



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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## WEEKLY HIGHLIGHTS

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### FAO Raised the 2016/17 Forecast of World Cereals Trade

According to its [latest report](#) on November 10, the Food and Agriculture Organization of the United Nations (FAO) has forecasted the world trade of cereals in 2016/17 at nearly 388 million tons, an increase of 3.1 million tons (about 0.8 percent) from its October forecast. This increase is due to a 3-million tons upward adjustment to reflect the Russian Federation's surge in wheat exports. FAO expects the United States to expand its wheat exports in 2016/17 as well. Increased wheat exports will likely involve increased rail shipments through the Pacific Northwest (PNW). FAO also raised its forecast of the global coarse grain trade in 2016/17 (July/June) to be 176.5 million tons, a slight increase from its October forecast but still 9.2 million tons lower than its 2015/16 estimate. This is due to a significant decline in sorghum, barley, and maize trade in China. A recent [USDA/FAS](#) report predicts a decrease in China's imports of corn, barley, sorghum, and distillers dried grain with soluble (DDGS) for feed as its domestic corn prices decrease. If the forecasts are realized, they could increase the demand for U.S. grain transportation for the export markets.

### Total Grain Inspections Recede

For the week ending November 10, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 3.7 million metric tons (mmt), down 12 percent from the previous week, up 22 percent from last year, and 14 percent above the 3-year average. Despite the drop in total grain inspections, soybean inspections increased 5 percent from week to week. Wheat inspections dropped 63 percent as shipments to Asia and Africa decreased, and corn inspections decreased 34 percent due mainly to a drop in shipments to Latin America. Pacific Northwest (PNW) grain inspections decreased 1 percent from the past week while Mississippi Gulf grain inspections increased 7 percent due primarily to a jump in soybean inspections. Outstanding export sales (unshipped) of grain were up for wheat and corn but down for soybeans.

### Soybean Surge Increases Tonnages on Mississippi River

From June 5 to September 3, total grain downbound tonnages on the locking portions of the Upper Mississippi, Ohio, and Arkansas Rivers surged to an average 1.01 million tons per week. Corn was the principal agricultural commodity moved, with 63 percent of the total, while soybeans was the second highest commodity moved during the period, at 31 percent. A similar surge occurred since October 2 with downbound grain tonnages averaging 1.05 million tons per week. However, soybeans are now the main commodity moved, representing 65 percent, compared to corn with 32 percent of the late season total. So far this calendar year, 36.5 million tons of grain moved down the Mississippi River, 71 percent higher than last year, and 46 percent higher than the 3-year average.

## Snapshots by Sector

### Export Sales

During the week ending November 3, **unshipped balances** of wheat, corn, and soybeans totaled 42.9 mmt, up 52 percent from the same time last year. Net weekly **wheat export sales** were .770 mmt, up significantly from the previous week. Net **corn export sales** were 1.23 mmt, down 16 percent from the previous week, and net **soybean export sales** were 1 mmt, down 60 percent from the past week.

### Rail

Average November shuttle **secondary railcar bids/offers** per car were \$13 above tariff for the week ending November 10, up \$3 from last week, and \$297 higher than last year. Average non-shuttle secondary railcar bids/offers per car were \$106 below tariff, down \$84 from last week, and \$25 higher than last year.

### Barge

For the week ending November 12, **barge grain movements** totaled 1,313,240 tons, 10 percent higher than last week, and up 71 percent from the same period last year.

For the week ending November 12, 839 grain barges **moved down river**, up 13 percent from last week, 916 grain barges were **unloaded in New Orleans**, down 12 percent from the previous week.

### Ocean

For the week ending November 10, 51 **ocean-going grain vessels** were loaded in the Gulf, 11 percent more than the same period last year. Eighty vessels are expected to be loaded within the next 10 days, 31 percent more than the same period last year.

For the week ending November 10, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$32 per metric ton, 1 percent more than the previous week. The cost of shipping from the PNW to Japan was \$17.75 per metric ton, unchanged from the previous week.

### Fuel

During the week ending November 14, U.S. average **diesel fuel prices** decreased 3 cents from the previous week at \$2.44 per gallon, 4 cents below the same week last year.

# Feature Article/Calendar

## Corn and Wheat Landed Costs to Mexico Decreased, While Soybeans' Increased

Although transportation costs were mixed, lower farm values reduced the landed costs of U.S. corn and wheat to Mexico during the third quarter of 2016. However, increased farm values helped push up the landed costs for soybeans to Mexico. The quarter-to-quarter landed costs for waterborne corn and wheat to Veracruz, Mexico, decreased by 6 and 16 percent, respectively (see table). This was mainly due to a 12 and 23 percent drop in the farm values, for corn and wheat respectively, in addition to a drop in truck rates. The landed cost for corn and wheat transported by land fell by 7 and 15 percent, respectively. This was also mainly due to 11 and 23 percent reduction in the farm values, respectively. On the other hand, the landed costs for soybeans shipped via the water and the land routes increased by 3 and 1 percent, respectively. This was aided by 1 and 2 percent increase in the farm values, respectively. The landed costs ranged from \$166 to \$417 per metric ton (mt) for the water route (see table and figure 1) and \$187 to \$451 for the land route (see table and figure 2).

Quarterly costs of transporting U.S. grain to Veracruz and Guadalajara, Mexico										
	Water route (to Veracruz)					Land route (to Guadalajara)				
	\$/metric ton					\$/metric ton				
	2015 3 <sup>rd</sup> qtr.	2016 2 <sup>nd</sup> qtr.	2016 3 <sup>rd</sup> qtr.	Percent change Yr. to Yr.	Qtr. to Qtr.	2015 3 <sup>rd</sup> qtr.	2016 2 <sup>nd</sup> qtr.	2016 3 <sup>rd</sup> qtr.	Percent change Yr. to Yr.	Qtr. to Qtr.
<b>Corn</b>										
<b>Origin</b>	<b>IL</b>					<b>IA</b>				
Truck <sup>1</sup>	8.50	12.10	10.58	24.5	-12.6	3.66	3.45	3.14	-14.2	-9.0
Rail <sup>2</sup>						88.22	85.41	84.04	-4.7	-1.6
Ocean <sup>3</sup>	12.85	11.65	13.20	2.7	13.3					
Barge	21.43	14.78	21.12	-1.4	42.9					
Total transportation cost <sup>4</sup>	42.78	38.53	44.90	5.0	16.5	91.88	88.86	87.18	-5.1	-1.9
Farm Value <sup>5</sup>	146.58	150.25	132.15	-9.8	-12.0	144.61	142.64	127.16	-12.1	-10.9
Landed Cost <sup>6</sup>	189.36	188.78	177.05	-6.5	-6.2	236.49	231.50	214.34	-9.4	-7.4
Transport % of landed cost	23	20	25			39	38	41		
<b>Soybeans</b>										
<b>Origin</b>	<b>IL</b>					<b>NE</b>				
Truck	8.50	12.10	10.58	24.5	-12.6	3.66	3.45	3.14	-14.2	-9.0
Rail						93.28	93.93	94.36	1.2	0.5
Ocean	12.85	11.65	13.20	2.7	13.3					
Barge	21.43	14.78	21.12	-1.4	42.9					
Total transportation cost	42.78	38.53	44.90	5.0	16.5	96.94	97.38	97.50	0.6	0.1
Farm Value	353.84	367.19	372.34	5.2	1.4	239.76	347.60	353.84	47.6	1.8
Landed Cost	396.62	405.72	417.24	5.2	2.8	336.70	444.98	451.34	34.0	1.4
Transport % of landed cost	11	9	11			29	22	22		
<b>Wheat</b>										
<b>Origin</b>	<b>KS</b>					<b>KS</b>				
Truck	3.66	3.45	3.14	-14.2	-9.0	3.66	3.45	3.14	-14.2	-9.0
Rail	38.05	37.76	38.28	0.6	1.4	74.94	72.19	72.41	-3.4	0.3
Ocean	12.85	11.65	13.20	2.7	13.3					
Total transportation cost	54.56	52.86	54.62	0.1	3.3	78.60	75.64	75.55	-3.9	-0.1
Farm Value	173.06	143.67	111.09	-35.8	-22.7	173.06	143.67	111.09	-35.8	-22.7
Landed Cost	227.62	196.53	165.71	-27.2	-15.7	251.66	219.31	186.64	-25.8	-14.9
Transport % of landed cost	24	27	33			31	34	40		

<sup>1</sup>Truck rates for the second quarter were revised from the previous estimates.

<sup>2</sup>Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains.

Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary market, which could exceed the rail tariff rate plus fuel surcharge shown in the table. Origins are modified from past tables. Rail rates for the water route were revised from previous estimates.

