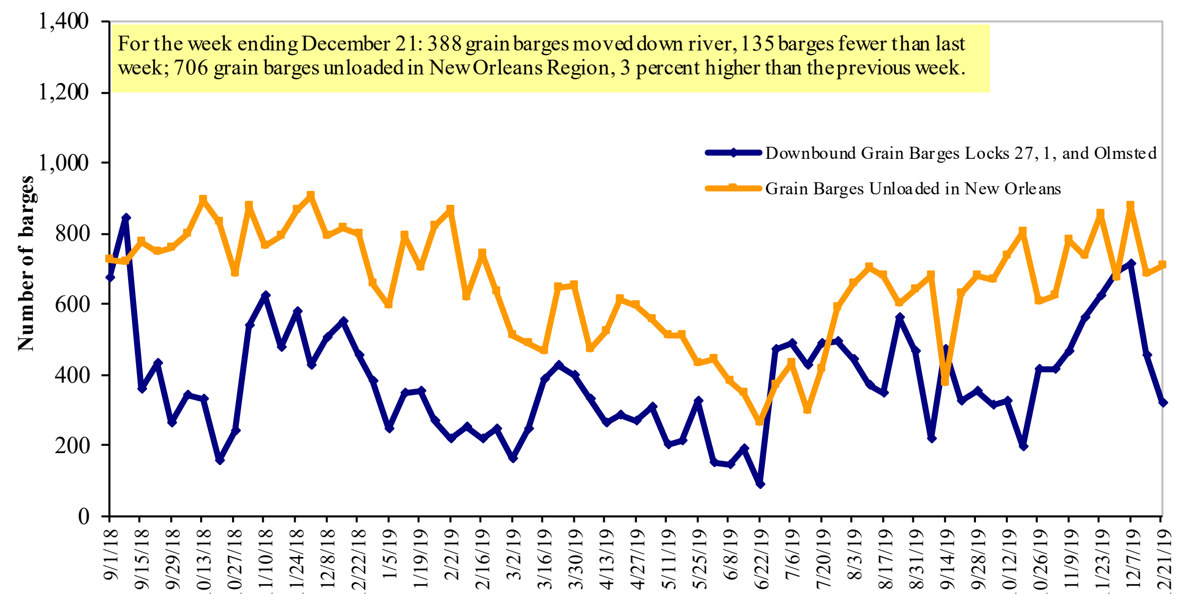
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**




Source: U.S. Army Corps of Engineers.

Figure 12

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




Source: U.S. Army Corps of Engineers and USDA, Agricultural Market 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 12/23/2019 (U.S. $/gallon)**

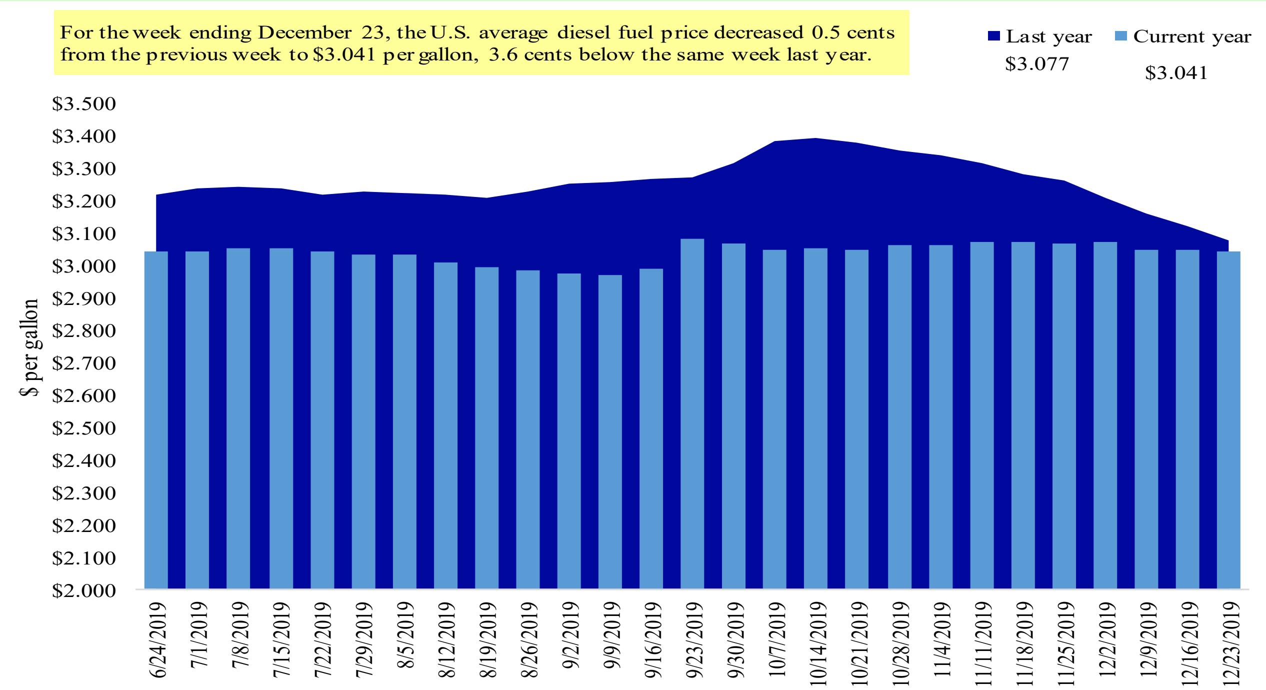
| Region | Location | Price | Change from Week ago | Change from Year ago |
|---|---|---|---|---|
| I | East Coast | 3.052 | -0.001 | -0.080 |
| | New England | 3.098 | 0.015 | -0.139 |
| | Central Atlantic | 3.245 | 0.006 | -0.065 |
| | Lower Atlantic | 2.913 | -0.008 | -0.074 |
| II | Midwest | 2.968 | -0.002 | 0.024 |
| III | Gulf Coast | 2.763 | 0.000 | -0.106 |
| IV | Rocky Mountain | 3.127 | -0.034 | 0.017 |
| V | West Coast | 3.594 | -0.022 | 0.006 |
| | West Coast less California | 3.252 | -0.028 | -0.029 |
| | California | 3.866 | -0.016 | 0.034 |
| Total | U.S. | 3.041 | -0.005 | -0.036 |

