



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

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## WEEKLY HIGHLIGHTS

### Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

Data Links

Specialists

Subscription  
Information

The next  
release is  
May 19, 2016

#### Wheat Inspections Highest Since December

For the week ending May 5, total inspections of wheat for export from all major export regions reached 0.523 million metric tons (mmt), up 40 percent from the past previous week, and 10 percent above the same time last year. Wheat inspections were also the highest since mid-December last year, with increased shipments to Asia and Africa. Corn inspections decreased slightly from the past week, while soybeans dropped 38 percent. **Total inspections of grain** (corn, wheat, soybeans) reached 1.76 mmt, up 3 percent from the past week, unchanged from last year, and up 6 percent from the 3-year average. Pacific Northwest (PNW) grain inspections jumped 64 percent, and Mississippi Gulf grain inspections increased 8 percent. Outstanding export sales were down for corn and wheat, but up for soybeans.

#### Upper Mississippi River Corn Barge Movements at 6-Year High

For the week ending May 7, corn tonnages through Mississippi River Locks 27, near St. Louis, MO, were 706 thousand tons, the highest weekly count since May 29, 2010. Adequate navigation conditions and ample barge supply have helped facilitate the movement of barged grain. For the week beginning May 8, there are generally favorable navigation conditions on most of the Mississippi River and connecting waterways. However, some high water conditions are occurring on the Mississippi River between St. Louis, and the mouth of the Ohio River. Barge rates on Upper Mississippi and Illinois Rivers have been steady and are currently 35 to 38 percent below the 5-year average.

#### Increased Exports Could Push Transportation Demand

USDA's May 2016 [World Agricultural Supply and Demand Estimates](#) projected that for the 2016/17 crop year, corn exports will be 1.9 billion bushels, soybean exports will be 1.885 billion bushels, and wheat exports will be 0.780 billion bushels. Corn exports are projected higher with more competitive prices and reduced supplies and competition from Brazil. Soybean exports are projected upward, as sharply reduced stocks in South America this fall are expected to limit competition during the first half of the marketing year. Wheat exports are projected up from the previous year's low level, but still well below average.

#### Joint U.S.-Canada Transportation Research Conference

The Canadian Transportation Research Forum and U.S. Transportation Research Forum held a joint conference in Toronto, Canada, May 1-4, 2016. The conference brought together carriers, shippers, academia, and government from both sides of the border to discuss issues and current research pertaining to North American transportation challenges arising from changes in technology, policy, and infrastructure. Sessions covered agricultural freight flows, grain transportation policy in Canada, shipping on the Great Lakes, and railroad competition and wheat rates, among others. The next U.S. Transportation Research Forum annual conference will be held in spring 2017 in Chicago, IL.

### Snapshots by Sector

#### Export Sales

During the week ending April 28, **unshipped balances** of wheat, corn, and soybeans totaled 19.8 mmt, up 2 percent from the same time last year. Net weekly **wheat export sales**, at 0.179 mmt, were down 50 percent from the previous week. Net **corn export sales** were 0.769 mmt, down 64 percent from the previous week, and net **soybean export sales** were 0.816 mmt, up 45 percent from the past week.

#### Rail

U.S. Class I railroads originated 20,038 **grain carloads** for the week ending April 30, up 9 percent from the previous week, up 9 percent from last year, and up 4 percent from the 3-year average.

Average May shuttle **secondary railcar bids/offers** per car were \$178 below tariff for the week ending May 5, unchanged from last week, and \$109 higher than last year. There were no non-shuttle secondary railcar bids/offers this week.

#### Barge

For the week ending May 7, **barge grain movements** totaled 996,877 tons, 13 percent higher than last week, and up 39 percent from the same period last year.

For the week ending May 7, 610 grain barges **moved down river**, up 6 percent from last week; 639 grain barges were **unloaded in New Orleans**, up 7 percent from the previous week.

#### Ocean

For the week ending May 5, 35 **ocean-going grain vessels** were loaded in the Gulf, unchanged from the same period last year. Forty-six vessels are expected to be loaded within the next 10 days, 18 percent less than the same period last year.

For the week ending May 5, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$25.00 per metric ton, unchanged from the previous week. The cost of shipping from the PNW to Japan was \$15.00 per metric ton, unchanged from the previous week.

#### Fuel

During the week ending May 09, U.S. average **diesel fuel prices** remain unchanged from the previous week at \$2.27 per gallon, down \$0.61 from the same week last year.

# Feature Article/Calendar

## An Examination of Basis, Grain Stocks, and Transportation Demand

Time is an important variable for grain and its allied industries, particularly because supplies are seasonal, but demand occurs throughout the year. Grain storage helps link these periodic supplies (at harvest) with demand that is spread through the year. A mechanism that permits prices to fluctuate according to changes in supply and demand over time is the futures market and basis.

Among other issues, farmers consider the current cash price offered to them and the available futures price before deciding whether to sell now or later. This decision also affects the relationship between cash and futures prices and is an important driver of the demand for transportation in the near and longer term. The difference between the futures price for a commodity and the local cash price offered by grain buyers is the basis (see [07/02/09 Grain Transportation Report \(GTR\)](#)). This article uses GTR data to investigate the relationship between basis, grain stocks, and transportation demand, and the degree to which grain markets respond to basis by selling now versus the future.

### Basis: sell now or later?

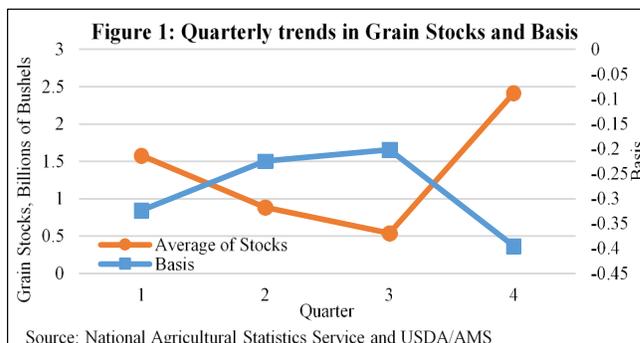
Basis can be written mathematically in the following form:  $\text{Basis}_0 = \text{Cash Price}_0 - \text{Futures Price}_0$ , where Cash Price<sub>0</sub> and Future Price<sub>0</sub> are the current cash price offered at specific locations and the future price offered at corresponding commodity exchanges. From this perspective, it can be seen that different locations each have a different basis (because cash prices depend on local supply and demand factors), and that basis is about the spread between current and future prices. A negative value corresponds to a cash price under the future price, while a positive value is a cash price over the futures price. When the basis becomes more positive or less negative, the basis narrows or strengthens. When the basis becomes less positive or more negative it becomes wider or weaker.

Grain storage is an important variable involved with the decision to buy or sell, now or in the future, and is sometimes closely tied to basis depending on market circumstances. As basis weakens/widens, the incentive to sell now declines, and the incentive to store rises. This is because a weak basis usually corresponds to relatively low cash prices and relatively high futures prices. As basis strengthens/narrows, the incentive to sell rises, while the incentive to store falls. However, keep in mind that the decision to buy, sell, or store, is complicated and relies on more factors than just the basis.

With this theory in mind, the trends in quarterly grain stocks, are compared to the trends in quarterly basis. Basis is calculated using origin price data from the [GTR Table 2](#) and [Figure 1](#), and futures prices from the associated exchange. The price data includes origins from Illinois, Iowa, Kansas, Nebraska, and North Dakota. Grain stocks were obtained from USDA's National Agricultural Statistics Service's quarterly *Grain Stocks* reports for the same States. Figure 1 shows the grain basis and stocks, averaged across locations and across years (2007-2015) for each quarter, and depicts the typical trend for basis and stocks throughout any given year. Although not shown, the data was also broken down by commodity and by on- and off-farm storage, but the trends were the same.

While any cause and effect between basis and stocks needs to be interpreted carefully due to the interconnection between the two variables, Figure 1 shows the expected relationship between basis and stocks. On average, the fourth quarter of the year is when stocks are at their highest, which corresponds with the harvest of corn and soybeans. After December, grain gradually leaves storage throughout the rest of the year, until the third quarter

when stocks are at their lowest and storage facilities are relatively empty and ready for the next harvest.



Given the trends in grain stocks, the trends in grain storage confirm the economic theory that more grain will be stored when basis is weak and less grain will be stored when basis is strong. In Figure 1, basis trends mirror the stock trends. During harvest, the large supply of grain tends to widen the basis. Accordingly, Figure 1 shows basis at its lowest during the fourth quarter. The low basis

increases the incentive to store. Figure 1 also shows grain stocks at their highest in the fourth quarter. After harvest, basis gradually rises until its peak in the third quarter when storage is at its lowest.

### Implications for Transportation

Figure 1 shows the importance of seasonal trends in basis. The demand for transportation will follow similar trends throughout the year. However, as already stated, the cause and effect must be carefully interpreted. As Figure 1 shows, a low basis will sometimes be associated with a high demand for transportation, as during harvest. At other times, however, a low basis will be associated with a low demand for transportation. It is necessary to know what is driving changes in basis in order to understand its effects on transportation. In order to do so, it is helpful to compare the current basis levels to the “typical seasonal” basis levels for each commodity.

