United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

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Contents

The next release is Mar. 16, 2017

WEEKLY HIGHLIGHTS

Increased Soybean Inspections Push Total Exports Higher

For the week ending March 2, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 2.9 million metric tons (mmt), up 7 percent from the previous week, up 15 percent from the same time last year, and 16 percent above the 3-year average. Total soybean inspections jumped 31 percent from the previous week as shipments to Asia rebounded. Inspections of corn and wheat decreased only 1 percent each compared to the past week. Grain inspections in the Pacific Northwest (PNW) increased 36 percent from the previous week, while Mississippi Gulf inspections increased 10 percent. Rail deliveries of grain to the PNW and Mississippi Gulf ports were also up notably. Outstanding export sales (unshipped) continued to decrease for corn, wheat, and soybeans.

Louis Dreyfus Opens a New Terminal

On March 6, 2017, Louis Dreyfus Company LLC (LDC) inaugurated a truck-to-barge facility in West Memphis, AR. The 800,000-bushel state-of-the-art terminal is a delivery point for crops grown around the mid-Delta region. It is operational, receiving, storing, and shipping corn and soybeans along with other agricultural products grown in the region. The new facility is an addition to the network of LDC's export facility in Baton Rouge, LA. A covered belt conveyor, with a capacity of 60,000 bushels per hour that runs almost 3,000 feet overhead, connects the elevator to the barge-loading station. The facility is located on the west side of the Mississippi River levee, which protects it from flooding and can accommodate the addition of rail service in the future.

Warmer Temperatures May Open Upper Mississippi River Sooner than Average

During February, temperatures throughout much of the Midwest have averaged above normal resulting in an early melting of the ice accumulations in the Upper Mississippi River. USDA's latest Weekly Weather and Crop Bulletin indicates that temperatures from February 26 to March 4 were more than 6°F above average in parts of the Great Plains and Mississippi River Valley. The U.S. Army Corps of Engineers (Corps) St. Paul District has reported less ice than normal at Lake Pepin. The thickness of the ice is an indication of the possible re-opening on the Upper Mississippi River. Lake Pepin ice is traditionally the last hurdle for the northbound barge traffic reaching St. Paul, MN, because the lake ice is usually much thicker due to the slow moving current. The Upper Mississippi River has opened as early as March 4 (1983, 1984, and 2000). In 2014, the navigation season on the Upper Mississippi River did not open until April 16 due to historic ice thickness at Lake Pepin. Since 1978, the average start date of the navigation season has been March 22.

Snapshots by Sector

Export Sales

For the week ending February 23 **unshipped balances** of wheat, corn, and soybeans totaled 34.3 mmt, up 61 percent from the same time last year. Net weekly **wheat export sales** were .353 mmt, down 27 percent from the previous week. Net **corn export sales** were .692 mmt, down 7 percent from the previous week, and net **soybean export sales** were .427 mmt, up 27 percent from the past week.

Rail

U.S. Class I railroads originated 21,307 **grain carloads** for the week ending February 25, down 7 percent from the previous week, unchanged from last year, and unchanged from the 3-year average.

Average March shuttle **secondary railcar** bids/offers per car were $2,258 above tariff for the week ending March 2, up $471 from last week, and $2,447 higher than last year. Average secondary non-shuttle railcar bids/offers per car were $75 above tariff, $116 higher than last year. There were no non-shuttle bids/offers last week.

Barge

For the week ending March 4, **barge grain movements** totaled 816,786 tons, 52 percent higher than the last week, and up 86 percent from the same period last year.

For the week ending March 4, 509 grain barges **moved down river**, up 55 percent from last week, 823 grain barges were **unloaded in New Orleans**, up 1 percent from the previous week.

Ocean

For the week ending March 2, 47 **ocean-going grain vessels** were loaded in the Gulf, 24 percent more than the same period last year. Sixty-four vessels are expected to be loaded within the next 10 days, 16 percent more than the same period last year.

For the week ending March 2, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $37.25 per metric ton, 2 percent more than the previous week. The cost of shipping from the PNW to Japan was $19.75 per metric ton, 4 percent more than the previous week.

Fuel

During the week ending March 6, average **diesel fuel prices** remained unchanged from previous week at $2.58 per gallon, 56 cents higher than the same week last year.

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Web: **http://dx.doi.org/10.9752/TS056.03-09-2017**

Feature Article/Calendar

China Bought More U.S. Soybeans as the Landed Costs Fell

China bought more U.S. soybeans as the landed costs fell in both the United States and Brazil during the fourth quarter of 2016. Compared to the previous quarter, the landed costs of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany, each decreased 4 percent (table 1). The landed costs from North Mato Grosso (North MT), and South Goiás (South GO), Brazil, to the same destination decreased 9 and 4 percent from the previous quarter, respectively (table 1). The landed costs of shipping from Minneapolis, MN, and Davenport, IA, to Shanghai, China, through the U.S. Gulf each fell 3 percent during the quarter, while those from Fargo, ND, and Sioux Falls, SD, through the Pacific Northwest (PNW) each fell 2 percent, respectively (table 2). Compared to the previous quarter, the landed costs from North MT and South GO, Brazil, to Shanghai decreased 9 and 4 percent, respectively (table 2).

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

	2015 4th qtr.	2016 3rd qtr.	2016 4th qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2015 4th qtr.	2016 3rd qtr.	2016 4th qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					Davenport, IA --$/mt--				
Truck	8.38	10.58	10.58	26.25	0.00	8.38	10.58	10.58	26.25	0.00
Barge	34.05	32.96	31.93	-6.23	-3.13	25.51	25.45	23.63	-7.37	-7.15
Ocean[1]	13.81	15.10	14.83	7.39	-1.79	13.81	15.10	14.83	7.39	-1.79
Total transportation	56.24	58.64	57.34	1.96	-2.22	47.70	51.13	49.04	2.81	-4.09
Farm Value[2]	314.77	353.84	337.92	7.35	-4.50	315.02	359.48	344.90	9.49	-4.06
Landed Cost[3]	371.01	412.48	395.26	6.54	-4.17	362.72	410.61	393.94	8.61	-4.06
Transport % of landed cost	15.16	14.22	14.51			13.15	12.45	12.45		
	Brazil									
	North MT[4] - Santos[5] --$/mt--					South GO[4] - Paranagua[5] --$/mt--				
Truck	76.94	85.01	60.57	-21.28	-28.75	45.06	47.61	34.77	-22.84	-26.97
Ocean[6]	17.00	16.50	23.00	35.29	39.39	17.00	16.50	24.00	41.18	45.45
Total transportation	93.94	101.51	83.57	-11.04	-17.67	62.06	64.11	58.77	-5.30	-8.33
Farm Value[7]	286.43	367.25	344.51	20.28	-6.19	289.68	359.07	347.53	19.97	-3.21
Landed Cost	380.37	468.76	428.08	12.54	-8.68	351.74	423.18	406.30	15.51	-3.99
Transport % of landed cost	24.70	21.66	19.52			17.64	15.15	14.46		

[1]Source: O'Neil Commodity Consulting
[2]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.
[2]Source: USDA/NASS
[3]Landed cost is total cost plus farm value
[4]Producing regions: MT= Mato Grosso, GO = Goiás
[5]Export ports
[6]Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS
[7]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Note: Total may not add exactly due to rounding

The landed costs of the U.S. soybeans to Europe were pushed down by a combination of decreases in transportation costs and farm values (table 1). In addition to reduced barge rates, ocean rates from the U.S. Gulf to Europe declined during the quarter causing the transportation rates to fall. While transportation costs from the U.S. Gulf and PNW to China increased during the quarter, farm values decreased even more, causing landed costs to fall (table 2). The increases in transportation costs were due to higher rail tariff rates, and higher ocean freight rates from both the U.S. Gulf and PNW to China, compared to the previous quarter. Transportation costs of shipping soybeans from Brazil to both Europe and China fell during the fourth quarter, compared to the previous quarter due to reduced ocean truck rates that more than offset the increased ocean freight rates. Year-to-year landed costs increased in the United States and Brazil as soybean farm values improved from a year ago in both countries.

The transportation shares of the landed costs were comparable in both countries as the U.S. share ranged from 13 to 20 percent, and Brazil's ranged from 14 to 20 percent (tables 1 and 2).

