



# Grain Transportation Report

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

Contact Us

January 5, 2017

## 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  
Jan 12, 2017

### Water Infrastructure Improvements for the Nation (WIIN) Act

On December 16, President Obama signed the [Water Infrastructure Improvement for the Nation \(WIIN\) Act](#) into law. This law authorizes vital water projects across the country that will restore watersheds, improve waterways and flood control, and improve drinking water infrastructure. This law also restores the Water Resources Development Act (WRDA) into a regular biennial schedule, which could enhance the collaborations between the Federal government, the U.S. Army Corps of Engineers, and inland waterways users (including grain shippers) to improve the efficiency and resiliency of the waterways navigation system.

### Inspections Down During Holiday Week

For the week ending December 29, total **grain export inspections** (corn, wheat, and soybeans) from major U.S. export regions fell to 2.65 million metric tons (mmt), down 19 percent from the previous week, up 16 percent from the same week last year, and up 19 percent from the prior 3-year average. Total inspections were down for all three commodities, as were total inspections in both the Pacific Northwest (PNW) and the Mississippi Gulf, which were down by 10 and 17 percent, respectively. PNW corn inspections were up 59 percent from last week, but down 50 percent in the Mississippi Gulf. Soybean inspections in the PNW were down 25 percent from last week, but were up 14 percent in the Mississippi Gulf.

### Warmer Temperatures and Rain Improving Barge Logistics

Barge logistics improved on the Upper Mississippi and Illinois Rivers compared to late December when ice accumulations and low water levels produced poor navigation conditions. Rain and warmer temperatures have helped improve river conditions. The St. Louis, MO, river gage increased to 12 feet on January 3 after dropping to .8 feet on December 20. For 2016, grain movements on the locking portions of the Mississippi, Ohio, and Arkansas Rivers totaled 43.2 million tons, 22 percent higher than last year, and the highest since 2002 when tonnages reached 50.8 million tons. While traffic has been up for the year, barge freight rates continue to be below average. Despite the increased traffic, export grain barge rates from major originating points are 31-41 percent below the 3-year average. Barge supply appears to be more than sufficient for the current demand and short-lived navigation disruptions have not affected rates.

## Snapshots by Sector

### Export Sales

During the week ending December 22, **unshipped balances** of wheat, corn, and soybeans totaled 42.4 mmt, up 52 percent from the same time last year (totaled 27.8 mmt). Net weekly **wheat export sales** were .568 mmt, up 91 percent from the previous week. Net **corn export sales** were .959 mmt, down 23 percent from the previous week, and net **soybean export sales** were .974 mmt, down 46 percent from the past week.

### Rail

U.S. Class I railroads originated 22,582 **grain carloads** for the week ending December 24, down 7 percent from the previous week, up 24 percent from last year, and up 15 percent from the 3-year average.

Average January shuttle **secondary railcar bids/offers** per car were \$543 above tariff for the week ending December 29, up \$118 from last week, and \$666 higher than last year. Average non-shuttle secondary railcar bids/offers per car were \$25 above tariff, \$108 higher than last year. There were no non-shuttle bids/offers last week.

### Barge

For the week ending December 31, **barge grain movements** totaled 773,026 tons, 21 percent higher than the last week, and up 118 percent from the same period last year.

For the week ending December 31, 542 grain barges **moved down river**, up 37 percent from last week, 817 grain barges were **unloaded in New Orleans**, down 12 percent from the previous week.

### Ocean

For the week ending December 29, 45 **ocean-going grain vessels** were loaded in the Gulf, 13 percent more than the same period last year. Seventy-eight vessels are expected to be loaded within the next 10 days, 53 percent more than the same period last year.

For the week ending December 29, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$35.50 per metric ton, unchanged from the previous week. The cost of shipping from the PNW to Japan was \$18.25 per metric ton, unchanged from the previous week.

### Fuel

During the week ending January 2, U.S. average **diesel fuel prices** were up 5 cents from the previous week at \$2.59 per gallon, 38 cents higher than the same week last year.

# Feature Article/Calendar

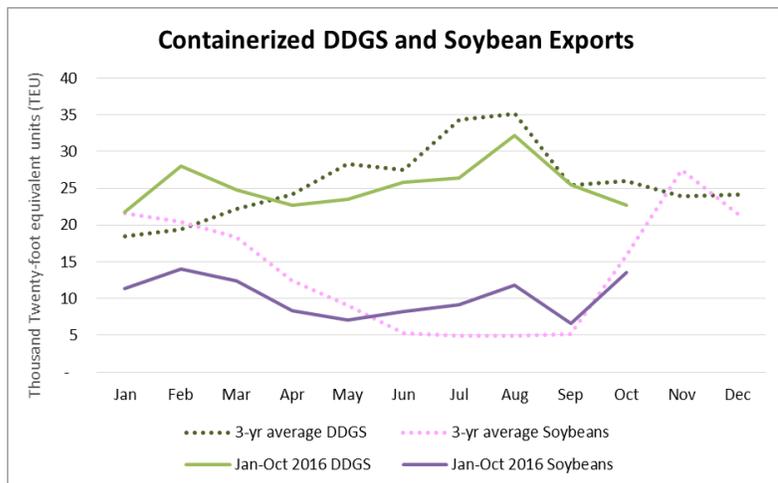
## Containerized Grain Update

Containerized grain exports were relatively slow through the first 10 months of 2016. The data from January through October 2016 show that year-to-date movements were down 2 percent from the same period in 2015, but the overall picture hides dramatic changes among key markets that make up the total. For example, exports to China, the top U.S. market for containerized grain, were down 23 percent. Likewise, exports to Taiwan were down 11 percent. However, other key markets saw strong increases, helping to balance the picture. Vietnam shipments increased 58 percent, and South Korea and Malaysia both increased 34 percent compared to the same timeframe in 2015.

Exports of dried distillers grains with solubles (DDGS) remain the top U.S. containerized grain export. DDGS volumes have been slow since April due to fears of a dumping determination from the Chinese government. It has been widely reported in the trade press that U.S. grain organizations worked with China during much of 2016 to keep officials from implementing trade restrictions. However, in September, China announced a preliminary dumping determination on U.S. DDGS exports, and implemented an import duty on U.S.-origin DDGS. This has further slowed DDGS movements to its top export market. DDGS exporters expect data in subsequent months to show further declines through the end of 2016.

However, containerized soybean exports were strong through the normally slow July-September season.

Total soybean exports (including both bulk and containerized shipments) were very strong, prompting near-record grain movements on both barge and rail this past fall. Soybean exports were outpacing 2015 in key markets such as China, the Netherlands, Vietnam, and South Korea. However, relatively inexpensive bulk ocean freight rates and the restructuring of the container industry put strain on the container market.



### The New Face of the Container Market

Overcapacity has characterized the container market for the past several years, putting pressure on rates and carrier profits. The effects of an unbalanced market came to a head in 2016 and the way forward looks quite uncertain for many industry participants. The Journal of Commerce (JOC) quotes the CEO of the World Shipping Council as saying, “The liner shipping industry is undergoing the most dramatic restructuring in its history.” Events of 2016 will likely go down in container market history, with multiple carrier mergers, alliance restructuring and the abrupt bankruptcy of Hanjin Shipping. Furthermore, the industry expects more changes and consolidations in 2017 and beyond, prompting shippers to approach the New Year with caution.

### Mergers

Persistently low ocean freight rates over the past few years have forced many carriers to operate “in the red” and it seems time has run out for many of these companies. This has pushed some into mergers with other carriers for survival. For example, in 2016, mergers took place between the 2 largest Chinese carriers, China Shipping and China Ocean Shipping Company (COSCO), as well as French based CMA-CGM and Singapore based APL. Furthermore, more mergers have been announced, such as Hapag Lloyd

with United Arab Emirates; Maersk with Hamburg Sud; and the 3 major Japanese carriers, Mitsui OSK Line (MOL), Nippon Yusen Kabushiki Kaisha Line (NYK Line), and Kawasaki Kisen Kaisha Line (K Line) will merge, forming a new company called J3 by early 2018.

