



# Grain Transportation Report

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

Contact Us

January 12, 2017

## WEEKLY HIGHLIGHTS

### 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  
Jan 19, 2017

### Grain Inspections Down Notably

For the week ending January 5, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 1.92 million metric tons (mmt), down 28 percent from the previous week, down 13 percent from last year, and 19 percent below the 3-year average. Soybean inspections dropped 34 from the previous week as demand from China decreased, and wheat inspections decreased 42 percent due mainly to lower shipments to Asia. Corn inspections, however, decreased only 1 percent for the same period. Grain inspections in the Pacific Northwest (PNW) decreased 24 percent from the previous week, and Mississippi Gulf inspections decreased 25 percent from the previous week. Currently, outstanding export sales (unshipped) are down for corn, wheat, and soybeans.

### Forecasted Increase in U.S. Oil Production

For 2016, **crude oil production in the United States averaged** nearly 8.9 million barrels per day according to the U.S. Energy Information Administration (EIA), and EIA projects daily crude oil production to increase to approximately 9.0 million barrels in 2017. EIA attributes this production increase in part to more offshore production in the Gulf of Mexico and rising tight-oil production, which EIA said, "results from increases in drilling activity, rig efficiency, and well-level productivity." During the week ending January 9, U.S. average **diesel fuel prices** were \$2.60 per gallon, up 1 cent from the previous week and 42 cents higher than the same week last year.

### Vessel Loading Activity Started the Year Strong

Ocean-going vessel loading activity in the U.S. Gulf and PNW continued its strength in early 2017. During the week ending January 5, 49 **ocean-going grain vessels** were either loading or waiting to load in the U.S. Gulf, 40 vessels were loaded during the past 7 days, and 78 vessels are expected to be loaded within the next 10 days. In 2016, a weekly average of 43 vessels were either loading or waiting to load for the year. This compares to an average for the year of 40 vessels that were in the category of loaded during the past 7 days, and an average of 62 vessels in the category of expected within the next 10 days. In the PNW, 22 vessels were at berth compared to the average of 15 vessels in 2016.

### STB Proposes Revised Publication Requirements for Agricultural Products

On December 29, the Surface Transportation Board (STB) opened a **new proceeding**, proposing amendments to its regulations regarding the publication of rate and service terms for agricultural products and fertilizer. In the proposal, STB updated their regulations to require railroads to publish their common carrier rates, schedules of rates, other service terms, and any proposed changes to such rates and terms for agricultural products (including grain and fertilizer) on their websites and made available to anyone. The proposal also seeks to clarify certain standing and aggregation issues related to rate complaints. STB proposed the clarification that indirect damage is sufficient to bring a case, implying that farmers who do not typically deal directly with the railroads can initiate a case at STB, because they may still bear the burden of unreasonable rail rates and practices. Additionally, STB proposed that similar cases could be aggregated, meaning that small shippers, who might otherwise find a case too expensive, can combine their case with other shippers so that the total case value might exceed the costs. Comments are due February 21, 2017, and reply comments by March 20, 2017.

### Snapshots by Sector

#### Export Sales

For the week ending December 29, **unshipped balances** of wheat, corn, and soybeans totaled 40.5 mmt, up 53 percent from the same time last year. Net weekly **wheat export sales** were .184 mmt, down 67 percent from the previous week. Net **corn export sales** were .429 mmt, down 55 percent from the previous week, and net **soybean export sales** were .08 mmt, down 91 percent from the past week.

#### Rail

U.S. Class I railroads originated 19,646 **grain carloads** for the week ending December 31, down 13 percent from the previous week, up 6 percent from last year, and down 1 percent from the 3-year average.

Average January shuttle **secondary railcar bids/offers** per car were \$658 above tariff for the week ending January 5, up \$116 from last week, and \$763 higher than last year. Average non-shuttle secondary railcar bids/offers per car were \$25 below tariff, down \$50 from last week, and \$50 higher than last year.

#### Barge

For the week ending January 7, **barge grain movements** totaled 662,774 tons, 14 percent lower than the last week, and up 53 percent from the same period last year.

For the week ending January 7, 421 grain barges **moved down river**, down 22 percent from last week, 673 grain barges were **unloaded in New Orleans**, down 18 percent from the previous week.

# Feature Article/Calendar

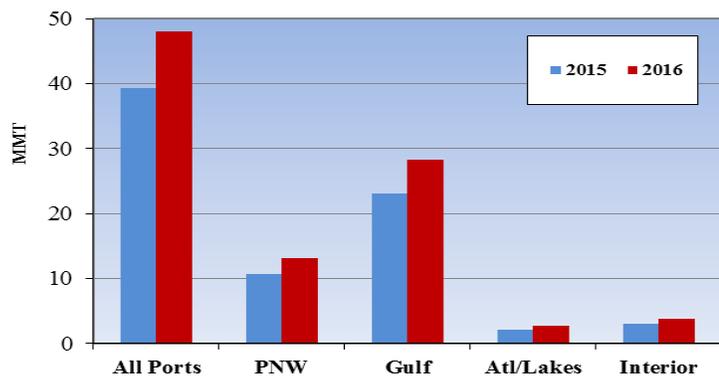
## Fourth Quarter Grain Inspections Reach Record Level

Total inspections of grain (wheat, corn, and soybeans) shipped from major U.S. ports reached 48 million metric tons (mmt) during the fourth quarter of 2016, according to the Grain Inspection, Packers, and Stockyards Administration (GIPSA) (*see figure 1*). Total grain inspections were 22 percent above the same quarter last year and 34 percent above the 5-year average. Demand for grain transportation remained strong following a large fall harvest, which increased demand for grain transportation during the third quarter as well. Total shipments of corn, soybeans, and wheat were up during the fourth quarter. Total exports of grain increased primarily to Asia and Latin America. Soybeans inspected for export to China (22.1 mmt) increased 20 percent from the fourth quarter of last year, accounting for 71 percent of total soybean inspections.

According to GIPSA, U.S. Gulf fourth-quarter grain inspections reached a record 28.2 mmt, up 22 percent from last year and 33 percent above the 5-year average (*see figure 1*). Fourth-quarter inspections of corn, soybeans, and wheat increased in the U.S. Gulf. Corn and wheat inspections in the Gulf jumped 59 and 40 percent from the past year. Rail deliveries of grain to the U.S. Gulf increased 49 percent during the fourth quarter. Fourth-quarter barge grain movements on the Mississippi River were up 24 percent from the same time last year. Ocean freight rates for shipping grain through the Gulf were above the fourth quarter of 2015 and the third quarter of 2016, as demand for grain transportation shipped from the Gulf, and other major export regions remained steady.

Fourth-quarter Pacific Northwest (PNW) grain inspections reached a record 13.1 mmt, 22 percent above last year, and 41 percent above the 5-year average. Fourth-quarter PNW corn inspections were the highest since 2013, increasing 472 percent from last year, and PNW soybean inspections increased 15 percent for the same period. Wheat inspections in the PNW, however, decreased 8 percent to 2.5 mmt, primarily due to decreased shipments to Asia. Rail deliveries of grain to the PNW increased 12 percent from last year during the fourth quarter. Similar to the Gulf, fourth-quarter ocean freight rates for shipping grain from the PNW were also above the third quarter of 2016 and the fourth quarter last year.

Figure 1: Fourth Quarter Grain Inspections, by Port Region



Source: USDA/GIPSA

Grain inspections for the Atlantic/Great Lakes region reached 2.7 mmt, up 25 percent above last year and 32 percent above the 5-year average. Fourth-quarter corn, wheat, and soybean inspections rebounded in the Atlantic/Great Lakes region during the fourth quarter. Interior inspections of grain during the same period reached 3.8 mmt, up 24 percent from last year, and 21 percent above the 5-year average. Fourth-quarter Interior corn and soybean inspections increased 16 and 30 percent from last year, as shipments to Asia rebounded. Interior wheat inspections jumped 44 percent from last year due primarily to increased shipments to Mexico.

### Corn, Soybean and Wheat Inspections Increase

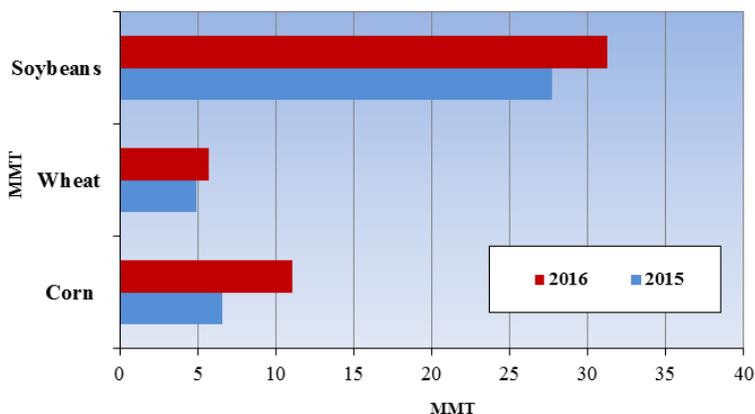
Total inspections of corn in all regions reached 11.1 mmt during the fourth quarter, a 68 percent jump from last year, and 37 percent above the 5-year average (*see figure 2*). PNW corn inspections jumped to 1.7 mmt, as shipments to Asia rebounded. U.S. Gulf corn inspections totaled 7.3 mmt, up 59 percent from last year, and 36 percent above the 5-year average. Atlantic/Great Lakes corn inspections reached .289 mmt, up 86 percent from last year, and 103 percent above the 5-year average. Interior corn inspections were up from

last year. The USDA’s World Agricultural Supply and Demand (WASDE) in December projects total corn exports for the 2015/16 marketing year to decrease 6 percent from 2014/15..