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

	2015 4rth qtr.	2016 3rd qtr.	2016 4th qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2015 4th qtr.	2016 3rd qtr.	2016 4th qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					**Davenport, IA** --$/mt--				
Truck	8.38	10.58	10.58	26.25	0.00	8.38	10.58	10.58	26.25	0.00
Barge	34.05	32.96	31.93	-6.23	-3.13	25.51	25.45	23.63	-7.37	-7.15
Ocean[1]	27.77	28.27	32.60	17.39	15.32	27.77	28.27	32.60	17.39	15.32
Total transportation	70.20	71.81	75.11	6.99	4.60	61.66	64.30	66.81	8.35	3.90
Farm Value[2]	314.77	353.84	337.92	7.35	-4.50	315.02	359.48	344.90	9.49	-4.06
Landed Cost[3]	384.97	425.65	413.03	7.29	-2.96	376.68	423.78	411.71	9.30	-2.85
Transport % of landed cost	18.24	16.87	18.19			16.37	15.17	16.23		
	Via PNW									
	Fargo, ND					**Sioux Falls, SD**				
Truck	8.38	10.58	10.58	26.25	0.00	8.38	10.58	10.58	26.25	0.00
Ocean	14.90	15.53	17.51	17.52	12.75	14.90	15.33	17.51	17.52	14.22
Rail[4]	53.68	53.08	54.32	1.19	2.34	54.80	54.13	55.27	0.86	2.11
Total transportation	76.96	79.19	82.41	7.08	4.07	78.08	80.04	83.36	6.76	4.15
Farm Value	304.97	342.70	329.35	7.99	-3.90	308.65	344.04	332.53	7.74	-3.35
Landed Cost	381.93	421.89	411.76	7.81	-2.40	386.73	424.08	415.89	7.54	-1.93
Transport % of landed cost	20.15	18.77	20.01			20.19	18.87	20.04		
	Brazil									
	North MT[5] - Santos[6] --$/mt--					**South GO[5] - Paranagua[6]** --$/mt--				
Truck	76.94	85.01	60.57	-21.28	-28.75	45.06	47.61	34.77	-22.84	-26.97
Ocean[7]	20.00	12.50	20.00	0.00	60.00	20.50	14.50	21.50	4.88	48.28
Total transportation	96.94	97.51	80.57	-16.89	-17.37	65.56	62.11	56.27	-14.17	-9.40
Farm Value[8]	286.43	367.25	344.51	20.28	-6.19	289.68	359.07	347.53	19.97	-3.21
Landed Cost	383.37	464.76	425.08	10.88	-8.54	355.24	421.18	403.80	13.67	-4.13
Transport % of landed cost	25.29	20.98	18.95			18.46	14.75	13.94		

[1]Source: O'Neil Commodity Consulting
[2]Source: USDA/NASS
[3]Landed cost is transportation cost plus farm value
[4]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.
[5]Producing regions: MT= Mato Grosso, GO = Goiás
[6]Export ports
[7]Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS
[8]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Note: Total may not add exactly due to rounding

Market Analysis and Outlook

Compared to the same period a year ago, China imported 22 percent more soybeans from the United States during the fourth quarter of 2016. The annual imports from the United States increased by 31 percent from 2015 to 2016. From October to December 2016, China imported 22.2 million metric tons (mmt) of soybeans from the United States, and 35.9 mmt during all of 2016 (FAS, GATS Data). The value of China's soybean imports during the fourth quarter was $9.03 billion, and $14.20 billion for all 4 quarters of 2016. Those values exceeded last year's values by 35 percent as soybean values appreciated over the year. Despite a forecasted increase in domestic soybean production and China's recent sale of stored oilseed and oilseed product reserves (*USDA, FAS GAIN Report #: CH16052*), the demand for U.S. soybeans is likely to remain strong as China begins to implement anti-dumping duties on Distiller's Dried Grains with Solubles (DDGS). Lower imports of DDGS may increase the Chinese demand for soybean meal and boost the growth in soybean imports (*USDA, FAS GAIN Report #: CH16045*).

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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators [1]

	Truck	Rail		Barge	Ocean	
For the week ending		Unit Train	Shuttle		Gulf	Pacific
03/08/17	173	267	307	171	167	140
03/01/17	173	262	286	171	163	135

[1]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

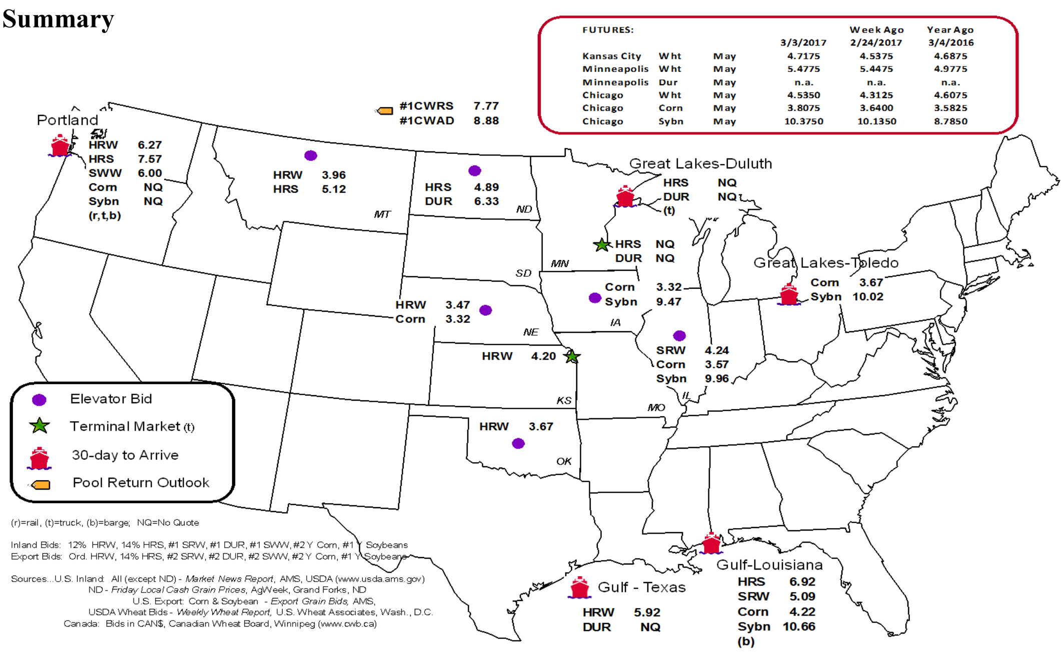
Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

Commodity	Origin--Destination	3/3/2017	2/24/2017
Corn	IL--Gulf	-0.65	-0.65
Corn	NE--Gulf	-0.90	-0.92
Soybean	IA--Gulf	-1.19	-1.16
HRW	KS--Gulf	-1.72	-2.00
HRS	ND--Portland	-2.68	-2.74

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)[1]

For the Week Ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
03/01/2017[p]	940	1,874	7,593	538	10,945	2/25/2017	1,742
02/22/2017[r]	609	2,057	5,706	407	8,779	2/18/2017	2,140
2017 YTD[r]	7,476	17,201	55,932	6,535	87,144	2017 YTD	18,224
2016 YTD[r]	4,791	13,673	53,926	6,188	78,578	2016 YTD	16,246
2017 YTD as % of 2016 YTD	156	126	104	106	111	% change YTD	112
Last 4 weeks as % of 2016[2]	161	125	101	94	108	Last 4wks % 2016	96
Last 4 weeks as % of 4-year avg.[2]	111	154	121	81	122	Last 4wks % 4 yr	121
Total 2016	36,925	86,992	299,932	28,728	452,577	Total 2016	92,982
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2016 and prior 4-year average.

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

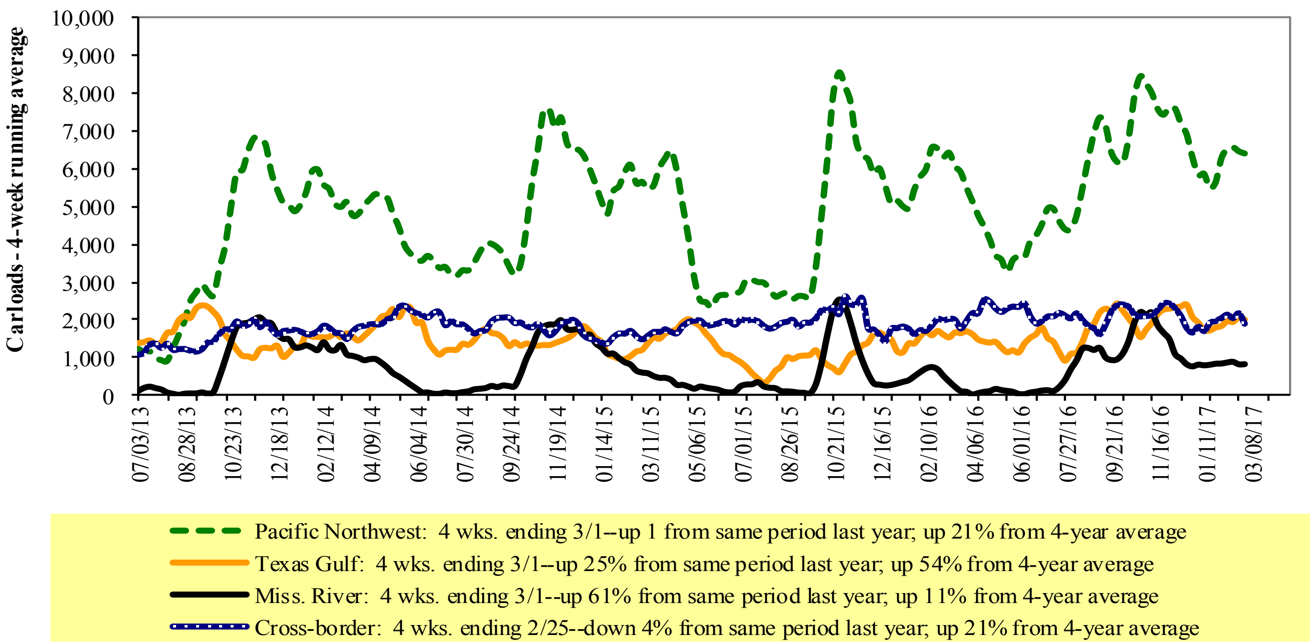
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

