



Grain Transportation Report

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

Contact Us

October 12, 2017

WEEKLY HIGHLIGHTS

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Datasets

Specialists

Subscription
Information

The next
release is
October 19, 2017

Grain Inspections Decrease but Soybeans Rebound

For the week ending October 5, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 2.44 million metric tons (mmt), down 3 percent from the previous week, down 31 percent from the same time last year, and 2 percent below the 3-year average. Although inspections of soybeans jumped 66 percent from the previous week, the increase did not offset the decreases in inspections of wheat and corn. Pacific Northwest (PNW) inspections decreased 14 percent from the past week while Mississippi Gulf inspections increased 4 percent from the previous week. Outstanding (unshipped) export sales were up slightly from the previous week for soybeans, but down for wheat and corn.

Nate Spares New Orleans-Baton Rouge and Brings Beneficial Rains for Inland Navigation

Hurricane Nate developed late last week in the western Caribbean and moved quickly through the Gulf of Mexico. The storm made landfall as a category 1 hurricane near the mouth of the Mississippi River late October 7 and again near Biloxi, MS, early October 8. On October 6, the U.S. Coast Guard (USCG) shut down vessel operations from New Orleans to Baton Rouge on the Mississippi River as well as ports as far east as the Florida panhandle in preparation for the storm. The storm had little impact on the Mississippi River port infrastructure so the USCG reopened the ship channel on the afternoon of October 8. Further east, the Ports of Mobile, AL, Gulfport and Pascagoula, MS, and Pensacola, FL, sustained minimal terminal damage and the USCG slowly reopened ship channels, however, some vessel draft restrictions are in place. As the storm remnants moved North, it provided rain in the South and Ohio River Valley that will help give the Ohio River and Lower Mississippi River a much needed increase in river levels.

Barge Rates Fall as Navigation Conditions Improve

As of October 10, spot barge rates for export grain from major originating locations decreased 41 to 65 percent compared to the previous week. After surging to 3-year highs by October 3, rates plunged as rains replenished river channels and allowed for increased loading capacities and higher cargo moving efficiencies. **GTR Figure 8** shows the Illinois River Barge rate increasing from 435 percent of tariff (\$20.18 per ton) in mid-September to a October 3rd peak of 775 percent of tariff (\$35.96 per ton), and a sharp decline to 413 percent of tariff (\$19.16 per ton) by October 10. However, the increased water levels may have a negative impact on rates as the lower Ohio River is closed due to high water. Water levels on the lower Ohio River are exceeding the maximum allowable stage for transiting Ohio River Locks and Dam (L&D) 52. The dam at L&D 52 is not fully functional and cannot allow for a quicker drawdown of the river levels. It may take until October 16 for locking to resume.

Snapshots by Sector

Export Sales

For the week ending September 28, **unshipped balances** of wheat, corn, and soybeans totaled 32.9 mmt, down 23 percent from the same time last year. Net weekly **wheat export sales** were .492 mmt, up 13 percent from the previous week. Net **corn export sales** were .814 mmt, up 154 percent from the previous week, and net **soybean export sales** were 1 mmt for the same period, down 67 percent from the previous week.

Containerized grain exports to Asia in July were just over 31,000 twenty-foot equivalent unit, 33.7 percent lower than the previous year, 35 percent lower than the 5-year average, and 20.7 percent lower than June movements.

Rail

U.S. Class 1 railroads originated 23,630 **grain carloads** for the week ending September 30, up 20 percent from the previous week, down 14 percent from last year, and up 2 percent from the 3-year average.

Average October shuttle **secondary railcar** bids/offers per car were \$308 above tariff for the week ending October 5, up \$23 from last week, and \$483 lower than last year. Average non-shuttle secondary railcar bids/offers per car were \$36 below tariff, down \$68 from last week, and \$157 lower than last year.

Barge

For the week ending October 7, **barge grain movements** totaled 595,874 tons, 27 percent lower than the previous week, and down 6 percent from the same period last year.

For the week ending October 7, 382 grain barges **moved down river**, down 28 percent from last week. 671 grain barges were **unloaded in New Orleans**, down 7 percent from the previous week.

Ocean

For the week ending October 5, 35 **ocean-going grain vessels** were loaded in the Gulf, 27 percent less than the same period last year. Sixty-four vessels are expected to be loaded within the next 10 days, 17 percent less than the same period last year.

For the week ending October 5, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$41.50 per metric ton, 2 percent less than the previous week. The cost of shipping from the PNW to Japan was \$23.00 per metric ton, 2 percent less than the previous week.

Fuel

During the week ending October 9, average **diesel fuel prices** decreased 2 cents from the previous week at \$2.78 per gallon, 33 cents above the same week last year.

A Transportation Perspective on September 2017 Grain Stocks and Autumn Production

While agriculture is a year-round enterprise, its harvests occur in a relatively short time frame and can be sold throughout the crop year or held over for later years. During these harvest periods, supplies increase substantially, which in turn affects grain transportation demand, transportation rates, and the efficient flow of grain from farms to end-markets. Grain storage can help mitigate potential disruptions and transportation bottlenecks by spreading the movement of grain throughout the year. Three pieces of information—grain stocks, grain production, and grain storage capacity—provide context to the grain transportation sector when woven together. For instance, September grain stocks indicate the amount of grain presently held in storage; projections of grain production of corn, soybeans, and grain sorghum indicate the amount of “new” grain expected to enter the system; and grain storage capacity indicates the ability to hold grain volumes. When grain volumes (stocks and production) are high relative to storage, the supply chain faces increased pressure to move and ship grain.

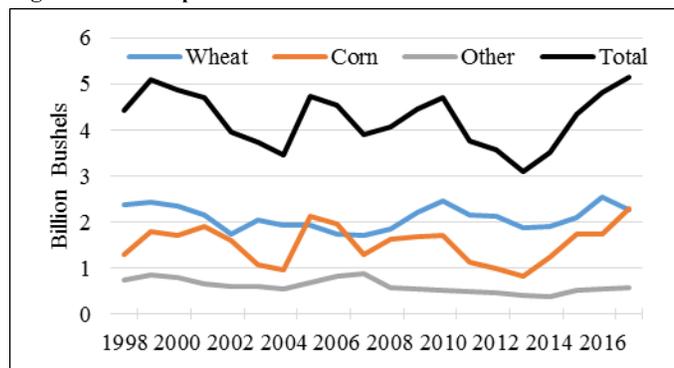
A National Look

As shown in Figure 1, September grain stocks are higher this year than in the past. According to USDA’s National Agricultural Statistics Service (NASS), farmers and commercial elevators held 5.13 billion bushels (bbu) of corn, soybeans, wheat, sorghum, barley, and oats in storage as of September 1, 2017. Grain stocks were 6 percent above last year and the highest level seen in at least the past 20 years. Old crop corn stocks were 2.29 bbu, 32 percent above 2016, while old crop soybean stocks were 53 percent above last year, at 0.30 bbu. In contrast, wheat stocks were 11 percent lower than they were last year, at 2.25 bbu. Record corn and soybean harvests last year, which resulted in high stocks that winter, partially account for the remaining old crop currently in storage. Movement and disappearance of corn and soybeans from December to September was 6 and 3 percent higher, respectively, this year compared to last year, which explains the strong 2017 year-to-date railcar and barge loadings, even though disappearance and loadings have been weaker over the summer. Higher grain stocks could boost transportation demand in the coming months, but it is not the only factor this time of year.

Grain production (Figure 2) contributes a much larger share of the total supply available to move compared to existing stocks. Harvest is already underway for corn, soybeans, and grain sorghum, which add to transportation demand. According to NASS’ September [Crop Production report](#) (NASS released the October report at 12:00pm today), the United States could harvest a record 4.4 bbu of soybeans this season, but total autumn production (including corn, soybeans, and grain sorghum) is expected to fall 5 percent compared to last year. Lower production volumes could translate into less demand for grain transportation compared to last year.

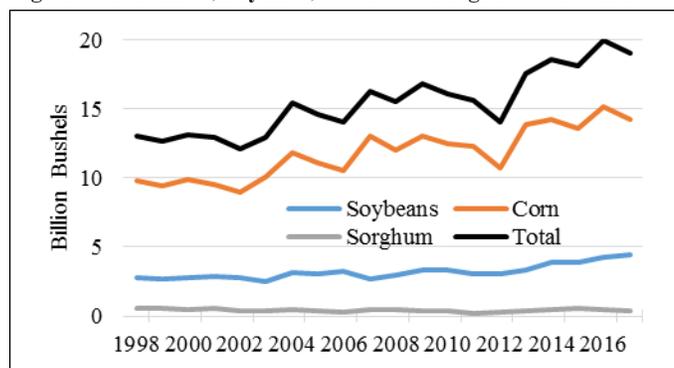
Considering grain stocks and grain production together, along with grain storage, offers additional insight on potential grain transportation demand (Figure 3). On the supply-side, stocks are up 310 million bushels from last year, but (new crop)

Figure 1: U.S. September 1 Grain Stocks



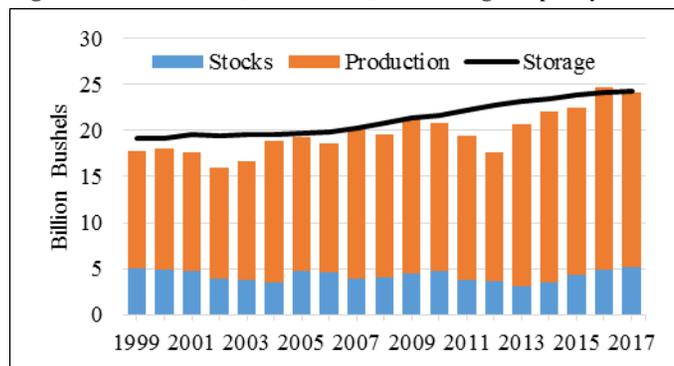
Source: AMS/TSD analysis of NASS data.

