



# Grain Transportation Report

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

Contact Us

July 13, 2017

## WEEKLY HIGHLIGHTS

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#### Mississippi Gulf Grain Inspections Rebound

For the week ending July 6, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 2 million metric tons (mmt), up 6 percent from the previous week, down 5 percent from the same time last year, but 13 percent above the 3-year average. The week-to-week increase in total grain inspections was helped by a 41 percent increase in Mississippi Gulf grain inspections. Inspections of each of the major grains increased in the Mississippi Gulf, but Pacific Northwest inspections dropped 52 percent from the previous week. Total soybean inspections jumped 69 percent from the previous week as shipments to Asia rebounded. Wheat inspections increased 3 percent from the previous week, but corn inspections decreased 10 percent. Outstanding export sales were down from the previous week for corn and wheat, but up slightly for soybeans.

#### First Half 2017 Barge Tonnages 14 Percent Above Average

For the first 6 months of 2017, grain barge tonnages on the locking system of the Mississippi, Ohio, and Arkansas Rivers were 17.6 million tons, 14 percent higher than the 3-year average. Corn was the principal grain moved, representing 63 percent of tonnages for the first half of 2017, soybeans were 30 percent, and wheat, sorghum, barley and oats were 7 percent. Despite the increased demand for barge services, barge freight rates have been below average for most of the year, which may be due to barge supply. As of July 11, barge rates for export grain at major shipping origins are 5 to 26 percent below average, indicating that the barge supply has been more than adequate for the current demand and may be dampening rates. According to barge operators, the size of the covered barge fleet has increased in recent years as more new barges have been built and a substantial number of open barges have been converted to covered. Barge operators have reported that future rates for barge services will likely remain below average for the second half of the year. For more on grain transportation demand for 2017, see this week's feature article.

#### Cosco Announces Intent to Acquire OOCL

On July 9, Cosco Shipping Holdings and Shanghai International Port Group announced their intent to purchase Hong Kong based Orient Overseas International Ltd., the parent company of Orient Overseas Container Line (OOCL). This merger will be the latest in a series of mergers and acquisitions in the container ocean shipping industry over the past few years. The deal awaits final approval from shareholders as well as regulatory authorities in both the United States and China. Should the deal go through, Cosco will be the third largest global ocean container carrier with more than 400 vessels and a capacity exceeding 2.9 million twenty-foot equivalent units.

### Snapshots by Sector

#### Export Sales

For the week ending June 29, **unshipped balances** of wheat, corn, and soybeans totaled 20.7 mmt, down 18 percent from the same time last year. Net weekly **wheat export sales** were .375 mmt, down 31 percent from the previous week. Net **corn export sales** were .140 mmt, down 56 percent from the previous week, and net **soybean export sales** were .366 mmt, up 17 percent from the past week.

#### Rail

U.S. Class I railroads originated 23,472 **grain carloads** for the week ending July 1, up 7 percent from the previous week, up 1 percent from last year, and up 18 percent from the 3-year average.

Average July shuttle **secondary railcar** bids/offers per car were \$252 below tariff for the week ending July 6, down \$21 from last week, and \$333 lower than last year. Average non-shuttle secondary railcar bids/offers per car were \$0, \$25 lower than last year. There were no non-shuttle bids/offers last week.

#### Barge

For the week ending July 8, **barge grain movements** totaled 795,989 tons, 16 percent lower than the last week, and down 25 percent from the same period last year.

For the week ending July 8, 514 grain barges **moved down river**, down 16 percent from last week, 610 grain barges were **unloaded in New Orleans**, down 10 percent from the previous week.

#### Ocean

For the week ending July 6, 36 **ocean-going grain vessels** were loaded in the Gulf, 13 percent more than the same period last year. Forty-eight vessels are expected to be loaded within the next 10 days, 19 percent less than the same period last year.

For the week ending July 6, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$37.00 per metric ton, 1 percent less than the previous week. The cost of shipping from the Pacific Northwest to Japan was \$19.00 per metric ton, unchanged from the previous week.

#### Fuel

During the week ending July 10, **average diesel fuel prices** increased 1 cent from the previous week to \$2.48 per gallon, 7 cents higher than the same week last year.

# Feature Article/Calendar

## June Grain Stocks and Transportation Demand in 2017

The demand for grain transportation closely ties to grain production and storage. A large harvest translates both into an immediate demand for transportation, as farmers sell newly produced grain, and into a delayed demand for transportation, as farmers and elevators store grain to be sold and shipped in the future. As the marketing year progresses, there is an increased incentive to sell grain in order to empty storage bins before the next harvest. The intensity of the incentive to empty bins throughout the year depends partially on the quantity of stocks currently in storage and partially on expectations about the upcoming harvest. Therefore, the magnitude of the previous harvest, the degree to which grain is stored, as well as expectations about the upcoming harvest, all help determine the pattern of transportation demand throughout the year.

From this perspective, this article looks at: (1) the connection between grain stock disappearance and transportation demand through the first half of 2017; (2) the distribution across States of grain stocks reported by USDA in June 2017; and (3) expectations about the upcoming harvest and how it may affect transportation demand. Grain stocks in June 2017 were higher than previous years, but USDA projects the upcoming harvest to be smaller than previous years.

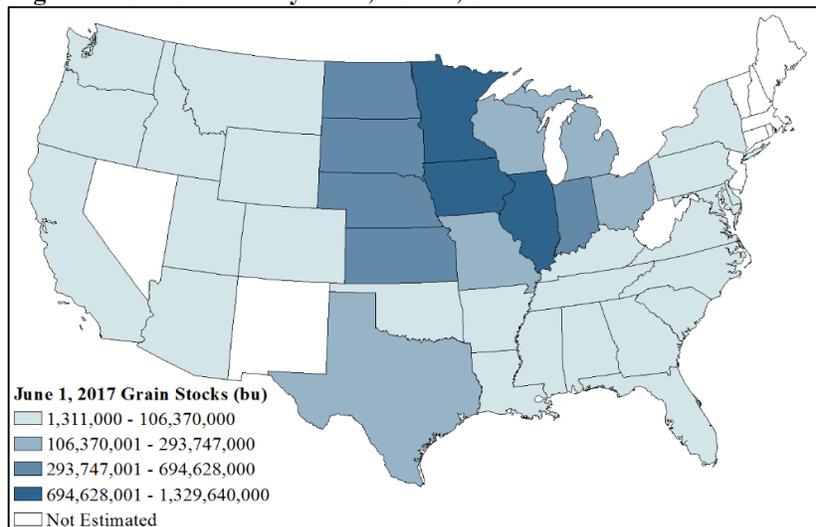
### A Look Back

Abundant grain stocks at the end of calendar year 2016 were likely an important factor behind transportation patterns throughout the first half of 2017. High ending stocks imply the need to empty bins over time, which drives transportation demand. According to the [Grain Stocks report](#)—released by USDA’s National Agricultural Statistics Service (NASS) on June 30, 2017—grain stock disappearance between December 2016 and June 2017 was 9 percent higher than the previous year and 8 percent higher than the prior 3-year average. Accordingly, grain movements, reflected in rail and barge shipments, have been high and well above average so far this year (see [June 22, 2017 Grain Transportation Report \(GTR\)](#)).

### June Grain Stocks

Even with the high December to June rail and barge shipments, there were substantial stores of grain in early June. Together, commercial facilities and farmers held over 7.6 billion bushels (bbu) of grain (including corn, soybeans, sorghum, and old crop wheat, barley, and oats) in storage on June 1, 2017, up 12 percent from the same time last year, and 28 percent higher than the prior 3-year average.\* Stocks in June have increased every year since 2013 and, over the same span have occupied a growing share of the Nation’s grain storage capacity. High grain stocks could sustain transportation demand over the next several weeks, as agricultural shippers and farmers continue to ship old crop (2016) and prepare space for the fall corn and soybean harvests. With over 3.4 bbu as of June 1, 2017, grain stocks on farms in the United States are 31 percent above the prior 3-year average, suggesting that large volumes of grain may yet enter the supply chain this summer.

Figure 1: Grain Stocks by State, June 1, 2017.



Source: USDA/AMS/TSD analysis of NASS grain stocks data.

Most of the June 2017 grain stocks were concentrated in the Midwest (see Figure 1). The top four States—Iowa, Illinois, Minnesota, and Nebraska—accounted for almost 52 percent of the total stocks. Six States saw

\* The United States last saw comparative levels in the 1980s, holding a record 10.3 billion bushels in storage in June 1987. Most of this year’s June 1 stocks were corn (69 percent), followed by wheat (16 percent) and soybeans (13 percent).

increases of over 100 million bushels (mbu) each as of June 1, 2017 compared to the prior 3-year average.\* Several States had significant increases in grain stocks from the previous year. For example, Oklahoma had 65 percent more grain in storage, followed by Kansas (+48 percent), North Dakota (+39 percent), and Wisconsin (+38 percent). Such increases highlight possible changes to typical transportation patterns, as these States had relatively more grain available to move than the same time in past years.