For the week ending:	East		West			U.S. total	Canada	
2/25/2017	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,115	2,360	9,719	709	6,404	21,307	3,907	3,567
This week last year	1,791	3,010	10,330	831	5,359	21,321	3,477	4,492
2017 YTD	16,406	22,422	88,111	8,095	48,453	183,487	30,164	33,166
2016 YTD	16,070	22,955	88,192	6,947	42,857	177,021	27,809	34,642
2017 YTD as % of 2016 YTD	102	98	100	117	113	104	108	96
Last 4 weeks as % of 2016*	107	86	98	115	115	102	114	96
Last 4 weeks as % of 3-yr avg.**	109	88	106	107	112	106	105	95
Total 2016	95,179	150,876	590,779	45,246	300,836	1,182,916	194,013	234,738

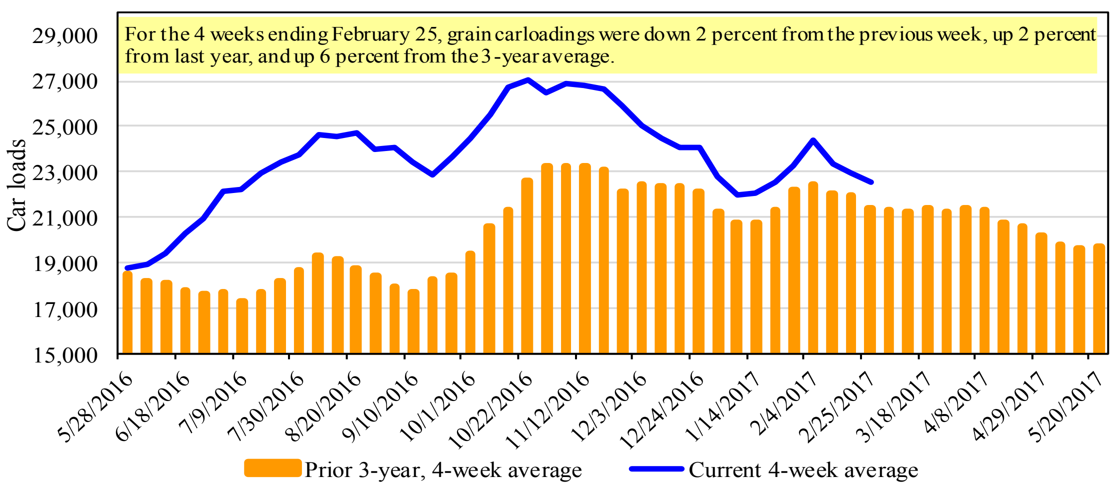
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**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[1] ($/car)[2]

For the week ending: 3/2/2017		Delivery period: Mar-17	Mar-16	Apr-17	Apr-16	May-17	May-16	Jun-17	Jun-16
BNSF[3]	COT grain units	no bids	0	no bids	no bids	no bids	no bids	no bids	no bids
	COT grain single-car[5]	127	0	80	0	77	0	67	0-7
UP[4]	GCAS/Region 1	no offer	no bids	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no offer	no bids	no bids	no bids	no bids	no bids	n/a	n/a

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

[2]Average premium/discount to tariff, last auction

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

[4]UP - GCAS = Grain Car Allocation System

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

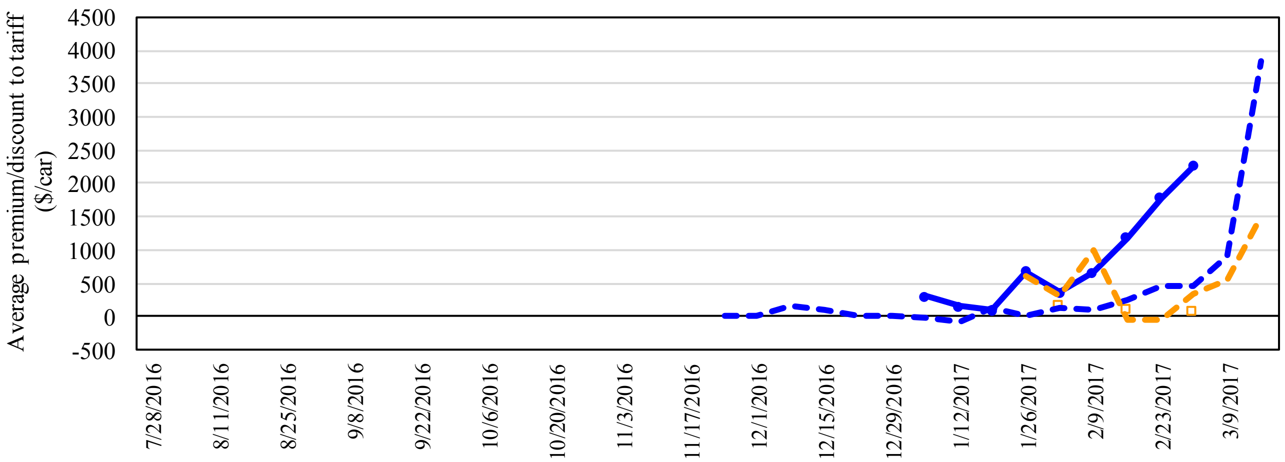
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

[5]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 March 2017, Secondary Market

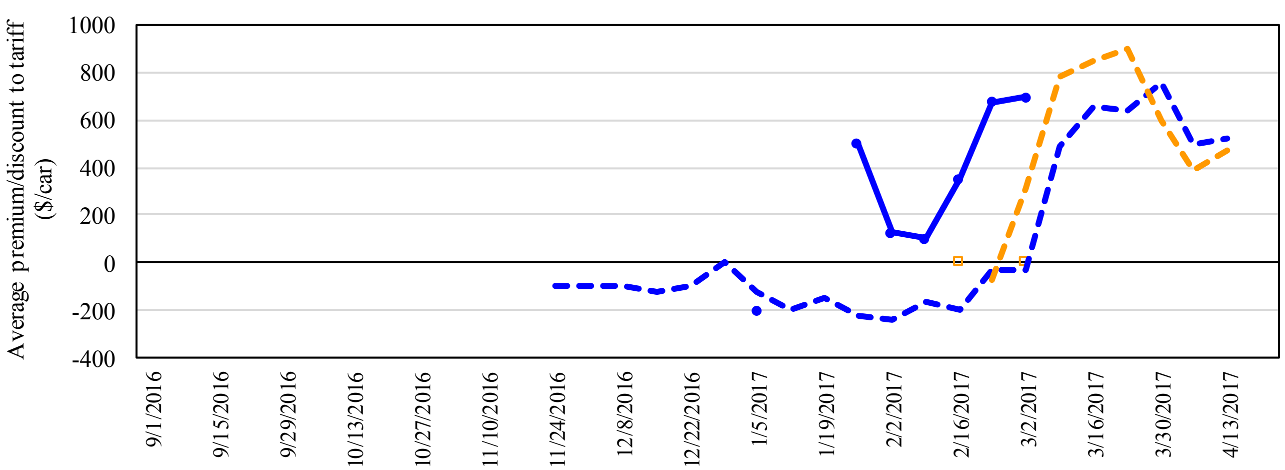


3/2/2017	BNSF	UP
Non-Shuttle	$50	$100
Shuttle	$3,500	$1,017

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are $100 below the peak. Average Shuttle bids/offers rose $471 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 April 2017, Secondary Market



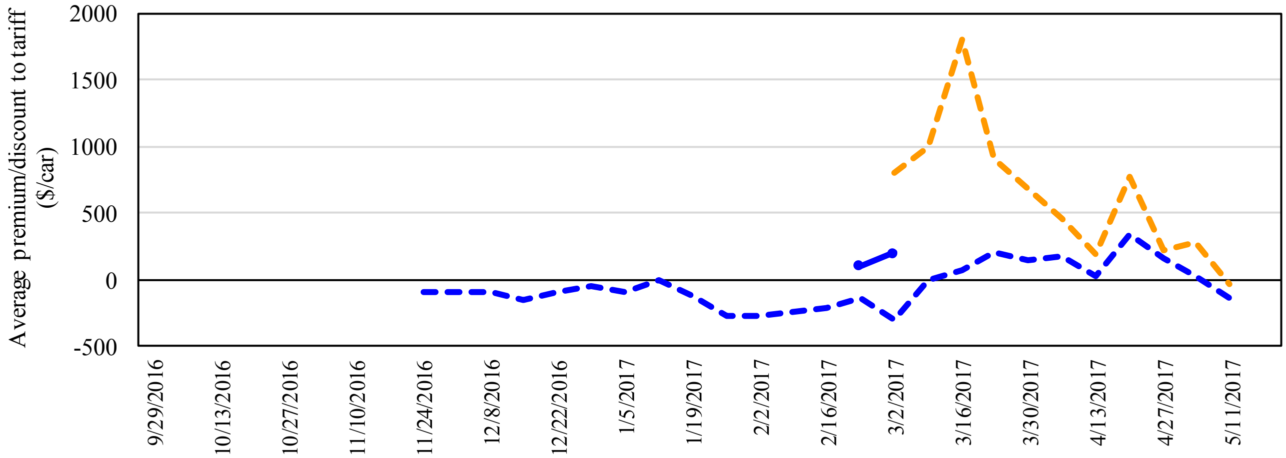
3/2/2017	BNSF	UP
Non-Shuttle	n/a	$0
Shuttle	$1,389	$0

