

# Grain Transportation Report

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



Contact Us

October 19, 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 26, 2017

### Total Grain Inspections Remain Stable

For the week ending October 12, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 2.52 million metric tons (mmt), unchanged from the previous week, down 37 percent from the same time last year, and 11 percent below the 3-year average. Total inspections of soybeans continued to rise, increasing 19 percent from the previous week. Pacific Northwest (PNW) inspections increased 35 percent but Mississippi Gulf inspections decreased 14 percent from the past week. Rail deliveries of grain to major U.S. ports are increasing as the fall harvest intensifies. Outstanding (unshipped) export sales were up for corn and soybeans but down for wheat.

### Ohio River Locks and Dam 52 Re-opens with Long Line of Barges Waiting to Transit

On October 16, Ohio River Locks and Dam (L&D) 52 reopened after being closed for about a week due to high water conditions that stopped all traffic on the lower Ohio River. The closure caused a backlog of nearly 60 vessels with over 650 barges of all commodities waiting to transit the site. As of October 17, barge rates for export grain on the Ohio River increased 12 percent compared to the previous week due, in part, to a reduced availability of upbound empty barges. As of the week ending October 14, the number of upbound empty barges that had transited L&D 52 was only 31, significantly lower than the previous week's total of 141 upbound empties. Overall, year-to-date tonnages on the locking sections of the Mississippi, Ohio, and Arkansas Rivers were 31.8 million tons, about the same as last year at this time, but 31 percent higher than the 5-year average.

### Ohio Valley Intermodal Agreement Offers New Opportunity for Ag Shippers

On October 9, Canadian Pacific Railway announced a new partnership with shortline railroad Genesee & Wyoming and Bluegrass Farms of Ohio that will link the Port of Vancouver with Bluegrass Farm's intermodal facility in the Ohio Valley. The new service will bring intermodal rail traffic through the Port of Vancouver to Jeffersonville, OH, and offer backhaul opportunities for bulk agricultural products, such as soybeans, to be loaded in the empty containers destined for Asian markets. In addition, there are seven ethanol plants operating within Ohio, two of which are located within 80 miles of the intermodal facility, which may benefit from new options for shipping dried distillers grains with solubles, a co-product of the ethanol process.

## Snapshots by Sector

### Export Sales

For the week ending October 5, **unshipped balances** of wheat, corn, and soybeans totaled 34.3 mmt, down 23 percent from the same time last year. Net weekly **wheat export sales** were .175 mmt, down 65 percent from the previous week. Net **corn export sales** were 1.5 mmt, up 87 percent from the previous week, and net **soybean export sales** were 1.7 mmt for the same period, up 70 percent from the previous week.

### Rail

U.S. Class I railroads originated 24,741 **grain carloads** for the week ending October 7, up 5 percent from the previous week, down 8 percent from last year, and unchanged from the 3-year average.

Average October shuttle **secondary railcar** bids/offers per car were \$388 above tariff for the week ending October 12, up \$79 from last week, and \$863 lower than last year. There were no non-shuttle bids/offers this week.

### Barge

For the week ending October 14, **barge grain movements** totaled 485,989 tons, 18 percent lower than the previous week, and down 46 percent from the same period last year.

For the week ending October 14, 323 grain barges **moved down river**, down 15 percent from last week. 713 grain barges were **unloaded in New Orleans**, up 6 percent from the previous week.

### Ocean

For the week ending October 12, 31 **ocean-going grain vessels** were loaded in the Gulf, 38 percent less than the same period last year. Sixty-one vessels are expected to be loaded within the next 10 days, 19 percent less than the same period last year.

For the week ending October 12, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$42.50 per metric ton, 2 percent more than the previous week. The cost of shipping from the PNW to Japan was \$24.00 per metric ton, 4 percent more than the previous week.

### Fuel

During the week ending October 16, average **diesel fuel prices** increased 1 cent from the previous week to \$2.79 per gallon, 31 cents above the same week last year.

# Feature Article/Calendar

## Third Quarter Grain Inspections Down; Interior Reaches Record

Total third quarter 2017 inspections of wheat, corn, and soybeans for export from all U.S. ports reached 28.1 million metric tons (mmt), down 22 percent from the same time last year, but 18 percent above the 5-year average, according to the Grain Inspection, Packers and Stockyards Administration (GIPSA) (*see table*). Individually, total inspections of corn, soybean, and wheat were down from the levels they reached last year during the third quarter, with a notable drop in corn due primarily to lower shipments to Asia. Interior grain inspections reached an all-time high during the third quarter as shipments of corn and soybeans to Mexico increased significantly.

Third quarter grain inspections in the U.S. Gulf reached 16.5 mmt, down 24 percent from last year but 16 percent above the 5-year average (*see table*). The U.S. Gulf's share (59 percent) of total grain exports was down slightly from the previous year. Third quarter rail deliveries of grain to the U.S. Gulf ports were down 43 from last year. Barge movements of grain through the Mississippi River locks were up 10 percent from the second quarter but down 8 percent from last year due to lock repairs and high water conditions. Third quarter ocean rates for shipping grain from the U.S. Gulf to Japan increased 3 percent from the second quarter and 31 percent from last year.

**Total Third Quarter Grain Inspections By Port Regions, 2007-2017**

Year	PNW	% of Average	U.S. Gulf	% of Average	Atlantic/Great Lakes	% of Average	Interior	% of Average	U.S. Total <sup>1</sup>	% of Average
				1000 Metric Tons						
2007	5,927	96%	17,030	120%	2,112	238%	2,668	108%	27,737	117%
2008	6,775	110%	14,334	101%	847	95%	2,441	99%	24,484	103%
2009	6,396	104%	14,670	103%	948	107%	1,843	75%	23,857	100%
2010	7,168	116%	15,294	107%	1,182	133%	2,103	85%	25,747	108%
2011	6,328	103%	11,880	83%	553	62%	2,763	112%	21,524	91%
2012	6,079	99%	11,546	81%	464	52%	2,280	93%	20,370	86%
2013	3,815	62%	12,376	87%	520	59%	1,657	67%	18,368	77%
2014	5,864	95%	12,661	89%	1,076	121%	2,462	100%	22,064	93%
2015	5,154	84%	12,983	91%	1,062	120%	2,636	107%	21,835	92%
2016	9,901	161%	21,685	152%	1,314	148%	3,271	133%	36,234	152%
2017	7,097	115%	16,489	116%	652	73%	3,862	157%	28,098	118%
2012-2016 Avg.	6,163		14,250		887		2,461		23,774	

Source: USDA/GIPSA

<sup>1</sup>Total includes corn, soybeans, and wheat

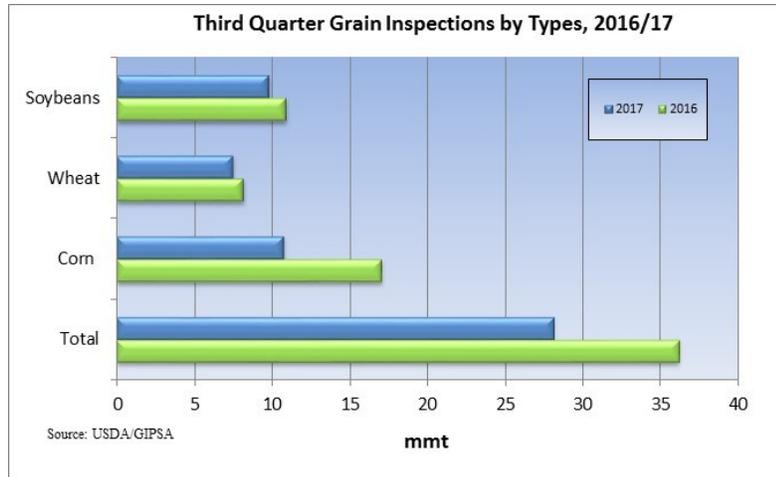
Total Pacific Northwest (PNW) grain inspections reached 7.1 mmt, down 28 percent from last year but 15 percent above the 5-year average (*see table*). Lower PNW inspections were caused primarily by a significant drop in corn inspections, destined primarily to Asia. Decreased PNW grain inspections were reflected by a 33 percent drop in rail deliveries of grain to PNW ports. Third quarter PNW corn inspections decreased 62 percent, but wheat inspections increased 9 percent. PNW soybean inspections were unchanged from last year. Ocean rates for shipping grain through the PNW increased 4 percent from quarter to quarter and 25 percent from year to year.