## A Look Forward

High grain stocks could contribute to robust transportation demand this summer. The on-going harvests for small grains (e.g., wheat, barley, and oats) could also boost the demand for grain transportation, as additional volumes from these grains add to the supply chain. For example, railroads—the primary mode for wheat and barley shipments—typically haul the majority (about 32 percent) of their annual wheat tonnage during the third quarter. Nevertheless, demand from “new crop” small grains may be somewhat tempered in 2017. According to the NASS July [Crop Production report](#), USDA projects wheat and barley production to fall 24 and 28 percent, respectively, this year compared to 2016.

Winter wheat, the largest class of wheat in the United States, could decrease 23 percent from 1.67 bbu grown in 2016 to 1.28 bbu in 2017, with reductions of 143 mbu in Kansas (36 percent of the total U.S. decline) and 46 mbu in Oklahoma (12 percent). So far, farmers in major wheat-producing States have harvested 67 percent of the winter wheat crop through July 9, slightly ahead of the prior 5-year average and 14 percentage points more than the week ending July 2.†

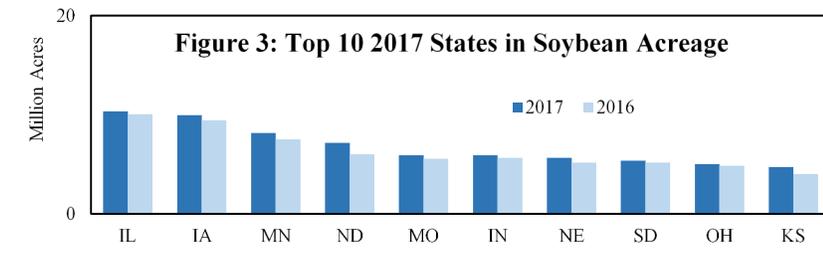
Grain movements typically accelerate significantly in the fall, as farmers harvest corn and soybeans. However, grain transportation demand may lessen this fall relative to a year ago, which saw record corn and soybean crops.

USDA currently forecasts smaller corn, soybean, and grain sorghum crops for the 2017/18 marketing year. According to the [July WASDE report](#), USDA projects the United States will produce 18.9 bbu of these commodities in 2017, down 5 percent from 2016. Shifts in acreage may give an early indication of possible changes in grain originations in the new marketing year for corn and soybeans, which begins September 1 (see sidebar for more information). Additionally, from a transportation demand perspective, this may serve as a counterbalancing factor to large stocks. That is, the expectation of a relatively smaller harvest may weaken the incentive to empty bins and therefore weaken the demand for transportation over the summer.

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### A Brief Look at 2017 Corn and Soybean Acreage in the U.S.

On June 30, 2017, NASS released its annual [Acreage report](#), which contains National and State-level forecasts for the areas planted and harvested for all major field crops. USDA expects the corn acreage harvested for grain to decrease 4 percent from 2016 in the United States, but to increase 7 percent for soybeans (reaching a record 88.7 million acres). The report provides a glimpse of where changes in grain transportation may occur at a regional level following the corn and soybean harvests in the fall. For instance, corn acreage harvested for grain is falling in several major States compared to last year, but increasing in Kansas and North Dakota (Figure 2). Along with many other States, North Dakota and Kansas may also see expanded soybean acreage, which could boost grain transportation demand from soybeans in those areas (Figure 3).



\* Ranked from most growth to least, these States include Iowa, Illinois, Minnesota, Kansas, Nebraska, and North Dakota.

† USDA National Agricultural Statistics Service, [Crop Progress](#), July 10, 2017.

# Grain Transportation Indicators

## Grain Transport Cost Indicators<sup>1</sup>

For the week ending	Truck	Rail	Barge	Ocean	
		Unit Train	Shuttle	Gulf	Pacific
07/12/17	167	265	199	165	135
07/05/17	166	265	200	167	135

<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)

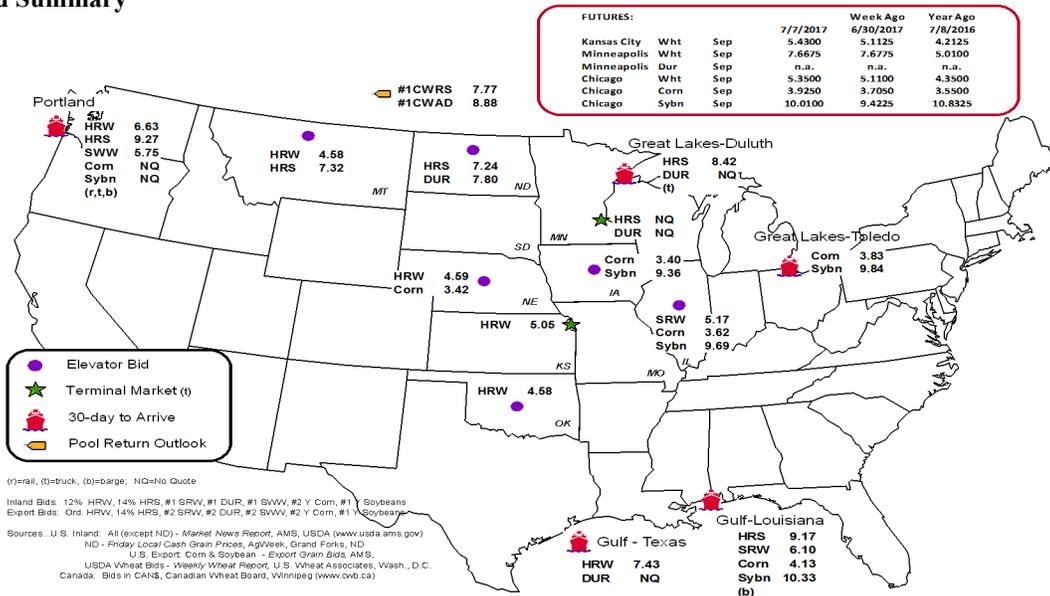
Commodity	Origin--Destination	7/7/2017	6/30/2017
Corn	IL--Gulf	-0.51	-0.49
Corn	NE--Gulf	-0.71	-0.73
Soybean	IA--Gulf	-0.97	-0.99
HRW	KS--Gulf	-2.38	-2.30
HRS	ND--Portland	-2.03	-1.51

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			
07/05/2017 <sup>p</sup>	121	1,249	5,218	259	6,847	7/1/2017	2,780
06/28/2017 <sup>f</sup>	156	1,180	4,588	105	6,029	6/24/2017	2,463
2017 YTD <sup>f</sup>	14,858	49,683	162,253	11,629	238,423	2017 YTD	61,825
2016 YTD <sup>f</sup>	6,320	39,526	133,549	9,840	189,235	2016 YTD	55,447
2017 YTD as % of 2016 YTD	235	126	121	118	126	% change YTD	112
Last 4 weeks as % of 2016 <sup>2</sup>	157	94	111	115	108	Last 4wks % 2016	127
Last 4 weeks as % of 4-year avg. <sup>2</sup>	136	117	174	120	156	Last 4wks % 4 yr	151
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.

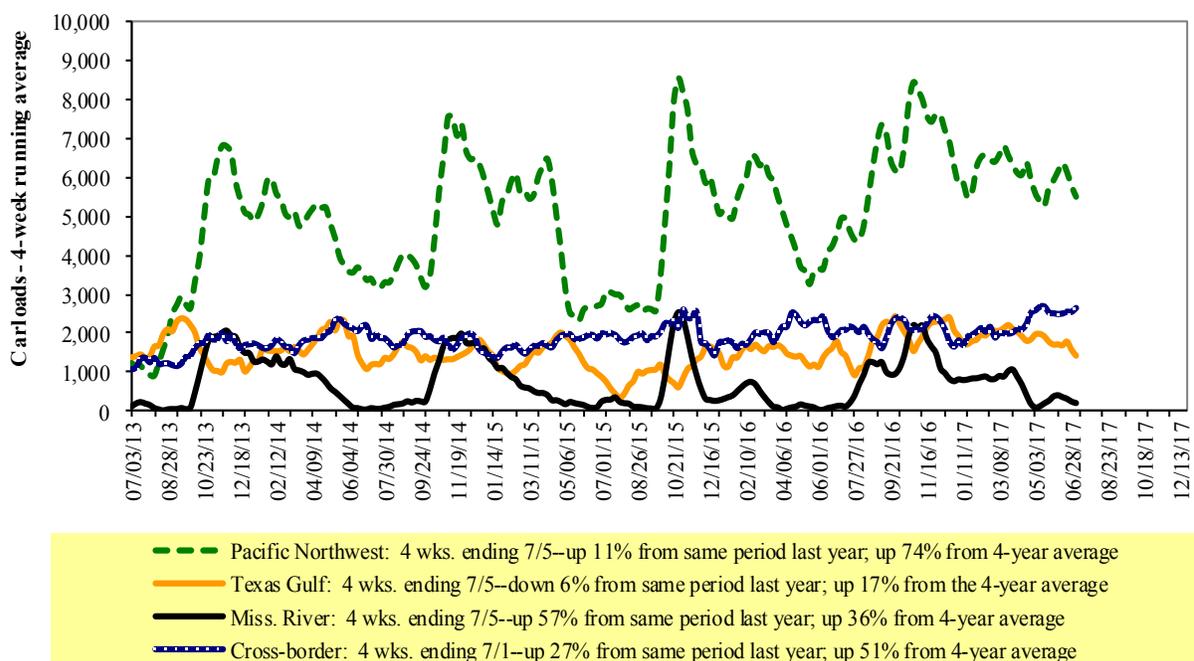
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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)**