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 $19 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 6

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



3/2/2017	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	$200

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers rose $100 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

Table 6

Weekly Secondary Railcar Market ($/car)[1]

For the week ending: 3/2/2017		Delivery period: Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17
Non-shuttle	**BNSF-GF**	**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 2016	69	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**100**	**0**	**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 2016	163	75	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**3500**	**1389**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	800	539	n/a	n/a	n/a	n/a
	Change from same week 2016	3653	1514	n/a	n/a	n/a	n/a
	UP-Pool	**1017**	**0**	**200**	**n/a**	**n/a**	**n/a**
	Change from last week	142	(500)	100	n/a	n/a	n/a
	Change from same week 2016	1242	225	n/a	n/a	n/a	n/a

[1]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[1]

March, 2017	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,770	$51	$37.94	$1.03	6
	Grand Forks, ND	Duluth-Superior, MN	$4,143	$9	$41.23	$1.12	17
	Wichita, KS	Los Angeles, CA	$6,950	$46	$69.47	$1.89	2
	Wichita, KS	New Orleans, LA	$4,408	$89	$44.66	$1.22	6
	Sioux Falls, SD	Galveston-Houston, TX	$6,686	$38	$66.77	$1.82	5
	Northwest KS	Galveston-Houston, TX	$4,676	$98	$47.40	$1.29	6
	Amarillo, TX	Los Angeles, CA	$4,875	$136	$49.76	$1.35	6
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,681	$101	$37.55	$0.95	3
	Toledo, OH	Raleigh, NC	$6,061	$0	$60.19	$1.53	0
	Des Moines, IA	Davenport, IA	$2,258	$21	$22.63	$0.57	5
	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	$63	$35.72	$0.91	4
	Des Moines, IA	Los Angeles, CA	$5,202	$182	$53.47	$1.36	7
Soybeans	Minneapolis, MN	New Orleans, LA	$3,634	$74	$36.83	$1.00	-6
	Toledo, OH	Huntsville, AL	$5,051	$0	$50.16	$1.37	0
	Indianapolis, IN	Raleigh, NC	$6,178	$0	$61.35	$1.67	0
	Indianapolis, IN	Huntsville, AL	$4,529	$0	$44.98	$1.22	0
	Champaign-Urbana, IL	New Orleans, LA	$4,495	$101	$45.64	$1.24	5
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,953	$26	$39.52	$1.08	2
	Wichita, KS	Galveston-Houston, TX	$4,071	$21	$40.63	$1.11	7
	Chicago, IL	Albany, NY	$5,492	$0	$54.54	$1.48	0
	Grand Forks, ND	Portland, OR	$5,611	$46	$56.17	$1.53	3
	Grand Forks, ND	Galveston-Houston, TX	$5,931	$47	$59.37	$1.62	3
	Northwest KS	Portland, OR	$5,643	$160	$57.63	$1.57	6
Corn	Minneapolis, MN	Portland, OR	$5,000	$56	$50.20	$1.28	4
	Sioux Falls, SD	Tacoma, WA	$4,960	$51	$49.76	$1.26	4
	Champaign-Urbana, IL	New Orleans, LA	$3,481	$101	$35.57	$0.90	3
	Lincoln, NE	Galveston-Houston, TX	$3,700	$30	$37.04	$0.94	6
	Des Moines, IA	Amarillo, TX	$3,895	$79	$39.46	$1.00	5
	Minneapolis, MN	Tacoma, WA	$5,000	$55	$50.20	$1.28	4
	Council Bluffs, IA	Stockton, CA	$4,740	$57	$47.64	$1.21	7
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,600	$51	$56.12	$1.53	6
	Minneapolis, MN	Portland, OR	$5,650	$56	$56.66	$1.54	6
	Fargo, ND	Tacoma, WA	$5,500	$45	$55.07	$1.50	5
	Council Bluffs, IA	New Orleans, LA	$4,525	$116	$46.09	$1.25	5
	Toledo, OH	Huntsville, AL	$4,226	$0	$41.97	$1.14	0
	Grand Island, NE	Portland, OR	$5,460	$164	$55.85	$1.52	5

[1]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.

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

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

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

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

Table 8
Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico

Commodity	Origin state	Destination region	Tariff rate/car[1]	Fuel surcharge per car[2]	Tariff plus surcharge per: metric ton[3]	Tariff plus surcharge per: bushel[3]	Percent change[4] Y/Y
Date: March, 2017							
Wheat	MT	Chihuahua, CI	$7,459	$0	$76.21	$2.07	0
	OK	Cuautitlan, EM	$6,638	$70	$68.54	$1.86	3
	KS	Guadalajara, JA	$7,180	$268	$76.10	$2.07	5
	TX	Salinas Victoria, NL	$4,258	$43	$43.94	$1.19	4
Corn	IA	Guadalajara, JA	$8,187	$220	$85.90	$2.18	0
	SD	Celaya, GJ	$7,580	$0	$77.45	$1.97	-3
	NE	Queretaro, QA	$7,909	$145	$82.30	$2.09	2
	SD	Salinas Victoria, NL	$6,635	$0	$67.79	$1.72	1
	MO	Tlalnepantla, EM	$7,268	$142	$75.71	$1.92	2
	SD	Torreon, CU	$7,180	$0	$73.36	$1.86	-1
Soybeans	MO	Bojay (Tula), HG	$8,647	$232	$90.72	$2.47	2
	NE	Guadalajara, JA	$8,942	$235	$93.77	$2.55	0
	IA	El Castillo, JA	$8,960	$0	$91.55	$2.49	-5
	KS	Torreon, CU	$7,489	$157	$78.12	$2.12	2
Sorghum	NE	Celaya, GJ	$7,164	$197	$75.21	$1.91	0
	KS	Queretaro, QA	$7,608	$87	$78.62	$2.00	2
	NE	Salinas Victoria, NL	$6,213	$70	$64.19	$1.63	2
	NE	Torreon, CU	$6,607	$144	$68.98	$1.75	1

[1]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.

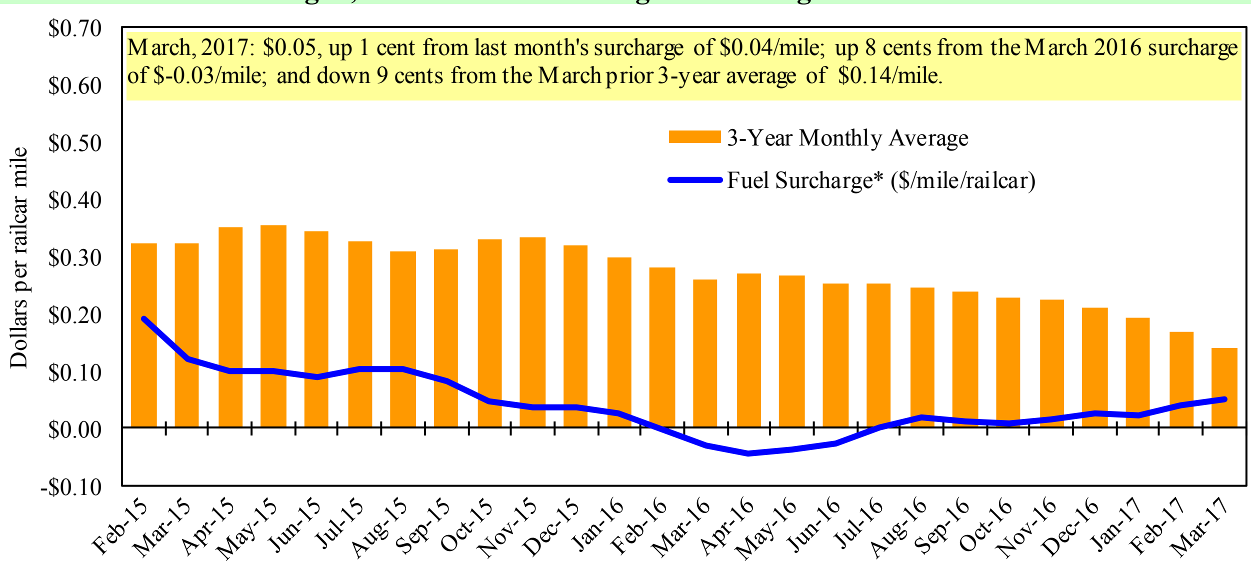
[2]Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

