United States Department of Agriculture

Grain Transportation Report

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

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Contents

The next release is June 9, 2016

WEEKLY HIGHLIGHTS

Panama Canal Suspends Third Draft Restrictions
On May 15, the Panama Canal Authority (ACP) announced the suspension of the third draft restrictions until further notice due to the arrival of the rainy season, and based on the current and projected level of Gatun Lake. The restrictions had been previously postponed until June 6 and had originally been scheduled to take effect May 9 (see 05/19/16 Grain Transportation Report). The maximum authorized transit draft will remain at 11.74 meters (38.5 feet). The ACP pledged to continue monitoring the level of Gatun Lake, adjust, and announce any draft restrictions in a timely manner. For more information, https://www.pancanal.com/common/maritime/advisories/2016/a-28-2016.pdf

Grain Inspections Down but Wheat and Soybean Inspections Up
For the week ending May 26, **total inspections of grain** (corn, wheat, soybeans) for export reached 1.49 million metric tons (mmt), down 3 percent from the past week, up 2 percent from last year, and unchanged from the 3-year average. Despite the decrease in total grain inspected, wheat and soybean inspections increased 64 and 107 percent from the previous week. Wheat and soybean shipments increased mainly to Latin America and Asia. Corn inspection, however dropped 31 percent from the previous week, as shipments—primarily those to Latin America—decreased. Total inspections of grain increased 15 percent from the past week in the Pacific Northwest (PNW) but dropped 22 percent in the Mississippi Gulf. Outstanding export sales (unshipped) of grain were down for wheat, but up the second consecutive week for corn and soybeans.

Rain Impacts Houston Ship Channel
On May 29, flood levels and record setting water currents coming from the San Jacinto River caused a closure of the Houston Ship Channel (HSC) after 12 barges broke free. In 2015, the Port of Houston ranked 3rd in the nation for total waterborne agricultural exports and 11th for containerized exports. More than 6.4 million metric tons of agricultural exports moved through the port in 2015, consisting of 83 percent percent bulk and 17 percent container. The top agricultural commodity moved in bulk was grain; the top by container was grocery items. On May 30, the HSC was reopened to ships, but restricted for barge traffic. Most barge traffic is for petroleum products. Portions of the Houston area have had record flooding and are expecting an additional 5 to 8 inches of rain this week. The rainfall causing widespread flooding in Texas has not had significant impact on the Mississippi River System. River levels on the Mississippi River have been above average for most of 2016, although a section of the Upper Mississippi River near Dubuque, IA, was closed on May 27 due to low water and silting. The section was dredged and reopened on May 31.

Snapshots by Sector

Export Sales
During the week ending May 19, **unshipped balances** of wheat, corn, and soybeans totaled 20 mmt, up 21 percent from the same time last year. Net weekly **wheat export sales** were down notably from the previous week. Net **corn export sales** were 1.38 mmt, down 6 percent from the previous week, and net **soybean export sales** were .457 mmt, down 17 percent from the past week.

Rail
U.S. Class I railroads originated 19,196 **grain carloads** for the week ending May 21, up 4 percent from the previous week, down 3 percent from last year, and up 4 percent from the 3-year average.

Average June shuttle **secondary railcar bids/offers** per car were $113 below tariff for the week ending May 26, up $13 from last week, and $267 higher than last year. There were no non-shuttle secondary railcar bids/offers this week.

Barge
For the week ending May 28, **barge grain movements** totaled 841,449 tons, 1 percent lower than last week, and up 26 percent from the same period last year.

For the week ending May 28, 549 grain barges **moved down river**, up 2 percent from last week; 465 grain barges were **unloaded in New Orleans**, down 7 percent from the previous week.

Ocean
For the week ending May 26, 28 **ocean-going grain vessels** were loaded in the Gulf, 20 percent less than the same period last year. Fifty vessels are expected to be loaded within the next 10 days, 28 percent more than the same period last year.

For the week ending May 26, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $27.25 per metric ton, up 3 percent from the previous week. The cost of shipping from the PNW to Japan was $16.50 per metric ton, up 3 percent from the previous week.

Fuel
During the week ending May 30, U.S. average **diesel fuel prices** increased 2 cents from the previous week at $2.38 per gallon, down $0.53 from the same week last year.

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Feature Article/Calendar

Upper Mississippi River Winter Closure Impacted Soybean Transportation Costs During First Quarter

The transportation costs of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany (Table 1), and Shanghai, China (Table 2), increased during the first quarter, compared to the previous quarter. Since the upper section of Mississippi River was closed for navigation, the soybeans that moved during the quarter were transported by rail to St. Louis, MO, and then loaded unto barges for shipment to New Orleans. Transportations costs from Minneapolis and Davenport to Hamburg increased by 26 and 28 percent, respectively, and the costs from the same locations to Shanghai increased by 15 percent. However, the costs of shipping soybeans from Fargo, ND, and Sioux Falls, SD, to Shanghai decreased by 5 percent each during the quarter. Similarly, the transportation costs of shipping soybeans from North Mato Grosso (North MT) and South Goiás (South GO), Brazil, to both Hamburg and Shanghai decreased during the quarter. It cost 4 and 2 percent less, respectively, to ship from North MT and South GO to Hamburg, and 5 percent less to ship from the same locations to Shanghai compared to the previous quarter.

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

	2015 1st qtr.	2015 4th qtr.	2016 1sth qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2015 1st qtr.	2015 4th qtr.	2016 1st qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					Davenport, IA --$/mt--				
Truck	12.02	8.38	8.18	-31.95	-2.39	12.02	8.38	8.18	-31.95	-2.39
Barge	14.07	34.05	7.96	-43.43	-76.62	14.07	25.51	7.96	-43.43	-68.80
Ocean[1]	14.03	13.81	11.65	-16.96	-15.64	14.03	13.81	11.65	-16.96	-15.64
Rail[2]	42.09	-	43.30	2.87	-	31.20	-	33.12	6.15	-
Total transportation	82.21	56.24	71.09	-13.53	26.40	71.32	47.70	60.91	-14.60	27.69
Farm Value[3]	361.31	314.77	301.54	-16.54	-4.20	365.97	315.02	309.63	-15.39	-1.71
Landed Cost[4]	443.52	371.01	372.63	-15.98	0.44	437.29	362.72	370.54	-15.26	2.16
Transport % of landed cost	18.54	15.16	19.08			16.31	13.15	16.44		
	Brazil									
	North MT[5] - Santos[6] --$/mt--					South GO[5] - Paranagua[6] --$/mt--				
Truck	89.60	76.94	74.65	-16.69	-2.98	51.40	45.06	44.60	-13.23	-1.02
Ocean[7]	22.00	17.00	16.00	-27.27	-5.88	22.00	17.00	16.00	-27.27	-5.88
Total transportation	111.60	93.94	90.65	-18.77	-3.50	73.40	62.06	60.60	-17.44	-2.35
Farm Value[8]	312.34	286.43	268.28	-14.11	-6.34	329.95	289.68	278.59	-15.57	-3.83
Landed Cost	423.94	380.37	358.93	-15.33	-5.64	403.35	351.74	339.19	-15.91	-3.57
Transport % of landed cost	26.32	24.70	25.26			18.20	17.64	17.87		

[1]Source: O'Neil Commodity Consulting
[2]Rail 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.
[3]Source: USDA/NASS
[4]Landed cost is total cost plus farm value
[5]Producing regions: MT= Mato Grosso, GO = Goiás
[6]Export ports
[7]Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS
[8]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Note: Total may not add exactly due to rounding

The costs of shipping soybeans from Minneapolis and Davenport through the Gulf increased mainly because of the substitution of rail for barge for the upper segment of the shipment as both truck and ocean rates decreased during the quarter. The truck rates declined partly because of lower diesel fuel prices during the quarter. Ocean rates declined because of the continued excess supply and lagging demand for bulk vessel in the market.

Quarter-to-quarter landed costs were mixed in the United States, while they declined in Brazil. The landed costs of shipping from Davenport to Hamburg and Shanghai increased slightly from quarter to quarter, while those from Fargo and Sioux Falls to Shanghai decreased. Year-to-year transportation costs and farm prices fell in the United States and Brazil causing the year-to-year landed costs for soybeans to decline in both countries. The U.S. landed costs ranged from $371 to $382 per metric ton (mt), and Brazil's landed costs ranged from $339 to $360 per mt. However, the U.S. transportation share of the landed costs ranged from 16 to 21 percent, and 18 to 26 percent in Brazil.