[1]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**




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)**

| | Wheat | | | | | | Corn | Soybeans | Total |
|---|---|---|---|---|---|---|---|---|---|
| For the week ending | HRW | SRW | HRS | SWW | DUR | All wheat | | | |
| **Export balances**[1] | | | | | | | | | |
| 12/12/2019 | 1,441 | 542 | 1,374 | 1,028 | 141 | 4,525 | 9,603 | 9,588 | 23,716 |
| This week year ago | 1,625 | 853 | 1,731 | 1,135 | 104 | 5,447 | 12,929 | 12,124 | 30,500 |
| **Cumulative exports-marketing year**[2] | | | | | | | | | |
| 2019/20 YTD | 5,134 | 1,485 | 3,632 | 2,490 | 560 | 13,301 | 7,596 | 18,837 | 39,734 |
| 2018/19 YTD | 3,385 | 1,296 | 3,478 | 2,763 | 302 | 11,224 | 16,696 | 15,414 | 43,334 |
| YTD 2019/20 as % of 2018/19 | 152 | 115 | 104 | 90 | 185 | 119 | 45 | 122 | 92 |
| Last 4 wks as % of same period 2018/19 | 81 | 63 | 74 | 81 | 161 | 77 | 67 | 82 | 75 |
| 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 |

[1] Current unshipped (outstanding) export sales to date

[2] 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[1] of U.S. corn**

| For the week ending 12/12/2019 | Total commitments[2] 2019/20 current MY | 2018/19 last MY | % change current MY from last MY | Exports[3] 3-yr. avg. 2016-18 |
|---|---|---|---|---|
| | - 1,000 mt - | | | |
| Mexico | 8,532 | 10,069 | (15) | 14,659 |
| Japan | 2,460 | 5,778 | (57) | 11,955 |
| Korea | 26 | 2,219 | (99) | 4,977 |
| Colombia | 1,281 | 1,888 | (32) | 4,692 |
| Peru | 15 | 1,236 | (99) | 2,808 |
| **Top 5 Importers** | **12,314** | **21,189** | **(42)** | **39,091** |
| **Total U.S. corn export sales** | **17,198** | **29,625** | **(42)** | **54,024** |
| % of projected exports | 37% | 56% | | |
| Change from prior week[2] | **1,709** | **1,974** | | |
| **Top 5 importers' share of U.S. corn export sales** | 72% | 72% | | 72% |
| **USDA forecast December 2019** | **47,074** | **52,545** | **(10)** | |
| **Corn use for ethanol USDA forecast, December 2019** | **136,525** | **136,551** | **(0)** | |

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

[2]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.

