



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service

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

Contact Us

May 25, 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  
June 1, 2017

#### Total Grain Inspections Recede

For the week ending May 18, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 2.2 million metric tons (mmt), down 9 percent from the previous week, but up 40 percent from the same time last year and 22 percent above the 3-year average. Although total grain inspections receded, inspections of soybeans continued to increase; up 23 percent from the previous week as shipments to Asia rebounded. Corn and wheat inspections decreased 20 and 3 percent, respectively, from the past week. Grain inspections in the Mississippi Gulf decreased 4 percent from the previous week, and Pacific Northwest (PNW) inspections dropped 18 percent. Outstanding export sales of grain continued to increase for soybeans, but remained lower for corn and wheat.

#### Ocean Freight Rates Reach Lowest Level During the Past 12 Weeks

Ocean freight rates for shipping bulk grains fell to their lowest level over the past 12 weeks. As of May 18, the rate for shipping grains from the U.S. Gulf to Japan was \$37.25 per metric ton (mt), a 4 percent drop from March 9. The rate from PNW to Japan was \$19.50 per mt, an 8 percent drop since March 9. The last time the Gulf-to-Japan rate was this low was March 3, and the PNW-to-Japan rate was the lowest since February 23. Lower ocean rates were fueled by excess vessel supply and lagging demand for bulk shipments.

#### Texas Bridge Crossing to Mexico Closed Due to Weather

The World Trade International Bridge, one of four connections from Laredo, TX, to Mexico, was closed earlier this week, following severe storms Sunday night. Shippers may encounter delays, as repairs are made and traffic is re-routed to the Laredo-Colombia Solidarity International Bridge 18 miles away. Laredo is a busy crossing for U.S. agricultural exports; according to USDA Foreign Agricultural Service's [Global Agricultural Trade System data](#), over 8 percent of agricultural exports went through the Laredo customs district in 2016. In the same year, the United States exported 7.14 million metric tons (mmt) of corn, 1.96 mmt of soybeans, and 1.07 mmt of wheat through Laredo. According to news reports, the bridge could re-open as soon as this weekend.

### Snapshots by Sector

#### Export Sales

For the week ending May 11, **unshipped balances** of wheat, corn, and soybeans totaled 23.7 mmt, up 18 percent from the same time last year. Net weekly **wheat export sales** were .248 mmt, up noticeably from the previous week. Net **corn export sales** were .705 mmt, up 154 percent from the previous week, and net **soybean export sales** were .355 mmt, up 10 percent from the past week.

#### Rail

U.S. Class I railroads originated 23,256 **grain carloads** for the week ending May 13, up 6 percent from the previous week, up 26 percent from last year, and up 19 percent from the 3-year average.

Average June shuttle **secondary railcar** bids/offers per car were \$38 above tariff for the week ending May 18, up \$300 from last week, and \$163 higher than last year. Average non-shuttle secondary railcar bids/offers per car were \$0, unchanged from last week. There were no non-shuttle bids/offers this week last year.

#### Barge

For the week ending May 20, **barge grain movements** totaled 656,269 tons, 34 percent lower than the last week, and down 23 percent from the same period last year.

For the week ending May 20, 418 grain barges **moved down river**, down 33 percent from last week, 491 grain barges were **unloaded in New Orleans**, down 5 percent from the previous week.

#### Ocean

For the week ending May 18, 33 **ocean-going grain vessels** were loaded in the Gulf, 22 percent less than the same period last year. Fifty-one vessels are expected to be loaded within the next 10 days, 16 percent more than the same period last year.

For the week ending May 18, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$37.25 per metric ton, 3 percent less than the previous week. The cost of shipping from the PNW to Japan was \$19.50 per metric ton, 1 percent less than the previous week.

#### Fuel

During the week ending May 22, **average diesel fuel prices** fell less than 1 cent from the previous week but remained \$2.54 per gallon, 18 cents higher than the same week last year.

# Feature Article/Calendar

## First Quarter Soybean Transportation Costs Up

The costs of transporting soybeans from the United States and Brazil to Europe and China increased during the first quarter of 2017, compared to the previous quarter and a year earlier. The costs of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany, increased 42 and 44 percent, respectively, over the previous quarter (table 1). The costs of shipping from the same origins to Shanghai, China, increased 36 percent for both locations, compared to the previous quarter (table 2). It cost 2 percent more to ship soybeans from Fargo, ND, and Sioux Falls, SD, to China during the quarter (table 2). Similarly, transportation costs for shipping soybeans from North Mato Grosso (North MT) and South Goiás (South GO), Brazil, to Hamburg increased 37 and 34 percent, respectively, during the quarter (table 1). The cost of shipping from the same origins in Brazil to China increased 39 and 37 percent, respectively, compared to the previous quarter (table 2).

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

	2016	2016	2017	Percent change		2016	2016	2017	Percent change	
	1 <sup>st</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	1 <sup>st</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>										
	--\$/mt--									
Truck	8.18	10.58	11.14	36.19	5.29	8.18	10.58	11.14	36.19	5.29
Rail <sup>1</sup>	43.30		45.91			33.12		34.98		
Barge	7.96	31.93	9.54	19.85	-70.12	7.96	23.63	9.54	19.85	-59.63
Ocean <sup>2</sup>	11.65	14.83	14.77	26.78	-0.40	11.65	14.83	14.77	26.78	-0.40
Total transportation	71.09	57.34	81.36	14.45	41.89	60.91	49.04	70.43	15.63	43.62
Farm Value <sup>3</sup>	301.54	337.92	348.82	15.68	3.23	309.63	344.90	353.60	14.20	2.52
Landed Cost <sup>4</sup>	372.63	395.26	430.18	15.44	8.83	370.54	393.94	424.03	14.44	7.64
Transport % of landed cost	19.08	14.51	18.91			16.44	12.45	16.61		
<b>Brazil</b>										
<b>North MT<sup>5</sup> - Santos<sup>6</sup></b>										
	--\$/mt--									
Truck	74.65	60.57	93.30	24.98	54.04	44.60	34.77	56.77	27.29	63.27
Ocean <sup>7</sup>	16.00	23.00	21.00	31.25	-8.70	16.00	24.00	22.00	37.50	-8.33
Total transportation	90.65	83.57	114.30	26.09	36.77	60.60	58.77	78.77	29.98	34.03
Farm Value <sup>8</sup>	268.28	344.51	314.10	17.08	-8.83	278.59	347.53	332.40	19.32	-4.35
Landed Cost	358.93	428.08	428.40	19.35	0.07	339.19	406.30	411.17	21.22	1.20
Transport % of landed cost	25.26	19.52	26.68			17.87	14.46	19.16		
<b>South GO<sup>5</sup> - Paranagua<sup>6</sup></b>										
	--\$/mt--									
Truck	74.65	60.57	93.30	24.98	54.04	44.60	34.77	56.77	27.29	63.27
Ocean <sup>7</sup>	16.00	23.00	21.00	31.25	-8.70	16.00	24.00	22.00	37.50	-8.33
Total transportation	90.65	83.57	114.30	26.09	36.77	60.60	58.77	78.77	29.98	34.03
Farm Value <sup>8</sup>	268.28	344.51	314.10	17.08	-8.83	278.59	347.53	332.40	19.32	-4.35
Landed Cost	358.93	428.08	428.40	19.35	0.07	339.19	406.30	411.17	21.22	1.20
Transport % of landed cost	25.26	19.52	26.68			17.87	14.46	19.16		

<sup>1</sup>Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

<sup>2</sup>Source: O'Neil Commodity Consulting

<sup>3</sup>Source: USDA/NASS

<sup>4</sup>Landed cost is total cost plus farm value

<sup>5</sup>Producing regions: MT = Mato Grosso, GO = Goiás

<sup>6</sup>Export ports

<sup>7</sup>Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

<sup>8</sup>Source: Companhia Nacional de Abastecimento (CONAB) [www.conab.gov.br](http://www.conab.gov.br)

Note: Total may not add exactly due to rounding

In addition to increased truck rates, the costs of shipping from Minneapolis, MN, and Davenport, IA, through the U.S. Gulf increased significantly, compared to the previous quarter due to the closure of the upper segment of Mississippi River for navigation during most of the quarter. Alternatively, grains have to be transported by rail to St. Louis, MO, and then transferred to barges to be shipped to New Orleans for export. In Brazil, the increases in transportation costs were mainly due to increased trucking rates. Year-to-year transportation costs also increased in both countries.

