



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

Contact Us

May 18, 2017

## WEEKLY HIGHLIGHTS

### Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

Datasets

Specialists

Subscription  
Information

The next  
release is  
May 25, 2017

#### Increased Corn Inspections Boost Total Grain Exports

For the week ending May 11, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 2.4 million metric tons (mmt), up 25 percent from the previous week, up 38 percent from the same time last year, and 26 percent above the 3-year average. Total grain inspections were boosted by a 66 percent jump in corn inspections which increased primarily to Asia and Latin America. Wheat inspections increased 5 percent from the previous week, but soybean inspections dropped 24 percent as shipments to Asia decreased notably. Mississippi Gulf grain inspections increased 28 percent from the previous week, and Pacific Northwest (PNW) inspections jumped 53 percent for the same period. Outstanding export sales of grain were down for corn and wheat, but up slightly for soybeans.

#### Grain Barge Movement Recovered, But High Water and Flooding Continue

Grain barge movements have recovered from the previous week, as high water gradually receded in the Upper Mississippi River. For the week ending May 13, downbound grain barge tonnages was 0.8 million tons at Mississippi River Locks 27, the southern-most lock on the Mississippi river, a 61 percent increase from the previous week (**GTR Figure 10**). Total corn and soybean shipments were 0.71 million tons and 0.25 million tons, up 213 percent and 240 percent from the previous week, respectively (**GTR Table 10**). However, the barge industry has reported potential pick-up and transit delays in parts of the Lower Mississippi, Ohio, Illinois, and Arkansas Rivers. On May 17, most navigation on the Arkansas River was limited or stopped, due to high water and flood conditions. The National Weather Service Weather Forecast Office [forecasts](#) that the Lower Mississippi River will crest near Baton Rouge, Donaldsonville, and New Orleans later next week.

#### Labor Agreement Reached at Longview Export Grain Terminal

The Longview Export Grain Terminal in Washington has reached a new labor agreement with the Local 21 International Longshore and Warehouse Union. According to local media, negotiations lasted about a month and an agreement was reached smoothly. The new agreement gives grain shippers more confidence in their supply chain as the previous negotiations 5 years ago left shippers with delays and lengthy disruptions.

### Snapshots by Sector

#### Export Sales

For the week ending May 4, **unshipped balances** of wheat, corn, and soybeans totaled 24.9 mmt, up 27 percent from the same time last year. Net weekly **wheat export sales** were -.024 mmt, down significantly from the previous week. Net **corn export sales** were .278 mmt, down 64 percent from the previous week, and net **soybean export sales** were .381 mmt, up 19 percent from the past week.

#### Rail

U.S. Class I railroads originated 21,848 **grain carloads** for the week ending May 6, down 8 percent from the previous week, up 22 percent from last year, and up 15 percent from the 3-year average.

Average May shuttle **secondary railcar** bids/offers per car were \$163 below tariff for the week ending May 11, up \$42 from last week, and \$25 higher than last year. Average non-shuttle secondary railcar bids/offers per car were \$88 below tariff, \$63 higher than last year. There were no non-shuttle bids/offers last week.

#### Barge

For the week ending May 13, **barge grain movements** totaled 988,238 tons, 204 percent higher than the last week, and up 18 percent from the same period last year.

For the week ending May 13, 622 grain barges **moved down river**, up 205 percent from last week, 519 grain barges were **unloaded in New Orleans**, up 3 percent from the previous week.

#### Ocean

For the week ending May 11, 28 **ocean-going grain vessels** were loaded in the Gulf, 18 percent less than the same period last year. Fifty-two vessels are expected to be loaded within the next 10 days, 30 percent more than the same period last year.

For the week ending May 11, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$38.25 per metric ton, 1 percent less than the previous week. The cost of shipping from the PNW to Japan was \$29.75 per metric ton, 2 percent less than the previous week.

#### Fuel

During the week ending May 15, **average diesel fuel prices** decreased 2 cents from the previous week at \$2.54 per gallon, 25 cents higher than the same week last year.

## Inland Ports Help Reduce Traffic Congestion

As one of the largest exporters of grain and other agricultural products in the world, U.S. shippers and carriers benefit tremendously from an efficient transportation and logistics system. Low transportation costs and efficient transit are vital to the success of U.S. agricultural exporters because their products face highly competitive international markets that can be easily lost to rivals around the globe. Historical and projected growth in international trade creates the need to increase seaport capacity, improve terminal efficiency, and lessen congestion and delays. One way that shippers and carriers are coping with congestion is by incorporating inland ports into the supply chain to a greater degree over time. Inland ports help boost efficiency in the supply chain by diverting some seaport terminal operations and functions to interior locations and by shifting traffic from surface transportation (e.g., truck and rail) to inland waterways.<sup>1</sup> This article briefly discusses patterns in surface congestion and inland ports. It also highlights some inland port projects as examples of efforts to reduce congestion by offering new transportation options for agricultural and grain shippers.

### Surface Transportation, Congestion, and Inland Ports

The United States relies heavily on surface transportation to ship freight. In 2015, of the 18.1 billion tons of goods moved over the Nation's highways, pipelines, railways, and inland waterways, over 73 percent went by truck and railroad. The U.S. Department of Transportation (DOT) [projects](#) total freight traffic could increase to 25.3 billion tons (a 40 percent increase) by 2045. Without operational improvements or additional capacity, such growth in freight demand increases congestion, especially in bottleneck areas where freight and passenger service overlap.

As busy centers of commerce, inland ports help lessen overall congestion in the transportation system. They act as hubs, providing additional markets to collect and ship products; help accumulate shipments for further distribution; and move traffic between modes. The examples below discuss inland port investments and ingenuity to improve facilities and services to reduce congestion at busy land-locked seaports. These efforts represent innovative ways that mitigate congestion and provide additional options for agricultural and grain shippers.

### Snapshots of Projects and Characteristics at Inland Ports

*Container-on-Barge on the Mississippi River:* With funding from DOT's Maritime Administration (MARAD), several inland ports along the inland waterway are involved in projects to implement "container-on-barge" services (see figure 1). These efforts make use of the Mississippi River system and its many tributaries, such as the Illinois, Ohio, Missouri, and Arkansas Rivers, which can lessen surface congestion by moving containers over water instead of by truck or rail. To highlight one example, in October 2016, MARAD awarded America's Central Port (located in Granite City, IL) \$713,000 for an 18-month demonstration project to provide shuttle service for agricultural customers moving containerized exports between southern and northern Illinois to access the Union Pacific and BNSF rail ramps. The shuttle service operates on the Illinois and Mississippi rivers between Channahon, IL, and Granite City, IL, with an option to extend container-on-barge service to Gulf of Mexico ports. The project, which runs along the Interstate-55 (I-55) corridor, has potential to reduce highway congestion. According to [MARAD](#), "The I-55 Corridor has about 35,000 trucks daily in Illinois. This project would provide relief between Peoria, IL and Chicago, IL as about one-third of the containers move between these points along I-55 to/from rail heads."

Furthermore, covering more territory on the Mississippi River system, the "M-55/M-35 Container on Barge Project" (sponsored by the City of St. Louis Port Authority and several other partners) aims to facilitate containerized shipping along much of the Mississippi River, between New Orleans, Minneapolis, and Chicago, with scheduled stops along the proposed route in Memphis and St. Louis. United States Army Corps of Engineers' [data](#) indicates that more than 20 million tons of grain passed through St. Louis by barge in 2016. As the northernmost point on the Mississippi River that is ice-free all year, the Port of St. Louis is a key facilitator of up- and down-stream traffic. The port can utilize its facilities and network to handle large amounts of grain

Figure 1: Containers shipping on barges.



Source: DOT, MARAD. [America's Marine Highway Report to Congress](#).

<sup>1</sup> There is not a single, precise definition of what it means to be an "inland port." This article generally defines an inland port as a port on an inland waterway or as a facility serving as an inland extension of a seaport, which is capable of handling many types of cargo and often access multiple transportation modes.

and container shipments, warehouse, and transfer containers to other modes of transportation. St. Louis has access to six major rail carriers and interstate highways.

*Inland Empire: A Satellite and Logistics Center for the Southern California Ports:* The Port of Los Angeles and nearby Port of Long Beach (LA/LB) are major seaports for waterborne agricultural trade. In 2015, these two ports moved more than 15.6 million metric tons (mmt) of agricultural cargo (imports and exports), almost all containerized.<sup>1</sup> The area has long faced heavy congestion with limited space to expand. At the same time, increasing vessel size and growth in international trade put additional pressure on the ports to add capacity. Both ports are actively working with terminal operators, harbor truckers, railroads, and the shipping industry to arrange new services, incorporate locations, and shorten times to move containers in-and-out of terminals.

