



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service

[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

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April 13, 2017

## WEEKLY HIGHLIGHTS

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### Grain Inspections Up Slightly

For the week ending April 6, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 2.7 million metric tons (mmt), up 2 percent from the previous week, up 43 percent from the same time last year, and 29 percent above the 3-year average. Soybean inspections rebounded from the previous week, increasing 47 percent as demand from Asia and Europe increased. Wheat inspections were up 12 percent from the past week, but corn inspections dropped 21 percent. Grain inspections in the Pacific Northwest (PNW) increased 24 percent from the previous week, but Mississippi Gulf inspections decreased 8 percent for the same period. Outstanding (unshipped) export sales (unshipped) were up slightly for wheat but down for corn and soybeans.

### National Waterways Foundation Announced the Update of Modal Comparison Study

On March 29, the National Waterways Foundation announced an update of the study titled "A Modal Comparison of Domestic Freight Transportation Effects on the General Public: 2001-2014 (January 2017)." The study was conducted by the Texas Transportation Institute's Center for Ports and Waterways. The study was initially published in 2009 and is updated every 5 years. The 2017 report addresses and compares the impacts of major freight modes (barge, rail, and truck) in six topical areas: cargo capacity, congestion, emissions, energy efficiency, safety impacts, and infrastructure impacts. For example, the study updates fuel efficiency data and concludes that, with a single gallon of fuel, barges, railroads, and trucks now can move a ton of cargo 647, 477, and 145 miles, respectively. The full version of this study can be found on the [National Waterways Foundation](http://NationalWaterwaysFoundation.org)'s website.

### NGFA Emphasizes Waterway Infrastructure Needs in Letters to Congress

Through the National Grain and Feed Association's (NGFA) Agricultural Transportation Working Group, 22 agricultural producer and agribusiness organizations sent letters to Senate and House appropriators on April 5, asking for continued funding and support of the Nation's inland waterway infrastructure. They wrote, "While the U.S. transportation infrastructure system long has provided U.S. agricultural producers and agribusinesses with a strong comparative advantage against foreign competitors, our waterways infrastructure system is falling behind. Most locks and dams on the U.S. inland waterways system have surpassed their design life span of 50 years. Further, navigation channels at U.S. ports need to be deepened to accommodate larger vessels transiting through the recently reopened and expanded Panama Canal." NGFA was established in 1896 and consists of more than 1,050 grain, feed, processing, exporting, and other grain-related companies.

## Snapshots by Sector

### Export Sales

For the week ending March 30, **unshipped balances** of wheat, corn, and soybeans totaled 30.2 mmt, up 57 percent from the same time last year. Net weekly **wheat export sales** were .568 mmt, up 22 percent from the previous week. Net **corn export sales** were 1.14 mmt, up 59 percent from the previous week, and net **soybean export sales** were .482 mmt, down 21 percent from the past week.

### Rail

U.S. Class I railroads originated 23,194 **grain carloads** for the week ending April 1, down 1 percent from the previous week, up 6 percent from last year, and up 8 percent from the 3-year average.

Average April shuttle **secondary railcar** bids/offers per car were \$319 below tariff for the week ending April 6, up \$2 from last week, and \$81 lower than last year. Average secondary non-shuttle railcar bids/offers per car were \$125 below tariff, down \$88 from last week, and \$68 lower than last year.

### Barge

For the week ending April 8, **barge grain movements** totaled 706,150 tons, 17 percent lower than the last week, and up 3 percent from the same period last year.

For the week ending April 8, 465 grain barges **moved down river**, down 13 percent from last week, 654 grain barges were **unloaded in New Orleans**, down 22 percent from the previous week.

### Ocean

For the week ending April 6, 40 **ocean-going grain vessels** were loaded in the Gulf, 21 percent more than the same period last year. Sixty vessels are expected to be loaded within the next 10 days, 22 percent more than the same period last year.

For the week ending April 6, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$39.00 per metric ton, unchanged from the previous week. The cost of shipping from the PNW to Japan was \$21.00 per metric ton, 1 percent less than the previous week.

### Fuel

During the week ending April 10, average **diesel fuel prices** increased 3 cents from previous week at \$2.58 per gallon, 45 cents higher than the same week last year.

# Feature Article/Calendar

## Grain Transportation Update: First Quarter 2017

In the April 2017 *World Agricultural Supply and Demand Estimates (WASDE)* report, USDA projected record corn and soybean production for the 2016/17 marketing year, and so far the transportation system has accommodated the increase in grain movements. Total grain exports were projected 14 percent higher than last year. Year-to-date grain rail carloads are up compared with last year's volume despite persistent weather-related disruptions so far this year. First quarter grain barge deliveries in the Gulf have been at record levels, averaging 836 barges per week, 27 percent higher than the 5-year average. While the ocean freight rates for shipping bulk grains increased compared to the previous quarter and last year, they were lower than the 4-year average. Meanwhile, grain vessel loading activity in the U.S. Gulf and the Pacific Northwest (PNW) continued to be strong. The average number of ocean-going grain vessels loaded in the U.S. Gulf during first quarter was 46, compared to 37 a year earlier, a 24 percent increase. There were 34 vessels loading or waiting to be loaded in the PNW—doubling the number of vessels at berth during the same period in 2016. Average diesel fuel prices have been fluctuating and are, so far, above the U.S. Energy Information Administration (EIA) forecast for the year. EIA forecasts prices to increase in the short term as domestic and international manufacturing activities are increasing their demand for distillate fuel oil.

Table 1--Major Grains: Production and Use, April 2017 WASDE, million bushels					
	Corn	Soybeans	Wheat	Total	Y/Y
2016/17 (Projected)					
Production	15,148	4,307	2,310	21,765	11.1%
<b>Exports</b>	<b>2,225</b>	<b>2,025</b>	<b>1,025</b>	<b>5,275</b>	<b>14.4%</b>
Domestic Use	12,395	2,058	1,211	15,664	4.8%
<b>Ending Stocks/Use</b>	<b>14%</b>	<b>11%</b>	<b>52%</b>		
2015/16 (Estimated)					
Production	13,602	3,926	2,062	19,590	-2.9%
<b>Exports</b>	<b>1,898</b>	<b>1,936</b>	<b>775</b>	<b>4,609</b>	<b>0.8%</b>
Domestic Use	11,766	2,008	1,177	14,951	-0.7%
<b>Ending Stocks/Use</b>	<b>13%</b>	<b>5%</b>	<b>50%</b>		
2014/2015					
Production	14,216	3,927	2,026	20,169	
<b>Exports</b>	<b>1,867</b>	<b>1,842</b>	<b>864</b>	<b>4,573</b>	
Domestic Use	11,881	2,020	1,151	15,052	
<b>Ending Stocks/Use</b>	<b>13%</b>	<b>5%</b>	<b>37%</b>		

### Production and Export Projections

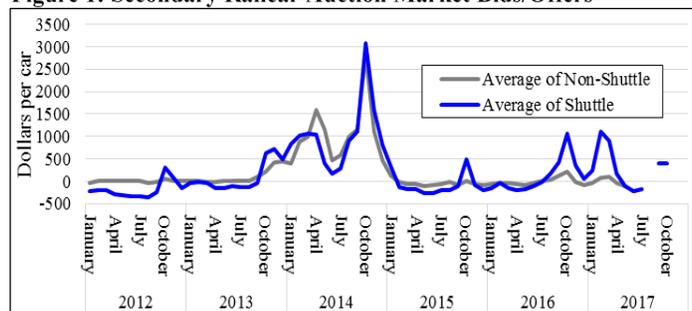
According to USDA's April *WASDE* report, 2016/17 crop production for the corn, soybean, and wheat crops increased from the previous year. Total production for all three crops was projected to reach 21.8 billion bushels (bbu) earlier this fall, 11 percent higher than the past year (table 1). USDA projects total grain exports to reach 5.3 bbu for the 2016/17 marketing year, 14 percent higher than last year. Outstanding (unshipped) export sales for the three major grains are 57 percent above the same time last year but below their 4-week averages (**Table 12** inside the *Grain Transportation Report (GTR)*), indicating an upcoming increase in demand for transportation services provided by rail lines and barges.

### Railroads Move More Traffic despite Weather

Railroad freight, including grain carloads, is higher so far in 2017, compared to the same period last year. According to the Association of American Railroads, U.S. Class I railroads originated almost 4 percent more traffic in 2017 (through April 1) than the same period in 2016. Coal (up almost 17 percent on a year-to-date basis), grain (up 6 percent), and other commodity-carloads contributed to the overall increase in rail traffic.

At the same time, railroads have dealt with bouts of severe winter weather, rain, and washouts, beginning in late 2016 and continuing into the first quarter of 2017 (February 23, 2017 *GTR*). Poor weather events have been concentrated particularly in the PNW. The railcar backlog and secondary auction market data reflected the effects of possible service delays and congestion to some degree. For example, the number of backlogged cars (or "outstanding car orders") generally increased from early January to early March. However, railroads appear to be recovering. By March 22, the total weekly backlog was down 38 percent from its peak on March 8. In addition, prices in the secondary railcar market increased from January through March (Figure 1), before falling in recent weeks.