[4]Percentage change calculated using tariff rate plus fuel surchage

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

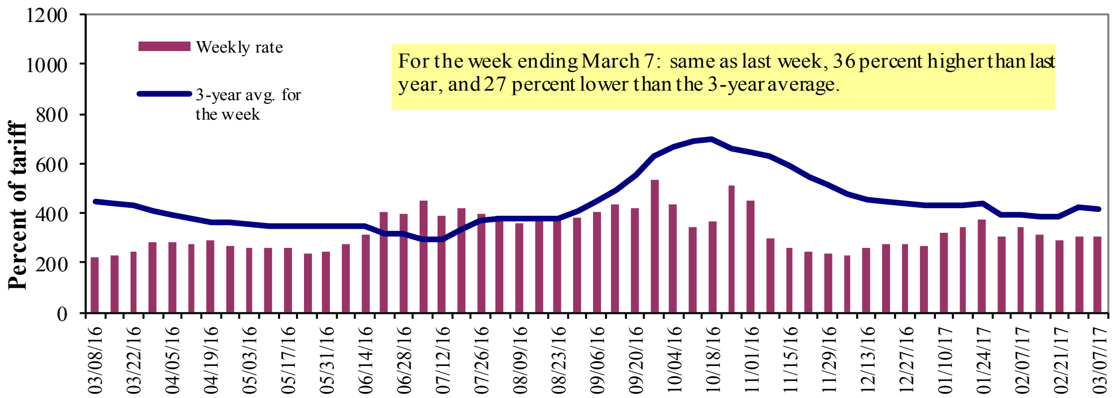
Figure 7
Railroad Fuel Surcharges, North American Weighted Average[1]



[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.
Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8
Illinois River Barge Freight Rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]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[1]	3/7/2017	-	308	307	215	255	255	180
	2/28/2017	-	-	308	213	238	238	183
$/ton	3/7/2017	-	16.39	14.24	8.58	11.96	10.30	5.65
	2/28/2017	-	-	14.29	8.50	11.16	9.62	5.75
Current week % change from the same week:								
	Last year	-	31	36	41	38	38	20
	3-year avg. [2]	-	-	-27	-33	-26	-26	-31
Rate[1]	April	335	295	285	195	207	207	168
	June	330	288	275	198	223	223	165

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]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:
(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.

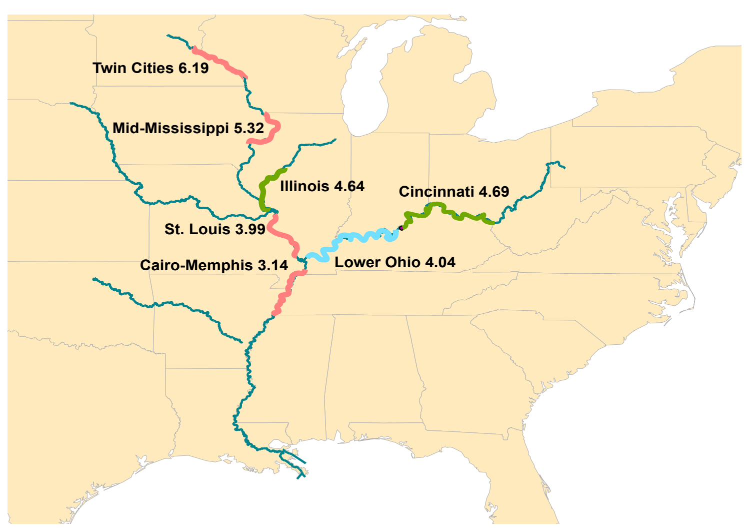
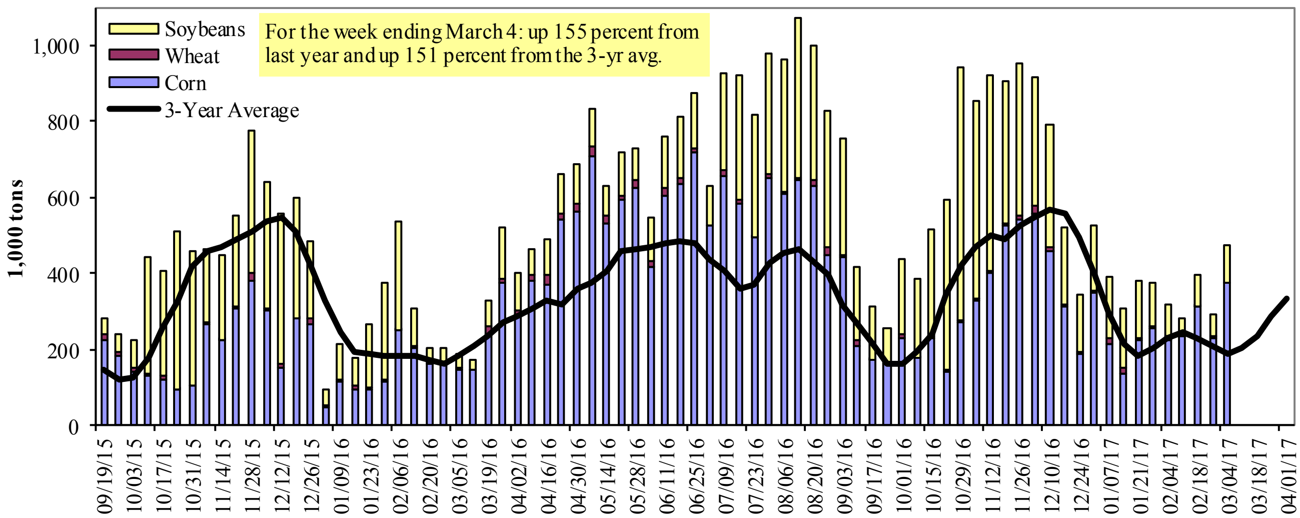


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

For the week ending 3/4/2017	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	59	0	25	0	84
Alton, IL (L26)	377	0	79	2	458
Granite City, IL (L27)	377	0	99	2	478
Illinois River (L8)	212	0	62	0	274
Ohio River (L52)	148	14	119	0	281
Arkansas River (L1)	1	20	36	0	57
Weekly total - 2017	526	34	255	2	817
Weekly total - 2016	283	27	118	11	438
2017 YTD[1]	3,279	303	2,624	118	6,324
2016 YTD	2,615	178	2,526	34	5,354
2017 as % of 2016 YTD	125	170	104	352	118
Last 4 weeks as % of 2016[2]	143	120	133	145	138
Total 2016	24,136	2,030	16,668	344	43,178

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

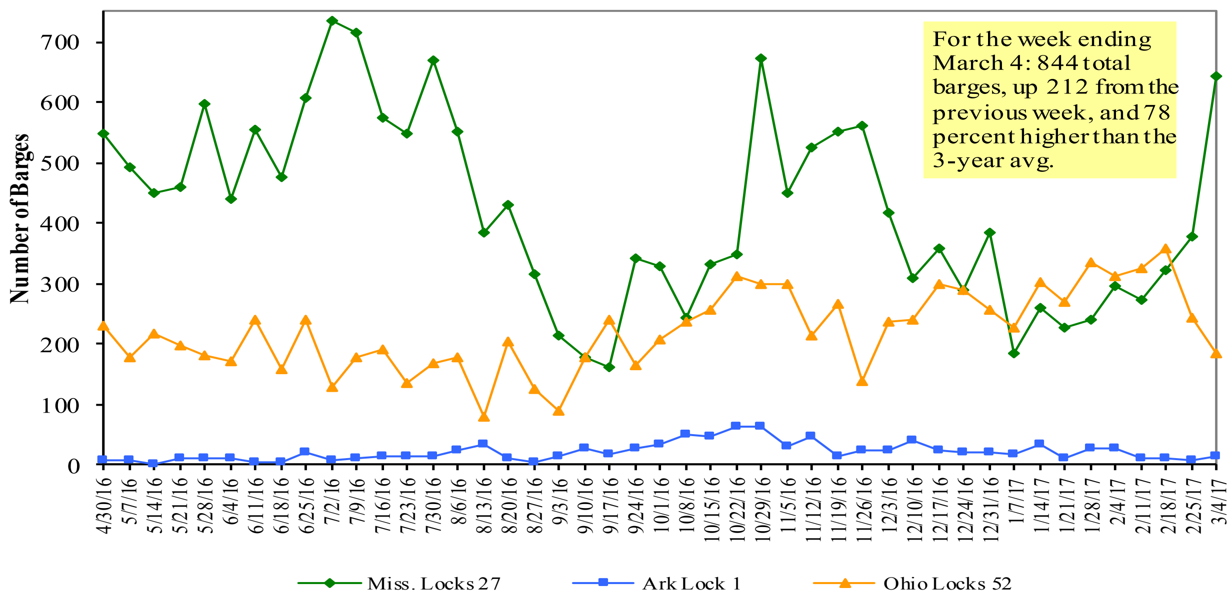
[2] As a percent of same period in 2016.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

