United States Department of Agriculture

# Grain Transportation Report

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

Contact Us

**September 29, 2016**

## Contents



-------------

**The next release is Oct 6, 2016**

## WEEKLY HIGHLIGHTS

### Great Lakes-St. Lawrence Seaway Grain Exports Rise

During the month of August, export grain inspections for the Great Lakes-St. Lawrence region are up 79 percent from the previous month, and up 58 percent from the same time last year. Inspections of corn and soybeans inspected for export in the region for August are up notably from last year. Grain shipments through the Great Lakes increased mainly due to increased demand for corn from Europe and Africa, and also because of higher demand for soybeans from Canada and China. During the last 4 weeks, Great Lakes export grain inspections are 44 percent above last year and 73 percent above the 3-year average.

### Wheat Inspections Rebound

For the week ending September 22, total inspections of wheat for export from all major export regions reached .921 million metric tons (mmt), up 52 percent from the past week, and 43 percent above last year. Weekly wheat inspections increased primarily to Asia, and were also the highest in 3 years. Inspections of corn increased 3 percent from the past week while soybean inspections dropped 49 percent. **Total inspections of grain** (corn, wheat, and soybeans) reached 2.63 million metric tons (mmt), down 1 percent from the previous week, up 30 percent from last year, and 49 percent above the 3-year average. Mississippi Gulf grain inspections decreased 12 percent from the previous week, but Pacific Northwest (PNW) inspections increased 43 percent. Outstanding export sales (unshipped) of grain were up for wheat and soybeans, but down for corn.

### High water Conditions Delaying Upper Mississippi River Traffic

According to USDA's September 27 Weekly Weather and Crop Bulletin, 8 to 10 inches of rain fell in several Midwestern communities from September 20 to 23. Flood levels in parts of eastern Iowa were the second highest on record since June 2008. Runoff from the rains has raised water levels on the Upper Mississippi River and caused some disruptions in barge movements. On September 28, the U.S. Army Corps of Engineers issued a status report indicating that Mississippi River Lock 17 (New Boston, IL), Lock 18 (Gladstone, IL), and Lock 20 (Canton, MO) may close beginning on October 1-4 due to high water conditions. As of September 27, St. Louis to New Orleans barge rates for grain were 420 percent of tariff ($16.76 per ton), 28 percent higher than last week, but 31 percent below the 3-year average. Barge rates could further increase depending upon the duration of the possible closures and high water conditions.

## Snapshots by Sector

### Export Sales

During the week ending September 15, **unshipped balances** of wheat, corn, and soybeans totaled 42.9 mmt, up 43 percent from the same time last year. Net weekly **wheat export sales** were .561 mmt, up 40 percent from the previous week. Net **corn export sales** were .922 mmt, up 31 percent from the previous week, and net **soybean export sales** were .876 mmt, down 14 percent from the past week.

### Rail

U.S. Class I railroads originated 22,525 **grain carloads** for the week ending September 17, unchanged from the previous week, down 2 percent from last year, and up 23 percent from the 3-year average.

Average October shuttle **secondary railcar bids/offers** per car were $1,050 above tariff for the week ending September 22, down $238 from last week, and $400 higher than last year. Average non-shuttle secondary railcar bids/offers were $225 above tariff, down $50 from last week, and $154 higher than last year.

### Barge

For the week ending September 24, **barge grain movements** totaled 444,350 tons, 15 percent lower than last week, and down 10 percent from the same period last year.

For the week ending September 24, 281 grain barges **moved down river**, down 16 percent from last week; 740 grain barges were **unloaded in New Orleans**, up 3 percent from the previous week.

### Ocean

For the week ending September 22, 38 **ocean-going grain vessels** were loaded in the Gulf, 7 percent more than the same period last year. Sixty-seven vessels are expected to be loaded within the next 10 days, 10 percent more than the same period last year.

For the week ending September 22, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $30.25 per metric ton, 2 percent less than the previous week. The cost of shipping from the PNW to Japan was $16.20 per metric ton, 2 percent less than the previous week.

### Fuel

During the week ending September 26, U.S. average **diesel fuel prices** decreased 1 cent from the previous week to $2.38 per gallon, down $0.09 from the same week last year.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* September 29, 2016.
Web: **http://dx.doi.org/10.9752/TS056.09-29-2016**

# Feature Article/Calendar

| | | | |
|---|---|---|---|
| Oct 4-5, 2016 | Inland Waterways Users Board | Chicago, IL | http://www.iwr.usace.army.mil |
| October 9-11 | IAOM Southeast Asia District Conference and Expo | Intercontinental Bangkok, Bangkok, Thailand | 913-338-3377 |
| Oct 18-20 | Oklahoma Ag Expo 2016 | Norman, OK | http://www.grains.org/ |
| Oct 23-26 | 2016 AACCI Annual Meeting | Savannah International Trade & Convention Center, Savannah, GA | http://www.aaccnet.org |
| Oct 24-27 | Export Exchange 2016 | Detroit, MI | http://grains.org/ |
| Oct 24- 27 | IAOM Mideast and Africa Conference | Addis Ababa, Ethiopia | http://www.iaom-mea.com/ |
| Oct 25-27 | IGP Institute Grain Milling HACCP Workshop | Kansas State University, Manhattan, KS | http://www.grains.k-state.edu/igp/ |
| Nov 3-5 | AFIA Equipment Manufacturers Conference | JW Marriott Tucson Starr Pass Resort & Spa, Tucson, AZ | http://www.afia.org |
| Nov 7-10 | AgGateway Annual Conference | Renaissance Orlando at Seaworld, Orlando, FL | http://www.aggateway.org |
| Nov 15-17 | 2016 National Waterways Council Symposium | Cincinnatti, OH | www.waterwayscouncil.org |
| Dec 11 - 13 | NGFA Country Elevator Conference | Chicago, IL | https://www.ngfa.org/ |
| Dec 13 | Missouri Agribusiness Association Expo | Holiday Inn Exec. Center, Columbia, MO | 573-636-6130 |
| Jan 15-17, 2017 | North Dakota Grain Dealers Association | Fargo, ND | http://www.ndgda.org |
| Feb 25 -28 | Grain and Feed Association of Illinois Annual Convention | St. Louis, MO | https://www.ngfa.org/ |
| Mar 2-4 | Commodity Classic | San Antonio, TX | http://www.commodity classic.com/home |
| Mar 19 -20 | National Grain and Feed Association Convention | New Orleans, LA | https://www.ngfa.org/ |

# Grain Transportation Indicators

Table 1

**Grain Transport Cost Indicators**[1]

| For the week ending | Truck | Rail: Unit Train | Rail: Shuttle | Barge | Ocean: Gulf | Ocean: Pacific |
|---|---|---|---|---|---|---|
| 09/28/16 | 160 | 270 | 250 | 297 | 135 | 117 |
| 09/21/16 | 160 | 273 | 261 | 232 | 134 | 115 |

[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 | 9/23/2016 | 9/16/2016 |
|---|---|---|---|
| Corn | IL--Gulf | -0.69 | -0.69 |
| Corn | NE--Gulf | -0.88 | -0.90 |
| Soybean | IA--Gulf | -1.41 | -1.33 |
| HRW | KS--Gulf | -2.00 | -2.12 |
| HRS | ND--Portland | -2.35 | -2.20 |

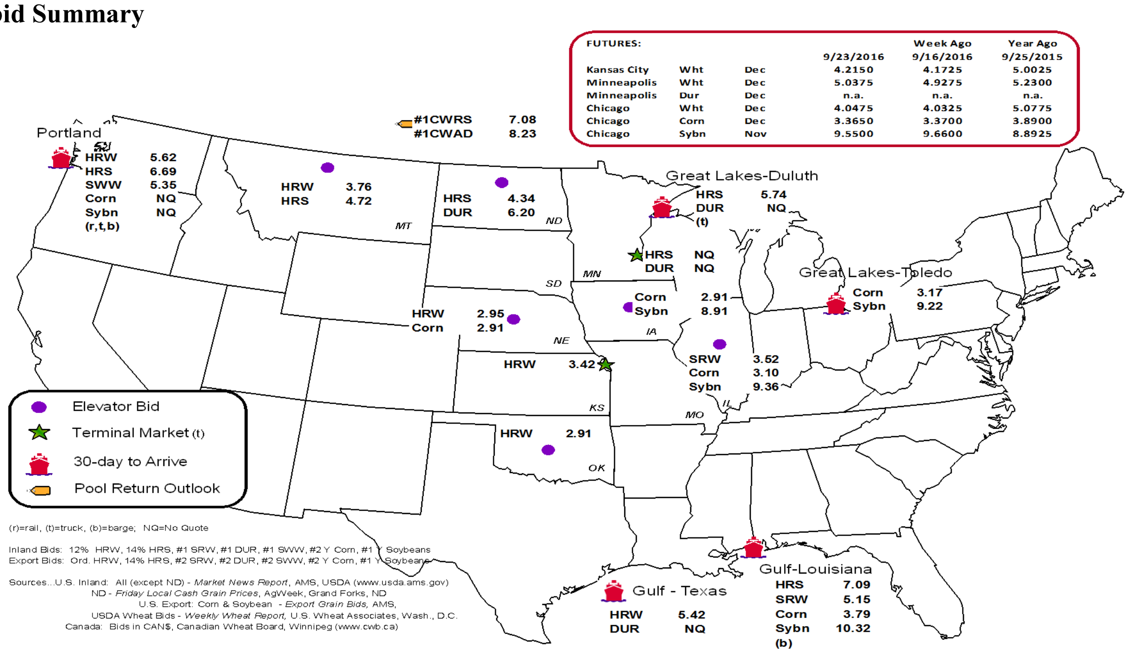
Note: nq = no quote

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] |
|---|---|---|---|---|---|---|---|
| 9/21/2016[p] | 656 | 2,490 | 5,607 | 411 | 9,270 | 9/17/2016 | 2,738 |
| 9/14/2016[r] | 762 | 2,449 | 7,999 | 173 | 11,919 | 9/10/2016 | 2,521 |
| 2016 YTD[r] | 16,519 | 58,267 | 197,013 | 12,989 | 284,788 | 2016 YTD | 77,754 |
| 2015 YTD[r] | 13,017 | 44,420 | 147,459 | 15,484 | 220,380 | 2015 YTD | 68,554 |
| 2016 YTD as % of 2015 YTD | 127 | 131 | 134 | 84 | 129 | % change YTD | 113 |
| Last 4 weeks as % of 2015[2] | 2,291 | 203 | 248 | 183 | 255 | Last 4wks % 2015 | 116 |
| Last 4 weeks as % of 4-year avg.[2] | 873 | 149 | 222 | 177 | 212 | Last 4wks % 4 yr | 134 |
| 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.