Third quarter Atlantic-Great Lakes grain inspections totaled .652 mmt, down 50 percent from last year and 27 percent below the 5-year average. Corn inspections in the Atlantic-Great Lakes decreased 84 percent from last year, and wheat inspections dropped 60 percent. Inspections of soybeans, however, increased 7 percent from last year.

Interior grain inspections reached a record 3.9 mmt, up 18 percent from last year, and 57 percent above the 5-year average. Over 78 percent of third quarter Interior grain inspections were destined to Mexico and were shipped primarily by rail. Asia accounted for 20 percent of Interior grain inspections. U.S. Interior inspections of corn and soybeans shipped to Mexico increased 20 and 37 percent, respectively, from last year.

### Soybean and Corn Inspections

Total soybean inspections reached 9.8 mmt during the third quarter 2017, down 10 percent from last year, but 90 percent above the 5-year average (*see figure*). Soybean shipments to China were down 21 percent from last year and accounted for 47 percent of total U.S. soybean exports, and 67 percent of soybeans destined to Asia. Third quarter PNW soybean inspections were unchanged from last year while Gulf soybean inspections decreased 15 percent, at 7.2 mmt. Soybean inspections in the Interior reached an all time high of 1.1 mmt, up 24 percent from last year. Interior soybean shipments increased to Mexico and Asia. Soybean inspections in the Atlantic-Great Lakes increased 7 percent from last year. Outstanding (unshipped) soybean export sales were below last year during the third quarter.



U.S. corn inspections reached 10.8 mmt during the third quarter, down 37 percent from last year (*see figure*). Corn inspections, however, were 4 percent above the 5-year average. U.S. corn exports have been facing increased competition from South America and the Ukraine. Third quarter corn inspections reached 1.9 mmt in the PNW, down 62 percent from last year. U.S. Gulf corn inspections totaled 6.6 mmt, down 32 percent from last year. Third quarter Interior corn inspections reached a record 3.9 mmt, up 18 percent from last year. Interior corn inspections to Mexico increased 20 percent from last year. Inspections of corn in the Atlantic-Great Lakes dropped significantly from last year. Compared to last year, total third quarter inspections of corn shipped to Asia decreased 55 percent, but inspections of corn destined to Latin America increased slightly.

### Wheat Inspections Higher in PNW and Interior

Third quarter wheat inspections totaled 7.5 mmt, down 9 percent from last year and 8 percent below the 5-year average (*see figure*). Wheat inspections increased 9 percent from last year in the PNW and increased 8 percent in the Interior. Third quarter inspections of wheat in the U.S. Gulf decreased 23 percent from last year due in part to Hurricane Harvey which slowed inspections in the Texas Gulf region. Atlantic- Great Lakes wheat inspections decreased 60 percent from last year. Total third quarter inspections of wheat destined to Asia increased 21 percent from last year, while wheat shipped to Latin America decreased 42 percent.

### Market Outlook

According to the October World Agricultural Supply and Demand Estimates report, corn and wheat exports are projected to decrease for the 2017/18 marketing year, but soybean exports are projected to increase. The pace of corn and soybean export sales are currently below last year with current outstanding sales below last year for each of the three major grains, according to the Foreign Agricultural Service. Cumulative (shipped) export sales are also up from last year for soybeans but down for wheat and corn. ([Table 12](#)). [Johnny.Hill@ams.usda.gov](mailto:Johnny.Hill@ams.usda.gov)

# Grain Transportation Indicators

Table 1

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

For the week ending	Truck	Rail	Barge	Ocean		
	Unit	Train		Shuttle	Gulf	Pacific
10/18/17	187	292	231	236	190	170
10/11/17	186	288	227	229	186	163

<sup>1</sup>Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

**Market Update: U.S. Origins to Export Position Price Spreads (\$/bushel)**

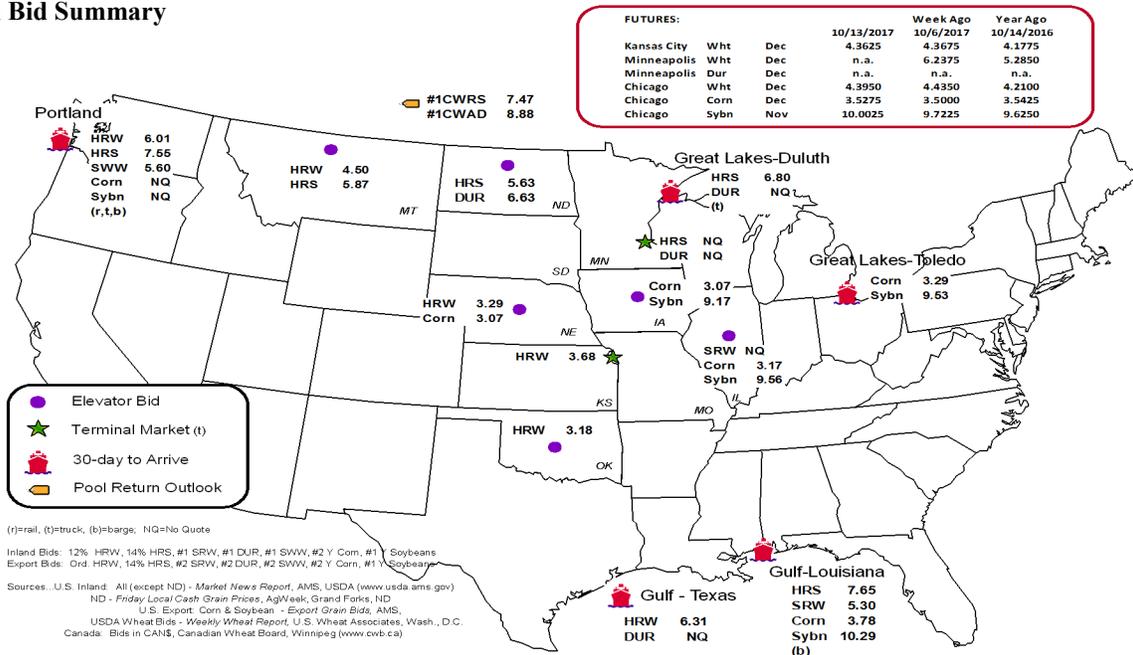
Commodity	Origin--Destination	10/13/2017	10/6/2017
Corn	IL--Gulf	-0.61	-0.68
Corn	NE--Gulf	-0.71	-0.78
Soybean	IA--Gulf	-1.12	-1.18
HRW	KS--Gulf	-2.63	-2.58
HRS	ND--Portland	-1.92	-2.00

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1  
**Grain Bid Summary**



# Rail Transportation

Table 3

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

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico <sup>3</sup>
10/11/2017 <sup>p</sup>	1,862	1,147	6,610	537	10,156	10/7/2017	2,528
10/04/2017 <sup>f</sup>	1,189	415	3,777	395	5,776	9/30/2017	2,745
2017 YTD <sup>f</sup>	21,838	65,228	217,749	14,810	319,625	2017 YTD	96,683
2016 YTD <sup>f</sup>	21,583	64,455	219,709	15,279	321,026	2016 YTD	84,327
2017 YTD as % of 2016 YTD	101	101	99	97	100	% change YTD	115
Last 4 weeks as % of 2016 <sup>2</sup>	68	65	62	56	63	Last 4wks % 2016	126
Last 4 weeks as % of 4-year avg <sup>2</sup>	88	85	81	73	82	Last 4wks % 4 yr	146
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.

