



Grain Transportation Report

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

Contact Us

August 27, 2020

WEEKLY HIGHLIGHTS

[STB and FRA Coauthor Letter to Class I Railroads on Service Concerns Before Harvest](#)

On August 24, the Surface Transportation Board (STB) and Federal Railroad Administration (FRA) jointly authored a letter to each of the seven Class I railroads regarding recent effects of COVID-19 on the rail industry and service reliability. The letter highlights the importance of crew availability, safety, equipment resources, and communication between rail carriers and shippers to restore jobs and promote economic recovery—especially in the face of a projected record grain harvest. The letter cites recent concerns over missed switches and late trains, as a result of crew availability issues. The agencies urge the railroads to resolve service issues more quickly to prevent them from becoming widespread. The STB and FRA joint letter can be viewed [here](#).

[STB Sets Grain Car Meeting for September 10](#)

On August 25, STB [announced](#) this year’s National Grain Car Council (NGCC) meeting will be held virtually on September 10. 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 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](#).

[MARAD Announces Public Meeting of MTSNAC](#)

The U.S. Department of Transportation’s Maritime Administration (MARAD) will hold a webinar-based (online) public meeting of the U.S. Maritime Transportation System National Advisory Committee on Tuesday, September 29. The meeting will discuss recommendations for the U.S. Department of Transportation on marine transportation system related issues. MARAD’s mission is “to promote the development and maintenance of an adequate, well-balanced United States merchant marine, sufficient to carry the Nation’s domestic waterborne commerce and a substantial portion of its waterborne foreign commerce.” More information is available [here](#).

[FMC Research Finds COVID-19 Has Minimal Impact on Port of NY/NJ—More Serious Impacts in CA](#)

Investigating the effects of COVID-19 on container shipping operations, the Federal Maritime Commission (FMC) found the Port of New York and New Jersey experienced only minimal difficulty in the first half of 2020. However, during the same period, the ports of Los Angeles and California contended with more serious disruptions. The San Pedro Bay port complex exemplifies many of California’s challenges: as a result of COVID-19, the port complex faced operational challenges related to terminal-closure notifications, cancelled vessel calls, and poor communication of earliest return dates for export containers. An ongoing challenge shared by the West and East Coast ports is the need to improve chassis pickups and returns. Truckers would like to be able to return containers to one location and pick up an outbound container, a process known as a “double move.” For FMC’s research on both the East and West port complexes, the agency spoke with port and shipping industry officials and other stakeholders. More information is available [here](#).

Snapshots by Sector

[Export Sales](#)

For the week ending August 13, **unshipped balances** of wheat, corn, and soybeans totaled 14.2 million metric tons (mmt). This represented a 22-percent increase in outstanding sales from the same time last year. Net **corn export sales** were 0.062 mmt, down 84 percent from last week. Net **soybean export sales** were -0.013 mmt, significantly down from the previous week. Net **wheat export sales** were 0.523 mmt, up 42 percent from the previous week.

[Rail](#)

U.S. Class I railroads originated 22,582 **grain carloads** during the week ending August 15. This was a 2-percent increase from the previous week, 14 percent more than last year, and 9 percent more than the 3-year average.

Average September shuttle **secondary railcar** bids/offers (per car) were \$658 above tariff for the week ending August 20. This was \$152 more than last week and \$790 more than this week last year. There were no non-shuttle bids/offers this week.

[Barge](#)

For the week ending August 22, **barge grain movements** totaled 921,644 tons. This was relatively unchanged from the previous week and 4 percent more than the same period last year.

For the week ending August 22, 584 grain barges **moved down river**—6 more barges than the previous week. There were 680 grain barges **unloaded in New Orleans**, 7 percent fewer than the previous week.

[Ocean](#)

For the week ending August 20, 35 **oceangoing grain vessels** were loaded in the U.S. Gulf—13 percent more than the same period last year. Within the next 10 days (starting August 21), 41 vessels were expected to be loaded—unchanged from the same period last year.

As of August 20, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$44.50. This was unchanged from the previous week. The rate from the Pacific Northwest to Japan was \$24.75 per mt, unchanged from the previous week.

[Fuel](#)

For the week ending August 24, the U.S. average **diesel fuel price** decreased 0.1 cent from the previous week to \$2.426 per gallon, 55.7 cents below the same week last year.

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Datasets

Specialists

Subscription
Information

The next
release is
September 3, 2020

Feature Article/Calendar

New Research on Primary and Secondary Railcar Markets— How These Mechanisms Affect Grain Transportation

The description and findings contained in this article are drawn from recent USDA-sponsored research from William W. Wilson at North Dakota State University.¹ The [full report](#) and [a brief summary](#) are available online.

Both the demand for transportation from grain shippers and the supply of transportation from railroads continually vary, and matching them is no easy task. Railroads deal with changing volumes and locations of grain shipments, and grain shippers contend with variability in grain volumes from farmers, as well as in rail prices and rail service.

Over time, different mechanisms have emerged to supply railcars to shippers that need them. Prior to the 1980s, shippers received railcars on a first-come-first-served basis and did not face penalties for cancelling cars. This system resulted in inefficiencies because railcars were not necessarily allocated to those who valued the cars the most. The Staggers Rail Act of 1980 removed burdensome regulation and allowed the railroads to respond to market forces. In the late 1980s, railroads began implementing new allocation methods, based on auction mechanisms, to better account for supply and demand fluctuations in grain shipping and more efficiently allocate cars.

An Overview of Railcar Auction Market Mechanisms

Although the railroads have revised their allocation programs (such as reducing fees on switching corridors) over the years, some key features have persisted. One enduring post-Staggers Act change to the system—forward contracting—enables shippers to bid and purchase rail service for a future period. An example of a railroad’s forward offerings is shown in figure 1, including the equipment type (e.g., single cars or unit trains), placement period, and the winning bid (or no bid). The winning shipper then receives a contract outlining various terms, such as the forward car placement period, number of cars per month, penalties, etc.² Crucially, also, these contracts allow “transferability,” another lasting post-Staggers Act feature, which underpins the secondary market for railcars. Transferability allows the owner of a contract to sell excess cars to other shippers at market prices.

This buying and selling of freight among shippers form the secondary market. Prices on the secondary market are a key indicator of supply and demand of railcars and affect market conditions for shippers and carriers.

Undoubtedly, the railroad industry’s primary and secondary railcar markets have helped ensure the availability and efficient movement of goods. However, these markets are, also, complicated, controversial, and poorly understood by many stakeholders and analysts. While shedding light on the markets’ key features, the new USDA-sponsored research also examined their effects on rail and shipper market conditions, such as daily car values, basis prices, and various sources of risk.³ The next section describes some of the research’s principal findings and implications for providers and users of agricultural transportation.

Figure 1: Union Pacific Shuttle Auction Results for August 5, 2019.

UPRR - Tender for August 05, 2019 - Auction Closed				
Lot Number	Placement Period	Unit Type	Units Offered	Winning Bid(s)
Region 1 - Arkansas, Illinois, Louisiana, Missouri, New Mexico, Oklahoma, Texas, Wisconsin (including Duluth, Mn)				
52506	LH August,2019	1	30	\$10
52508	FH September,2019	1	10	NO BID
52509	LH September,2019	1	10	NO BID
52516	FH October,2019	1	50	NO BID
52517	LH October,2019	1	50	NO BID
Region 2 - Colorado, Iowa, Kansas, Minnesota, Nebraska, Wyoming (including Kansas City And St Joseph, Mo)				
52510	FH September,2019	1	175	\$10
52511	LH September,2019	1	175	\$10
52512	LH September,2019	100	1	NO BID
52518	FH October,2019	1	400	\$10
52519	FH October,2019	100	2	NO BID
52520	LH October,2019	1	400	\$10
52521	LH October,2019	100	2	NO BID
Region 3 - Arizona, California, Idaho, Montana, Nevada, Oregon, Utah, Washington				
52513	FH September,2019	1	10	\$10
52514	LH September,2019	1	10	NO BID
52522	FH October,2019	1	50	NO BID
52523	LH October,2019	1	50	NO BID
Shuttle Trains				
52507	Sep, 2019 Start, One Year	100	6	NO BID
52515	Oct, 2019 Start, One Year	100	5	NO BID
Shuttle Trains 6 Month				
No lots available to bid on at this time.				
Weekly Vouchers				
No lots available to bid on at this time.				

Source: Figure 3.2 from the Wilson study.

¹ The opinions and conclusions expressed are the author’s and do not necessarily reflect the views of USDA or AMS.

² While auctions are the primary method of allocating cars, it is not the only format. BNSF, for example, also has a lottery for some segments, where shippers can enter a drawing from a pool of available covered hopper cars. In addition, the instrument “name” varies by railroad. For example, shippers obtain “certificates of transportation” from BNSF and “car orders” from Union Pacific.