<sup>3</sup>Source: O'Neil Commodity Consulting

<sup>4</sup>Transportation costs for Kansas wheat transported via water route were revised from previous estimates

<sup>5</sup>Source: USDANASS

<sup>6</sup>Landed cost is total transportation cost plus farm value

During the quarter, transportation costs for shipping corn, soybeans, and wheat through the water route to Veracruz increased, mainly due to increases in barge, rail, and ocean freight rates. Barge rates in the U.S. increased during the quarter in response to a sell-off of old crop commodities in anticipation of upcoming large harvests. Ocean freight rates for shipping bulk grains also increased due to strong iron ore and grain

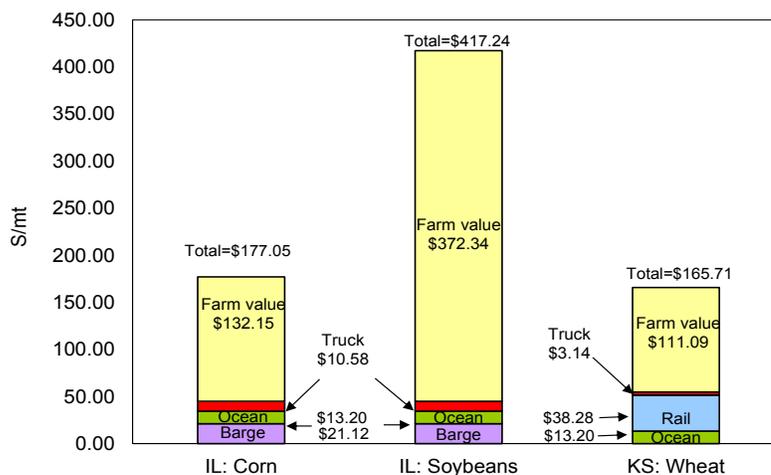
trade during the quarter (see [10/20/16 Grain Transportation Report](#)). For the land route, transportation costs for shipping soybeans and wheat remained relatively unchanged, while transportation costs for shipping corn declined by 2 percent as both truck and rail tariff rates from Iowa fell during the quarter. Truck rates fell during the quarter partly due to relatively lower diesel prices.

Despite the mixed transportation costs, transportation's share of landed costs generally increased during the quarter. The transportation share of landed costs ranged from 11 to 33 percent for the water route, and 22 to 41 percent for the land route. Changes in year-to-year transportation and landed costs are similar to changes in quarter-to-quarter transportation and landed costs. Year-to-year transportation costs increased for waterborne corn and soybeans and remained unchanged for wheat. Year-to-year landed costs decreased for waterborne corn and wheat due to lower farm values, but increased for soybeans as the farm value increased relative to last year. The same is true for the land route where year-to-year landed costs decreased for corn and wheat, but increased for soybeans.

### Market Analysis and Outlook

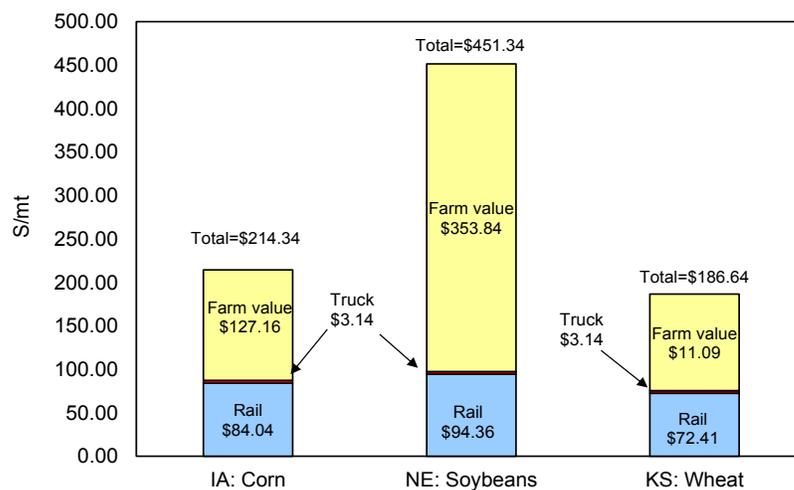
From July to September, 2016, Mexico imported 3.58 million metric tons (mmt) of U.S. corn, 9 percent more than the same period a year earlier (FAS, GATS Data). Despite the drop in farm values, the total value of the imported corn at \$1.2 billion was 2 percent more than the same period a year ago. Mexico also imported 0.67 mmt and 0.79 mmt of wheat and soybeans, respectively, during the same period—9 and 19 percent less than the same period a year earlier. However, USDA's Foreign Agricultural Service has revised its 2016/17 Mexico's corn and wheat production forecast downward due to smaller than previously estimated planted area, irregular weather conditions, and insufficient water for irrigation ([USDA, FAS GAIN Report #: MX6031](#)). Given the expected drop in Mexico's domestic production and the relatively lower farm values and landed costs of U.S. corn and wheat, it could make U.S. imports to Mexico more competitive. Also, U.S. soybeans and other oilseeds should continue to be price-competitive due to the proximity of the Mexican market to U.S. suppliers ([USDA, FAS GAIN Report #: MX6014](#)). [surajudeen.olowlayemo@ams.usda.gov](mailto:surajudeen.olowlayemo@ams.usda.gov)

Figure 1. Water route shipment costs (\$/mt) to Veracruz, Mexico



Source: USDA, Agricultural Marketing Service

Figure 2. Land route shipment costs (\$/mt) to Guadalajara, Mexico



Source: USDA, Agricultural Marketing Service

# 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
11/16/16	164	255	208	143	143	126
11/09/16	166	259	208	167	142	126

<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)

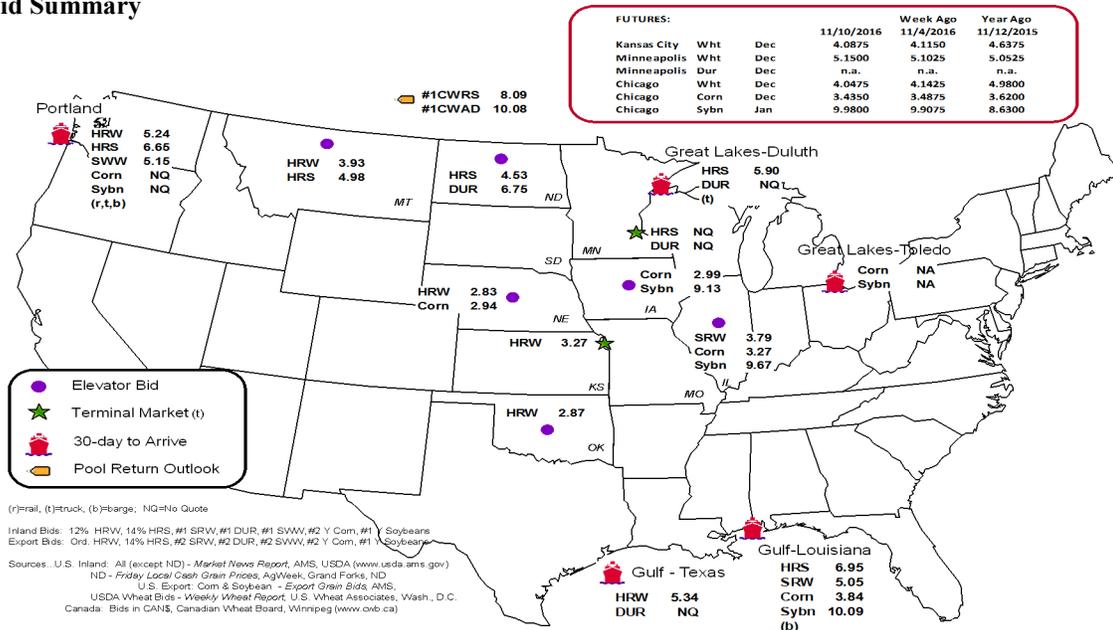
Commodity	Origin--Destination	11/10/2016	11/4/2016
Corn	IL--Gulf	-0.57	-0.64
Corn	NE--Gulf	-0.90	-0.90
Soybean	IA--Gulf	-0.96	-1.14
HRW	KS--Gulf	-2.07	-2.07
HRS	ND--Portland	-2.12	-2.17

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			
11/09/2016 <sup>p</sup>	2,306	2,404	7,294	1,008	13,012	11/5/2016	2,374
11/02/2016 <sup>r</sup>	1,657	2,454	7,124	1,455	12,690	10/29/2016	1,939
2016 YTD <sup>r</sup>	30,311	72,078	251,620	21,143	375,152	2016 YTD	92,787
2015 YTD <sup>r</sup>	27,012	50,720	200,636	21,702	300,070	2015 YTD	85,092
2016 YTD as % of 2015 YTD	112	142	125	97	125	% change YTD	109
Last 4 weeks as % of 2015 <sup>2</sup>	115	177	103	135	115	Last 4wks % 2015	89
Last 4 weeks as % of 4-year avg. <sup>2</sup>	132	182	125	127	132	Last 4wks % 4 yr	115
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736
Total 2014	44,617	83,674	256,670	32,107	417,068	Total 2014	98,422

