



# Grain Transportation Report

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



Contact Us

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## WEEKLY HIGHLIGHTS

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### Grain Inspections Decrease But Remain Above Average

For the week ending July 27, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 2.1 million metric tons (mmt), down 4 percent from the previous week, down 18 percent from the same time last year, but 11 percent above the 3-year average. Total inspections decreased primarily due to a 26 percent drop in soybean inspections. Although inspections of wheat and corn increased 15 and 1 percent, respectively, from the past week, the increase could not offset the 26 percent drop in soybean inspections. Pacific Northwest (PNW) grain inspections increased 12 percent from the previous week while Mississippi Gulf inspections decreased 12 percent. Compared to the previous week, outstanding (unshipped) export sales were up slightly for wheat, but down for corn and soybeans.

### TRB to Host Webinar on Benefit-Cost Analyses of Multimodal Freight Corridor Investments

On September 7, the Transportation Research Board (TRB) will conduct a [webinar](#) featuring research from the National Cooperative Freight Research Program's [Report 38: Guide for Conducting Benefit-Cost Analyses of Multimodal, Multijurisdictional Freight Corridor Investments](#). Report 38 is an 11-step guidebook intended for public and private decision makers and other stakeholders to fill a potential knowledge gap, because "there are no commonly accepted methodologies or modeling tools available to quantify the benefits and costs of alternative multimodal freight projects in multijurisdictional national corridors." The study's authors—from the Texas A&M Transportation Institute, Rand Corporation, and University of Washington—will help participants understand: (1) the content and application of the guidebook; (2) the tools, relevant resources, and how to tailor the analysis based on context; (3) how to recognize a project or a solution as a "multimodal" evaluation; and (4) how to treat "difficult to address" issues in benefit-cost analysis.

### Service Metrics Showing Signs of Distress at CSX

On July 27, the Surface Transportation Board (STB) "sent a [letter](#) to Hunter Harrison, Chief Executive Officer of CSX Transportation, Inc., expressing concerns about deteriorated service resulting from the railroad's recent operating changes." According to CSX service data submitted weekly to the Association of American Railroads, average train speeds through the first 3 weeks of July are 9 percent below a recent peak in May, while average dwell times (the average hours a car resides at a specific terminal) are up 15 percent. Dwell times at CSX terminals in Nashville, TN, Russell, KY, and Montgomery, AL, are particularly high at 49 to 60 hours for the week ending July 21. Citing multiple informal shipper complaints over recent CSX service, STB requested that CSX establish weekly calls with STB personnel to convey the scope and magnitude of the issues as well as CSX's efforts to resolve the problems. STB also urged CSX to establish a service hotline and provide frequent operational updates to customers via its website.

## Snapshots by Sector

### Export Sales

For the week ending July 20, **unshipped balances** of wheat, corn, and soybeans totaled 18.2 mmt, down 18 percent from the same time last year. Net weekly **wheat export sales** were .498 mmt, down 26 percent from the previous week. Net **corn export sales** were .092 mmt, down 80 percent from the previous week, and net **soybean export sales** were .303 mmt, down 26 percent from the past week.

### Rail

U.S. Class I railroads originated 20,316 **grain carloads** for the week ending July 22, down 11 percent from the previous week, down 16 percent from last year, and down 8 percent from the 3-year average.

Average August shuttle **secondary railcar** bids/offers per car were \$175 below tariff for the week ending July 27, up \$2 from last week, and \$625 lower than last year. There were no non-shuttle secondary railcar bids/offers this week.

### Barge

For the week ending July 29, **barge grain movements** totaled 817,928 tons, 34 percent lower than the last week, and down 29 percent from the same period last year.

For the week ending July 29, 518 grain barges **moved down river**, down 33 percent from last week, 640 grain barges were **unloaded in New Orleans**, down 7 percent from the previous week.

### Ocean

For the week ending July 27, 41 **ocean-going grain vessels** were loaded in the Gulf, 14 percent more than the same period last year. Forty-six vessels are expected to be loaded within the next 10 days, 25 percent less than the same period last year.

For the week ending July 27, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$37.50 per metric ton, 2 percent less than the previous week. The cost of shipping from the PNW to Japan was \$19.25 per metric ton, 3 percent less than the previous week.

### Fuel

During the week ending July 31, **average diesel fuel prices** increased 2 cents from the previous week to \$2.53 per gallon, 18 cents higher than the same week last year

# Feature Article/Calendar

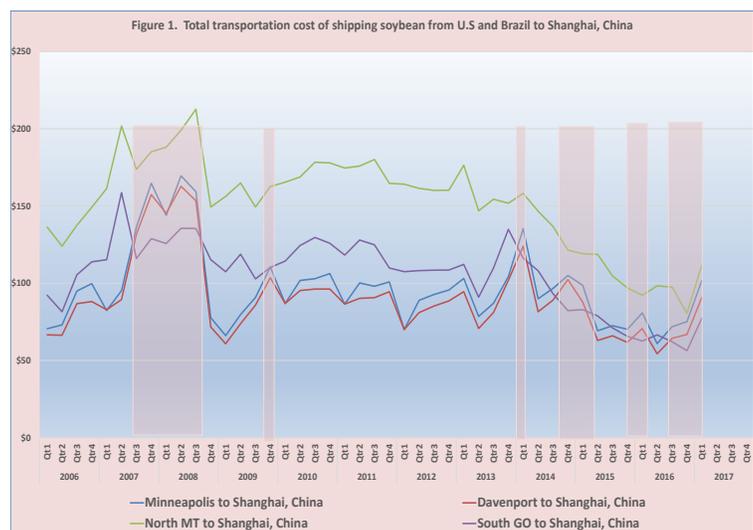
## United States and Brazil Soybean Transportation Cost Comparison, 2006-17

The United States and Brazil are the two leading producers and exporters of soybeans in the world. During the 2016/17 marketing year (MY), the United States Department of Agriculture (USDA) estimates U.S. soybean production and exports to be 117.21 and 55.79 million metric tons (mmt), respectively. In June, USDA's *World Agricultural Supply and Demand Estimates* report estimated Brazil soybean production at 114.0 mmt and exports at 62.40 mmt. China is the largest oilseed importer in the world, importing 61 percent of the total world exports and 59 percent of the U.S. soybean exports during the 2015/16 MY (*FAS, GAIN Report #: CHI7012*). China imports about 75 percent of Brazil's total soybean exports. Consequently, China is a major soybean buyer from both countries. While these two leading producing and exporting countries have different production practices and transportation infrastructures, they compete for the same markets.

The differences in production practices and transportation structures translate into different cost structures, which ultimately affect the competitiveness of each country in the world market. In the U.S., the Midwest produces most of the grains and oilseeds. U.S. shippers rely on extensive highway, rail, and inland waterways networks to reach end markets. Widespread access to quality rail and barge systems by is unique in comparison to other exporters around the globe. Brazil's agricultural production, including soybeans, is focused primarily in two regions—the South and Center-West. However, unlike the United States, Brazilian soybean exports move primarily by trucks along highways to export ports.

