



# Grain Transportation Report

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

Contact Us

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## WEEKLY HIGHLIGHTS

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#### Weather Conditions Continue to Disrupt River Traffic

Since late December, ice accumulations on the Mississippi, Ohio, and Illinois Rivers have disrupted barge logistics, and weekly tonnages have been significantly reduced. For the first two weeks of January, grain barge tonnages were 496 thousand tons, 63 percent lower than the same period last year. Low water and ice are slowing traffic on the Mississippi River in the St. Louis area, especially where heavy ice buildup around locks are not allowing lock gates to fully open. Ice buildup on much of the Illinois River has slowed traffic and reduced the number of upbound empty barges to 10 for the week ending January 13. Last year during the same time period, 180 upbound empty barges were shipped up the Illinois River. Navigation conditions on the lower Ohio River have improved with minimal delays occurring at Locks and Dam 52, while the upper Ohio River has faced less favorable navigation conditions where ice and high water have caused traffic disruptions.

#### Wheat and Soybeans Boost Total Grain Inspections

For the week ending January 11, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.26 million metric tons (mmt), up 72 percent from the previous week, down 20 percent from the same time last year, and 12 percent below the 3-year average. Inspections increased for each of the three major grains, with wheat and soybeans jumping 369 and 77 percent, from the previous week, respectively. Export demand for grain increased primarily from Asia and Africa. Pacific Northwest (PNW) inspections increased 140 percent from the past week, and grain inspections in the Mississippi Gulf increased 45 percent for the same period. Outstanding (unshipped) export sales of corn, wheat, and soybeans were down from the previous week.

#### December Grain Stocks: Highest in Past 30 Years

Among the many USDA reports published last week (including the January [World Agricultural Supply and Demand Estimates](#) report and the latest monthly [World Markets and Trade reports](#) from the Foreign Agricultural Service), USDA's National Agricultural Statistics Service (NASS) released its 2017 *Crop Production Annual Summary* and January *Grain Stocks* report, as well as the annual *Winter Wheat and Canola Seedings* last week. According to NASS, U.S. grain stocks of corn, soybeans, and wheat—as of December 1, 2017—totaled 17.5 billion bushels, which is up 1 percent, despite production of these crops falling 5 percent from 2016. It is the highest December level of stocks in the past 30 years. High grain stocks could sustain grain movements in coming months, as grain is brought out of storage and used for feed, exports, and other uses. Notably, December 1 stocks of corn, soybeans, and wheat were up 6 percent in Illinois and 17 percent in Missouri, but down 5 percent each in North Dakota and South Dakota. Changes of these magnitudes for these important grain States may affect the distribution pattern of movements compared to last year.

### Snapshots by Sector

#### Export Sales

For the week ending January 4, **unshipped balances** of wheat, corn, and soybeans totaled 32.9 mmt, down 17 percent from the same time last year. Net weekly **wheat export sales** were .071 mmt, down 46 percent from the previous week. Net **corn export sales** were .438 mmt, up 337 percent from the previous week, and net **soybean export sales** were .607 mmt for the same period, up 81 percent from the previous week.

#### Rail

U.S. Class I railroads originated 19,638 **grain carloads** for the week ending January 6, up 25 percent from the previous week, down 9 percent from last year, and down 11 percent from the 3-year average.

Average January shuttle **secondary railcar** bids/offers per car were \$275 above tariff for the week ending January 11, up \$50 from last week, and \$850 lower than last year. There were no non-shuttle bids/offers this week.

#### Barge

For the week ending January 13, **barge grain movements** totaled 284,620 tons, 35 percent higher than the previous week, and down 59 percent from the same period last year.

For the week ending January 13, 176 grain barges **moved down river**, up 25 percent from last week, 747 grain barges were **unloaded in New Orleans**, 8 percent lower than the previous week.

#### Ocean

For the week ending January 11, 36 **ocean-going grain vessels** were loaded in the Gulf, 16 percent less than the same period last year. Fifty-nine vessels are expected to be loaded within the next 10 days, 32 percent less than the same period last year.

For the week ending January 11, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$44.75 per metric ton. The cost of shipping from the PNW to Japan was \$24.50 per metric ton.

#### Fuel

During the week ending January 15, average **diesel fuel prices** increased 3 cents from the previous week at \$3.03 per gallon, 44 cents above the same week last year.

# Feature Article/Calendar

## Grain Transportation Update

Following the trend of the past four years, large grain and oilseed harvests continued in 2017 with a record soybean harvest and near record corn harvest. Cumulative annual production at record levels has outstripped demand, causing grain stocks to be at their highest level in the past 30 years. High stocks may increase demand for grain transportation in 2018. In 2017, grain rail carloads and barge tonnages remained strong but were down 3 percent and 5 percent from 2016 levels, respectively. Grain (wheat, corn, and soybeans) inspected for export from all major U.S. ports reached 132 million metric tons in 2017, 4 percent below last year and 18 percent above the 5-year average. Despite a slight reduction in exports, ocean freight rates were higher in 2017, which continued into 2018 as overall demand for ocean freight has been strengthening.

### Projected Grain Production and Exports Down from Last Year

According to the [January World Agricultural Supply and Demand Estimates \(WASDE\) report](#), USDA forecast 2017/18 crop production to reach 20.7 billion bushels (bbu) for corn, soybeans, and wheat, down 4 percent from the past year (*Table 1*). In the report, USDA projected increased corn and wheat supplies (production and imports) and decreased use (food, feed, industrial, exports, etc.) of these crops over their respective marketing years compared to the December report. USDA lowered

its forecast of 2017/18 soybean supplies and use compared to last month's report. Total use of corn and soybeans for the 2017/18 marketing year (September 2017 through August 2018) is estimated to be 18.7 bbu, 1 percent less than last year. Consistent with crop patterns in previous years, USDA expects most corn (87 percent of total use) to be used domestically and 51 percent of soybeans to be exported in 2017/18.

USDA projects total grain exports to reach 5.1 bbu for the 2017/18 marketing year, down 8 percent

from last year. Projected exports of corn and soybeans are expected to decrease 16 and 1 percent, respectively, from last year, and wheat exports are forecast to decrease 8 percent. Outstanding (unshipped) export sales for the three major grains are currently down 17 percent from last year and 5 percent below the 4-week average (**GTR Table 12**). Based on USDA's projections for exports and domestic use, transportation demand for grain may continue to drop for corn, but remain more stable for soybeans and wheat.

### Grain Carloads by Rail and Train Speeds Down in 2017

Despite a strong first half of the year following a record harvest in 2016, grain carloads in 2017 fell below previous years. Total U.S. grain carloads in 2017 reached 1.3 million carloads, down 3 percent from 2016, but up 2 and 3 percent from 2014 and 2015, respectively.

Lower grain carloads in 2017 also came with slower service. Performance data submitted by Class I railroads to the Surface Transportation Board show that the average train speeds for all car types was down 4 percent in 2017 compared to 2016. Grain unit train speeds declined 6 percent. In addition, the average terminal dwell time across all reported locations increased by 7 percent. One factor that was likely behind these trends was changes in total rail traffic. Total traffic was low in 2016 due to significant declines in coal carloads compared to previous years. In 2017, increases in coal, and especially container traffic, brought total traffic nearly back to the 2015 level. Total traffic was down 5 percent in 2016 compared to 2015, but rebounded 4 percent in 2017.

In January, weekly average shuttle rates in the secondary railcar market have ranged \$200 to \$850 lower than last year. However, rates have been generally increasing over the past four weeks, indicating stronger demand to secure grain shuttle service during January and February. This week's average January shuttle rate of \$275 per railcar is the highest

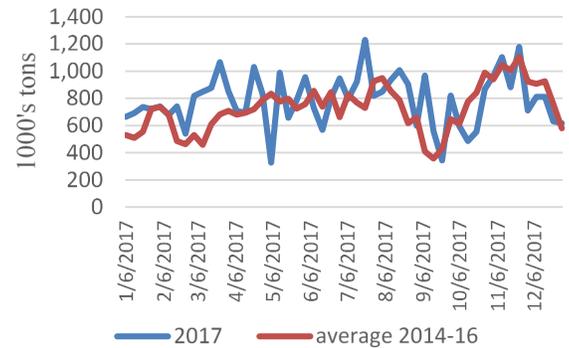
Table 1. Major Grains: Production and Use, January 2018 WASDE, million bushels					
	Corn	Soybeans	Wheat	Total	Y/Y
United States 2017/18 (Projected)					
Production	14,604	4,392	1,741	20,737	-4.4%
<b>Exports</b>	<b>1,925</b>	<b>2,160</b>	<b>975</b>	<b>5,060</b>	<b>-8.4%</b>
Domestic Use	12,545	2,146	1,136	15,827	1.7%
<b>Ending Stocks/Use</b>	<b>16.4%</b>	<b>11.0%</b>	<b>43.6%</b>		
United States 2016/17 (Estimated)					
Production	15,148	4,236	2,309	21,693	10.7%
<b>Exports</b>	<b>2,293</b>	<b>2,174</b>	<b>1,055</b>	<b>5,522</b>	<b>19.5%</b>
Domestic Use	12,356	2,039	1,167	15,562	4.2%
<b>Ending Stocks/Use</b>	<b>16.1%</b>	<b>8.2%</b>	<b>55.3%</b>		
2015/16					
Production	13,602	3,926	2,062	19,590	
<b>Exports</b>	<b>1,901</b>	<b>1,942</b>	<b>778</b>	<b>4,621</b>	
Domestic Use	11,763	2,002	1,174	14,939	
<b>Ending Stocks/Use</b>	<b>12.7%</b>	<b>5.0%</b>	<b>50.0%</b>		

weekly average since the October shuttle rate of \$388 during the week of October 12, 2017 when the harvest was fully underway.