³ Basis is the difference between the local cash (spot) price and the futures price for a commodity.

Findings and Lessons for Stakeholders

The new research has several key takeaways.¹ For example, rail performance—measured by velocity (the number of train trips per month) is negatively correlated with the price of cars (“daily car value”) in the secondary railcar market. This, in turn, affects basis values. Figure 2 displays this relationship—high velocity values correspond to lower daily car values and, consequently, a lower basis. Furthermore, the researcher found that basis levels also affect prices in the secondary auction market. This means the two variables are simultaneously determined. Given this observation, the researcher suggests shippers should integrate grain prices into their railcar purchasing decisions. Similarly, grain elevators should integrate auction market freight pricing into their trading strategy.²

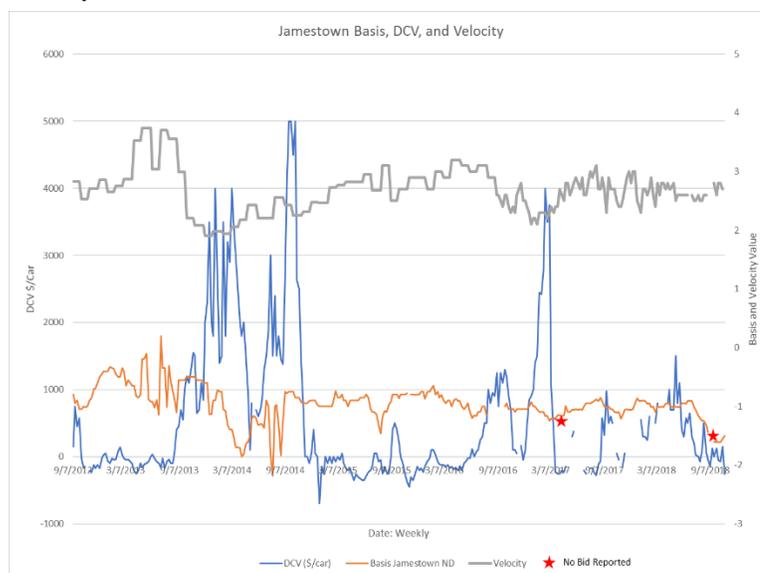
Figure 3 shows the relationship between an origin-destination basis pair for soybeans between 2012 and 2018. The study revealed that, while origin and destination basis are correlated, the relationship is complicated, and changes in transportation costs affect buyers and sellers differently. Regression analyses revealed a dollar increase in shipping costs increases destination basis on average by 82 cents and decreases origin basis by 19 cents, indicating that on average grain buyers (at the port) are more adversely affected than sellers (in the interior) by shipping cost increases.

For a full description of the implications for farmers, shippers, and carriers see pp. 42-46 of the study.

For More Agricultural Transportation Research

The Transportation Services Division (TSD) of USDA’s Agricultural Marketing Service continually sponsors cooperative research on transportation matters relevant to USDA stakeholders. Visit our [Cooperative Research Summaries page](#) to access the full list of cooperative research reports and summaries. This research investigates issues affecting all major modes of agricultural transportation—truck, rail, barge, and ocean. Past projects have covered changes in rail rates over time, effects of barge traffic disruptions on shipping costs, protection of perishable food in trucks, container availability in the Pacific Northwest, and many other topics. PeterA.Caffarelli@usda.gov, Jackson.Novak@usda.gov, Jesse.Gastelle@usda.gov

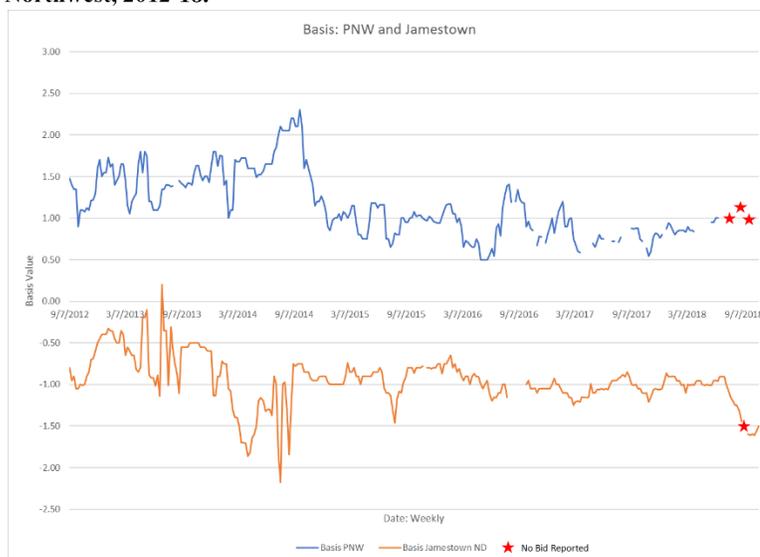
Figure 2: Pacific Northwest Soybean Basis, Daily Car Values, and Rail Velocity, 2013-18.



Note: “DCV” stands for “daily car value,” which measures the value of the car in dollars.

Source: Figure 4.5 from the Wilson study.

Figure 3: Comparison of Soybean Basis at Jamestown, ND, and the Pacific Northwest, 2012-18.



Source: Figure 4.1 from the Wilson study.

¹ The study developed several regression models. For instance, an econometric model was developed to explore the relationship between secondary railcar prices and basis values. In another model, the study replicated a regression analysis from an earlier study, looking at the relationship between “origin basis” and several explanatory variables (e.g., shipping costs, ocean rate spreads, outstanding export sales, railcars late, stocks to storage ratios, etc.).

² The researcher writes, “The overall implication for shippers is that shipping and logistics strategies should be integrated and managed accordingly. ...shippers that coordinate their rail car position with the buying and selling of grain would have lower risks and greater profits. This typically requires owning a buffer stock of grain to account in part for the volatilities in the market” (p. 46).

Grain Transportation Indicators

Table 1

Grain transport cost indicators¹

For the week ending	Truck	Rail		Barge*	Ocean	
		Unit train	Shuttle		Gulf	Pacific
08/26/20	163	280	249	198	199	172
08/19/20	163	280	234	202	199	172

¹Indicator: 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)

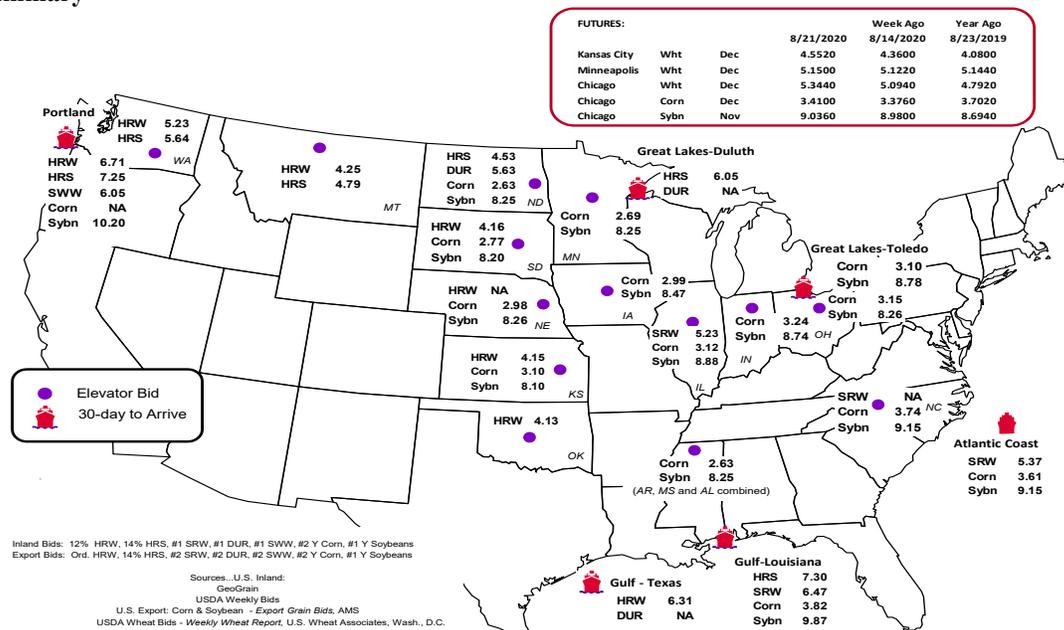
Commodity	Origin-destination	8/21/2020	8/14/2020
Corn	IL-Gulf	-0.70	-0.70
Corn	NE-Gulf	-0.84	-0.85
Soybean	IA-Gulf	-1.40	-1.37
HRW	KS-Gulf	-2.16	-2.06
HRS	ND-Portland	-2.72	-2.57

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		Pacific	Atlantic &	Total	Week ending	Cross-border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
8/19/2020 ^p	333	1,470	5,343	0	7,146	8/15/2020	3,024
8/12/2020 ^r	735	947	5,547	235	7,464	8/8/2020	2,780
2020 YTD ^r	14,236	30,016	157,071	6,423	207,746	2020 YTD	82,168
2019 YTD ^r	32,379	38,936	171,442	12,536	255,293	2019 YTD	80,184
2020 YTD as % of 2019 YTD	44	77	92	51	81	% change YTD	102
Last 4 weeks as % of 2019 ²	68	116	112	38	103	Last 4wks. % 2019	103
Last 4 weeks as % of 4-year avg. ²	70	105	98	57	94	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

¹Data is incomplete as it is voluntarily provided.