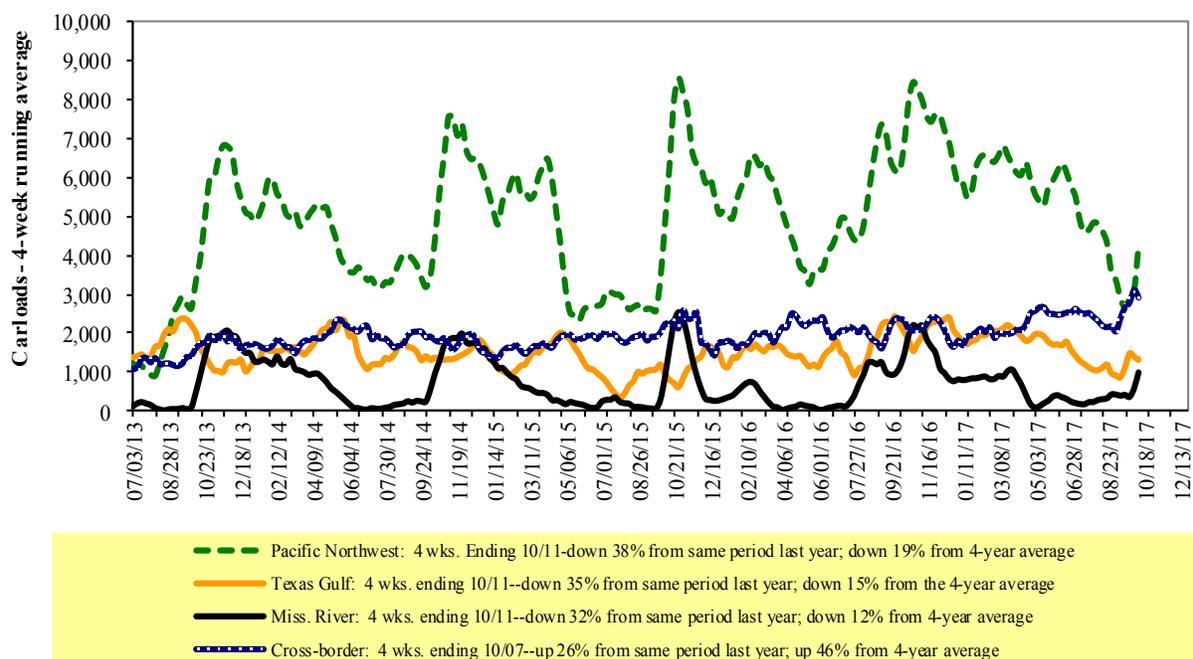
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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: 10/7/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,945	2,656	12,306	1,413	6,421	24,741	4,512	5,909
This week last year	2,202	3,199	12,907	1,175	7,366	26,849	5,756	5,051
2017 YTD	65,672	109,568	442,507	38,301	228,382	884,430	149,953	183,934
2016 YTD	68,458	109,865	446,982	34,432	224,470	884,207	137,971	175,120
2017 YTD as % of 2016 YTD	96	100	99	111	102	100	109	105
Last 4 weeks as % of 2016*	82	96	86	106	84	87	76	98
Last 4 weeks as % of 3-yr avg**	83	102	98	107	98	97	82	107
Total 2016	95,179	151,023	590,779	45,246	300,836	1,183,063	193,787	234,738

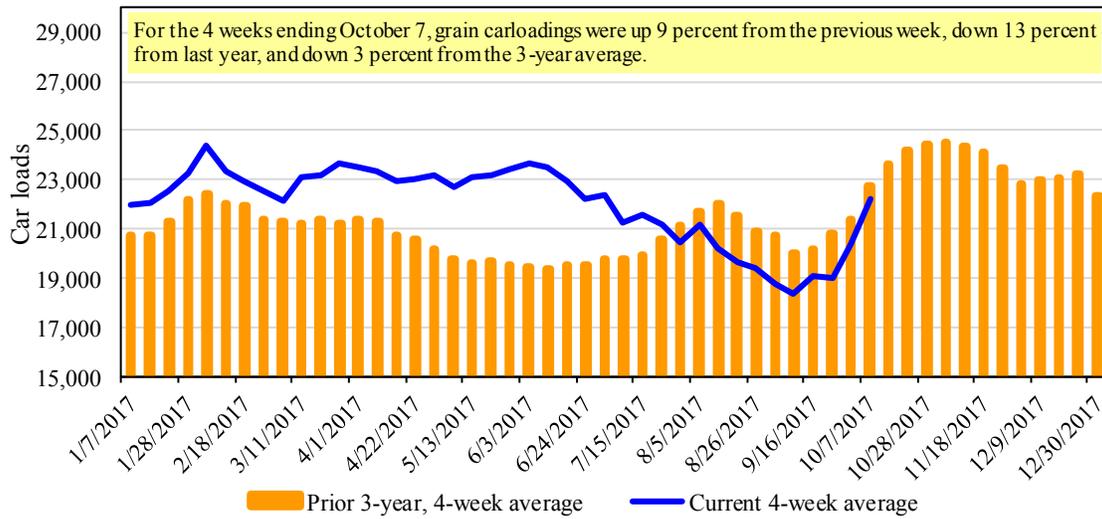
\*The past 4 weeks of this year as a percent of the same 4 weeks last year.

\*\*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: 10/12/2017		Delivery period							
		Oct-17	Oct-16	Nov-17	Nov-16	Dec-17	Dec-16	Jan-18	Jan-17
BNSF <sup>3</sup>	COT grain units	no offer	no offer	no bids	0	0	0	0	no bids
	COT grain single-car <sup>5</sup>	no offer	no offer	0	41	0	43	0	3
UP <sup>4</sup>	GCAS/Region 1	no offer	no offer	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no offer	no offer	no bids	no bids	no bids	no bids	n/a	n/a

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction

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

<sup>4</sup>UP - GCAS = Grain Car Allocation System

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

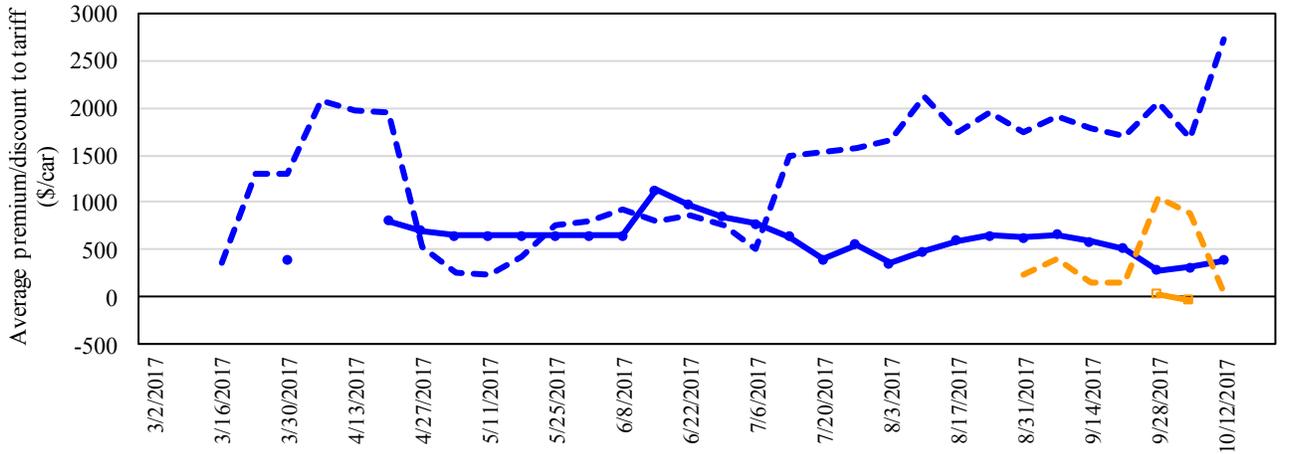
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