### Grain Barges Tonnages in 2017 Above Average

For 2017, annual grain barge tonnages through the locking portions of the Mississippi, Ohio, and Arkansas Rivers were 40.9 million tons, 8 percent higher than the 3-year average but 5 percent lower than the 43.2 million tons moved in 2016. This was the second highest annual tonnage since 2003. Throughout 2017, significant weekly fluctuations of grain shipments occurred due to lock and dam repairs or high water conditions that delayed traffic temporarily but caused increased traffic afterward (figure 1). Despite frequent periods of unfavorable navigation conditions, spot grain barge rates were almost consistently below average during 2017. However, significant ice accumulations on the Illinois River have increased rates to above-average levels since the beginning of 2018. [GTR Figure 8](#) shows the Illinois River barge rate for export grain was above the 3-year average four times in the last 52 weeks.

Figure 1: Weekly grain barge tonnages, 2017 and 3-year average

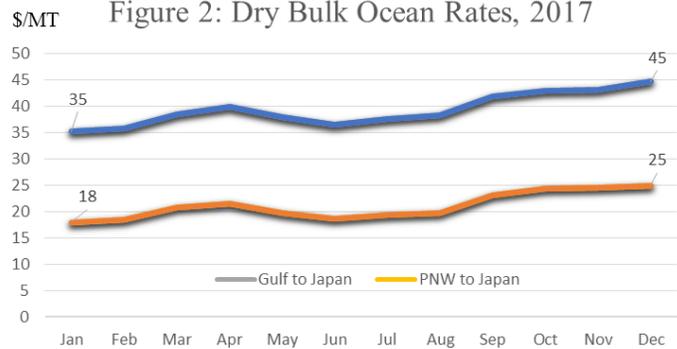


Source: U.S. Army Corps of Engineers

### Dry-Bulk Ocean Freight Rates Up

Ocean freight rates for shipping bulk commodities, including grain, rose during 2017 (figure 2). As of January 11, the cost of shipping grain through the U.S. Gulf to Japan was \$44.75 per metric ton (mt)—28 percent more than a year ago. The cost of shipping from the Pacific Northwest to Japan was \$24.50 per mt—38 percent more than last year. The rise in ocean rates during the year was partly due to strong coal and iron ore imports by China, as well as strong grain exports and grain vessel loading activity in the U.S. In 2017, wheat, corn, and soybeans inspected for export from all major U.S. ports reached 132 million metric tons—4 percent below last year and 18 percent above the 5-year average.

Figure 2: Dry Bulk Ocean Rates, 2017



Source: O'Neil Commodity Consulting

### Diesel Prices Up in 2017

According to the latest [Short-Term Energy Outlook](#) by the Energy Information Agency (EIA), the retail price for diesel fuel averaged \$2.65 per gallon in 2017, which was 34 cents higher than in 2016. EIA forecasts diesel prices to average \$2.95 in 2018 and \$3.01 in 2019, driven higher primarily by higher crude oil prices and growing global diesel demand. As of the week ending January 15 ([GTR Table 11](#)), diesel prices have continued to increase, averaging \$3.03 per gallon in retail sales. During the last three years, national averages fluctuated between \$1.98 and \$3.05.

### December Grain Stocks

Data released last week on December grain stocks from (NASS) shows the volume and location of grain available to move in the supply chain. According to USDA's National Agricultural Statistics Service, total grain stocks across the United States—including barley, corn, grain sorghum, oats, soybeans, and wheat—were 18.0 billion bushels (bbu) as of December 1, 2017, 8 percent above the prior 3-year average and the highest level in the past 30 years. This year's December grain stocks were slightly above 2016,<sup>1</sup> with year-over-year growth of 1 percent in corn stocks and 9 percent in soybean stocks. Approximately 9.7 bbu (54 percent) of the grain was held in on-farm storage as of December 1 (with the remainder in commercial storage), suggesting a sizeable amount of grain has yet to enter the major grain marketing channels.<sup>2</sup> [GTRContactUs@ams.usda.gov](mailto:GTRContactUs@ams.usda.gov)

<sup>1</sup> December 1 grain stocks were also high in 2016. For more information, see the [January 26, 2017 Grain Transportation Report](#).

<sup>2</sup> The 54 percent share of grain held in on-farm storage in December is typical. In 2013, 2015, and 2016, the share was also 54 percent; it was 57 percent in 2014.

# 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
01/17/18	203	273	226	200	174
01/10/18	201	273	223	192	170

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2  
**Market Update: U.S. Origins to Export Position Price Spreads (\$/bushel)**

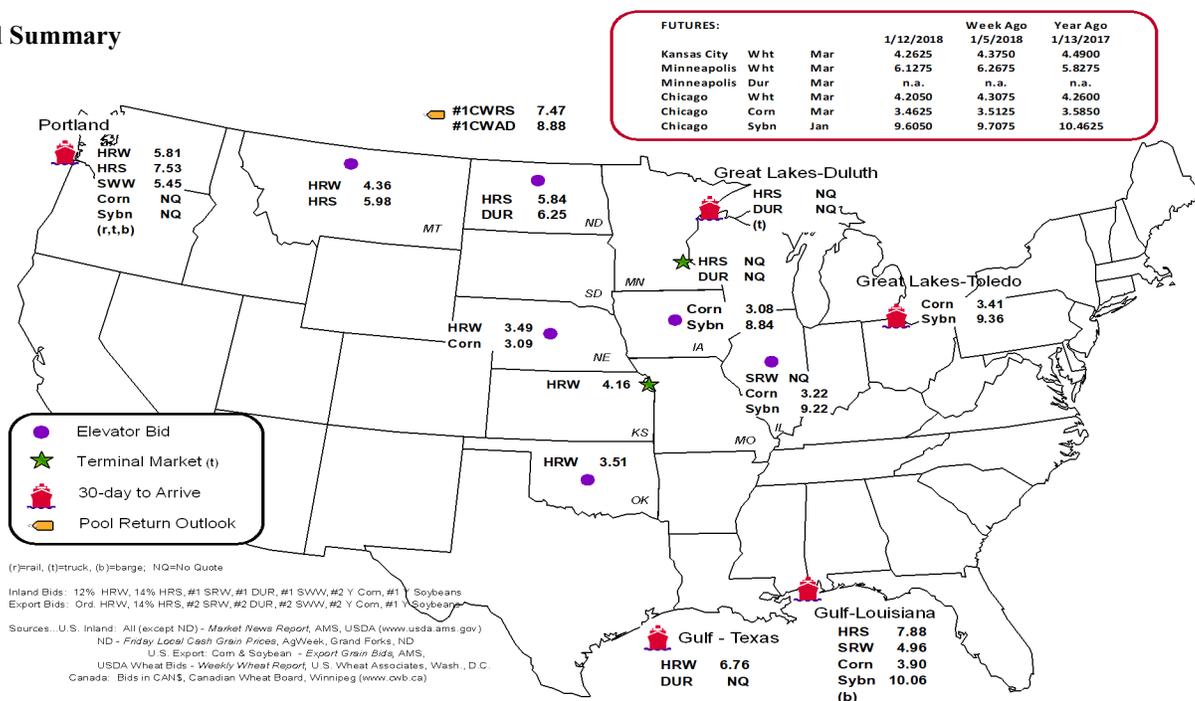
Commodity	Origin--Destination	1/12/2018	1/5/2018
Corn	IL--Gulf	-0.68	-0.68
Corn	NE--Gulf	-0.81	-0.81
Soybean	IA--Gulf	-1.22	-1.25
HRW	KS--Gulf	-2.60	-2.62
HRS	ND--Portland	-1.69	-1.72

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1  
**Grain Bid Summary**



# Rail Transportation

Table 3

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

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
01/10/2018 <sup>p</sup>	223	917	6,446	231	7,817	1/6/2018	1,850
01/03/2018 <sup>r</sup>	343	847	3,374	86	4,650	12/30/2017	1,453
2018 YTD <sup>r</sup>	566	1,764	9,820	317	12,467	2018 YTD	3,303
2017 YTD <sup>r</sup>	1,639	3,550	11,194	1,515	17,898	2017 YTD	3,639
2018 YTD as % of 2017 YTD	35	50	88	21	70	% change YTD	91
Last 4 weeks as % of 2017 <sup>2</sup>	41	56	94	30	77	Last 4wks % 2017	114
Last 4 weeks as % of 4-year avg. <sup>2</sup>	35	69	106	32	85	Last 4wks % 4 yr	116
Total 2017	28,766	76,045	289,178	21,999	415,988	Total 2017	119,661
Total 2016	36,925	87,863	299,606	29,007	453,401	Total 2016	92,982

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

<sup>2</sup>Compared with same 4-weeks in 2016 and prior 4-year average.