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

	2015 1st qtr.	2015 4th qtr.	2015\6 1st qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2015 1st qtr.	2015 4th qtr.	2016 1st qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					**Davenport, IA** --$/mt--				
Truck	12.02	8.38	8.18	-31.95	-2.39	12.02	8.38	8.18	-31.95	-2.39
Barge	14.07	34.05	7.96	-43.43	-76.62	14.07	25.51	7.96	-43.43	-68.80
Ocean[1]	30.41	27.77	21.34	-29.83	-23.15	30.41	27.77	21.34	-29.83	-23.15
Rail[2]	42.09	-	43.30	2.87	-	31.20	-	33.12	6.15	-
Total transportation	98.59	70.20	80.78	-18.06	15.07	87.70	61.66	70.60	-19.50	14.50
Farm Value[3]	361.31	314.77	301.54	-16.54	-4.20	365.97	315.02	309.63	-15.39	-1.71
Landed Cost[4]	459.90	384.97	382.32	-16.87	-0.69	453.67	376.68	380.23	-16.19	0.94
Transport % of landed cost	21.44	18.24	21.13			19.33	16.37	18.57		
	Via PNW									
	Fargo, ND					**Sioux Falls, SD**				
Truck	12.02	8.38	8.18	-31.95	-2.39	12.02	8.38	8.18	-31.95	-2.39
Ocean	16.70	14.90	12.30	-26.35	-17.45	16.70	14.90	12.30	-26.35	-17.45
Rail	57.17	53.68	52.83	-7.59	-1.58	58.46	54.80	53.85	-7.89	-1.73
Total transportation	85.89	76.96	73.31	-14.65	-4.74	87.18	78.08	74.33	-14.74	-4.80
Farm Value	338.78	304.97	298.60	-11.86	-2.09	346.74	308.65	303.01	-12.61	-1.83
Landed Cost	424.67	381.93	371.91	-12.42	-2.62	433.92	386.73	377.34	-13.04	-2.43
Transport % of landed cost	20.23	20.15	19.71			20.09	20.19	19.70		
	Brazil									
	North MT[5] - Santos[6] --$/mt--					**South GO[5] - Paranagua[6]** --$/mt--				
Truck	89.60	76.94	74.65	-16.69	-2.98	51.40	45.06	44.60	-13.23	-1.02
Ocean[7]	29.50	20.00	17.50	-40.68	-12.50	31.50	20.50	18.00	-42.86	-12.20
Total transportation	119.10	96.94	92.15	-22.63	-4.94	82.90	65.56	62.60	-24.49	-4.51
Farm Value[8]	312.34	286.43	268.28	-14.11	-6.34	329.95	289.68	278.59	-15.57	-3.83
Landed Cost	431.44	383.37	360.43	-16.46	-5.98	412.85	355.24	341.19	-17.36	-3.96
Transport % of landed cost	27.61	25.29	25.57			20.08	18.46	18.35		

[1]Source: O'Neil Commodity Consulting
[2]Rail 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.
[3]Source: USDA/NASS
[4]Landed cost is transportation cost plus farm value
[5]Producing regions: MT= Mato Grosso, GO = Goiás
[6]Export ports
[7]Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS
[8]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Note: Total may not add exactly due to rounding

Market Analysis and Outlook

China imported 8.04 million metric tons (mmt) of soybeans from the United States during January-March, 4 percent more than the same period last year (USDA, FAS GATS Data). The value of the imports was about $2.86 billion, which is 15 percent less than a year ago due to lower soybean prices. Also, during January-March, the United States exported 1.48 mmt of soybeans to Europe, slightly 2 percent less than the same period a year ago. The U.S. exports to Europe were worth $0.52 billion. China continues to be the largest importer of soybeans in the world. China imported 60 percent of the world total and 58 percent of total U.S. soybean exports during marketing year (MY) 2014/15 (USDA, FAS GAIN Report #: CH16022). China soybean imports are expected to reach 82 mmt in MY 2015/16 and 84.5 mmt in MY 16/17. Strong soybean imports are driven by rising incomes, urbanization, and modernization of domestic feed and livestock sectors (USDA, FAS GAIN Report #: CH16022). In addition, land constraints, policy challenges, and stagnating yields could hamper domestic oilseeds and soybean production in China, making U.S. exports more competitive.
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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Unit Train	Shuttle		Gulf	Pacific
06/01/16	160	253	197	134	122	117
05/25/16	158	255	195	131	119	113

[1]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	5/27/2016	5/20/2016
Corn	IL--Gulf	-0.49	-0.56
Corn	NE--Gulf	-0.73	-0.81
Soybean	IA--Gulf	-1.12	-1.08
HRW	KS--Gulf	-1.05	-1.02
HRS	ND--Portland	-1.82	-1.83

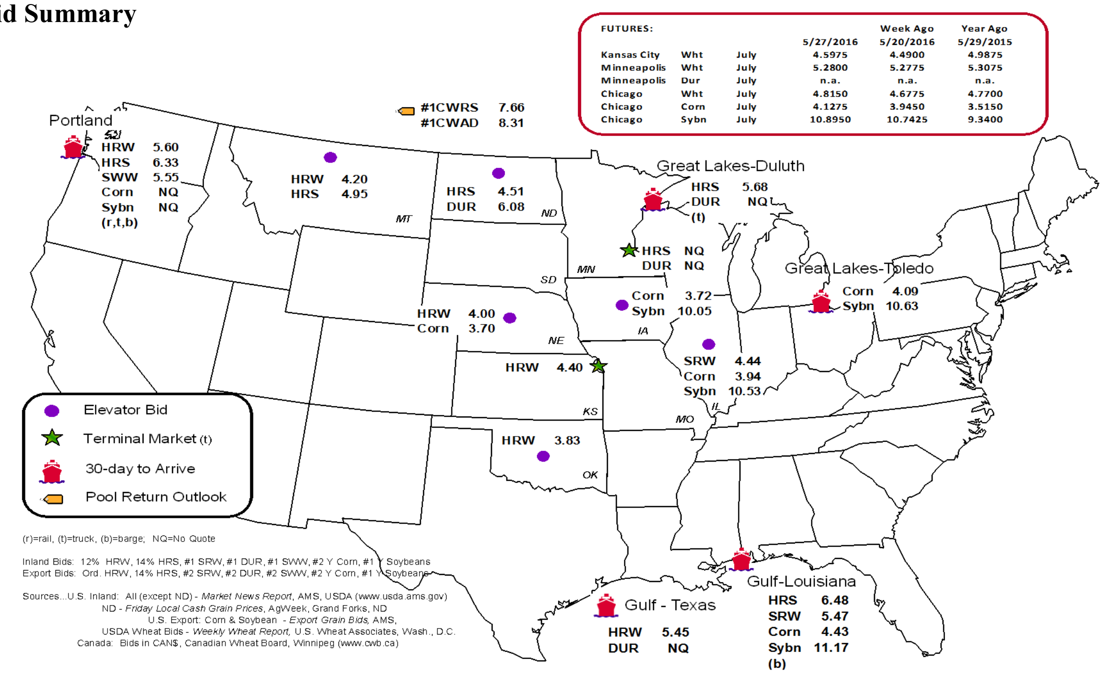
Note: nq = no quote

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 Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
5/25/2016[p]	21	1,698	4,355	98	6,172	5/21/2016	2,534
5/18/2016[r]	49	983	3,157	206	4,395	5/14/2016	3,291
2016 YTD[r]	5,829	30,703	106,716	9,141	152,389	2016 YTD	43,295
2015 YTD[r]	10,673	30,248	100,527	12,370	153,818	2015 YTD	35,981
2016 YTD as % of 2015 YTD	55	102	106	74	99	% change YTD	120
Last 4 weeks as % of 2015[2]	48	81	154	41	116	Last 4wks % 2015	126
Last 4 weeks as % of 4-year avg.[2]	50	82	133	54	102	Last 4wks % 4 yr	124
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736
Total 2014	44,617	83,674	256,670	32,107	417,068	Total 2014	98,422

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2015 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.

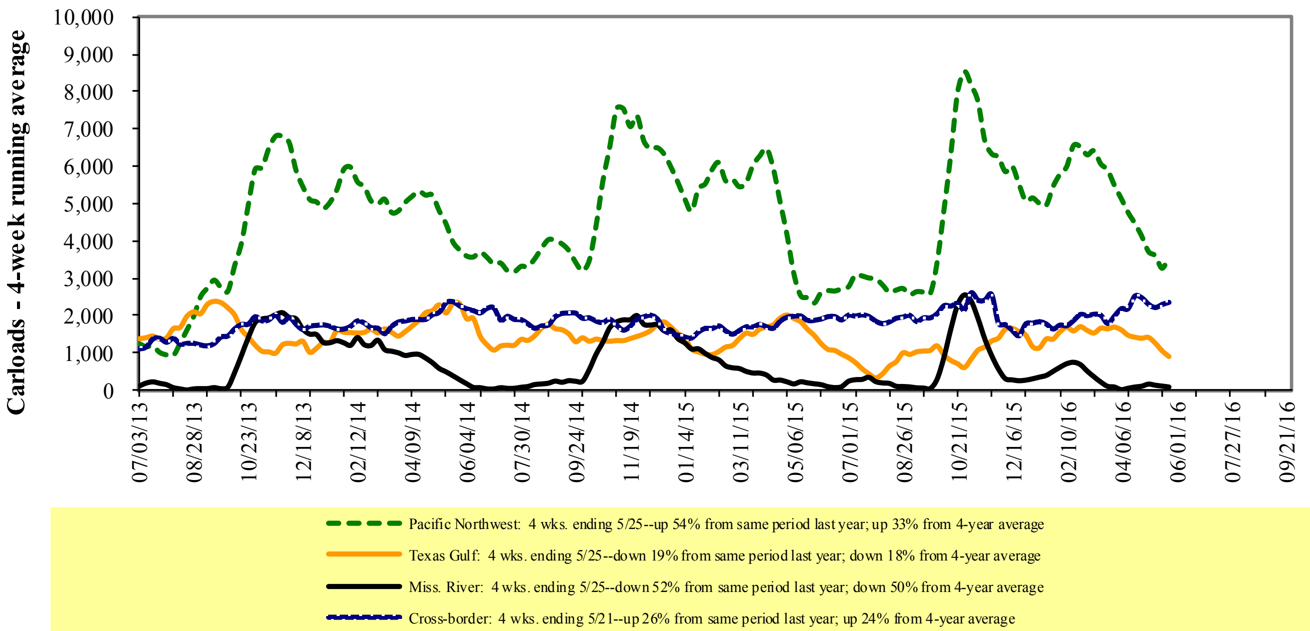
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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: 5/21/2016	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,814	2,804	8,874	801	4,903	19,196	2,865	4,322
This week last year	2,100	2,766	8,767	1,154	4,936	19,723	3,187	4,407
2016 YTD	37,315	54,721	202,524	17,664	104,924	417,148	66,763	87,883
2015 YTD	42,153	61,323	205,674	17,487	105,311	431,948	82,586	86,550
2016 YTD as % of 2015 YTD	89	89	98	101	100	97	81	102
Last 4 weeks as % of 2015*	83	87	99	88	118	99	70	90
Last 4 weeks as % of 3-yr avg.**	100	94	98	123	110	102	71	76
Total 2015	104,039	149,043	536,173	45,445	267,720	1,102,420	211,868	236,263

