



Grain Transportation Report

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

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September 1, 2016

WEEKLY HIGHLIGHTS

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Hanjin Shipping Loses Creditor Support

According to the Journal of Commerce (JOC), Hanjin Shipping, has decided to file for court protection after losing the support of its South Korean creditor, Korea Development Bank (KDB). Hanjin, South Korea's largest shipping line, has reportedly been operating in the red for 4 of the last 5 years. Recent plans to liquidate assets were deemed insufficient and rejected by KDB on August 26. The JOC further states, "The impact on the liner shipping industry is expected to be significant and will affect Hanjin Shipping's CKYHE Alliance partners, its future THE Alliance partners, slot sharing with other carriers, its charter contractors and countless shippers with cargo moving on major trades on its 98-ship fleet."

Corn Inspections Up for Third Consecutive Week

For the week ending August 25, **total inspections of grain** (corn, wheat, soybeans) for export from all major export regions reached 2.9 million metric tons (mmt), up 3 percent from the previous week, up 57 percent from last year, and 94 percent above the 3-year average. Rail deliveries of grain to major export port regions were also up, increasing 3 percent from the previous week; and the highest since late October 2015. Total inspections of corn were up for the third consecutive week, increasing 11 percent from the previous week due to increased demand from Latin America. Soybean and wheat inspections decreased 4 and 5 percent respectively, from week to week. Mississippi Gulf grain inspections increased 19 percent and Pacific Northwest (PNW) increased 1 percent from the past week. Outstanding export sales (unshipped) continued to fall for each of the three major grains.

Grain Vessel Loading Activity Getting Stronger

Ocean-going grain vessel loading activities are getting stronger in the U.S. Gulf and the Pacific Northwest (PNW). During the past 4 weeks beginning August 4 and ending August 25, an average of 54 vessels were loading or waiting to load per week. Based on the data we compile, an average of 43 vessels were loaded during the previous 7 days, and 75 vessels were expected within the next 10 days. However, during the previous 4 weeks, beginning July 7 and ending July 28, an average of 46 vessels were either loading or waiting to load. A comparison of the average vessels loaded during the previous week for comparable periods in July versus August, indicates that in July 36 vessels were loaded during the previous 7 days, and 63 vessels were expected within the next 10 days. In PNW, an average of 16 ocean-going grain vessels were loading or waiting to load during the past 4 weeks beginning, August 4 and ending August 25, while 12 vessels were loading or waiting to load during the previous 4 weeks, beginning July 7 and ending July 28. Meanwhile, ocean freight rates for shipping grain from the U.S. Gulf and PNW to Japan remained relatively low, compared to the previous year, and the 4-year average (see [08/04/16 Grain Transportation Report](#)).

Two Week Spike in Diesel Prices

Diesel fuel prices have increased 10 cents in the past two weeks, U.S. prices averaged \$2.41 per gallon during the week ending in August 29. Although prices are now rising, they are still 11 cents lower from the same week last year and \$1.20 below the 5-year average. According to some analysts, the market has been bolstered during the past few weeks by the prospect of a production freeze, causing prices to rise steadily. However, according to August 22 report in *HDT Truckinginfo*, it appears that a deal to reduce output by OPEC is unlikely in the short term.

Snapshots by Sector

Export Sales

During the week ending August 18, **unshipped balances** of wheat, corn, and soybeans totaled 15.7 mmt, up 40 percent from the same time last year. Net weekly **wheat export sales** were .380 mmt, down 22 percent from the previous week. Net **corn export sales** were .071 mmt, down 58 percent from the previous week, and net **soybean export sales** were .115 mmt, down 35 percent from the past week.

Rail

U.S. Class I railroads originated 24,944 **grain carloads** for the week ending August 20, down 1 percent from the previous week, up 37 percent from last year, and up 33 percent from the 3-year average.

Average September shuttle **secondary railcar bids/offers** per car were \$888 above tariff for the week ending August 25, down \$119 from last week, and \$1,147 higher than last year. There were no secondary non-shuttle secondary railcar bids/offers this week.

Barge

For the week ending August 27, **barge grain movements** totaled 920,121 tons, 20 percent lower than last week, and up 177 percent from the same period last year.

For the week ending August 27, 581 grain barges **moved down river**, down 20 percent from last week; 915 grain barges were **unloaded in New Orleans**, up 8 percent from the previous week.

Ocean

For the week ending August 25, 49 **ocean-going grain vessels** were loaded in the Gulf, 32 percent more than the same period last year. Seventy-two vessels are expected to be loaded within the next 10 days, 57 percent more than the same period last year.

For the week ending August 25, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$29.50 per metric ton, 1 percent more than the previous week. The cost of shipping from the PNW to Japan was \$16.50 per metric ton, unchanged from the previous week.

Feature Article/Calendar

Soybean Landed Costs Increased During Second Quarter

The landed costs for shipping soybeans from the United States and Brazil to China and Europe increased during the second quarter of 2016. The landed costs increased primarily because of the increase in the farm values of soybeans from the previous quarter. Although soybean transportation costs increased in Brazil, results were mixed in the United States. The landed costs for shipping soybeans from Minneapolis, MN, and Davenport, IA to Hamburg, Germany, through the U.S. Gulf increased by 7 and 6 percent, respectively (Table 1). Similarly, the landed costs of soybeans from the same locations to Shanghai, China also increased by 6 and 7 percent, respectively (Table 2). The landed costs of soybeans from Fargo, ND and Sioux Falls, SD, through the PNW to Shanghai increased by 12 and 10 percent. The landed costs of soybeans from North Mato Grosso (North MT) and South Goiás (South GO) to Hamburg increased by 24 and 19 percent (Table 1), while the landed costs from the same locations to Shanghai also increased by 24 and 19 percent, respectively (Table 2).

Table 1-Quarterly costs of transporting soybeans from U.S. and Brazil to Hamburg, Germany

	2015	2016	2016	Percent change		2015	2016	2016	Percent change	
	2 nd qtr.	1 st qtr.	2 nd qtr.	Yr. to Yr.	Qtr. to Qtr.	2 nd qtr.	1 st qtr.	2 nd qtr.	Yr. to Yr.	Qtr. to Qtr.
United States (via U.S. Gulf)										
Minneapolis, MN										
	--\$/mt--									
Truck	9.18	8.18	12.10	31.81	47.92	9.18	8.18	12.10	31.81	47.92
Barge	30.50	7.96	24.43	-19.90	206.91	24.22	7.96	17.83	-26.38	123.99
Ocean ¹	13.95	11.65	13.72	-1.65	17.77	13.95	11.65	13.75	-1.43	18.03
Rail ²		43.30			-		33.12			-
Total transportation	53.63	71.09	50.25	-6.30	-29.31	47.35	60.91	43.68	-7.75	-28.29
Farm Value ³	350.66	301.54	349.92	-0.21	16.04	350.90	309.63	349.56	-0.38	12.90
Landed Cost ⁴	404.29	372.63	400.17	-1.02	7.39	398.25	370.54	393.24	-1.26	6.13
Transport % of landed cost	13.27	19.08	12.56			11.89	16.44	11.11		
Brazil										
North MT⁵ - Santos⁶										
	--\$/mt--									
Truck	96.18	74.65	81.75	-15.00	9.51	55.27	44.60	48.04	-13.08	7.71
Ocean ⁷	21.00	16.00	17.00	-19.05	6.25	21.00	16.00	17.00	-19.05	6.25
Total transportation	117.18	90.65	98.75	-15.73	8.94	76.27	60.60	65.04	-14.72	7.33
Farm Value ⁸	295.94	268.28	347.59	17.45	29.56	333.28	278.59	337.86	1.37	21.27
Landed Cost	413.12	358.93	446.34	8.04	24.35	409.55	339.19	402.90	-1.62	18.78
Transport % of landed cost	28.36	25.26	22.12			18.62	17.87	16.14		
South GO⁵ - Paranagua⁶										
	--\$/mt--									
Truck	96.18	74.65	81.75	-15.00	9.51	55.27	44.60	48.04	-13.08	7.71
Ocean ⁷	21.00	16.00	17.00	-19.05	6.25	21.00	16.00	17.00	-19.05	6.25
Total transportation	117.18	90.65	98.75	-15.73	8.94	76.27	60.60	65.04	-14.72	7.33
Farm Value ⁸	295.94	268.28	347.59	17.45	29.56	333.28	278.59	337.86	1.37	21.27
Landed Cost	413.12	358.93	446.34	8.04	24.35	409.55	339.19	402.90	-1.62	18.78
Transport % of landed cost	28.36	25.26	22.12			18.62	17.87	16.14		

¹Source: O'Neil Commodity Consulting

²Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

³Source: USDA/NASS

⁴Landed cost is total cost plus farm value

⁵Producing regions: MT= Mato Grosso, GO = Goiás

⁶Export ports

⁷Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

⁸Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

Although both the farm values and the landed costs generally increased in the United States and Brazil during the second quarter, total transportation costs were mixed. Despite increases in truck, barge, and ocean rates, total transportation costs of shipping through the Gulf decreased significantly during the quarter as soybeans can take advantage of the waterway system all the way to New Orleans from Minneapolis and Davenport. Such movements are not usually feasible during the winter quarter when the upper segment of the Mississippi River is closed for navigation. Thus, soybean shipments from Minnesota and Davenport in the first quarter tend to use rail to St. Louis, before being loaded onto barges for shipment to New Orleans. However, the costs of shipping soybeans through the Pacific Northwest (PNW) increased during the quarter due to increased truck and ocean rates.

