



# Grain Transportation Report

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

September 10, 2020

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#### STB Adopts Final Rule for Improving Its Waybill Sample Data Collection

On September 3, the Surface Transportation Board (STB) adopted a [final rule](#) for improving its “waybill sample” data collection. STB’s waybill data is among the most comprehensive collected on rail freight movements. A waybill is a document used by railroads to move shipments. It contains information, such as the carriers involved, the number and type of cars, the movement weight, and the freight revenue. The rule is expected to create a more robust dataset for decision-making and analyses by increasing the sampling rates of certain non-intermodal carload shipments, specifying separate sampling strata and rates for intermodal shipments, and eliminating the manual system for reporting waybill data. The final rule will be effective on January 1, 2021, to allow reporting carriers sufficient time to prepare for the revised requirements.

#### FMCSA Announces Pilot Program To Probe More Flexibility in HOS

The Federal Motor Carrier Safety Administration (FMCSA) [requests comments](#), by November 2, on a proposed pilot program for commercial driver’s license (CDL) holders who meet specified criteria. The Split Duty Period Pilot Program would temporarily modify the hours-of-service (HOS) requirement that drivers of property-carrying commercial motor vehicles (CMVs) must complete all their driving within 14 hours of their coming on duty. CMV drivers in the pilot would have the option to pause their 14-hour on-duty period (driving window) with one off-duty period not less than 30 minutes and not more than 3 hours. The program aims to collect hard evidence on how to align HOS flexibility with the scheduling preferences of employers, shippers, and receivers—i.e., how to optimize productivity, while ensuring safety is as good as or better than without the HOS modification.

#### USDOT Releases National Freight Strategic Plan

On September 4, the U.S. Department of Transportation released its first [National Freight Strategic Plan \(NFSP\)](#). According to DOT, NFSP assesses the system’s current conditions and performance barriers, defines the agency’s vision and goals for the national multimodal freight system, and defines strategies toward achieving DOT’s vision and goals. NFSP emerged through a multiagency effort involving consultation with freight stakeholders in both the public and private sectors. DOT plans to use NFSP to guide national freight policy, programs, initiatives, and investments; inform State freight plans; identify freight data and research needs; and provide a framework for increased cross-sector, multijurisdictional, and multimodal coordination and partnerships.

### Snapshots by Sector

#### Export Sales

For the week ending August 27, **unshipped balances** of wheat, corn, and soybeans totaled 11.4 million metric tons (mmt). This represented a 34-percent increase in outstanding sales from the same time last year. Net **corn export sales** were 0.096 mmt, down 65 percent from the past week. Net **soybean export sales** were 0.088 mmt, up 75 percent from the previous week. Net weekly **wheat export sales** were 0.586 mmt, down 23 percent from the previous week.

#### Rail

U.S. Class I railroads originated 21,663 **grain carloads** during the week ending August 29. This was a 4-percent decrease from the previous week, 2 percent less than last year, and 1 percent more than the 3-year average.

Average September shuttle **secondary railcar** bids/offers (per car) were \$556 above tariff for the week ending September 3. This was \$248 less than last week and \$898 more than this week last year. There were no non-shuttle bids/offers this week.

#### Barge

For the week ending September 5, **barge grain movements** totaled 799,182 tons. This was 5 percent less than the previous week and 124 percent more than the same period last year.

For the week ending September 5, 510 grain barges **moved down river**—29 more barges than the previous week. There were 824 grain barges **unloaded in New Orleans**, 90 percent more than the previous week.

#### Ocean

For the week ending September 3, 35 **oceangoing grain vessels** were loaded in the Gulf—9 percent more than the same period last year. Within the next 10 days (starting September 4), 68 vessels were expected to be loaded—106 percent more than the same period last year.

As of September 3, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$45.00. This was unchanged from the previous week. The rate from the Pacific Northwest (PNW) to Japan was \$24.75 per mt, unchanged from the previous week.

#### Fuel

For the week ending September 7, the U.S. average **diesel fuel price** decreased 0.6 cents from the previous week to \$2.435 per gallon, 53.6 cents below the same week last year.

## Grain Rail Supply and Demand in Advance of the 2020 Harvest

Railroads play a critical role in moving harvested grain to domestic markets and to export ports. Poor rail service during harvest can force farmers and shippers to miss marketing opportunities. Poor service can also result in lost grain, due to backups, overflowing bins, and rotting from storing excess grain on the ground. A confluence of grain rail supply and demand factors threatens to complicate rail service for the upcoming harvest.<sup>1</sup> To shed more light on these conditions, this article reviews some recent trends in the supply and demand for grain rail transportation.<sup>2</sup>

### Carloads and Secondary Market Bids Reflect Rising Rail Demand

Rail tariff rates typically change too slowly to reflect recent trends. On the other hand, rail volumes and prices in the secondary railcar market respond faster to changes in rail supply and demand and, thus, can indicate current market conditions.<sup>3</sup> Examining volumes and prices together can provide insight into whether markets are changing because of supply or demand factors. Recently, grain rail volumes and secondary market prices have *both* increased, reflecting greater demand for rail transportation. [Grain carloads originated by U.S. Class I railroads](#) have trended up since early July. Average weekly grain carloads in August were 9 percent above July (**GTR figure 3**).

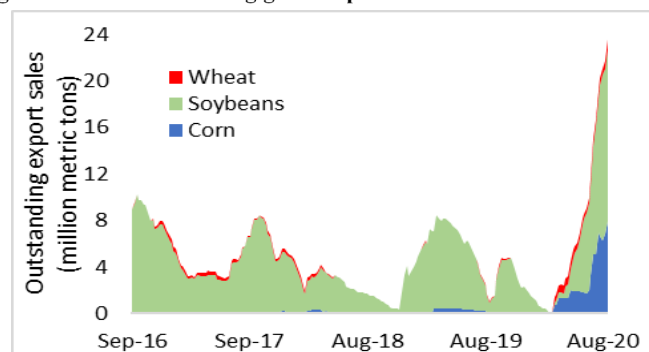
Likewise, bids in the secondary market have increased significantly in recent weeks. Bids for delivery of railcars in October traded around \$200 per car in May and early June, but are now over \$1,000 per car, about \$800 above the prior 3-year average. As of the week ending September 3, prices for delivery of railcars in September and October are above average, about +\$800 (per car) in September and +\$700 in October. Bids for delivery of railcars in November have fallen considerably in the last 2 weeks from a peak during the week ending August 20.

### Grain Supply and Demand Factors Behind the Rising Demand for Rail Transportation

The demand for rail transportation positively correlates to both the supply of and demand for grain itself. On the supply side, grain harvest projections suggest a large demand for rail in the near future. In its [August World Agricultural Supply and Demand Estimates Report \(WASDE\) report](#), USDA projected the 2020 harvests would bring record corn production and near-record soybean production.<sup>4</sup>

Likewise, demand for grain has been high. Figure 1 shows outstanding grain export sales have grown considerably in recent weeks—particularly, to China, but elsewhere around the globe as well. As of the week ending August 27, 2020, outstanding export sales were more than double the prior peak in 2016

Figure 1: Total outstanding grain export sales to China.



Note: According to USDA's Foreign Agricultural Service (USDA/FAS), outstanding export sales are "sales contracts by country and/or commodity that have not been shipped at any given time during the marketing year." USDA's Agricultural Marketing Service calculated "total outstanding" as outstanding sales in this marketing year, plus outstanding sales for the next marketing year. Source: USDA/FAS, which is available on [USDA's Agricultural Transportation Open Data Platform](#).

<sup>1</sup> On August 24, the Federal Railroad Administration and Surface Transportation Board jointly [issued a letter](#) to each of the Class I railroads, expressing concern about "service issues, including missed industrial switches and excessively late or annulled trains due to crew availability issues."

<sup>2</sup> For a perspective of these observations on wheat markets, see this [recent article](#) from the U.S. Wheat Associates, "Secondary Rail Rates, Tight Elevation Capacity Continue To Support Wheat Export Prices."

<sup>3</sup> In the primary railcar market, shippers bid in an auction on various service levels and offerings from railroads. In the secondary market, shippers buy and sell those offerings with each other. For more information on these markets, see [USDA's summary](#) of recently completed research, *Dynamic Changes in Rail Shipping Mechanisms for Grain*.

<sup>4</sup> On August 17, USDA's National Agricultural Statistics Service announced it would collect additional harvest acreage information, due to the impact of severe weather on the corn and soybean crops in the Midwest. The next *WASDE* report will be released on September 11.

and 15 times higher than the same time last year. Outstanding export sales represent sold volumes that have not yet shipped and, thus, indicate future transportation demand. Railroads are one of the major providers of transportation for grain destined for export markets.

China imports U.S. grain both from the Pacific Northwest (PNW), which is largely supplied by rail, and from the Mississippi Gulf, which is largely supplied by barge. Despite the higher costs of rail, the demand for barge transportation could be weakened by the temporary closure of the Illinois waterway [through October 13](#). Thus, demand for rail transportation (as reflected in higher secondary railcar prices) may have increased partly because shippers anticipate more limited barge availability than in previous years.

### Recent Railroad Performance

In addition to changes in grain rail demand, railroads have also recently seen significant changes in demand from other commodities. Figure 2a shows the week-to-week change from February in originated carloadings by commodity. The drop in traffic of non-grain commodities, such as motor vehicles, from March to June, reflects COVID-19-related declines in economic activity across the country. However, since then, much of that traffic has come back online and appears to have hindered grain rail performance.

Figure 2b shows a variety of grain rail service metrics indexed to February. Figures 2a and 2b highlight the recent correlation between total traffic and grain service. To the extent rail traffic continues to return, it could further add to grain rail service challenges during harvest. However, it is worth noting some of the indicators—“grain origin dwell” and “grain car unfilled orders”—have fallen somewhat over the past 2 weeks.