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

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



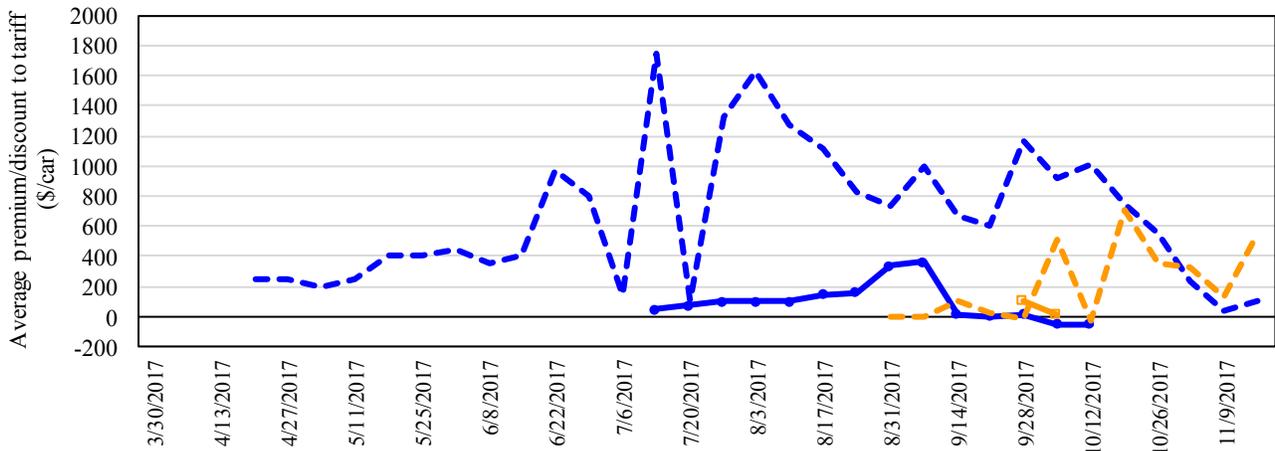
10/12/2017	BNSF	UP
<b>Non-Shuttle</b>	n/a	n/a
<b>Shuttle</b>	\$575	\$200

—●— 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 \$79 this week and are \$738 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**



10/12/2017	BNSF	UP
<b>Non-Shuttle</b>	n/a	n/a
<b>Shuttle</b>	-\$100	\$0

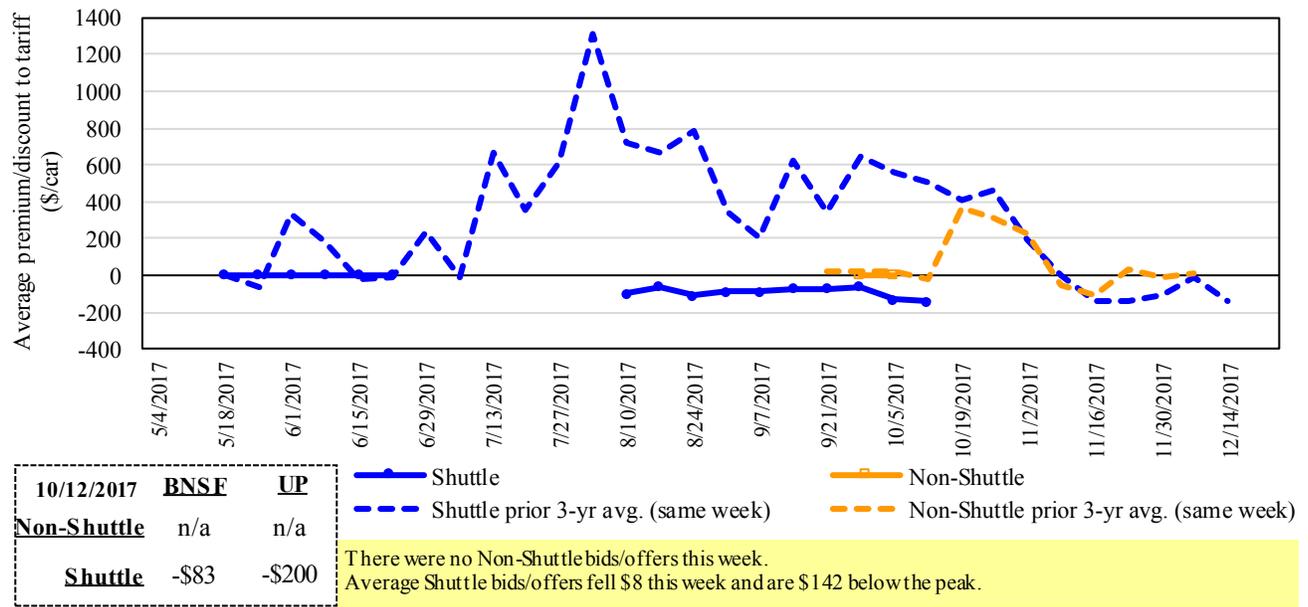
—●— Shuttle  
- - - Shuttle prior 3-yr avg. (same week)  
—□— Non-Shuttle  
- - - Non-Shuttle prior 3-yr avg. (same week)

There were no Non-Shuttle bids/offers this week.  
 Average Shuttle bids/offers are unchanged 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**



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: 10/12/2017		Delivery period					
		Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-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
	<b>UP-Pool</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>BNSF-GF</b>	575	(100)	(83)	n/a	n/a	n/a
	Change from last week	158	0	17	n/a	n/a	n/a
	Change from same week 2016	(675)	(1050)	(483)	n/a	n/a	n/a
	<b>UP-Pool</b>	200	0	(200)	n/a	n/a	n/a
	Change from last week	0	0	(33)	n/a	n/a	n/a
	Change from same week 2016	n/a	125	(50)	n/a	n/a	n/a

<sup>1</sup> Average premium/discount to tariff, \$/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from James B. Joiner Co., Tradewest Brokerage Co.

The **tariff rail rate** is the base price of freight rail service, and together with **fuel surcharges** and any **auction and secondary rail** values constitute the full cost of shipping by rail. Typically, auction and secondary rail values are a small fraction of the full cost of shipping by rail relative to the tariff rate. High auction and secondary rail values, during times of high rail demand or short supply, can exceed the cost of the tariff rate plus fuel surcharge.

Table 7

**Tariff Rail Rates for Unit and Shuttle Train Shipments<sup>1</sup>**

October, 2017	Origin region <sup>3</sup>	Destination region <sup>3</sup>	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,883	\$51	\$39.06	\$1.06	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
<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	\$5,663	\$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
	Sioux Falls, SD	Tacoma, WA	\$5,600	\$0	\$55.61	\$1.51	0
Soybeans	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

<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>	
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

<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.

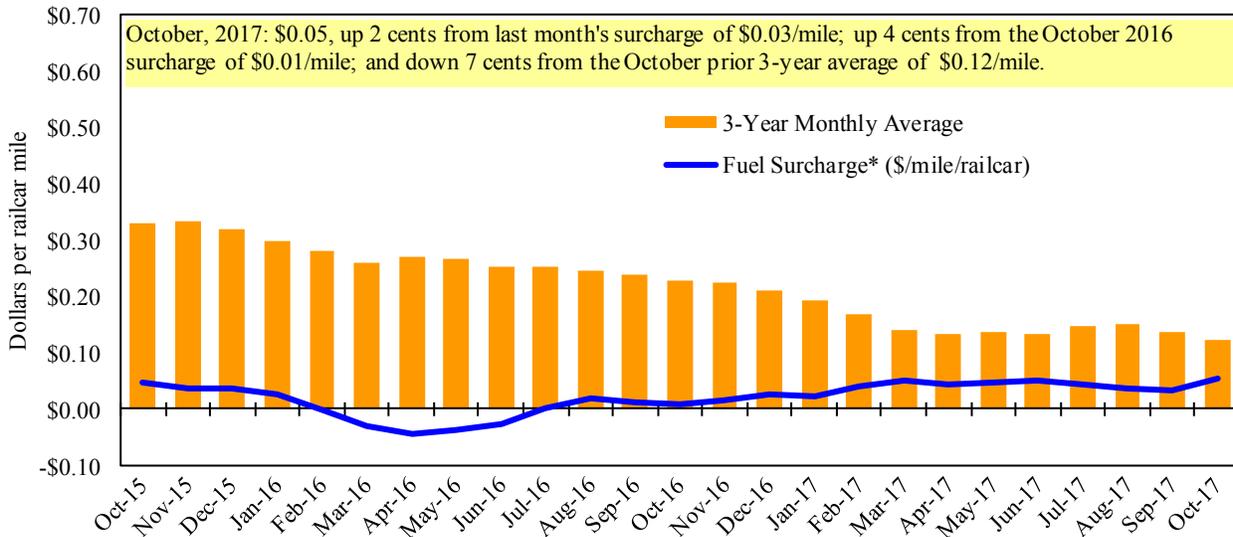
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