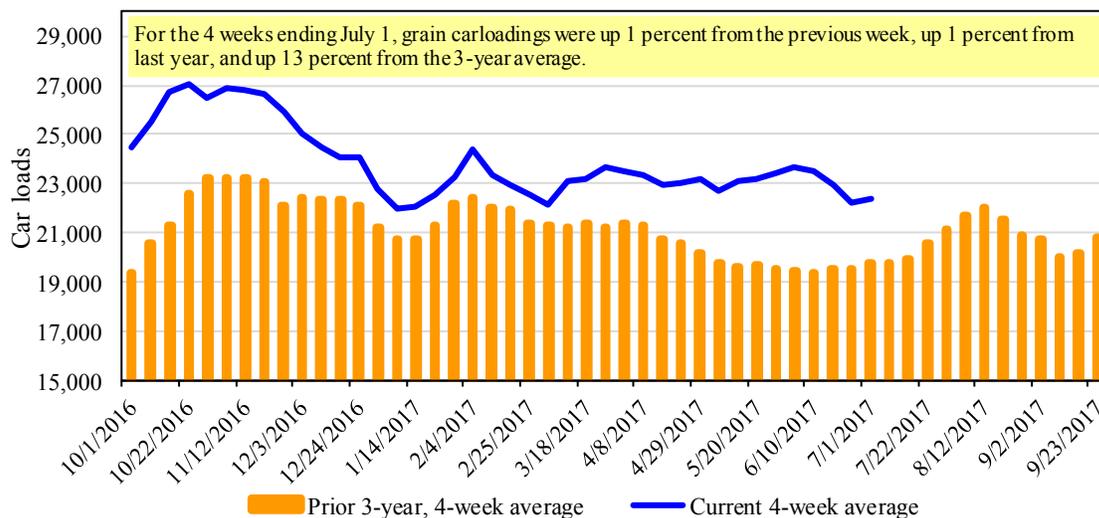
For the week ending: 7/1/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,989	2,772	11,675	1,131	5,905	23,472	3,444	5,423
This week last year	1,449	3,367	12,093	852	5,403	23,164	2,806	4,147
2017 YTD	46,672	72,591	301,312	25,182	154,558	600,315	99,686	116,575
2016 YTD	46,791	72,677	266,736	22,329	135,232	543,765	82,426	108,108
2017 YTD as % of 2016 YTD	100	100	113	113	114	110	121	108
Last 4 weeks as % of 2016*	111	92	98	141	106	101	123	123
Last 4 weeks as % of 3-yr avg.**	92	96	124	126	108	113	90	109
Total 2016	95,179	150,922	590,779	45,246	300,836	1,182,962	193,963	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: 7/6/2017		Delivery period							
		Jul-17	Jul-16	Aug-17	Aug-16	Sep-17	Sep-16	Oct-17	Oct-16
BNSF <sup>3</sup>	COT grain units	no bids	2	no bids	13	no bids	9	no bids	17
	COT grain single-car <sup>5</sup>	0	0-57	no bids	101-250	no bids	81-102	no bids	90-108
UP <sup>4</sup>	GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	12	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.

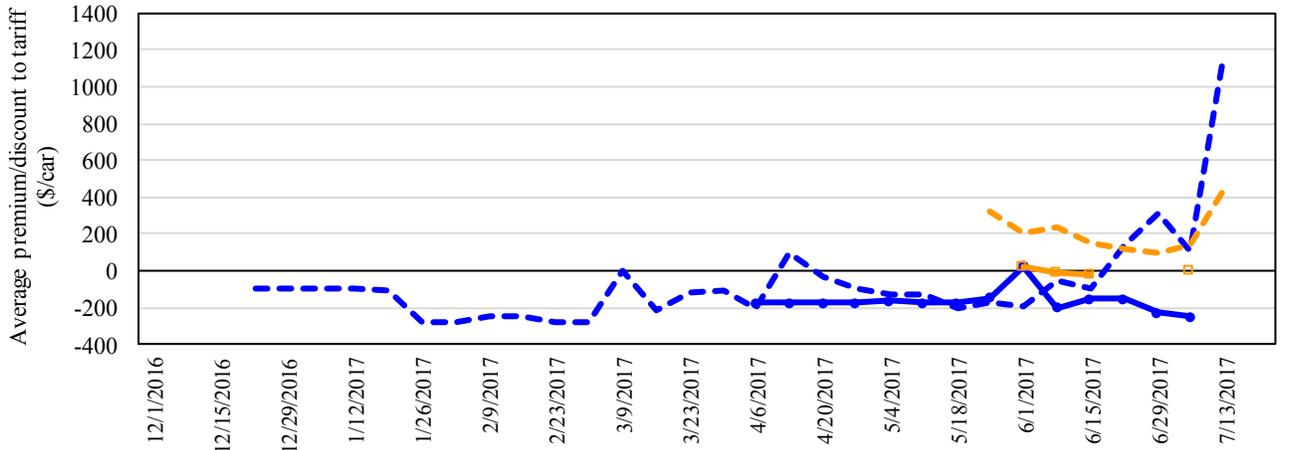
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

<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 July 2017, Secondary Market**

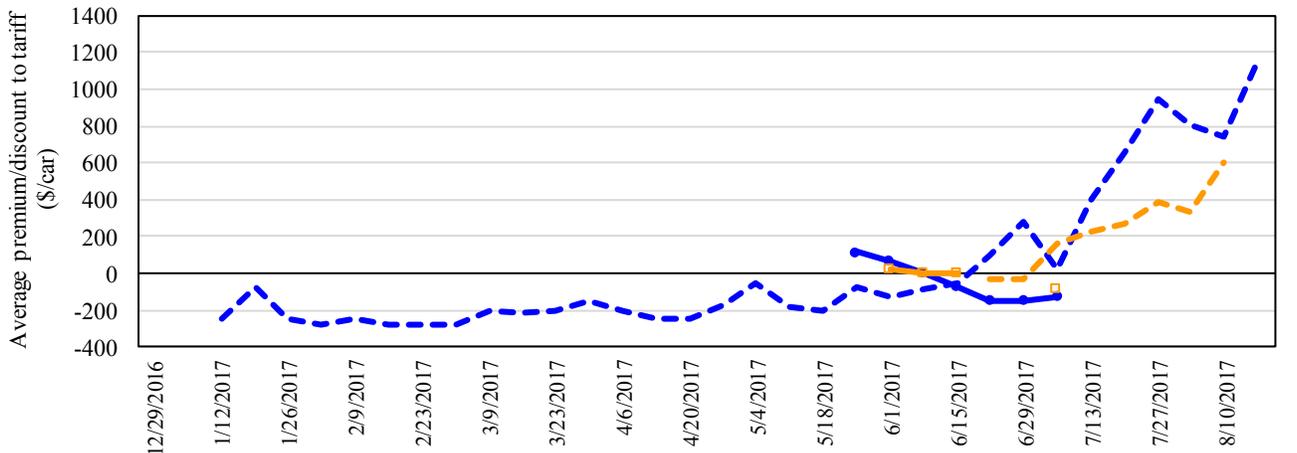


	7/6/2017	BNSF	UP
<b>Non-Shuttle</b>	\$0	n/a	
<b>Shuttle</b>	-\$283		-\$221

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are \$25 below the peak. Average Shuttle bids/offers fell \$21 this week and are \$277 below the peak.

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

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



	7/6/2017	BNSF	UP
<b>Non-Shuttle</b>	n/a		-\$92
<b>Shuttle</b>	-\$100		-\$150

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are \$117 below the peak. Average Shuttle bids/offers rose \$25 this week and are \$238 below the peak.