Figure 1: Secondary Railcar Auction Market Bids/Offers



### Significant Growth in 2016 Grain Barge Traffic Continues into 2017

The number of grain barges unloaded and inspected for export (deliveries) at the Mississippi River-Gulf ports was 39,337 in 2016 (see table 2). This was 18 percent higher than the 5-year average and the record annual total since record keeping began in 2005.<sup>1</sup> Barge deliveries for 2017 are off to a good start with an average of 836 per week for the first quarter, a record for the first quarter. First quarter barge deliveries can be strong after a large crop and favorable winter navigation conditions. Weak first quarter movements occurred during 2013 when drought reduced the 2012/13 crop year harvest and made for poor navigation conditions during the beginning of 2013. Typically, barge deliveries are the highest in the fourth quarter, followed by the first quarter, then the third quarter, and the lowest number of deliveries during the second quarter.

Table 2 - Average weekly number of barge deliveries at the Mississippi River-Gulf, by quarter and calendar year annual total

	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Annual total
2012	626	441	501	723	29,798
2013	490	312	431	844	26,997
2014	760	569	528	874	35,513
2015	713	556	599	869	35,589
2016	689	608	777	952	39,337
Average	656	497	567	853	33,447
2017	836				

Source: USDA/GIPSA

First quarter spot barge rates for the lower Illinois River were 305 percent of tariff (\$14.15 per ton), higher than last year's 267 percent of tariff (\$12.39 per ton), but lower than the 5-year average of 390 percent of tariff (\$18.10 per ton). Similar rate patterns are reported at other major grain originating locations. So far, second quarter navigation conditions on the Mississippi, Illinois, and Ohio Rivers are starting out less than ideal as rain-induced high-water conditions have slowed barge traffic. However, the barge supply has been adequate for the current demand, and freight rates have not been adversely impacted.

### Dry-Bulk Freight Rates Rose during the First Quarter

Ocean freight rates for shipping bulk commodities, including grain, rose during the first quarter of 2017, compared to the previous quarter and last year, but were still lower than the 4-year average. The rates for shipping bulk grain from the U.S. Gulf to Japan averaged \$36.45 per metric ton (mt), respective increases of 8 and 57 percent from the previous quarter and the same period last year, but 6 percent lower than the 4-year average. The cost of shipping from the PNW to Japan averaged \$19.02 per mt, 3 percent above the previous quarter, 43 percent above the same period last year, and a 10 percent decline from the 4-year average. The rise in the ocean rates during the first quarter was partly due to strong grain movements and increased demand for other bulk commodities, such as coal and iron ore during the quarter. For example, year-to-date total grain inspected for export and ocean-going grain vessel loading activity in the U.S. Gulf and the PNW during the first quarter surpassed the previous year's levels (March 23, 2017 [GTR](#)). In addition, there has been an increased demand for coal and iron ore/steel due to "restocking" in China (April 6, 2017 [GTR](#)). Despite the uptick, rates were still considerably lower than the historic highs of 2008, as excess vessel supply persists in the market.

### So Far, Diesel Prices Slightly Above the 2017 Forecast

During the first quarter of 2017, diesel prices have fluctuated within the \$2.53-\$2.60 range per gallon. EIA previously forecast this year's average price per gallon to be nearly 40 cents above last year (September 22, 2016 [GTR](#)) but the average price during first 13 weeks of 2017, was 50 cents higher than during the same period last year. EIA's latest [Short Term Energy Outlook](#) reports domestic and international manufacturing activities are increasing their demand for distillate fuel oil. This increase likely caused the all-time high volumes of consumption plus exports in March, and reduced U.S. distillate inventories declined. Continued expansion in manufacturing activity is expected to support increased distillate consumption and trade. [GTRContactUs@ams.usda.gov](mailto:GTRContactUs@ams.usda.gov)

<sup>1</sup> The number of weekly unloaded grain barges inspected for export is supplied by the USDA's Grain Inspection, Packers & Stockyards Administration (GIPSA). This data set was initiated after Hurricane Katrina in 2005 to assess barge delivery performance after a major disruption, but the GTR continues to report the weekly data. GIPSA sets a standard weight of 3,648,000 pounds per barge.

# 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
04/12/17	173	254	197	174	149
04/05/17	172	261	197	174	151

<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)**

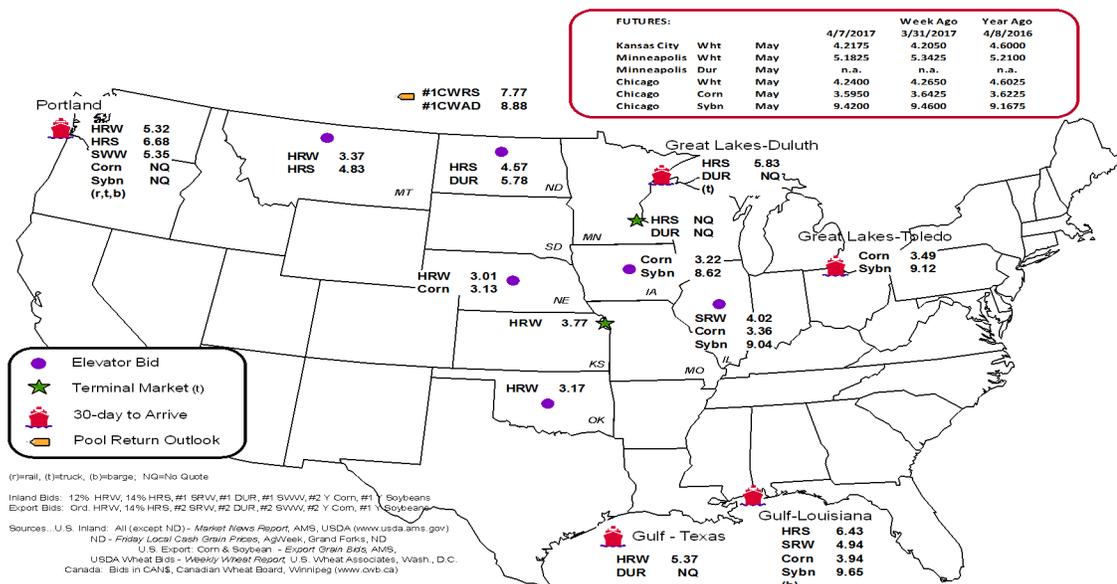
Commodity	Origin--Destination	4/7/2017	3/31/2017
Corn	IL--Gulf	-0.58	-0.57
Corn	NE--Gulf	-0.81	-0.79
Soybean	IA--Gulf	-1.03	-1.07
HRW	KS--Gulf	-1.60	-1.65
HRS	ND--Portland	-2.11	-2.17

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



# 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			
04/05/2017 <sup>p</sup>	402	650	6,666	474	8,192	04/01/17	2,307
03/29/2017 <sup>r</sup>	1,093	1,509	6,668	438	9,708	3/25/2017	1,859
2017 YTD <sup>r</sup>	12,086	26,240	87,877	8,949	135,152	2017 YTD	28,594
2016 YTD <sup>r</sup>	5,110	21,522	81,111	7,928	115,671	2016 YTD	26,843
2017 YTD as % of 2016 YTD	237	122	108	113	117	% change YTD	107
Last 4 weeks as % of 2016 <sup>2</sup>	8,439	104	119	152	129	Last 4wks % 2016	98
Last 4 weeks as % of 4-year avg. <sup>2</sup>	236	106	120	108	122	Last 4wks % 4 yr	120
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

<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.

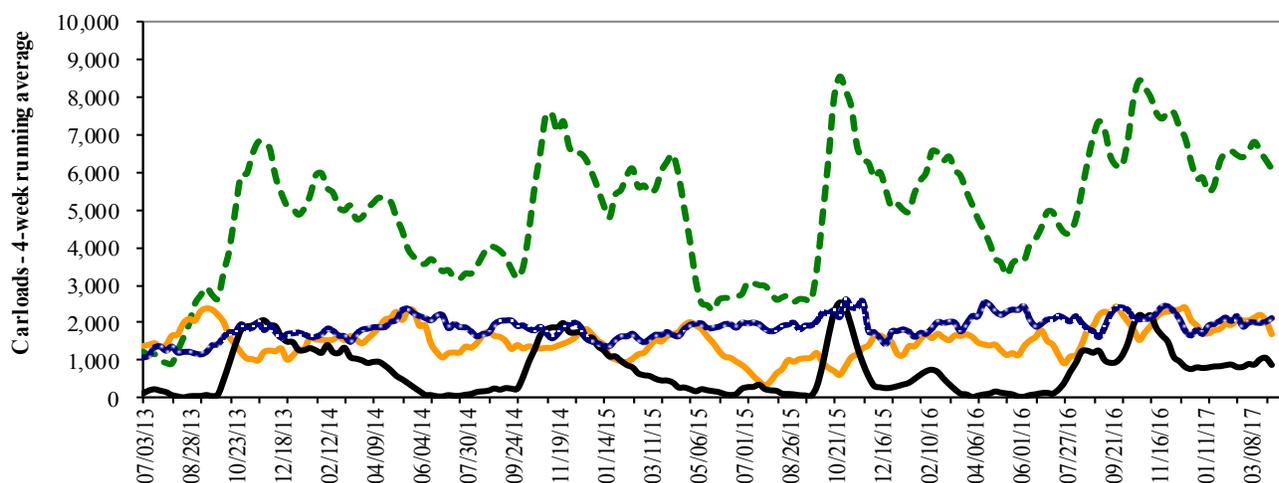
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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