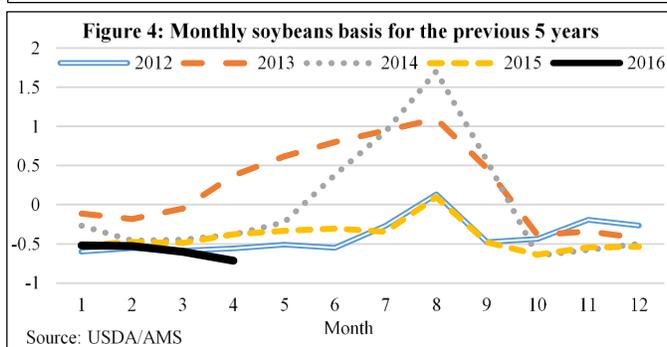
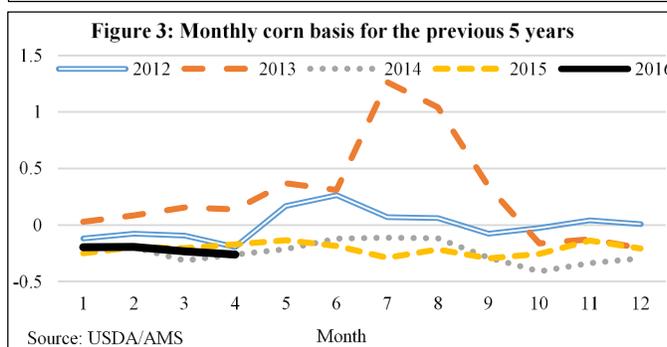
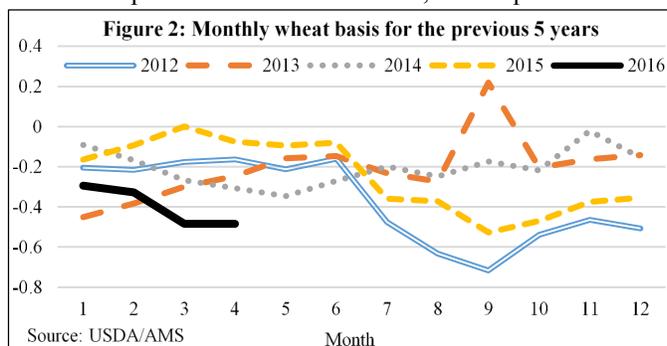
Figures 2, 3, and 4 display the monthly basis for the past 5 years for wheat, corn, and soybeans. This perspective shows the basis trends throughout the year, and compares basis levels to historic levels at a particular time of the year. Similar yearly trends are seen as in Figure 1; basis generally peaks before harvest and reaches its lowest point during harvest. The trends are less pronounced, however, because the uniqueness of each year is not being averaged out, as in Figure 1. For all three commodities, basis tended to be high in 2013 and 2014 for wheat and soybeans. This may have been related to the drought-affected 2012 crop, having led to increased demand for grain going into the 2013 harvest, or to the 2013/2014 rail service disruptions.

For all three commodities, 2016 basis has tended to be below average. This is especially true for wheat. The April 12 *USDA's World Supply and Demand Estimates (WASDE)* report stated that March 1 wheat stocks were at their highest since 1987. As stated earlier, a weak basis provides an incentive to store, and can imply a low demand for transportation. Accordingly, GTR Table 16 cites YTD Wheat inspections at 89 percent of 2015 YTD inspections.

Corn and soybean basis are also down slightly in April compared to previous years. However, in this case, this may be a sign of strong transportation demand. April corn and soybean futures are up compared to March and compared to April 2015. The May *WASDE* projected increases in corn and soybean exports in the 2016/2017 marketing year, citing a low Brazil corn second-crop, and sharply reduced soybean stocks in South America.

Again, it is important to keep in mind that there are many factors that affect basis, and many other factors affecting the demand for transportation and storage. However, the findings in the article show that basis is an important variable affecting a farmer's decision to sell now or later, and hence affect storage and the demand for transportation in the near and longer term.

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# Grain Transportation Indicators

Table 1

**Grain Transport Cost Indicators<sup>1</sup>**

For the week ending	Truck	Rail		Barge	Ocean	
		Unit	Train	Shuttle	Gulf	Pacific
05/11/16	152	255	193	144	112	106
05/04/16	152	251	193	146	112	106

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

Commodity	Origin--Destination	5/6/2016	4/29/2016
Corn	IL--Gulf	-0.61	-0.63
Corn	NE--Gulf	-0.88	-0.89
Soybean	IA--Gulf	-0.99	-1.12
HRW	KS--Gulf	-1.04	-1.07
HRS	ND--Portland	-1.77	-1.66

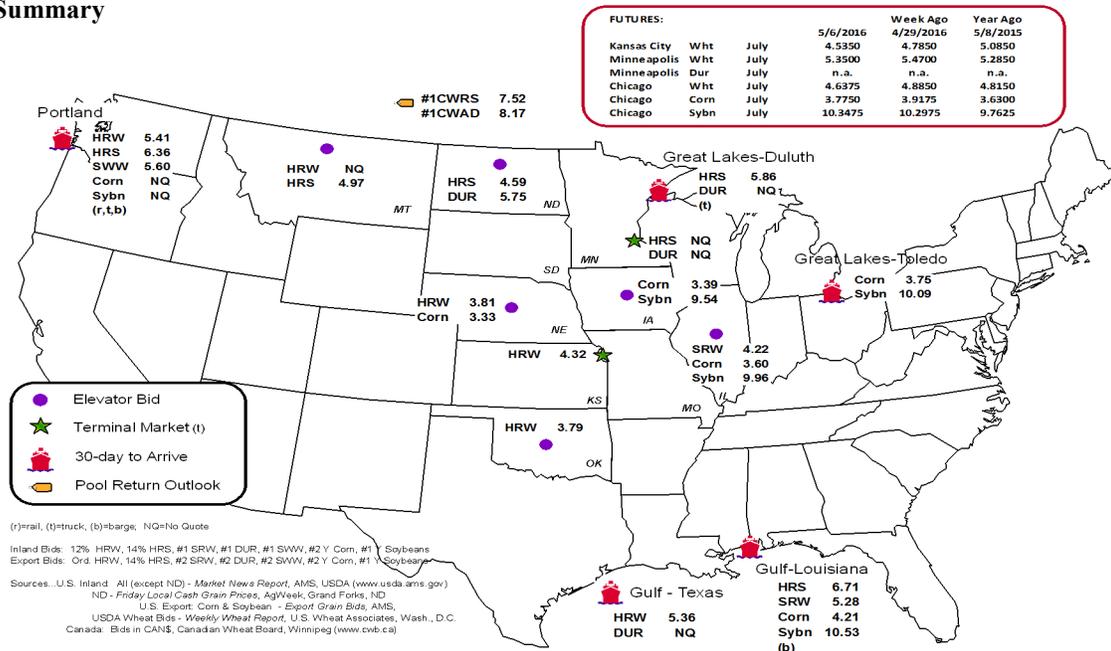
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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				
5/04/2016 <sup>p</sup>	224	883	3,365	92	4,564	4/30/2016	2,023	
4/27/2016 <sup>r</sup>	118	1,573	3,068	120	4,879	4/23/2016	2,316	
2016 YTD <sup>r</sup>	5,734	27,075	95,743	8,669	137,221	2016 YTD	35,974	
2015 YTD <sup>r</sup>	10,115	26,284	92,814	11,365	140,578	2015 YTD	30,246	
2016 YTD as % of 2015 YTD	57	103	103	76	98	% change YTD	119	
Last 4 weeks as % of 2015 <sup>2</sup>	96	73	117	60	98	Last 4wks % 2015	116	
Last 4 weeks as % of 4-year avg. <sup>2</sup>	77	86	113	55	94	Last 4wks % 4 yr	118	
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736	
Total 2014	44,617	83,674	256,670	32,107	417,068	Total 2014	98,422	

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

<sup>2</sup> Compared with same 4-weeks in 2015 and prior 4-year average.

<sup>3</sup> Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

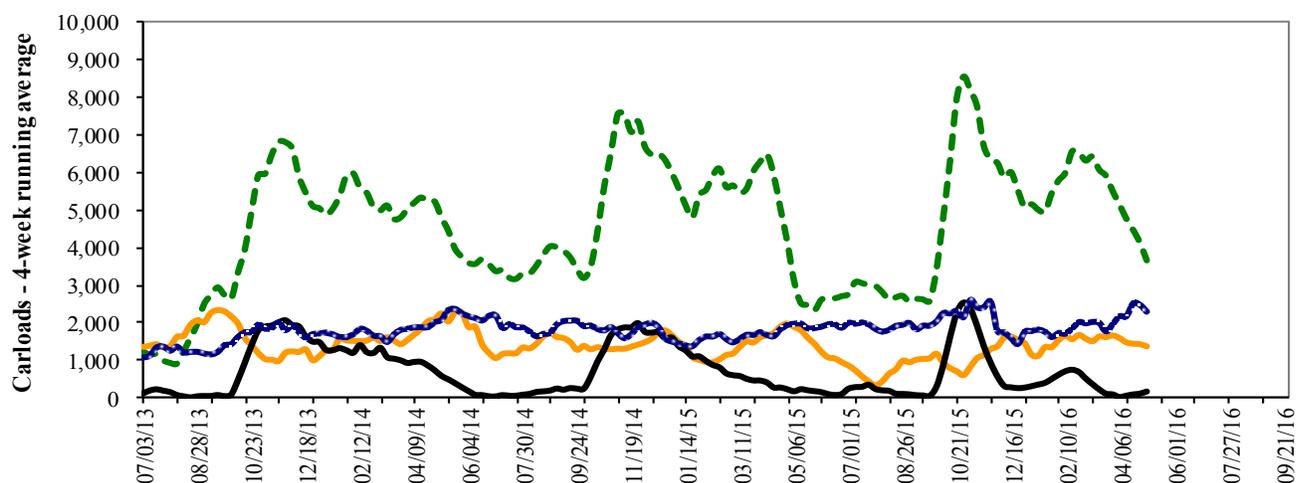
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

