

Grain Transportation Report

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

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November 30, 2017

WEEKLY HIGHLIGHTS

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As Upper Mississippi River Begins to Close, Empty Grain Barges Head Up Ohio River

For the week ending November 25, 534 grain barges passed downbound on the locking sections of the Mississippi, Ohio, and Arkansas Rivers, for a total tonnage of 1.2 million tons. About 84 percent of the barges were from the Upper Mississippi and Illinois Rivers. This is typical for this time of year, as barges depart from the northern most reaches of the soon-to-be-closed Upper Mississippi River because of winter ice. Traffic from the Ohio River has been hampered during most of November due to high water and repair work at Ohio River Locks and Dam 52 that has caused delays for downbound grain barges and the return of upbound empty barges. While repairs are still underway, traffic has improved during late November. For the first half of November, upbound empty barges averaged only 170 per week, while during the second half of November, upbound empties averaged 343 per week. As of November 28, barge rates increased 15 percent on the lower Ohio River and 30 percent on the upper Ohio River compared to last week ([Table 9](#)).

Corn Inspections Flat, while Soybean Inspections Continue to Decline

For the week ending November 23, total **grain export inspections** (for corn, wheat, and soybeans) from all major U.S. export regions fell to 2.65 million metric tons (mmt), down 19 percent from the previous week, down 22 percent from the same time last year, and down 23 percent from the 3-year average. Soybean inspections accounted for the majority of the decline, falling 29 percent from last week. At the same time, corn inspections fell 3 percent, while wheat inspections rose 32 percent. Both corn and soybean inspections have been low in recent weeks this year compared to previous years, but the week-over-week changes are in line with seasonal trends. Corn inspections generally rise through the end of the year, with the exception of holiday weeks, which may account for some of the decline in inspections this week and will likely impact inspections next week as well.

China's Activities Driving Dry Bulk Rates

Ocean rates for shipping bulk commodities, including grains, have increased since the beginning of the year due to strong coal, and iron ore imports by China. As of November 16, the ocean rate for shipping grain from the U.S. Gulf to Japan was \$42.25 per metric ton (mt)—up 21 percent from the beginning of the year. The rate from the Pacific Northwest (PNW) to Japan was \$24.00 per mt—35 percent more than the beginning of the year. China imported about 19 percent more seaborne coal and 7 percent more iron ore during the first 9 and 8 months of the year, respectively (November 16, 2017 *O'Neil Transportation and Export Report*). This amounts to import demand growth of 79 million tons for year-to-date cargo as compared to the same period from the previous year. Chinese iron ore imports exceeded a record 100 million tons in September for the first time. However, a projected 3 percent growth in fleet size and impending holidays may slow the rate of increase in freight rates during December and the early part of 2018.

Snapshots by Sector

Export Sales

For the week ending November 16, **unshipped balances** of wheat, corn, and soybeans totaled 34.8 mmt, down 19 percent from the same time last year. Net weekly **wheat export sales** were .200 mmt, down 59 percent from the previous week. Net **corn export sales** were 1.08 mmt, up 15 percent from the previous week, and net **soybean export sales** were .869 mmt for the same period, down 21 percent from the previous week.

Rail

U.S. Class I railroads originated 21,926 **grain carloads** for the week ending November 18, down 4 percent from the previous week, down 15 percent from last year, and down 7 percent from the 3-year average.

Average December shuttle **secondary railcar** bids/offers per car were \$119 below tariff for the week ending November 23, down \$28 from last week, and \$67 lower than last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending November 25, **barge grain movements** totaled 1,177,660 tons, 34 percent higher than the previous week, and down 6 percent from the same period last year.

For the week ending November 25, 744 grain barges **moved down river**, up 34 percent from last week. 870 grain barges were **unloaded in New Orleans**, 16 percent lower than the previous week.

Ocean

For the week ending November 23, 35 **ocean-going grain vessels** were loaded in the Gulf, 31 percent less than the same period last year. Forty-nine vessels are expected to be loaded within the next 10 days, 38 percent less than the same period last year.

Fuel

During the week ending November 27, average **diesel fuel prices** increased one cent from the previous week at \$2.93 per gallon, 51 cents above the same week last year.

Feature Article/Calendar

Soybean Transportation and Landed Costs Up During the Third Quarter

The transportation and landed costs of shipping soybeans from the United States and Brazil to China and Europe increased during the third quarter of 2017. The transportation costs of shipping from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany, through the U.S. Gulf increased by 13 percent (table 1) during the quarter. The transportation costs of shipping from the same locations to Shanghai, China, increased by 10 percent. The costs of shipping soybeans from Fargo, ND, and Sioux Falls, SD, through the Pacific Northwest to the same destination increased by 2 percent during the quarter. Similarly, the soybean transportation costs from North Mato Grosso (North MT) and South Goiás (South GO) to Hamburg, Germany, increased by 12 and 9 percent during the quarter, respectively. The costs of shipping from the same locations to Shanghai, China, increased by 11 and 6 percent, respectively, during the third quarter compared to the previous quarter.

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

	2016	2017	2017	Percent change		2016	2017	2017	Percent change	
	3 rd qtr.	2 nd qtr.	3 rd qtr.	Yr. to Yr.	Qtr. to Qtr.	3 rd qtr.	2 nd qtr.	3 rd qtr.	Yr. to Yr.	Qtr. to Qtr.
United States (via U.S. Gulf)										
Minneapolis, MN					Davenport, IA					
	--\$/mt--					--\$/mt--				
Truck	10.58	12.30	13.02	23.06	5.85	10.58	12.30	13.02	23.06	5.85
Barge	32.96	21.97	27.02	-18.02	22.99	25.45	15.83	20.11	-20.98	27.04
Ocean ¹	15.10	14.49	15.03	-0.46	3.73	15.10	14.49	15.03	-0.46	3.73
Total transportation	58.64	48.76	55.07	-6.09	12.94	51.13	42.62	48.16	-5.81	13.00
Farm Value ²	353.84	338.16	333.76	-5.67	-1.30	359.48	335.71	351.27	-2.28	4.63
Landed Cost ³	412.48	386.92	388.83	-5.73	0.49	410.61	378.33	399.43	-2.72	5.58
Transport % of landed cost	14.22	12.60	14.16			12.45	11.27	12.06		
Brazil										
North MT⁴ - Santos⁵					South GO⁴ - Paranagua⁵					
	--\$/mt--					--\$/mt--				
Truck	85.01	90.63	102.87	21.01	13.51	47.61	54.45	59.36	24.68	9.02
Ocean ⁶	16.50	24.00	26.00	57.58	8.33	16.50	25.00	27.00	63.64	8.00
Total transportation	101.51	114.63	128.87	26.95	12.42	64.11	79.45	86.36	34.71	8.70
Farm Value ⁷	367.25	275.60	288.62	-21.41	4.72	359.07	281.73	291.58	-18.80	3.50
Landed Cost	468.76	390.23	417.49	-10.94	6.99	423.18	361.18	377.94	-10.69	4.64
Transport % of landed cost	21.66	29.37	30.87			15.15	22.00	22.85		

¹Source: O'Neil Commodity Consulting

²Source: USDA/NASS

³Landed cost is total cost plus farm value

⁴Producing regions: MT= Mato Grosso, GO = Goiás

⁵Export ports

⁶Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

⁷Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

All modes saw higher rates during the quarter, leading to the increase in transportation costs. Higher barge rates were driven by a seasonal increase, and ocean rates increased as a result of strong movements of grain and other bulk commodities during the quarter (see 10/26/17 [Grain Transportation Report](#)). Likewise, truck and ocean rates also increased in Brazil during the quarter, partly due to strong demand for Brazilian soybeans from China (see 11/02/17 [Brazil Soybean Transportation](#)). Soybean landed costs increased both in the United States and Brazil during the quarter. However, the landed costs from Minneapolis, MN, Fargo, ND, and Sioux Falls, SD, increased only by 1 percent due to farm values remaining relatively unchanged.

Year-to-year landed costs generally decreased both in the United States and Brazil as the farm values fell below last year's level. However, the decrease in the farm values was not enough to offset the significant increase in transportation costs, causing the landed costs to increase in Brazil. The transportation share of the landed costs to Europe ranged from 12 to 14 percent in the United States and 23 to 31 percent in Brazil (Table 1). The transportation share of the landed costs to China ranged from 17 to 22 percent in the United States and 24 to 32 percent in Brazil (Table 2).