--- Pacific Northwest: 4 wks. ending 4/5--up 19% from same period last year; up 20% from 4-year average  
--- Texas Gulf: 4 wks. Ending 4/5--up 4% from same period last year; up 6% from 4-year average  
--- Miss. River: 4 wks. Ending 4/5--up 833% from same period last year; up 136% from 4-year average  
--- Cross-border: 4 wks. ending 4/1--down 2% from same period last year; up 20% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

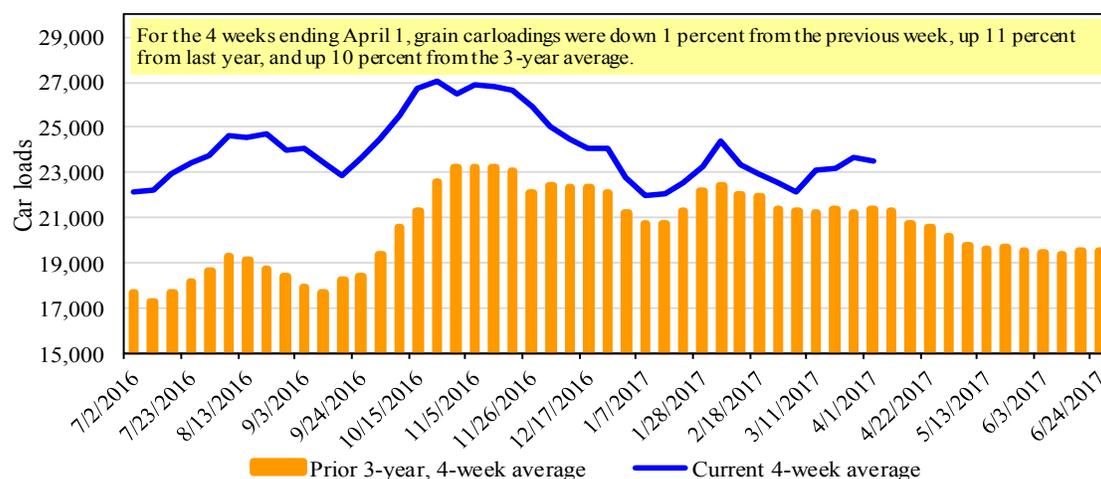
For the week ending: 4/1/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,641	2,754	11,637	786	6,376	23,194	4,452	4,996
This week last year	1,978	3,390	10,671	731	5,074	21,844	4,361	4,212
2017 YTD	24,861	36,792	146,059	12,854	80,909	301,475	51,073	54,743
2016 YTD	25,133	36,509	142,601	11,042	68,388	283,673	44,918	56,562
2017 YTD as % of 2016 YTD	99	101	102	116	118	106	114	97
Last 4 weeks as % of 2016*	96	109	107	106	129	111	117	98
Last 4 weeks as % of 3-yr avg.**	89	99	112	99	122	110	102	100
Total 2016	95,179	151,002	590,779	45,246	300,836	1,183,042	193,970	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<sup>1</sup> (\$/car)<sup>2</sup>**

For the week ending: 4/6/2017		Delivery period							
		Apr-17	Apr-16	May-17	May-16	Jun-17	Jun-16	Jul-17	Jul-16
BNSF <sup>3</sup>	COT grain units	no bids	no bids	no bids	no bids	no bids	0	no bids	0
	COT grain single-car <sup>5</sup>	11	0	0	0	no bids	no bids	no bids	no bids
UP <sup>4</sup>	GCAS/Region 1	no offer	no bids	n/a	n/a				
	GCAS/Region 2	no offer	no bids	n/a	n/a				

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

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

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

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

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

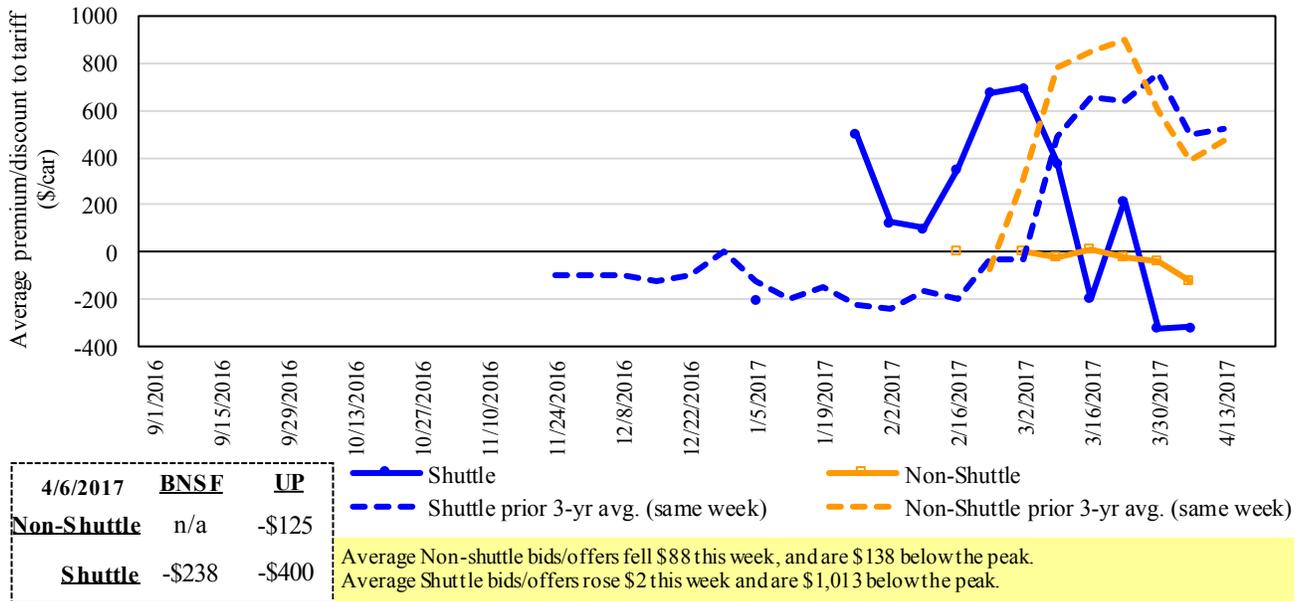
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

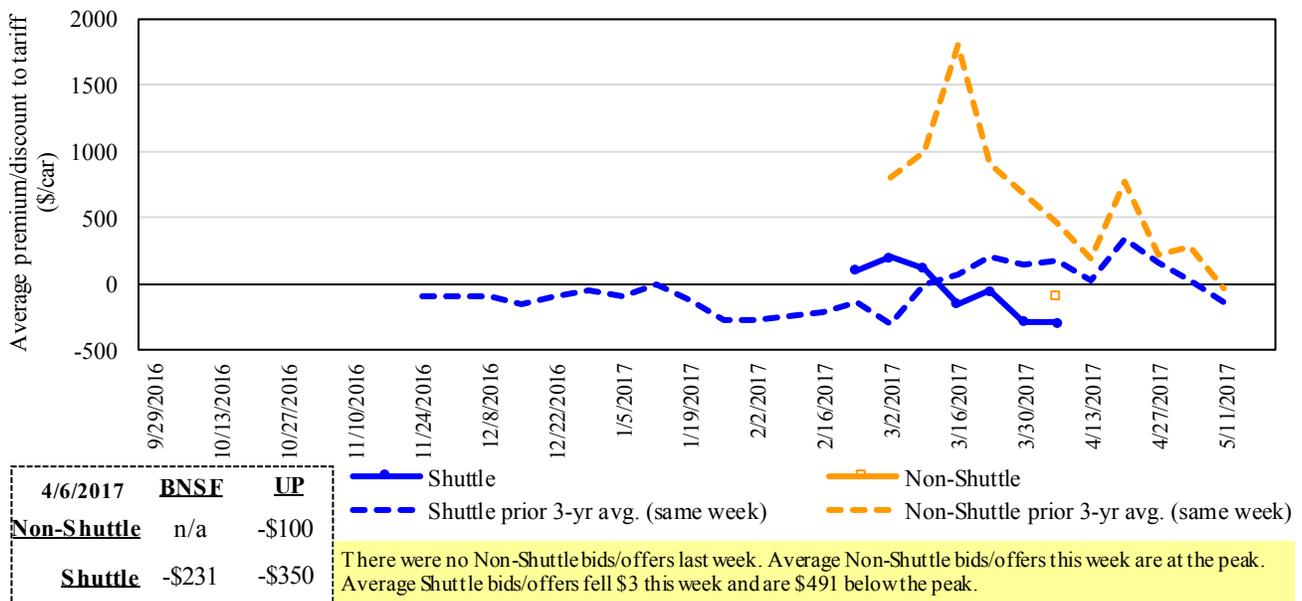
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