[3]FAS marketing year ranking reports (carryover plus accumulated export; yr. = year; avg. = average.

Note: (n) indicates negative number; mt = metric ton

Source: USDA, Foreign Agricultural Service.

Table 14

## Top 5 importers[1] of U.S. soybeans

| For the week ending 12/12/2019 | Total commitments[2] 2019/20 current MY | 2018/19 last MY | % change current MY from last MY | Exports[3] 3-yr. avg. 2016-18 |
|---|---|---|---|---|
| | - 1,000 mt - | | | - 1,000 mt - |
| China | 10,537 | 2,017 | 423 | 25,733 |
| Mexico | 2,787 | 3,744 | (26) | 4,271 |
| Indonesia | 833 | 1,121 | (26) | 2,386 |
| Japan | 1,106 | 1,291 | (14) | 2,243 |
| Egypt | 1,229 | 1,107 | 11 | 1,983 |
| **Top 5 importers** | **16,492** | **9,280** | **78** | **36,616** |
| **Total U.S. soybean export sales** | **28,425** | **27,538** | **3** | **53,746** |
| % of projected exports | 59% | 58% | | |
| change from prior week[2] | **1,431** | **2,836** | | |
| **Top 5 importers' share of U.S. soybean export sales** | 58% | 34% | | **68%** |
| **USDA forecast, December 2019** | **48,365** | **47,629** | **102** | |

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

[2]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 reivisions from previous eweek's outstanding sales and/or accumulated sales.

[3]FAS Marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: (n) indicates negative number; mt = metric ton

Source: USDA, Foreign Agriculltural Service.

Table 15

## Top 10 importers[1] of all U.S. wheat

| For the week ending 12/12/2019 | Total commitments[2] 2019/20 current MY | 2018/19 last MY | % change current MY from last MY | Exports[3] 3-yr. avg. 2016-18 |
|---|---|---|---|---|
| | - 1,000 mt - | | | - 1,000 mt - |
| Philippines | 2,264 | 2,294 | (1) | 3,047 |
| Mexico | 2,599 | 2,021 | 29 | 3,034 |
| Japan | 1,884 | 2,020 | (7) | 2,695 |
| Nigeria | 991 | 866 | 14 | 1,564 |
| Indonesia | 581 | 626 | (7) | 1,381 |
| Korea | 1,003 | 1,130 | (11) | 1,355 |
| Taiwan | 869 | 754 | 15 | 1,164 |
| Egypt | 101 | 220 | (54) | 821 |
| Thailand | 630 | 758 | (17) | 747 |
| Iraq | 262 | 364 | (28) | 574 |
| **Top 10 importers** | **11,186** | **11,053** | 1 | **16,382** |
| **Total U.S. wheat export sales** | **17,827** | **16,671** | **7** | **24,388** |
| % of projected exports | 67% | 65% | | |
| change from prior week[2] | **869** | **314** | | |
| **Top 10 importers' share of U.S. wheat export sales** | 63% | 66% | | 67% |
| **USDA forecast, December 2019** | **26,567** | **25,504** | **4** | |

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

[2] 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.

[3] FAS marketing year final reports (carryover plus accumulated export); yr. = year; avg. = average.

(n) indicates negative number; mt = metric ton.