Figure 2: U.S. Corn, Soybean, and Grain Sorghum Production



Source: AMS/TSD analysis of NASS data.

Figure 3: Grain Stocks, Production, and Storage Capacity



Source: AMS/TSD analysis of NASS data.

production (corn, soybeans, and grain sorghum) is down 938 million bushels, a differential of about 628 million bushels. The combination of grain stocks as of September 1 and post-September 1 grain production is down about 3 percent this year compared to 2016. This suggests that grain transportation could be slightly lower going forward (from September 1) than a year ago. At the same time, farmers and commercial elevators continue to add storage capacity (Figure 3). Grain storage capacity in the United States increased about 1 percent, from 24.1 bbu on December 1, 2015 to 24.3 bbu on December 1, 2016. Figure 3 shows the year-over-year volumes for grain stocks, production, and storage capacity. Increased storage capacity, coupled with lower supply (through lower production), could ease any harvest-related congestion this year compared to 2016.

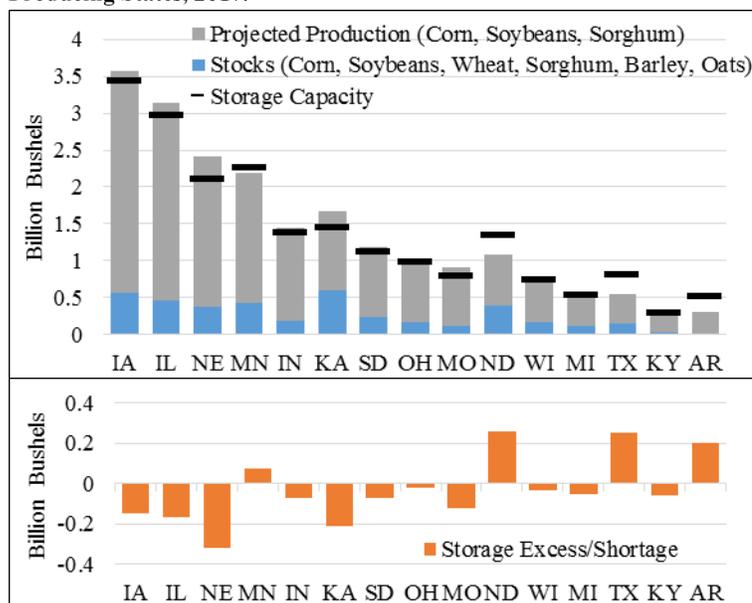
A Regional Look

While a national view toward storage and production provides helpful context to understand general transportation patterns, a regional view has more direct transportation implications.

State-level grain production can be a strong indicator of grain transportation demand. Figure 4 shows the top 15 States by projected production (including corn, soybeans, and grain sorghum) in 2017. Iowa has the largest projected production of these crops at 3.02 bbu, followed by Illinois (2.67 bbu), Nebraska (2.05 bbu), Minnesota (1.76 bbu), and Indiana (1.25 bbu).

Figure 4 also shows the estimated storage excess or shortage in these top 15 production States. The storage excess or deficit is calculated as the difference between 2016 year-end capacity and the sum of September 1 grain stocks and projected production in the corn, soybean, and sorghum harvests.* The purpose of this calculation is to approximate the locations where storage is mostly likely to be scarce, and to provide some indication of additional transportation demand beyond just production numbers. If storage is scarce, harvested grain will need to enter the transportation system relatively soon compared to States where storage is abundant.

Figure 4: Grain Stocks, Production, and Capacity by the Top 15 Grain Producing States, 2017.



Source: AMS/TSD analysis of NASS data.

Nebraska has the largest projected difference between existing storage capacity and projected stocks plus production, at 0.32 bbu, followed by Kansas (0.21 bbu), Illinois (0.17 bbu), Iowa (0.15 bbu), and Missouri (0.12 bbu). Last year, Kansas, Nebraska, and Illinois were leading storage-deficit States, with estimated storage shortages of 0.32 bbu, 0.27 bbu, and 0.24 bbu, respectively. In contrast, of the top 15 production States only 4 have excess capacity. North Dakota has the largest storage excess at 0.26 bbu, followed by Texas (0.25 bbu), Arkansas (0.20 bbu), and Minnesota (0.07 bbu).

Conclusions

The relationship between grain production and storage is an important component of transportation demand. While September 1 grain stocks are at some of the highest levels seen in the past 20 years, production is down from last year. All else equal, these factors together will likely lower the demand for transportation in upcoming months compared to the same time last year. Increases in storage capacity from the prior year may also spread out the demand for grain transportation, reducing the need for immediate shipments during harvest. At the regional level, major producing States like Iowa, Illinois, and Nebraska could have scarce storage relative to other States, sustaining grain movements during harvest. The combination of production, stocks, and storage capacity gives some indication of the potential volume and distribution of transportation demand across the country.

Jesse.Gastelle@ams.usda.gov, PeterA.Caffarelli@ams.usda.gov

* Stocks represent a snapshot of all grain held in storage as of September 1 and thus includes all commodities (corn, soybeans, wheat, sorghum, barley, and oats). Production is projected and only includes corn, soybeans, and sorghum, as these crops are harvested after September 1 and represent potential additions to stocks in coming months. NASS publishes storage capacity numbers annually in December.

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

For the week ending	Truck	Rail	Barge	Ocean	
		Unit Train	Shuttle	Gulf	Pacific
10/11/17	186	288	227	186	163
10/04/17	187	287	226	189	167

¹Indicator: 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)

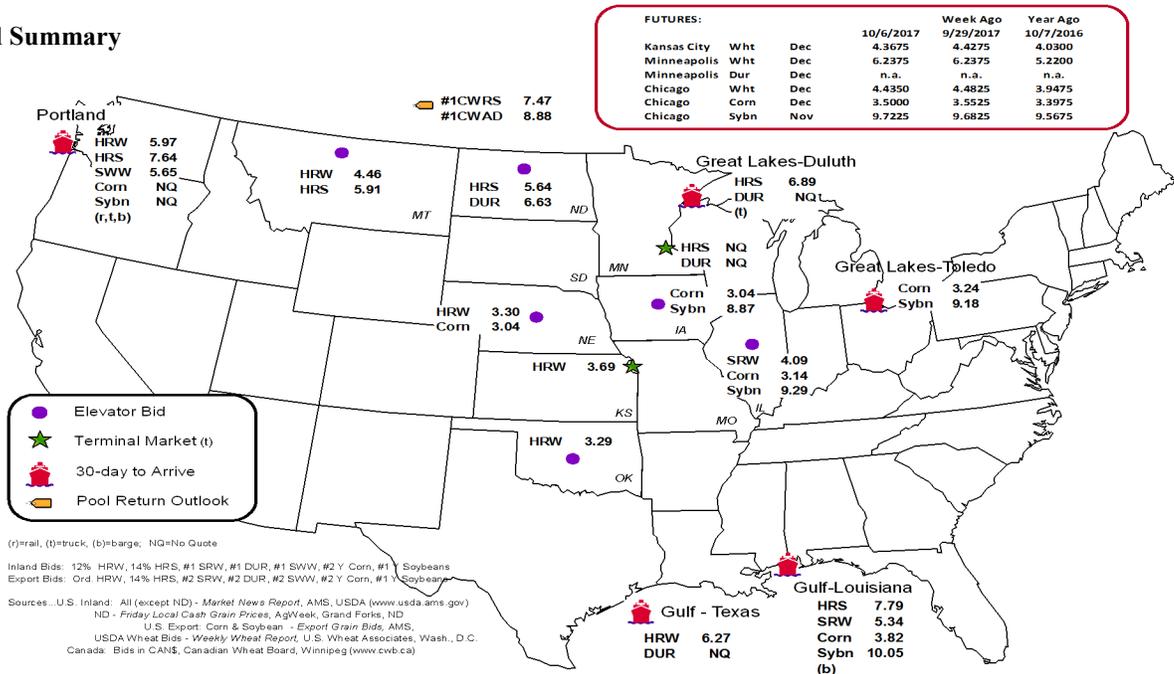
Commodity	Origin--Destination	10/6/2017	9/29/2017
Corn	IL--Gulf	-0.68	-0.68
Corn	NE--Gulf	-0.78	-0.77
Soybean	IA--Gulf	-1.18	-1.31
HRW	KS--Gulf	-2.58	-2.58
HRS	ND--Portland	-2.00	-2.05

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)¹

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
10/04/2017 ^p	1,189	415	3,671	395	5,670	9/30/2017	2,745
09/27/2017 ^r	337	1,544	3,737	185	5,803	9/23/2017	2,916
2017 YTD ^f	19,976	64,081	211,033	14,273	309,363	2017 YTD	94,155
2016 YTD ^f	19,522	62,765	211,392	14,161	307,840	2016 YTD	82,046
2017 YTD as % of 2016 YTD	102	102	100	101	100	% change YTD	115
Last 4 weeks as % of 2016 ²	51	63	50	59	53	Last 4wks % 2016	131
Last 4 weeks as % of 4-year avg. ²	88	83	72	97	77	Last 4wks % 4 yr	156
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

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2016 and prior 4-year average.

³ Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

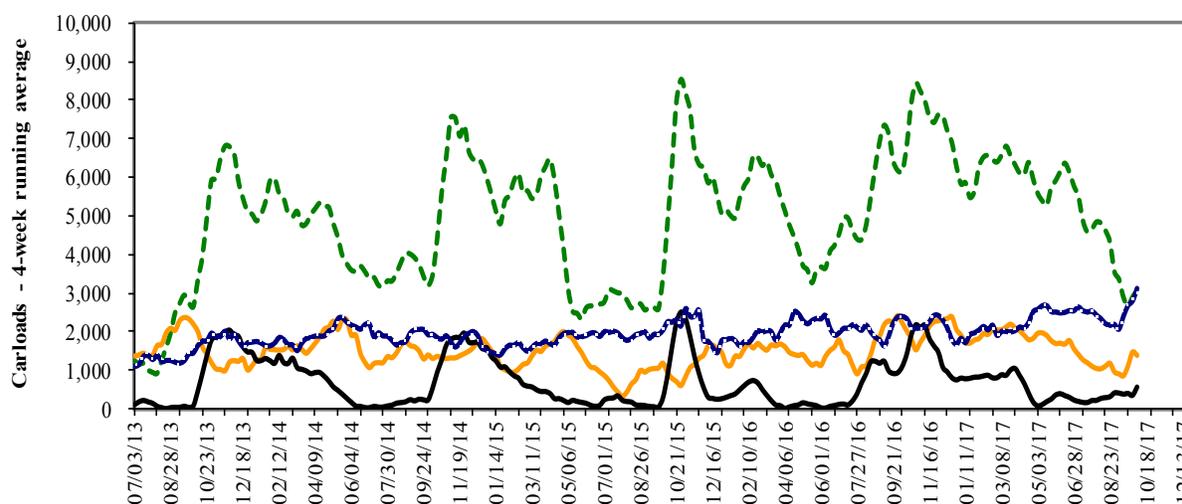
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 24 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail Deliveries to Port



--- Pacific Northwest: 4 wks. Ending 10/04--down 50% from same period last year; down 28% from 4-year average
--- Texas Gulf: 4 wks. ending 10/04--down 37% from same period last year; down 17% from the 4-year average
--- Miss. River: 4 wks. ending 10/04--down 49% from same period last year; down 12% from 4-year average
--- Cross-border: 4 wks. ending 9/30--up 31% from same period last year; up 56% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

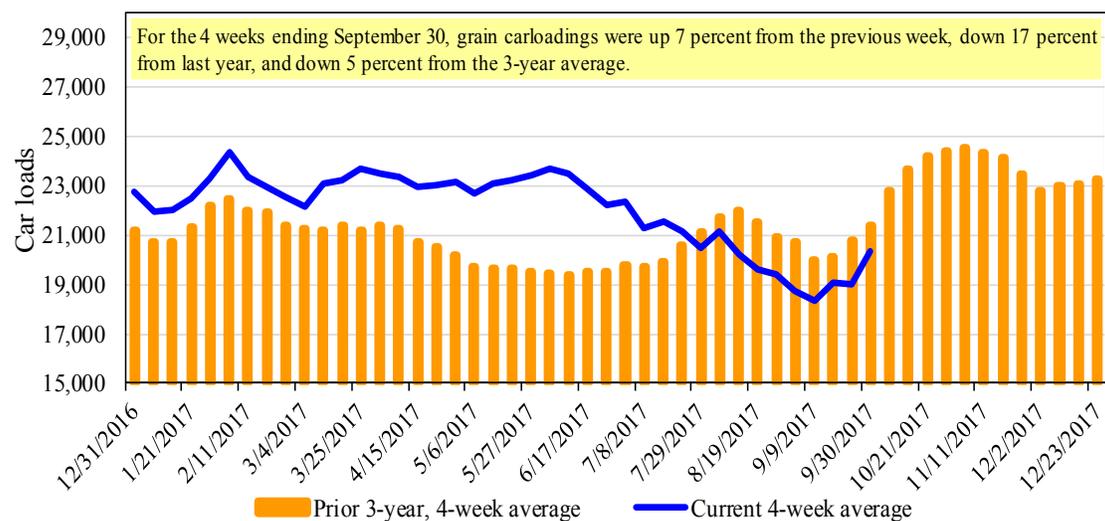
For the week ending: 9/30/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,056	3,221	11,143	1,189	6,021	23,630	3,512	5,560
This week last year	2,390	3,147	13,757	932	7,397	27,623	5,557	5,253
2017 YTD	63,727	106,912	430,201	36,888	221,961	859,689	145,441	178,025
2016 YTD	66,256	106,666	434,075	33,257	217,104	857,358	132,215	170,069
2017 YTD as % of 2016 YTD	96	100	99	111	102	100	110	105
Last 4 weeks as % of 2016*	79	109	80	115	77	83	83	92
Last 4 weeks as % of 3-yr avg.**	88	115	93	106	92	95	86	99
Total 2016	95,179	151,016	590,779	45,246	300,836	1,183,056	193,788	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 Offerings¹ (\$/car)²

For the week ending: 10/5/2017		Delivery period							
		Oct-17	Oct-16	Nov-17	Nov-16	Dec-17	Dec-16	Jan-18	Jan-17
BNSF ³	COT grain units	no bids	no bids	no bids	no offer	no bids	no bids	no bids	no bids
	COT grain single-car ⁵	0	118	0	no offer	0	3	0	8
UP ⁴	GCAS/Region 1	no bids	no offer	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no bids	no offer	no bids	no bids	no bids	no bids	n/a	n/a

¹Auction offerings are for single-car and unit train shipments only.

²Average premium/discount to tariff, last auction

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

⁴UP - GCAS = Grain Car Allocation System

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

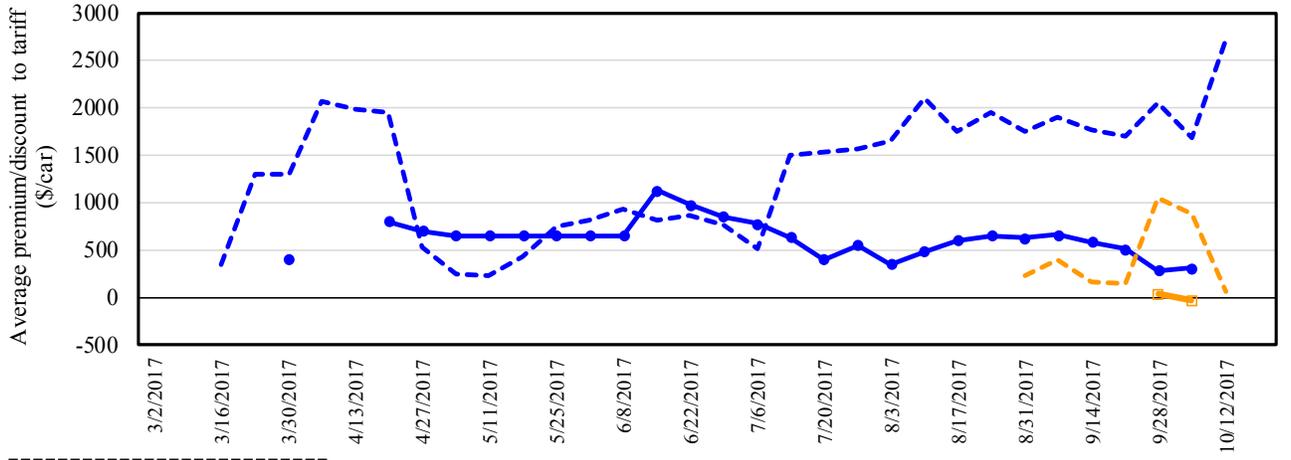
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

⁵Range 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 October 2017, Secondary Market



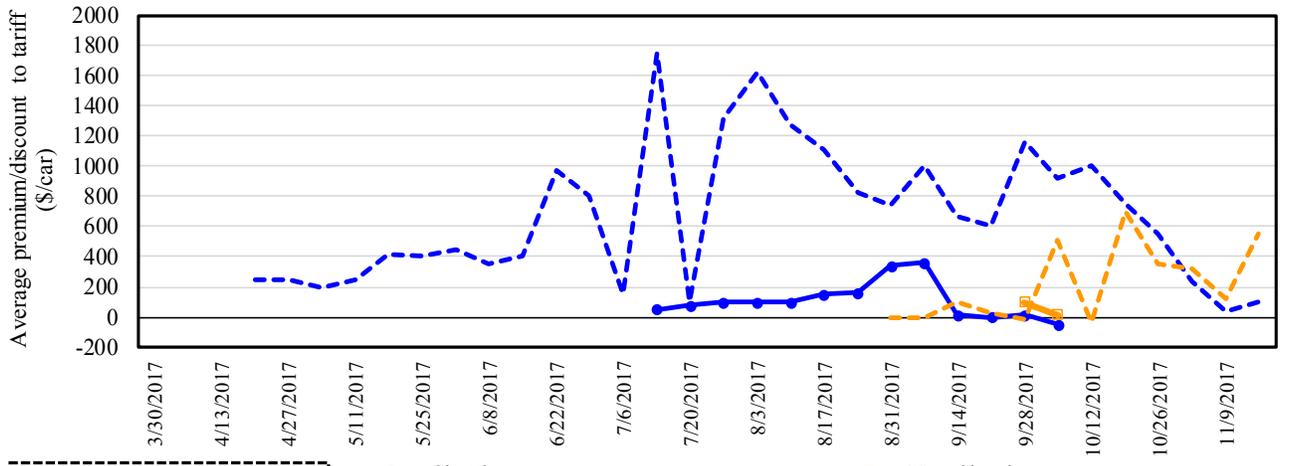
10/5/2017	BNSF	UP
Non-Shuttle	-\$100	\$28
Shuttle	\$417	\$200

