



# Grain Transportation Report

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

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## WEEKLY HIGHLIGHTS

### Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

Data Links

Specialists

Subscription  
Information

The next  
release is  
Oct 20, 2016

#### Soybeans Push Grain Inspections Higher

For the week ending October 6, **total inspections of grain** (corn, wheat, and soybeans) inspected for export from major U.S. port regions reached 3.46 million metric tons (mmt), up 4 percent from the previous week, up 21 percent from last year, and 57 percent above the 3-year average. Soybean inspections continued to increase, reaching 1.9 mmt, up 62 percent from the previous week but 2 percent below the same time last year. China imported 78 percent of the total soybeans inspected for export. Wheat and corn inspections, however, were down 35 and 24 percent, respectively, from the past week. Mississippi Gulf grain inspections increased 24 percent from the previous week, and Pacific Northwest (PNW) inspections increased 3 percent. Outstanding export sales (unshipped) of grain were up for corn and soybeans but down for wheat. See [this week's feature](#) for an examination of third quarter grain inspections.

#### Grain Barge Rates Decline Uncharacteristically

Despite an increase in spot barge rates for export grain during the last week of September, rates have declined uncharacteristically during the first half of October. **GTR Figure 8** shows Illinois River barge rates decreasing for the last 2 weeks, while the 3-year average is increasing. As of October 11, Lower Illinois River spot rates for export grain were 345 percent of tariff (\$16.01 per ton), 50 percent lower than the 3-year average. Other major barge origin locations report similar trends. Typically, spot barge rates increase during the corn and soybean harvest, however, this year barge operators indicate that there is a weak market for barge services as farmers are not willing to sell grain to river elevators while cash prices are low. In addition, the barge supply has been adequate and rates have been very competitive in order to attract freight buyers.

#### USDA October WASDE and Crop Production Reports

On October 12, USDA released its October [World Agricultural Supply and Demand Estimates](#) and October [Crop Production](#) report, which showed slightly lower corn production and higher soybean production nationally compared to the September projections. Expected corn, soybean, and grain sorghum production increased by more than 30 million bushels each in Illinois, North Dakota, Kansas, and South Dakota from the previous month's estimate. [Last week's feature article](#) highlighted potential shortages in grain storage capacity at the State-level. The analysis took into account September 1 grain stocks and fall grain production from the USDA's September projections. Kansas, Nebraska, Illinois, and Iowa were found to have relatively low storage compared to the volume of grain currently held and to be harvested. Incorporating the newly released October production projections indicates that storage in Illinois and Kansas may be comparatively less available and that these States may have increased demand for transportation in the near term.

### Snapshots by Sector

#### Export Sales

During the week ending September 29, **unshipped balances** of wheat, corn, and soybeans totaled 44.8 mmt, up 43 percent from the same time last year. Net weekly **wheat export sales** were .377 mmt, down 34 percent from the previous week. Net **corn export sales** were 2.1 mmt, up notably from the previous week, and net **soybean export sales** were 2.2 mmt, up 29 percent from the past week.

#### Rail

U.S. Class I railroads originated 27,626 **grain carloads** for the week ending October 1, up 10 percent from the previous week, up 10 percent from last year, and up 43 percent from the 3-year average.

Average October shuttle **secondary railcar bids/offers** per car were \$792 above tariff for the week ending October 6, down \$408 from last week, and \$546 higher than last year. Average non-shuttle secondary railcar bids/offers were \$121 above tariff, up \$2 from last week, and \$221 higher than last year.

#### Barge

For the week ending October 8, **barge grain movements** totaled 630,700 tons, 9 percent lower than last week, and down 10 percent from the same period last year.

For the week ending October 8, 404 grain barges **moved down river**, down 11 percent from last week, 920 grain barges were **unloaded in New Orleans**, up 21 percent from the previous week.

#### Ocean

For the week ending October 6, 49 **ocean-going grain vessels** were loaded in the Gulf, 17 percent more than the same period last year. Seventy-seven vessels are expected to be loaded within the next 10 days, 20 percent more than the same period last year.

For the week ending October 6, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$29.75 per metric ton, 1 percent less than the previous week. The cost of shipping from the PNW to Japan was \$16.25 per metric ton, 2 percent less than the previous week.

#### Fuel

During the week ending October 10, U.S. average **diesel fuel prices** increased 6 cent from the previous week at \$2.45 per gallon, down \$0.11 from the same week last year.

# Feature Article/Calendar

## Third Quarter Grain Inspections Reach Record High

During the third quarter of 2016, total inspections of wheat, corn, and soybeans for export from all U.S. ports reached a record 36.2 million metric tons (mmt), up 66 percent from this time last year, and 74 percent above the 5-year average, according to the Grain Inspection, Packers and Stockyards Administration (GIPSA) (*see table*). Third quarter inspections of all grain for export increased to most major destinations. Total inspections of corn reached record levels during the third quarter as shipments to Asia and Latin America increased, and soybean inspections reached record levels as demand from Asia increased. Wheat inspections were also up notably from the same time last year due to increasing demand from Asia and Latin America.

Third quarter U.S. Gulf grain inspections reached a record 21.7 mmt, up 67 percent from last year and 76 percent above the 5-year average (*see table*). The Gulf's share of total exports increased slightly from the previous year, as soybean inspections reached a record level. Rail deliveries of grain to the U.S. Gulf ports during the third quarter increased over 100 percent from last year. Barge movements of grain through the Mississippi River locks were also well above the average despite recent lock closures due to high water. Ocean rates for shipping grain to Japan increased 13 percent from the second quarter in the Gulf, and increased 7 percent in the Pacific Northwest (PNW). Ocean rates, however, for shipping grain to Japan were down from last year for each region.

**Total Third Quarter Grain Inspections By Port Regions, 2007-2016**

Year	PNW	% of Average	U.S. Gulf	% of Average	Atlantic/Great Lakes	% of Average	Interior	% of Average	U.S. Total <sup>1</sup>	% of Average
1000 Metric Tons										
2007	5,927	109%	17,030	139%	2,112	287%	2,668	113%	27,737	133%
2008	6,775	124%	14,334	117%	847	115%	2,441	103%	24,484	118%
2009	6,396	117%	14,670	119%	948	129%	1,843	78%	23,857	115%
2010	7,168	132%	15,294	124%	1,182	161%	2,103	89%	25,747	124%
2011	6,328	116%	11,880	97%	553	75%	2,763	117%	21,524	103%
2012	6,079	112%	11,546	94%	464	63%	2,280	97%	20,370	98%
2013	3,815	70%	12,376	101%	520	71%	1,657	70%	18,368	88%
2014	5,864	108%	12,661	103%	1,076	146%	2,462	104%	22,064	106%
2015	5,154	95%	12,983	106%	1,062	144%	2,636	112%	21,835	105%
2016	9,901	182%	21,685	176%	1,314	179%	3,271	139%	36,234	174%
<b>2011-2015 Avg.</b>	<b>5,448</b>		<b>12,289</b>		<b>735</b>		<b>2,360</b>		<b>20,832</b>	

Source: USDA/GIPSA

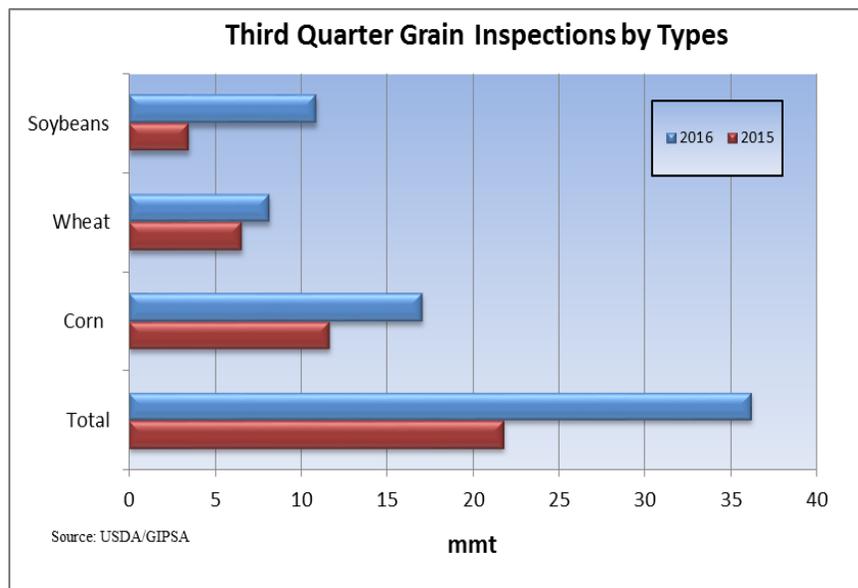
<sup>1</sup>Total includes corn, soybeans, and wheat

Total Pacific Northwest (PNW) grain inspections reached a record 9.9 mmt, up 92 percent from last year and 82 percent above the 5-year average (*see table*). Increased PNW grain inspections were reflected by a 79 percent increase in rail deliveries of grain to PNW ports. Third quarter PNW corn, soybean, and wheat inspections increased as demand from Asia jumped significantly from last year. PNW corn inspections reached a record high of 5.1 mmt.

