USDA United States Department of Agriculture

Grain Transportation Report

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

Contact Us

March 29, 2018

Contents

The next release is April 5, 2018

WEEKLY HIGHLIGHTS

River Conditions Generally Improve Except for the Lower Mississippi River

As of March 29, navigation conditions have improved with receding river levels on the locking portions of the Mississippi, Illinois, Ohio, and Arkansas rivers. However, as a result of a backlog of traffic on the lower Ohio River, there is congestion and longer transit times at Cairo, IL, where the Ohio River flows into the Mississippi River. Downbound barge traffic, on the lower Mississippi River, is restricted to daylight only at Vicksburg, MS, and Baton Rouge, LA. Barge movements in the Baton Rouge and New Orleans area have slowed due to high and fast river conditions, requiring additional towboats to unload grain and return empty barges back upriver. As of March 27, the weekly change in spot barge rates for export grain has increased 3 percent on the Illinois River, 5 percent on the Upper Mississippi River at Davenport, IA, 10 percent at St Louis, MO, and 17 percent on the Ohio and lower Mississippi rivers.

STB to Hold Informal Meetings on Directed Service Regulations for Rail Service Challenges

On March 15, 2018, the Surface Transportation Board (STB) announced it will hold informal public meetings to gather feedback on the adequacy of the Board's current regulations regarding emergency service and service inadequacies. The STB's existing directed service regulations are rarely used, even in times of rail service deterioration. STB is interested in exploring whether, and how, its directed service regulations need to be modified, to offer more meaningful relief in times of serious service challenges. Interested stakeholders are encouraged to share their views, experiences, and ideas for improving the directed service regulations. The informal meetings are not part of a formal proceeding, and official transcripts or minutes will not be prepared. Meeting times will be available in April, May, and June 2018. Interested persons should contact the Rail Customer and Public Assistance office (202-245-0238) to schedule individual meeting times or if they have related questions. See STB's official announcement for additional information.

Grain Inspections Down but Soybeans Increase

For the week ending March 22, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 2.0 million metric tons (mmt); down 16 percent from the previous week, down 25 percent from last year, and 14 percent below the 3-year average. Lower wheat and corn inspections drove the decrease in total grain inspections. Soybean inspections, however, increased 17 percent from the previous week, as shipments to Asia rebounded. Mississippi Gulf grain inspections decreased 27 percent from the previous week, and Pacific Northwest (PNW) grain inspections decreased 8 percent for the same period. Current outstanding (unshipped) export sales continued to increase for corn and soybeans, but decreased for wheat.

Snapshots by Sector

Export Sales

For the week ending March 15, **unshipped balances** of wheat, corn, and soybeans totaled 37.7 mmt, up 18 percent from the same time last year. Net weekly **wheat export sales** were .265 mmt, up 63 percent from the previous week. Net **corn export sales** were 1.47 mmt, down 41 percent from the previous week. Net **soybean export sales** totaled .759 mmt, down 40 percent from the previous week.

Rail

U.S. Class I railroads originated 23,682 **grain carloads** for the week ending March 17, up 3 percent from the previous week, 2 percent from last year, and 5 percent from the 3-year average.

Average April shuttle **secondary railcar** bids/offers per car were $456 above tariff for the week ending March 22, up $219 from last week, and $238 higher than last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending March 24, **barge grain movements** totaled 976,375 tons, 16 percent higher than the previous week and down 8 percent from the same period last year.

For the week ending March 24, 590 grain barges **moved down river**, 53 barges more than the previous week. There were 560 grain barges **unloaded in New Orleans**, 2 percent lower than the previous week.

Ocean

For the week ending March 22, 35 **ocean-going grain vessels** were loaded in the Gulf, 21 percent less than the same period last year. Fifty-three vessels are expected to be loaded within the next 10 days, 2 percent more than the same period last year.

For the week ending March 22, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $45.25 per metric ton, unchanged from the previous week. The cost of shipping from the PNW to Japan was $24.50 per metric ton, unchanged from the previous week.

Fuel

During the week ending March 26, average **diesel fuel prices** increased 4 cents from the previous week to $3.01 per gallon, 43 cents higher than the same week last year.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* March 29, 2018.
Web: **http://dx.doi.org/10.9752/TS056.03-29-2018**

Feature Article/Calendar

U.S. and Brazil Soybean Transportation Costs

The transportation costs of shipping soybeans from the United States to Europe and China increased during the fourth quarter of 2017. The transportation costs of shipping soybeans from Minneapolis, MN, and Davenport, IA to Hamburg, Germany—through the U.S. Gulf—increased 16 and 18 percent, respectively, in the fourth quarter, as compared to the previous quarter (table 1). The costs of shipping from the same locations to Shanghai, China increased 14 and 15 percent, respectively (table 2). Compared to the previous quarter, the cost of transporting soybeans from Fargo, ND, and Sioux Falls, SD—through the Pacific Northwest to Shanghai, China—cost 6 percent more (table 2). From the previous quarter, the transportation costs in Brazil for shipping soybeans decreased 13 percent out of North Mato Grosso (North MT) and 8 percent out of South Goiás (South GO) to both Hamburg, Germany (table 1) and Shanghai, China (table 2).

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

	2016 4th qtr.	2017 3rd qtr.	2017 4th qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2016 4th qtr.	2017 3rd qtr.	2017 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	10.58	13.02	14.39	36.01	10.52	10.58	13.02	14.39	36.01	10.52
Barge	31.93	27.02	31.93	0.00	18.17	23.63	20.11	24.92	5.46	23.92
Ocean[1]	14.83	15.03	17.54	18.27	16.70	14.83	15.03	17.59	18.61	17.03
Total transportation	57.34	55.07	63.86	11.37	15.96	49.04	48.16	56.90	16.03	18.15
Farm Value[2]	337.92	333.76	332.04	-1.74	-0.52	344.90	351.27	337.55	-2.13	-3.91
Landed Cost[3]	395.26	388.83	395.90	0.16	1.82	393.94	399.43	394.45	0.13	-1.25
Transport % of landed cost	14.51	14.16	16.13			12.45	12.06	14.43		
	Brazil									
	North MT[4] - Santos[5] --$/mt--					South GO[4] - Paranagua[5] --$/mt--				
Truck	60.57	102.87	85.01	40.35	-17.36	34.77	59.36	51.21	47.28	-13.73
Ocean[6]	23.00	26.00	27.00	17.39	3.85	24.00	27.00	28.00	16.67	3.70
Total transportation	83.57	128.87	112.01	34.03	-13.08	58.77	86.36	79.21	34.78	-8.28
Farm Value[7]	344.51	288.62	296.10	-14.05	2.59	347.53	291.58	302.26	-13.03	3.66
Landed Cost	428.08	417.49	408.11	-4.67	-2.25	406.30	377.94	381.47	-6.11	0.93
Transport % of landed cost	19.52	30.87	27.45			14.46	22.85	20.76		

[1]Source: O'Neil Commodity Consulting

[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

U.S. transportation costs were pushed up by increases in truck, barge, and ocean freight rates. Truck rates increased partly due to higher diesel fuel prices and increased demand for trucking services following the harvest season. Similarly, there was an increase in U.S. barge rates. Ocean freight rates were pushed up by robust trading in thermal coal and grain during the fourth quarter (February 8, 2018 *Grain Transportation Report*). Conversely, Brazil's transportation costs were pushed down by a reduction in trucking rates.

Except for Fargo, ND, soybean farm values declined across all U.S. locations, but they increased in Brazil. U.S. soybean farm values ranged from $324 to $338 per metric ton (mt) (tables 1 and 2), compared to $296 to $302 per mt in Brazil. Total landed costs were mixed in both the United States and Brazil. The transportation share of the U.S. landed cost ranged from 14 to 16 percent to Europe and 20 to 22 percent to China. The transportation share of Brazil's total landed cost ranged from 21 to 27 percent to Europe and 21 to 28 percent to China.

Year-to-year transportation costs increased in both countries. Likewise, year-to-year farm values decreased in both countries.