Alliances

In addition to the many mergers discussed above, reorganization of carrier participation in global alliances is also occurring. The changes in global carrier alliances could bring disruption to many agricultural exporter supply chains. The widespread use of global alliances allows multiple carriers to share vessel space thereby reducing operational costs. At the beginning of 2016, 16 carriers participated in 4 global alliances. By April 2017, 12 carriers are expected to work within three global alliances (see table). The new

alliance structure is a direct result of carrier mergers in the market. Industry analysts surmise these mergers, consolidations, and restructuring “...all

Future Container Ocean Carrier Alliance Structure	
<b>2M</b>	Maersk, Mediterranean Shipping Company, and Hyundai Merchant Marine
<b>Ocean Alliance</b>	OOCL, Evergreen, China COSCO, CMA-CGM
<b>Transport High Efficiency (THE) Alliance</b>	MOL, NYK Line, K Line, Yang Ming, and Hapag Lloyd
<i>Note: Information current as of December 2016</i>	

point to a rationalization of capacity,” according to the JOC. Reduced capacity, fewer vessel sailings, and rate volatility are of key concern to the agricultural export community as the carriers attempt to “right the ship” of overcapacity in the marketplace. Peter Friedmann of the Agricultural Transportation Coalition reported to the JOC these consolidations mean, “larger ships, less competition operationally, fewer sailings for exporters to select from, and more stress on terminals and labor.”

[April.Taylor@ams.usda.gov](mailto:April.Taylor@ams.usda.gov)

# Grain Transportation Indicators

Table 1

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

For the week ending	Truck		Rail		Barge	Ocean	
		Unit	Train	Shuttle		Gulf	Pacific
01/04/17	174	261	232	149	159	129	
12/28/16	170	261	226	152	159	129	

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

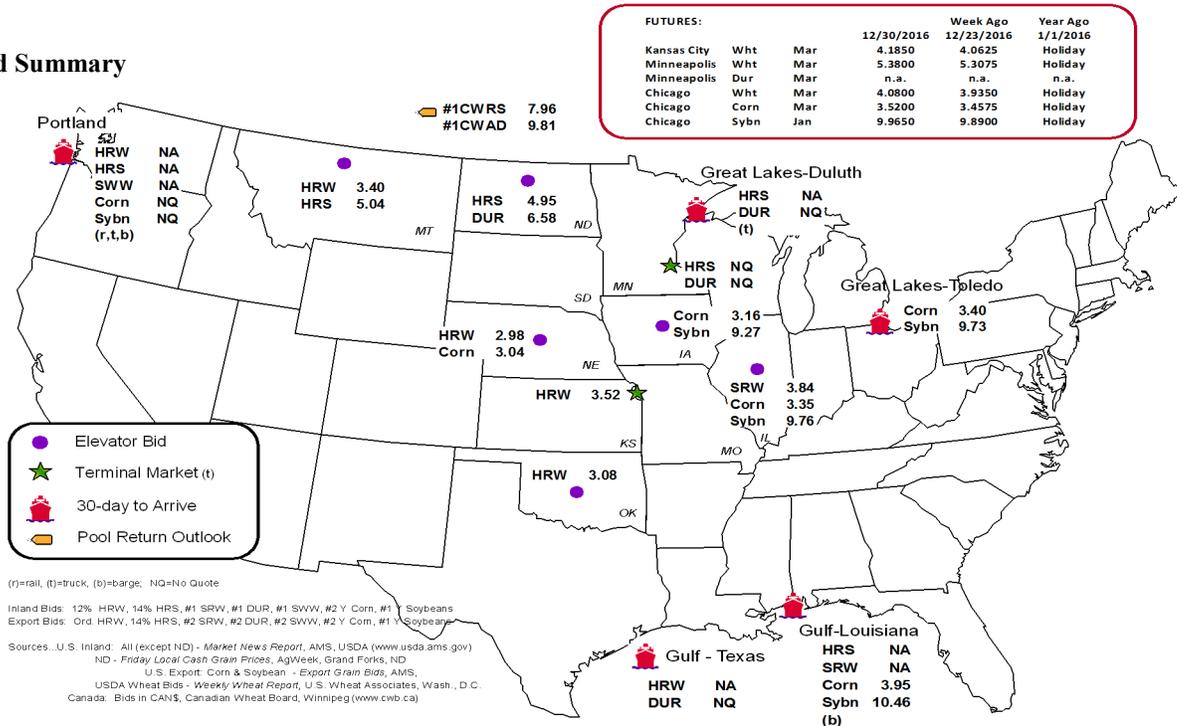
Commodity	Origin--Destination	12/30/2016	12/23/2016
Corn	IL--Gulf	-0.60	-0.54
Corn	NE--Gulf	-0.91	-0.85
Soybean	IA--Gulf	-1.19	-1.13
HRW	KS--Gulf	n/a	n/a
HRS	ND--Portland	n/a	n/a

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1  
**Grain bid Summary**



# Rail Transportation

Table 3

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

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
12/28/2016 <sup>p</sup>	758	1,141	5,484	903	8,286	12/24/2016	1,452
12/21/2016 <sup>r</sup>	733	1,941	6,637	885	10,196	12/17/2016	1,710
2016 YTD <sup>r</sup>	36,925	86,756	299,825	28,728	452,234	2016 YTD	106,716
2015 YTD <sup>r</sup>	28,782	59,535	234,571	26,328	349,216	2015 YTD	95,395
2016 YTD as % of 2015 YTD	128	146	128	109	129	% change YTD	112
Last 4 weeks as % of 2015 <sup>2</sup>	288	136	124	162	135	Last 4wks % 201:	94
Last 4 weeks as % of 4-year avg. <sup>2</sup>	65	159	128	107	122	Last 4wks % 4 yr	109
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.

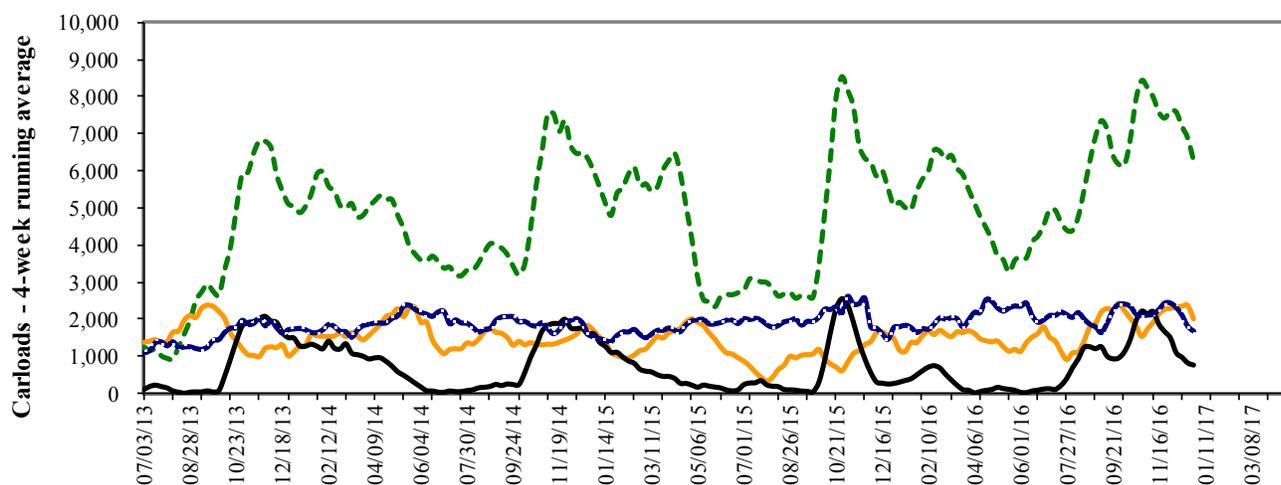
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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 12/28--up 24% from same period last year; up 28 from 4-year average  
--- Texas Gulf: 4 wks. ending 12/28--up 36% from same period last year; up 59% from 4-year average  
--- Miss. River: 4 wks. ending 12/28--up 188% from same period last year; down 35% from 4-year average  
--- Cross-border: 4 wks. ending 12/24--down 6% from same period last year; up 9% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