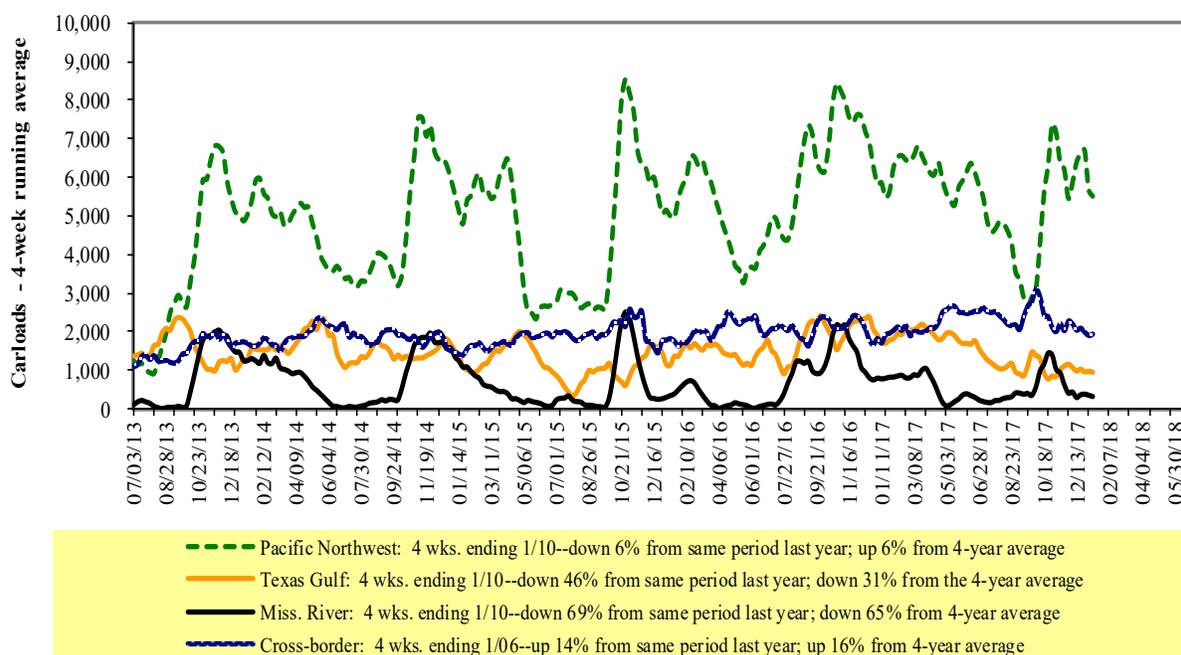
<sup>3</sup>Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2  
Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

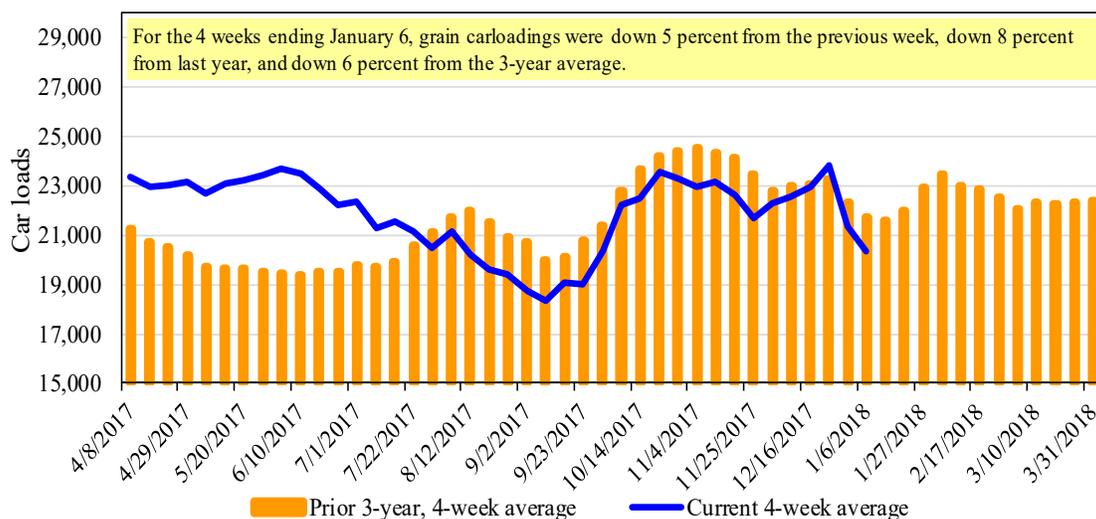
For the week ending: 1/6/2018	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,767	1,990	10,067	935	4,879	19,638	2,867	3,693
This week last year	2,009	3,091	10,052	636	5,774	21,562	3,317	3,877
2018 YTD	1,767	1,990	10,067	935	4,879	19,638	2,867	3,693
2017 YTD	2,009	3,091	10,052	636	5,774	21,562	3,317	3,877
2018 YTD as % of 2017 YTD	88	64	100	147	84	91	86	95
Last 4 weeks as % of 2017*	86	81	98	118	86	92	95	94
Last 4 weeks as % of 3-yr avg.**	82	77	101	108	90	94	88	92
Total 2017	89,465	142,805	578,964	50,223	289,574	1,151,031	198,775	244,766

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

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

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

Figure 3

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

Source: Association of American Railroads

Table 5

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

For the week ending: 1/11/2018		Delivery period							
		Jan-18	Jan-17	Feb-18	Feb-17	Mar-18	Mar-17	Apr-18	Apr-17
BNSF <sup>3</sup>	COT grain units	0	no offer	0	35	no bids	0	no bids	0
	COT grain single-car <sup>5</sup>	0	no offer	0	303	0	183	no bids	42
UP <sup>4</sup>	GCAS/Region 1	n/a	no offer	n/a	no bids	n/a	no bids	n/a	n/a
	GCAS/Region 2	n/a	no offer	n/a	no bids	n/a	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.

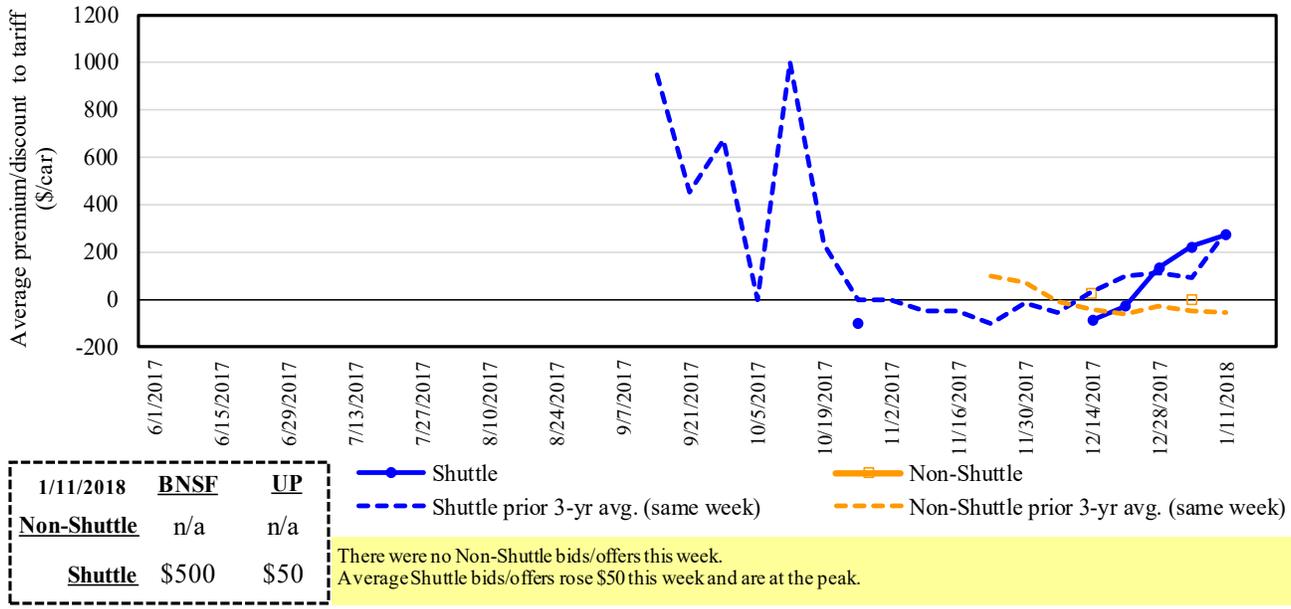
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

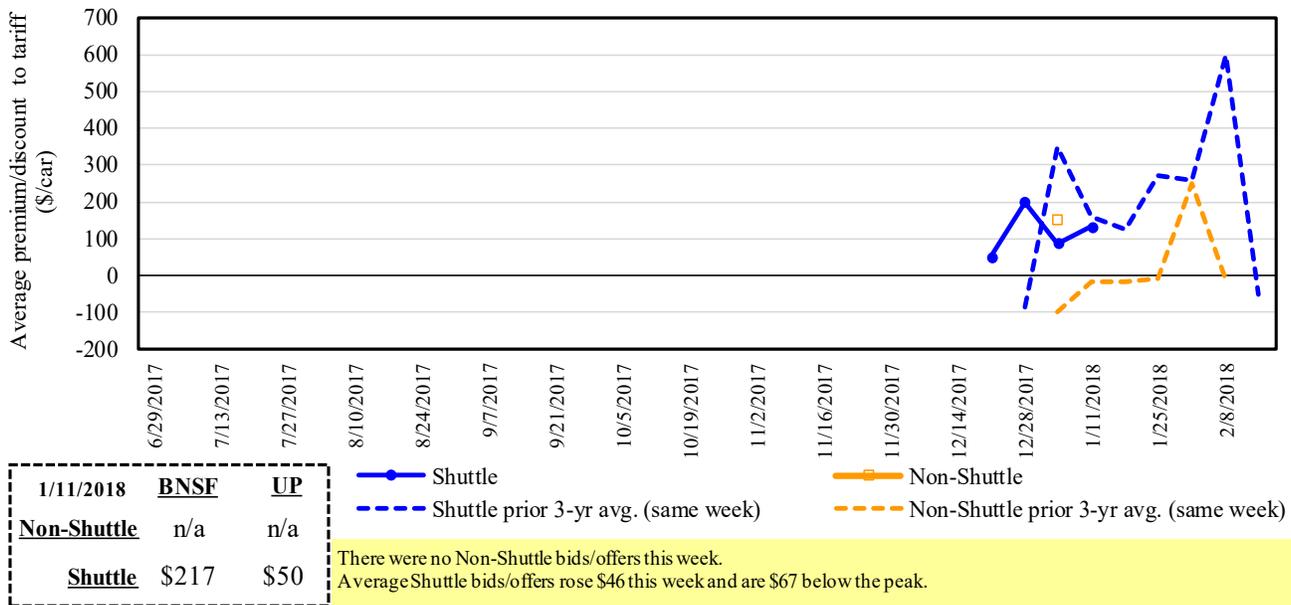
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