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

	2016 4th qtr.	2017 3rd qtr.	2017 4th qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2016 4th qtr.	2017 3rd qtr.	2017 4th qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN					**Davenport, IA**				
	--$/mt--					--$/mt--				
Truck	10.58	13.02	14.39	36.01	10.52	10.58	13.02	14.39	36.01	10.52
Barge	31.93	27.02	31.93	0.00	18.17	23.63	20.11	24.92	5.46	23.92
Ocean[1]	32.60	38.37	42.78	31.23	11.49	32.60	38.37	42.78	31.23	11.49
Total transportation	75.11	78.41	89.10	18.63	13.63	66.81	71.50	82.09	22.87	14.81
Farm Value[2]	337.92	333.76	332.04	-1.74	-0.52	344.90	351.27	337.55	-2.13	-3.91
Landed Cost[3]	413.03	412.17	421.14	1.96	2.18	411.71	422.77	419.64	1.93	-0.74
Transport % of landed cost	18.19	19.02	21.16			16.23	16.91	19.56		
	Via PNW									
	Fargo, ND					**Sioux Falls, SD**				
Truck	10.58	13.02	14.39	36.01	10.52	10.58	13.02	14.39	36.01	10.52
Rail[4]	54.32	54.62	54.62	0.55	0.00	55.27	55.61	55.61	0.62	0.00
Ocean	17.51	20.16	24.05	37.35	19.30	17.51	20.16	24.05	37.35	19.30
Total transportation	82.41	87.80	93.06	12.92	5.99	83.36	88.79	94.05	12.82	5.92
Farm Value	329.35	319.06	324.45	-1.49	1.69	332.53	325.55	325.30	-2.17	-0.08
Landed Cost	411.76	406.86	417.51	1.40	2.62	415.89	414.34	419.35	0.83	1.21
Transport % of landed cost	20.01	21.58	22.29			20.04	21.43	22.43		
	Brazil									
	North MT[5] - Santos[6]					**South GO[5] - Paranagua[6]**				
	--$/mt--					--$/mt--				
Truck	60.57	102.87	85.01	40.35	-17.36	34.77	59.36	51.21	47.28	-13.73
Ocean[7]	20.00	30.00	30.00	50.00	0.00	21.50	31.00	31.50	46.51	1.61
Total transportation	80.57	132.87	115.01	42.75	-13.44	56.27	90.36	82.71	46.99	-8.47
Farm Value[8]	344.51	288.62	296.10	-14.05	2.59	347.53	291.58	302.26	-13.03	3.66
Landed Cost	425.08	421.49	411.11	-3.29	-2.46	403.80	381.94	384.97	-4.66	0.79
Transport % of landed cost	18.95	31.52	27.98			13.94	23.66	21.48		

[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

In 2017, China imported 17.5 million metric tons (mmt) of U.S. soybeans during the fourth quarter 2017 and 32.0 mmt for the year 2017, which is 21 and 11 percent less, respectively, compared to the same periods a year earlier (USDA, Foreign Agricultural Service (FAS) GATS data). However, China imported a total amount of 93.5 mmt of soybeans during the marketing year (MY) 2016/17, a net increase of 10 mmt over the previous year (*USDA, FAS GAIN Report #: CH17055*). The increase in imports was driven by robust consumption of soybean meal, and low supplies of other protein meals. Additionally, the imposition of anti-dumping and countervailing duties on imported U.S. distillers dried grain with solubles (DDGS) caused some feed mills to switch from DDGS to soybean meal. China's government also reduced its value added tax by 2 percent in July 2017 on some product imports, including soybeans, making soybean imports more attractive. Despite a forecast of higher domestic production, and a relatively high carry in stocks, China's soybean imports for MY 2017/18 are forecast at 95 mmt, a net increase of 1.5 mmt over the previous year. The forecast is based on average growth in soybean meal demand (*USDA, FAS GAIN Report #: CH17055*). Lower farm prices and transportation costs could enhance U.S. soybean competitiveness in China. surajudeen.olowolayemo@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Unit Train	Shuttle		Gulf	Pacific
03/28/18	202	275	234	271	202	174
03/21/18	199	275	224	264	202	174

[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	3/23/2018	3/16/2018
Corn	IL--Gulf	-0.85	-0.84
Corn	NE--Gulf	-0.91	-0.94
Soybean	IA--Gulf	-1.19	-1.18
HRW	KS--Gulf	-2.10	-2.30
HRS	ND--Portland	-2.17	-2.01

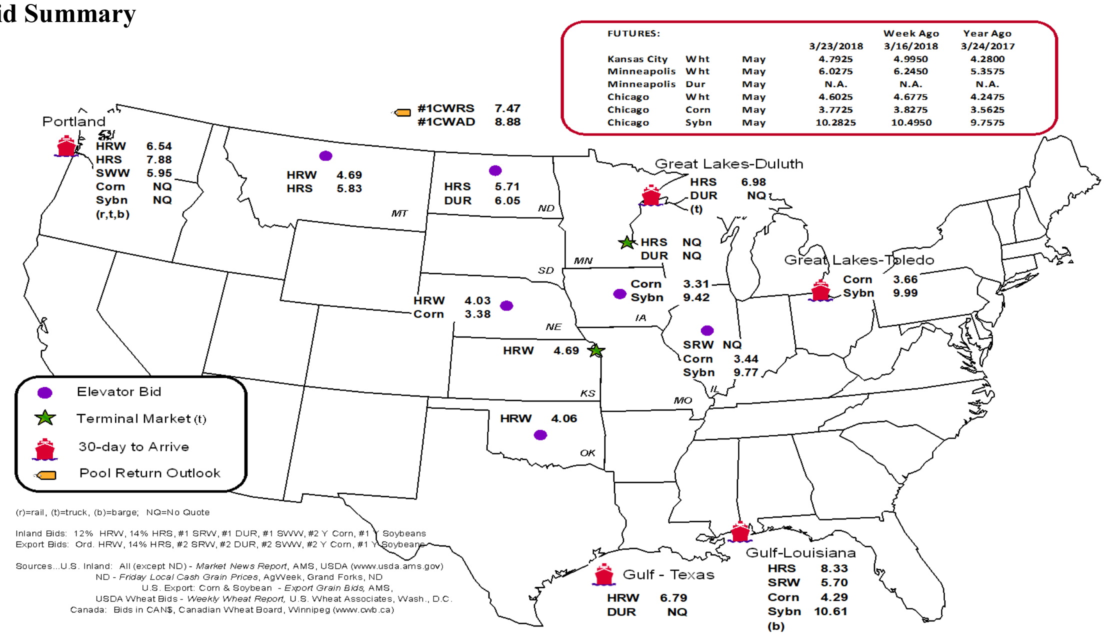
Note: nq = no quote; n/a = not available

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]
03/21/2018[p]	468	1,302	7,542	332	9,644	3/17/2018	1,706
03/14/2018[r]	329	1,813	6,728	286	9,156	3/10/2018	1,726
2018 YTD[r]	5,594	18,440	75,932	3,347	103,313	2018 YTD	20,762
2017 YTD[r]	10,591	24,081	74,543	8,037	117,252	2017 YTD	24,428
2018 YTD as % of 2017 YTD	53	77	102	42	88	% change YTD	85
Last 4 weeks as % of 2017[2]	37	75	106	60	90	Last 4wks % 2017	81
Last 4 weeks as % of 4-year avg.[2]	58	95	120	53	106	Last 4wks % 4 yr	90
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

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2017 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 Grupo Mexico.

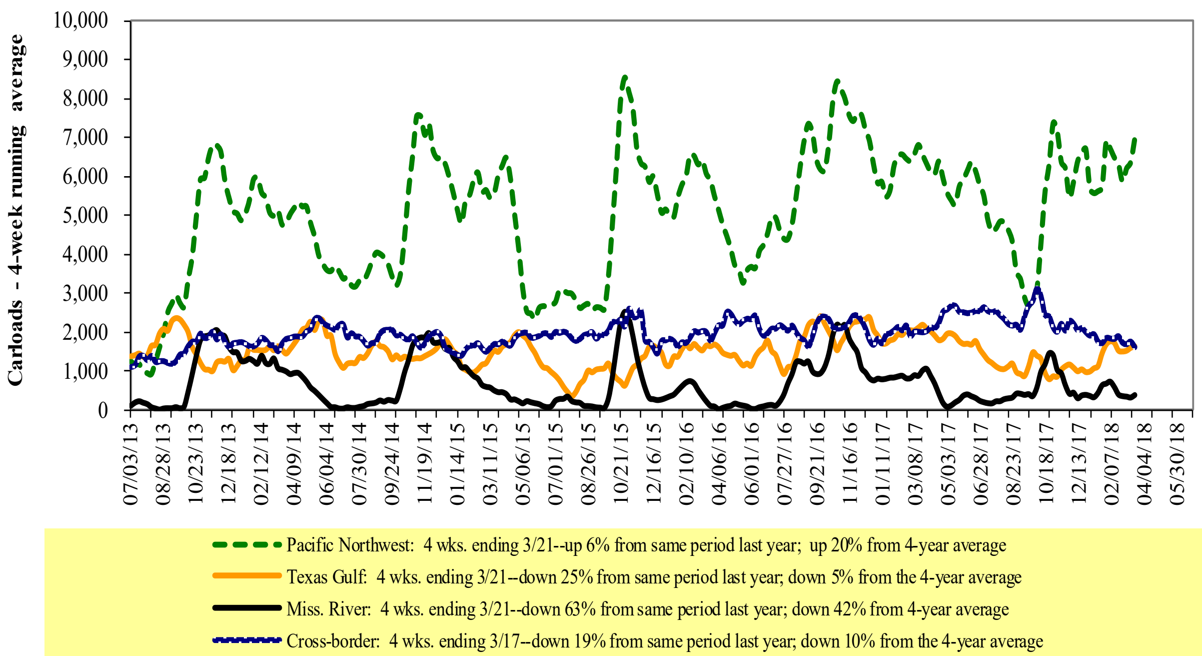
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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	
3/17/2018	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,236	2,353	12,992	590	5,511	23,682	3,714	4,369
This week last year	1,839	2,840	10,754	973	6,834	23,240	4,077	4,034
2018 YTD	20,040	26,650	128,984	10,246	56,711	242,631	37,249	46,416
2017 YTD	21,675	30,842	122,599	11,185	68,770	255,071	42,682	45,658
2018 YTD as % of 2017 YTD	92	86	105	92	82	95	87	102
Last 4 weeks as % of 2017*	99	93	109	87	79	97	84	101
Last 4 weeks as % of 3-yr avg.**	101	90	110	92	92	101	90	97
Total 2017	89,465	142,821	578,964	50,223	289,574	1,151,047	198,735	244,766