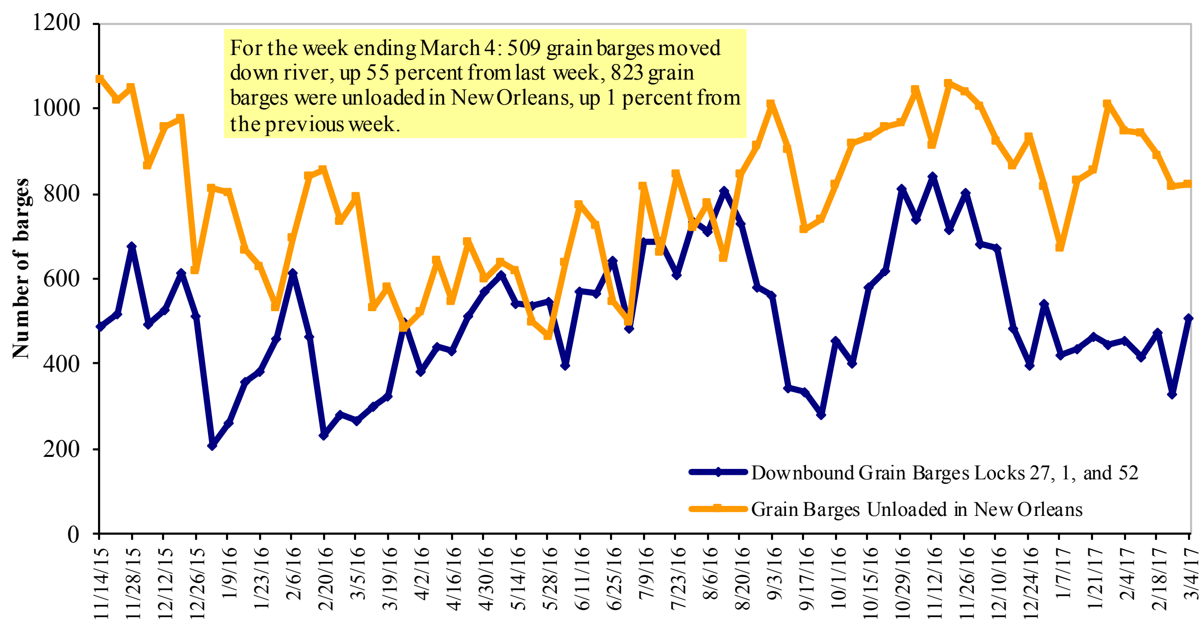
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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[1], Week Ending 3/6/2017(US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.633	-0.002	0.556
	New England	2.646	-0.012	0.499
	Central Atlantic	2.780	0.008	0.592
	Lower Atlantic	2.525	-0.008	0.546
II	Midwest[2]	2.502	0.003	0.519
III	Gulf Coast[3]	2.429	-0.004	0.522
IV	Rocky Mountain	2.625	0.043	0.698
V	West Coast	2.877	0.000	0.658
	West Coast less California	2.779	0.007	0.682
	California	2.956	-0.006	0.640
Total	U.S.	2.579	0.002	0.558

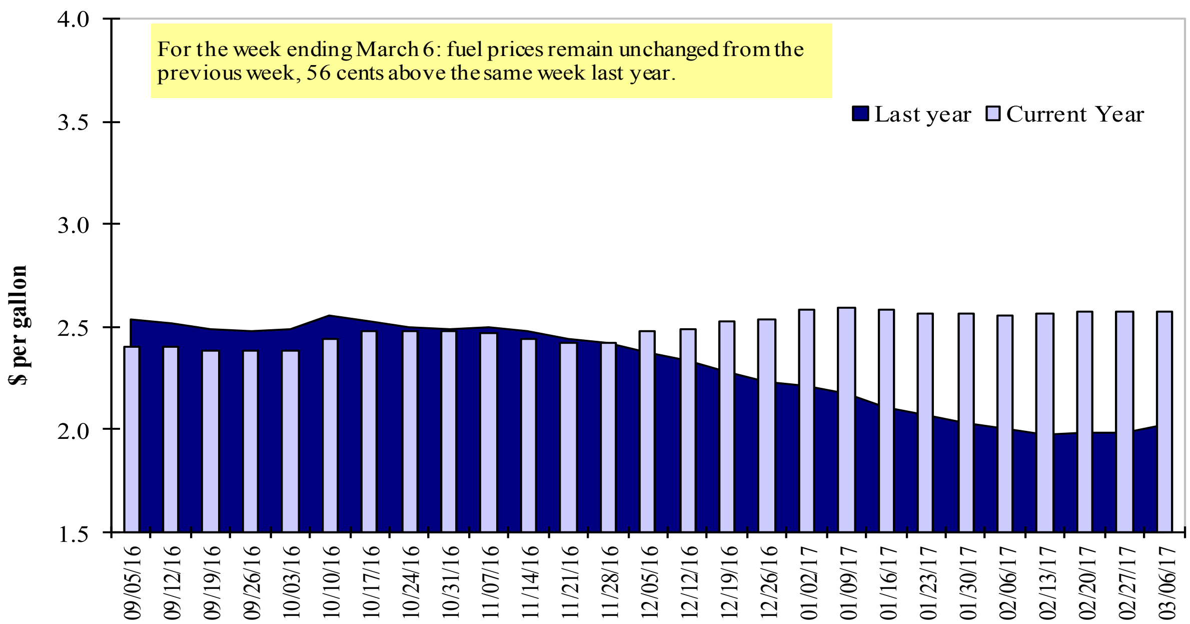
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

For the week ending	Wheat HRW	Wheat SRW	Wheat HRS	Wheat SWW	Wheat DUR	Wheat All wheat	Corn	Soybeans	Total
Export Balances[1]									
2/23/2017	2,227	528	2,440	1,373	76	6,644	18,652	9,009	34,306
This week year ago	1,114	415	1,534	774	120	3,956	12,875	4,417	21,248
Cumulative exports-marketing year[2]									
2016/17 YTD	7,865	1,622	5,332	2,938	340	18,096	24,756	43,493	86,346
2015/16 YTD	4,052	2,507	4,389	2,573	548	14,070	14,775	37,900	66,744
YTD 2016/17 as % of 2015/16	194	65	121	114	62	129	168	115	129
Last 4 wks as % of same period 2015/16	204	142	161	178	97	173	152	222	171
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

[1] Current unshipped (outstanding) export sales to date

[2] 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[1] of U.S. Corn

For the week ending 2/23/2017	Total Commitments[2] 2016/17 Current MY	Total Commitments[2] 2015/16 Last MY	% change current MY from last MY	Exports[3] 3-year avg 2013-2015
	- 1,000 mt -			- 1,000 mt -
Mexico	10,812	9,758	11	11,204
Japan	7,878	4,612	71	11,284
Korea	3,625	785	362	3,931
Colombia	3,010	3,203	(6)	4,134
Peru	2,114	1,169	81	2,109
Top 5 Importers	**27,438**	**19,526**	**41**	**32,662**
Total US corn export sales	**43,408**	**27,650**	**57**	**46,633**
% of Projected	77%	57%		
Change from prior week	**692**	**1,098**		
Top 5 importers' share of U.S. corn export sales	63%	71%		70%
USDA forecast, February 2017	**56,616**	**48,295**	**17**	
Corn Use for Ethanol USDA forecast, February 2017	**135,890**	**132,233**	**3**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2]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 outastanding sales or accumulated sales.

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

Table 14

Top 5 Importers[1] of U.S. Soybeans

For the week ending 2/23/2017	Total Commitments[2] 2016/17 Current MY	2015/16 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2013-2015
	- 1,000 mt -			- 1,000 mt -
China	34,258	26,717	28	29,033
Mexico	2,801	2,394	17	3,295
Indonesia	1,370	1,066	29	2,065
Japan	1,614	1,583	2	1,994
Netherlands	1,105	1,227	(10)	1,644
Top 5 importers	**41,148**	**32,986**	**25**	**38,032**
Total US soybean export sales	**52,503**	**42,317**	**24**	**48,389**
% of Projected	94%	80%		
Change from prior week	**427**	**440**		
Top 5 importers' share of U.S. soybean export sales	78%	78%		**79%**
USDA forecast, February 2017	**55,858**	**52,752**	**6**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2] 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 reivisions from previous week's outstanding sales and/or accumulated sales

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers[1] of All U.S. Wheat

For the week ending 2/23/2017	Total Commitments[2] 2016/17 Current MY	2015/16 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2013-2015
	- 1,000 mt -			- 1,000 mt -
Japan	2,322	2,143	8	2,743
Mexico	2,705	2,005	35	2,660
Philippines	2,328	1,860	25	2,156
Brazil	1,129	386	192	2,076
Nigeria	1,286	1,386	(7)	1,978
Korea	1,190	1,095	9	1,170
China	1,061	567	87	1,770
Taiwan	890	834	7	1,005
Indonesia	848	426	99	776
Colombia	725	571	27	679
Top 10 importers	**14,482**	**11,273**	28	**17,013**
Total US wheat export sales	**24,741**	**18,026**	**37**	**24,485**
% of Projected	89%	85%		
Change from prior week	**353**	**344**		
Top 10 importers' share of U.S. wheat export sales	59%	63%		69%
USDA forecast, February 2017	**27,929**	**21,117**	**32**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2] 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