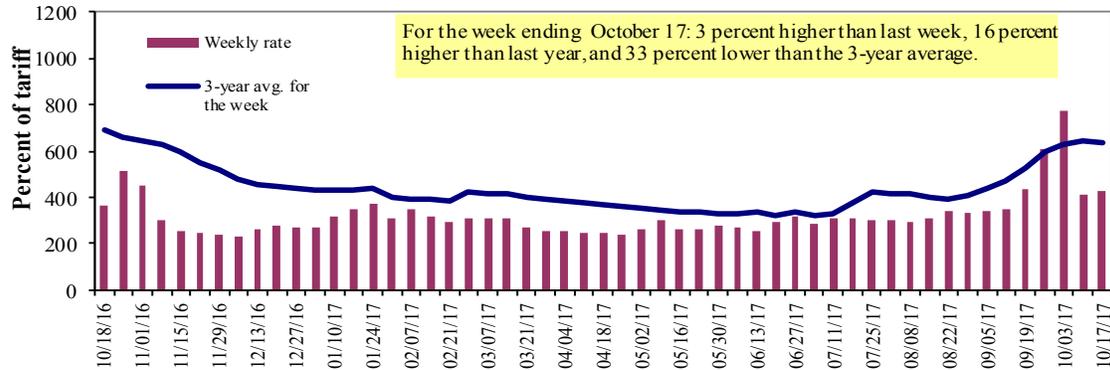
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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>	10/17/2017	425	388	425	330	475	475	280
	10/10/2017	450	413	413	363	425	425	375
<b>\$/ton</b>	10/17/2017	26.31	20.64	19.72	13.17	22.28	19.19	8.79
	10/10/2017	27.86	21.97	19.16	14.48	19.93	17.17	11.78
<b>Current week % change from the same week:</b>								
	Last year	-14	-4	16	14	52	65	15
	3-year avg. <sup>2</sup>	-32	-40	-33	-40	-25	-25	-48
<b>Rate<sup>1</sup></b>	November	413	338	333	275	338	338	225
	January	-	-	315	230	275	275	195

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; "-" = closed

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

### Benchmark tariff rates

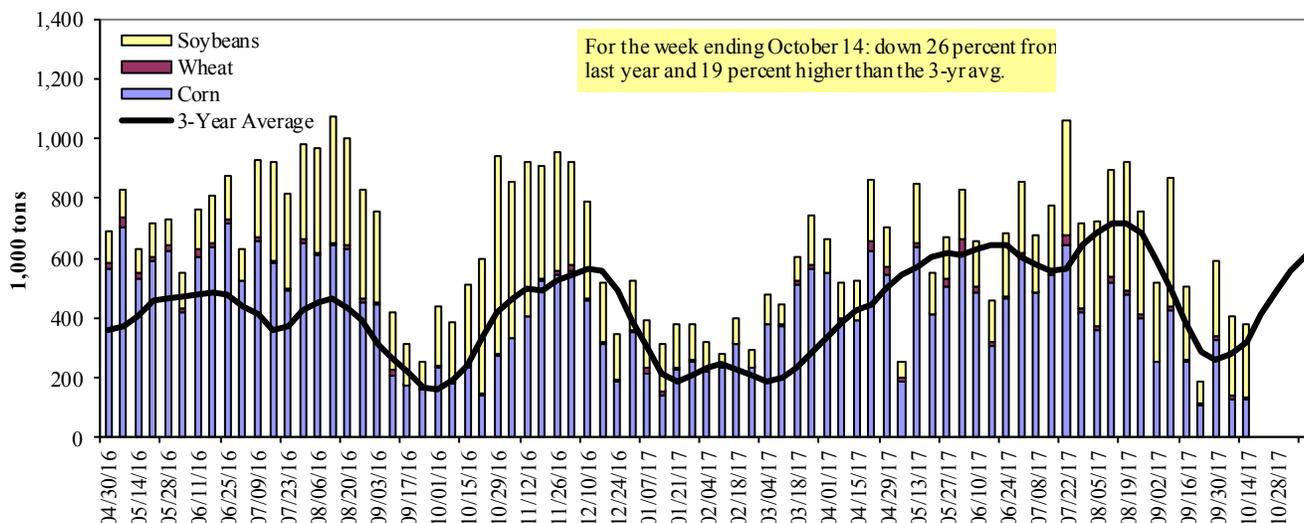
#### Calculating barge rate per ton:

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

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 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 10/14/2017	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	23	0	89	0	112
Winfield, MO (L25)	104	0	134	5	243
Alton, IL (L26)	113	10	204	5	331
Granite City, IL (L27)	127	10	245	5	386
<b>Illinois River (L8)</b>	11	0	51	0	62
<b>Ohio River (L52)</b>	7	0	29	0	36
<b>Arkansas River (L1)</b>	0	18	46	0	64
Weekly total - 2017	134	28	319	5	486
Weekly total - 2016	321	20	557	9	908
2017 YTD <sup>1</sup>	18,241	2,005	11,317	251	31,813
2016 YTD	19,532	1,769	10,176	294	31,771
2017 as % of 2016 YTD	93	113	111	85	100
Last 4 weeks as % of 2016 <sup>2</sup>	61	182	100	71	84
Total 2016	24,136	2,030	16,668	344	43,178

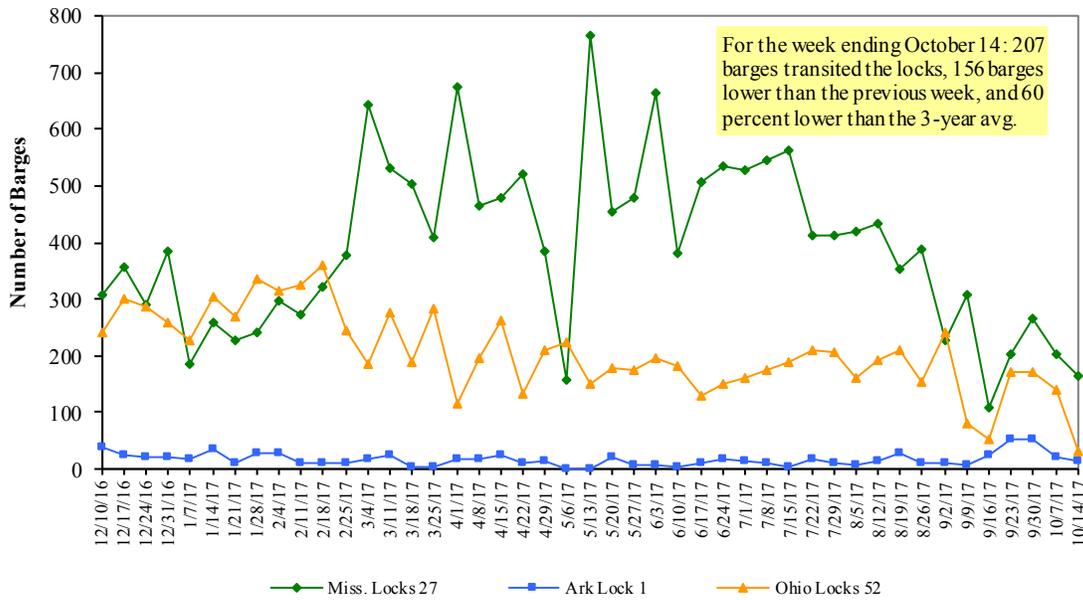
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