## Rail Deliveries to Port



--- Pacific Northwest: 4 wks. ending 5/04--up 17% from same period last year; up 13% from 4-year average  
--- Texas Gulf: 4 wks. ending 5/04--down 27% from same period last year; down 14% from 4-year average  
--- Miss. River: 4 wks. ending 5/04--down 4% from same period last year; down 23% from 4-year average  
--- Cross-border: 4 wks. ending 4/30--up 16% from same period last year; up 18% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

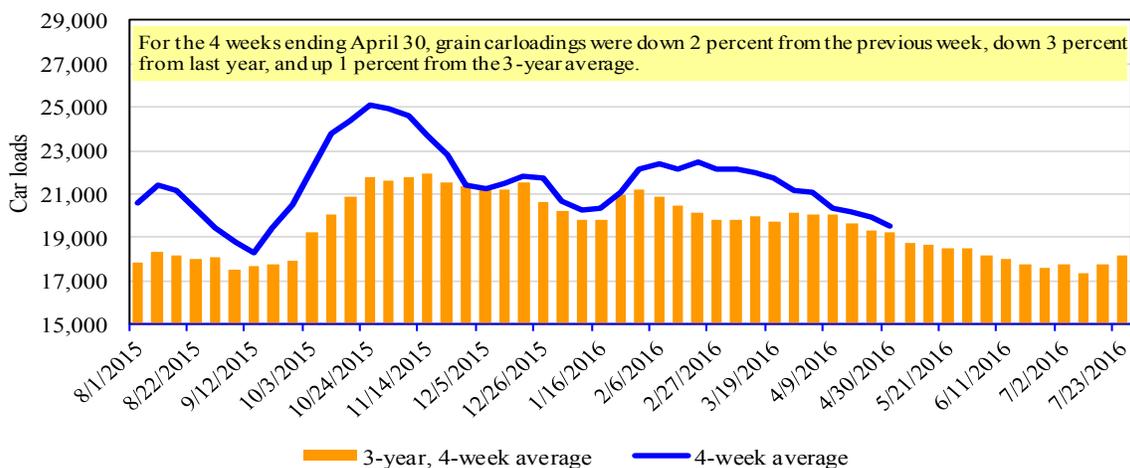
**Class I Rail Carrier Grain Car Bulletin (grain carloads originated)**

For the week ending:	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
4/30/2016								
This week	1,674	2,780	8,860	1,132	5,592	20,038	3,212	4,070
This week last year	1,647	3,049	8,411	1,102	4,228	18,437	4,583	4,604
2016 YTD	32,003	46,875	178,255	15,074	89,368	361,575	58,244	76,150
2015 YTD	35,344	52,134	180,680	14,375	91,567	374,100	70,355	73,615
2016 YTD as % of 2015 YTD	91	90	99	105	98	97	83	103
Last 4 weeks as % of 2015*	91	84	95	125	107	97	78	90
Last 4 weeks as % of 3-yr avg**	98	92	100	139	105	101	76	76
Total 2015	104,039	149,043	536,173	45,445	267,720	1,102,420	211,868	236,263

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

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

Source: Association of American Railroads (www.aar.org)

**Figure 3****Total Weekly U.S. Class I Railroad Grain Car Loadings**

Source: Association of American Railroads

Table 5

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

For the week ending:		Delivery period							
5/5/2016		May-16	May-15	Jun-16	Jun-15	Jul-16	Jul-15	Aug-16	Aug-15
BNSF <sup>3</sup>	COT grain units	0	no bids	20					
	COT grain single-car <sup>5</sup>	0	no bids	0	no bids	0	no bids	no bids	1 . . 41
UP <sup>4</sup>	GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a

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

<sup>2</sup>Average premium/discount to tariff, last auction

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

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

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

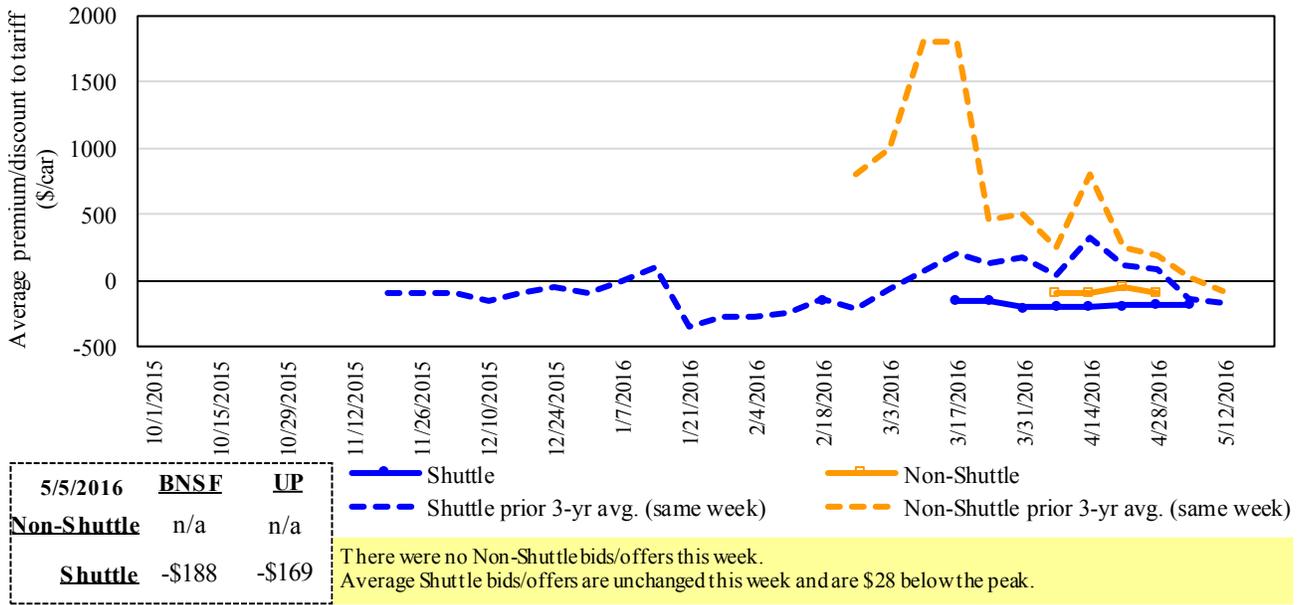
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

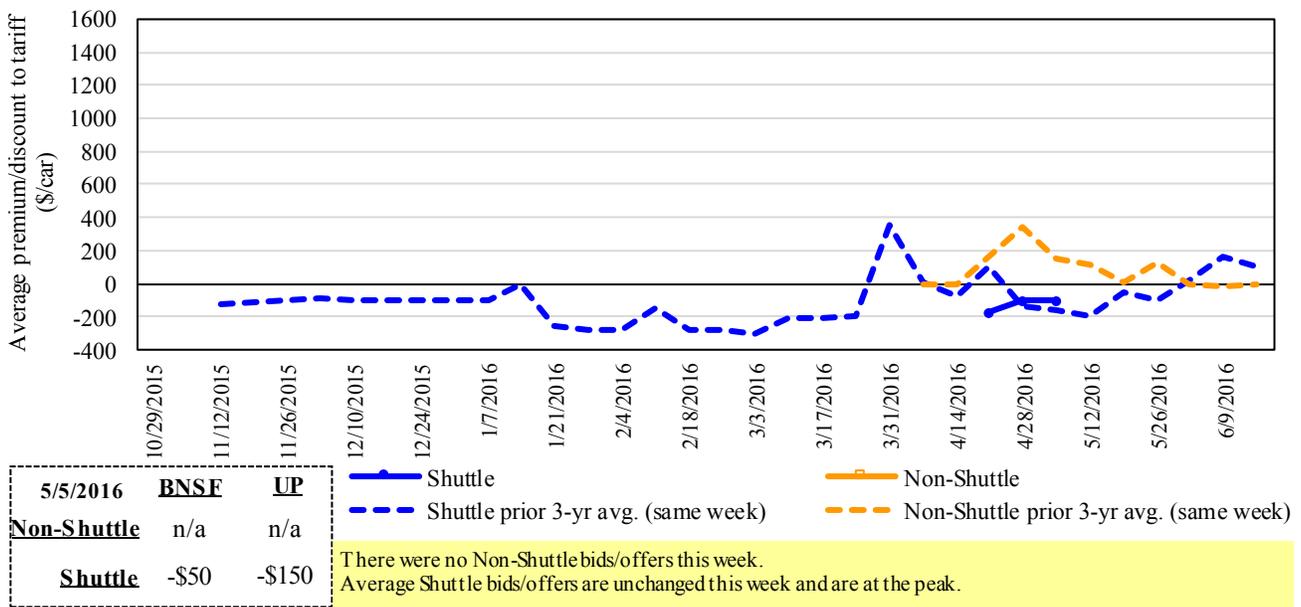
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Bids/Offers for Railcars to be Delivered in May 2016, Secondary Market**