Truck rates increased during the quarter partly due to higher diesel fuel prices, and ocean rates increased because of an increase in global bulk shipments (see [08/18/16 Grain Transportation Report](#)). Barge rates increased due to seasonal factors, and soybeans have to be barged longer distances compared to the previous quarter as the upper segment of the Mississippi River was opened for navigation. However, barge rates are still lower than a year ago. Similarly, Brazil's quarterly transportation costs were pushed up by increased truck and ocean rates.

Year-to-year landed costs were lower for shipments through the U.S. Gulf to Hamburg and Shanghai (Tables 1 and 2). As for the PNW, the landed cost for soybeans from Fargo, ND, increased 4 percent while the shipments from Sioux Falls, SD, remained relatively unchanged (Table 2). In Brazil, year-to-year landed costs increased for shipments from North MT to Hamburg and Shanghai, but declined for shipments from South GO to both foreign destinations (Tables 1 and 2). The U.S. transportation share of landed costs ranged from 11 to 13 percent, and 16 to 22 percent in Brazil for shipments to Hamburg (Table 1). The transportation share of the landed costs to Shanghai ranged from 13 to 19 percent in the United States and 16 to 22 percent in Brazil (Table 2).

Table 2-Quarterly costs of transporting soybeans from U.S. and Brazil to Shanghai, China

	2015	2016	2016	Percent change		2015	2016	2016	Percent change	
	2 nd qtr.	1 st qtr.	2 nd qtr.	Yr. to Yr.	Qtr. to Qtr.	2 nd qtr.	1 st qtr.	2 nd qtr.	Yr. to Yr.	Qtr. to Qtr.
United States (via U.S. Gulf)										
	Minneapolis, MN					Davenport, IA				
	--\$/mt--									
Truck	9.18	8.18	12.10	31.81	47.92	9.18	8.18	12.10	31.81	47.92
Barge	30.50	7.96	24.43	-19.90	206.91	24.22	7.96	17.83	-26.38	123.99
Ocean ¹	29.54	21.34	24.37	-17.50	14.20	29.54	21.34	24.37	-17.50	14.20
Rail ²	-	43.30	-	-	-	-	33.12	-	-	-
Total transportation	69.22	80.78	60.90	-12.02	-24.61	62.94	70.60	54.30	-13.73	-23.09
Farm Value ³	350.66	301.54	349.92	-0.21	16.04	350.90	309.63	349.56	-0.38	12.90
Landed Cost ⁴	419.88	382.32	410.82	-2.16	7.45	413.84	380.23	403.86	-2.41	6.21
Transport % of landed cost	16.49	21.13	14.82			15.21	18.57	13.45		
Via PNW										
	Fargo, ND					Sioux Falls, SD				
Truck	9.18	8.18	12.10	31.81	47.92	9.18	8.18	12.40	35.08	51.59
Ocean	16.17	12.30	14.26	-11.81	15.93	16.17	12.30	14.26	-11.81	15.93
Rail	56.26	52.83	51.93	-7.70	-1.70	57.46	53.85	52.84	-8.04	-1.88
Total transportation	81.61	73.31	78.29	-4.07	6.79	82.81	74.33	79.50	-4.00	6.96
Farm Value	322.00	298.60	339.02	5.29	13.54	334.74	303.01	336.33	0.47	11.00
Landed Cost	403.61	371.91	417.31	3.39	12.21	417.55	377.34	415.83	-0.41	10.20
Transport % of landed cost	20.22	19.71	18.76			19.83	19.70	19.12		
Brazil										
	North MT⁵ - Santos⁶					South GO⁵ - Paranagua⁶				
	--\$/mt--									
Truck	96.18	74.65	81.75	-15.00	9.51	55.27	44.60	48.04	-13.08	7.71
Ocean ⁷	22.50	17.50	16.50	-26.67	-5.71	23.50	18.00	18.50	-21.28	2.78
Total transportation	118.68	92.15	98.25	-17.21	6.62	78.77	62.60	66.54	-15.53	6.29
Farm Value ⁸	295.94	268.28	347.59	17.45	29.56	333.27	278.59	337.86	1.38	21.27
Landed Cost	414.62	360.43	445.84	7.53	23.70	412.04	341.19	404.40	-1.85	18.53
Transport % of landed cost	28.62	25.57	22.04			19.12	18.35	16.45		

¹Source: O'Neil Commodity Consulting

²Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

³Source: USDA/NASS

⁴Landed cost is transportation cost plus farm value

⁵Producing regions: MT= Mato Grosso, GO = Goiás

⁶Export ports

⁷Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

⁸Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

Market Analysis and Outlook:

China imported 0.15 million metric tons (mt) of U.S. soybeans during the second quarter, 37 percent lower than the same period a year earlier. However, China imported a total of 8.19 mmt of U.S. soybeans during January – June, which is 2 percent more than the same period last year (FAS, GATS Data). However, total Chinese soybean imports for the 2016/17 marketing year are forecast at a record 86 mmt, up from a previous estimate of 83 mmt, driven by an anticipated higher demand for industry feed and protein meal due to a recovery in swine production and steady growth in the poultry sector ([USDA, FAS GAIN Report #: CH16038](#)). Over one-third of China's total imports are expected to come from the United States ([USDA, FAS GAIN Report #: CH16038](#)). For more on Brazil's soybean transportation, see [Brazil Soybean Transportation Indicator Report](#). surajudeen.olowolayemo@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

For the week ending	Truck	Rail		Barge	Ocean	
		Unit	Train	Shuttle	Gulf	Pacific
08/31/16	162	258	244	214	132	117
08/24/16	159	260	249	217	131	117

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

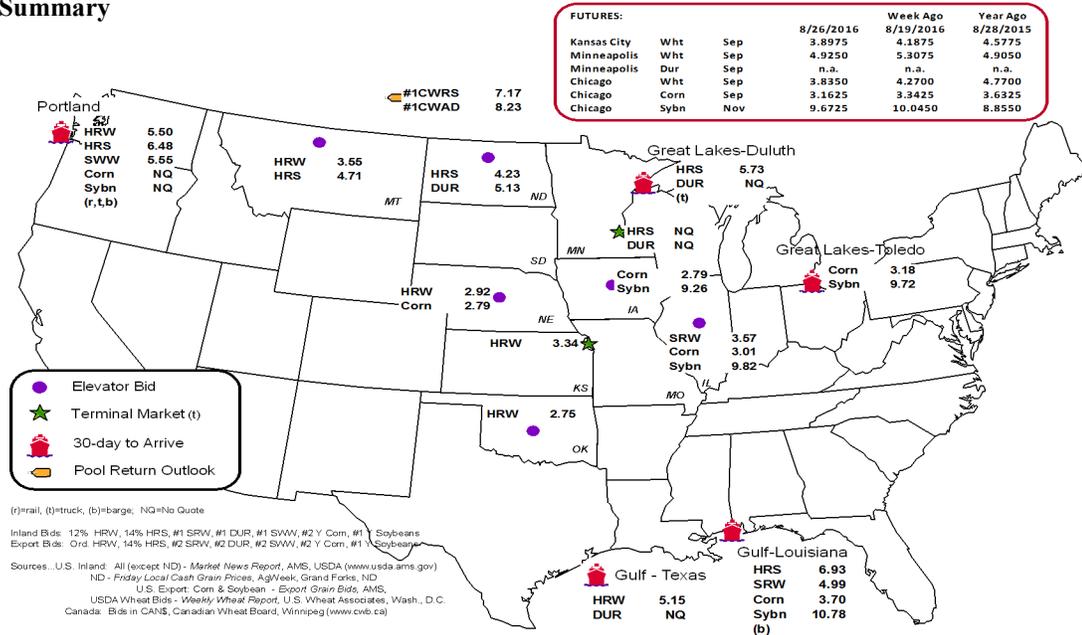
Commodity	Origin--Destination	8/26/2016	8/19/2016
Corn	IL--Gulf	-0.69	-0.72
Corn	NE--Gulf	-0.91	-0.92
Soybean	IA--Gulf	-1.52	-1.50
HRW	KS--Gulf	-1.81	-1.79
HRS	ND--Portland	-2.25	-2.39

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)¹

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
8/24/2016 ^p	930	2,319	7,248	494	10,991	8/20/2016	1,375
8/17/2016 ^r	1,771	2,102	6,536	290	10,699	8/13/2016	1,486
2016 YTD ^r	12,831	49,612	171,216	11,889	245,548	2016 YTD	68,884
2015 YTD ^r	12,856	40,149	137,123	14,882	205,010	2015 YTD	60,875
2016 YTD as % of 2015 YTD	100	124	125	80	120	% change YTD	113
Last 4 weeks as % of 2015 ²	1,350	177	229	322	244	Last 4wks % 2015	95
Last 4 weeks as % of 4-year avg. ²	606	131	201	256	200	Last 4wks % 4 yr	114
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

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2015 and prior 4-year average.