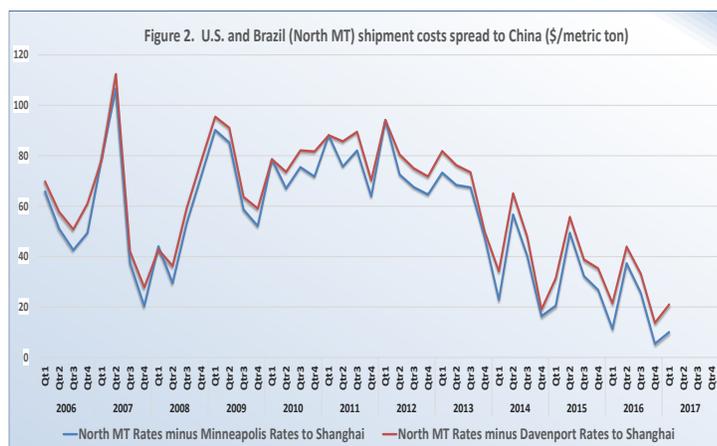
This article examines soybean transportation costs in the United States and Brazil to illustrate relative competitiveness between the two major soybean exporters. For data consistency, the analysis in this article uses data from 2006 and 2017. The data were previously analyzed for the period between 2006 and 2010 (see [October 21, 2010 Grain Transportation Report \(GTR\)](#)). In this article, we reexamine the additional updated data to account for changing production practices, transportation infrastructures, and other variables in both countries. The analysis uses two of the leading soybean producing and exporting States from each country, with Iowa and Minnesota chosen for the United States, and North Mato Grosso (North MT) and South Goiás (South GO) for Brazil. Shipments from Iowa originated from Davenport while Minnesota shipments originated from Minneapolis. More than 60 percent of U.S. soybean exports shipped out of the Gulf ports in 2016. For comparison, both Iowa and Minnesota shipments move through the U.S. Gulf for export to Shanghai, China, the main importer from both countries. Soybean shipments from North MT in Brazil move through the port of Santos for export overseas. Santos is the largest soybean export port, accounting for roughly 28 percent of Brazilian soybean exports in 2016 (see [Soybean Transportation Guide: Brazil 2016](#)). Shipments from South GO, Brazil go through the port of Paranaguá for export.

In general, transportation costs from the U.S. locations were much lower than those from Brazil (figure 1). However, there were periods in which the costs from one or both of the U.S. locations were higher than the costs of shipping from South GO to Shanghai. It is worth noting that the gap between the United States and Brazil' transportation costs are becoming increasingly smaller and tighter (see figures 1, 2 and 3).



**Analysis:** The cost of shipping from North MT has always been above the cost of shipping from the U.S. locations in Iowa and Minnesota because of higher trucking rates, due to longer distances between North MT and the Port of Santos (see [October 21, 2010 GTR](#)). Figure 2 shows the spread between transportation costs from North MT and Davenport and Minneapolis. The spread is wider between North MT and Davenport rates than North MT and Minneapolis rates. The relative proximity of South GO to Paranaguá makes the transportation costs from South GO sometimes competitive to those of the United States, especially during periods of relatively high ocean freight rates (as seen during 2007 and the early part of 2008). Figure 3 shows the spread between South GO and Davenport and Minnesota rates. When both U.S shipping costs are less

than the shipping cost from South GO, the spreads between South GO and Davenport rates are wider than South GO and Minneapolis rates. When the U.S. shipping costs are more than the cost from South GO, especially during the first quarter, the spreads between South GO and Davenport rates are narrower than the spreads between South GO and Minneapolis rates. That makes sense since rates from Davenport to Shanghai are very competitive to rates from South GO to Shanghai. However, the costs of shipping from North MT to China are becoming increasingly competitive to U.S. transportation costs due to generally falling truck and ocean freight rates in Brazil. Brazil's truck rates have been falling partly due to improvement in transportation infrastructure and relatively lower diesel prices compared to historical averages. In addition, the ocean freight rates are falling faster or increasing at a lower rate in Brazil than the U.S. Gulf as grains are competing with other bulk shipments out of the U.S. Gulf.



Ocean shipping rates increased worldwide to a record level in 2007. Rates increased during this period due to increased global demand for bulk commodities, congestion in major ports around the world, and tight bulk vessel supply (see [April 10, 2008 GTR](#)). In shipping grains to China, the U.S. more acutely feels the effect of high ocean freight rates because it faces relatively longer ocean-shipping distances. Shipments from the United States mainly pass through the Panama Canal and the toll charges are a significant portion of the ocean freight rates. In addition, transportation costs of shipping from the United States are higher during the first quarter due to the closure of the upper segment of the Mississippi River. During the winter, the closure of the river requires rerouting shipments to St. Louis, MO, by rail, and then transported by barge to New Orleans for shipment overseas (see [May 25, 2017 GTR](#)). The inability to use barge service throughout all the segments of the Mississippi River system during the winter season slightly increased the U.S. transportation costs. As the global recession kicked in and ocean rates plummeted to record lows in 2008, U.S. transportation costs fell again and were significantly below those of Brazil until first quarter 2014.



**Conclusion:** In comparison to the United States, Brazil enjoys a low-cost resource base for agricultural production. In addition, it has raised its output by expanding acreage and increasing productivity. Production expansion has exceeded the rate of increase in domestic demand, leaving surplus production for more exports. Although the Brazilian soybean producers generally receive lower farm prices than their U.S. counterparts, the total landed costs are not always lower than shipments from the United States. The United States enjoys a competitive advantage in overall transportation costs because of its extensive highway and rail networks and relatively unique access to inland waterways. However, this advantage is affected when ocean freight rates are high or when the Upper Mississippi River is closed for the winter. In addition, Brazil has been investing heavily lately on infrastructure improvements. Because farmers in the United States receive higher farm prices, the U.S. total landed cost tends to be higher, especially compared to shipments from South GO in Brazil. This makes it imperative to keep the U.S. transportation costs low to maintain a competitive edge in soybean exports. Presently, ocean freight rates for shipping bulk commodities, including grains are at moderate level due to the excess capacity in the bulk shipping market. Ocean freight rates may increase in the future as excess capacity narrows. This consequently affects the U.S. competitive advantage. [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov), [pierre.bahizi@ams.usda.gov](mailto:pierre.bahizi@ams.usda.gov)



# Rail Transportation

Table 3

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

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico <sup>3</sup>
07/26/2017 <sup>p</sup>	365	824	4,903	113	6,205	7/22/2017	2,570
07/19/2017 <sup>r</sup>	239	1,392	4,639	247	6,517	7/15/2017	2,434
2017 YTD <sup>r</sup>	15,594	52,885	175,679	12,082	256,240	2017 YTD	69,161
2016 YTD <sup>r</sup>	7,862	42,494	146,338	10,510	207,204	2016 YTD	61,513
2017 YTD as % of 2016 YTD	198	124	120	115	124	% change YTD	112
Last 4 weeks as % of 2016 <sup>2</sup>	54	121	106	79	104	Last 4wks % 2016	120
Last 4 weeks as % of 4-year avg <sup>2</sup>	99	112	159	82	142	Last 4wks % 4 yr	141
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.

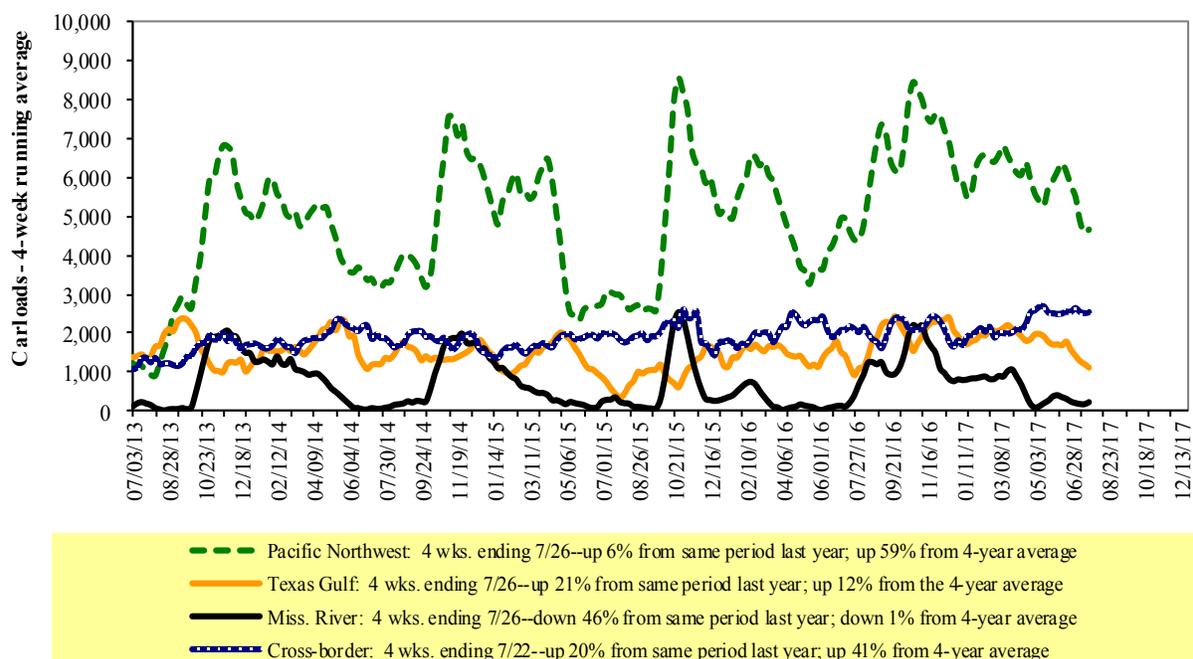
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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: 7/22/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	955	2,576	10,944	398	5,443	20,316	3,413	5,204
This week last year	1,414	2,622	13,344	790	5,958	24,128	4,046	5,113
2017 YTD	50,568	81,188	331,427	27,254	171,058	661,495	109,960	131,034
2016 YTD	51,163	81,417	304,353	24,914	152,469	614,316	93,540	121,273
2017 YTD as % of 2016 YTD	99	100	109	109	112	108	118	108
Last 4 weeks as % of 2016*	101	94	84	93	99	90	99	115
Last 4 weeks as % of 3-yr avg**	84	101	105	99	106	103	88	106
Total 2016	95,179	151,008	590,779	45,246	300,836	1,183,048	193,942	234,738