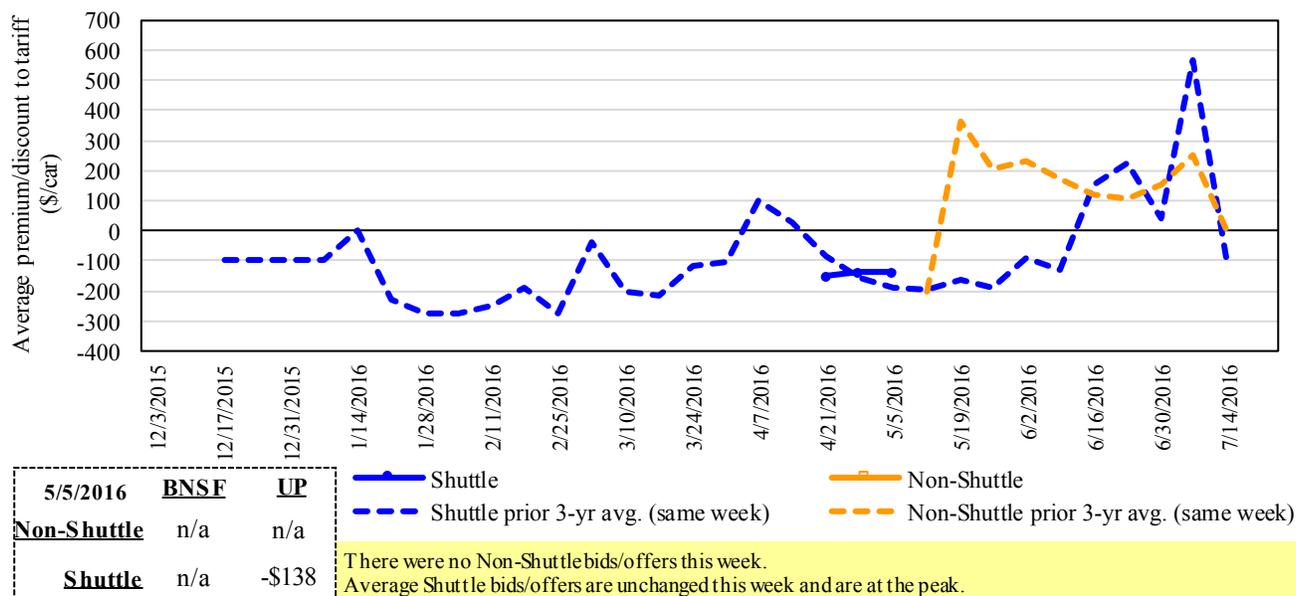
Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: Transportation & Marketing Programs/AMS/USDA

**Figure 5**  
**Bids/Offers for Railcars to be Delivered in June 2016, Secondary Market**



Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: Transportation & Marketing Programs/AMS/USDA

**Figure 6**  
**Bids/Offers for Railcars to be Delivered in July 2016, Secondary Market**



Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: Transportation & Marketing Programs/AMS/USDA

Table 6  
**Weekly Secondary Railcar Market (\$/car)<sup>1</sup>**

For the week ending:		Delivery period					
		5/5/2016	May-16	Jun-16	Jul-16	Aug-16	Sep-16
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 2015	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 2015	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	(188)	(50)	n/a	n/a	n/a	n/a
	Change from last week	(19)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	138	238	n/a	n/a	n/a	n/a
	UP-Pool	(169)	(150)	(138)	(100)	n/a	n/a
	Change from last week	19	(50)	1	0	n/a	n/a
	Change from same week 2015	81	42	113	150	n/a	n/a

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

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

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

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

Table 7

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

Effective date:		Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
5/1/2016	metric ton					bushel <sup>2</sup>		
<b>Unit train</b>								
Wheat	Wichita, KS	St. Louis, MO	\$3,605	\$0	\$35.80	\$0.97	4	
	Grand Forks, ND	Duluth-Superior, MN	\$3,463	-\$30	\$34.09	\$0.93	-18	
	Wichita, KS	Los Angeles, CA	\$6,950	-\$153	\$67.50	\$1.84	-4	
	Wichita, KS	New Orleans, LA	\$4,243	\$0	\$42.14	\$1.15	2	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	-\$126	\$63.16	\$1.72	-4	
	Northwest KS	Galveston-Houston, TX	\$4,511	\$0	\$44.80	\$1.22	1	
	Amarillo, TX	Los Angeles, CA	\$4,710	\$0	\$46.77	\$1.27	0	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$0	\$36.55	\$0.93	6	
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	5	
	Des Moines, IA	Davenport, IA	\$2,168	\$0	\$21.53	\$0.55	-2	
	Indianapolis, IN	Atlanta, GA	\$5,004	\$0	\$49.69	\$1.26	2	
	Indianapolis, IN	Knoxville, TN	\$4,311	\$0	\$42.81	\$1.09	3	
	Des Moines, IA	Little Rock, AR	\$3,444	\$0	\$34.20	\$0.87	1	
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,052	\$0	\$50.17	\$1.27	-2	
	Minneapolis, MN	New Orleans, LA	\$3,699	\$0	\$36.73	\$1.00	-4	
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	5	
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	6	
	Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	1	
Champaign-Urbana, IL	New Orleans, LA	\$4,395	\$0	\$43.64	\$1.19	6		
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$3,853	-\$88	\$37.39	\$1.02	-7	
	Wichita, KS	Galveston-Houston, TX	\$3,871	-\$69	\$37.76	\$1.03	-5	
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	12	
	Grand Forks, ND	Portland, OR	\$5,511	-\$152	\$53.22	\$1.45	-7	
	Grand Forks, ND	Galveston-Houston, TX	\$5,831	-\$158	\$56.33	\$1.53	-15	
	Northwest KS	Portland, OR	\$5,478	\$0	\$54.40	\$1.48	-1	
	Minneapolis, MN	Portland, OR	\$5,000	-\$185	\$47.81	\$1.21	-10	
Corn	Sioux Falls, SD	Tacoma, WA	\$4,960	-\$170	\$47.57	\$1.21	-10	
	Champaign-Urbana, IL	New Orleans, LA	\$3,481	\$0	\$34.57	\$0.88	5	
	Lincoln, NE	Galveston-Houston, TX	\$3,600	-\$99	\$34.77	\$0.88	-6	
	Des Moines, IA	Amarillo, TX	\$3,795	\$0	\$37.69	\$0.96	-1	
	Minneapolis, MN	Tacoma, WA	\$5,000	-\$184	\$47.83	\$1.21	-10	
	Council Bluffs, IA	Stockton, CA	\$4,640	-\$190	\$44.19	\$1.12	-7	
	Sioux Falls, SD	Tacoma, WA	\$5,490	-\$170	\$52.84	\$1.44	-9	
Soybeans	Minneapolis, MN	Portland, OR	\$5,510	-\$185	\$52.88	\$1.44	-10	
	Fargo, ND	Tacoma, WA	\$5,380	-\$151	\$51.93	\$1.41	-9	
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$0	\$43.94	\$1.20	-4	
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	6	
	Grand Island, NE	Portland, OR	\$5,360	\$0	\$53.23	\$1.45	-5	

<sup>1</sup>A unit train refers to shipments of at least 25 cars. Shuttle train rates are 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 lbs./bu., wheat & soybeans 60 lbs./bu.

<sup>3</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: [www.bnsf.com](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://www.uprr.com)

\*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

**Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico**

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel surcharge per car <sup>2</sup>	Tariff plus surcharge per:		Percent change <sup>4</sup> Y/Y
					metric ton <sup>3</sup>	bushel <sup>3</sup>	
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	-4
	OK	Cuautitlan, EM	\$6,514	\$0	\$66.55	\$1.81	-4
	KS	Guadalajara, JA	\$6,995	\$70	\$72.19	\$1.96	-3
	TX	Salinas Victoria, NL	\$4,142	\$0	\$42.32	\$1.15	1
Corn	IA	Guadalajara, JA	\$8,397	\$49	\$86.30	\$2.19	-3
	SD	Celaya, GJ	\$7,840	\$0	\$80.11	\$2.03	-2
	NE	Queretaro, QA	\$7,879	\$0	\$80.50	\$2.04	0
	SD	Salinas Victoria, NL	\$6,545	\$0	\$66.87	\$1.70	6
	MO	Tlalnepantla, EM	\$7,238	\$0	\$73.96	\$1.88	0
	SD	Torreon, CU	\$7,240	\$0	\$73.98	\$1.88	0
Soybeans	MO	Bojay (Tula), HG	\$8,652	\$54	\$88.95	\$2.42	1
	NE	Guadalajara, JA	\$9,142	\$52	\$93.93	\$2.55	0
	IA	El Castillo, JA	\$9,470	\$0	\$96.76	\$2.63	0
	KS	Torreon, CU	\$7,439	\$30	\$76.31	\$2.07	1
Sorghum	NE	Celaya, GJ	\$7,344	\$41	\$75.45	\$1.91	-3
	KS	Queretaro, QA	\$7,563	\$0	\$77.27	\$1.96	1
	NE	Salinas Victoria, NL	\$6,168	\$0	\$63.02	\$1.60	2
	NE	Torreon, CU	\$6,672	\$25	\$68.42	\$1.74	-3

<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

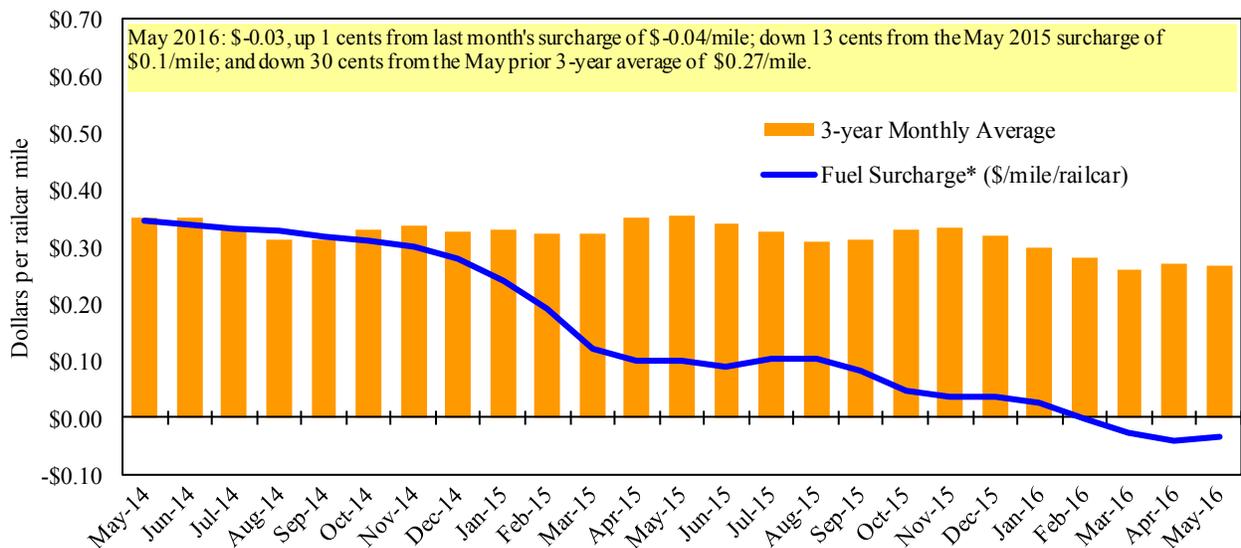
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

Sources: www.bnsf.com, www.uprr.com, www.kcsouthern.com

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.