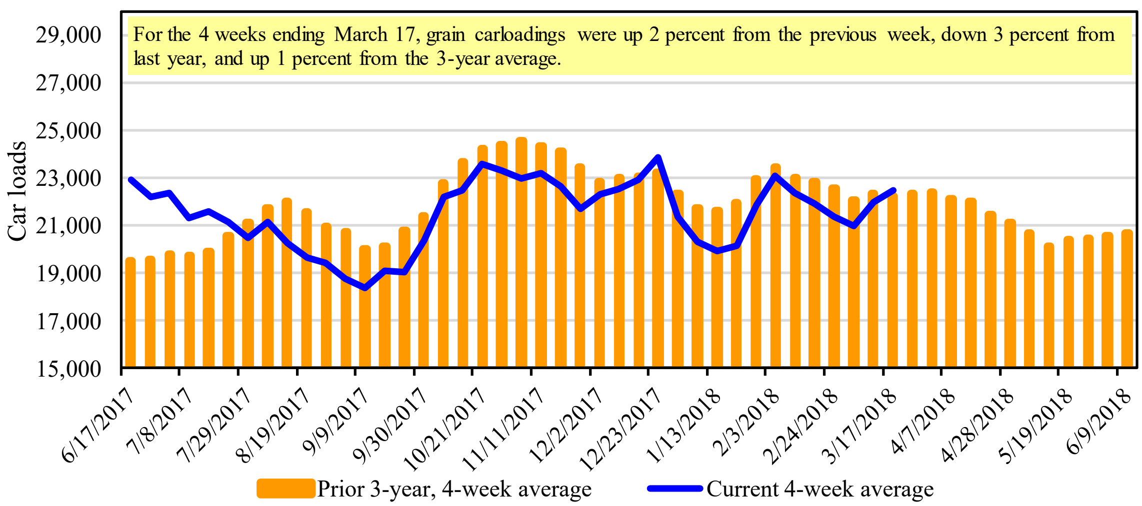
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

For the week ending:		Delivery period							
3/22/2018		Apr-18	Apr-17	May-18	May-17	Jun-18	Jun-17	Jul-18	Jul-17
BNSF[3]	COT grain units	81	0	0	1	0	no bids	no bids	no bids
	COT grain single-car[5]	201	13	0	no bids	0	no bids	0	11
UP[4]	GCAS/Region 1	no offer	no bids	no offer	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no offer	no bids	no offer	no bids	10	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.

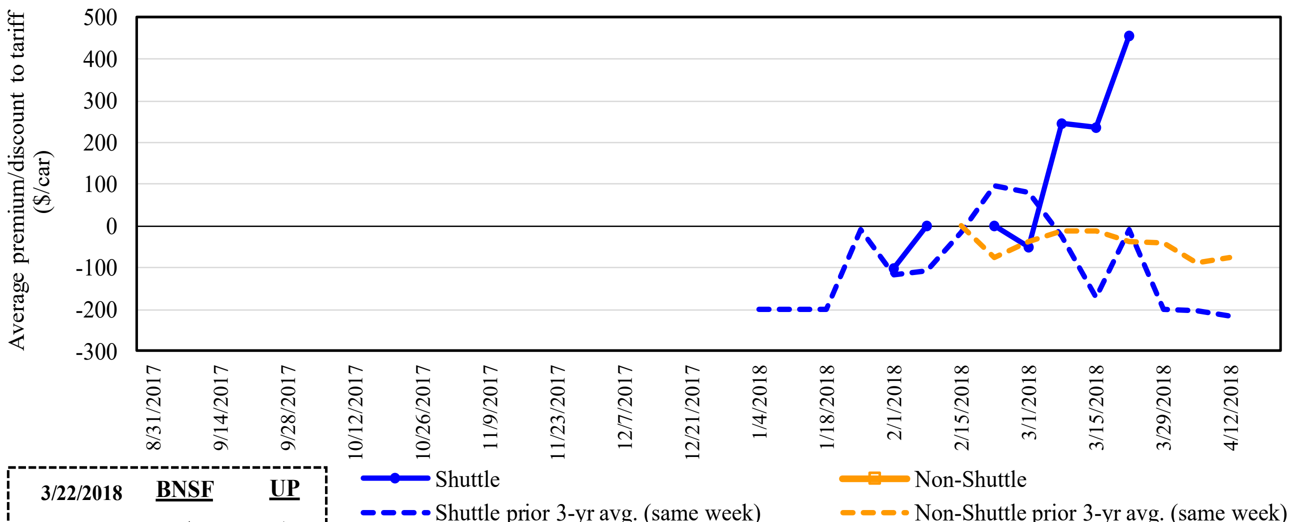
[5]Range is shown because average is not available. Not available = n/a.

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 April 2018, Secondary Market



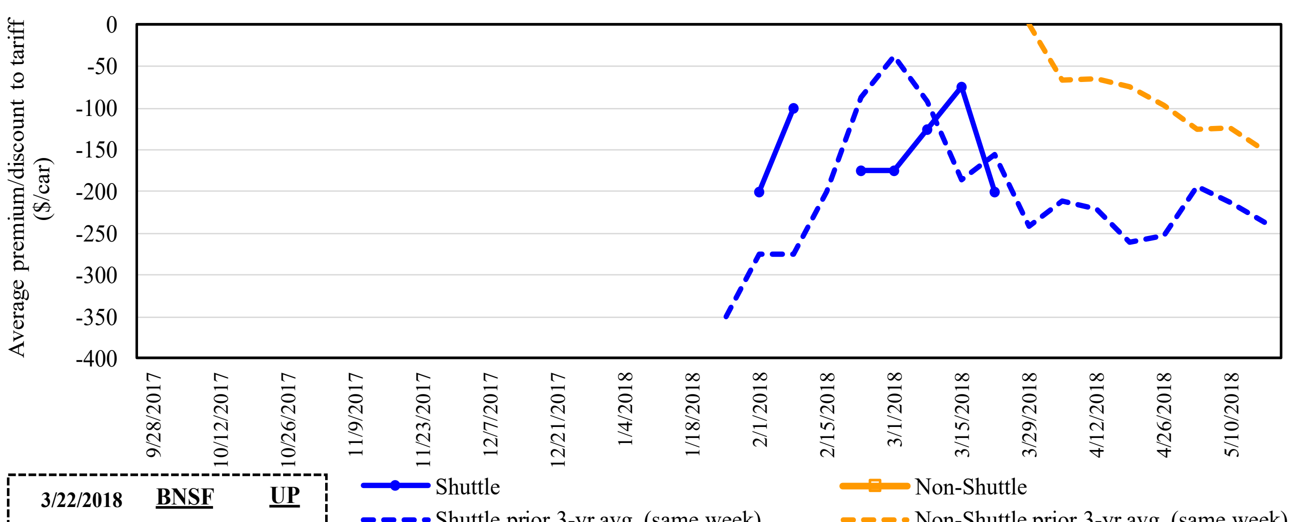
3/22/2018	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	$400	$513

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers rose $219 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 May 2018, Secondary Market



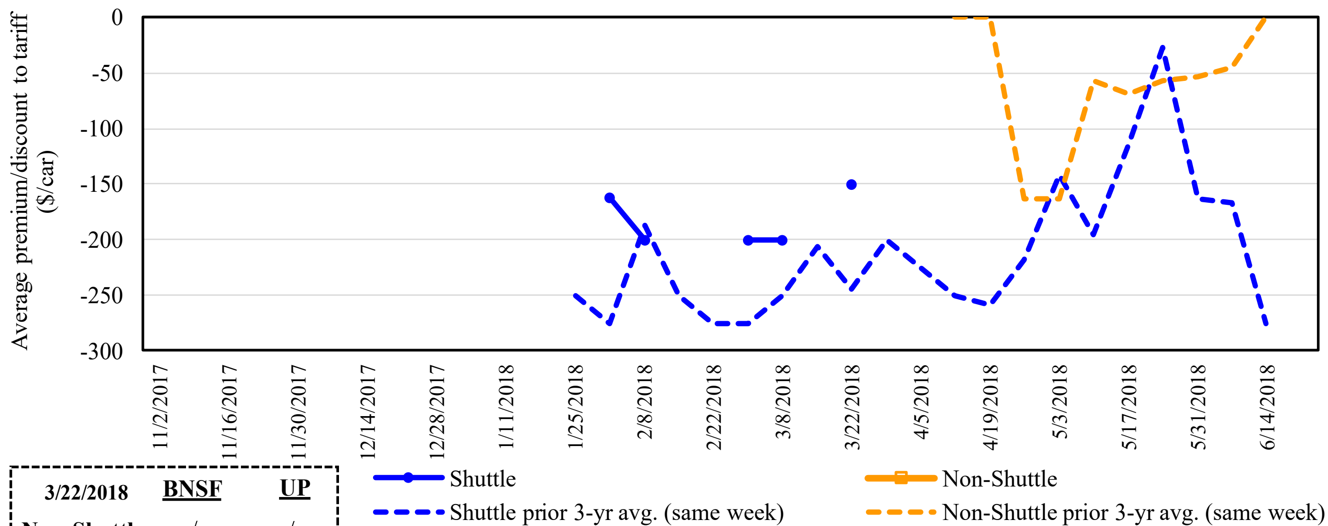
3/22/2018	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	-$200