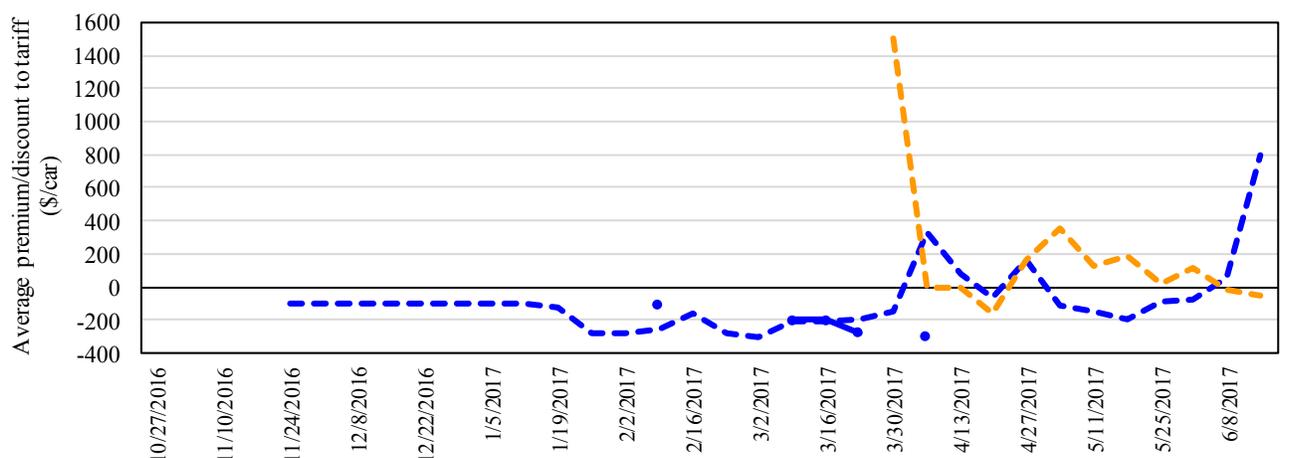
Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: Transportation & Marketing Programs/AMS/USDA

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



4/6/2017	BNSF	UP	Shuttle	Non-Shuttle
<b>Non-Shuttle</b>	n/a	n/a		
<b>Shuttle</b>	n/a	-\$300		

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 \$200 below the peak.

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

Table 6  
**Weekly Secondary Railcar Market (\$/car)<sup>1</sup>**

For the week ending:		Delivery period					
		Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17
Non-shuttle	<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 2016	n/a	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	(125)	(100)	n/a	n/a	n/a	n/a
	Change from last week	(50)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	(25)	0	n/a	n/a	n/a	n/a
Shuttle	<b>BNSF-GF</b>	(238)	(231)	n/a	n/a	n/a	367
	Change from last week	4	(31)	n/a	n/a	n/a	9
	Change from same week 2016	(13)	(50)	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	(400)	(350)	(300)	(175)	n/a	n/a
	Change from last week	0	25	n/a	n/a	n/a	n/a
	Change from same week 2016	(150)	(146)	n/a	n/a	n/a	n/a

<sup>1</sup>Average premium/discount to tariff, \$/car-last week  
 Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,  
 n/a = not available; GF = guaranteed freight; Pool = guaranteed pool  
 Sources: Transportation and Marketing Programs/AMS/USDA  
 Data from James B. Joiner Co., Tradewest Brokerage Co.

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

Table 7

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

April, 2017	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,770	\$51	\$37.94	\$1.03	6
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$6	\$41.20	\$1.12	21
	Wichita, KS	Los Angeles, CA	\$6,950	\$31	\$69.32	\$1.89	3
	Wichita, KS	New Orleans, LA	\$4,408	\$89	\$44.66	\$1.22	6
	Sioux Falls, SD	Galveston-Houston, TX	\$6,686	\$25	\$66.64	\$1.81	6
	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	\$67	\$36.75	\$1.00	-3
	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	
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$18	\$39.43	\$1.07	6
	Wichita, KS	Galveston-Houston, TX	\$4,071	\$14	\$40.56	\$1.10	8
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	0
	Grand Forks, ND	Portland, OR	\$5,611	\$30	\$56.02	\$1.52	6
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	\$32	\$59.21	\$1.61	6
	Northwest KS	Portland, OR	\$5,643	\$160	\$57.63	\$1.57	6
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$37	\$50.02	\$1.27	5
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$34	\$49.59	\$1.26	5
	Champaign-Urbana, IL	New Orleans, LA	\$3,481	\$101	\$35.57	\$0.90	3
	Lincoln, NE	Galveston-Houston, TX	\$3,700	\$20	\$36.94	\$0.94	7
	Des Moines, IA	Amarillo, TX	\$3,895	\$79	\$39.46	\$1.00	5
	Minneapolis, MN	Tacoma, WA	\$5,000	\$37	\$50.02	\$1.27	5
	Council Bluffs, IA	Stockton, CA	\$4,740	\$38	\$47.45	\$1.21	8
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,600	\$34	\$55.95	\$1.52	7
	Minneapolis, MN	Portland, OR	\$5,650	\$37	\$56.47	\$1.54	8
	Fargo, ND	Tacoma, WA	\$5,500	\$30	\$54.92	\$1.49	6
	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

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

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

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

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

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

Table 8

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

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel surcharge per car <sup>2</sup>	Tariff plus surcharge per:		Percent change <sup>4</sup> Y/Y
					metric ton <sup>3</sup>	bushel <sup>3</sup>	
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	0
	OK	Cuautitlan, EM	\$6,638	\$70	\$68.54	\$1.86	3
	KS	Guadalajara, JA	\$7,180	\$268	\$76.10	\$2.07	5
	TX	Salinas Victoria, NL	\$4,258	\$42	\$43.93	\$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	\$138	\$82.23	\$2.09	2
	SD	Salinas Victoria, NL	\$6,635	\$0	\$67.79	\$1.72	1
	MO	Tlalnepantla, EM	\$7,268	\$135	\$75.64	\$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

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

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

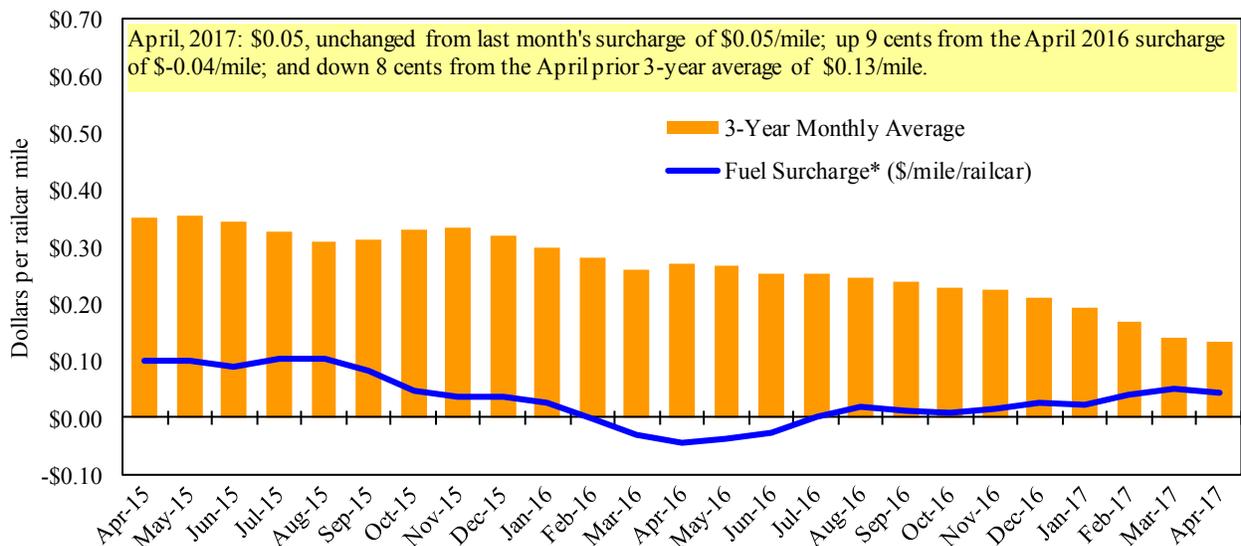
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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

