



Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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WEEKLY HIGHLIGHTS

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Maritime Administration Awards \$4.85 Million in Grants for Marine Highway Projects

On October 26, the U.S. Maritime Administration announced \$4.85 million dollars in grants to support six marine highway projects. Five of these six projects closely relate to container-on-barge services at ports. One of the five grants will offer a waterway alternative to re-position empty equipment that would otherwise move via truck or rail at the Ports of Baton Rouge and New Orleans. Next, the Illinois container on barge shuttle project supports servicing agricultural containerized exports on the Illinois and Mississippi Rivers by providing access to the Union Pacific and BNSF rail ramp. The James River container expansion project develops new barge services for moving refrigerated and frozen products in Virginia. The New York Harbor project supports enhancement of infrastructure for barge operation and creation of a training center for crane operators at New York harbor. Last, the M-55/M-35 container on barge project supports development of containerized shipping business along the Mississippi River, between New Orleans, LA, and Minneapolis, MN, and Chicago, IL. The sixth project is a commuter ferry project on the Potomac River aimed to reduce congestion on highways and interstates along Northern Virginia and the District of Columbia.

Total Grain Inspections Down but Higher Wheat Inspections

For the week ending November 3, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 4.1 million metric tons (mmt), down 5 percent from the previous week, up 51 percent from last year, and 29 percent above the 3-year average. Wheat inspections jumped 47 percent from the previous week despite the decrease in total grain inspections. Exports of wheat increased to Latin America and Africa. Corn inspections were up 1 percent, but soybean inspections dropped 12 percent from the past week. Pacific Northwest (PNW) and Mississippi Gulf grain inspections were down from the previous week. Outstanding export sales (unshipped) of grain were up for corn but down for wheat and soybeans.

Above-Average Grain Carloads in October

Canadian Pacific (CP) [announced](#) earlier this week that it saw near-record grain movements to West Coast ports in October with 15,865 carloads, 4 percent higher than last year and just below CP's record set in May 2014. The four U.S.-based Class I railroads also observed above-average grain carloads during the month of October. Year-to-date, grain carloads originated by U.S. Class I railroads peaked during the week ending October 1, and remained above recent years throughout the month. During the 4 weeks of October through the 29th, U.S. Class I railroads originated 105,831 grain carloads, 14 percent higher than the 3-year average. Grain has been an especially important commodity for railroads this year, helping offset drops in other commodities such as coal and petroleum, as year-to-date total carloads are down 10 percent from a year ago.

Snapshots by Sector

Export Sales

During the week ending October 27, **unshipped balances** of wheat, corn, and soybeans totaled 43.9 mmt, up 51 percent from the same time last year. Net weekly **wheat export sales** were .235 mmt, down 64 percent from the previous week. Net **corn export sales** were 1.47 mmt, up 84 percent from the previous week, and net **soybean export sales** were 2.51 mmt, up 33 percent from the past week.

Rail

U.S. Class I railroads originated 25,247 **grain carloads** for the week ending October 29, down 5 percent from the previous week, up 4 percent from last year, and up 4 percent from the 3-year average.

Average November shuttle **secondary railcar bids/offers** per car were \$9 above tariff for the week ending November 3, up \$3 from last week, and \$281 higher than last year. Average non-shuttle secondary railcar bids/offers per car were \$22 below tariff, \$91 higher than last year. There were no non-shuttle bids/offers last week.

Barge

For the week ending November 5, **barge grain movements** totaled 1,189,126 tons, 7 percent lower than last week, and up 51 percent from the same period last year.

For the week ending November 5, 742 grain barges **moved down river**, down 9 percent from last week, 1,043 grain barges were **unloaded in New Orleans**, up 8 percent from the previous week.

Ocean

For the week ending November 3, 55 **ocean-going grain vessels** were loaded in the Gulf, 49 percent more than the same period last year. Seventy-one vessels are expected to be loaded within the next 10 days, 4 percent less than the same period last year.

For the week ending November 3, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$31.75 per metric ton, unchanged from the previous week. The cost of shipping from the PNW to Japan was \$17.75 per metric ton, 1 percent less than the previous week.