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

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

Figure 6

Bids/Offers for Railcars to be Delivered in June 2018, Secondary Market



3/22/2018	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	-$150

There were no Non-Shuttle bids/offers this week.
There were no Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week 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: 3/22/2018	Delivery period					
		Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
Non-shuttle	**BNSF-GF**	**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
	UP-Pool	**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
Shuttle	**BNSF-GF**	**400**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	100	n/a	n/a	n/a	n/a	n/a
	Change from same week 2017	181	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**513**	**(200)**	**(150)**	**(150)**	**(150)**	**(150)**
	Change from last week	338	(125)	n/a	n/a	n/a	n/a
	Change from same week 2017	n/a	13	125	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, 2018	Origin region[3]	Destination region[3]	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[4]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,883	$96	$39.51	$1.08	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	$169	$46.76	$1.27	5
	Sioux Falls, SD	Galveston-Houston, TX	$6,786	$0	$67.39	$1.83	1
	Northwest KS	Galveston-Houston, TX	$4,816	$185	$49.66	$1.35	5
	Amarillo, TX	Los Angeles, CA	$5,021	$258	$52.42	$1.43	5
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,931	$191	$40.93	$1.04	9
	Toledo, OH	Raleigh, NC	$6,344	$0	$63.00	$1.60	5
	Des Moines, IA	Davenport, IA	$2,258	$40	$22.82	$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	$119	$37.02	$0.94	4
	Des Moines, IA	Los Angeles, CA	$5,327	$346	$56.34	$1.43	5
Soybeans	Minneapolis, MN	New Orleans, LA	$4,131	$179	$42.80	$1.16	16
	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	$191	$49.02	$1.33	7
Shuttle Train							
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	$304	$60.73	$1.65	5
Corn	Minneapolis, MN	Portland, OR	$5,000	$0	$49.65	$1.26	0
	Sioux Falls, SD	Tacoma, WA	$4,960	$0	$49.26	$1.25	0
	Champaign-Urbana, IL	New Orleans, LA	$3,731	$191	$38.95	$0.99	10
	Lincoln, NE	Galveston-Houston, TX	$3,700	$0	$36.74	$0.93	0
	Des Moines, IA	Amarillo, TX	$3,970	$150	$40.91	$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	$220	$49.61	$1.35	8
	Toledo, OH	Huntsville, AL	$4,352	$0	$43.22	$1.18	3
	Grand Island, NE	Portland, OR	$5,710	$311	$59.79	$1.63	7

[1]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.

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

[3]Regional economic areas are defined by the Bureau of Economic Analysis (BEA)

[4]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

Date: March, 2018

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
Wheat	MT	Chihuahua, CI	$7,459	$0	$76.21	$2.07	0
	OK	Cuautitlan, EM	$6,631	$132	$69.10	$1.88	1
	KS	Guadalajara, JA	$7,309	$311	$77.85	$2.12	2
	TX	Salinas Victoria, NL	$4,292	$80	$44.67	$1.21	2
Corn	IA	Guadalajara, JA	$8,313	$284	$87.85	$2.23	2
	SD	Celaya, GJ	$7,700	$0	$78.68	$2.00	2
	NE	Queretaro, QA	$8,013	$271	$84.64	$2.15	3
	SD	Salinas Victoria, NL	$6,743	$0	$68.90	$1.75	2
	MO	Tlalnepantla, EM	$7,379	$264	$78.09	$1.98	3
	SD	Torreon, CU	$7,300	$0	$74.59	$1.89	2
Soybeans	MO	Bojay (Tula), HG	$8,134	$265	$85.81	$2.33	-5
	NE	Guadalajara, JA	$8,692	$290	$91.76	$2.49	-2
	IA	El Castillo, JA	$8,960	$0	$91.55	$2.49	0
	KS	Torreon, CU	$7,489	$214	$78.70	$2.14	1
Sorghum	NE	Celaya, GJ	$7,345	$264	$77.74	$1.97	3
	KS	Queretaro, QA	$7,819	$165	$81.58	$2.07	4
	NE	Salinas Victoria, NL	$6,452	$133	$67.28	$1.71	5
	NE	Torreon, CU	$6,790	$207	$71.48	$1.81	4

[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

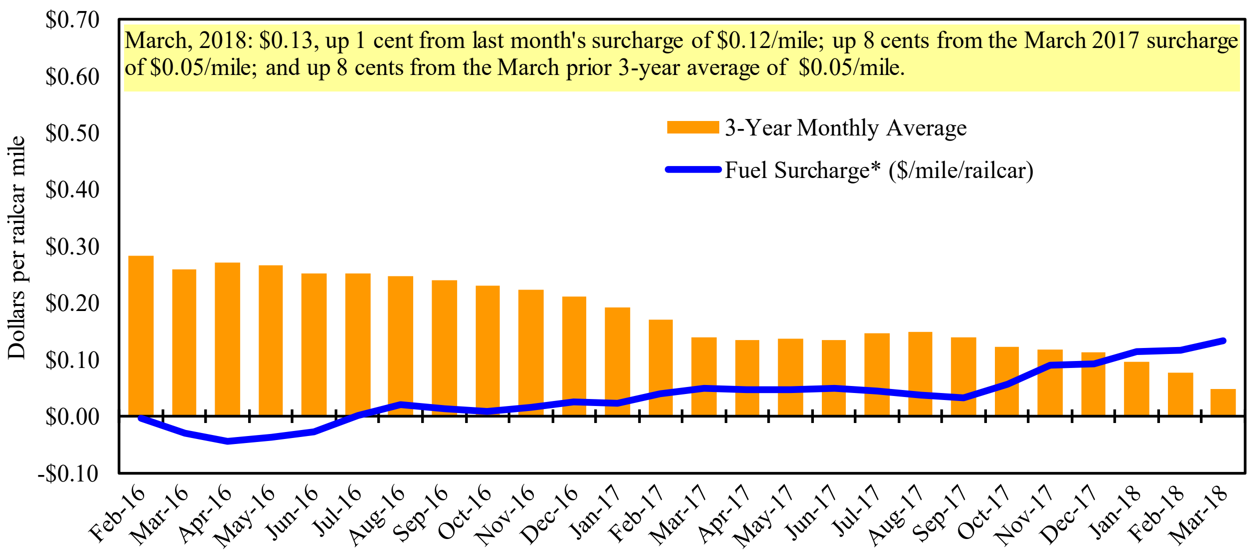
[3] Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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

Figure 7

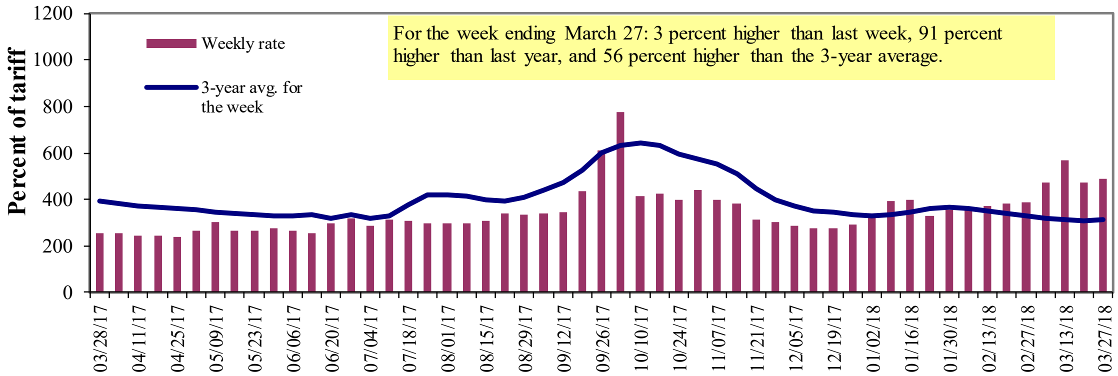
Railroad Fuel Surcharges, North American Weighted Average[1]



