USDA United States Department of Agriculture

Grain Transportation Report

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

Contact Us

September 3, 2020

Contents

The next release is September 10, 2020

WEEKLY HIGHLIGHTS

U.S. Coast Guard Solicits Comments on Improving the Nation's Waterway Systems
The U.S. Coast Guard is conducting an assessment of "shallow draft" waterway systems, which include all navigable waterways of the United States less than 12 feet deep. The study is the fourth in a series to determine mariners' navigation requirements in the U.S. Marine Transportation System. The current study will help the Coast Guard to determine its "aids to navigation" (ATON) requirements in shallow draft waterway systems. The assessment will also facilitate consistent, programwide policy to help Coast Guard District Commanders provide and manage ATON services in the shallow draft waterway system. Waterway users, interested parties, and stakeholders can provide comments here until November 1, 2020.

FMCSA Seeks Comments on Broker Transparency Regarding Transaction Records
On August 19, the Federal Motor Carrier Safety Administration (FMSCA) solicited public comments on rulemaking regarding broker transparency. The request for comments follows petitions filed by the Owner-Operator Independent Drivers Association (OOIDA) and the Small Business in Transportation Coalition (SBTC) to amend certain records access requirements for property brokers. Among other requests, OOIDA asked FMCSA to require brokers to automatically provide carriers with an electronic copy of transaction records within 48 hours of a load being completed. FMCSA is asking for public comments on requiring that brokers disclose certain financial details about transactions to carriers and whether a regulatory action would solve the problem. Comments can be submitted here through Oct. 19.

NWF Releases Waterway Profiles for 17 States
The National Waterways Foundation (NWF), in partnership with Cambridge Systematics, released a series of inland waterways profiles for 17 States: Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, West Virginia and Wisconsin. With attractive reader-friendly graphics, the Adobe pdf profiles demonstrate the vital role of inland waterways to each State's economy and transportation network. Updating profiles produced in 2011 for the Chamber of Commerce, the NWF profiles provide accessible talking points for waterways advocates, members of Congress, State legislators and other policy makers. The profiles contain aggregated data up to 2018 from the U.S. Army Corps of Engineers, U.S. Department of Agriculture, State agencies, Federal Highway Administration, and Bureau of Labor Statistics.

Snapshots by Sector

Export Sales
For the week ending August 20, **unshipped balances** of wheat, corn, and soybeans totaled 12.5 million metric tons (mmt). This represented a 19-percent increase in outstanding sales from the same time last year. Net **corn export sales** were 0.270 mmt, up significantly from the past week. Net **soybean export sales** were 0.051 mmt, up significantly from the previous week. Net weekly **wheat export sales** were 0.764 mmt, up 46 percent from the previous week.

Rail
U.S. Class I railroads originated 22,530 **grain carloads** during the week ending August 22. This was unchanged from the previous week, 7 percent more than last year, and 11 percent more than the 3-year average.

Average September shuttle **secondary railcar** bids/offers (per car) were $804 above tariff for the week ending August 27. This was $146 more than last week and $1,092 more than this week last year. There were no non-shuttle bids/offers this week.

Barge
For the week ending August 29, **barge grain movements** totaled 759,740 tons. This was 18 percent less than the previous week and 4 percent more than the same period last year.

For the week ending August 29, 481 grain barges **moved down river**—103 barges fewer than the previous week. There were 433 grain barges **unloaded in New Orleans**, 36 percent fewer than the previous week.

Ocean
For the week ending August 27, 23 **oceangoing grain vessels** were loaded in the Gulf—34 percent fewer than the same period last year. Within the next 10 days (starting August 28), 52 vessels were expected to be loaded—13 percent more than the same period last year.

As of August 27, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $45.00. This was 1 percent more than the previous week. The rate from the Pacific Northwest (PNW) to Japan was $20.75 per mt, 2 percent more than the previous week.

Fuel
For the week ending August 31, the U.S. average **diesel fuel price** increased 1.5 cents from the previous week to $2.441 per gallon, 53.5 cents below the same week last year.

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* September 3, 2020.
Web: http://dx.doi.org/10.9752/TS056.09-03-2020

Feature Article/Calendar

Second-Quarter 2020 Costs of Exporting Corn and Soybeans to Japan—Down From First Quarter and From Last Year

From first quarter 2020 to second quarter 2020 (quarter to quarter) and from second quarter 2019 to second quarter 2020 (year to year), transportation costs decreased for shipping corn and soybeans by the two major routes tracked by USDA's Agricultural Marketing Service—i.e., from Minneapolis, MN, to Japan through the U.S. Gulf (Gulf route) and from Minneapolis to Japan via the Pacific Northwest (PNW route). Falling ocean and trucking rates were the primary drivers behind the quarter-to-quarter decrease in transportation costs for corn and soybeans by the PNW route. Ocean rates dropped along with demand for ocean freight in Europe and Asia (July 23, 2020, *Grain Transportation Report (GTR)*). The decline in trucking rates was partly because of a significant drop in diesel prices.

Although transportation costs decreased from year to year for both commodities and both routes, the decrease was sharper for shipments for the Gulf route than for the PNW route across all modes. For corn shipments by both routes, total landed costs decreased, caused by drops in both transportation costs and farm values—both from quarter to quarter and year to year. Year to year, costs fell, but quarter to quarter, costs rose slightly as a result of rising farm values (tables 1 and 2).

Table 1: Cost of shipping corn and soybeans from Minneapolis to Japan through the U.S. Gulf

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	2nd qtr. '19	1st qtr. '20	2nd qtr. '20	Yr. to Yr.	Qtr to Qtr	2nd qtr. '19	1st qtr. '20	2nd qtr. '20	Yr. to Yr.	Qtr to Qtr
Truck	10.98	10.70	9.70	-11.66	-9.35	10.98	10.70	9.70	-11.66	-9.35
Barge[1]	13.06	9.02	9.00	-31.09	-0.22	13.06	9.02	9.00	-31.09	-0.22
Rail[2]	50.76	39.06	39.06	-23.05	0.00	47.93	36.73	36.73	-23.37	0.00
Ocean	42.78	43.38	36.33	-15.08	-16.25	42.78	43.38	36.33	-15.08	-16.25
Total transportation cost	117.58	102.16	94.09	-19.98	-7.90	114.75	99.83	91.76	-20.03	-8.08
Farm value[3]	139.23	139.89	122.08	-12.32	-12.73	298.97	289.79	299.71	0.25	3.42
Total landed cost	256.81	242.05	216.17	-15.82	-10.69	413.72	389.62	391.47	-5.38	0.47
Transportation % landed cost	45.78	42.21	43.53			27.74	25.62	23.44		

Table 2: Cost of shipping corn and soybeans from Minneapolis to Japan through the Pacific Northwest

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	2nd qtr. '19	1st qtr. '20	2nd qtr. '20	Yr. to Yr.	Qtr to Qtr	2nd qtr. '19	1st qtr. '20	2nd qtr. '20	Yr. to Yr.	Qtr to Qtr
Truck	10.98	10.70	9.70	-11.66	-9.35	10.98	10.70	9.70	-11.66	-9.35
Rail[2]	51.44	51.44	51.44	0.00	0.00	57.60	58.59	58.59	1.72	0.00
Ocean	23.56	23.10	18.94	-19.61	-18.01	23.56	23.10	18.94	-19.61	-18.01
Total Transportation Cost	85.98	85.24	80.08	-6.86	-6.05	92.14	92.39	87.23	-5.33	-5.59
Farm Value[3]	139.23	139.89	122.08	-12.32	-12.73	298.97	289.79	299.71	0.25	3.42
Total Landed Cost	225.21	225.13	202.16	-10.23	-10.20	391.11	382.18	386.94	-1.07	1.25
Transportation % Landed Cost	38.18	37.86	39.61			23.56	24.17	22.54		

[1] Barge rates are from St. Louis to the the Gulf; 4th quarter MN rail rates to St. Louis not used due to river being opened.

[2] Rail rates quotes are from MN to St. Louis in Gulf. All rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car.

[3] USDA, National Agricultural Statistics Service is the source for corn and soybean prices.

Note: qtr. = quarter; yr. = year; landed cost = transportation cost plus farm value.

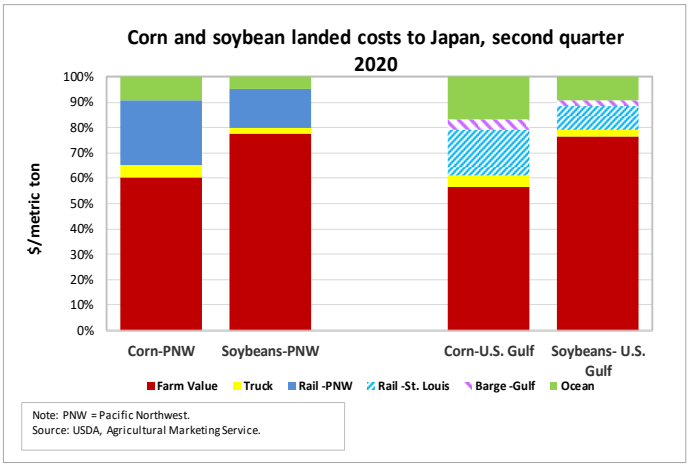
Source: USDA, Agricultural Marketing Service.