Table 16

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

| Port regions | For the week ending 12/19/19 | Previous week* | Current week as % of previous | 2019 YTD* | 2018 YTD* | 2019 YTD as % of 2018 YTD | Last 4-weeks as % of: Last year | Prior 3-yr. avg. | 2018 total* |
|---|---|---|---|---|---|---|---|---|---|
| **Pacific Northwest** | | | | | | | | | |
| Wheat | 402 | 240 | 168 | 13,703 | 13,028 | 105 | 76 | 86 | 13,315 |
| Corn | 0 | 40 | 1 | 7,027 | 19,674 | 36 | 4 | 5 | 20,024 |
| Soybeans | 129 | 423 | 30 | 11,897 | 7,719 | 154 | 642 | 98 | 7,719 |
| **Total** | **532** | **704** | **76** | **32,628** | **40,420** | **81** | **94** | **73** | **41,058** |
| **Mississippi Gulf** | | | | | | | | | |
| Wheat | 13 | 81 | 16 | 4,436 | 3,846 | 115 | 71 | 77 | 3,896 |
| Corn | 245 | 475 | 52 | 20,532 | 33,252 | 62 | 59 | 65 | 33,735 |
| Soybeans | 845 | 813 | 104 | 30,588 | 27,479 | 111 | 129 | 102 | 28,124 |
| **Total** | **1,103** | **1,369** | **81** | **55,555** | **64,578** | **86** | **97** | **88** | **65,755** |
| **Texas Gulf** | | | | | | | | | |
| Wheat | 69 | 78 | 88 | 5,967 | 3,157 | 189 | 53 | 52 | 3,198 |
| Corn | 0 | 0 | n/a | 608 | 730 | 83 | 100 | 51 | 730 |
| Soybeans | 0 | 0 | n/a | 2 | 69 | 2 | n/a | 0 | 69 |
| **Total** | **69** | **78** | **88** | **6,577** | **3,956** | **166** | **57** | **45** | **3,997** |
| **Interior** | | | | | | | | | |
| Wheat | 70 | 63 | 112 | 1,963 | 1,596 | 123 | 169 | 187 | 1,614 |
| Corn | 135 | 172 | 79 | 7,723 | 8,586 | 90 | 122 | 118 | 8,650 |
| Soybeans | 148 | 145 | 102 | 6,921 | 6,668 | 104 | 114 | 122 | 6,729 |
| **Total** | **353** | **379** | **93** | **16,608** | **16,850** | **99** | **124** | **127** | **16,993** |
| **Great Lakes** | | | | | | | | | |
| Wheat | 54 | 75 | 72 | 1,314 | 894 | 147 | 149 | 143 | 894 |
| Corn | 0 | 0 | n/a | 11 | 404 | 3 | n/a | 0 | 404 |
| Soybeans | 0 | 0 | n/a | 473 | 1,192 | 40 | 0 | 0 | 1,192 |
| **Total** | **54** | **75** | **72** | **1,798** | **2,491** | **72** | **90** | **75** | **2,491** |
| **Atlantic** | | | | | | | | | |
| Wheat | 0 | 0 | n/a | 37 | 69 | 54 | n/a | 0 | 69 |
| Corn | 0 | 0 | n/a | 99 | 138 | 72 | 0 | 0 | 138 |
| Soybeans | 19 | 25 | 77 | 1,339 | 2,040 | 66 | 57 | 36 | 2,047 |
| **Total** | **19** | **25** | **77** | **1,475** | **2,246** | **66** | **55** | **35** | **2,253** |
| **U.S. total from ports*** | | | | | | | | | |
| Wheat | 609 | 537 | 113 | 27,421 | 22,590 | 121 | 82 | 88 | 22,986 |
| Corn | 380 | 687 | 55 | 36,001 | 62,784 | 57 | 53 | 59 | 63,682 |
| Soybeans | 1,141 | 1,405 | 81 | 51,220 | 45,166 | 113 | 149 | 96 | 45,879 |
| **Total** | **2,130** | **2,630** | **81** | **114,642** | **130,540** | **88** | **97** | **83** | **132,547** |

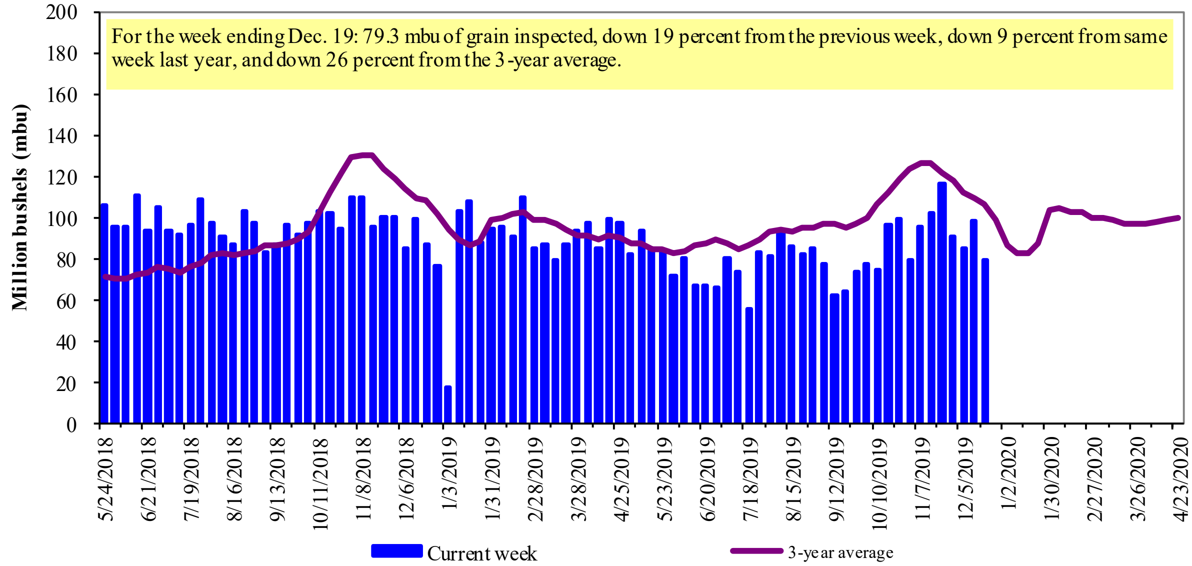
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