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

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

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

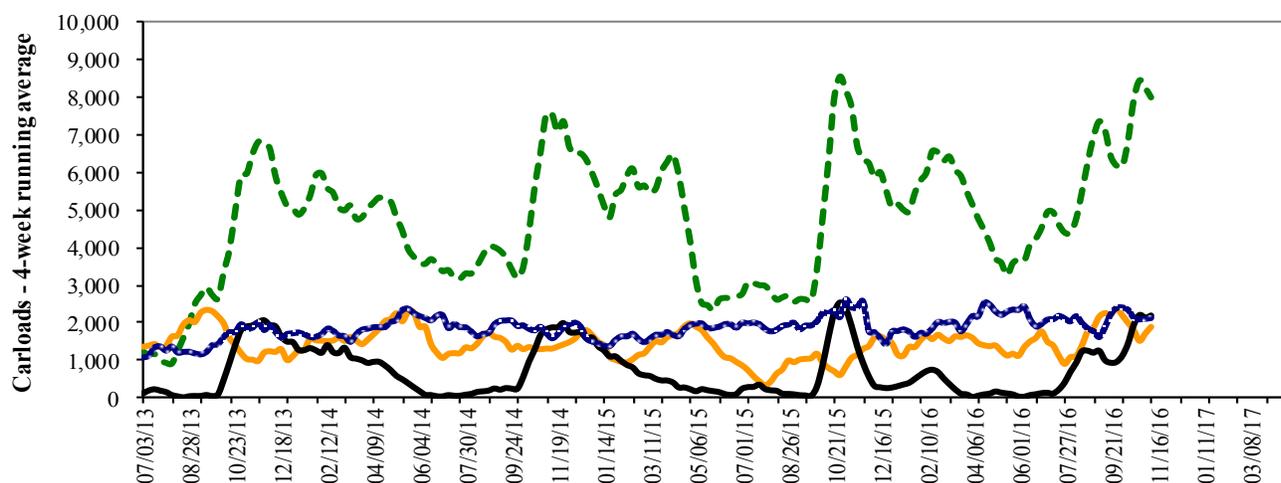
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

## Rail Deliveries to Port



--- Pacific Northwest: 4 wks. ending 11/09--up 3% from same period last year; up 25% from 4-year average  
--- Texas Gulf: 4 wks. ending 11/09--up 77% from same period last year; up 82% from 4-year average  
--- Miss. River: 4 wks. ending 11/09--up 15% from same period last year; up 32% from 4-year average  
--- Cross-border: 4 wks. ending 11/05--down 11% from same period last year; up 15% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

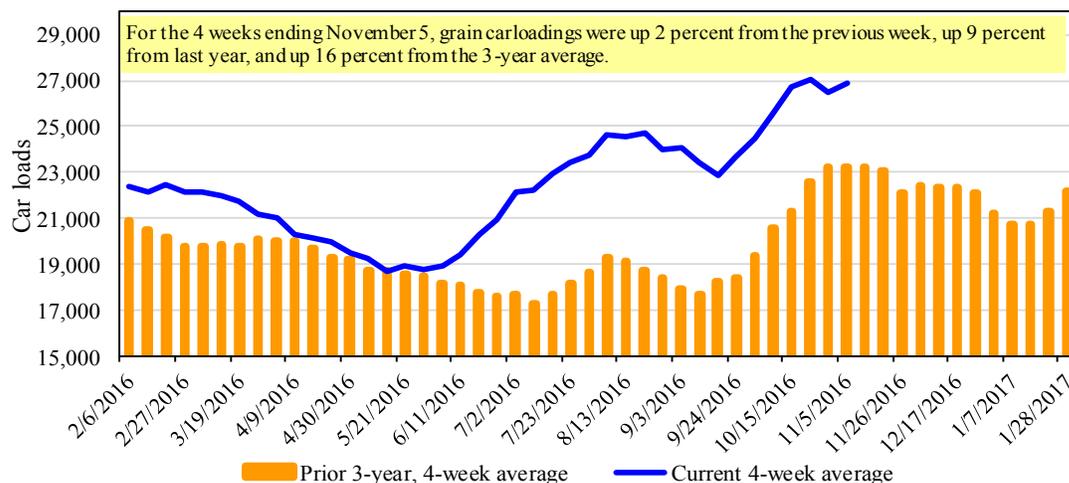
**Class I Rail Carrier Grain Car Bulletin (grain carloads originated)**

For the week ending: 11/5/2016	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,658	4,508	13,592	736	7,161	28,655	5,198	5,310
This week last year	2,125	2,734	12,510	737	5,384	23,490	5,285	6,259
2016 YTD	79,934	126,108	494,176	38,415	253,066	991,699	160,199	195,938
2015 YTD	89,393	127,730	449,660	39,553	228,593	934,929	179,048	199,213
2016 YTD as % of 2015 YTD	89	99	110	97	111	106	89	98
Last 4 weeks as % of 2015*	116	128	97	116	121	109	112	100
Last 4 weeks as % of 3-yr avg**	112	120	112	94	127	116	106	97
Total 2015	104,039	149,158	536,173	45,445	267,720	1,102,535	211,147	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)

**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: 11/10/2016		Delivery period							
		Nov-16	Nov-15	Dec-16	Dec-15	Jan-17	Jan-16	Feb-17	Feb-16
BNSF <sup>3</sup>	COT grain units	no bids	no bids	no bids	no bids	no bids	no bids	no bids	no bids
	COT grain single-car <sup>5</sup>	76	0-25	156	0-25	8	no bids	1	no bids
UP <sup>4</sup>	GCAS/Region 1	no bids	no bids	no bids	no bids	no offer	no bids	n/a	n/a
	GCAS/Region 2	no bids	no bids	no bids	no bids	no offer	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.

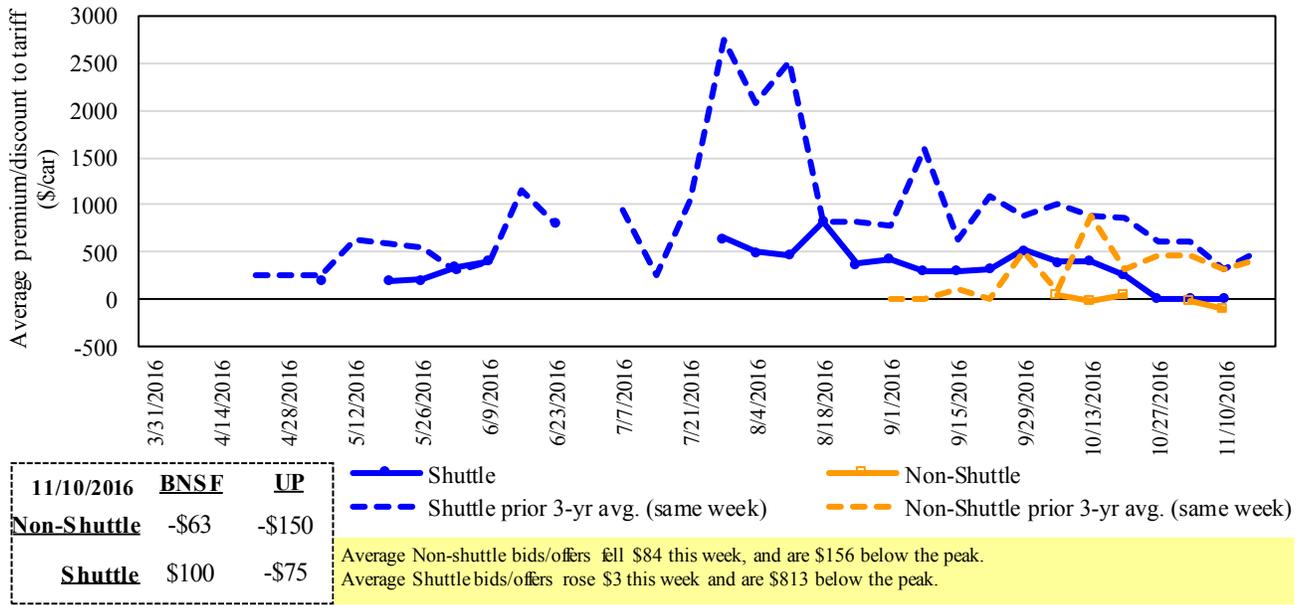
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

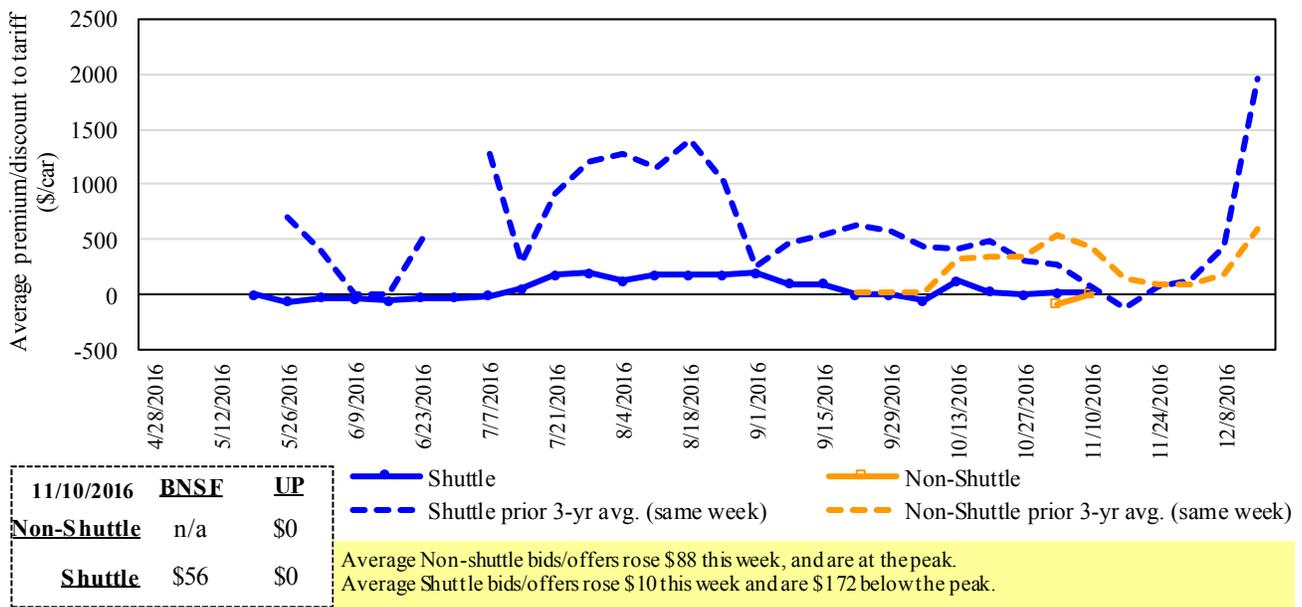
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