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

Average Non-shuttle bids/offers fell \$68 this week, and are \$68 below the peak.
 Average Shuttle bids/offers rose \$23 this week and are \$817 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 November 2017, Secondary Market



10/5/2017	BNSF	UP
Non-Shuttle	n/a	\$13
Shuttle	-\$100	\$0

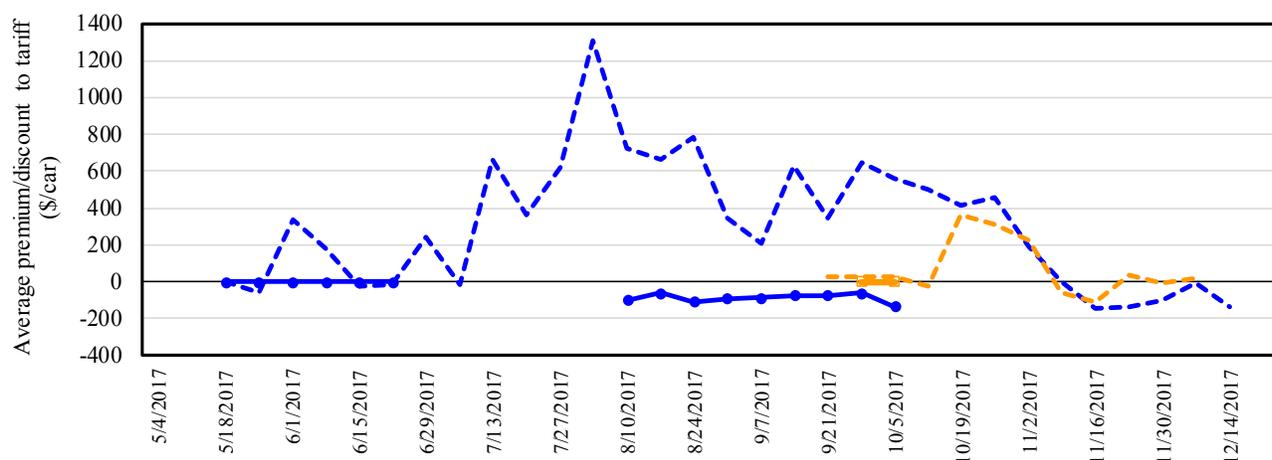
Shuttle prior 3-yr avg. (same week) Non-Shuttle prior 3-yr avg. (same week)

Average Non-shuttle bids/offers fell \$88 this week, and are \$88 below the peak.
 Average Shuttle bids/offers fell \$65 this week and are \$413 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 December 2017, Secondary Market



10/5/2017	BNSF	UP		
Non-Shuttle	n/a	\$0		
Shuttle	-\$100	-\$167		

—●— 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 \$71 this week and are \$133 below the peak.

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

Table 6

Weekly Secondary Railcar Market (\$/car)¹

For the week ending: 10/5/2017		Delivery period					
		Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18
Non-shuttle	BNSF-GF	(100)	n/a	n/a	n/a	n/a	n/a
	Change from last week	(62)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	(167)	n/a	n/a	n/a	n/a	n/a
	UP-Pool	28	13	0	n/a	n/a	n/a
	Change from last week	(72)	(88)	0	n/a	n/a	n/a
	Change from same week 2016	(148)	(38)	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	417	(100)	(100)	n/a	n/a	n/a
	Change from last week	63	(163)	(75)	n/a	n/a	n/a
	Change from same week 2016	(867)	(750)	n/a	n/a	n/a	n/a
	UP-Pool	200	0	(167)	n/a	n/a	n/a
	Change from last week	(17)	33	(67)	n/a	n/a	n/a
	Change from same week 2016	(100)	(150)	(117)	n/a	n/a	n/a

¹Average 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 Shipments¹

October, 2017	Origin region ³	Destination region ³	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y ⁴
					metric ton	bushel ²	
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,883	\$51	\$39.06	\$1.06	4
	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	\$89	\$45.97	\$1.25	4
	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	4
	Amarillo, TX	Los Angeles, CA	\$5,021	\$136	\$51.21	\$1.39	4
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,931	\$101	\$40.04	\$1.02	8
	Toledo, OH	Raleigh, NC	\$6,344	\$0	\$63.00	\$1.60	5
	Des Moines, IA	Davenport, IA	\$2,258	\$21	\$22.63	\$0.57	0
	Indianapolis, IN	Atlanta, GA	\$5,446	\$0	\$54.08	\$1.37	5
	Indianapolis, IN	Knoxville, TN	\$4,540	\$0	\$45.08	\$1.15	5
	Des Moines, IA	Little Rock, AR	\$3,609	\$63	\$36.46	\$0.93	3
	Des Moines, IA	Los Angeles, CA	\$5,327	\$182	\$54.71	\$1.39	4
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,634	\$74	\$36.83	\$1.00	-6
	Toledo, OH	Huntsville, AL	\$5,287	\$0	\$52.50	\$1.43	5
	Indianapolis, IN	Raleigh, NC	\$6,460	\$0	\$64.15	\$1.75	5
	Indianapolis, IN	Huntsville, AL	\$4,764	\$0	\$47.31	\$1.29	5
	Champaign-Urbana, IL	New Orleans, LA	\$4,745	\$101	\$48.12	\$1.31	6
Shuttle Train							
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	\$5,663	\$0	\$56.24	\$1.53	3
	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	\$160	\$59.30	\$1.61	4
	Minneapolis, MN	Portland, OR	\$5,000	\$0	\$49.65	\$1.26	0
Corn	Sioux Falls, SD	Tacoma, WA	\$4,960	\$0	\$49.26	\$1.25	0
	Champaign-Urbana, IL	New Orleans, LA	\$3,731	\$101	\$38.05	\$0.97	8
	Lincoln, NE	Galveston-Houston, TX	\$3,700	\$0	\$36.74	\$0.93	0
	Des Moines, IA	Amarillo, TX	\$3,970	\$79	\$40.21	\$1.02	3
	Minneapolis, MN	Tacoma, WA	\$5,000	\$0	\$49.65	\$1.26	0
	Council Bluffs, IA	Stockton, CA	\$4,820	\$0	\$47.86	\$1.22	2
	Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,600	\$0	\$55.61	\$1.51
Minneapolis, MN		Portland, OR	\$5,650	\$0	\$56.11	\$1.53	0
Fargo, ND		Tacoma, WA	\$5,500	\$0	\$54.62	\$1.49	0
Council Bluffs, IA		New Orleans, LA	\$4,775	\$116	\$48.57	\$1.32	6
Grand Island, NE		Portland, OR	\$5,710	\$164	\$58.33	\$1.59	6

¹A 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.

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

³Regional economic areas are defined by the Bureau of Economic Analysis (BEA)

⁴Percentage 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

Date: October, 2017			Fuel				Percent
Commodity	Origin state	Destination region	Tariff rate/car ¹	surcharge per car ²	Tariff plus surcharge per:		change ⁴ Y/Y
					metric ton ³	bushel ³	
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	0
	OK	Cuautitlan, EM	\$6,631	\$70	\$68.46	\$1.86	1
	KS	Guadalajara, JA	\$7,309	\$261	\$77.35	\$2.10	5
	TX	Salinas Victoria, NL	\$4,292	\$43	\$44.29	\$1.20	3
Corn	IA	Guadalajara, JA	\$8,293	\$216	\$86.94	\$2.21	3
	SD	Celaya, GJ	\$7,700	\$0	\$78.68	\$2.00	2
	NE	Queretaro, QA	\$8,013	\$145	\$83.36	\$2.12	2
	SD	Salinas Victoria, NL	\$6,743	\$0	\$68.90	\$1.75	2
	MO	Tlalnepantla, EM	\$7,379	\$142	\$76.85	\$1.95	2
	SD	Torreon, CU	\$7,300	\$0	\$74.59	\$1.89	2
Soybeans	MO	Bojay (Tula), HG	\$8,134	\$203	\$85.18	\$2.32	-5
	NE	Guadalajara, JA	\$8,692	\$218	\$91.03	\$2.47	-2
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	0
	KS	Torreon, CU	\$7,489	\$152	\$78.07	\$2.12	1
Sorghum	NE	Celaya, GJ	\$7,345	\$195	\$77.03	\$1.95	4
	KS	Queretaro, QA	\$7,819	\$87	\$80.78	\$2.05	3
	NE	Salinas Victoria, NL	\$6,452	\$70	\$66.63	\$1.69	4
	NE	Torreon, CU	\$6,790	\$143	\$70.83	\$1.80	4

¹Rates 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.