Third quarter Atlantic-Great Lakes grain inspections totaled 1.3 mmt, up 24 percent from last year and 79 percent above the 5-year average. Corn inspections increased 16 percent from last year in the Atlantic-Great Lakes, but soybean inspections jumped notably from last year. Interior grain inspections reached a record 3.3 mmt, up 24 percent from last year, and 39 percent above the 5-year average. U.S. Interior corn and soybean inspections destined to Mexico increased 38 and 5 percent, respectively, from last year.

### Record Corn and Soybean Inspections

Total soybean inspections reached a record 10.9 mmt during the third quarter 2016, up 207 percent from last year, and 206 percent above the 5-year average (*see figure*). Third quarter soybean inspections were also up notably from the second quarter 2016, with shipments to Asia representing about 73 percent of total third quarter soybean inspections. Soybean shipments to China accounted for 54 percent of the total soybean exports destined to Asia, a significant increase from last year (15 percent). Third quarter PNW soybean inspections jumped to the second highest level on record. Gulf soybean inspections reached a record 8.5 mmt, up 187 percent from last year due to increased shipments to Asia and Latin America. Soybean inspections in the Interior rose 77 percent as shipments increased to Mexico and Asia. Atlantic-Great Lakes' grain inspections increased significantly as well. Outstanding (unshipped) soybean export sales were well above last year during the third quarter.



U.S. corn inspections reached a record 17.1 mmt during the third quarter, up 46 percent from last year, and 87 percent above the 5-year average (*see figure*). Third quarter corn inspections reached a record 5.1 mmt in the PNW, up 129 percent from last year. Gulf corn inspections totaled 9.7 mmt, up 30 percent from last year. Interior corn inspections increased 13 percent from last year during the third quarter, while inspections of corn in the Atlantic-Great Lakes increased 16 percent. Compared to last year, total third quarter inspections of corn shipped to Asia increased 71 percent, and increased 13 percent to Latin America.

### Wheat Inspections Higher

Third quarter wheat inspections totaled 8.2 mmt, up 25 percent from last year and 1 percent above the 5-year average (*see figure*). Wheat inspections increased 35 percent from last year in the Gulf and 28 percent in the PNW. Atlantic-Great Lakes' wheat inspections were down 15 percent from last year, and Interior wheat inspections increased 8 percent. Total third quarter inspections of wheat destined to Latin America increased 155 percent from last year, while wheat shipped to Asia increased 23 percent.

### Market Outlook

According to the October World Agricultural Supply and Demand Estimates report, corn, wheat, and soybean exports are projected to increase for the 2016/17 marketing year. The pace of corn and soybean export sales are well above last year, with current outstanding (unshipped) sales up 93 percent from last year for corn and up 27 percent for soybeans, according to the Foreign Agricultural Service. Cumulative (shipped) export sales are also up notably from last year for corn, soybeans, and wheat. (*Table 12*).

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# Grain Transportation Indicators

Table 1

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

For the week ending	Truck	Rail		Barge	Ocean		
		Unit	Train	Shuttle	Gulf	Pacific	
10/12/16	164	268		241	192	133	115
10/05/16	160	268		259	243	134	117

<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)**

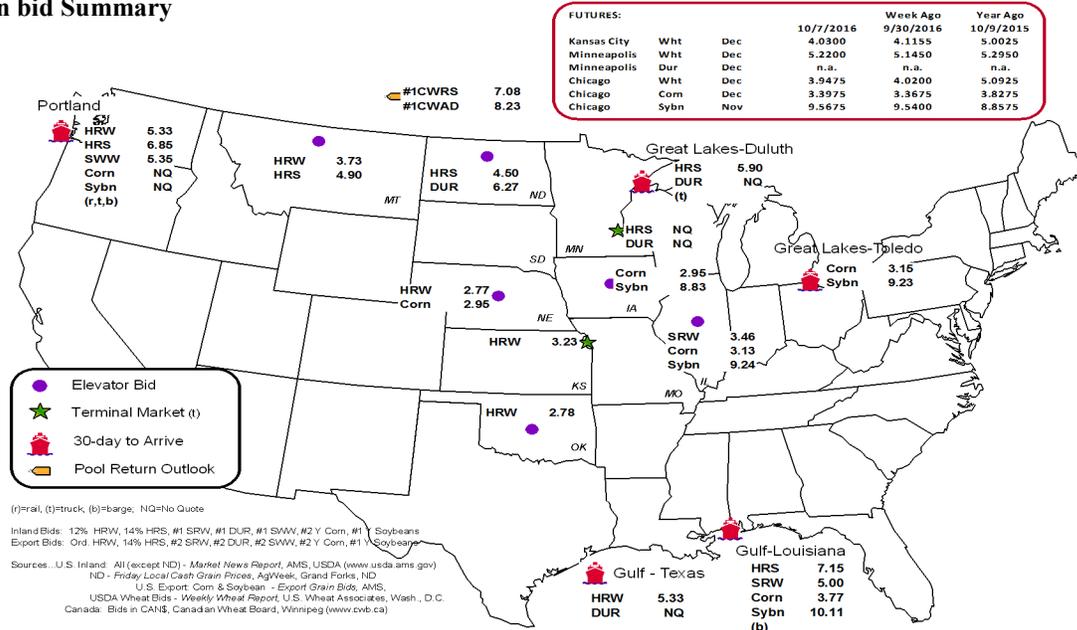
Commodity	Origin--Destination	10/7/2016	9/30/2016
Corn	IL--Gulf	-0.64	-0.68
Corn	NE--Gulf	-0.82	-0.85
Soybean	IA--Gulf	-1.28	-1.40
HRW	KS--Gulf	-2.10	-2.05
HRS	ND--Portland	-2.35	-2.38

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1  
**Grain bid Summary**



# Rail Transportation

Table 3

## Rail Deliveries to Port (carloads)<sup>1</sup>

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
10/05/2016 <sup>p</sup>	1,949	1,562	7,900	798	12,209	10/1/2016	1,889
9/28/2016 <sup>r</sup>	1,054	2,548	6,479	374	10,455	9/24/2016	2,403
2016 YTD <sup>r</sup>	19,522	62,656	211,392	14,161	307,731	2016 YTD	82,046
2015 YTD <sup>r</sup>	16,330	45,999	161,127	16,544	240,000	2015 YTD	73,247
2016 YTD as % of 2015 YTD	120	136	131	86	128	% change YTD	112
Last 4 weeks as % of 2015 <sup>2</sup>	1,350	177	230	322	245	Last 4wks % 2015	95
Last 4 weeks as % of 4-year avg. <sup>2</sup>	606	131	202	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

<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.

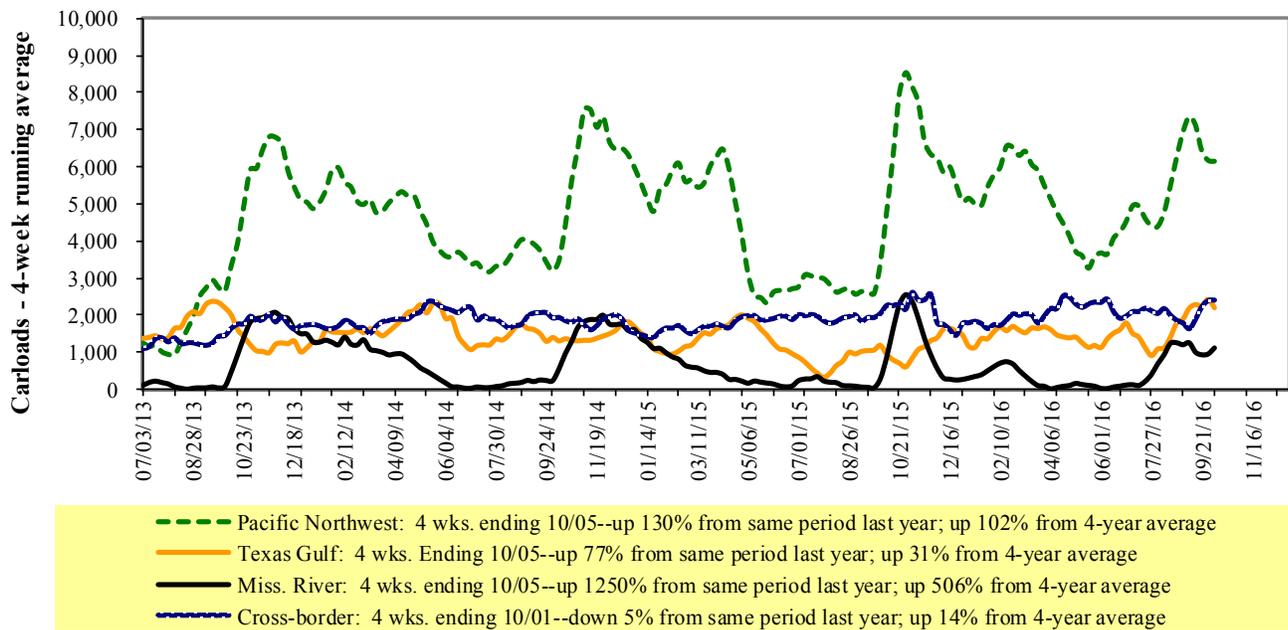
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