Figure 7

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



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

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

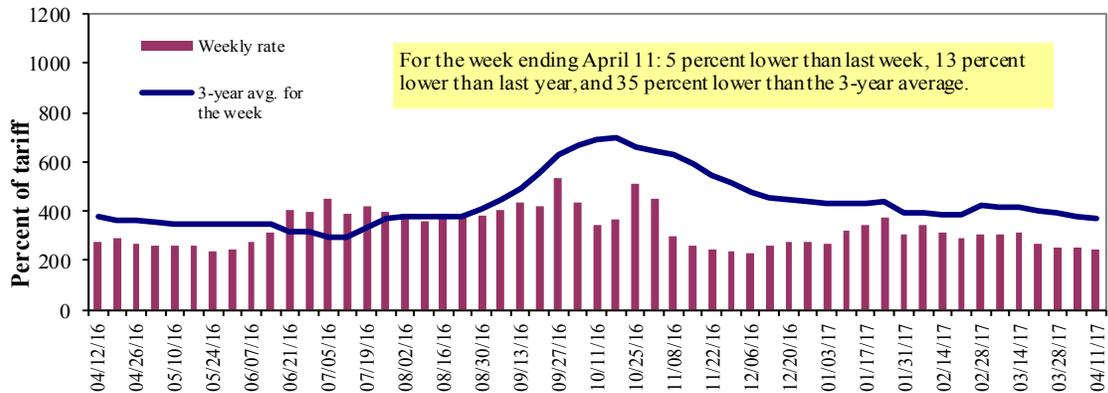
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

# Barge Transportation

Figure 8

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	4/11/2017	298	243	243	175	178	178	160
	4/4/2017	305	255	255	180	190	190	167
<b>\$/ton</b>	4/11/2017	18.45	12.93	11.28	6.98	8.35	7.19	5.02
	4/4/2017	18.88	13.57	11.83	7.18	8.91	7.68	5.24
<b>Current week % change from the same week:</b>								
	Last year	-14	-19	-13	-13	-16	-16	-11
	3-year avg. <sup>2</sup>	15	-36	-35	-38	-40	-40	-34
<b>Rate<sup>1</sup></b>	May	298	248	243	175	178	178	170
	July	313	263	253	193	200	200	180

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

### Benchmark tariff rates

#### Calculating barge rate per ton:

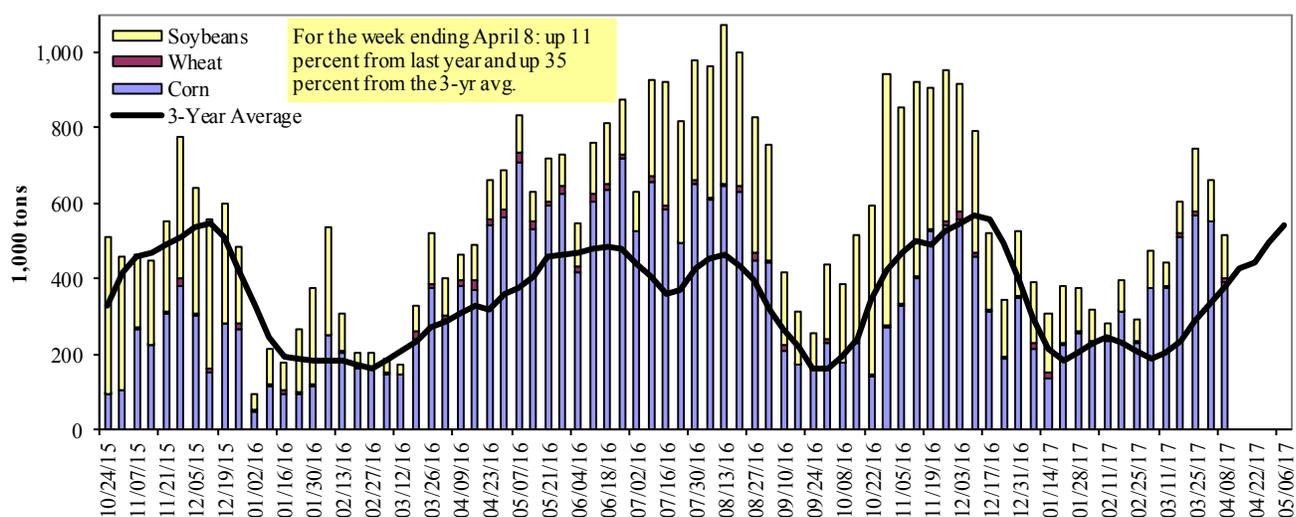
$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton}) / 100$$

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



Figure 10

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



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

Source: U.S. Army Corps of Engineers

Table 10

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

For the week ending 4/8/2017	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	130	3	71	0	205
Winfield, MO (L25)	267	9	99	0	375
Alton, IL (L26)	393	14	119	0	526
Granite City, IL (L27)	389	12	114	0	516
<b>Illinois River (L8)</b>	122	2	26	0	149
<b>Ohio River (L52)</b>	89	9	36	2	136
<b>Arkansas River (L1)</b>	1	29	24	0	55
Weekly total - 2017	479	51	175	2	706
Weekly total - 2016	523	39	124	2	688
2017 YTD <sup>1</sup>	6,293	554	3,694	130	10,671
2016 YTD	4,692	394	3,302	47	8,435
2017 as % of 2016 YTD	134	141	112	277	127
Last 4 weeks as % of 2016 <sup>2</sup>	139	107	133	50	135
Total 2016	24,136	2,030	16,668	344	43,178

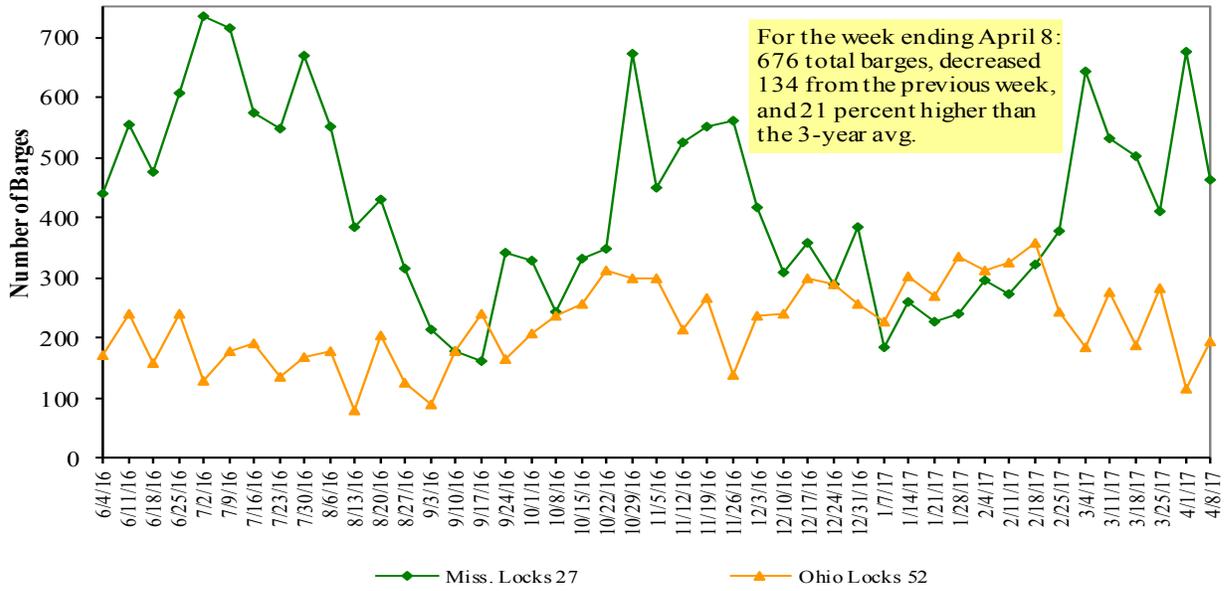
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2016.