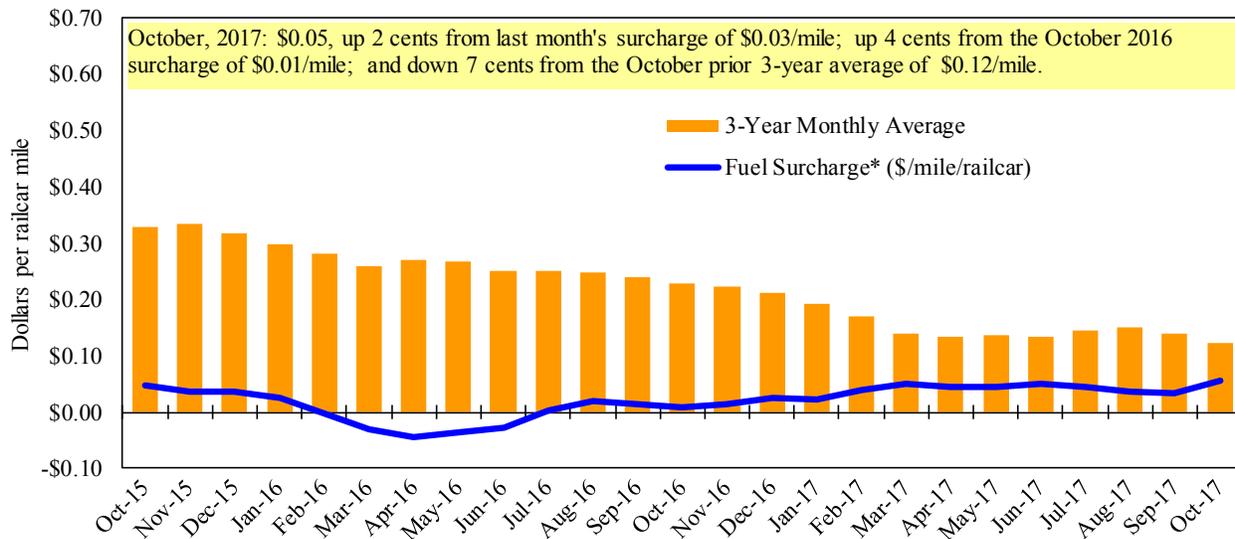
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V. railroad fuel surcharge policy as of 10/01/2009

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

⁴Percentage 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 Average¹

¹ 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^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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
Rate¹	10/10/2017	450	413	413	363	425	425	375
	10/3/2017	763	788	775	800	1013	1013	1075
\$/ton	10/10/2017	27.86	21.97	19.16	14.48	19.93	17.17	11.78
	10/3/2017	47.23	41.92	35.96	31.92	47.51	40.93	33.76
Current week % change from the same week:								
	Last year	3	6	20	24	36	36	36
	3-year avg. ²	-28	-37	-36	-36	-36	-36	-33
Rate¹	November	425	350	350	288	325	325	288
	January	-	-	320	233	275	275	198

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds; "-" = closed

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.

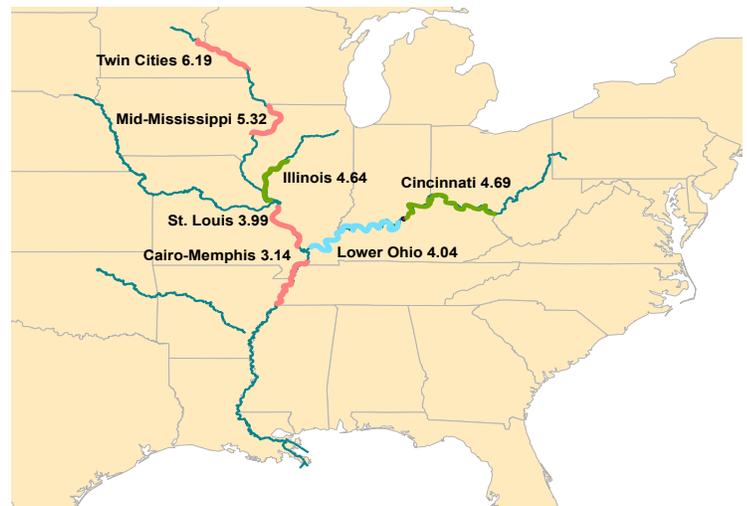
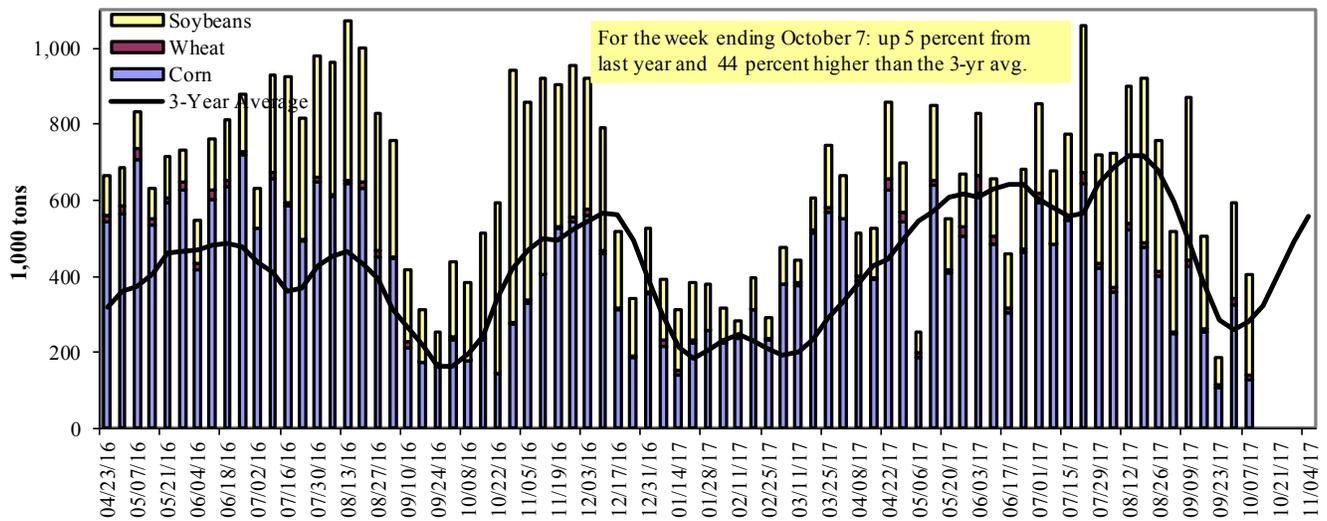


Figure 10

Barge Movements on the Mississippi River¹ (Locks 27 - Granite City, IL)



¹ 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 10/7/2017	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	42	8	77	2	128
Winfield, MO (L25)	59	13	208	6	285
Alton, IL (L26)	118	11	268	6	403
Granite City, IL (L27)	129	11	263	6	410
Illinois River (L8)					
	23	0	53	0	76
Ohio River (L52)					
	13	0	94	0	106
Arkansas River (L1)					
	3	20	57	0	80
Weekly total - 2017	145	31	414	6	596
Weekly total - 2016	321	27	273	10	631
2017 YTD ¹	18,107	1,977	10,997	246	31,327
2016 YTD	19,210	1,749	9,620	285	30,864
2017 as % of 2016 YTD	94	113	114	86	102
Last 4 weeks as % of 2016 ²	74	109	137	72	101
Total 2016	24,136	2,030	16,668	344	43,178

¹ 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.

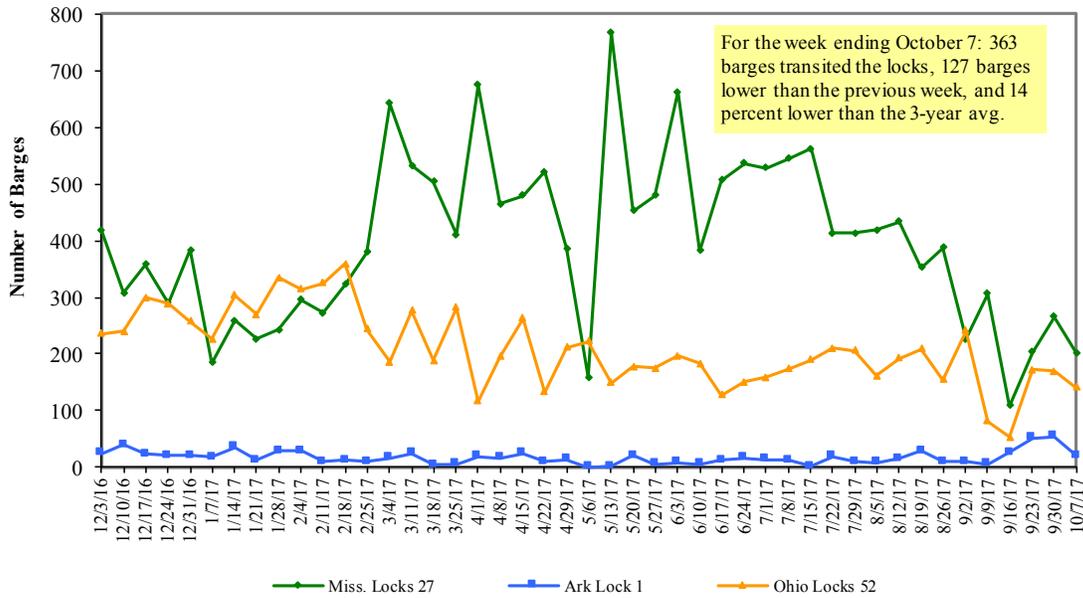
² As a percent of same period in 2016.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