**Figure 4**  
**Bids/Offers for Railcars to be Delivered in January 2018, Secondary Market**



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

**Figure 5**  
**Bids/Offers for Railcars to be Delivered in February 2018, Secondary Market**



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

**Figure 6**  
**Bids/Offers for Railcars to be Delivered in March 2018, Secondary Market**

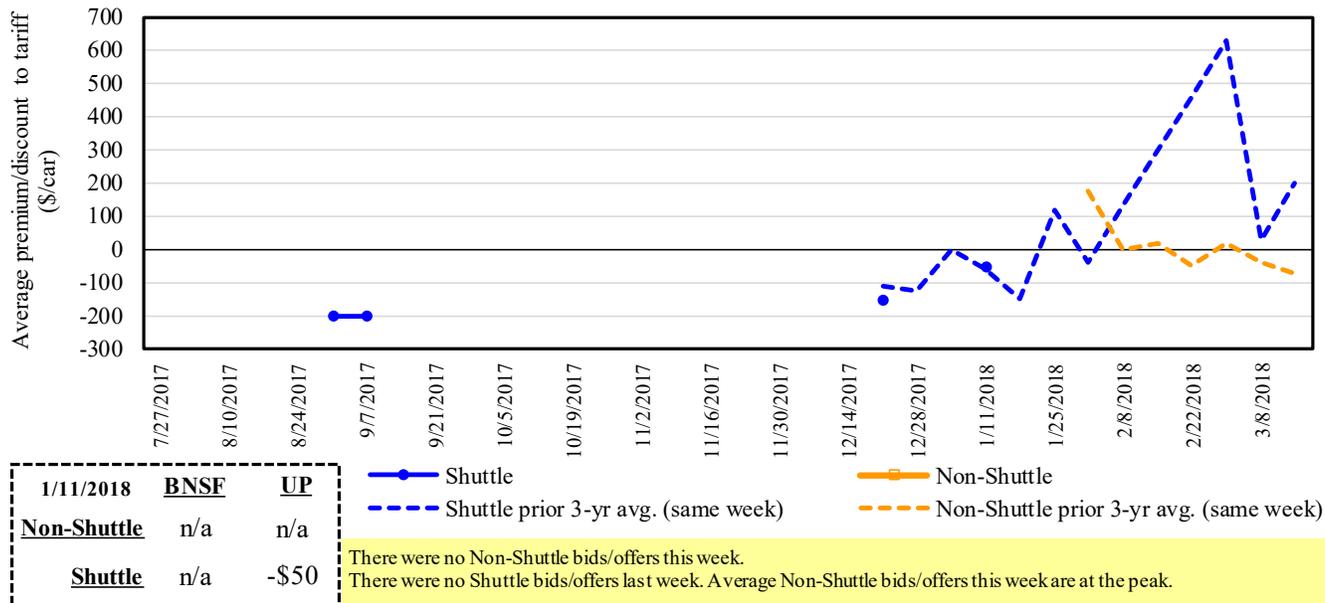


Table 6

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

For the week ending: 1/11/2018		Delivery period					
		Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
<b>Non-shuttle</b>	<b>BNSF-GF</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2017	n/a	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2017	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle</b>	<b>BNSF-GF</b>	<b>500</b>	<b>217</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	275	67	n/a	n/a	n/a	n/a
	Change from same week 2017	(950)	(783)	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	<b>50</b>	<b>50</b>	<b>(50)</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	n/a	25	n/a	n/a	n/a	n/a
	Change from same week 2017	(750)	(450)	(200)	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, 2018	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>	
					metric ton	bushel <sup>2</sup>		
<b>Unit train</b>								
Wheat	Wichita, KS	St. Louis, MO	\$3,883	\$86	\$39.41	\$1.07	4	
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$0	\$41.14	\$1.12	0	
	Wichita, KS	Los Angeles, CA	\$7,050	\$0	\$70.01	\$1.91	1	
	Wichita, KS	New Orleans, LA	\$4,540	\$151	\$46.59	\$1.27	5	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,786	\$0	\$67.39	\$1.83	1	
	Northwest KS	Galveston-Houston, TX	\$4,816	\$166	\$49.47	\$1.35	5	
	Amarillo, TX	Los Angeles, CA	\$5,021	\$231	\$52.15	\$1.42	6	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,931	\$171	\$40.74	\$1.03	9	
	Toledo, OH	Raleigh, NC	\$6,344	\$0	\$63.00	\$1.60	5	
	Des Moines, IA	Davenport, IA	\$2,258	\$36	\$22.78	\$0.58	1	
	Indianapolis, IN	Atlanta, GA	\$5,446	\$0	\$54.08	\$1.37	5	
	Indianapolis, IN	Knoxville, TN	\$4,540	\$0	\$45.08	\$1.15	5	
	Des Moines, IA	Little Rock, AR	\$3,609	\$106	\$36.90	\$0.94	4	
	Des Moines, IA	Los Angeles, CA	\$5,327	\$310	\$55.98	\$1.42	6	
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,631	\$156	\$37.61	\$1.02	3	
	Toledo, OH	Huntsville, AL	\$5,287	\$0	\$52.50	\$1.43	5	
	Indianapolis, IN	Raleigh, NC	\$6,460	\$0	\$64.15	\$1.75	5	
	Indianapolis, IN	Huntsville, AL	\$4,764	\$0	\$47.31	\$1.29	5	
	Champaign-Urbana, IL	New Orleans, LA	\$4,745	\$171	\$48.82	\$1.33	8	
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$0	\$39.26	\$1.07	0	
	Wichita, KS	Galveston-Houston, TX	\$4,171	\$0	\$41.42	\$1.13	2	
	Chicago, IL	Albany, NY	\$5,663	\$0	\$56.24	\$1.53	3	
	Grand Forks, ND	Portland, OR	\$5,611	\$0	\$55.72	\$1.52	0	
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	\$0	\$58.90	\$1.60	0	
	Northwest KS	Portland, OR	\$5,812	\$272	\$60.42	\$1.64	6	
	Minneapolis, MN	Portland, OR	\$5,000	\$0	\$49.65	\$1.26	0	
Corn	Sioux Falls, SD	Tacoma, WA	\$4,960	\$0	\$49.26	\$1.25	0	
	Champaign-Urbana, IL	New Orleans, LA	\$3,731	\$171	\$38.75	\$0.98	10	
	Lincoln, NE	Galveston-Houston, TX	\$3,700	\$0	\$36.74	\$0.93	0	
	Des Moines, IA	Amarillo, TX	\$3,970	\$134	\$40.75	\$1.04	4	
	Minneapolis, MN	Tacoma, WA	\$5,000	\$0	\$49.65	\$1.26	0	
	Council Bluffs, IA	Stockton, CA	\$4,820	\$0	\$47.86	\$1.22	2	
	Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,600	\$0	\$55.61	\$1.51	0
		Minneapolis, MN	Portland, OR	\$5,650	\$0	\$56.11	\$1.53	0
		Fargo, ND	Tacoma, WA	\$5,500	\$0	\$54.62	\$1.49	0
		Council Bluffs, IA	New Orleans, LA	\$4,775	\$197	\$49.38	\$1.34	8
Toledo, OH		Huntsville, AL	\$4,352	\$0	\$43.22	\$1.18	3	
Grand Island, NE	Portland, OR	\$5,710	\$278	\$59.47	\$1.62	7		

<sup>1</sup>A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally 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 and soybeans 60 lbs./bu.

<sup>3</sup>Regional economic areas are defined by the Bureau of Economic Analysis (BEA)

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

Table 8

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

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel surcharge per car <sup>2</sup>	Tariff plus surcharge per:		Percent change <sup>4</sup> Y/Y
					metric ton <sup>3</sup>	bushel <sup>3</sup>	
Date: January, 2018							
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	0
	OK	Cuautitlan, EM	\$6,631	\$118	\$68.96	\$1.87	1
	KS	Guadalajara, JA	\$7,309	\$269	\$77.42	\$2.10	2
	TX	Salinas Victoria, NL	\$4,292	\$72	\$44.59	\$1.21	2
Corn	IA	Guadalajara, JA	\$8,313	\$248	\$87.47	\$2.22	2
	SD	Celaya, GJ	\$7,700	\$0	\$78.68	\$2.00	2
	NE	Queretaro, QA	\$8,013	\$244	\$84.38	\$2.14	3
	SD	Salinas Victoria, NL	\$6,743	\$0	\$68.90	\$1.75	2
	MO	Tlalnepantla, EM	\$7,379	\$238	\$77.83	\$1.98	3
	SD	Torreon, CU	\$7,300	\$0	\$74.59	\$1.89	2
Soybeans	MO	Bojay (Tula), HG	\$8,134	\$230	\$85.47	\$2.32	-6
	NE	Guadalajara, JA	\$8,692	\$253	\$91.39	\$2.48	-2
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	0
	KS	Torreon, CU	\$7,489	\$188	\$78.43	\$2.13	1
Sorghum	NE	Celaya, GJ	\$7,345	\$231	\$77.40	\$1.96	3
	KS	Queretaro, QA	\$7,819	\$148	\$81.40	\$2.07	4
	NE	Salinas Victoria, NL	\$6,452	\$119	\$67.13	\$1.70	5
	NE	Torreon, CU	\$6,790	\$182	\$71.23	\$1.81	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.