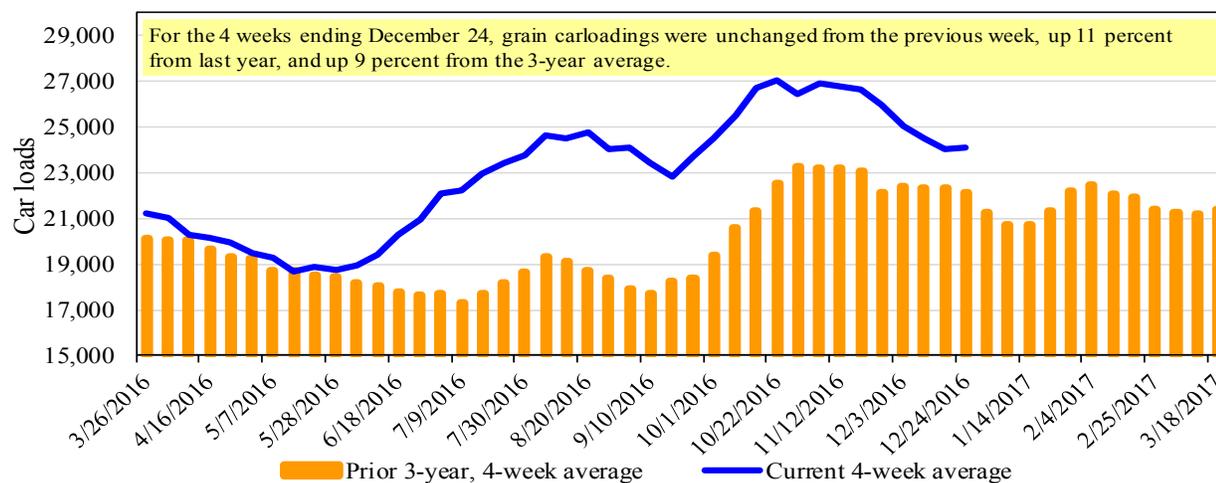
For the week ending: 12/24/2016	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,011	2,973	10,342	1,065	6,191	22,582	3,847	4,352
This week last year	1,534	1,962	9,457	837	4,425	18,215	2,463	3,539
2016 YTD	93,504	148,581	580,108	44,836	296,236	1,163,265	190,969	230,726
2015 YTD	102,118	146,580	526,704	45,122	263,432	1,083,956	208,190	232,732
2016 YTD as % of 2015 YTD	92	101	110	99	112	107	92	99
Last 4 weeks as % of 2015*	100	119	107	112	120	111	104	100
Last 4 weeks as % of 3-yr avg.**	86	103	116	107	109	109	94	97
Total 2015	104,039	149,165	536,173	45,445	267,720	1,102,542	210,898	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: 12/29/2016		Delivery period							
		Jan-17	Jan-16	Feb-17	Feb-16	Mar-17	Mar-16	Apr-17	Apr-16
BNSF <sup>3</sup>	COT grain units	no bids	no bids	0	no bids	0	no bids	no bids	no bids
	COT grain single-car <sup>5</sup>	136	0	50	no bids	35	no bids	3	no bids
UP <sup>4</sup>	GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a

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

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

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

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

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

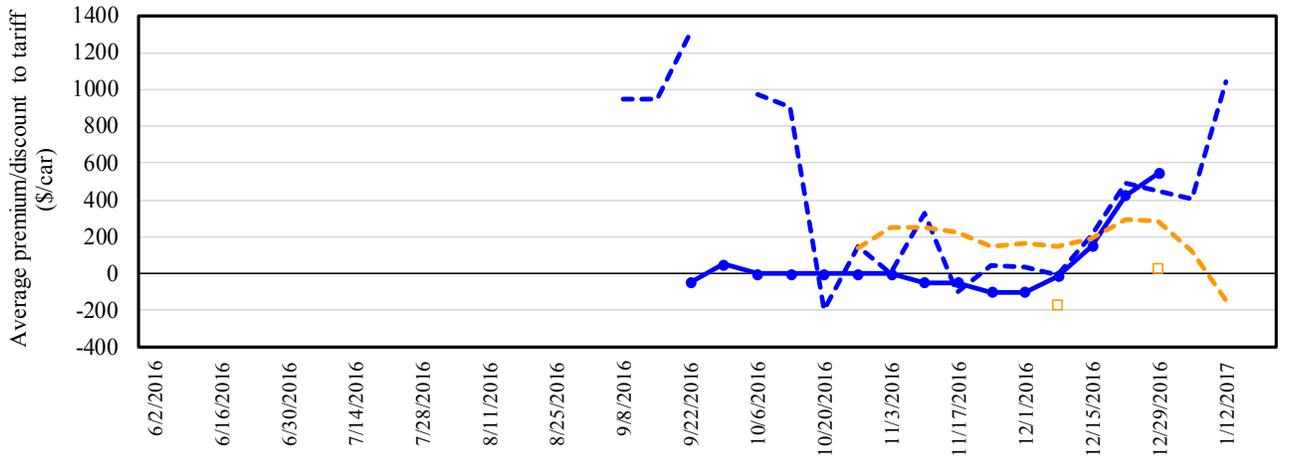
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

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

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



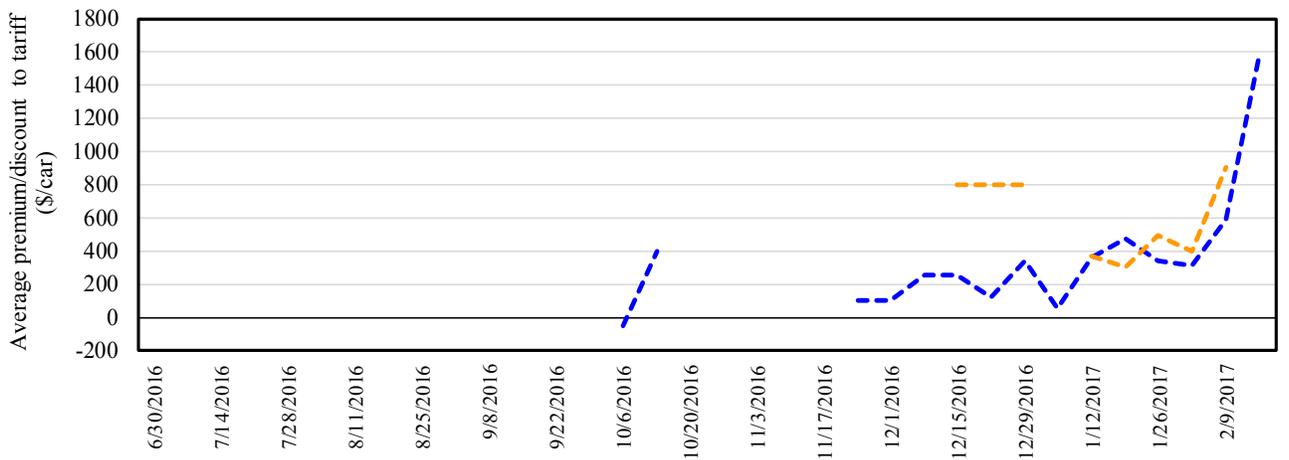
12/29/2016			BNSF		UP	
<b>Non-Shuttle</b>	\$100	-\$50				
<b>Shuttle</b>	\$1,117	-\$31				

—●— 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 rose \$118 this week and are at 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 February 2017, Secondary Market**