Fourth-quarter wheat inspections reached 5.7 mmt, up 15 percent from last year and 10 percent above the 5-year average (see figure 2). Gulf wheat inspections 2.3 mmt) increased 40 percent from the previous year as shipments increased to Latin America and Africa. PNW wheat inspections reached 2.5 mmt, down 8 percent from last year and 4 percent above the 5-year average. Fourth-quarter Atlantic/Great Lakes wheat inspections (.500 mmt) increased 58 percent from last year, and Interior wheat inspections (.397 mmt) increased 44 percent for the same period. For the 2016/17 marketing year, the USDA’s most recent WASDE report projects total wheat exports to increase 26 percent from the previous year.

Fourth-quarter soybean inspections reached a record 31.2 mmt, up 13 percent from last year, and 37 percent above the 5-year average (see figure 2). Inspections of soybeans shipped to Asia increased 24 percent from last year. U.S. Gulf soybean inspections reached 18.6 mmt, up 10 percent from last year, and 36 percent above the average. PNW soybean inspections reached 8.9 mmt, 15 percent above last year, and 53 percent above the 5-year average. The Atlantic- Great Lakes soybean inspections totaled 1.9 mmt, up 13 percent from last year, and 21 percent above the 5-year average. Interior soybean inspections reached 1.7 mmt, up 30 percent from last year, and 19 percent above the 5-year average. Recent WASDE estimates project soybean exports for the 2016/17 marketing year to increase 6 percent from the past year. [Johnny.Hill@ams.usda.gov](mailto:Johnny.Hill@ams.usda.gov)

**Figure 2: Fourth Quarter Grain Inspections, by Types**



Source: USDA/GIPSA

# 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
01/11/17	174	268	230	178	157	126
01/04/17	174	261	232	149	159	129

<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)

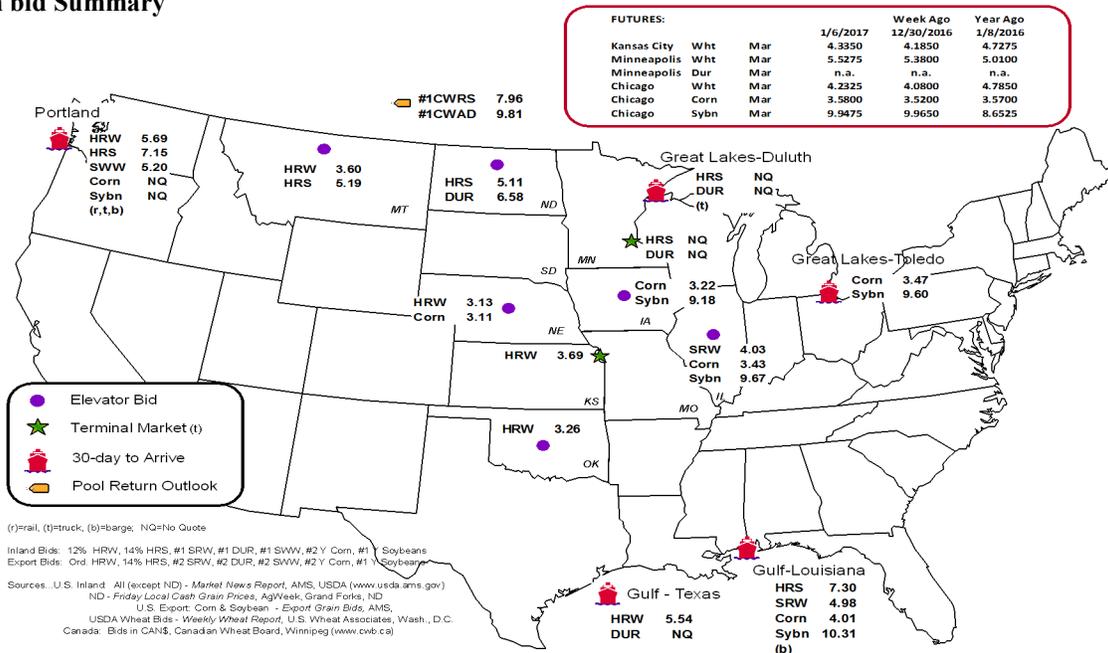
Commodity	Origin--Destination	1/6/2017	12/30/2016
Corn	IL--Gulf	-0.58	-0.60
Corn	NE--Gulf	-0.90	-0.91
Soybean	IA--Gulf	-1.13	-1.19
HRW	KS--Gulf	-1.85	n/a
HRS	ND--Portland	-2.04	n/a

Note: nq = no quote; n/a = not available

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			
01/04/2017 <sup>p</sup>	907	1,839	5,171	773	8,690	12/31/2016	2,510
12/28/2016 <sup>r</sup>	758	1,264	5,484	903	8,409	12/24/2016	1,452
2017 YTD <sup>r</sup>	907	1,839	5,171	773	8,690	2016 YTD	109,226
2016 YTD <sup>r</sup>	359	1,077	5,611	494	7,541	2015 YTD	97,736
2017 YTD as % of 2016 YTD	253	171	92	156	115	% change YTD	112
Last 4 weeks as % of 2016 <sup>2</sup>	269	161	113	166	131	Last 4wks % 2015	102
Last 4 weeks as % of 4-year avg. <sup>2</sup>	77	161	121	108	120	Last 4wks % 4 yr	120
Total 2016	36,925	86,992	299,931	28,728	452,576	Total 2015	97,736
Total 2015	29,054	60,819	239,029	26,730	355,632	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.

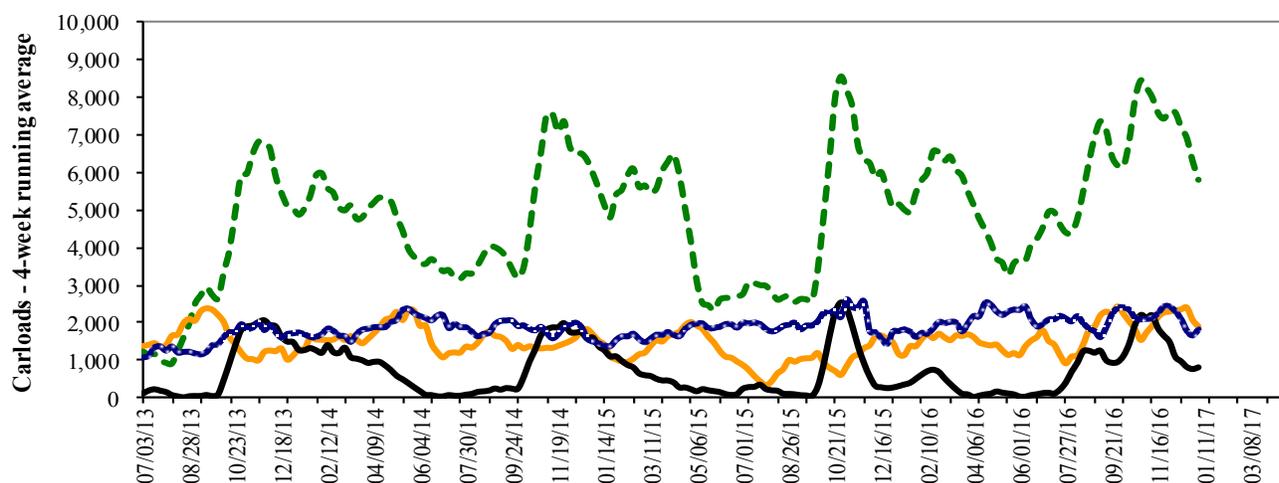
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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 1/04--up 13% from same period last year; up 21% from 4-year average  
--- Texas Gulf: 4 wks. ending 1/04--up 61% from same period last year; up 61% from 4-year average  
--- Miss. River: 4 wks. ending 1/04--up 169% from same period last year; down 23% from 4-year average  
--- Cross-border: 4 wks. ending 12/31--up 2% from same period last year; up 20% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