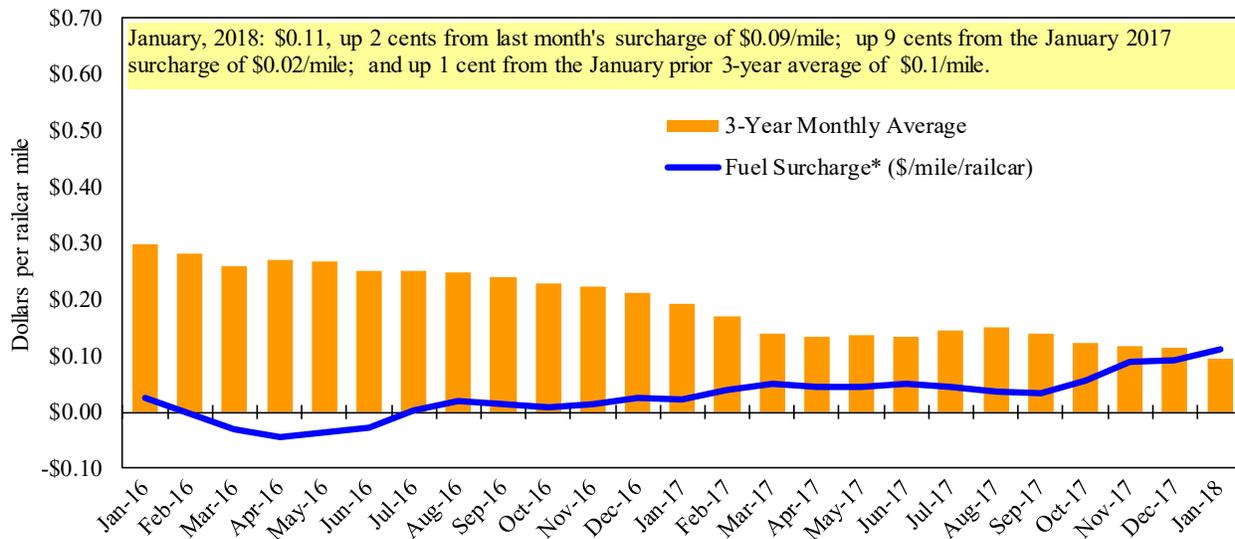
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V. railroad fuel surcharge policy as of 10/01/2009

<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.

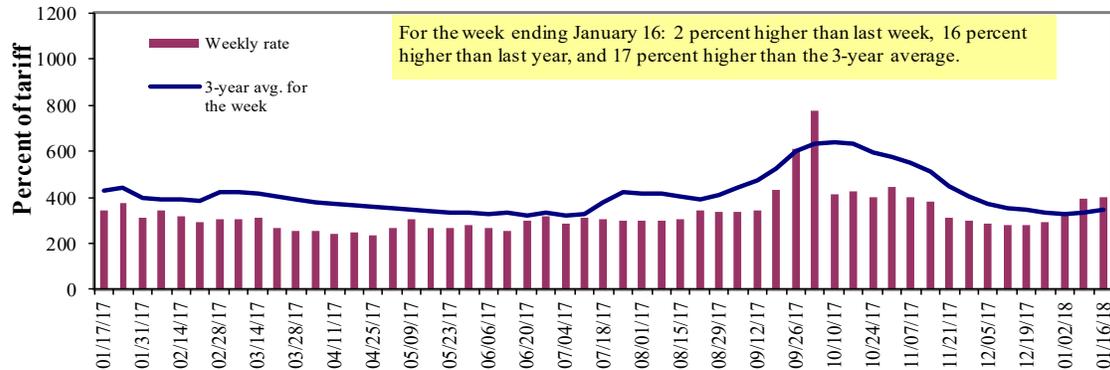
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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
Rate <sup>1</sup>	1/16/2018	-	-	400	278	320	320	195
	1/9/2018	-	-	392	275	287	287	188
\$/ton	1/16/2018	-	-	18.56	11.09	15.01	12.93	6.12
	1/9/2018	-	-	18.19	10.97	13.46	11.59	5.90
<b>Current week % change from the same week:</b>								
	Last year	-	-	16	29	36	36	1
	3-year avg. <sup>2</sup>	-	-	17	25	15	15	5
Rate <sup>1</sup>	February	-	-	355	255	275	275	185
	April	363	308	295	228	238	238	185

<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

Source: Transportation & Marketing Programs/AMS/USDA

### Figure 9 Benchmark tariff rates

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

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map.

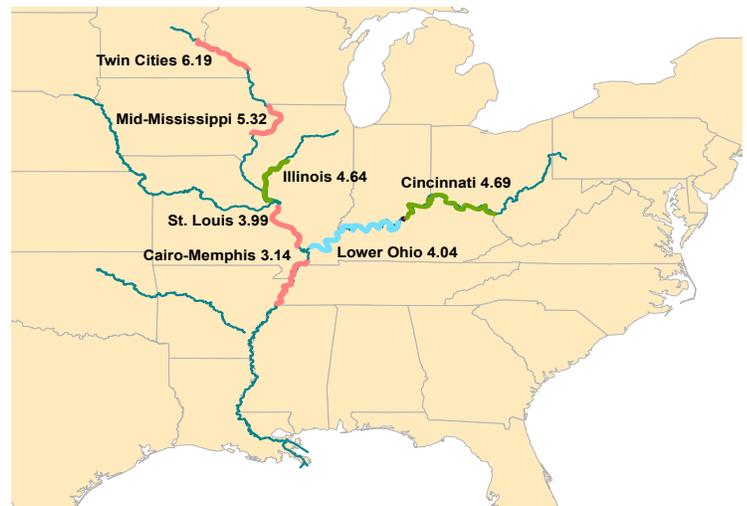
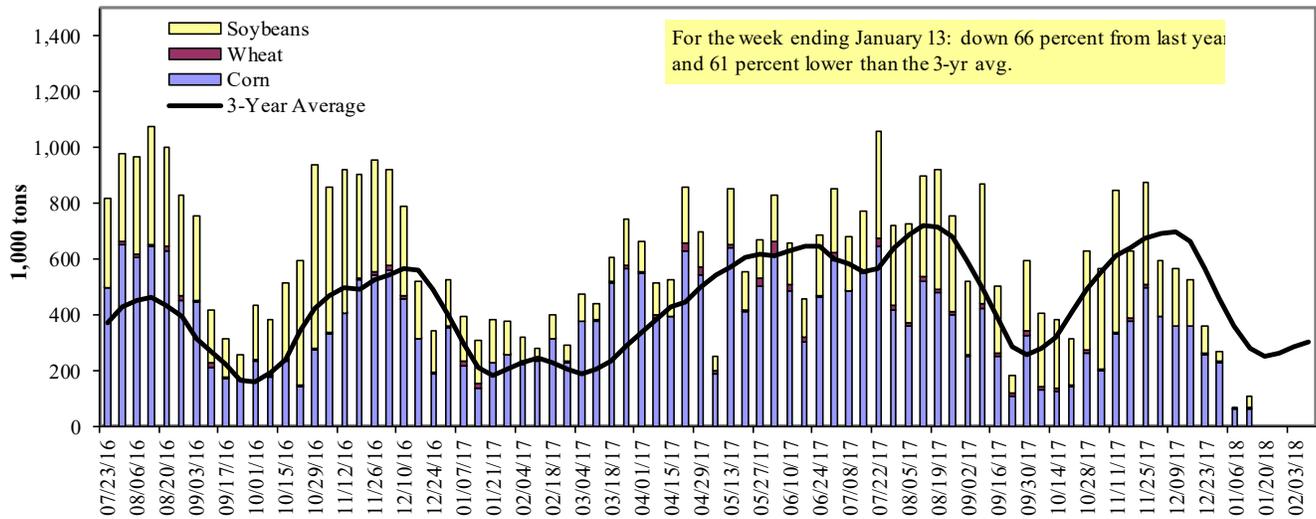


Figure 10

**Barge Movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

**Barge Grain Movements (1,000 tons)**

For the week ending 01/13/2018	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	5	0	0	5
Alton, IL (L26)	36	6	30	0	72
Granite City, IL (L27)	59	6	42	0	108
<b>Illinois River (L8)</b>	50	0	17	0	68
<b>Ohio River (L52)</b>	40	0	118	0	159
<b>Arkansas River (L1)</b>	0	7	11	0	18
Weekly total - 2018	100	13	172	0	285
Weekly total - 2017	225	35	408	23	690
2018 YTD <sup>1</sup>	174	34	288	0	496
2017 YTD	526	87	696	44	1,353
2018 as % of 2017 YTD	33	39	41	0	37
Last 4 weeks as % of 2017 <sup>2</sup>	68	68	60	13	63
<b>Total 2017</b>	<b>22,242</b>	<b>2,210</b>	<b>16,123</b>	<b>360</b>	<b>40,936</b>

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

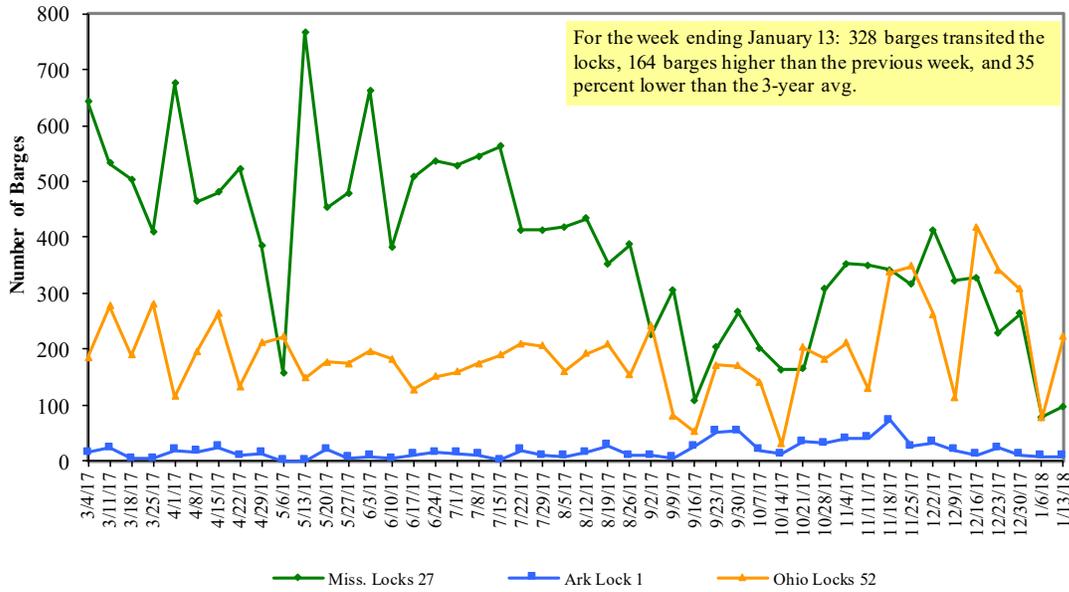
<sup>2</sup> As a percent of same period in 2017.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