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

	United States (via U.S. Gulf)					Brazil				
	2016 3 rd qtr.	2017 2 nd qtr.	2017 3 rd qtr.	Percent change Yr. to Yr. Qtr. to Qtr.		2016 3 rd qtr.	2017 2 nd qtr.	2017 3 rd qtr.	Percent change Yr. to Yr. Qtr. to Qtr.	
	United States (via U.S. Gulf)									
	Minneapolis, MN					Davenport, IA				
	--\$/mt--					--\$/mt--				
Truck	10.58	12.30	13.02	23.06	5.85	10.58	12.30	13.02	23.06	5.85
Barge	32.96	21.97	27.02	-18.02	22.99	25.45	15.83	20.11	-20.98	27.04
Ocean ¹	28.27	37.15	38.37	35.73	3.28	28.27	37.15	38.37	35.73	3.28
Total transportation	71.81	71.42	78.41	9.19	9.79	64.30	65.28	71.50	11.20	9.53
Farm Value ²	353.84	338.16	333.76	-5.67	-1.30	359.48	335.71	351.27	-2.28	4.63
Landed Cost ³	425.65	409.58	412.17	-3.17	0.63	423.78	400.99	422.77	-0.24	5.43
Transport % of landed cost	16.87	17.44	19.02			15.17	16.28	16.91		
	Via PNW									
	Fargo, ND					Sioux Falls, SD				
Truck	10.58	12.30	13.02	23.06	5.85	10.58	12.30	13.02	23.06	5.85
Rail ⁴	53.08	54.62	54.62	2.90	0.00	54.13	55.61	55.61	2.73	0.00
Ocean	15.53	19.01	20.16	29.81	6.05	15.33	19.01	20.16	31.51	6.05
Total transportation	79.19	85.93	87.80	10.87	2.18	80.04	86.92	88.79	10.93	2.15
Farm Value	342.70	316.61	319.06	-6.90	0.77	344.04	324.20	325.55	-5.37	0.42
Landed Cost	421.89	402.54	406.86	-3.56	1.07	424.08	411.12	414.34	-2.30	0.78
Transport % of landed cost	18.77	21.35	21.58			18.87	21.14	21.43		
	Brazil									
	North MT⁵ - Santos⁶					South GO⁵ - Paranagua⁶				
	--\$/mt--					--\$/mt--				
Truck	85.01	90.63	102.87	21.01	13.51	47.61	54.45	59.36	24.68	9.02
Ocean ⁷	12.50	29.00	30.00	140.00	3.45	14.50	30.59	31.00	113.79	1.34
Total transportation	97.51	119.63	132.87	36.26	11.07	62.11	85.04	90.36	45.48	6.26
Farm Value ⁸	367.25	275.60	288.62	-21.41	4.72	359.07	281.73	291.58	-18.80	3.50
Landed Cost	464.76	395.23	421.49	-9.31	6.64	421.18	366.77	381.94	-9.32	4.14
Transport % of landed cost	20.98	30.27	31.52			14.75	23.19	23.66		

¹Source: O'Neil Commodity Consulting

²Source: USDA/NASS

³Landed cost is transportation cost plus farm value

⁴Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

⁵Producing regions: MT= Mato Grosso, GO = Goiás

⁶Export ports

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

⁸Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

Market Analysis and Outlook

Although China imported less soybeans from the United States from July to September compared to the same period a year earlier, it imported more soybeans from the United States from January to September compared to a year earlier. China imported 4.76 million metric tons (mmt) of U.S. soybeans from July to September and 14.48 mmt from January to September—12 percent less and 5 percent more, respectively, than the same periods a year earlier. China is expected to import a record amount of soybeans--92.5 mmt in MY 17/18--as the demand for oilseeds continues to outpace the growth in domestic production ([USDA, FAS GAIN Report #: CHI7043](#)). This is 1.5 mmt more than the previous year estimate for MY 2017/18. The growth in demand for oilseeds and soybeans is driven by the forecasted growth in the Chinese economy, ongoing modernization of domestic feed and livestock sectors, and the decline in imports of distiller's dried grains with solubles (DDGS) since January 2017. In addition, China's recent interest in U.S. food-grade soybean quality may boost the demand for U.S. soybeans. In August 2017, some Chinese buyers visited North Dakota production areas, met with producers, and toured processing facilities ([USDA, FAS GAIN Report #: GAIN0029](#)). The objective of the trade mission was to gather information on the quality of U.S. food-grade soybeans and the possibility of sourcing food-grade soybeans from the United States in the future to meet the rising local demand for soy-based foods. surajudeen.olowolayemo@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

For the week ending	Truck	Rail	Barge	Ocean	
		Unit Train	Shuttle	Gulf	Pacific
11/29/17	196	266	210	n/a	n/a
11/22/17	195	267	211	189	170

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)

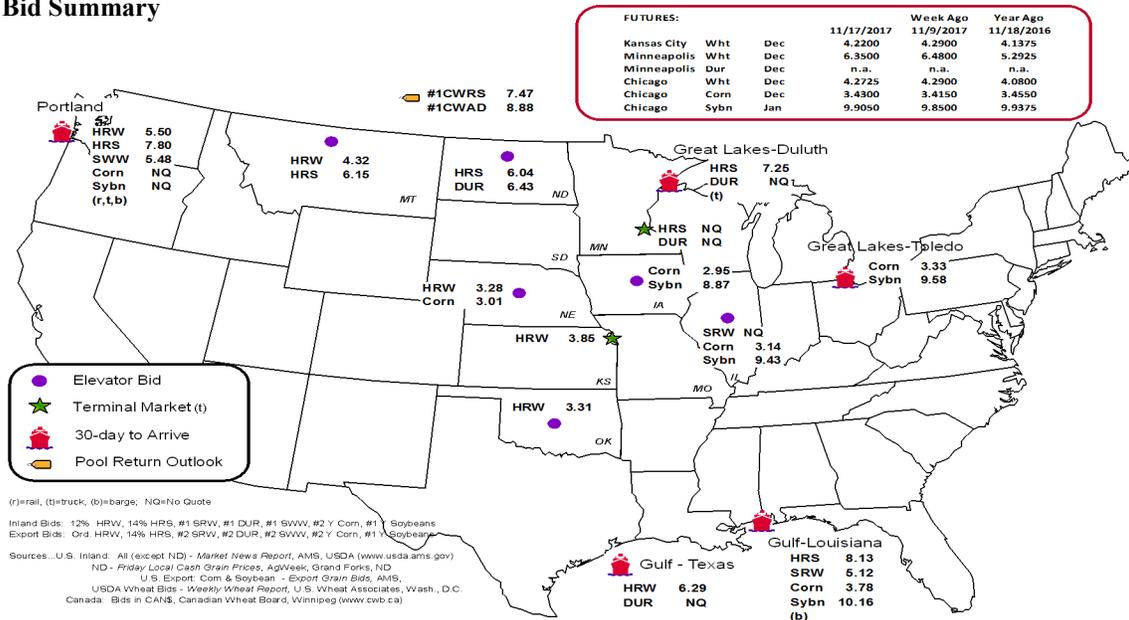
Commodity	Origin--Destination	11/24/2017	11/17/2017
Corn	IL--Gulf	n/a	-0.64
Corn	NE--Gulf	n/a	-0.77
Soybean	IA--Gulf	n/a	-1.29
HRW	KS--Gulf	n/a	-2.44
HRS	ND--Portland	n/a	-1.76

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
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico ³
11/22/2017 ^p	236	1,251	5,900	592	7,979	11/18/2017	2,050
11/15/2017 ^f	935	1,392	5,018	605	7,950	11/11/2017	2,372
2017 YTD ^f	27,114	71,278	257,342	20,433	376,167	2017 YTD	109,114
2016 YTD ^f	32,931	76,212	266,864	23,802	399,809	2016 YTD	98,136
2017 YTD as % of 2016 YTD	82	94	96	86	94	% change YTD	111
Last 4 weeks as % of 2016 ²	38	50	84	66	70	Last 4wks % 2016	84
Last 4 weeks as % of 4-year avg ²	38	75	89	71	78	Last 4wks % 4 yr	92
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.