Busy seaports have been able to increase capacity through the expanded use of inland facilities and services. The Inland Empire, located 50 miles east of the Port of Los Angeles, is a metropolitan area (more than 27,000 square miles) with a population of approximately 4 million. The region functions as “satellite” inland ports to lessen congestion at the seaport terminals. It does this through cost-effective facilities, an abundant labor pool, certain value-added functions (e.g., customs and inspection, sorting, and re-packing, etc.), and connections to highways and major railroads (e.g., Alameda Corridor, BNSF Railway, and Union Pacific Railroad). With truck-based container operations continuing to grow, the Inland Empire’s logistics zones, intermodal facilities, and transloading distribution centers ease surface congestion for the Southern California seaports. Periodically, studies have examined the feasibility of creating short-haul rail service to shuttle containers between Inland Empire facilities and the ports of LA/LB.

*Inland Ports Expand Options in Pacific Northwest (PNW):* The PNW is another important location for grain exports, accounting for over 28 percent of all grain inspected for export in 2016. Its inland ports help ease and re-route (when necessary) possible congestion in the area. The Columbia/Snake River system and its adjacent grain facilities help accumulate and move regional grain production from Washington, Oregon, Idaho, and other States. The tributary, along with rail and truck, create a supply chain network that connects seaports, inland ports, and other facilities to transport bulk and containerized cargo, allowing shippers to mitigate potential bottlenecks with ingenuity and adaptability. For example, during the 2015 port disruptions, some traffic in the PNW had to be re-routed in order to mitigate congestion and ensure delivery. In one case, the inland port in Lewiston, ID, typically sends some traffic via the Columbia River to the Port of Portland. With the Port of Portland affected by the disruptions, Lewiston facilitated a connection to the inland Port of Morrow, which then used its railroad access to reach export facilities in Puget Sound.

*New Container Rail Ramp at Minnesota and Wisconsin Twin Ports:* Late last March, the Canadian National Railway (CN) opened the first intermodal container rail ramp in the Twin Ports of Duluth, MN, and Superior, WI, boosting the area’s intermodal capabilities and container shipping. A collaboration between CN and Duluth Cargo Connect (a partnership of the Duluth Seaway Port Authority and Lake Superior Warehousing), the project could result in savings to agricultural and forest product exporters, reduce congestion, and expand markets for shippers. This new option could lower costs for regional Midwest shippers, because of its shorter distance compared to longer-distance truck hauls to hubs in Minneapolis/St. Paul and Chicago.<sup>2</sup> In addition, the Duluth Seaway Port Authority has seen tremendous growth in truck traffic in recent years; thus, the effort could mitigate congestion by shifting traffic from truck to rail.<sup>3</sup> According to the [Midwest Shippers Association](#), “[f]ood grade soybeans destined for Southeast Asia...were among the first containers shipping from Duluth.”

## **Conclusion**

Low transportation costs and efficient transit times are vital to the success of U.S. agricultural trade. This article introduced examples to show that, through diligent collaborations among stakeholders, inland ports can provide an effective means to lessen congestion. For instance, they divert seaport terminal operations and functions to alternative interior locations. Through a variety of innovative projects, inland ports can also improve and refine the current transportation system, creating a well-designed supply chain network.

[Matt.Chang@ams.usda.gov](mailto:Matt.Chang@ams.usda.gov), [PeterA.Caffarelli@ams.usda.gov](mailto:PeterA.Caffarelli@ams.usda.gov), [Jesse.Gastelle@ams.usda.gov](mailto:Jesse.Gastelle@ams.usda.gov), [April.Taylor@ams.usda.gov](mailto:April.Taylor@ams.usda.gov)

---

<sup>1</sup> USDA Agricultural Marketing Service, Transportation Services Division. [Profiles of Top U.S. Agricultural Ports](#). April 2017.

<sup>2</sup> Hutchins, Reynolds. *Journal of Commerce*. “US Exporters Eye New CN Ramp for Truck Savings.” March 28, 2017.

<sup>3</sup> Canadian National. “CN, Duluth Cargo Connect to Establish First Intermodal Container Terminal in Twin Ports” press release. March 27, 2017.

# 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
05/17/17	171	258	203	147	171	140
05/10/17	172	263	202	169	173	144

<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)**

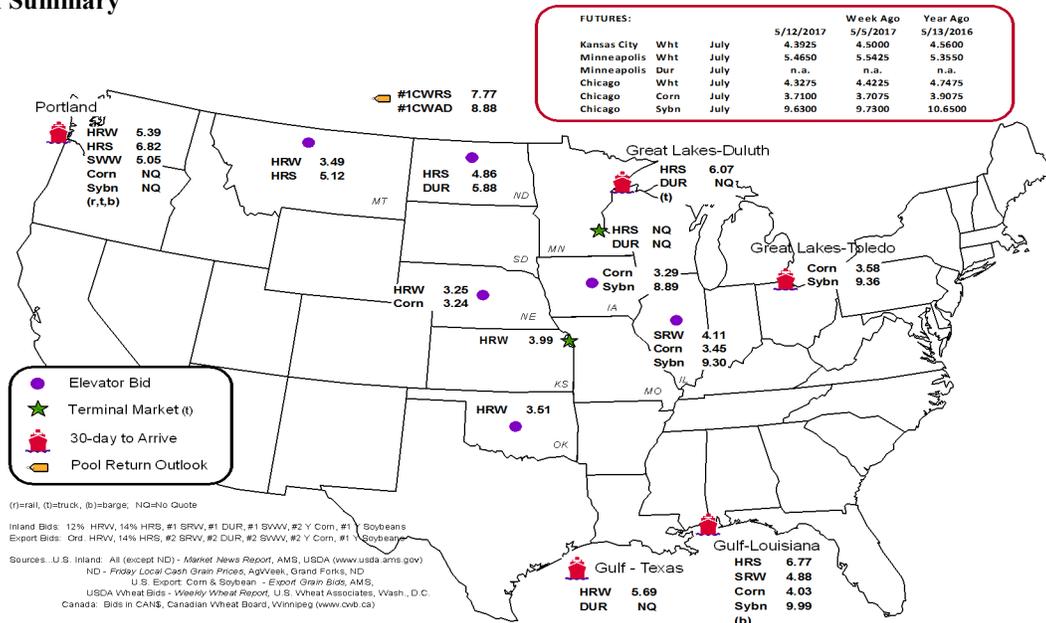
Commodity	Origin--Destination	5/12/2017	5/5/2017
Corn	IL--Gulf	-0.58	-0.60
Corn	NE--Gulf	-0.79	-0.83
Soybean	IA--Gulf	-1.10	-1.15
HRW	KS--Gulf	-1.70	-1.76
HRS	ND--Portland	-1.96	-1.96

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1  
**Grain bid Summary**



# Rail Transportation

Table 3

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

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
05/10/2017 <sup>p</sup>	145	1,818	5,247	137	7,347	5/6/2017	2,478
05/03/2017 <sup>r</sup>	7	2,292	5,302	448	8,049	4/29/2017	2,537
2017 YTD <sup>r</sup>	12,523	37,221	115,530	10,289	175,563	2017 YTD	41,367
2016 YTD <sup>r</sup>	5,759	28,022	99,204	8,837	141,822	2016 YTD	37,470
2017 YTD as % of 2016 YTD	217	133	116	116	124	% change YTD	110
Last 4 weeks as % of 2016 <sup>2</sup>	87	156	149	164	150	Last 4wks % 2016	122
Last 4 weeks as % of 4-year avg. <sup>2</sup>	50	117	179	114	150	Last 4wks % 4 yr	138
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.