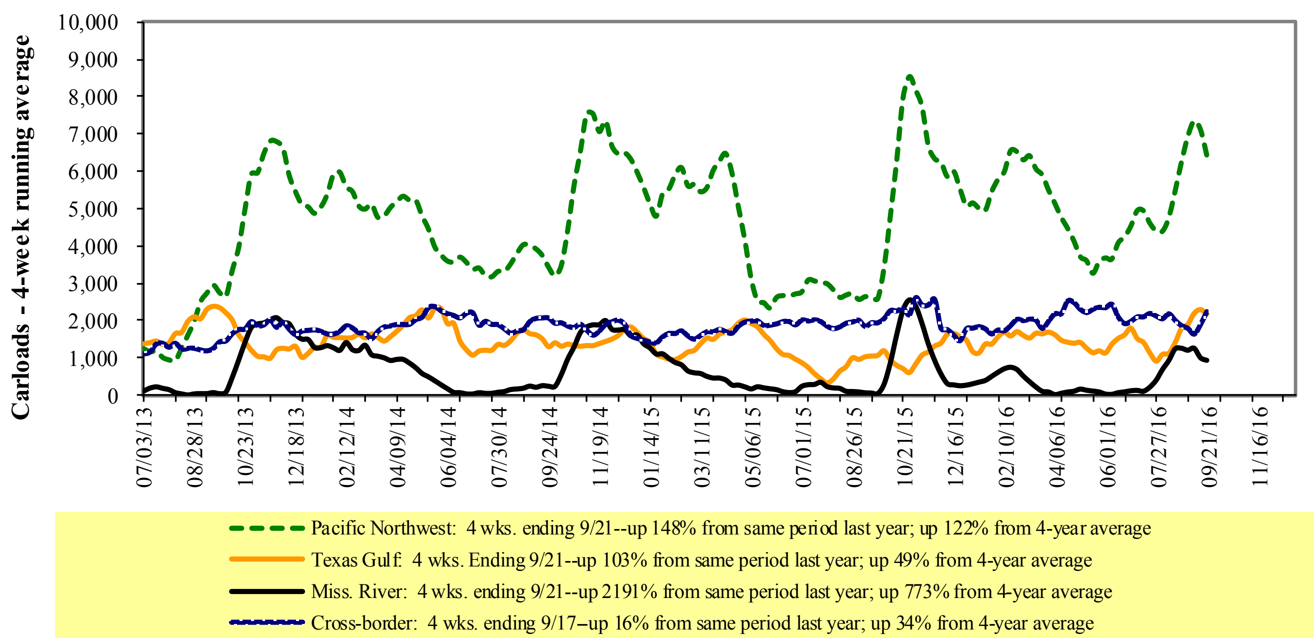
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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: 9/17/2016 | East | | West | | | U.S. total | Canada | |
|---|---|---|---|---|---|---|---|---|
| | CSXT | NS | BNSF | KCS | UP | | CN | CP |
| This week | 1,214 | 2,118 | 11,435 | 973 | 6,785 | 22,525 | 3,471 | 4,783 |
| This week last year | 1,638 | 2,434 | 12,043 | 1,336 | 5,526 | 22,977 | 3,590 | 4,510 |
| 2016 YTD | 61,737 | 101,146 | 407,162 | 30,956 | 203,457 | 804,458 | 122,803 | 161,726 |
| 2015 YTD | 71,864 | 106,626 | 364,697 | 32,796 | 188,348 | 764,331 | 146,838 | 165,348 |
| 2016 YTD as % of 2015 YTD | 86 | 95 | 112 | 94 | 108 | 105 | 84 | 98 |
| Last 4 weeks as % of 2015* | 95 | 98 | 123 | 72 | 131 | 117 | 98 | 97 |
| Last 4 weeks as % of 3-yr avg.** | 101 | 121 | 129 | 80 | 134 | 125 | 88 | 95 |
| Total 2015 | 104,039 | 149,043 | 536,173 | 45,445 | 267,720 | 1,102,420 | 211,868 | 236,263 |

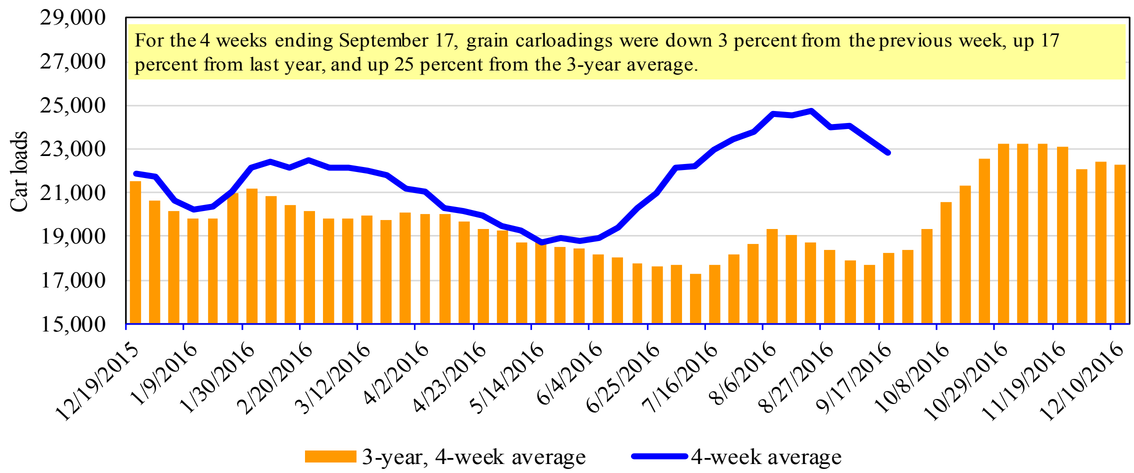
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**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: 9/22/2016 | | Oct-16 | Oct-15 | Nov-16 | Nov-15 | Dec-16 | Dec-15 | Jan-17 | Jan-16 |
|---|---|---|---|---|---|---|---|---|---|
| BNSF[3] | COT grain units | 30 | no bids | no offer | 0 | no bids | no bids | no bids | no bids |
| | COT grain single-car[5] | 61 | 0-7 | 51 | 0 | no bids | 0 | 23 | no bids |
| UP[4] | GCAS/Region 1 | no offer | 10 | no offer | no bids | no offer | no bids | n/a | n/a |
| | GCAS/Region 2 | no offer | 29 | no offer | 10 | no offer | no bids | n/a | n/a |

Delivery period: Oct-16 through Jan-16.

[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.

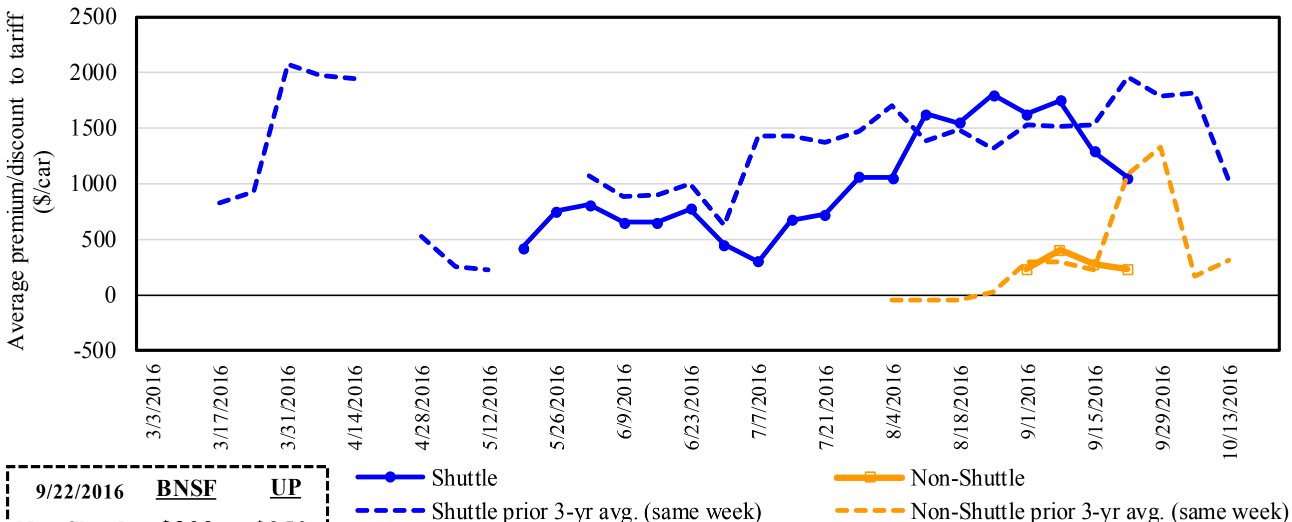
[5]Range is shown because average is not available. Not available = n/a.