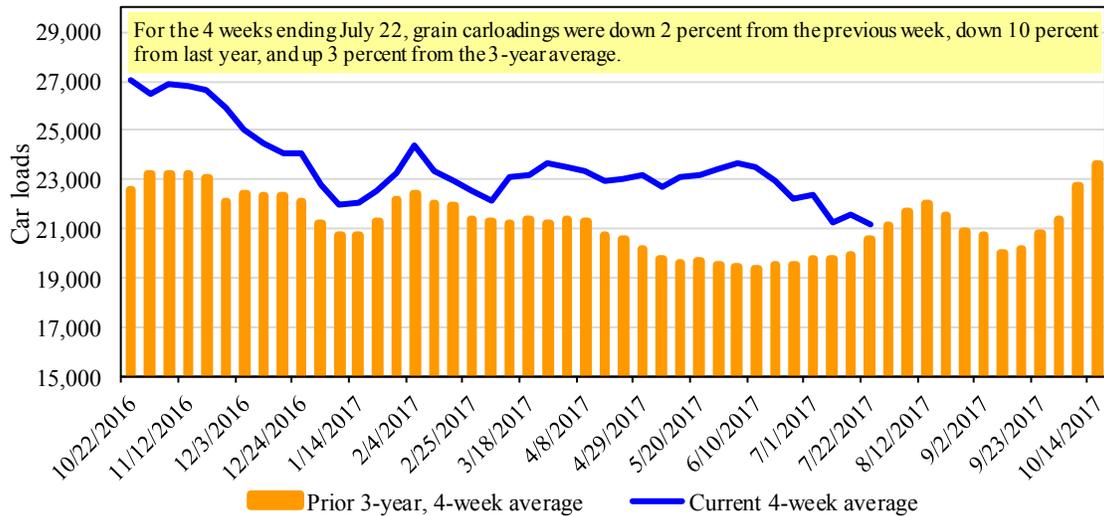
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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: 7/27/2017	Delivery period								
	Aug-17	Aug-16	Sep-17	Sep-16	Oct-17	Oct-16	Nov-17	Nov-16	
BNSF <sup>3</sup>	COT grain units	0	no bids	no bids	no bids	no offer	90	no bids	23
	COT grain single-car <sup>5</sup>	0	138-250	0	121-153	0	137-151	0	20-208
UP <sup>4</sup>	GCAS/Region 1	no bids	no bids	no bids	10	10	49	n/a	n/a
	GCAS/Region 2	no bids	22	52	31	56	220	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.

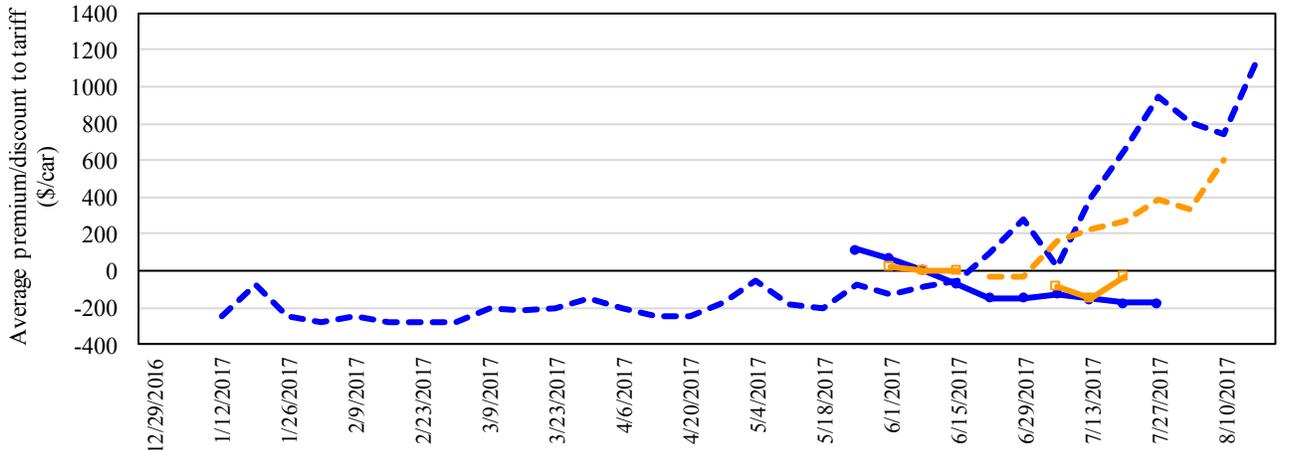
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

<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 August 2017, Secondary Market**



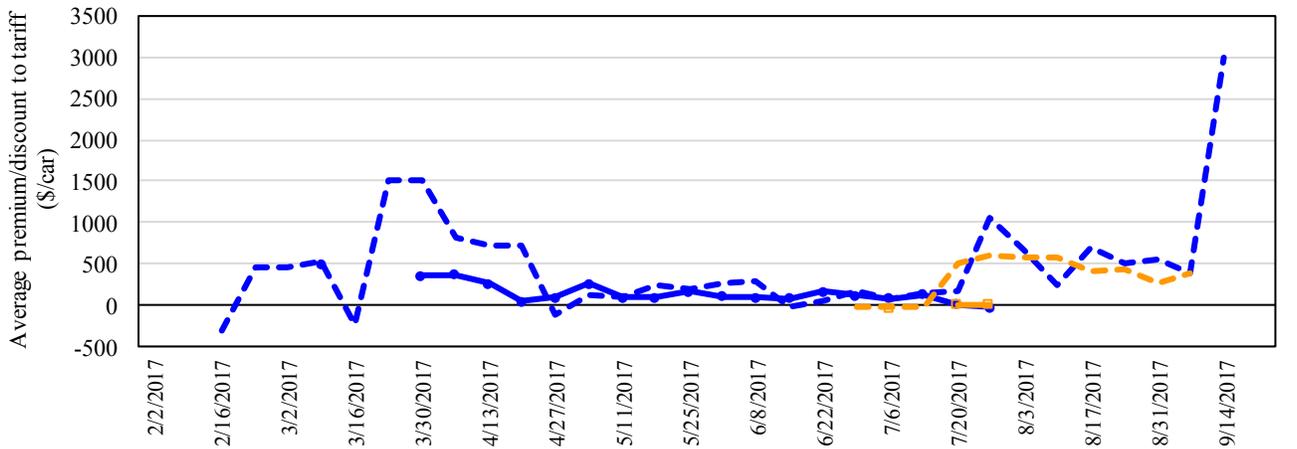
	7/27/2017	BNSF	UP
<b>Non-Shuttle</b>	n/a	n/a	n/a
<b>Shuttle</b>	-\$175	-\$175	-\$175