12/29/2016			BNSF		UP	
<b>Non-Shuttle</b>	n/a	n/a				
<b>Shuttle</b>	n/a	n/a				

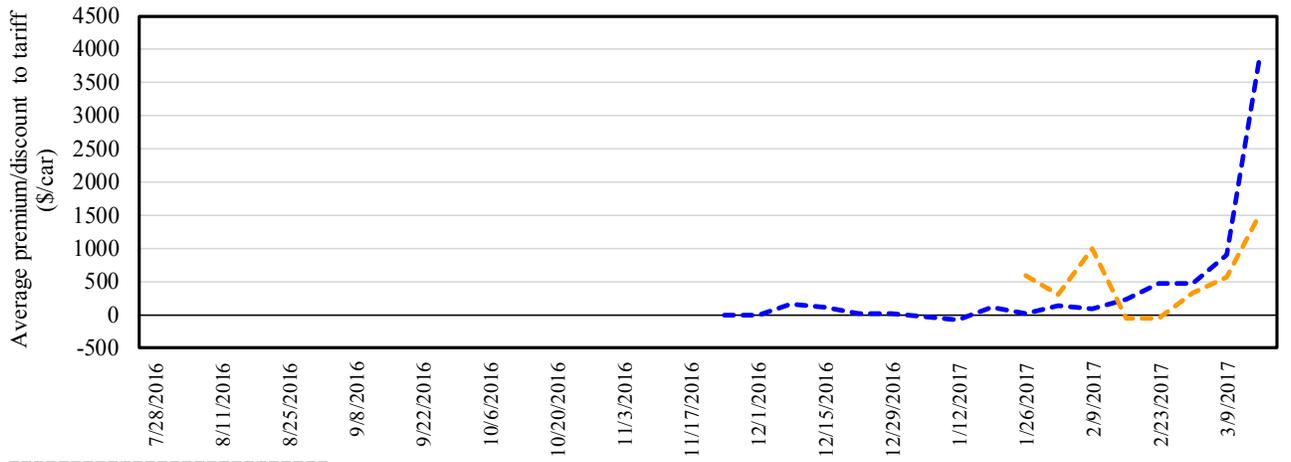
—●— Shuttle  
- - - Shuttle prior 3-yr avg. (same week)  
—□— Non-Shuttle  
- - - Non-Shuttle prior 3-yr avg. (same week)

There were no Non-Shuttle bids/offers this week.  
 There were no Shuttle bids/offers this week.

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

Figure 6

**Bids/Offers for Railcars to be Delivered in March 2017, Secondary Market**



12/29/2016	BNSF	UP	Shuttle	Non-Shuttle
Non-Shuttle	n/a	n/a	There were no Shuttle bids/offers this week.	There were no Non-Shuttle bids/offers this week.
Shuttle	n/a	n/a		

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: 12/29/2016		Delivery period					
		Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17
Non-shuttle	BNSF-GF	100	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	117	n/a	n/a	n/a	n/a	n/a
	UP-Pool	(50)	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	100	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	1117	n/a	n/a	n/a	n/a	n/a
	Change from last week	217	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	1250	n/a	n/a	n/a	n/a	n/a
	UP-Pool	(31)	n/a	n/a	n/a	n/a	n/a
	Change from last week	19	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	81	n/a	n/a	n/a	n/a	n/a

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

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

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

Table 7

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

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

<sup>1</sup>A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

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

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

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

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

Table 8

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

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

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

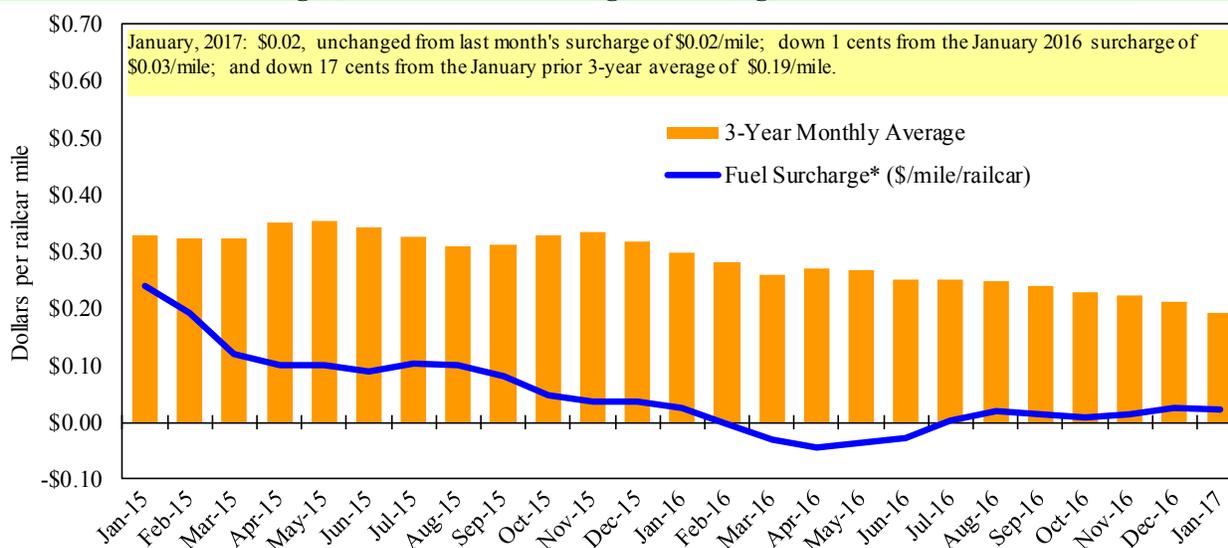
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

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

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

Figure 7

**Railroad Fuel Surcharges, North American Weighted Average<sup>1</sup>**

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

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

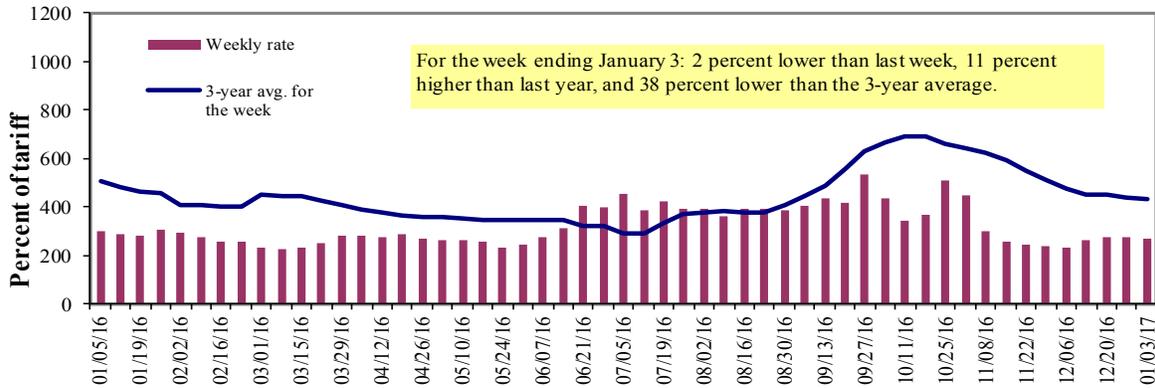
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

# Barge Transportation

Figure 8

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



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	1/3/2017	-	-	268	185	208	208	160
	12/27/2016	-	-	273	185	213	213	165
<b>\$/ton</b>	1/3/2017	-	-	12.44	7.38	9.76	8.40	5.02
	12/27/2016	-	-	12.67	7.38	9.99	8.61	5.18
<b>Current week % change from the same week:</b>								
	Last year	-	-	-11	-5	-3	-3	-
	3-year avg. <sup>2</sup>	-	-	-38	-39	-41	-41	-31
<b>Rate<sup>1</sup></b>	February	-	-	270	185	195	195	160
	April	313	273	260	183	190	190	160