In addition to the transportation costs, the landed costs increased in both countries. U.S. landed costs increased because of higher transportation costs and farm values, compared to the previous quarter. However, Brazil's landed costs increased primarily due to increased transportation costs as the farm values declined from the previous quarter. The values of soybeans in both countries increased over a year earlier. The transportation share of the landed costs to Hamburg, Germany, ranged from 17 to 18 percent in the United States and 19 to 27 percent in Brazil (table 1).

The U.S. transportation share of the landed costs to Shanghai, China, ranged from 20 to 23 percent and Brazil's share ranged from 19 to 26 percent (table 2).

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

	2016	2016	2017	Percent change		2016	2016	2017	Percent change	
	1 <sup>st</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	1 <sup>st</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
	<b>Minneapolis, MN</b>					<b>Davenport, IA</b>				
	--\$/mt--					--\$/mt--				
Truck	8.18	10.58	11.14	36.19	5.29	8.18	10.58	11.14	36.19	5.29
Rail <sup>1</sup>	43.30		45.91			33.12		34.98		
Barge	7.96	31.93	9.54	19.85	-70.12	7.96	23.63	9.54	19.85	-59.63
Ocean <sup>2</sup>	21.34	32.60	35.17	64.81	7.88	21.34	32.60	35.17	64.81	7.88
Total transportation	80.78	75.11	101.76	25.97	35.48	70.60	66.81	90.83	28.65	35.95
Farm Value <sup>3</sup>	301.54	337.92	348.82	15.68	3.23	309.63	344.90	353.60	14.20	2.52
Landed Cost <sup>4</sup>	382.32	413.03	450.58	17.85	9.09	380.23	411.71	444.43	16.88	7.95
Transport % of landed cost	21.13	18.19	22.58			18.57	16.23	20.44		
<b>Via PNW</b>										
	<b>Fargo, ND</b>					<b>Sioux Falls, SD</b>				
Truck	8.18	10.58	11.14	36.19	5.29	8.18	10.58	11.14	36.19	5.29
Rail	52.83	54.32	54.77	3.67	0.83	53.85	55.27	55.78	3.58	0.92
Ocean	12.30	17.51	18.27	48.54	4.34	12.30	17.51	18.27	48.54	4.34
Total transportation	73.31	82.41	84.18	14.83	2.15	74.33	83.36	85.19	14.61	2.20
Farm Value	298.60	329.35	338.16	13.25	2.67	303.01	332.53	340.86	12.49	2.51
Landed Cost	371.91	411.76	422.34	13.56	2.57	377.34	415.89	426.05	12.91	2.44
Transport % of landed cost	19.71	20.01	19.93			19.70	20.04	20.00		
<b>Brazil</b>										
	<b>North MT<sup>5</sup> - Santos<sup>6</sup></b>					<b>South GO<sup>5</sup> - Paranagua<sup>6</sup></b>				
	--\$/mt--					--\$/mt--				
Truck	74.65	60.57	93.30	24.98	54.04	44.60	34.77	56.77	27.29	63.27
Ocean <sup>7</sup>	17.50	20.00	18.50	5.71	-7.50	18.00	21.50	20.50	13.89	-4.65
Total transportation	92.15	80.57	111.80	21.32	38.76	62.60	56.27	77.27	23.43	37.32
Farm Value <sup>8</sup>	268.28	344.51	314.10	17.08	-8.83	278.59	347.53	332.40	19.32	-4.35
Landed Cost	360.43	425.08	425.90	18.16	0.19	341.19	403.80	409.67	20.07	1.45
Transport % of landed cost	25.57	18.95	26.25			18.35	13.94	18.86		

<sup>1</sup>Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

<sup>2</sup>Source: O'Neil Commodity Consulting

<sup>3</sup>Source: USDA/NASS

<sup>4</sup>Landed cost is transportation cost plus farm value

<sup>5</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>6</sup>Export ports

<sup>7</sup>Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

<sup>8</sup>Source: Companhia Nacional de Abastecimento (CONAB) [www.conab.gov.br](http://www.conab.gov.br)

Note: Total may not add exactly due to rounding

## Market Analysis and Outlook

China bought 8.29 million metric tons (mmt) of soybeans from the United States from January to March 2017, 3 percent more than the same period a year earlier. The value of the soybean imports was \$3.55 billion—17 percent more than the same period a year ago (FAS, GATS Data). The United States exported 1.41 mmt of soybeans to Europe during the same period, with a value of \$5.65 billion. Although the quantity exported was 5 percent less than the same period a year earlier, the value was 8 percent more. China is the largest oilseed importer in the world, accounting for 61 percent of the total world exports and 59 percent of the U.S. soybean exports during the marketing year (MY) 2015/16 (*FAS, GAIN Report #:* [CHI7012](#)). According to the USDA's Foreign Agricultural Service, the trend is expected to continue with China's soybean imports for MY16/17 and MY 17/18 estimated at 86 and 89 mmt, respectively. The growing trend in Chinese soybean imports is driven by rising incomes, urbanization, and the modernization of the domestic feed and livestock sectors. Despite a recent change in Chinese government policy, which has encouraged farmers to plant more oilseeds instead of corn, production has been constrained by limited arable land and stagnant yields (*FAS, GAIN Report #:* [CHI7012](#)). It is therefore imperative for the U.S. transportation costs to be low or moderate to keep our soybean exports to China competitive with other major suppliers. [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)

# 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
05/24/17	170	263	212	146	167	138
05/17/17	171	258	203	147	171	140

<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)

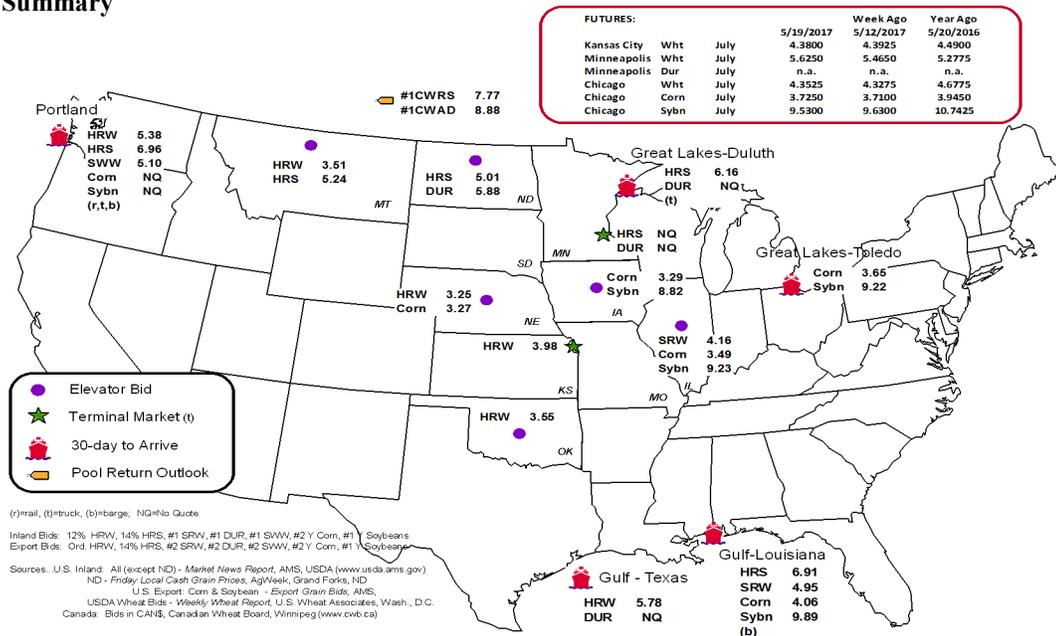
Commodity	Origin--Destination	5/19/2017	5/12/2017
Corn	IL--Gulf	-0.57	-0.58
Corn	NE--Gulf	-0.79	-0.79
Soybean	IA--Gulf	-1.07	-1.10
HRW	KS--Gulf	-1.80	-1.70
HRS	ND--Portland	-1.95	-1.96

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			
05/17/2017 <sup>p</sup>	427	1,623	5,520	87	7,657	5/13/2017	2,681
05/10/2017 <sup>r</sup>	145	1,818	5,370	137	7,470	5/6/2017	2,478
2017 YTD <sup>r</sup>	12,950	38,844	121,173	10,376	183,343	2017 YTD	44,048
2016 YTD <sup>r</sup>	5,808	29,005	102,361	9,043	146,217	2016 YTD	40,761
2017 YTD as % of 2016 YTD	223	134	118	115	125	% change YTD	108
Last 4 weeks as % of 2016 <sup>2</sup>	180	167	162	151	163	Last 4wks % 2016	117
Last 4 weeks as % of 4-year avg. <sup>2</sup>	101	116	192	91	158	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.