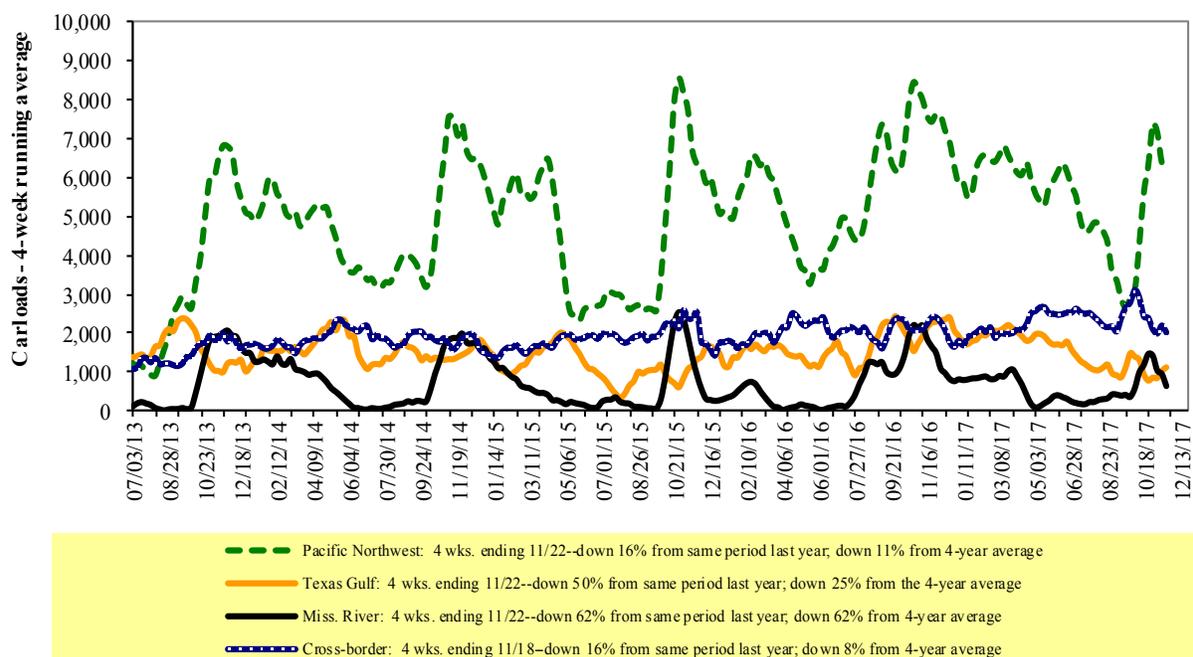
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

For the week ending: 11/18/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,188	2,645	10,900	1,235	4,958	21,926	4,927	4,680
This week last year	2,326	3,643	12,250	1,171	6,377	25,767	5,186	6,022
2017 YTD	78,760	127,225	509,819	45,111	260,104	1,021,019	177,796	215,925
2016 YTD	84,219	133,529	520,453	40,330	265,872	1,044,403	169,609	206,462
2017 YTD as % of 2016 YTD	94	95	98	112	98	98	105	105
Last 4 weeks as % of 2016*	82	77	89	123	80	85	93	98
Last 4 weeks as % of 3-yr avg**	89	89	96	118	90	94	90	98
Total 2016	95,179	150,842	590,779	45,246	300,836	1,182,882	193,733	234,738

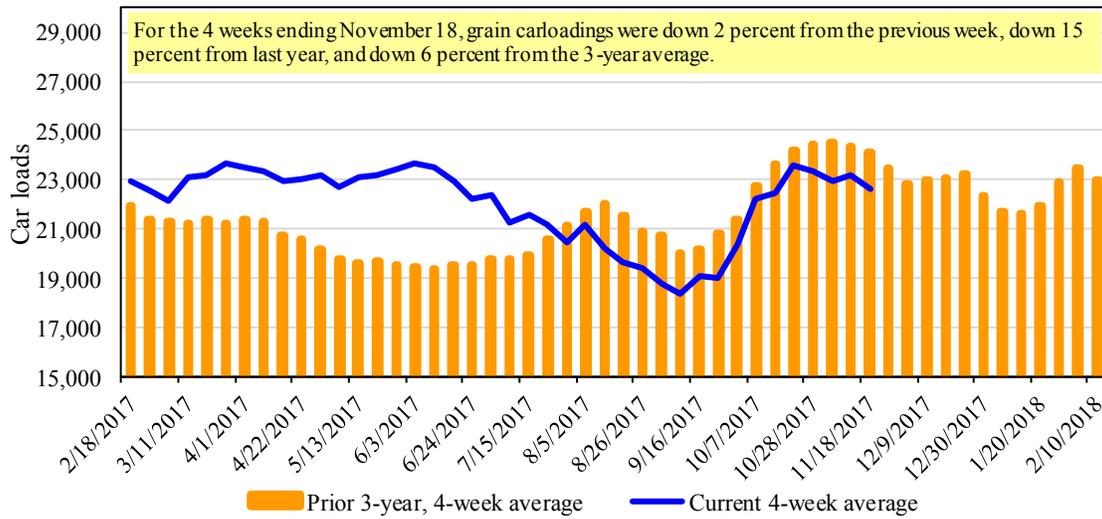
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**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: 11/23/2017		Delivery period							
		Dec-17	Dec-16	Jan-18	Jan-17	Feb-18	Feb-17	Mar-18	Mar-17
BNSF ³	COT grain units	no bids	no bids	no bids	no bids	no bids	no bids	no bids	no bids
	COT grain single-car ⁵	0	no bids	no bids	1	no bids	no bids	no bids	no bids
UP ⁴	GCAS/Region 1	no bids	no bids	10	no bids	no offer	no offer	n/a	n/a
	GCAS/Region 2	10	no bids	no bids	no bids	no offer	no offer	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.

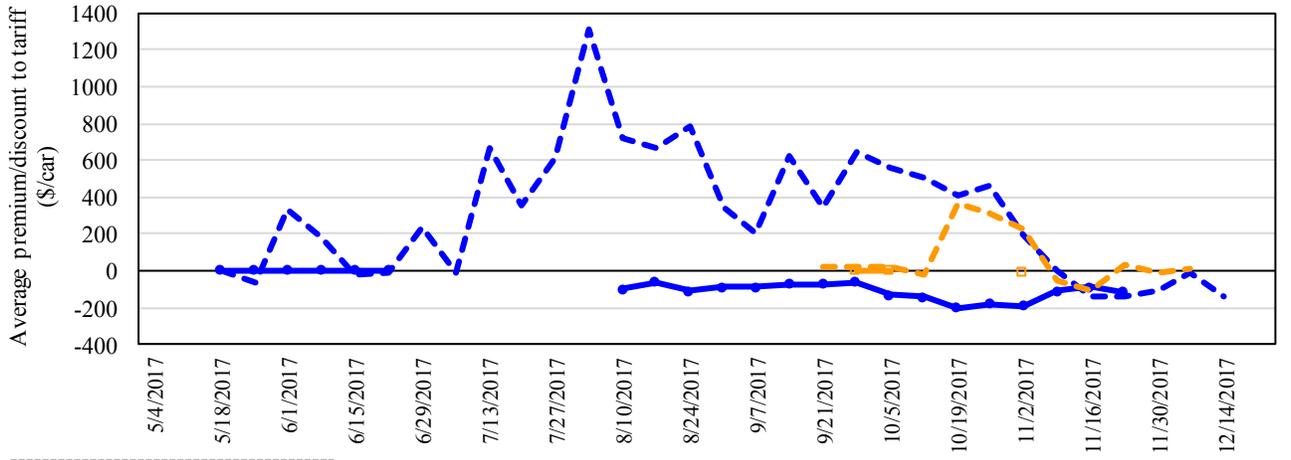
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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 December 2017, Secondary Market



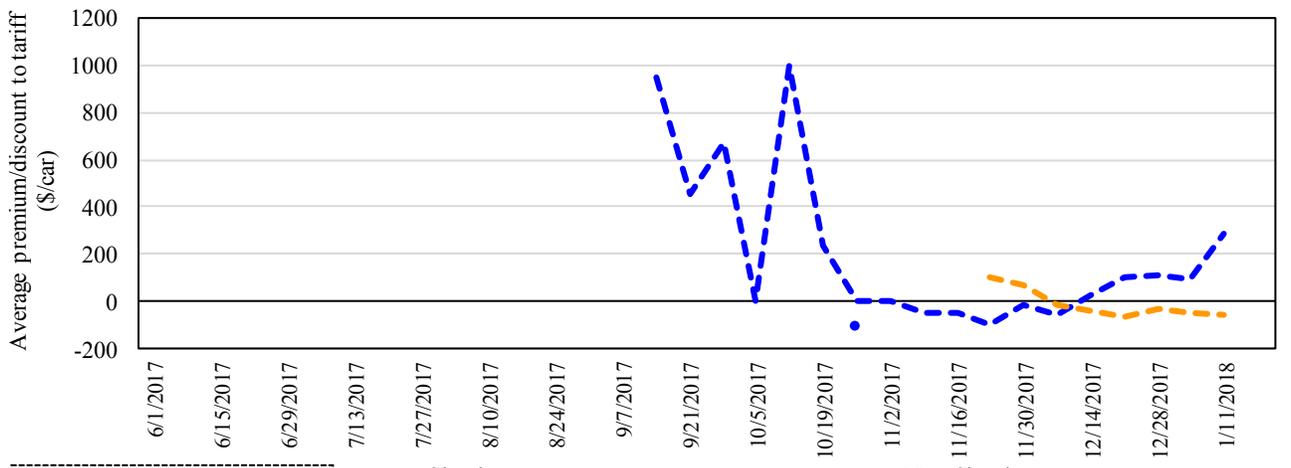
	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	\$75	-\$313