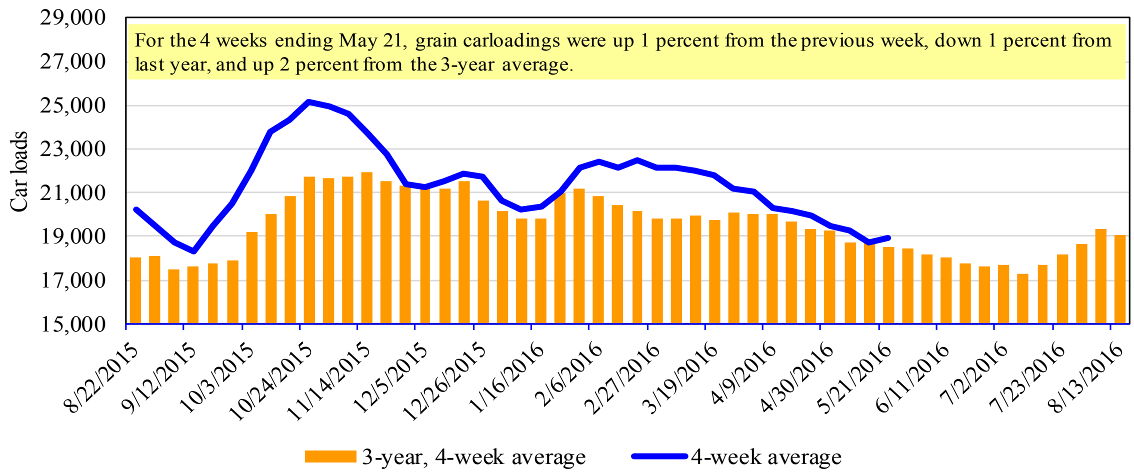
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**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[1] ($/car)[2]

For the week ending: 5/26/2016		Delivery period							
		Jun-16	Jun-15	Jul-16	Jul-15	Aug-16	Aug-15	Sep-16	Sep-15
BNSF[3]	COT grain units	0	2	0	no bids	0	no offer	0	86
	COT grain single-car[5]	0	no bids	0	1	0	no offer	0	66 . . 78
UP[4]	GCAS/Region 1	no bids	no bids	no bids	no bids	no offer	no bids	n/a	n/a
	GCAS/Region 2	no bids	no bids	no bids	no bids	no offer	no bids	n/a	n/a

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

[2]Average premium/discount to tariff, last auction

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

[4]UP - GCAS = Grain Car Allocation System

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

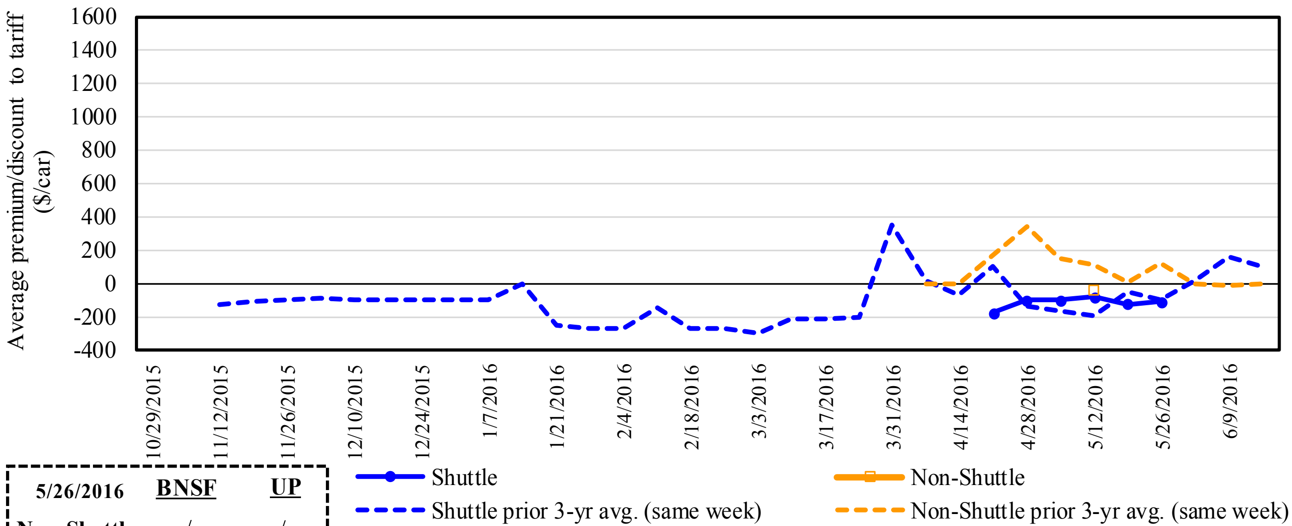
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

[5]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 June 2016, Secondary Market

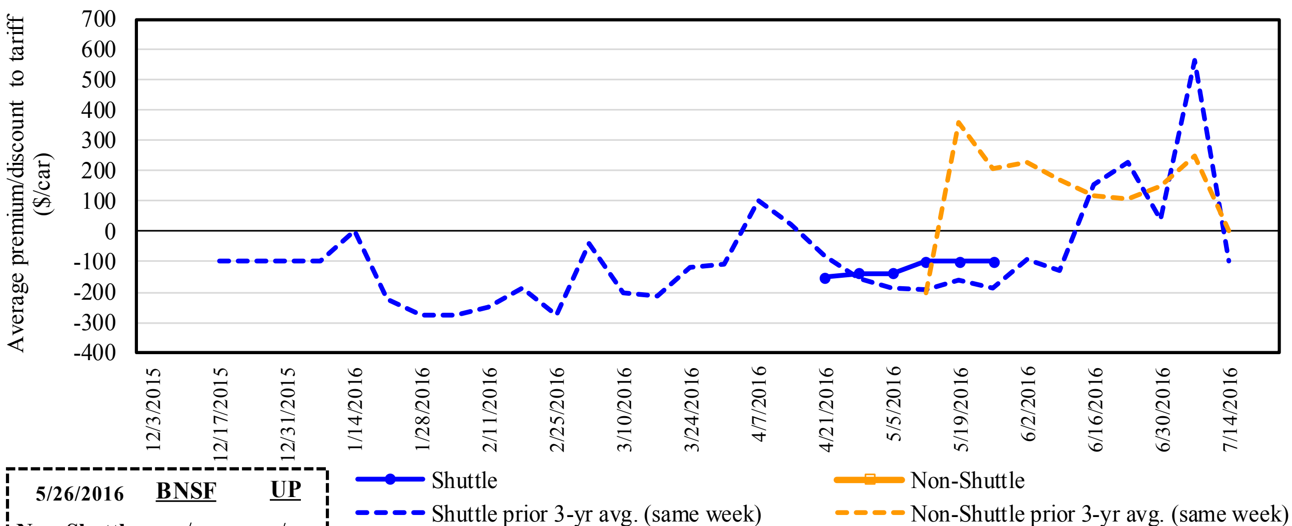


5/26/2016	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	-$100	-$125

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers rose $13 this week and are $29 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 July 2016, Secondary Market