Note: Total may not add exactly, due to rounding

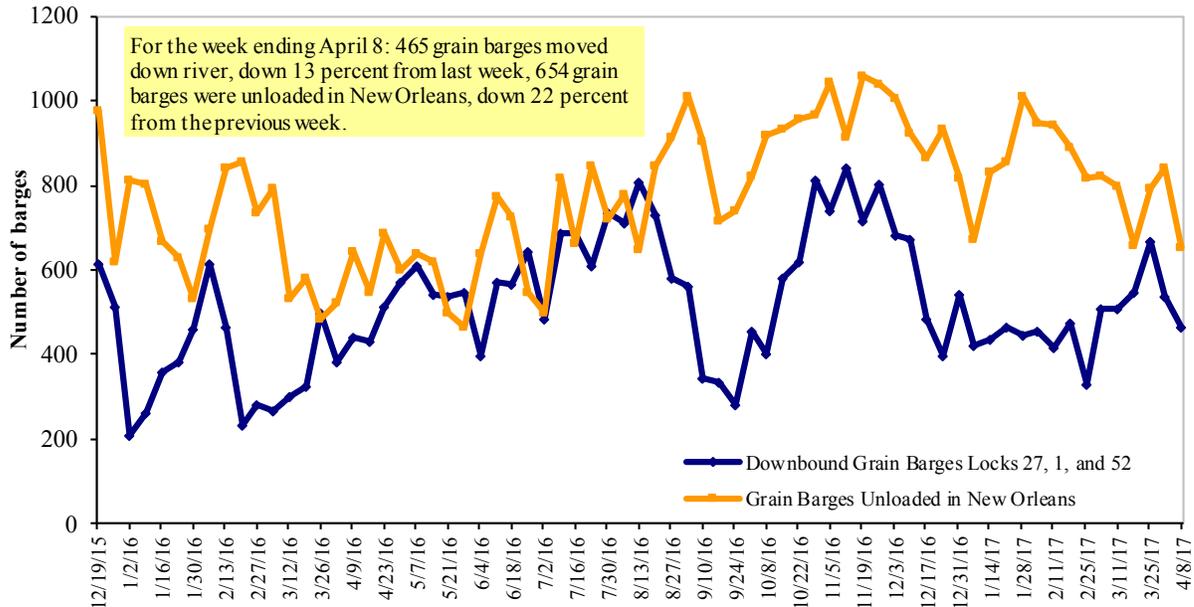
Source: U.S. Army Corps of Engineers

**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<sup>1</sup>, Week Ending 4/10/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.620	0.015	0.433
	New England	2.639	0.009	0.402
	Central Atlantic	2.761	0.022	0.460
	Lower Atlantic	2.516	0.011	0.426
II	Midwest <sup>2</sup>	2.515	0.034	0.433
III	Gulf Coast <sup>3</sup>	2.446	0.032	0.454
IV	Rocky Mountain	2.640	0.017	0.498
V	West Coast	2.862	0.023	0.530
	West Coast less California	2.772	0.037	0.572
	California	2.935	0.012	0.498
Total	U.S.	2.582	0.026	0.454

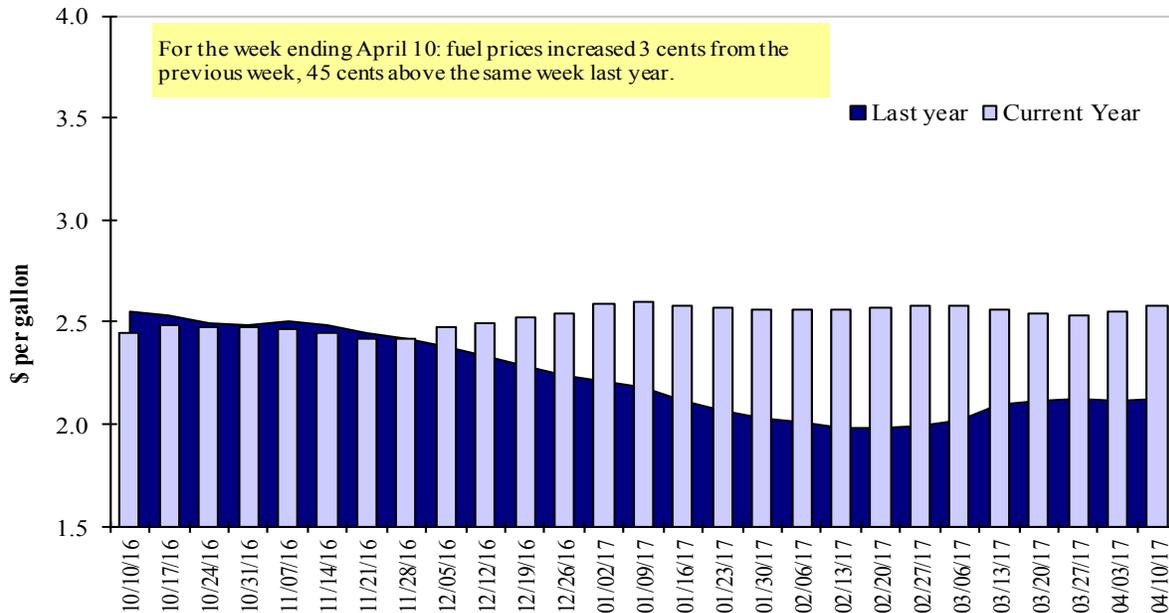
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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

Figure 13

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



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

# Grain Exports

Table 12

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

For the week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
3/30/2017	2,027	492	1,964	1,380	109	5,972	16,434	7,754	30,160
This week year ago	727	362	1,325	697	91	3,203	12,616	3,362	19,181
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2016/17 YTD	9,025	1,889	6,311	3,244	377	20,845	32,128	47,399	100,372
2015/16 YTD	4,686	2,701	5,068	2,956	585	15,995	19,972	40,967	76,933
YTD 2016/17 as % of 2015/16	193	70	125	110	64	130	161	116	130
Last 4 wks as % of same period 2015/16	285	144	151	194	99	189	136	240	195
2015/16 Total	5,538	3,057	6,285	3,551	670	19,101	45,564	49,821	114,487
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	45,205	49,614	117,155

<sup>1</sup> Current unshipped (outstanding) export sales to date

<sup>2</sup> Shipped export sales to date; new marketing year now in effect for wheat; new marketing year now in effect for corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA ([www.fas.usda.gov](http://www.fas.usda.gov))

Table 13

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

For the week ending 3/30/2017	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
Mexico	11,909	10,803	10	11,204
Japan	9,153	6,053	51	11,284
Korea	4,788	1,039	361	3,931
Colombia	3,741	3,808	(2)	4,134
Peru	2,417	1,459	66	2,109
<b>Top 5 Importers</b>	<b>32,008</b>	<b>23,162</b>	<b>38</b>	<b>32,662</b>
<b>Total US corn export sales</b>	<b>48,562</b>	<b>32,588</b>	<b>49</b>	<b>46,633</b>
% of Projected	86%	67%		
Change from prior week <sup>2</sup>	<b>1,138</b>	<b>945</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	66%	71%		70%
<b>USDA forecast, April 2017</b>	<b>56,616</b>	<b>48,295</b>	<b>17</b>	
<b>Corn Use for Ethanol USDA forecast, April 2017</b>	<b>138,430</b>	<b>132,690</b>	<b>4</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 3/30/2017	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	35,218	26,847	31	29,033
Mexico	3,285	2,814	17	3,295
Indonesia	1,683	1,304	29	2,065
Japan	1,813	1,849	(2)	1,994
Netherlands	1,260	1,357	(7)	1,644
<b>Top 5 importers</b>	<b>43,259</b>	<b>34,170</b>	<b>27</b>	<b>38,032</b>
<b>Total US soybean export sales</b>	<b>55,152</b>	<b>44,329</b>	<b>24</b>	<b>48,389</b>
% of Projected	100%	84%		
Change from prior week <sup>2</sup>	<b>482</b>	<b>420</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>78%</b>	<b>77%</b>		<b>79%</b>
<b>USDA forecast, April 2017</b>	<b>55,177</b>	<b>52,752</b>	<b>5</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2015/16 - 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. (Carry over plus Accumulated Exports)

Table 15

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

For the week ending 3/30/2017	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,543	2,321	10	2,743
Mexico	3,063	2,174	41	2,660
Philippines	2,534	2,023	25	2,156
Brazil	1,184	404	193	2,076
Nigeria	1,402	1,425	(2)	1,978
Korea	1,251	1,129	11	1,170
China	1,233	713	73	1,770
Taiwan	1,038	990	5	1,005
Indonesia	1,010	453	123	776
Colombia	781	612	28	679
<b>Top 10 importers</b>	<b>16,038</b>	<b>12,245</b>	<b>31</b>	<b>17,013</b>
<b>Total US wheat export sales</b>	<b>26,817</b>	<b>19,197</b>	<b>40</b>	<b>24,485</b>
% of Projected	96%	91%		
Change from prior week <sup>2</sup>	<b>568</b>	<b>(58)</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>60%</b>	<b>64%</b>		<b>69%</b>
<b>USDA forecast, April 2017</b>	<b>27,929</b>	<b>21,117</b>	<b>32</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2015/16 - 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 outstanding and/or accumulated sales<sup>3</sup>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 04/06/17	Previous Week <sup>1</sup>	Current Week as % of Previous	2017 YTD	2016 YTD	2017 YTD as % of 2016 YTD	Last 4-weeks as % of:		2016 Total
							Last Year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	365	308	119	3,636	3,137	116	137	141	12,325
Corn	328	348	94	3,895	2,091	186	144	147	12,009
Soybeans	208	69	302	3,465	4,379	79	129	84	14,447
<b>Total</b>	<b>901</b>	<b>725</b>	<b>124</b>	<b>10,996</b>	<b>9,606</b>	<b>114</b>	<b>138</b>	<b>127</b>	<b>38,782</b>
<b>Mississippi Gulf</b>									
Wheat	101	101	100	1,247	926	135	153	89	3,480
Corn	652	922	71	10,822	7,088	153	136	132	31,420
Soybeans	563	410	137	9,281	8,429	110	186	157	35,278
<b>Total</b>	<b>1,316</b>	<b>1,433</b>	<b>92</b>	<b>21,350</b>	<b>16,443</b>	<b>130</b>	<b>150</b>	<b>135</b>	<b>70,178</b>
<b>Texas Gulf</b>									
Wheat	177	143	123	1,827	735	248	285	177	6,019
Corn	18	27	65	286	251	114	81	127	1,669
Soybeans	0	0	n/a	0	92	0	n/a	n/a	1,105
<b>Total</b>	<b>195</b>	<b>171</b>	<b>114</b>	<b>2,113</b>	<b>1,078</b>	<b>196</b>	<b>229</b>	<b>170</b>	<b>8,792</b>
<b>Interior</b>									
Wheat	12	50	24	494	330	150	144	133	1,543
Corn	144	152	94	1,809	1,579	115	107	117	7,197
Soybeans	69	87	79	1,340	1,126	119	102	94	4,577
<b>Total</b>	<b>224</b>	<b>289</b>	<b>78</b>	<b>3,643</b>	<b>3,035</b>	<b>120</b>	<b>109</b>	<b>111</b>	<b>13,317</b>
<b>Great Lakes</b>									
Wheat	19	0	n/a	27	11	258	258	717	1,186
Corn	0	0	n/a	0	0	n/a	n/a	n/a	584
Soybeans	26	0	n/a	26	0	n/a	n/a	n/a	910
<b>Total</b>	<b>46</b>	<b>0</b>	<b>n/a</b>	<b>53</b>	<b>11</b>	<b>508</b>	<b>508</b>	<b>1412</b>	<b>2,681</b>
<b>Atlantic</b>									
Wheat	0	1	n/a	36	126	29	2	1	315
Corn	0	5	11	5	14	38	114	18	294
Soybeans	11	30	36	692	788	88	87	81	2,269
<b>Total</b>	<b>12</b>	<b>35</b>	<b>33</b>	<b>734</b>	<b>927</b>	<b>79</b>	<b>71</b>	<b>50</b>	<b>2,878</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	675	603	112	7,268	5,265	138	162	135	24,867
Corn	1,142	1,454	79	16,817	11,021	153	133	133	53,173
Soybeans	877	596	147	14,804	14,813	100	153	123	58,587
<b>Total</b>	<b>2,693</b>	<b>2,653</b>	<b>102</b>	<b>38,889</b>	<b>31,100</b>	<b>125</b>	<b>144</b>	<b>131</b>	<b>136,627</b>