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 October 2016, Secondary Market**



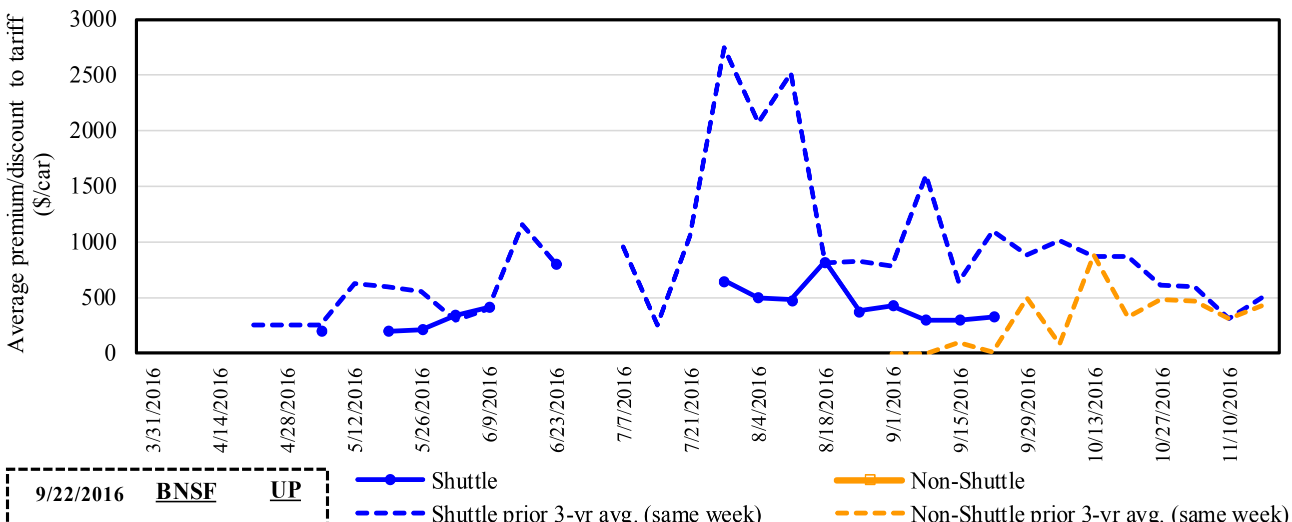

| 9/22/2016 | BNSF | UP |
|---|---|---|
| Non-Shuttle | $200 | $250 |
| Shuttle | $1,350 | $750 |

Average Non-shuttle bids/offers fell $50 this week, and are $175 below the peak.
Average Shuttle bids/offers fell $238 this week and are $750 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 2016, Secondary Market**



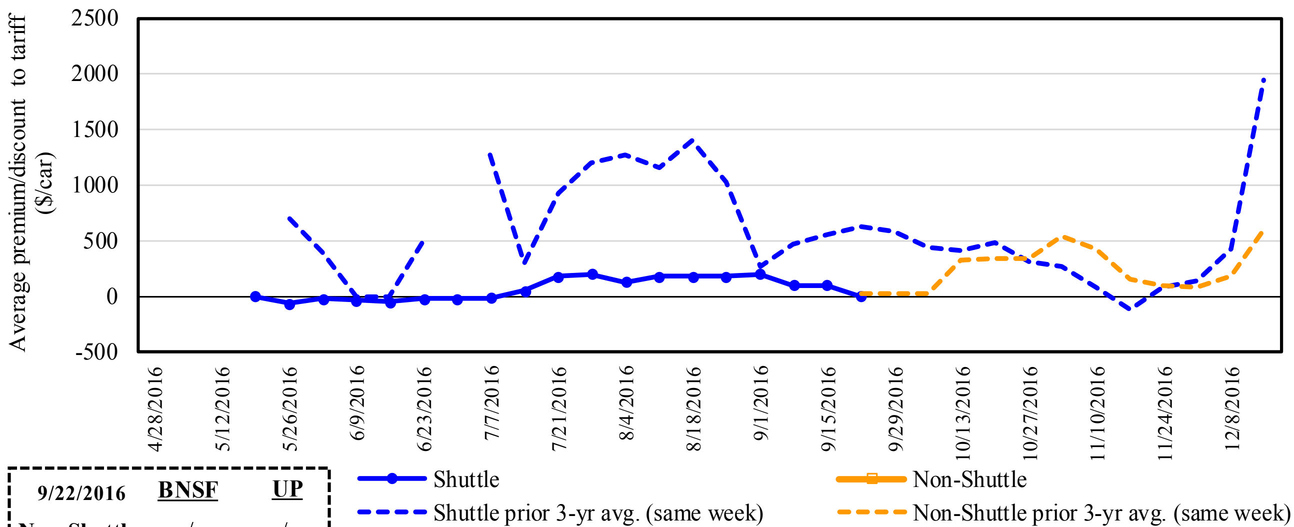

| 9/22/2016 | BNSF | UP |
|---|---|---|
| Non-Shuttle | n/a | n/a |
| Shuttle | $500 | $150 |

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers rose $25 this week and are $500 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 2016, Secondary Market**




| 9/22/2016 | BNSF | UP |
|---|---|---|
| Non-Shuttle | n/a | n/a |
| Shuttle | n/a | $0 |

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers fell $100 this week and are $200 below the peak.

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

Table 6

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

| | For the week ending: 9/22/2016 | Oct-16 | Nov-16 | Dec-16 | Jan-17 | Feb-17 | Mar-17 |
|---|---|---|---|---|---|---|---|
| Non-shuttle | **BNSF-GF** | **200** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** |
| | Change from last week | 0 | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2015 | 160 | n/a | n/a | n/a | n/a | n/a |
| | **UP-Pool** | **250** | **n/a** | **n/a** | **n/a** | **n/a** | **n/a** |
| | Change from last week | (100) | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2015 | 147 | n/a | n/a | n/a | n/a | n/a |
| Shuttle | **BNSF-GF** | **1350** | **500** | **n/a** | **n/a** | **n/a** | **n/a** |
| | Change from last week | (225) | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2015 | 500 | 546 | n/a | n/a | n/a | n/a |
| | **UP-Pool** | **750** | **150** | **0** | **(50)** | **n/a** | **n/a** |
| | Change from last week | (250) | (150) | (100) | n/a | n/a | n/a |
| | Change from same week 2015 | 300 | 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 Shipments[1]**

| Effective date: 9/1/2016 | 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 | $35 | $36.15 | $0.98 | -1 |
| | Grand Forks, ND | Duluth-Superior, MN | $4,143 | -$6 | $41.08 | $1.12 | 15 |
| | Wichita, KS | Los Angeles, CA | $6,950 | -$31 | $68.71 | $1.87 | -2 |
| | Wichita, KS | New Orleans, LA | $4,243 | $62 | $42.75 | $1.16 | -1 |
| | Sioux Falls, SD | Galveston-Houston, TX | $6,486 | -$25 | $64.16 | $1.75 | -2 |
| | Northwest KS | Galveston-Houston, TX | $4,511 | $68 | $45.47 | $1.24 | -1 |
| | Amarillo, TX | Los Angeles, CA | $4,710 | $95 | $47.72 | $1.30 | -2 |
| Corn | Champaign-Urbana, IL | New Orleans, LA | $3,681 | $70 | $37.25 | $0.95 | 8 |
| | Toledo, OH | Raleigh, NC | $6,061 | $0 | $60.19 | $1.53 | 9 |
| | Des Moines, IA | Davenport, IA | $2,168 | $15 | $21.68 | $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 | $44 | $34.64 | $0.88 | 3 |
| | Des Moines, IA | Los Angeles, CA | $5,052 | $128 | $51.44 | $1.31 | 1 |
| Soybeans | Minneapolis, MN | New Orleans, LA | $3,799 | $30 | $38.02 | $1.03 | -4 |
| | 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 | $70 | $44.34 | $1.21 | 9 |
| **Shuttle Train** | | | | | | | |
| Wheat | Great Falls, MT | Portland, OR | $3,953 | -$18 | $39.08 | $1.06 | -2 |
| | Wichita, KS | Galveston-Houston, TX | $3,871 | -$14 | $38.30 | $1.04 | -3 |
| | Chicago, IL | Albany, NY | $5,492 | $0 | $54.54 | $1.48 | 16 |
| | Grand Forks, ND | Portland, OR | $5,611 | -$30 | $55.42 | $1.51 | -3 |
| | Grand Forks, ND | Galveston-Houston, TX | $5,931 | -$32 | $58.58 | $1.59 | -11 |
| | Northwest KS | Portland, OR | $5,478 | $112 | $55.51 | $1.51 | -2 |
| Corn | Minneapolis, MN | Portland, OR | $5,000 | -$37 | $49.28 | $1.25 | -7 |
| | Sioux Falls, SD | Tacoma, WA | $4,960 | -$34 | $48.92 | $1.24 | -6 |
| | Champaign-Urbana, IL | New Orleans, LA | $3,481 | $70 | $35.27 | $0.90 | 8 |
| | Lincoln, NE | Galveston-Houston, TX | $3,600 | -$20 | $35.55 | $0.90 | -3 |
| | Des Moines, IA | Amarillo, TX | $3,795 | $55 | $38.23 | $0.97 | 3 |
| | Minneapolis, MN | Tacoma, WA | $5,000 | -$37 | $49.29 | $1.25 | -7 |
| | Council Bluffs, IA | Stockton, CA | $4,640 | -$38 | $45.70 | $1.16 | -3 |
| Soybeans | Sioux Falls, SD | Tacoma, WA | $5,490 | -$34 | $54.18 | $1.47 | -6 |
| | Minneapolis, MN | Portland, OR | $5,510 | -$37 | $54.35 | $1.48 | -7 |
| | Fargo, ND | Tacoma, WA | $5,380 | -$30 | $53.13 | $1.45 | -6 |
| | Council Bluffs, IA | New Orleans, LA | $4,425 | $81 | $44.75 | $1.22 | -2 |
| | Toledo, OH | Huntsville, AL | $4,226 | $0 | $41.97 | $1.14 | 10 |
| | Grand Island, NE | Portland, OR | $5,360 | $115 | $54.37 | $1.48 | -2 |