²Compared with same 4-weeks in 2019 and prior 4-year average.

³Cross-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.

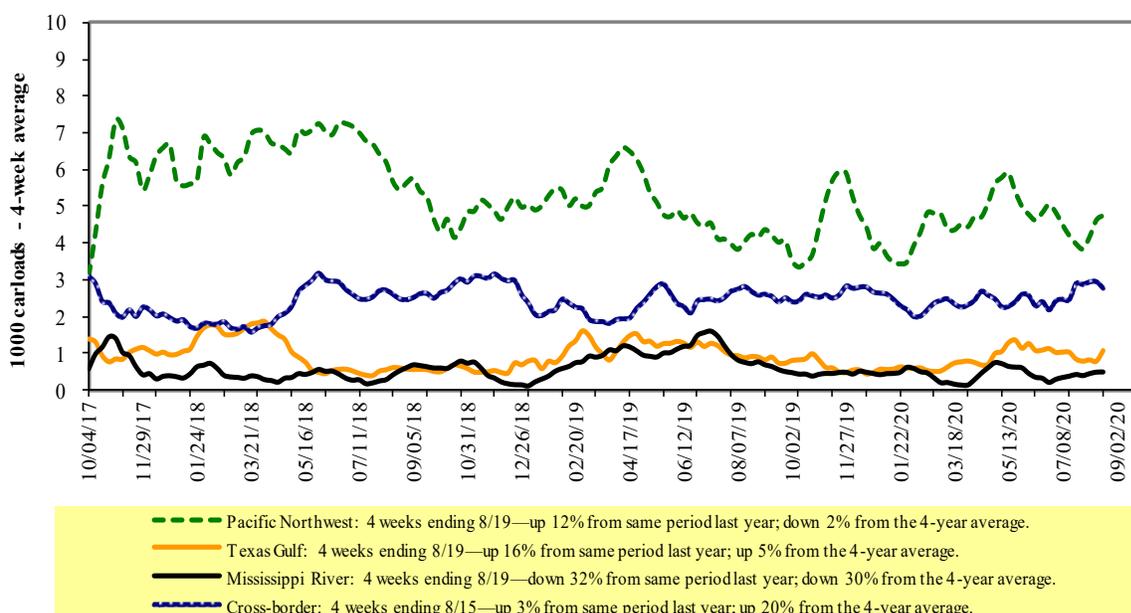
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

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: 8/15/2020	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,957	2,562	11,372	1,529	5,162	22,582	4,164	4,807
This week last year	1,168	2,615	10,373	1,103	4,532	19,791	2,672	4,284
2020 YTD	54,276	79,251	352,795	34,283	166,070	686,675	134,711	150,087
2019 YTD	61,041	94,269	365,290	36,871	170,300	727,771	137,851	145,005
2020 YTD as % of 2019 YTD	89	84	97	93	98	94	98	104
Last 4 weeks as % of 2019*	112	95	98	99	106	100	144	108
Last 4 weeks as % of 3-yr. avg.**	106	95	96	115	104	99	126	108
Total 2019	91,611	137,051	568,369	58,527	260,269	1,115,827	212,499	235,892

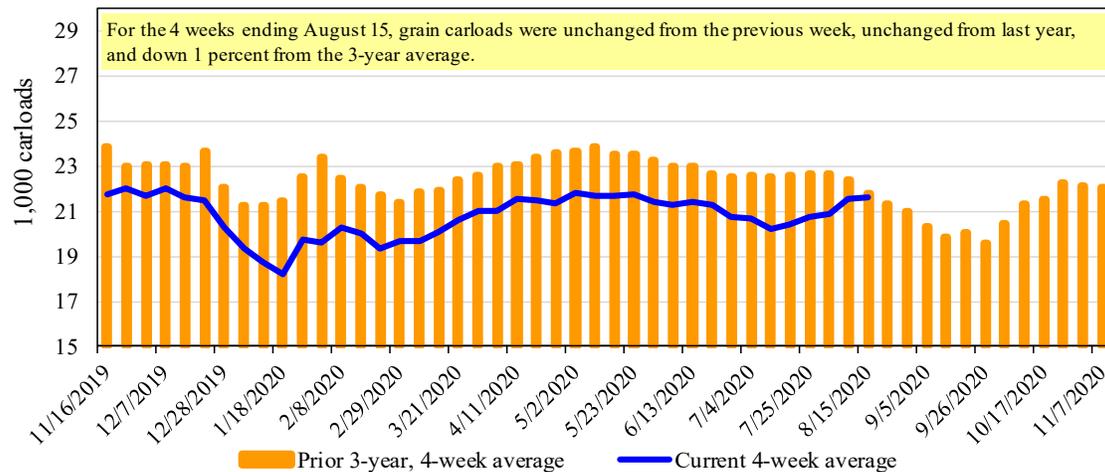
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**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 offerings¹ (\$/car)²

For the week ending: 8/20/2020		<u>Delivery period</u>							
		Sep-20	Sep-19	Oct-20	Oct-19	Nov-20	Nov-19	Dec-20	Dec-19
BNSF ³	COT grain units	0	no bid	0	no bid	no bids	no bid	no bids	no bid
	COT grain single-car	11	0	1	27	0	28	0	32
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

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

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

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

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

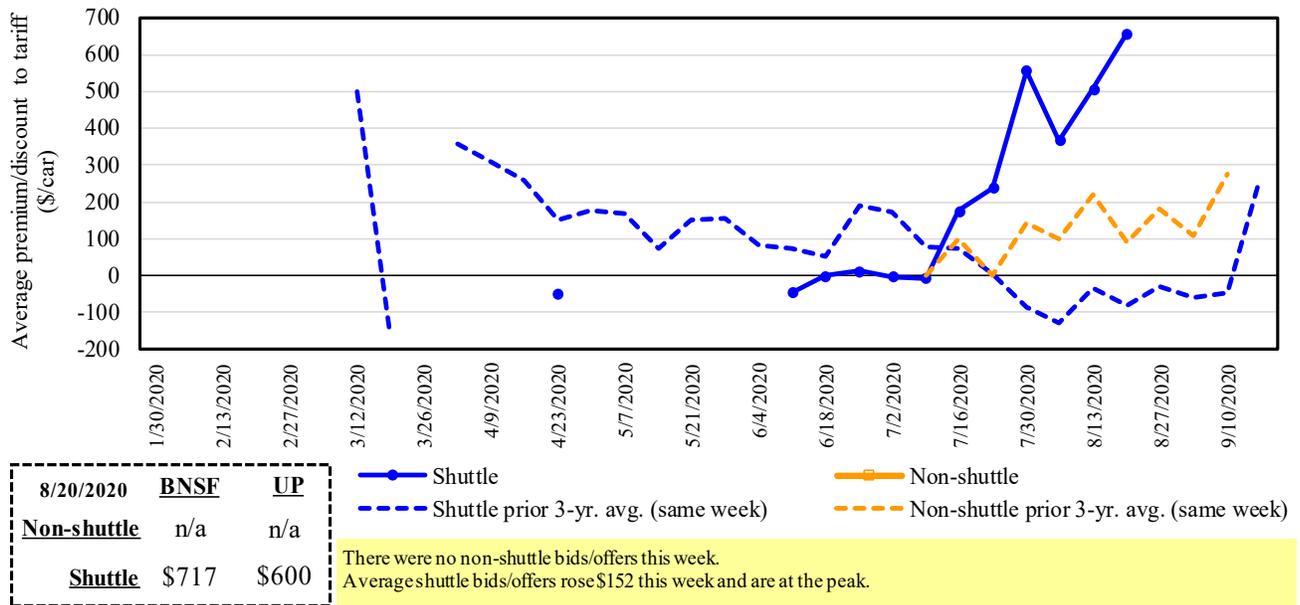
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

Source: USDA, Agricultural Marketing Service.