### STB Meeting To Discuss Railroad Preparedness To Move Harvest

This afternoon—on September 10, 2:00 pm EST—the Surface Transportation Board (STB) will hold a virtual meeting of the National Grain Car Council (NGCC). NGCC’s members represent grain shippers and receivers, private rail car owners, rail car manufacturers, and the Class I, II, and III railroads. The meeting, which is free and open to the public, will discuss grain transportation issues, including the railroads’ preparedness to transport the 2020 grain harvest. To register for the meeting and obtain more information, visit [STB’s NGCC homepage](#).

[PeterA.Caffarelli@usda.gov](mailto:PeterA.Caffarelli@usda.gov), [Jesse.Gastelle@usda.gov](mailto:Jesse.Gastelle@usda.gov), [Jackson.Novak@usda.gov](mailto:Jackson.Novak@usda.gov)

Figure 2a: Trends in rail traffic from February (all commodities)

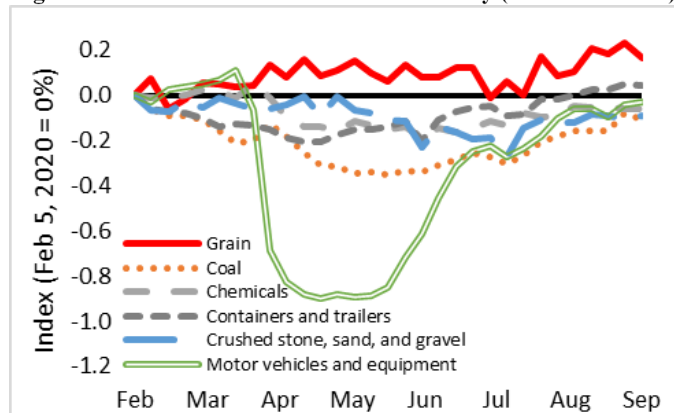
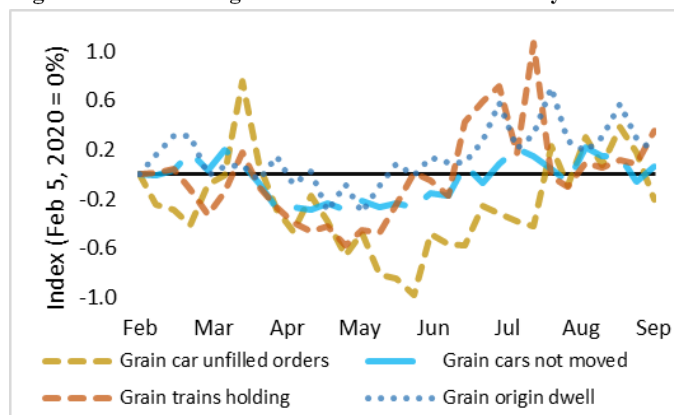


Figure 2b: Trends in grain rail service from February



Source: Surface Transportation Board’s Rail Service Metrics, available on [USDA’s Agricultural Transportation Open Data Platform](#).

# Grain Transportation Indicators

Table 1

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

For the week ending	Truck	Rail		Barge*	Ocean	
		Unit train	Shuttle		Gulf	Pacific
09/09/20	163	280	245	196	201	176
09/02/20	164	280	256	199	201	176

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

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

n/a = not available.

Source: USDA, Agricultural Marketing Service.

Table 2

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

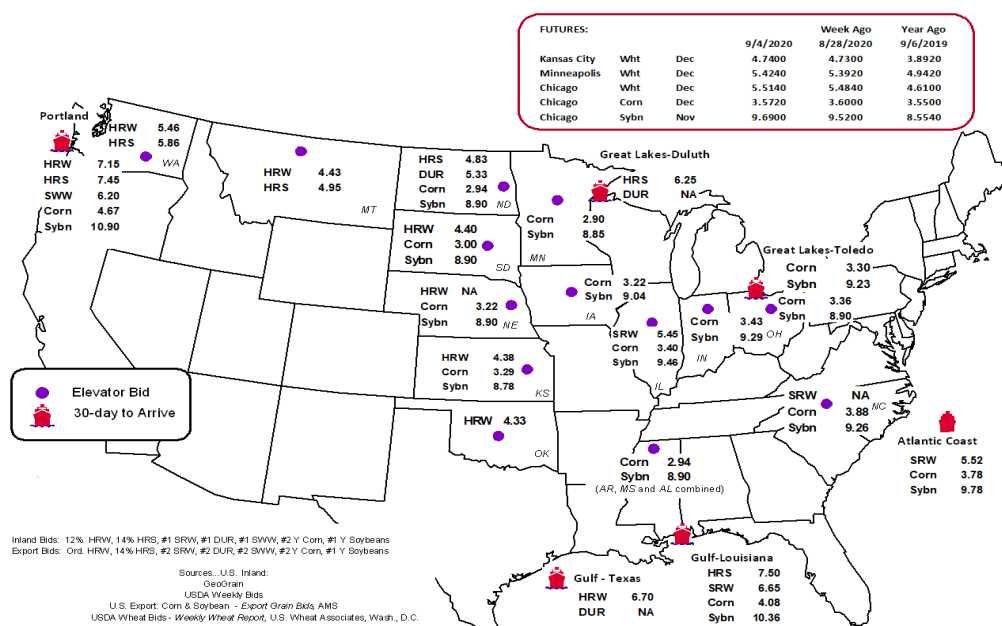
Commodity	Origin-destination	9/4/2020	8/28/2020
Corn	IL-Gulf	-0.68	-0.73
Corn	NE-Gulf	-0.86	-0.90
Soybean	IA-Gulf	-1.32	-1.36
HRW	KS-Gulf	-2.32	-2.26
HRS	ND-Portland	-2.62	-2.54

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

Source: USDA, Agricultural Marketing Service.

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

Figure 1  
Grain bid summary



# Rail Transportation

Table 3

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

For the week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
9/02/2020 <sup>p</sup>	1,257	1,015	4,945	184	7,401	8/29/2020	2,513
8/26/2020 <sup>r</sup>	978	931	5,072	0	6,981	8/22/2020	2,241
2020 YTD <sup>r</sup>	16,471	31,962	167,089	6,874	222,396	2020 YTD	86,922
2019 YTD <sup>r</sup>	33,735	40,577	180,247	13,092	267,651	2019 YTD	85,281
2020 YTD as % of 2019 YTD	49	79	93	53	83	% change YTD	102
Last 4 weeks as % of 2019 <sup>2</sup>	121	131	120	54	118	Last 4wks. % 2019	100
Last 4 weeks as % of 4-year avg. <sup>2</sup>	111	103	102	68	102	Last 4wks. % 4 yr.	117
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	127,622
Total 2018	22,118	46,532	310,449	21,432	400,531	Total 2018	129,674

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

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

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

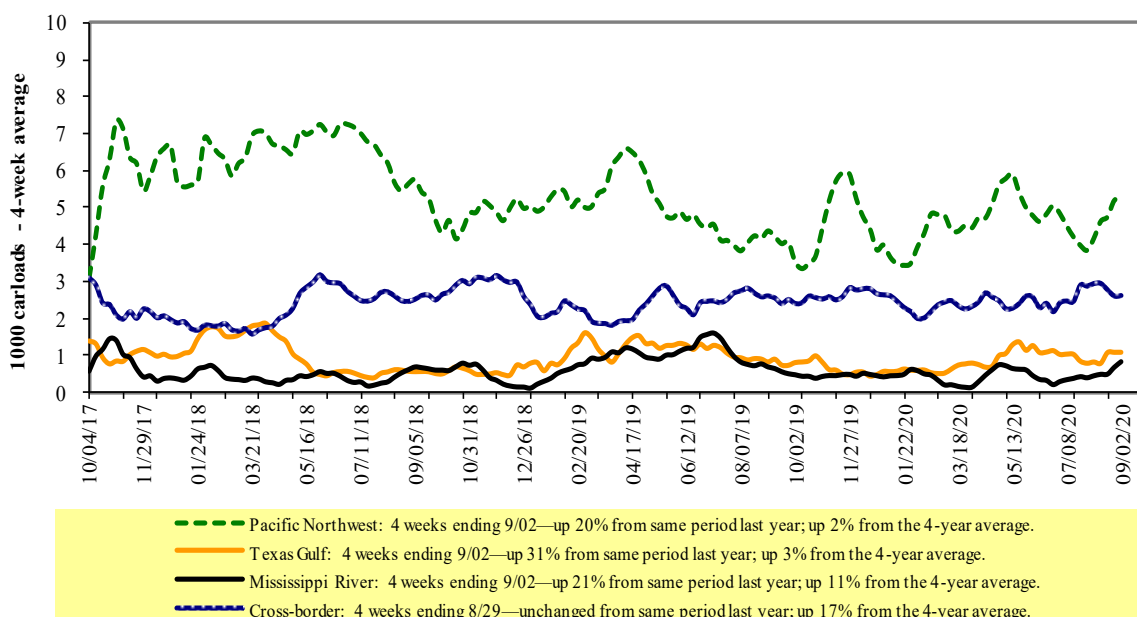
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

Source: USDA, Agricultural Marketing Service.

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

Figure 2

## Rail deliveries to port



Source: USDA, Agricultural Marketing Service.