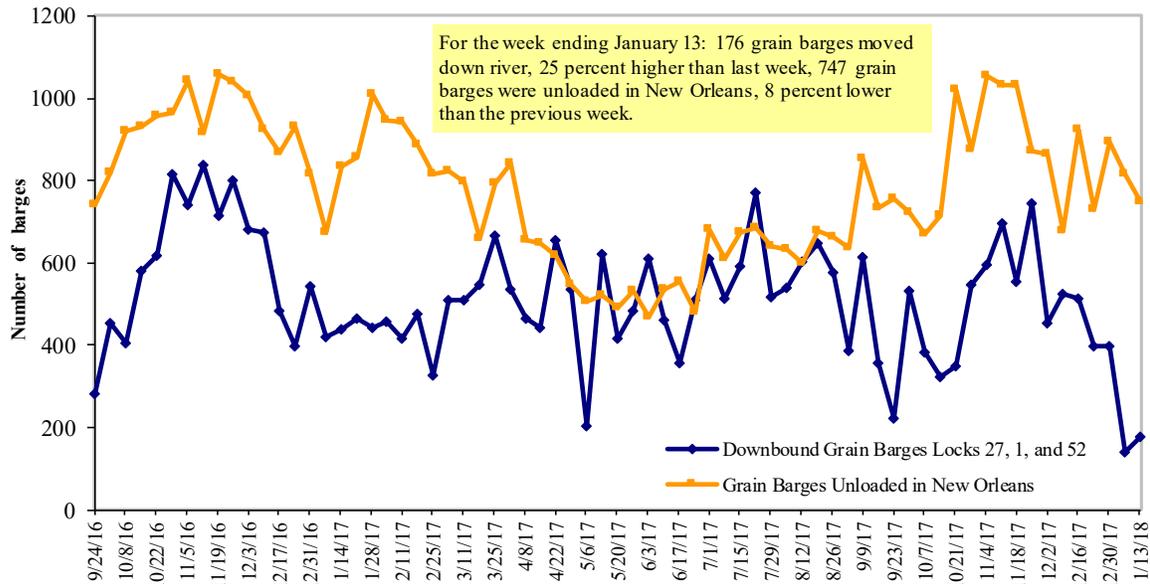
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52**



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, Week Ending 01/15/2018 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.063	0.038	0.427
	New England	3.114	0.037	0.439
	Central Atlantic	3.263	0.054	0.459
	Lower Atlantic	2.913	0.026	0.402
II	Midwest <sup>2</sup>	2.981	0.034	0.440
III	Gulf Coast <sup>3</sup>	2.825	0.040	0.396
IV	Rocky Mountain	2.984	0.010	0.446
V	West Coast	3.401	0.007	0.546
	West Coast less California	3.098	0.011	0.343
	California	3.641	0.003	0.704
Total	U.S.	3.028	0.032	0.443

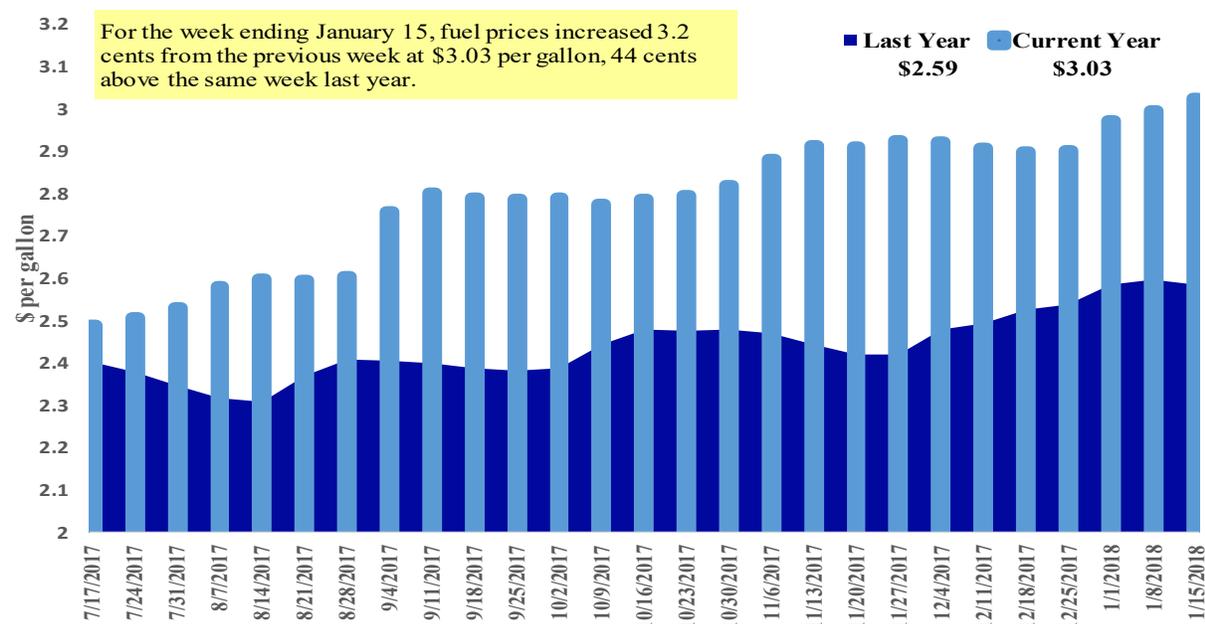
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
1/4/2018	2,006	774	1,614	1,145	58	5,596	15,561	11,728	32,886
This week year ago	2,111	629	2,428	1,071	139	6,378	19,330	13,786	39,495
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2017/18 YTD	5,782	1,244	3,533	3,172	214	13,945	11,548	29,726	55,218
2016/17 YTD	6,534	1,249	4,453	2,464	263	14,962	17,006	34,535	66,504
YTD 2017/18 as % of 2016/17	88	100	79	129	81	93	68	86	83
Last 4 wks as % of same period 2016/17	103	120	66	113	42	91	83	93	88
2016/17 Total	11,096	2,285	7,923	4,254	484	26,042	41,864	51,156	119,062
2015/16 Total	5,538	3,057	6,285	3,551	670	19,101	45,564	49,821	114,486

<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, 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 1/04/2018			% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2014-2016
	2017/18 Current MY	2016/17 Last MY		
Mexico	9,714	9,927	(2)	12,297
Japan	4,471	5,352	(16)	11,450
Korea	1,162	3,068	(62)	4,494
Colombia	2,037	2,225	(8)	4,179
Peru	1,607	1,741	(8)	2,693
<b>Top 5 Importers</b>	<b>18,991</b>	<b>22,312</b>	<b>(15)</b>	<b>35,113</b>
<b>Total US corn export sales</b>	<b>27,109</b>	<b>36,336</b>	<b>(25)</b>	<b>49,308</b>
% of Projected	55%	62%		
<b>Change from prior week<sup>2</sup></b>	<b>438</b>	<b>603</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	70%	61%		71%
<b>USDA forecast, January 2018</b>	<b>48,982</b>	<b>58,346</b>	<b>(16)</b>	
<b>Corn Use for Ethanol USDA forecast, January 2018</b>	<b>140,335</b>	<b>138,151</b>	<b>2</b>	

<sup>1</sup> Based on FAS Marketing Year Ranking Reports for 2015/16 - [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 (net sales) 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 1/04/2018	Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2014-2016
	2017/18 Current MY	2016/17 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	25,130	31,711	(21)	31,881
Mexico	2,126	2,075	2	3,452
Indonesia	911	1,090	(16)	1,987
Japan	1,290	1,378	(6)	2,067
Netherlands	756	817	0	2,098
<b>Top 5 importers</b>	<b>30,213</b>	<b>37,071</b>	<b>(19)</b>	<b>41,486</b>
<b>Total US soybean export sales</b>	<b>34,535</b>	<b>41,454</b>	<b>(17)</b>	<b>52,919</b>
% of Projected	59%	70%		
Change from prior week <sup>2</sup>	<b>607</b>	<b>349</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>87%</b>	<b>89%</b>		<b>78%</b>
<b>USDA forecast, January 2018</b>	<b>58,856</b>	<b>59,237</b>	<b>99</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2015/16 - [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/>. The total commitments change (net sales) 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 1/04/2018	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2014-2016
	2017/18 Current MY	2016/17 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,142	1,984	8	2,620
Mexico	2,333	2,175	7	2,743
Philippines	2,159	2,045	6	2,395
Brazil	111	1,107	(90)	862
Nigeria	1,016	1,083	(6)	1,254
Korea	1,311	1,100	19	1,104
China	817	963	(15)	1,623
Taiwan	928	832	12	768
Indonesia	977	703	39	726
Colombia	514	640	(20)	635
<b>Top 10 importers</b>	<b>12,308</b>	<b>12,632</b>	<b>(3)</b>	<b>14,729</b>
<b>Total US wheat export sales</b>	<b>19,541</b>	<b>21,341</b>	<b>(8)</b>	<b>22,804</b>
% of Projected	74%	74%		
Change from prior week <sup>2</sup>	<b>71</b>	<b>391</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>63%</b>	<b>59%</b>		<b>65%</b>
<b>USDA forecast, January 2018</b>	<b>26,567</b>	<b>28,747</b>	<b>(8)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2015/16 - [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 (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales<sup>3</sup>FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm).