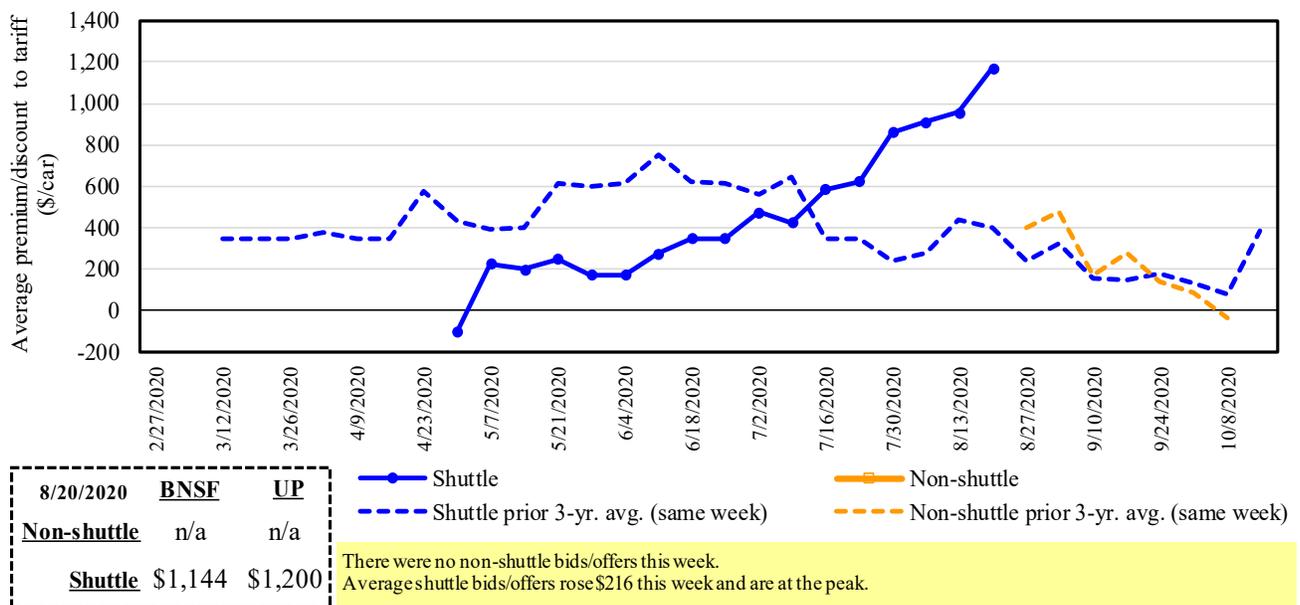
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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.

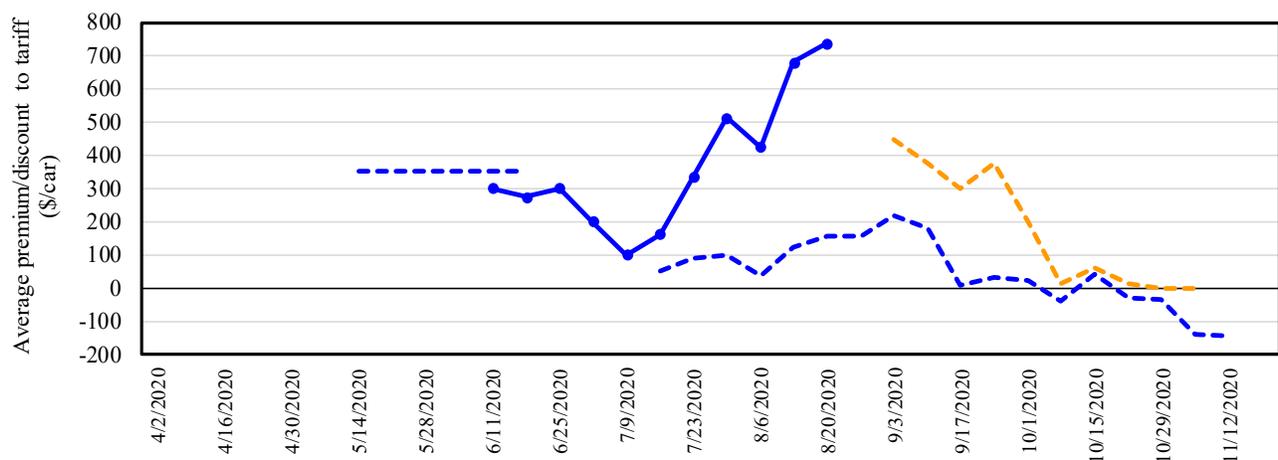
Figure 5
Bids/offers for railcars to be delivered in October 2020, secondary market



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



8/20/2020	BNSF	UP	Shuttle	Non-shuttle
Non-shuttle	n/a	n/a	Shuttle prior 3-yr. avg. (same week)	Non-shuttle prior 3-yr. avg. (same week)
Shuttle	\$1,000	\$475	There were no non-shuttle bids/offers this week. Average shuttle bids/offers rose \$56 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.

Table 6

Weekly secondary railcar market (\$/car)¹

For the week ending: 8/20/2020		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	717	1144	1000	n/a	n/a	n/a
	Change from last week	104	81	0	n/a	n/a	n/a
	Change from same week 2019	867	n/a	n/a	n/a	n/a	n/a
	UP-Pool	600	1200	475	250	n/a	n/a
	Change from last week	200	350	112	125	n/a	n/a
Change from same week 2019	713	n/a	n/a	n/a	n/a	n/a	

¹Average 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 shipments¹

August 2020	Origin region ³	Destination region ³	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y ⁴
					metric ton	bushel ²	
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,983	\$35	\$39.90	\$1.09	-2
	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	-3
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	\$30	\$36.35	\$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	-1	
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	1
	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	

¹A 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.

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

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

⁴Percentage 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: August 2020			Tariff rate per car ¹	Fuel surcharge per car ²	Tariff rate plus fuel surcharge per:		Percent change ⁴ Y/Y
Commodity	Origin state	Destination region			metric ton ³	bushel ³	
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	\$28	\$44.52	\$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	\$92	\$85.53	\$2.17	-1
	SD	Salinas Victoria, NL	\$6,905	\$0	\$70.55	\$1.79	0
	MO	Tlahpantla, EM	\$7,643	\$89	\$79.01	\$2.00	-2
	SD	Torreón, CU	\$7,690	\$0	\$78.57	\$1.99	0
Soybeans	MO	Bojay (Tula), HG	\$8,547	\$354	\$90.94	\$2.47	-1
	NE	Guadalajara, JA	\$9,172	\$362	\$97.41	\$2.65	-1
	IA	El Castillo, JA	\$9,490	\$0	\$96.97	\$2.64	1
	KS	Torreón, CU	\$7,964	\$238	\$83.80	\$2.28	-1
Sorghum	NE	Celaya, GJ	\$7,772	\$323	\$82.71	\$2.10	-2
	KS	Queretaro, QA	\$8,108	\$61	\$83.46	\$2.12	0
	NE	Salinas Victoria, NL	\$6,713	\$49	\$69.09	\$1.75	0
	NE	Torreón, CU	\$7,092	\$210	\$74.61	\$1.89	-3

¹Rates 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.

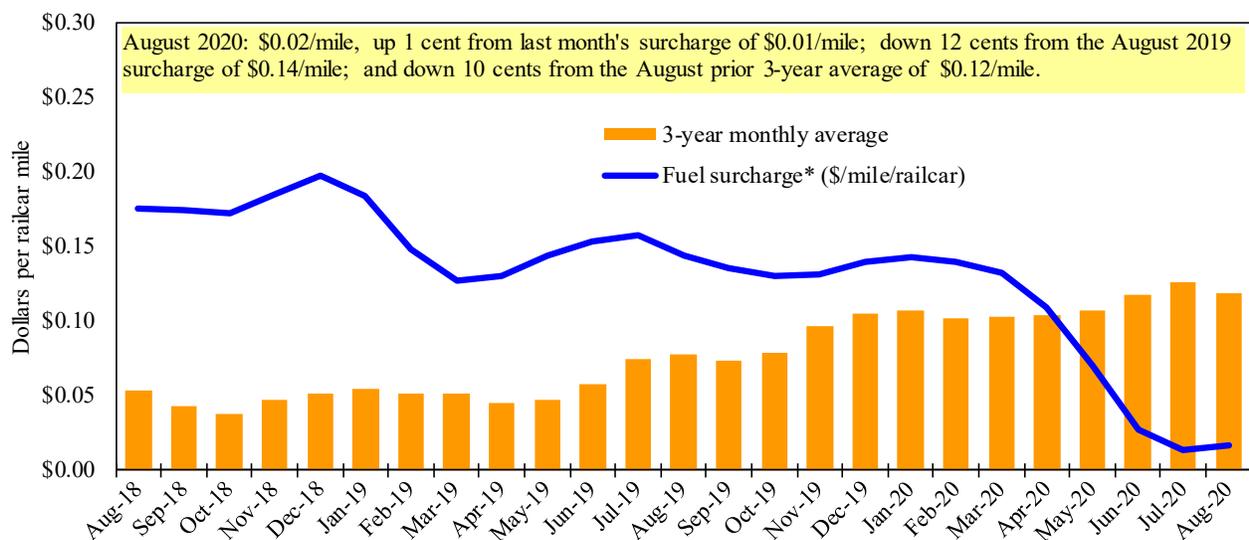
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

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

⁴Percentage 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 average¹

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.