[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]	3/27/2018	-	485	488	385	513	513	388
	3/20/2018	-	463	475	350	438	438	333
$/ton	3/27/2018	-	25.80	22.64	15.36	24.06	20.73	12.18
	3/20/2018	-	24.63	22.04	13.97	20.54	17.70	10.46
Current week % change from the same week:								
	Last year	-	87	91	114	147	147	128
	3-year avg. [2]	-	92	56	64	109	110	93
Rate[1]	April	513	450	475	385	463	463	375
	June	488	425	440	340	388	388	263

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

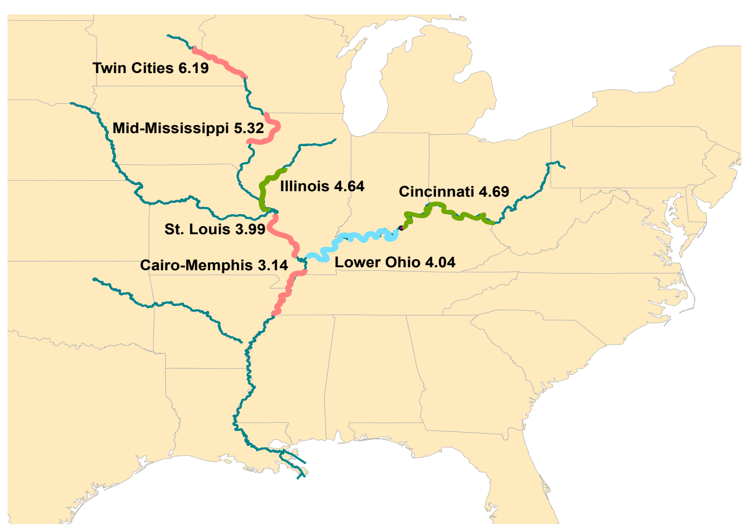
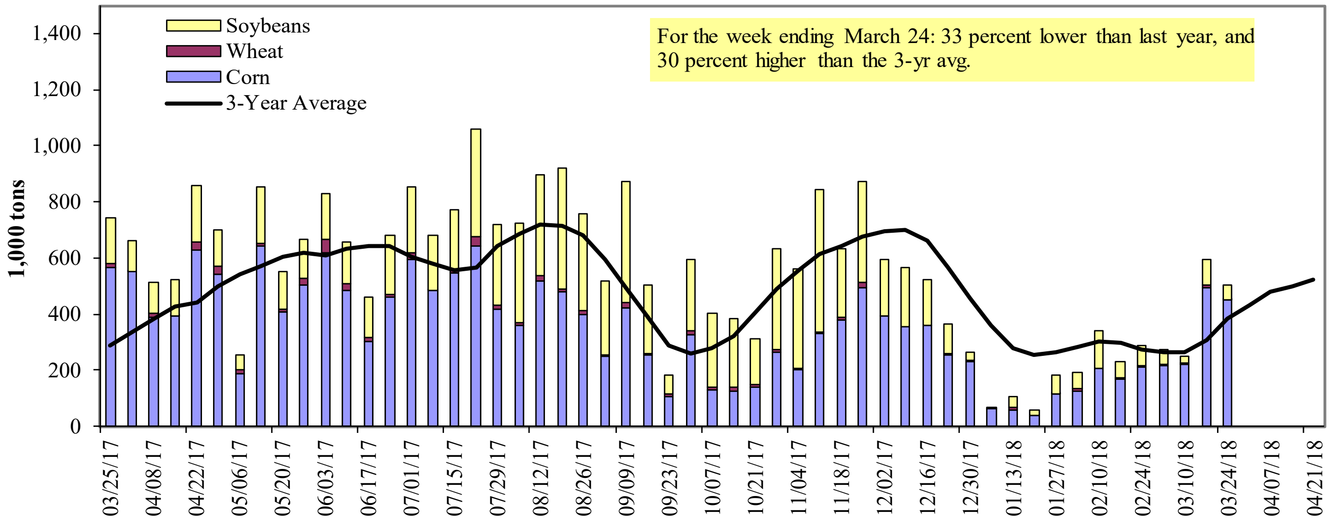


Figure 10

Barge Movements on the Mississippi River[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 03/24/2018	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	28	0	6	0	34
Winfield, MO (L25)	145	3	44	0	191
Alton, IL (L26)	420	3	53	0	476
Granite City, IL (L27)	449	3	50	0	502
Illinois River (L8)	222	0	16	0	238
Ohio River (L52)	181	34	129	7	351
Arkansas River (L1)	4	46	73	0	123
Weekly total - 2018	634	84	251	7	976
Weekly total - 2017	709	61	297	0	1,066
2018 YTD[1]	3,499	366	2,596	42	6,504
2017 YTD	5,167	471	3,347	128	9,114
2018 as % of 2017 YTD	68	78	78	33	71
Last 4 weeks as % of 2017[2]	72	81	64	150	71
Total 2017	22,242	2,210	16,123	360	40,936

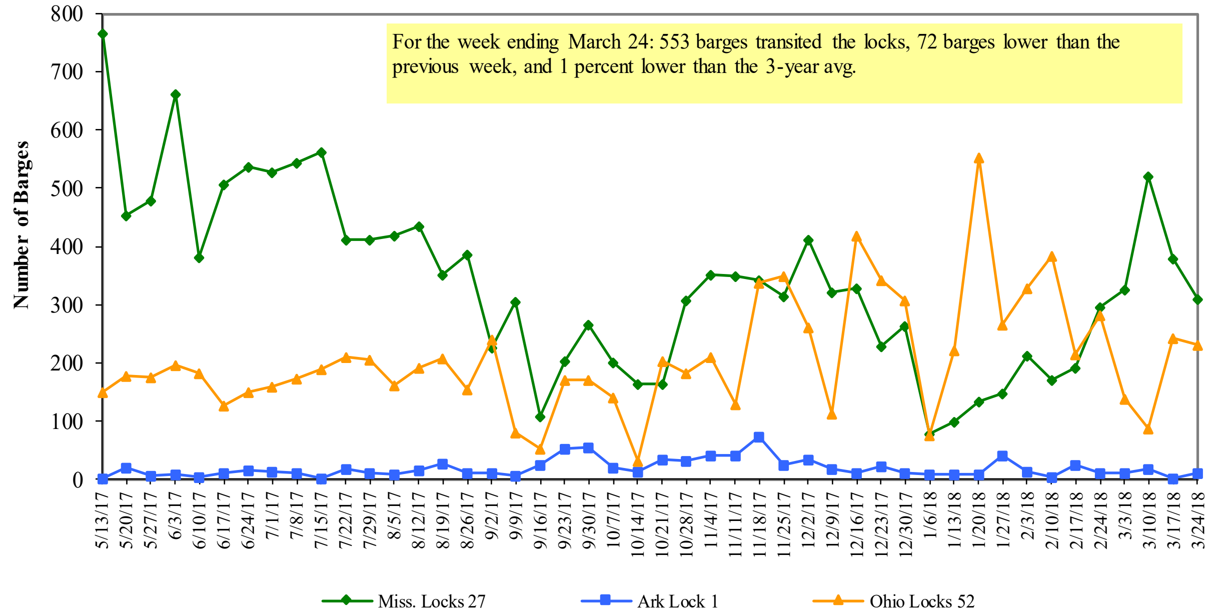
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2017.

Note: Total may not add exactly, due to rounding.
Source: U.S. Army Corps of Engineers

Figure 11

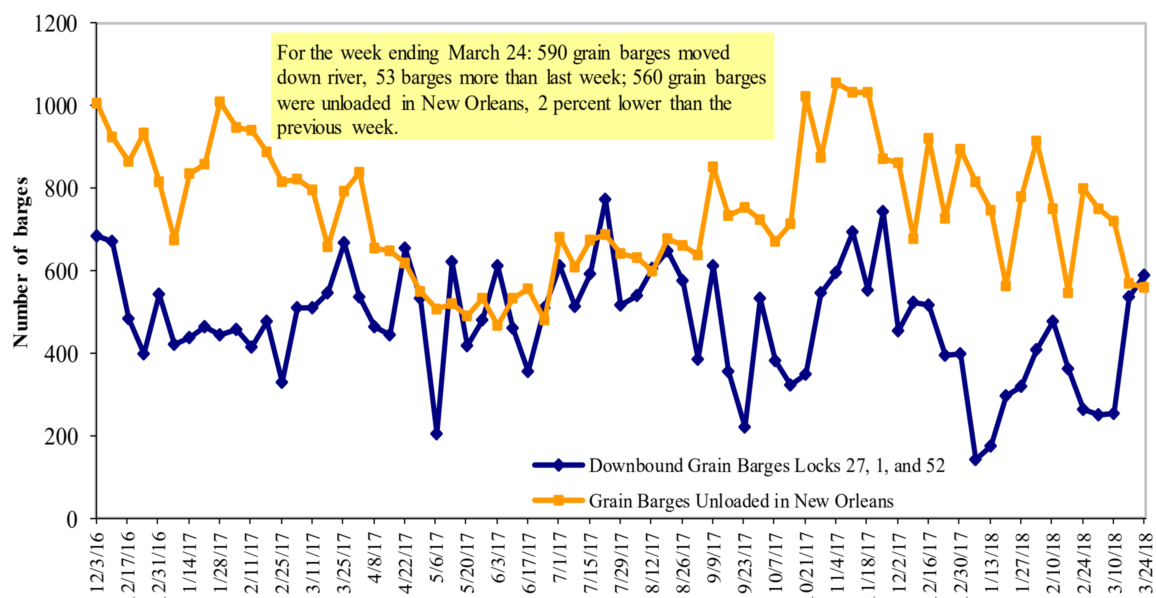
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 3/26/2018 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.038	0.029	0.452
	New England	3.115	0.014	0.522
	Central Atlantic	3.217	0.017	0.493
	Lower Atlantic	2.898	0.040	0.411
II	Midwest[2]	2.934	0.036	0.476
III	Gulf Coast[3]	2.823	0.037	0.445
IV	Rocky Mountain	2.991	0.066	0.394
V	West Coast	3.438	0.054	0.616
	West Coast less California	3.147	0.087	0.444
	California	3.669	0.028	0.750
Total	U.S.	3.010	0.038	0.478