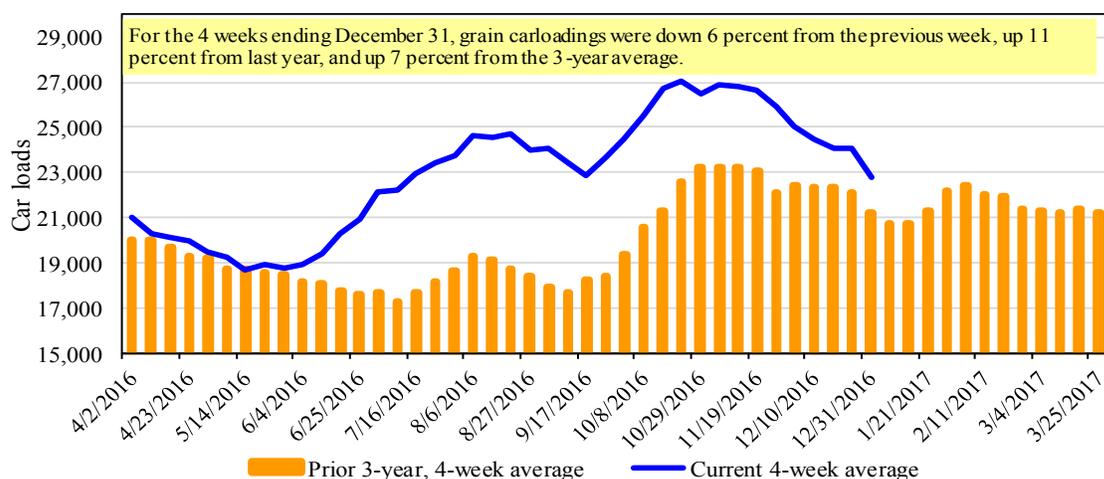
For the week ending: 12/31/2016	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,675	2,290	10,671	410	4,600	19,646	3,121	4,012
This week last year	1,921	2,476	9,469	323	4,288	18,477	2,709	3,531
2016 YTD	95,179	150,871	590,779	45,246	300,836	1,182,911	194,090	234,738
2015 YTD	104,039	149,056	536,173	45,445	267,720	1,102,433	210,899	236,263
2016 YTD as % of 2015 YTD	91	101	110	100	112	107	92	99
Last 4 weeks as % of 2015*	102	111	107	124	120	111	103	100
Last 4 weeks as % of 3-yr avg**	89	91	116	105	108	107	94	94
Total 2015	104,039	149,056	536,173	45,445	267,720	1,102,433	210,899	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: 1/5/2017		Delivery period							
		Jan-17	Jan-16	Feb-17	Feb-16	Mar-17	Mar-16	Apr-17	Apr-16
BNSF <sup>3</sup>	COT grain units	15	0	1	0	no bids	no bids	no bids	no bids
	COT grain single-car <sup>5</sup>	144	0	60	0	34	0-1	7	0-1
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.

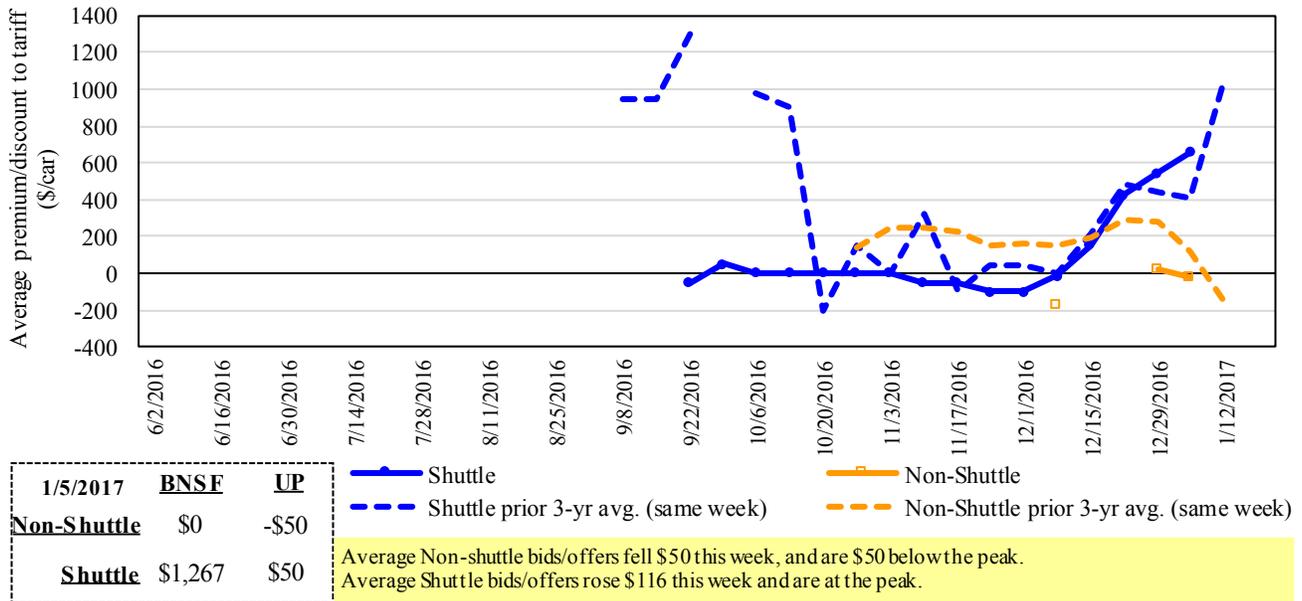
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

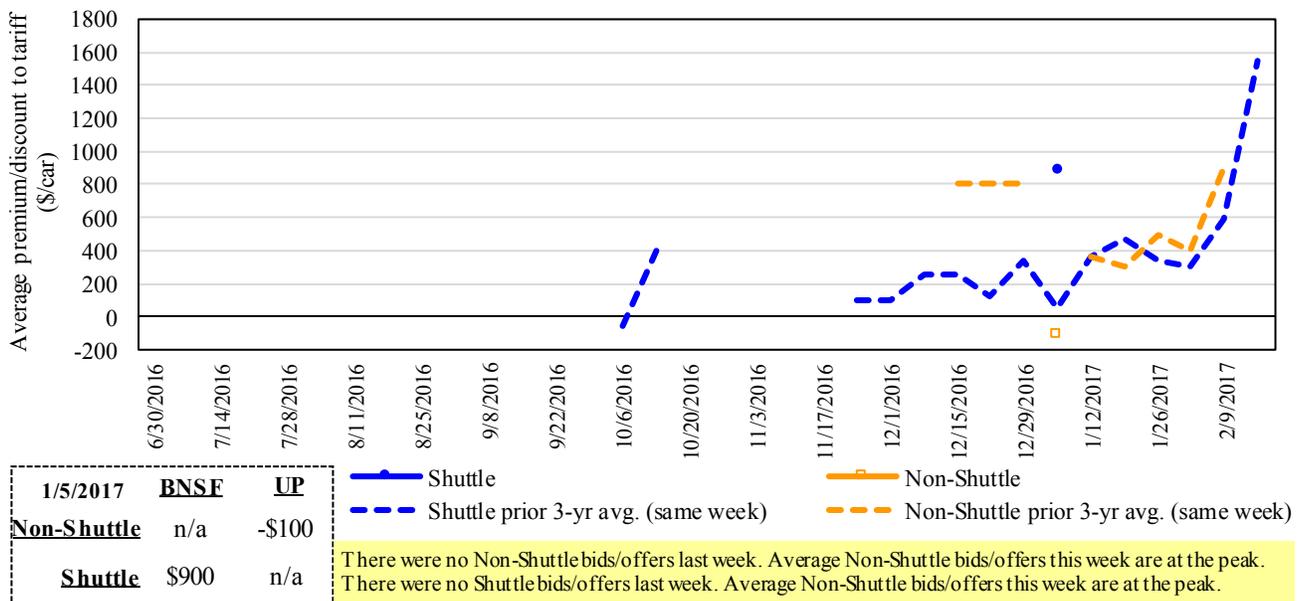
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Bids/Offers for Railcars to be Delivered in January 2017, Secondary Market**



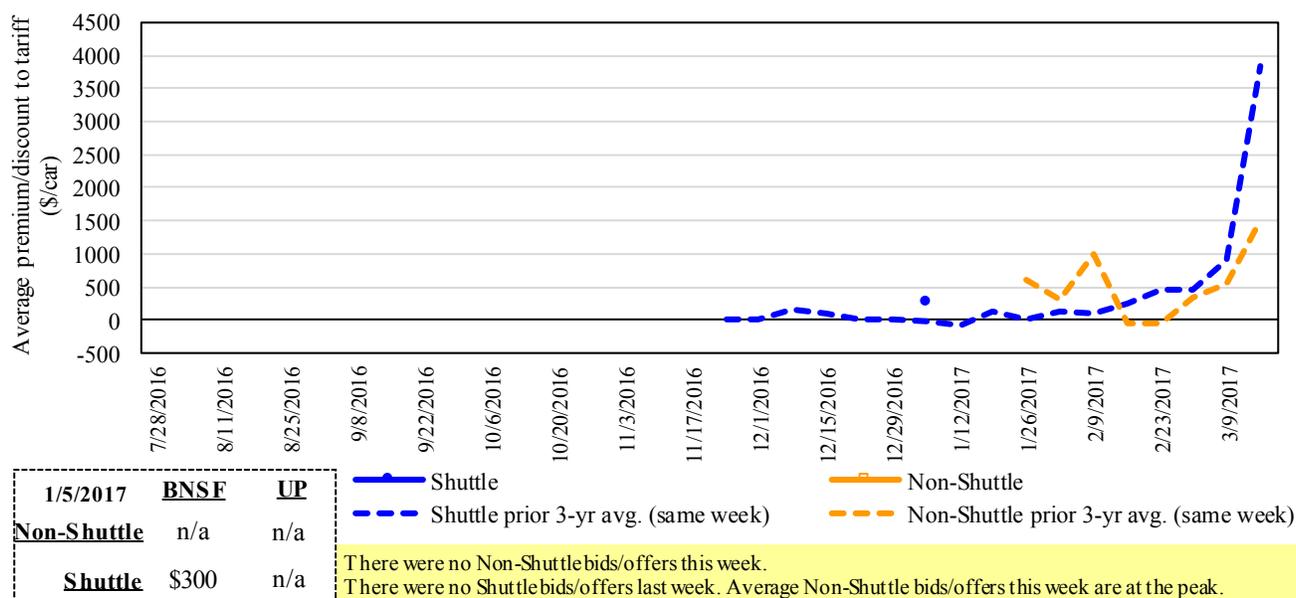
Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: Transportation & Marketing Programs/AMS/USDA