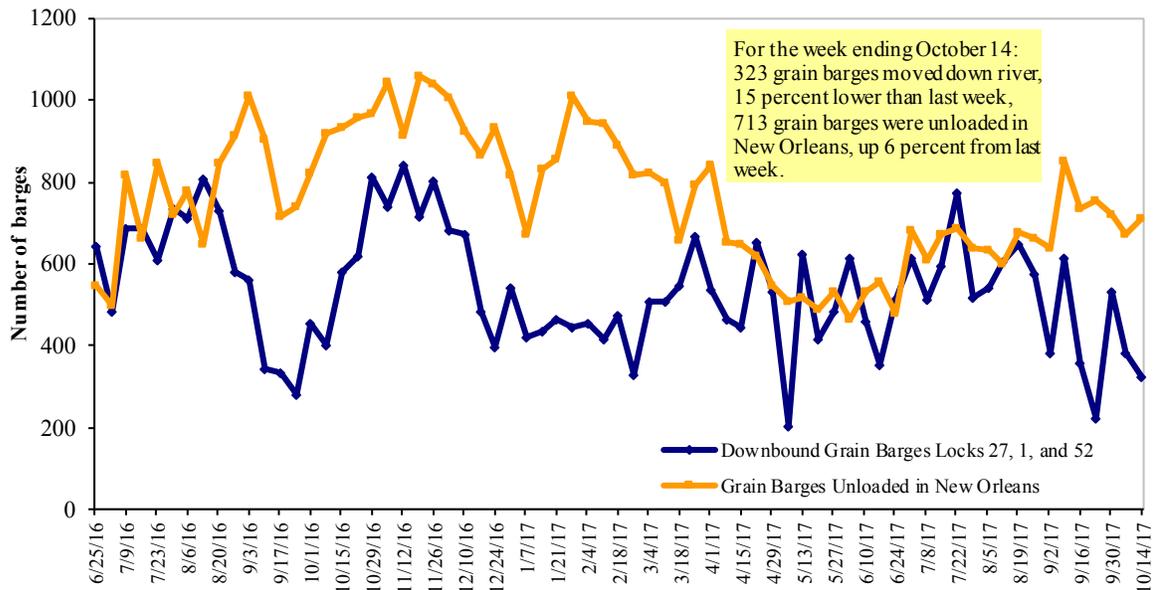
Source: U.S. Army Corps of Engineers

Figure 11  
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52**



Source: U.S. Army Corps of Engineers

Figure 12  
**Grain Barges for Export in New Orleans Region**



Source: U.S. Army Corps of Engineers and GIPSA

# Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

## Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 10/16/2017(US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.797	0.004	0.325
	New England	2.747	-0.004	0.270
	Central Atlantic	2.926	0.007	0.347
	Lower Atlantic	2.714	0.002	0.325
II	Midwest <sup>2</sup>	2.757	0.019	0.299
III	Gulf Coast <sup>3</sup>	2.612	0.013	0.255
IV	Rocky Mountain	2.886	0.030	0.340
V	West Coast	3.089	0.001	0.347
	West Coast less California	3.003	0.010	0.368
	California	3.159	-0.007	0.331
Total	U.S.	2.787	0.011	0.306

<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](http://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>									
10/5/2017	1,324	578	1,253	1,219	108	4,482	9,976	19,820	34,278
This week year ago	1,974	491	1,489	845	68	4,867	14,792	24,712	44,370
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2017/18 YTD	3,936	830	2,665	2,123	150	9,704	3,712	5,258	18,674
2016/17 YTD	4,454	797	3,044	1,611	137	10,042	6,685	4,998	21,725
YTD 2017/18 as % of 2016/17	88	104	88	132	110	97	56	105	86
Last 4 wks as % of same period 2016/17	73	113	88	152	161	97	64	76	74
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

<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, 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](http://www.fas.usda.gov))

Table 13

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

For the week ending 10/05/2017			% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2014-2016 - 1,000 mt -
	2017/18 Current MY	2016/17 Last MY		
Mexico	6,452	6,296	2	12,297
Japan	1,566	2,767	(43)	11,450
Korea	264	1,441	(82)	4,494
Colombia	976	1,205	(19)	4,179
Peru	686	667	3	2,693
<b>Top 5 Importers</b>	<b>9,944</b>	<b>12,375</b>	<b>(20)</b>	<b>35,113</b>
<b>Total US corn export sales</b>	<b>13,688</b>	<b>21,477</b>	<b>(36)</b>	<b>49,308</b>
% of Projected	29%	37%		
Change from prior week <sup>2</sup>	<b>1,524</b>	<b>874</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>73%</b>	<b>58%</b>		<b>71%</b>
<b>USDA forecast, October 2017</b>	<b>47,074</b>	<b>58,346</b>	<b>(19)</b>	
<b>Corn Use for Ethanol USDA forecast, October 2017</b>	<b>139,065</b>	<b>138,125</b>	<b>1</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 10/05/2017	Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2014-2016
	2017/18 Current MY	2016/17 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	11,687	13,422	(13)	31,881
Mexico	1,364	1,183	15	3,452
Indonesia	585	463	26	1,987
Japan	659	798	(17)	2,067
Netherlands	0	0	0	2,098
<b>Top 5 importers</b>	<b>14,295</b>	<b>15,865</b>	<b>(10)</b>	<b>41,486</b>
<b>Total US soybean export sales</b>	<b>25,078</b>	<b>29,710</b>	<b>(16)</b>	<b>52,919</b>
% of Projected	41%	50%		
Change from prior week <sup>2</sup>	1,747	1,417		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>57%</b>	<b>53%</b>		<b>78%</b>
<b>USDA forecast, October 2017</b>	<b>61,308</b>	<b>59,237</b>	<b>103</b>	

(n) indicates negative number.

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

Table 15

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

For the week ending 10/05/2017	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2014-2016
	2017/18 Current MY	2016/17 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,435	1,316	9	2,620
Mexico	1,719	1,441	19	2,743
Philippines	1,794	1,590	13	2,395
Brazil	95	995	(90)	862
Nigeria	743	653	14	1,254
Korea	1,033	760	36	1,104
China	601	495	21	1,623
Taiwan	655	463	41	768
Indonesia	664	478	39	726
Colombia	370	441	(16)	635
<b>Top 10 importers</b>	<b>9,109</b>	<b>8,631</b>	<b>6</b>	<b>14,729</b>
<b>Total US wheat export sales</b>	<b>14,186</b>	<b>14,908</b>	<b>(5)</b>	<b>22,804</b>
% of Projected	53%	52%		
Change from prior week <sup>2</sup>	175	491		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>64%</b>	<b>58%</b>		<b>65%</b>
<b>USDA forecast, October 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 10/12/17	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	118	259	45	12,493	10,180	123	105	97	12,325
Corn	0	0	n/a	10,237	10,449	98	27	52	12,009
Soybeans	701	348	202	6,739	7,163	94	16	26	14,447
<b>Total</b>	<b>819</b>	<b>607</b>	<b>135</b>	<b>29,469</b>	<b>27,791</b>	<b>106</b>	<b>63</b>	<b>83</b>	<b>38,782</b>
<b>Mississippi Gulf</b>									
Wheat	35	5	746	3,633	2,910	125	108	76	3,480
Corn	207	341	61	24,702	25,929	95	47	62	31,420
Soybeans	941	1,025	92	20,783	20,875	100	101	105	35,278
<b>Total</b>	<b>1,183</b>	<b>1,370</b>	<b>86</b>	<b>49,118</b>	<b>49,715</b>	<b>99</b>	<b>78</b>	<b>88</b>	<b>70,178</b>
<b>Texas Gulf</b>									
Wheat	171	86	200	5,552	4,758	117	61	103	6,019
Corn	31	0	n/a	683	1,389	49	50	87	1,669
Soybeans	0	0	n/a	14	178	8	16	26	1,105
<b>Total</b>	<b>202</b>	<b>86</b>	<b>236</b>	<b>6,249</b>	<b>6,325</b>	<b>99</b>	<b>56</b>	<b>95</b>	<b>8,792</b>
<b>Interior</b>									
Wheat	6	8	79	1,468	1,221	120	36	48	1,543
Corn	75	222	34	6,654	5,679	117	122	132	7,197
Soybeans	147	140	105	3,898	3,126	125	138	128	4,577
<b>Total</b>	<b>228</b>	<b>370</b>	<b>62</b>	<b>12,020</b>	<b>10,027</b>	<b>120</b>	<b>111</b>	<b>118</b>	<b>13,317</b>
<b>Great Lakes</b>									
Wheat	10	14	75	539	867	62	24	34	1,186
Corn	0	0	n/a	173	463	37	0	0	584
Soybeans	61	50	122	453	299	151	94	141	910
<b>Total</b>	<b>72</b>	<b>64</b>	<b>112</b>	<b>1,166</b>	<b>1,629</b>	<b>72</b>	<b>52</b>	<b>70</b>	<b>2,681</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	44	210	21	1	0	315
Corn	0	5	0	19	224	8	7	8	294
Soybeans	12	6	211	1,100	1,117	98	252	394	2,269
<b>Total</b>	<b>12</b>	<b>10</b>	<b>117</b>	<b>1,163</b>	<b>1,551</b>	<b>75</b>	<b>54</b>	<b>55</b>	<b>2,878</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	340	371	92	23,730	20,147	118	77	88	24,867
Corn	313	568	55	42,468	44,132	96	51	69	53,173
Soybeans	1,863	1,568	119	32,987	32,759	101	89	102	58,587
<b>Total</b>	<b>2,515</b>	<b>2,507</b>	<b>100</b>	<b>99,185</b>	<b>97,038</b>	<b>102</b>	<b>73</b>	<b>89</b>	<b>136,627</b>