[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**

| Effective date: 9/1/2016 | | | | Fuel | | | Percent |
|---|---|---|---|---|---|---|---|
| | Origin | | Tariff | surcharge | Tariff plus surcharge per: | | change[4] |
| Commodity | state | Destination region | rate/car[1] | per car[2] | metric ton[3] | bushel[3] | Y/Y |
| Wheat | MT | Chihuahua, CI | $7,459 | $0 | $76.21 | $2.07 | -4 |
| | OK | Cuautitlan, EM | $6,514 | $49 | $67.05 | $1.82 | -5 |
| | KS | Guadalajara, JA | $6,995 | $102 | $72.51 | $1.97 | -4 |
| | TX | Salinas Victoria, NL | $4,142 | $28 | $42.61 | $1.16 | 0 |
| Corn | IA | Guadalajara, JA | $8,137 | $97 | $84.13 | $2.14 | -5 |
| | SD | Celaya, GJ | $7,480 | $0 | $76.43 | $1.94 | -6 |
| | NE | Queretaro, QA | $7,879 | $92 | $81.44 | $2.07 | 1 |
| | SD | Salinas Victoria, NL | $6,545 | $0 | $66.87 | $1.70 | 6 |
| | MO | Tlalnepantla, EM | $7,238 | $89 | $74.87 | $1.90 | 2 |
| | SD | Torreon, CU | $7,080 | $0 | $72.34 | $1.84 | -2 |
| Soybeans | MO | Bojay (Tula), HG | $8,652 | $98 | $89.40 | $2.43 | 2 |
| | NE | Guadalajara, JA | $9,142 | $103 | $94.46 | $2.57 | 1 |
| | IA | El Castillo, JA | $9,470 | $0 | $96.76 | $2.63 | 0 |
| | KS | Torreon, CU | $7,439 | $75 | $76.77 | $2.09 | 2 |
| Sorghum | NE | Celaya, GJ | $7,344 | $91 | $75.96 | $1.93 | -2 |
| | KS | Queretaro, QA | $7,563 | $61 | $77.89 | $1.98 | -1 |
| | NE | Salinas Victoria, NL | $6,168 | $49 | $63.52 | $1.61 | 3 |
| | NE | Torreon, CU | $0 | $0 | $0.00 | $0.00 | 0 |

[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

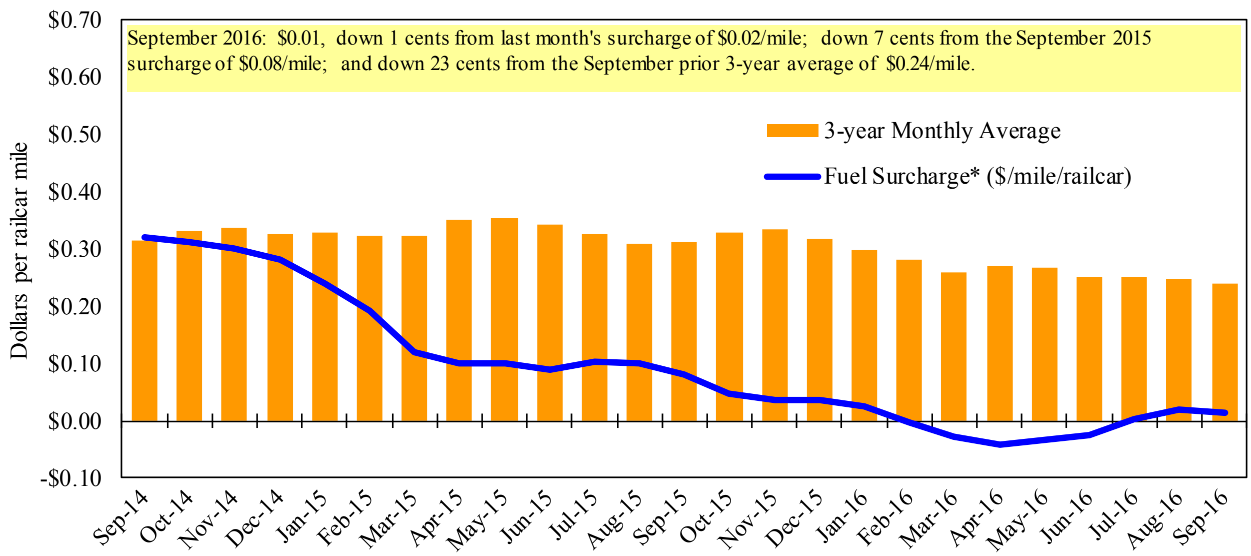
[3] Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[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.

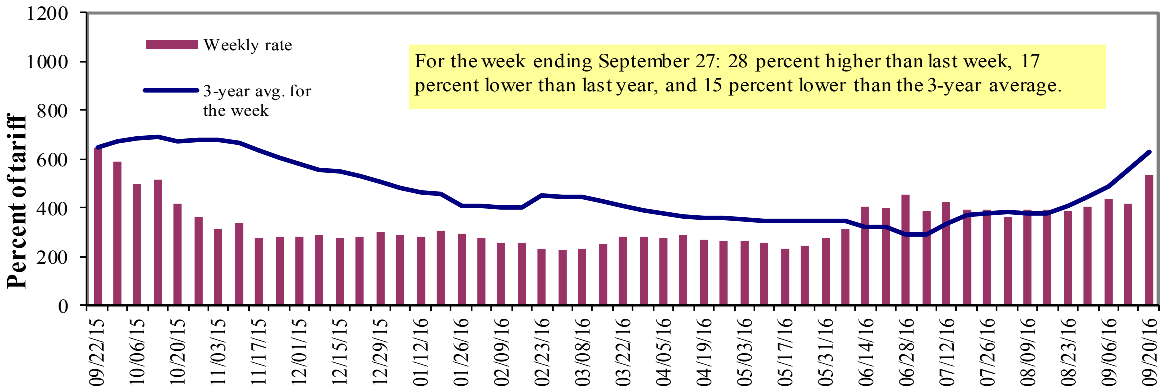
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**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]** | 9/27/2016 | 550 | 538 | 535 | 420 | 525 | 525 | 400 |
| | 9/20/2016 | 473 | 443 | 418 | 313 | 430 | 430 | 313 |
| **$/ton** | 9/27/2016 | 34.05 | 28.62 | 24.82 | 16.76 | 24.62 | 21.21 | 12.56 |
| | 9/20/2016 | 29.28 | 23.57 | 19.40 | 12.49 | 20.17 | 17.37 | 9.83 |
| **Current week % change from the same week:** | | | | | | | | |
| | Last year | -9 | -15 | -17 | -21 | -26 | -26 | -25 |
| | 3-year avg. [2] | -7 | -12 | -15 | -31 | -22 | -22 | -34 |
| **Rate[1]** | October | 600 | 575 | 575 | 463 | 550 | 550 | 438 |
| | December | - | - | 413 | 330 | 363 | 363 | 290 |

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

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.