**Figure 5**  
**Bids/Offers for Railcars to be Delivered in February 2017, 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 March 2017, 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					
		1/5/2017	Jan-17	Feb-17	Mar-17	Apr-17	May-17
Non-shuttle	<b>BNSF-GF</b>	<b>0</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	(100)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	50	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	<b>(50)</b>	<b>(100)</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	0	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	50	n/a	n/a	n/a	n/a	n/a
Shuttle	<b>BNSF-GF</b>	<b>1267</b>	<b>900</b>	<b>300</b>	<b>(200)</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	150	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	1363	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	<b>50</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	81	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	163	n/a	n/a	n/a	n/a	n/a

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

Note: Bids listed are market INDICATORS only & 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>**

January, 2017	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,770	\$35	\$37.79	\$1.03	4
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	-\$3	\$41.11	\$1.12	16
	Wichita, KS	Los Angeles, CA	\$6,950	-\$15	\$68.86	\$1.87	0
	Wichita, KS	New Orleans, LA	\$4,408	\$62	\$44.39	\$1.21	4
	Sioux Falls, SD	Galveston-Houston, TX	\$6,686	-\$13	\$66.27	\$1.80	3
	Northwest KS	Galveston-Houston, TX	\$4,676	\$68	\$47.11	\$1.28	3
	Amarillo, TX	Los Angeles, CA	\$4,875	\$95	\$49.35	\$1.34	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$70	\$37.25	\$0.95	0
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	0
	Des Moines, IA	Davenport, IA	\$2,258	\$15	\$22.57	\$0.57	4
	Indianapolis, IN	Atlanta, GA	\$5,191	\$0	\$51.55	\$1.31	4
	Indianapolis, IN	Knoxville, TN	\$4,311	\$0	\$42.81	\$1.09	0
	Des Moines, IA	Little Rock, AR	\$3,534	\$44	\$35.53	\$0.90	2
	Des Moines, IA	Los Angeles, CA	\$5,202	\$128	\$52.93	\$1.34	3
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,639	\$37	\$36.51	\$0.99	-2
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	0
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	0
	Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	0
Champaign-Urbana, IL	New Orleans, LA	\$4,495	\$70	\$45.34	\$1.23	2	
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,953	-\$9	\$39.17	\$1.07	0
	Wichita, KS	Galveston-Houston, TX	\$4,071	-\$7	\$40.36	\$1.10	4
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	0
	Grand Forks, ND	Portland, OR	\$5,611	-\$15	\$55.57	\$1.51	0
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	-\$16	\$58.74	\$1.60	0
	Northwest KS	Portland, OR	\$5,643	\$112	\$57.15	\$1.56	3
Corn	Minneapolis, MN	Portland, OR	\$5,000	-\$19	\$49.47	\$1.26	0
	Sioux Falls, SD	Tacoma, WA	\$4,960	-\$17	\$49.09	\$1.25	0
	Champaign-Urbana, IL	New Orleans, LA	\$3,481	\$70	\$35.27	\$0.90	0
	Lincoln, NE	Galveston-Houston, TX	\$3,700	-\$10	\$36.64	\$0.93	3
	Des Moines, IA	Amarillo, TX	\$3,895	\$55	\$39.23	\$1.00	2
	Minneapolis, MN	Tacoma, WA	\$5,000	-\$18	\$49.47	\$1.26	0
	Council Bluffs, IA	Stockton, CA	\$4,740	-\$19	\$46.88	\$1.19	2
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,600	-\$17	\$55.44	\$1.51	2
	Minneapolis, MN	Portland, OR	\$5,650	-\$19	\$55.92	\$1.52	2
	Fargo, ND	Tacoma, WA	\$5,500	-\$15	\$54.47	\$1.48	2
	Council Bluffs, IA	New Orleans, LA	\$4,525	\$81	\$45.74	\$1.24	2
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	0
	Grand Island, NE	Portland, OR	\$5,460	\$115	\$55.36	\$1.51	2

<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, www.cpr.ca, www.csx.com, 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>	
Date: January, 2017							
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	0
	OK	Cuautitlan, EM	\$6,638	\$49	\$68.32	\$1.86	2
	KS	Guadalajara, JA	\$7,180	\$260	\$76.01	\$2.07	5
	TX	Salinas Victoria, NL	\$4,258	\$29	\$43.80	\$1.19	3
Corn	IA	Guadalajara, JA	\$8,187	\$203	\$85.73	\$2.18	-1
	SD	Celaya, GJ	\$7,580	\$0	\$77.45	\$1.97	-3
	NE	Queretaro, QA	\$7,909	\$99	\$81.82	\$2.08	1
	SD	Salinas Victoria, NL	\$6,635	\$0	\$67.79	\$1.72	1
	MO	Tlalnepantla, EM	\$7,268	\$97	\$75.25	\$1.91	1
	SD	Torreon, CU	\$7,180	\$0	\$73.36	\$1.86	-1
Soybeans	MO	Bojay (Tula), HG	\$8,647	\$217	\$90.56	\$2.46	1
	NE	Guadalajara, JA	\$8,942	\$217	\$93.58	\$2.54	-1
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	-5
	KS	Torreon, CU	\$7,489	\$140	\$77.95	\$2.12	1
Sorghum	NE	Celaya, GJ	\$7,164	\$179	\$75.02	\$1.90	-2
	KS	Queretaro, QA	\$7,608	\$61	\$78.35	\$1.99	0
	NE	Salinas Victoria, NL	\$6,213	\$49	\$63.98	\$1.62	1
	NE	Torreon, CU	\$6,607	\$125	\$68.79	\$1.75	-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

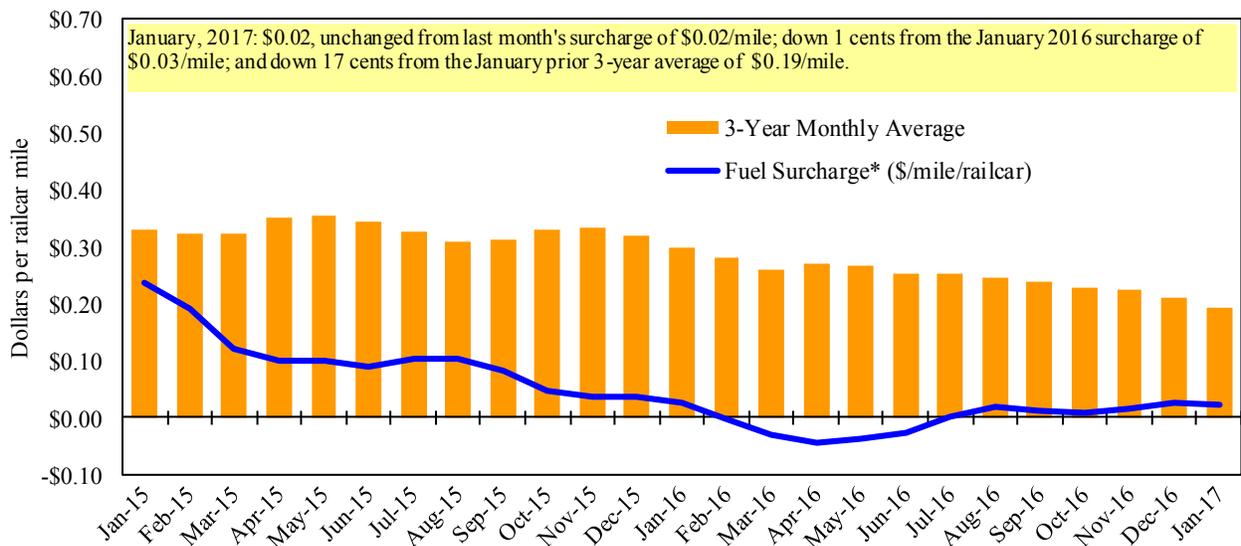
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