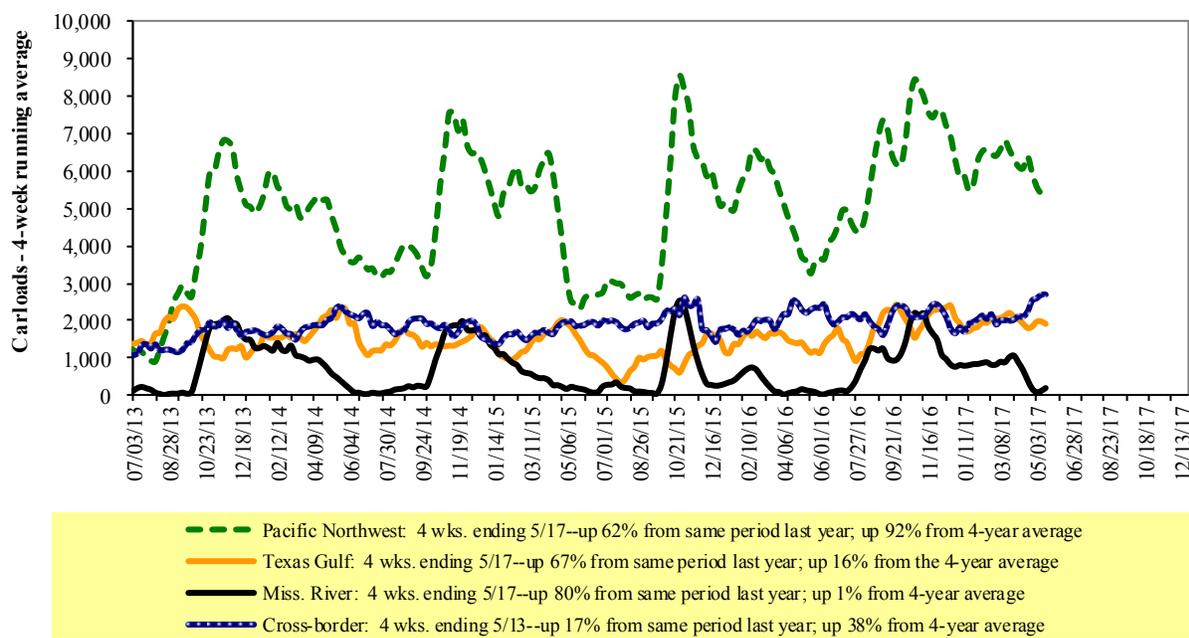
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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)**

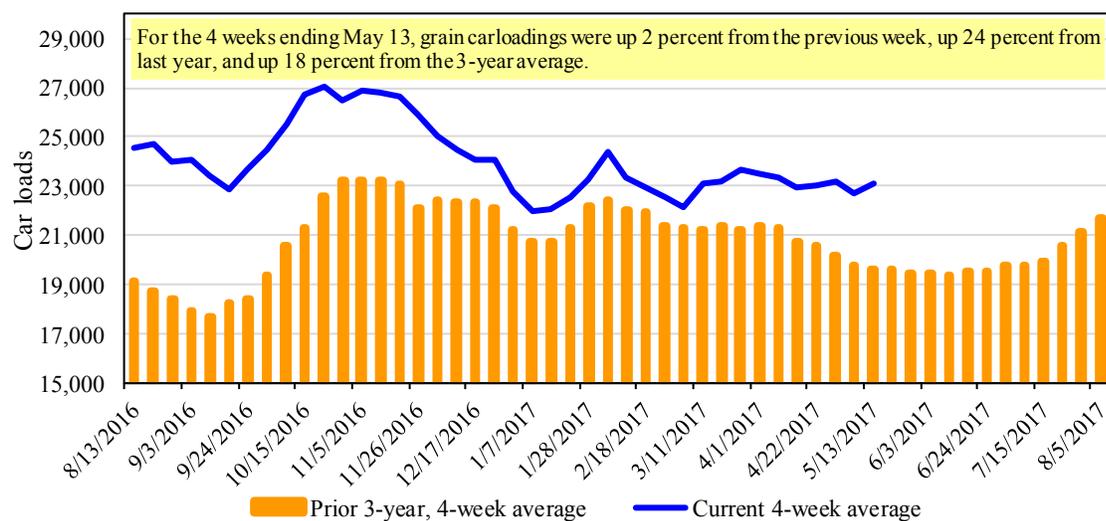
For the week ending: 5/13/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,786	2,231	12,337	1,000	5,902	23,256	4,806	4,097
This week last year	1,737	2,788	7,554	959	5,376	18,414	2,605	3,375
2017 YTD	34,971	52,778	216,744	18,568	116,167	439,228	75,522	82,267
2016 YTD	35,501	51,966	193,650	16,863	100,021	398,001	63,767	80,561
2017 YTD as % of 2016 YTD	99	102	112	110	116	110	118	102
Last 4 weeks as % of 2016*	95	103	147	98	113	124	126	120
Last 4 weeks as % of 3-yr avg**	92	89	136	103	115	118	92	95
Total 2016	95,179	150,920	590,779	45,246	300,836	1,182,960	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: 5/18/2017		<u>Delivery period</u>							
		Jun-17	Jun-16	Jul-17	Jul-16	Aug-17	Aug-16	Sep-17	Sep-16
BNSF <sup>3</sup>	COT grain units	no bids	no bids	no bids	0	no bids	0	0	0
	COT grain single-car <sup>5</sup>	0	0-1	0	no bids	no bids	no bids	no bids	0
UP <sup>4</sup>	GCAS/Region 1	no bids	no bids	no bids	no bids	no offer	no offer	n/a	n/a
	GCAS/Region 2	no bids	no bids	no bids	no bids	no offer	no offer	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.

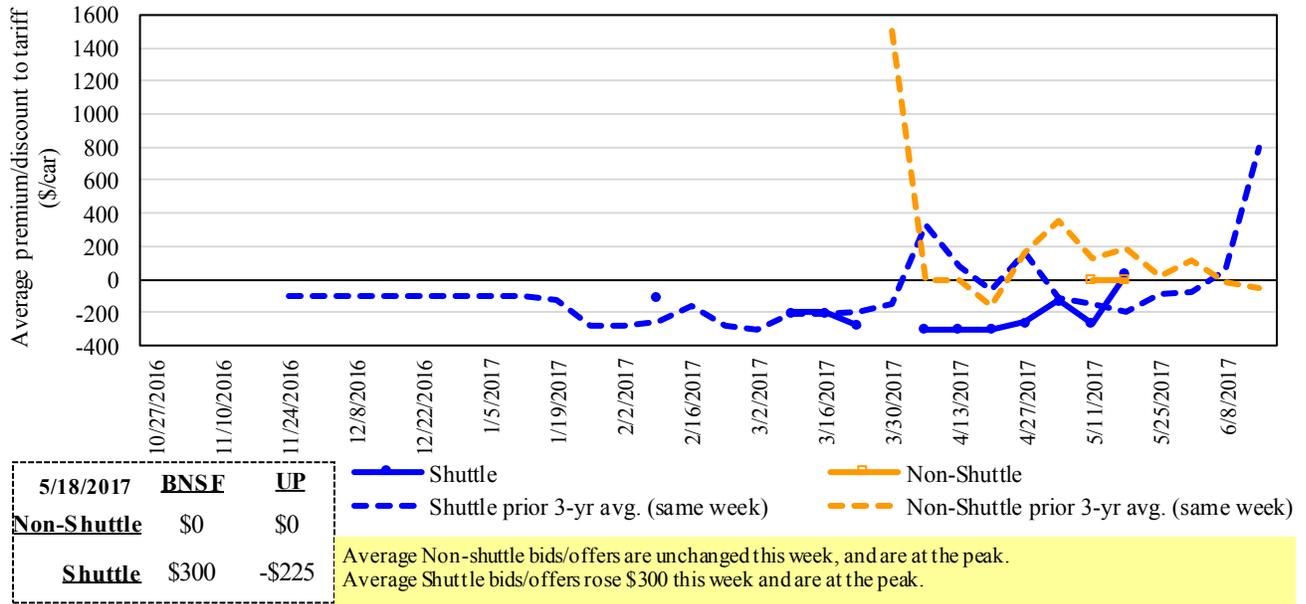
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