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

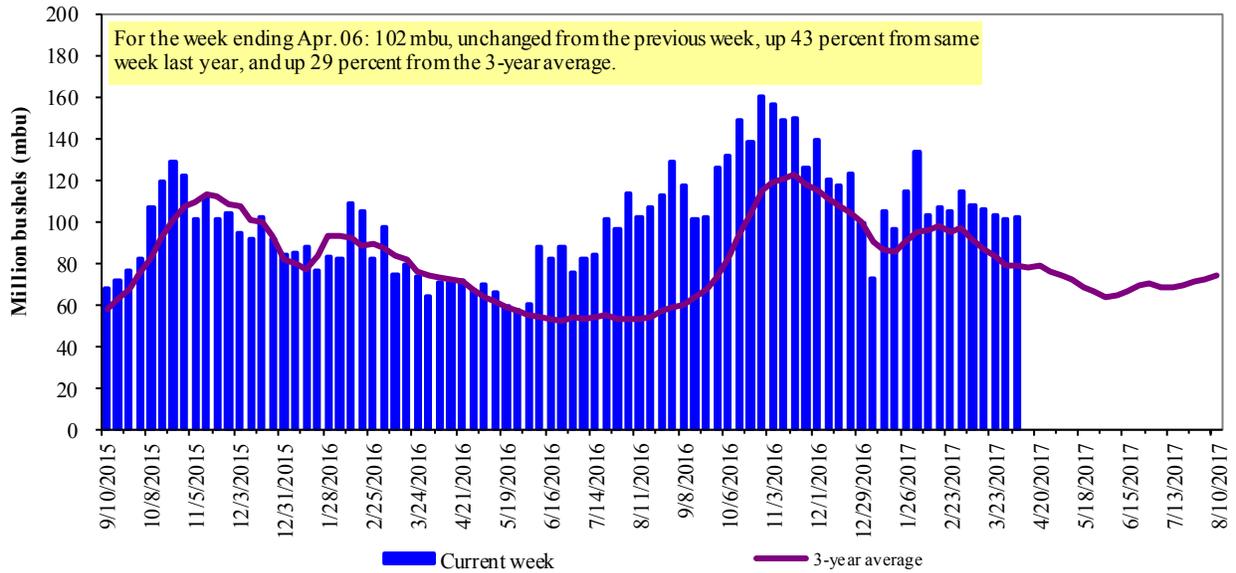
Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://www.gipsa.usda.gov)); YTD= year-to-date; n/a = not applicable

<sup>2</sup> 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

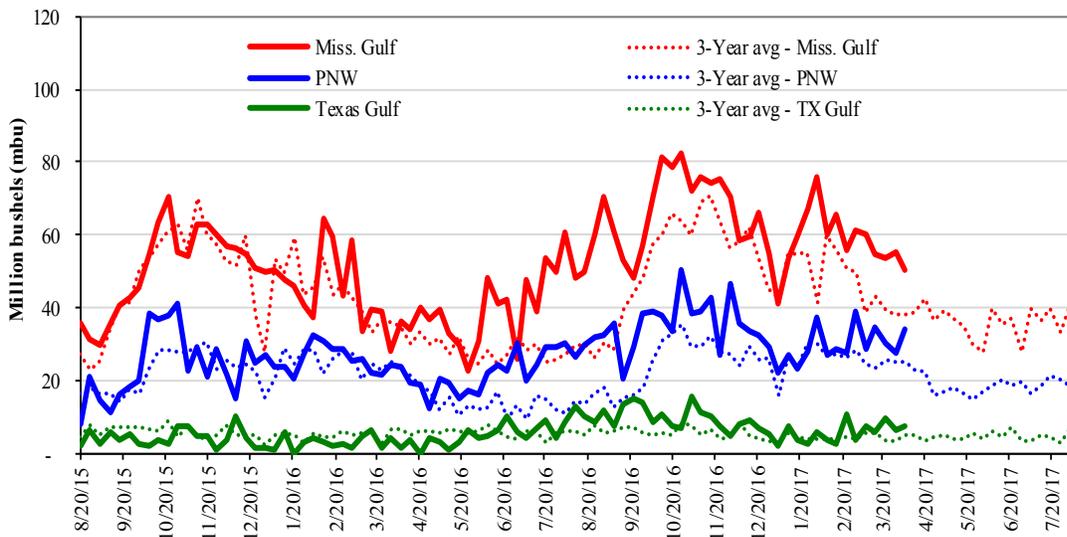
**U.S. grain inspected for export (wheat, corn, and soybeans)**



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<sup>1</sup> (wheat, corn, and soybeans)**



<u>Week ending 04/06/17 inspections (mbu):</u>		<u>Percent change from:</u>			
Mississippi Gulf:	50.1	Last Week:	MS Gulf down 9	TX Gulf up 13	U.S. Gulf down 7
PNW:	34.0	Last Year (same week):	up 38	up 464	up 52
Texas Gulf:	7.2	3-yr avg. (4-wk. mov. Avg):	up 27	up 69	up 31
					PNW up 37

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)  
<sup>1</sup>The 3-year average is based on a 4-week running average

# Ocean Transportation

Table 17

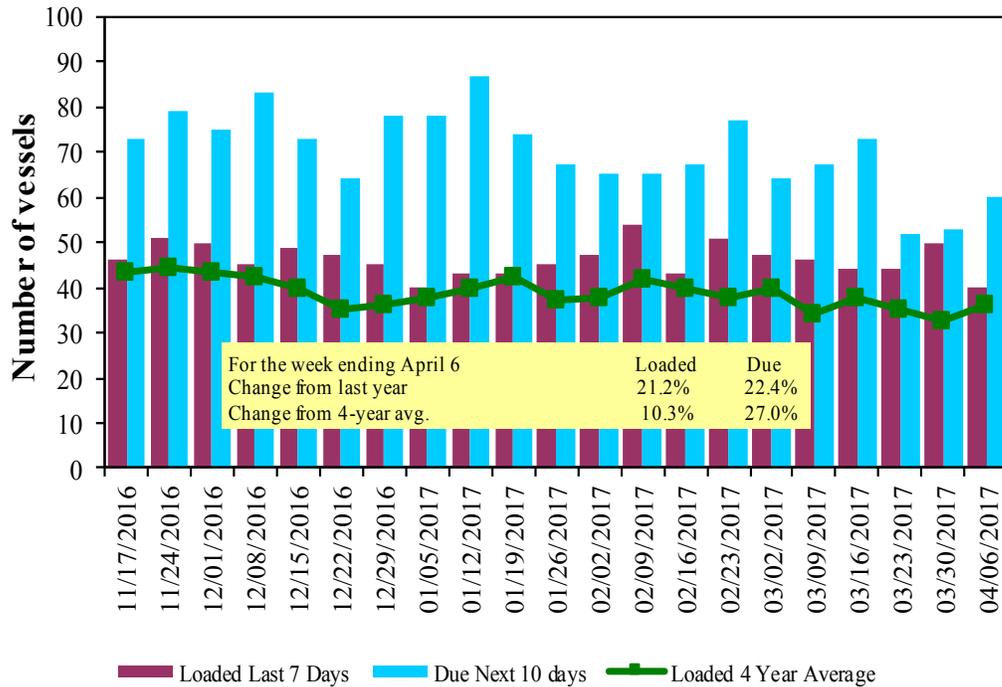
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
4/6/2017	53	40	60	20	n/a
3/30/2017	45	50	53	28	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