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

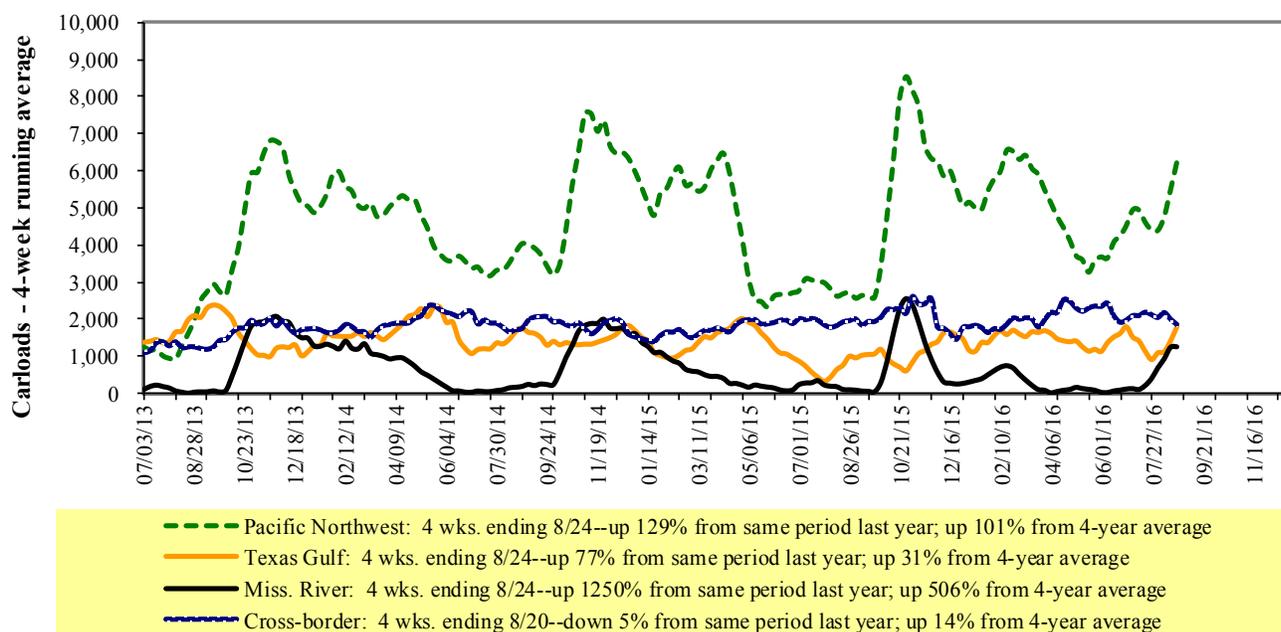
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

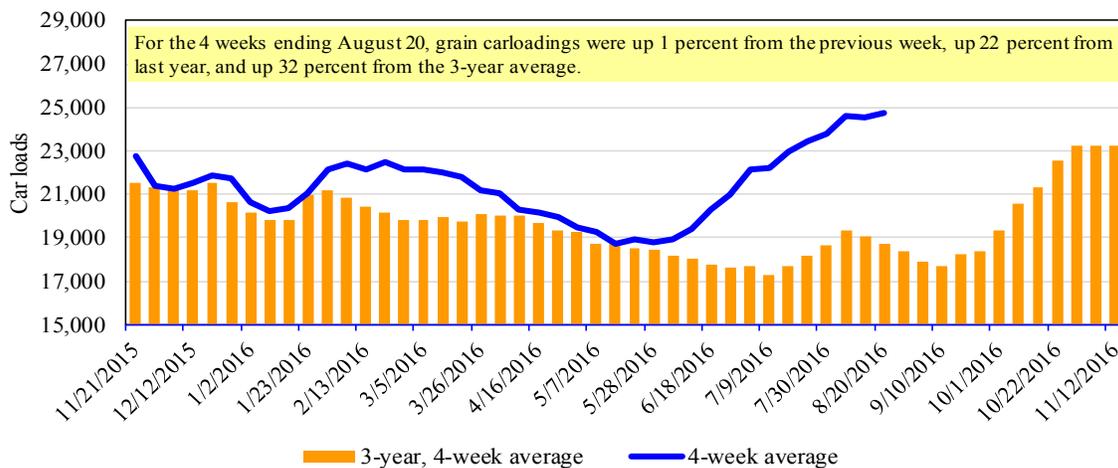
For the week ending:	East		West			U.S. total	Canada	
	8/20/2016	CSXT	NS	BNSF	KCS		UP	CN
This week	1,593	2,655	13,554	844	6,298	24,944	3,431	4,768
This week last year	1,513	2,109	9,256	726	4,664	18,268	3,306	4,598
2016 YTD	56,839	92,070	358,427	27,982	177,834	713,152	109,775	143,922
2015 YTD	66,732	97,339	324,923	28,638	168,786	686,418	133,608	146,971
2016 YTD as % of 2015 YTD	85	95	110	98	105	104	82	98
Last 4 weeks as % of 2015*	79	104	134	89	129	122	115	103
Last 4 weeks as % of 3-yr avg.**	95	108	146	99	134	132	112	96
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 Offerings¹ (\$/car)²

For the week ending:		<u>Delivery period</u>							
8/25/2016		Sep-16	Sep-15	Oct-16	Oct-15	Nov-16	Nov-15	Dec-16	Dec-15
BNSF ³	COT grain units	167	no bids	82	0	46	no bids	0	no bids
	COT grain single-car ⁵	351 .. 430	0 .. 11	231 .. 275	0 .. 20	152 .. 215	0	17 .. 80	0
UP ⁴	GCAS/Region 1	no offer	no bids	no offer	no bids	no offer	10	n/a	n/a
	GCAS/Region 2	no offer	no bids	no offer	10	no offer	no bids	n/a	n/a

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

²Average premium/discount to tariff, last auction

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

⁴UP - GCAS = Grain Car Allocation System

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

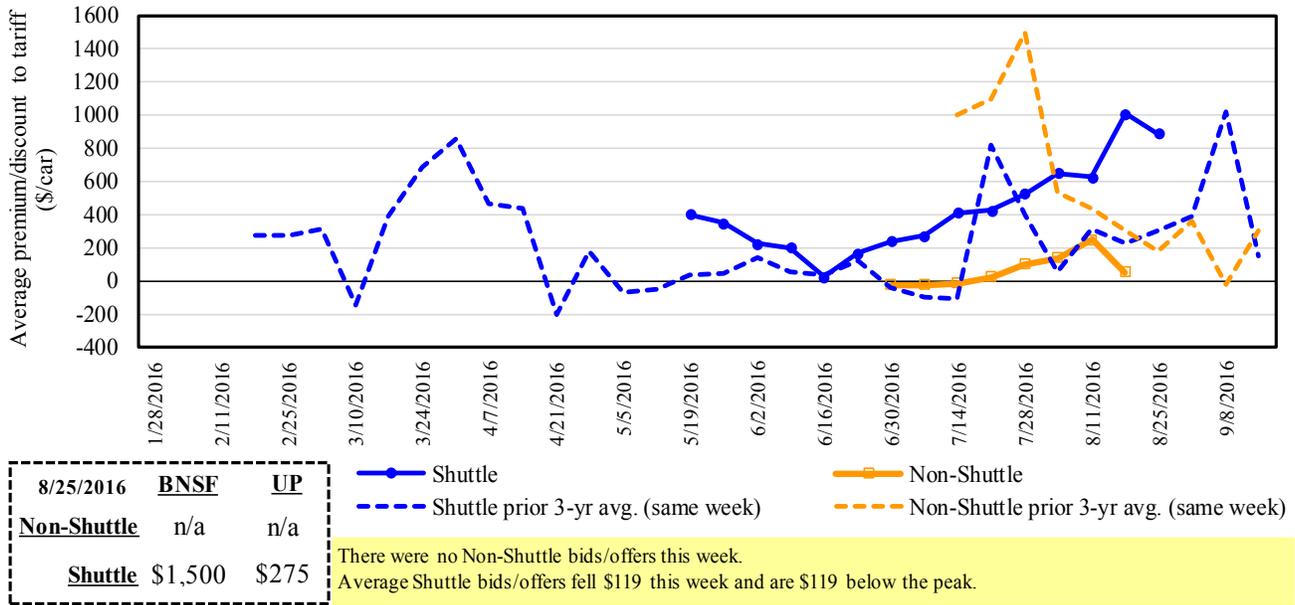
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