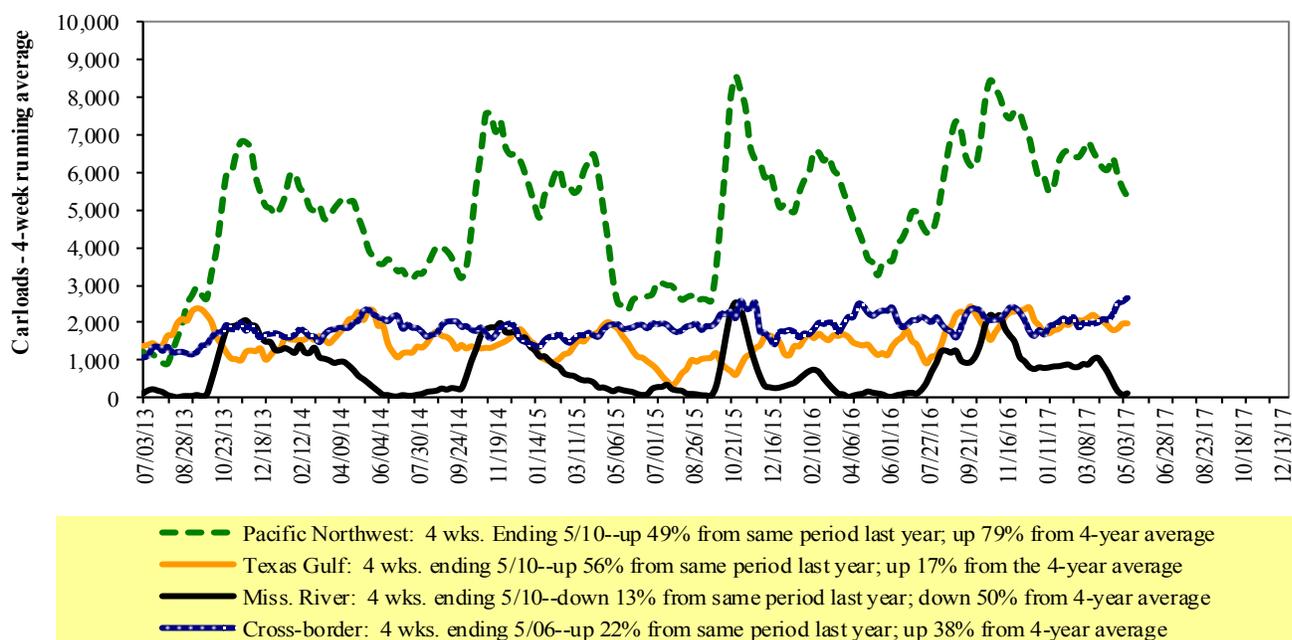
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

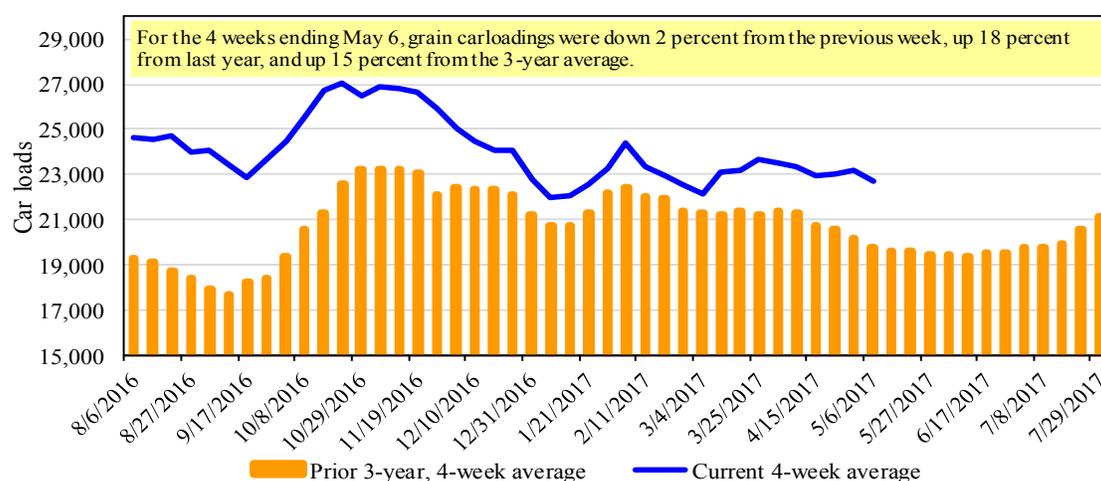
For the week ending: 5/6/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,434	2,828	10,768	873	5,945	21,848	3,449	5,161
This week last year	1,761	2,168	7,841	830	5,277	17,877	3,039	4,036
2017 YTD	33,185	50,547	204,407	17,568	110,265	415,972	70,716	78,170
2016 YTD	33,764	49,178	186,096	15,904	94,645	379,587	61,162	77,186
2017 YTD as % of 2016 YTD	98	103	110	110	117	110	116	101
Last 4 weeks as % of 2016*	90	107	135	98	108	118	115	120
Last 4 weeks as % of 3-yr avg**	86	94	133	110	108	115	86	100
Total 2016	95,179	150,879	590,779	45,246	300,836	1,182,919	193,959	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: 5/11/2017		Delivery period							
		May-17	May-16	Jun-17	Jun-16	Jul-17	Jul-16	Aug-17	Aug-16
BNSF <sup>3</sup>	COT grain units	no offer	no bids	0	0				
	COT grain single-car <sup>5</sup>	no offer	0-3	0	0-2	no bids	0	no bids	0
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.

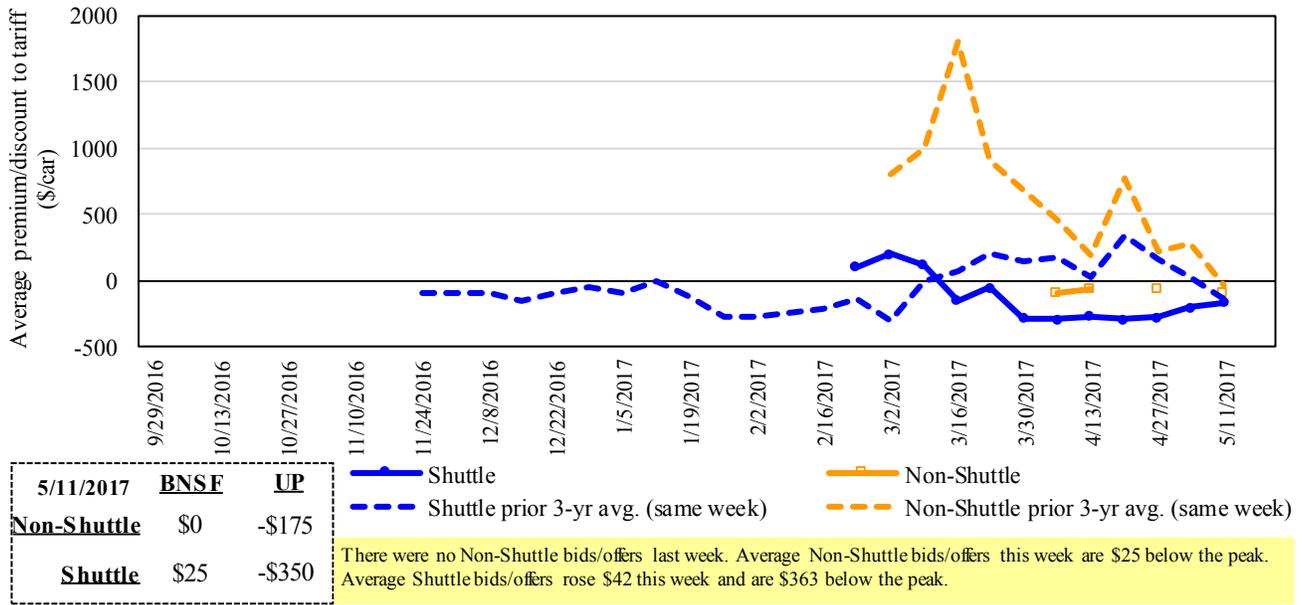
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

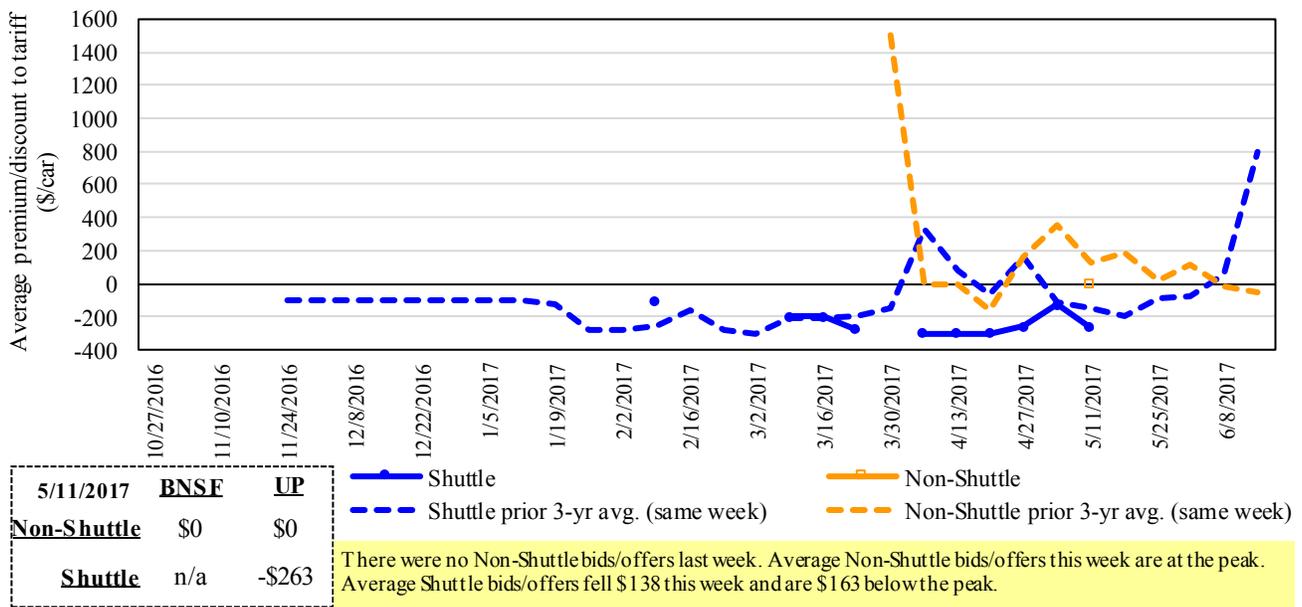
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