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

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

Port Regions	For the Week Ending 03/02/17	Previous Week[1]	Current Week as % of Previous	2017 YTD	2016 YTD	2017 YTD as % of 2016 YTD	Last 4-weeks as % of: Last Year	Prior 3-yr. avg.	2016 Total
Pacific Northwest									
Wheat	362	164	221	2,047	1,962	104	110	99	12,325
Corn	359	288	125	2,055	938	219	206	169	12,009
Soybeans	275	282	98	2,773	3,598	77	67	87	14,447
Total	**997**	**733**	**136**	**6,875**	**6,498**	**106**	**105**	**110**	**38,782**
Mississippi Gulf									
Wheat	120	118	102	795	611	130	142	165	3,480
Corn	909	965	94	6,458	4,075	158	164	151	31,420
Soybeans	565	363	156	6,966	7,178	97	67	76	35,278
Total	**1,595**	**1,446**	**110**	**14,219**	**11,864**	**120**	**106**	**111**	**70,178**
Texas Gulf									
Wheat	58	258	23	910	387	235	329	143	6,019
Corn	30	30	100	211	128	165	106	161	1,669
Soybeans	0	0	n/a	0	92	0	0	0	1,105
Total	**88**	**288**	**31**	**1,121**	**607**	**185**	**230**	**134**	**8,792**
Interior									
Wheat	24	32	73	316	209	151	106	119	1,543
Corn	114	151	76	1,086	958	113	101	105	7,197
Soybeans	81	83	97	915	739	124	117	110	4,577
Total	**219**	**267**	**82**	**2,317**	**1,906**	**122**	**107**	**108**	**13,317**
Great Lakes									
Wheat	0	0	n/a	0	0	n/a	n/a	0	1,186
Corn	0	0	n/a	0	0	n/a	n/a	n/a	584
Soybeans	0	0	n/a	0	0	n/a	n/a	n/a	910
Total	**0**	**0**	**n/a**	**0**	**0**	**n/a**	**n/a**	**0**	**2,681**
Atlantic									
Wheat	0	0	n/a	36	98	36	0	1	315
Corn	0	0	n/a	0	9	0	0	0	294
Soybeans	49	16	309	572	602	95	83	64	2,269
Total	**49**	**16**	**309**	**608**	**710**	**86**	**62**	**54**	**2,878**
U.S. total from ports[2]									
Wheat	564	572	99	4,103	3,267	126	132	116	24,867
Corn	1,413	1,434	99	9,810	6,108	161	160	148	53,173
Soybeans	970	743	131	11,226	12,210	92	70	80	58,587
Total	**2,948**	**2,749**	**107**	**25,139**	**21,585**	**116**	**107**	**110**	**136,627**

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

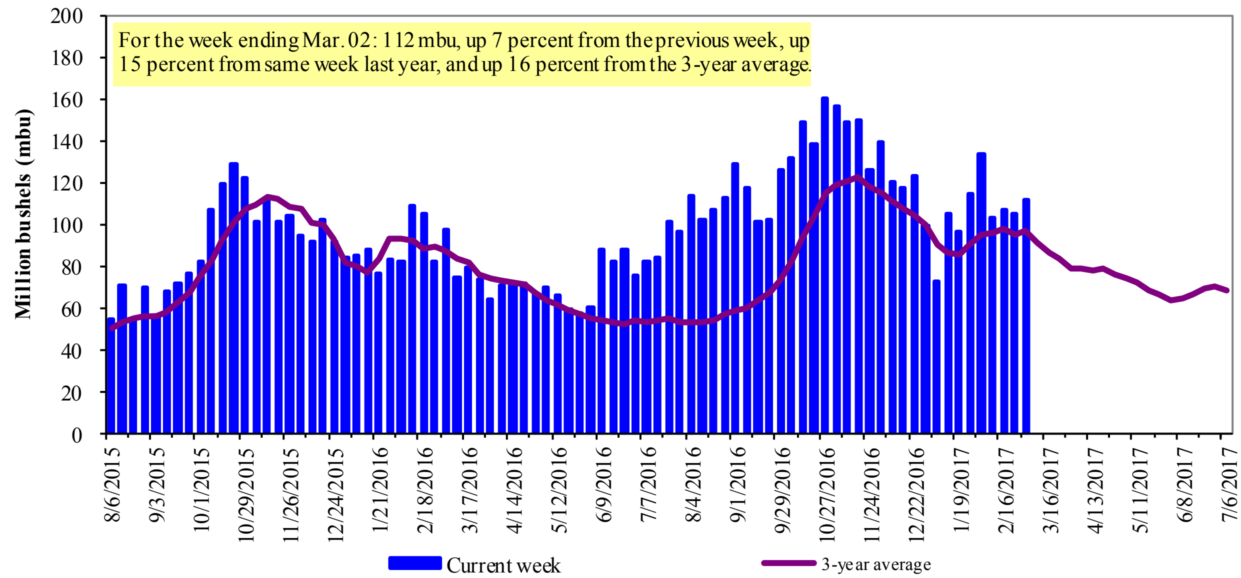
Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

[2] Total only includes regions shown above.

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 58 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2016.

Figure 14

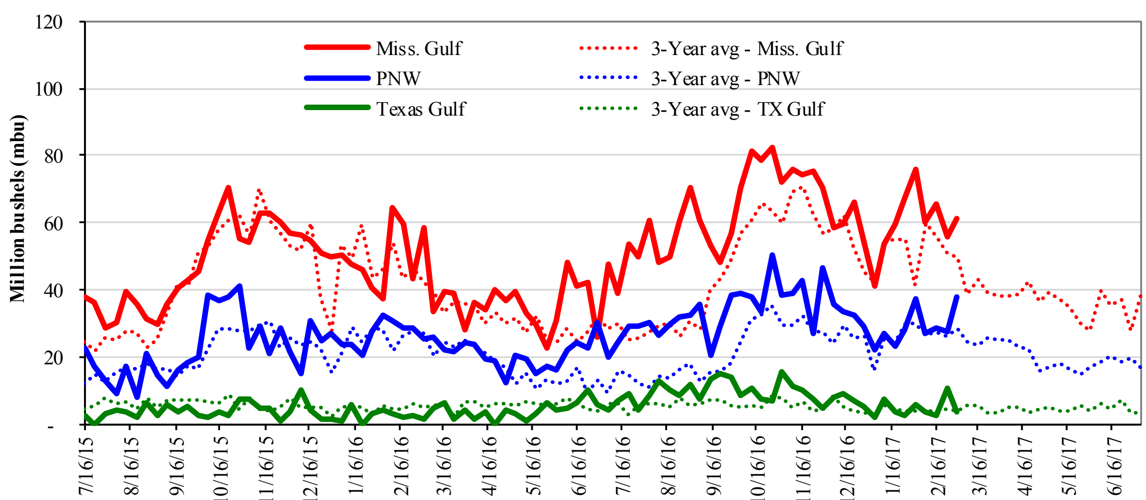
U.S. grain inspected for export (wheat, corn, and soybeans)



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[1] (wheat, corn, and soybeans)



Week ending 03/02/17 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Mississippi Gulf:	61.0	Last Week:	up 10	down 69	down 3	up 36
PNW:	37.6	Last Year (same week):	up 4	up 128	up 7	up 48
Texas Gulf:	3.3	3-yr avg. (4-wk. mov. Avg):	up 13	down 13	up 11	up 39

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

Ocean Transportation

Table 17

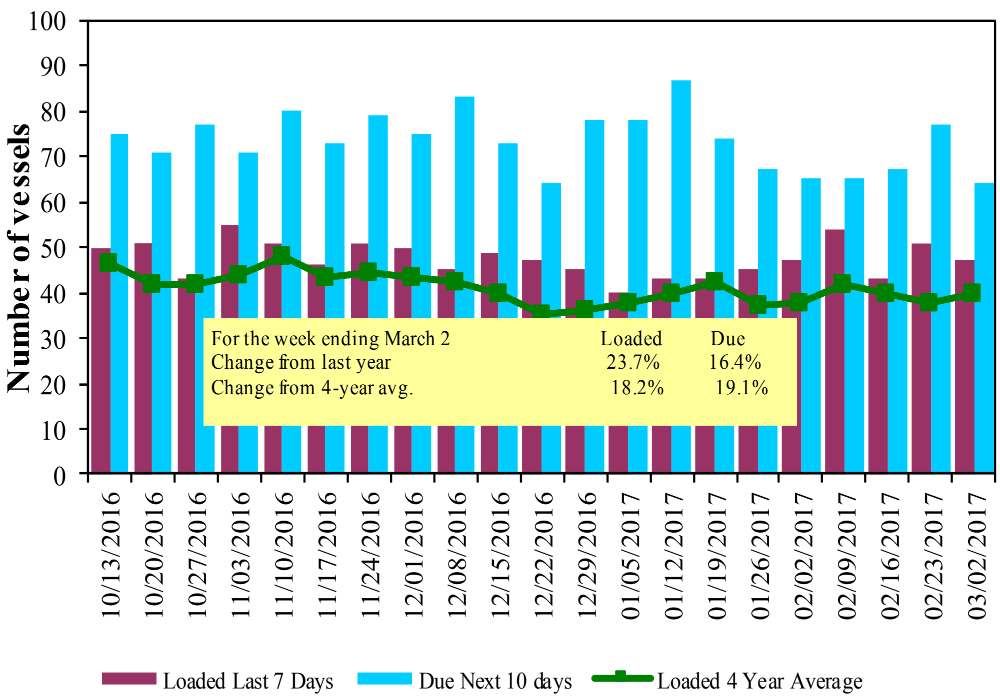
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
3/2/2017	51	47	64	36	n/a
2/23/2017	52	51	77	44	n/a
2016 range	(21..62)	(27..55)	(40..87)	(6..27)	n/a
2016 avg.	43	40	62	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