U.S. Gulf Costs

Quarter to quarter, transportation costs for shipping grain by the Gulf route decreased 8 percent, mainly because of a sizable drop in ocean rates and trucking rates. Barge and rail rates from Minneapolis to the Gulf were unchanged. Quarter to quarter, ocean rates decreased 16 percent, as a result of lower demand in Europe and Asia (July 23, 2020, *GTR*). Trucking rates for moving corn and soybeans from Minnesota farms to locally served grain elevators decreased by more than 9 percent, partly because of lower diesel prices. Quarter to quarter, the share of landed costs comprising transportation costs decreased for corn and for soybeans. In second quarter 2020, corn farm values accounted for 56 percent of Gulf-route landed costs for corn and 77 percent of the landed costs for soybeans (see figure)

Quarter to quarter, farm values decreased significantly for corn shipments on the Gulf route, but increased by more than 3 percent for soybean shipments. Via the Gulf route, transportation costs for shipping corn accounted for 44 percent of landed costs (marking a quarter-to-quarter increase). For soybeans on the Gulf route, transportation costs accounted 23 percent of landed costs (a quarter-to-quarter decrease) (table 1).

Second-quarter 2020 corn exports from the U.S. Gulf totaled 9.0 mmt, up by 42 percent from last year, accounting for 60 percent of total corn exports. Second-quarter 2020 soybean exports from the U.S. Gulf totaled 3.2 mmt, down by 26 percent from last year, accounting for 60 percent of total soybean exports (July 16, 2020, *GTR*).



Pacific Northwest Costs

Quarter to quarter, total transportation costs for shipping corn and soybeans via the PNW route decreased by 6 percent (for each commodity), and year to year, transportation costs fell by 7 percent for corn and by 5 percent for soybeans (table 2). As for the Gulf route, these decreases for the PNW route were mainly due to drops in trucking and ocean rates. Year to year, rail rates for shipping grain by the PNW route were unchanged for corn but up by 2 percent for soybeans.

Total PNW-route landed costs for corn decreased by 10 percent from quarter to quarter and by 1 percent from year to year, because of lower transportation costs and farm values. On the other hand, soybean landed costs varied. Quarter to quarter, soybean landed costs increased by 1 percent because of higher farm values, but year to year, they decreased by 1 percent, mainly because of lower transportation costs. For PNW-route corn shipments in second quarter 2020, transportation costs accounted for 40 percent of the total landed costs, marking quarter-to-quarter and year-to-year increases. For soybeans, transportation costs accounted for 23 percent of landed costs, marking quarter-to-quarter and year-to-year drops. Farm value accounted for 60 percent of the total landed costs for corn shipped through PNW and 77 percent of total landed costs for soybeans (see figure).

Second-quarter 2020 PNW corn exports totaled 3.9 mmt, up 10 percent from last year, mainly because of increased demand from Asia (July 16, 2020, *GTR*). PNW corn exports were 26 percent of total second-quarter 2020 corn exports. Second-quarter 2020 PNW soybean exports were .583 mmt, marking a steep 59 percent drop from last year. PNW soybean exports were 18 percent of total second-quarter 2020 soybean exports. According to USDA's August 2020 *World Agricultural Supply and Demand Estimates* report, total U.S. corn exports for the 2020/21 marketing year are expected to increase 24 percent from 2019/20, because of increased supplies and stronger demand. Soybean exports are expected to increase 29 percent for 2020/21, as a result of record-high production and supplies. *Johnny.Hill@usda.gov*

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge*	Ocean	
For the week ending		Unit train	Shuttle		Gulf	Pacific
09/02/20	164	280	256	199	201	176
08/26/20	163	280	249	198	199	172

[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);
*Due to the closure of several lock and dam facilities on Illinois River between July 1 and October 27, 2020, mid-Mississippi barge rate was substituted for Illinois rate as the benchmark for calculating cost index during the closures.
n/a = not available.
Source: USDA, Agricultural Marketing Service.

Table 2

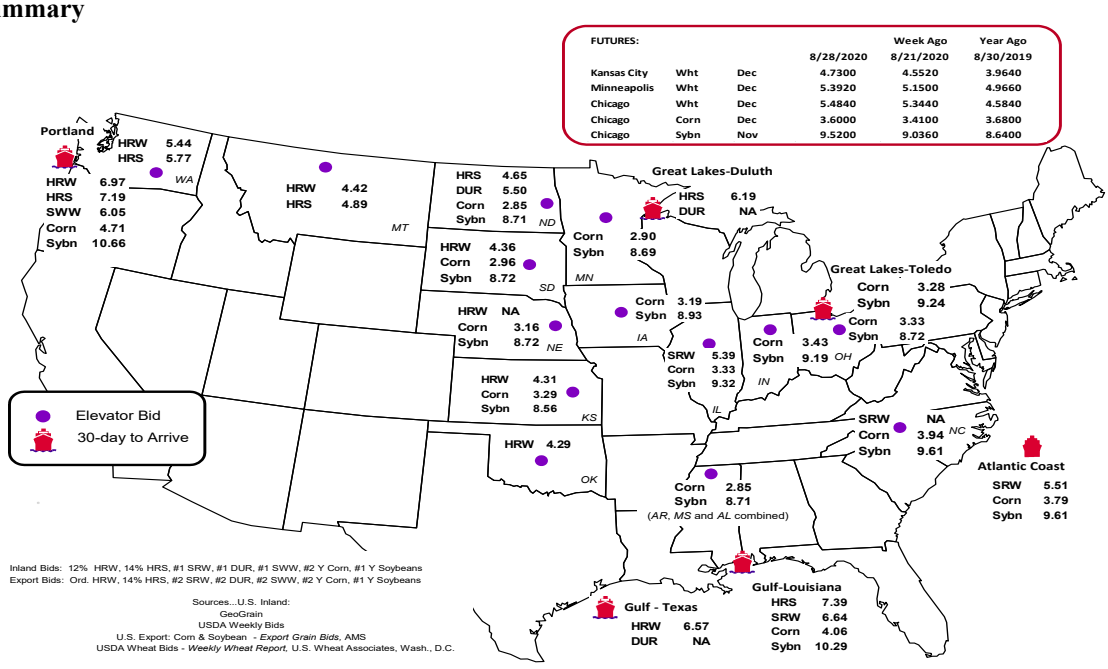
Market Update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin–destination	8/28/2020	8/21/2020
Corn	IL–Gulf	-0.73	-0.70
Corn	NE–Gulf	-0.90	-0.84
Soybean	IA–Gulf	-1.36	-1.40
HRW	KS–Gulf	-2.26	-2.16
HRS	ND–Portland	-2.54	-2.72

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]
8/26/2020[p]	978	931	5,072	0	6,981	8/22/2020	2,241
8/19/2020[r]	333	1,470	5,344	267	7,414	8/15/2020	3,024
2020 YTD[r]	15,214	30,947	162,144	6,690	214,995	2020 YTD	84,409
2019 YTD[r]	33,269	39,734	175,499	12,897	261,399	2019 YTD	82,423
2020 YTD as % of 2019 YTD	46	78	92	52	82	% change YTD	102
Last 4 weeks as % of 2019[2]	88	116	112	54	104	Last 4wks. % 2019	103
Last 4 weeks as % of 4-year avg.[2]	89	105	98	81	95	Last 4wks. % 4 yr.	120
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	127,622
Total 2018	22,118	46,532	310,449	21,432	400,531	Total 2018	129,674

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

[2] Compared with same 4-weeks in 2019 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.

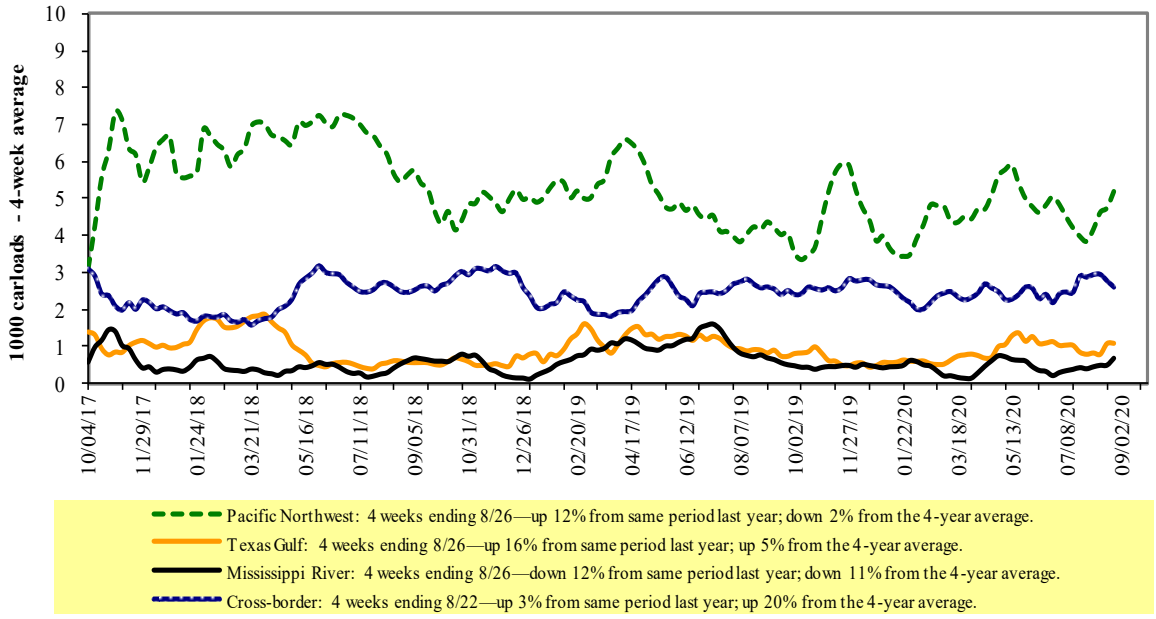
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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:	East		West			U.S. total	Canada	
8/22/2020	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,715	2,671	10,671	1,022	6,451	22,530	4,356	4,648
This week last year	1,826	2,073	11,514	1,276	4,352	21,041	3,632	4,274
2020 YTD	55,991	81,922	363,466	35,305	172,521	709,205	139,067	154,735
2019 YTD	62,867	96,342	376,804	38,147	174,652	748,812	141,483	149,279
2020 YTD as % of 2019 YTD	89	85	96	93	99	95	98	104
Last 4 weeks as % of 2019*	107	99	101	98	116	104	147	106
Last 4 weeks as % of 3-yr. avg.**	106	100	100	110	111	104	120	105
Total 2019	91,611	136,883	568,369	58,527	260,269	1,115,659	212,500	235,892