Table 4

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

For the week ending: 8/29/2020	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,333	2,312	11,472	1,119	5,427	21,663	4,511	4,958
This week last year	1,230	2,361	11,970	1,147	5,325	22,033	3,073	4,926
2020 YTD	57,324	84,234	374,938	36,424	177,948	730,868	143,578	159,693
2019 YTD	64,097	98,703	388,774	39,294	179,977	770,845	144,556	154,205
2020 YTD as % of 2019 YTD	89	85	96	93	99	95	99	104
Last 4 weeks as % of 2019*	113	105	98	107	122	106	146	106
Last 4 weeks as % of 3-yr. avg.**	108	103	101	128	114	106	121	102
Total 2019	91,611	136,856	568,369	58,527	260,269	1,115,632	212,501	235,892

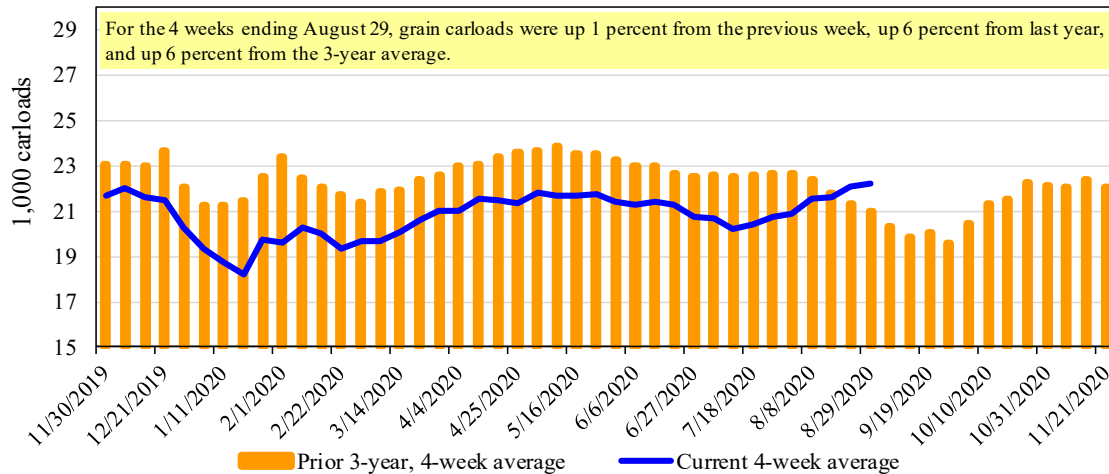
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

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

Source: Association of American Railroads.

Figure 3

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

Source: Association of American Railroads.

Table 5

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

For the week ending: 9/3/2020		Delivery period							
		Sep-20	Sep-19	Oct-20	Oct-19	Nov-20	Nov-19	Dec-20	Dec-19
BNSF <sup>3</sup>	COT grain units	92	no bid	no offer	no bid	35	no bid	23	no bid
	COT grain single-car	300	0	no offer	0	327	0	204	0
UP <sup>4</sup>	GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a
	GCAS/Region 2	no offer	no offer	no offer	no bid	no offer	no bid	n/a	n/a

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

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

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

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

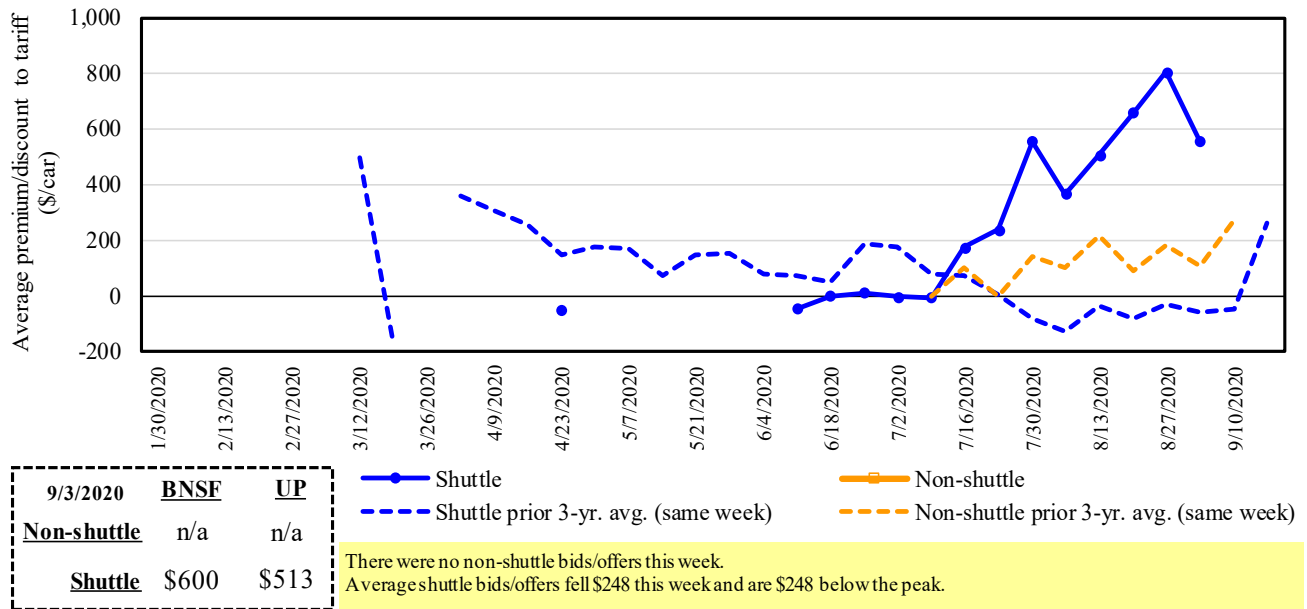
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

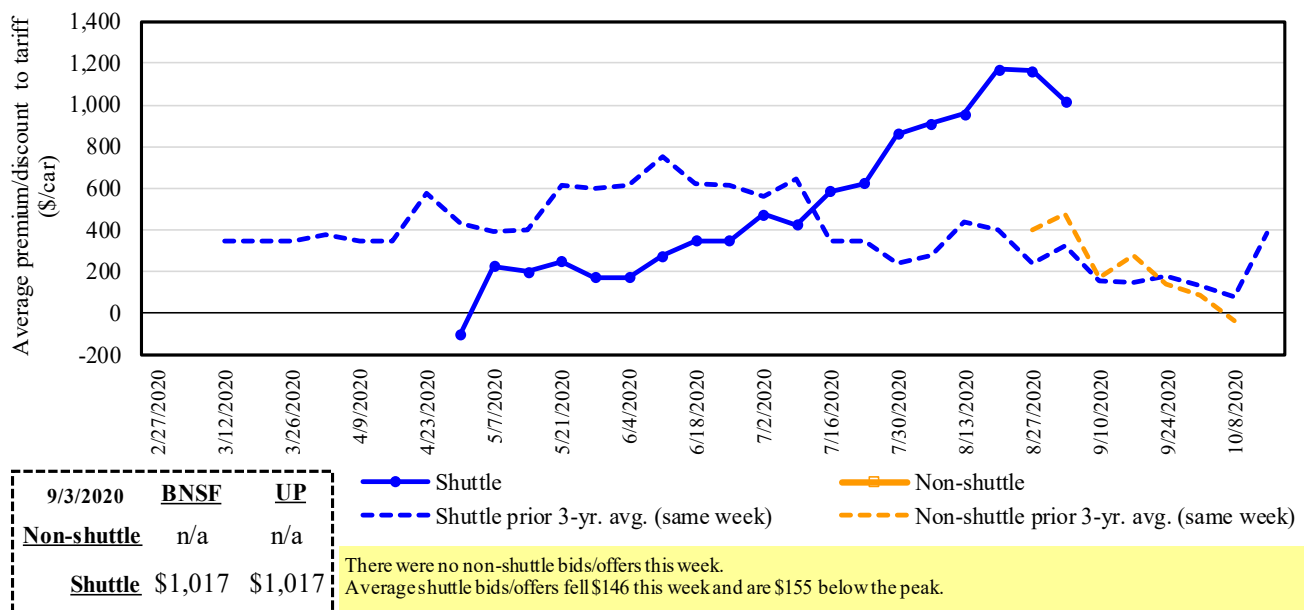
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



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

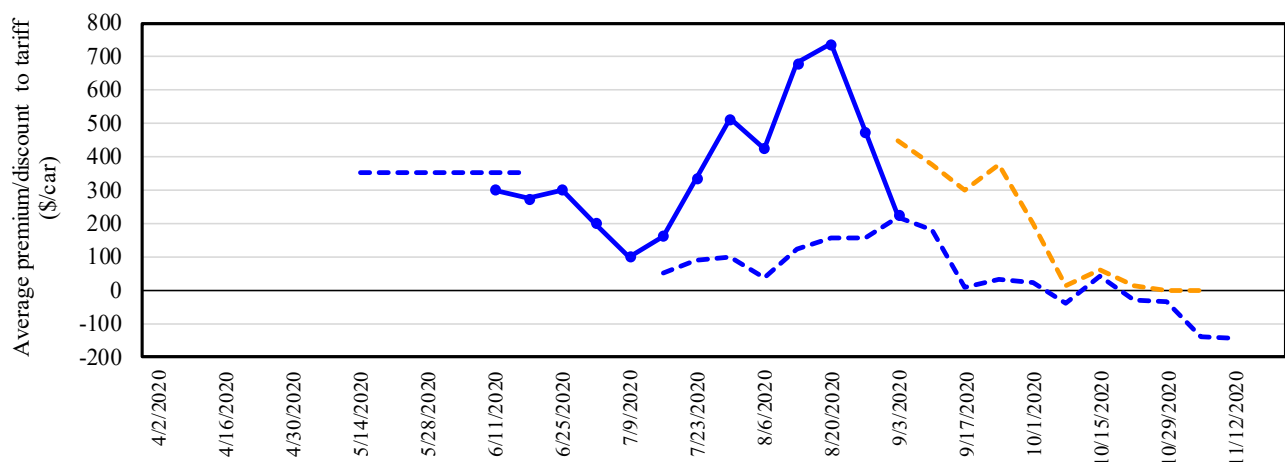
**Figure 5**  
**Bids/offers for railcars to be delivered in October 2020, secondary market**



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

Figure 6

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



	<b>BNSF</b>	<b>UP</b>
<b>9/3/2020</b>		
<b>Non-shuttle</b>	n/a	n/a
<b>Shuttle</b>	n/a	\$225

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

There were no non-shuttle bids/offers this week.  
 Average shuttle bids/offers fell \$250 this week and are \$513 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)<sup>1</sup>**

For the week ending:		Delivery period					
		Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21
<b>Non-shuttle</b>	<b>BNSF-GF</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2019	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle</b>	<b>BNSF-GF</b>	<b>600</b>	<b>1017</b>	<b>n/a</b>	<b>400</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	(475)	(308)	n/a	n/a	n/a	n/a
	Change from same week 2019	833	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	<b>513</b>	<b>1017</b>	<b>225</b>	<b>50</b>	<b>50</b>	<b>n/a</b>
	Change from last week	(20)	17	(250)	(200)	n/a	n/a
	Change from same week 2019	963	n/a	n/a	n/a	n/a	n/a

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

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

BNSF = BNSF Railway; UP = Union Pacific Railroad.