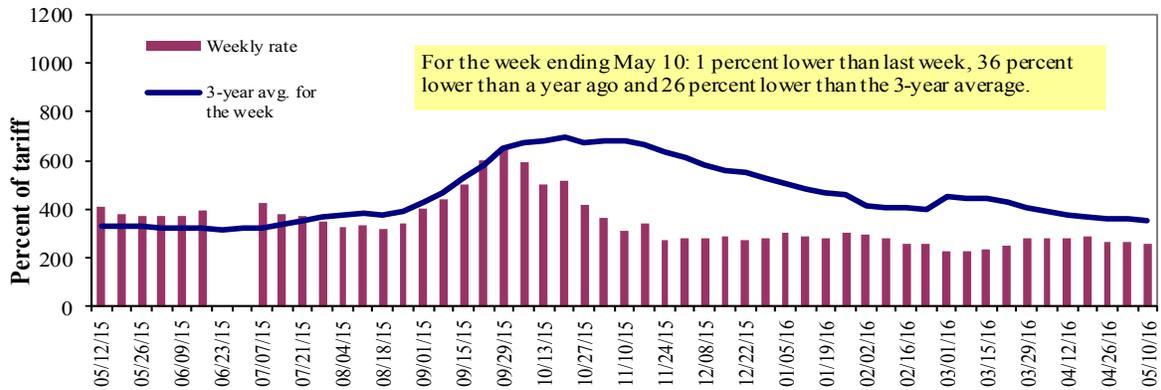
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

# Barge Transportation

Figure 8

## Illinois River Barge Freight Rate<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.  
Source: Transportation & Marketing Programs/AMS/USDA

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>	5/10/2016	333	280	260	195	185	185	180
	5/3/2016	325	278	263	193	190	190	183
<b>\$/ton</b>	5/10/2016	20.61	14.90	12.06	7.78	8.68	7.47	5.65
	5/3/2016	20.12	14.79	12.20	7.70	8.91	7.68	5.75
<b>Current week % change from the same week:</b>								
	Last year	-19	-32	-36	-26	-26	-26	-23
	3-year avg. <sup>2</sup>	-21	-23	-26	-23	-25	-25	-17
<b>Rate<sup>1</sup></b>	June	338	283	265	200	195	195	185
	August	368	343	325	295	345	345	278

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds;  
Source: Transportation & Marketing Programs/AMS/USDA

Figure 9  
Benchmark tariff rates

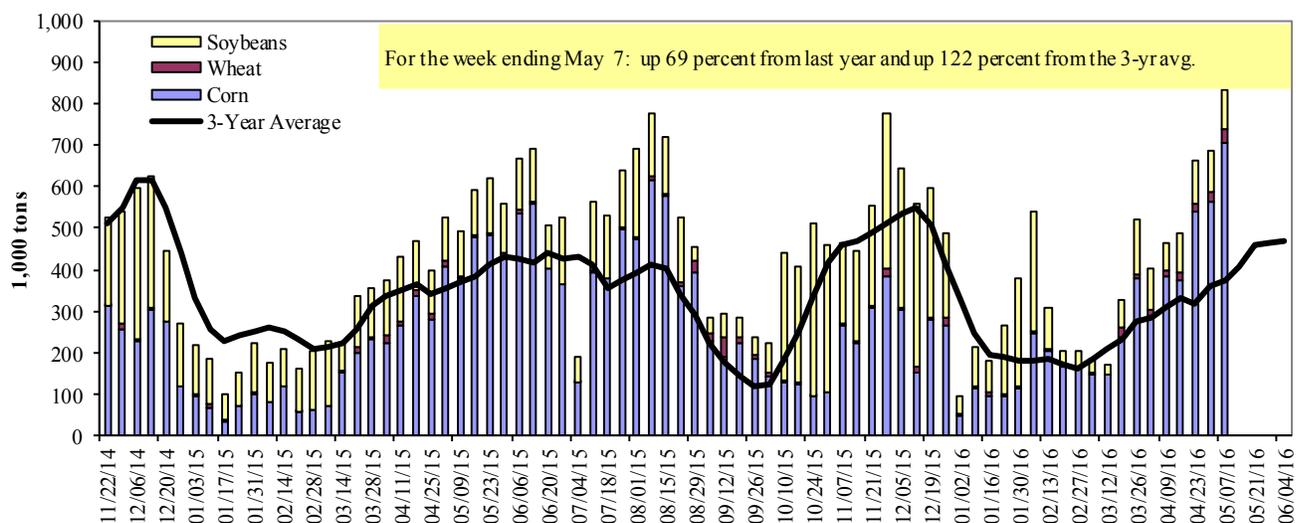
Calculating barge rate per ton:  
(Rate \* 1976 tariff benchmark rate per ton)/100

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



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 5/07/2016	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	207	8	61	5	281
Winfield, MO (L25)	428	31	78	8	545
Alton, IL (L26)	668	31	92	8	799
Granite City, IL (L27)	706	31	95	8	840
<b>Illinois River (L8)</b>	254	3	5	3	264
<b>Ohio River (L52)</b>	93	4	32	2	130
<b>Arkansas River (L1)</b>	0	18	8	0	27
Weekly total - 2016	799	53	135	10	997
Weekly total - 2015	531	30	157	0	718
2016 YTD <sup>1</sup>	7,281	580	3,865	69	11,795
2015 YTD	6,239	535	4,111	87	10,971
2016 as % of 2015 YTD	117	108	94	80	108
Last 4 weeks as % of 2015 <sup>2</sup>	124	95	87	110	114
Total 2015	19,215	1,686	14,191	359	35,451

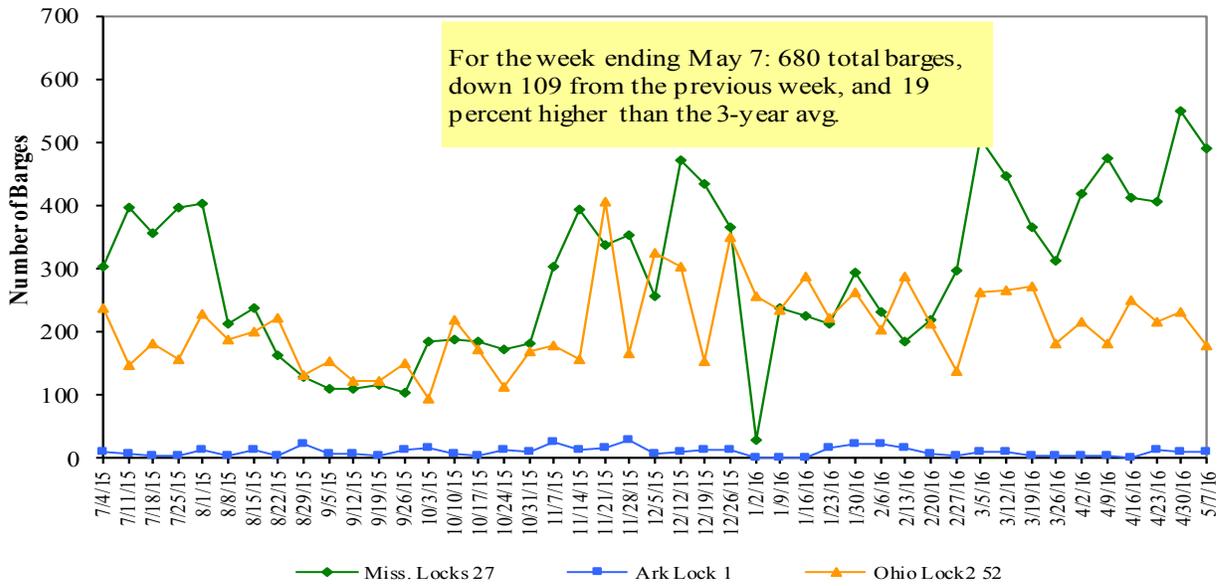
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