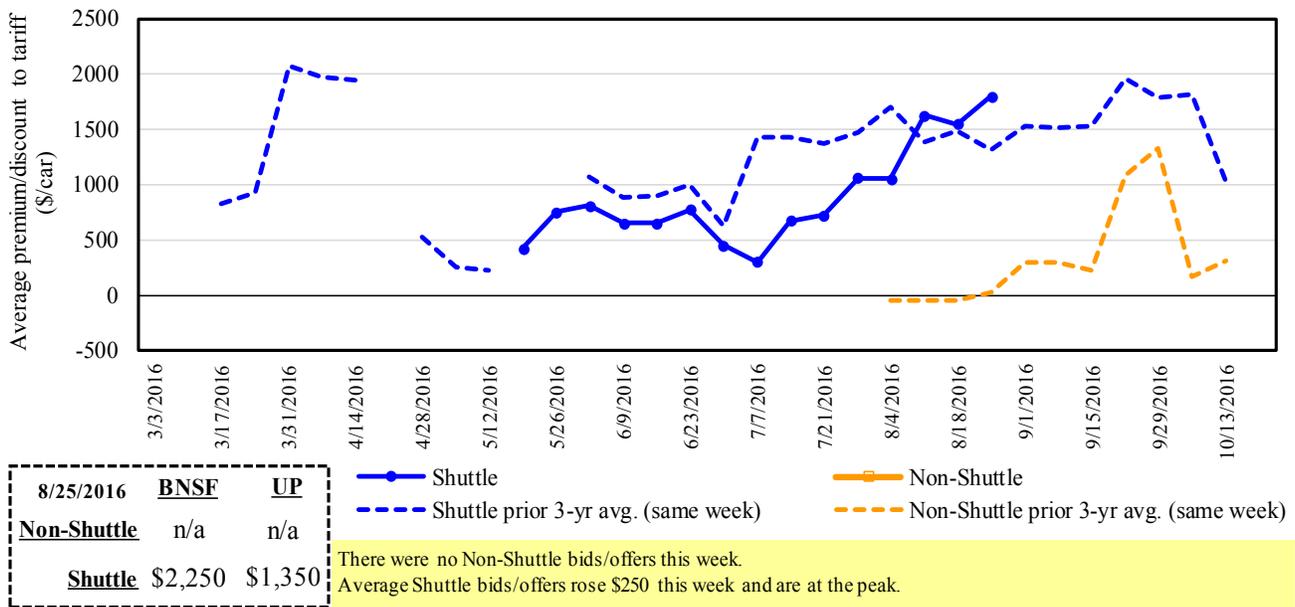
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



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

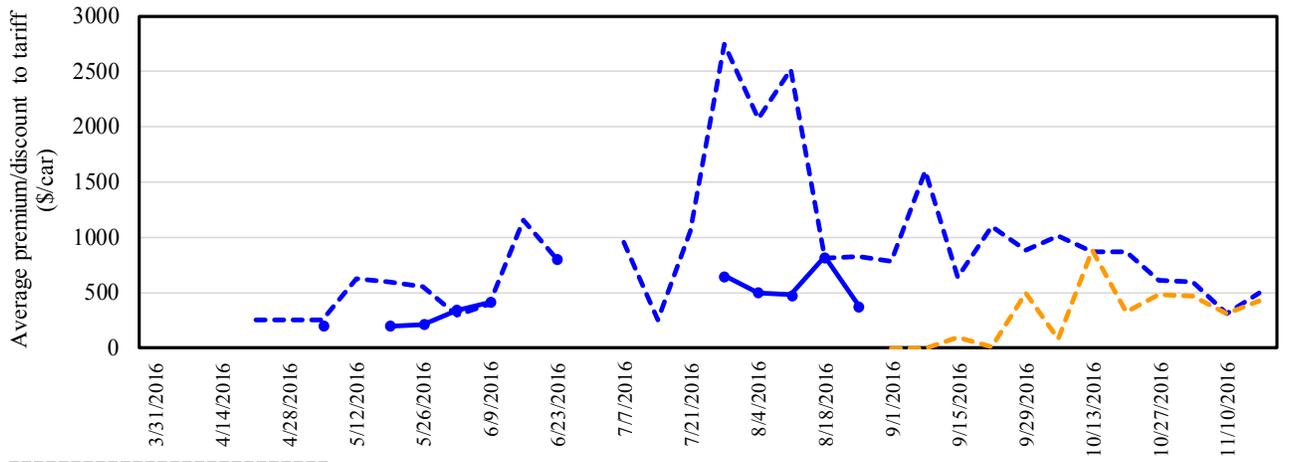
Figure 5
Bids/Offers for Railcars to be Delivered in October 2016, Secondary Market



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 November 2016, Secondary Market



8/25/2016	BNSF	UP		
Non-Shuttle	n/a	n/a		
Shuttle	n/a	\$375		

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

There were no Non-Shuttle bids/offers this week.
 Average Shuttle bids/offers fell \$450 this week and are \$450 below the peak.

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)¹

For the week ending:		Delivery period					
		Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17
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	1500	2250	n/a	n/a	n/a	n/a
	Change from last week	487	500	n/a	n/a	n/a	n/a
	Change from same week 2015	1763	1800	n/a	n/a	n/a	n/a
	UP-Pool	275	1350	375	175	n/a	n/a
	Change from last week	(725)	0	(25)	0	n/a	n/a
	Change from same week 2015	531	1000	n/a	n/a	n/a	n/a

¹Average 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 Shipments¹

Effective date:		Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y ³
9/1/2016						metric ton	bushel ²	
Unit train								
Wheat	Wichita, KS	St. Louis, MO	\$3,605	\$35	\$36.15	\$0.98	-1	
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	-\$6	\$41.08	\$1.12	15	
	Wichita, KS	Los Angeles, CA	\$6,950	-\$31	\$68.71	\$1.87	-2	
	Wichita, KS	New Orleans, LA	\$4,243	\$62	\$42.75	\$1.16	-1	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	-\$25	\$64.16	\$1.75	-2	
	Northwest KS	Galveston-Houston, TX	\$4,511	\$68	\$45.47	\$1.24	-1	
	Amarillo, TX	Los Angeles, CA	\$4,710	\$95	\$47.72	\$1.30	-2	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$70	\$37.25	\$0.95	8	
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	9	
	Des Moines, IA	Davenport, IA	\$2,168	\$15	\$21.68	\$0.55	-1	
	Indianapolis, IN	Atlanta, GA	\$5,004	\$0	\$49.69	\$1.26	5	
	Indianapolis, IN	Knoxville, TN	\$4,311	\$0	\$42.81	\$1.09	5	
Soybeans	Des Moines, IA	Little Rock, AR	\$3,444	\$44	\$34.64	\$0.88	3	
	Des Moines, IA	Los Angeles, CA	\$5,052	\$128	\$51.44	\$1.31	1	
	Minneapolis, MN	New Orleans, LA	\$3,799	\$30	\$38.02	\$1.03	-4	
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	8	
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	10	
Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	4		
Champaign-Urbana, IL	New Orleans, LA	\$4,395	\$70	\$44.34	\$1.21	9		
Shuttle Train								
Wheat	Great Falls, MT	Portland, OR	\$3,953	-\$18	\$39.08	\$1.06	-2	
	Wichita, KS	Galveston-Houston, TX	\$3,871	-\$14	\$38.30	\$1.04	-3	
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	16	
	Grand Forks, ND	Portland, OR	\$5,611	-\$30	\$55.42	\$1.51	-3	
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	-\$32	\$58.58	\$1.59	-11	
	Northwest KS	Portland, OR	\$5,478	\$112	\$55.51	\$1.51	-2	
	Corn	Minneapolis, MN	Portland, OR	\$5,000	-\$37	\$49.28	\$1.25	-7
Sioux Falls, SD		Tacoma, WA	\$4,960	-\$34	\$48.92	\$1.24	-6	
Champaign-Urbana, IL		New Orleans, LA	\$3,481	\$70	\$35.27	\$0.90	8	
Lincoln, NE		Galveston-Houston, TX	\$3,600	-\$20	\$35.55	\$0.90	-3	
Des Moines, IA		Amarillo, TX	\$3,795	\$55	\$38.23	\$0.97	3	
Minneapolis, MN		Tacoma, WA	\$5,000	-\$37	\$49.29	\$1.25	-7	
Council Bluffs, IA		Stockton, CA	\$4,640	-\$38	\$45.70	\$1.16	-3	
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,490	-\$34	\$54.18	\$1.47	-6	
	Minneapolis, MN	Portland, OR	\$5,510	-\$37	\$54.35	\$1.48	-7	
	Fargo, ND	Tacoma, WA	\$5,380	-\$30	\$53.13	\$1.45	-6	
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$81	\$44.75	\$1.22	-2	
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	10	
Grand Island, NE	Portland, OR	\$5,360	\$115	\$54.37	\$1.48	-2		

¹A 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.