—●— 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.  
 Average Shuttle bids/offers rose \$2 this week and are \$288 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 September 2017, Secondary Market**



	7/27/2017	BNSF	UP
<b>Non-Shuttle</b>	n/a	\$0	\$0
<b>Shuttle</b>	\$25	-\$63	-\$63

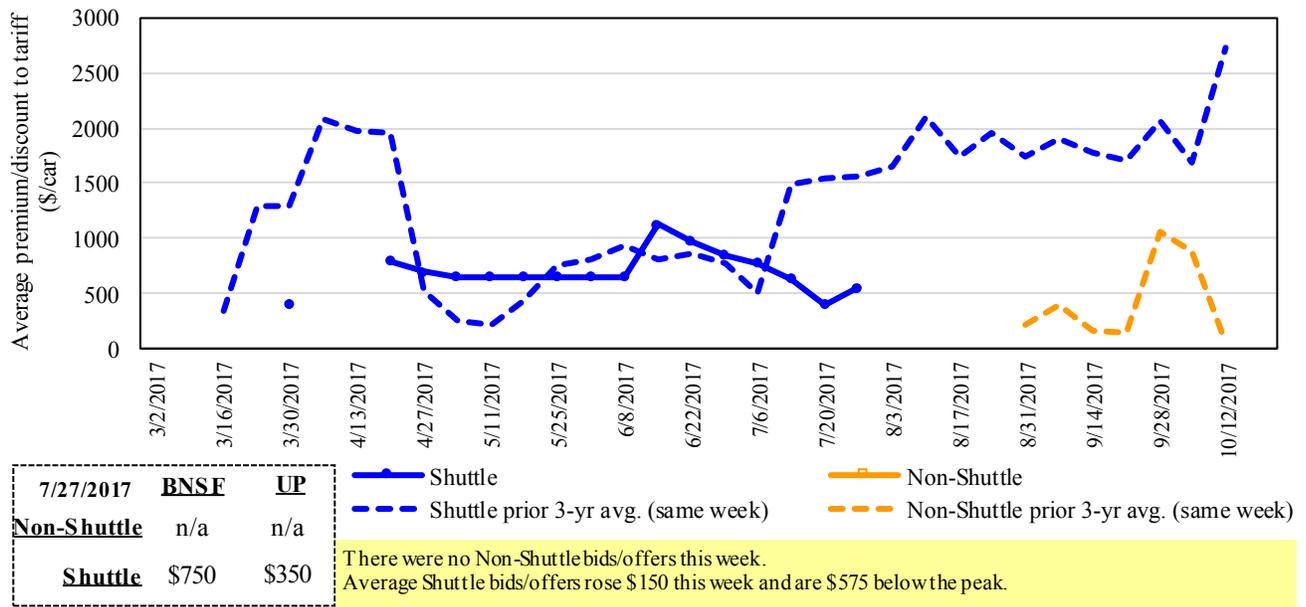
—●— Shuttle  
- - - Shuttle prior 3-yr avg. (same week)  
—□— Non-Shuttle  
- - - Non-Shuttle prior 3-yr avg. (same week)

Average Non-shuttle bids/offers are unchanged this week, and are at the peak.  
 Average Shuttle bids/offers fell \$27 this week and are \$519 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 October 2017, Secondary Market**



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

Table 6

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

For the week ending: 7/27/2017		Delivery period					
		Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18
Non-shuttle	<b>BNSF-GF</b>	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	<b>UP-Pool</b>	n/a	0	n/a	n/a	n/a	n/a
	Change from last week	n/a	0	n/a	n/a	n/a	n/a
	Change from same week 2016	n/a	(100)	n/a	n/a	n/a	n/a
Non-shuttle	<b>BNSF-GF</b>	(175)	25	750	100	n/a	n/a
	Change from last week	(33)	(42)	n/a	50	n/a	n/a
	Change from same week 2016	(725)	(758)	(738)	(700)	n/a	n/a
Shuttle	<b>UP-Pool</b>	(175)	(63)	350	100	n/a	n/a
	Change from last week	38	(13)	(50)	0	n/a	n/a
	Change from same week 2016	(525)	(329)	(283)	(400)	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>**

August, 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	\$46	\$39.01	\$1.06	8
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$0	\$41.14	\$1.12	0
	Wichita, KS	Los Angeles, CA	\$7,050	\$0	\$70.01	\$1.91	1
	Wichita, KS	New Orleans, LA	\$4,540	\$80	\$45.88	\$1.25	7
	Sioux Falls, SD	Galveston-Houston, TX	\$6,786	\$0	\$67.39	\$1.83	5
	Northwest KS	Galveston-Houston, TX	\$4,816	\$88	\$48.70	\$1.33	7
	Amarillo, TX	Los Angeles, CA	\$5,021	\$122	\$51.07	\$1.39	7
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$91	\$37.45	\$0.95	1
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	0
	Des Moines, IA	Davenport, IA	\$2,258	\$19	\$22.61	\$0.57	4
	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	\$56	\$35.65	\$0.91	3
	Des Moines, IA	Los Angeles, CA	\$5,202	\$164	\$53.29	\$1.35	4
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,634	\$60	\$36.68	\$1.00	-4
	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	\$91	\$45.54	\$1.24	3
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$0	\$39.26	\$1.07	0
	Wichita, KS	Galveston-Houston, TX	\$4,171	\$0	\$41.42	\$1.13	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	0
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	\$0	\$58.90	\$1.60	0
	Northwest KS	Portland, OR	\$5,812	\$144	\$59.15	\$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	\$91	\$35.47	\$0.90	1
	Lincoln, NE	Galveston-Houston, TX	\$3,700	\$0	\$36.74	\$0.93	3
	Des Moines, IA	Amarillo, TX	\$3,895	\$71	\$39.38	\$1.00	3
	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
	Sioux Falls, SD	Tacoma, WA	\$5,600	\$0	\$55.61	\$1.51	2
Soybeans	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	\$104	\$45.97	\$1.25	3
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	0
	Grand Island, NE	Portland, OR	\$5,460	\$147	\$55.68	\$1.52	2

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

<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>		
Date: August, 2017							
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	0
	OK	Cuautitlan, EM	\$6,631	\$63	\$68.39	\$1.86	2
	KS	Guadalajara, JA	\$7,309	\$246	\$77.19	\$2.10	7
	TX	Salinas Victoria, NL	\$4,292	\$37	\$44.24	\$1.20	4
Corn	IA	Guadalajara, JA	\$8,187	\$198	\$85.68	\$2.17	2
	SD	Celaya, GJ	\$7,580	\$0	\$77.45	\$1.97	1
	NE	Queretaro, QA	\$7,909	\$125	\$82.09	\$2.08	1
	SD	Salinas Victoria, NL	\$6,635	\$0	\$67.79	\$1.72	1
	MO	Tlalnepantla, EM	\$7,268	\$122	\$75.51	\$1.92	1
	SD	Torreon, CU	\$7,180	\$0	\$73.36	\$1.86	1
Soybeans	MO	Bojay (Tula), HG	\$8,647	\$209	\$90.48	\$2.46	1
	NE	Guadalajara, JA	\$8,942	\$212	\$93.53	\$2.54	-1
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	-5
	KS	Torreon, CU	\$7,489	\$142	\$77.96	\$2.12	2
Sorghum	NE	Celaya, GJ	\$7,164	\$177	\$75.01	\$1.90	-1
	KS	Queretaro, QA	\$7,608	\$78	\$78.53	\$1.99	1
	NE	Salinas Victoria, NL	\$6,213	\$63	\$64.12	\$1.63	1
	NE	Torreon, CU	\$6,607	\$129	\$68.83	\$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.