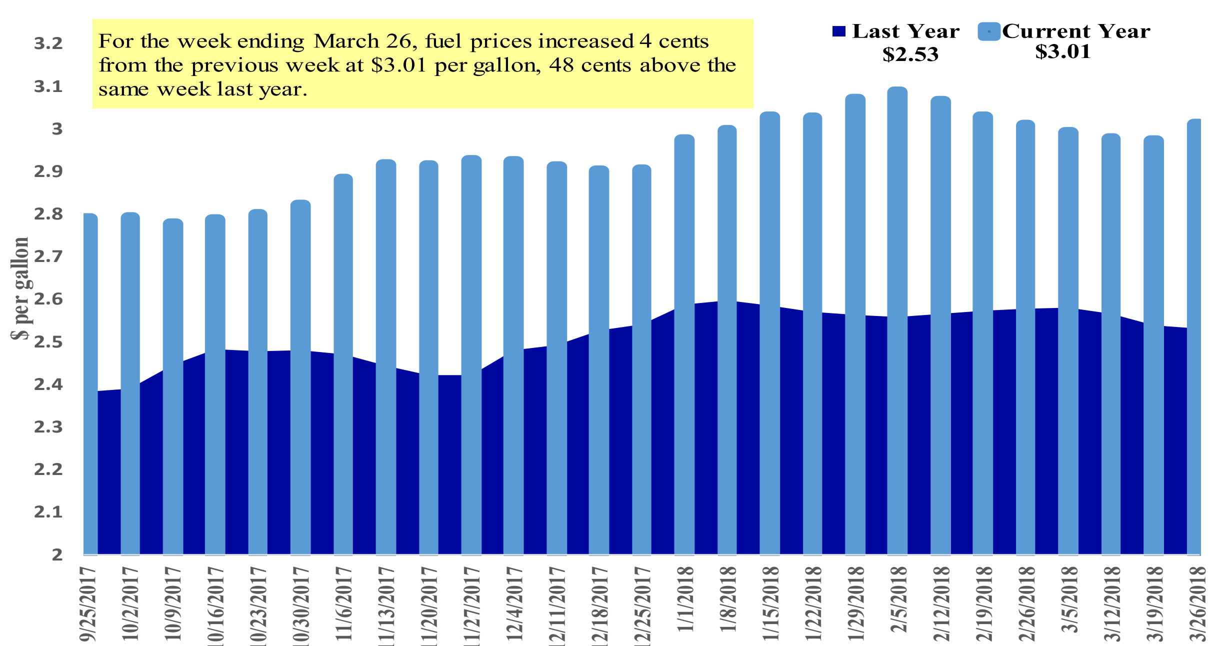
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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	HRW	SRW	HRS	SWW	DUR	All wheat	Corn	Soybeans	Total
	Wheat								
Export Balances[1]									
3/15/2018	1,183	627	1,425	990	95	4,321	23,514	9,818	37,653
This week year ago	2,080	538	1,978	1,327	78	6,000	17,579	8,297	31,876
Cumulative exports-marketing year[2]									
2017/18 YTD	7,642	1,738	4,450	4,028	276	18,134	21,587	40,216	79,937
2016/17 YTD	8,452	1,781	6,067	3,119	366	19,785	29,128	45,692	94,604
YTD 2017/18 as % of 2016/17	90	98	73	129	75	92	74	88	84
Last 4 wks as % of same period 2016/17	67	121	71	76	122	76	129	110	114
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

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

[2] 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)

Table 13

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

For the week ending 3/15/2018	Total Commitments[2] 2017/18 Current MY	2016/17 Last MY	% change current MY from last MY	Exports[3] 3-year avg 2014-2016
	- 1,000 mt -			
Mexico	11,689	11,440	2	12,297
Japan	8,191	8,731	(6)	11,450
Korea	3,023	4,524	(33)	4,494
Colombia	3,051	3,339	(9)	4,179
Peru	2,240	2,204	2	2,693
Top 5 Importers	**28,194**	**30,238**	**(7)**	**35,113**
Total US corn export sales	**45,102**	**46,707**	**(3)**	**49,308**
% of Projected	80%	80%		
Change from prior week[2]	**1,470**	**1,347**		
Top 5 importers' share of U.S. corn export sales	63%	65%		71%
USDA forecast, March 2018	**56,616**	**58,346**	**(3)**	
Corn Use for Ethanol USDA forecast, March 2018	**141,605**	**137,973**	**3**	

[1]Based on FAS Marketing Year Ranking Reports for 2016/17 - 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 (net sales) from prior week could include revisions from previous week's outstanding 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 3/15/2018	Total Commitments[2] 2017/18 Current MY	2016/17 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2014-2016
	- 1,000 mt -			- 1,000 mt -
China	28,526	34,758	(18)	31,881
Mexico	3,621	3,074	18	3,452
Indonesia	1,467	1,544	(5)	1,987
Japan	1,697	1,762	(4)	2,067
Netherlands	995	1,176	(15)	2,098
Top 5 importers	**36,307**	**42,314**	**(14)**	**41,486**
Total US soybean export sales	**50,034**	**53,989**	**(7)**	**52,919**
% of Projected	89%	91%		
Change from prior week[2]	**759**	**595**		
Top 5 importers' share of U.S. soybean export sales	73%	78%		**78%**
USDA forecast, March 2018	**56,267**	**59,237**	**95**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports for 2016/17 - 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/. The total commitments change (net sales) 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 3/15/2018	Total Commitments[2] 2017/18 Current MY	2016/17 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2014-2016
	- 1,000 mt -			- 1,000 mt -
Japan	2,665	2,496	7	2,620
Mexico	2,766	2,933	(6)	2,743
Philippines	2,481	2,415	3	2,395
Brazil	111	1,184	(91)	862
Nigeria	1,111	1,332	(17)	1,254
Korea	1,407	1,186	19	1,104
China	926	1,233	(25)	1,623
Taiwan	1,105	891	24	768
Indonesia	1,164	935	25	726
Colombia	606	780	(22)	635
Top 10 importers	**14,341**	**15,386**	(7)	**14,729**
Total US wheat export sales	**22,455**	**25,785**	**(13)**	**22,804**
% of Projected	89%	90%		
Change from prior week[2]	**265**	**419**		
Top 10 importers' share of U.S. wheat export sales	64%	60%		65%
USDA forecast, March 2018	**25,204**	**28,747**	**(12)**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports for 2016/17 - 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 (net sales) 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 03/22/18	Previous Week*	Current Week as % of Previous	2018 YTD*	2017 YTD*	2018 YTD as % of 2017 YTD	Last 4-weeks as % of: Last Year	Prior 3-yr. avg.	2017 Total*
Pacific Northwest									
Wheat	91	259	35	2,406	2,963	81	49	57	14,805
Corn	541	438	124	3,809	3,219	118	113	158	10,928
Soybeans	144	144	100	3,380	3,188	106	128	114	13,246
Total	**776**	**841**	**92**	**9,595**	**9,369**	**102**	**93**	**109**	**38,978**
Mississippi Gulf									
Wheat	103	110	93	1,017	1,045	97	113	126	4,198
Corn	429	889	48	6,317	9,248	68	70	90	28,690
Soybeans	371	239	155	7,287	8,308	88	89	103	32,911
Total	**903**	**1,238**	**73**	**14,622**	**18,601**	**79**	**79**	**97**	**65,800**
Texas Gulf									
Wheat	63	113	56	1,146	1,507	76	67	91	6,354
Corn	0	0	n/a	98	241	41	59	70	733
Soybeans	0	0	n/a	0	0	n/a	n/a	n/a	292
Total	**63**	**113**	**56**	**1,245**	**1,747**	**71**	**66**	**89**	**7,379**
Interior									
Wheat	2	18	10	356	433	82	87	99	1,727
Corn	164	87	188	1,551	1,595	97	91	98	8,758
Soybeans	91	122	75	1,301	1,222	106	132	154	5,508
Total	**257**	**227**	**113**	**3,209**	**3,250**	**99**	**104**	**116**	**15,993**
Great Lakes									
Wheat	0	0	n/a	19	8	251	0	0	711
Corn	0	0	n/a	0	0	n/a	n/a	n/a	192
Soybeans	0	0	n/a	0	0	n/a	n/a	n/a	890
Total	**0**	**0**	**n/a**	**19**	**8**	**251**	**0**	**0**	**1,793**
Atlantic									
Wheat	35	0	n/a	64	36	179	n/a	128	46
Corn	0	0	n/a	0	0	n/a	n/a	0	32
Soybeans	9	21	43	497	632	79	107	86	2,001
Total	**44**	**21**	**207**	**561**	**668**	**84**	**159**	**94**	**2,079**
U.S. total from ports*									
Wheat	293	502	59	5,009	5,991	84	68	80	27,841
Corn	1,134	1,414	80	11,776	14,303	82	83	107	49,333
Soybeans	615	526	117	12,465	13,350	93	104	110	54,847
Total	**2,042**	**2,441**	**84**	**29,250**	**33,644**	**87**	**86**	**102**	**132,021**