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

Figure 6

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

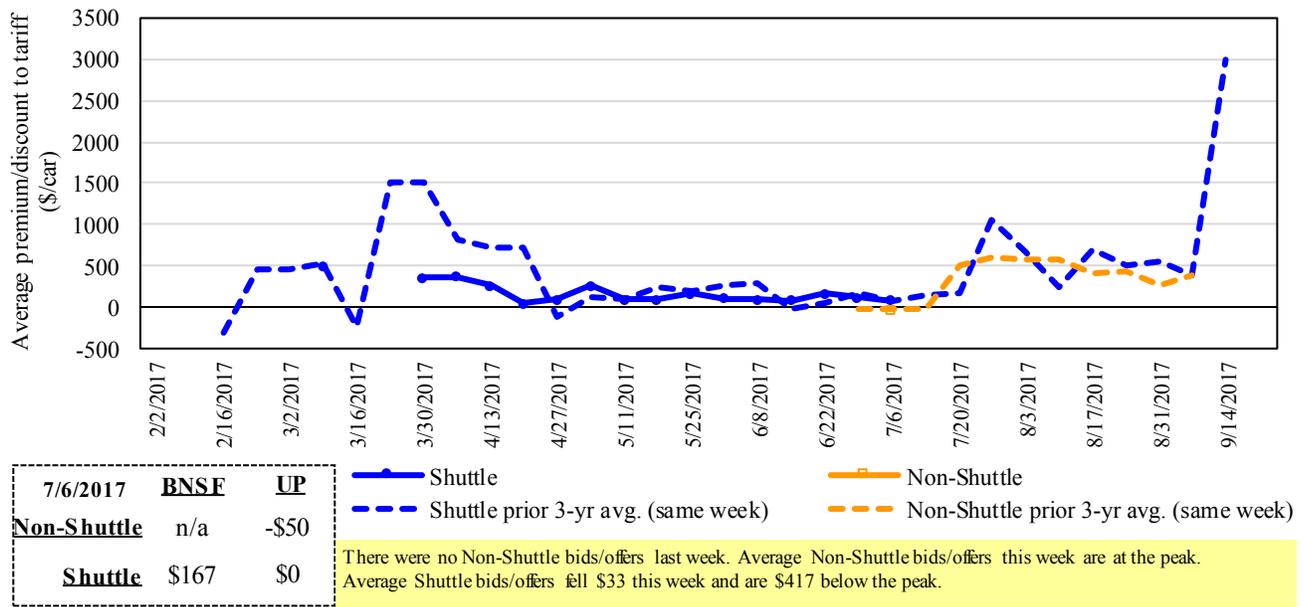


Table 6

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

For the week ending:		Delivery period					
		7/6/2017	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17
Non-shuttle	<b>BNSF-GF</b>	0	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	(50)	n/a	n/a	n/a	n/a	n/a
	<b>UP-Pool</b>	n/a	(92)	(50)	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	<b>BNSF-GF</b>	(283)	(100)	167	750	n/a	n/a
	Change from last week	(70)	n/a	34	(150)	n/a	n/a
	Change from same week 2016	(446)	n/a	(328)	n/a	n/a	n/a
	<b>UP-Pool</b>	(221)	(150)	0	800	n/a	n/a
	Change from last week	29	0	(100)	0	n/a	n/a
Change from same week 2016	(221)	(150)	(50)	500	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>**

July, 2017	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>	
					metric ton	bushel <sup>2</sup>		
<b>Unit train</b>								
Wheat	Wichita, KS	St. Louis, MO	\$3,883	\$51	\$39.06	\$1.06	8	
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$0	\$41.14	\$1.12	20	
	Wichita, KS	Los Angeles, CA	\$7,050	\$0	\$70.01	\$1.91	1	
	Wichita, KS	New Orleans, LA	\$4,540	\$89	\$45.97	\$1.25	8	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,786	\$0	\$67.39	\$1.83	5	
	Northwest KS	Galveston-Houston, TX	\$4,816	\$98	\$48.79	\$1.33	8	
	Amarillo, TX	Los Angeles, CA	\$5,021	\$136	\$51.21	\$1.39	8	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$101	\$37.55	\$0.95	1	
	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	3	
	Des Moines, IA	Los Angeles, CA	\$5,202	\$182	\$53.47	\$1.36	5	
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,634	\$67	\$36.75	\$1.00	-1	
	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	3	
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$0	\$39.26	\$1.07	3	
	Wichita, KS	Galveston-Houston, TX	\$4,171	\$0	\$41.42	\$1.13	8	
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	0	
	Grand Forks, ND	Portland, OR	\$5,611	\$0	\$55.72	\$1.52	2	
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	\$0	\$58.90	\$1.60	2	
	Northwest KS	Portland, OR	\$5,812	\$160	\$59.30	\$1.61	7	
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$0	\$49.65	\$1.26	0	
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$0	\$49.26	\$1.25	0	
	Champaign-Urbana, IL	New Orleans, LA	\$3,481	\$101	\$35.57	\$0.90	1	
	Lincoln, NE	Galveston-Houston, TX	\$3,700	\$0	\$36.74	\$0.93	3	
	Des Moines, IA	Amarillo, TX	\$3,895	\$79	\$39.46	\$1.00	4	
	Minneapolis, MN	Tacoma, WA	\$5,000	\$0	\$49.65	\$1.26	0	
	Council Bluffs, IA	Stockton, CA	\$4,740	\$0	\$47.07	\$1.20	2	
	Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,600	\$0	\$55.61	\$1.51	2
		Minneapolis, MN	Portland, OR	\$5,650	\$0	\$56.11	\$1.53	3
		Fargo, ND	Tacoma, WA	\$5,500	\$0	\$54.62	\$1.49	2
Council Bluffs, IA		New Orleans, LA	\$4,525	\$116	\$46.09	\$1.25	4	
Toledo, OH		Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	0	
Grand Island, NE	Portland, OR	\$5,460	\$164	\$55.85	\$1.52	3		

<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 and soybeans 60 lbs./bu.

<sup>3</sup>Regional economic areas are defined by the Bureau of Economic Analysis (BEA)

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

Sources: www.bnsf.com, www.cn.ca, www.csx.com, www.up.com

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	\$6,631	\$70	\$68.46	\$1.86	2
	KS	Guadalajara, JA	\$7,309	\$249	\$77.22	\$2.10	7
	TX	Salinas Victoria, NL	\$4,292	\$42	\$44.28	\$1.20	4
Corn	IA	Guadalajara, JA	\$8,187	\$204	\$85.74	\$2.18	2
	SD	Celaya, GJ	\$7,580	\$0	\$77.45	\$1.97	1
	NE	Queretaro, QA	\$7,909	\$138	\$82.23	\$2.09	1
	SD	Salinas Victoria, NL	\$6,635	\$0	\$67.79	\$1.72	1
	MO	Tlalnepantla, EM	\$7,268	\$135	\$75.64	\$1.92	1
	SD	Torreon, CU	\$7,180	\$0	\$73.36	\$1.86	1
Soybeans	MO	Bojay (Tula), HG	\$8,647	\$214	\$90.53	\$2.46	1
	NE	Guadalajara, JA	\$8,942	\$218	\$93.59	\$2.54	-1
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	-5
	KS	Torreon, CU	\$7,489	\$147	\$78.02	\$2.12	2
Sorghum	NE	Celaya, GJ	\$7,164	\$184	\$75.07	\$1.91	-1
	KS	Queretaro, QA	\$7,608	\$87	\$78.62	\$2.00	1
	NE	Salinas Victoria, NL	\$6,213	\$70	\$64.19	\$1.63	1
	NE	Torreon, CU	\$6,607	\$136	\$68.89	\$1.75	0

<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.