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

³Percentage 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

Effective date: 9/1/2016				Fuel	Tariff plus surcharge per:		Percent
Commodity	Origin state	Destination region	Tariff rate/car ¹	surcharge per car ²	metric ton ³	bushel ³	change ⁴ Y/Y
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	-4
	OK	Cuautitlan, EM	\$6,514	\$49	\$67.05	\$1.82	-5
	KS	Guadalajara, JA	\$6,995	\$102	\$72.51	\$1.97	-4
	TX	Salinas Victoria, NL	\$4,142	\$28	\$42.61	\$1.16	0
Corn	IA	Guadalajara, JA	\$8,137	\$97	\$84.13	\$2.14	-5
	SD	Celaya, GJ	\$7,480	\$0	\$76.43	\$1.94	-6
	NE	Queretaro, QA	\$7,879	\$92	\$81.44	\$2.07	1
	SD	Salinas Victoria, NL	\$6,545	\$0	\$66.87	\$1.70	6
	MO	Tlalhepantla, EM	\$7,238	\$89	\$74.87	\$1.90	2
	SD	Torreon, CU	\$7,080	\$0	\$72.34	\$1.84	-2
Soybeans	MO	Bojay (Tula), HG	\$8,652	\$98	\$89.40	\$2.43	2
	NE	Guadalajara, JA	\$9,142	\$103	\$94.46	\$2.57	1
	IA	El Castillo, JA	\$9,470	\$0	\$96.76	\$2.63	0
	KS	Torreon, CU	\$7,439	\$75	\$76.77	\$2.09	2
Sorghum	NE	Celaya, GJ	\$7,344	\$91	\$75.96	\$1.93	-2
	KS	Queretaro, QA	\$7,563	\$61	\$77.89	\$1.98	-1
	NE	Salinas Victoria, NL	\$6,168	\$49	\$63.52	\$1.61	3
	NE	Torreon, CU	\$6,672	\$72	\$68.91	\$1.75	-1

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

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

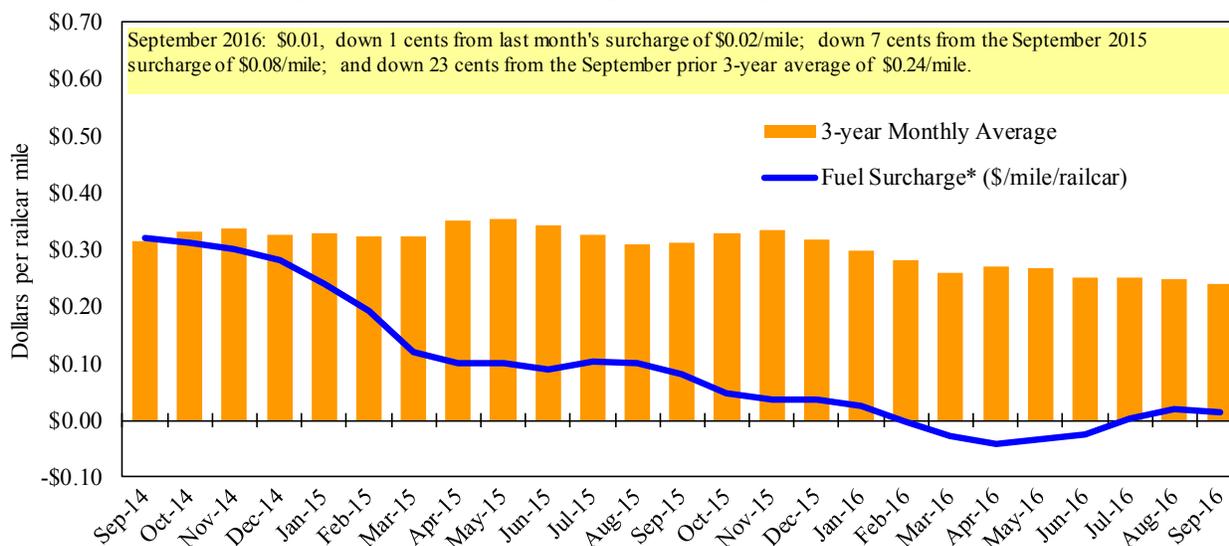
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

⁴Percentage change calculated using tariff rate plus fuel surcharge

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average¹



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

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

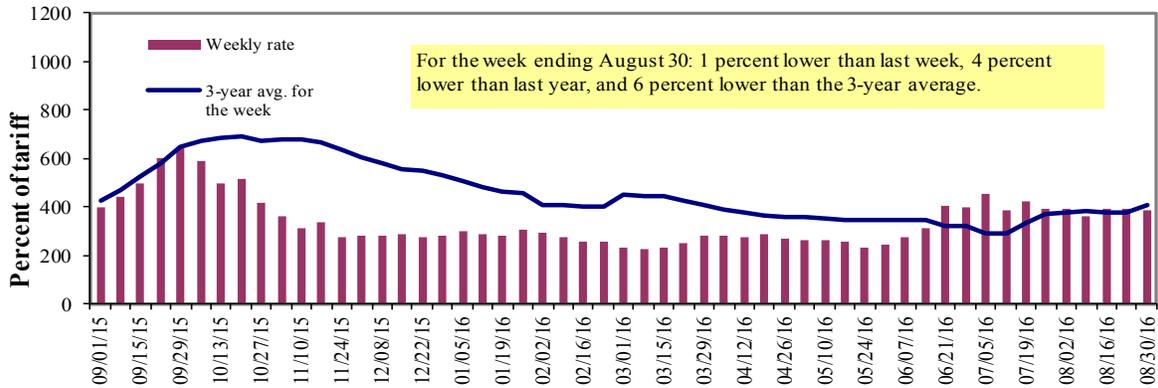
**CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: 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^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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
Rate¹	8/30/2016	473	420	385	278	333	333	275
	8/23/2016	468	418	390	268	325	325	258
\$/ton	8/30/2016	29.28	22.34	17.86	11.09	15.62	13.45	8.64
	8/23/2016	28.97	22.24	18.10	10.69	15.24	13.13	8.10
Current week % change from the same week:								
	Last year	16	10	-4	-29	-14	-14	-32
	3-year avg. ²	5	2	-6	-24	-16	-16	-23
Rate¹	September	503	475	433	338	425	425	338
	November	500	375	493	493	350	480	350

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds;

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

Benchmark tariff rates

Calculating barge rate per ton:

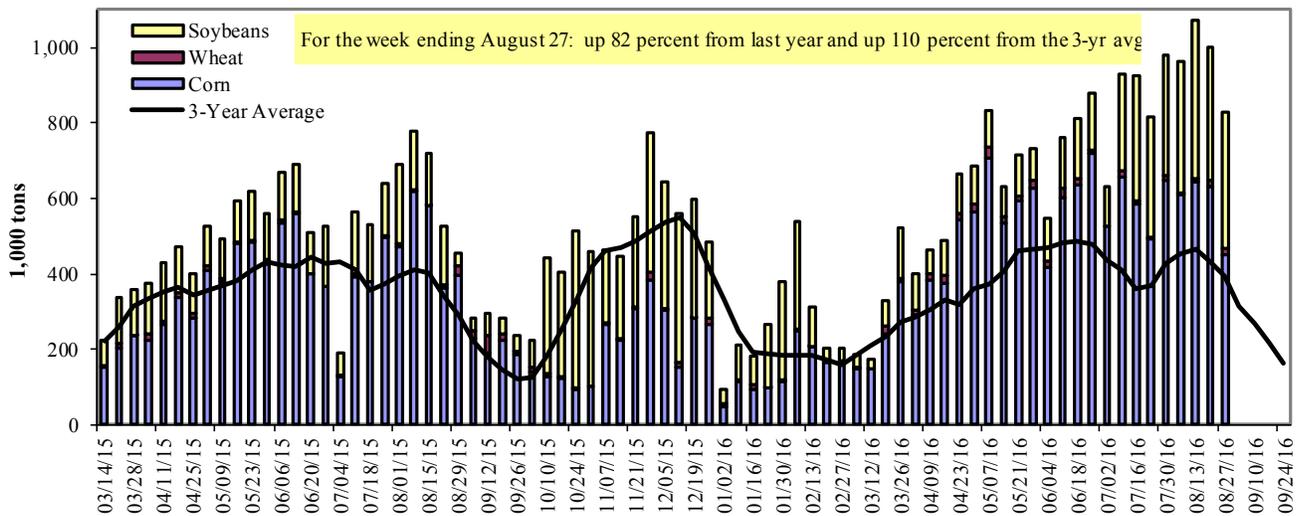
$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton})/100$$

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 River¹ (Locks 27 - Granite City, IL)



¹ The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

For the week ending 8/27/2016	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	226	12	285	2	525
Winfield, MO (L25)	267	13	275	0	555
Alton, IL (L26)	474	16	373	42	904
Granite City, IL (L27)	451	17	359	0	828
Illinois River (L8)	175	0	76	0	250
Ohio River (L52)	12	10	25	4	51
Arkansas River (L1)	0	39	3	0	41
Weekly total - 2016	464	66	387	4	920
Weekly total - 2015	222	67	37	6	332
2016 YTD ¹	17,291	1,565	8,147	186	27,189
2015 YTD	14,377	1,291	6,546	161	22,375
2016 as % of 2015 YTD	120	121	124	115	122
Last 4 weeks as % of 2015 ²	150	77	392	57	181
Total 2015	19,215	1,686	14,191	359	35,451