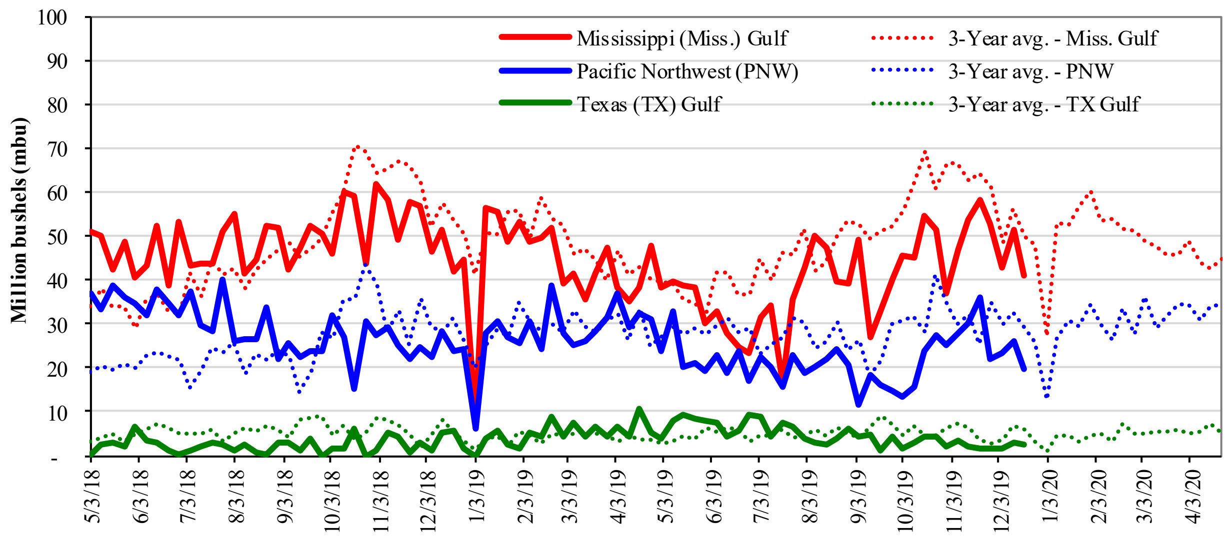



Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

**U.S. Grain inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)**




| Week ending 12/19/19 inspections (mbu): | | Percent change from: | MS Gulf | TX Gulf | U.S. Gulf | PNW |
|---|---|---|---|---|---|---|
| MS Gulf: | 41.2 | Last wk: | down 20 | down 12 | down 20 | down 25 |
| PNW: | 19.5 | Last Year (same wk): | down 2 | down 56 | down 8 | down 18 |
| TX Gulf: | 2.5 | 3-yr avg. (4-wk. mov. Avg): | down 23 | down 48 | down 25 | down 38 |