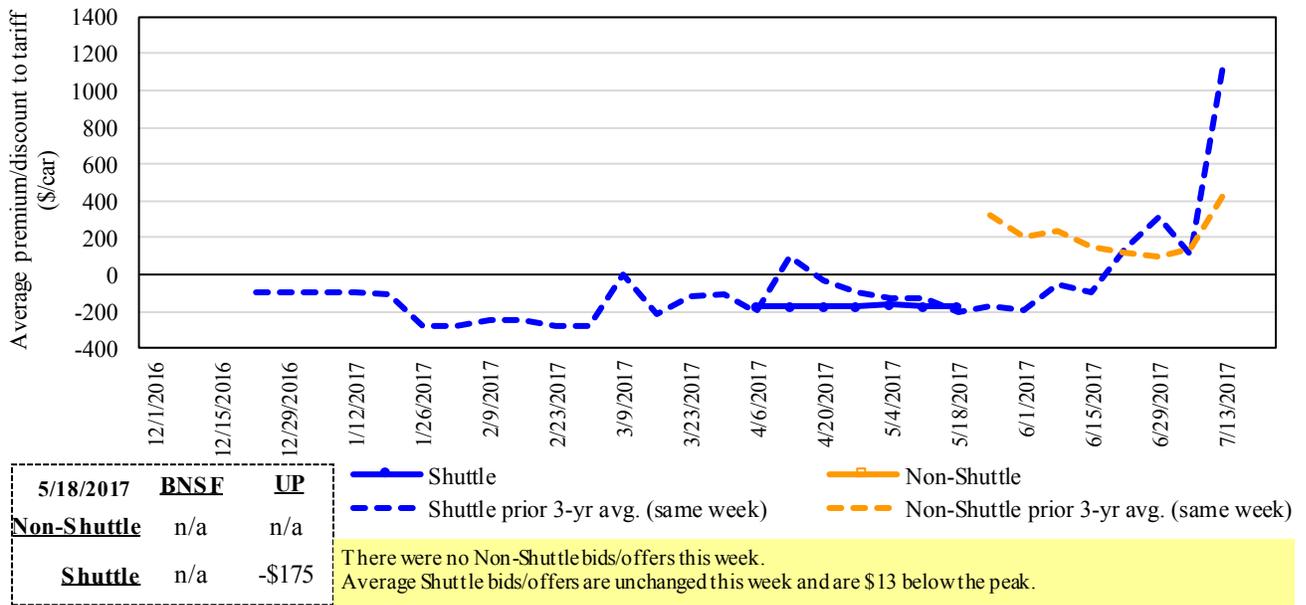
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

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



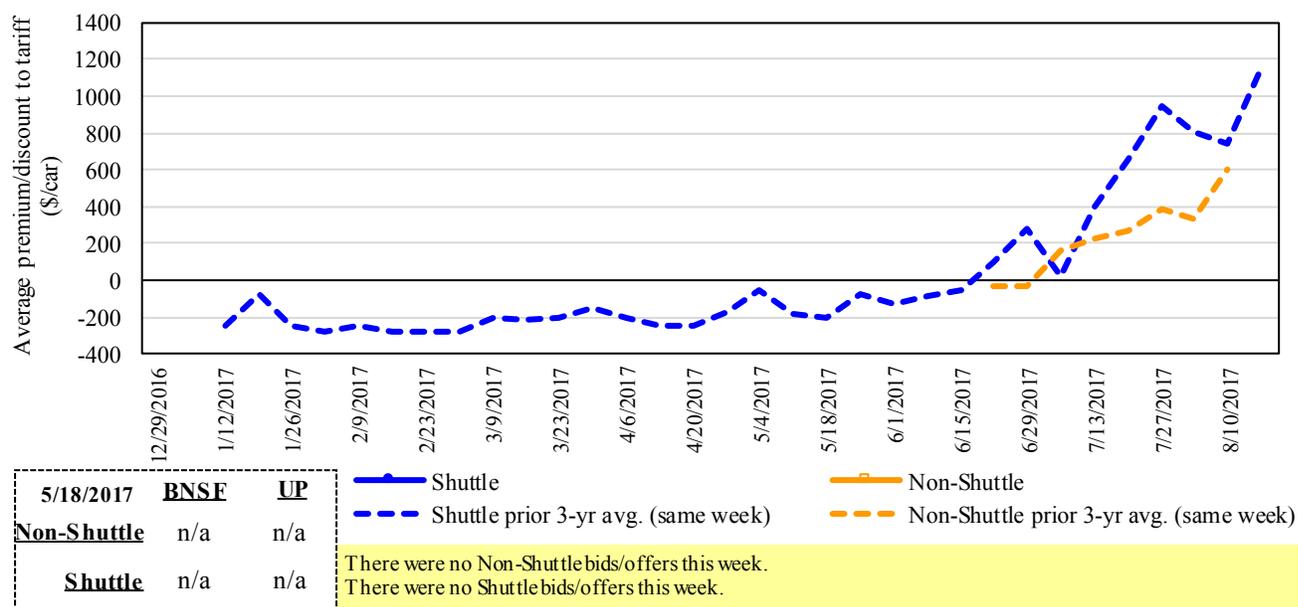
Non-shuttle bids include unit-train and single-car bids. n/a = not available.  
 Source: Transportation & Marketing Programs/AMS/USDA

**Figure 5**  
**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

**Figure 6**  
**Bids/Offers for Railcars to be Delivered in August 2017, Secondary Market**



	5/18/2017	BNSF	UP
<b>Non-Shuttle</b>	n/a	n/a	n/a
<b>Shuttle</b>	n/a	n/a	n/a

— Shuttle  
- - - Shuttle prior 3-yr avg. (same week)  
— Non-Shuttle  
- - - Non-Shuttle prior 3-yr avg. (same week)

There were no Non-Shuttle bids/offers this week.  
 There were no Shuttle bids/offers this week.

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					
		Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17
<b>Non-shuttle</b>	<b>BNSF-GF</b>	<b>0</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	0	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>	<b>0</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	0	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>Shuttle</b>	<b>BNSF-GF</b>	<b>300</b>	<b>n/a</b>	<b>n/a</b>	<b>100</b>	<b>n/a</b>	<b>n/a</b>
	Change from last week	n/a	n/a	n/a	0	n/a	n/a
	Change from same week 2016	n/a	n/a	n/a	(300)	n/a	n/a
	<b>UP-Pool</b>	<b>(225)</b>	<b>(175)</b>	<b>n/a</b>	<b>n/a</b>	<b>650</b>	<b>n/a</b>
	Change from last week	38	0	n/a	n/a	0	n/a
	Change from same week 2016	(100)	(75)	n/a	n/a	225	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
Com	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
Com	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](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://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		Percent change <sup>4</sup> Y/Y	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: 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	\$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	Torreón, 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	Torreón, 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	Torreón, 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.