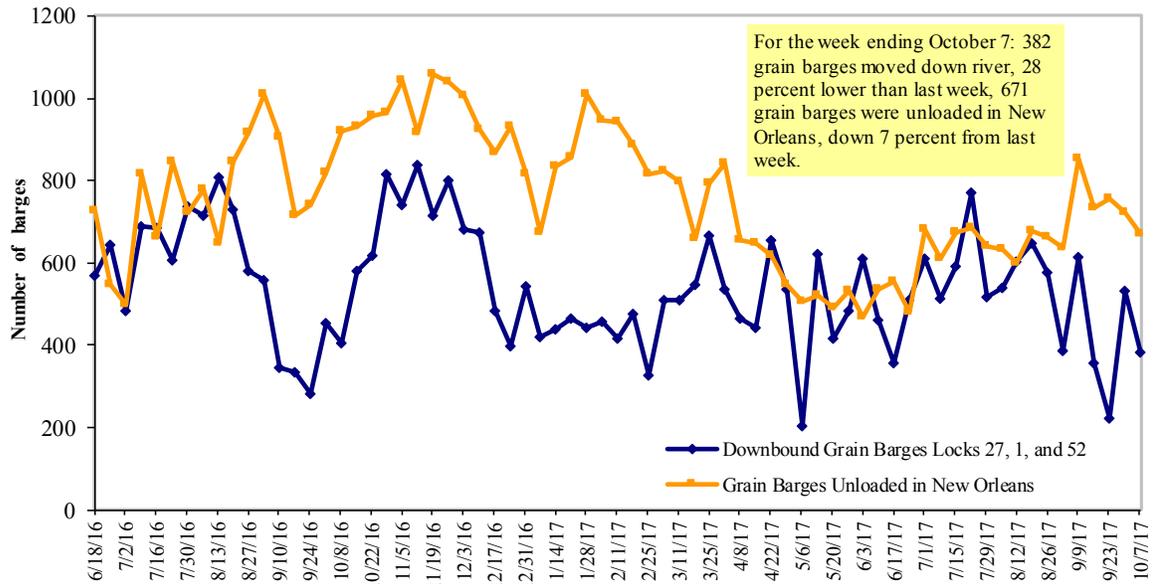
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 Prices¹, Week Ending 10/9/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.793	-0.026	0.352
	New England	2.751	-0.016	0.298
	Central Atlantic	2.919	-0.015	0.379
	Lower Atlantic	2.712	-0.036	0.349
II	Midwest ²	2.738	-0.009	0.321
III	Gulf Coast ³	2.599	-0.016	0.282
IV	Rocky Mountain	2.856	-0.004	0.348
V	West Coast	3.088	-0.021	0.376
	West Coast less California	2.993	-0.025	0.402
	California	3.166	-0.016	0.357
Total	U.S.	2.776	-0.016	0.331

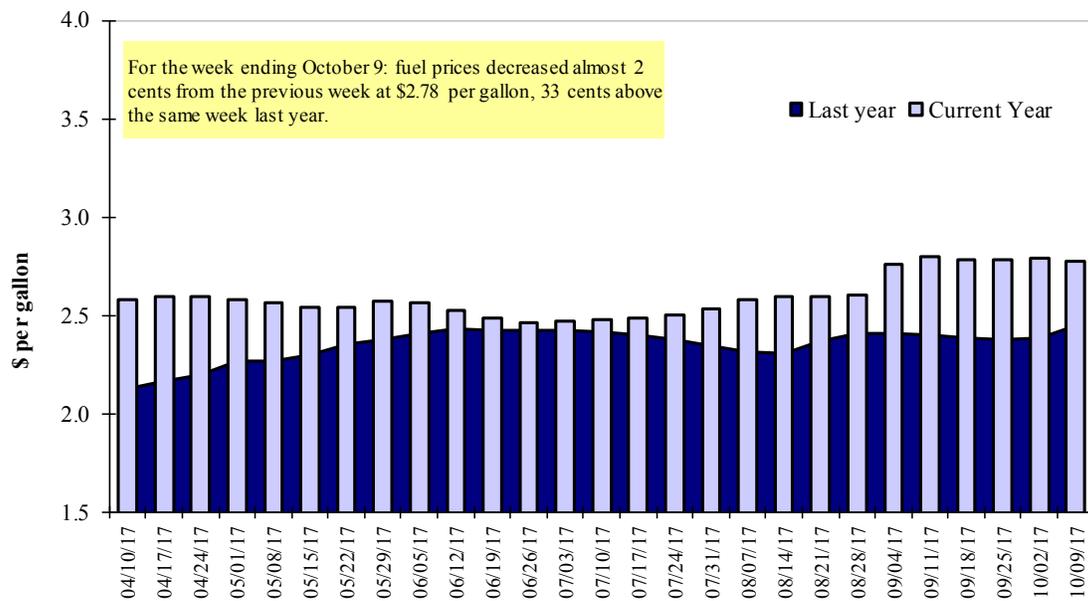
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same 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			
Export Balances¹									
9/28/2017	1,448	536	1,294	1,247	107	4,632	9,052	19,263	32,948
This week year ago	1,835	499	1,433	921	67	4,754	15,172	24,853	44,779
Cumulative exports-marketing year²									
2017/18 YTD	3,794	829	2,548	2,058	150	9,379	3,112	4,068	16,558
2016/17 YTD	4,249	785	2,979	1,513	137	9,663	5,432	3,440	18,535
YTD 2017/18 as % of 2016/17	89	106	86	136	110	97	57	118	89
Last 4 wks as % of same period 2016/17	83	109	94	142	161	101	62	72	72
2016/17 Total	11,096	2,285	7,923	4,254	484	26,042	41,864	51,156	119,062
2015/16 Total	5,538	3,057	6,285	3,551	670	19,101	45,564	49,821	114,486

¹ Current unshipped (outstanding) export sales to date

² Shipped export sales to date; new marketing year now in effect for wheat, corn, and soybeans

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

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

Table 13

Top 5 Importers¹ of U.S. Corn

For the week ending 9/28/2017			% change current MY from last MY	Exports ³ 3-year avg 2014-2016 - 1,000 mt -
	2017/18 Current MY	2016/17 Last MY		
Mexico	5,438	6,177	(12)	12,297
Japan	1,400	2,632	(47)	11,450
Korea	194	1,170	(83)	4,494
Colombia	889	1,131	(21)	4,179
Peru	609	618	(1)	2,693
Top 5 Importers	8,530	11,728	(27)	35,113
Total US corn export sales	12,164	18,543	(34)	49,308
% of Projected	26%	32%		
Change from prior week ²	814	2,061		
Top 5 importers' share of U.S. corn export sales	70%	63%		71%
USDA forecast, Septemberr 2017	47,074	58,346	(19)	
Corn Use for Ethanol USDA forecast, September 2017	139,065	138,049	1	

¹ Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

² 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.

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

Table 14

Top 5 Importers¹ of U.S. Soybeans

For the week ending 9/28/2017	Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg. 2014-2016
	2017/18 Current MY	2016/17 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	10,667	12,627	(16)	31,881
Mexico	1,317	1,182	11	3,452
Indonesia	514	424	21	1,987
Japan	641	720	(11)	2,067
Netherlands	0	0	0	2,098
Top 5 importers	13,139	14,953	(12)	41,486
Total US soybean export sales	23,331	28,293	(18)	52,919
% of Projected	38%	48%		
Change from prior week ²	1,016	2,180		
Top 5 importers' share of U.S. soybean export sales	56%	53%		78%
USDA forecast, September 2017	60,627	59,128	103	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative 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 sales³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