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

Source: USDA, Agricultural Marketing Service.



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

Table 7

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

September 2020	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,983	\$35	\$39.90	\$1.09	-1
	Grand Forks, ND	Duluth-Superior, MN	\$4,208	\$0	\$41.79	\$1.14	-3
	Wichita, KS	Los Angeles, CA	\$7,115	\$0	\$70.66	\$1.92	-2
	Wichita, KS	New Orleans, LA	\$4,525	\$62	\$45.55	\$1.24	-2
	Sioux Falls, SD	Galveston-Houston, TX	\$6,851	\$0	\$68.03	\$1.85	-2
	Colby, KS	Galveston-Houston, TX	\$4,801	\$68	\$48.35	\$1.32	-2
Corn	Amarillo, TX	Los Angeles, CA	\$5,121	\$95	\$51.80	\$1.41	-3
	Champaign-Urbana, IL	New Orleans, LA	\$3,900	\$70	\$39.43	\$1.00	-1
	Toledo, OH	Raleigh, NC	\$6,816	\$0	\$67.69	\$1.72	4
	Des Moines, IA	Davenport, IA	\$2,415	\$15	\$24.13	\$0.61	13
	Indianapolis, IN	Atlanta, GA	\$5,818	\$0	\$57.78	\$1.47	3
	Indianapolis, IN	Knoxville, TN	\$4,874	\$0	\$48.40	\$1.23	4
Soybeans	Des Moines, IA	Little Rock, AR	\$3,800	\$44	\$38.17	\$0.97	2
	Des Moines, IA	Los Angeles, CA	\$5,680	\$128	\$57.67	\$1.46	-1
	Minneapolis, MN	New Orleans, LA	\$3,631	\$37	\$36.43	\$0.99	-4
	Toledo, OH	Huntsville, AL	\$5,630	\$0	\$55.91	\$1.52	3
	Indianapolis, IN	Raleigh, NC	\$6,932	\$0	\$68.84	\$1.87	3
	Indianapolis, IN	Huntsville, AL	\$5,107	\$0	\$50.71	\$1.38	3
Champaign-Urbana, IL	New Orleans, LA	\$4,645	\$70	\$46.83	\$1.27	0	
<b>Shuttle train</b>							
Wheat	Great Falls, MT	Portland, OR	\$4,018	\$0	\$39.90	\$1.09	-3
	Wichita, KS	Galveston-Houston, TX	\$4,236	\$0	\$42.07	\$1.14	-3
	Chicago, IL	Albany, NY	\$7,074	\$0	\$70.25	\$1.91	20
	Grand Forks, ND	Portland, OR	\$5,676	\$0	\$56.37	\$1.53	-2
	Grand Forks, ND	Galveston-Houston, TX	\$5,996	\$0	\$59.54	\$1.62	-2
	Colby, KS	Portland, OR	\$6,012	\$112	\$60.81	\$1.66	-3
Corn	Minneapolis, MN	Portland, OR	\$5,180	\$0	\$51.44	\$1.31	0
	Sioux Falls, SD	Tacoma, WA	\$5,140	\$0	\$51.04	\$1.30	0
	Champaign-Urbana, IL	New Orleans, LA	\$3,820	\$70	\$38.63	\$0.98	-1
	Lincoln, NE	Galveston-Houston, TX	\$3,880	\$0	\$38.53	\$0.98	0
	Des Moines, IA	Amarillo, TX	\$4,220	\$55	\$42.45	\$1.08	2
	Minneapolis, MN	Tacoma, WA	\$5,180	\$0	\$51.44	\$1.31	0
Soybeans	Council Bluffs, IA	Stockton, CA	\$5,000	\$0	\$49.65	\$1.26	0
	Sioux Falls, SD	Tacoma, WA	\$5,850	\$0	\$58.09	\$1.58	2
	Minneapolis, MN	Portland, OR	\$5,900	\$0	\$58.59	\$1.59	2
	Fargo, ND	Tacoma, WA	\$5,750	\$0	\$57.10	\$1.55	2
	Council Bluffs, IA	New Orleans, LA	\$4,875	\$81	\$49.22	\$1.34	-1
	Toledo, OH	Huntsville, AL	\$4,805	\$0	\$47.72	\$1.30	4
Grand Island, NE	Portland, OR	\$5,260	\$115	\$53.37	\$1.45	-11	

<sup>1</sup>A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of

75-120 cars that meet railroad efficiency requirements.

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

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

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

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

Table 8

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

Date: September 2020			Tariff rate per car <sup>1</sup>	Fuel surcharge per car <sup>2</sup>	Tariff rate plus fuel surcharge per:		Percent change <sup>4</sup> Y/Y
Commodity	Origin state	Destination region			metric ton <sup>3</sup>	bushel <sup>3</sup>	
Wheat	MT	Chihuahua, CI	\$7,384	\$0	\$75.45	\$2.05	-2
	OK	Cuautitlan, EM	\$6,713	\$49	\$69.08	\$1.88	-2
	KS	Guadalajara, JA	\$7,471	\$474	\$81.18	\$2.21	-2
	TX	Salinas Victoria, NL	\$4,329	\$29	\$44.53	\$1.21	-1
Corn	IA	Guadalajara, JA	\$8,902	\$376	\$94.80	\$2.41	-1
	SD	Celaya, GJ	\$8,140	\$0	\$83.17	\$2.11	0
	NE	Queretaro, QA	\$8,278	\$99	\$85.60	\$2.17	-1
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlahpantla, EM	\$7,643	\$97	\$79.08	\$2.01	-1
	SD	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

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

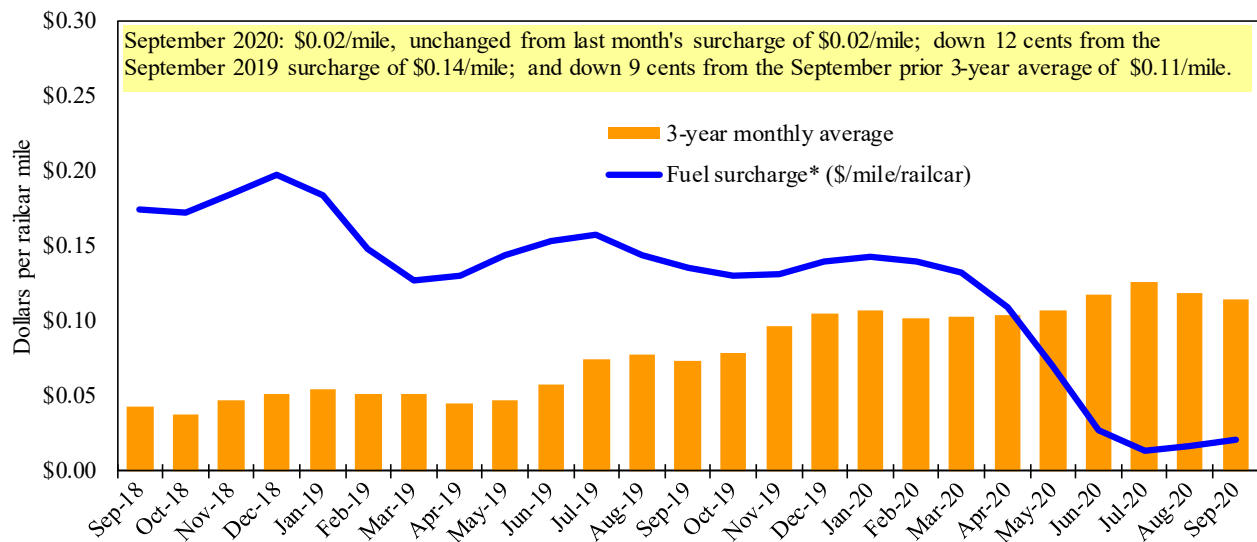
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

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

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

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

Figure 7

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

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

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

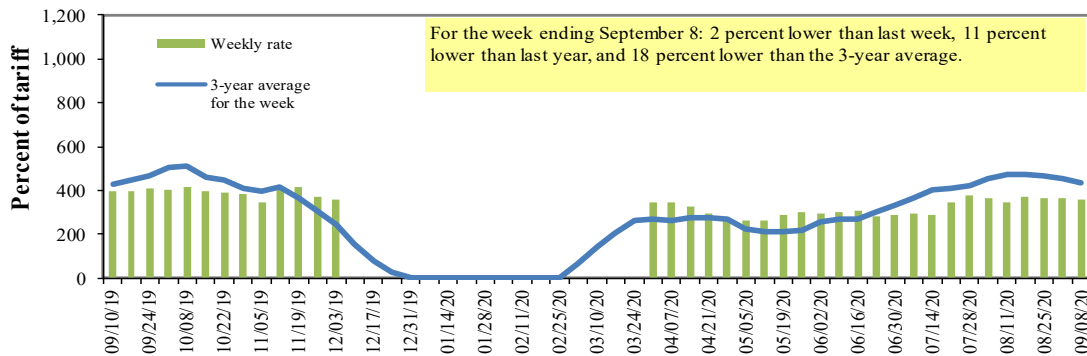
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

# Barge Transportation

Figure 8a

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



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

Source: USDA, Agricultural Marketing Service.

Table 9

### Weekly barge freight rates: Southbound only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	9/8/2020	418	358	-	264	313	313	255
	9/1/2020	435	365	-	256	317	317	246
<b>\$/ton</b>	9/8/2020	25.87	19.05	-	10.53	14.68	12.65	8.01
	9/1/2020	26.93	19.42	-	10.21	14.87	12.81	7.72
<b>Current week % change from the same week:</b>								
	Last year	10	-11	-	-21	-6	-6	-29
	3-year avg. <sup>2</sup>	-9	-18	-	-21	-19	-19	-22
<b>Rate<sup>1</sup></b>	September	510	483	-	370	479	479	352
	November	0	0	364	263	297	297	242

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

Source: USDA, Agricultural Marketing Service.