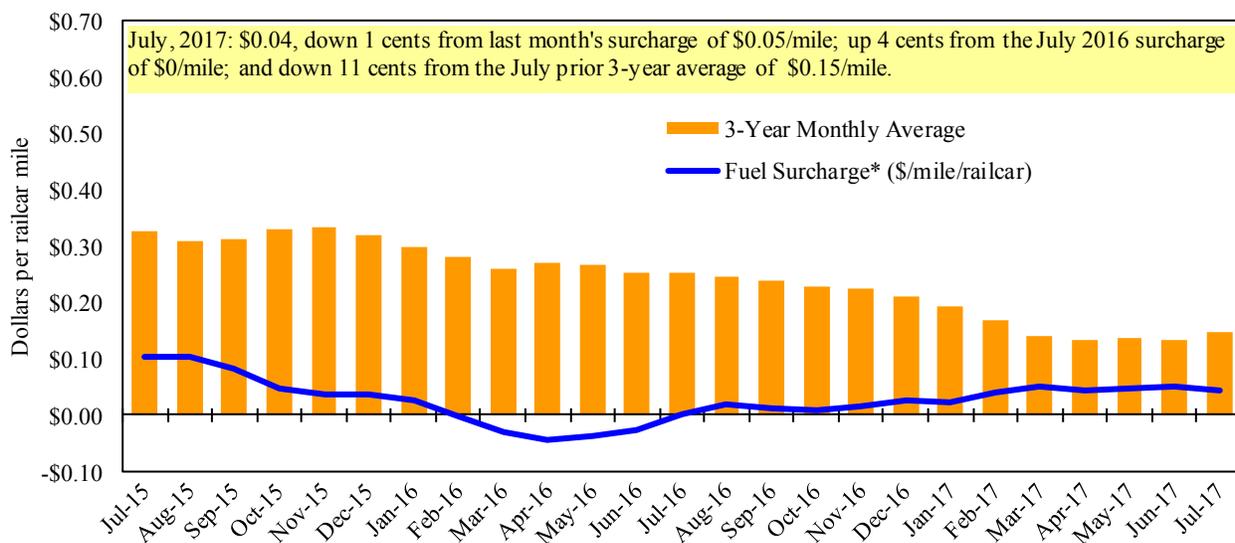
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

<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.

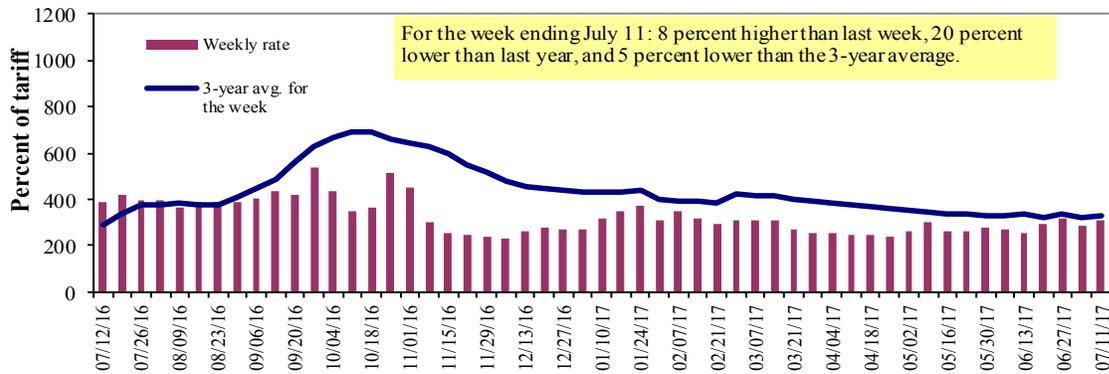
\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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
Rate <sup>1</sup>	7/11/2017	368	312	312	213	217	217	183
	7/4/2017	325	277	288	202	207	207	177
\$/ton	7/11/2017	22.78	16.60	14.48	8.50	10.18	8.77	5.75
	7/4/2017	20.12	14.74	13.36	8.06	9.71	8.36	5.56
<b>Current week % change from the same week:</b>								
	Last year	-19	-24	-20	-21	-20	-20	-21
	3-year avg. <sup>2</sup>	-26	-11	-5	-26	-26	-26	-23
Rate <sup>1</sup>	August	343	322	321	253	248	248	223
	October	465	410	401	335	400	400	300

<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:**

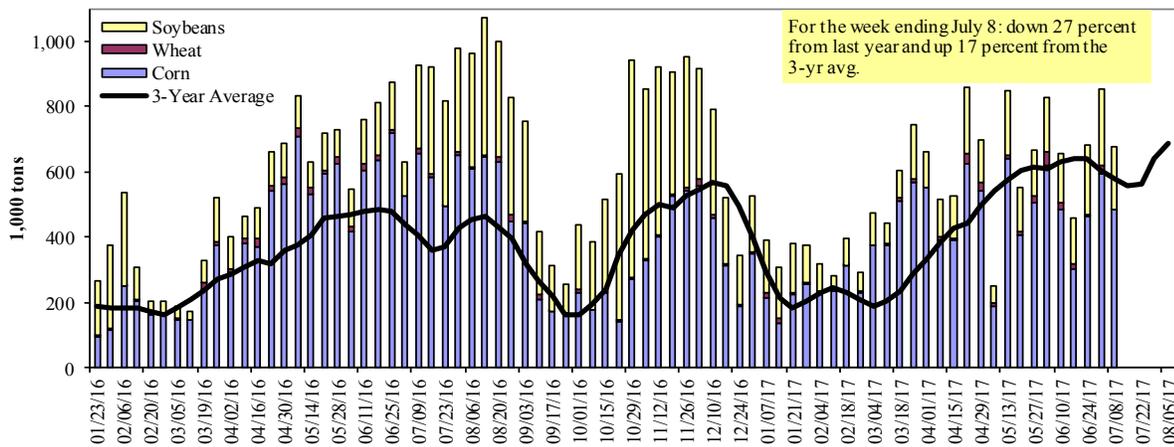
$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton}) / 100$$

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 7/8/2017	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	359	2	174	3	537
Winfield, MO (L25)	374	2	178	0	554
Alton, IL (L26)	477	2	182	0	660
Granite City, IL (L27)	483	3	193	0	679
<b>Illinois River (L8)</b>	107	2	28	0	137
<b>Ohio River (L52)</b>	32	10	28	2	72
<b>Arkansas River (L1)</b>	0	29	15	0	45
Weekly total - 2017	514	43	237	2	796
Weekly total - 2016	684	73	298	3	1,059
2017 YTD <sup>1</sup>	13,121	1,186	6,313	159	20,779
2016 YTD	12,928	1,069	5,385	168	19,550
2017 as % of 2016 YTD	101	111	117	94	106
Last 4 weeks as % of 2016 <sup>2</sup>	73	90	119	26	84
Total 2016	24,136	2,030	16,668	344	43,178

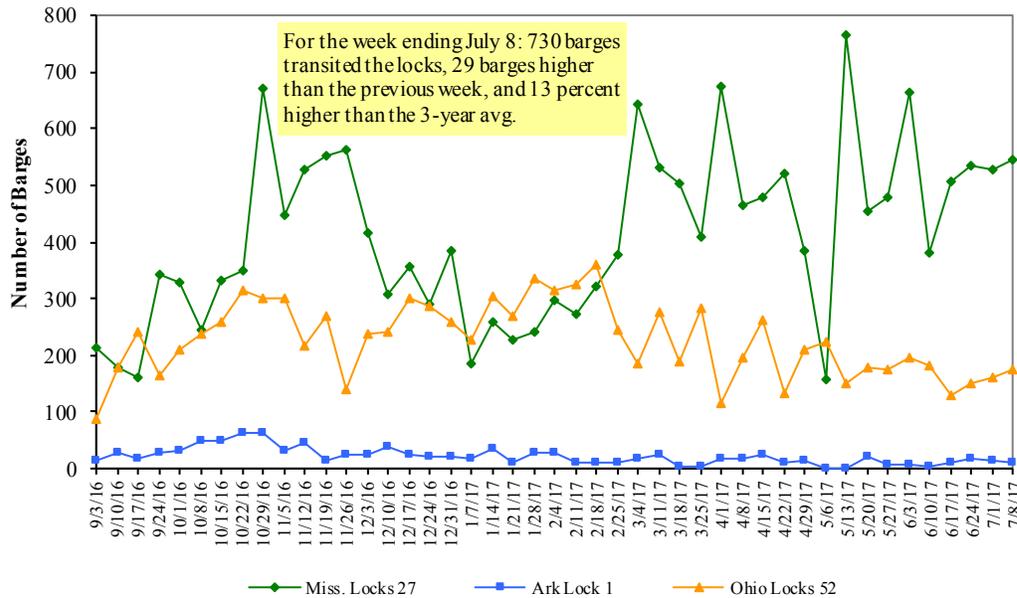
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