For the week ending 9/28/2017	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg 2014-2016
	2017/18 Current MY	2016/17 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,347	1,277	5	2,620
Mexico	1,715	1,417	21	2,743
Philippines	1,742	1,590	10	2,395
Brazil	95	958	(90)	862
Nigeria	718	642	12	1,254
Korea	1,032	760	36	1,104
China	600	495	21	1,623
Taiwan	656	463	41	768
Indonesia	611	458	34	726
Colombia	370	424	(13)	635
Top 10 importers	8,885	8,484	5	14,729
Total US wheat export sales	14,011	14,418	(3)	22,804
% of Projected	53%	50%		
Change from prior week ²	492	377		
Top 10 importers' share of U.S. wheat export sales	63%	59%		65%
USDA forecast, September 2017	26,567	28,747	(8)	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
http://www.fas.usda.gov/esrquery/. Total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales³ 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 10/05/17	Previous Week ¹	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.	
Pacific Northwest									
Wheat	258	514	50	12,374	10,063	123	102	97	12,325
Corn	0	190	0	10,237	10,448	98	21	40	12,009
Soybeans	348	0	n/a	6,038	6,250	97	42	104	14,447
Total	606	704	86	28,649	26,762	107	58	78	38,782
Mississippi Gulf									
Wheat	5	76	6	3,599	2,871	125	142	70	3,480
Corn	341	404	84	24,495	25,250	97	54	73	31,420
Soybeans	1,025	840	122	19,842	19,432	102	121	129	35,278
Total	1,370	1,320	104	47,935	47,553	101	89	102	70,178
Texas Gulf									
Wheat	86	135	63	5,380	4,518	119	54	91	6,019
Corn	0	62	0	653	1,389	47	33	68	1,669
Soybeans	0	14	0	14	124	11	42	104	1,105
Total	86	211	41	6,047	6,031	100	49	87	8,792
Interior									
Wheat	7	31	22	1,461	1,174	124	49	61	1,543
Corn	165	153	108	6,522	5,546	118	120	135	7,197
Soybeans	134	78	172	3,745	3,014	124	161	155	4,577
Total	306	262	117	11,728	9,734	120	114	127	13,317
Great Lakes									
Wheat	14	0	n/a	529	830	64	41	51	1,186
Corn	0	0	n/a	173	452	38	1060	121	584
Soybeans	50	0	n/a	392	187	210	308	424	910
Total	64	0	n/a	1,094	1,469	74	95	103	2,681
Atlantic									
Wheat	0	0	n/a	44	201	22	117	1	315
Corn	5	0	n/a	19	186	10	7	7	294
Soybeans	6	13	44	1,088	1,112	98	124	259	2,269
Total	10	13	79	1,151	1,498	77	44	43	2,878
U.S. total from ports²									
Wheat	369	756	49	23,388	19,657	119	79	85	24,867
Corn	511	809	63	42,098	43,271	97	53	75	53,173
Soybeans	1,562	944	166	31,118	30,118	103	107	125	58,587
Total	2,442	2,510	97	96,604	93,046	104	78	96	136,627

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

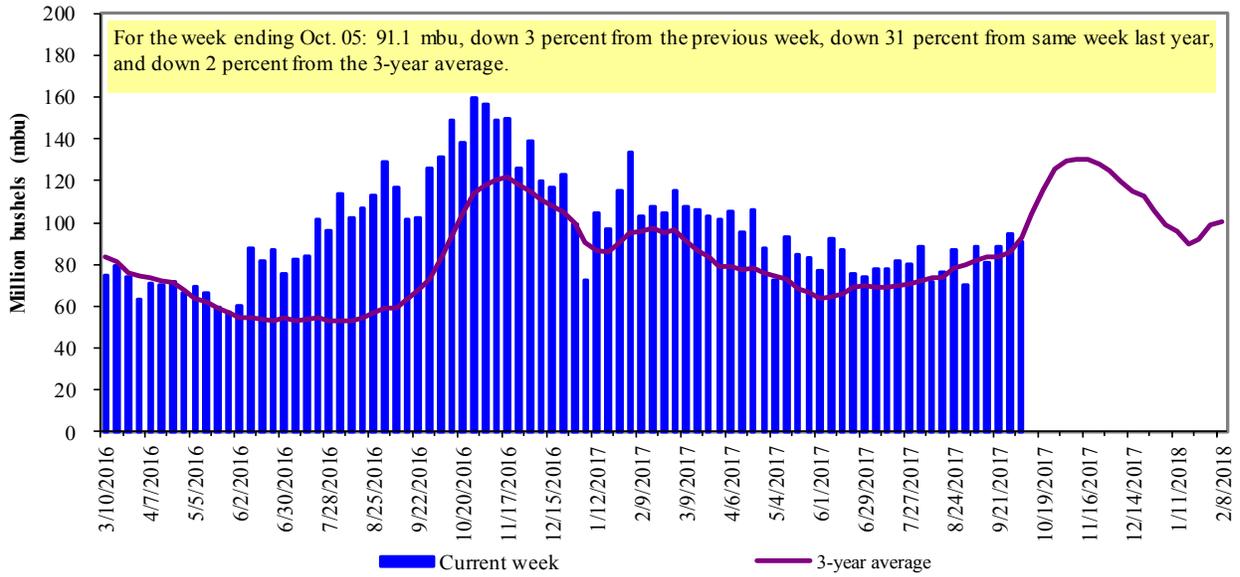
Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

²Total only includes regions shown above.

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 58 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2016.

Figure 14

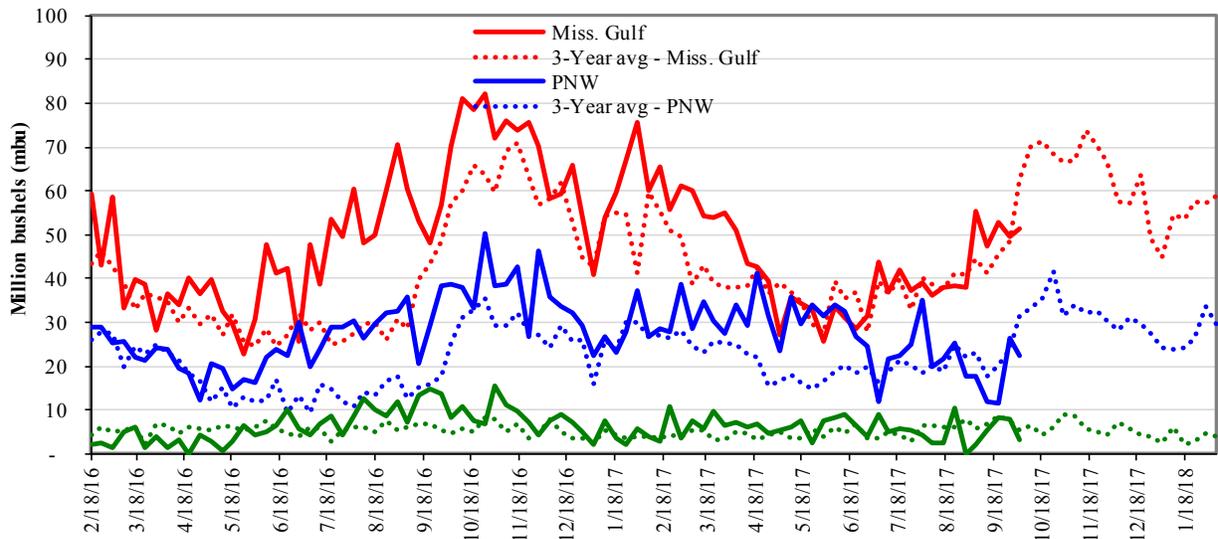
U.S. grain inspected for export (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)
 Note: 3-year average consists of 4-week running average

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



<u>Week ending 10/05/17 inspections (mbu):</u>		<u>Percent change from:</u>				
Mississippi Gulf:	51.2	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	22.3	Last Year (same	up 3	down 60	down 5	down 15
Texas Gulf:	3.2	3-yr avg. (4-wk. mov.	down 27	down 62	down 31	down 42
			up 4	down 56	down 4	down 4

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

Ocean Transportation

Table 17

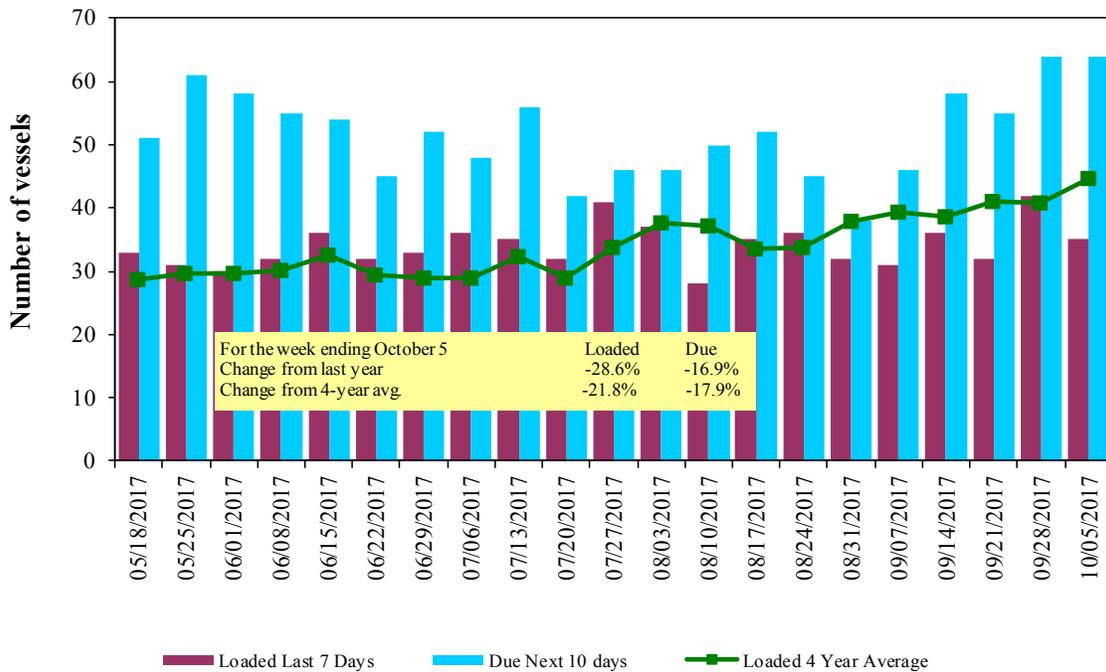
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
10/5/2017	50	35	64	0	n/a
9/28/2017	46	42	64	15	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