<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 or flooding

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

### Benchmark tariff rates

#### Calculating barge rate per ton:

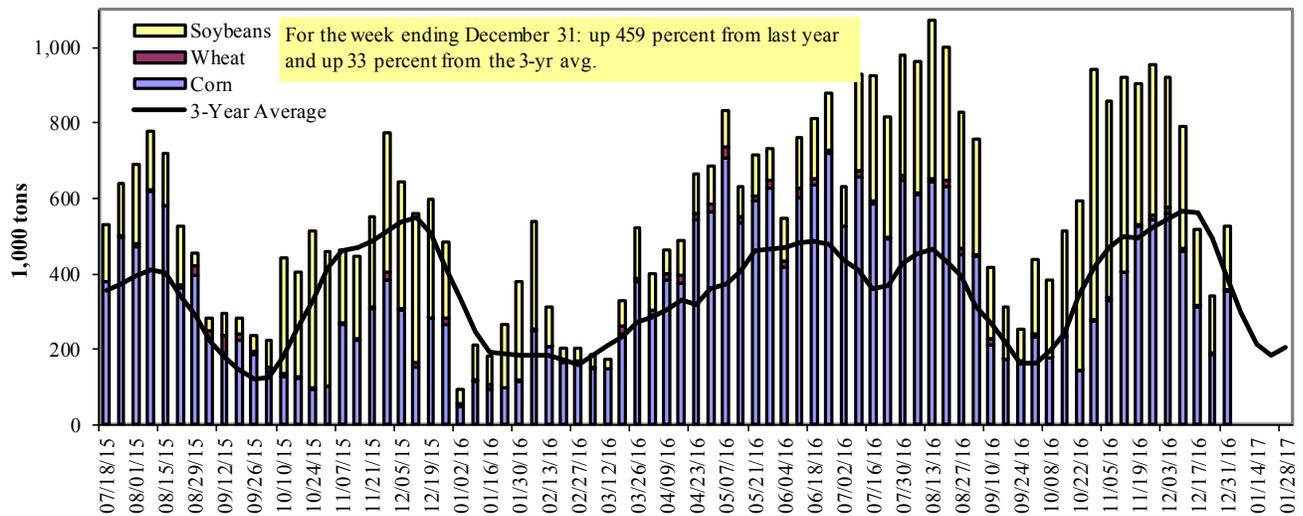
$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton})/100$$

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 12/31/2016	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	10	0	31	0	41
Alton, IL (L26)	368	5	173	0	546
Granite City, IL (L27)	352	5	168	0	524
<b>Illinois River (L8)</b>	296	17	127	0	440
<b>Ohio River (L52)</b>	63	2	113	0	179
<b>Arkansas River (L1)</b>	0	25	45	0	71
Weekly total - 2016	415	32	326	0	773
Weekly total - 2015	124	7	224	0	354
2016 YTD <sup>1</sup>	24,136	2,030	16,668	344	43,178
2015 YTD	19,215	1,685	14,191	359	35,450
2016 as % of 2015 YTD	126	120	117	96	122
Last 4 weeks as % of 2015 <sup>2</sup>	147	149	87	139	110
Total 2015	19,215	1,686	14,191	359	35,451

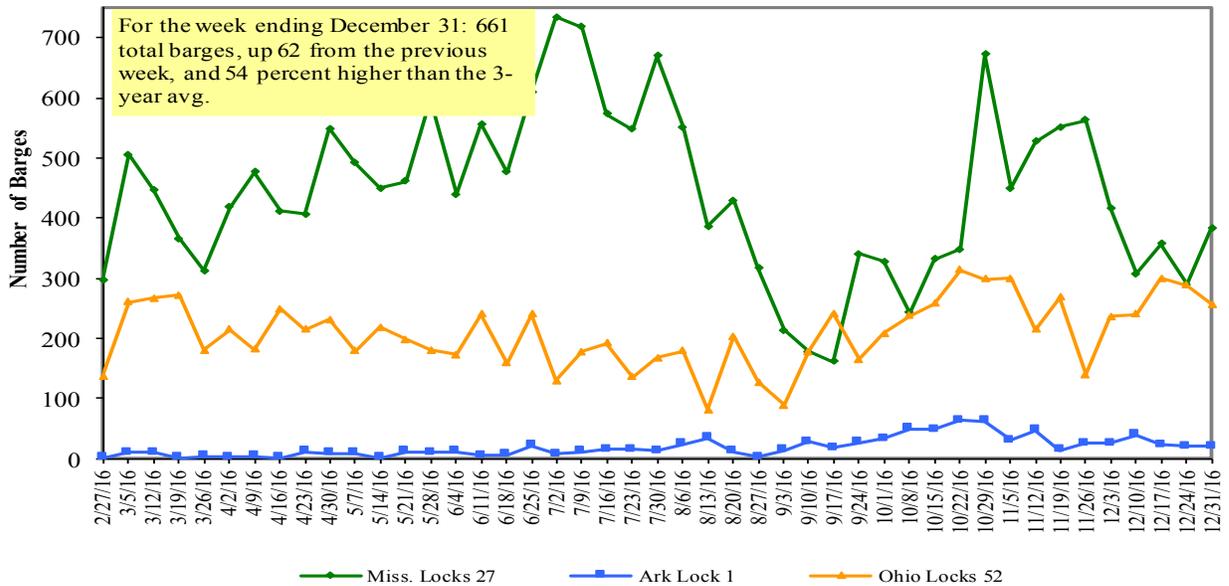
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

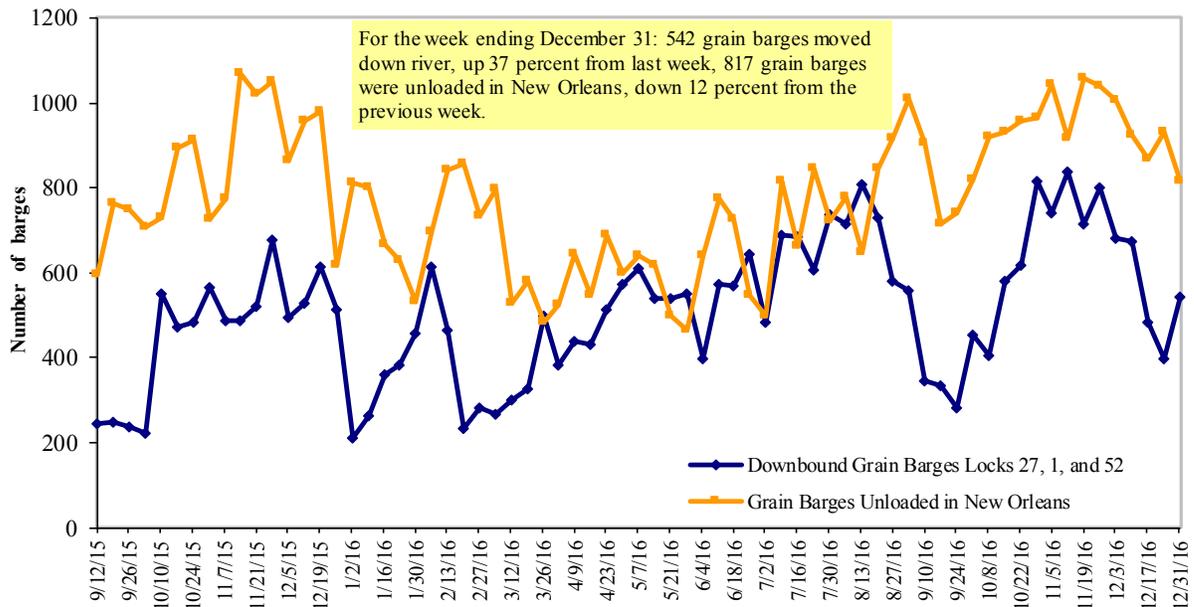
Source: U.S. Army Corps of Engineers

**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 01/02/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.627	0.054	0.367
	New England	2.665	0.054	0.321
	Central Atlantic	2.776	0.089	0.385
	Lower Atlantic	2.514	0.036	0.371
II	Midwest <sup>2</sup>	2.540	0.051	0.410
III	Gulf Coast <sup>3</sup>	2.451	0.030	0.337
IV	Rocky Mountain	2.535	0.019	0.344
V	West Coast	2.847	0.040	0.383
	West Coast less California	2.757	0.030	0.454
	California	2.921	0.050	0.326
Total	U.S.	2.586	0.046	0.375