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

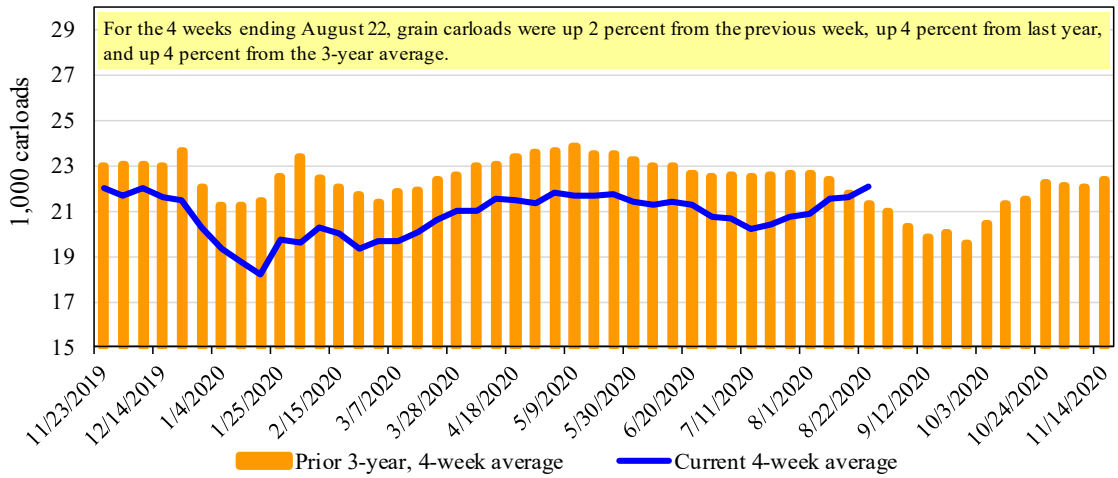
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

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

Source: Association of American Railroads.

Figure 3

Total weekly U.S. Class I railroad grain carloads



Source: Association of American Railroads.

Table 5

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

For the week ending:		Delivery period							
8/27/2020		Sep-20	Sep-19	Oct-20	Oct-19	Nov-20	Nov-19	Dec-20	Dec-19
BNSF[3]	COT grain units	54	0	104	0	0	no bid	0	no bid
	COT grain single-car	122	0	78	10	82	9	116	12
UP[4]	GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a
	GCAS/Region 2	no offer	no bid	no offer	no bid	no offer	no offer	n/a	n/a

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

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

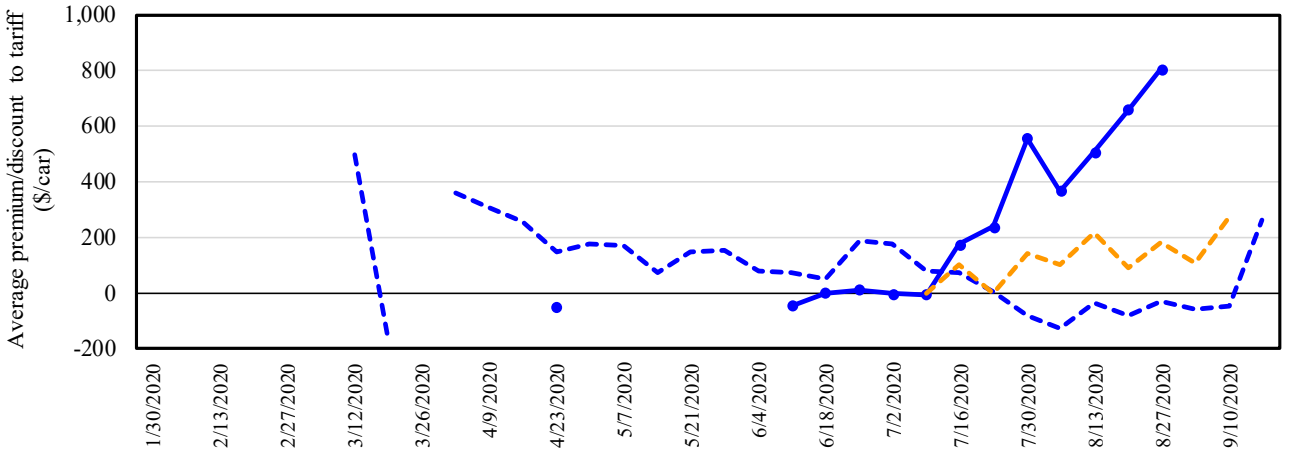
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

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

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

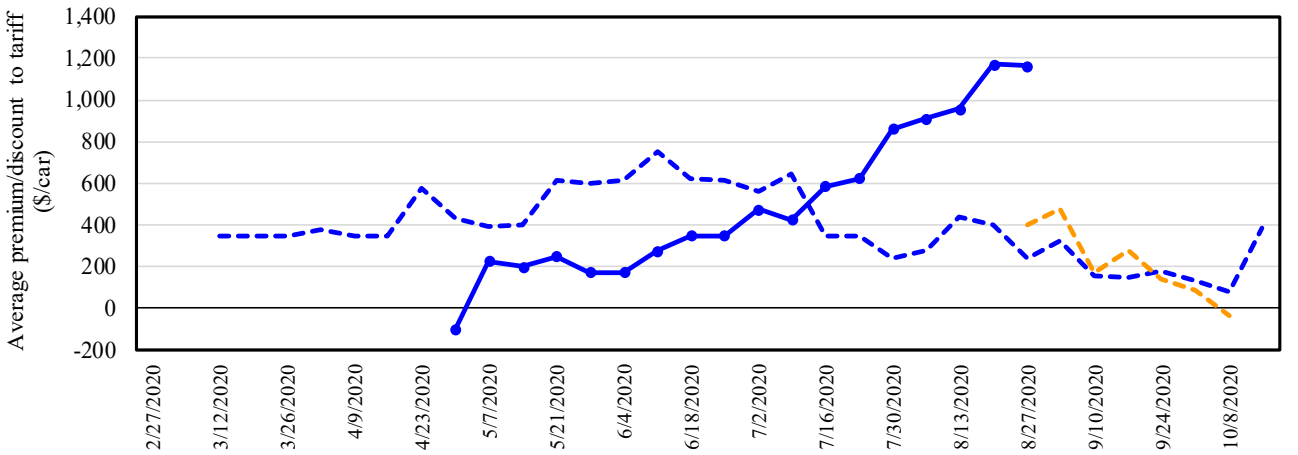


8/27/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,075	$533

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers rose $146 this week and are at the peak.

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

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



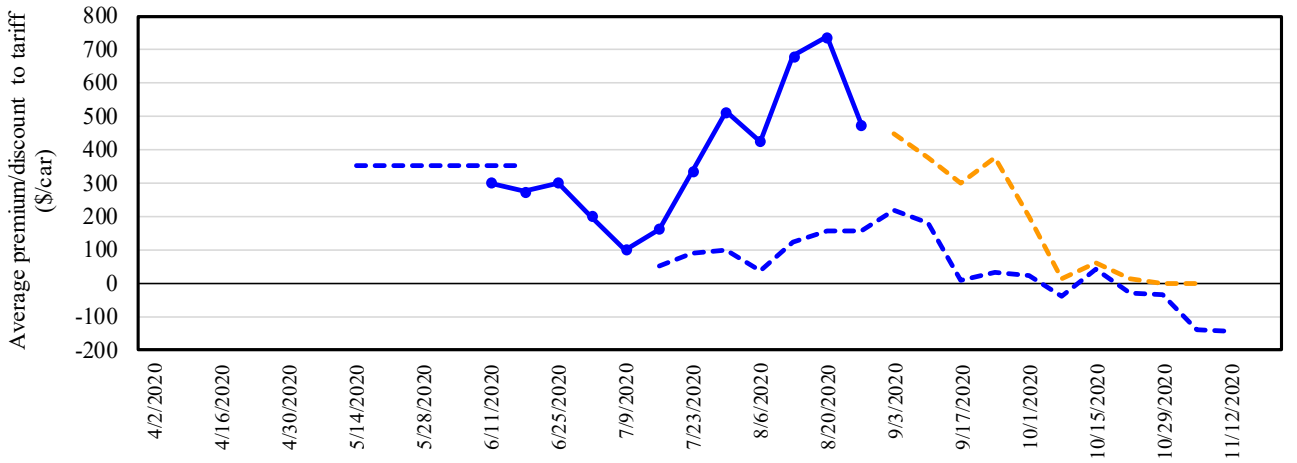
8/27/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	$1,325	$1,000

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $9 this week and are $9 below the peak.