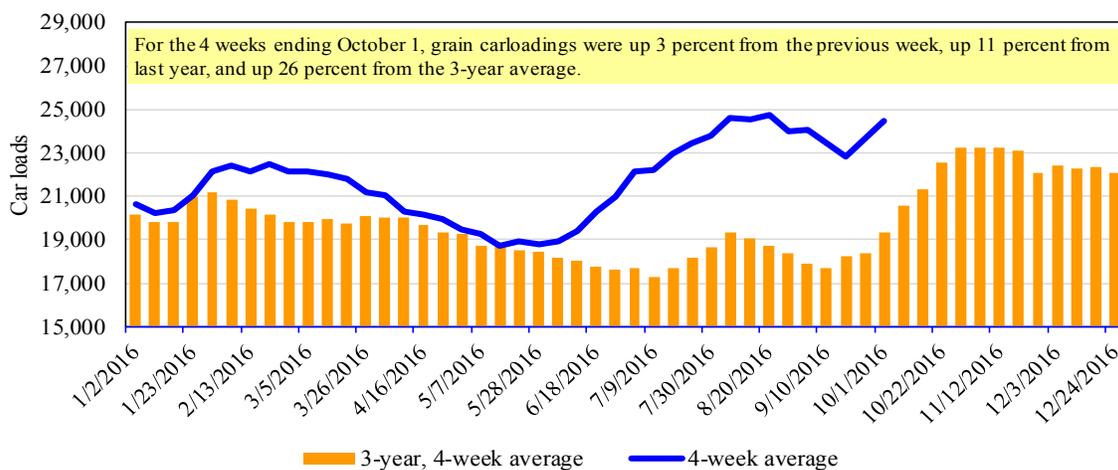
For the week ending:	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
10/1/2016								
This week	2,390	3,150	13,757	932	7,397	27,626	5,558	5,253
This week last year	2,562	2,758	12,771	1,255	5,683	25,029	4,535	5,058
2016 YTD	66,256	106,521	434,075	33,257	217,104	857,213	132,517	173,069
2015 YTD	76,534	111,791	388,636	35,243	199,388	811,592	154,918	174,267
2016 YTD as % of 2015 YTD	87	95	112	94	109	106	86	99
Last 4 weeks as % of 2015*	98	96	112	77	128	111	109	115
Last 4 weeks as % of 3-yr avg.**	111	118	129	90	137	126	104	107
Total 2015	104,039	149,043	536,173	45,445	267,720	1,102,420	211,868	236,263

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

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

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

Figure 3

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

Source: Association of American Railroads

Table 5

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

For the week ending:		Delivery period							
10/6/2016		Oct-16	Oct-15	Nov-16	Nov-15	Dec-16	Dec-15	Jan-17	Jan-16
BNSF <sup>3</sup>	COT grain units	no bids	no bids	no offer	no bids				
	COT grain single-car <sup>5</sup>	118	no bids	no offer	no bids	3	no bids	8	no bids
UP <sup>4</sup>	GCAS/Region 1	no offer	no bids	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no offer	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.

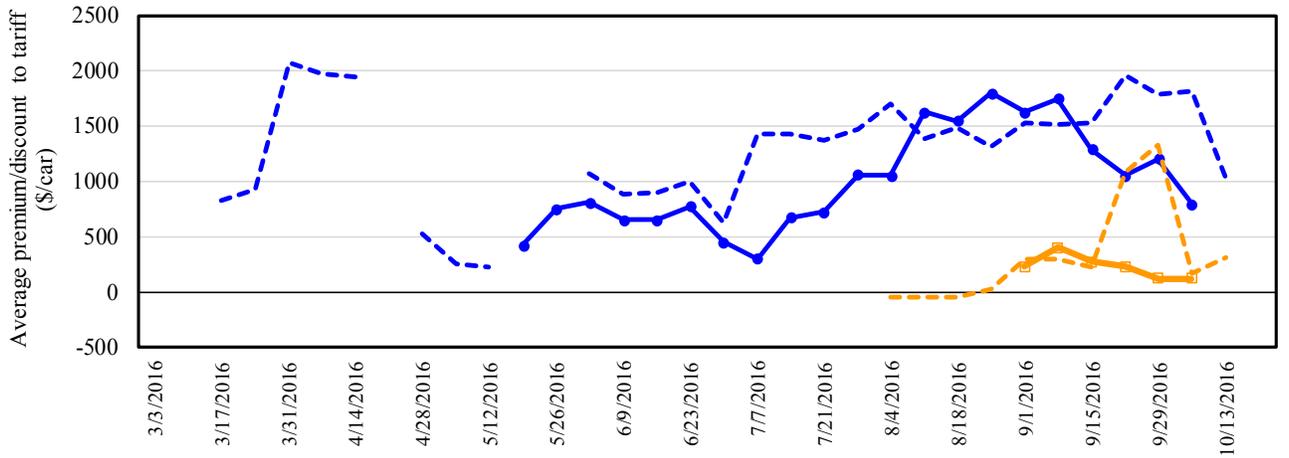
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

<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 October 2016, Secondary Market**



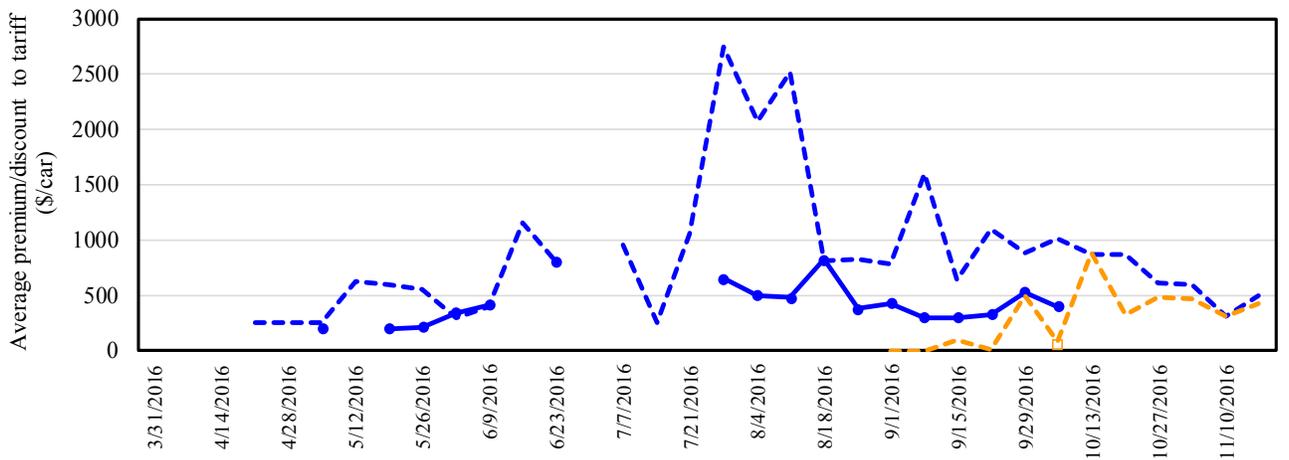
	<b>BNSF</b>	<b>UP</b>
<b>10/6/2016</b>		
<b>Non-Shuttle</b>	\$67	\$175
<b>Shuttle</b>	\$1,283	\$300

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

Average Non-shuttle bids/offers rose \$2 this week, and are \$279 below the peak.  
 Average Shuttle bids/offers fell \$408 this week and are \$1008 below the peak.