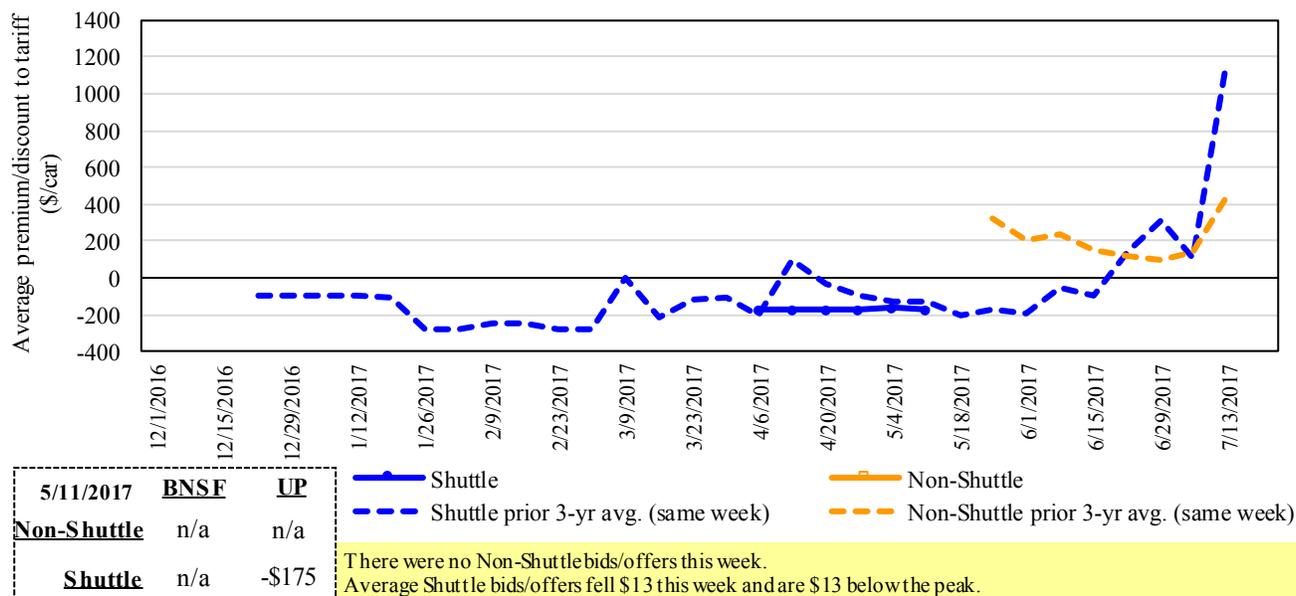
Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: Transportation & Marketing Programs/AMS/USDA

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



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					
		5/11/2017	May-17	Jun-17	Jul-17	Aug-17	Sep-17
Non-shuttle	<b>BNSF-GF</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	n/a	30	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	<b>(175)</b>	<b>0</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	(25)	50	n/a	n/a	n/a	n/a
Shuttle	<b>BNSF-GF</b>	<b>25</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>100</b>	<b>n/a</b>
	Change from last week	108	n/a	n/a	n/a	(163)	n/a
	Change from same week 2016	250	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	<b>(350)</b>	<b>(263)</b>	<b>(175)</b>	<b>n/a</b>	<b>n/a</b>	<b>650</b>
	Change from last week	(25)	(13)	(12)	n/a	n/a	0
	Change from same week 2016	(200)	(179)	(75)	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>**

May, 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	\$74	\$36.83	\$1.00	0
	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	5
	Wichita, KS	Galveston-Houston, TX	\$4,071	\$14	\$40.56	\$1.10	7
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	0
	Grand Forks, ND	Portland, OR	\$5,611	\$30	\$56.02	\$1.52	5
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	\$32	\$59.21	\$1.61	5
	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	4
	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	6
	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	7
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,600	\$34	\$55.95	\$1.52	6
	Minneapolis, MN	Portland, OR	\$5,650	\$37	\$56.47	\$1.54	7
	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>	
Date: May, 2017							
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	0
	OK	Cuautitlan, EM	\$6,638	\$70	\$68.54	\$1.86	3
	KS	Guadalajara, JA	\$7,180	\$256	\$75.98	\$2.07	5
	TX	Salinas Victoria, NL	\$4,258	\$42	\$43.93	\$1.19	4
Corn	IA	Guadalajara, JA	\$8,187	\$212	\$85.82	\$2.18	-1
	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	\$223	\$90.63	\$2.46	2
	NE	Guadalajara, JA	\$8,942	\$227	\$93.68	\$2.55	0
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	-5
	KS	Torreon, CU	\$7,489	\$152	\$78.07	\$2.12	2
Sorghum	NE	Celaya, GJ	\$7,164	\$190	\$75.14	\$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	\$140	\$68.94	\$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

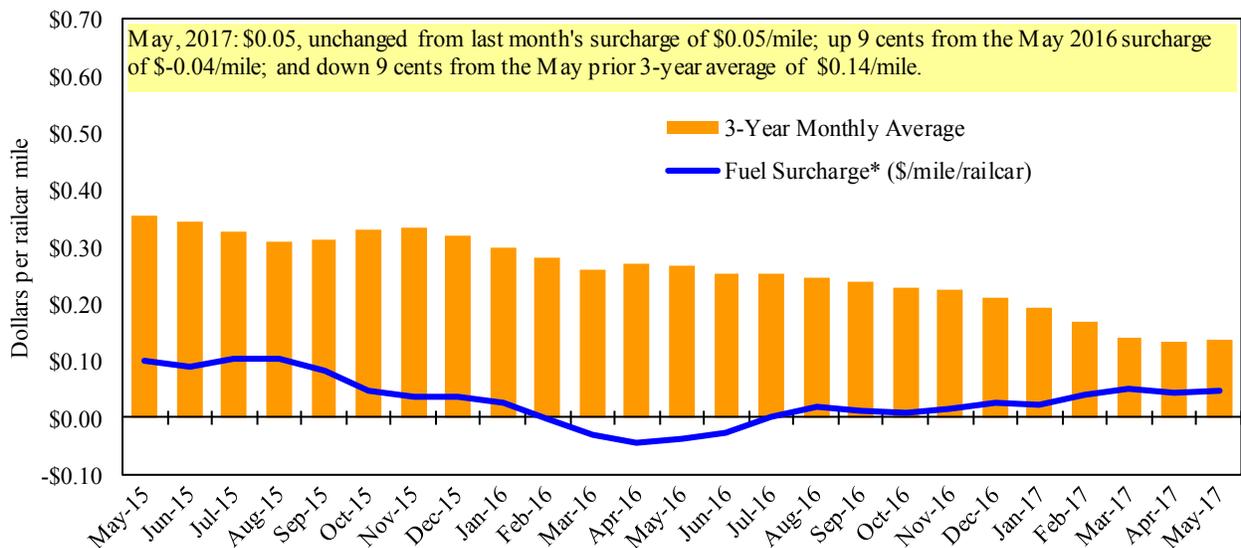
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