Table 16

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

Port Regions	For the Week Ending 01/11/18	Previous Week <sup>1</sup>	Current Week as % of Previous	2018 YTD	2017 YTD	2018 YTD as % of 2017 YTD	Last 4-weeks as % of:		2017 Total
							Last Year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	243	0	n/a	243	246	99	99	83	14,805
Corn	156	71	219	227	426	53	92	179	10,928
Soybeans	271	208	130	480	633	76	68	64	13,246
<b>Total</b>	<b>670</b>	<b>280</b>	<b>240</b>	<b>950</b>	<b>1,305</b>	<b>73</b>	<b>82</b>	<b>85</b>	<b>38,978</b>
<b>Mississippi Gulf</b>									
Wheat	107	65	164	172	88	196	128	155	4,198
Corn	284	325	88	609	828	74	66	73	28,690
Soybeans	855	470	182	1,325	1,604	83	80	77	32,911
<b>Total</b>	<b>1,246</b>	<b>860</b>	<b>145</b>	<b>2,106</b>	<b>2,520</b>	<b>84</b>	<b>77</b>	<b>78</b>	<b>65,800</b>
<b>Texas Gulf</b>									
Wheat	0	16	0	16	202	8	48	80	6,354
Corn	0	0	n/a	0	58	0	0	0	733
Soybeans	0	0	n/a	0	0	n/a	0	0	292
<b>Total</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>260</b>	<b>6</b>	<b>38</b>	<b>50</b>	<b>7,379</b>
<b>Interior</b>									
Wheat	30	2	1,803	32	113	28	47	74	1,727
Corn	134	102	132	236	203	116	109	114	8,733
Soybeans	102	47	216	149	182	82	106	107	5,496
<b>Total</b>	<b>266</b>	<b>151</b>	<b>177</b>	<b>417</b>	<b>498</b>	<b>84</b>	<b>96</b>	<b>106</b>	<b>15,956</b>
<b>Great Lakes</b>									
Wheat	8	0	n/a	8	0	n/a	82	93	711
Corn	0	0	n/a	0	0	n/a	n/a	n/a	192
Soybeans	0	0	n/a	0	0	n/a	103	50	890
<b>Total</b>	<b>8</b>	<b>0</b>	<b>n/a</b>	<b>8</b>	<b>0</b>	<b>n/a</b>	<b>92</b>	<b>63</b>	<b>1,793</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	0	0	n/a	0	0	46
Corn	0	0	n/a	0	0	n/a	0	0	32
Soybeans	67	6	1,046	73	151	48	58	60	1,996
<b>Total</b>	<b>67</b>	<b>6</b>	<b>1,046</b>	<b>73</b>	<b>151</b>	<b>48</b>	<b>54</b>	<b>56</b>	<b>2,075</b>
<b>U.S. total from ports</b>									
Wheat	388	83	469	471	649	72	80	89	27,841
Corn	574	498	115	1,072	1,516	71	76	94	49,308
Soybeans	1,295	732	177	2,027	2,569	79	77	72	54,831
<b>Total</b>	<b>2,257</b>	<b>1,313</b>	<b>172</b>	<b>3,570</b>	<b>4,735</b>	<b>75</b>	<b>77</b>	<b>80</b>	<b>131,980</b>

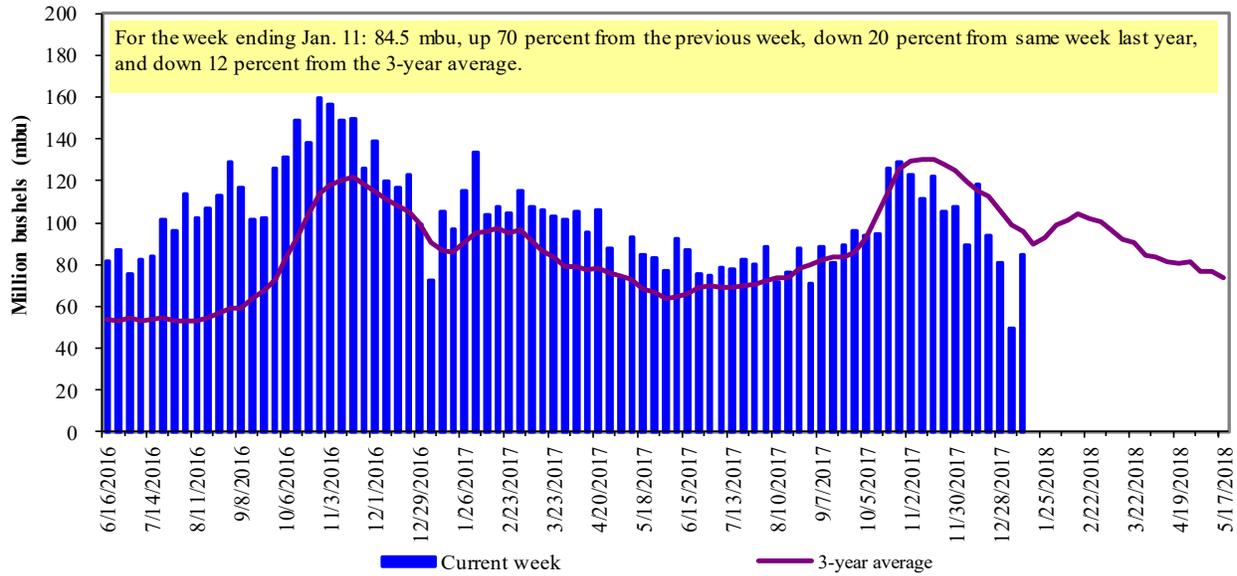
<sup>1</sup>Data includes revisions from prior weeks; some regional and U.S. totals may not add exactly due to rounding.

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 55 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2017.

Figure 14

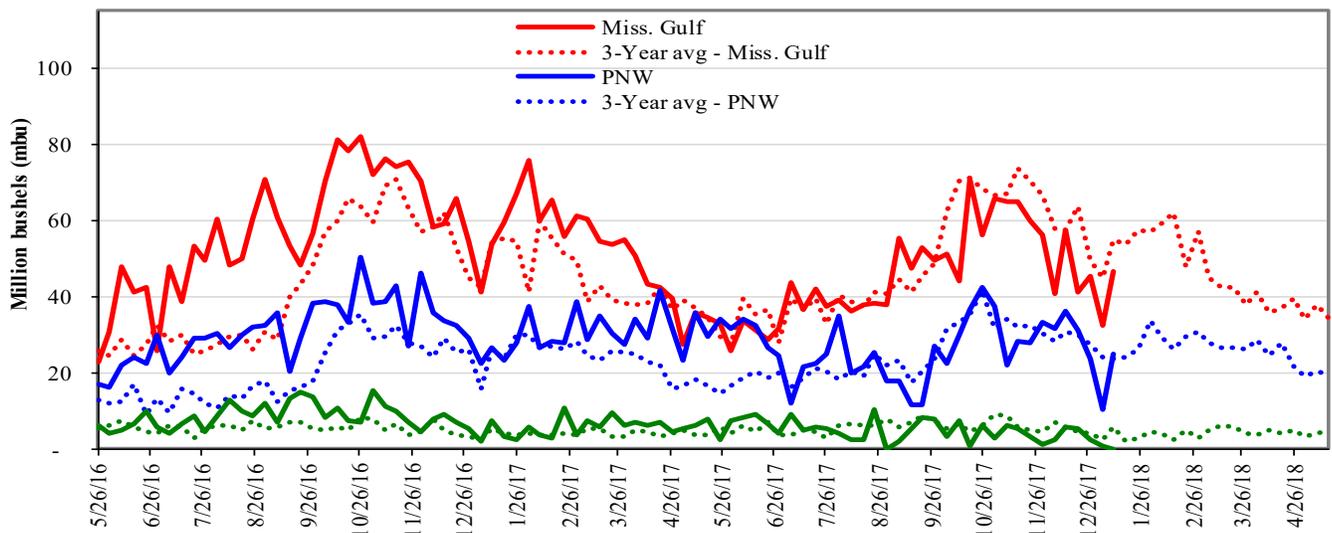
**U.S. grain inspected for export (wheat, corn, and soybeans)**



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

Figure 15

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



Week ending 01/11/18 inspections (mbu):		Percent change from:				
Mississippi Gulf:	46.5	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	25.0	Last Year (same	up 43	down 100	up 41	up 139
Texas Gulf:	0.0	3-yr avg. (4-wk. mov.	down 14	down 100	down 24	down 6
			down 12	down 100	down 19	down 5

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

# Ocean Transportation

Table 17

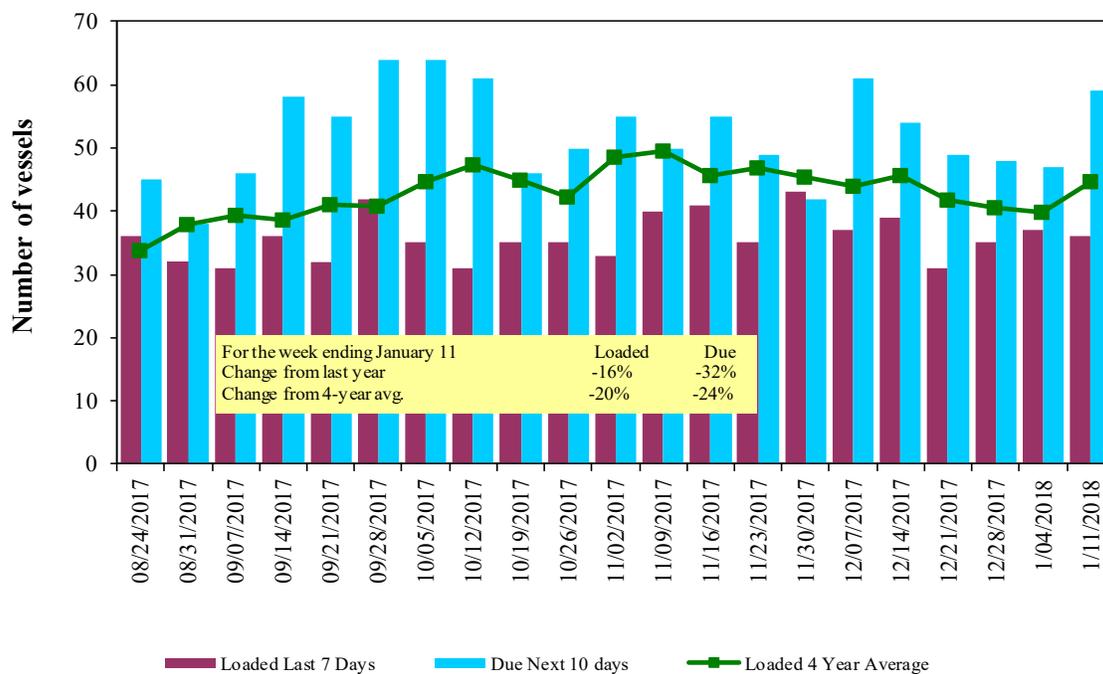
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
1/11/2018	42	36	59	14
1/4/2018	41	37	47	13
2017 range	(25..66)	(28..54)	(37..87)	(5..44)
2017 avg.	46	38	56	20