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

Figure 6

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



8/27/2020	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	n/a	$475

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $263 this week and are $263 below the peak.

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

Table 6

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

	For the week ending: 8/27/2020	Delivery period					
		Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21
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 2019	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 2019	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**1075**	**1325**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	358	181	n/a	n/a	n/a	n/a
	Change from same week 2019	1413	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**533**	**1000**	**475**	**250**	**n/a**	**n/a**
	Change from last week	(67)	(200)	0	0	n/a	n/a
	Change from same week 2019	771	1150	n/a	550	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; BNSF = BNSF Railway; UP = Union Pacific Railroad.

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

Source: USDA, Agricultural Marketing Service.

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

Table 7

Tariff rail rates for unit and shuttle train shipments[1]

September 2020	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	$35	$39.90	$1.09	-1
	Grand Forks, ND	Duluth-Superior, MN	$4,208	$0	$41.79	$1.14	-3
	Wichita, KS	Los Angeles, CA	$7,115	$0	$70.66	$1.92	-2
	Wichita, KS	New Orleans, LA	$4,525	$62	$45.55	$1.24	-2
	Sioux Falls, SD	Galveston-Houston, TX	$6,851	$0	$68.03	$1.85	-2
	Colby, KS	Galveston-Houston, TX	$4,801	$68	$48.35	$1.32	-2
	Amarillo, TX	Los Angeles, CA	$5,121	$95	$51.80	$1.41	-3
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,900	$70	$39.43	$1.00	-1
	Toledo, OH	Raleigh, NC	$6,816	$0	$67.69	$1.72	4
	Des Moines, IA	Davenport, IA	$2,415	$15	$24.13	$0.61	13
	Indianapolis, IN	Atlanta, GA	$5,818	$0	$57.78	$1.47	3
	Indianapolis, IN	Knoxville, TN	$4,874	$0	$48.40	$1.23	4
	Des Moines, IA	Little Rock, AR	$3,800	$44	$38.17	$0.97	2
	Des Moines, IA	Los Angeles, CA	$5,680	$128	$57.67	$1.46	-1
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$37	$36.43	$0.99	-4
	Toledo, OH	Huntsville, AL	$5,630	$0	$55.91	$1.52	3
	Indianapolis, IN	Raleigh, NC	$6,932	$0	$68.84	$1.87	3
	Indianapolis, IN	Huntsville, AL	$5,107	$0	$50.71	$1.38	3
	Champaign-Urbana, IL	New Orleans, LA	$4,645	$70	$46.83	$1.27	0
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,018	$0	$39.90	$1.09	-3
	Wichita, KS	Galveston-Houston, TX	$4,236	$0	$42.07	$1.14	-3
	Chicago, IL	Albany, NY	$7,074	$0	$70.25	$1.91	20
	Grand Forks, ND	Portland, OR	$5,676	$0	$56.37	$1.53	-2
	Grand Forks, ND	Galveston-Houston, TX	$5,996	$0	$59.54	$1.62	-2
	Colby, KS	Portland, OR	$6,012	$112	$60.81	$1.66	-3
Corn	Minneapolis, MN	Portland, OR	$5,180	$0	$51.44	$1.31	0
	Sioux Falls, SD	Tacoma, WA	$5,140	$0	$51.04	$1.30	0
	Champaign-Urbana, IL	New Orleans, LA	$3,820	$70	$38.63	$0.98	-1
	Lincoln, NE	Galveston-Houston, TX	$3,880	$0	$38.53	$0.98	0
	Des Moines, IA	Amarillo, TX	$4,220	$55	$42.45	$1.08	2
	Minneapolis, MN	Tacoma, WA	$5,180	$0	$51.44	$1.31	0
	Council Bluffs, IA	Stockton, CA	$5,000	$0	$49.65	$1.26	0
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,850	$0	$58.09	$1.58	2
	Minneapolis, MN	Portland, OR	$5,900	$0	$58.59	$1.59	2
	Fargo, ND	Tacoma, WA	$5,750	$0	$57.10	$1.55	2
	Council Bluffs, IA	New Orleans, LA	$4,875	$81	$49.22	$1.34	-1
	Toledo, OH	Huntsville, AL	$4,805	$0	$47.72	$1.30	4
	Grand Island, NE	Portland, OR	$5,260	$115	$53.37	$1.45	-11

[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: September 2020							
Commodity	Origin state	Destination region	Tariff rate per car[1]	Fuel surcharge per car[2]	Tariff rate plus fuel surcharge per: metric ton[3]	bushel[3]	Percent change[4] Y/Y
Wheat	MT	Chihuahua, CI	$7,384	$0	$75.45	$2.05	-2
	OK	Cuautitlan, EM	$6,713	$49	$69.08	$1.88	-2
	KS	Guadalajara, JA	$7,471	$474	$81.18	$2.21	-2
	TX	Salinas Victoria, NL	$4,329	$29	$44.53	$1.21	-1
Corn	IA	Guadalajara, JA	$8,902	$376	$94.80	$2.41	-1
	SD	Celaya, GJ	$8,140	$0	$83.17	$2.11	0
	NE	Queretaro, QA	$8,278	$99	$85.60	$2.17	-1
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	0
	MO	Tlalnepantla, EM	$7,643	$97	$79.08	$2.01	-1
	SD	Torreon, CU	$7,690	$0	$78.57	$1.99	0
Soybeans	MO	Bojay (Tula), HG	$8,522	$354	$90.68	$2.47	-1
	NE	Guadalajara, JA	$9,132	$362	$97.00	$2.64	-1
	IA	El Castillo, JA	$9,410	$0	$96.15	$2.61	0
	KS	Torreon, CU	$7,989	$238	$84.05	$2.29	0
Sorghum	NE	Celaya, GJ	$7,772	$323	$82.71	$2.10	-2
	KS	Queretaro, QA	$8,108	$61	$83.46	$2.12	0
	NE	Salinas Victoria, NL	$6,713	$49	$69.09	$1.75	0
	NE	Torreon, CU	$7,092	$210	$74.61	$1.89	-2

[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.

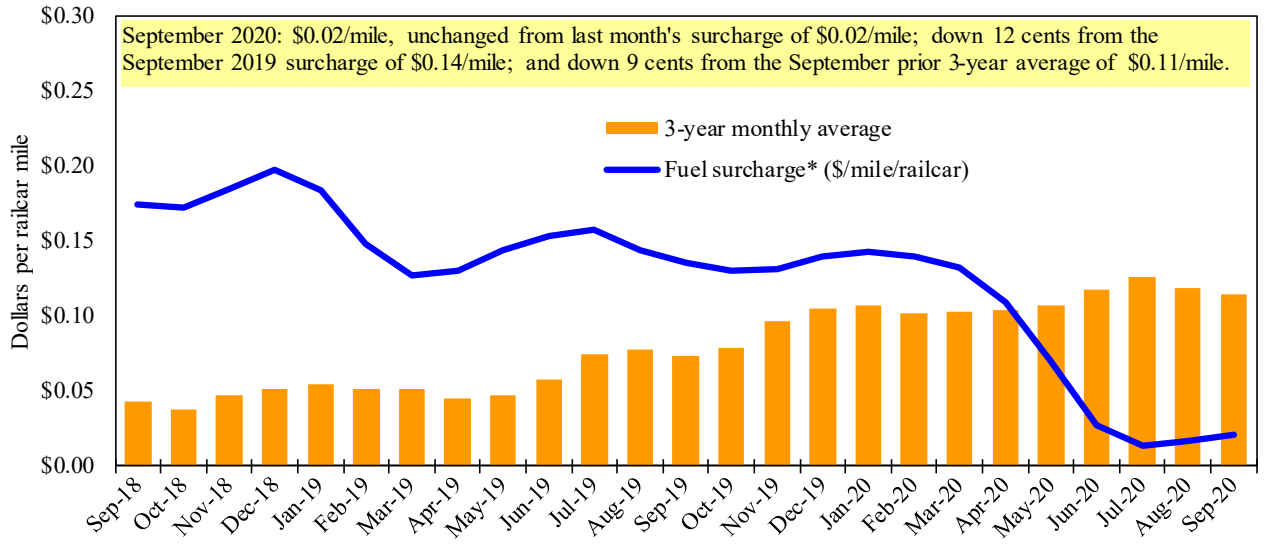
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

[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.