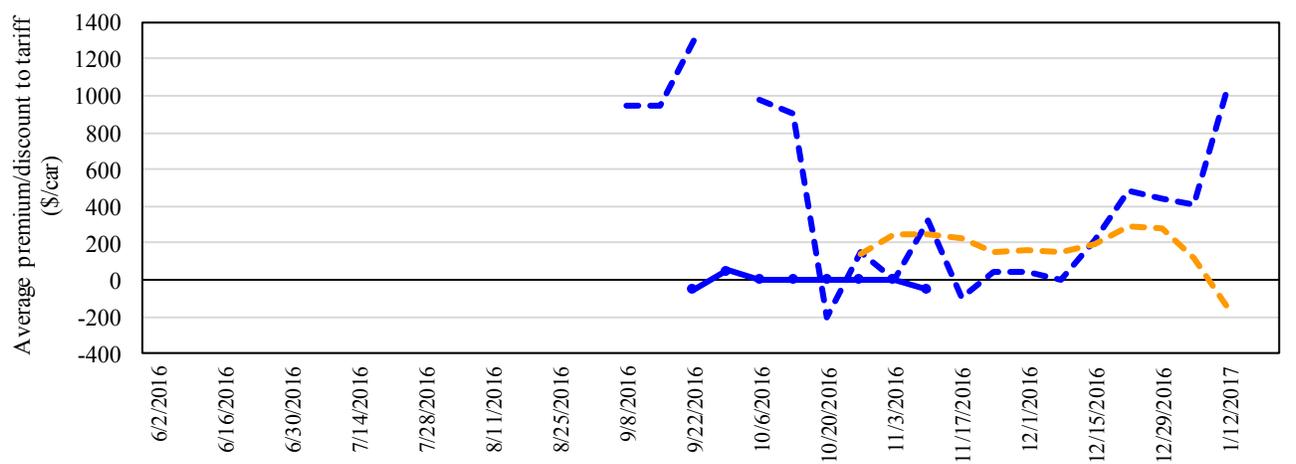
Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: Transportation & Marketing Programs/AMS/USDA

**Figure 5**  
**Bids/Offers for Railcars to be Delivered in December 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 January 2017, Secondary Market**



11/10/2016	BNSF	UP	Shuttle	Non-Shuttle
<b>Non-Shuttle</b>	n/a	n/a	Shuttle prior 3-yr avg. (same week)	Non-Shuttle prior 3-yr avg. (same week)
<b>Shuttle</b>	n/a	-\$50	There were no Non-Shuttle bids/offers this week. Average Shuttle bids/offers fell \$50 this week and are \$100 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)<sup>1</sup>**

For the week ending:		Delivery period					
		11/10/2016	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17
Non-shuttle	<b>BNSF-GF</b>	(63)	n/a	n/a	n/a	n/a	n/a
	Change from last week	(113)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	100	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	(150)	0	n/a	n/a	n/a	n/a
	Change from last week	(56)	88	n/a	n/a	n/a	n/a
Change from same week 2015	(50)	138	n/a	n/a	n/a	n/a	
Shuttle	<b>BNSF-GF</b>	100	56	n/a	n/a	n/a	n/a
	Change from last week	(44)	(105)	n/a	n/a	n/a	n/a
	Change from same week 2015	469	381	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	(75)	0	(50)	n/a	n/a	n/a
	Change from last week	50	125	(50)	n/a	n/a	n/a
Change from same week 2015	125	200	n/a	n/a	n/a	n/a	

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

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

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

Table 7

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

Effective date:		Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
11/1/2016	metric ton					bushel <sup>2</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	-\$6	\$41.08	\$1.12	16	
	Wichita, KS	Los Angeles, CA	\$6,950	-\$31	\$68.71	\$1.87	-1	
	Wichita, KS	New Orleans, LA	\$4,408	\$53	\$44.30	\$1.21	3	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	-\$25	\$64.16	\$1.75	-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	3	
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	
	Des Moines, IA	Little Rock, AR	\$3,534	\$38	\$35.47	\$0.90	2	
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,202	\$109	\$52.74	\$1.34	2	
	Minneapolis, MN	New Orleans, LA	\$3,639	\$30	\$36.43	\$0.99	2	
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	0	
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	0	
	Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	0	
Champaign-Urbana, IL	New Orleans, LA	\$4,495	\$60	\$45.24	\$1.23	12		
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$3,953	-\$18	\$39.08	\$1.06	-1	
	Wichita, KS	Galveston-Houston, TX	\$3,871	-\$14	\$38.30	\$1.04	-2	
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	0	
	Grand Forks, ND	Portland, OR	\$5,611	-\$30	\$55.42	\$1.51	-1	
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	-\$32	\$58.58	\$1.59	-10	
	Northwest KS	Portland, OR	\$5,643	\$96	\$56.99	\$1.55	2	
Corn	Minneapolis, MN	Portland, OR	\$5,000	-\$37	\$49.28	\$1.25	-1	
	Sioux Falls, SD	Tacoma, WA	\$4,960	-\$34	\$48.92	\$1.24	-1	
	Champaign-Urbana, IL	New Orleans, LA	\$3,481	\$60	\$35.17	\$0.89	9	
	Lincoln, NE	Galveston-Houston, TX	\$3,700	-\$20	\$36.55	\$0.93	2	
	Des Moines, IA	Amarillo, TX	\$3,895	\$47	\$39.15	\$0.99	2	
	Minneapolis, MN	Tacoma, WA	\$5,000	-\$37	\$49.29	\$1.25	-1	
	Council Bluffs, IA	Stockton, CA	\$4,740	-\$38	\$46.69	\$1.19	1	
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,600	-\$34	\$55.27	\$1.50	1	
	Minneapolis, MN	Portland, OR	\$5,650	-\$37	\$55.74	\$1.52	2	
	Fargo, ND	Tacoma, WA	\$5,500	-\$30	\$54.32	\$1.48	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**

Effective date: 11/1/2016

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	0
	OK	Cuautitlan, EM	\$6,596	\$42	\$67.82	\$1.84	1
	KS	Guadalajara, JA	\$7,077	\$17	\$72.48	\$1.97	0
	TX	Salinas Victoria, NL	\$4,197	\$25	\$43.14	\$1.17	1
Corn	IA	Guadalajara, JA	\$8,187	\$34	\$84.00	\$2.13	-4
	SD	Celaya, GJ	\$7,580	\$0	\$77.45	\$1.97	-4
	NE	Queretaro, QA	\$7,909	\$86	\$81.69	\$2.07	0
	SD	Salinas Victoria, NL	\$6,635	\$0	\$67.79	\$1.72	1
	MO	Tlalnepantla, EM	\$7,268	\$84	\$75.12	\$1.91	0
	SD	Torreon, CU	\$7,180	\$0	\$73.36	\$1.86	-1
Soybeans	MO	Bojay (Tula), HG	\$8,647	\$31	\$88.66	\$2.41	0
	NE	Guadalajara, JA	\$8,942	\$37	\$91.74	\$2.49	-3
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	-6
	KS	Torreon, CU	\$7,489	\$34	\$76.87	\$2.09	0
Sorghum	NE	Celaya, GJ	\$7,164	\$37	\$73.57	\$1.87	-4
	KS	Queretaro, 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	\$37	\$67.89	\$1.72	-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