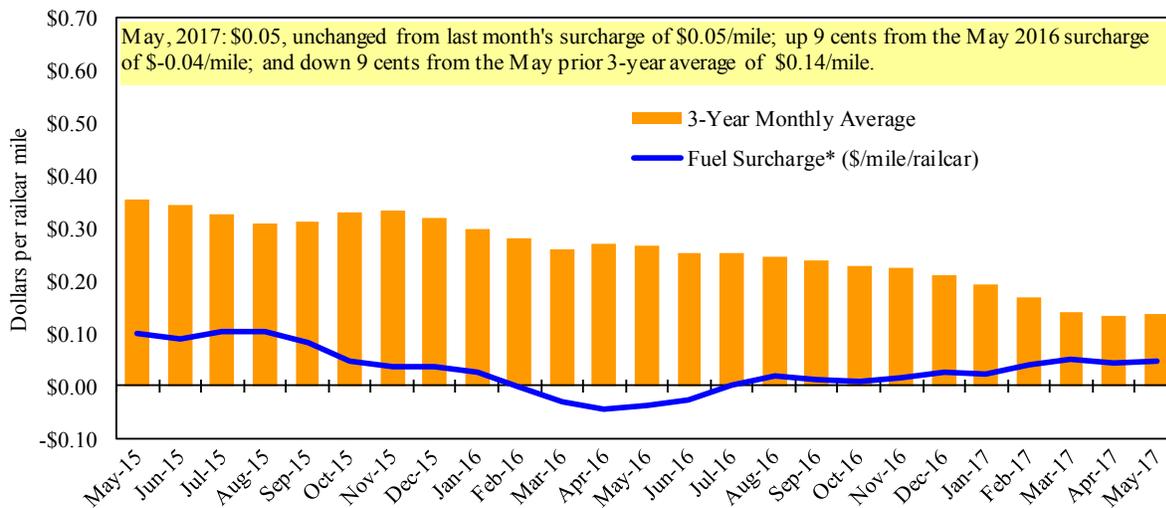
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

<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.

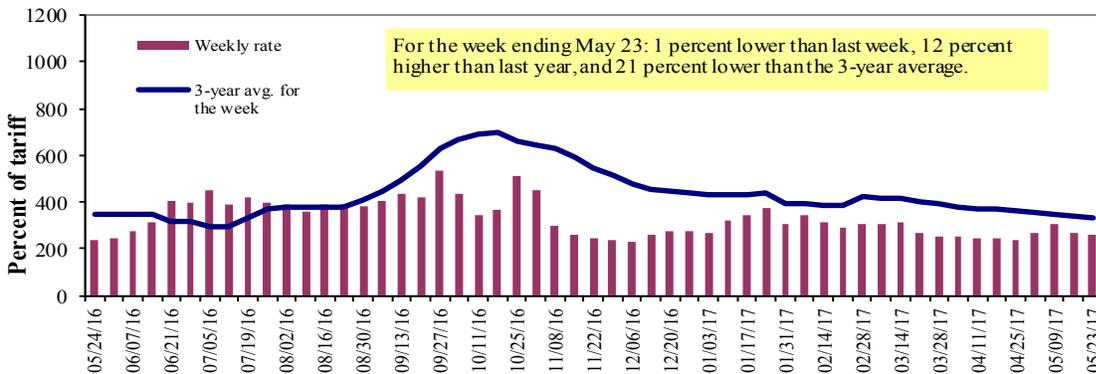
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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>	5/23/2017	323	270	263	180	207	207	167
	5/16/2017	318	265	265	178	200	200	173
<b>\$/ton</b>	5/23/2017	19.99	14.36	12.20	7.18	9.71	8.36	5.24
	5/16/2017	19.68	14.10	12.30	7.10	9.38	8.08	5.43
<b>Current week % change from the same week:</b>								
	Last year	0	6	12	5	20	20	-2
	3-year avg. <sup>2</sup>	-19	-21	-21	-21	-7	-7	-19
<b>Rate<sup>1</sup></b>	June	320	268	263	182	207	207	168
	August	348	297	293	238	258	258	230

<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:

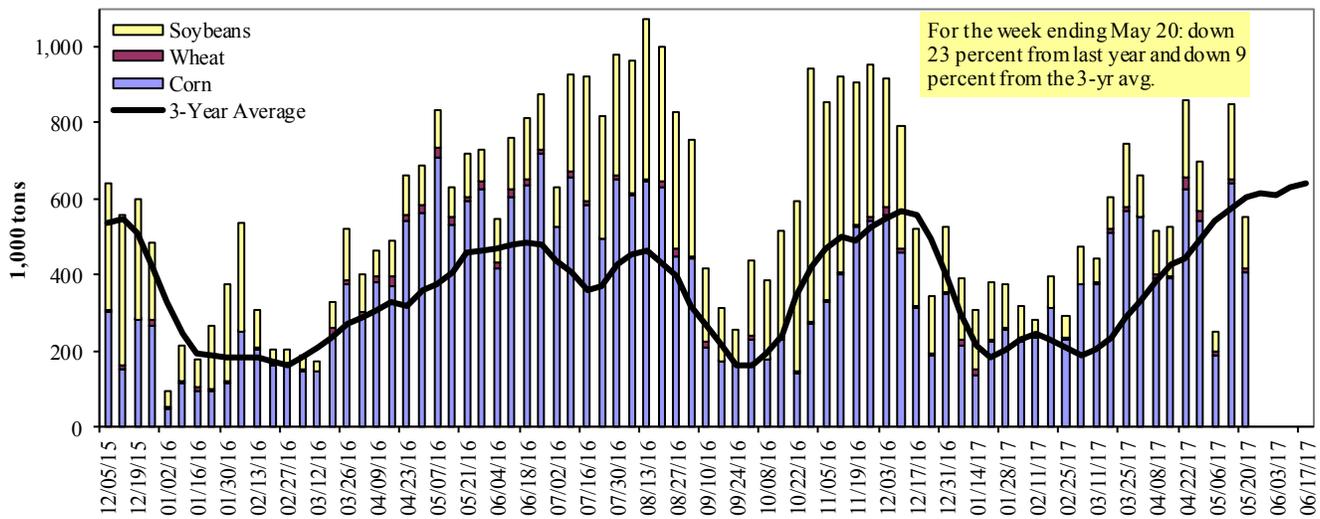
(Rate \* 1976 tariff benchmark rate per ton)/100

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



Figure 10

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



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

Source: U.S. Army Corps of Engineers

Table 10

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

For the week ending 5/20/2017	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	161	5	60	3	229
Winfield, MO (L25)	259	5	89	0	353
Alton, IL (L26)	379	6	150	0	535
Granite City, IL (L27)	409	6	138	0	553
<b>Illinois River (L8)</b>	125	0	61	0	186
<b>Ohio River (L52)</b>	32	2	23	0	56
<b>Arkansas River (L1)</b>	0	30	17	0	47
Weekly total - 2017	441	38	178	0	656
Weekly total - 2016	636	46	149	19	850
2017 YTD <sup>1</sup>	9,436	829	4,796	137	15,197
2016 YTD	8,545	685	4,138	119	13,486
2017 as % of 2016 YTD	110	121	116	115	113
Last 4 weeks as % of 2016 <sup>2</sup>	73	58	122	5	78
<b>Total 2016</b>	<b>24,136</b>	<b>2,030</b>	<b>16,668</b>	<b>344</b>	<b>43,178</b>

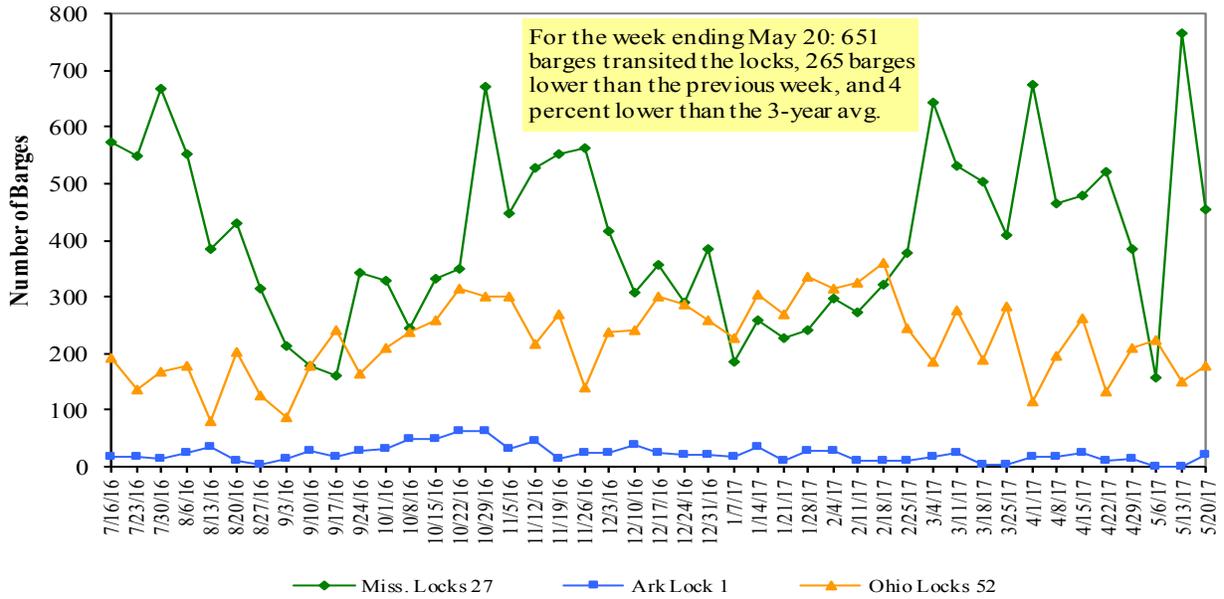
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