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

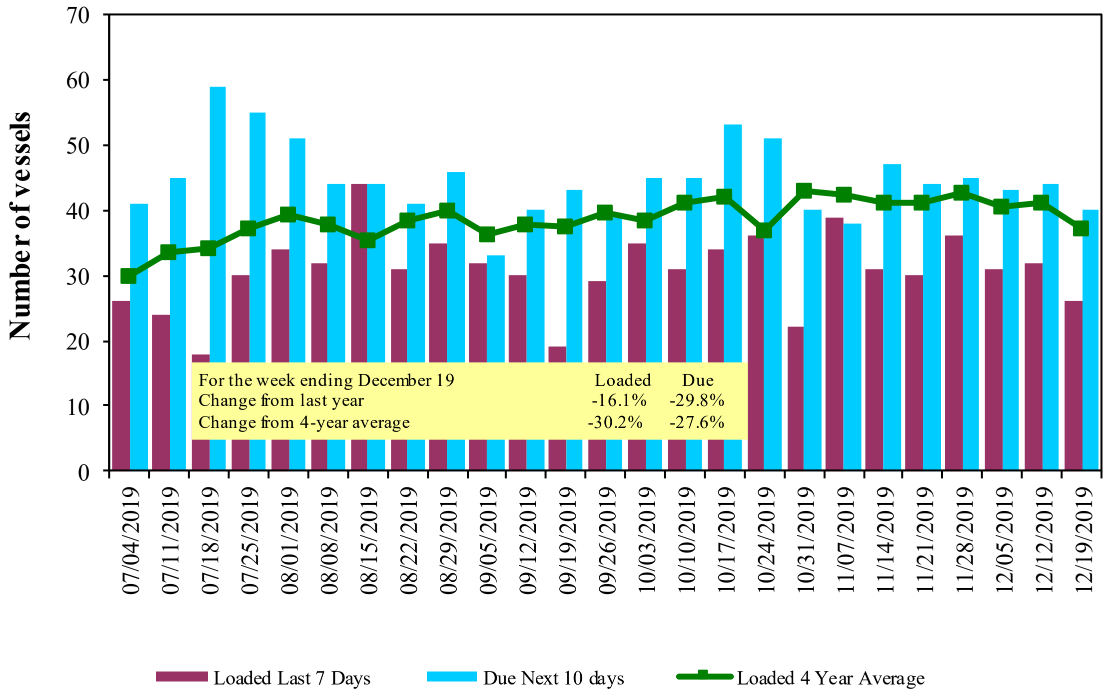
**Weekly port region grain ocean vessel activity (number of vessels)**

| | Gulf | | | Pacific Northwest |
|---|---|---|---|---|
| Date | In port | Loaded 7-days | Due next 10-days | In port |
| 12/19/2019 | 31 | 26 | 40 | 11 |
| 12/12/2019 | 28 | 32 | 44 | 13 |
| 2018 range | (23...88) | (24...41) | (38...67) | (4...30) |
| 2018 average | 40 | 34 | 54 | 17 |

Source: USDA, Agricultural Marketing Service.

Figure 16

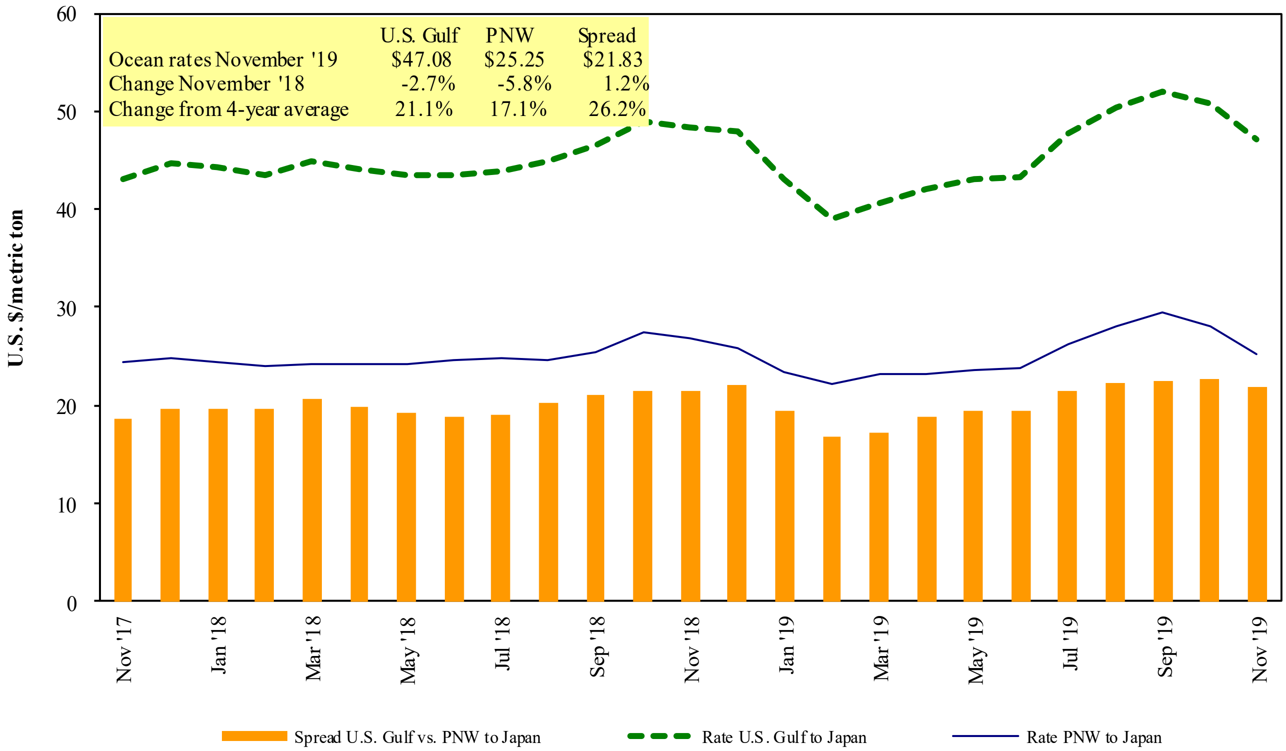
**U.S. Gulf[1] vessel loading activity**