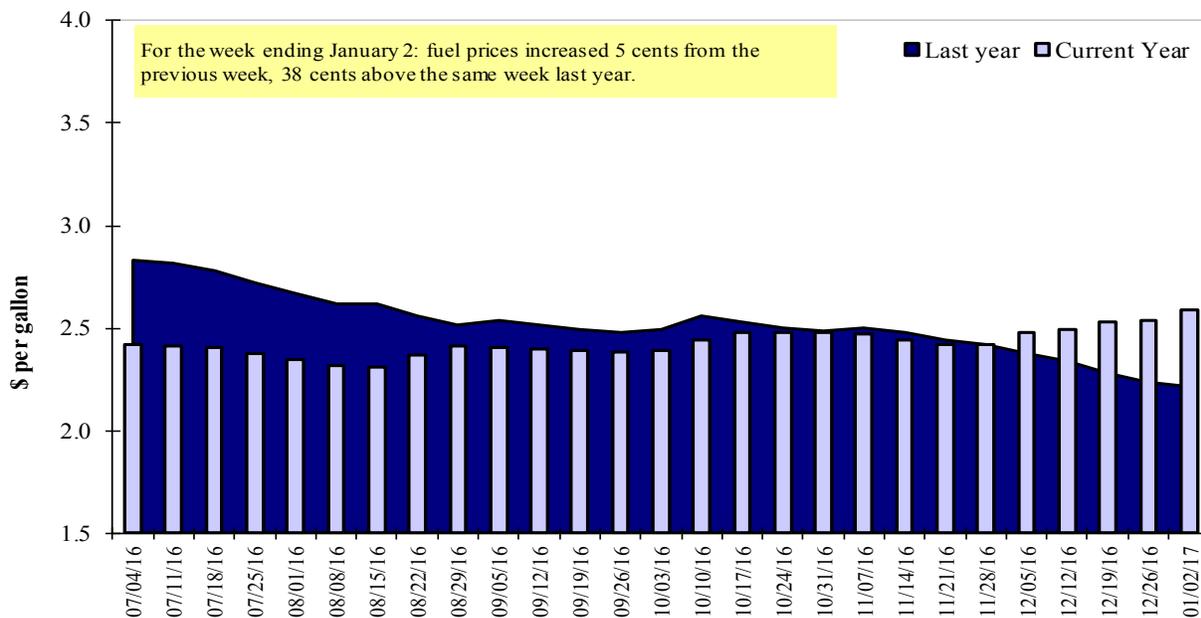
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
12/22/2016	2,050	598	2,478	1,147	129	6,402	19,601	16,372	42,374
This week year ago	1,308	642	1,531	1,043	69	4,593	11,156	12,091	27,840
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2016/17 YTD	6,350	1,210	4,250	2,325	230	14,364	15,703	31,513	61,580
2015/16 YTD	3,167	2,075	3,483	1,874	512	11,110	9,043	25,297	45,450
YTD 2016/17 as % of 2015/16	201	58	122	124	45	129	174	125	135
Last 4 wks as % of same period 2015/16	155	94	158	111	232	139	172	141	153
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)

Table 13

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

For the week ending 12/22/2016	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	5,064	3,116	63	11,284
Mexico	9,946	7,823	27	11,204
Korea	3,085	457	575	3,931
Colombia	2,126	1,865	14	4,134
Taiwan	1,695	366	364	1,912
<b>Top 5 Importers</b>	<b>21,916</b>	<b>13,627</b>	<b>61</b>	<b>32,465</b>
<b>Total US corn export sales</b>	<b>35,304</b>	<b>20,199</b>	<b>75</b>	<b>46,633</b>
% of Projected	62%	42%		
Change from prior week	<b>959</b>	<b>705</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	62%	67%		70%
<b>USDA forecast, December 2016</b>	<b>56,616</b>	<b>48,295</b>	<b>17</b>	
<b>Corn Use for Ethanol USDA forecast, December 2016</b>	<b>134,620</b>	<b>132,233</b>	<b>2</b>	

(n) indicates negative number.

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

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

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

Table 14

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

For the week ending 12/22/2016	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	30,869	22,469	37	29,033
Mexico	1,980	1,807	10	3,295
Indonesia	998	606	65	2,065
Japan	1,296	1,226	6	1,994
Taiwan	919	703	31	1,226
<b>Top 5 importers</b>	<b>36,062</b>	<b>26,811</b>	<b>35</b>	<b>37,614</b>
<b>Total US soybean export sales</b>	<b>47,885</b>	<b>37,388</b>	<b>28</b>	<b>48,389</b>
% of Projected	86%	71%		
Change from prior week	<b>974</b>	<b>405</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	75%	72%		<b>78%</b>
<b>USDA forecast, December 2016</b>	<b>55,858</b>	<b>52,752</b>	<b>6</b>	

(n) indicates negative number.

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

Table 15

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

For the week ending 12/22/2016	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	1,946	1,676	16	2,743
Mexico	2,060	1,643	25	2,660
Nigeria	1,051	1,303	(19)	1,978
Philippines	1,946	1,536	27	2,156
Brazil	1,107	359	209	2,076
Korea	1,098	961	14	1,170
Taiwan	775	787	(2)	1,005
Indonesia	699	297	136	776
Colombia	631	509	24	679
Thailand	609	382	59	618
<b>Top 10 importers</b>	<b>11,923</b>	<b>9,452</b>	<b>26</b>	<b>15,861</b>
<b>Total US wheat export sales</b>	<b>20,766</b>	<b>15,703</b>	<b>32</b>	<b>24,485</b>
% of Projected	78%	74%		
Change from prior week	<b>568</b>	<b>364</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	57%	60%		65%
<b>USDA forecast, December 2016</b>	<b>26,567</b>	<b>21,117</b>	<b>26</b>	

(n) indicates negative number.

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

Table 16

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

Port Regions	For the Week Ending 12/29/16	Previous Week <sup>1</sup>	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	224	256	88	12,325	10,985	112	92	99	10,985
Corn	190	119	159	12,009	7,232	166	788	175	7,232
Soybeans	370	493	75	14,447	11,809	122	123	127	11,809
<b>Total</b>	<b>784</b>	<b>869</b>	<b>90</b>	<b>38,782</b>	<b>30,027</b>	<b>129</b>	<b>133</b>	<b>124</b>	<b>30,027</b>
<b>Mississippi Gulf</b>									
Wheat	13	93	14	3,480	4,504	77	82	83	4,504
Corn	342	682	50	31,420	26,701	118	125	115	26,701
Soybeans	1,101	969	114	35,278	29,593	119	109	108	29,593
<b>Total</b>	<b>1,456</b>	<b>1,744</b>	<b>83</b>	<b>70,178</b>	<b>60,797</b>	<b>115</b>	<b>112</b>	<b>109</b>	<b>60,797</b>
<b>Texas Gulf</b>									
Wheat	140	129	108	6,019	3,724	162	161	154	3,724
Corn	0	38	0	1,669	596	280	n/a	189	596
Soybeans	0	22	0	1,105	864	128	152	104	864
<b>Total</b>	<b>140</b>	<b>190</b>	<b>74</b>	<b>8,792</b>	<b>5,184</b>	<b>170</b>	<b>177</b>	<b>145</b>	<b>5,184</b>
<b>Interior</b>									
Wheat	39	25	160	1,543	1,383	112	134	133	1,383
Corn	90	131	69	7,197	6,182	116	103	108	6,182
Soybeans	69	80	87	4,577	3,509	130	183	122	3,509
<b>Total</b>	<b>199</b>	<b>235</b>	<b>85</b>	<b>13,317</b>	<b>11,074</b>	<b>120</b>	<b>128</b>	<b>116</b>	<b>11,074</b>
<b>Great Lakes</b>									
Wheat	0	41	0	1,186	997	119	353	177	997
Corn	0	0	n/a	584	485	120	n/a	1104	485
Soybeans	0	42	0	910	733	124	251	69	733
<b>Total</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>2,681</b>	<b>2,216</b>	<b>121</b>	<b>335</b>	<b>121</b>	<b>2,216</b>
<b>Atlantic</b>									
Wheat	0	26	0	315	520	60	93	271	520
Corn	0	0	n/a	294	277	106	24	4	277
Soybeans	68	140	49	2,269	2,045	111	105	87	2,045
<b>Total</b>	<b>68</b>	<b>165</b>	<b>41</b>	<b>2,878</b>	<b>2,842</b>	<b>101</b>	<b>104</b>	<b>90</b>	<b>2,842</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	416	569	73	24,867	22,113	112	115	116	22,113
Corn	622	970	64	53,173	41,473	128	151	124	41,473
Soybeans	1,609	1,746	92	58,587	48,553	121	116	111	48,553
<b>Total</b>	<b>2,648</b>	<b>3,286</b>	<b>81</b>	<b>136,627</b>	<b>112,139</b>	<b>122</b>	<b>124</b>	<b>115</b>	<b>112,139</b>