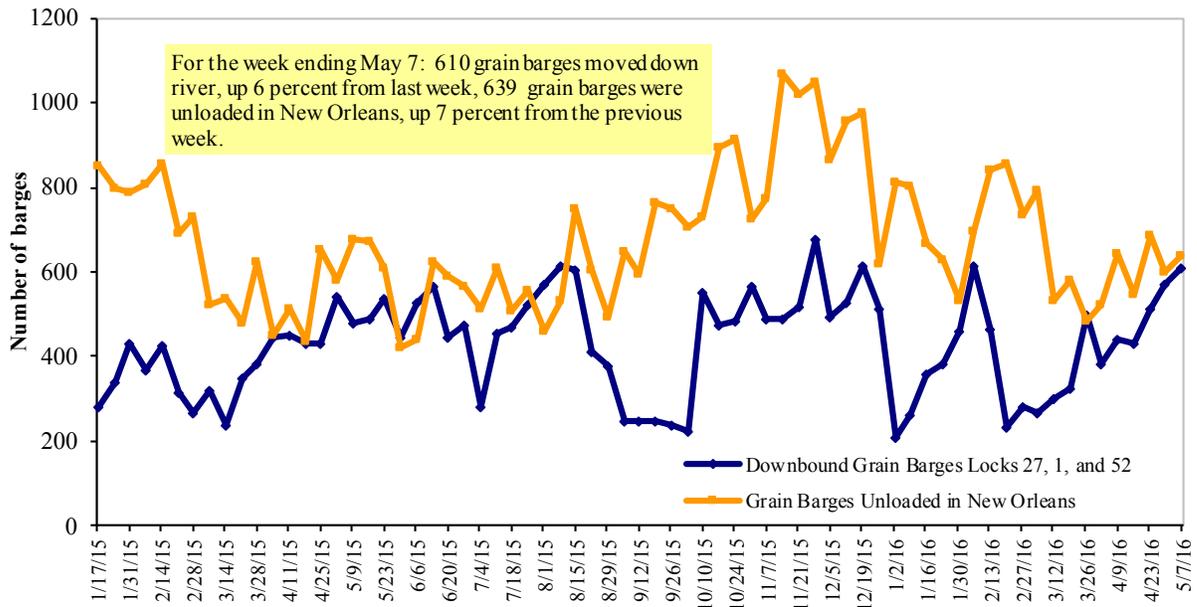
Source: U.S. Army Corps of Engineers

**Figure 11**  
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52**



Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers and GIPSA

# 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<sup>1</sup>, Week Ending 5/09/2016 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.306	0.003	-0.688
	New England	2.334	0.005	-0.752
	Central Atlantic	2.396	0.006	-0.749
	Lower Atlantic	2.232	0.000	-0.628
II	Midwest <sup>2</sup>	2.232	0.009	-0.507
III	Gulf Coast <sup>3</sup>	2.137	-0.006	-0.640
IV	Rocky Mountain	2.255	0.022	-0.495
V	West Coast	2.481	0.012	-0.646
	West Coast less California	2.357	0.011	-0.634
	California	2.579	0.015	-0.656
Total	U.S.	2.266	0.005	-0.607

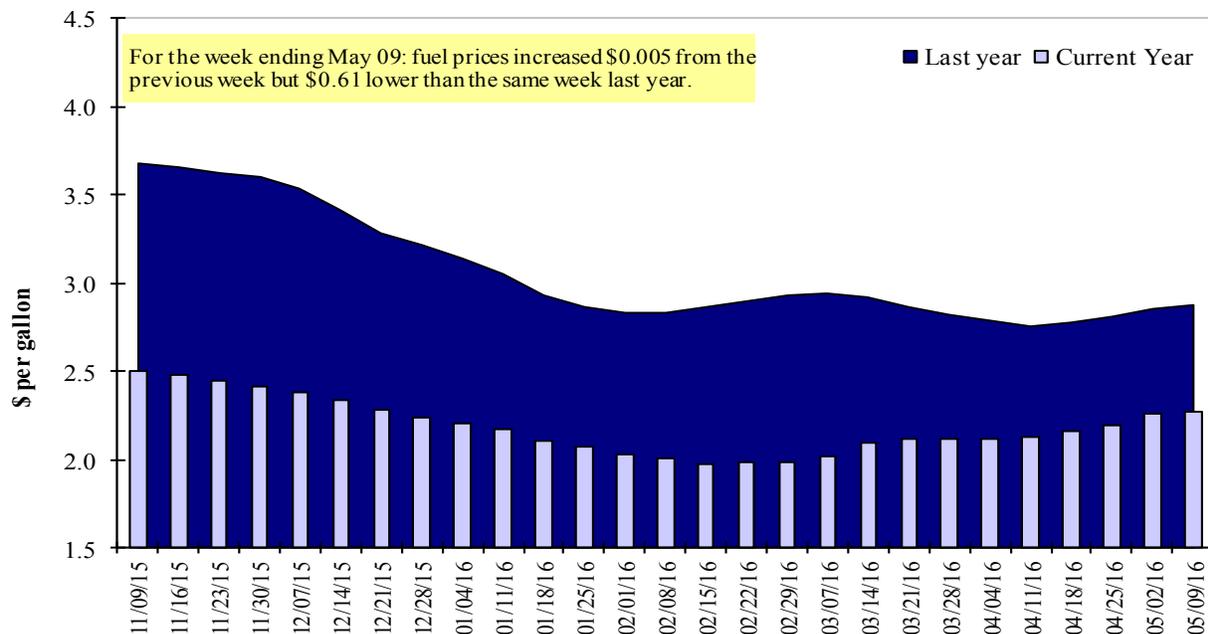
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

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



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

# Grain Exports

Table 12

## U.S. Export Balances and Cumulative Exports (1,000 metric tons)

For the week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
4/28/2016	764	242	886	594	64	2,551	13,276	3,935	19,761
This week year ago	759	360	739	398	55	2,311	13,182	3,820	19,313
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2015/16 YTD	5,027	2,938	5,768	3,227	637	17,596	24,580	42,226	84,401
2014/15 YTD	6,513	3,366	6,743	3,518	628	20,768	27,977	45,565	94,309
YTD 2015/16 as % of 2014/15	77	87	86	92	101	85	88	93	89
Last 4 wks as % of same period 2014/15	99	88	135	161	153	121	99	93	101
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	45,205	49,614	117,155
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309

<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 corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

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

For the week ending 4/28/2016	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2012-2014
	2016/17	2015/16	2014/15		
	Next MY	Current MY	Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	649	6,144	9,277	(34)	9,244
Mexico	1,270	11,542	9,737	19	7,448
Korea	0	1,595	2,953	(46)	2,630
Colombia	0	4,137	3,606	15	1,727
Taiwan	0	1,406	1,688	(17)	1,224
<b>Top 5 Importers</b>	<b>1,920</b>	<b>24,824</b>	<b>27,261</b>	<b>(9)</b>	<b>22,273</b>
<b>Total US corn export sales</b>	<b>2,592</b>	<b>37,856</b>	<b>41,159</b>	<b>(8)</b>	<b>34,445</b>
% of Projected		86%	87%		
Change from prior week	<b>1,135</b>	<b>769</b>	<b>842</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>74%</b>	<b>66%</b>	<b>66%</b>		<b>65%</b>
<b>USDA forecast, May 2016</b>	<b>48,346</b>	<b>43,893</b>	<b>47,430</b>	<b>(7)</b>	
<b>Corn Use for Ethanol USDA forecast, May 2016</b>	<b>134,620</b>	<b>133,350</b>	<b>132,080</b>	<b>1</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; 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--  
http://www.fas.usda.gov/esrquery/

<sup>3</sup> FAS Marketing Year Ranking Reports - http://apps.fas.usda.gov/export-sales/myrkaug.htm; 3-yr average

Table 14

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

For the week ending 4/28/2016	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2012-2014
	2016/17	2015/16	2014/15		
	Current MY	Current MY	Last MY		
	- 1,000 mt -				- 1,000 mt -
China	1,477	27,093	29,901	(9)	24,211
Mexico	0	3,119	3,038	3	2,971
Indonesia	14	1,494	1,615	(7)	1,895
Japan	118	2,016	1,685	20	1,750
Taiwan	6	1,146	1,167	(2)	1,055
<b>Top 5 importers</b>	<b>1,615</b>	<b>34,868</b>	<b>37,406</b>	<b>(7)</b>	<b>31,882</b>
<b>Total US soybean export sales</b>	<b>3,257</b>	<b>46,160</b>	<b>49,385</b>	<b>(7)</b>	<b>39,169</b>
% of Projected		97%	98%		
Change from prior week	187	692	339		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>50%</b>	<b>76%</b>	<b>76%</b>		<b>81%</b>
<b>USDA forecast, May 2016</b>	<b>51,362</b>	<b>47,411</b>	<b>50,218</b>	<b>(6)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); 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--<http://www.fas.usda.gov/esrquery/><sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm). (Carryover plus Accumulated Exports)

Table 15

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

For the week ending 4/28/2016	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2012-2014
	2016/17	2015/16	2014/15		
	Next MY	Current MY	Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	77	2,485	3,085	(19)	3,113
Mexico	272	2,380	2,715	(12)	2,807
Nigeria	0	1,487	1,968	(24)	2,512
Philippines	315	2,149	2,419	(11)	2,105
Brazil	0	450	1,534	(71)	2,091
Korea	186	1,137	1,174	(3)	1,273
Taiwan	0	1,087	988	10	1,007
Indonesia	0	538	635	(15)	751
Colombia	19	673	578	16	662
Thailand	110	556	672		618
<b>Top 10 importers</b>	<b>869</b>	<b>12,385</b>	<b>15,096</b>	<b>(18)</b>	<b>16,939</b>
<b>Total US wheat export sales</b>	<b>2,543</b>	<b>20,146</b>	<b>23,078</b>	<b>(13)</b>	<b>26,361</b>
% of Projected		95%	99%		
Change from prior week	140	177	(148)		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>34%</b>	<b>61%</b>	<b>65%</b>		<b>64%</b>
<b>USDA forecast, May 2016</b>	<b>23,842</b>	<b>21,253</b>	<b>23,270</b>	<b>(9)</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year = Jun 1 - May 31.<sup>2</sup> Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/><sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm).