### Figure 9 Benchmark tariff rates

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

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

Map Credit: USDA, Agricultural Marketing Service

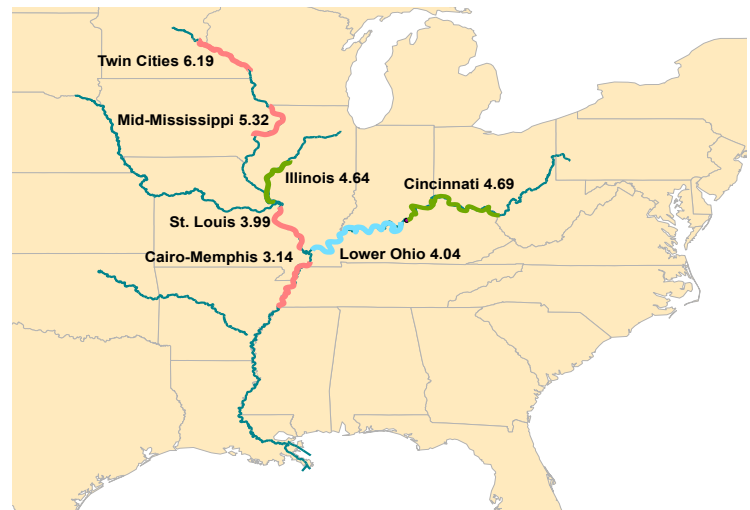
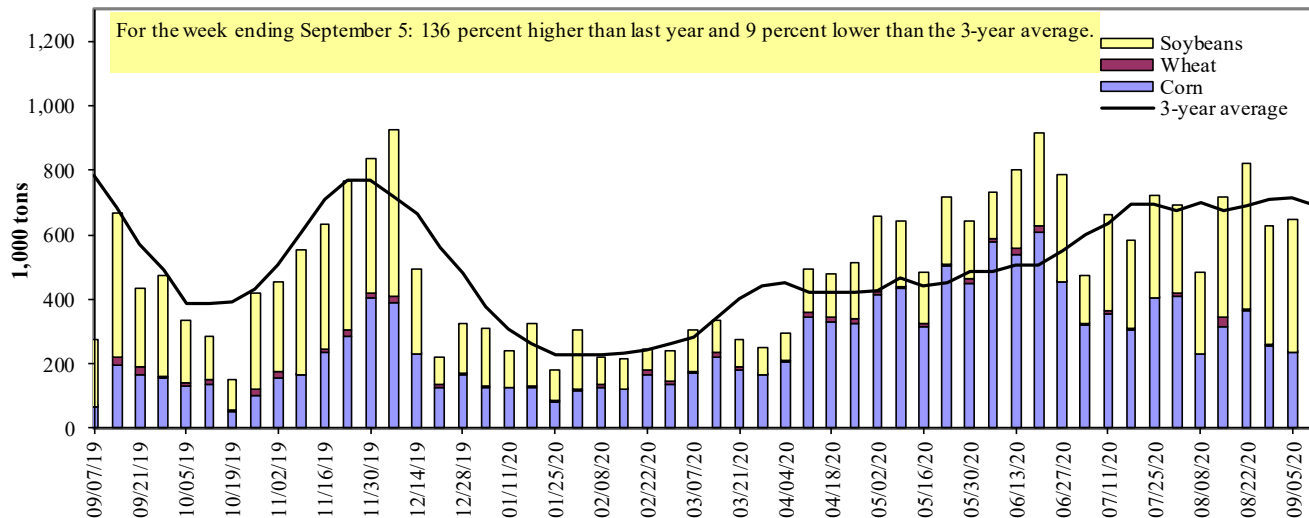


Figure 10

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



<sup>1</sup> The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers.

Table 10

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

For the week ending 09/05/2020	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	137	11	376	0	524
Winfield, MO (L25)	245	2	444	0	690
Alton, IL (L26)	229	3	421	0	653
Granite City, IL (L27)	233	2	412	10	655
<b>Illinois River (La Grange)</b>	0	0	0	0	0
<b>Ohio River (Olmsted)</b>	43	7	55	0	105
<b>Arkansas River (L1)</b>	0	16	23	0	39
Weekly total - 2020	275	25	489	10	799
Weekly total - 2019	66	19	269	3	357
2020 YTD <sup>1</sup>	13,029	1,398	9,881	116	24,425
2019 YTD <sup>1</sup>	8,751	1,211	8,200	122	18,284
2020 as % of 2019 YTD	149	115	121	95	134
Last 4 weeks as % of 2019 <sup>2</sup>	152	184	124	68	135
Total 2019	12,780	1,631	14,683	154	29,247

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

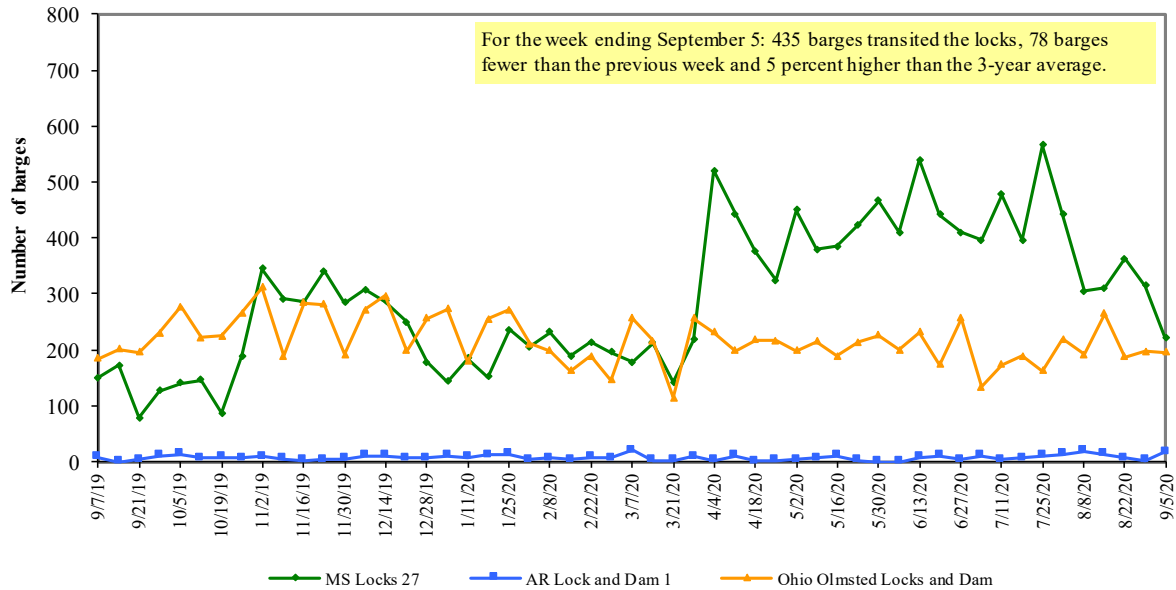
<sup>2</sup> As a percent of same period in 2019.

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

Source: U.S. Army Corps of Engineers.

Figure 11

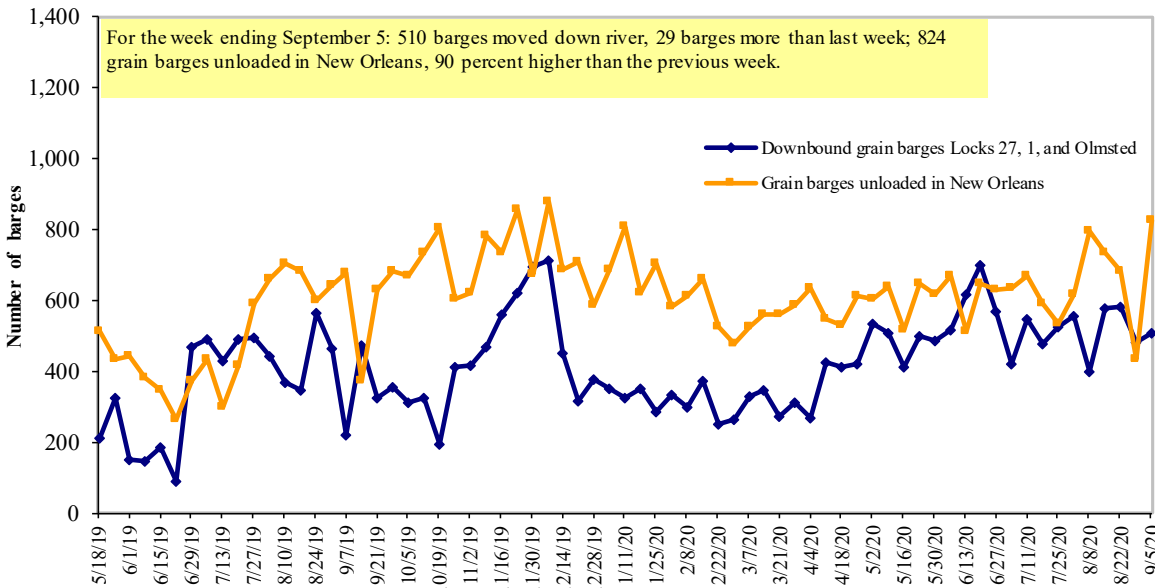
**Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam**



Source: U.S. Army Corps of Engineers.

Figure 12

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



Note: Olmsted = Olmsted Locks and Dam.