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

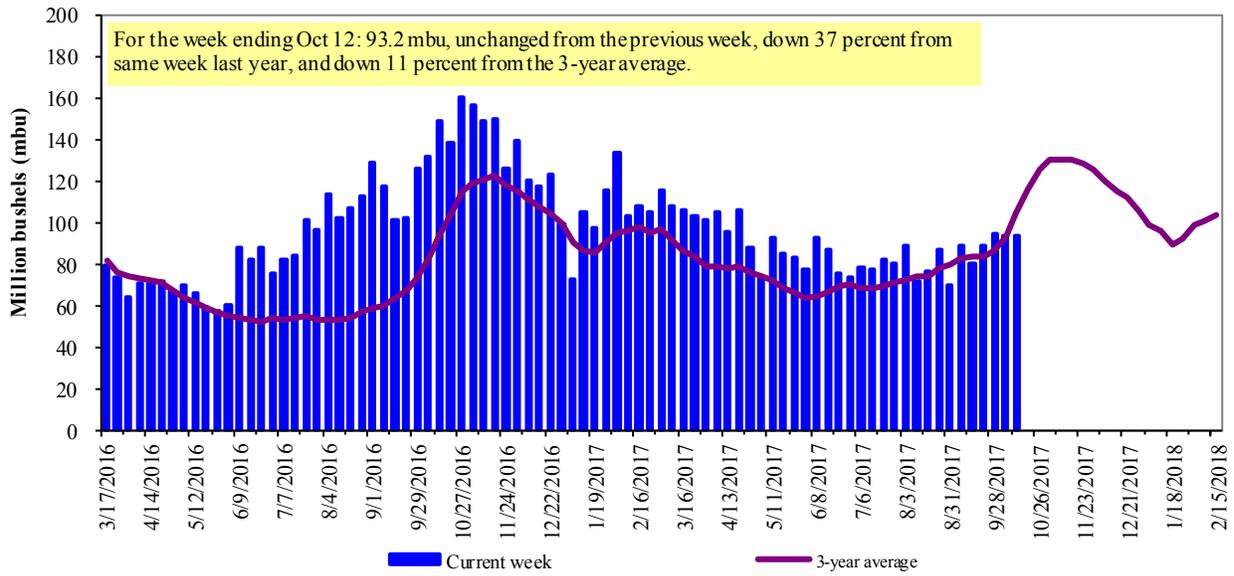
Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://www.gipsa.usda.gov)); YTD= year-to-date; n/a = not applicable

<sup>2</sup> Total only includes regions shown above.

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

Figure 14

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

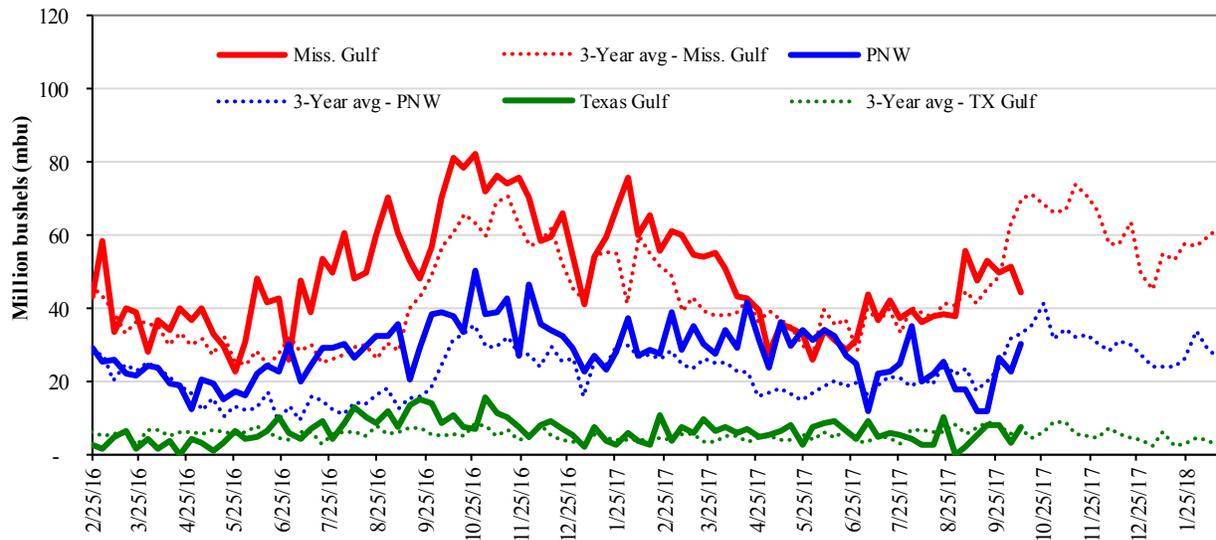


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



Week ending 10/12/17 inspections (mbu):		Percent change from:				
Mississippi Gulf:	44.0	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	30.1	Last Year (same week):	down 14	up 138	down 5	up 35
Texas Gulf:	7.5	3-yr avg. (4-wk. mov. Avg):	down 46	down 30	down 44	down 20
			down 22	up 8	down 19	up 10

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

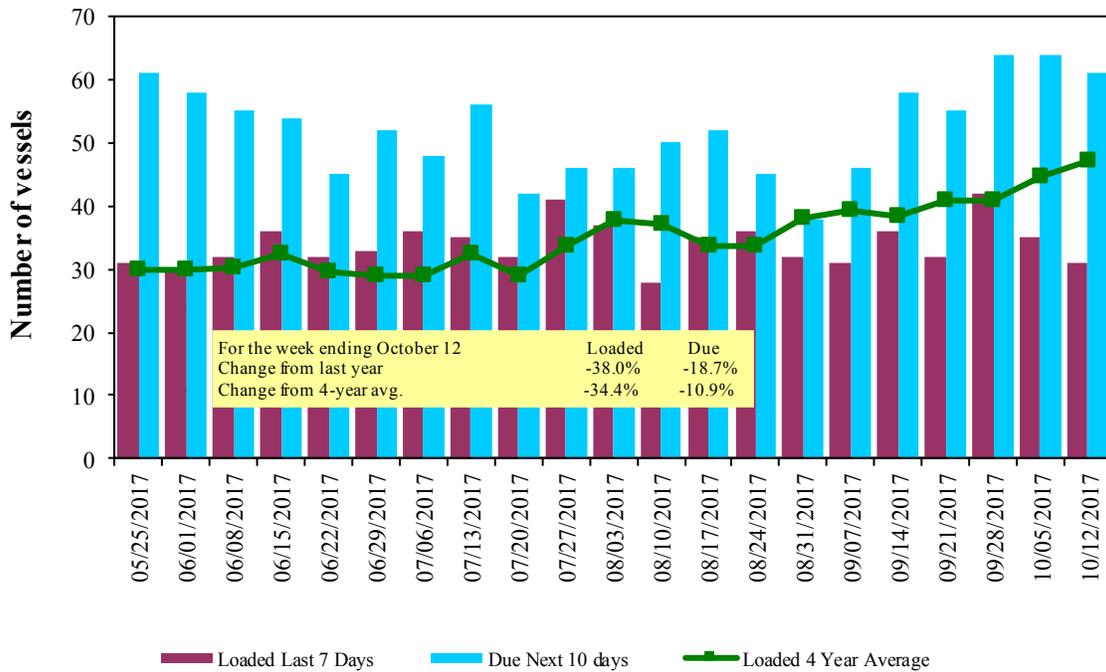
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
10/12/2017	55	31	61	13	n/a
10/5/2017	50	35	64	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