Table 16

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

Port Regions	For the Week Ending 05/05/16	Previous Week*	Current Week as % of Previous	2016 YTD*	2015 YTD*	2016 YTD as % of 2015 YTD	Last 4-weeks as % of:		2015 Total*
							Last Year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	298	158	188	4,154	4,182	99	114	90	10,985
Corn	234	154	153	2,900	3,520	82	107	130	7,232
Soybeans	0	12	0	4,414	4,034	109	105	60	11,809
<b>Total</b>	<b>532</b>	<b>324</b>	<b>164</b>	<b>11,467</b>	<b>11,736</b>	<b>98</b>	<b>111</b>	<b>103</b>	<b>30,027</b>
<b>Mississippi Gulf</b>									
Wheat	102	123	83	1,313	1,418	93	163	100	4,504
Corn	812	713	114	10,036	10,380	97	96	122	26,701
Soybeans	103	107	96	8,970	9,476	95	93	126	29,593
<b>Total</b>	<b>1,017</b>	<b>943</b>	<b>108</b>	<b>20,318</b>	<b>21,274</b>	<b>96</b>	<b>100</b>	<b>120</b>	<b>60,797</b>
<b>Texas Gulf</b>									
Wheat	77	46	170	950	1,464	65	48	38	3,724
Corn	0	62	0	313	178	176	214	188	596
Soybeans	0	0	n/a	92	210	44	n/a	0	864
<b>Total</b>	<b>77</b>	<b>108</b>	<b>72</b>	<b>1,355</b>	<b>1,852</b>	<b>73</b>	<b>58</b>	<b>46</b>	<b>5,184</b>
<b>Interior</b>									
Wheat	2	17	9	422	497	85	65	81	1,388
Corn	75	210	36	2,212	2,057	108	115	154	6,201
Soybeans	13	62	22	1,405	1,348	104	115	112	3,518
<b>Total</b>	<b>90</b>	<b>288</b>	<b>31</b>	<b>4,039</b>	<b>3,902</b>	<b>103</b>	<b>107</b>	<b>130</b>	<b>11,106</b>
<b>Great Lakes</b>									
Wheat	44	31	143	114	140	82	82	89	997
Corn	0	0	n/a	21	99	21	21	51	485
Soybeans	0	0	n/a	0	25	0	0	0	733
<b>Total</b>	<b>44</b>	<b>31</b>	<b>143</b>	<b>135</b>	<b>265</b>	<b>51</b>	<b>49</b>	<b>71</b>	<b>2,216</b>
<b>Atlantic</b>									
Wheat	1	0	n/a	151	245	62	38	83	520
Corn	0	0	n/a	14	49	28	0	0	277
Soybeans	1	8	11	832	878	95	67	92	2,053
<b>Total</b>	<b>1</b>	<b>8</b>	<b>17</b>	<b>997</b>	<b>1,171</b>	<b>85</b>	<b>44</b>	<b>50</b>	<b>2,850</b>
<b>U.S. total from ports**</b>									
Wheat	523	375	140	7,104	7,946	89	96	78	22,118
Corn	1,121	1,138	99	15,495	16,283	95	99	125	41,492
Soybeans	117	189	62	15,712	15,971	98	95	112	48,570
<b>Total</b>	<b>1,762</b>	<b>1,702</b>	<b>103</b>	<b>38,311</b>	<b>40,200</b>	<b>95</b>	<b>98</b>	<b>107</b>	<b>112,180</b>

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

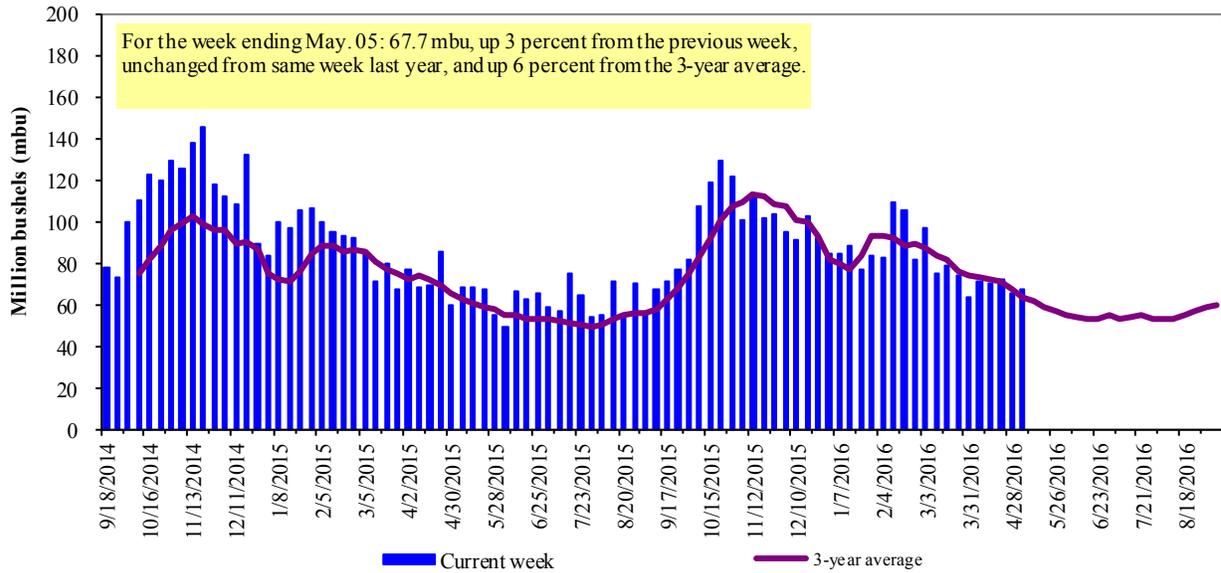
\*\*Total only includes regions shown above

Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://www.gipsa.usda.gov)); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2015.

Figure 14

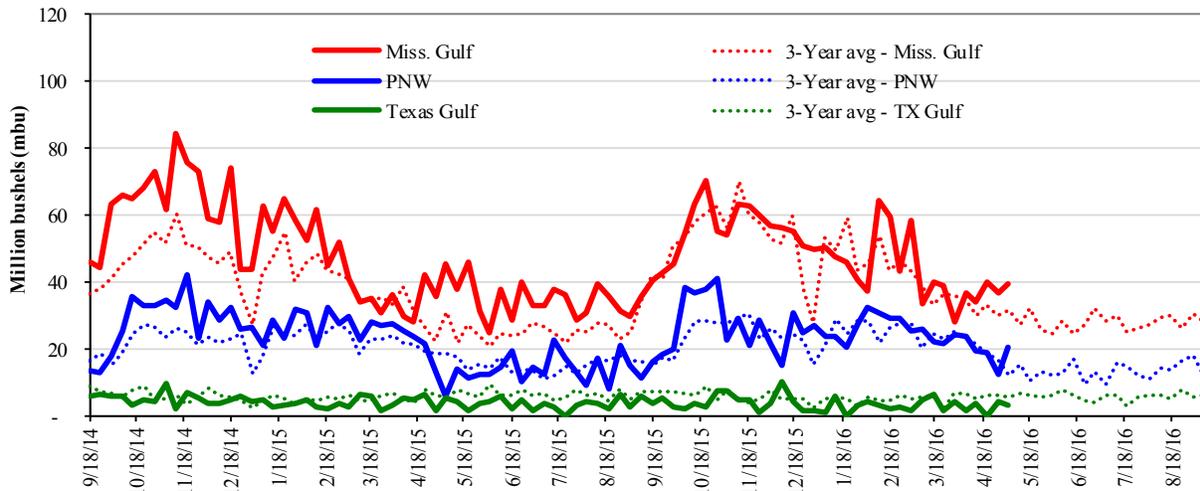
**U.S. grain inspected for export (wheat, corn, and soybeans)**



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)  
 Note: 3-year average consists of 4-week running average

Figure 15

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



Week ending 05/05/16 inspections (mbu):		Percent change from:				
Mississippi Gulf:	39.5	Last Week:	MS.Gulf up 8	TX.Gulf down 31	U.S. Gulf up 4	PNW up 64
PNW:	20.2	Last Year (same week):	down 13	down 45	down 16	up 252
Texas Gulf:	2.8	3-yr avg. (4-wk. mov. Avg):	up 27	down 49	up 15	up 18

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

# Ocean Transportation

Table 17

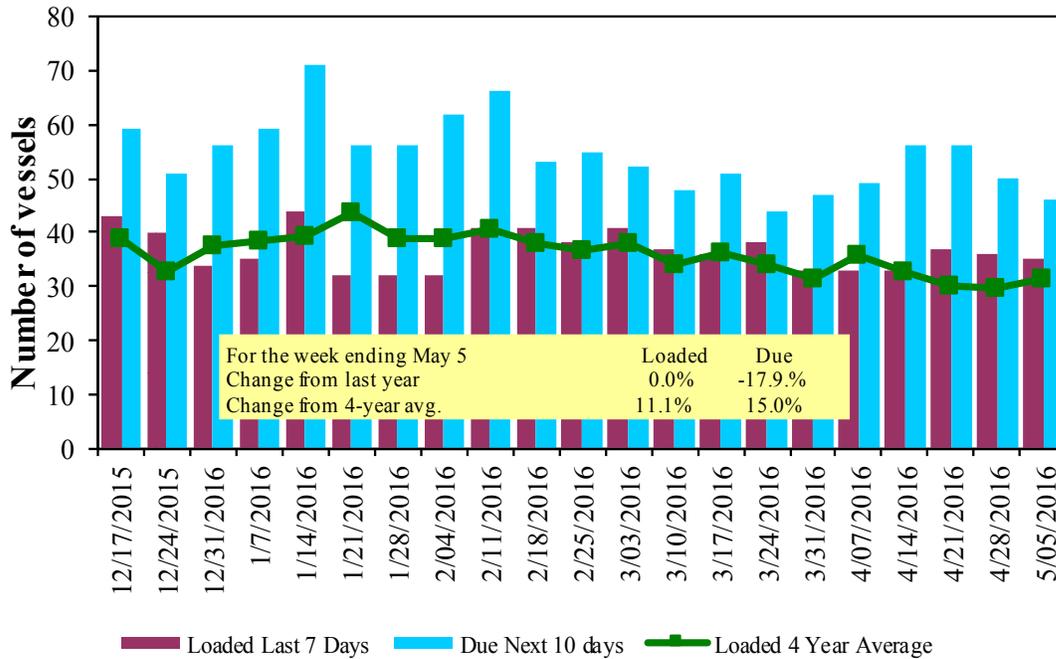
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
5/5/2016	28	35	46	8	n/a
4/28/2016	33	36	50	9	n/a
2015 range	(25..54)	(28..54)	(36..80)	(3..26)	n/a
2015 avg.	42	38	56	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