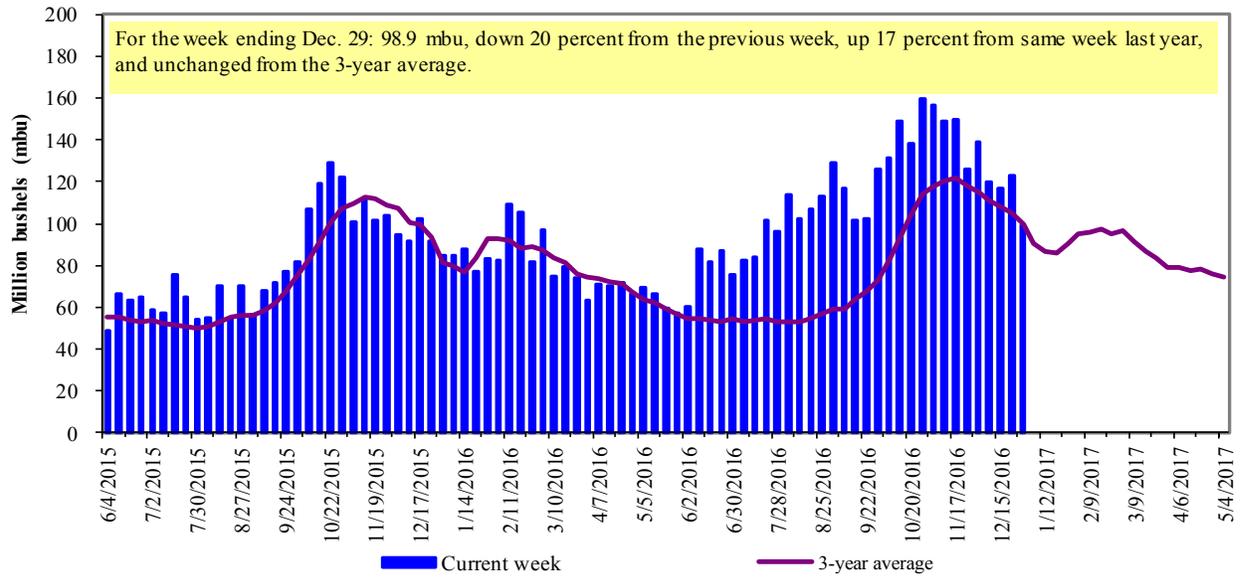
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

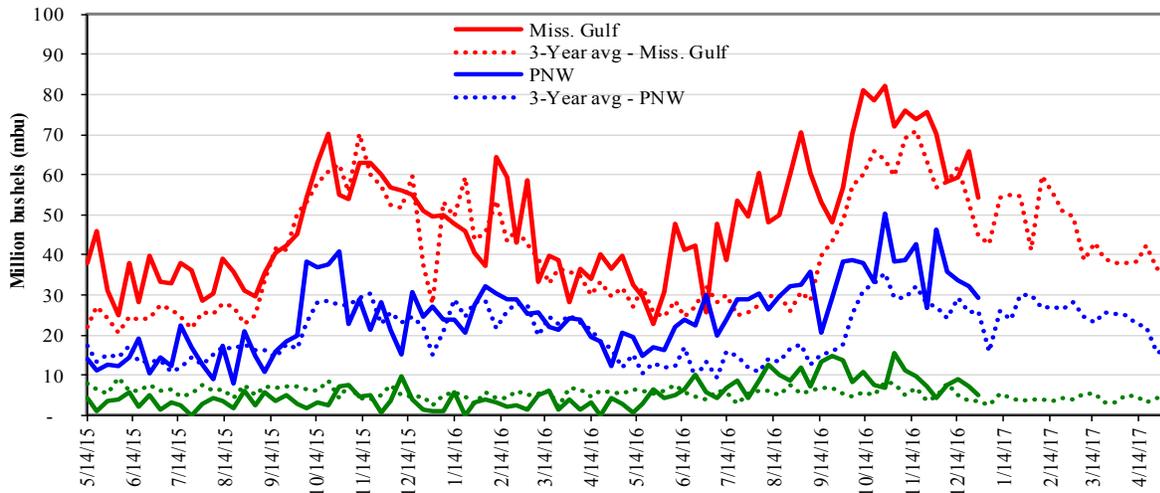
**U.S. grain inspected for export (wheat, corn, and soybeans)**



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

Figure 15

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



Week ending 12/29/16 inspections (mbu):	Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Mississippi Gulf: 54.4	Last Week:	down 17	down 27	down 18	down 9
PNW: 29.3	Last Year (same week):	up 9	up 344	up 17	up 8
Texas Gulf: 5.1	3-yr avg. (4-wk. mov. Avg):	unchanged	up 3	unchanged	up 12

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

# Ocean Transportation

Table 17

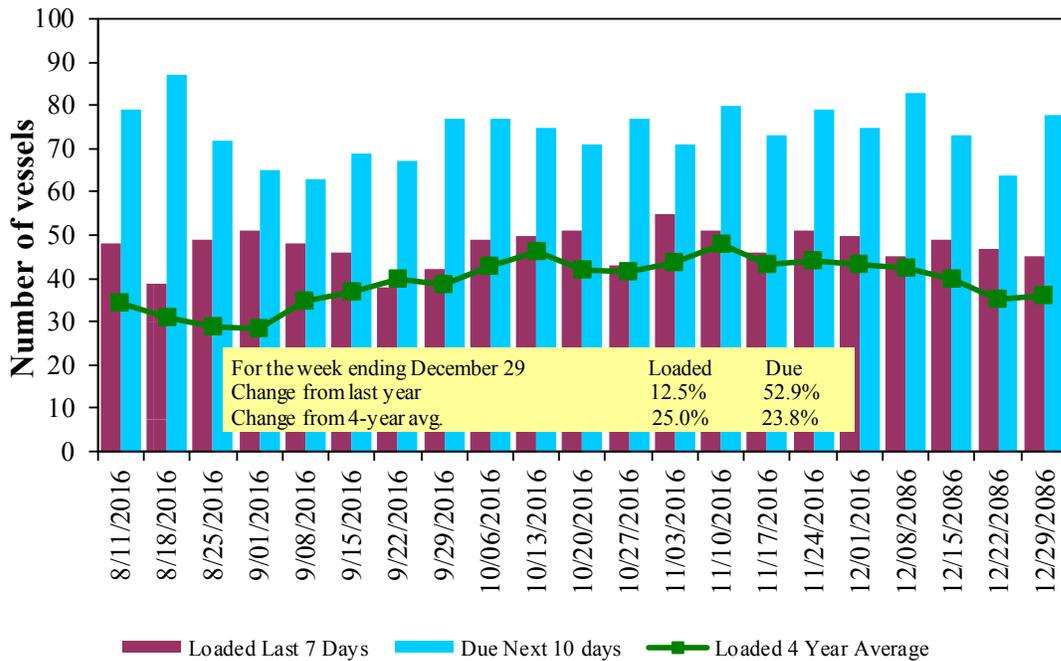
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
12/29/2016	45	45	78	24	n/a
12/22/2016	53	47	64	26	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