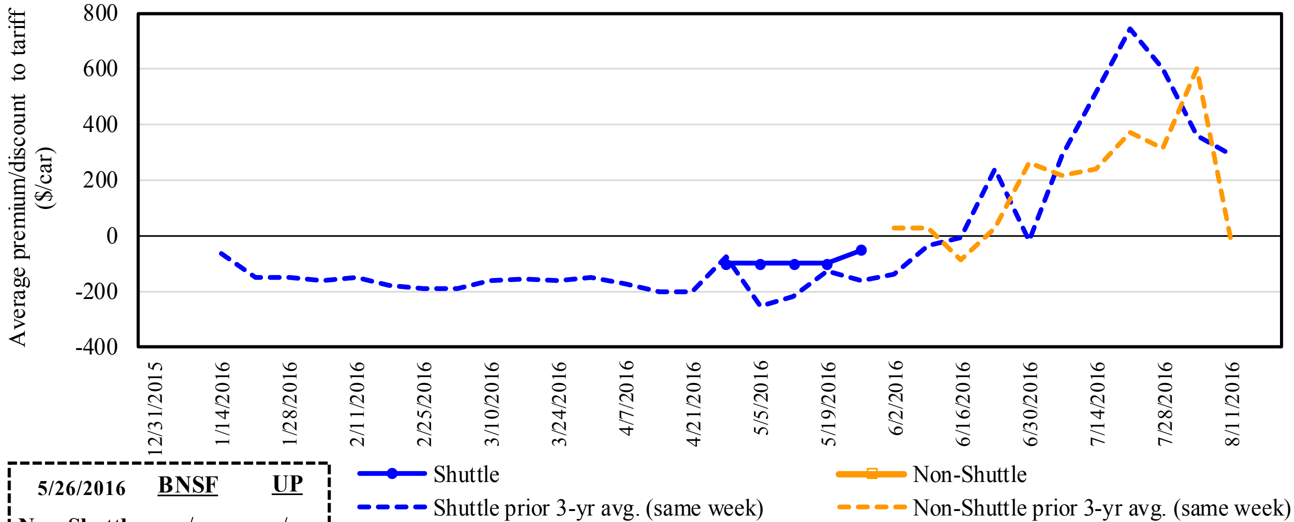


5/26/2016	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	-$100

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers are unchanged this week and are at 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 August 2016, Secondary Market



5/26/2016	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	-$50

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers rose $50 this week and are at the peak.

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

Table 6

Weekly Secondary Railcar Market ($/car)[1]

	For the week ending: 5/26/2016	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16
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 2015	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 2015	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**(100)**	**n/a**	**n/a**	**700**	**1050**	**200**
	Change from last week	n/a	n/a	n/a	300	n/a	n/a
	Change from same week 2015	250	n/a	n/a	300	n/a	n/a
	UP-Pool	**(125)**	**(100)**	**(50)**	**0**	**450**	**225**
	Change from last week	0	0	50	n/a	25	25
	Change from same week 2015	283	150	n/a	300	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 Shipments[1]

Effective date: 6/1/2016	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,605	$0	$35.80	$0.97	-2
	Grand Forks, ND	Duluth-Superior, MN	$3,463	-$24	$34.15	$0.93	-17
	Wichita, KS	Los Angeles, CA	$6,950	-$122	$67.80	$1.85	-3
	Wichita, KS	New Orleans, LA	$4,243	$0	$42.14	$1.15	-3
	Sioux Falls, SD	Galveston-Houston, TX	$6,486	-$100	$63.41	$1.73	-3
	Northwest KS	Galveston-Houston, TX	$4,511	$0	$44.80	$1.22	-3
	Amarillo, TX	Los Angeles, CA	$4,710	$0	$46.77	$1.27	-4
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,681	$0	$36.55	$0.93	6
	Toledo, OH	Raleigh, NC	$6,061	$0	$60.19	$1.53	9
	Des Moines, IA	Davenport, IA	$2,168	$0	$21.53	$0.55	-1
	Indianapolis, IN	Atlanta, GA	$5,004	$0	$49.69	$1.26	5
	Indianapolis, IN	Knoxville, TN	$4,311	$0	$42.81	$1.09	5
	Des Moines, IA	Little Rock, AR	$3,444	$0	$34.20	$0.87	1
	Des Moines, IA	Los Angeles, CA	$5,052	$0	$50.17	$1.27	-1
Soybeans	Minneapolis, MN	New Orleans, LA	$3,699	$0	$36.73	$1.00	-3
	Toledo, OH	Huntsville, AL	$5,051	$0	$50.16	$1.37	8
	Indianapolis, IN	Raleigh, NC	$6,178	$0	$61.35	$1.67	10
	Indianapolis, IN	Huntsville, AL	$4,529	$0	$44.98	$1.22	4
	Champaign-Urbana, IL	New Orleans, LA	$4,395	$0	$43.64	$1.19	7
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,853	-$70	$37.56	$1.02	-6
	Wichita, KS	Galveston-Houston, TX	$3,871	-$55	$37.90	$1.03	-4
	Chicago, IL	Albany, NY	$5,492	$0	$54.54	$1.48	16
	Grand Forks, ND	Portland, OR	$5,511	-$122	$53.52	$1.46	-6
	Grand Forks, ND	Galveston-Houston, TX	$5,831	-$127	$56.65	$1.54	-14
	Northwest KS	Portland, OR	$5,478	$0	$54.40	$1.48	-4
Corn	Minneapolis, MN	Portland, OR	$5,000	-$148	$48.18	$1.22	-9
	Sioux Falls, SD	Tacoma, WA	$4,960	-$136	$47.91	$1.22	-8
	Champaign-Urbana, IL	New Orleans, LA	$3,481	$0	$34.57	$0.88	6
	Lincoln, NE	Galveston-Houston, TX	$3,600	-$79	$34.96	$0.89	-5
	Des Moines, IA	Amarillo, TX	$3,795	$0	$37.69	$0.96	0
	Minneapolis, MN	Tacoma, WA	$5,000	-$147	$48.19	$1.22	-9
	Council Bluffs, IA	Stockton, CA	$4,640	-$152	$44.57	$1.13	-6
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,490	-$136	$53.17	$1.45	-8
	Minneapolis, MN	Portland, OR	$5,510	-$148	$53.25	$1.45	-8
	Fargo, ND	Tacoma, WA	$5,380	-$121	$52.23	$1.42	-8
	Council Bluffs, IA	New Orleans, LA	$4,425	$0	$43.94	$1.20	-4
	Toledo, OH	Huntsville, AL	$4,226	$0	$41.97	$1.14	10
	Grand Island, NE	Portland, OR	$5,360	$0	$53.23	$1.45	-4

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

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

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

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

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico

Commodity	Origin state	Destination region	Tariff rate/car[1]	Fuel surcharge per car[2]	Tariff plus surcharge per: metric ton[3]	Tariff plus surcharge per: bushel[3]	Percent change[4] Y/Y
Effective date: 6/1/2016							
Wheat	MT	Chihuahua, CI	$7,459	$0	$76.21	$2.07	-3
	OK	Cuautitlan, EM	$6,514	$0	$66.55	$1.81	-5
	KS	Guadalajara, JA	$6,995	$70	$72.19	$1.96	-4
	TX	Salinas Victoria, NL	$4,142	$0	$42.32	$1.15	-1
Corn	IA	Guadalajara, JA	$8,137	$49	$83.64	$2.12	-5
	SD	Celaya, GJ	$7,480	$0	$76.43	$1.94	-6
	NE	Queretaro, QA	$7,879	$0	$80.50	$2.04	0
	SD	Salinas Victoria, NL	$6,545	$0	$66.87	$1.70	6
	MO	Tlalnepantla, EM	$7,238	$0	$73.96	$1.88	0
	SD	Torreon, CU	$7,080	$0	$72.34	$1.84	-2
Soybeans	MO	Bojay (Tula), HG	$8,652	$54	$88.95	$2.42	1
	NE	Guadalajara, JA	$9,142	$52	$93.93	$2.55	0
	IA	El Castillo, JA	$9,470	$0	$96.76	$2.63	0
	KS	Torreon, CU	$7,439	$30	$76.31	$2.07	1
Sorghum	NE	Celaya, GJ	$7,344	$41	$75.45	$1.91	-3
	KS	Queretaro, QA	$7,563	$0	$77.27	$1.96	2
	NE	Salinas Victoria, NL	$6,168	$0	$63.02	$1.60	2
	NE	Torreon, CU	$6,672	$25	$68.42	$1.74	-2

[1]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.

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

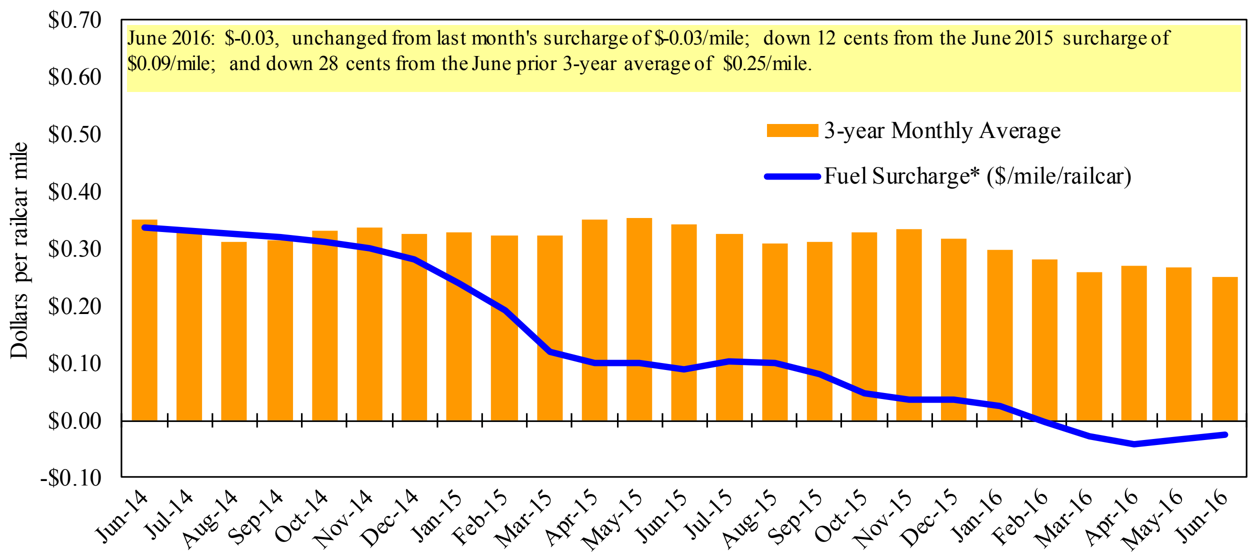
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4]Percentage change calculated using tariff rate plus fuel surchage