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

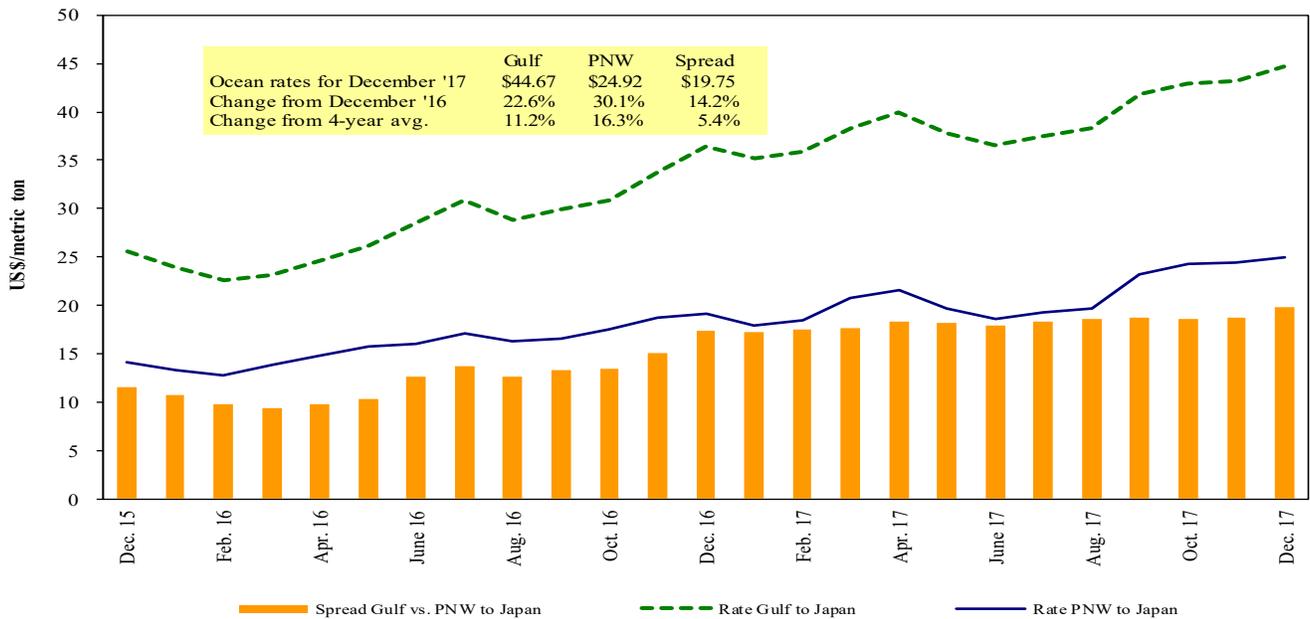
**U.S. Gulf Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA  
<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

**Grain Vessel Rates, U.S. to Japan**



Data Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 01/13/2018**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 1/10	60,000	45.50
Rouen	Morocco	Heavy Grain	Jan 6/12	30,000	15.00
U.S. Gulf	China	Heavy Grain	Dec 15/20	60,000	44.00
U.S. Gulf	China	Heavy Grain	Dec 10/20	60,000	43.25
U.S. Gulf	China	Heavy Grain	Nov 27/Dec 5	47,700	40.50
U.S. Gulf	China	Heavy Grain	Nov 20/30	66,000	41.25
U.S. Gulf	China	Heavy Grain	Nov 20/30	66,000	42.00
U.S. Gulf	China	Heavy Grain	Nov 15/25	65,000	43.85
U.S. Gulf	China	Heavy Grain	Nov 10/20	66,000	43.75
U.S. Gulf	Somalia	Sorghum	Dec 1/10	10,640	192.10*
PNW	China	Heavy Grain	Dec 23/30	60,000	22.25
PNW	China	Heavy Grain	Dec 15/24	60,000	23.75
PNW	South Korea	Heavy Grain	Dec 14/20	60,000	24.00
Brazil	China	Heavy Grain	Dec 1/10	60,000	31.90
Brazil	China	Heavy Grain	Nov 20/30	60,000	33.75
Brazil	China	Heavy Grain	Nov 1/10	60,000	31.90
Brazil	S. Korea	Heavy Grain	Nov 22/29	63,000	33.25

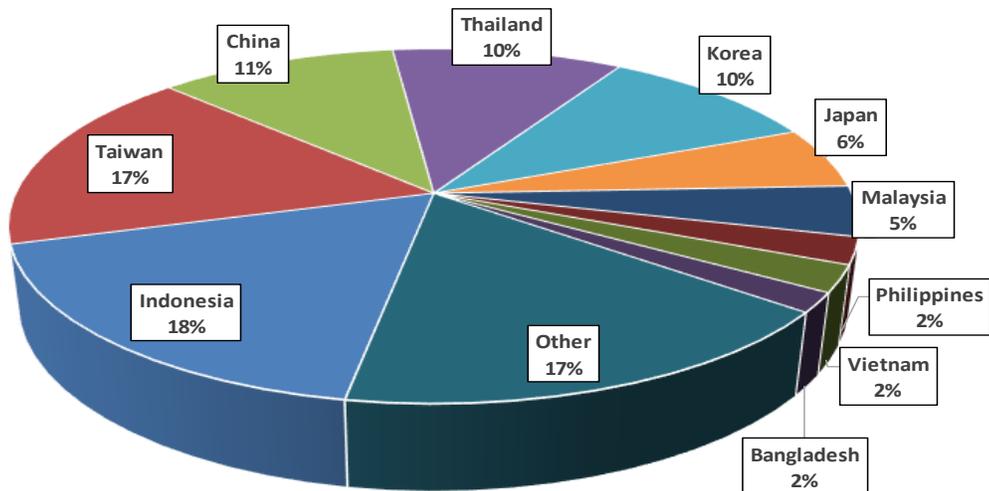
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option

\* 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 2016, containers were used to transport 7 percent of total U.S. waterborne grain exports. Approximately 63 percent of U.S. waterborne grain exports in 2016 went to Asia, of which 10 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

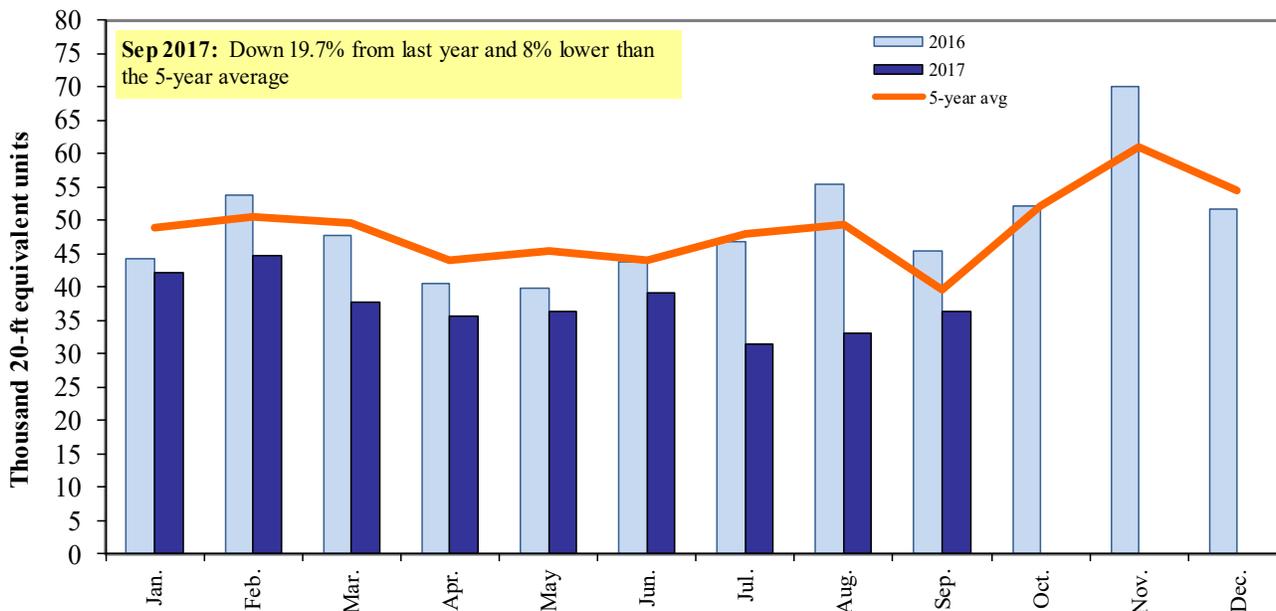
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-September 2017**



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, 110220, 110290, 120100, 120810, 230210, 230310, 230330, and 230990.

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