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

# Truck Transportation

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

Table 11

**Retail on-highway diesel prices, week ending 9/7/2020 (U.S. \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.511	-0.008	-0.481
	New England	2.612	-0.010	-0.410
	Central Atlantic	2.689	-0.005	-0.472
	Lower Atlantic	2.370	-0.009	-0.501
II	Midwest	2.321	-0.008	-0.543
III	Gulf Coast	2.184	-0.004	-0.561
IV	Rocky Mountain	2.378	-0.007	-0.555
	West Coast	2.964	-0.008	-0.584
V	West Coast less California	2.584	-0.019	-0.547
	California	3.276	0.000	-0.602
Total	United States	2.435	-0.006	-0.536

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

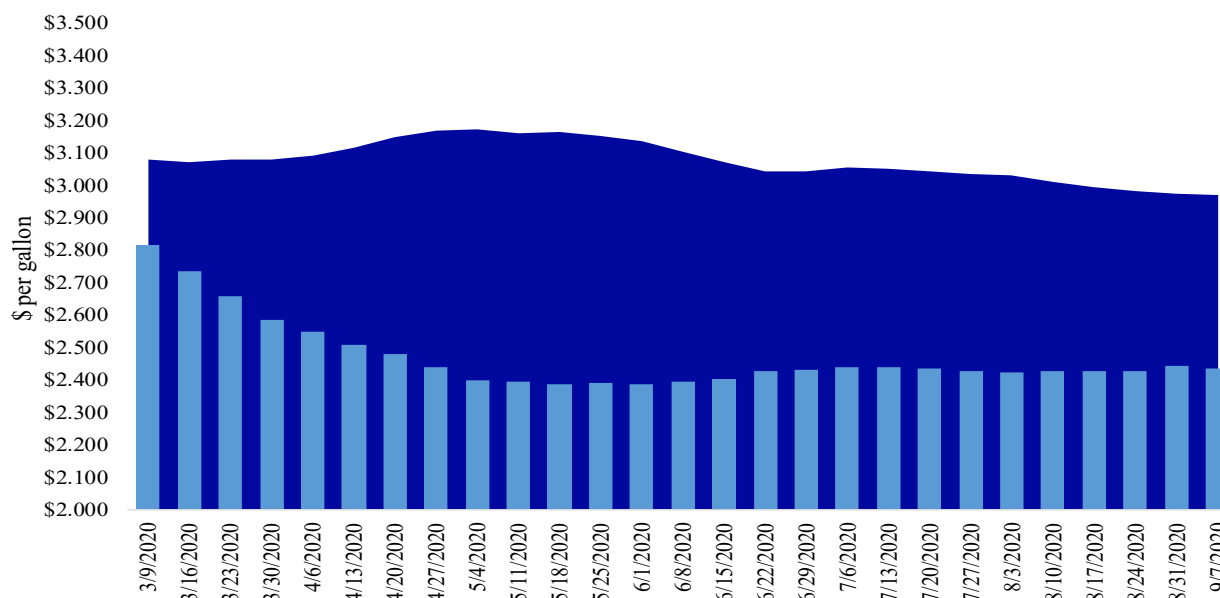
Source: U.S. Department of Energy, Energy Information Administration.

Figure 13

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

For the week ending September 7, the U.S. average diesel fuel price decreased 0.6 cents from the previous week to \$2.435 per gallon, 53.6 cents below the same week last year.

■ Last year    ■ Current year  
\$2.971        \$2.435



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

# Grain Exports

Table 12

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

For the week ending	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export balances<sup>1</sup></b>									
8/27/2020	1,863	627	1,985	1,182	274	5,931	1,965	3,518	11,414
This week year ago	1,379	658	1,670	889	340	4,937	1,011	2,594	8,541
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2019/20 YTD	2,850	462	1,719	1,290	213	6,533	42,622	43,994	93,150
2018/19 YTD	2,926	786	1,501	1,097	148	6,459	48,924	46,189	101,572
YTD 2019/20 as % of 2018/19	97	59	114	118	144	101	87	95	92
Last 4 wks. as % of same period 2018/19*	125	100	114	139	71	117	283	191	159
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327
Total 2017/18	9,150	2,343	5,689	4,854	384	22,419	57,209	56,214	135,842

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 13

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

For the week ending 08/27/2020	Total commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2016-18
	2020/21 next MY	2019/20 current MY	2018/19 last MY*		
		- 1,000 mt -			
Mexico	2,938	14,540	15,753	(8)	14,659
Japan	1,253	10,094	12,835	(21)	11,955
Korea	66	2,693	3,695	(27)	4,977
Colombia	410	4,875	4,690	4	4,692
Peru	82	554	1,992	(72)	2,808
<b>Top 5 importers</b>	<b>4,749</b>	<b>32,755</b>	<b>38,964</b>	<b>(16)</b>	<b>39,091</b>
<b>Total U.S. corn export sales</b>	<b>15,773</b>	<b>44,588</b>	<b>49,935</b>	<b>(11)</b>	<b>54,024</b>
% of projected exports	28%	98%	95%		
Change from prior week <sup>2</sup>	<b>2,389</b>	<b>96</b>	<b>(166)</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	30%	73%	78%		72%
<b>USDA forecast August 2020</b>	<b>56,616</b>	<b>45,674</b>	<b>52,570</b>	<b>(13)</b>	
<b>Corn use for ethanol USDA forecast, August 2020</b>	<b>132,080</b>	<b>123,190</b>	<b>136,601</b>	<b>(10)</b>	

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 14

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

For the week ending 8/27/2020	Total commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2016-18
	2020/21 next MY	2019/20 current MY	2018/19 last MY*		
		- 1,000 mt -			- 1,000 mt -
China	13,526	17,007	14,179	20	25,733
Mexico	1,247	4,732	5,014	(6)	4,271
Indonesia	157	2,408	2,554	(6)	2,386
Japan	178	2,530	2,666	(5)	2,243
Egypt	210	3,834	2,700	42	1,983
<b>Top 5 importers</b>	<b>15,317</b>	<b>30,511</b>	<b>27,113</b>	<b>13</b>	<b>36,616</b>
<b>Total U.S. soybean export sales</b>	<b>24,186</b>	<b>47,512</b>	<b>48,783</b>	<b>(3)</b>	<b>53,746</b>
% of projected exports	42%	106%	102%		
change from prior week <sup>2</sup>	1,763	88	69		
<b>Top 5 importers' share of U.S. soybean export sales</b>	63%	64%	56%		68%
<b>USDA forecast, August 2020</b>	<b>57,902</b>	<b>44,959</b>	<b>47,738</b>	<b>94</b>	

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

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

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

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

Source: USDA, Foreign Agricultural Service.

Table 15

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

For the week ending 8/27/2020	commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr. avg. 2017-19
	2020/21 current MY	2019/20 last MY		
		- 1,000 mt -		- 1,000 mt -
Mexico	1,242	1,611	(23)	3,213
Philippines	1,766	1,338	32	2,888
Japan	1,121	1,104	1	2,655
Nigeria	586	710	(18)	1,433
Korea	705	651	8	1,372
Indonesia	403	306	32	1,195
Taiwan	530	557	(5)	1,175
Thailand	268	371	(28)	727
Italy	406	343	18	622
Colombia	176	314	(44)	618
<b>Top 10 importers</b>	<b>7,202</b>	<b>7,305</b>	<b>(1)</b>	<b>15,897</b>
<b>Total U.S. wheat export sales</b>	<b>12,464</b>	<b>11,395</b>	<b>9</b>	<b>23,821</b>
% of projected exports	47%	43%		
change from prior week <sup>2</sup>	586	312		
<b>Top 10 importers' share of U.S. wheat export sales</b>	58%	64%		67%
<b>USDA forecast, August 2020</b>	<b>26,567</b>	<b>26,294</b>	<b>1</b>	

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

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

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

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

Source: USDA, Foreign Agricultural Service.



Table 16

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

Port regions	For the week ending 09/03/20	Previous week*	Current week as % of previous	2020 YTD*	2019 YTD*	2020 YTD as % of 2019 YTD	Last 4-weeks as % of:		2019 total*
							Last year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	471	382	123	11,265	9,363	120	148	132	13,961
Corn	127	145	88	7,382	6,858	108	n/a	135	7,047
Soybeans	281	217	130	3,506	7,189	49	70	107	11,969
<b>Total</b>	<b>879</b>	<b>744</b>	<b>118</b>	<b>22,152</b>	<b>23,410</b>	<b>95</b>	<b>143</b>	<b>126</b>	<b>32,977</b>
<b>Mississippi Gulf</b>									
Wheat	126	57	224	2,666	3,539	75	69	87	4,448
Corn	453	125	362	19,970	16,185	123	115	85	20,763
Soybeans	896	346	259	15,967	17,629	91	102	127	31,398
<b>Total</b>	<b>1,476</b>	<b>528</b>	<b>280</b>	<b>38,603</b>	<b>37,353</b>	<b>103</b>	<b>103</b>	<b>106</b>	<b>56,609</b>
<b>Texas Gulf</b>									
Wheat	64	52	123	3,055	4,928	62	69	88	6,009
Corn	0	11	0	538	531	101	76	100	640
Soybeans	89	108	82	258	2	n/a	n/a	n/a	2
<b>Total</b>	<b>153</b>	<b>171</b>	<b>89</b>	<b>3,851</b>	<b>5,461</b>	<b>71</b>	<b>127</b>	<b>161</b>	<b>6,650</b>
<b>Interior</b>									
Wheat	25	33	77	1,525	1,329	115	108	93	1,987
Corn	160	135	118	5,865	5,303	111	113	99	7,857
Soybeans	72	153	47	4,361	4,757	92	81	92	7,043
<b>Total</b>	<b>257</b>	<b>322</b>	<b>80</b>	<b>11,751</b>	<b>11,389</b>	<b>103</b>	<b>98</b>	<b>96</b>	<b>16,887</b>
<b>Great Lakes</b>									
Wheat	44	36	123	528	705	75	67	103	1,339
Corn	28	0	n/a	54	0	n/a	n/a	563	11
Soybeans	20	24	86	260	445	58	249	103	493
<b>Total</b>	<b>93</b>	<b>60</b>	<b>155</b>	<b>841</b>	<b>1,150</b>	<b>73</b>	<b>132</b>	<b>122</b>	<b>1,844</b>
<b>Atlantic</b>									
Wheat	1	2	56	26	35	74	526	722	37
Corn	0	0	n/a	8	94	9	0	0	99
Soybeans	5	3	145	494	983	50	19	43	1,353
<b>Total</b>	<b>6</b>	<b>6</b>	<b>108</b>	<b>528</b>	<b>1,113</b>	<b>47</b>	<b>29</b>	<b>62</b>	<b>1,489</b>
<b>U.S. total from ports*</b>									
Wheat	732	562	130	19,063	19,899	96	112	115	27,781
Corn	768	416	185	33,817	28,972	117	149	98	36,417
Soybeans	1,363	851	160	24,847	31,005	80	97	123	52,258
<b>Total</b>	<b>2,864</b>	<b>1,829</b>	<b>157</b>	<b>77,727</b>	<b>79,876</b>	<b>97</b>	<b>113</b>	<b>112</b>	<b>116,457</b>