[1]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 12/21/2019

| Export region | Import region | Grain types | Loading date | Volume loads (metric tons) | Freight rate (US$/metric ton) |
|---|---|---|---|---|---|
| U.S. Gulf | Bangladesh | Wheat | Dec 10/20 | 48,990 | 79.92* |
| U.S. Gulf | China | Heavy Grain | Dec 15/20 | 65,000 | 49.75 |
| U.S. Gulf | China | Heavy Grain | Nov 15/18 | 66,000 | 49.00 |
| U.S. Gulf | Pt Sudan | Sorghum | Sep 20/30 | 24,960 | 58.15* |
| PNW | Bangladesh | Wheat | Dec 10/20 | 23,080 | 74.44* |
| 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 20/30 | 35,000 | 62.19* |
| Brazil | China | Heavy Grain | Oct 1/10 | 65,000 | 32.00 |
| Brazil | Japan | Corn | Dec 22/31 | 49,000 | 37.25 op 37.15 |
| Ukraine | Egypt Med | Heavy Grain | Oct 19/23 | 60,000 | 13.50 |

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

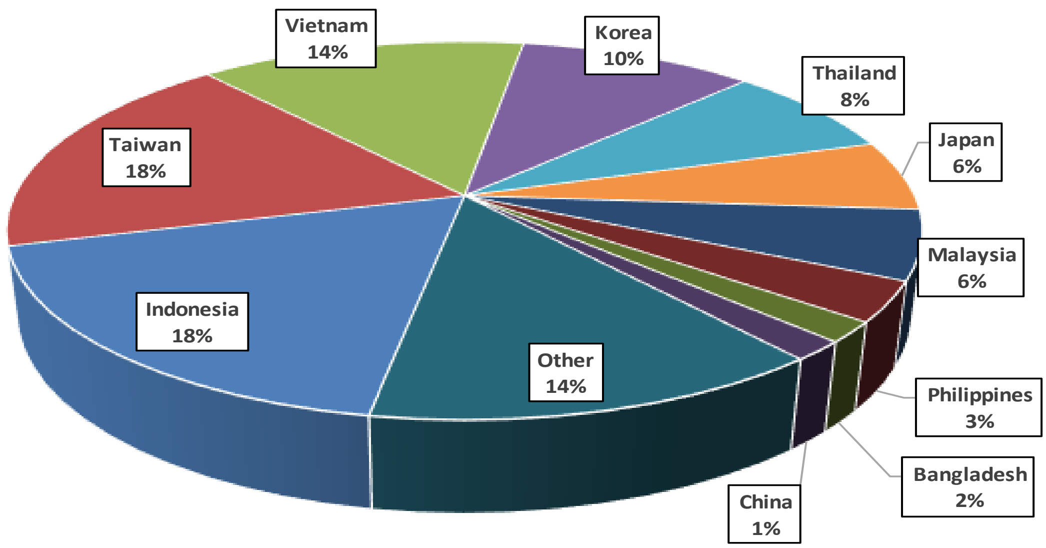
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated; op = option.

Source: Maritime Research, Inc.