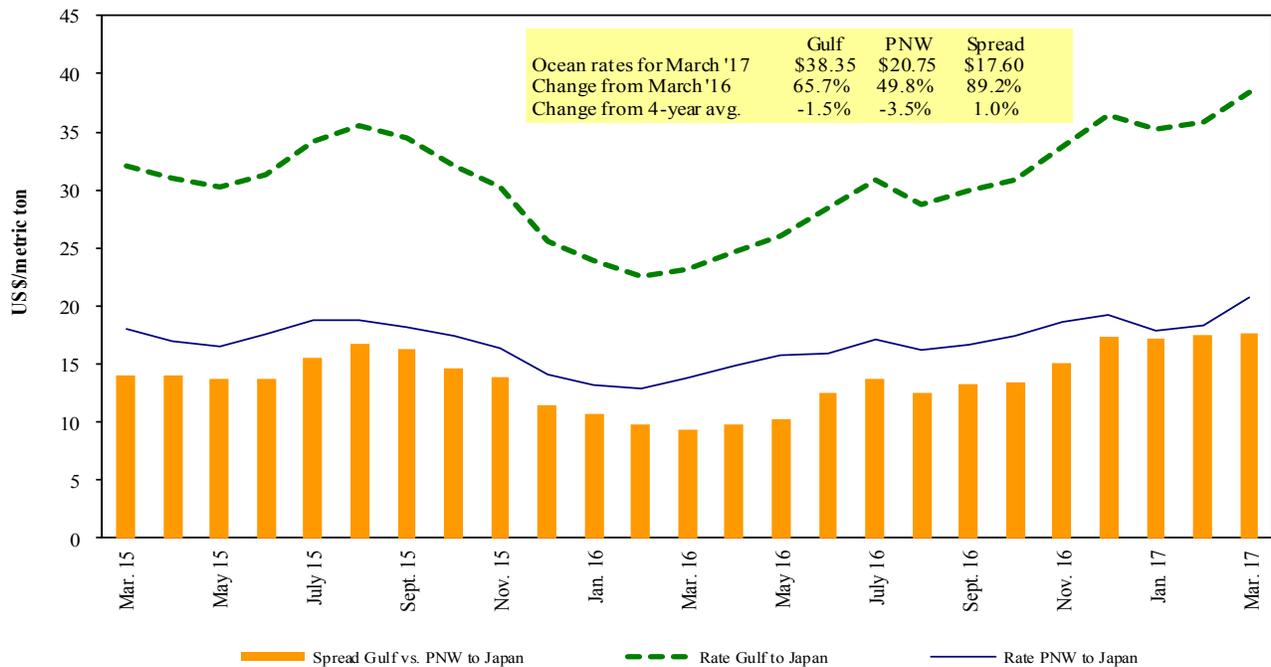
**U.S. Gulf Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA  
<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

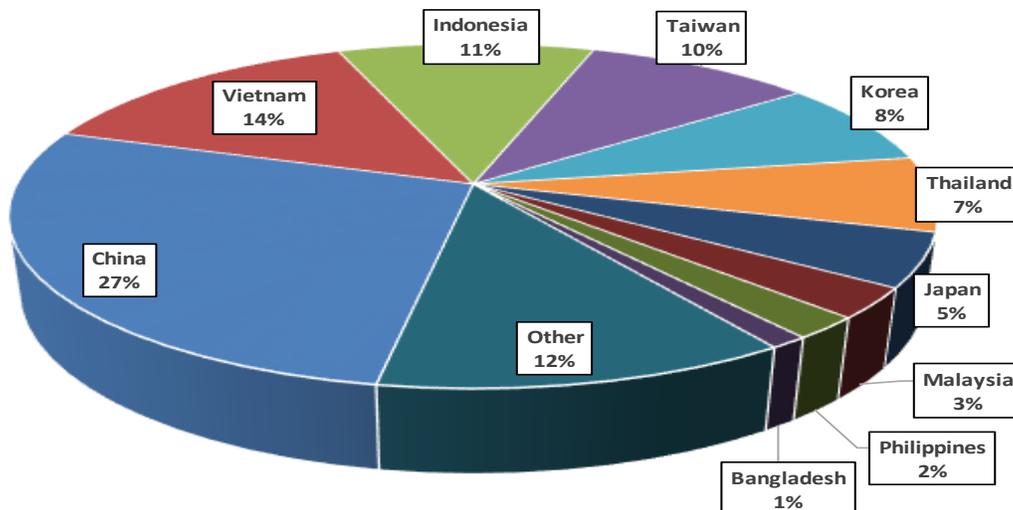
## Ocean Freight Rates For Selected Shipments, Week Ending 04/08/2017

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Cote d'Ivoire	Rice	Jun 19/29	6,000	93.33*
PNW	Taiwan	Wheat	Jun 9/23	48,425	29.70
PNW	Taiwan	Wheat	May 6/20	52,500	28.48
PNW	Taiwan	Wheat	Apr 19/May 3	50,350	29.12
Brazil	China	Heavy Grain	Apr 11/17	60,000	29.75
Brazil	China	Heavy Grain	Apr 10/15	60,000	31.00
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	South Korea	Heavy Grain	Mar 15/Apr 15	65,000	23.50
EC S. America	China	Heavy Grain	May 20/30	60,000	29.75
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
U.S. Gulf	Djibouti	Wheat	Mar 17/27	8,870	67.75*
U.S. Gulf	Berbera	Sorghum	Mar 17/27	34,860	47.75*
Bahia Blanca	Saudi Arabia	Barley	Mar 20/30	60,000	31.75
Brazil	China	Heavy Grain	Mar 21/30	60,000	26.30
Kavkaz	Tunisia	Wheat	Apr 3/10	25,000	16.75
Santos	Qingdao	Heavy Grain	Apr 1/15	60,000	29.50
Santos	China	Heavy Grain	Apr 10/15	60,000	28.00
U.S. Gulf	Conakry	Milled Rice	Apr 15/25	10,400	75.00*
U.S. Gulf	Northern China	Heavy Grain	Mar 15/20	53,000	39.00

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**

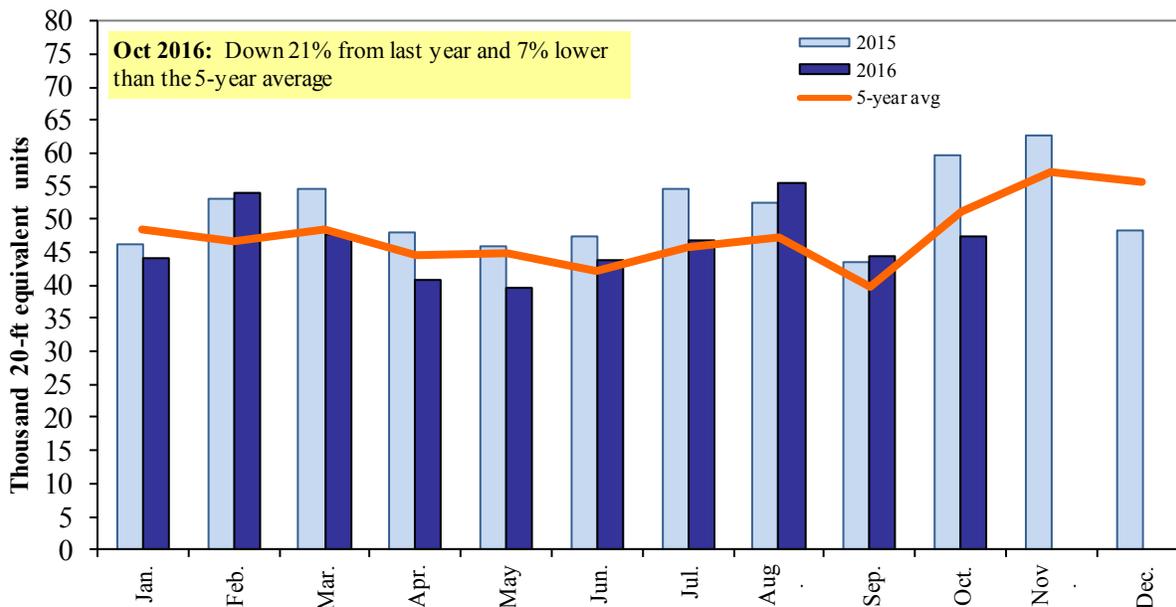


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. April 13, 2017. Web: <http://dx.doi.org/10.9752/TS056.04-13-2017>

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