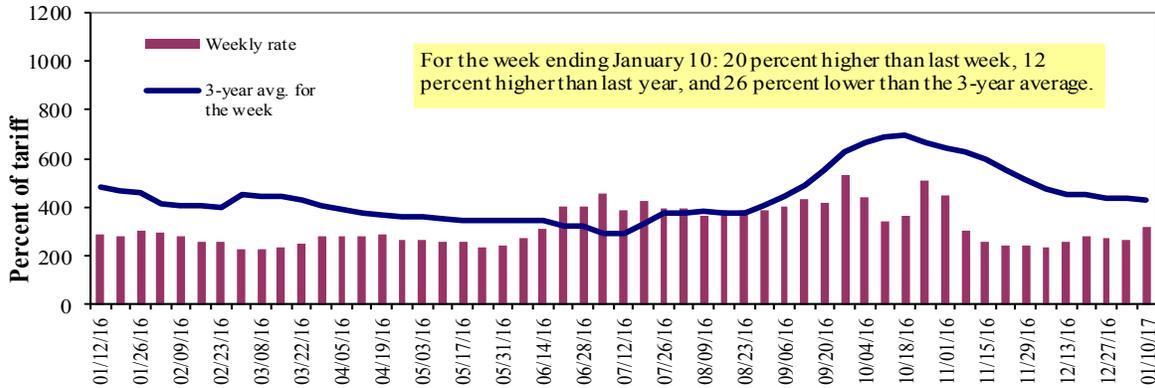
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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>	1/10/2017	-	-	320	213	235	235	188
	1/3/2017	-	-	268	185	208	208	160
<b>\$/ton</b>	1/10/2017	-	-	14.85	8.50	11.02	9.49	5.90
	1/3/2017	-	-	12.44	7.38	9.76	8.40	5.02
<b>Current week % change from the same week:</b>								
	Last year	-	-	12	21	8	8	17
	3-year avg. <sup>2</sup>	-	-	-26	-28	-32	-32	-15
<b>Rate<sup>1</sup></b>	February	-	-	278	190	203	203	168
	April	325	270	260	185	195	195	168

flooding

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

### Benchmark tariff rates

#### Calculating barge rate per ton:

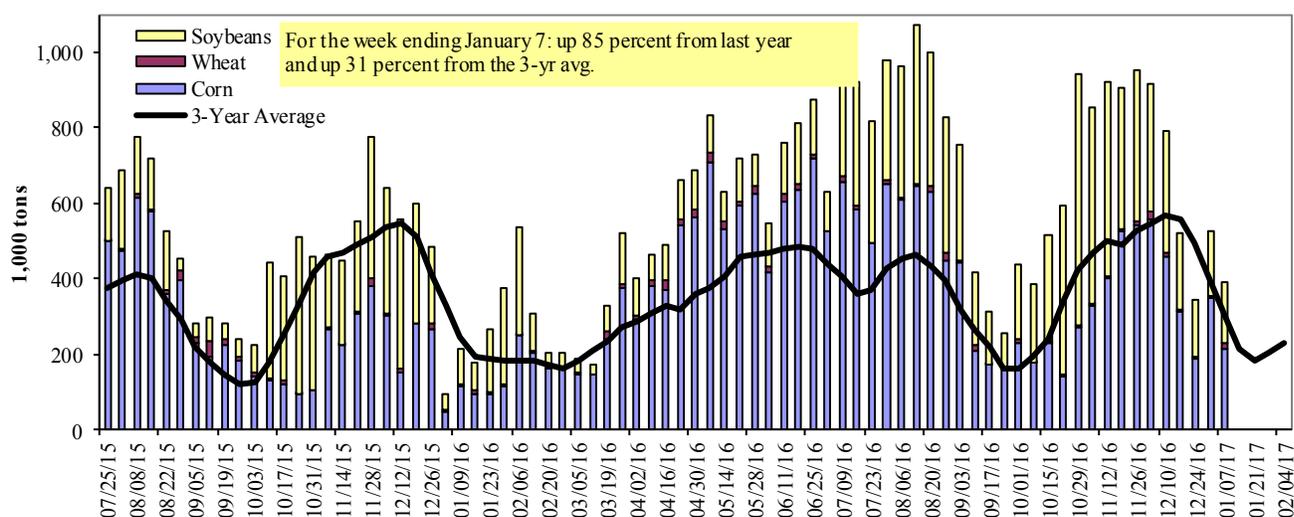
(Rate \* 1976 tariff benchmark rate per ton)/100

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 1/07/2017	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	19	0	31	0	50
Alton, IL (L26)	198	17	158	0	373
Granite City, IL (L27)	214	17	161	0	392
<b>Illinois River (L8)</b>	127	6	118	0	251
<b>Ohio River (L52)</b>	87	5	116	21	230
<b>Arkansas River (L1)</b>	0	30	11	0	41
Weekly total - 2017	301	52	288	21	663
Weekly total - 2016	190	8	235	0	434
2017 YTD <sup>1</sup>	301	52	288	21	663
2016 YTD	190	8	235	0	434
2017 as % of 2016 YTD	159	614	122	n/a	153
Last 4 weeks as % of 2016 <sup>2</sup>	126	203	93	352	111
<b>Total 2016</b>	<b>24,136</b>	<b>2,030</b>	<b>16,668</b>	<b>344</b>	<b>43,178</b>

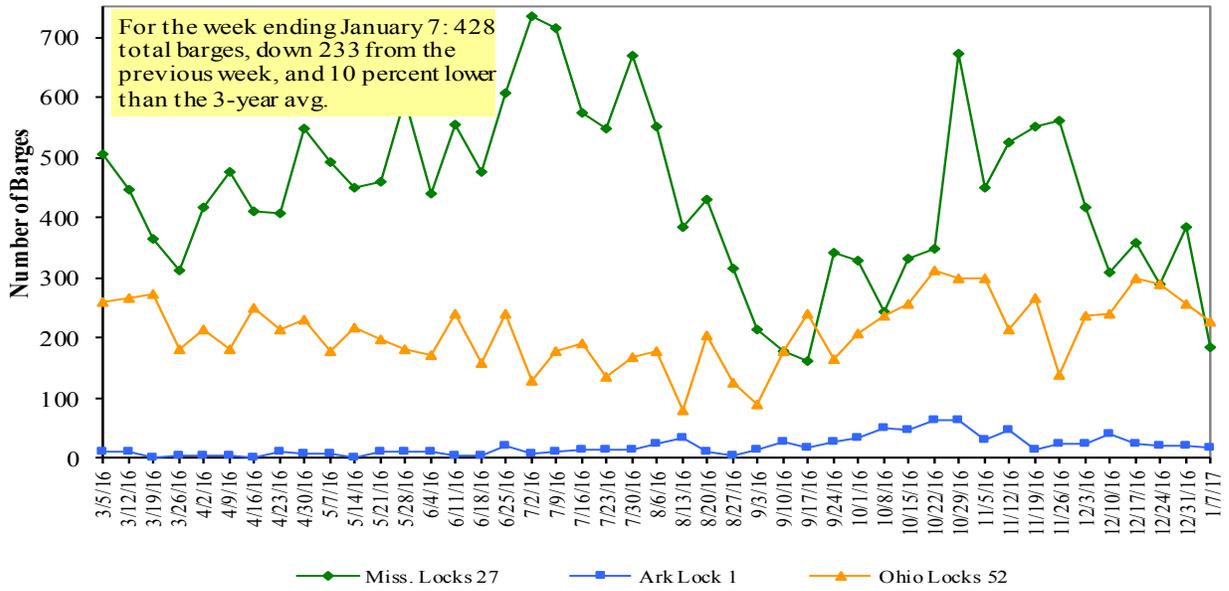
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2016.

Note: Total may not add exactly, due to rounding

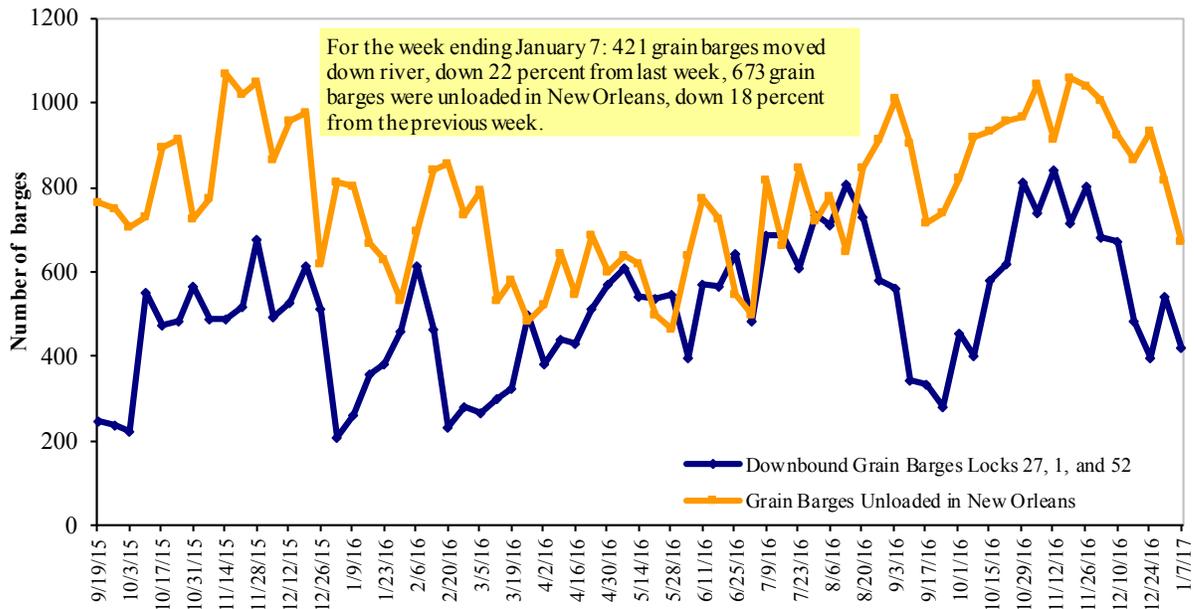
Source: U.S. Army Corps of Engineers

**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 01/09/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.648	0.021	0.419
	New England	2.677	0.012	0.342
	Central Atlantic	2.813	0.037	0.463
	Lower Atlantic	2.526	0.012	0.410
II	Midwest <sup>2</sup>	2.547	0.007	0.451
III	Gulf Coast <sup>3</sup>	2.448	-0.003	0.368
IV	Rocky Mountain	2.541	0.006	0.407
V	West Coast	2.873	0.026	0.447
	West Coast less California	2.757	0.017	0.516
	California	2.953	0.032	0.391
Total	U.S.	2.597	0.011	0.420