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 November 2016, Secondary Market**



	<b>BNSF</b>	<b>UP</b>
<b>10/6/2016</b>		
<b>Non-Shuttle</b>	\$50	\$50
<b>Shuttle</b>	\$650	\$150

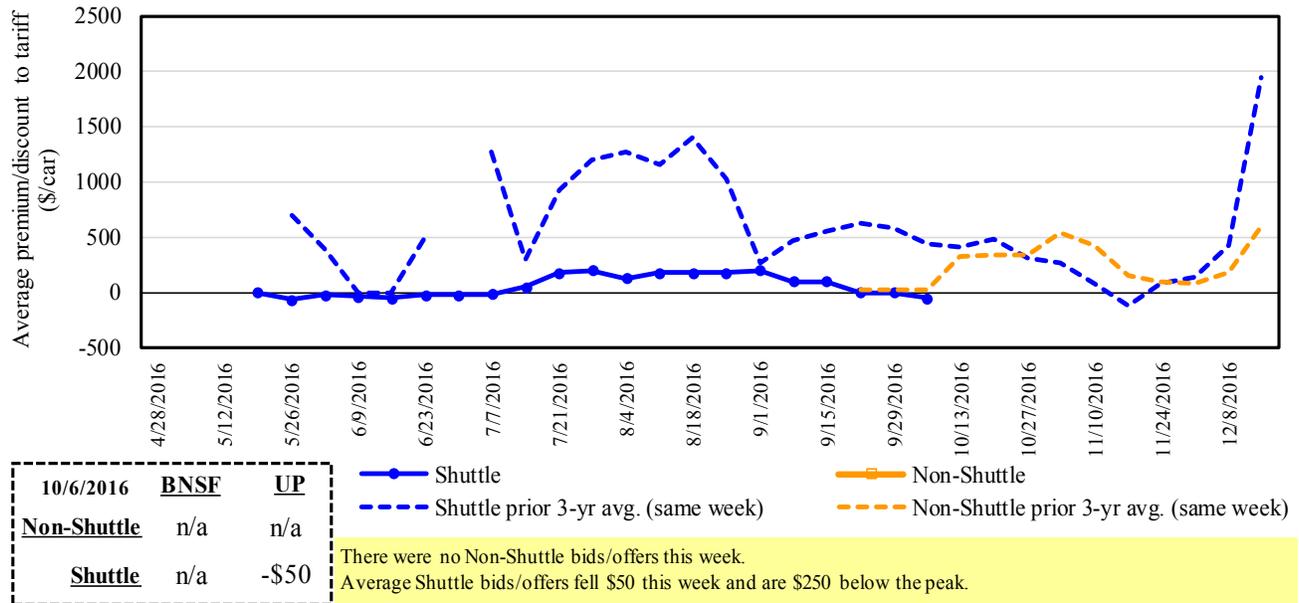
Shuttle  
 Shuttle prior 3-yr avg. (same week)  
 Non-Shuttle  
 Non-Shuttle prior 3-yr avg. (same week)

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are at the peak.  
 Average Shuttle bids/offers fell \$125 this week and are \$425 below the peak.

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 December 2016, Secondary Market**



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

Table 6

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

For the week ending:		Delivery period					
		10/6/2016	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17
Non-shuttle	BNSF-GF	67	50	n/a	n/a	n/a	n/a
	Change from last week	(52)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	117	119	n/a	n/a	n/a	n/a
	UP-Pool	175	50	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	325	50	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	1283	650	n/a	n/a	n/a	n/a
	Change from last week	(17)	(100)	n/a	n/a	n/a	n/a
	Change from same week 2015	933	850	n/a	n/a	n/a	n/a
	UP-Pool	300	150	(50)	0	n/a	n/a
	Change from last week	(800)	(150)	(50)	(50)	n/a	n/a
	Change from same week 2015	158	250	150	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>**

Effective date:					Tariff plus surcharge per:		Percent
10/1/2016	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	metric ton	bushel <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,770	\$30	\$37.74	\$1.03	4
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	-\$9	\$41.05	\$1.12	16
	Wichita, KS	Los Angeles, CA	\$6,950	-\$46	\$68.56	\$1.87	-1
	Wichita, KS	New Orleans, LA	\$4,408	\$53	\$44.30	\$1.21	3
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	-\$38	\$64.03	\$1.74	-1
	Northwest KS	Galveston-Houston, TX	\$4,676	\$59	\$47.02	\$1.28	3
	Amarillo, TX	Los Angeles, CA	\$4,875	\$81	\$49.22	\$1.34	2
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$60	\$37.15	\$0.94	9
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	0
	Des Moines, IA	Davenport, IA	\$2,258	\$13	\$22.55	\$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
Soybeans	Des Moines, IA	Little Rock, AR	\$3,534	\$38	\$35.47	\$0.90	2
	Des Moines, IA	Los Angeles, CA	\$5,202	\$109	\$52.74	\$1.34	1
	Minneapolis, MN	New Orleans, LA	\$3,934	\$15	\$39.21	\$1.07	6
	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	\$60	\$45.24	\$1.23	12
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,953	-\$26	\$38.99	\$1.06	-1
	Wichita, KS	Galveston-Houston, TX	\$3,871	-\$21	\$38.24	\$1.04	-2
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	0
	Grand Forks, ND	Portland, OR	\$5,611	-\$46	\$55.27	\$1.50	-2
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	-\$47	\$58.43	\$1.59	-11
	Northwest KS	Portland, OR	\$5,673	\$96	\$57.29	\$1.56	2
	Corn	Minneapolis, MN	Portland, OR	\$5,000	-\$56	\$49.10	\$1.25
Sioux Falls, SD		Tacoma, WA	\$4,960	-\$51	\$48.75	\$1.24	-2
Champaign-Urbana, IL		New Orleans, LA	\$3,481	\$60	\$35.17	\$0.89	9
Lincoln, NE		Galveston-Houston, TX	\$3,700	-\$30	\$36.45	\$0.93	1
Des Moines, IA		Amarillo, TX	\$3,895	\$47	\$39.15	\$0.99	2
Minneapolis, MN		Tacoma, WA	\$5,000	-\$55	\$49.11	\$1.25	-2
Council Bluffs, IA		Stockton, CA	\$4,740	-\$57	\$46.50	\$1.18	0
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,600	-\$51	\$55.11	\$1.50	0
	Minneapolis, MN	Portland, OR	\$5,650	-\$56	\$55.56	\$1.51	1
	Fargo, ND	Tacoma, WA	\$5,500	-\$45	\$54.17	\$1.47	1
	Council Bluffs, IA	New Orleans, LA	\$4,525	\$70	\$45.63	\$1.24	1
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	0
	Grand Island, NE	Portland, OR	\$5,460	\$98	\$55.20	\$1.50	1

<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>	
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	-1
	OK	Cuautitlan, EM	\$6,596	\$42	\$67.82	\$1.84	0
	KS	Guadalajara, JA	\$7,077	\$125	\$73.59	\$2.00	1
	TX	Salinas Victoria, NL	\$4,197	\$24	\$43.13	\$1.17	1
Corn	IA	Guadalajara, JA	\$8,187	\$108	\$84.75	\$2.15	-3
	SD	Celaya, GJ	\$7,580	\$0	\$77.45	\$1.97	-4
	NE	Querretaro, QA	\$7,909	\$79	\$81.62	\$2.07	-1
	SD	Salinas Victoria, NL	\$6,635	\$0	\$67.79	\$1.72	1
	MO	Tlalnepantla, EM	\$7,268	\$77	\$75.05	\$1.90	-1
	SD	Torreon, CU	\$7,180	\$0	\$73.36	\$1.86	-2
Soybeans	MO	Bojay (Tula), HG	\$8,647	\$112	\$89.49	\$2.43	2
	NE	Guadalajara, JA	\$8,942	\$115	\$92.54	\$2.52	-2
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	-4
	KS	Torreon, CU	\$7,489	\$79	\$77.33	\$2.10	2
Sorghum	NE	Celaya, GJ	\$7,164	\$98	\$74.20	\$1.88	-4
	KS	Querretaro, QA	\$7,608	\$52	\$78.26	\$1.99	0
	NE	Salinas Victoria, NL	\$6,213	\$42	\$63.91	\$1.62	0
	NE	Torreon, CU	\$6,607	\$74	\$68.26	\$1.73	-4