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

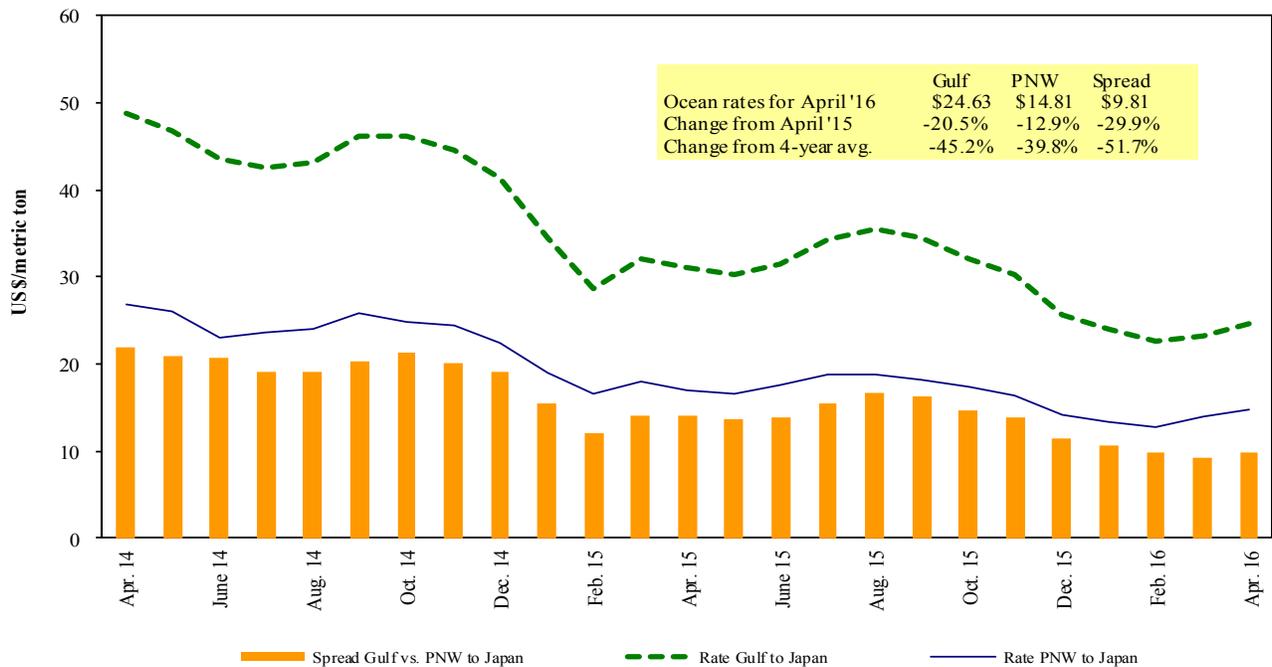


Source: Transportation & Marketing Programs/AMS/USDA

<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf

Figure 17

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



Data Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 05/07/2016**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Japan	Heavy Grain	Apr 5/18	52,000	21.25
U.S. Gulf	Djibouti	Wheat <sup>1</sup>	Apr 4/14	34,000	128.76
U.S. Gulf	Djibouti	Sorghum	Apr 18/28	15,000	64.63
PNW	Japan	Heavy Grain	May 17/26	59,800	15.45
Brazil	China	Heavy Grain	May 5/15	60,000	17.75
Brazil	China	Heavy Grain	May 1/20	60,000	15.50
Brazil	China	Heavy Grain	May 1/16	66,000	15.25
Brazil	China	Heavy Grain	May 1/15	66,000	15.50
Brazil	China	Heavy Grain	May 1/10	60,000	16.65
Brazil	China	Heavy Grain	May 1/6	60,000	14.75
Brazil	China	Heavy Grain	April 20/30	60,000	17.50
Brazil	China	Heavy Grain	Apr 15/24	60,000	14.50
Dominca Republic	Belgium	Heavy Grain	May 11/15	62,000	8.50
EC S America	China	Heavy Grain	May/June	60,000	14.75
France	Algeria	Wheat	May 1/5	30,000	15.75
Uruguay	Portugal	Soybeans	Apr 15/20	30,000	17.50

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

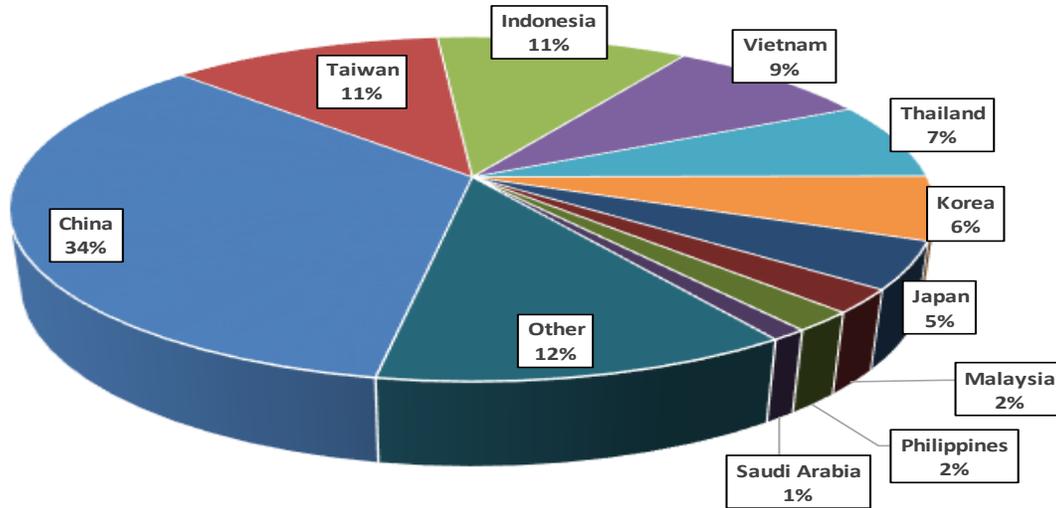
<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc. (www.maritime-research.com)

In 2014, containers were used to transport 7 percent of total U.S. waterborne grain exports. Approximately 63 percent of U.S. waterborne grain exports in 2014 went to Asia, of which 11 percent were moved in containers. Approximately 95 percent of U.S. waterborne containerized grain exports were destined for Asia.

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-December 2015**

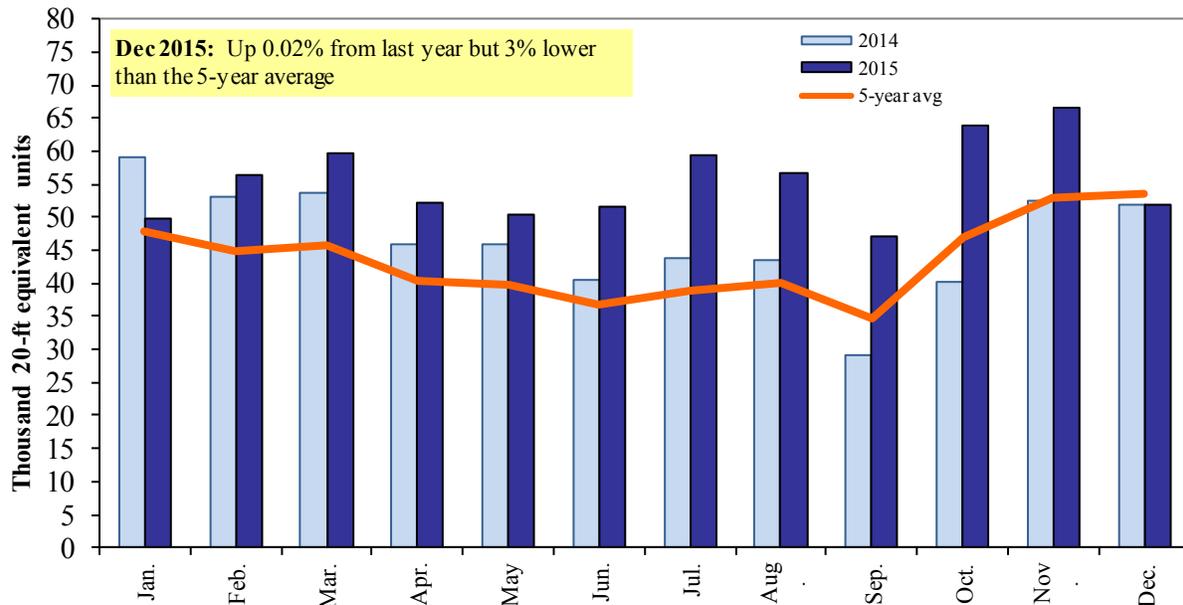


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data.

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

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