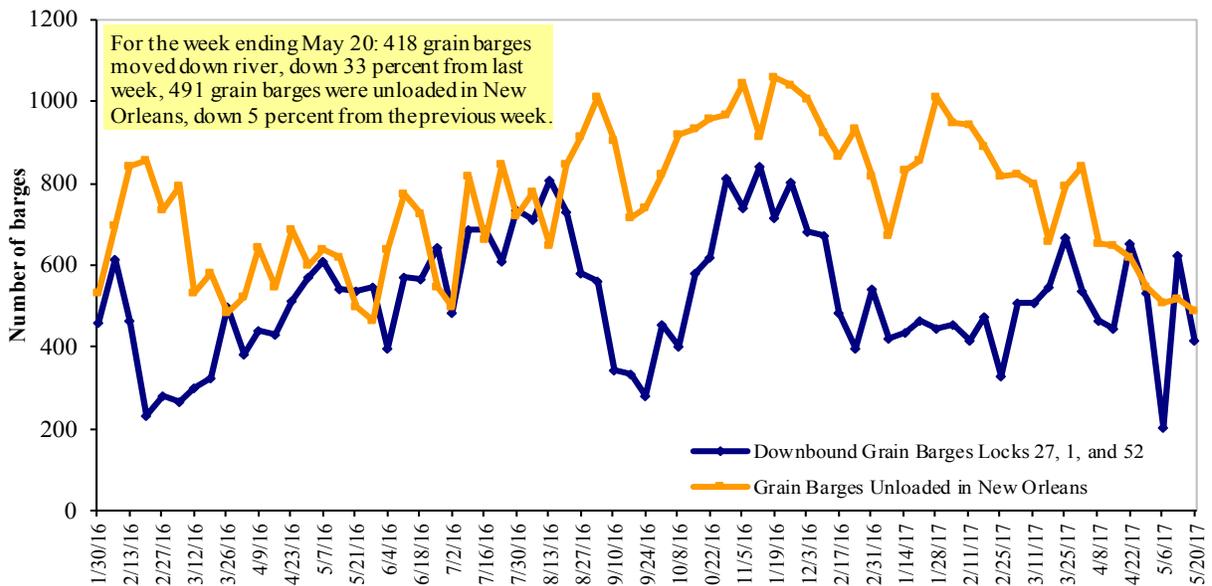
Source: U.S. Army Corps of Engineers

**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 5/22/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.588	-0.007	0.209
	New England	2.626	0.000	0.215
	Central Atlantic	2.733	-0.004	0.269
	Lower Atlantic	2.479	-0.009	0.171
II	Midwest <sup>2</sup>	2.468	-0.011	0.143
III	Gulf Coast <sup>3</sup>	2.384	0.002	0.151
IV	Rocky Mountain	2.629	0.003	0.271
V	West Coast	2.828	0.004	0.231
	West Coast less California	2.725	-0.003	0.223
	California	2.912	0.010	0.239
Total	U.S.	2.539	-0.005	0.182

<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					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export Balances<sup>1</sup></b>									
5/11/2017	1,372	248	943	776	133	3,472	13,319	6,879	23,670
This week year ago	742	165	723	521	44	2,194	13,538	4,259	19,990
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2016/17 YTD	10,531	2,185	7,593	4,021	396	24,725	39,479	50,476	114,680
2015/16 YTD	5,216	3,044	6,163	3,375	658	18,455	26,897	42,670	88,022
YTD 2016/17 as % of 2015/16	202	72	123	119	60	134	147	118	130
Last 4 wks as % of same period 2015/16	208	179	166	197	283	191	106	163	127
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 5/11/2017	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2013-2015 - 1,000 mt -
	2017/18	2016/17	2015/16		
	Next MY	Current MY	Last MY		
	- 1,000 mt -				
Mexico	1,312	12,595	11,796	7	11,204
Japan	546	10,355	8,624	20	11,284
Korea	0	5,526	1,733	219	3,931
Colombia	0	3,965	4,151	(4)	4,134
Peru	28	1,564	2,751	(43)	2,109
<b>Top 5 Importers</b>	<b>1,886</b>	<b>34,004</b>	<b>29,054</b>	<b>17</b>	<b>32,662</b>
<b>Total US corn export sales</b>	<b>2,473</b>	<b>52,799</b>	<b>40,435</b>	<b>31</b>	<b>46,633</b>
% of Projected	5%		84%		
Change from prior week <sup>2</sup>	<b>168</b>	<b>705</b>	<b>1,473</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	76%	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 5/11/2017	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	35,929	27,185	32	29,033	
Mexico	229	3,447	3,148	9	3,295	
Indonesia	0	1,897	1,630	16	2,065	
Japan	186	2,006	2,074	(3)	1,994	
Netherlands	0	1,553	1,353	15	1,644	
<b>Top 5 importers</b>	<b>1,457</b>	<b>44,832</b>	<b>35,390</b>	<b>27</b>	<b>38,032</b>	
<b>Total US soybean export sales</b>	<b>2,879</b>	<b>57,355</b>	<b>46,929</b>	<b>22</b>	<b>48,389</b>	
% of Projected	5%	103%	89%			
Change from prior week <sup>2</sup>	<b>42</b>	<b>355</b>	<b>556</b>			
<b>Top 5 importers' share of U.S. soybean export sales</b>	51%	78%	75%		<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/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. (Carryover plus Accumulated Exports)

Table 15

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

For the week ending 5/11/2017	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	243	2,775	2,484	12	2,743	
Mexico	286	3,214	2,376	35	2,660	
Philippines	492	2,664	2,164	23	2,156	
Brazil	0	1,215	507	140	2,076	
Nigeria	90	1,650	1,517	9	1,978	
Korea	334	1,392	1,139	22	1,170	
China	223	1,551	878	77	1,770	
Taiwan	100	1,045	1,087	(4)	1,005	
Indonesia	0	1,154	538	114	776	
Colombia	30	860	672	28	679	
<b>Top 10 importers</b>	<b>1,797</b>	<b>17,519</b>	<b>13,363</b>	<b>31</b>	<b>17,013</b>	
<b>Total US wheat export sales</b>	<b>3,111</b>	<b>28,197</b>	<b>20,649</b>	<b>37</b>	<b>24,485</b>	
% of Projected		100%	98%			
Change from prior week <sup>2</sup>	<b>393</b>	<b>248</b>	<b>175</b>			
<b>Top 10 importers' share of U.S. wheat export sales</b>	58%	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/esrquery/. Total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.