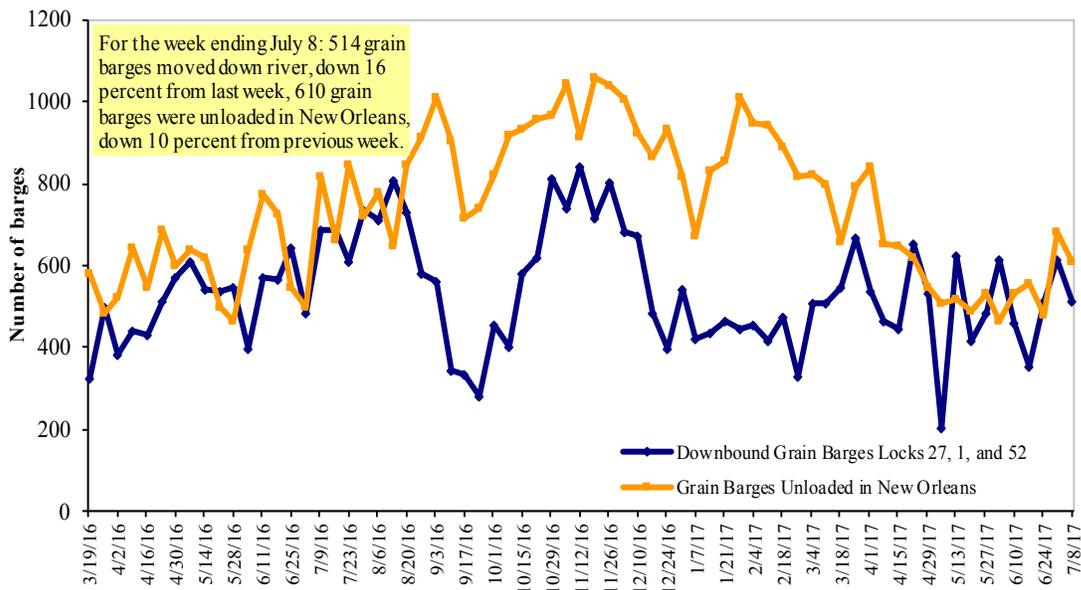
Source: U.S. Army Corps of Engineers

**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 7/10/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.523	0.001	0.099
	New England	2.578	0.000	0.109
	Central Atlantic	2.672	0.001	0.151
	Lower Atlantic	2.407	0.000	0.066
II	Midwest <sup>2</sup>	2.421	0.018	0.036
III	Gulf Coast <sup>3</sup>	2.311	0.004	0.050
IV	Rocky Mountain	2.584	-0.001	0.139
V	West Coast	2.771	0.012	0.063
	West Coast less California	2.653	0.025	0.057
	California	2.867	0.001	0.069
Total	U.S.	2.481	0.009	0.067

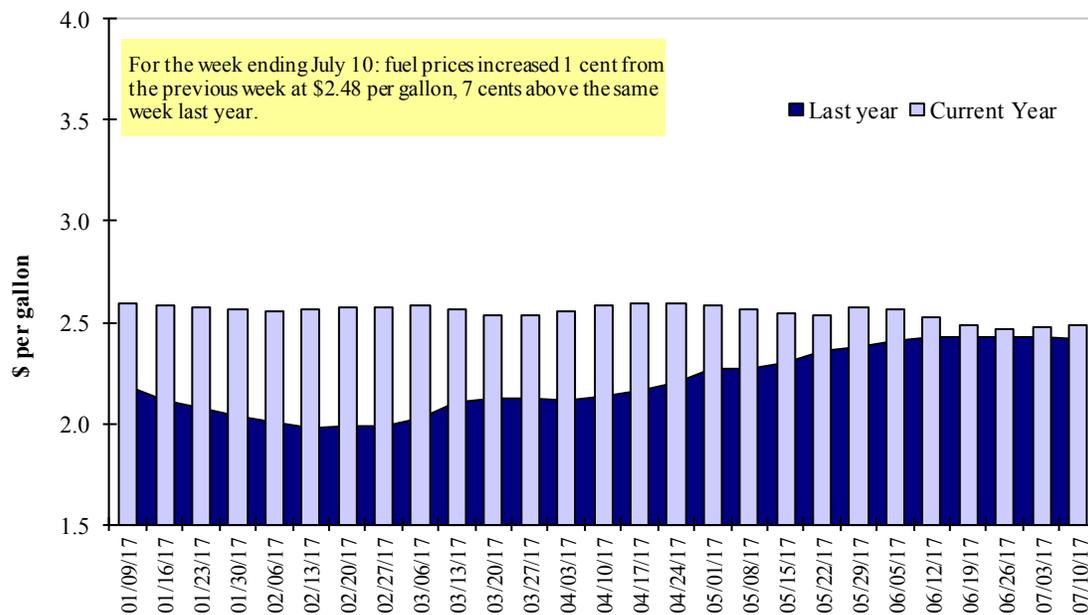
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
6/29/2017	1,811	722	1,519	1,464	149	5,664	8,191	6,843	20,698
This week year ago	2,155	700	2,243	1,129	118	6,345	11,811	7,227	25,383
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2016/17 YTD	1,081	171	783	640	54	2,728	47,411	52,884	103,023
2015/16 YTD	901	126	684	394	11	2,116	35,441	44,071	81,628
YTD 2016/17 as % of 2015/16	120	136	115	162	469	129	134	120	126
Last 4 wks as % of same period 2015/16	91	98	75	131	141	94	80	95	88
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

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

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

Table 13

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

For the week ending 6/29/2017	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	1,623	13,377	12,347	8	11,204
Japan	546	11,387	10,215	11	11,284
Korea	0	5,630	2,649	113	3,931
Colombia	7	4,187	4,550	(8)	4,134
Peru	28	2,929	2,064	42	2,109
<b>Top 5 Importers</b>	<b>2,204</b>	<b>37,510</b>	<b>31,825</b>	<b>18</b>	<b>32,662</b>
<b>Total US corn export sales</b>	<b>3,022</b>	<b>55,603</b>	<b>47,252</b>	<b>18</b>	<b>46,633</b>
% of Projected	6%	98%	98%		
Change from prior week <sup>2</sup>	75	140	0		
<b>Top 5 importers' share of U.S. corn export sales</b>	73%	67%	67%		70%
<b>USDA forecast, July 2017</b>	<b>47,710</b>	<b>56,616</b>	<b>48,295</b>	<b>17</b>	
<b>Corn Use for Ethanol USDA forecast, July 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](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup> Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
<http://www.fas.usda.gov/esrquery/>. Total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales.

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

Table 14

**Top 5 Importers<sup>1</sup> of U.S. Soybeans**

For the week ending 6/29/2017	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2013-2015
	2017/18 Next MY	2016/17 Current MY	2015/16 Last MY		
		- 1,000 mt -			- 1,000 mt -
China	1,161	36,023	27,549	31	29,033
Mexico	247	3,687	3,312	11	3,295
Indonesia	3	2,179	1,876	16	2,065
Japan	197	2,136	2,262	(6)	1,994
Netherlands	0	1,718	1,428	20	1,644
<b>Top 5 importers</b>	<b>1,608</b>	<b>45,743</b>	<b>36,428</b>	<b>26</b>	<b>38,032</b>
<b>Total US soybean export sales</b>	<b>3,516</b>	<b>59,727</b>	<b>51,298</b>	<b>16</b>	<b>48,389</b>
% of Projected	6%	104%	97%		
Change from prior week <sup>2</sup>	<b>73</b>	<b>366</b>	<b>0</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>46%</b>	<b>77%</b>	<b>71%</b>		<b>79%</b>
<b>USDA forecast, July 2017</b>	<b>58,583</b>	<b>57,221</b>	<b>52,752</b>	<b>8</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm. (Carry over plus Accumulated Exports)

Table 15

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

For the week ending 6/29/2017	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2014-2016
	2017/18 Current MY	2016/17 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	743	554	34	2,620
Mexico	1,237	702	76	2,743
Philippines	838	827	1	2,395
Brazil	93	202	(54)	862
Nigeria	395	322	23	1,254
Korea	677	463	46	1,104
China	391	196	99	1,623
Taiwan	302	240	26	768
Indonesia	320	165	95	726
Colombia	170	274	(38)	635
<b>Top 10 importers</b>	<b>5,165</b>	<b>3,945</b>	<b>31</b>	<b>14,729</b>
<b>Total US wheat export sales</b>	<b>8,393</b>	<b>8,461</b>	<b>(1)</b>	<b>24,485</b>
% of Projected	32%	29%		
Change from prior week <sup>2</sup>	<b>375</b>	<b>0</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>62%</b>	<b>47%</b>		<b>60%</b>
<b>USDA forecast, July 2017</b>	<b>26,567</b>	<b>28,747</b>	<b>(8)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. Total commitments change (net sales) from prior week could include revisions from the previous outstanding and/or accumulated sales<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.