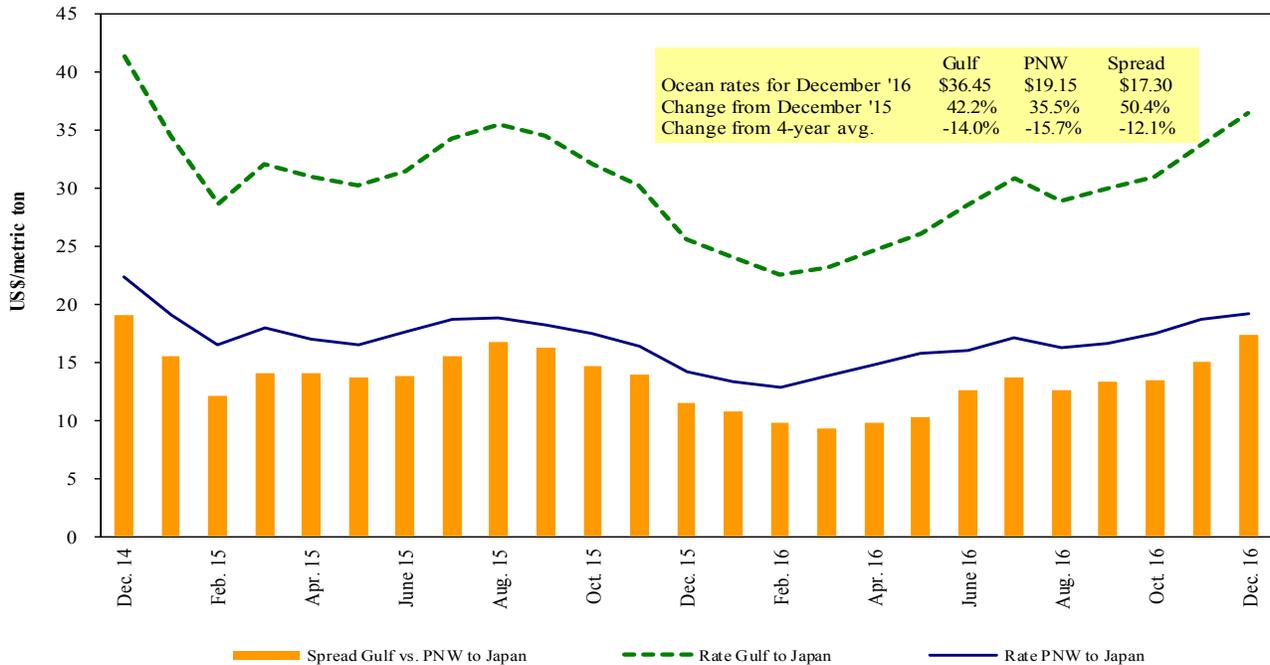
**U.S. Gulf Vessel Loading Activity**



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 12/31/2016**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 15/25	55,000	34.00
U.S. Gulf	China	Heavy Grain	Dec 19/24	66,000	33.90
U.S. Gulf	China	Heavy Grain	Dec 15/24	65,000	34.50
U.S. Gulf	China	Heavy Grain	Dec 14/20	53,000	34.00
U.S. Gulf	China	Heavy Grain	Dec 12/20	63,000	36.00
U.S. Gulf	China	Heavy Grain	Dec 10/20	63,000	35.75
U.S. Gulf	China	Heavy Grain	Dec 5/15	60,000	35.75
U.S. Gulf	China	Heavy Grain	Dec 1/10	60,000	35.35
U.S. Gulf	China	Heavy Grain	Nov 20/30	50,000	31.00
U.S. Gulf	China	Heavy Grain	Nov 15/25	50,000	29.00
U.S. Gulf	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
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	South Korea	Heavy Grain	Mar 15/Apr 15	65,000	23.50
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

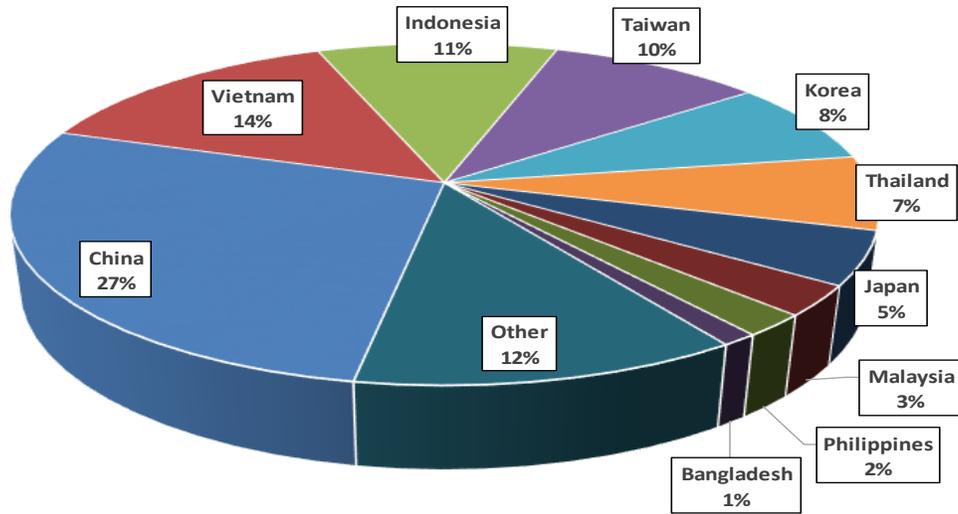
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

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

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

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

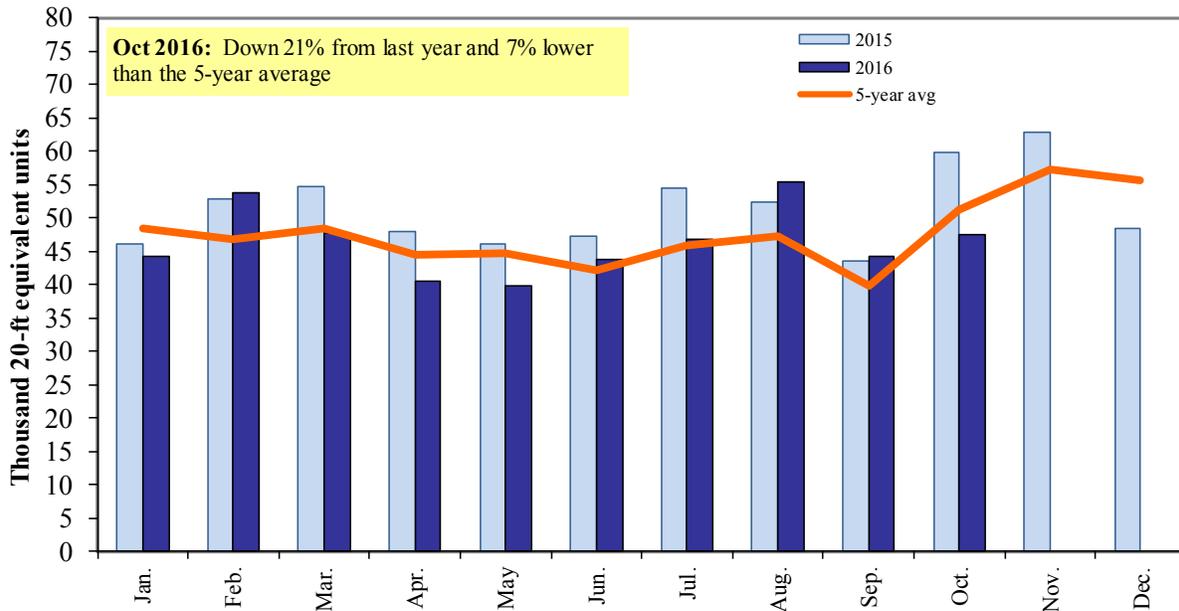
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January–October 2016**



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

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

**Figure 19**  
**Monthly Shipments of Containerized Grain to Asia**



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

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

# Contacts and Links

Coordinators		
Surajudeen (Deen) Olowolayemo	<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*).

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. January 5, 2017. Web: <http://dx.doi.org/10.9752/TS056.01-05-2017>

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotope, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at How to File a Program Discrimination Complaint and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, D.C. 20250-9410; (2) fax: (202) 690-7442; or (3) email: [program.intake@usda.gov](mailto:program.intake@usda.gov).

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