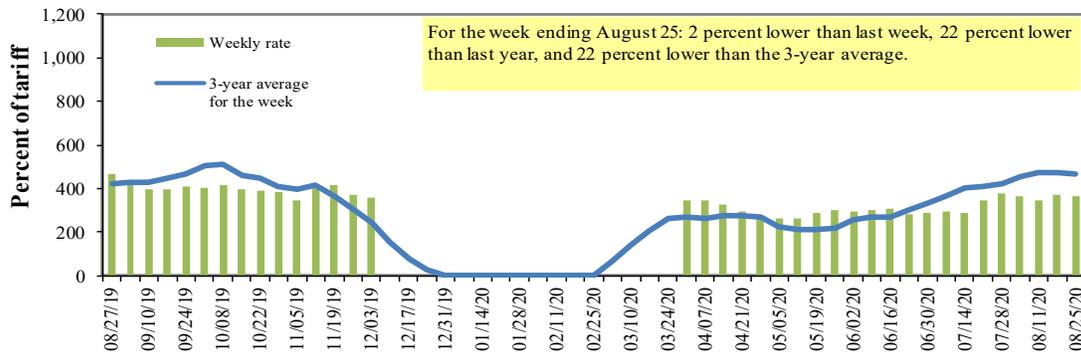
**CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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	8/25/2020	454	363	-	262	320	320	239
	8/18/2020	431	370	-	244	308	308	231
\$/ton	8/25/2020	28.10	19.31	-	10.45	15.01	12.93	7.50
	8/18/2020	26.68	19.68	-	9.74	14.45	12.44	7.25
Current week % change from the same week:								
	Last year	2	-22	-	-22	-9	-9	-36
	3-year avg. ²	-7	-22	-	-22	-10	-10	-24
Rate ¹	September	476	434	-	368	434	434	366
	November	361	412	406	281	372	372	263

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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

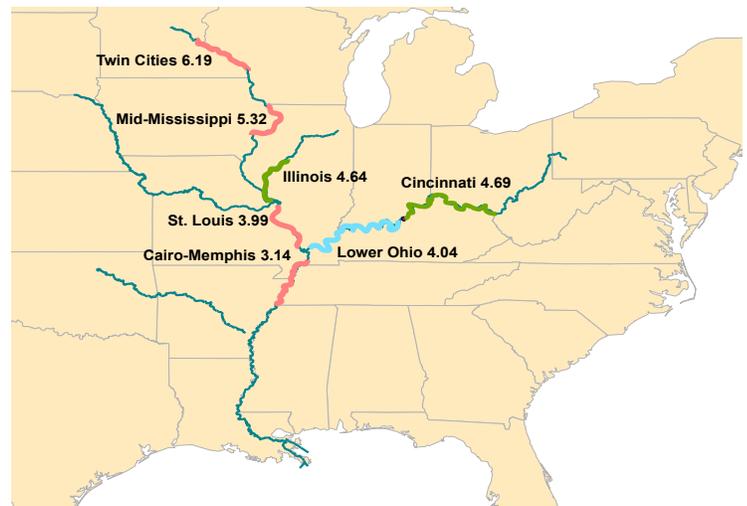
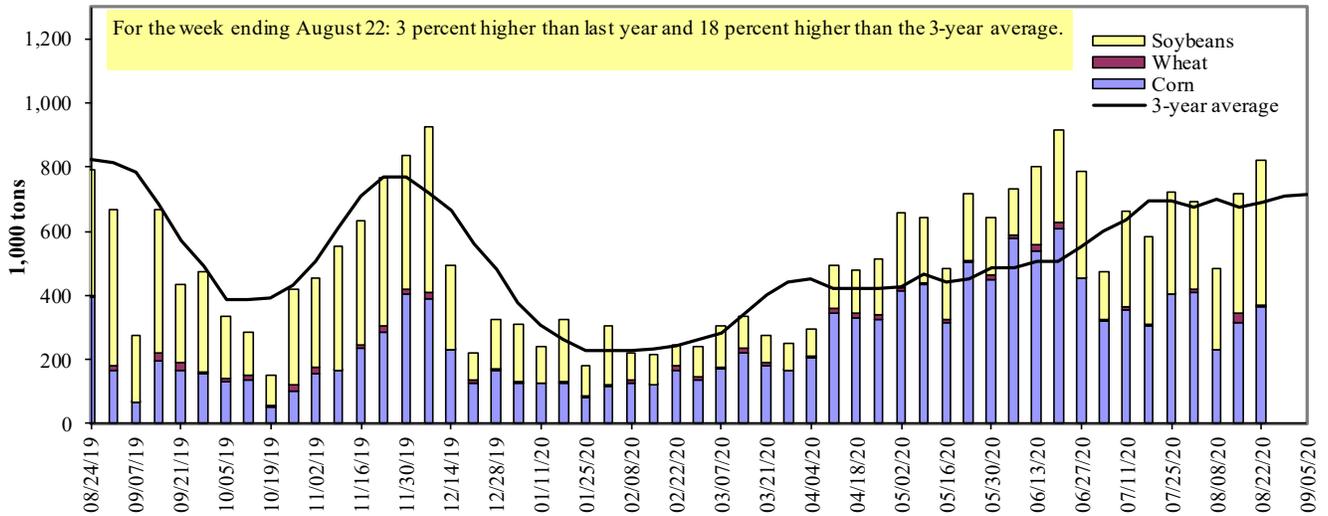


Figure 10

Barge movements on the Mississippi River¹ (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 08/22/2020	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	132	3	201	2	338
Winfield, MO (L25)	308	6	422	0	737
Alton, IL (L26)	345	8	437	0	790
Granite City, IL (L27)	363	6	450	0	819
Illinois River (La Grange)	0	0	0	0	0
Ohio River (Olmsted)	18	7	48	0	73
Arkansas River (L1)	0	15	14	0	29
Weekly total - 2020	381	29	512	0	922
Weekly total - 2019	403	27	448	13	890
2020 YTD ¹	12,469	1,342	8,948	107	22,866
2019 YTD ¹	8,514	1,169	7,397	119	17,198
2020 as % of 2019 YTD	146	115	121	90	133
Last 4 weeks as % of 2019 ²	126	219	121	24	125
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.

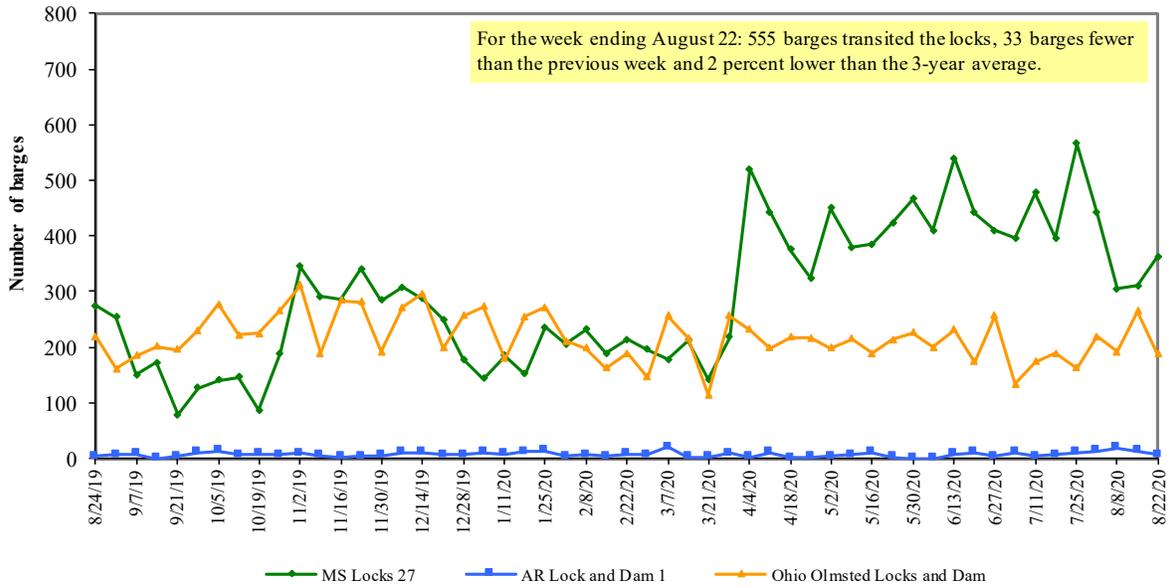
² As a percent of same period in 2019.