Table 16

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

Port Regions	For the Week Ending 07/06/17	Previous Week <sup>1</sup>	Current Week as % of Previous	2017 YTD	2016 YTD	2017 YTD as % of 2016 YTD	Last 4-weeks as % of:		2016 Total
							Last Year	Prior 3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	117	286	41	8,170	6,317	129	124	152	12,325
Corn	180	293	61	8,413	5,597	150	70	93	12,009
Soybeans	13	69	19	4,600	4,435	104	n/a	n/a	14,447
<b>Total</b>	<b>310</b>	<b>648</b>	<b>48</b>	<b>21,184</b>	<b>16,349</b>	<b>130</b>	<b>101</b>	<b>129</b>	<b>38,782</b>
<b>Mississippi Gulf</b>									
Wheat	138	71	193	2,586	1,911	135	106	93	3,480
Corn	630	591	107	18,455	16,439	112	80	87	31,420
Soybeans	379	150	252	12,023	10,249	117	100	147	35,278
<b>Total</b>	<b>1,147</b>	<b>813</b>	<b>141</b>	<b>33,064</b>	<b>28,599</b>	<b>116</b>	<b>86</b>	<b>97</b>	<b>70,178</b>
<b>Texas Gulf</b>									
Wheat	243	109	223	3,973	1,956	203	128	171	6,019
Corn	0	0	n/a	407	532	76	25	48	1,669
Soybeans	0	0	n/a	0	92	0	n/a	n/a	1,105
<b>Total</b>	<b>243</b>	<b>109</b>	<b>223</b>	<b>4,379</b>	<b>2,580</b>	<b>170</b>	<b>110</b>	<b>155</b>	<b>8,792</b>
<b>Interior</b>									
Wheat	28	45	61	943	659	143	145	132	1,543
Corn	176	186	94	4,283	3,631	118	139	157	7,197
Soybeans	86	71	121	2,611	2,074	126	95	135	4,577
<b>Total</b>	<b>289</b>	<b>302</b>	<b>96</b>	<b>7,837</b>	<b>6,364</b>	<b>123</b>	<b>124</b>	<b>147</b>	<b>13,317</b>
<b>Great Lakes</b>									
Wheat	36	34	106	345	295	117	75	108	1,186
Corn	0	19	0	115	164	70	54	51	584
Soybeans	15	0	n/a	141	23	608	n/a	n/a	910
<b>Total</b>	<b>51</b>	<b>53</b>	<b>96</b>	<b>601</b>	<b>482</b>	<b>125</b>	<b>88</b>	<b>108</b>	<b>2,681</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	37	184	20	0	0	315
Corn	0	0	n/a	5	14	38	n/a	0	294
Soybeans	7	5	139	921	923	100	44	85	2,269
<b>Total</b>	<b>7</b>	<b>5</b>	<b>139</b>	<b>963</b>	<b>1,121</b>	<b>86</b>	<b>43</b>	<b>23</b>	<b>2,878</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	562	546	103	16,055	11,321	142	120	138	24,867
Corn	985	1,090	90	31,677	26,376	120	82	95	53,173
Soybeans	500	295	169	20,297	17,797	114	115	169	58,587
<b>Total</b>	<b>2,047</b>	<b>1,931</b>	<b>106</b>	<b>68,029</b>	<b>55,494</b>	<b>123</b>	<b>97</b>	<b>115</b>	<b>136,627</b>

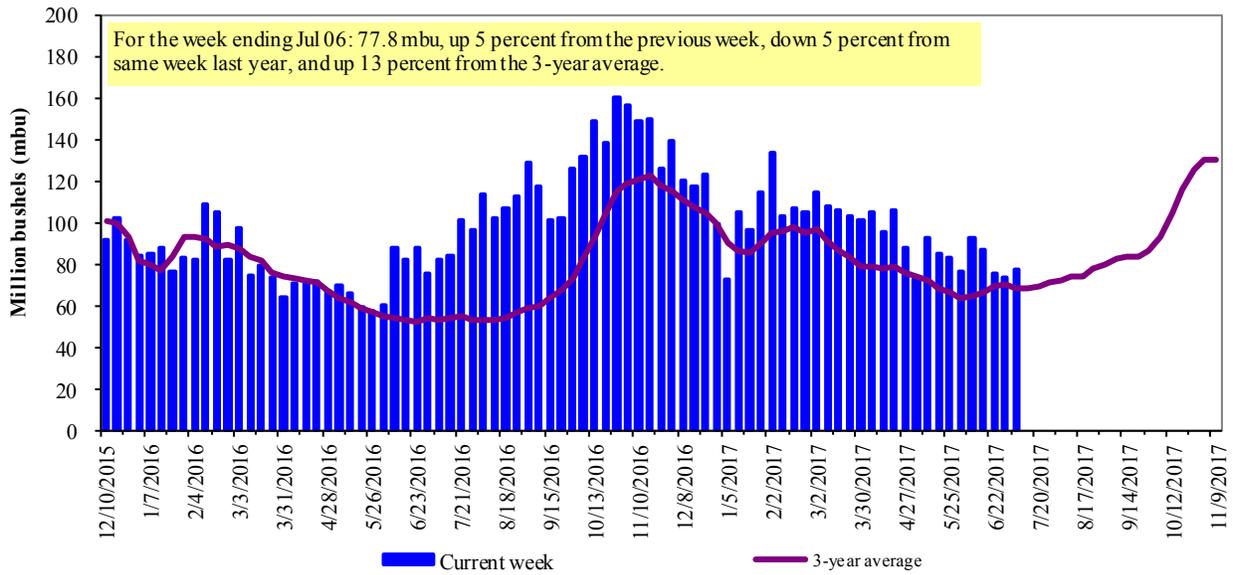
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

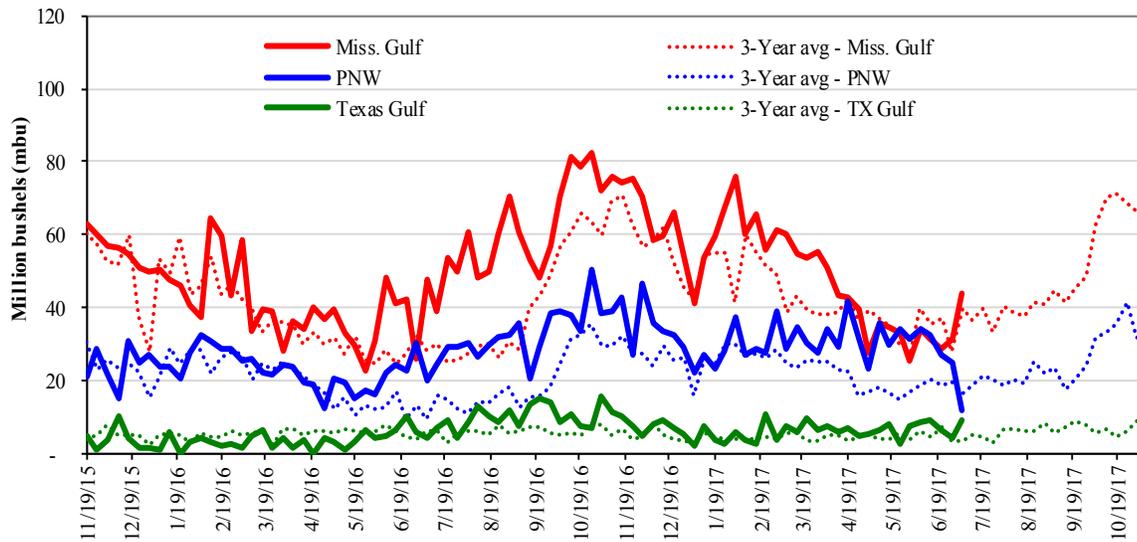
**U.S. grain inspected for export (wheat, corn, and soybeans)**



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)**



Week ending 07/06/17 inspections (mbu):		Percent change from:				
Mississippi Gulf:	43.8	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	11.8	Last Year (same week):	up 39	up 123	up 49	down 52
Texas Gulf:	8.9	3-yr avg (4-wk. mov. Avg):	down 8	up 116	up 2	down 40
			up 26	up 94	up 34	down 37

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

# Ocean Transportation

Table 17

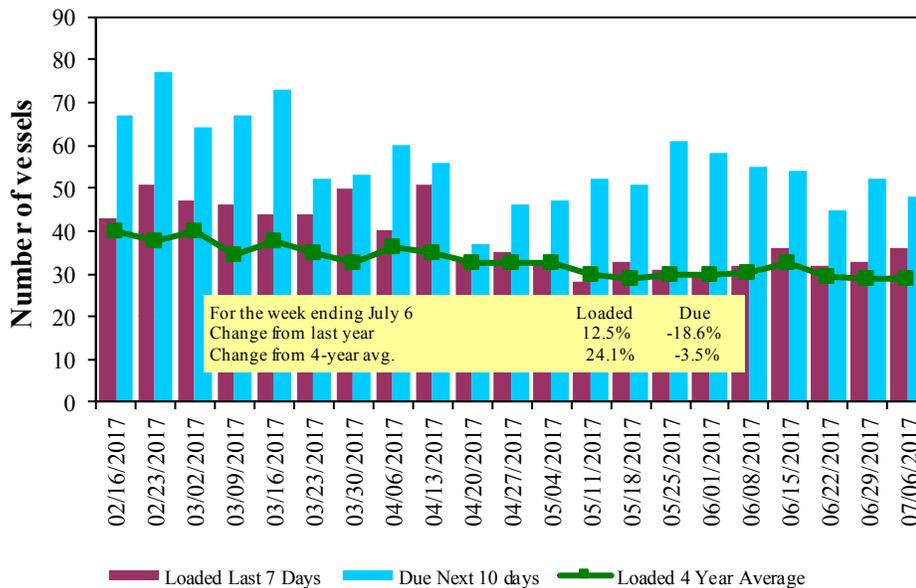
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
7/6/2017	35	36	48	14	n/a
6/29/2017	38	33	52	5	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