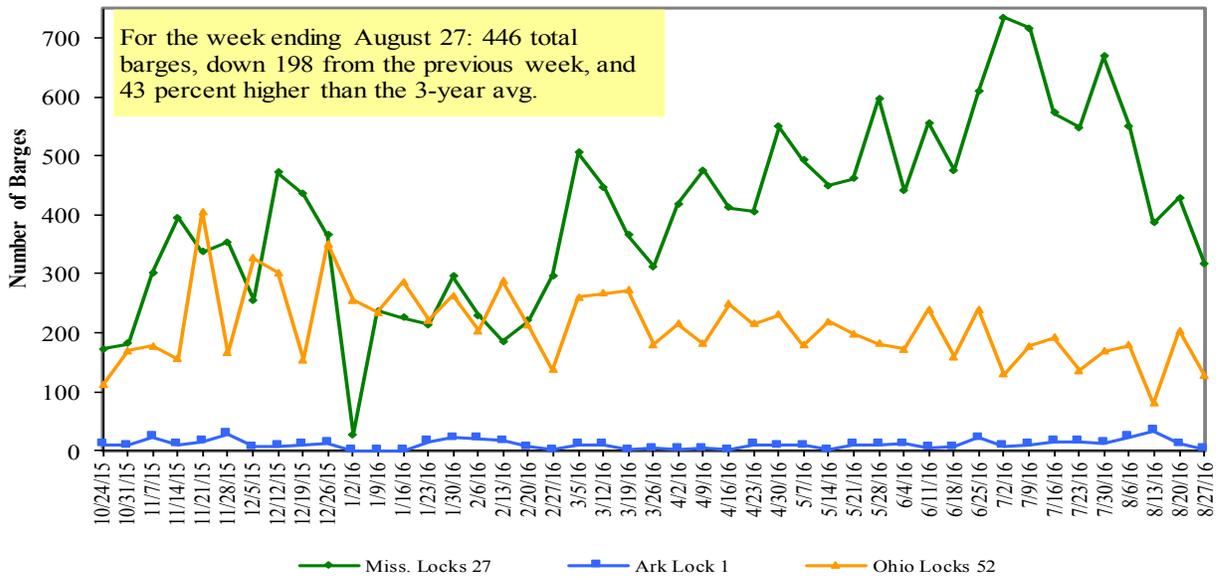
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

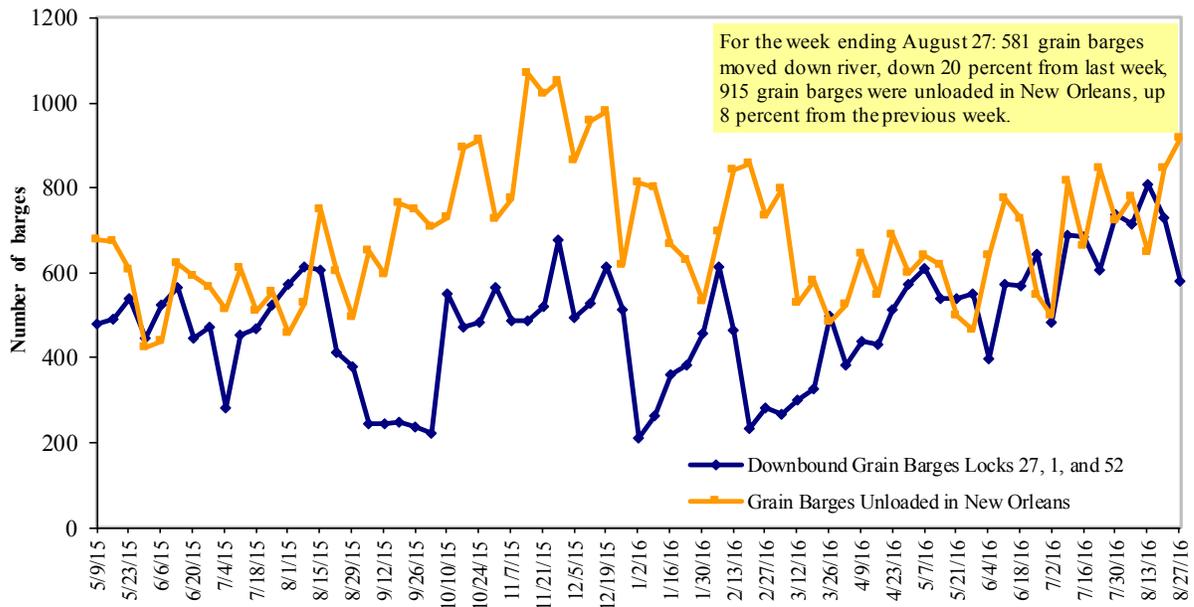
Source: U.S. Army Corps of Engineers

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 Prices¹, Week Ending 8/29/2016 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.410	0.043	-0.180
	New England	2.423	0.032	-0.250
	Central Atlantic	2.496	0.039	-0.218
	Lower Atlantic	2.341	0.047	-0.137
II	Midwest ²	2.391	0.049	-0.052
III	Gulf Coast ³	2.269	0.020	-0.107
IV	Rocky Mountain	2.476	0.041	-0.086
V	West Coast	2.658	0.035	-0.065
	West Coast less California	2.555	0.057	-0.009
	California	2.741	0.018	-0.110
Total	U.S.	2.409	0.039	-0.105

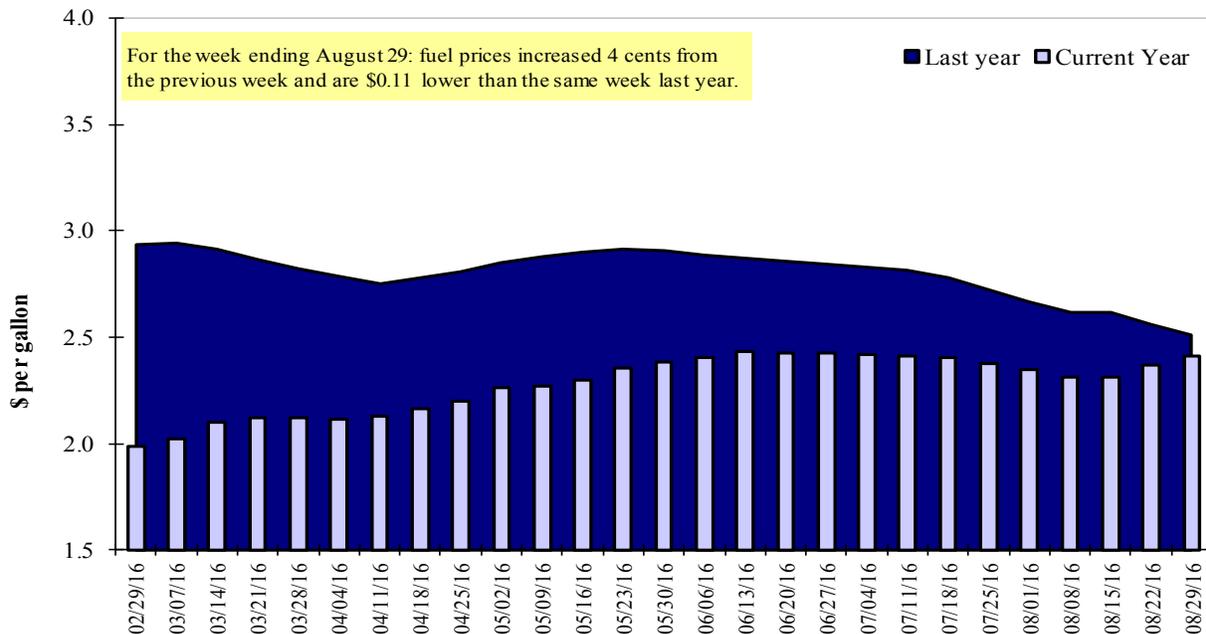
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same 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			
Export Balances¹									
8/18/2016	2,287	649	1,869	1,005	122	5,932	5,769	4,040	15,741
This week year ago	1,487	835	1,898	1,037	223	5,479	3,179	1,161	9,819
Cumulative exports-marketing year²									
2015/16 YTD	2,418	472	1,759	932	54	5,634	44,100	48,923	98,656
2014/15 YTD	1,324	916	1,147	686	237	4,309	44,127	49,466	97,903
YTD 2015/16 as % of 2014/15	183	52	153	136	23	131	100	99	101
Last 4 wks as % of same period 2014/15	162	74	101	103	60	112	227	443	188
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

¹ Current unshipped (outstanding) export sales to date

² Shipped export sales to date; new marketing year now in effect for wheat

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 Importers¹ of U.S. Corn

For the week ending 8/18/2016	Commitments ²			% change current MY from last MY	Exports ³ 3-year avg 2012-2014
	2016/17	2015/16	2014/15		
	Next MY	Current MY	Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	1,730	10,819	12,145	(11)	9,244
Mexico	3,122	12,816	10,946	17	7,448
Korea	254	3,284	3,922	(16)	2,630
Colombia	324	4,688	4,466	5	1,727
Taiwan	228	2,338	1,810	29	1,224
Top 5 Importers	5,657	33,945	33,289	2	22,273
Total US corn export sales	11,172	49,869	47,307	5	34,445
% of Projected	20%	102%	100%		
Change from prior week	1,060	71	(132)		
Top 5 importers' share of U.S. corn export sales	51%	68%	70%		65%
USDA forecast, August 2016	55,344	48,982	47,506	3	
Corn Use for Ethanol USDA forecast, August 2016	133,985	132,080	134,976	(2)	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

²Cumulative 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

Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/>

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

Table 14

Top 5 Importers¹ of U.S. Soybeans

For the week ending 8/18/2016	Total Commitments ²			% change current MY from last MY	Exports ³ 3-yr avg. 2012-2014
	2016/17 Next MY	2015/16 Current MY	2014/15 Last MY		
	- 1,000 mt -				- 1,000 mt -
China	7,520	29,547	29,598	(0)	24,211
Mexico	974	3,314	3,425	(3)	2,971
Indonesia	63	2,015	1,912	5	1,895
Japan	324	2,319	2,279	2	1,750
Taiwan	305	1,343	1,388	(3)	1,055
Top 5 importers	9,187	38,537	38,602	(0)	31,882
Total US soybean export sales	17,283	52,963	50,627	5	39,169
% of Projected	33%	103%	101%		
Change from prior week	1,940	115	(132)		
Top 5 importers' share of U.S. soybean export sales	53%	73%	76%		81%
USDA forecast, August 2016	53,134	51,226	50,191	2	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative 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 sales³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