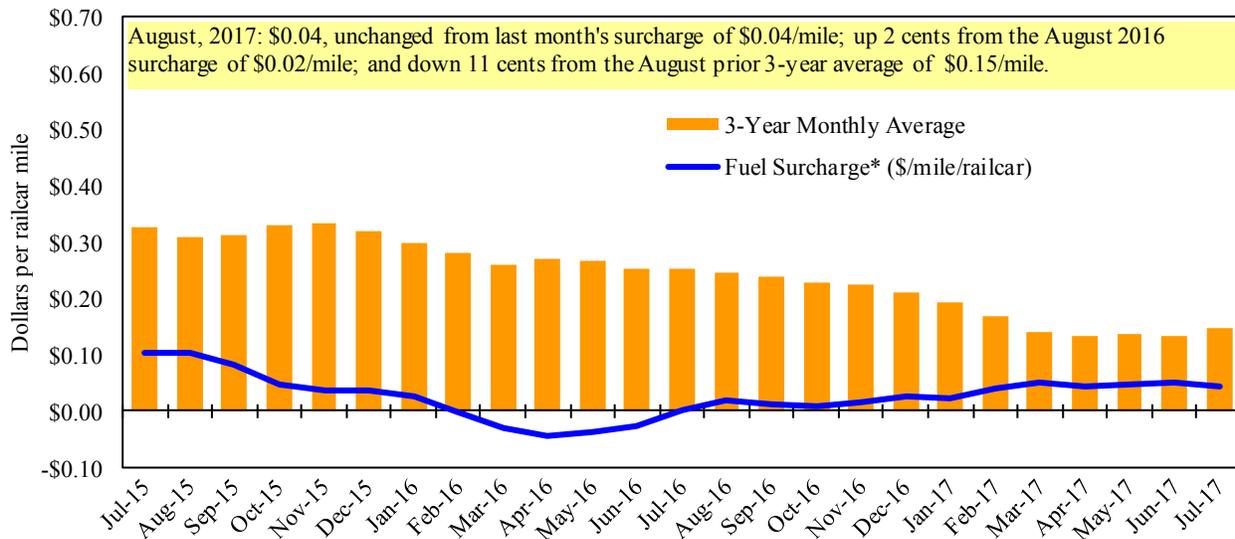
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

<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
<b>Rate<sup>1</sup></b>	8/1/2017	353	298	298	210	254	254	185
	7/25/2017	353	303	298	225	275	275	183
<b>\$/ton</b>	8/1/2017	21.85	15.85	13.83	8.38	11.91	10.26	5.81
	7/25/2017	21.85	16.12	13.83	8.98	12.90	11.11	5.75
<b>Current week % change from the same week:</b>								
	Last year	-29	-29	-24	-28	-19	-19	-27
	3-year avg. <sup>2</sup>	-28	-32	-29	-32	-25	-25	-31
<b>Rate<sup>1</sup></b>	September	388	338	338	293	338	338	205
	November	418	354	344	275	358	358	243

<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.

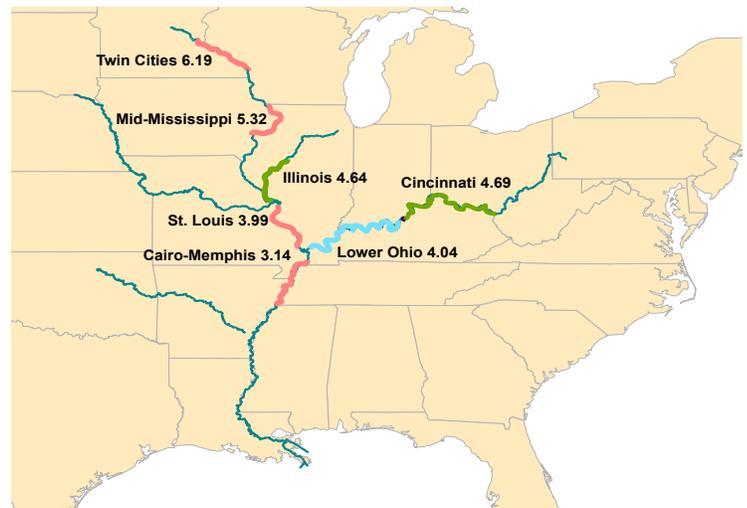
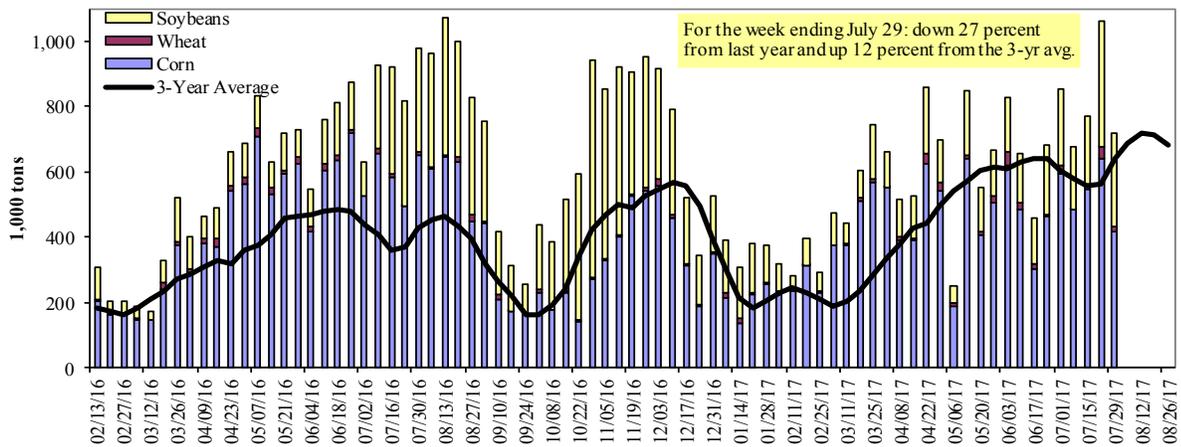


Figure 10

**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 7/29/2017	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	255	8	138	8	410
Winfield, MO (L25)	375	14	228	8	625
Alton, IL (L26)	436	14	307	8	765
Granite City, IL (L27)	419	13	286	8	726
<b>Illinois River (L8)</b>	73	2	108	0	182
<b>Ohio River (L52)</b>	19	12	32	0	64
<b>Arkansas River (L1)</b>	0	24	4	0	28
Weekly total - 2017	438	49	323	8	818
Weekly total - 2016	726	71	350	2	1,149
2017 YTD <sup>1</sup>	14,793	1,435	7,336	184	23,748
2016 YTD	14,772	1,304	6,483	173	22,731
2017 as % of 2016 YTD	100	110	113	106	104
Last 4 weeks as % of 2016 <sup>2</sup>	87	95	90	333	89
Total 2016	24,136	2,030	16,668	344	43,178

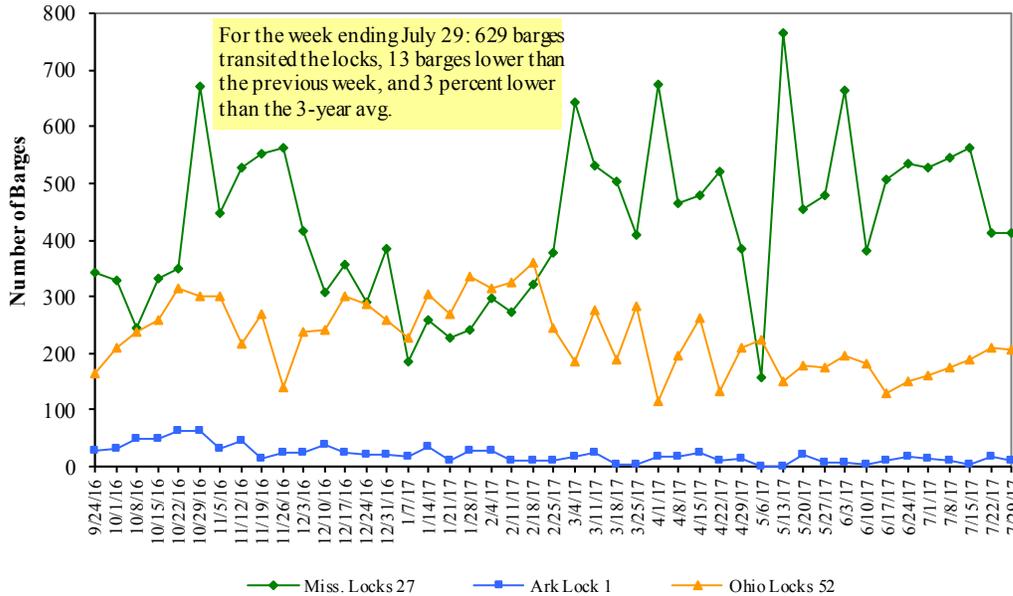
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