Table 16

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

Port Regions	For the Week Ending 05/18/17	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	326	458	71	5,876	4,594	128	167	158	12,325
Corn	370	420	88	6,073	3,362	181	159	169	12,009
Soybeans	85	68	124	4,088	4,425	92	1402	2433	14,447
<b>Total</b>	<b>780</b>	<b>947</b>	<b>82</b>	<b>16,037</b>	<b>12,381</b>	<b>130</b>	<b>179</b>	<b>181</b>	<b>38,782</b>
<b>Mississippi Gulf</b>									
Wheat	112	86	131	1,894	1,398	135	138	123	3,480
Corn	615	720	85	14,633	11,369	129	80	79	31,420
Soybeans	158	118	135	10,625	9,158	116	208	154	35,278
<b>Total</b>	<b>886</b>	<b>923</b>	<b>96</b>	<b>27,152</b>	<b>21,925</b>	<b>124</b>	<b>100</b>	<b>94</b>	<b>70,178</b>
<b>Texas Gulf</b>									
Wheat	210	133	157	2,761	1,014	272	329	158	6,019
Corn	0	30	0	347	350	99	31	56	1,669
Soybeans	0	0	n/a	0	92	0	n/a	0	1,105
<b>Total</b>	<b>210</b>	<b>164</b>	<b>128</b>	<b>3,108</b>	<b>1,456</b>	<b>213</b>	<b>225</b>	<b>146</b>	<b>8,792</b>
<b>Interior</b>									
Wheat	38	23	166	695	499	139	124	123	1,543
Corn	132	216	61	2,940	2,602	113	105	128	7,197
Soybeans	84	108	78	1,952	1,527	128	179	159	4,577
<b>Total</b>	<b>254</b>	<b>347</b>	<b>73</b>	<b>5,587</b>	<b>4,628</b>	<b>121</b>	<b>122</b>	<b>135</b>	<b>13,317</b>
<b>Great Lakes</b>									
Wheat	24	32	76	166	129	129	107	89	1,186
Corn	0	0	n/a	45	42	106	207	172	584
Soybeans	29	0	n/a	82	23	351	125	76	910
<b>Total</b>	<b>53</b>	<b>32</b>	<b>167</b>	<b>293</b>	<b>195</b>	<b>150</b>	<b>127</b>	<b>99</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	10	5	216	869	840	103	348	221	2,269
<b>Total</b>	<b>10</b>	<b>5</b>	<b>216</b>	<b>911</b>	<b>1,035</b>	<b>88</b>	<b>151</b>	<b>84</b>	<b>2,878</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	710	732	97	11,428	7,815	146	171	144	24,867
Corn	1,116	1,387	80	24,043	17,740	136	98	101	53,173
Soybeans	367	299	123	17,616	16,065	110	243	191	58,587
<b>Total</b>	<b>2,193</b>	<b>2,418</b>	<b>91</b>	<b>53,087</b>	<b>41,620</b>	<b>128</b>	<b>130</b>	<b>123</b>	<b>136,627</b>

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

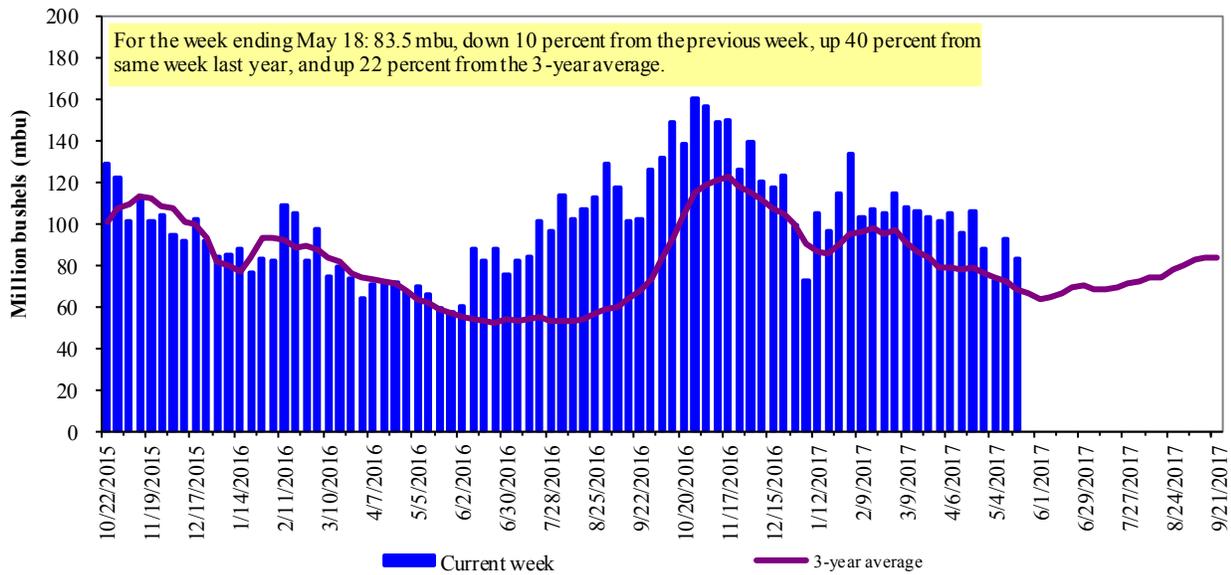
Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://www.gipsa.usda.gov)); YTD= year-to-date; n/a = not applicable

<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)**

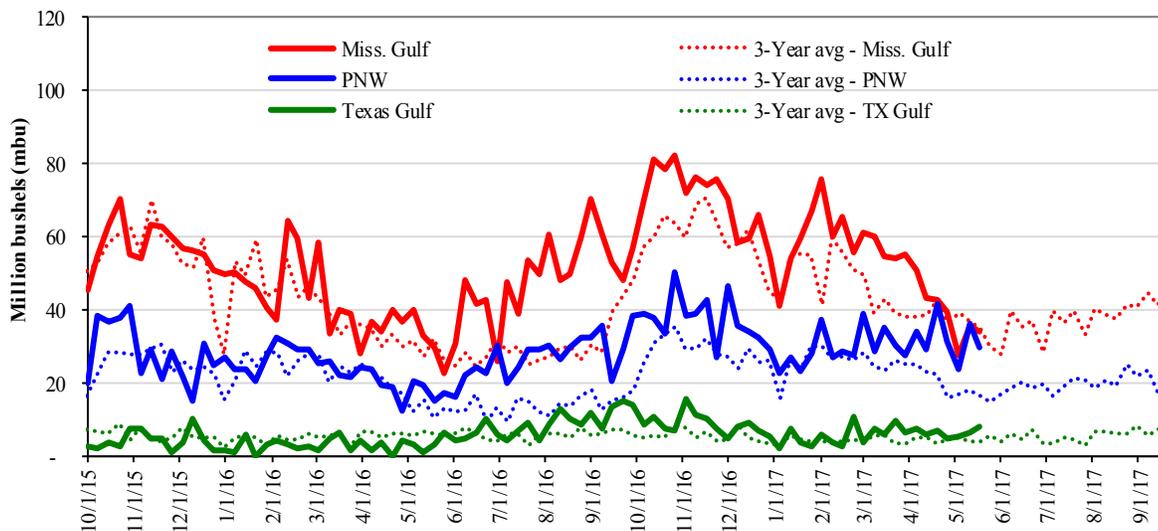


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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 05/18/17 inspections (mbu):</u>	<u>Percent change from:</u>	<u>MS Gulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Mississippi Gulf: 34.2	Last Week:	down 5	up 27	unchanged	down 17
PNW: 29.6	Last Year (same week):	up 15	up 158	up 28	up 98
Texas Gulf: 7.7	3-yr avg (4-wk. mov. Avg):	down 7	up 88	up 2	up 78

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

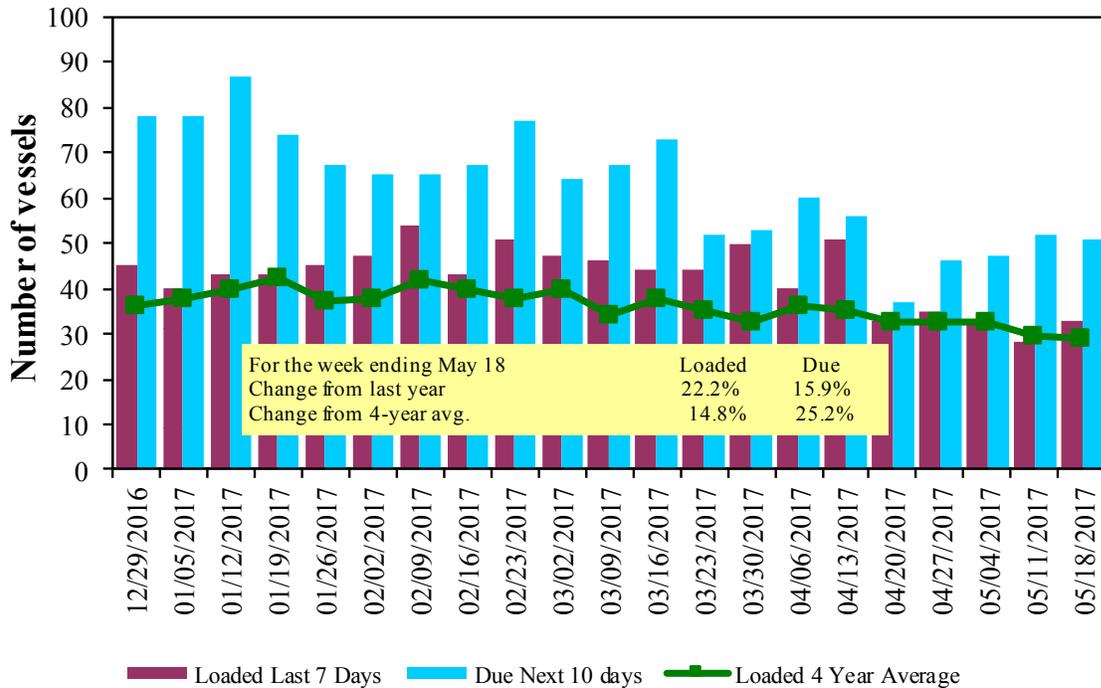
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
5/18/2017	30	33	51	26	n/a
5/11/2017	25	28	52	27	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