—●— 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 fell \$28 this week and are \$119 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 January 2018, Secondary Market



	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	n/a

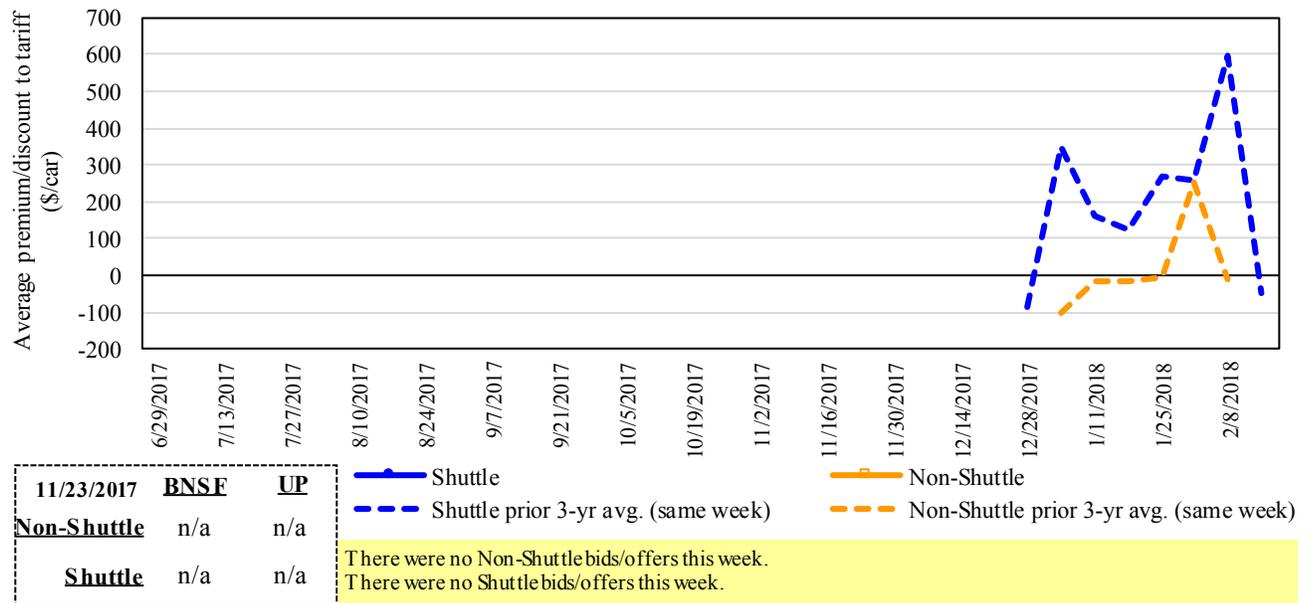
—●— Shuttle
- - - Shuttle prior 3-yr avg. (same week)
—□— Non-Shuttle
- - - Non-Shuttle prior 3-yr avg. (same week)

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

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

Figure 6

Bids/Offers for Railcars to be Delivered in February 2018, Secondary Market



11/23/2017	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	n/a

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

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

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

Table 6

Weekly Secondary Railcar Market (\$/car)¹

For the week ending: 11/23/2017		Delivery period					
		Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18
Non-shuttle	BNSF-GF	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
	UP-Pool	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	BNSF-GF	75	n/a	n/a	n/a	n/a	n/a
	Change from last week	6	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	19	n/a	n/a	n/a	n/a	n/a
	UP-Pool	(313)	n/a	n/a	n/a	n/a	n/a
	Change from last week	(63)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	(154)	n/a	n/a	n/a	n/a	n/a

¹ 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 Shipments¹

November, 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	\$71	\$39.26	\$1.07	-29	
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$0	\$41.14	\$1.12	9	
	Wichita, KS	Los Angeles, CA	\$7,050	\$0	\$70.01	\$1.91	70	
	Wichita, KS	New Orleans, LA	\$4,540	\$125	\$46.32	\$1.26	-33	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,786	\$0	\$67.39	\$1.83	52	
	Northwest KS	Galveston-Houston, TX	\$4,816	\$137	\$49.18	\$1.34	-24	
	Amarillo, TX	Los Angeles, CA	\$5,021	\$190	\$51.75	\$1.41	10	
	Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,931	\$141	\$40.44	\$1.03	-18
Toledo, OH		Raleigh, NC	\$6,344	\$0	\$63.00	\$1.60	70	
Des Moines, IA		Davenport, IA	\$2,258	\$30	\$22.72	\$0.58	-62	
Indianapolis, IN		Atlanta, GA	\$5,446	\$0	\$54.08	\$1.37	140	
Indianapolis, IN		Knoxville, TN	\$4,540	\$0	\$45.08	\$1.15	-13	
Des Moines, IA		Little Rock, AR	\$3,609	\$88	\$36.71	\$0.93	-14	
Des Moines, IA		Los Angeles, CA	\$5,327	\$255	\$55.43	\$1.41	56	
Soybeans		Minneapolis, MN	New Orleans, LA	\$3,631	\$127	\$37.32	\$1.02	-29
	Toledo, OH	Huntsville, AL	\$5,287	\$0	\$52.50	\$1.43	44	
	Indianapolis, IN	Raleigh, NC	\$6,460	\$0	\$64.15	\$1.75	28	
	Indianapolis, IN	Huntsville, AL	\$4,764	\$0	\$47.31	\$1.29	-23	
	Champaign-Urbana, IL	New Orleans, LA	\$4,745	\$141	\$48.52	\$1.32	8	
Shuttle Train								
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$0	\$39.26	\$1.07	-13	
	Wichita, KS	Galveston-Houston, TX	\$4,171	\$0	\$41.42	\$1.13	6	
	Chicago, IL	Albany, NY	\$5,663	\$0	\$56.24	\$1.53	46	
	Grand Forks, ND	Portland, OR	\$5,611	\$0	\$55.72	\$1.52	2	
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	\$0	\$58.90	\$1.60	6	
	Northwest KS	Portland, OR	\$5,812	\$224	\$59.94	\$1.63	2	
	Corn	Minneapolis, MN	Portland, OR	\$5,000	\$0	\$49.65	\$1.26	-13
Sioux Falls, SD		Tacoma, WA	\$4,960	\$0	\$49.26	\$1.25	-1	
Champaign-Urbana, IL		New Orleans, LA	\$3,731	\$141	\$38.45	\$0.98	-22	
Lincoln, NE		Galveston-Houston, TX	\$3,700	\$0	\$36.74	\$0.93	4	
Des Moines, IA		Amarillo, TX	\$3,970	\$110	\$40.52	\$1.03	10	
Minneapolis, MN		Tacoma, WA	\$5,000	\$0	\$49.65	\$1.26	27	
Council Bluffs, IA		Stockton, CA	\$4,820	\$0	\$47.86	\$1.22	-4	
Soybeans		Sioux Falls, SD	Tacoma, WA	\$5,600	\$0	\$55.61	\$1.51	18
		Minneapolis, MN	Portland, OR	\$5,650	\$0	\$56.11	\$1.53	1
		Fargo, ND	Tacoma, WA	\$5,500	\$0	\$54.62	\$1.49	-3
	Council Bluffs, IA	New Orleans, LA	\$4,775	\$162	\$49.03	\$1.33	-10	
Grand Island, NE	Portland, OR	\$5,710	\$229	\$58.98	\$1.61	41		

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: November, 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	\$98	\$68.75	\$1.87	1
	KS	Guadalajara, JA	\$7,309	\$273	\$77.46	\$2.11	5
	TX	Salinas Victoria, NL	\$4,292	\$60	\$44.46	\$1.21	3
Corn	IA	Guadalajara, JA	\$8,313	\$239	\$87.38	\$2.22	3
	SD	Celaya, GJ	\$7,700	\$0	\$78.68	\$2.00	2
	NE	Queretaro, QA	\$8,013	\$205	\$83.97	\$2.13	3
	SD	Salinas Victoria, NL	\$6,743	\$0	\$68.90	\$1.75	2
	MO	Tlalnepantla, EM	\$7,379	\$200	\$77.44	\$1.97	3
	SD	Torreon, CU	\$7,300	\$0	\$74.59	\$1.89	2
Soybeans	MO	Bojay (Tula), HG	\$8,134	\$223	\$85.39	\$2.32	-5
	NE	Guadalajara, JA	\$8,692	\$242	\$91.28	\$2.48	-1
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	0
	KS	Torreon, CU	\$7,489	\$175	\$78.31	\$2.13	1
Sorghum	NE	Celaya, GJ	\$7,345	\$219	\$77.29	\$1.96	4
	KS	Queretaro, QA	\$7,819	\$122	\$81.14	\$2.06	4
	NE	Salinas Victoria, NL	\$6,452	\$98	\$66.92	\$1.70	5
	NE	Torreon, CU	\$6,790	\$167	\$71.08	\$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.