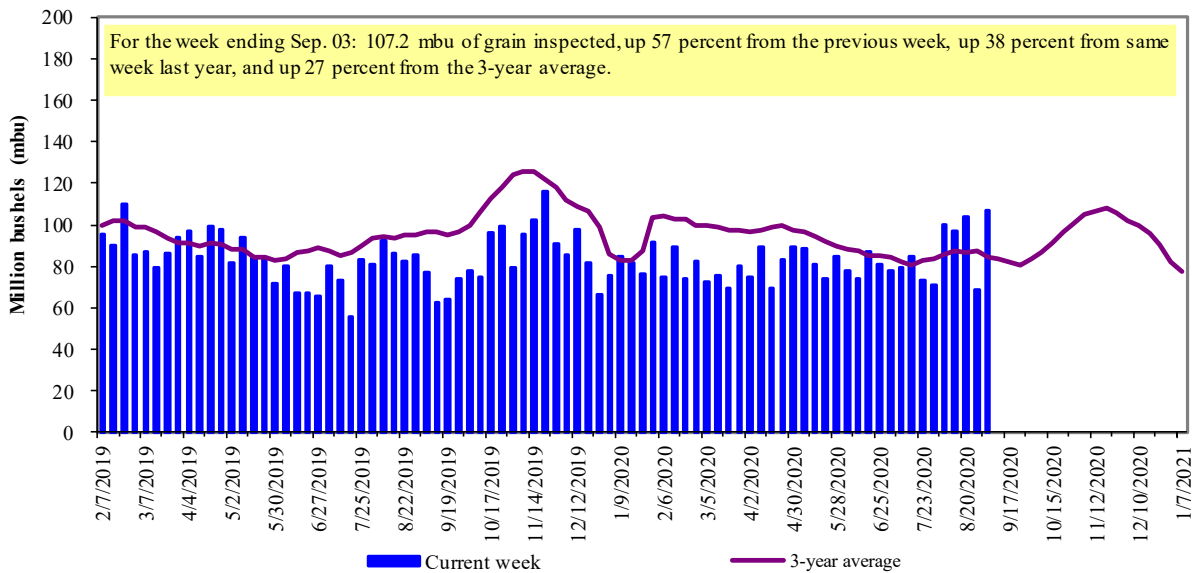
\*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

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

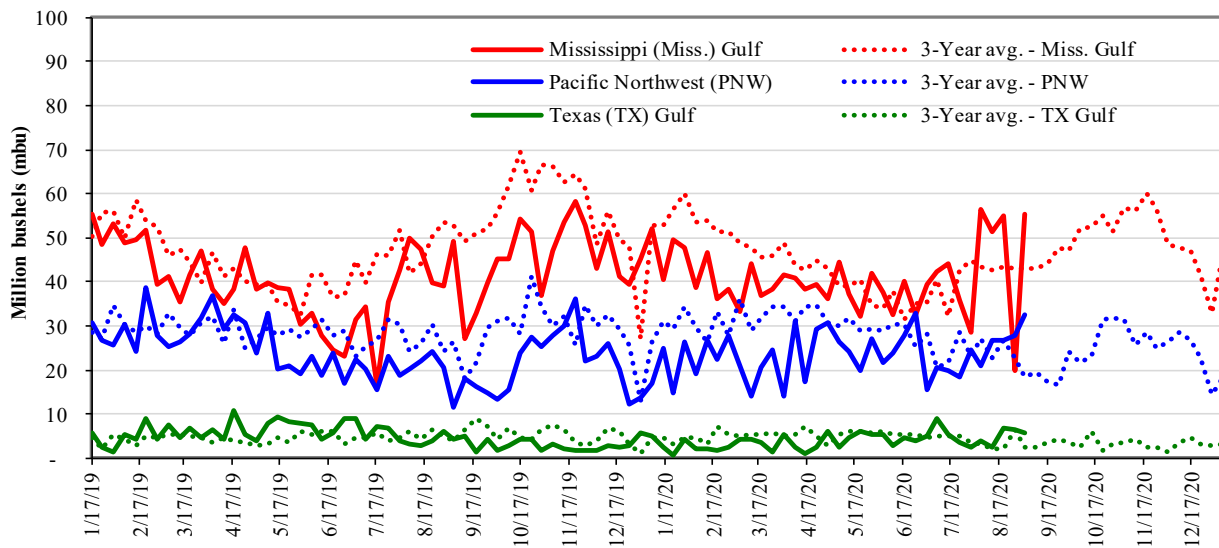


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

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



Week ending 09/03/20 inspections (mbu):	Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
MS Gulf: 55.4	Last wk:	up 181	down 11	up 135	up 18
PNW: 32.6	Last Year (same wk):	up 13	up 36	up 15	up 185
TX Gulf: 5.6	3-yr avg.(4-wk. mov. Avg):	up 29	up 71	up 32	up 44

Source: USDA, Federal Grain Inspection Service.

# Ocean Transportation

Table 17

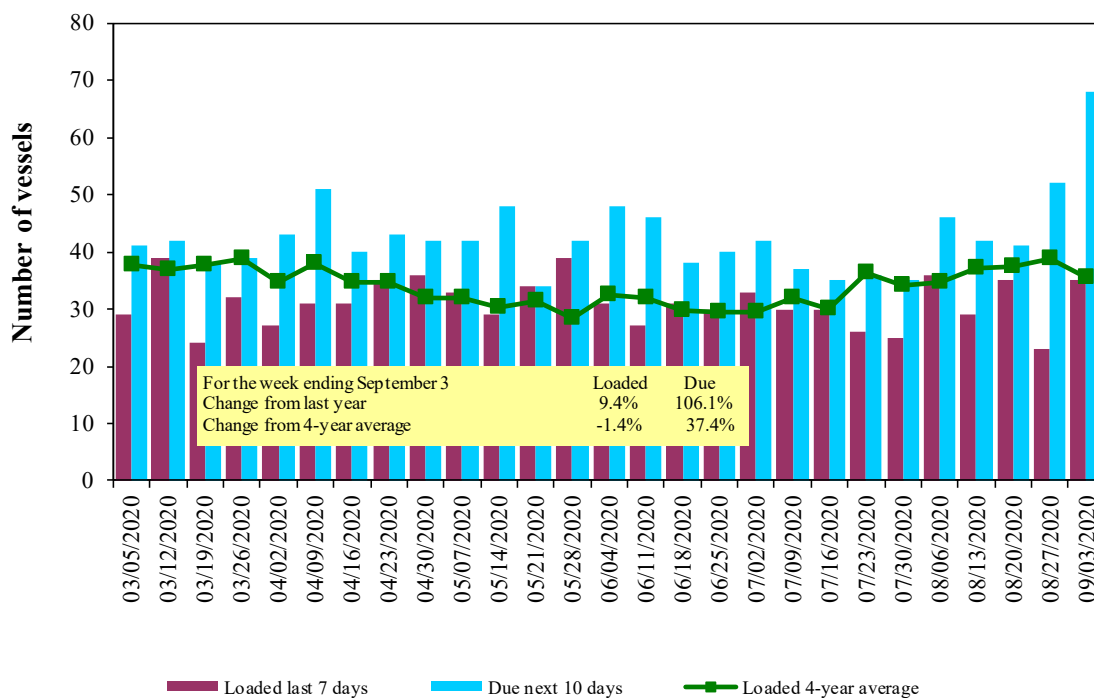
**Weekly port region grain ocean vessel activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
9/3/2020	32	35	68	13
8/27/2020	28	23	52	14
2019 range	(26...61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