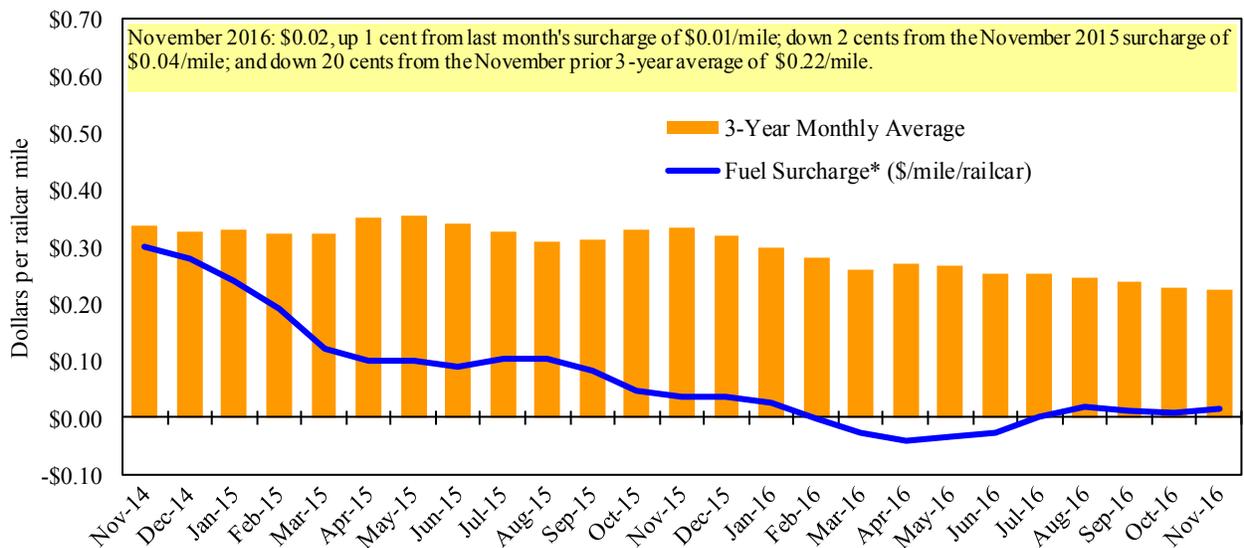
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

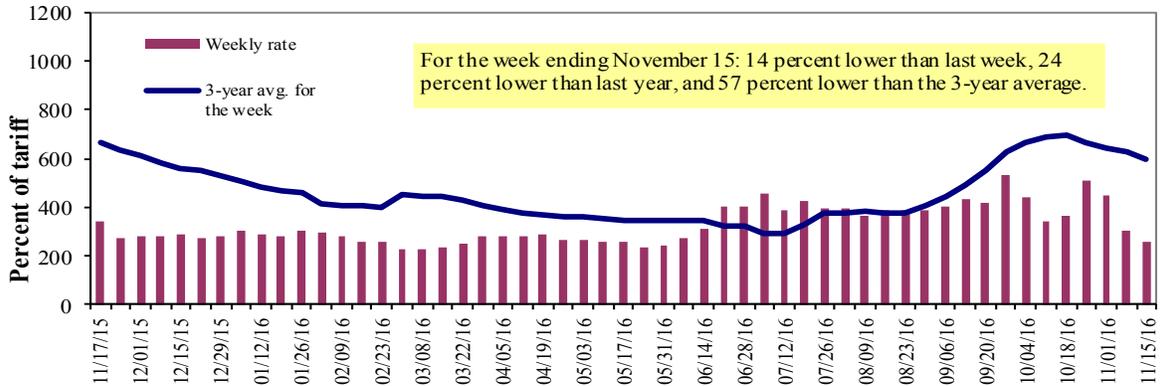
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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>	11/15/2016	405	298	258	200	238	243	163
	11/8/2016	418	338	300	238	313	313	210
<b>\$/ton</b>	11/15/2016	25.07	15.85	11.97	7.98	11.16	9.82	5.12
	11/8/2016	25.87	17.98	13.92	9.50	14.68	12.65	6.59
<b>Current week % change from the same week:</b>								
	Last year	-5	-13	-24	-14	-12	-10	-19
	3-year avg. <sup>2</sup>	-26	-48	-57	-61	-61	-60	-65
<b>Rate<sup>1</sup></b>	December	-	-	270	190	228	230	165
	February	-	-	270	190	225	228	165

<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

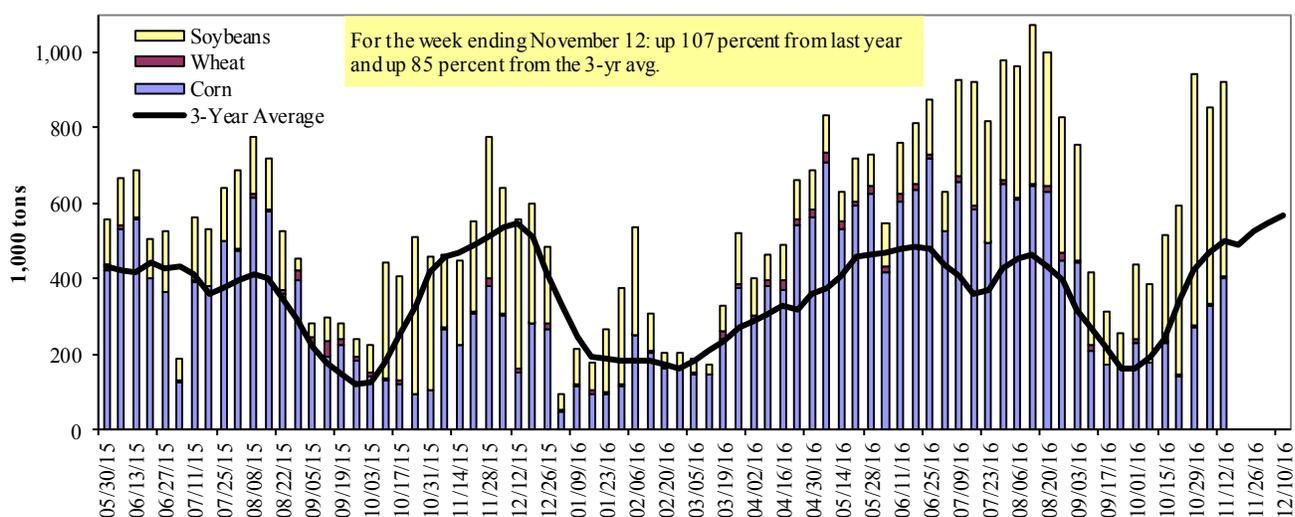
### Calculating barge rate per ton:

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

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 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 11/12/2016	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	255	3	260	2	520
Winfield, MO (L25)	293	3	414	2	712
Alton, IL (L26)	405	3	448	2	857
Granite City, IL (L27)	404	2	515	2	923
<b>Illinois River (L8)</b>	114	0	34	0	148
<b>Ohio River (L52)</b>	59	5	228	2	294
<b>Arkansas River (L1)</b>	0	8	88	0	97
Weekly total - 2016	463	15	831	3	1,313
Weekly total - 2015	295	5	462	8	770
2016 YTD <sup>1</sup>	20,875	1,872	13,448	310	36,506
2015 YTD	17,021	1,566	10,911	299	29,798
2016 as % of 2015 YTD	123	120	123	104	123
Last 4 weeks as % of 2015 <sup>2</sup>	133	334	138	28	136
Total 2015	19,215	1,686	14,191	359	35,451

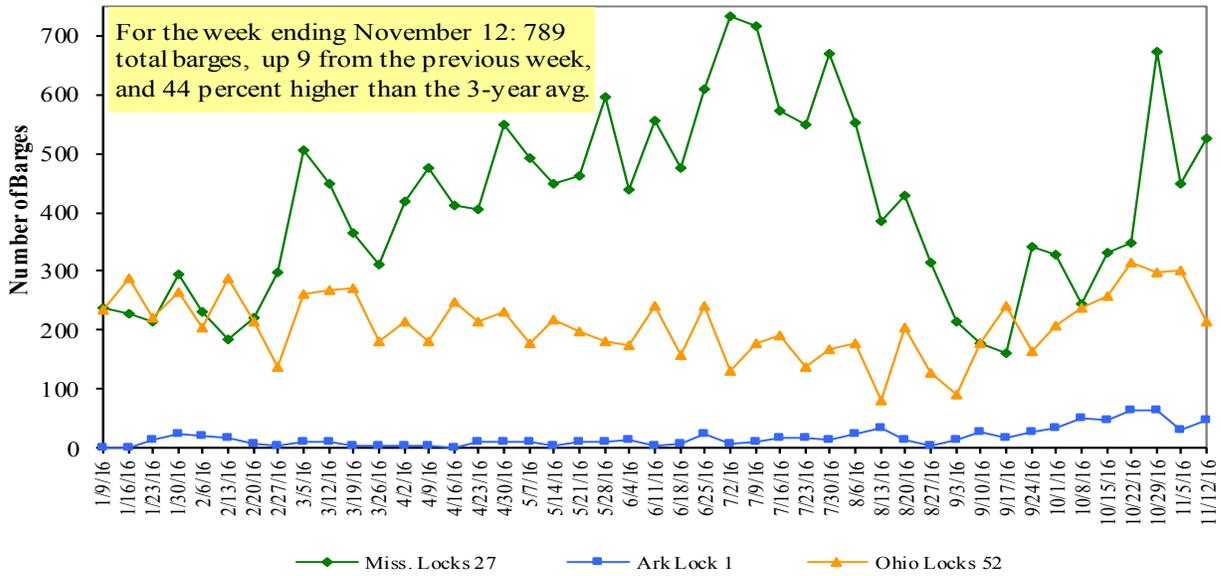
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