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

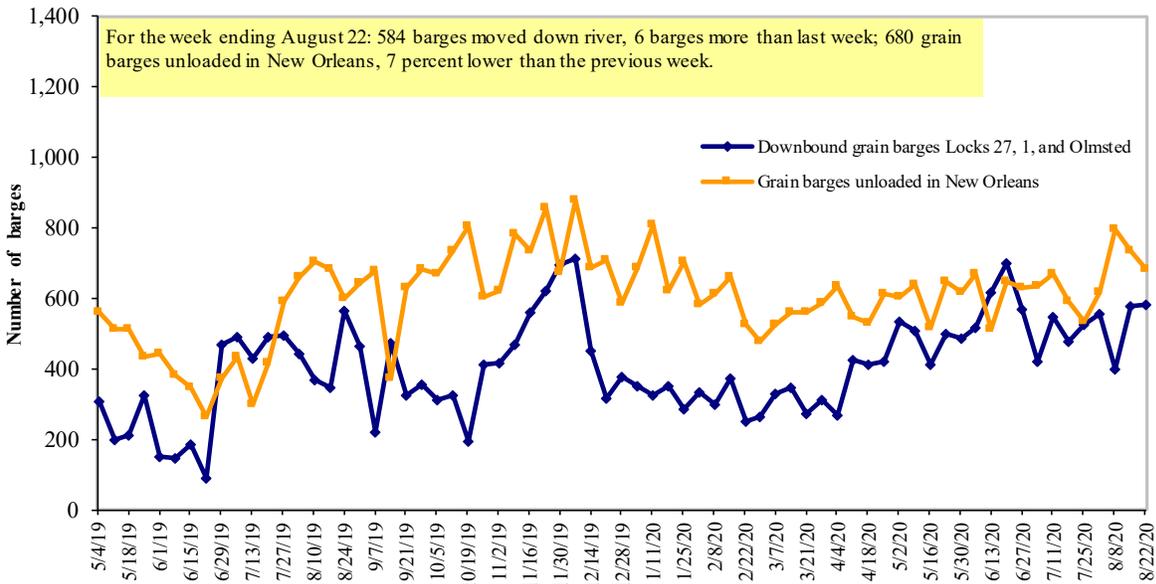
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



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 8/24/2020 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.506	-0.002	-0.497
	New England	2.620	-0.007	-0.411
	Central Atlantic	2.683	-0.001	-0.503
	Lower Atlantic	2.363	-0.002	-0.511
II	Midwest	2.308	0.000	-0.582
III	Gulf Coast	2.174	-0.003	-0.570
IV	Rocky Mountain	2.369	0.004	-0.567
	West Coast	2.960	0.002	-0.596
V	West Coast less California	2.590	0.004	-0.549
	California	3.265	0.001	-0.622
Total	United States	2.426	-0.001	-0.557

¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

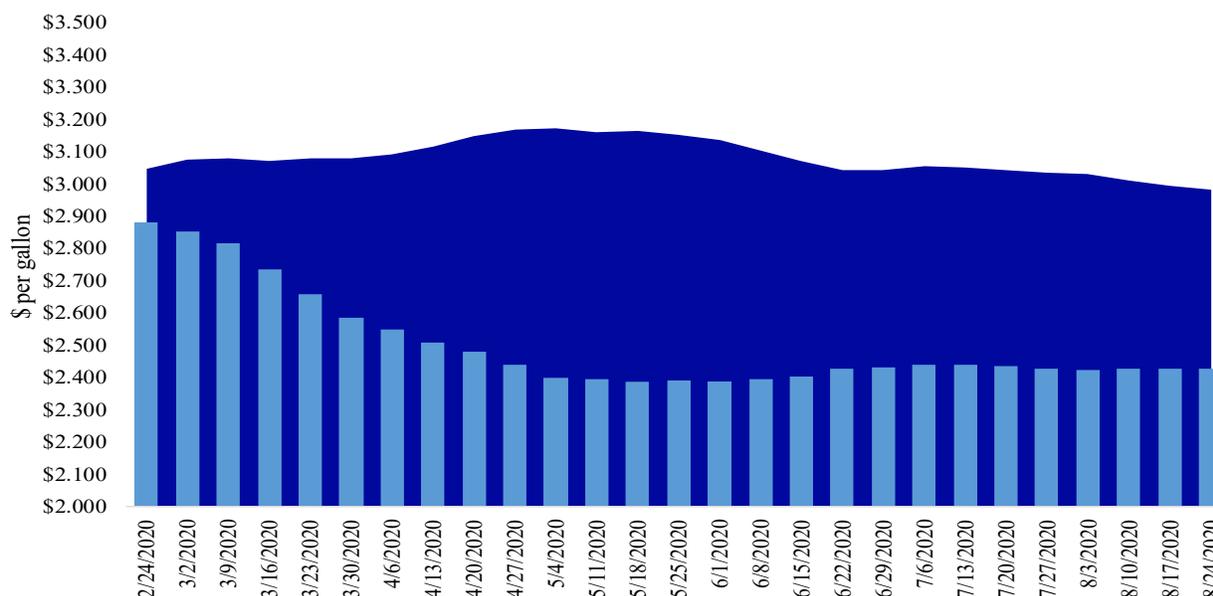
Source: U.S. Department of Energy, Energy Information Administration.

Figure 13

Weekly diesel fuel prices, U.S. average

For the week ending August 24, the U.S. average diesel fuel price decreased 0.1 cents from the previous week to \$2.426 per gallon, 55.7 cents below the same week last year.

■ Last year \$2.983
■ Current year \$2.426



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				
Export balances¹									
8/13/2020	1,643	691	1,878	1,245	255	5,711	3,003	5,534	14,248
This week year ago	1,520	688	1,511	947	297	4,962	2,172	4,499	11,634
Cumulative exports-marketing year²									
2019/20 YTD	2,367	385	1,430	1,012	209	5,403	41,219	41,964	88,586
2018/19 YTD	2,516	624	1,294	878	148	5,459	47,931	44,119	97,509
YTD 2019/20 as % of 2018/19	94	62	111	115	141	99	86	95	91
Last 4 wks. as % of same period 2018/19*	110	99	122	134	71	114	206	147	144
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 importers¹ of U.S. corn

For the week ending 08/13/2020	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	2,667	14,434	15,694	(8)	14,659
Japan	860	9,974	12,869	(22)	11,955
Korea	66	2,693	3,695	(27)	4,977
Colombia	370	4,802	4,682	3	4,692
Peru	90	554	1,992	(72)	2,808
Top 5 importers	4,053	32,456	38,932	(17)	39,091
Total U.S. corn export sales	12,204	44,221	50,103	(12)	54,024
% of projected exports	22%	97%	95%		
Change from prior week ²	723	62	119		
Top 5 importers' share of U.S. corn export sales	33%	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)	

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

²Cumulative 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.

³FAS 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 importers¹ of U.S. soybeans

For the week ending 8/13/2020	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 -			- 1,000 mt -
China	11,924	16,823	14,073	20	25,733
Mexico	1,167	4,731	4,964	(5)	4,271
Indonesia	57	2,385	2,421	(1)	2,386
Japan	160	2,505	2,604	(4)	2,243
Egypt	150	3,857	2,700	43	1,983
Top 5 importers	13,459	30,301	26,761	13	36,616
Total U.S. soybean export sales	20,549	47,498	48,618	(2)	53,746
% of projected exports	35%	106%	102%		
change from prior week ²	2,573	(13)	26		
Top 5 importers' share of U.S. soybean export sales	65%	64%	55%		68%
USDA forecast, August 2020	57,902	44,959	47,738	94	

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

²Cumulative 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.

³FAS 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 importers¹ of all U.S. wheat

For the week ending 8/13/2020	commitments ²		% change current MY from last MY	Exports ³ 3-yr. avg. 2017-19
	2020/21 current MY	2019/20 last MY		
		- 1,000 mt -		- 1,000 mt -
Mexico	1,085	1,475	(26)	3,213
Philippines	1,596	1,252	28	2,888
Japan	1,025	1,007	2	2,655
Nigeria	535	644	(17)	1,433
Korea	704	525	34	1,372
Indonesia	327	304	8	1,195
Taiwan	468	503	(7)	1,175
Thailand	263	371	(29)	727
Italy	405	327	24	622
Colombia	166	284	(42)	618
Top 10 importers	6,574	6,691	(2)	15,897
Total U.S. wheat export sales	11,114	10,422	7	23,821
% of projected exports	42%	40%		
change from prior week ²	523	595		
Top 10 importers' share of U.S. wheat export sales	59%	64%		67%
USDA forecast, August 2020	26,567	26,294	1	

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

²Cumulative 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.