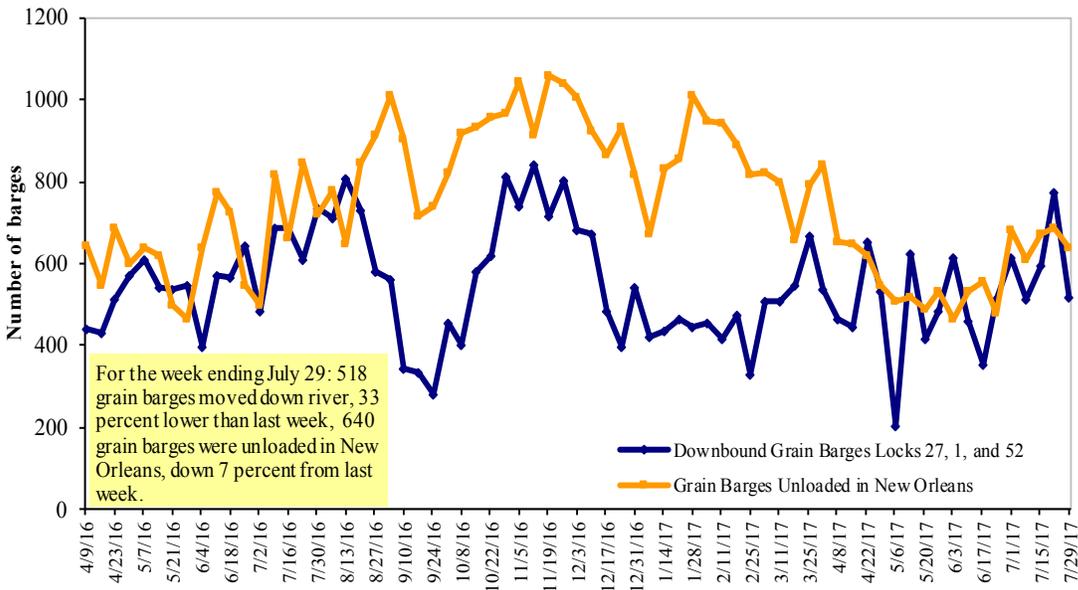
Source: U.S. Army Corps of Engineers

**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 7/31/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.566	0.020	0.212
	New England	2.590	0.016	0.194
	Central Atlantic	2.706	0.021	0.265
	Lower Atlantic	2.462	0.021	0.183
II	Midwest <sup>2</sup>	2.486	0.034	0.182
III	Gulf Coast <sup>3</sup>	2.359	0.017	0.135
IV	Rocky Mountain	2.615	0.017	0.196
V	West Coast	2.816	0.028	0.186
	West Coast less California	2.704	0.026	0.212
	California	2.907	0.030	0.166
Total	U.S.	2.531	0.024	0.183

<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>									
7/20/2017	1,648	707	1,479	1,726	127	5,688	6,094	6,445	18,226
This week year ago	2,268	634	2,137	1,241	114	6,395	9,399	6,424	22,218
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2016/17 YTD	1,819	356	1,123	856	76	4,230	50,228	54,223	108,681
2015/16 YTD	1,461	277	1,105	500	25	3,368	39,305	45,462	88,135
YTD 2016/17 as % of 2015/16	125	129	102	171	302	126	128	119	123
Last 4 wks as % of same period 2015/16	75	111	70	130	117	88	76	104	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 7/20/2017	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 -					
Mexico	2,092	13,731	12,628	9	11,204
Japan	617	11,955	10,414	15	11,284
Korea	1	5,639	3,042	85	3,931
Colombia	94	4,224	4,643	(9)	4,134
Peru	73	3,020	2,320	30	2,109
<b>Top 5 Importers</b>	<b>2,877</b>	<b>38,569</b>	<b>33,047</b>	<b>17</b>	<b>32,662</b>
<b>Total US corn export sales</b>	<b>4,000</b>	<b>56,322</b>	<b>48,704</b>	<b>16</b>	<b>46,633</b>
% of Projected	8%	99%	101%		
Change from prior week <sup>2</sup>	<b>487</b>	<b>92</b>	<b>439</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	72%	68%	68%		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 7/20/2017	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	2,782	36,301	28,249	29	29,033
Mexico	414	3,740	3,300	13	3,295
Indonesia	25	2,346	1,962	20	2,065
Japan	279	2,253	2,234	1	1,994
Netherlands	0	1,928	1,515	27	1,644
<b>Top 5 importers</b>	<b>3,499</b>	<b>46,568</b>	<b>37,260</b>	<b>25</b>	<b>38,032</b>
<b>Total US soybean export sales</b>	<b>6,025</b>	<b>60,668</b>	<b>51,887</b>	<b>17</b>	<b>48,389</b>
% of Projected	10%	106%	98%		
Change from prior week <sup>2</sup>	<b>532</b>	<b>303</b>	<b>(78)</b>		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>58%</b>	<b>77%</b>	<b>72%</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 7/20/2017	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2014-2016
	2017/18	2016/17		
	Current MY	Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	929	829	12	2,620
Mexico	1,384	842	64	2,743
Philippines	1,098	842	30	2,395
Brazil	93	303	(69)	862
Nigeria	520	391	33	1,254
Korea	853	536	59	1,104
China	391	260	51	1,623
Taiwan	457	264	73	768
Indonesia	356	165	116	726
Colombia	230	308	(25)	635
<b>Top 10 importers</b>	<b>6,310</b>	<b>4,738</b>	<b>33</b>	<b>14,729</b>
<b>Total US wheat export sales</b>	<b>9,918</b>	<b>9,763</b>	<b>2</b>	<b>24,485</b>
% of Projected	37%	34%		
Change from prior week <sup>2</sup>	<b>498</b>	<b>506</b>		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>64%</b>	<b>49%</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 07/27/17	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	336	259	130	9,080	7,228	126	95	121	12,325
Corn	256	264	97	9,128	6,609	138	66	83	12,009
Soybeans	69	70	99	4,808	4,672	103	n/a	n/a	14,447
<b>Total</b>	<b>661</b>	<b>592</b>	<b>112</b>	<b>23,016</b>	<b>18,508</b>	<b>124</b>	<b>80</b>	<b>107</b>	<b>38,782</b>
<b>Mississippi Gulf</b>									
Wheat	99	107	93	2,876	2,172	132	117	99	3,480
Corn	551	510	108	20,256	18,568	109	83	93	31,420
Soybeans	327	488	67	12,963	11,563	112	81	160	35,278
<b>Total</b>	<b>977</b>	<b>1,105</b>	<b>88</b>	<b>36,095</b>	<b>32,302</b>	<b>112</b>	<b>85</b>	<b>108</b>	<b>70,178</b>
<b>Texas Gulf</b>									
Wheat	143	106	136	4,354	2,393	182	121	171	6,019
Corn	0	48	0	455	630	72	38	80	1,669
Soybeans	0	0	n/a	0	92	0	n/a	n/a	1,105
<b>Total</b>	<b>143</b>	<b>154</b>	<b>93</b>	<b>4,809</b>	<b>3,114</b>	<b>154</b>	<b>104</b>	<b>158</b>	<b>8,792</b>
<b>Interior</b>									
Wheat	16	57	29	1,092	738	148	153	162	1,543
Corn	160	136	118	4,739	4,074	116	113	136	7,197
Soybeans	76	90	85	2,866	2,334	123	108	162	4,577
<b>Total</b>	<b>253</b>	<b>283</b>	<b>89</b>	<b>8,698</b>	<b>7,146</b>	<b>122</b>	<b>116</b>	<b>147</b>	<b>13,317</b>
<b>Great Lakes</b>									
Wheat	13	0	n/a	381	395	96	63	80	1,186
Corn	0	0	n/a	115	189	61	0	0	584
Soybeans	3	25	14	187	93	200	87	197	910
<b>Total</b>	<b>16</b>	<b>25</b>	<b>66</b>	<b>682</b>	<b>677</b>	<b>101</b>	<b>58</b>	<b>64</b>	<b>2,681</b>
<b>Atlantic</b>									
Wheat	1	0	n/a	38	191	20	15	2	315
Corn	0	0	n/a	5	14	38	n/a	0	294
Soybeans	25	2	1,224	962	937	103	95	199	2,269
<b>Total</b>	<b>26</b>	<b>2</b>	<b>1,274</b>	<b>1,005</b>	<b>1,141</b>	<b>88</b>	<b>85</b>	<b>42</b>	<b>2,878</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	609	529	115	17,821	13,116	136	106	123	24,867
Corn	967	959	101	34,698	30,082	115	80	92	53,173
Soybeans	500	674	74	21,786	19,691	111	86	170	58,587
<b>Total</b>	<b>2,076</b>	<b>2,162</b>	<b>96</b>	<b>74,305</b>	<b>62,889</b>	<b>118</b>	<b>87</b>	<b>112</b>	<b>136,627</b>