<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

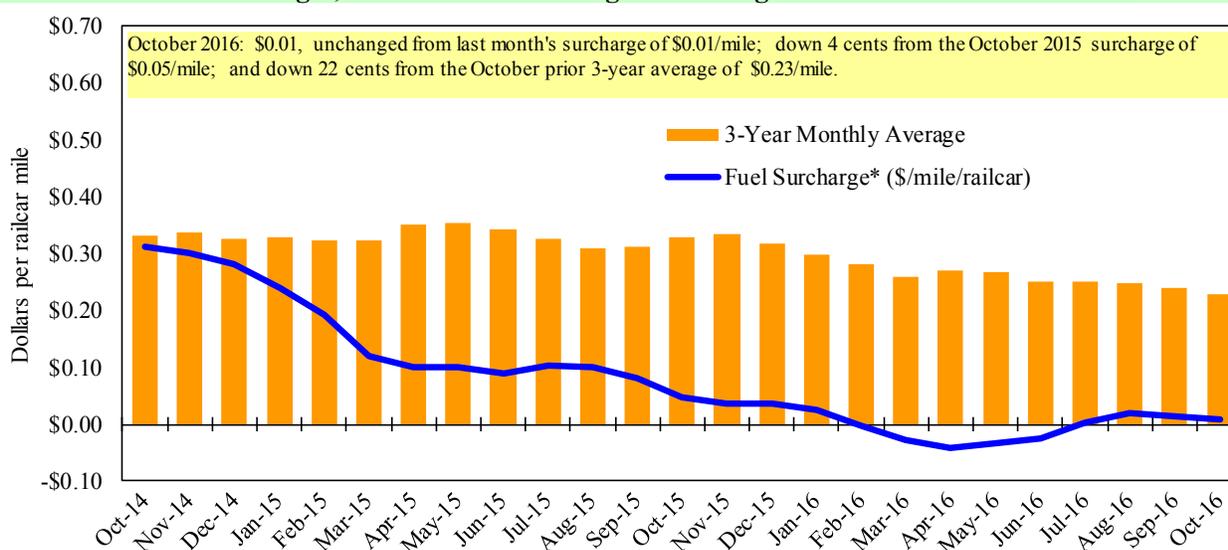
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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>	10/11/2016	438	390	345	293	313	313	275
	10/4/2016	475	500	438	375	438	438	385
<b>\$/ton</b>	10/11/2016	27.11	20.75	16.01	11.69	14.68	12.65	8.64
	10/4/2016	29.40	26.60	20.32	14.96	20.54	17.70	12.09
<b>Current week % change from the same week:</b>								
	Last year	-22	-27	-31	-31	-38	-38	-35
	3-year avg. <sup>2</sup>	-33	-44	-50	-54	-57	-57	-56
<b>Rate<sup>1</sup></b>	November	425	375	333	263	275	275	233
	January	-	-	340	250	238	238	210

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; - closed for winter

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.

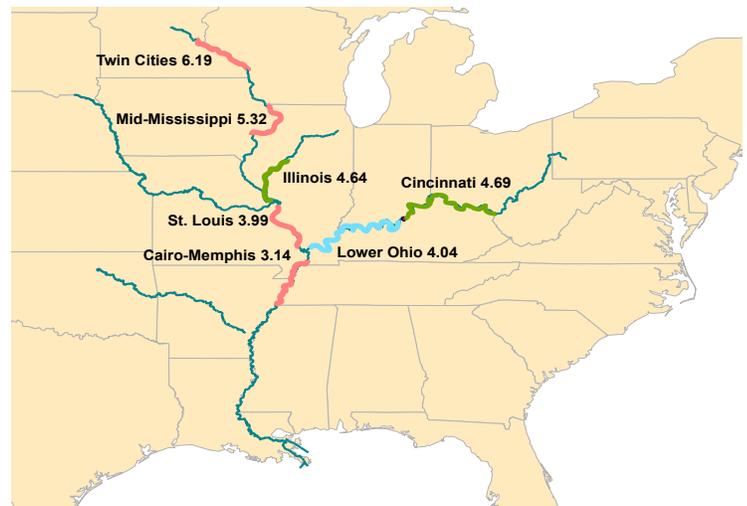
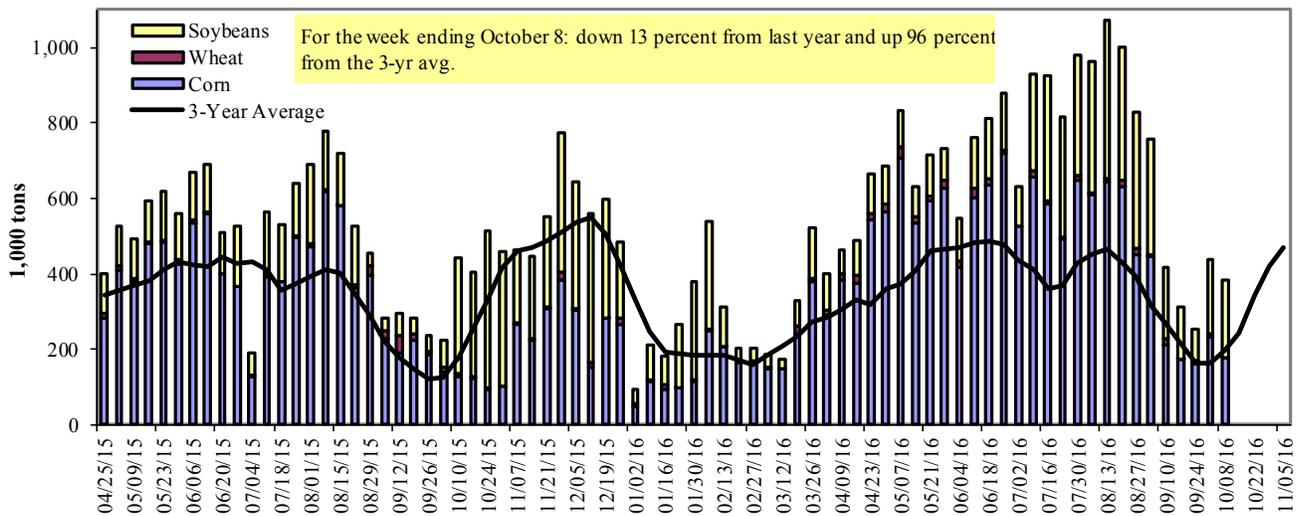


Figure 10

**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 10/08/2016	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	36	2	53	3	94
Winfield, MO (L25)	82	5	97	3	187
Alton, IL (L26)	166	2	201	0	368
Granite City, IL (L27)	177	2	205	0	384
<b>Illinois River (L8)</b>	44	0	50	0	94
<b>Ohio River (L52)</b>	143	6	28	0	177
<b>Arkansas River (L1)</b>	1	20	39	10	70
Weekly total - 2016	321	27	273	10	631
Weekly total - 2015	245	16	428	9	697
2016 YTD <sup>1</sup>	19,210	1,749	9,620	285	30,864
2015 YTD	15,860	1,532	7,941	226	25,560
2016 as % of 2015 YTD	121	114	121	126	121
Last 4 weeks as % of 2015 <sup>2</sup>	127	90	72	106	97
Total 2015	19,215	1,686	14,191	359	35,451

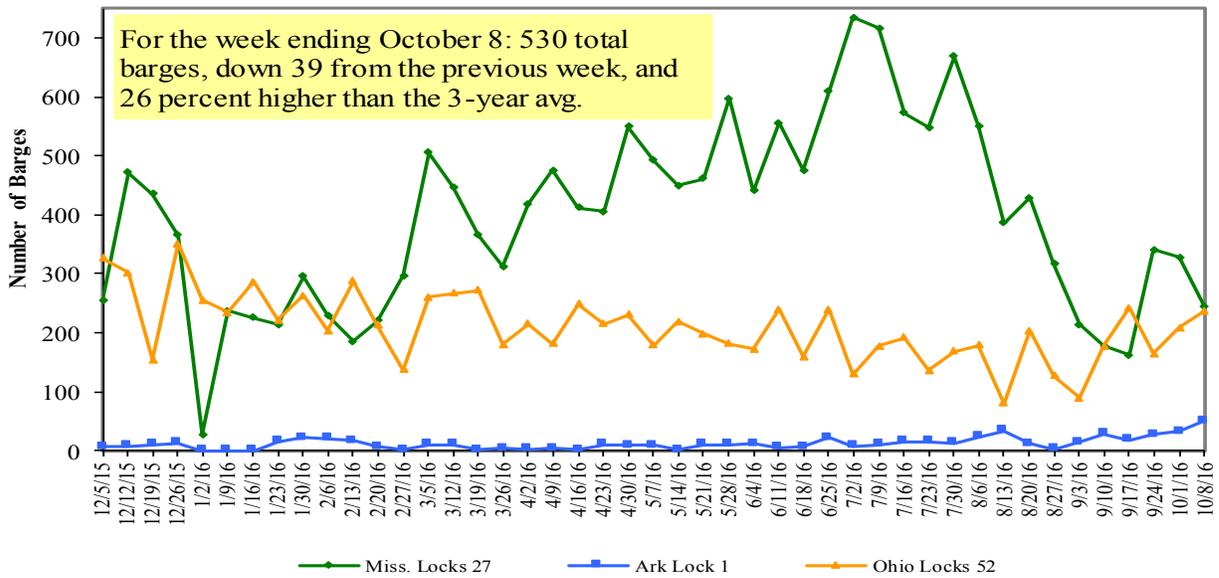
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