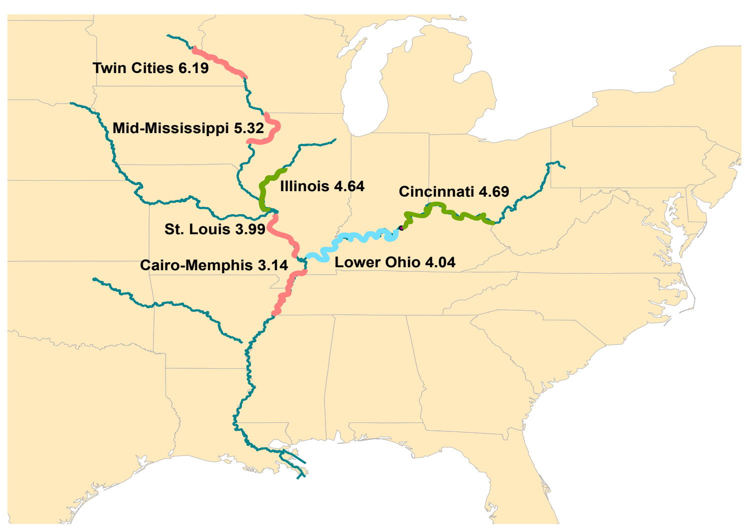
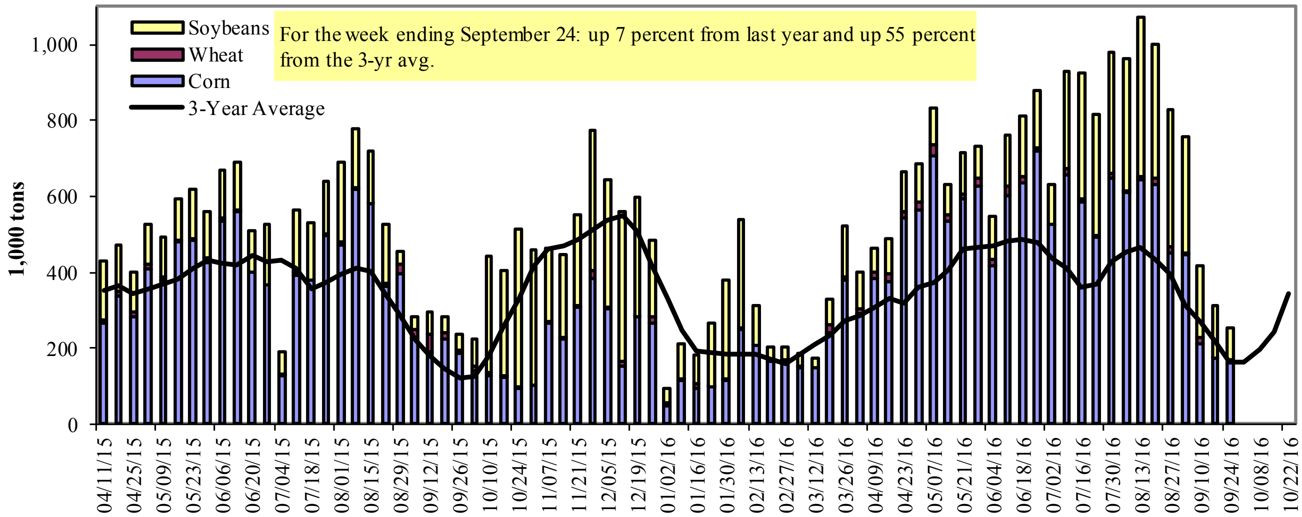


Figure 10

**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 9/24/2016 | Corn | Wheat | Soybeans | Other | Total |
|---|---|---|---|---|---|
| **Mississippi River** | | | | | |
| Rock Island, IL (L15) | 60 | 11 | 39 | 6 | 117 |
| Winfield, MO (L25) | 94 | 3 | 61 | 5 | 163 |
| Alton, IL (L26) | 185 | 6 | 92 | 5 | 287 |
| Granite City, IL (L27) | 162 | 8 | 84 | 5 | 259 |
| **Illinois River (L8)** | 46 | 0 | 16 | 0 | 62 |
| **Ohio River (L52)** | 115 | 0 | 21 | 2 | 138 |
| **Arkansas River (L1)** | 1 | 24 | 21 | 1 | 48 |
| | | | | | |
| Weekly total - 2016 | 279 | 32 | 126 | 8 | 444 |
| Weekly total - 2015 | 228 | 41 | 208 | 16 | 492 |
| 2016 YTD[1] | 18,541 | 1,703 | 9,029 | 265 | 29,538 |
| 2015 YTD | 15,290 | 1,491 | 6,986 | 212 | 23,980 |
| 2016 as % of 2015 YTD | 121 | 114 | 129 | 125 | 123 |
| Last 4 weeks as % of 2015[2] | 137 | 69 | 200 | 154 | 146 |
| 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.

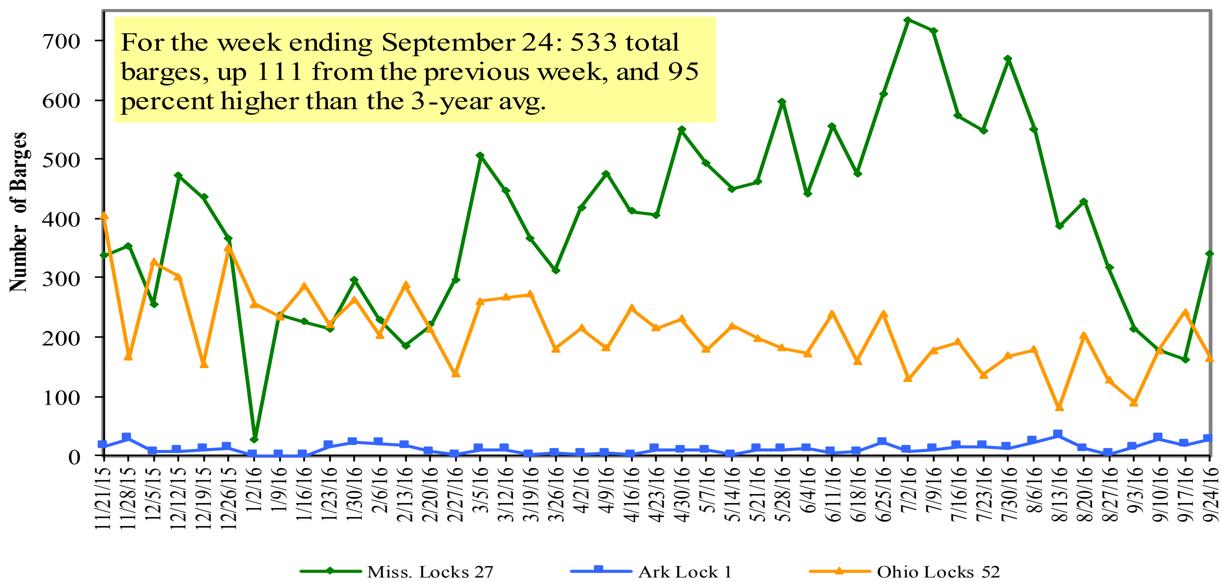
[2] As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

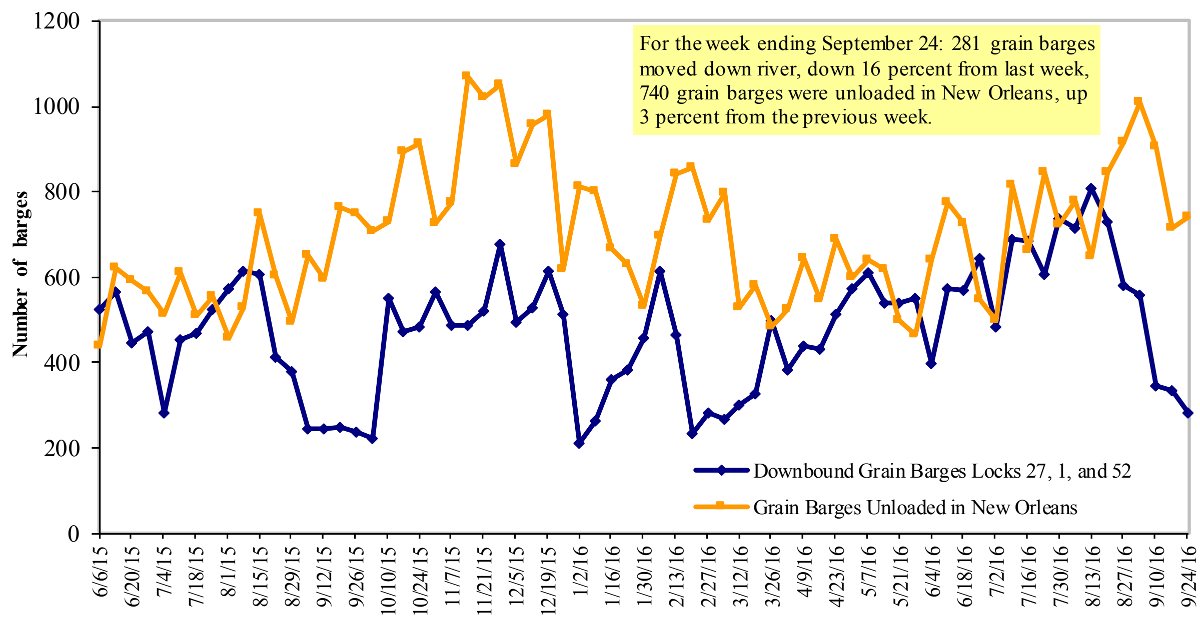
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52**




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 09/26/2016 (US $/gallon)**

| Region | Location | Price | Change from Week ago | Change from Year ago |
|---|---|---|---|---|
| I | East Coast | 2.393 | 0.002 | -0.141 |
| | New England | 2.398 | -0.007 | -0.192 |
| | Central Atlantic | 2.489 | 0.004 | -0.158 |
| | Lower Atlantic | 2.318 | 0.002 | -0.119 |
| II | Midwest[2] | 2.359 | -0.007 | -0.075 |
| III | Gulf Coast[3] | 2.230 | -0.012 | -0.093 |
| IV | Rocky Mountain | 2.465 | -0.017 | -0.021 |
| V | West Coast | 2.640 | -0.012 | -0.052 |
| | West Coast less California | 2.515 | -0.009 | -0.026 |
| | California | 2.739 | -0.015 | -0.076 |
| Total | U.S. | 2.382 | -0.007 | -0.094 |