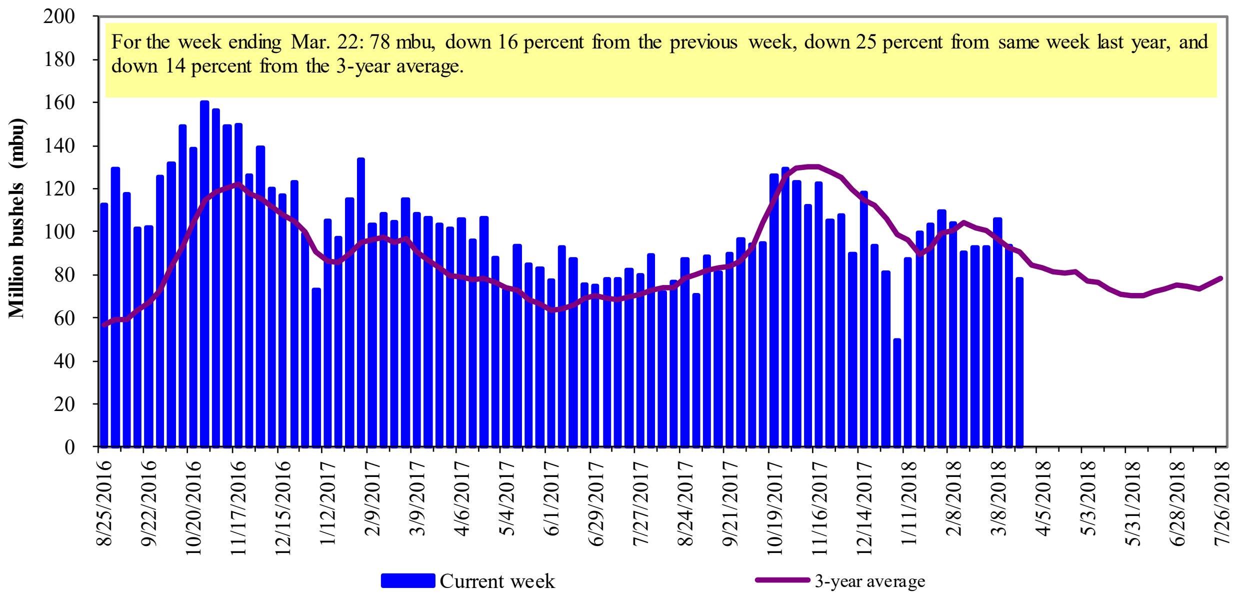
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

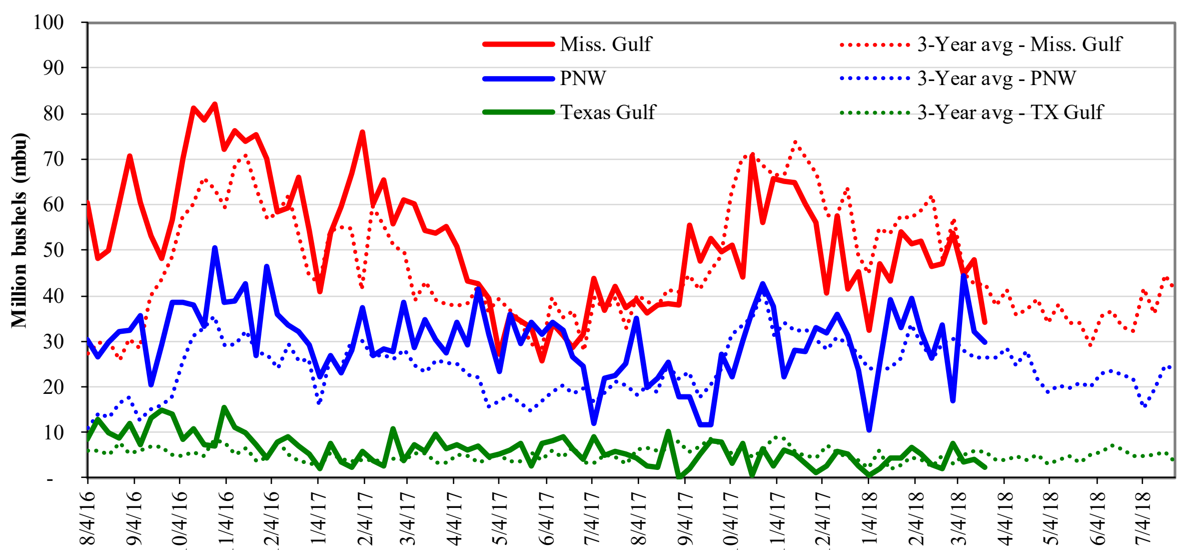
U.S. grain inspected for export (wheat, corn, and soybeans)



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[1] (wheat, corn, and soybeans)



Week ending 03/22/18 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Mississippi Gulf:	34.3	Last Week:	down 28	down 44	down 30	down 7
PNW:	29.9	Last Year (same week):	down 36	down 76	down 42	down 1
Texas Gulf:	2.3	3-yr avg. (4-wk. mov. Avg):	down 27	down 53	down 29	up 7

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

Ocean Transportation

Table 17

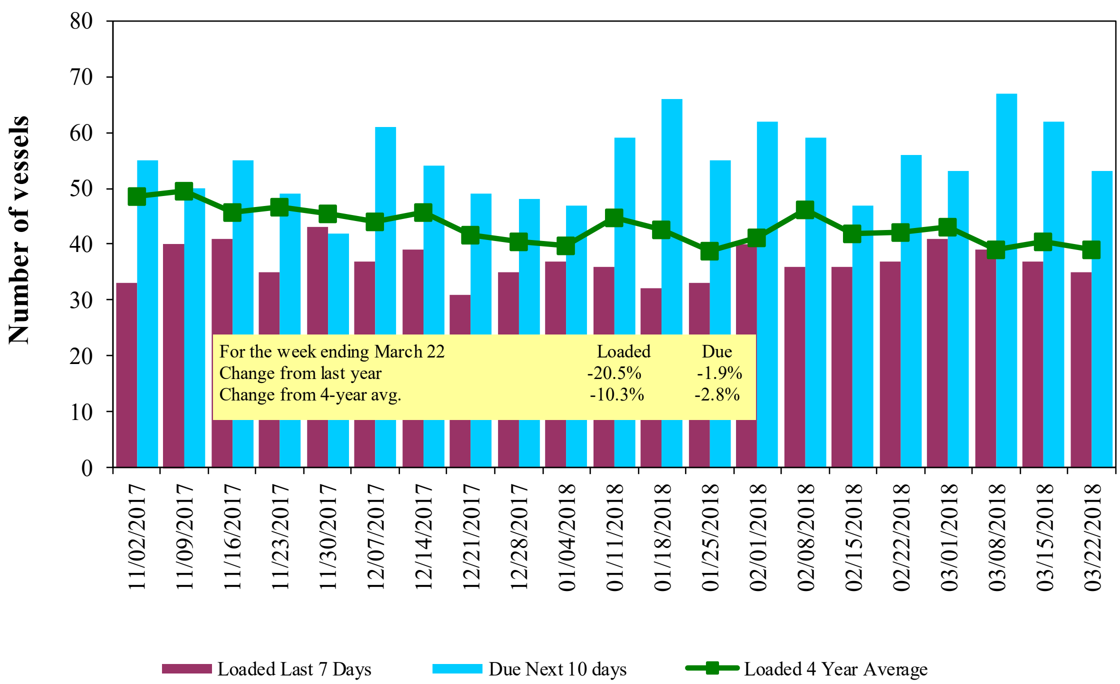
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
3/22/2018	54	35	53	23
3/15/2018	53	37	62	24
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