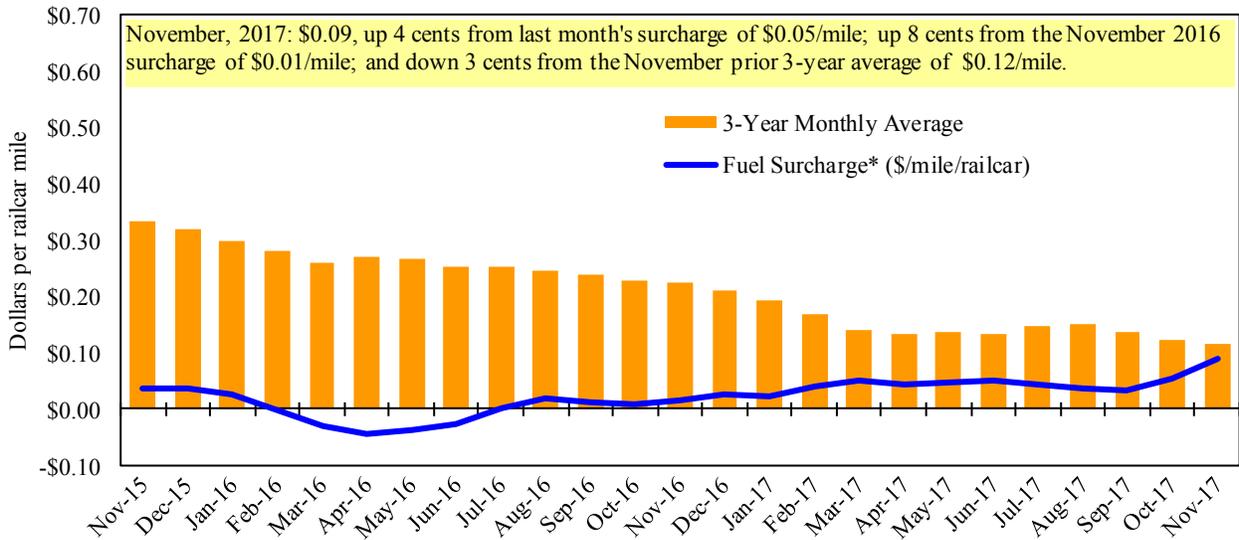
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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	11/28/2017	-	303	300	203	433	383	182
	11/21/2017	395	323	313	215	333	333	205
\$/ton	11/28/2017	-	16.12	13.92	8.10	20.31	15.47	5.71
	11/21/2017	24.45	17.18	14.52	8.58	15.62	13.45	6.44
Current week % change from the same week:								
	Last year	-	-	25	11	117	92	12
	3-year avg. ²	-	-	-25	-34	20	6	-31
Rate¹	December	-	-	297	203	245	242	182
	February	-	-	302	203	233	233	180

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:

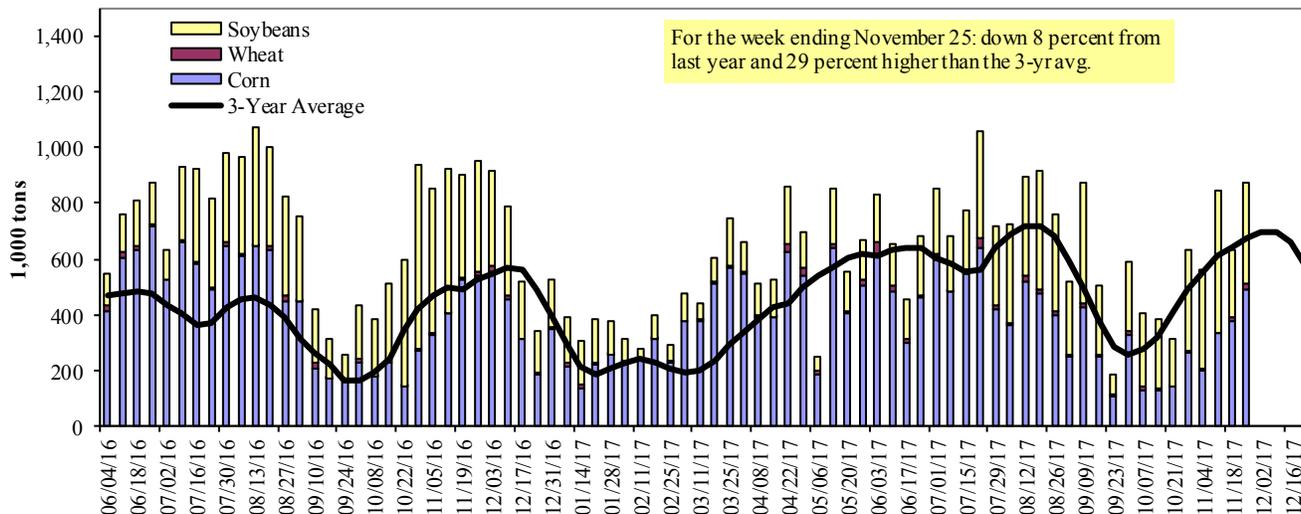
$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton}) / 100$$

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 11/25/2017	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	281	11	207	16	514
Winfield, MO (L25)	389	17	282	8	696
Alton, IL (L26)	536	17	376	0	930
Granite City, IL (L27)	494	17	362	0	874
Illinois River (L8)	157	0	15	0	172
Ohio River (L52)	52	0	173	0	224
Arkansas River (L1)	0	8	71	0	80
Weekly total - 2017	546	26	606	0	1,178
Weekly total - 2016	589	14	646	0	1,248
2017 YTD ¹	20,424	2,109	14,526	300	37,359
2016 YTD	22,049	1,895	14,625	315	38,884
2017 as % of 2016 YTD	93	111	99	95	96
Last 4 weeks as % of 2016 ²	84	108	84	273	85
Total 2016	24,136	2,030	16,668	344	43,178

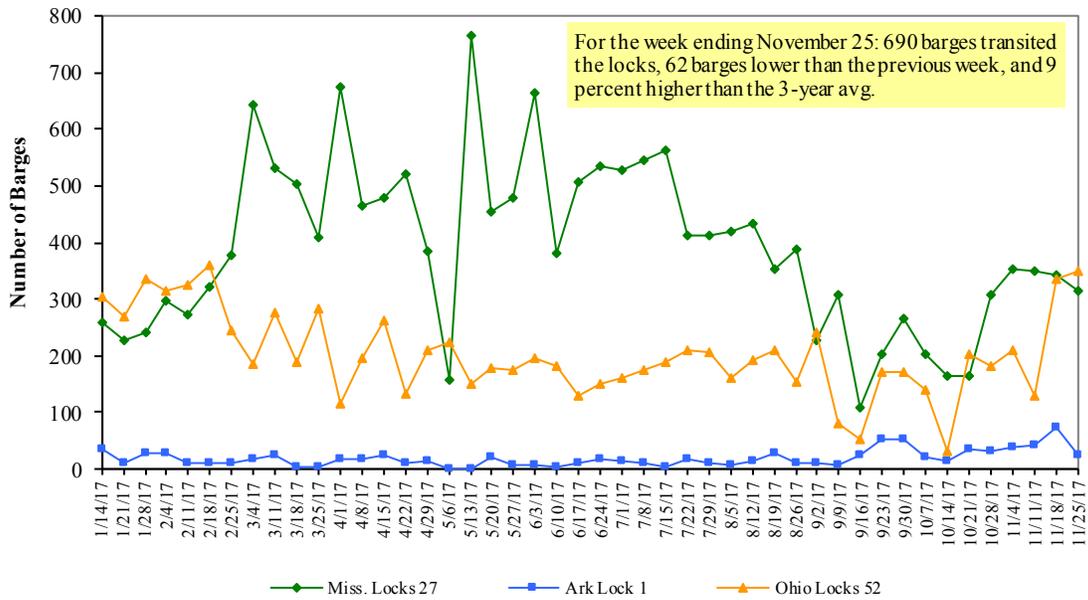
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2016.