³FAS 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 08/20/20	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.	
Pacific Northwest									
Wheat	345	405	85	10,412	8,910	117	117	106	13,961
Corn	223	220	101	7,110	6,858	104	817	118	7,047
Soybeans	141	90	157	3,008	6,771	44	26	48	11,969
Total	709	715	99	20,530	22,540	91	113	98	32,977
Mississippi Gulf									
Wheat	84	8	n/a	2,483	3,308	75	50	59	4,448
Corn	460	605	76	19,392	15,573	125	128	106	20,763
Soybeans	845	738	114	14,649	16,114	91	98	118	31,398
Total	1,388	1,351	103	36,524	34,995	104	104	108	56,609
Texas Gulf									
Wheat	95	37	256	2,938	4,696	63	105	134	6,009
Corn	30	28	109	527	490	108	80	91	640
Soybeans	55	0	n/a	62	2	n/a	n/a	n/a	2
Total	180	65	279	3,527	5,187	68	114	141	6,650
Interior									
Wheat	50	54	93	1,466	1,269	116	79	102	1,987
Corn	164	178	92	5,570	5,004	111	126	115	7,857
Soybeans	107	120	90	4,127	4,468	92	87	100	7,043
Total	321	351	91	11,164	10,741	104	102	108	16,887
Great Lakes									
Wheat	22	11	207	447	660	68	39	66	1,339
Corn	0	26	0	26	0	n/a	n/a	162	11
Soybeans	50	22	231	216	398	54	267	165	493
Total	72	58	124	689	1,058	65	114	120	1,844
Atlantic									
Wheat	4	6	63	22	34	65	956	673	37
Corn	0	0	n/a	8	94	9	0	0	99
Soybeans	12	3	407	485	865	56	74	81	1,353
Total	16	9	176	515	993	52	88	97	1,489
U.S. total from ports*									
Wheat	600	521	115	17,769	18,877	94	95	99	27,781
Corn	876	1,056	83	32,633	28,019	116	158	110	36,417
Soybeans	1,211	973	124	22,547	28,618	79	83	107	52,258
Total	2,687	2,550	105	72,949	75,514	97	107	106	116,457

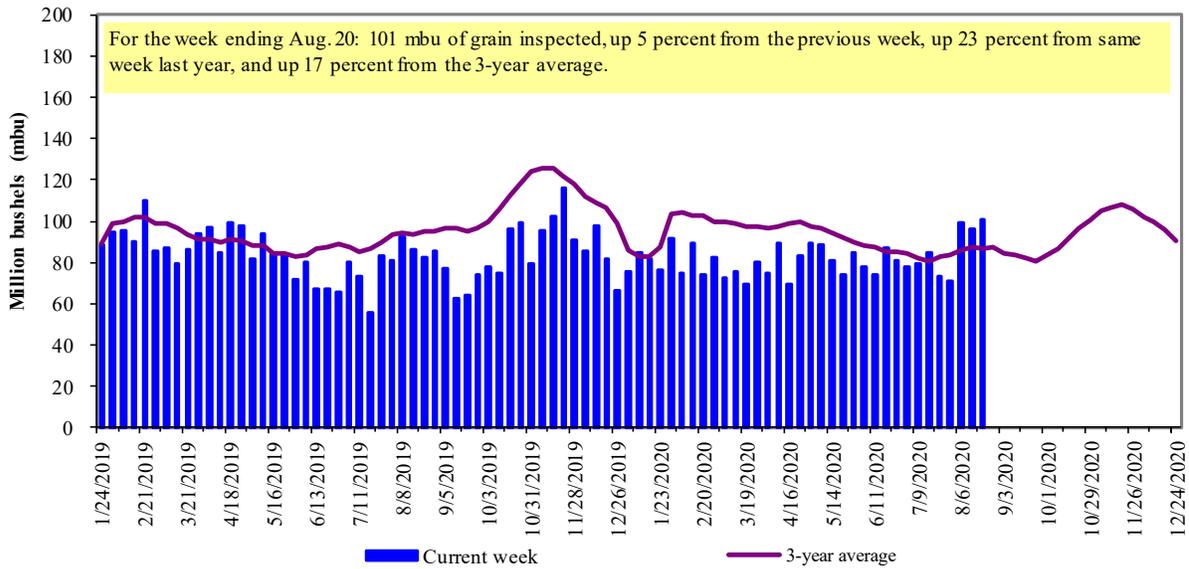
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

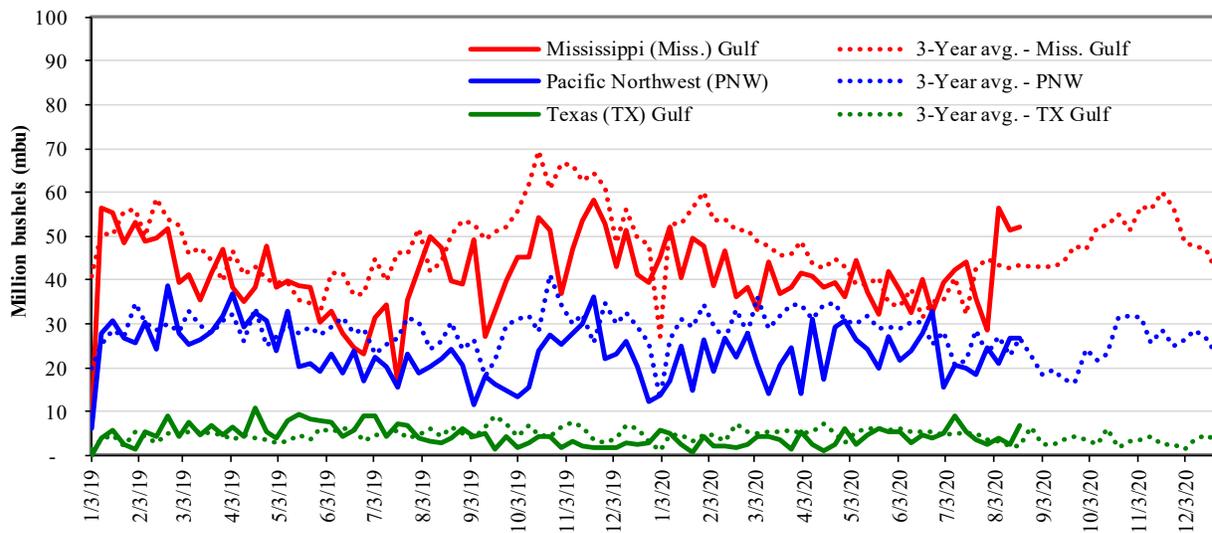


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

U.S. Grain inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



<u>Week ending 08/20/20 inspections (mbu):</u>	<u>Percent change from:</u>	<u>MS Gulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
MS Gulf: 52.2	Last wk:	up 2	up 174	up 10	unchanged
PNW: 26.6	Last Year (same wk):	up 32	up 75	up 35	up 9
TX Gulf: 6.7	3-yr avg. (4-wk. mov. Avg):	up 20	up 140	up 27	up 6

Source: USDA, Federal Grain Inspection Service.

Ocean Transportation

Table 17

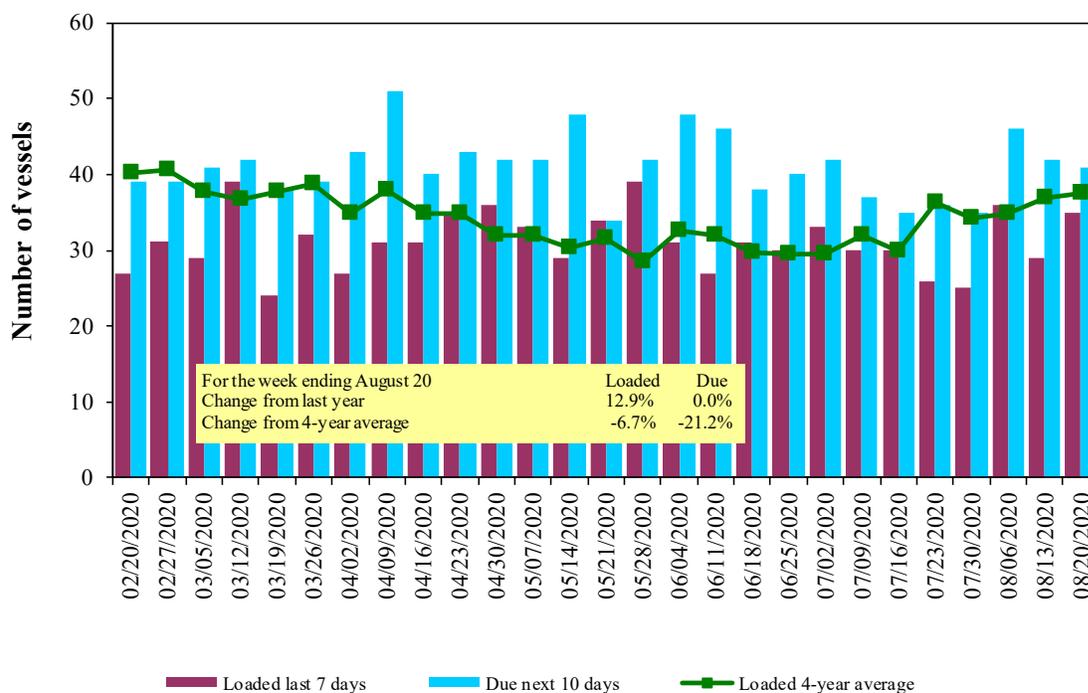
Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
8/20/2020	28	35	41	11
8/13/2020	27	29	42	10
2019 range	(26...61)	(18...44)	(33...69)	(8...33)
2019 average	40	31	49	17

Source: USDA, Agricultural Marketing Service.