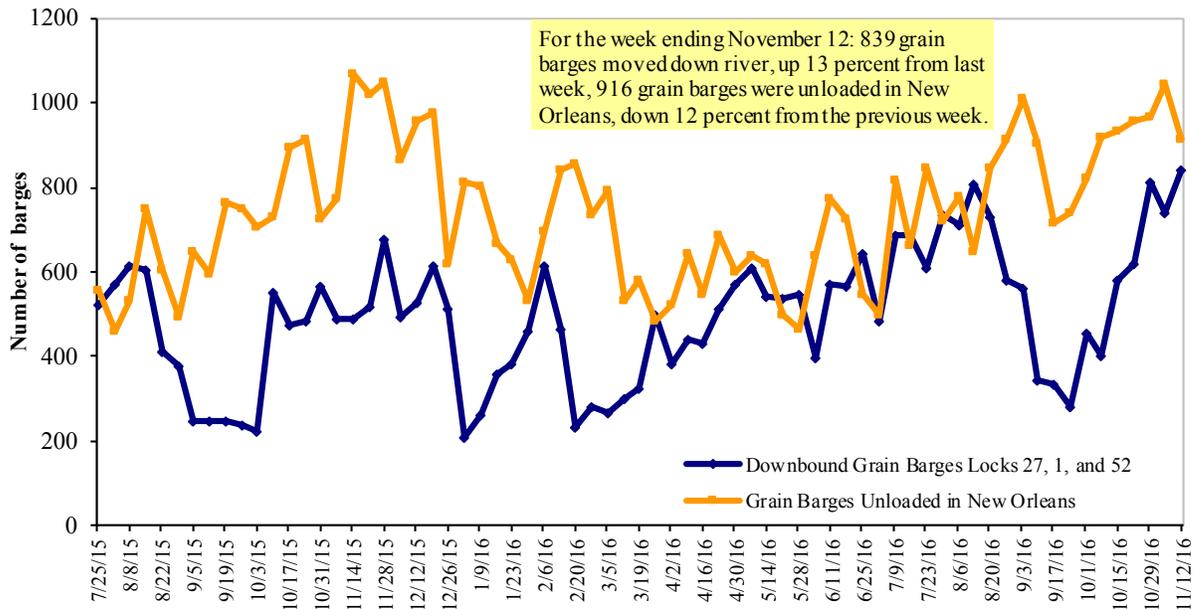
Source: U.S. Army Corps of Engineers

**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 11/14/2016 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.453	-0.021	-0.046
	New England	2.482	-0.020	-0.062
	Central Atlantic	2.564	-0.020	-0.045
	Lower Atlantic	2.363	-0.021	-0.043
II	Midwest <sup>2</sup>	2.387	-0.038	-0.107
III	Gulf Coast <sup>3</sup>	2.316	-0.024	0.012
IV	Rocky Mountain	2.492	-0.040	0.004
V	West Coast	2.757	-0.009	0.062
	West Coast less California	2.657	-0.016	0.055
	California	2.837	-0.003	0.068
Total	U.S.	2.443	-0.027	-0.039

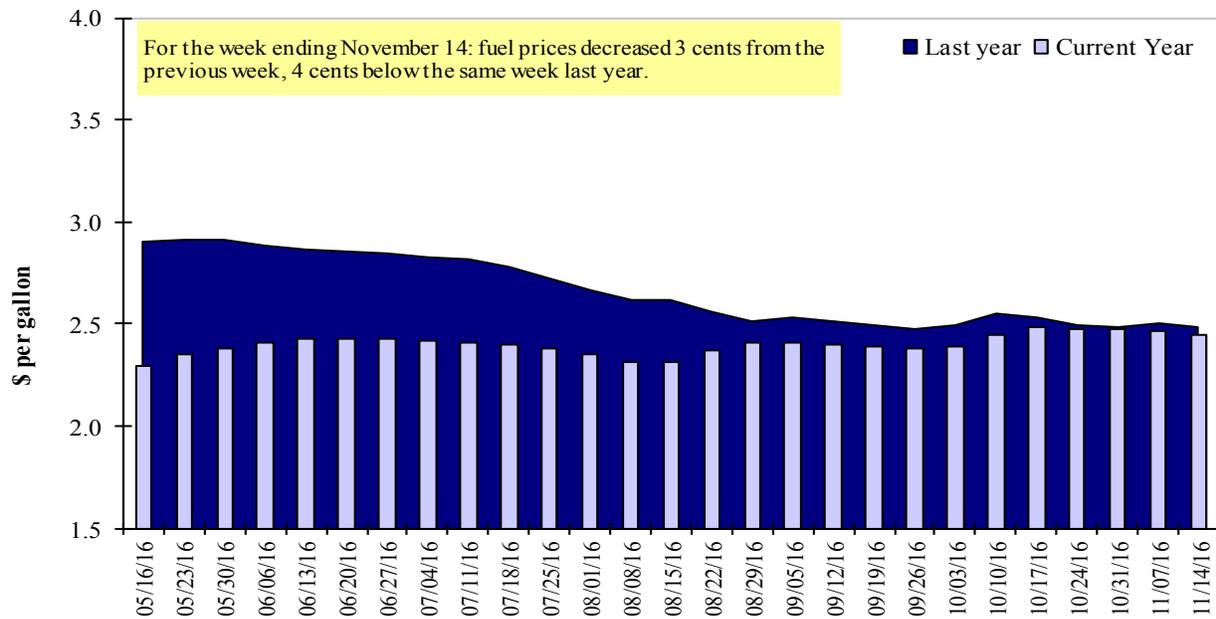
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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

Figure 13

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



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

# Grain Exports

Table 12

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

For the week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
11/3/2016	2,112	535	1,756	1,023	173	5,598	16,185	21,078	42,861
This week year ago	1,045	590	1,468	958	48	4,109	8,377	15,708	28,194
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2016/17 YTD	5,029	937	3,506	1,852	151	11,475	9,806	16,051	37,331
2015/16 YTD	2,512	1,646	2,774	1,506	459	8,897	5,387	13,391	27,675
YTD 2016/17 as % of 2015/16	200	57	126	123	33	129	182	120	135
Last 4 wks as % of same period 2015/16	185	89	114	105	234	128	186	145	155
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 11/03/2016	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	3,242	2,168	50	11,284
Mexico	7,799	5,427	44	11,204
Korea	1,752	127	1,284	3,931
Colombia	1,664	1,257	32	4,134
Taiwan	1,146	264	335	1,912
<b>Top 5 Importers</b>	<b>15,604</b>	<b>9,242</b>	<b>69</b>	<b>32,465</b>
<b>Total US corn export sales</b>	<b>25,991</b>	<b>13,763</b>	<b>89</b>	<b>46,633</b>
% of Projected	46%	28%		
Change from prior week	<b>1,234</b>	<b>619</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	60%	67%		70%
<b>USDA forecast, November 2016</b>	<b>56,616</b>	<b>48,295</b>	<b>17</b>	
<b>Corn Use for Ethanol USDA forecast, November 2016</b>	<b>134,620</b>	<b>132,233</b>	<b>2</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup> Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/>. Total commitments change from prior week could include revisions from previous week's outstanding sales or accumulated sales.

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

Table 14

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

For the week ending 11/03/2016	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	20,805	16,045	30	29,033
Mexico	1,571	1,498	5	3,295
Indonesia	571	457	25	2,065
Japan	986	978	1	1,994
Taiwan	744	475	57	1,226
<b>Top 5 importers</b>	<b>24,679</b>	<b>19,452</b>	<b>27</b>	<b>37,614</b>
<b>Total US soybean export sales</b>	<b>37,128</b>	<b>29,099</b>	<b>28</b>	<b>48,389</b>
% of Projected	66%	55%		
Change from prior week	<b>1,002</b>	<b>1,297</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	66%	67%		<b>78%</b>
<b>USDA forecast, November 2016</b>	<b>55,858</b>	<b>52,752</b>	<b>6</b>	

(n) indicates negative number.

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

Table 15

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

For the week ending 11/03/2016	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	1,500	1,260	19	2,743
Mexico	1,695	1,304	30	2,660
Nigeria	722	994	(27)	1,978
Philippines	1,801	1,417	27	2,156
Brazil	1,015	310	227	2,076
Korea	877	839	4	1,170
Taiwan	594	514	16	1,005
Indonesia	483	193	150	776
Colombia	538	414	30	679
Thailand	551	270	104	618
<b>Top 10 importers</b>	<b>9,225</b>	<b>7,245</b>	<b>27</b>	<b>15,861</b>
<b>Total US wheat export sales</b>	<b>17,073</b>	<b>13,006</b>	<b>31</b>	<b>24,485</b>
% of Projected	64%	62%		
Change from prior week	<b>770</b>	<b>209</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	54%	56%		65%
<b>USDA forecast, November 2016</b>	<b>26,567</b>	<b>21,117</b>	<b>26</b>	

(n) indicates negative number.