Note: Total may not add exactly, due to rounding

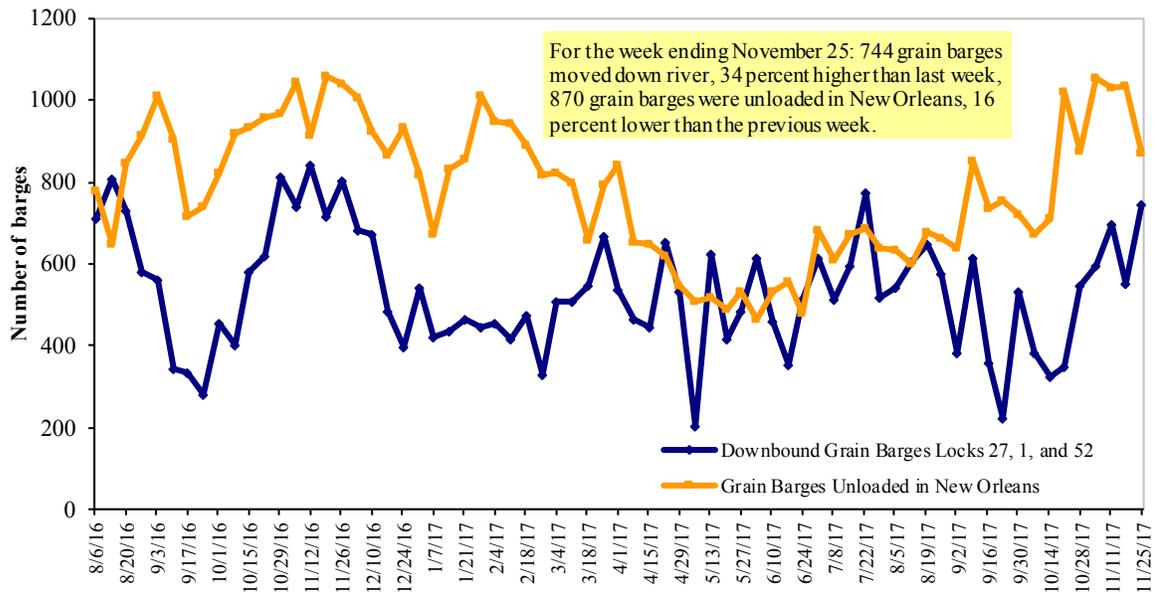
Source: U.S. Army Corps of Engineers

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 Prices, Week Ending 11/27/2017 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.907	0.011	0.461
	New England	2.881	0.019	0.409
	Central Atlantic	3.074	0.019	0.525
	Lower Atlantic	2.794	0.005	0.433
II	Midwest ²	2.884	0.011	0.528
III	Gulf Coast ³	2.712	0.023	0.422
IV	Rocky Mountain	3.026	0.023	0.576
V	West Coast	3.380	0.002	0.653
	West Coast less California	3.113	0.006	0.478
	California	3.597	-0.002	0.797
Total	U.S.	2.926	0.014	0.506

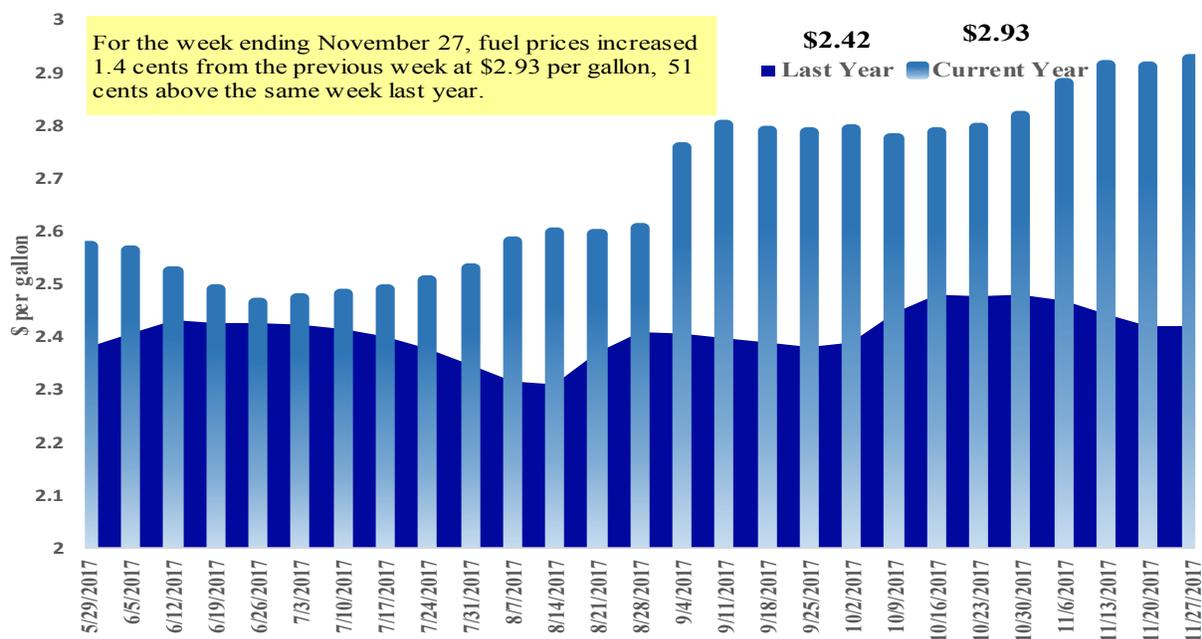
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
11/16/2017	2,047	516	1,696	1,360	59	5,678	14,581	14,564	34,823
This week year ago	2,064	552	2,138	1,219	155	6,128	18,402	18,553	43,082
Cumulative exports-marketing year²									
2017/18 YTD	4,608	1,052	2,948	2,494	201	11,302	6,843	18,888	37,033
2016/17 YTD	5,512	1,015	3,618	1,936	174	12,255	10,919	21,817	44,991
YTD 2017/18 as % of 2016/17	84	104	81	129	115	92	63	87	82
Last 4 wks as % of same period 2016/17	91	94	80	107	38	89	74	88	82
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 11/16/2017			% 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	8,569	8,453	1	12,297
Japan	3,450	3,626	(5)	11,450
Korea	810	2,019	(60)	4,494
Colombia	1,331	1,812	(27)	4,179
Peru	1,265	982	29	2,693
Top 5 Importers	15,425	16,893	(9)	35,113
Total US corn export sales	21,424	29,321	(27)	49,308
% of Projected	44%	50%		
Change from prior week ²	1,081	1,675		
Top 5 importers' share of U.S. corn export sales	72%	58%		71%
USDA forecast, November 2017	48,982	58,346	(16)	
Corn Use for Ethanol USDA forecast, November 2017	139,065	138,151	1	

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/>. Total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales.

³FAS 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 11/16/2017	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	18,647	24,672	(24)	31,881
Mexico	1,778	1,713	4	3,452
Indonesia	696	672	4	1,987
Japan	867	1,080	(20)	2,067
Netherlands	570	364	0	2,098
Top 5 importers	22,558	28,500	(21)	41,486
Total US soybean export sales	33,452	40,370	(17)	52,919
% of Projected	55%	68%		
Change from prior week ²	869	1,899		
Top 5 importers' share of U.S. soybean export sales	67%	71%		78%
USDA forecast, November 2017	61,308	59,237	103	

(n) indicates negative number.

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 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 11/16/2017	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	1,868	1,686	11	2,620
Mexico	2,060	1,723	20	2,743
Philippines	1,971	1,884	5	2,395
Brazil	111	1,053	(89)	862
Nigeria	816	774	5	1,254
Korea	1,215	920	32	1,104
China	782	615	27	1,623
Taiwan	752	608	24	768
Indonesia	796	514	55	726
Colombia	430	544	(21)	635
Top 10 importers	10,800	10,321	5	14,729
Total US wheat export sales	16,980	18,382	(8)	22,804
% of Projected	62%	64%		
Change from prior week ²	200	711		
Top 10 importers' share of U.S. wheat export sales	64%	56%		65%
USDA forecast, November 2017	27,248	28,747	(5)	

(n) indicates negative number.