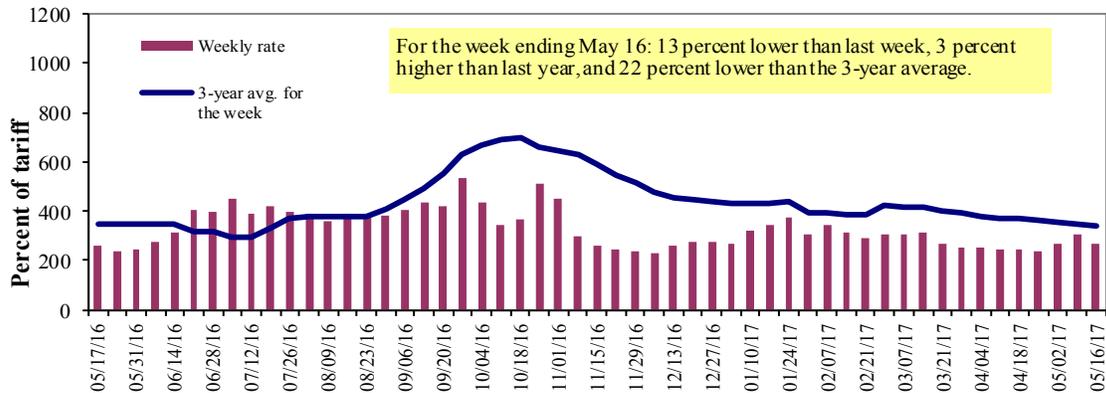
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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>	5/16/2017	318	265	265	178	200	200	173
	5/9/2017	345	305	305	200	205	205	180
<b>\$/ton</b>	5/16/2017	19.68	14.10	12.30	7.10	9.38	8.08	5.43
	5/9/2017	21.36	16.23	14.15	7.98	9.61	8.28	5.65
<b>Current week % change from the same week:</b>								
	Last year	-4	-4	3	-2	13	13	-2
	3-year avg. <sup>2</sup>	-21	-24	-22	-25	-14	-14	-18
<b>Rate<sup>1</sup></b>	June	323	265	265	178	193	193	173
	August	353	303	303	248	282	282	225

<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

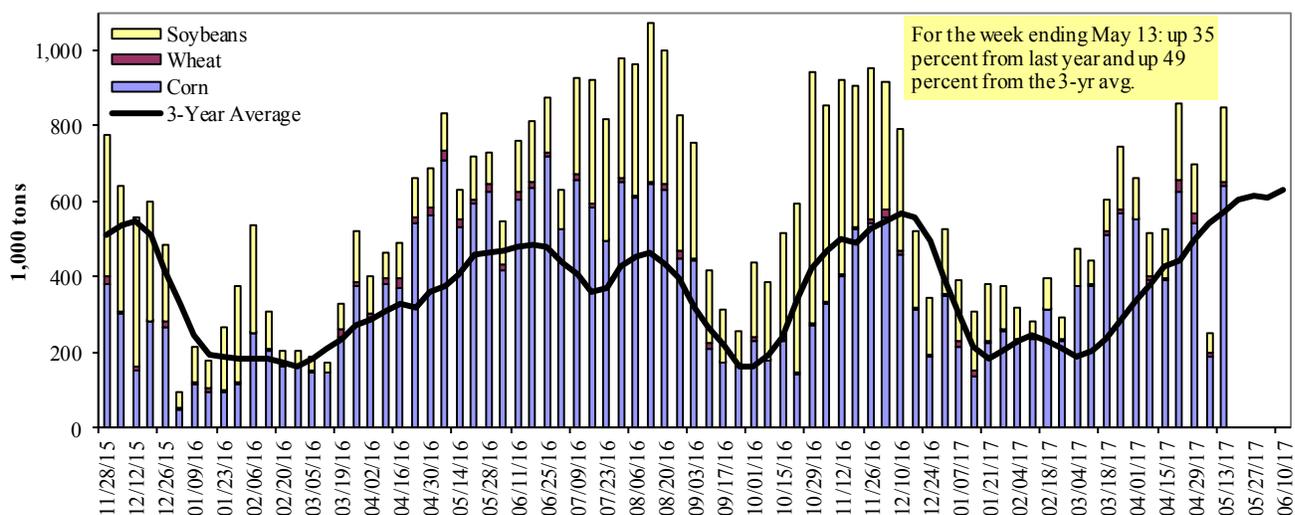
#### Calculating barge rate per ton:

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

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 5/13/2017	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	204	0	78	0	281
Winfield, MO (L25)	306	0	122	0	427
Alton, IL (L26)	648	11	202	0	861
Granite City, IL (L27)	640	11	200	0	851
<b>Illinois River (L8)</b>	67	3	17	0	87
<b>Ohio River (L52)</b>	74	14	47	2	137
<b>Arkansas River (L1)</b>	0	0	0	0	0
Weekly total - 2017	714	25	247	2	988
Weekly total - 2016	627	59	124	31	841
2017 YTD <sup>1</sup>	8,995	791	4,618	137	14,541
2016 YTD	7,909	639	3,989	100	12,636
2017 as % of 2016 YTD	114	124	116	137	115
Last 4 weeks as % of 2016 <sup>2</sup>	82	84	141	12	90
Total 2016	24,136	2,030	16,668	344	43,178

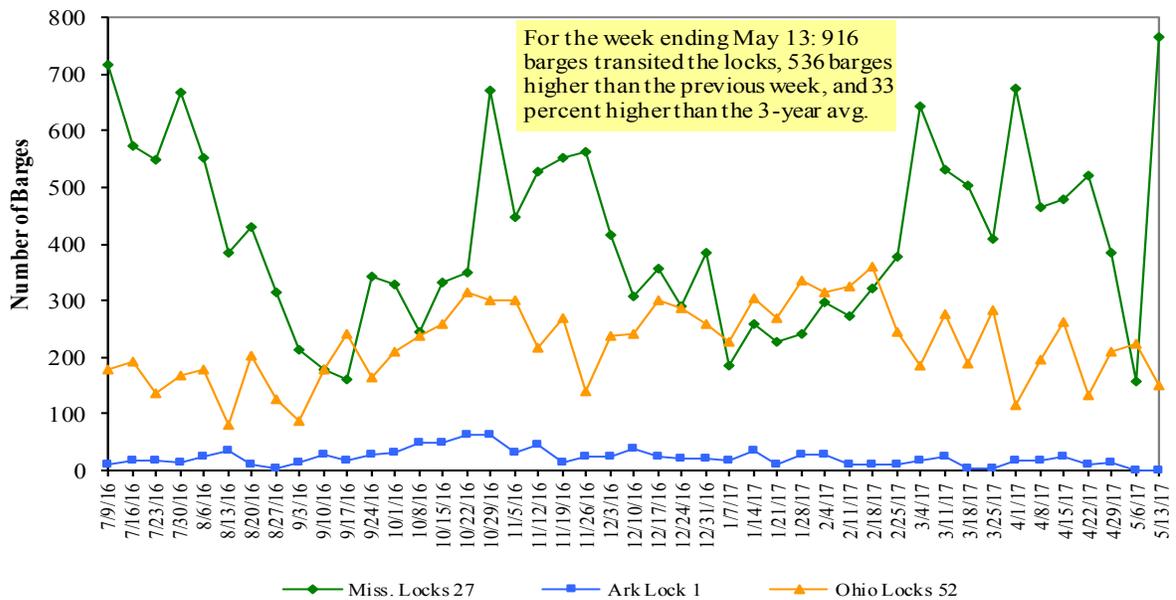
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

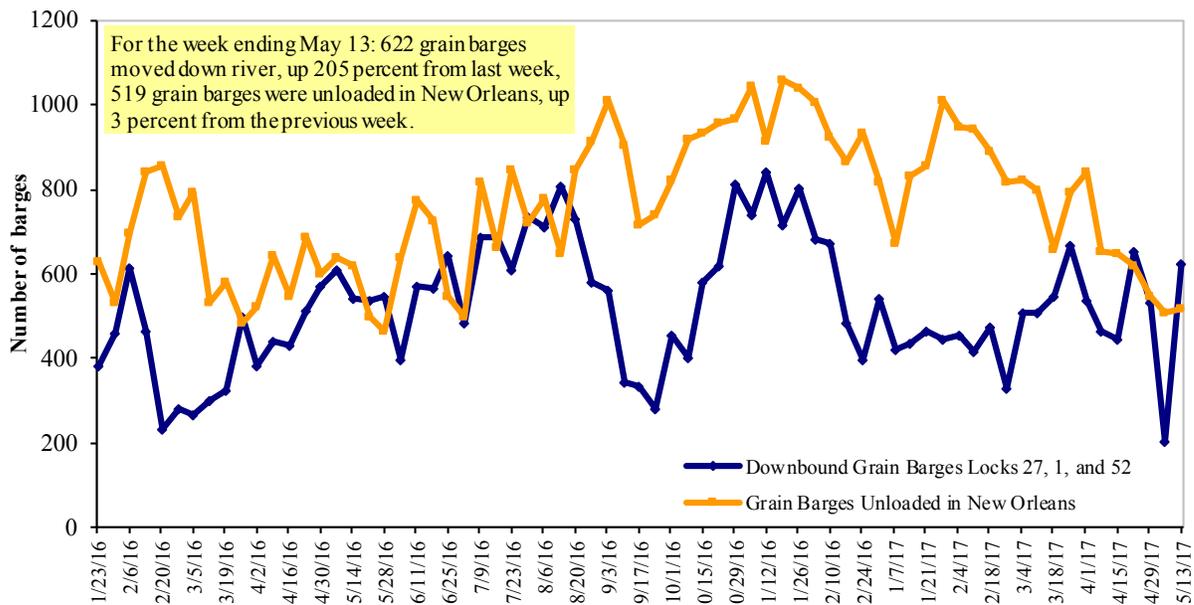
Source: U.S. Army Corps of Engineers

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 5/15/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.595	-0.017	0.274
	New England	2.626	-0.016	0.278
	Central Atlantic	2.737	-0.016	0.327
	Lower Atlantic	2.488	-0.019	0.240
II	Midwest <sup>2</sup>	2.479	-0.018	0.208
III	Gulf Coast <sup>3</sup>	2.382	-0.028	0.225
IV	Rocky Mountain	2.626	-0.025	0.302
V	West Coast	2.824	-0.022	0.294
	West Coast less California	2.728	-0.019	0.303
	California	2.902	-0.025	0.287
Total	U.S.	2.544	-0.021	0.247