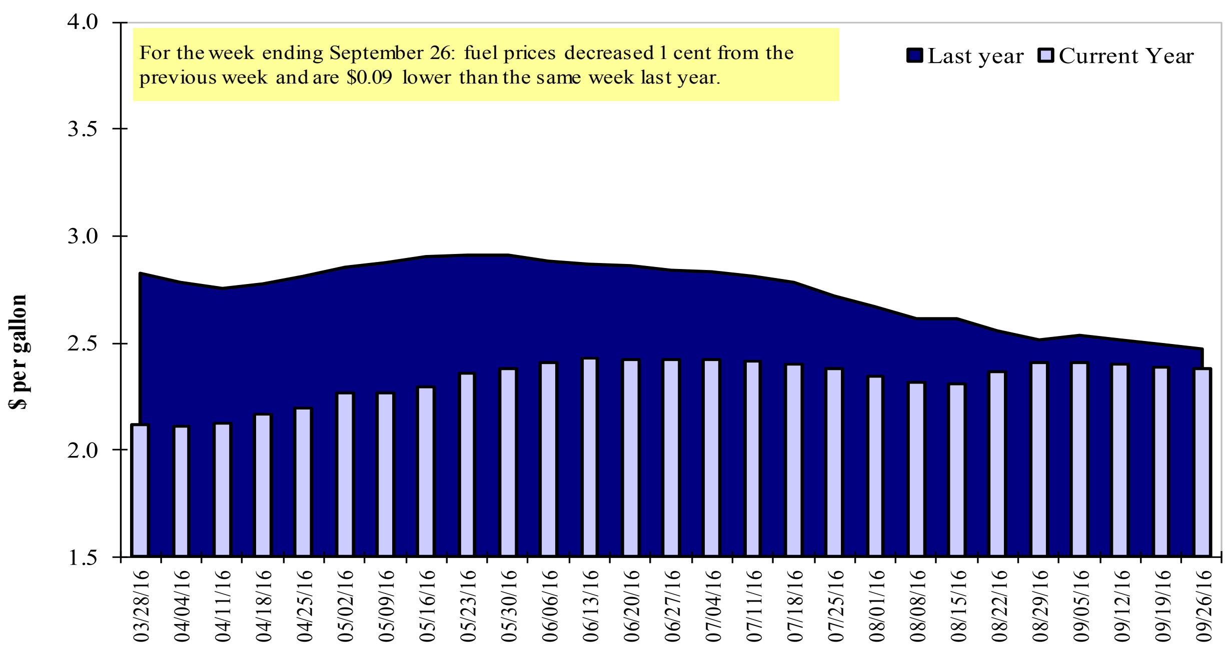
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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] | | | | | | | | | |
| 9/15/2016 | 2,149 | 547 | 1,672 | 906 | 78 | 5,351 | 15,187 | 22,402 | 42,940 |
| This week year ago | 1,154 | 620 | 1,690 | 903 | 153 | 4,519 | 7,896 | 17,551 | 29,966 |
| **Cumulative exports-marketing year**[2] | | | | | | | | | |
| 2016/17 YTD | 3,510 | 672 | 2,534 | 1,277 | 125 | 8,119 | 2,781 | 2,018 | 12,918 |
| 2015/16 YTD | 1,900 | 1,366 | 1,817 | 1,029 | 348 | 6,459 | 1,869 | 592 | 8,920 |
| YTD 2016/17 as % of 2015/16 | 185 | 49 | 139 | 124 | 36 | 126 | 149 | 341 | 145 |
| Last 4 wks as % of same period 2015/16 | 190 | 89 | 100 | 106 | 57 | 121 | 163 | 100 | 120 |
| 2015/16 Total | 5,538 | 3,057 | 6,285 | 3,551 | 670 | 19,101 | 45,564 | 49,821 | 114,487 |
| 2014/15 Total | 7,009 | 3,654 | 7,250 | 3,758 | 665 | 22,336 | 45,205 | 49,614 | 117,155 |

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

[2] Shipped export sales to date; new marketing year now in effect for wheat; 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 9/15/2016** | **Total Commitments[2]** **2016/17 Current MY** | **2015/16 Last MY** | **% change current MY from last MY** | **Exports[3] 3-year avg 2013-2015** |
|---|---|---|---|---|
| | - 1,000 mt - | | | - 1,000 mt - |
| Japan | 2,412 | 1,682 | 43 | 10,997 |
| Mexico | 4,639 | 3,721 | 25 | 11,542 |
| Korea | 974 | 123 | 691 | 3,933 |
| Colombia | 815 | 740 | 10 | 3,994 |
| Taiwan | 628 | 193 | 225 | 1,991 |
| **Top 5 Importers** | **9,467** | **6,460** | **47** | **32,457** |
| **Total US corn export sales** | **17,968** | **9,766** | **84** | **47,026** |
| % of Projected | 32% | 20% | | |
| Change from prior week | **922** | **426** | | |
| **Top 5 importers' share of U.S. corn export sales** | 53% | 66% | | 69% |
| **USDA forecast, September 2016** | **55,344** | **48,728** | **14** | |
| **Corn Use for Ethanol USDA forecast, September 2016** | **133,985** | **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/. Total commitments change from prior week could include revisions from previous
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 9/15/2016 | Total Commitments[2] 2016/17 Current MY | 2015/16 Last MY | % change current MY from last MY | Exports[3] 3-yr avg. 2013-2015 |
|---|---|---|---|---|
| | - 1,000 mt - | | | - 1,000 mt - |
| China | 10,306 | 7,290 | 41 | 29,033 |
| Mexico | 1,133 | 1,000 | 13 | 3,295 |
| Indonesia | 257 | 179 | 44 | 2,065 |
| Japan | 563 | 794 | (29) | 1,994 |
| Taiwan | 471 | 320 | 47 | 1,226 |
| **Top 5 importers** | **12,730** | **9,583** | **33** | **37,614** |
| **Total US soybean export sales** | **24,421** | **18,142** | **35** | **39,169** |
| % of Projected | 45% | 34% | | |
| Change from prior week | **876** | **1,231** | | |
| **Top 5 importers' share of U.S. soybean export sales** | 52% | 53% | | **96%** |
| **USDA forecast, September 2016** | **54,087** | **52,861** | **2** | |

(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/ .Total commitments change from prior week could include reivisions from previous week's

[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 9/15/2016 | Total Commitments[2] 2016/17 Current MY | 2015/16 Last MY | % change current MY from last MY | Exports[3] 3-yr avg 2013-2015 |
|---|---|---|---|---|
| | - 1,000 mt - | | | - 1,000 mt - |
| Japan | 1,177 | 1,108 | 6 | 2,743 |
| Mexico | 1,287 | 1,116 | 15 | 2,660 |
| Nigeria | 606 | 923 | (34) | 1,978 |
| Philippines | 1,378 | 1,071 | 29 | 2,156 |
| Brazil | 895 | 292 | 207 | 2,076 |
| Korea | 673 | 567 | 19 | 1,170 |
| Taiwan | 432 | 507 | (15) | 1,005 |
| Indonesia | 458 | 120 | 282 | 776 |
| Colombia | 416 | 337 | 23 | 679 |
| Thailand | 260 | 141 | 85 | 618 |
| **Top 10 importers** | **7,321** | **6,040** | 21 | **15,861** |
| **Total US wheat export sales** | **13,470** | **10,979** | **23** | **24,485** |
| % of Projected | 52% | 52% | | |
| Change from prior week | **561** | **283** | | |
| **Top 10 importers' share of U.S. wheat export sales** | 54% | 55% | | 65% |
| **USDA forecast, September 2016** | **25,886** | **21,117** | **23** | |

(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/. Total commitments change from prior week could include revisions from the previous week's outstanding and/or accumulated sales

[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 09/22/16 | 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 | 455 | 274 | 166 | 9,613 | 8,307 | 116 | 117 | 103 | 10,985 |
| Corn | 315 | 264 | 120 | 9,832 | 6,935 | 142 | 343 | 444 | 7,232 |
| Soybeans | 0 | 0 | n/a | 5,263 | 4,087 | 129 | n/a | 8272 | 11,809 |
| **Total** | **771** | **538** | **143** | **24,709** | **19,329** | **128** | **194** | **188** | **30,027** |
| **Mississippi Gulf** | | | | | | | | | |
| Wheat | 104 | 12 | 841 | 2,825 | 3,602 | 78 | 60 | 48 | 4,504 |
| Corn | 752 | 650 | 116 | 23,744 | 22,203 | 107 | 146 | 152 | 26,701 |
| Soybeans | 375 | 737 | 51 | 17,614 | 13,646 | 129 | 216 | 259 | 29,593 |
| **Total** | **1,232** | **1,399** | **88** | **44,183** | **39,450** | **112** | **157** | **163** | **60,797** |
| **Texas Gulf** | | | | | | | | | |
| Wheat | 281 | 241 | 116 | 4,047 | 2,967 | 136 | 260 | 145 | 3,724 |
| Corn | 113 | 109 | 103 | 1,293 | 511 | 253 | 329 | 577 | 596 |
| Soybeans | 0 | 0 | n/a | 92 | 210 | 44 | n/a | 0 | 864 |
| **Total** | **393** | **351** | **112** | **5,432** | **3,688** | **147** | **277** | **184** | **5,184** |
| **Interior** | | | | | | | | | |
| Wheat | 32 | 66 | 48 | 1,065 | 1,112 | 96 | 122 | 118 | 1,388 |
| Corn | 112 | 209 | 54 | 5,247 | 4,676 | 112 | 98 | 123 | 6,201 |
| Soybeans | 27 | 23 | 114 | 2,848 | 2,232 | 128 | 91 | 144 | 3,518 |
| **Total** | **170** | **298** | **57** | **9,161** | **8,019** | **114** | **101** | **124** | **11,106** |
| **Great Lakes** | | | | | | | | | |
| Wheat | 49 | 11 | 450 | 726 | 727 | 100 | 125 | 139 | 997 |
| Corn | 3 | 0 | n/a | 452 | 454 | 99 | 194 | 284 | 485 |
| Soybeans | 0 | 0 | n/a | 159 | 89 | 180 | n/a | n/a | 733 |
| **Total** | **52** | **11** | **478** | **1,337** | **1,270** | **105** | **144** | **173** | **2,216** |
| **Atlantic** | | | | | | | | | |
| Wheat | 0 | 0 | n/a | 200 | 474 | 42 | 4 | 2 | 520 |
| Corn | 12 | 36 | 33 | 97 | 152 | 63 | 118 | 90 | 277 |
| Soybeans | 2 | 35 | 5 | 1,088 | 997 | 109 | 641 | 1129 | 2,053 |
| **Total** | **14** | **71** | **19** | **1,385** | **1,623** | **85** | **122** | **90** | **2,850** |
| **U.S. total from ports**** | | | | | | | | | |
| Wheat | 921 | 604 | 152 | 18,476 | 17,189 | 107 | 120 | 97 | 22,118 |
| Corn | 1,307 | 1,267 | 103 | 40,666 | 34,932 | 116 | 171 | 194 | 41,492 |
| Soybeans | 404 | 796 | 51 | 27,066 | 21,259 | 127 | 220 | 270 | 48,570 |
| **Total** | **2,632** | **2,667** | **99** | **86,207** | **73,380** | **117** | **164** | **165** | **112,180** |