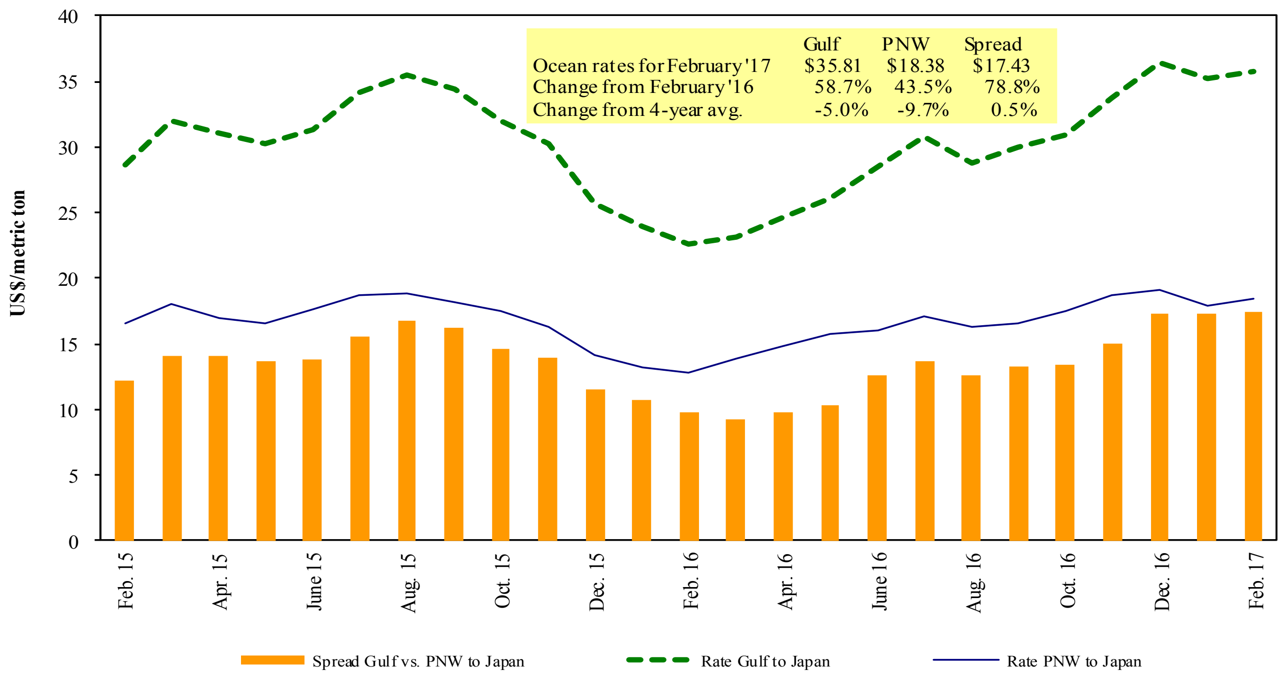
U.S. Gulf Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA
[1]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 3/4/2017

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Feb 15/28	60,000	23.50
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	Cote d'Ivoire	Rice	Jun 19/29	6,000	93.33*
U.S. Gulf	Djibouti	Sorghum	Feb 20/28	29,210	53.39*
PNW	Taiwan	Wheat	May 6/20	52,500	28.48
PNW	Taiwan	Wheat	Apr 19/May 3	50,350	29.12
Vancouver	China	Heavy Grain	Nov 1/10	50,000	31.50
Brazil	China	Heavy Grain	Mar 7/14	66,000	28.50
Brazil	China	Heavy Grain	May 1/5	60,000	23.50
Brazil	China	Heavy Grain	Mar 5/14	65,000	23.90 op 24.40
Brazil	China	Heavy Grain	Feb 20/28	60,000	25.15
Brazil	China	Heavy Grain	Feb 20/28	60,000	22.50
Brazil	China	Heavy Grain	Feb 8/18	60,000	23.85
Brazil	China	Soybeans	Feb 1/10	60,000	24.20
Brazil	South Korea	Heavy Grain	Mar 15/Apr 15	65,000	23.50
EC S. America	China	Heavy Grain	Mar 1/10	60,000	25.25
EC S. America	China	Heavy Grain	Feb 1/10	60,000	24.00
Hamburg	Turkey	Wheat	Mar 5/10	60,000	12.50

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

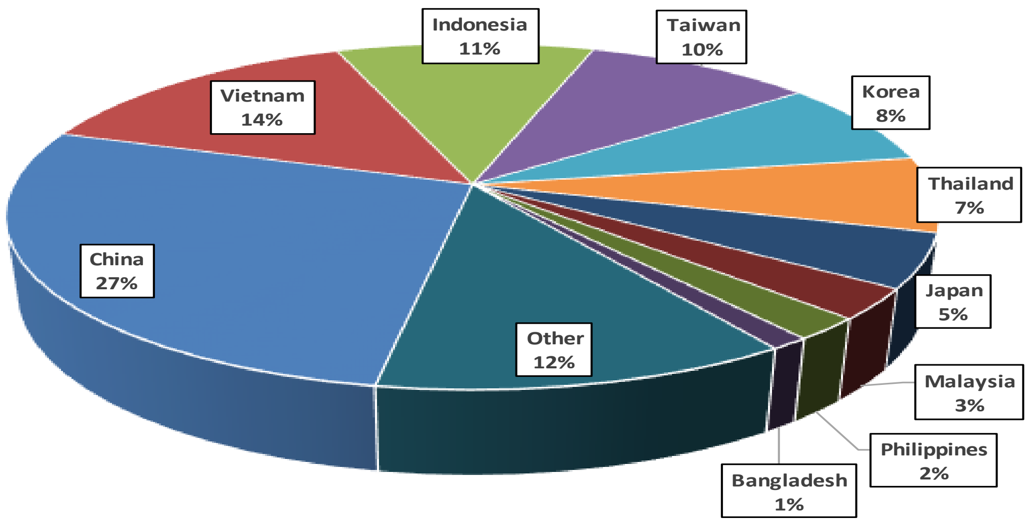
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

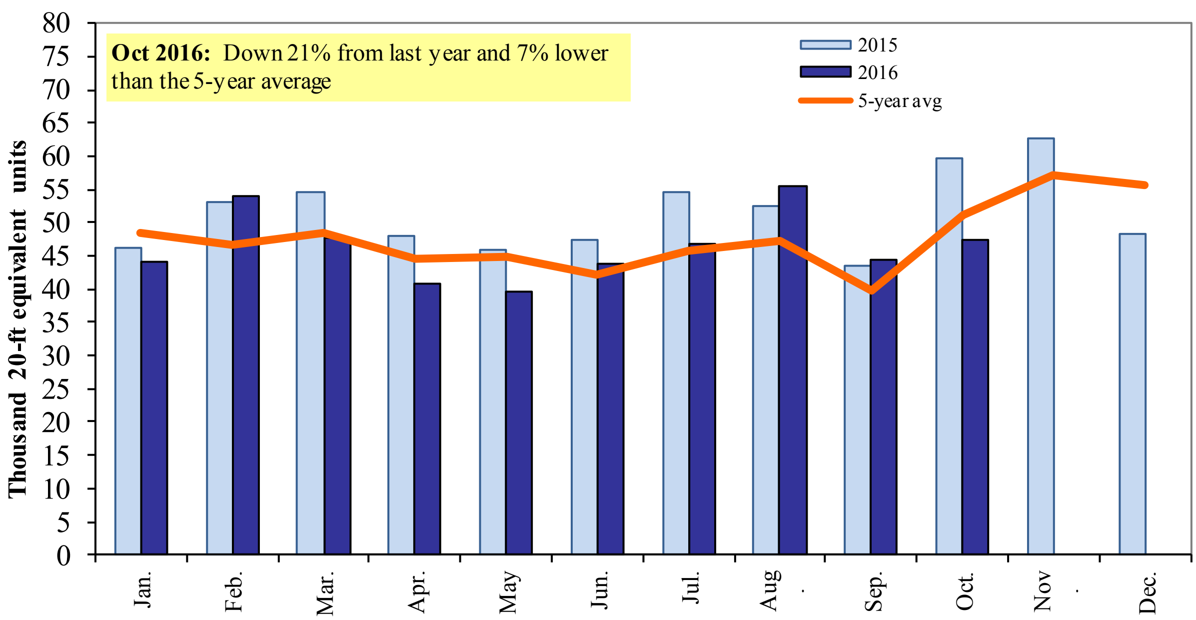


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

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