Sources: www.bnsf.com, www.uprr.com, www.kcsouthern.com

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]

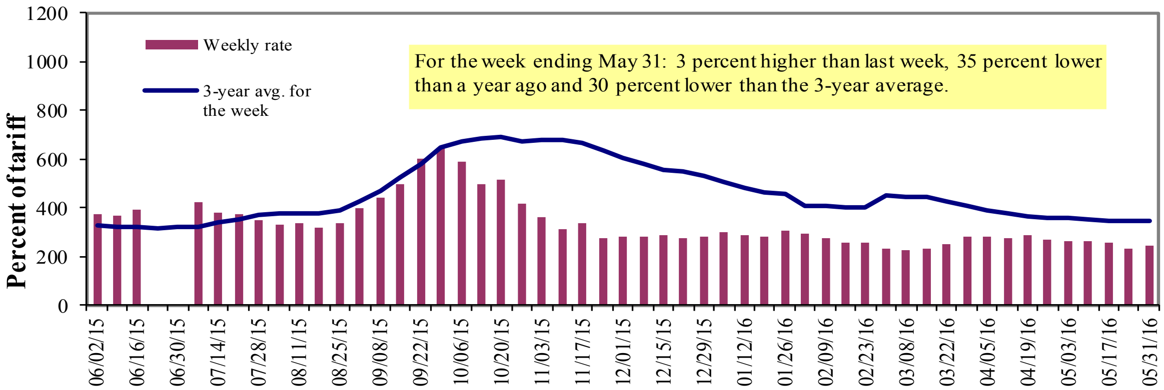


[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.
Sources: 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]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	5/31/2016	317	252	242	173	167	167	168
	5/24/2016	323	255	235	172	172	172	170
$/ton	5/31/2016	19.62	13.41	11.23	6.90	7.83	6.75	5.28
	5/24/2016	19.99	13.57	10.90	6.86	8.07	6.95	5.34
Current week % change from the same week:								
	Last year	-27	-33	-35	-31	-27	-27	-23
	3-year avg. [2]	-23	-28	-30	-27	-24	-24	-17
Rate[1]	June	323	263	253	180	173	173	180
	August	377	352	337	273	300	300	278

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds;

Source: Transportation & Marketing Programs/AMS/USDA

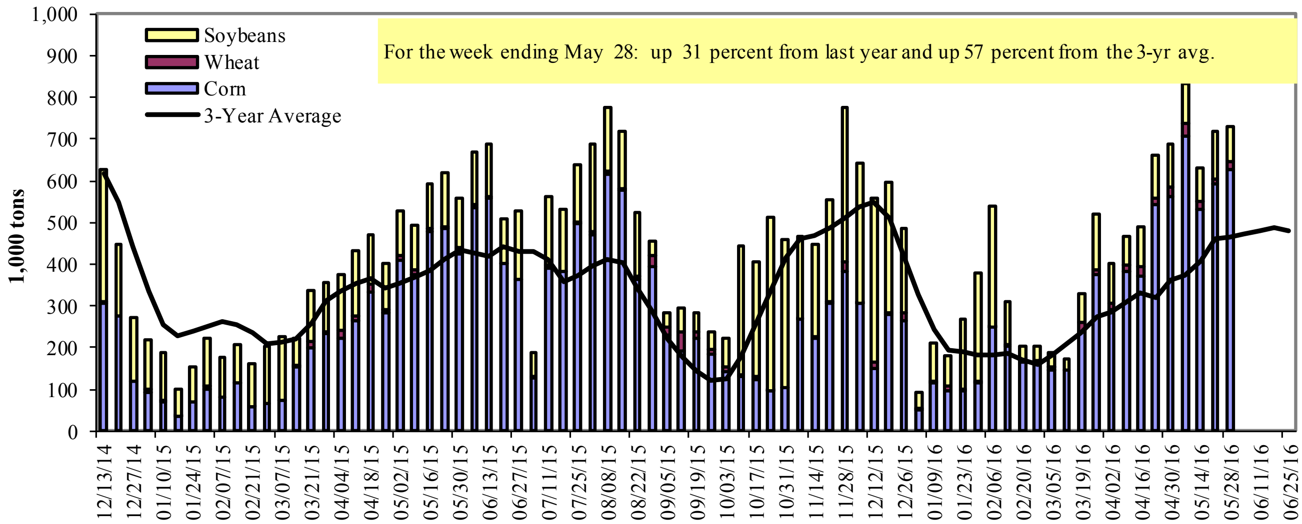
Figure 9
Benchmark tariff rates

Calculating barge rate per ton:
(Rate * 1976 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[1] (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 5/28/2016	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	314	3	68	0	386
Winfield, MO (L25)	406	9	80	0	495
Alton, IL (L26)	577	14	77	0	668
Granite City, IL (L27)	626	20	85	0	731
Illinois River (L8)	168	5	9	0	183
Ohio River (L52)	43	7	14	0	64
Arkansas River (L1)	0	15	32	0	47
Weekly total - 2016	669	42	131	0	841
Weekly total - 2015	502	21	144	2	669
2016 YTD[1]	9,213	727	4,268	119	14,327
2015 YTD	8,009	573	4,567	93	13,243
2016 as % of 2015 YTD	115	127	93	127	108
Last 4 weeks as % of 2015[2]	119	290	88	903	118
Total 2015	19,215	1,686	14,191	359	35,451

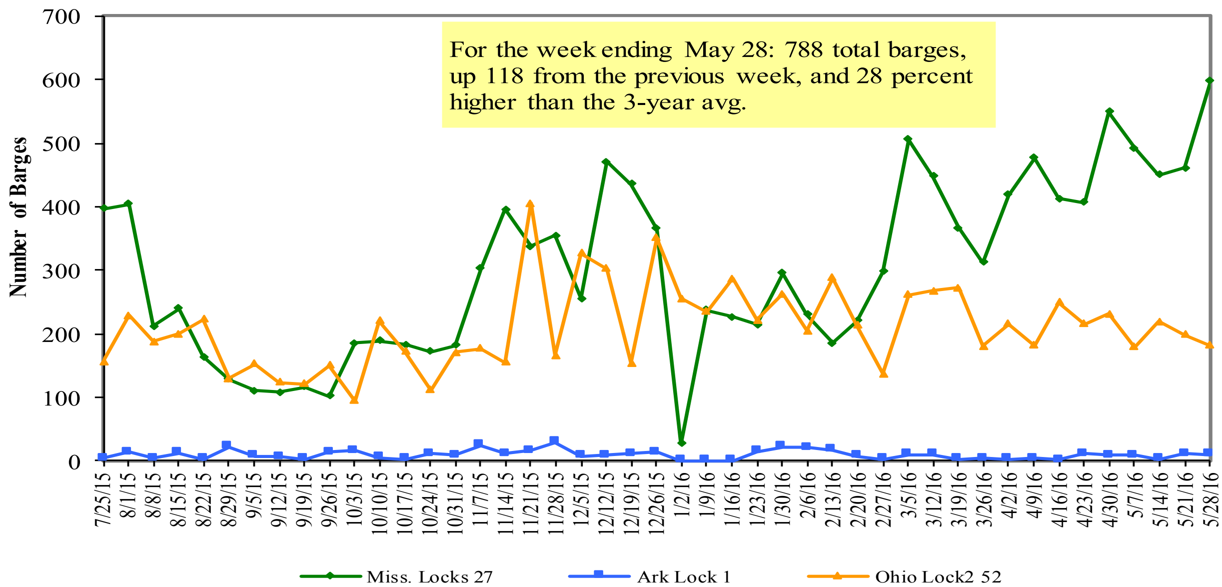
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