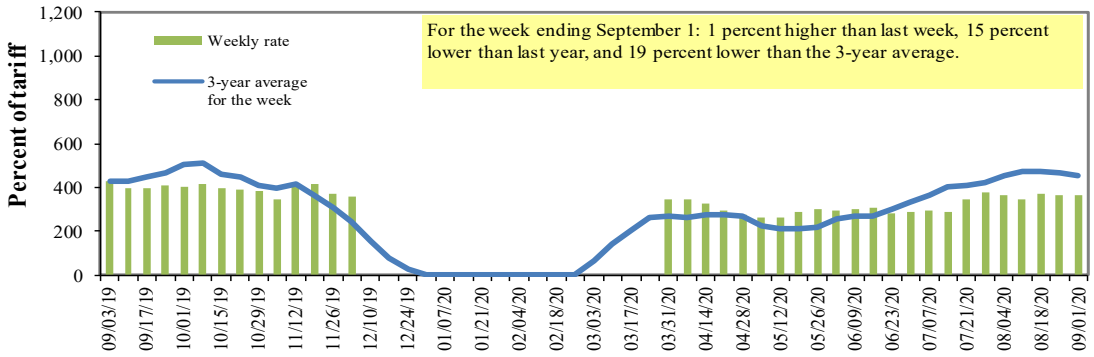
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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 Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Barge Transportation

Figure 8a
Mid-Mississippi 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

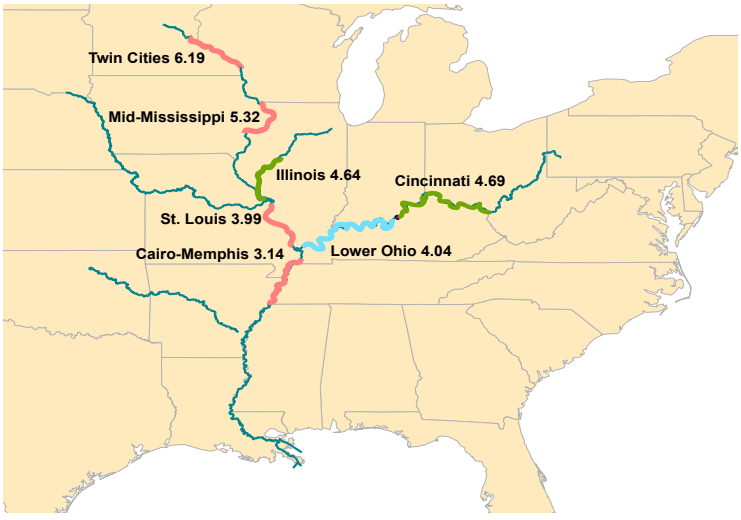
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	9/1/2020	435	365	-	256	317	317	246
	8/25/2020	454	363	-	262	320	320	239
$/ton	9/1/2020	26.93	19.42	-	10.21	14.87	12.81	7.72
	8/25/2020	28.10	19.31	-	10.45	15.01	12.93	7.50
Current week % change from the same week:								
	Last year	4	-15	-	-22	-7	-7	-32
	3-year avg. [2]	-9	-19	-	-22	-14	-14	-23
Rate[1]	September	507	490	-	380	485	485	369
	November	400	375	367	260	306	306	241

[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

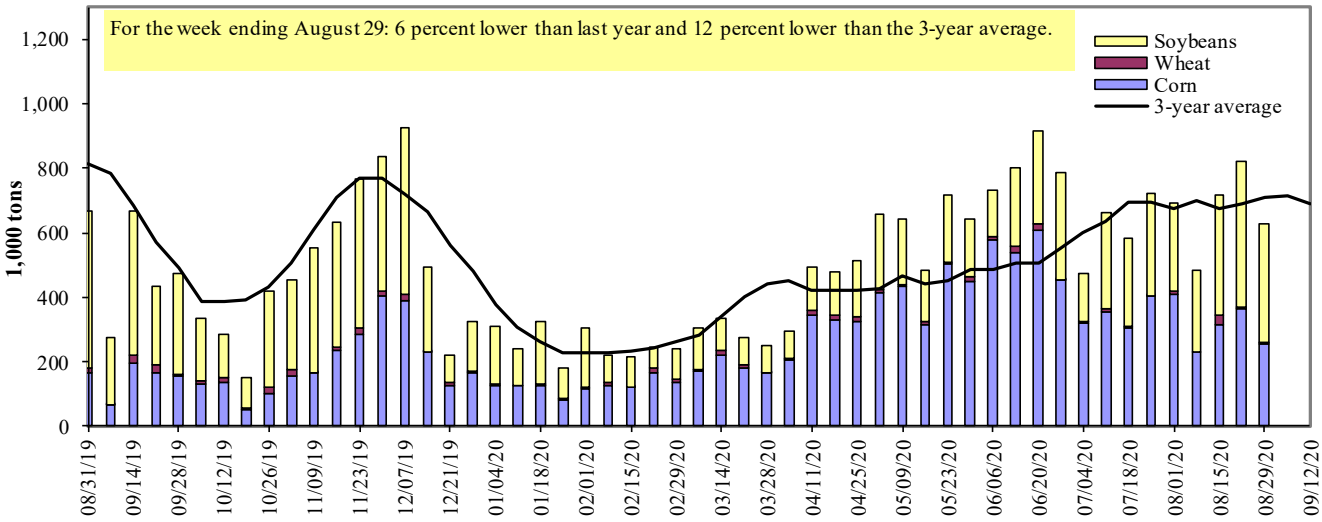
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



Map Credit: USDA, Agricultural Marketing Service

Figure 10

Barge movements on the Mississippi River[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 08/29/2020	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	176	3	295	0	474
Winfield, MO (L25)	246	6	402	2	656
Alton, IL (L26)	258	6	379	2	645
Granite City, IL (L27)	253	8	366	0	626
Illinois River (La Grange)	0	0	0	0	0
Ohio River (Olmsted)	32	9	57	0	97
Arkansas River (L1)	0	15	21	0	36
Weekly total - 2020	285	32	443	0	760
Weekly total - 2019	171	23	534	0	728
2020 YTD[1]	12,754	1,373	9,391	107	23,626
2019 YTD[1]	8,685	1,192	7,931	119	17,926
2020 as % of 2019 YTD	147	115	118	90	132
Last 4 weeks as % of 2019[2]	123	192	111	52	118
Total 2019	12,780	1,631	14,683	154	29,247

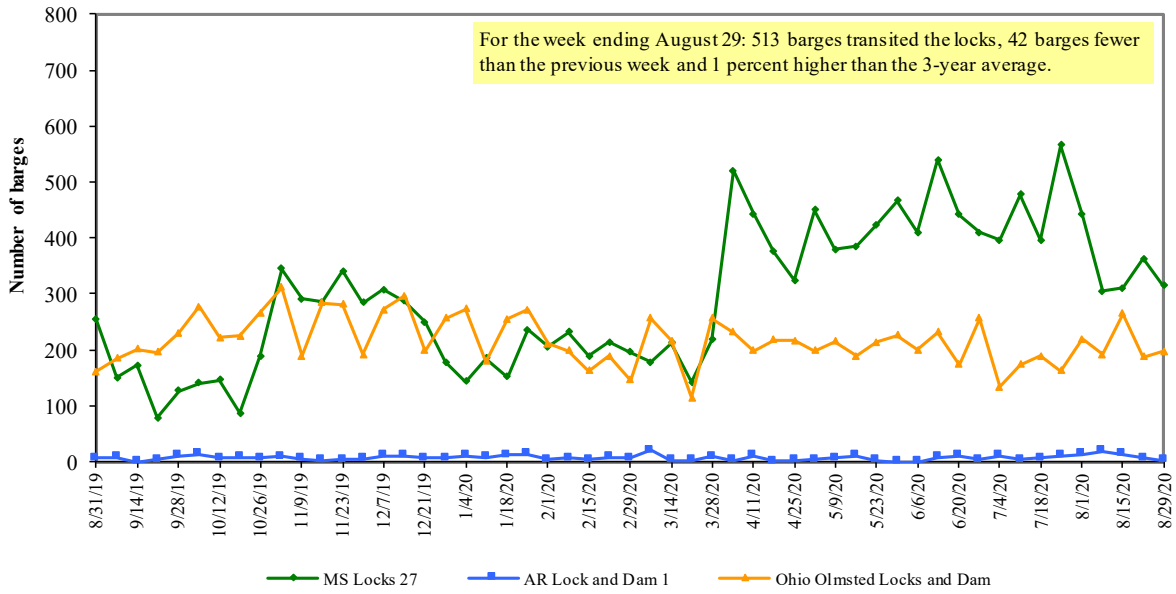
[1] Weekly total, YTD (year-to-date), and calendar year total include MS/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. L (as in "L15") refers to a lock or lock and dam facility. Olmsted = Olmsted Locks and Dam. La Grange = La Grange Lock and Dam.

[2] As a percent of same period in 2019.