In 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-Sep 2019**

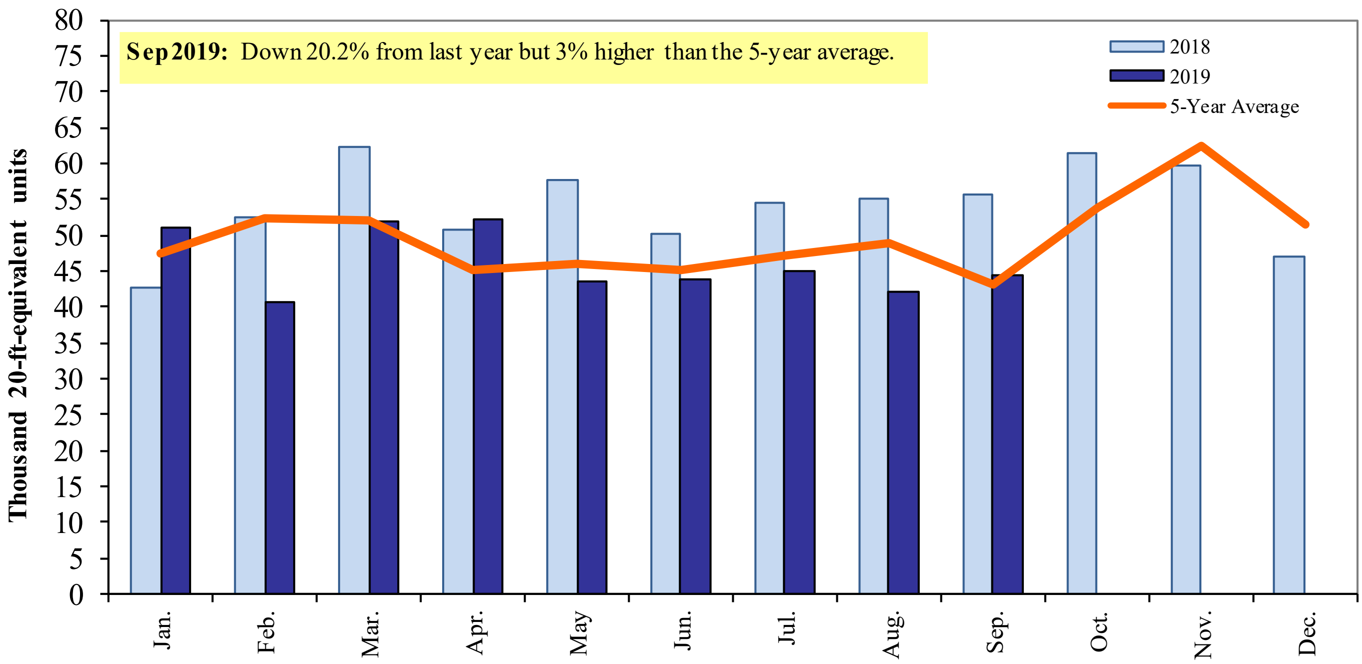



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 1001, 100190, 1002, 1003 100300, 1004, 100400, 1005, 100590, 1007, 100700, 1102, 110100, 230310, 110220, 110290, 1201, 120100, 230210, 230990, 230330, and 120810.

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, 120100, 120810, 230210, 230310, 230330, and 230990.

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

# Contacts and Links

| | | |
|---|---|---|
| Coordinators | | |
| Surajudeen (Deen) Olowolayemo | surajudeen.olowolayemo@usda.gov | (202) 720 - 0119 |
| Maria Williams | maria.williams@usda.gov | (202) 690 - 4430 |
| Bernadette Winston | bernadette.winston@usda.gov | (202) 690 - 0487 |
| Grain Transportation Indicators | | |
| Surajudeen (Deen) Olowolayemo | surajudeen.olowolayemo@usda.gov | (202) 720 - 0119 |
| Rail Transportation | | |
| Johnny Hill | johnny.hill@usda.gov | (202) 690 - 3295 |
| Jesse Gastelle | jesse.gastelle@usda.gov | (202) 690 - 1144 |
| Peter Caffarelli | petera.caffarelli@usda.gov | (202) 690 - 3244 |
| Barge Transportation | | |
| April Taylor | april.taylor@usda.gov | (202) 720 - 7880 |
| Kelly P. Nelson | kelly.nelson@usda.gov | (202) 690 - 0992 |
| Bernadette Winston | bernadette.winston@usda.gov | (202) 690 - 0487 |
| Truck Transportation | | |
| April Taylor | april.taylor@usda.gov | (202) 720 - 7880 |
| Grain Exports | | |
| Johnny Hill | johnny.hill@usda.gov | (202) 690 - 3295 |
| Kranti Mulik | kranti.mulik@usda.gov | (202) 756 - 2577 |
| Ocean Transportation | | |
| Surajudeen (Deen) Olowolayemo (Freight rates and vessels) | surajudeen.olowolayemo@usda.gov | (202) 720 - 0119 |
| April Taylor (Container movements) | april.taylor@usda.gov | (202) 720 - 7880 |
| Editor | | |
| Maria Williams | maria.williams@usda.gov | (202) 690-4430 |

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