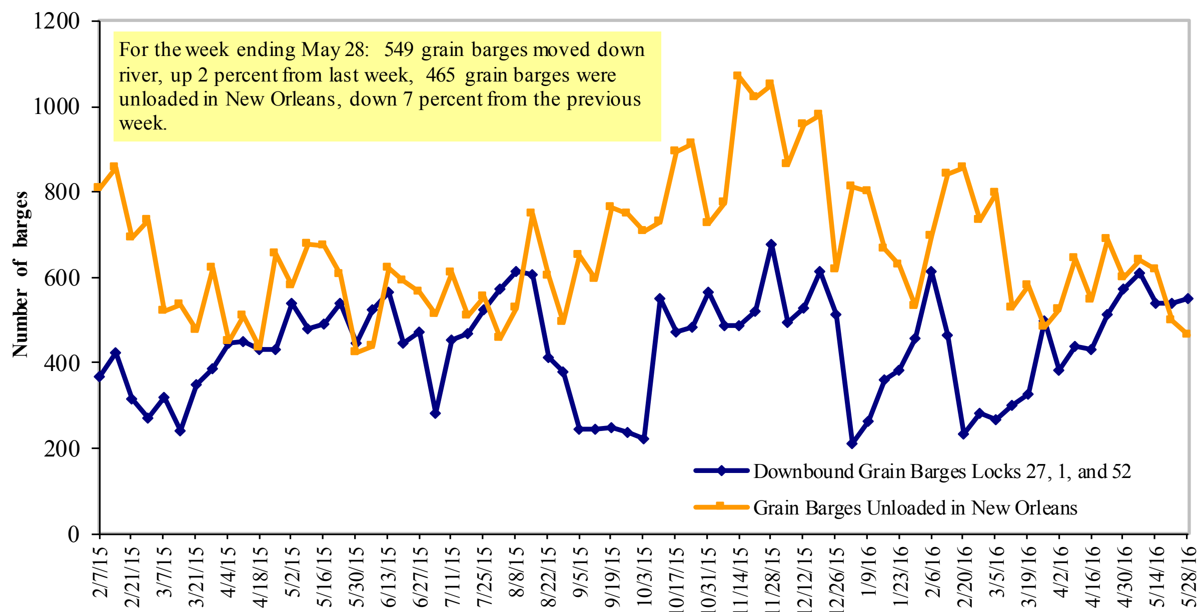
Source: U.S. Army Corps of Engineers

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[1], Week Ending 5/30/2016 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.405	0.026	-0.596
	New England	2.442	0.031	-0.650
	Central Atlantic	2.505	0.041	-0.638
	Lower Atlantic	2.322	0.014	-0.552
II	Midwest[2]	2.342	0.017	-0.462
III	Gulf Coast[3]	2.254	0.021	-0.545
IV	Rocky Mountain	2.375	0.017	-0.460
V	West Coast	2.650	0.053	-0.513
	West Coast less California	2.718	0.216	-0.337
	California	2.565	-0.108	-0.684
Total	U.S.	2.382	0.025	-0.527

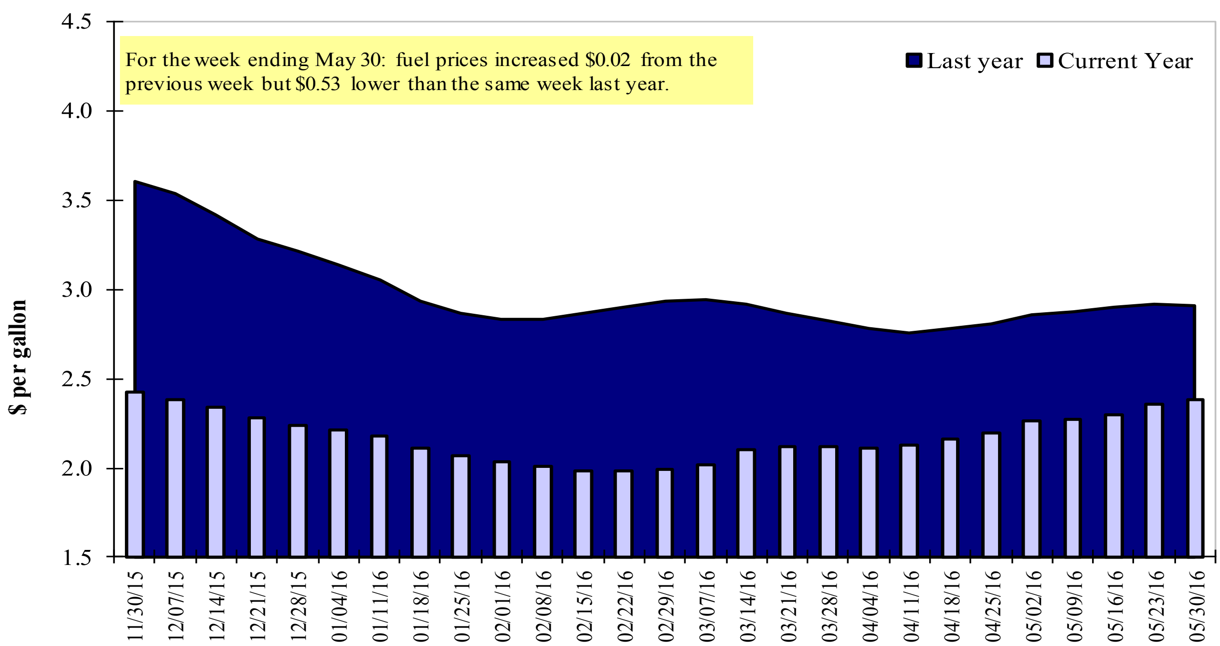
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
5/19/2016	573	158	700	425	44	1,899	13,794	4,596	20,288
This week year ago	425	187	459	260	51	1,381	11,759	3,574	16,715
Cumulative exports-marketing year[2]									
2015/16 YTD	5,409	3,051	6,168	3,422	658	18,707	28,022	42,790	89,520
2014/15 YTD	6,914	3,625	7,067	3,674	650	21,929	31,237	46,369	99,534
YTD 2015/16 as % of 2014/15	78	84	87	93	101	85	90	92	90
Last 4 wks as % of same period 2014/15	168	104	169	203	96	164	114	117	119
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	45,205	49,614	117,155
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309

[1] Current unshipped (outstanding) export sales to date

[2] Shipped export sales to date; new marketing year now in effect for 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 Importers[1] of U.S. Corn

For the week ending 5/19/2016		**Commitments**[2]		**% change**	**Exports**[3]
	2016/17	**2015/16**	**2014/15**	**current MY**	**3-year avg**
	Next MY	**Current MY**	**Last MY**	**from last MY**	**2012-2014**
		- 1,000 mt -			- 1,000 mt -
Japan	651	6,144	10,134	(39)	9,244
Mexico	1,605	11,843	9,992	19	7,448
Korea	0	1,926	3,005	(36)	2,630
Colombia	37	4,322	3,883	11	1,727
Taiwan	19	1,620	1,857	(13)	1,224
Top 5 Importers	**2,311**	**25,854**	**28,871**	**(10)**	**22,273**
Total US corn export sales	**3,529**	**41,816**	**42,996**	**(3)**	**34,445**
% of Projected		95%	91%		
Change from prior week	**260**	**1,381**	**655**		
Top 5 importers' share of U.S. corn export sales	65%	62%	67%		65%
USDA forecast, May 2016	**48,346**	**43,893**	**47,430**	**(7)**	
Corn Use for Ethanol USDA forecast, May 2016	**134,620**	**133,350**	**132,080**	**1**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports - 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/

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

Table 14

Top 5 Importers[1] of U.S. Soybeans

For the week ending 5/19/2016	Total Commitments[2] 2016/17 Next MY	2015/16 Current MY	2014/15 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2012-2014
		- 1,000 mt -			- 1,000 mt -
China	1,537	27,323	30,094	(9)	24,211
Mexico	573	3,163	3,192	(1)	2,971
Indonesia	15	1,647	1,636	1	1,895
Japan	118	2,084	1,784	17	1,750
Taiwan	37	1,161	1,220	(5)	1,055
Top 5 importers	**2,279**	**35,378**	**37,926**	**(7)**	**31,882**
Total US soybean export sales	**2,572**	**47,386**	**49,943**	**(5)**	**39,169**
% of Projected		100%	99%		
Change from prior week	(850)	457	322		
Top 5 importers' share of U.S. soybean export sales	89%	75%	76%		**81%**
USDA forecast, May 2016	**51,362**	**47,411**	**50,218**	**(6)**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports - 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/

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers[1] of All U.S. Wheat

For the week ending 5/19/2016	Total Commitments[2] 2016/17 Next MY	2015/16 Current MY	2014/15 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2012-2014
		- 1,000 mt -			- 1,000 mt -
Japan	188	2,519	3,143	(20)	3,113
Mexico	353	2,394	2,722	(12)	2,807
Nigeria	92	1,518	2,082	(27)	2,512
Philippines	463	2,451	4,298	(43)	2,105
Brazil	0	507	1,534	(67)	2,091
Korea	187	1,139	1,180	(3)	1,273
Taiwan	0	1,087	1,000	9	1,007
Indonesia	25	545	635	(14)	751
Colombia	20	672	583	15	662
Thailand	110	560	677		618
Top 10 importers	**1,328**	**12,832**	**17,175**	(25)	**16,939**
Total US wheat export sales	**3,858**	**20,606**	**23,311**	**(12)**	**26,361**
% of Projected		97%	100%		
Change from prior week	355	(10)	42		
Top 10 importers' share of U.S. wheat export sales	34%	62%	74%		64%
USDA forecast, May 2016	**23,842**	**21,253**	**23,270**	**(9)**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports - 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/