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

Figure 11

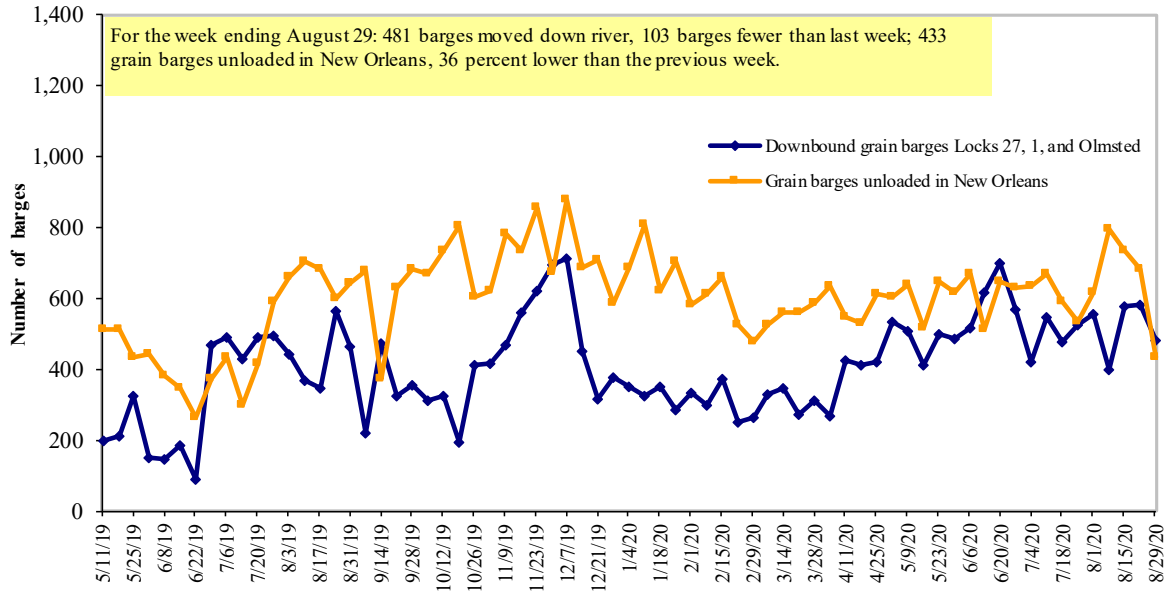
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



Note: Olmsted = Olmsted Locks and Dam.

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

Truck Transportation

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

Table 11

Retail on-highway diesel prices, week ending 8/31/2020 (U.S. $/gallon)

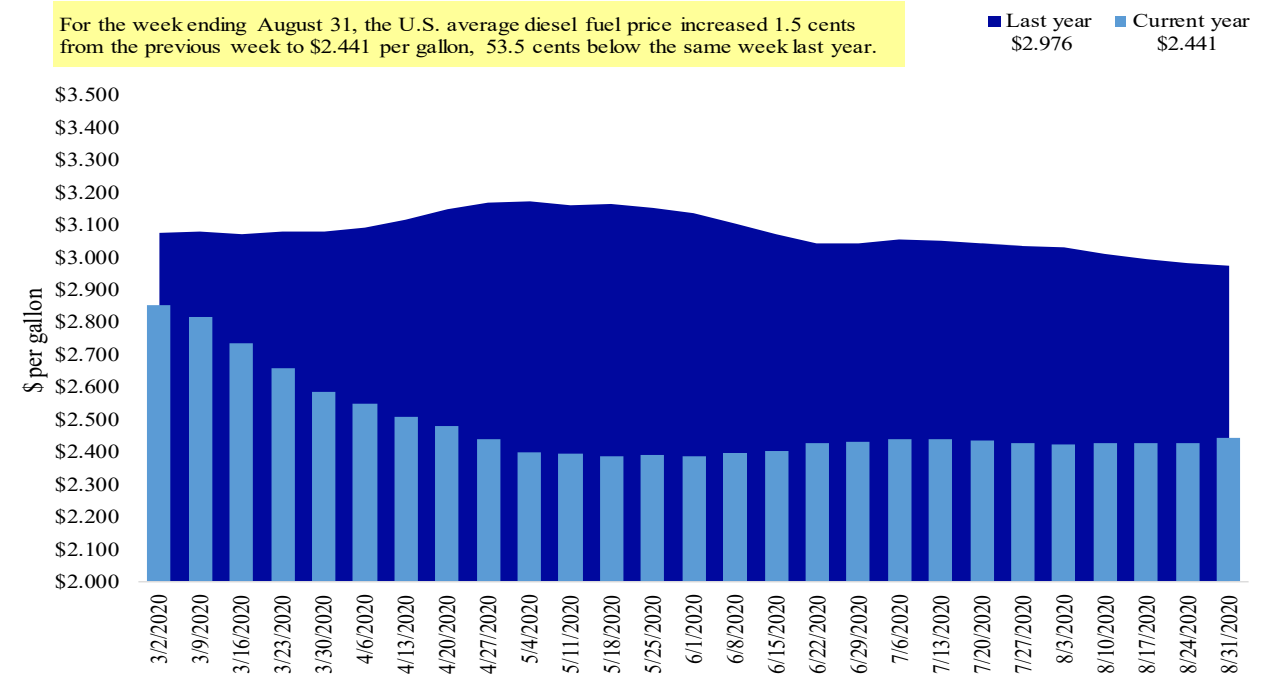
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.519	0.013	-0.481
	New England	2.622	0.002	-0.405
	Central Atlantic	2.694	0.011	-0.484
	Lower Atlantic	2.379	0.016	-0.495
II	Midwest	2.329	0.021	-0.545
III	Gulf Coast	2.188	0.014	-0.552
IV	Rocky Mountain	2.385	0.016	-0.539
V	West Coast	2.972	0.012	-0.583
	West Coast less California	2.603	0.013	-0.536
	California	3.276	0.011	-0.609
Total	United States	2.441	0.015	-0.535

[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]									
8/20/2020	1,856	638	1,883	1,201	251	5,829	2,334	4,308	12,471
This week year ago	1,519	697	1,700	971	297	5,183	1,559	3,721	10,463
Cumulative exports-marketing year[2]									
2019/20 YTD	2,637	446	1,573	1,180	213	6,050	42,158	43,240	91,448
2018/19 YTD	2,741	688	1,340	983	148	5,900	48,542	44,992	99,434
YTD 2019/20 as % of 2018/19	96	65	117	120	144	103	87	96	92
Last 4 wks. as % of same period 2018/19*	112	97	110	128	75	110	234	156	145
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327
Total 2017/18	9,150	2,343	5,689	4,854	384	22,419	57,209	56,214	135,842

[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 08/20/2020	Total commitments[2]			% change current MY from last MY	Exports[3] 3-yr. avg. 2016-18
	2020/21 next MY	2019/20 current MY	2018/19 last MY*		
		- 1,000 mt -			
Mexico	2,900	14,496	15,708	(8)	14,659
Japan	910	10,072	12,847	(22)	11,955
Korea	66	2,693	3,695	(27)	4,977
Colombia	374	4,848	4,683	4	4,692
Peru	90	554	1,992	(72)	2,808
Top 5 importers	**4,340**	**32,662**	**38,924**	**(16)**	**39,091**
Total U.S. corn export sales	**13,384**	**44,492**	**50,101**	**(11)**	**54,024**
% of projected exports	24%	97%	95%		
Change from prior week[2]	**1,181**	**270**	**(3)**		
Top 5 importers' share of U.S. corn export sales	32%	73%	78%		72%
USDA forecast August 2020	**56,616**	**45,674**	**52,570**	**(13)**	
Corn use for ethanol USDA forecast, August 2020	**132,080**	**123,190**	**136,601**	**(10)**	

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

Source: USDA, Foreign Agricultural Service.

Table 14

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

For the week ending 8/20/2020	Total commitments[2]			% change	Exports[3]
	2020/21 next MY	2019/20 current MY	2018/19 last MY*	current MY from last MY	3-yr. avg. 2016-18
		- 1,000 mt -			- 1,000 mt -
China	12,516	16,992	14,150	20	25,733
Mexico	1,236	4,731	4,967	(5)	4,271
Indonesia	133	2,404	2,423	(1)	2,386
Japan	160	2,507	2,663	(6)	2,243
Egypt	210	3,833	2,700	42	1,983
Top 5 importers	**14,255**	**30,466**	**26,903**	**13**	**36,616**
Total U.S. soybean export sales	**22,423**	**47,549**	**48,713**	**(2)**	**53,746**
% of projected exports	39%	106%	102%		
change from prior week[2]	**1,875**	**51**	**95**		
Top 5 importers' share of U.S. soybean export sales	64%	64%	55%		**68%**
USDA forecast, August 2020	**57,902**	**44,959**	**47,738**	**94**	

[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 revisions from previous week's outstanding sales and/or accumulated sales.

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

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

Source: USDA, Foreign Agricultural Service.

Table 15

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

For the week ending 8/20/2020	commitments[2]		% change	Exports[3]
	2020/21 current MY	2019/20 last MY	current MY from last MY	3-yr. avg. 2017-19
		- 1,000 mt -		- 1,000 mt -
Mexico	1,219	1,566	(22)	3,213
Philippines	1,650	1,252	32	2,888
Japan	1,061	1,076	(1)	2,655
Nigeria	586	710	(17)	1,433
Korea	704	630	12	1,372
Indonesia	413	304	36	1,195
Taiwan	479	555	(14)	1,175
Thailand	268	371	(28)	727
Italy	403	326	24	622
Colombia	175	284	(38)	618
Top 10 importers	**6,958**	**7,073**	(2)	**15,897**
Total U.S. wheat export sales	**11,878**	**11,083**	7	**23,821**
% of projected exports	45%	42%		
change from prior week[2]	**764**	**662**		
Top 10 importers' share of U.S. wheat export sales	59%	64%		67%
USDA forecast, August 2020	**26,567**	**26,294**	1	

[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.

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

Source: USDA, Foreign Agricultural Service.