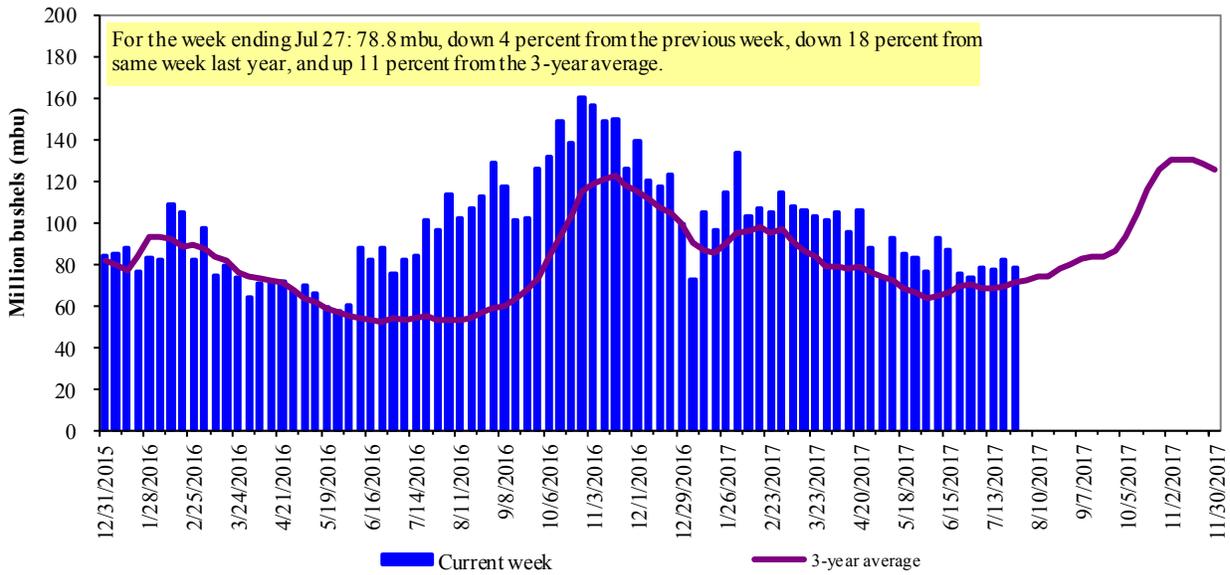
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

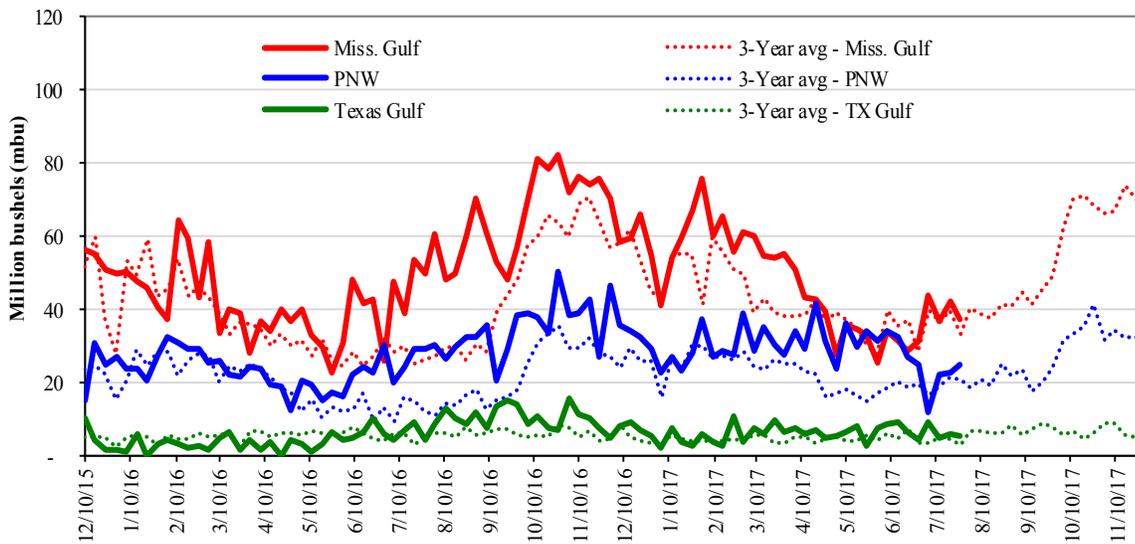
**U.S. grain inspected for export (wheat, corn, and soybeans)**



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 07/27/17 inspections (mbu):		Percent change from:			
Mississippi Gulf:	37.3	Last Week:	down 11	TX Gulf	down 9
PNW:	25.0	Last Year (same week):	down 25	U.S. Gulf	down 11
Texas Gulf:	5.3	3-yr avg (4-wk. mov. Avg):	unchanged	PNW	up 11
					down 14
					up 30

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

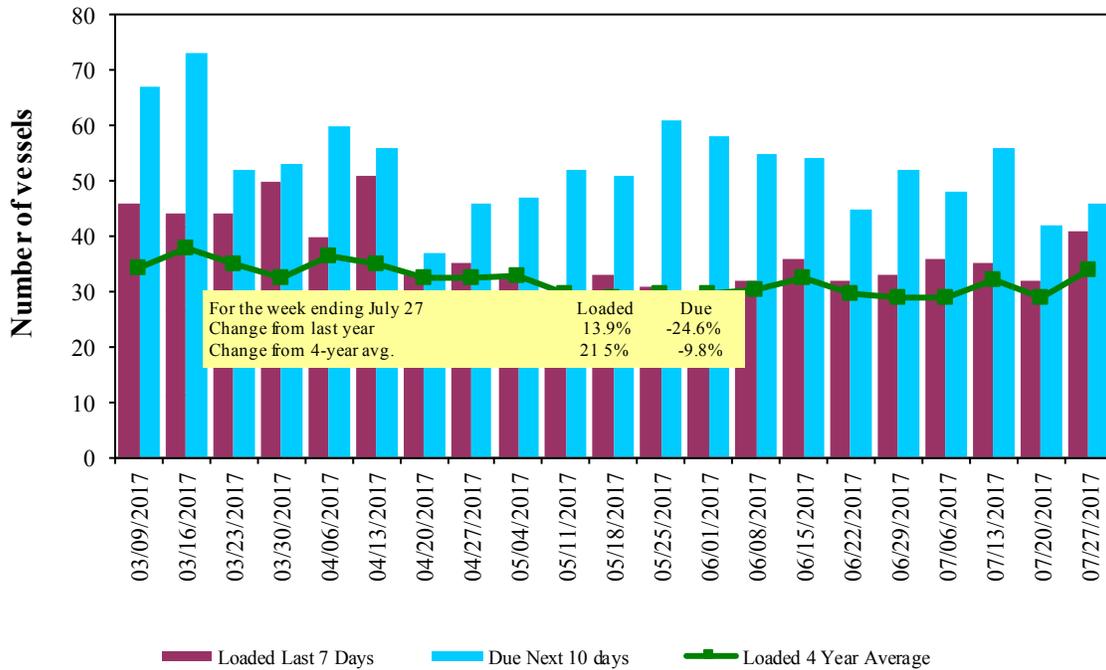
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
7/27/2017	30	41	46	14	n/a
7/20/2017	38	32	42	n/a	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