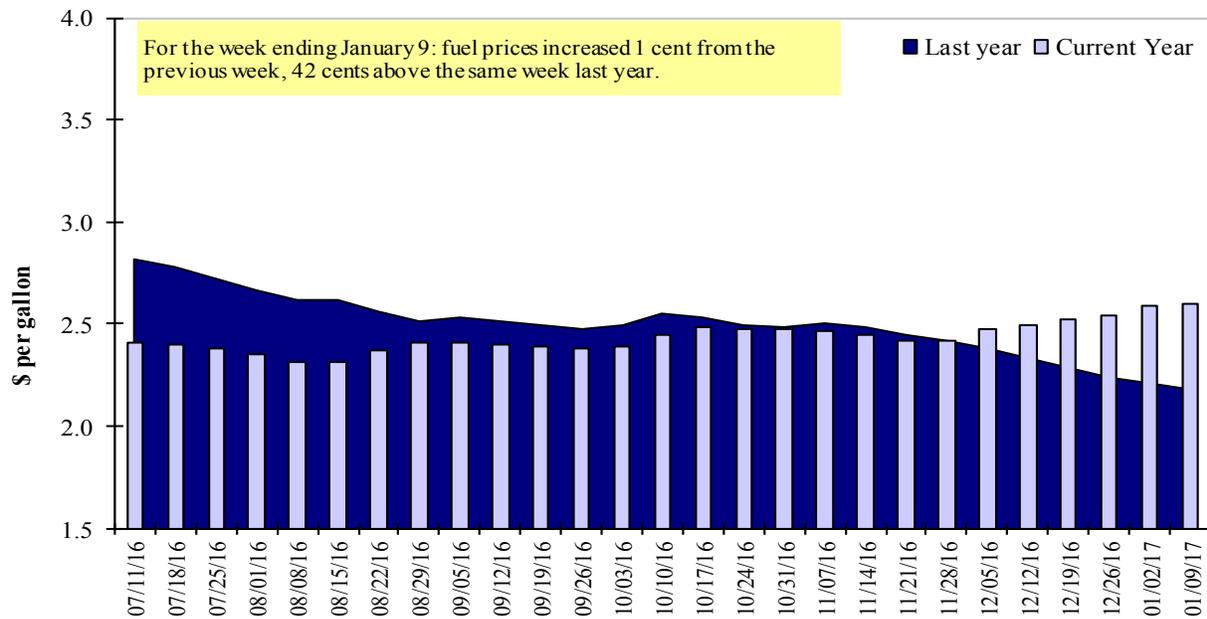
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
12/29/2016	1,983	635	2,353	1,049	139	6,160	19,421	14,869	40,450
This week year ago	1,231	614	1,499	983	69	4,395	11,052	10,912	26,359
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2016/17 YTD	6,443	1,217	4,424	2,443	263	14,790	16,312	33,103	64,205
2015/16 YTD	3,252	2,115	3,562	1,944	512	11,384	9,401	27,038	47,823
YTD 2016/17 as % of 2015/16	198	58	124	126	51	130	174	122	134
Last 4 wks as % of same period 2015/16	163	102	162	114	214	144	176	151	160
2015/16 Total	5,538	3,057	6,285	3,551	670	19,101	45,564	49,821	114,487
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	45,205	49,614	117,155

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

<sup>2</sup> Shipped export sales to date; new marketing year now in effect for wheat; 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](http://www.fas.usda.gov))

Table 13

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

For the week ending 12/29/2016	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	5,226	3,114	68	11,284
Mexico	9,917	7,941	25	11,204
Korea	3,085	458	574	3,931
Colombia	2,183	1,957	12	4,134
Taiwan	1,702	368	362	1,912
<b>Top 5 Importers</b>	<b>22,114</b>	<b>13,837</b>	<b>60</b>	<b>32,465</b>
<b>Total US corn export sales</b>	<b>35,733</b>	<b>20,452</b>	<b>75</b>	<b>46,633</b>
% of Projected	63%	42%		
Change from prior week	429	253		
<b>Top 5 importers' share of U.S. corn export sales</b>	62%	68%		70%
<b>USDA forecast, December 2016</b>	<b>56,616</b>	<b>48,295</b>	<b>17</b>	
<b>Corn Use for Ethanol USDA forecast, December 2016</b>	<b>134,620</b>	<b>132,233</b>	<b>2</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/>. Total commitments change from prior week could include revisions from previous week's outstanding sales or accumulated sales.

<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 12/29/2016	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	31,510	23,398	35	29,033
Mexico	2,008	1,821	10	3,295
Indonesia	1,078	662	63	2,065
Japan	1,318	1,227	7	1,994
Taiwan	927	705	31	1,226
<b>Top 5 importers</b>	<b>36,841</b>	<b>27,814</b>	<b>32</b>	<b>37,614</b>
<b>Total US soybean export sales</b>	<b>47,973</b>	<b>37,950</b>	<b>26</b>	<b>48,389</b>
% of Projected	86%	72%		
Change from prior week	<b>88</b>	<b>562</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>77%</b>	<b>73%</b>		<b>78%</b>
<b>USDA forecast, December 2016</b>	<b>55,858</b>	<b>52,752</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/>. Total commitments change from prior week could include revisions from previous week's outstanding sales and/or accumulated sales<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). (Carry over plus Accumulated Exports)

Table 15

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

For the week ending 12/29/2016	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,984	1,741	14	2,743
Mexico	2,109	1,651	28	2,660
Nigeria	1,073	1,312	(18)	1,978
Philippines	2,045	1,567	30	2,156
Brazil	1,107	369	200	2,076
Korea	1,099	961	14	1,170
Taiwan	832	787	6	1,005
Indonesia	699	286	144	776
Colombia	631	509	24	679
Thailand	610	382	60	618
<b>Top 10 importers</b>	<b>12,188</b>	<b>9,565</b>	<b>27</b>	<b>15,861</b>
<b>Total US wheat export sales</b>	<b>20,950</b>	<b>15,779</b>	<b>33</b>	<b>24,485</b>
% of Projected	79%	75%		
Change from prior week	<b>184</b>	<b>76</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>58%</b>	<b>61%</b>		<b>65%</b>
<b>USDA forecast, December 2016</b>	<b>26,567</b>	<b>21,117</b>	<b>26</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/>. Total commitments change from prior week could include revisions from the previous week's outstanding and/or accumulated sales<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 01/05/17	Previous Week <sup>1</sup>	Current Week as % of Previous	2017 YTD*	2016 YTD*	2017 YTD as % of 2016 YTD	Last 4-weeks as % of:		2016 Total <sup>2</sup>
							Last Year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	142	224	63	142	297	48	74	98	12,325
Corn	174	190	91	174	59	296	803	206	12,009
Soybeans	279	370	75	279	289	97	100	116	14,447
<b>Total</b>	<b>594</b>	<b>784</b>	<b>76</b>	<b>594</b>	<b>644</b>	<b>92</b>	<b>109</b>	<b>121</b>	<b>38,782</b>
<b>Mississippi Gulf</b>									
Wheat	33	13	257	33	37	90	107	103	3,480
Corn	337	342	98	337	378	89	114	117	31,420
Soybeans	722	1,101	66	722	920	78	104	106	35,278
<b>Total</b>	<b>1,091</b>	<b>1,456</b>	<b>75</b>	<b>1,091</b>	<b>1,336</b>	<b>82</b>	<b>107</b>	<b>109</b>	<b>70,178</b>
<b>Texas Gulf</b>									
Wheat	29	140	21	29	24	119	268	177	6,019
Corn	27	0	n/a	27	0	n/a	n/a	1018	1,669
Soybeans	0	0	n/a	0	0	n/a	223	59	1,105
<b>Total</b>	<b>56</b>	<b>140</b>	<b>40</b>	<b>56</b>	<b>24</b>	<b>230</b>	<b>313</b>	<b>159</b>	<b>8,792</b>
<b>Interior</b>									
Wheat	37	39	94	37	30	123	131	167	1,543
Corn	78	90	86	78	103	76	92	106	7,197
Soybeans	48	69	70	48	56	86	146	106	4,577
<b>Total</b>	<b>163</b>	<b>199</b>	<b>82</b>	<b>163</b>	<b>190</b>	<b>86</b>	<b>111</b>	<b>112</b>	<b>13,317</b>
<b>Great Lakes</b>									
Wheat	0	0	n/a	0	0	n/a	295	159	1,186
Corn	0	0	n/a	0	0	n/a	n/a	n/a	584
Soybeans	0	0	n/a	0	0	n/a	189	39	910
<b>Total</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>252</b>	<b>82</b>	<b>2,681</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	0	29	0	85	193	315
Corn	0	0	n/a	0	0	n/a	42	4	294
Soybeans	11	68	16	11	46	24	96	93	2,269
<b>Total</b>	<b>11</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>75</b>	<b>15</b>	<b>95</b>	<b>95</b>	<b>2,878</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	241	416	58	241	417	58	104	119	24,867
Corn	615	622	99	615	540	114	141	132	53,173
Soybeans	1,059	1,609	66	1,059	1,311	81	105	105	58,587
<b>Total</b>	<b>1,915</b>	<b>2,648</b>	<b>72</b>	<b>1,915</b>	<b>2,268</b>	<b>84</b>	<b>113</b>	<b>113</b>	<b>136,627</b>