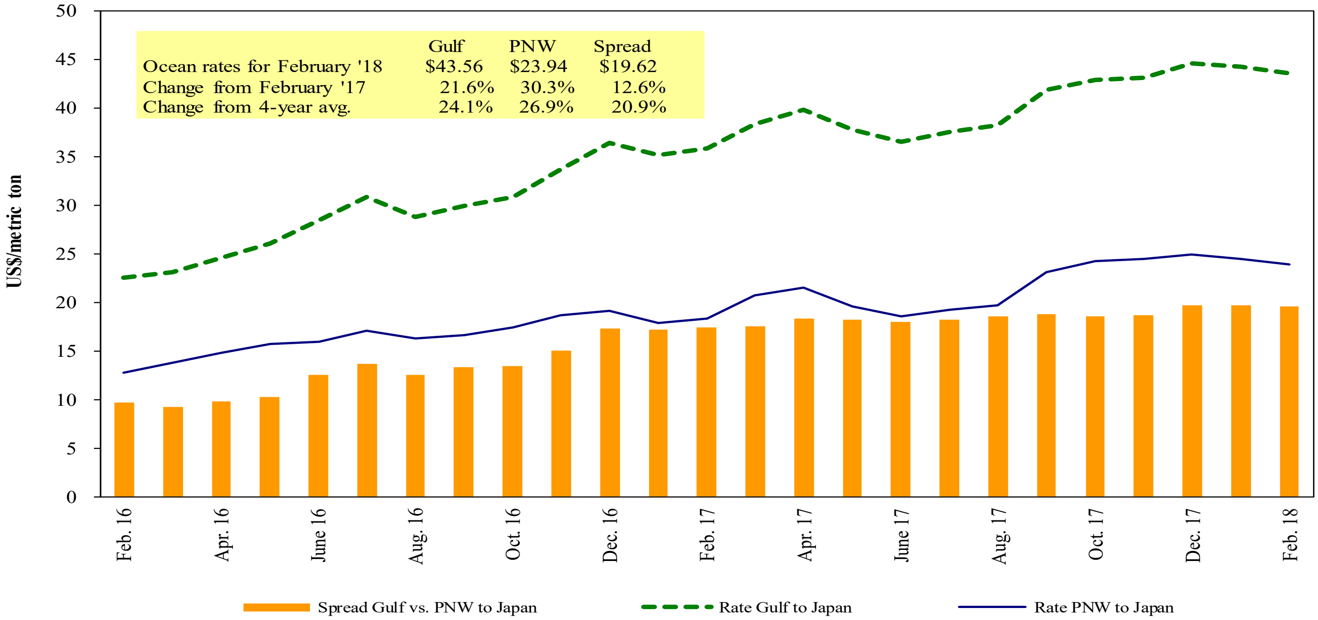


Source:Transportation & Marketing Programs/AMS/USDA

[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 03/24/2018

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
U.S. Gulf	Djibouti	Sorghum	Apr 16/26	18,200	69.87*
U.S. Gulf	Somalia	Sorghum	Apr 16/26	40,000	130.77*
PNW	Bangladesh	Wheat	Apr 6/16	43,500	46.61*
Brazil	China	Heavy Grain	May 3/31	60,000	35.50
Brazil	China	Heavy Grain	Mar 12/21	66,000	32.00
Brazil	China	Heavy Grain	Mar 1/10	66,000	30.00
EC S. America	China	Heavy Grain	Mar 15/24	60,000	33.50
France	Morocco	Heavy Grain	Jan 6/12	30,000	15.00
Portugal	China	Heavy Grain	Feb 10	65,000	38.00

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

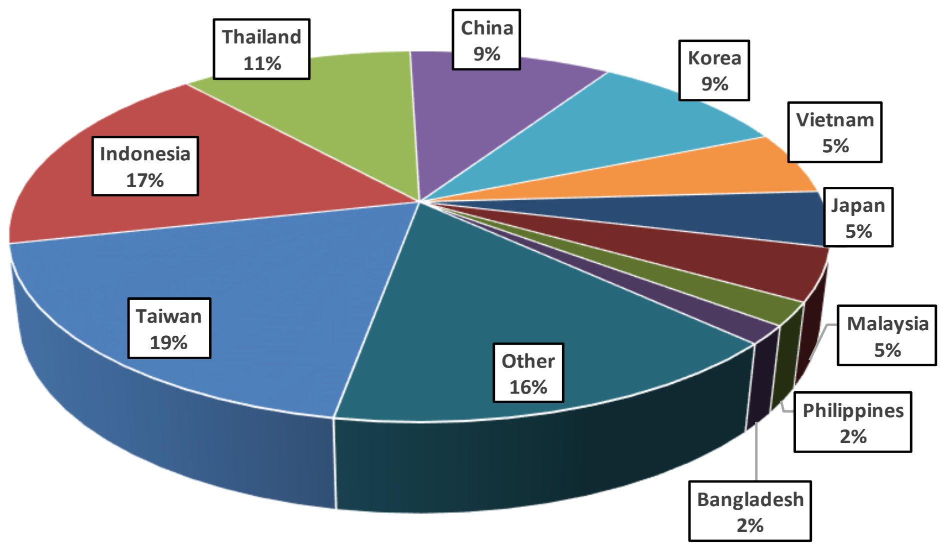
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 2017, containers were used to transport 7 percent of total U.S. waterborne grain exports. Approximately 62 percent of U.S. waterborne grain exports in 2017 went to Asia, of which 10 percent were moved in containers. Approximately 93 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-December 2017

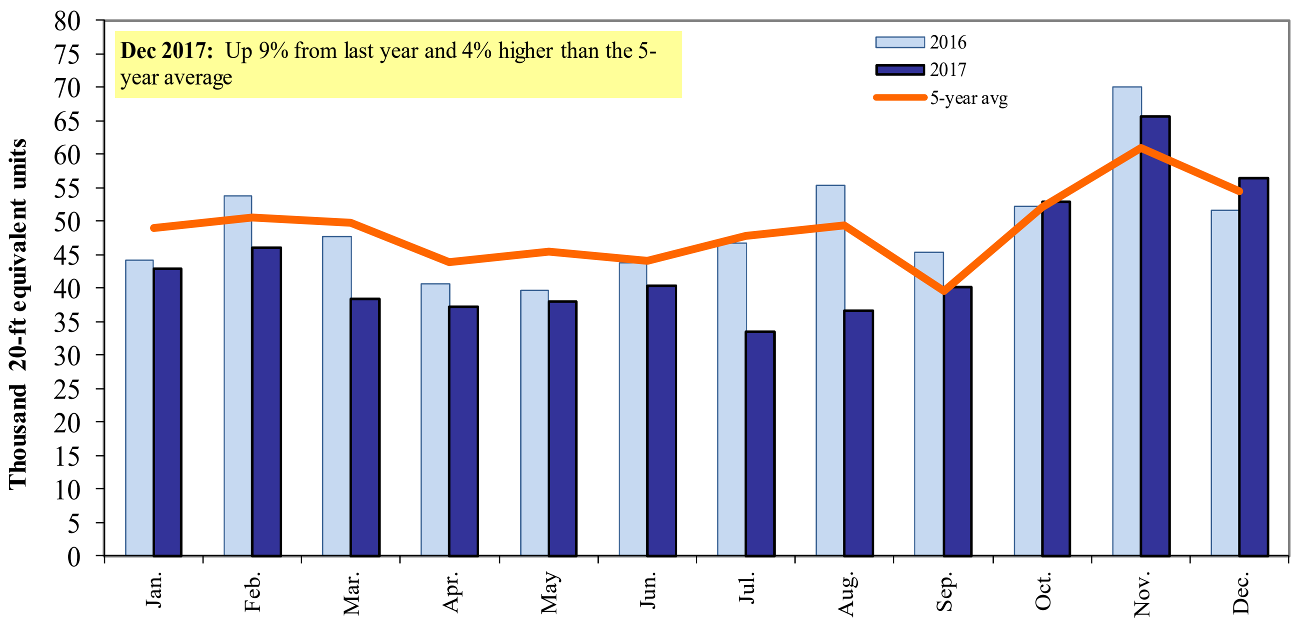


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

Contacts and Links

Coordinators

Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
Pierre Bahizi	pierre.bahizi@ams.usda.gov	(202) 690 - 0992
Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701

Weekly Highlight Editors

Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
April Taylor	april.taylor@ams.usda.gov	(202) 720 - 7880
Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690 - 4430

Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119

Rail Transportation

Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701
Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Jesse Gastelle	jesse.gastelle@ams.usda.gov	(202) 690 - 1144
Peter Caffarelli	petera.caffarelli@ams.usda.gov	(202) 690 - 3244

Barge Transportation

Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690 - 4430
April Taylor	april.taylor@ams.usda.gov	(202) 720 - 7880
Matt Chang	matt.chang@ams.usda.gov	(202) 720 - 0299

Truck Transportation

April Taylor	april.taylor@ams.usda.gov	(202) 720 - 7880
Sergio Sotelo	sergioa.sotelo@ams.usda.gov	(202) 756 - 2577

Grain Exports

Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295

Ocean Transportation

Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
April Taylor (Container movements)	april.taylor@ams.usda.gov	(202) 720 - 7880

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* March 29, 2018. Web: **http://dx.doi.org/10.9752/TS056.03-29-2018**