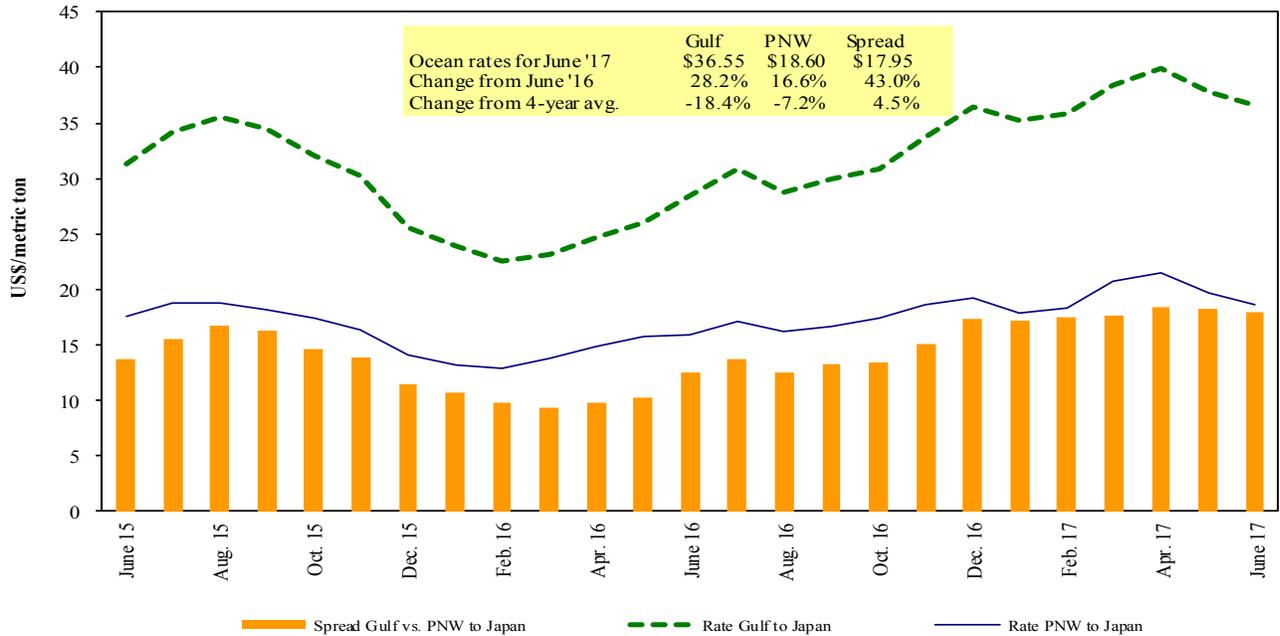
**U.S. Gulf Vessel Loading Activity**



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 07/29/2017**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Aug 10/20	60,000	34.50
U.S. Gulf	China	Heavy Grain	Aug 1/5	60,000	33.75
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	Haiti	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
Brazil	China	Heavy Grain	Aug 1/10	60,000	27.25
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	Iran	Heavy Grain	Jun 15/18	70,000	22.75
EC S. America	China	Heavy Grain	May 20/30	60,000	29.75

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

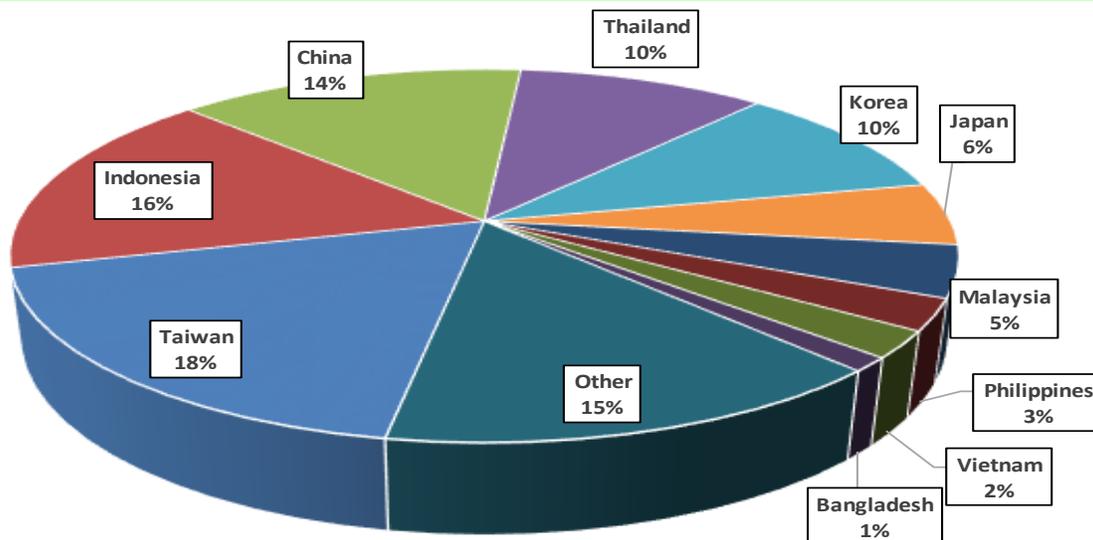
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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**

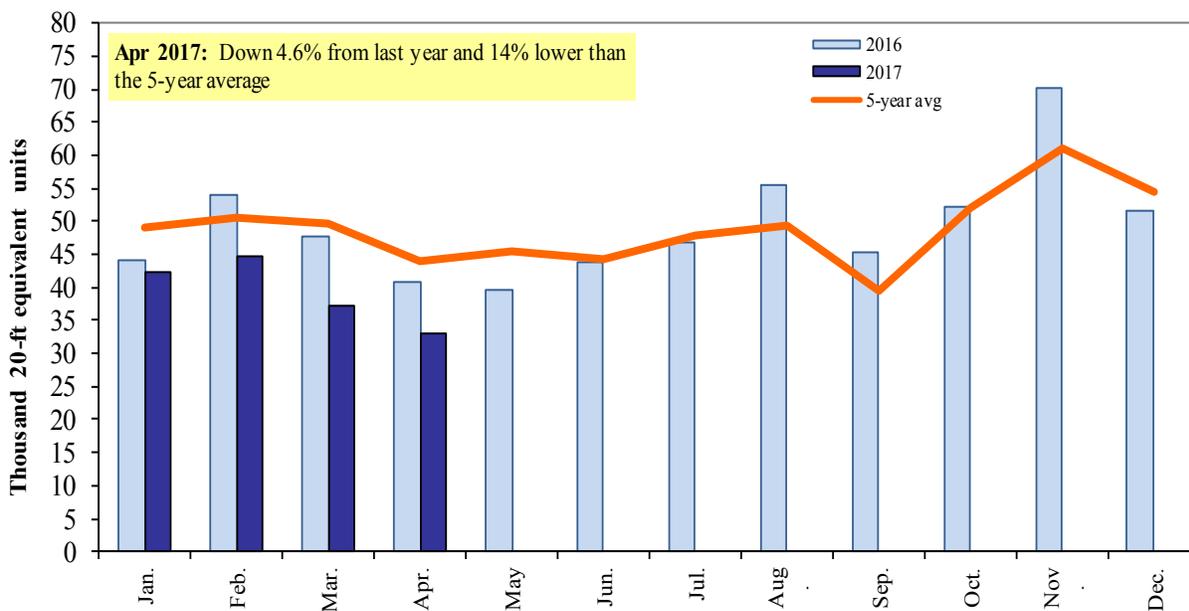


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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