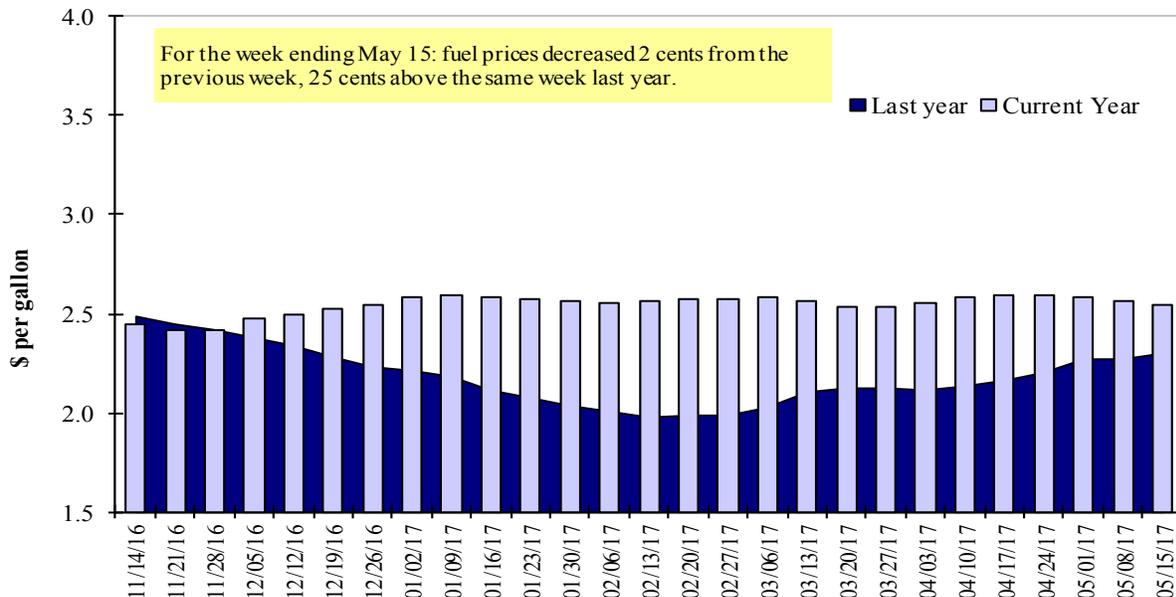
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
5/4/2017	1,475	257	1,107	944	114	3,897	14,157	6,870	24,924
This week year ago	774	212	802	568	44	2,398	13,240	3,930	19,568
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2016/17 YTD	10,304	2,170	7,359	3,825	393	24,052	37,936	50,188	112,175
2015/16 YTD	5,127	2,983	5,983	3,325	658	18,076	25,722	42,443	86,240
YTD 2016/17 as % of 2015/16	201	73	123	115	60	133	147	118	130
Last 4 wks as % of same period 2015/16	235	163	177	213	198	202	115	181	139
2015/16 Total	5,538	3,057	6,285	3,551	670	19,101	45,564	49,821	114,487
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	45,205	49,614	117,155

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

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

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

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

Table 13

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

For the week ending 5/04/2017	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2013-2015
	2017/18	2016/17	2015/16		
	Next MY	Current MY	Last MY		
	- 1,000 mt -				- 1,000 mt -
Mexico	1,312	12,482	11,659	7	11,204
Japan	519	10,202	8,052	27	11,284
Korea	0	5,454	1,600	241	3,931
Colombia	0	3,925	4,152	(5)	4,134
Peru	28	1,514	2,665	(43)	2,109
<b>Top 5 Importers</b>	<b>1,859</b>	<b>33,577</b>	<b>28,128</b>	<b>19</b>	<b>32,662</b>
<b>Total US corn export sales</b>	<b>2,305</b>	<b>52,093</b>	<b>38,961</b>	<b>34</b>	<b>46,633</b>
% of Projected	5%		81%		
Change from prior week <sup>2</sup>	(55)	278	1,105		
<b>Top 5 importers' share of U.S. corn export sales</b>	81%	64%	72%		70%
<b>USDA forecast, May 2017</b>	<b>47,710</b>	<b>56,616</b>	<b>48,295</b>	<b>17</b>	
<b>Corn Use for Ethanol USDA forecast, May 2017</b>	<b>139,700</b>	<b>138,430</b>	<b>132,690</b>	<b>5</b>	

<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/>. 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 5/04/2017	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2013-2015
	2017/18	2016/17	2015/16		
	Next MY	Current MY	Last MY		
		- 1,000 mt -			- 1,000 mt -
China	1,042	35,805	27,155	32	29,033
Mexico	229	3,420	3,126	9	3,295
Indonesia	0	1,877	1,588	18	2,065
Japan	186	2,004	2,023	(1)	1,994
Netherlands	0	1,611	1,353	19	1,644
<b>Top 5 importers</b>	<b>1,457</b>	<b>44,717</b>	<b>35,245</b>	<b>27</b>	<b>38,032</b>
<b>Total US soybean export sales</b>	<b>2,837</b>	<b>57,058</b>	<b>46,373</b>	<b>23</b>	<b>48,389</b>
% of Projected	5%	102%	88%		
Change from prior week <sup>2</sup>	70	381	212		
<b>Top 5 importers' share of U.S. soybean export sales</b>	51%	78%	76%		<b>79%</b>
<b>USDA forecast, May 2017</b>	<b>58,583</b>	<b>55,858</b>	<b>52,752</b>	<b>6</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports 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/esquery/. 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. (Carryover plus Accumulated Exports)

Table 15

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

For the week ending 5/04/2017	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2013-2015
	2017/18	2016/17	2015/16		
	Next MY	Current MY	Last MY		
		- 1,000 mt -			- 1,000 mt -
Japan	166	2,728	2,450	11	2,743
Mexico	231	3,192	2,367	35	2,660
Philippines	442	2,664	2,154	24	2,156
Brazil	0	1,215	479	154	2,076
Nigeria	90	1,599	1,529	5	1,978
Korea	334	1,388	1,139	22	1,170
China	223	1,482	790	88	1,770
Taiwan	52	1,045	1,087	(4)	1,005
Indonesia	0	1,154	538	114	776
Colombia	5	860	677	27	679
<b>Top 10 importers</b>	<b>1,543</b>	<b>17,325</b>	<b>13,209</b>	<b>31</b>	<b>17,013</b>
<b>Total US wheat export sales</b>	<b>2,718</b>	<b>27,949</b>	<b>20,474</b>	<b>37</b>	<b>24,485</b>
% of Projected		99%	97%		
Change from prior week <sup>2</sup>	274	(24)	295		
<b>Top 10 importers' share of U.S. wheat export sales</b>	57%	62%	65%		69%
<b>USDA forecast, May 2017</b>	<b>27,248</b>	<b>28,202</b>	<b>21,117</b>	<b>34</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/esquery/. Total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales<sup>3</sup> FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.