Figure 16

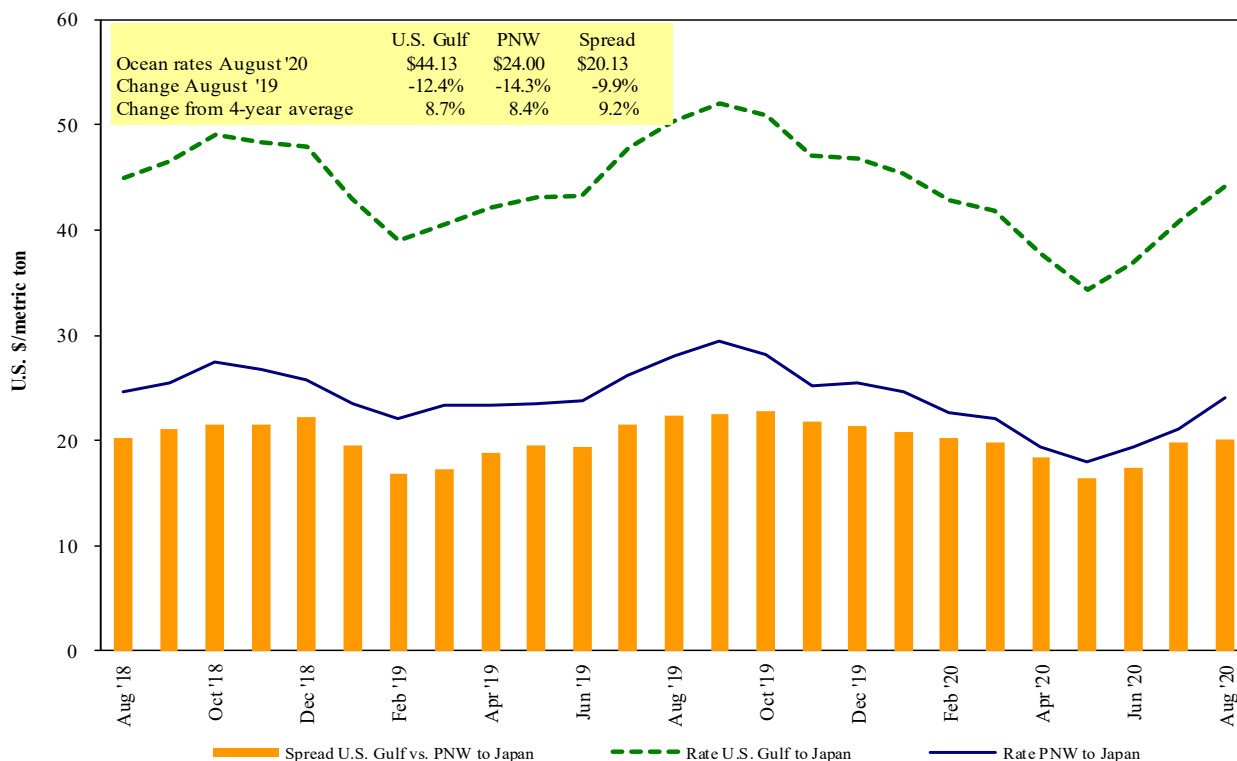
**U.S. Gulf<sup>1</sup> vessel loading activity**



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

Figure 17

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest.

Source: O'Neil Commodity Consulting.

Table 18

Ocean freight rates for selected shipments, week ending 09/05/2020

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy grain	Aug 18/24	66,000	39.50
U.S. Gulf	Djibouti	Wheat	Oct 16/26	12,180	94.48*
U.S. Gulf	Djibouti	Wheat	Sep 18/28	15,810	54.86*
U.S. Gulf	Mozambique	Sorghum	Aug 10/20	30,780	41.35
U.S. Gulf	Pt Sudan	Sorghum	Jun 5/15	33,370	99.50
PNW	China	Soybeans	Sep 1/30	63,000	22.10 op 22.60
PNW	Yemen	Wheat	Aug 4/14	15,000	42.95*
Vancouver	Japan	Wheat	Sep 15/30	20,000	24.30
Vancouver	Japan	Canola	Sep 15/30	30,000	24.30
Brazil	Japan	Corn	Sep 11/20	49,000	34.75
Brazil	Japan	Corn	Sep 1/10	60,000	34.00

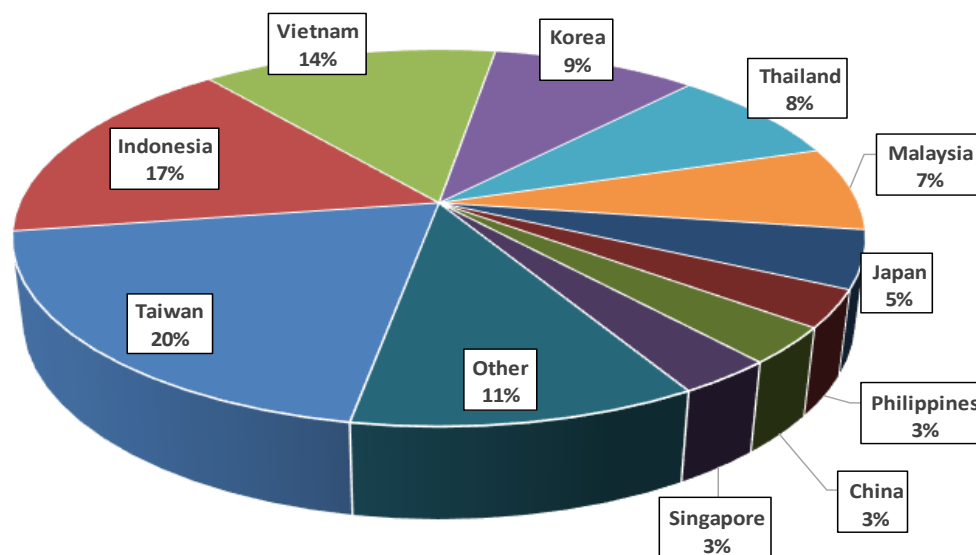
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

Source: Maritime Research, Inc.

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

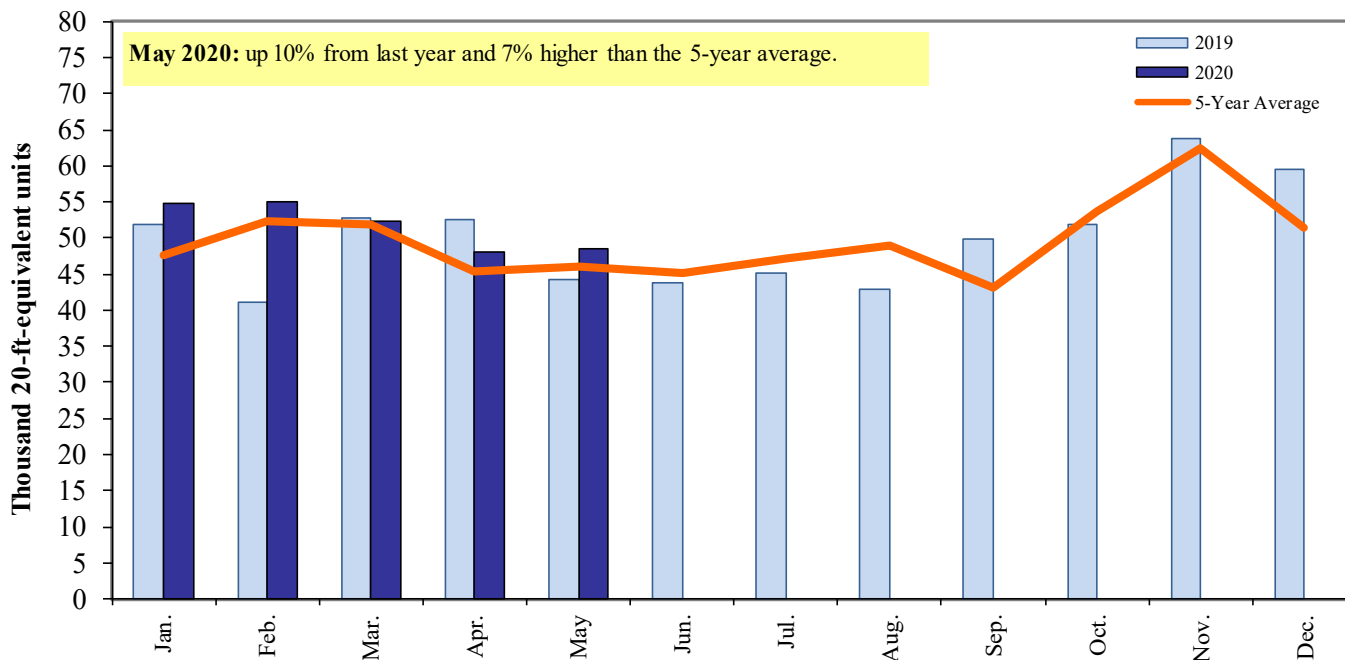
**Figure 18**  
**Top 10 destination markets for U.S. containerized grain exports, Jan-May 2020**



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

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

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



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

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

# Contacts and Links

## Coordinators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@usda.gov">surajudeen.olowolayemo@usda.gov</a>	(202) 720 - 0119
Maria Williams	<a href="mailto:maria.williams@usda.gov">maria.williams@usda.gov</a>	(202) 690 - 4430
Bernadette Winston	<a href="mailto:bernadette.winston@usda.gov">bernadette.winston@usda.gov</a>	(202) 690 - 0487

## Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@usda.gov">surajudeen.olowolayemo@usda.gov</a>	(202) 720 - 0119
-------------------------------	--	------------------

## Rail Transportation

Johnny Hill	<a href="mailto:johnny.hill@usda.gov">johnny.hill@usda.gov</a>	(202) 690 - 3295
Jesse Gastelle	<a href="mailto:jesse.gastelle@usda.gov">jesse.gastelle@usda.gov</a>	(202) 690 - 1144
Peter Caffarelli	<a href="mailto:petera.caffarelli@usda.gov">petera.caffarelli@usda.gov</a>	(202) 690 - 3244

## Barge Transportation

April Taylor	<a href="mailto:april.taylor@usda.gov">april.taylor@usda.gov</a>	(202) 720 - 7880
Bernadette Winston	<a href="mailto:bernadette.winston@usda.gov">bernadette.winston@usda.gov</a>	(202) 690 - 0487
Matt Chang	<a href="mailto:matt.chang@usda.gov">matt.chang@usda.gov</a>	(202) 720 - 0299

## Truck Transportation

April Taylor	<a href="mailto:april.taylor@usda.gov">april.taylor@usda.gov</a>	(202) 720 - 7880
--------------	--	------------------

## Grain Exports

Johnny Hill	<a href="mailto:johnny.hill@usda.gov">johnny.hill@usda.gov</a>	(202) 690 - 3295
Kranti Mulik	<a href="mailto:kranti.mulik@usda.gov">kranti.mulik@usda.gov</a>	(202) 756 - 2577

## Ocean Transportation

Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	<a href="mailto:surajudeen.olowolayemo@usda.gov">surajudeen.olowolayemo@usda.gov</a>	(202) 720 - 0119
April Taylor (Container movements)	<a href="mailto:april.taylor@usda.gov">april.taylor@usda.gov</a>	(202) 720 - 7880

## Editor

Maria Williams	<a href="mailto:maria.williams@usda.gov">maria.williams@usda.gov</a>	(202) 690-4430
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