Figure 16

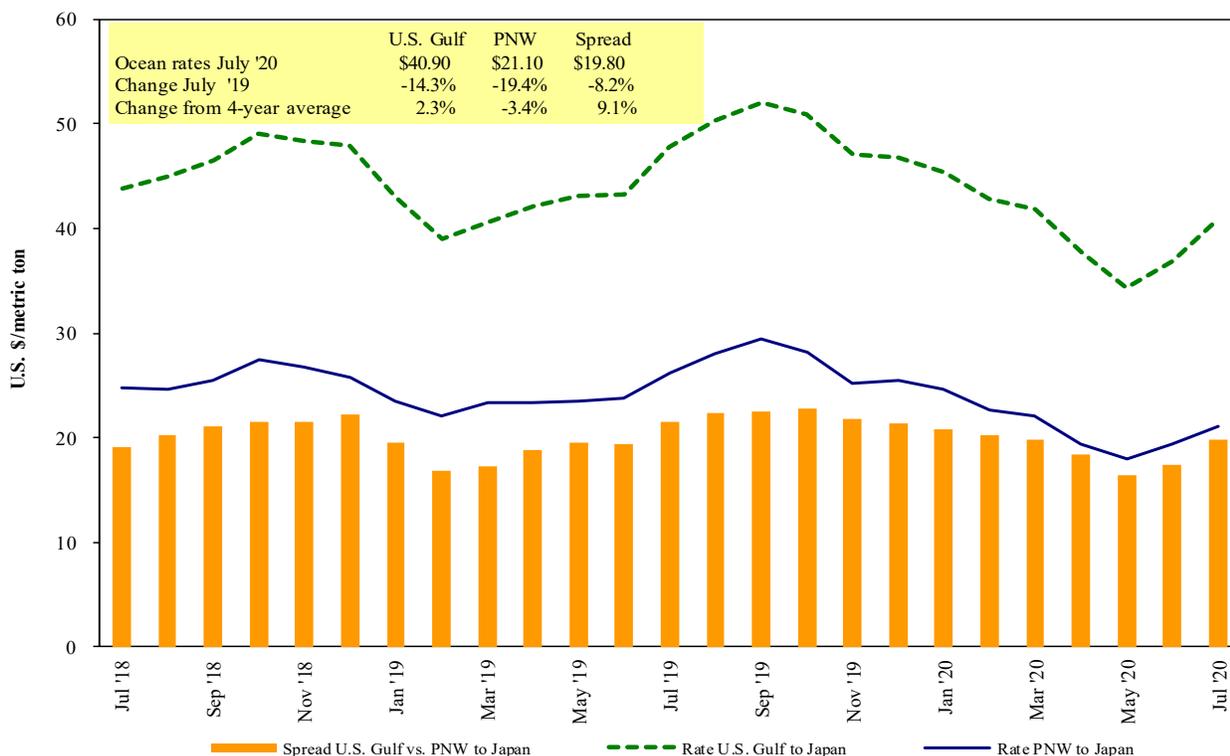
U.S. Gulf¹ vessel loading activity



¹U.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 08/22/2020

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.

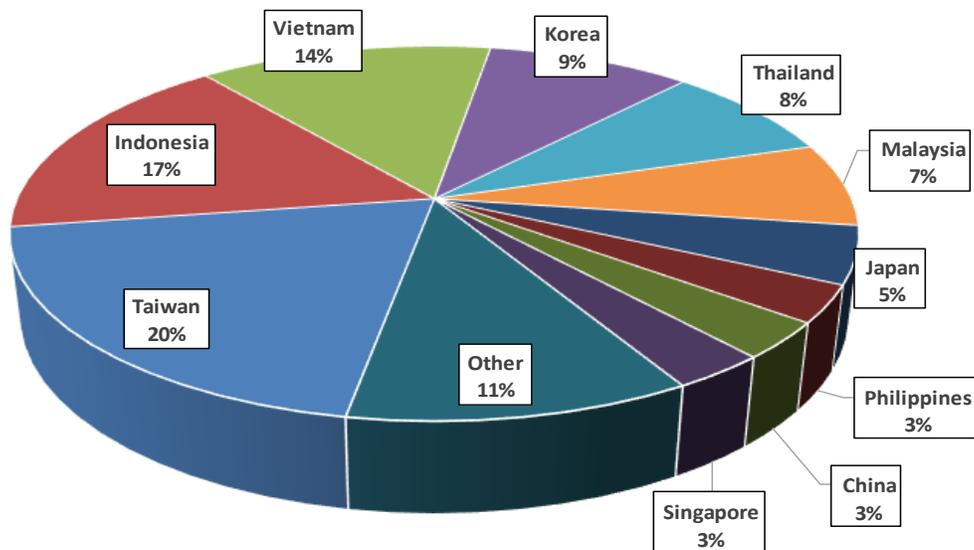
Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated;

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.

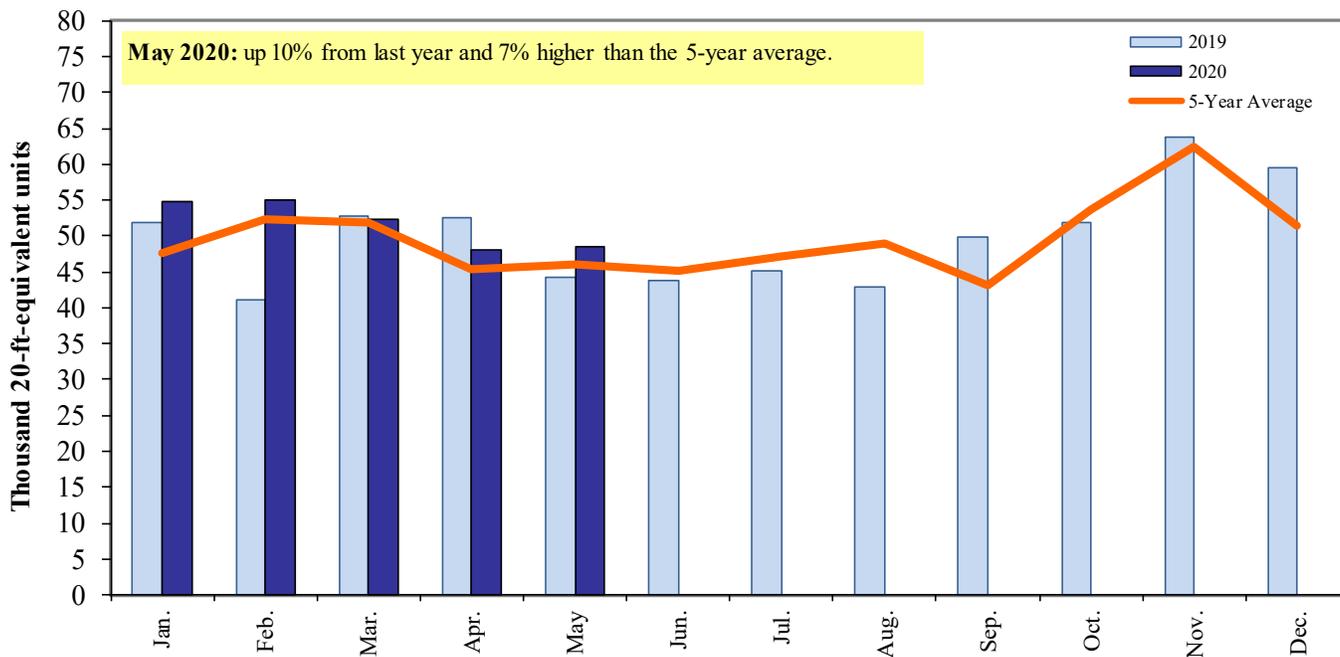
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-May 2020



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, 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*. August 27, 2020. Web: <http://dx.doi.org/10.9752/TS056.08-27-2020>

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at How to File a Program Discrimination Complaint and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, D.C. 20250-9410; (2) fax: (202) 690-7442; or (3) email: program.intake@usda.gov.

USDA is an equal opportunity provider, employer, and lender.