¹ Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year = Jun 1 - May 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 the previous
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 11/23/17	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	206	81	255	13,368	11,122	120	104	109	12,325
Corn	0	0	n/a	10,259	10,990	93	4	12	12,009
Soybeans	481	683	70	11,091	11,916	93	84	87	14,447
Total	687	764	90	34,718	34,027	102	78	87	38,782
Mississippi Gulf									
Wheat	63	24	266	3,972	3,158	126	170	113	3,480
Corn	446	396	113	26,900	28,827	93	71	90	31,420
Soybeans	1,023	1,314	78	28,422	29,995	95	88	91	35,278
Total	1,533	1,734	88	59,294	61,979	96	85	91	70,178
Texas Gulf									
Wheat	89	145	62	5,996	5,364	112	66	102	6,019
Corn	0	0	n/a	700	1,562	45	3	9	1,669
Soybeans	0	0	n/a	219	963	23	26	36	1,105
Total	89	145	62	6,914	7,889	88	41	63	8,792
Interior									
Wheat	3	24	14	1,557	1,418	110	34	49	1,543
Corn	180	233	77	7,642	6,589	116	113	157	7,197
Soybeans	63	150	42	4,913	4,128	119	90	99	4,577
Total	246	407	61	14,112	12,135	116	94	118	13,317
Great Lakes									
Wheat	0	0	n/a	596	978	61	16	14	1,186
Corn	0	15	0	189	519	36	28	67	584
Soybeans	23	55	42	793	741	107	50	61	910
Total	23	70	33	1,578	2,238	70	41	50	2,681
Atlantic									
Wheat	0	0	n/a	46	289	16	3	6	315
Corn	0	0	n/a	28	293	9	14	38	294
Soybeans	71	138	51	1,614	1,802	90	73	75	2,269
Total	71	138	51	1,688	2,385	71	63	71	2,878
U.S. total from ports²									
Wheat	362	274	132	25,535	22,329	114	81	94	24,867
Corn	626	645	97	45,717	48,780	94	65	96	53,173
Soybeans	1,661	2,340	71	47,052	49,545	95	82	87	58,587
Total	2,649	3,258	81	118,304	120,653	98	78	89	136,627

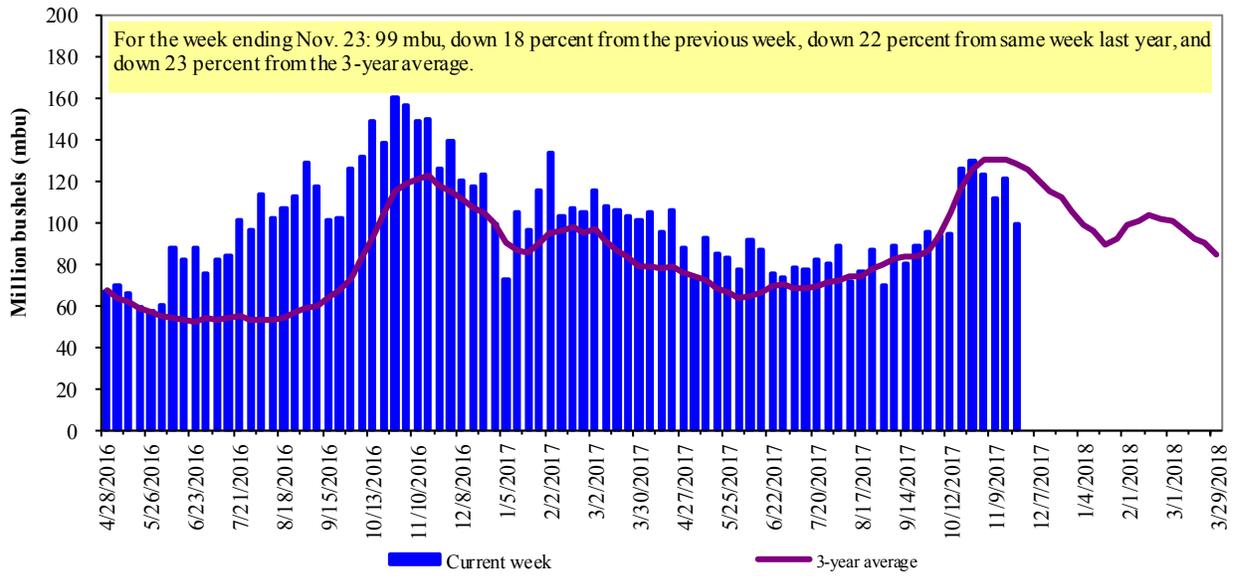
¹ Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

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

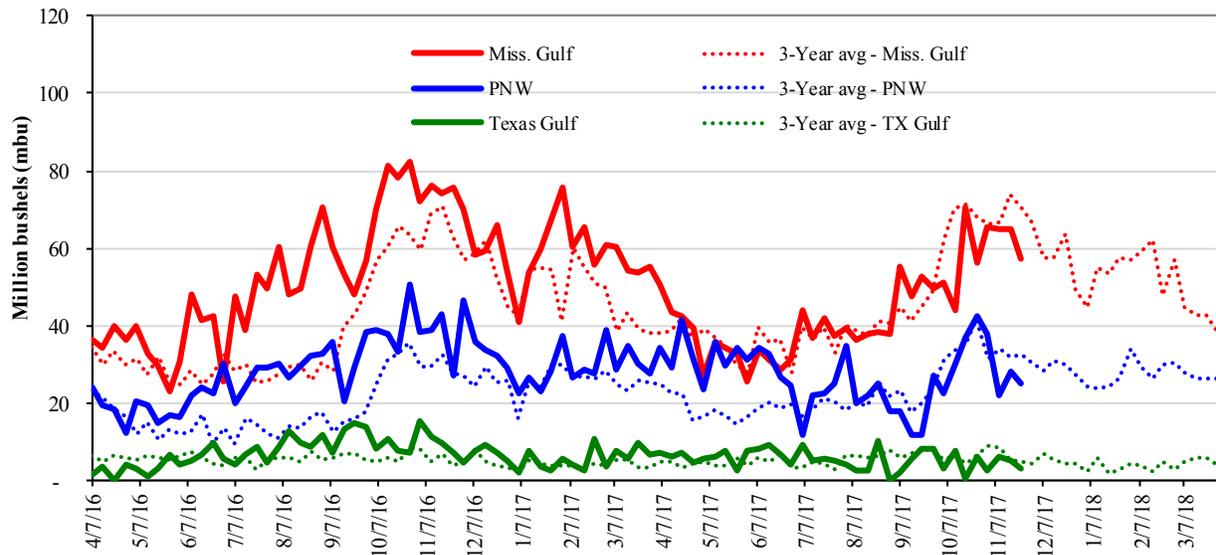


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



Week ending 11/23/17 inspections (mbu):		Percent change from:				
Mississippi Gulf:	57.5	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	25.2	Last Year (same week):	down 24	down 55	down 27	down 6
Texas Gulf:	3.3	3-yr avg. (4-wk. mov. Avg):	down 17	down 53	down 20	down 22

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

Ocean Transportation

Table 17

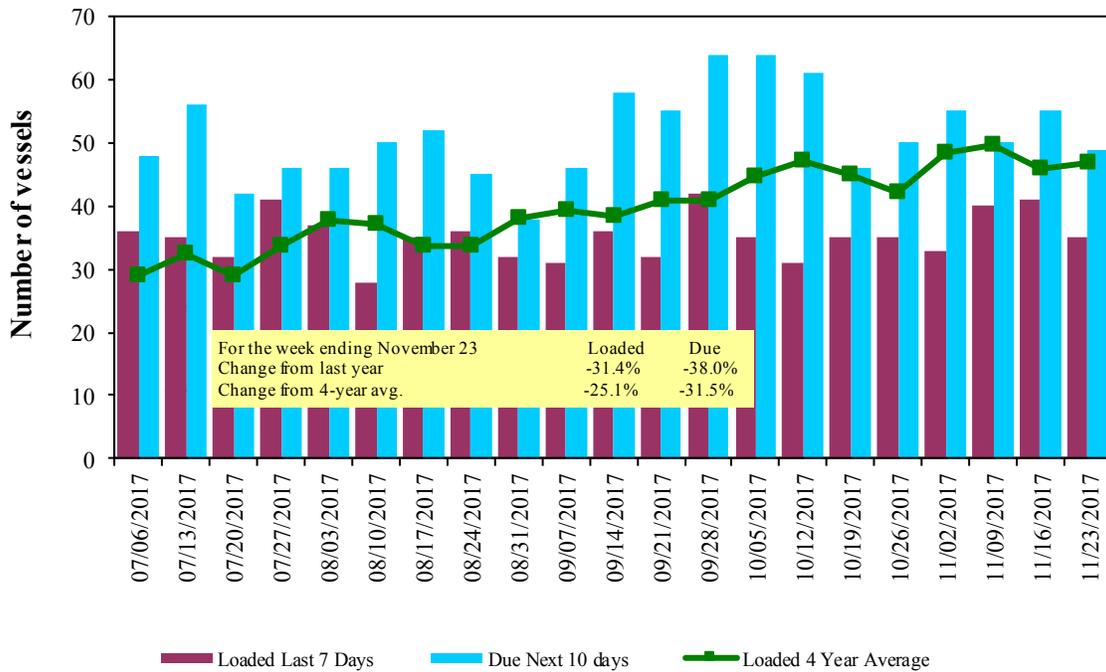
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
11/23/2017	48	35	49	n/a	n/a
11/16/2017	50	41	55	12	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