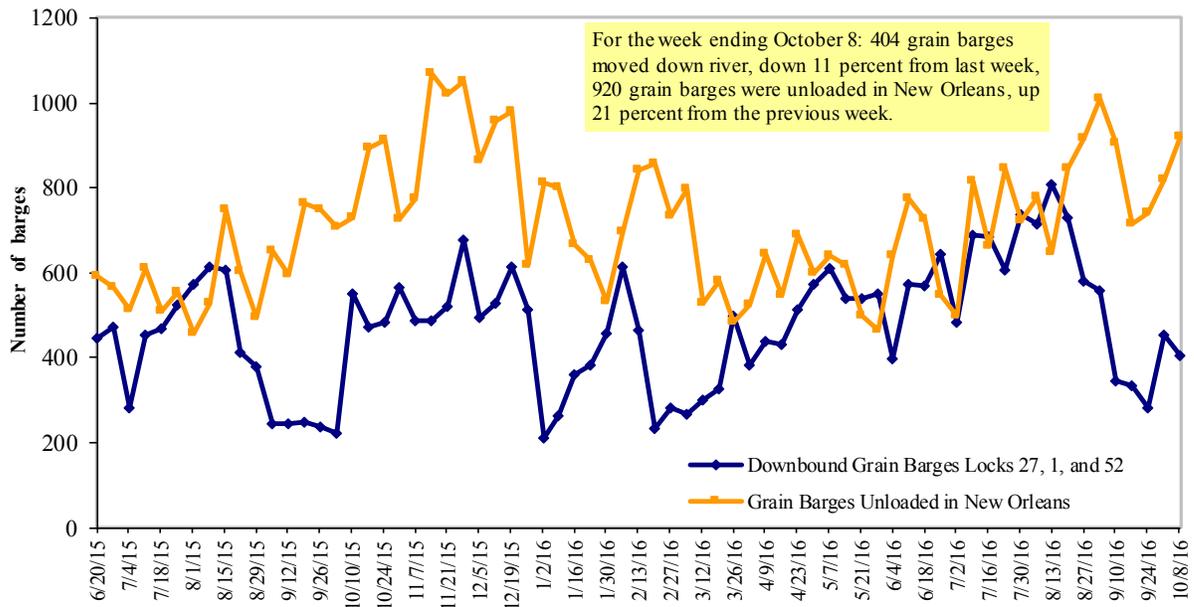
Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers

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



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

# Truck Transportation

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

Table 11

## Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 10/10/2016 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.441	0.043	-0.113
	New England	2.453	0.039	-0.125
	Central Atlantic	2.540	0.054	-0.121
	Lower Atlantic	2.363	0.036	-0.106
II	Midwest <sup>2</sup>	2.417	0.061	-0.217
III	Gulf Coast <sup>3</sup>	2.317	0.067	-0.022
IV	Rocky Mountain	2.508	0.041	-0.008
V	West Coast	2.712	0.054	-0.018
	West Coast less California	2.591	0.067	-0.012
	California	2.809	0.043	-0.024
Total	U.S.	2.445	0.056	-0.111

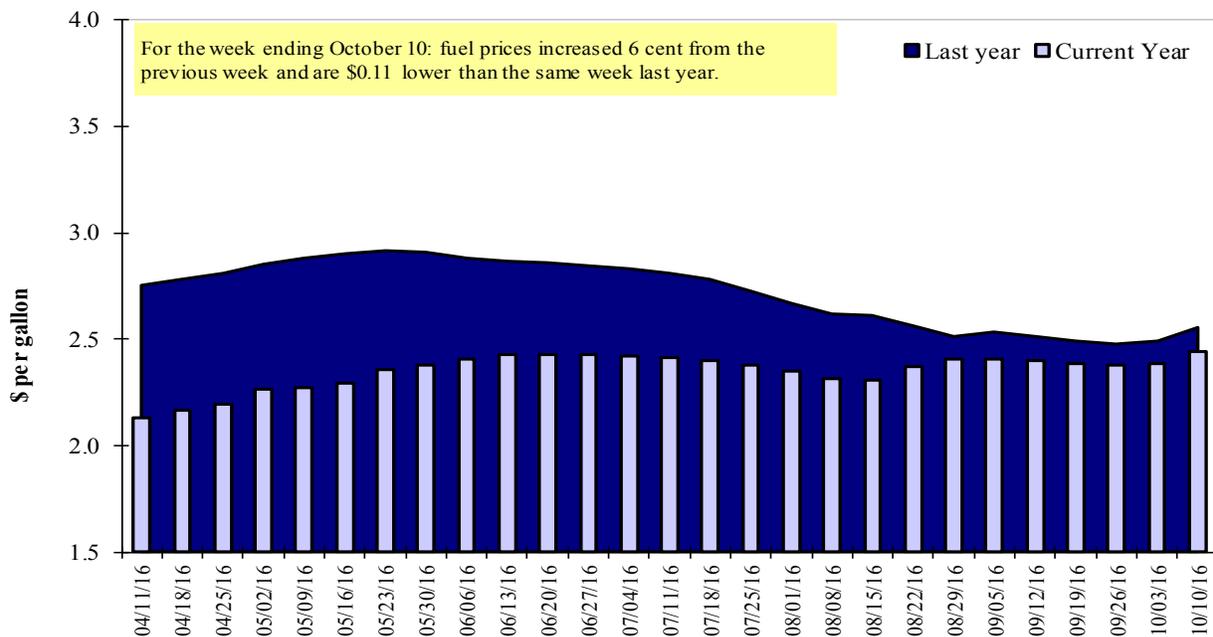
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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](http://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>									
9/29/2016	1,835	499	1,433	921	67	4,754	15,172	24,853	44,779
This week year ago	961	529	1,344	786	134	3,753	7,860	19,593	31,205
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2016/17 YTD	4,249	785	2,979	1,513	137	9,663	5,432	3,440	18,535
2015/16 YTD	2,160	1,478	2,341	1,234	378	7,591	3,173	2,243	13,007
YTD 2016/17 as % of 2015/16	197	53	127	123	36	127	171	153	142
Last 4 wks as % of same period 2015/16	216	95	115	119	54	137	192	119	140
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 9/29/2016	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	2,632	1,721	53	10,997
Mexico	6,177	4,698	31	11,542
Korea	1,170	123	848	3,933
Colombia	1,131	783	44	3,994
Taiwan	730	204	258	1,991
<b>Top 5 Importers</b>	<b>11,840</b>	<b>7,529</b>	<b>57</b>	<b>32,457</b>
<b>Total US corn export sales</b>	<b>20,604</b>	<b>11,033</b>	<b>87</b>	<b>47,026</b>
% of Projected	36%	23%		
Change from prior week	<b>2,061</b>	<b>520</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	57%	68%		69%
<b>USDA forecast, October 2016</b>	<b>56,616</b>	<b>48,295</b>	<b>17</b>	
<b>Corn Use for Ethanol USDA forecast, October 2016</b>	<b>133,985</b>	<b>132,233</b>	<b>1</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  
Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
<http://www.fas.usda.gov/esrquery/>

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

Table 14

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

For the week ending 9/29/2016	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	12,627	9,152	38	29,033
Mexico	1,182	1,027	15	3,295
Indonesia	424	292	45	2,065
Japan	720	905	(20)	1,994
Taiwan	611	334	83	1,226
<b>Top 5 importers</b>	<b>15,564</b>	<b>11,710</b>	<b>33</b>	<b>37,614</b>
<b>Total US soybean export sales</b>	<b>28,293</b>	<b>21,835</b>	<b>30</b>	<b>39,169</b>
% of Projected	51%	41%		
Change from prior week	<b>2,180</b>	<b>1,235</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	55%	54%		<b>96%</b>
<b>USDA forecast, October 2016</b>	<b>55,177</b>	<b>52,752</b>	<b>5</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.<sup>2</sup> Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
http://www.fas.usda.gov/esrquery/. Total commitments change from prior week could include revisions from previous week's<sup>3</sup> FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

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

For the week ending 9/29/2016	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	1,277	1,138	12	2,743
Mexico	1,417	1,142	24	2,660
Nigeria	642	929	(31)	1,978
Philippines	1,590	1,108	43	2,156
Brazil	958	310	209	2,076
Korea	760	624	22	1,170
Taiwan	463	510	(9)	1,005
Indonesia	475	193	146	776
Colombia	440	364	21	679
Thailand	384	194	98	618
<b>Top 10 importers</b>	<b>8,022</b>	<b>6,317</b>	<b>27</b>	<b>15,861</b>
<b>Total US wheat export sales</b>	<b>14,418</b>	<b>11,344</b>	<b>27</b>	<b>24,485</b>
% of Projected	54%	54%		
Change from prior week	<b>377</b>	<b>288</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	56%	56%		65%
<b>USDA forecast, October 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; 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.