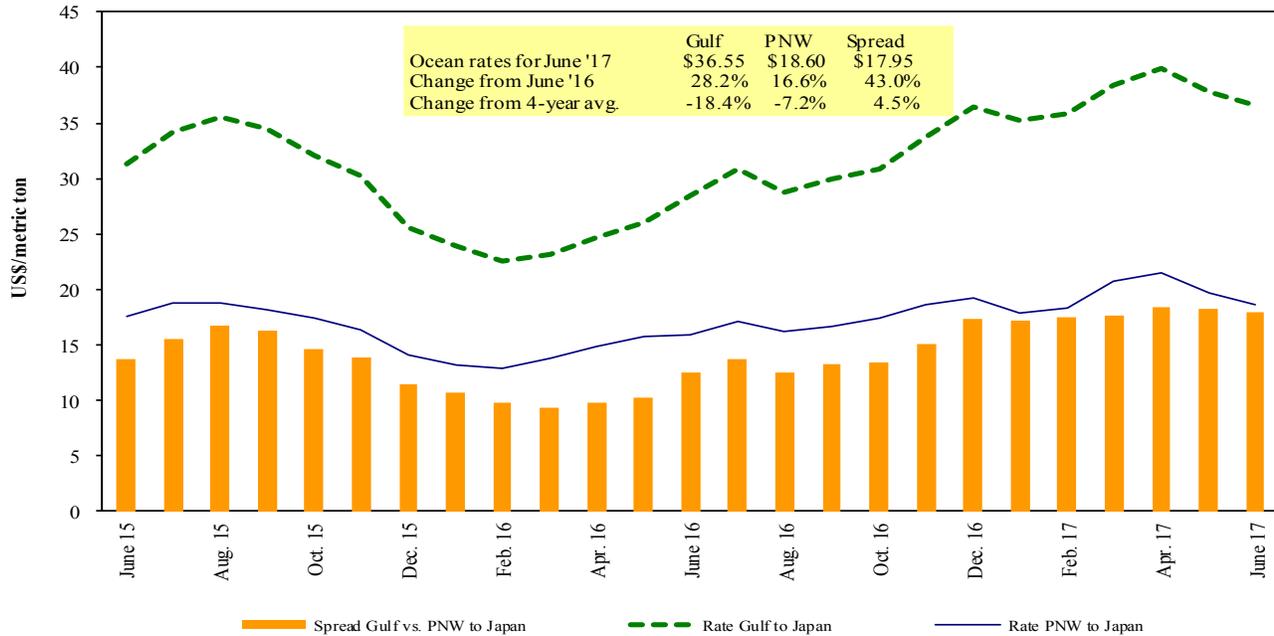
**U.S. Gulf Vessel Loading Activity**



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 07/08/2017**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jul 20/30	60,000	32.95
U.S. Gulf	China	Heavy Grain	Jul 15/25	60,000	33.65
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*
U.S. Gulf	Hiati	Wheat	Jul 3/13	20,000	80.00*
U.S. Gulf	Jordan	Wheat	Jun 19/28	50,000	36.00
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	Jul 15/30	60,000	22.75
Brazil	China	Heavy Grain	Jul 1/10	60,000	22.00
Brazil	China	Heavy Grain	Jul 1/5	60,000	22.25
Brazil	China	Heavy Grain	Jun 20/30	60,000	24.00
Brazil	China	Heavy Grain	Jun 10/20	60,000	24.75
Brazil	China	Heavy Grain	May 20/30	60,000	25.50
Brazil	China	Heavy Grain	May 20/30	60,000	26.50
Brazil	Iran	Heavy Grain	Jun 15/18	70,000	22.75
EC S. America	China	Heavy Grain	May 20/30	60,000	29.75
River Plate	China	Heavy Grain	May 10/20	63,000	35.50

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

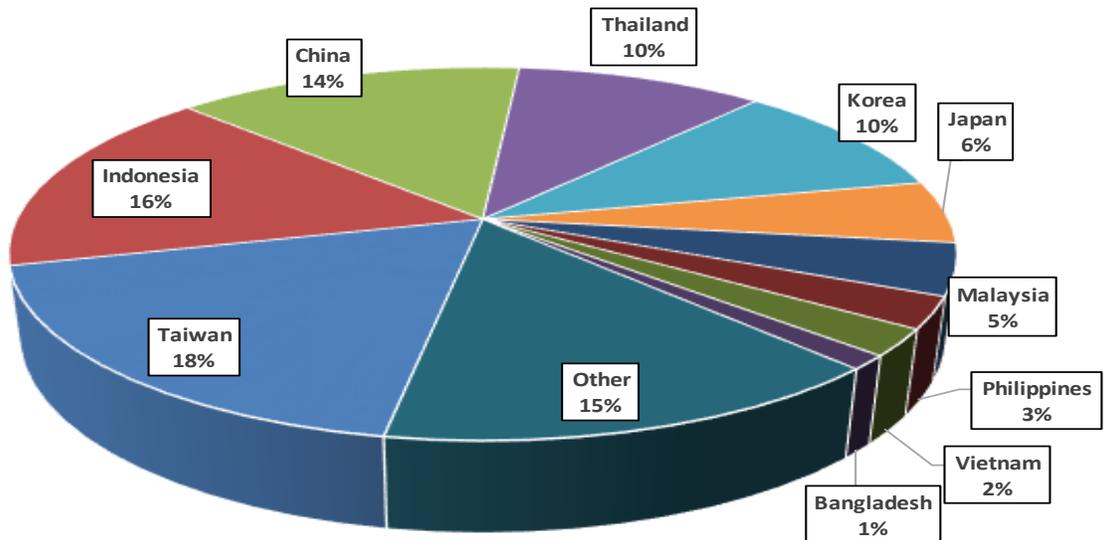
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

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

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-April 2017**

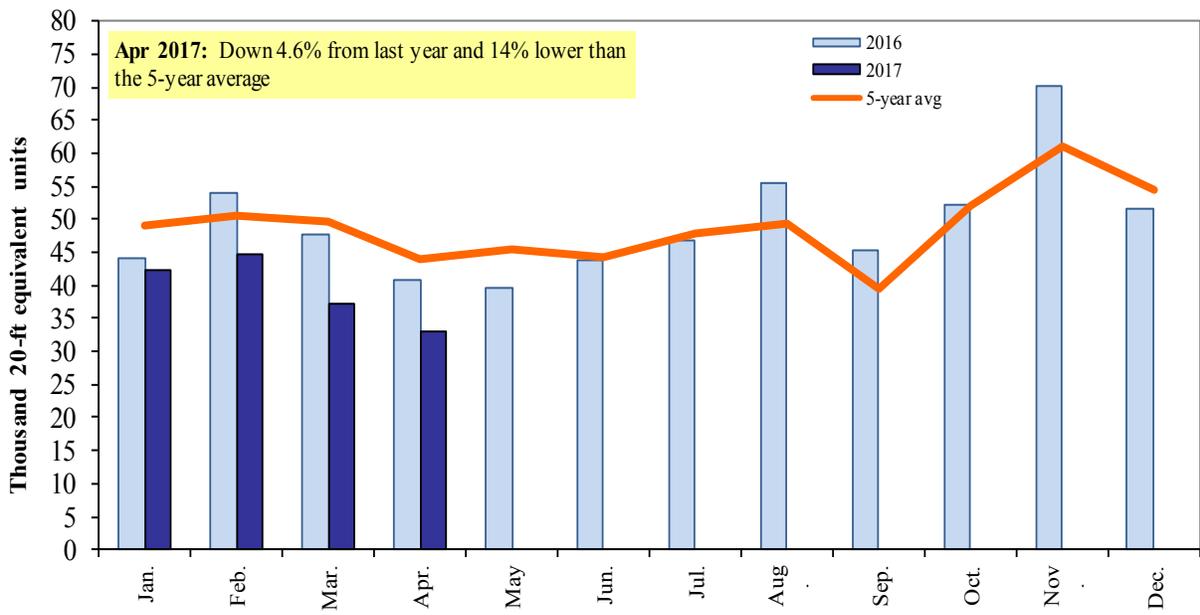


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



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

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

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