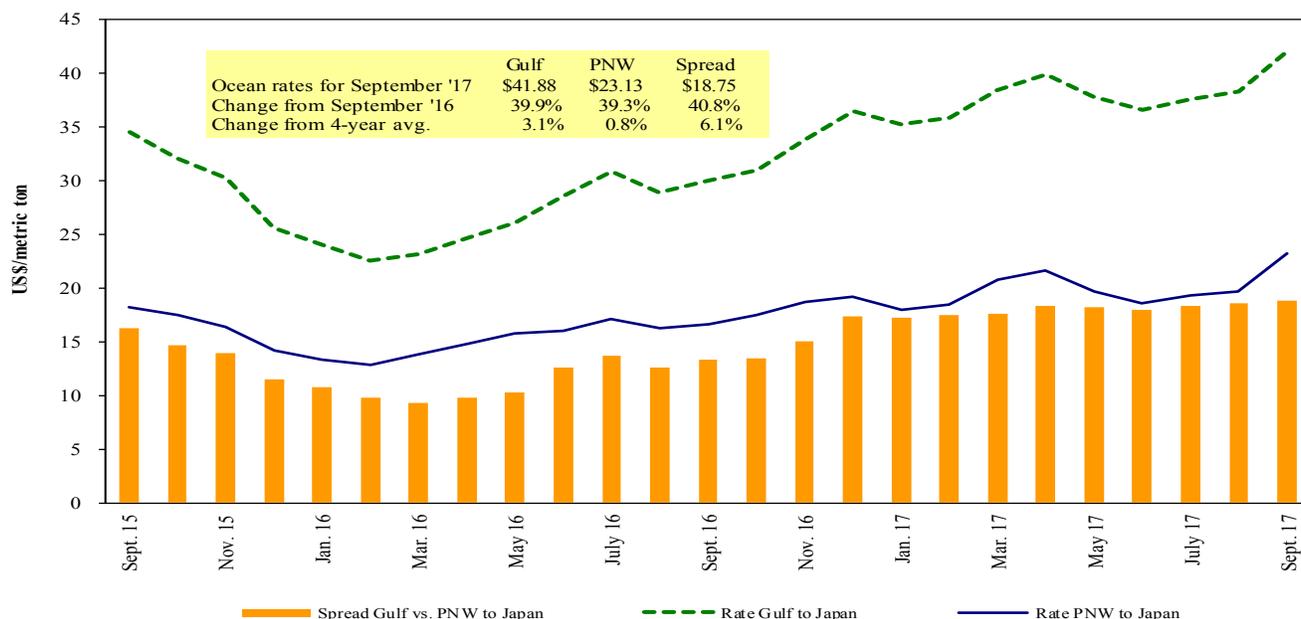
U.S. Gulf Vessel Loading Activity



Source: Transportation & Marketing Programs/AMS/USDA
¹U.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 10/07/2017

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Nov 1/10	66,000	41.25
U.S. Gulf	China	Heavy Grain	Nov 1/10	66,000	42.00
U.S. Gulf	China	Heavy Grain	Nov 1/10	66,000	41.50
U.S. Gulf	China	Heavy Grain	Oct 23/30	60,000	40.50
U.S. Gulf	China	Heavy Grain	Oct 15/30	66,000	42.50
U.S. Gulf	China	Heavy Grain	Oct 10/20	66,000	41.00
U.S. Gulf	China	Heavy Grain	Oct 1/10	66,000	41.25
U.S. Gulf	China	Heavy Grain	Oct 1/10	66,000	41.50
U.S. Gulf	China	Heavy Grain	Oct 1/10	66,000	38.75
U.S. Gulf	China	Heavy Grain	Sep 5/15	66,000	37.00
U.S. Gulf	China	Heavy Grain	Sep 5/15	66,000	39.00
U.S. Gulf	China	Heavy Grain	Sep 1/10	60,000	38.50
U.S. Gulf	China	Heavy Grain	Aug 25/30	66,000	37.75
U.S. Gulf	China	Heavy Grain	Aug 22/28	60,000	35.10
U.S. Gulf	Djibouti	Wheat	Sep 15/25	30,000	54.50*
PNW	China	Heavy Grain	Oct 1/10	60,000	25.00
PNW	Bangladesh	Wheat	Sep 29/Oct 9	13,620	58.00*
Brazil	China	Heavy Grain	Oct 25/ Nov 10	60,000	32.50
Brazil	China	Heavy Grain	Oct 6/15	60,000	33.00
Brazil	China	Heavy Grain	Oct 1/10	60,000	332.75
Brazil	China	Heavy Grain	Sep 28/Oct 10	60,000	30.25
Brazil	Malaysia	Heavy Grain	Aug 15/24	65,000	23.75

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

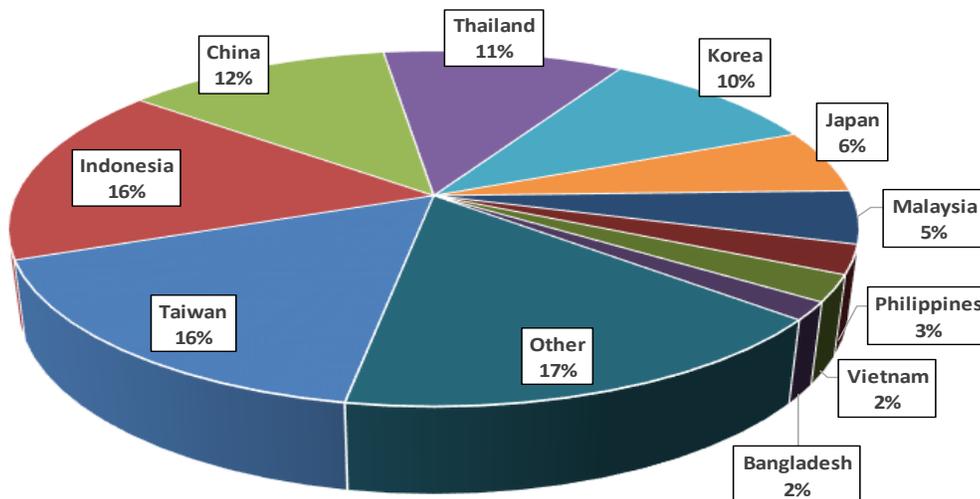
* 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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–July 2017

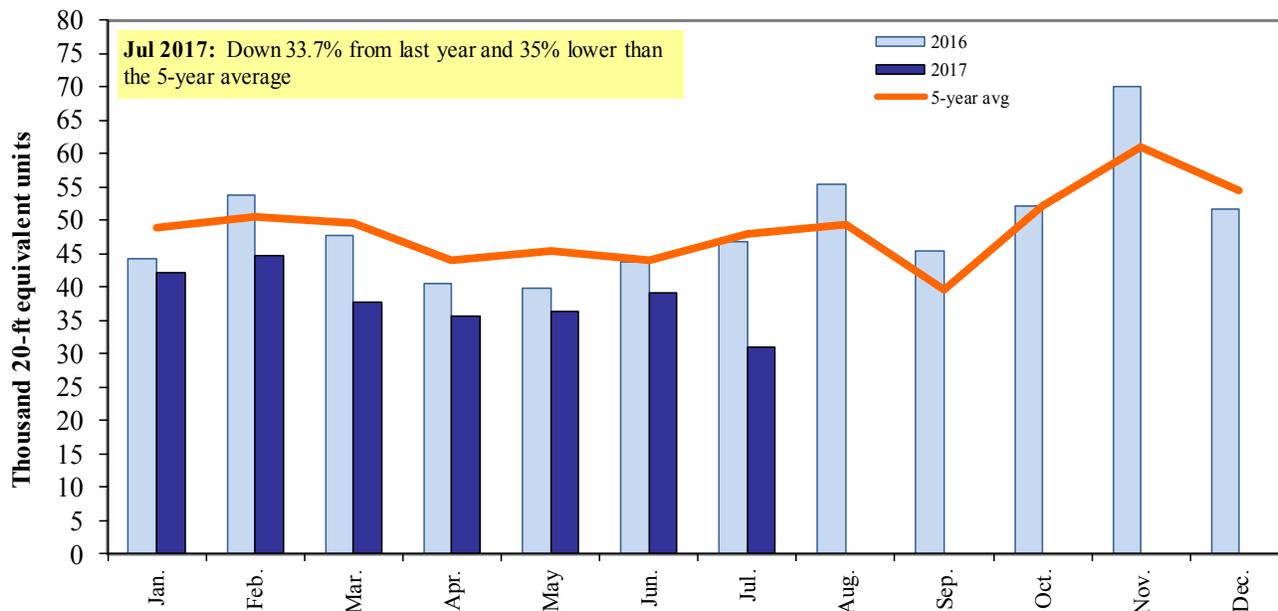


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

Contacts and Links

Coordinators

Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
Pierre Bahizi	pierre.bahizi@ams.usda.gov	(202) 690 - 0992
Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701

Weekly Highlight Editors

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

Grain Transportation Indicators

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

Rail Transportation

Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701
Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Jesse Gastelle	jesse.gastelle@ams.usda.gov	(202) 690 - 1144
Peter Caffarelli	petera.caffarelli@ams.usda.gov	(202) 690 - 3244

Barge Transportation

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

Truck Transportation

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

Grain Exports

Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
-------------	--	------------------

Ocean Transportation

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

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. October 12, 2017. Web: <http://dx.doi.org/10.9752/TS056.10-12-2017>

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

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

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