Table 16

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

Port regions	For the week ending 08/27/20	Previous week*	Current week as % of previous	2020 YTD*	2019 YTD*	2020 YTD as % of 2019 YTD	Last 4-weeks as % of: Last year	Last 4-weeks as % of: Prior 3-yr. avg.	2019 total*
Pacific Northwest									
Wheat	364	345	105	10,775	9,191	117	105	101	13,961
Corn	135	223	61	7,245	6,858	106	n/a	128	7,047
Soybeans	217	141	153	3,225	7,050	46	45	75	11,969
Total	**715**	**709**	**101**	**21,245**	**23,100**	**92**	**113**	**101**	**32,977**
Mississippi Gulf									
Wheat	57	84	67	2,540	3,435	74	49	59	4,448
Corn	114	460	25	19,506	15,726	124	135	100	20,763
Soybeans	346	920	38	15,070	16,890	89	93	118	31,398
Total	**517**	**1,464**	**35**	**37,116**	**36,050**	**103**	**103**	**105**	**56,609**
Texas Gulf									
Wheat	52	95	55	2,991	4,816	62	89	102	6,009
Corn	11	30	36	538	531	101	76	78	640
Soybeans	108	55	195	170	2	n/a	n/a	n/a	2
Total	**171**	**180**	**95**	**3,698**	**5,349**	**69**	**124**	**139**	**6,650**
Interior									
Wheat	32	50	65	1,499	1,315	114	72	86	1,987
Corn	135	164	83	5,706	5,161	111	112	102	7,857
Soybeans	149	107	139	4,284	4,630	93	93	106	7,043
Total	**317**	**321**	**99**	**11,489**	**11,106**	**103**	**98**	**101**	**16,887**
Great Lakes									
Wheat	36	22	163	483	673	72	55	75	1,339
Corn	0	0	n/a	26	0	n/a	n/a	271	11
Soybeans	24	50	47	240	422	57	215	115	493
Total	**60**	**72**	**82**	**749**	**1,096**	**68**	**109**	**101**	**1,844**
Atlantic									
Wheat	2	4	63	24	34	71	729	766	37
Corn	0	0	n/a	8	94	9	0	0	99
Soybeans	3	13	26	489	982	50	43	85	1,353
Total	**6**	**17**	**34**	**522**	**1,110**	**47**	**52**	**103**	**1,489**
U.S. total from ports*									
Wheat	543	600	91	18,312	19,465	94	87	93	27,781
Corn	395	876	45	33,028	28,371	116	164	105	36,417
Soybeans	847	1,287	66	23,478	29,975	78	86	113	52,258
Total	**1,785**	**2,763**	**65**	**74,818**	**77,811**	**96**	**105**	**105**	**116,457**

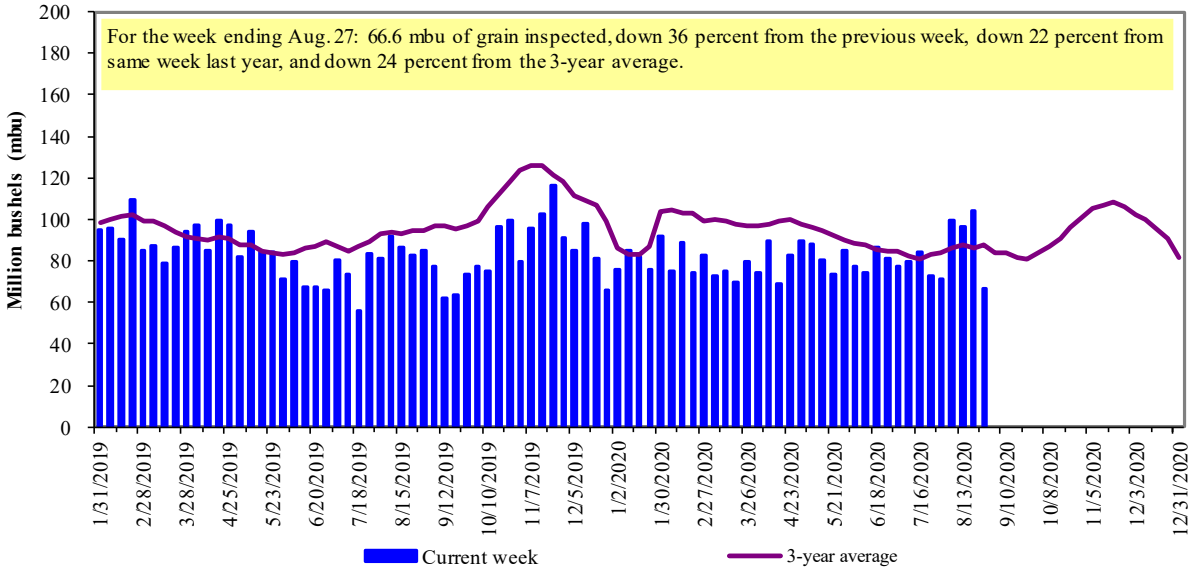
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

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

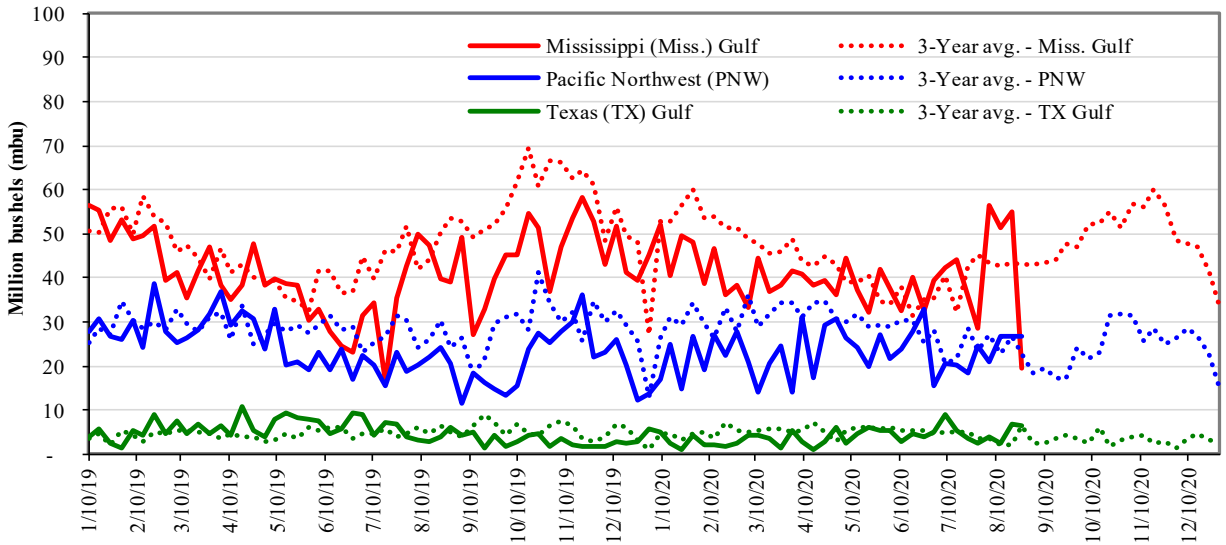


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 08/27/20 inspections (mbu):	
MS Gulf:	19.3
PNW:	26.6
TX Gulf:	6.3

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	down 65	down 6	down 59	unchanged
Last Year (same wk):	down 51	up 4	down 43	up 30
3-yr avg. (4-wk. mov. Avg):	down 55	up 78	down 45	up 7

Source: USDA, Federal Grain Inspection Service.

Table 17

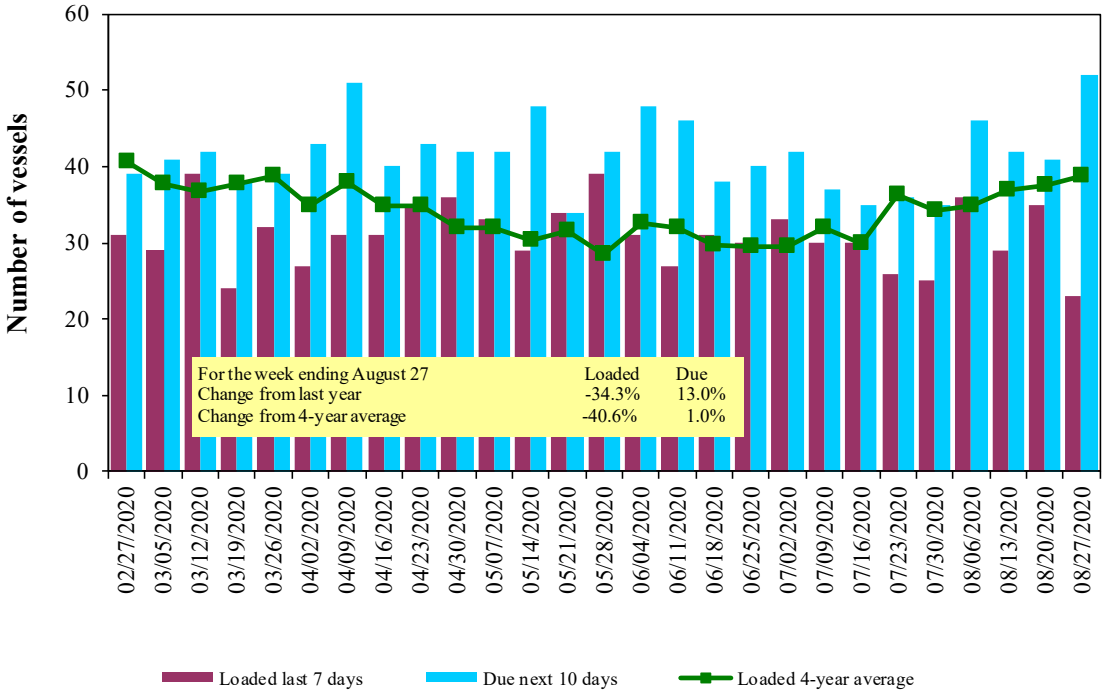
Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
8/27/2020	28	23	52	14
8/20/2020	28	35	41	11
2019 range	(26…61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