Table 16

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

Port Regions	For the Week Ending 10/06/16	Previous Week*	Current Week as % of Previous	2016 YTD*	2015 YTD*	2016 YTD as % of 2015 YTD	Last 4-weeks as % of:		2015 Total*
							Last Year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	198	252	78	10,063	8,896	113	89	88	10,985
Corn	137	479	29	10,448	7,057	148	402	566	7,232
Soybeans	707	279	253	6,250	4,950	126	114	220	11,809
<b>Total</b>	<b>1,042</b>	<b>1,011</b>	<b>103</b>	<b>26,762</b>	<b>20,903</b>	<b>128</b>	<b>135</b>	<b>168</b>	<b>30,027</b>
<b>Mississippi Gulf</b>									
Wheat	9	37	24	2,871	3,723	77	40	24	4,504
Corn	838	647	130	25,250	22,825	111	187	158	26,701
Soybeans	1,005	813	124	19,432	15,570	125	101	118	29,593
<b>Total</b>	<b>1,852</b>	<b>1,497</b>	<b>124</b>	<b>47,553</b>	<b>42,118</b>	<b>113</b>	<b>124</b>	<b>120</b>	<b>60,797</b>
<b>Texas Gulf</b>									
Wheat	196	275	71	4,518	3,061	148	379	168	3,724
Corn	0	95	0	1,389	541	257	348	624	596
Soybeans	32	0	n/a	124	210	59	n/a	1348	864
<b>Total</b>	<b>228</b>	<b>370</b>	<b>62</b>	<b>6,031</b>	<b>3,812</b>	<b>158</b>	<b>380</b>	<b>208</b>	<b>5,184</b>
<b>Interior</b>									
Wheat	23	57	41	1,171	1,159	101	146	139	1,388
Corn	88	192	46	5,527	4,913	113	111	131	6,201
Soybeans	108	63	172	3,022	2,454	123	66	87	3,518
<b>Total</b>	<b>220</b>	<b>312</b>	<b>70</b>	<b>9,721</b>	<b>8,526</b>	<b>114</b>	<b>101</b>	<b>119</b>	<b>11,106</b>
<b>Great Lakes</b>									
Wheat	29	75	39	830	804	103	187	138	997
Corn	0	0	n/a	452	471	96	11	12	485
Soybeans	27	0	n/a	187	121	155	85	95	733
<b>Total</b>	<b>57</b>	<b>75</b>	<b>76</b>	<b>1,469</b>	<b>1,396</b>	<b>105</b>	<b>133</b>	<b>113</b>	<b>2,216</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	201	477	42	2	1	520
Corn	48	41	117	186	209	89	147	137	277
Soybeans	16	13	123	1,116	1,013	110	286	662	2,053
<b>Total</b>	<b>64</b>	<b>54</b>	<b>118</b>	<b>1,502</b>	<b>1,698</b>	<b>88</b>	<b>149</b>	<b>124</b>	<b>2,850</b>
<b>U.S. total from ports**</b>									
Wheat	456	697	65	19,654	18,119	108	121	92	22,118
Corn	1,111	1,454	76	43,252	36,015	120	199	192	41,492
Soybeans	1,895	1,168	162	30,131	24,319	124	103	132	48,570
<b>Total</b>	<b>3,462</b>	<b>3,319</b>	<b>104</b>	<b>93,037</b>	<b>78,453</b>	<b>119</b>	<b>135</b>	<b>137</b>	<b>112,180</b>

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

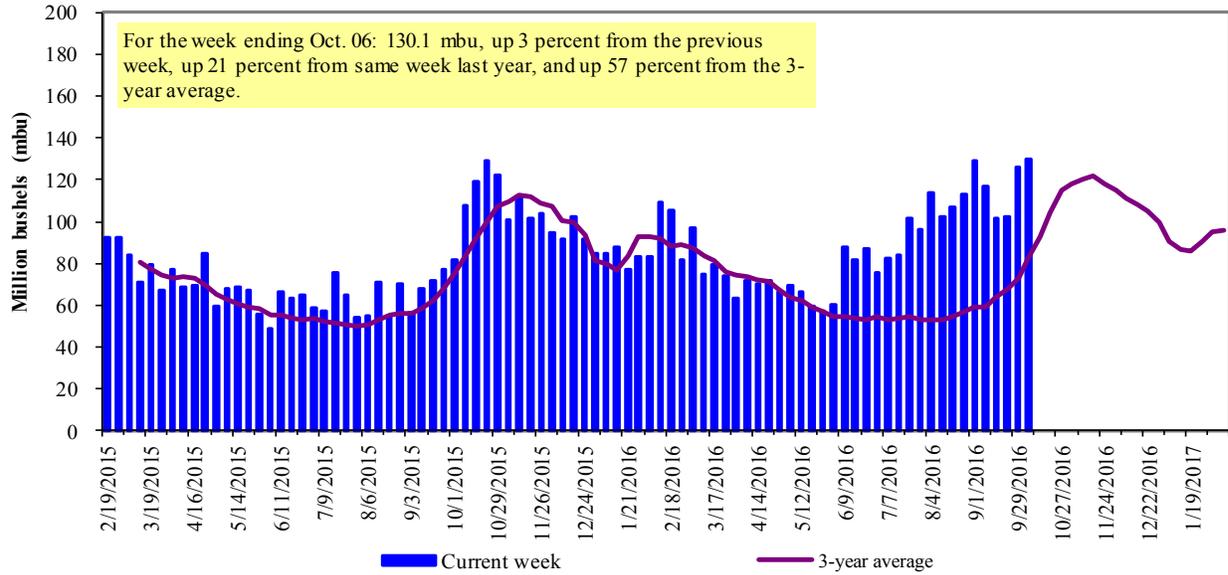
\*\*Total only includes regions shown above

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

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

Figure 14

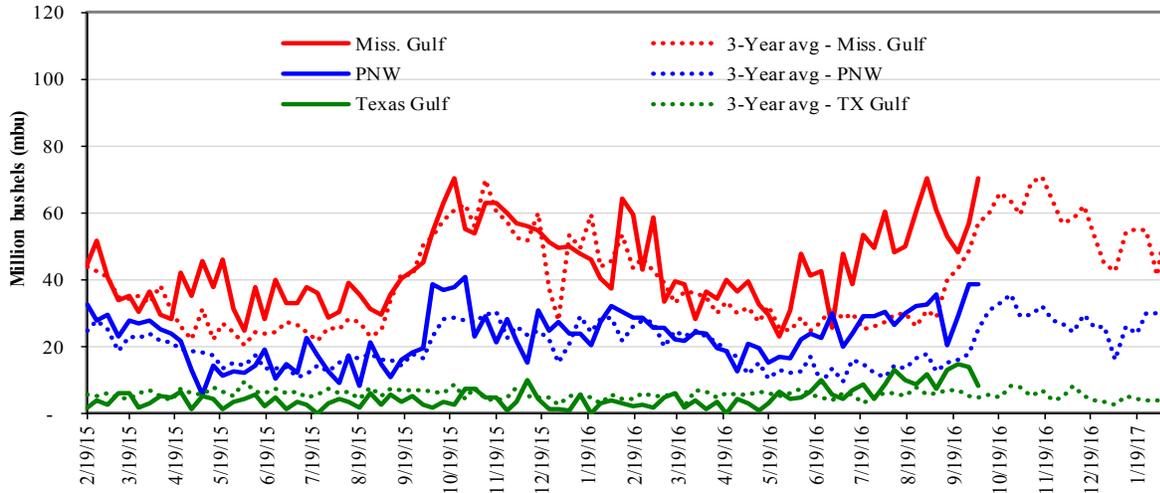
**U.S. grain inspected for export (wheat, corn, and soybeans)**



Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://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 10/06/16 inspections (mbu):		Percent change from:				
Mississippi Gulf:	70.2	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	38.6	Last Year (same week):	up 24	down 39	up 11	unchanged
Texas Gulf:	8.4	3-yr avg. (4-wk. mov. Avg):	up 29	up 351	up 40	unchanged
			up 49	up 41	up 48	up 108

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

# Ocean Transportation

Table 17

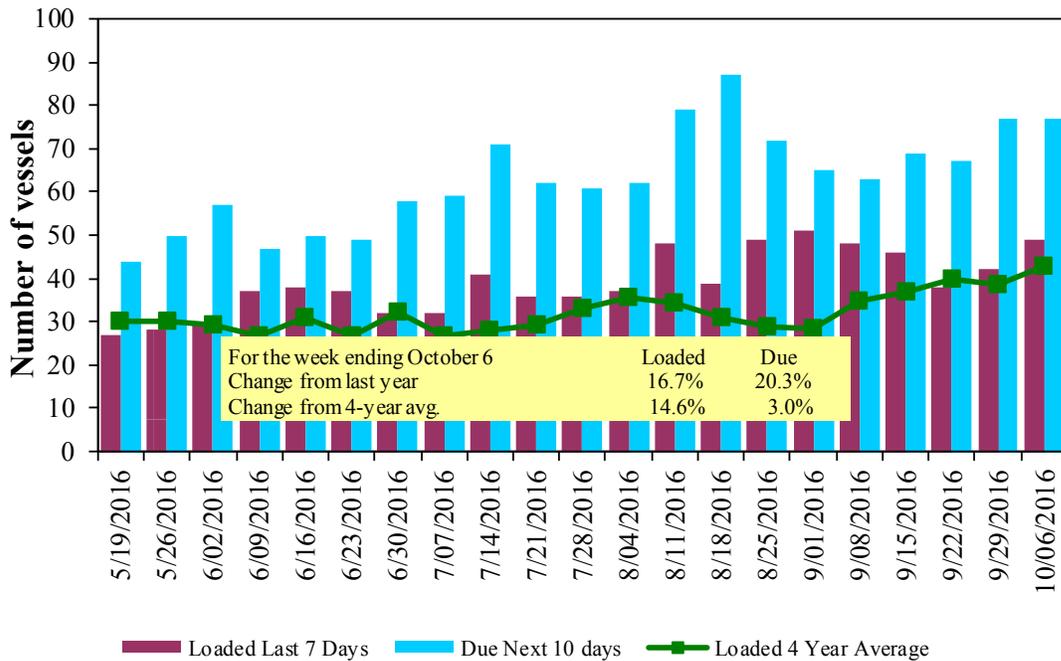
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
10/6/2016	54	49	77	13	n/a
9/29/2016	53	42	77	14	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