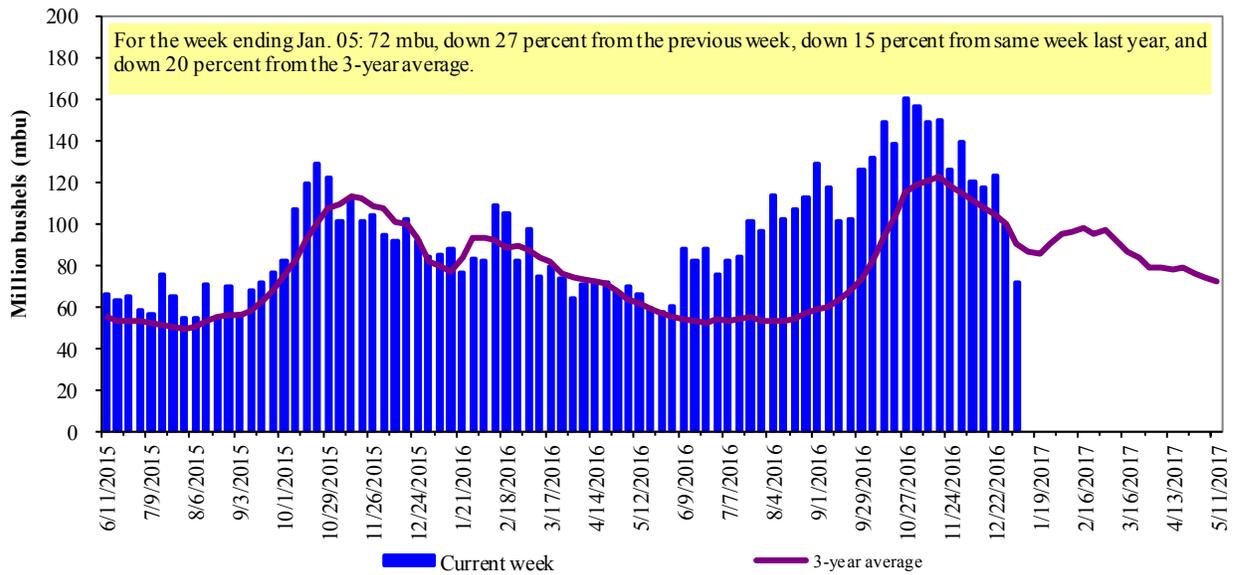
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

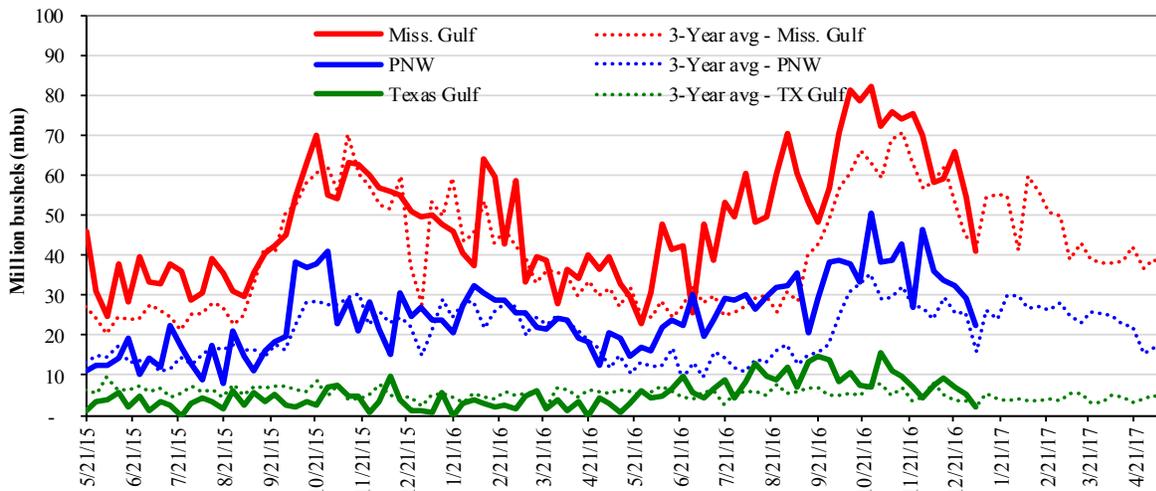
**U.S. grain inspected for export (wheat, corn, and soybeans)**



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 01/05/17 inspections (mbu):	Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Mississippi Gulf: 41.0	Last Week:	down 25	down 59	down 28	down 24
PNW: 22.3	Last Year (same week):	down 18	up 138	down 15	down 6
Texas Gulf: 2.1	3-yr avg. (4-wk. mov. Avg):	down 19	down 42	down 20	down 8

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

# Ocean Transportation

Table 17

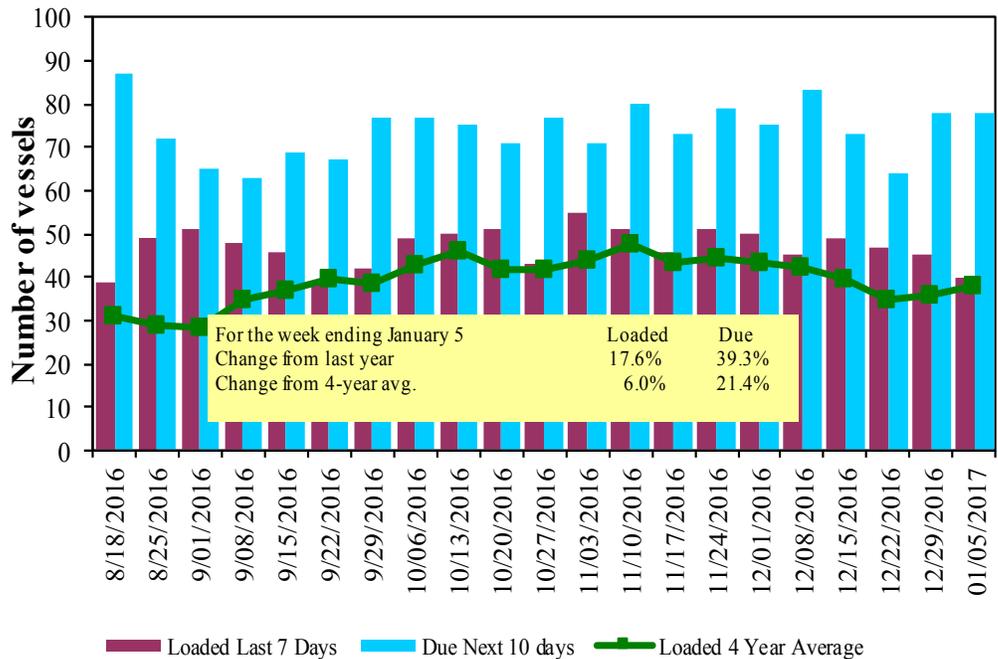
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
1/5/2017	49	40	78	22	n/a
12/29/2016	45	45	78	24	n/a
2016 range	(21..62)	(27..55)	(40..87)	(6..27)	n/a
2016 avg.	43	40	62	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