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

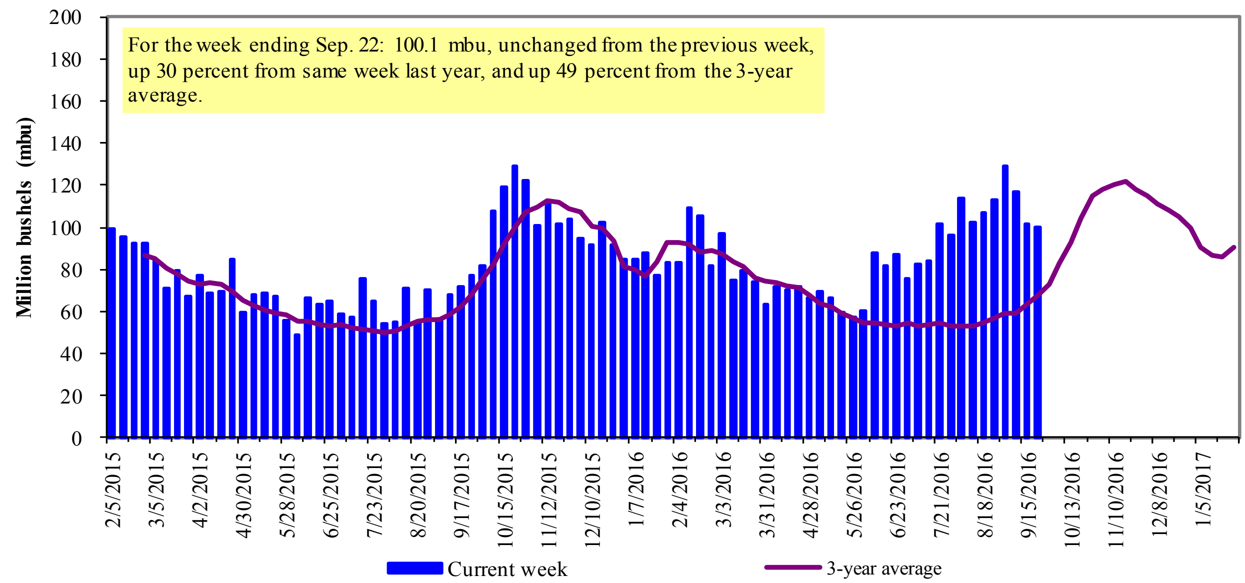
**Total only includes regions shown above

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

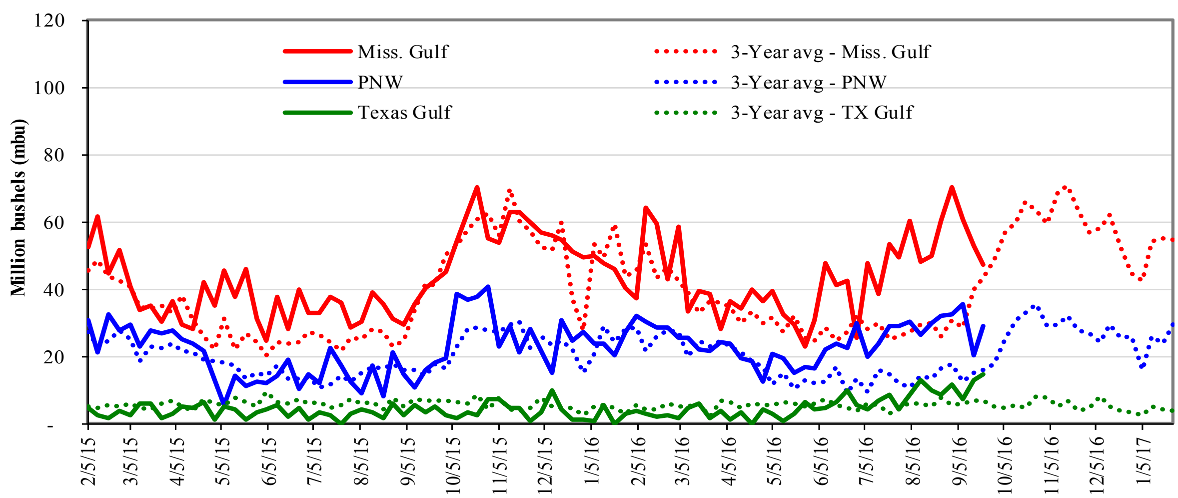
**U.S. grain inspected for export (wheat, corn, and soybeans)**




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 09/22/16 inspections (mbu): | | Percent change from: | MS Gulf | TX Gulf | U.S. Gulf | PNW |
|---|---|---|---|---|---|---|
| Mississippi Gulf: | 47.2 | Last Week: | down 11 | up 12 | down 7 | up 43 |
| PNW: | 29.1 | Last Year (same week): | up 11 | up 185 | up 30 | up 59 |
| Texas Gulf: | 14.7 | 3-yr avg. (4-wk. mov. Avg): | up 33 | up 135 | up 48 | up 90 |

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

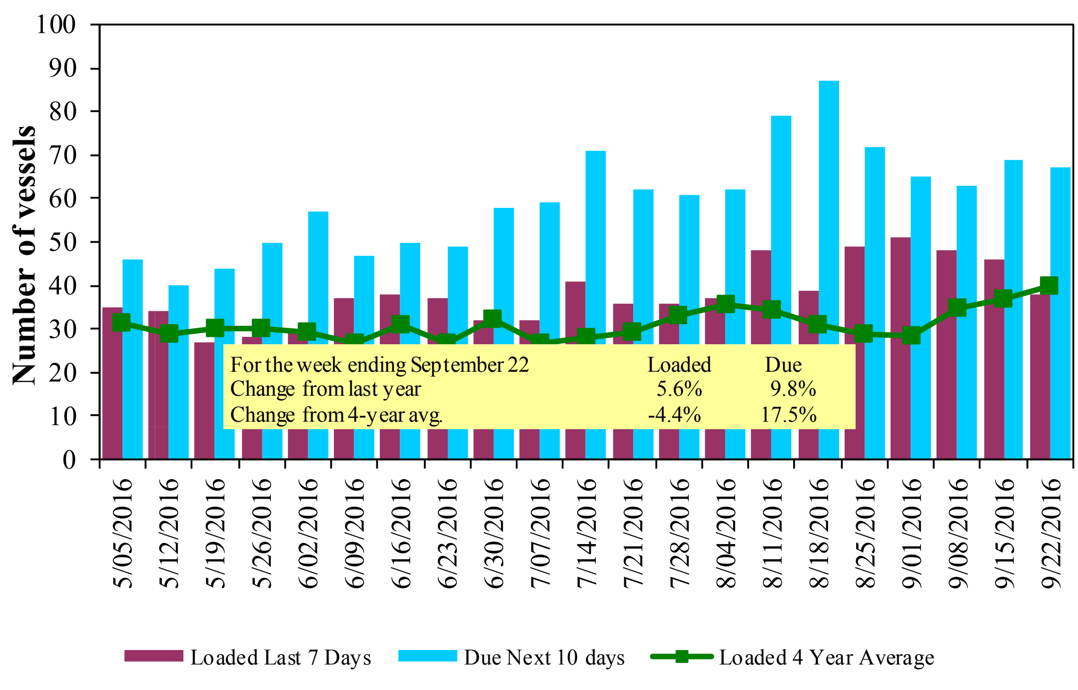
# Ocean Transportation

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 |
| 9/22/2016 | 52 | 38 | 67 | 13 | n/a |
| 9/15/2016 | 39 | 46 | 69 | 8 | 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