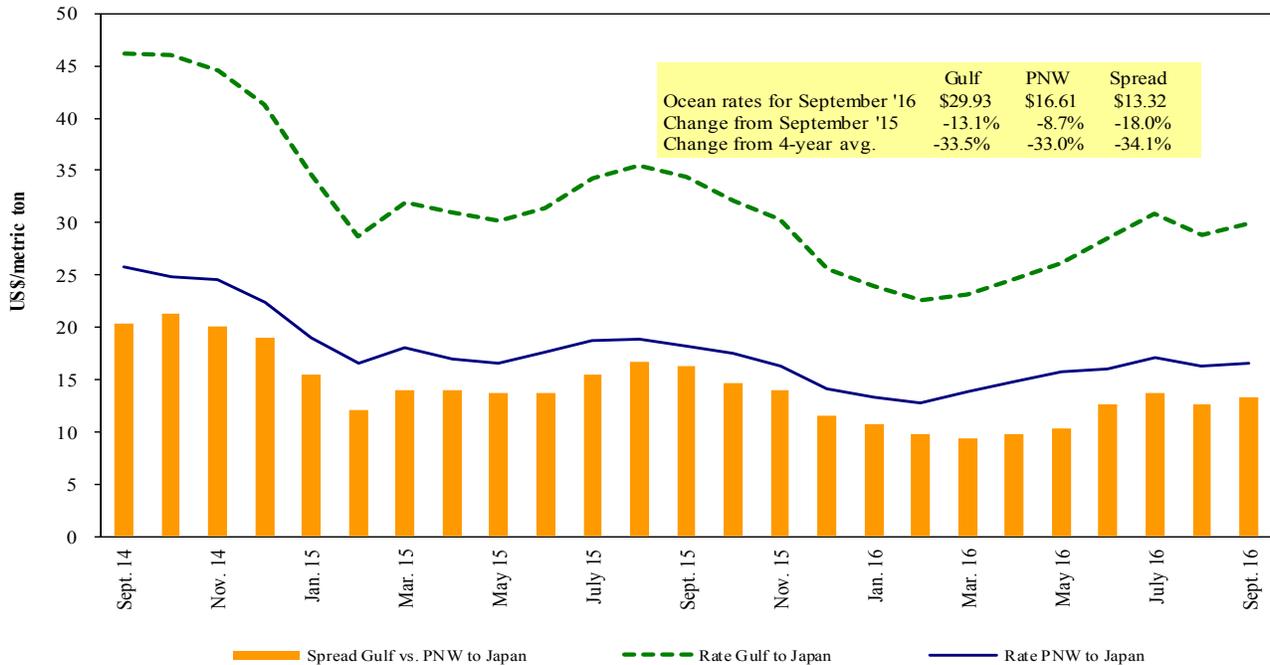
**U.S. Gulf Vessel Loading Activity**



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 10/08/2016**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Oct 20/30	65,000	27.50
U.S. Gulf	China	Heavy Grain	Oct 10/20	60,000	28.25
U.S. Gulf	China	Heavy Grain	Oct 5/15	66,000	28.00
U.S. Gulf	China	Heavy Grain	Sep 20/25	60,000	27.75
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	South Africa	Sorghum	Sep 15/25	20,000	63.50*
U.S. Gulf	Djibouti	Wheat	Aug 22/31	47,720	46.48*
PNW	Bangladesh	Wheat	Dec 1/10	12,500	160.33*
PNW	Bangladesh	Wheat	Nov 1/10	12,500	163.55*
PNW	Taiwan	Wheat	Sep 8/22	54,000	21.10
Brazil	Japan	Heavy Grain	Sep 1/30	62,000	19.00
Brazil	Malaysia	Heavy Grain	Sep 1/30	65,000	17.00
River Plate	Algeria	Corn	Sep 24/28	40,000	19.50
Ukraine	Iran	Wheat	Oct 10/17	60,000	22.25
Ukraine	Morocco	Heavy Grain	Aug 29/Sep 3	30,000	16.00

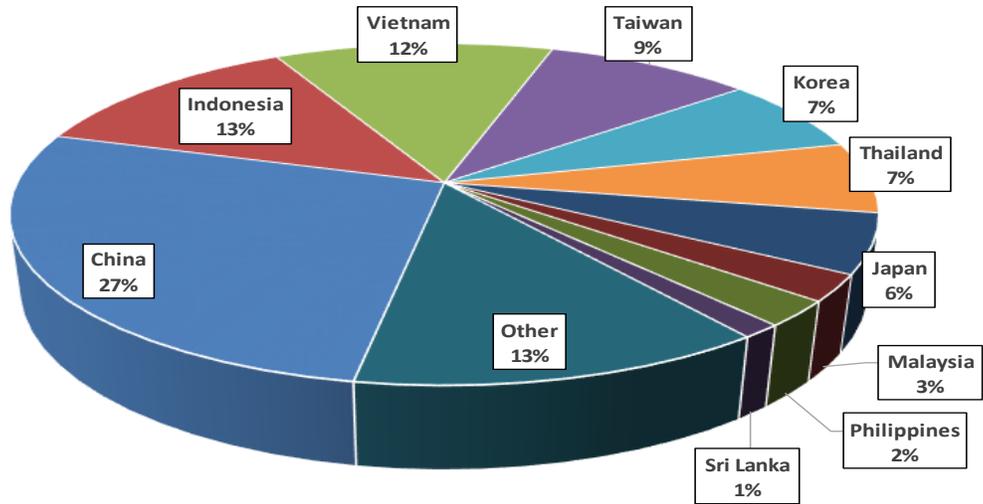
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

\*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 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.

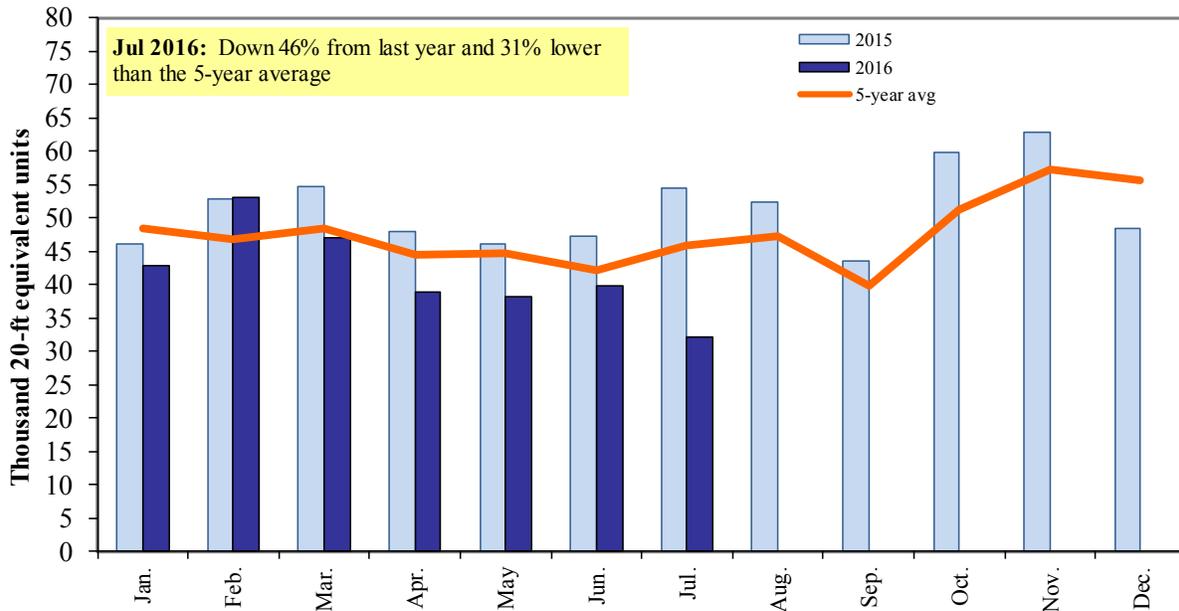
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-July 2016**



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.

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