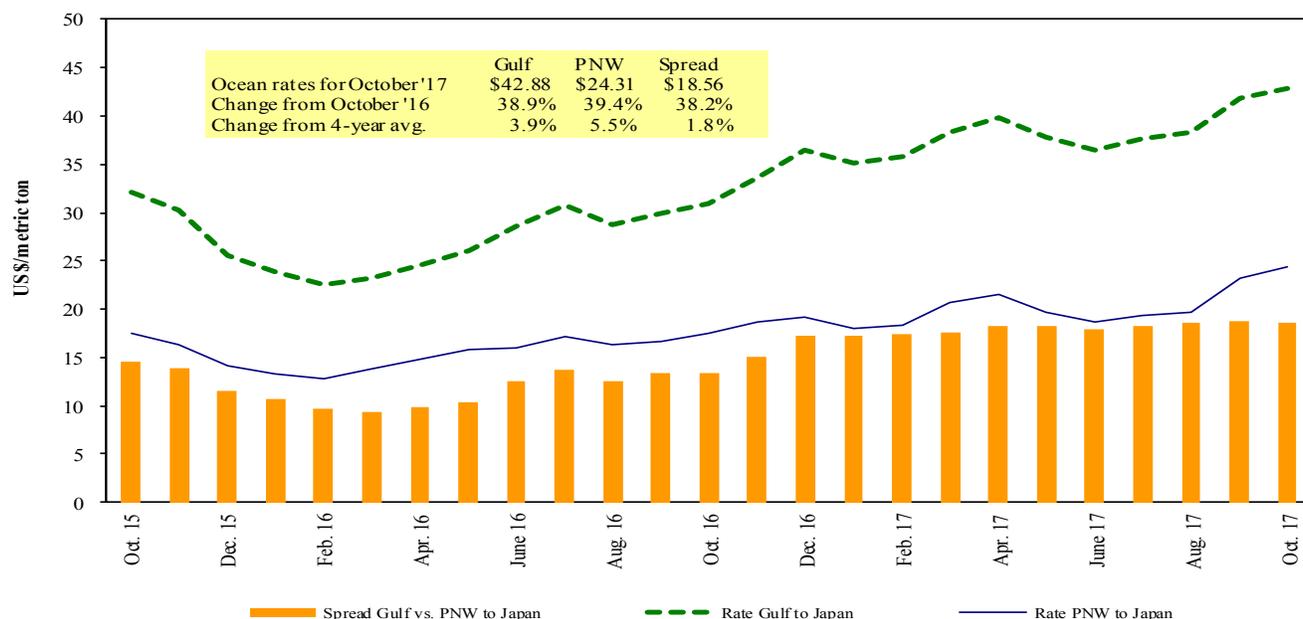
U.S. Gulf Vessel Loading Activity



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 11/25/2017

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Nov 27/Dec 5	47,700	40.50
U.S. Gulf	China	Heavy Grain	Nov 20/30	66,000	41.25
U.S. Gulf	China	Heavy Grain	Nov 20/30	66,000	42.00
U.S. Gulf	China	Heavy Grain	Nov 15/25	65,000	43.85
U.S. Gulf	China	Heavy Grain	Nov 10/20	66,000	43.75
U.S. Gulf	China	Heavy Grain	Nov 10/15	66,000	40.25
U.S. Gulf	China	Heavy Grain	Nov 1/10	66,000	42.00
U.S. Gulf	China	Heavy Grain	Nov 1/10	66,000	41.75
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	Dakar	Wheat	Nov 20/30	7,500	73.89*
U.S. Gulf	Somali	Sorghum	Dec 1/10	10,640	192.10*
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	Dec 1/10	60,000	31.90
Brazil	China	Heavy Grain	Nov 20/30	60,000	33.75
Brazil	China	Heavy Grain	Nov 1/10	60,000	31.90
Brazil	China	Heavy Grain	Oct 25/Nov 10	60,000	32.50
Brazil	S. Korea	Heavy Grain	Nov 22/29	63,000	33.25

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

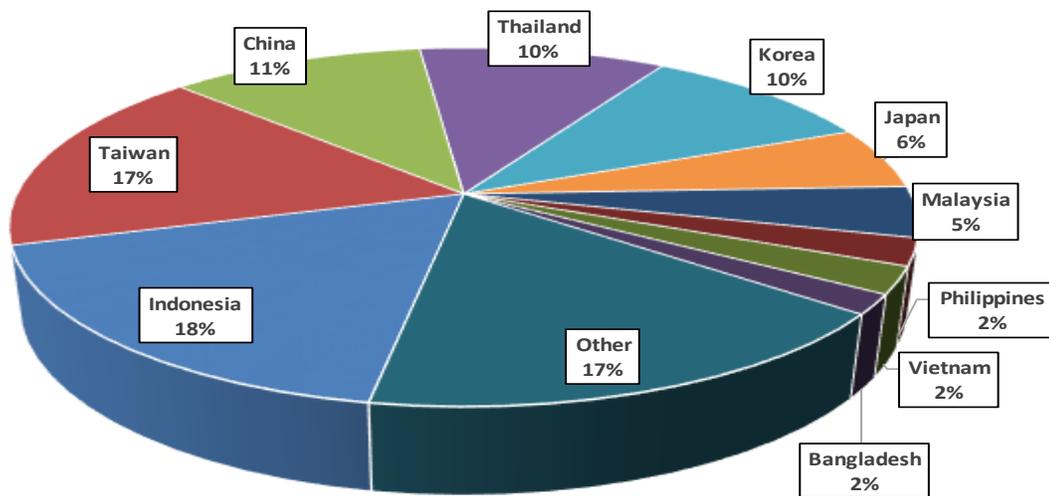
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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-September 2017

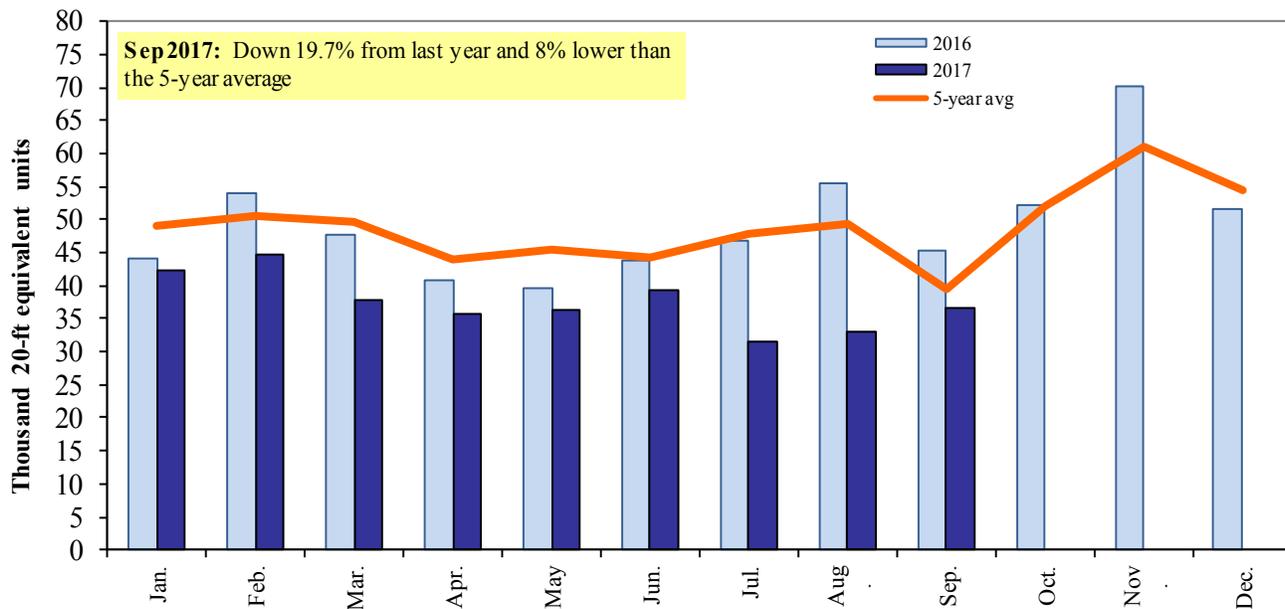


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

Monthly Shipments of Containerized Grain to Asia



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

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

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