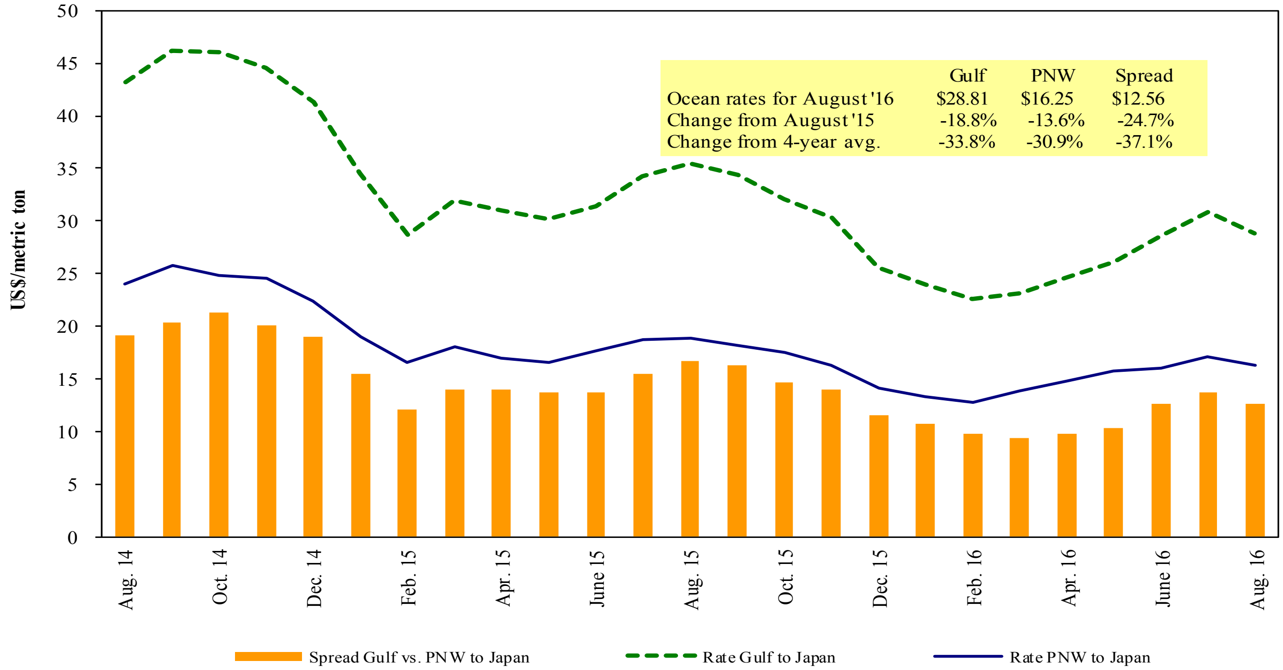
Figure 16
**U.S. Gulf Vessel Loading Activity**




Source:Transportation & Marketing Programs/AMS/USDA

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 09/24/2016**

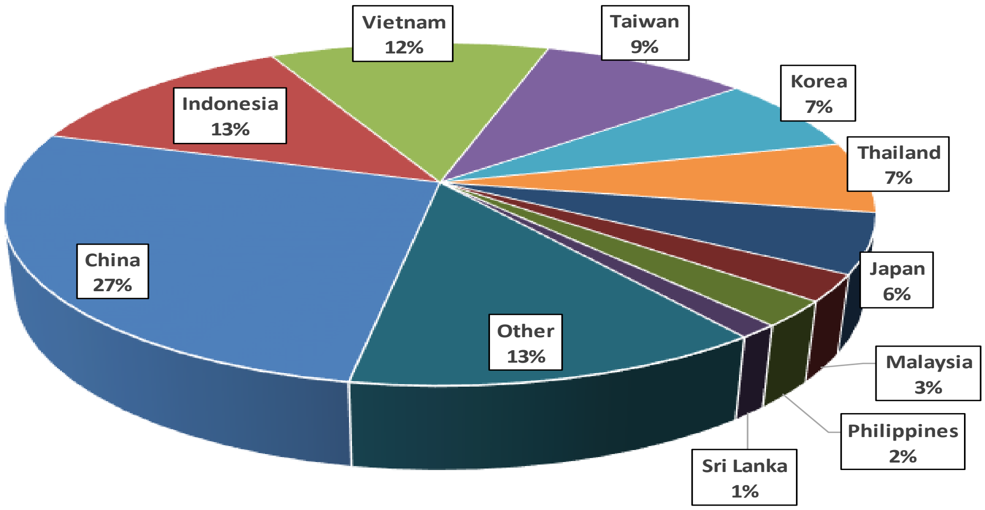
| Export region | Import region | Grain types | Loading date | Volume loads (metric tons) | Freight rate (US$/metric ton) |
|---|---|---|---|---|---|
| U.S. Gulf | China | Heavy Grain | Oct 10/20 | 60,000 | 28.25 |
| U.S. Gulf | China | Heavy Grain | Sep 20/25 | 60,000 | 27.75 |
| U.S. Gulf | China | Heavy Grain | Sep 1/10 | 60,000 | 27.00 |
| U.S. Gulf | China | Heavy Grain | Aug 25/Sep 5 | 66,000 | 26.25 |
| U.S. Gulf | China | Heavy Grain | Aug 24/30 | 60,000 | 26.40 |
| U.S. Gulf | China | Heavy Grain | Aug 16/26 | 60,000 | 26.00 |
| U.S. Gulf | China | Heavy Grain | Aug 15/25 | 60,000 | 26.75 |
| U.S. Gulf | China | Heavy Grain | Aug 10/20 | 60,000 | 26.25 |
| U.S. Gulf | South Africa | Sorghum[1] | Sep 15/25 | 20,000 | 63.50 |
| U.S. Gulf | Djibouti | Wheat[1] | Aug 22/31 | 47,720 | 46.48 |
| PNW | Japan | Heavy Grain | Aug 1/10 | 58,000 | 19.80 |
| PNW | Japan | Heavy Grain | Jul 20/30 | 60,000 | 16.50 |
| PNW | Taiwan | Wheat1 | Sep 8/22 | 54,000 | 21.10 |
| Brazil | China | Heavy Grain | Aug 18/25 | 60,000 | 18.60 |
| Brazil | Japan | Heavy Grain | Sep 1/30 | 62,000 | 19.00 |
| Brazil | Malaysia | Heavy Grain | Sep 1/30 | 65,000 | 17.00 |
| River Plate | Algeria | Corn | Sep 241/28 | 40,000 | 19.50 |
| Romania | France | Heavy Grain | Aug 5/9 | 55,000 | 8.50 |
| Ukraine | Morroceo | Heavy Grain | Aug 29/Sep 3 | 30,000 | 16.00 |

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-July 2016**

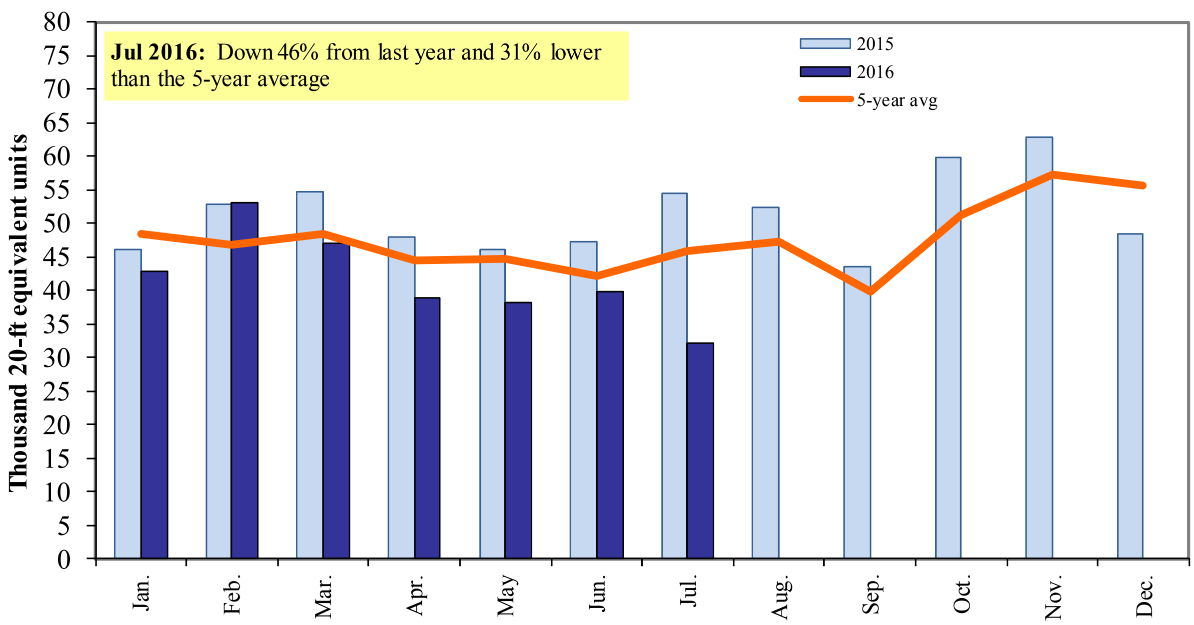



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

# Contacts and Links


Coordinators

| | | |
|---|---|---|
| Surajudeen (Deen) Olowolayemo | surajudeen.olowolayemo@ams.usda.gov | (202) 720 - 0119 |
| Pierre Bahizi | pierre.bahizi@ams.usda.gov | (202) 690 - 0992 |

Weekly Highlight Editors

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

Grain Transportation Indicators

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

Rail Transportation

| | | |
|---|---|---|
| Johnny Hill | johnny.hill@ams.usda.gov | (202) 690 - 3295 |
| Jesse Gastelle | jesse.gastelle@ams.usda.gov | (202) 690 - 1144 |
| Peter Caffarelli | petera.caffarelli@ams.usda.gov | (202) 690 - 3244 |

Barge Transportation

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

Truck Transportation

| | | |
|---|---|---|
| April Taylor | april.taylor@ams.usda.gov | (202) 720 - 7880 |

Grain Exports

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

Ocean Transportation

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

Contributing Analysts

| | | |
|---|---|---|
| Sergio Sotelo | sergioa.sotelo@ams.usda.gov | (202) 756 - 2577 |


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


Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* September 29, 2016. Web: **http://dx.doi.org/10.9752/TS056.09-29-2016**