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

Table 16

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

Port Regions	For the Week Ending 11/10/16	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	30	201	15	10,720	9,569	112	108	120	10,985
Corn	119	49	240	10,683	7,085	151	824	698	7,232
Soybeans	882	793	111	10,733	8,802	122	118	121	11,809
<b>Total</b>	<b>1,032</b>	<b>1,043</b>	<b>99</b>	<b>32,136</b>	<b>25,457</b>	<b>126</b>	<b>122</b>	<b>126</b>	<b>30,027</b>
<b>Mississippi Gulf</b>									
Wheat	31	41	76	3,114	4,014	78	70	70	4,504
Corn	356	641	56	27,912	24,151	116	198	131	26,701
Soybeans	1,659	1,234	134	26,952	22,166	122	116	119	29,593
<b>Total</b>	<b>2,045</b>	<b>1,916</b>	<b>107</b>	<b>57,978</b>	<b>50,331</b>	<b>115</b>	<b>127</b>	<b>119</b>	<b>60,797</b>
<b>Texas Gulf</b>									
Wheat	104	207	50	5,163	3,303	156	188	123	3,724
Corn	32	11	276	1,462	564	259	315	946	596
Soybeans	73	202	36	715	631	113	151	145	864
<b>Total</b>	<b>208</b>	<b>421</b>	<b>50</b>	<b>7,340</b>	<b>4,498</b>	<b>163</b>	<b>171</b>	<b>144</b>	<b>5,184</b>
<b>Interior</b>									
Wheat	4	39	9	1,315	1,235	106	155	158	1,388
Corn	78	155	50	6,205	5,479	113	118	111	6,201
Soybeans	77	194	40	3,790	3,131	121	125	110	3,518
<b>Total</b>	<b>158</b>	<b>388</b>	<b>41</b>	<b>11,309</b>	<b>9,845</b>	<b>115</b>	<b>124</b>	<b>113</b>	<b>11,106</b>
<b>Great Lakes</b>									
Wheat	0	31	0	923	899	103	60	68	997
Corn	19	19	99	501	485	103	261	318	485
Soybeans	67	182	37	630	534	118	97	104	733
<b>Total</b>	<b>86</b>	<b>232</b>	<b>37</b>	<b>2,054</b>	<b>1,918</b>	<b>107</b>	<b>95</b>	<b>103</b>	<b>2,216</b>
<b>Atlantic</b>									
Wheat	32	21	151	288	480	60	3927	3270	520
Corn	0	32	2	293	275	106	198	129	277
Soybeans	121	139	87	1,568	1,378	114	124	152	2,053
<b>Total</b>	<b>153</b>	<b>193</b>	<b>80</b>	<b>2,149</b>	<b>2,133</b>	<b>101</b>	<b>150</b>	<b>170</b>	<b>2,850</b>
<b>U.S. total from ports**</b>									
Wheat	201	539	37	21,523	19,500	110	118	113	22,118
Corn	604	908	66	47,057	38,040	124	189	140	41,492
Soybeans	2,879	2,745	105	44,387	36,642	121	118	120	48,570
<b>Total</b>	<b>3,683</b>	<b>4,193</b>	<b>88</b>	<b>112,966</b>	<b>94,182</b>	<b>120</b>	<b>127</b>	<b>123</b>	<b>112,180</b>

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

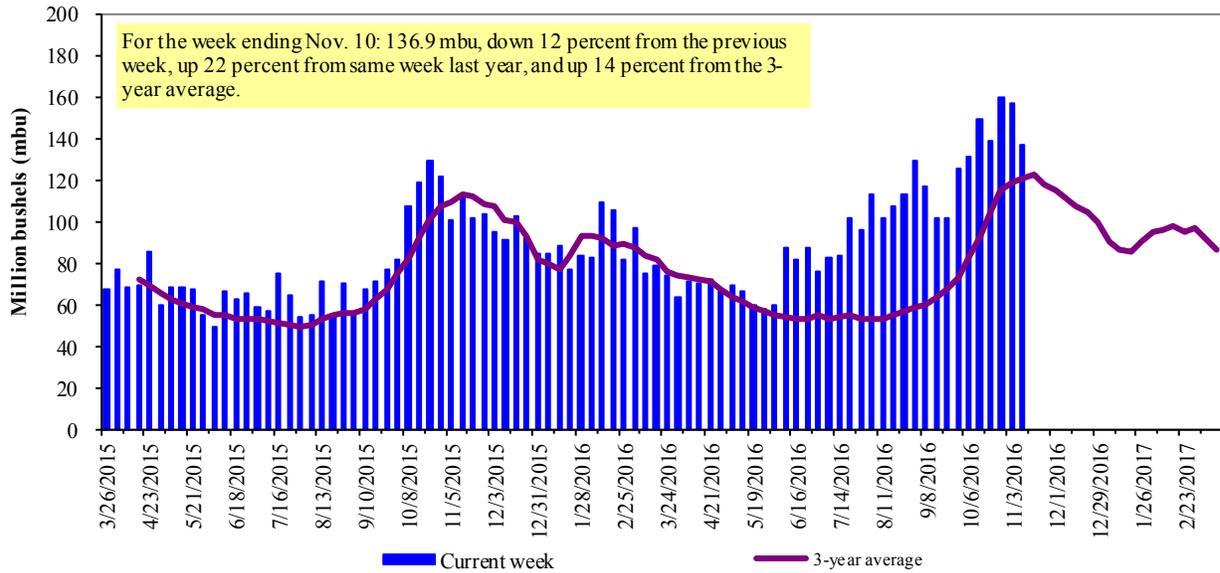
\*\*Total only includes regions shown above

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

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

Figure 14

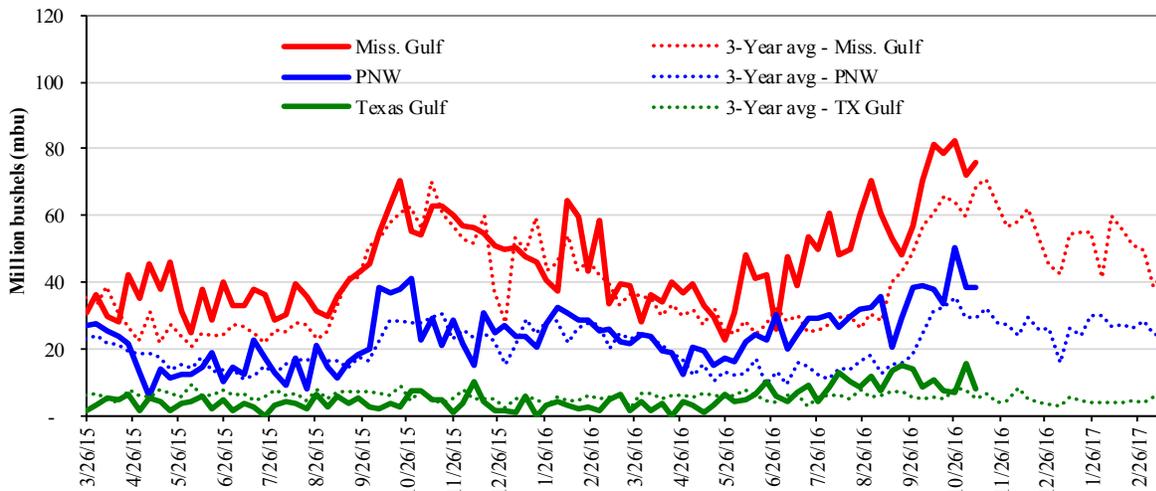
**U.S. grain inspected for export (wheat, corn, and soybeans)**



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

Figure 15

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



Week ending 11/10/16 inspections (mbu):		Percent change from:				
Mississippi Gulf:	76.1	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	38.2	Last Year (same week):	up 6	down 50	down 4	unchanged
Texas Gulf:	7.7	3-yr avg. (4-wk. mov. Avg):	up 21	up 62	up 24	up 32
			up 18	up 19	up 18	up 21

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

# Ocean Transportation

Table 17

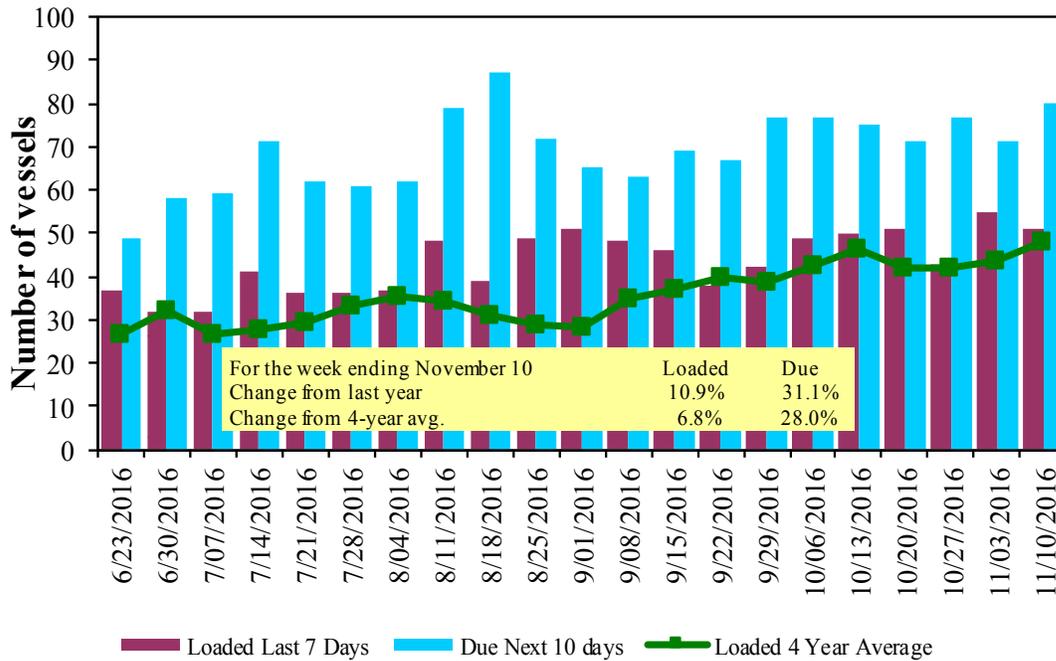
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
11/10/2016	37	51	80	17	n/a
11/3/2016	52	55	71	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