Table 16

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

Port Regions	For the Week Ending 05/11/17	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	457	378	121	5,549	4,389	126	160	152	12,325
Corn	420	241	174	5,703	3,174	180	171	168	12,009
Soybeans	68	0	n/a	4,003	4,425	90	1350	2708	14,447
<b>Total</b>	<b>946</b>	<b>619</b>	<b>153</b>	<b>15,256</b>	<b>11,987</b>	<b>127</b>	<b>187</b>	<b>183</b>	<b>38,782</b>
<b>Mississippi Gulf</b>									
Wheat	82	98	84	1,778	1,368	130	89	106	3,480
Corn	720	353	204	14,019	10,698	131	83	79	31,420
Soybeans	118	266	44	10,467	9,101	115	195	175	35,278
<b>Total</b>	<b>920</b>	<b>717</b>	<b>128</b>	<b>26,263</b>	<b>21,167</b>	<b>124</b>	<b>98</b>	<b>94</b>	<b>70,178</b>
<b>Texas Gulf</b>									
Wheat	133	146	91	2,551	972	262	387	148	6,019
Corn	30	0	n/a	347	313	111	98	111	1,669
Soybeans	0	0	n/a	0	92	0	n/a	0	1,105
<b>Total</b>	<b>164</b>	<b>146</b>	<b>112</b>	<b>2,898</b>	<b>1,377</b>	<b>210</b>	<b>300</b>	<b>143</b>	<b>8,792</b>
<b>Interior</b>									
Wheat	23	45	51	657	470	140	145	119	1,543
Corn	192	182	106	2,762	2,393	115	116	128	7,197
Soybeans	106	89	119	1,866	1,496	125	135	144	4,577
<b>Total</b>	<b>321</b>	<b>316</b>	<b>102</b>	<b>5,285</b>	<b>4,359</b>	<b>121</b>	<b>124</b>	<b>131</b>	<b>13,317</b>
<b>Great Lakes</b>									
Wheat	32	26	125	142	114	124	111	127	1,186
Corn	0	45	0	45	21	216	216	114	584
Soybeans	0	0	n/a	53	23	226	113	72	910
<b>Total</b>	<b>32</b>	<b>70</b>	<b>45</b>	<b>239</b>	<b>158</b>	<b>151</b>	<b>126</b>	<b>112</b>	<b>2,681</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	37	181	20	0	0	315
Corn	0	0	n/a	5	14	38	n/a	0	294
Soybeans	4	35	12	858	835	103	301	211	2,269
<b>Total</b>	<b>4</b>	<b>35</b>	<b>12</b>	<b>900</b>	<b>1,029</b>	<b>87</b>	<b>107</b>	<b>69</b>	<b>2,878</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	728	693	105	10,714	7,494	143	155	139	24,867
Corn	1,363	821	166	22,881	16,612	138	105	101	53,173
Soybeans	296	390	76	17,246	15,972	108	222	211	58,587
<b>Total</b>	<b>2,387</b>	<b>1,904</b>	<b>125</b>	<b>50,841</b>	<b>40,078</b>	<b>127</b>	<b>131</b>	<b>124</b>	<b>136,627</b>

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

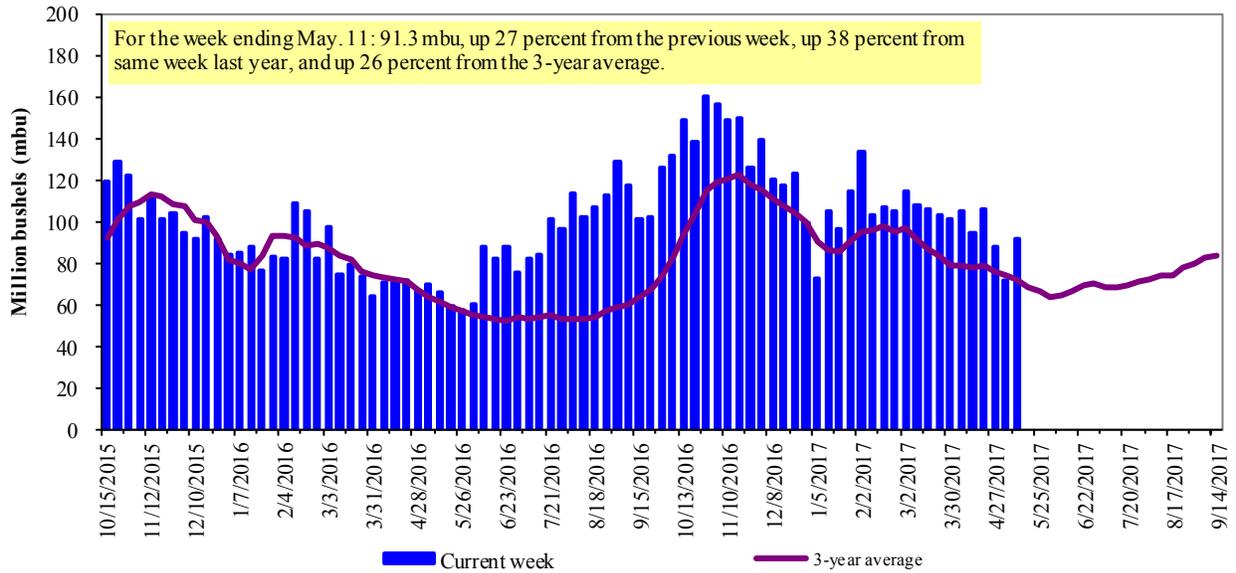
Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://www.gipsa.usda.gov)); YTD= year-to-date; n/a = not applicable

<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

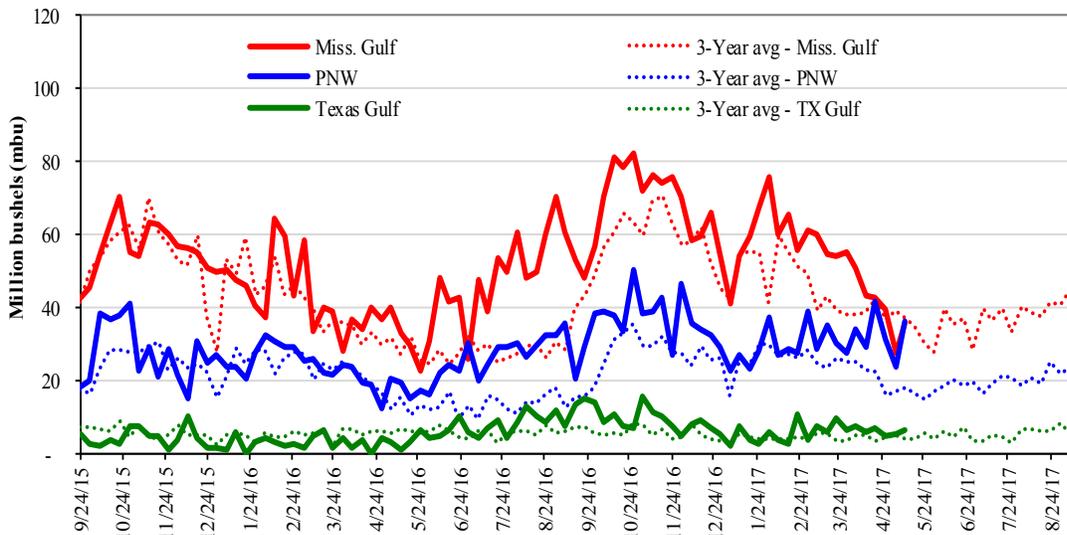
**U.S. grain inspected for export (wheat, corn, and soybeans)**



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 05/11/17 inspections (mbu):</u>		<u>Percent change from:</u>			
Mississippi Gulf:	35.7	Last Week:	up 31	up 13	up 28
PNW:	35.9	Last Year (same week):	up 9	up 652	up 25
Texas Gulf:	6.1	3-yr avg. (4-wk. mov. Avg):	down 8	up 52	down 2
				up 98	

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

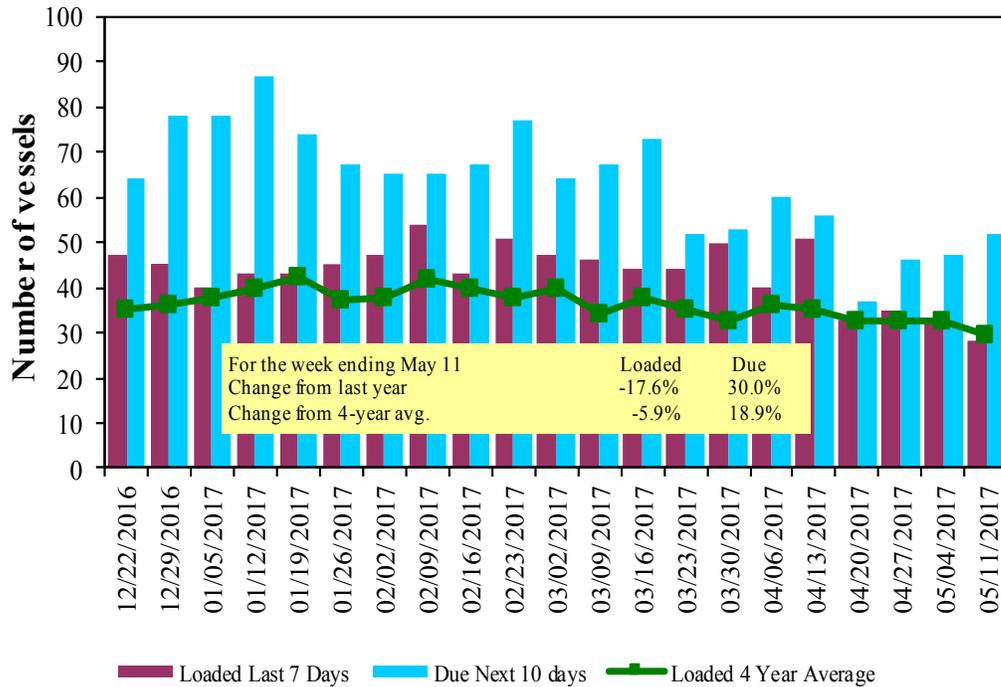
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
5/11/2017	25	28	52	27	n/a
5/4/2017	35	33	47	25	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