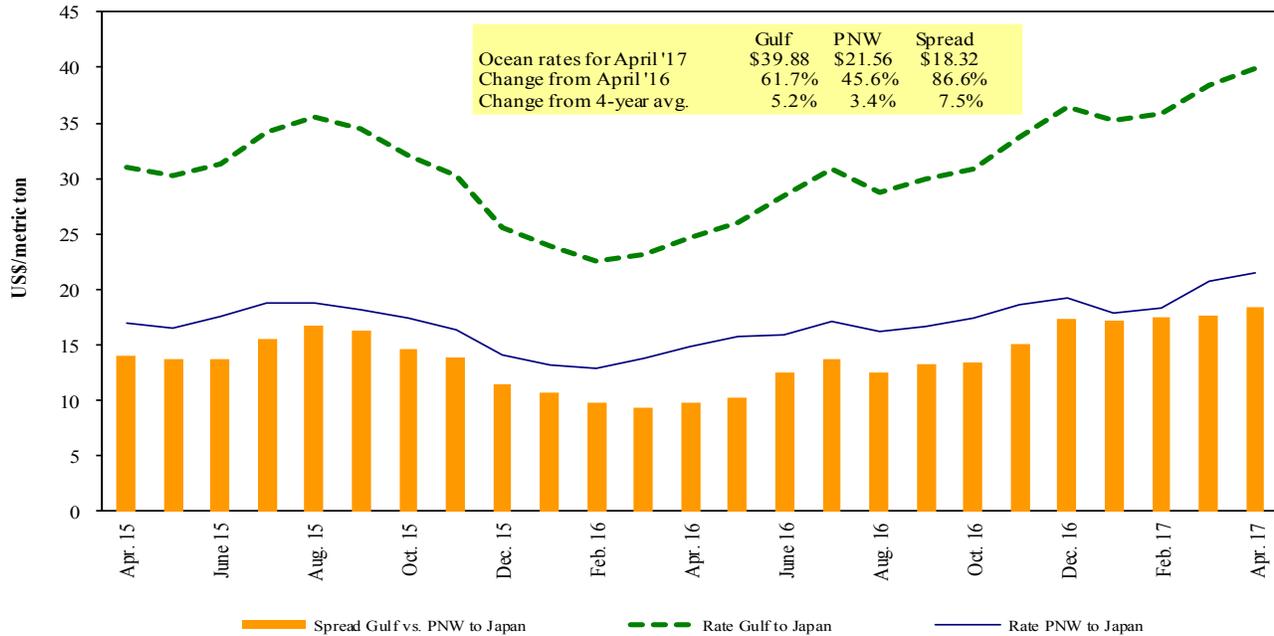
**U.S. Gulf Vessel Loading Activity**



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 05/20/2017**

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*
U.S. Gulf	Ghana	Rice	Jun 9/19	6,000	341.67*
U.S. Gulf	Ghana	Soybean Meal	Jun 9/19	5,000	86.75*
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

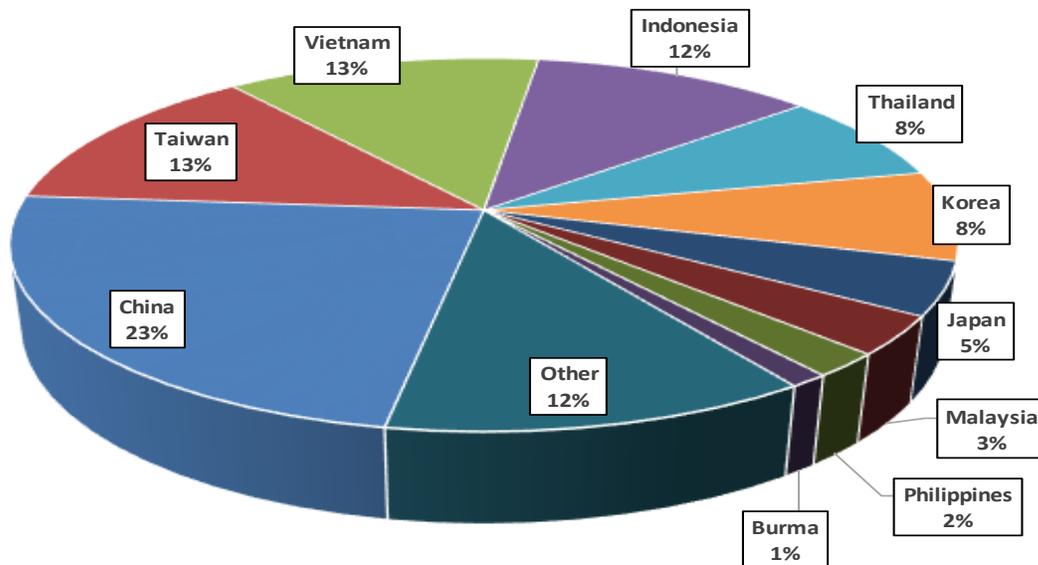
Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicated; op = option  
 \*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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**

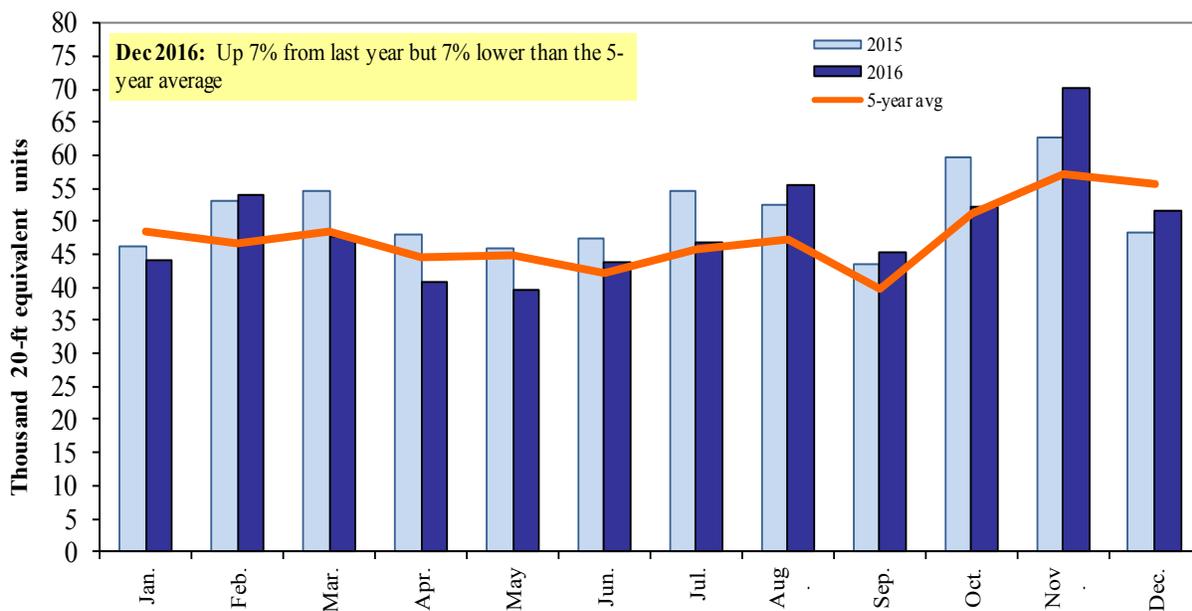


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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 25, 2017. Web: <http://dx.doi.org/10.9752/TS056.05-25-2017>

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.