For the week ending 8/18/2016	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	997	922	8	2,743
Mexico	1,073	932	15	2,660
Nigeria	2,521	864	192	1,978
Philippines	995	783	27	2,156
Brazil	468	260	80	2,273
Korea	605	512	18	1,156
Taiwan	378	399	(5)	923
Indonesia	319	122	162	790
Colombia	348	218	59	664
Thailand	254	142	79	685
Top 10 importers	7,703	5,011	54	16,028
Total US wheat export sales	11,566	9,789	18	24,059
% of Projected	45%	46%		
Change from prior week	380	529		
Top 10 importers' share of U.S. wheat export sales	67%	51%		67%
USDA forecast, August 2016	25,886	21,117	23	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative 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 sales³FAS Marketing Year Final Reports - 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 08/25/16	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.	
Pacific Northwest									
Wheat	259	205	126	8,140	7,154	114	96	95	10,985
Corn	399	488	82	8,305	6,491	128	334	347	7,232
Soybeans	122	81	151	5,041	4,087	123	2377	3566	11,809
Total	780	774	101	21,486	17,731	121	202	205	30,027
Mississippi Gulf									
Wheat	57	90	64	2,442	2,963	82	63	37	4,504
Corn	755	421	179	21,055	20,356	103	107	140	26,701
Soybeans	772	815	95	14,578	12,239	119	373	691	29,593
Total	1,584	1,326	119	38,075	35,558	107	163	196	60,797
Texas Gulf									
Wheat	179	131	137	3,153	2,624	120	216	124	3,724
Corn	53	130	41	934	402	232	426	540	596
Soybeans	0	0	n/a	92	210	44	n/a	n/a	864
Total	233	261	89	4,179	3,236	129	251	159	5,184
Interior									
Wheat	7	59	12	855	945	90	95	84	1,388
Corn	163	166	98	4,644	4,058	114	104	133	6,201
Soybeans	71	92	77	2,689	2,061	130	255	366	3,518
Total	241	317	76	8,188	7,064	116	129	156	11,106
Great Lakes									
Wheat	36	78	47	567	599	95	81	143	997
Corn	20	40	51	352	403	87	195	303	485
Soybeans	0	11	0	159	89	180	n/a	n/a	733
Total	57	129	44	1,078	1,091	99	135	230	2,216
Atlantic									
Wheat	0	2	0	198	421	47	197	13	520
Corn	0	7	0	48	111	43	203	121	277
Soybeans	5	12	39	1,008	984	102	296	785	2,053
Total	5	21	23	1,254	1,516	83	250	112	2,850
U.S. total from ports**									
Wheat	539	565	95	15,355	14,706	104	108	86	22,118
Corn	1,391	1,252	111	35,338	31,820	111	149	186	41,492
Soybeans	970	1,011	96	23,566	19,669	120	393	703	48,570
Total	2,899	2,828	103	74,260	66,195	112	172	189	112,180

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

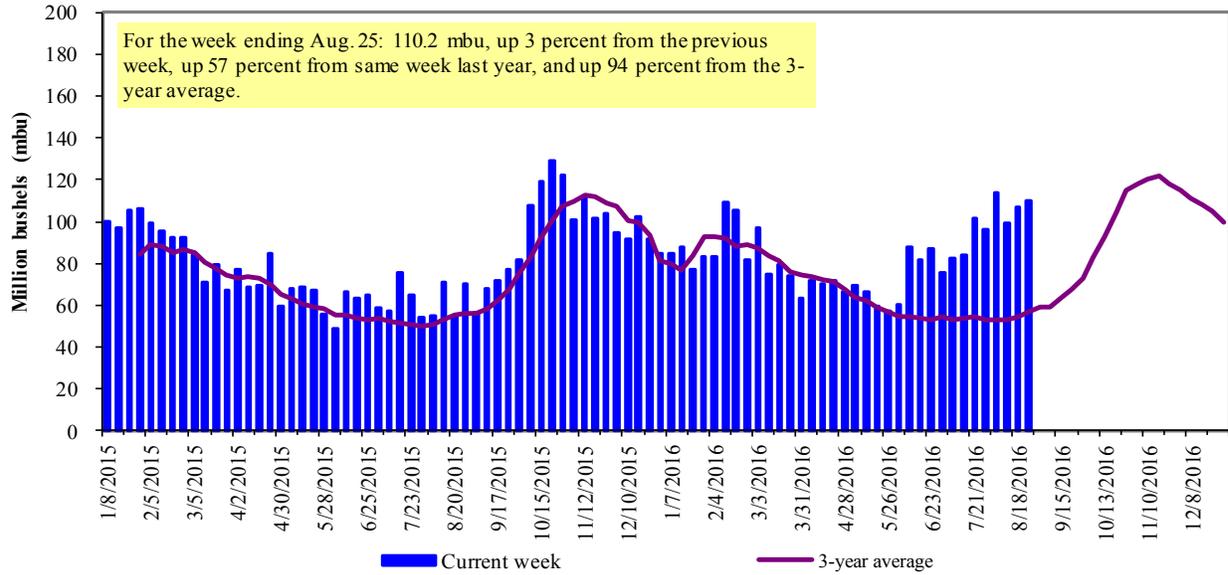
**Total only includes regions shown above

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

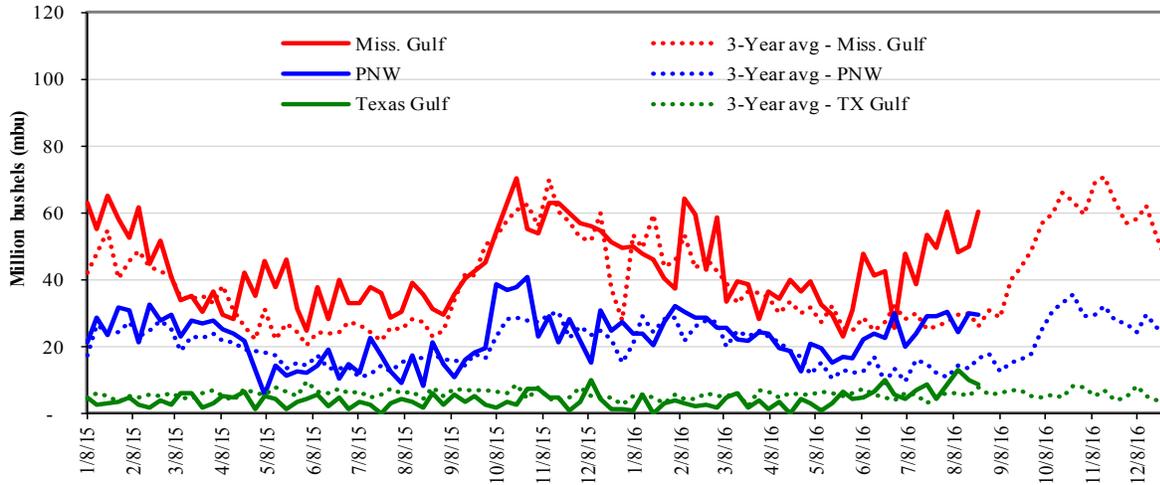
U.S. grain inspected for export (wheat, corn, and soybeans)



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 PNW¹ (wheat, corn, and soybeans)



Week ending 08/25/16 inspections (mbu):		Percent change from:				
Mississippi Gulf:	60.2	Last Week:	MS Gulf up 21	TX Gulf down 12	U.S. Gulf up 15	PNW unchanged
PNW:	29.7	Last Year (same week):	up 93	up 41	up 85	up 41
Texas Gulf:	8.7	3-yr avg. (4-wk. mov. Avg):	up 114	up 41	up 100	up 117

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

Ocean Transportation

Table 17

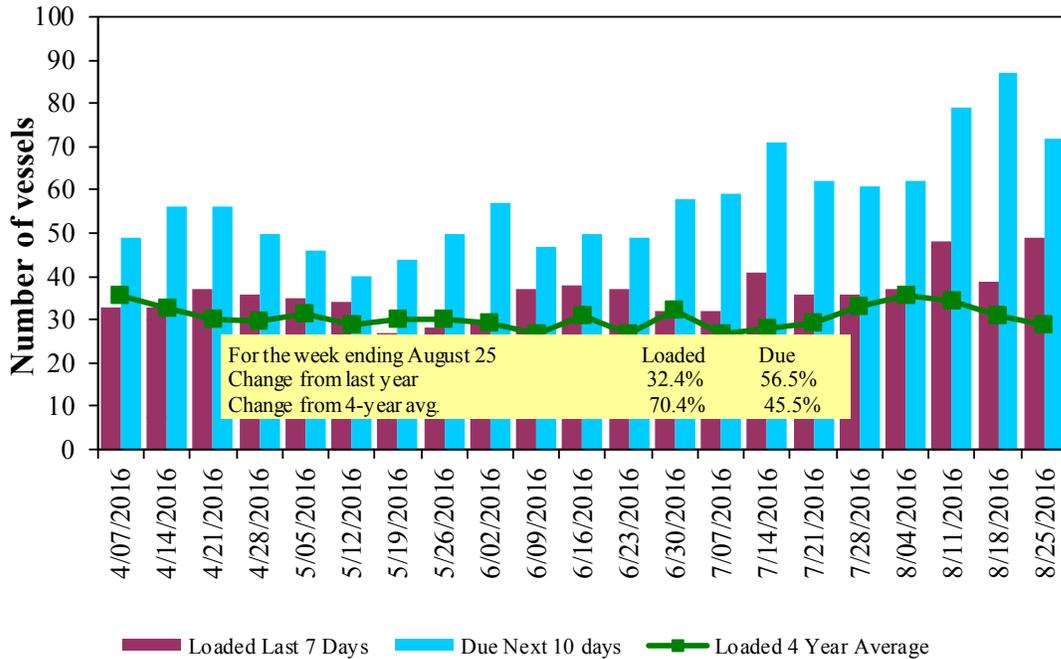
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
8/25/2016	53	49	72	16	n/a
8/18/2016	56	39	87	13	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