[3] 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 05/26/16	Previous Week*	Current Week as % of Previous	2016 YTD*	2015 YTD*	2016 YTD as % of 2015 YTD	Last 4-weeks as % of: Last Year	Prior 3-yr. avg.	2015 Total*
Pacific Northwest									
Wheat	281	205	137	4,874	4,783	102	147	126	10,985
Corn	170	188	91	3,531	3,909	90	192	176	7,232
Soybeans	0	0	n/a	4,425	4,043	109	131	36	11,809
Total	**451**	**393**	**115**	**12,831**	**12,735**	**101**	**165**	**142**	**30,027**
Mississippi Gulf									
Wheat	57	31	185	1,455	1,719	85	62	63	4,504
Corn	402	671	60	11,771	12,558	94	83	116	26,701
Soybeans	133	57	235	9,291	9,972	93	62	100	29,593
Total	**592**	**758**	**78**	**22,517**	**24,249**	**93**	**78**	**107**	**60,797**
Texas Gulf									
Wheat	143	42	342	1,158	1,666	69	83	49	3,724
Corn	28	37	75	377	210	180	201	154	596
Soybeans	0	0	n/a	92	210	44	n/a	0	864
Total	**171**	**79**	**217**	**1,627**	**2,086**	**78**	**93**	**56**	**5,184**
Interior									
Wheat	7	26	29	505	539	94	110	96	1,388
Corn	151	209	72	2,765	2,456	113	115	154	6,201
Soybeans	49	31	159	1,585	1,525	104	76	85	3,518
Total	**207**	**266**	**78**	**4,855**	**4,520**	**107**	**104**	**126**	**11,106**
Great Lakes									
Wheat	32	15	220	161	198	82	90	62	997
Corn	22	22	100	64	110	58	178	296	485
Soybeans	0	0	n/a	23	66	35	38	107	733
Total	**54**	**36**	**148**	**249**	**374**	**66**	**85**	**86**	**2,216**
Atlantic									
Wheat	0	0	n/a	182	249	73	594	62	520
Corn	0	0	n/a	14	61	22	0	0	277
Soybeans	10	6	174	856	913	94	59	92	2,053
Total	**10**	**6**	**171**	**1,051**	**1,224**	**86**	**93**	**49**	**2,850**
U.S. total from ports**									
Wheat	521	318	164	8,335	9,155	91	109	85	22,118
Corn	772	1,127	69	18,522	19,304	96	100	130	41,492
Soybeans	192	93	207	16,272	16,729	97	64	93	48,570
Total	**1,485**	**1,538**	**97**	**43,129**	**45,188**	**95**	**97**	**110**	**112,180**

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

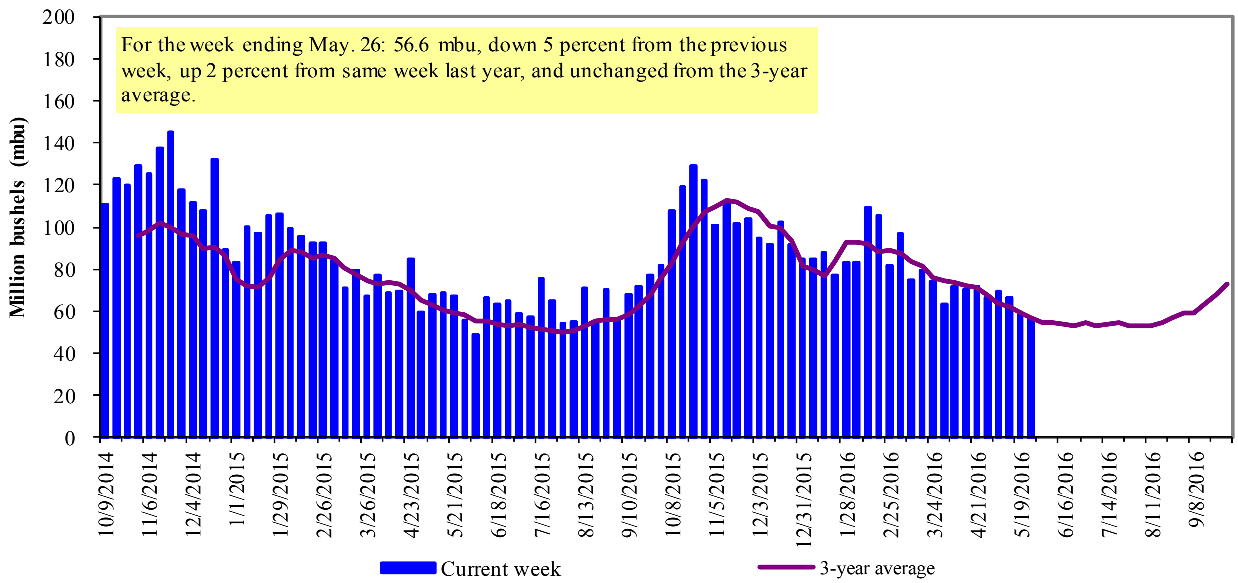
**Total only includes regions shown above

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 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2015.

Figure 14

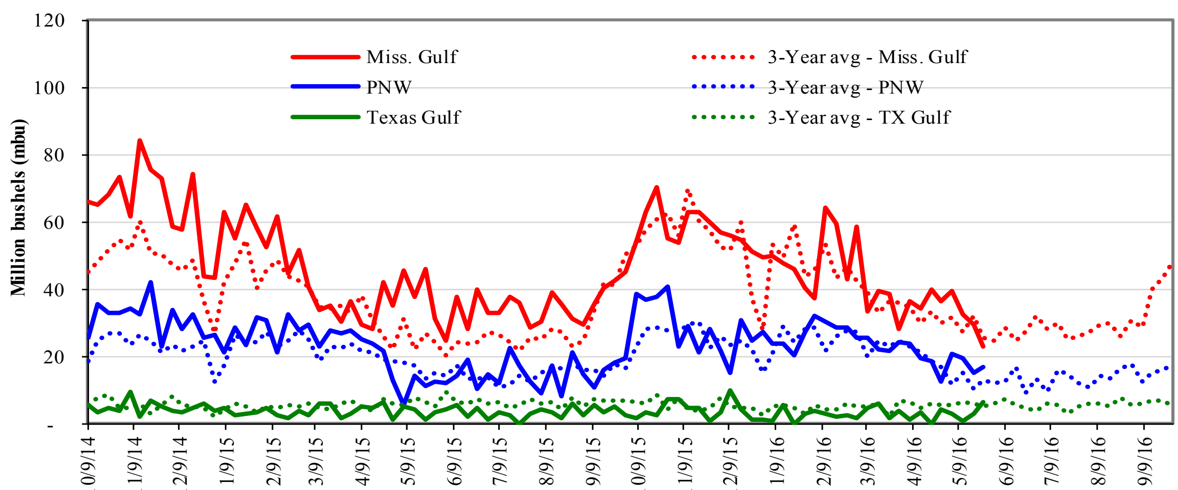
U.S. grain inspected for export (wheat, corn, and soybeans)



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[1] (wheat, corn, and soybeans)



Week ending 05/26/16 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Mississippi Gulf:	22.8	Last Week:	down 23	up 112	down 11	up 14
PNW:	17.0	Last Year (same week):	down 27	up 88	down 15	up 36
Texas Gulf:	6.4	3-yr avg. (4-wk. mov. Avg):	down 22	up 10	down 16	up 35

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

Ocean Transportation

Table 17

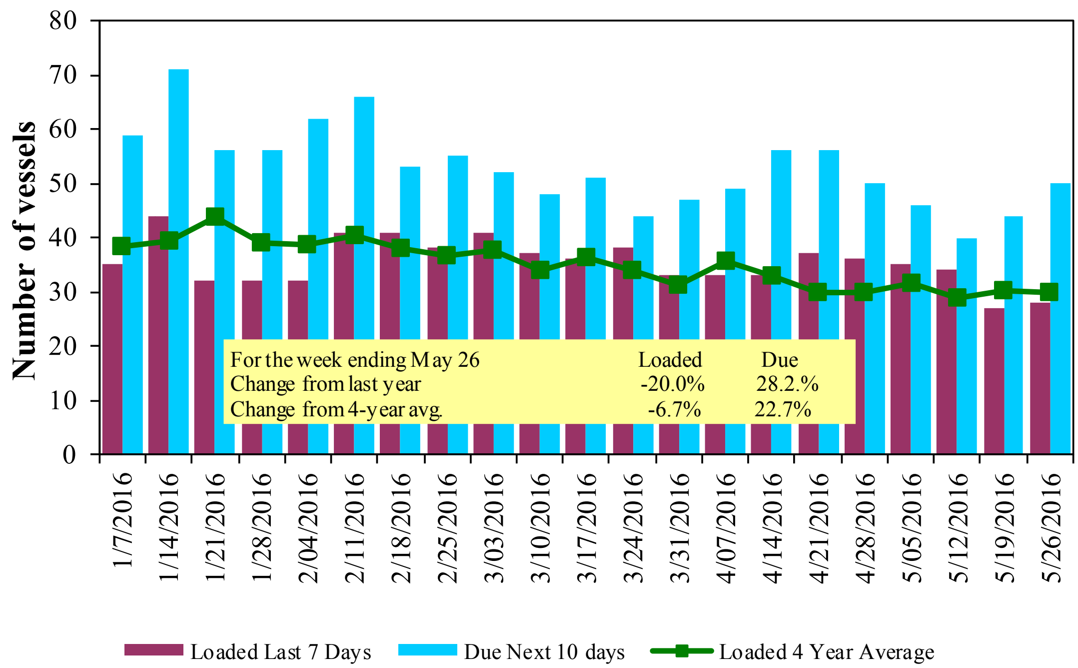
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
5/26/2016	34	28	50	8	n/a
5/19/2016	24	27	44	7	n/a
2015 range	(25..54)	(28..54)	(36..80)	(3..26)	n/a
2015 avg.	42	38	56	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf[1] Vessel Loading Activity