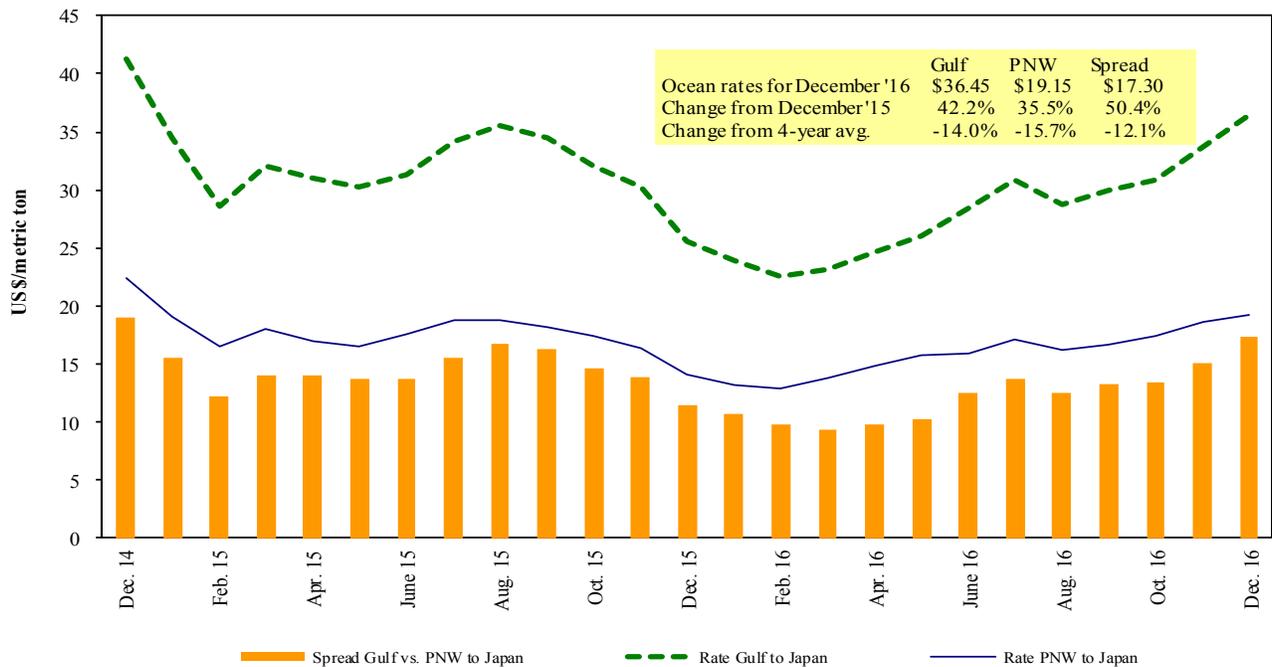
**U.S. Gulf Vessel Loading Activity**



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 1/7/2017**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 15/25	55,000	34.00
U.S. Gulf	China	Heavy Grain	Dec 19/24	66,000	33.90
U.S. Gulf	China	Heavy Grain	Dec 15/24	65,000	34.50
U.S. Gulf	China	Heavy Grain	Dec 14/20	53,000	34.00
U.S. Gulf	China	Heavy Grain	Dec 12/20	63,000	36.00
U.S. Gulf	China	Heavy Grain	Dec 10/20	63,000	35.75
U.S. Gulf	China	Heavy Grain	Dec 5/15	60,000	35.75
U.S. Gulf	China	Heavy Grain	Dec 1/10	60,000	35.35
U.S. Gulf	China	Heavy Grain	Nov 20/30	50,000	31.00
U.S. Gulf	China	Heavy Grain	Nov 15/25	50,000	29.00
U.S. Gulf	Kenya	Sorghum	Jan 5/15	23,420	56.75
PNW	Bangladesh	Wheat	Dec 1/10	12,500	160.33*
Vancouver	China	Heavy Grain	Nov 1/10	50,000	31.50
PNW	Bangladesh	Wheat	Nov 1/10	12,500	163.55*
Brazil	South Korea	Heavy Grain	Mar 15/Apr 15	65,000	23.50
River Plate	South Africa	Soybeans	Nov 1/14	25,000	24.00

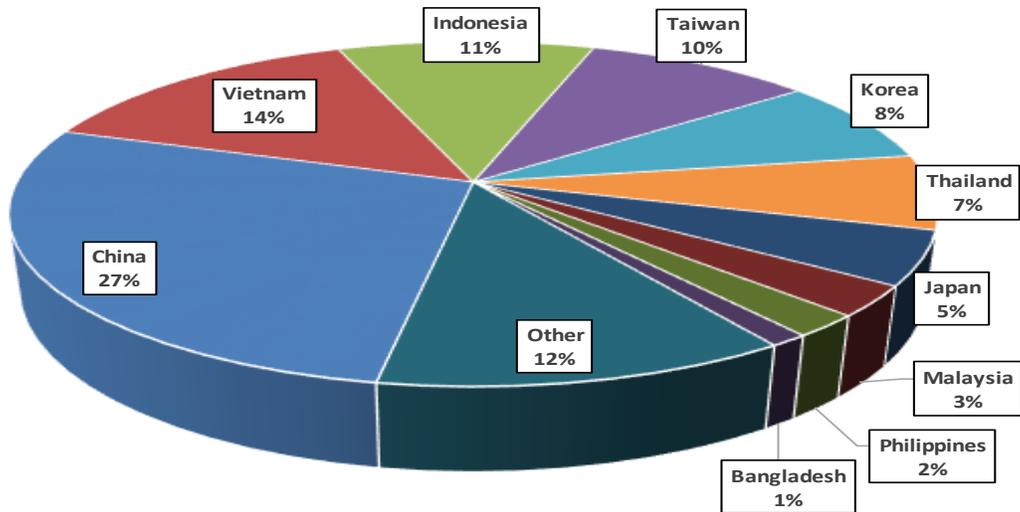
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

\*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 2015, containers were used to transport 8 percent of total U.S. waterborne grain exports. Approximately 64 percent of U.S. waterborne grain exports in 2015 went to Asia, of which 12 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

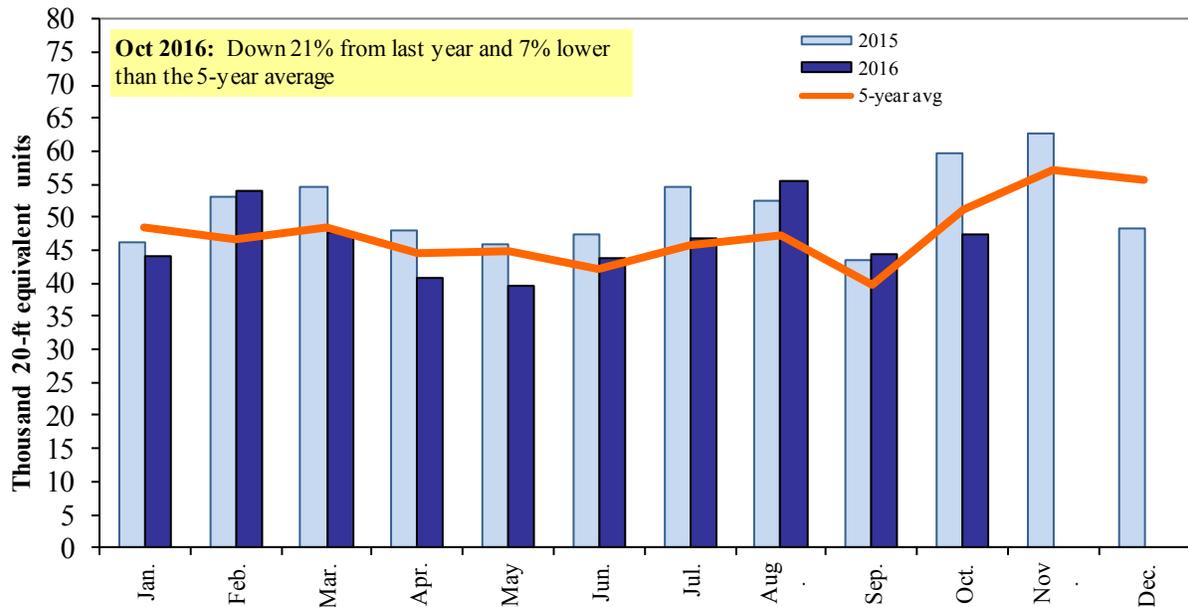
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-October 2016**



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.

# Contacts and Links

## Coordinators

Surajudeen (Deen) Olowolayemo [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov) (202) 720 - 0119  
Pierre Bahizi [pierre.bahizi@ams.usda.gov](mailto:pierre.bahizi@ams.usda.gov) (202) 690 - 0992

## Weekly Highlight Editors

Surajudeen (Deen) Olowolayemo [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov) (202) 720 - 0119  
April Taylor [april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov) (202) 720 - 7880  
Nicholas Marathon [nick.marathon@ams.usda.gov](mailto:nick.marathon@ams.usda.gov) (202) 690 - 4430

## Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov) (202) 720 - 0119

## Rail Transportation

Johnny Hill [johnny.hill@ams.usda.gov](mailto:johnny.hill@ams.usda.gov) (202) 690 - 3295  
Jesse Gastelle [jesse.gastelle@ams.usda.gov](mailto:jesse.gastelle@ams.usda.gov) (202) 690 - 1144  
Peter Caffarelli [petera.caffarelli@ams.usda.gov](mailto:petera.caffarelli@ams.usda.gov) (202) 690 - 3244

## Barge Transportation

Nicholas Marathon [nick.marathon@ams.usda.gov](mailto:nick.marathon@ams.usda.gov) (202) 690 - 4430  
April Taylor [april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov) (202) 720 - 7880  
Matt Chang [matt.chang@ams.usda.gov](mailto:matt.chang@ams.usda.gov) (202) 720 - 0299

## Truck Transportation

April Taylor [april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov) (202) 720 - 7880

## Grain Exports

Johnny Hill [johnny.hill@ams.usda.gov](mailto:johnny.hill@ams.usda.gov) (202) 690 - 3295

## Ocean Transportation

Surajudeen (Deen) Olowolayemo [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov) (202) 720 - 0119  
(Freight rates and vessels)  
April Taylor [april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov) (202) 720 - 7880  
(Container movements)

## Contributing Analysts

Sergio Sotelo [sergioa.sotelo@ams.usda.gov](mailto:sergioa.sotelo@ams.usda.gov) (202) 756 - 2577

**Subscription Information:** Send relevant information to [GTRContactUs@ams.usda.gov](mailto:GTRContactUs@ams.usda.gov) for an electronic copy (*printed copies are also available upon request*).

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. January 12, 2017. Web: <http://dx.doi.org/10.9752/TS056.01-12-2017>

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](mailto:program.intake@usda.gov).

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