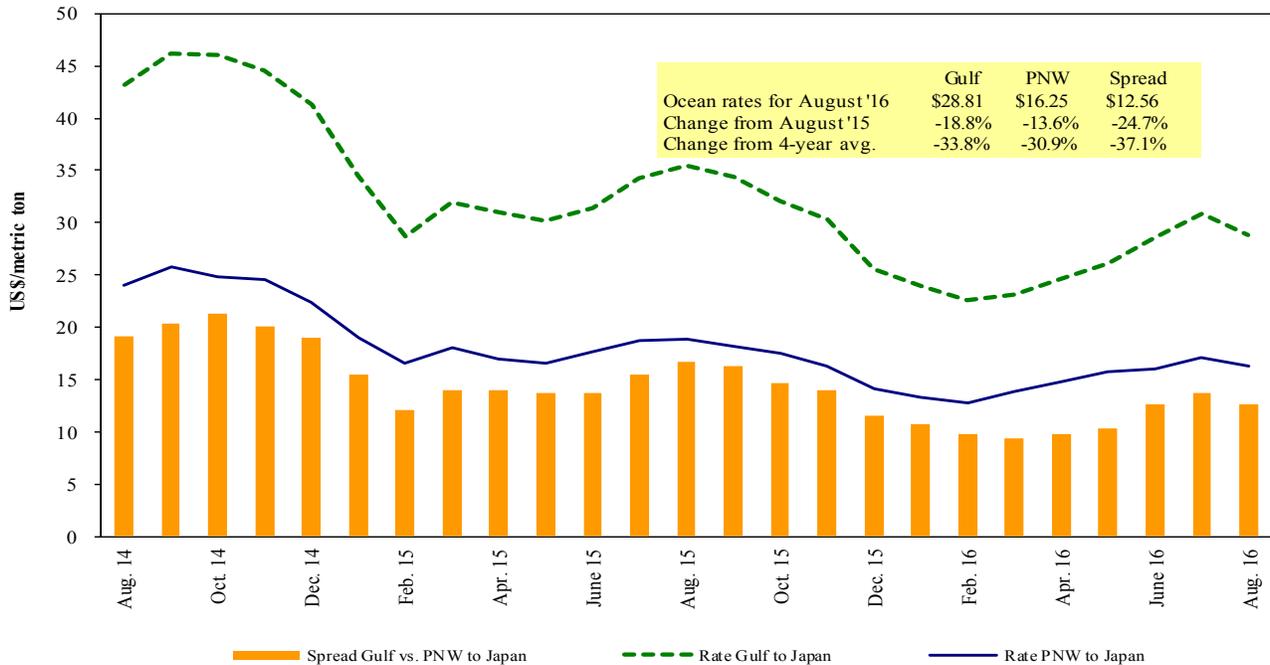
U.S. Gulf Vessel Loading Activity



Source: Transportation & Marketing Programs/AMS/USDA

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 08/27/2016

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Sep 1/10	60,000	27.00
U.S. Gulf	China	Heavy Grain	Aug 25/Sep 5	66,000	26.25
U.S. Gulf	China	Heavy Grain	Aug 24/30	60,000	26.40
U.S. Gulf	China	Heavy Grain	Aug 16/26	60,000	26.00
U.S. Gulf	China	Heavy Grain	Aug 15/25	60,000	26.75
U.S. Gulf	China	Heavy Grain	Aug 10/20	60,000	26.25
U.S. Gulf	South Africa	Sorghum ¹	Sep 15/25	20,000	63.50
U.S. Gulf	Djibouti	Wheat ¹	Aug 22/31	47,720	46.48
PNW	Japan	Heavy Grain	Aug 1/10	58,000	19.80
PNW	Japan	Heavy Grain	Jul 20/30	60,000	16.50
PNW	Taiwan	Wheat ¹	Sep 8/22	54,000	21.10
Brazil	China	Heavy Grain	Aug 18/25	60,000	18.60
Brazil	Japan	Heavy Grain	Sep 1/30	62,000	19.00
Brazil	Malaysia	Heavy Grain	Sep 1/30	65,000	17.00
Romania	France	Heavy Grain	Aug 5/9	55,000	8.50

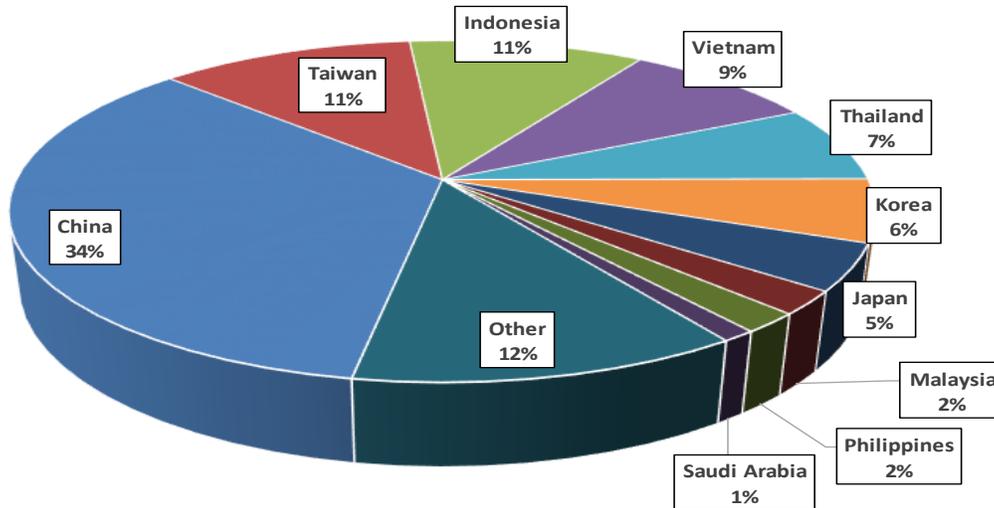
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

¹ 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.

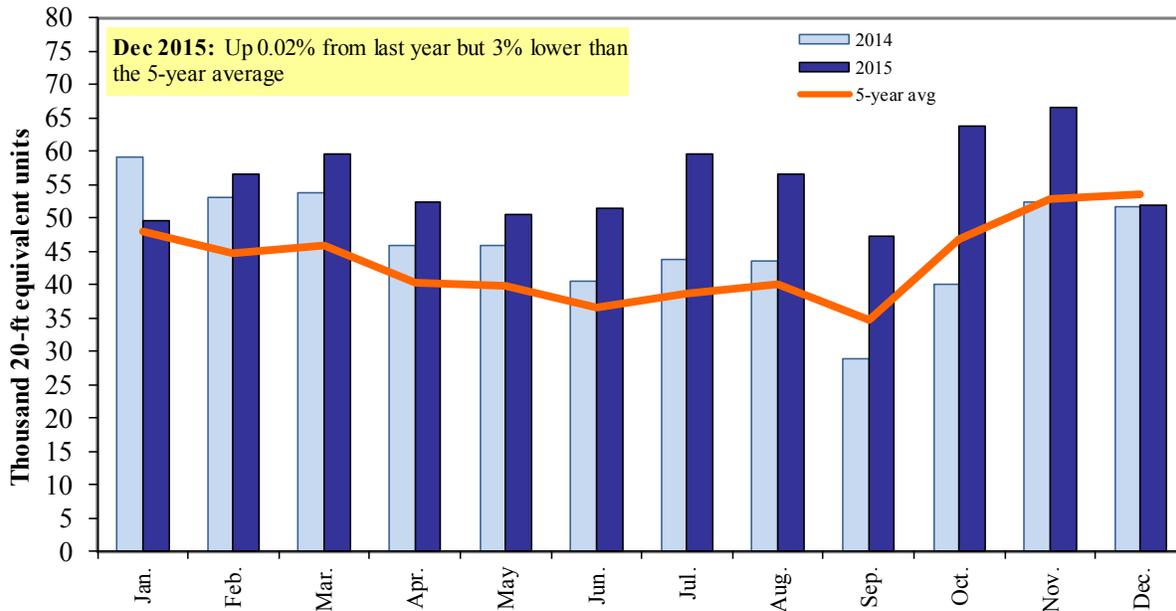
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, January–December 2015



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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