Figure 16

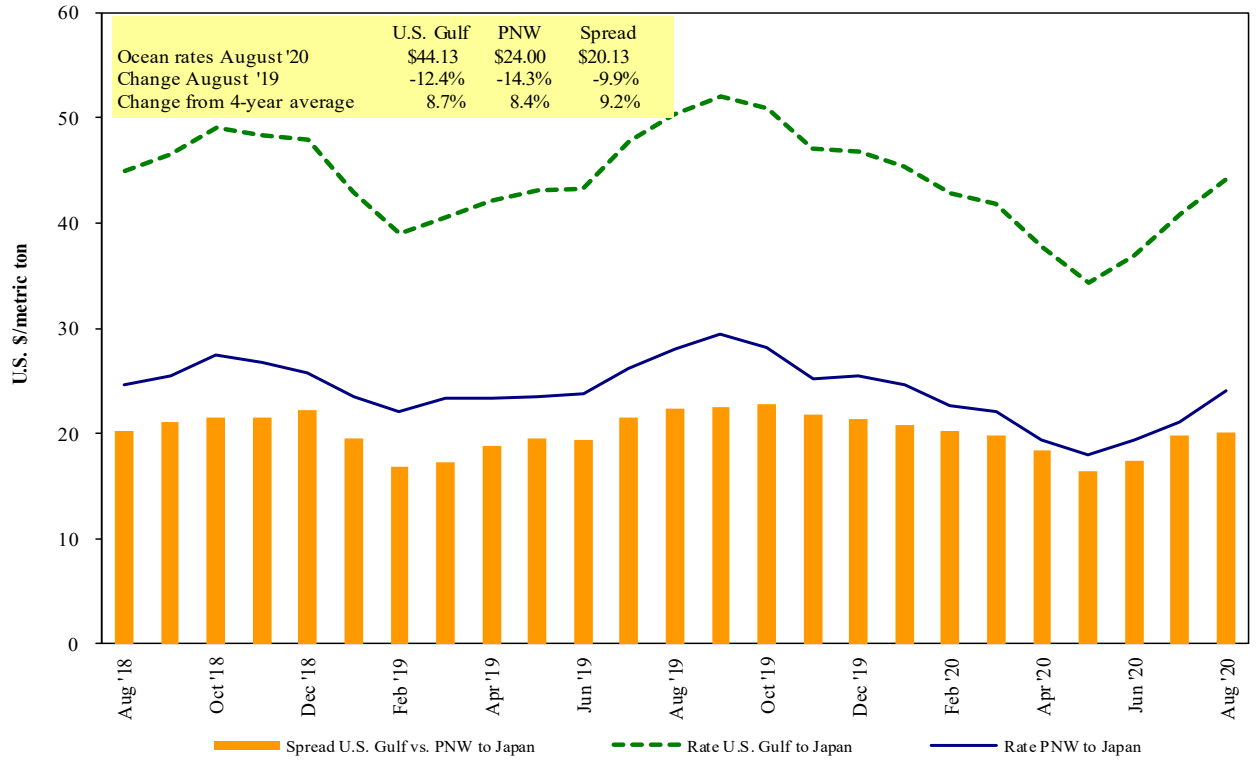
U.S. Gulf[1] vessel loading activity



[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 08/29/2020

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

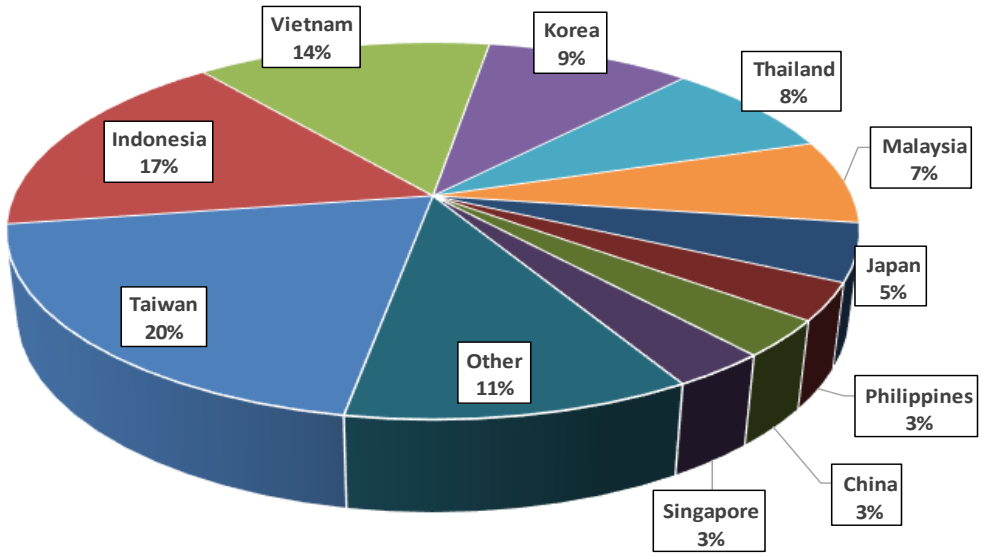
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

Source: Maritime Research, Inc.

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

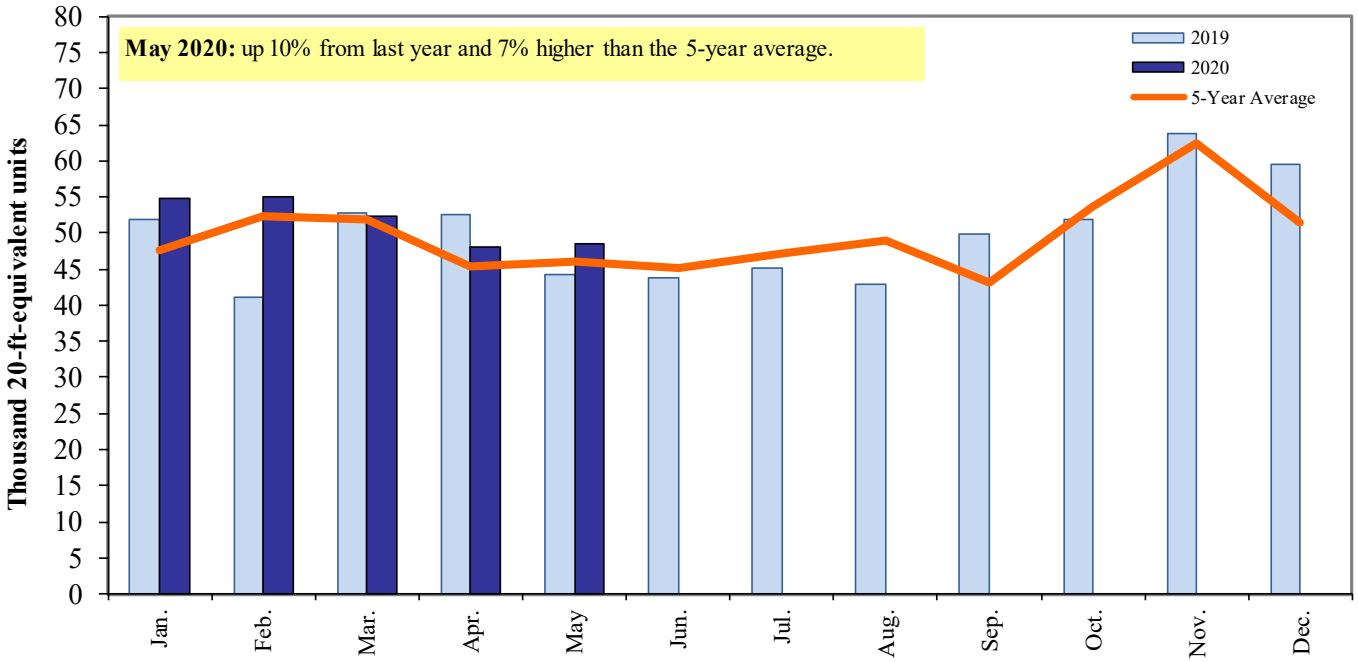
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-May 2020



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 1001, 100190, 1002, 1003 100300, 1004, 100400, 1005, 100590, 1007, 100700, 1102, 110100, 230310, 110220, 110290, 1201, 120100, 230210, 230990, 230330, 120810, and 120190.

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

Figure 19
Monthly shipments of containerized grain to Asia



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

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

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

Subscription Information: Please sign up to receive regular email announcements of the latest *GTR* issue by entering your email address **here** and selecting your preference to receive Transportation Research and Analysis. For any other information, you may contact us at **GTRContactUs@usda.gov**

Preferred citation: U.S. Department of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* September 3, 2020. Web: **http://dx.doi.org/10.9752/TS056.09-03-2020**