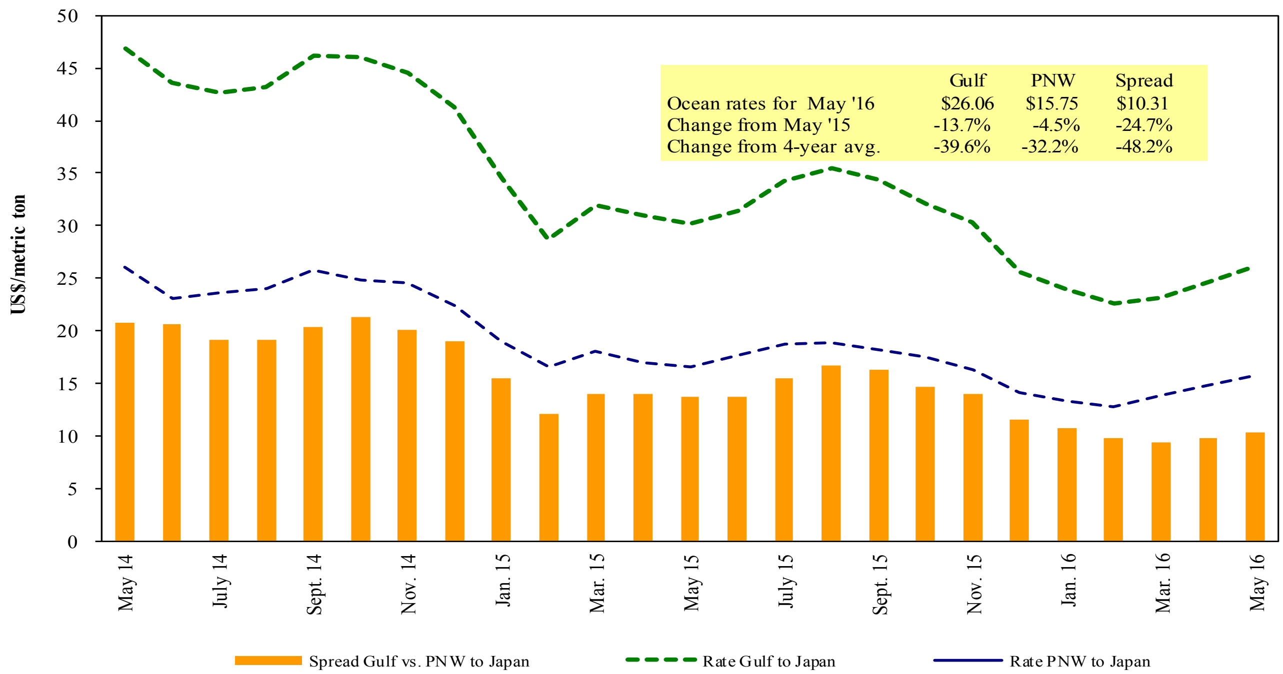


Source:Transportation & Marketing Programs/AMS/USDA

[1]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

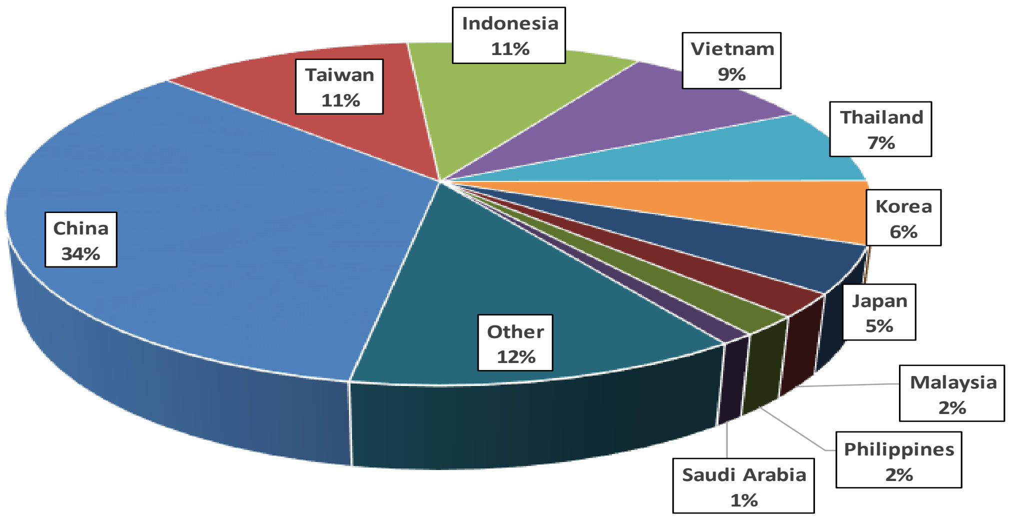
Ocean Freight Rates For Selected Shipments, Week Ending 05/28/2016

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Jun 7/17	66,000	17.50
U.S. Gulf	China	Heavy Grain	May 20/30	60,000	18.25
U.S. Gulf	Japan	Heavy Grain	Apr 5/18	52,000	21.25
U.S. Gulf	Djibouti	Sorghum[1]	Apr 18/28	15,000	64.63
PNW	Japan	Heavy Grain	Jun 20/Jul 1	60,000	15.00
PNW	Japan	Heavy Grain	May 17/26	59,800	15.45
Brazil	China	Heavy Grain	Jun 28/Jul 4	60,000	18.00
Brazil	China	Heavy Grain	May 20/30	60,000	18.25
Brazil	China	Heavy Grain	May 1/20	60,000	15.50
Brazil	China	Heavy Grain	May 1/16	66,000	15.25
Brazil	China	Heavy Grain	May 1/15	66,000	15.50
Brazil	China	Heavy Grain	May 1/10	60,000	16.65
Brazil	China	Heavy Grain	April 20/30	60,000	17.50
Dominca Republic	Belgium	Heavy Grain	May 11/15	62,000	8.50
EC S America	China	Heavy Grain	May/June	60,000	14.75
France	Algeria	Wheat	May 1/5	30,000	15.75
Germany	Saudi Arabia	Heavy Grain	May 15/20	60,000	20.00
River Plate	China	Heavy Grain	Jun 23/30	60,000	22.60
Ukraine	Spain	Heavy Grain	May 22/26	60,000	10.50

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

In 2014, containers were used to transport 7 percent of total U.S. waterborne grain exports. Approximately 63 percent of U.S. waterborne grain exports in 2014 went to Asia, of which 11 percent were moved in containers. Approximately 95 percent of U.S. waterborne containerized grain exports were destined for Asia.

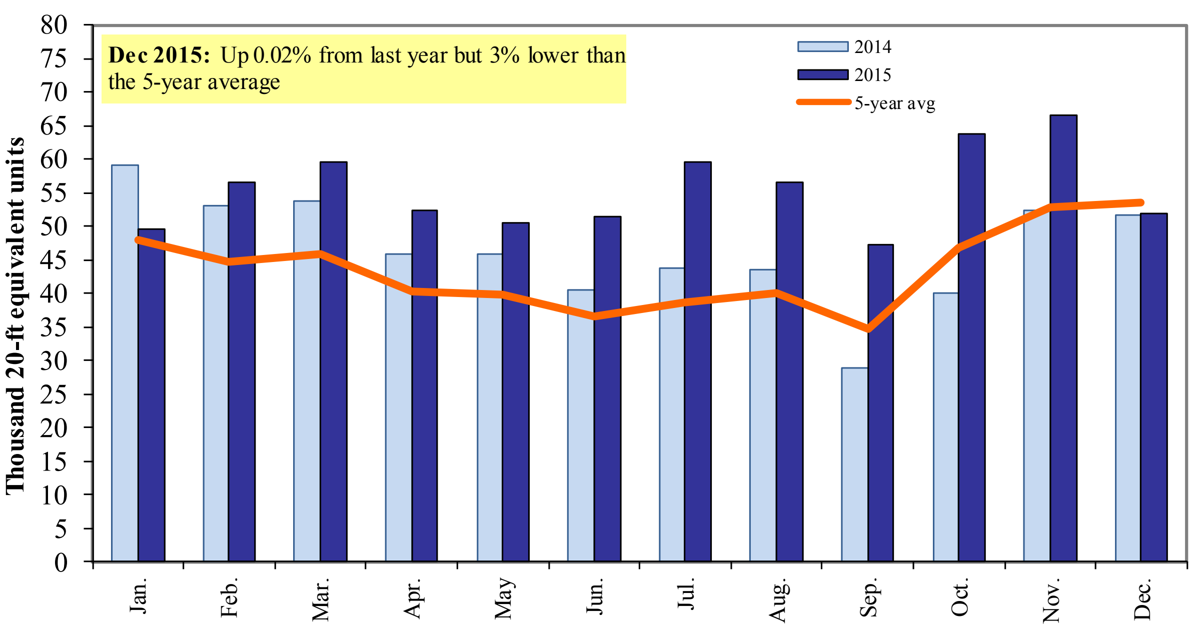
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, January-December 2015



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, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

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