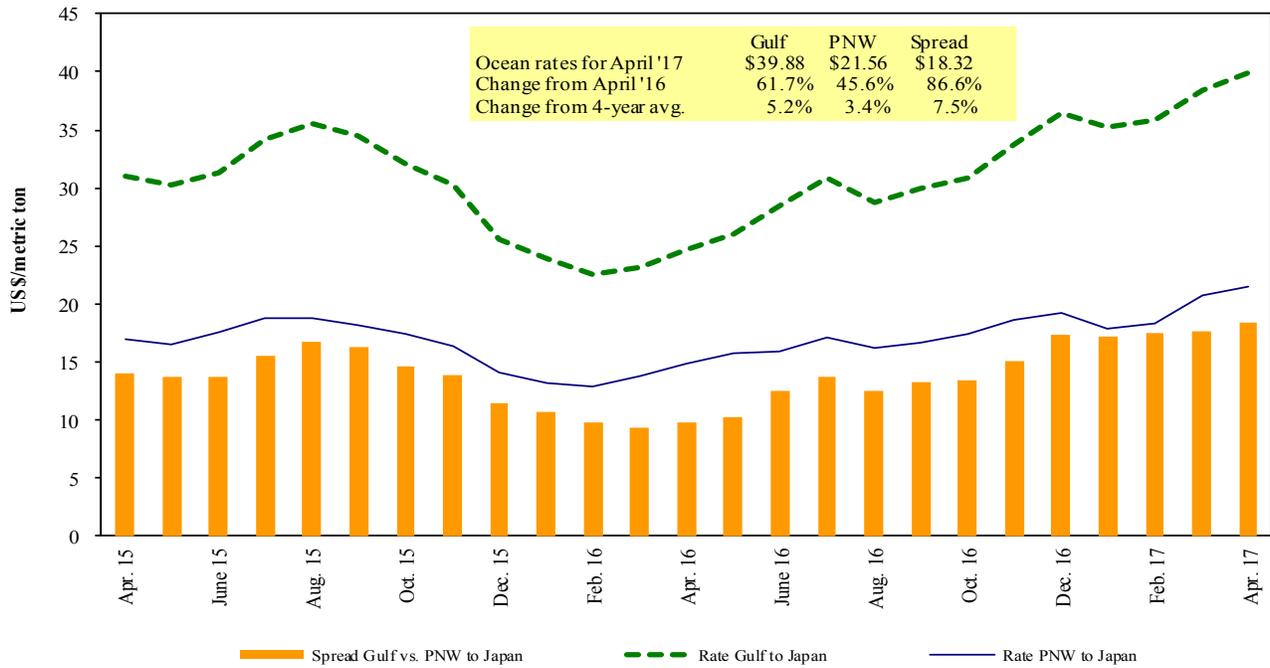
**U.S. Gulf Vessel Loading Activity**



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 05/13/2017**

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	May 20/30	60,000	26.50
Brazil	China	Heavy Grain	May 5/15	60,000	29.25
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	May 1/5	60,000	23.50
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
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
River Plate	China	Heavy Grain	May 10/20	63,000	35.50
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

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

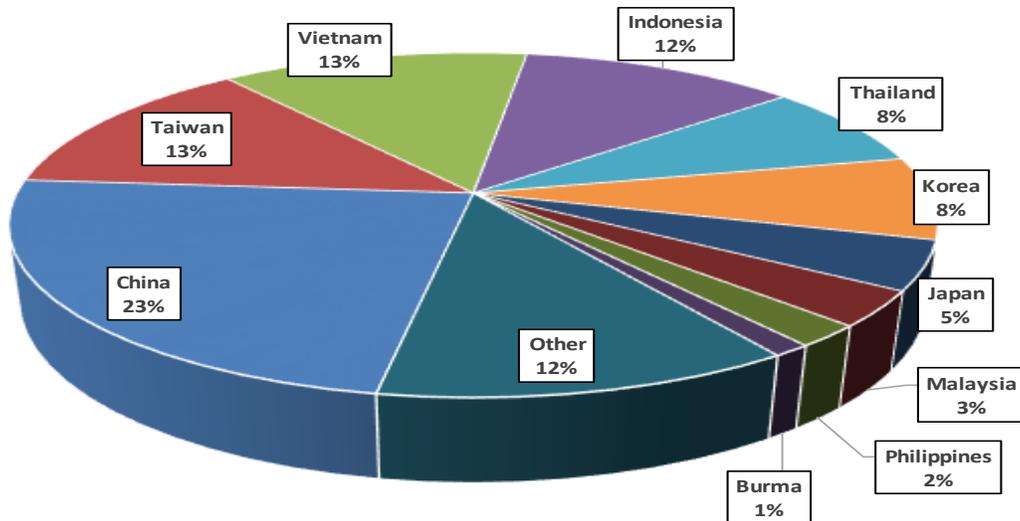
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

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

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-December 2016**

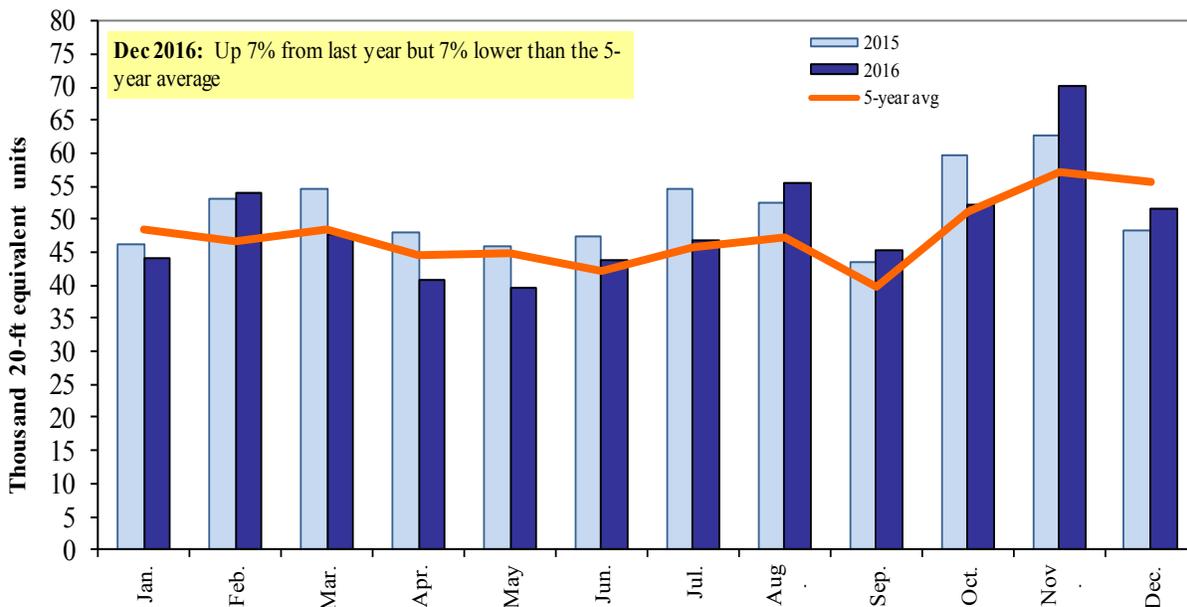


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



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

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

# Contacts and Links

## Coordinators

Surajudeen (Deen) Olowolayemo [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov) (202) 720 - 0119  
Pierre Bahizi [pierre.bahizi@ams.usda.gov](mailto:pierre.bahizi@ams.usda.gov) (202) 690 - 0992

## Weekly Highlight Editors

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

## Grain Transportation Indicators

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

## Rail Transportation

Johnny Hill [johnny.hill@ams.usda.gov](mailto:johnny.hill@ams.usda.gov) (202) 690 - 3295  
Jesse Gastelle [jesse.gastelle@ams.usda.gov](mailto:jesse.gastelle@ams.usda.gov) (202) 690 - 1144  
Peter Caffarelli [petera.caffarelli@ams.usda.gov](mailto:petera.caffarelli@ams.usda.gov) (202) 690 - 3244

## Barge Transportation

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

## Truck Transportation

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

## Grain Exports

Johnny Hill [johnny.hill@ams.usda.gov](mailto:johnny.hill@ams.usda.gov) (202) 690 - 3295

## Ocean Transportation

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

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. May 18, 2017. Web: <http://dx.doi.org/10.9752/TS056.05-18-2017>

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

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

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

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