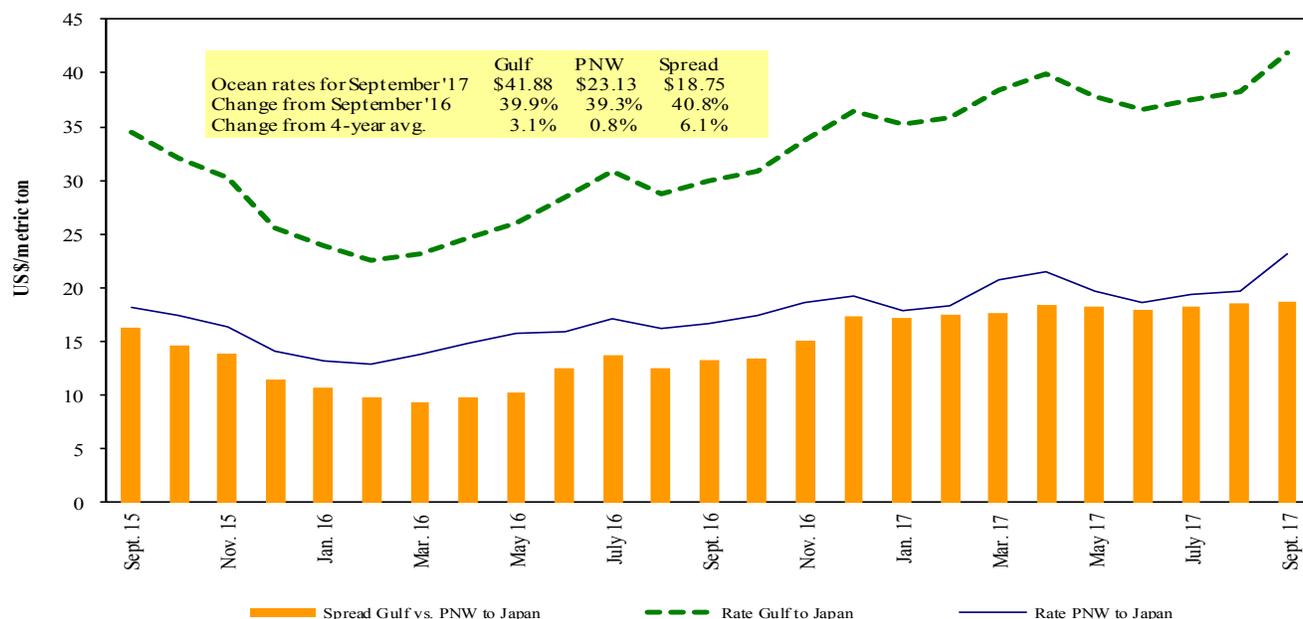
**U.S. Gulf Vessel Loading Activity**



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 10/14/2017**

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	Nov 1/10	60,000	31.90
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

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

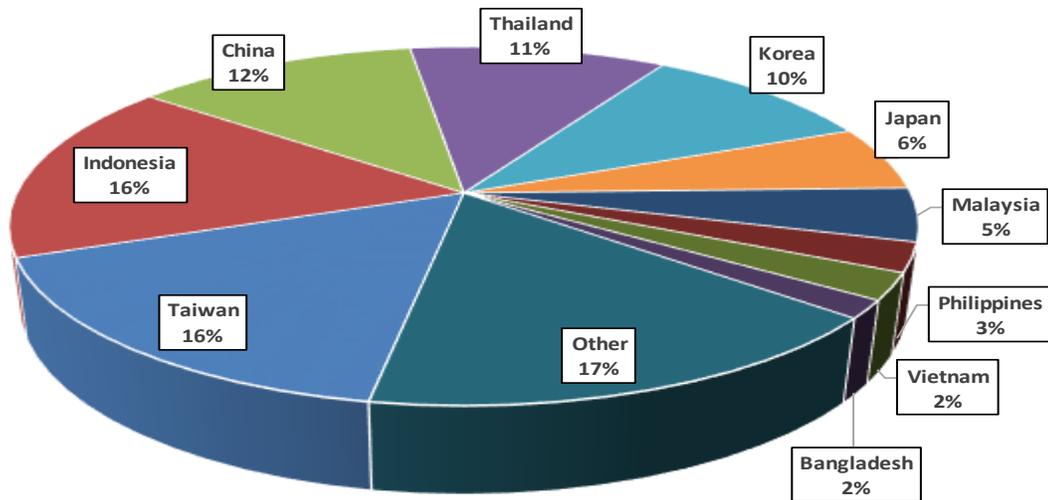
\*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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**

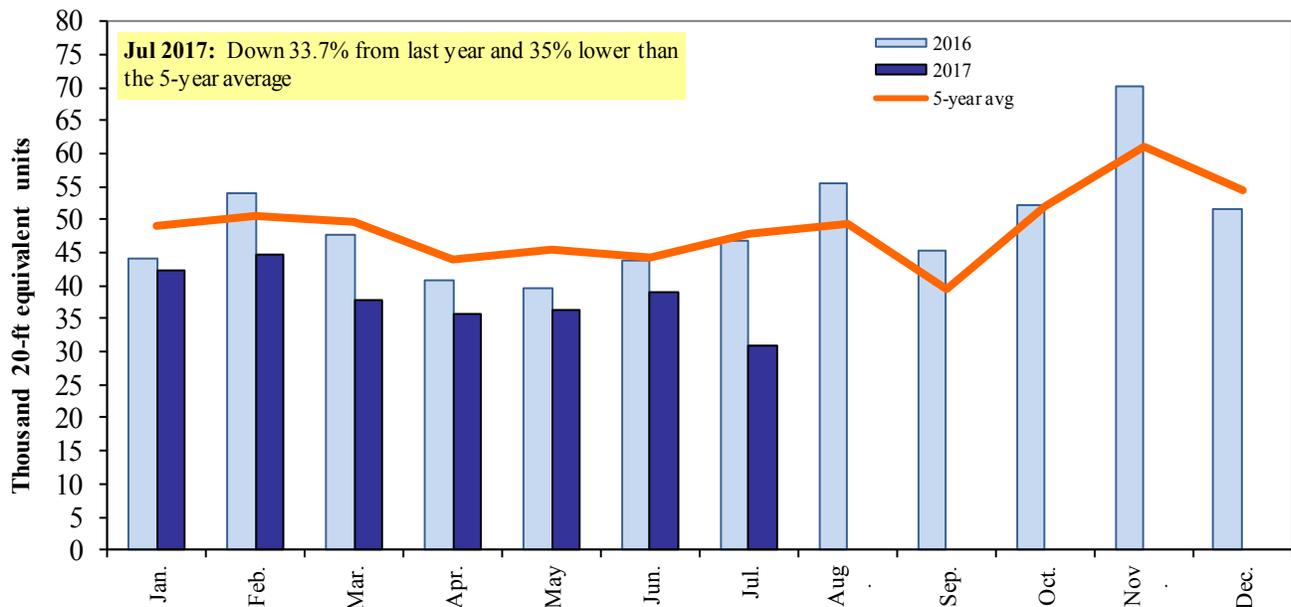


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
Pierre Bahizi	<a href="mailto:pierre.bahizi@ams.usda.gov">pierre.bahizi@ams.usda.gov</a>	(202) 690 - 0992
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Weekly Highlight Editors

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 720 - 7880
Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430

## Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
-------------------------------	--	------------------

## Rail Transportation

Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701
Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Jesse Gastelle	<a href="mailto:jesse.gastelle@ams.usda.gov">jesse.gastelle@ams.usda.gov</a>	(202) 690 - 1144
Peter Caffarelli	<a href="mailto:petera.caffarelli@ams.usda.gov">petera.caffarelli@ams.usda.gov</a>	(202) 690 - 3244

## Barge Transportation

Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 720 - 7880
Matt Chang	<a href="mailto:matt.chang@ams.usda.gov">matt.chang@ams.usda.gov</a>	(202) 720 - 0299

## Truck Transportation

April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 720 - 7880
Sergio Sotelo	<a href="mailto:sergioa.sotelo@ams.usda.gov">sergioa.sotelo@ams.usda.gov</a>	(202) 756 - 2577

## Grain Exports

Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
-------------	--	------------------

## Ocean Transportation

Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor (Container movements)	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 720 - 7880

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. October 19, 2017. Web: <http://dx.doi.org/10.9752/TS056.10-19-2017>

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](mailto:program.intake@usda.gov).