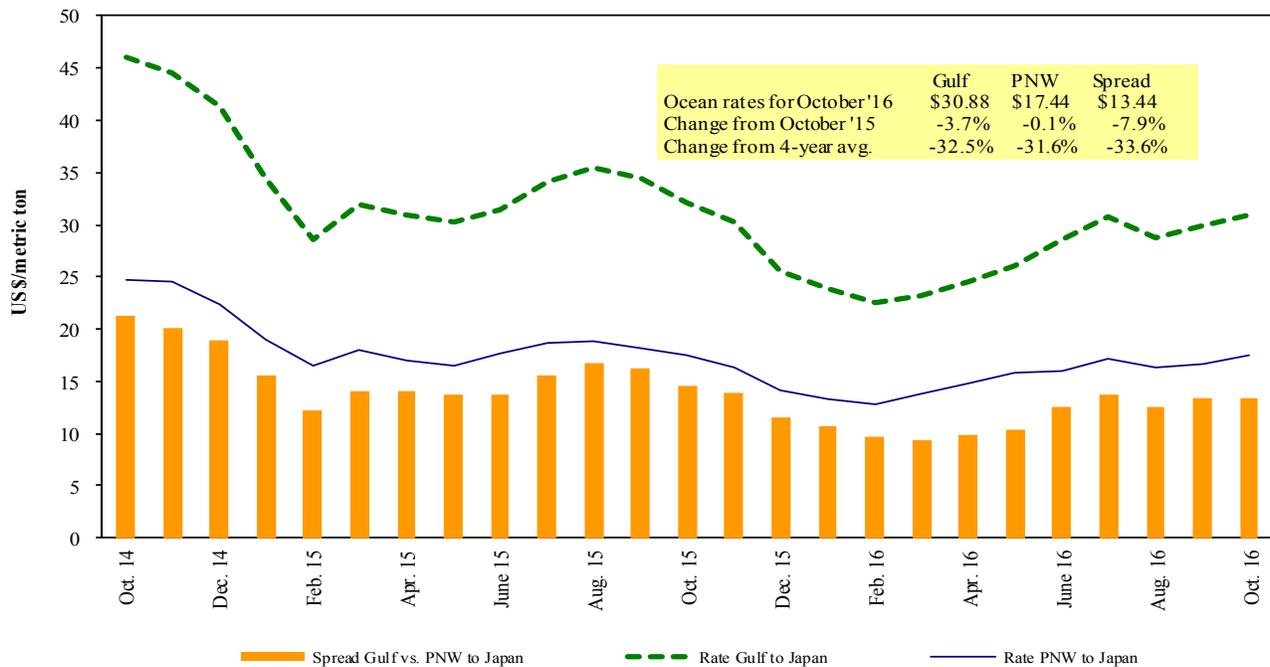
**U.S. Gulf Vessel Loading Activity**



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 11/12/2016

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Nov 20/30	50,000	31.00
U.S. Gulf	China	Heavy Grain	Nov 15/25	50,000	29.00
U.S. Gulf	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	South Africa	Sorghum	Sep 15/25	20,000	63.50*
PNW	Bangladesh	Wheat	Dec 1/10	12,500	160.33*
Vancouver	China	Heavy Grain	Nov 1/10	50,000	31.50
PNW	Bangladesh	Wheat	Nov 1/10	12,500	163.55*
PNW	Taiwan	Wheat	Sep 8/22	54,000	21.10
Black Sea	Spanish Mediterranean	Heavy Grain	Oct 14/18	60,000	9.35
Brazil	Japan	Heavy Grain	Sep 1/30	62,000	19.00
Brazil	Malaysia	Heavy Grain	Sep 1/30	65,000	17.00
River Plate	South Africa	Soybeans	Nov 1/14	25,000	24.00
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

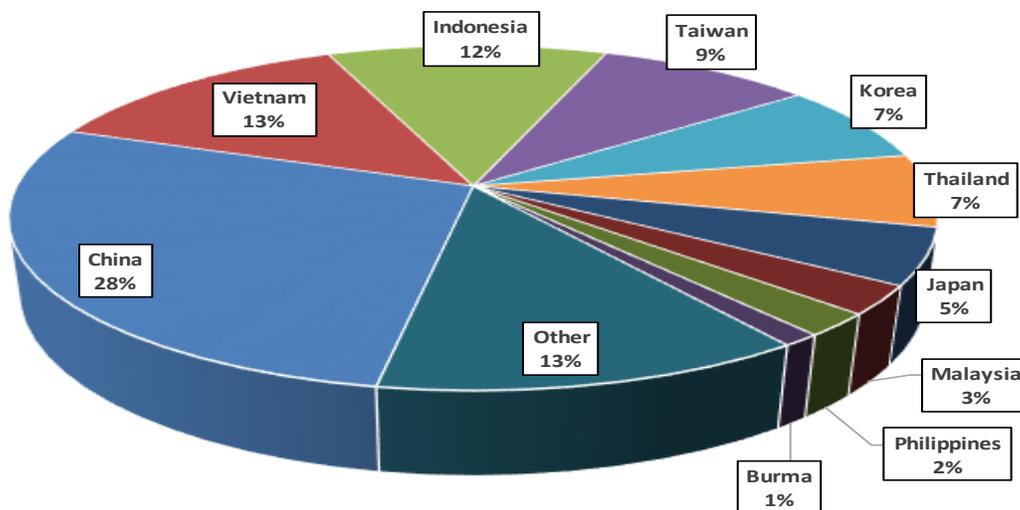
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

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

Figure 18

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

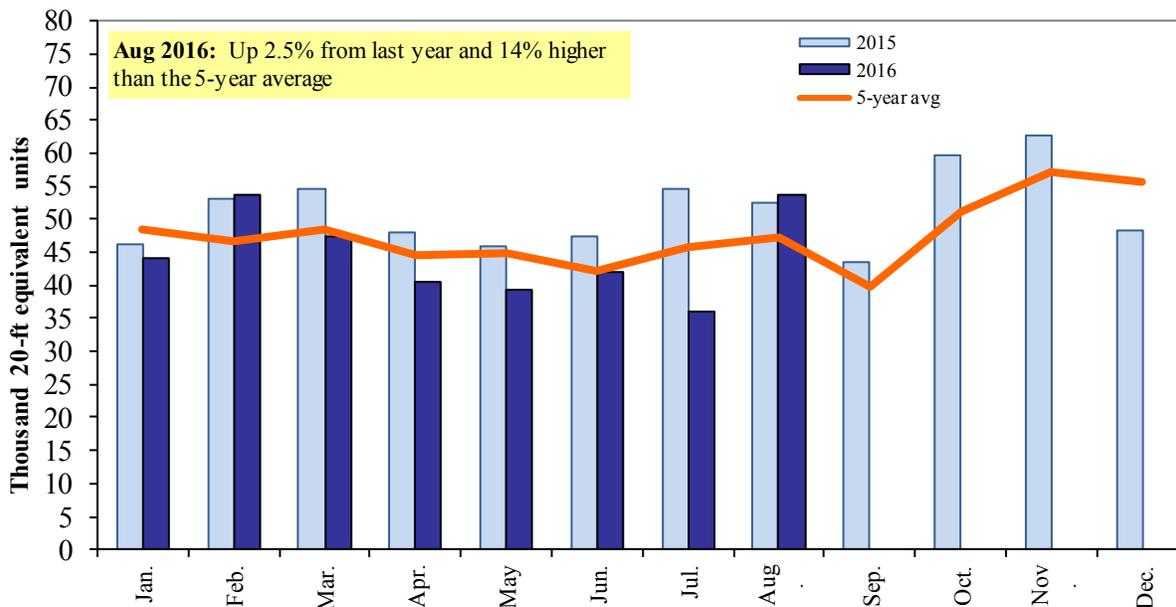


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



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

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

# Contacts and Links

Coordinators		
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
Pierre Bahizi	<a href="mailto:pierre.bahizi@ams.usda.gov">pierre.bahizi@ams.usda.gov</a>	(202) 690 - 0992
Weekly Highlight Editors		
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 720 - 7880
Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
Rail Transportation		
Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Jesse Gastelle	<a href="mailto:jesse.gastelle@ams.usda.gov">jesse.gastelle@ams.usda.gov</a>	(202) 690 - 1144
Peter Caffarelli	<a href="mailto:petera.caffarelli@ams.usda.gov">petera.caffarelli@ams.usda.gov</a>	(202) 690 - 3244
Barge Transportation		
Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 720 - 7880
Matt Chang	<a href="mailto:matt.chang@ams.usda.gov">matt.chang@ams.usda.gov</a>	(202) 720 - 0299
Truck Transportation		
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 720 - 7880
Grain Exports		
Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor (Container movements)	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 720 - 7880
Contributing Analysts		
Sergio Sotelo	<a href="mailto:sergioa.sotelo@ams.usda.gov">sergioa.sotelo@ams.usda.gov</a>	(202) 756 - 2577

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

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