Fuel

During the week ending November 7, U.S. average **diesel fuel prices** decreased one cent from the previous week at \$2.47 per gallon, 3 cents below the same week last year

Feature Article/Calendar

Applying Commodity Flow Data to Study the Modal Share of Agricultural Products

The United States is one of the largest producers, users, and exporters of grain and other agricultural products in the world. An efficient transportation network is key to transporting farm products from producing areas to domestic and international end users. The U.S. transportation network relies on trucks, railroads, barges, and ocean shipping. It is essential to study and analyze the share and contribution of each mode to provide insight to market participants and inform policy-makers and transportation planners. Such information can be used to analyze trends in the movement of goods, to map spatial patterns, to forecast demands for the movement of goods, and to determine needs for associated infrastructure and equipment. The purpose of this feature article is to (1) introduce the Commodity Flow Survey (CFS) undertaken through a partnership between the U.S. Census Bureau (Census) and the Department of Transportation's Bureau of Transportation Statistics (BTS); (2) mention some of the attributes of the data; and (3) provide examples of how CFS data can be utilized to study the modal share of agricultural products and grain transportation.

One difficulty in conducting a modal share study is the limitation of available data, especially that which is comprehensive and covers all modes.* However, the Census and BTS publish comprehensive CFS data, providing information on commodities shipped, such as their value, weight, origin and destination (location and average shipment distance), and mode of transportation from commercial business establishments.† The CFS is a shipper-based survey conducted every 5 years, which generates national, state, and metro-level data on domestic freight shipments by establishments located in the U.S. (including Puerto Rico and Island Areas). In addition to releasing a [summary report](#), the latest of which is 2012, Census publishes aggregated-level CFS data to the [American FactFinder online search system](#). CFS shipment statistics are retrieved by entering specific search terms (e.g., geographic location or commodity type). For example, Table 1 provides a summary of 2012 CFS data, showing the tonnages, values, and ton-miles of select agricultural and non-agricultural products. It reveals that commercial U.S. establishments shipped 11.3 billion tons of goods, worth \$13.9 trillion, in 2012.

Table 1: Commodity Flow Survey Data, by Commodity and Mode, 2012.

By Commodity				By Mode			
	Value	Tons	Ton-Miles		Value	Tons	Ton-Miles
All Commodities	13,852,143	11,299,409	2,969,506	All modes	\$13,852,143	11,299,409	2,969,506
	(Millions)	(Thousands)	(Millions)		(Millions)	(Thousands)	(Millions)
Wheat	0.3%	1.2%	2.6%	Single modes	85.9%	96.5%	90.8%
Corn (excludes sweet)	0.6%	2.7%	3.2%	Truck	73.1%	71.3%	42.0%
Other cereal grains	0.1%	0.3%	0.4%	For-hire truck	47.0%	38.0%	35.4%
Soybeans	0.5%	1.2%	2.3%	Private truck	26.2%	33.3%	6.6%
Oil seeds and nuts (excludes olives and soy beans)	0.1%	0.1%	0.1%	Rail	3.4%	14.4%	40.8%
Fresh or chilled potatoes (excludes sweet)	0.0%	0.1%	0.2%	Water	2.2%	5.1%	6.5%
Fresh or chilled edible vegetables, and dried vegetables	0.3%	0.3%	0.4%	Inland water	1.6%	3.8%	4.0%
Animal feed, eggs, honey, and other products of animal origin	0.9%	2.1%	2.0%	Great Lakes	0.0%	0.3%	0.4%
Meat, poultry, fish, seafood, and their preparations	2.2%	0.8%	1.5%	Deep sea	0.4%	0.6%	0.7%
Alcoholic beverages and denatured alcohol	1.3%	0.9%	1.2%	Multiple Waterways	0.2%	0.4%	1.4%
Animals and fish (live)	0.0%	0.0%	0.0%	Air (including truck and air)	3.3%	0.0%	0.2%
Limestone and chalk (calcium carbonate)	0.1%	6.4%	2.8%	Pipeline	3.9%	5.6%	
Gravel and crushed stone	0.1%	7.2%	1.7%	Multiple modes	14.1%	3.2%	9.2%
Gasoline, aviation turbine fuel, and ethanol	8.4%	11.0%	3.3%	Parcel, U.S.P.S. or courier	12.2%	0.3%	0.8%
Coal	0.3%	9.3%	22.3%	Truck and rail	1.6%	1.9%	5.7%
Plastics and rubber	4.0%	1.6%	3.4%	Truck and water	0.2%	0.5%	1.6%
Textiles, leather, and articles of textiles or leather	3.4%	0.4%	0.9%	Rail and water	0.1%	0.5%	1.0%
Fertilizers and fertilizer materials	0.6%	1.7%	2.1%	Other multiple modes	0.0%	0.0%	0.1%
All other commodities	76.8%	52.7%	49.6%	Other modes	0.0%	0.3%	0.0%
Total	100%	100%	100%	Total	100%	100%	100%

Sources: The Census, 2012 Commodity Flow Survey, American FactFinder: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

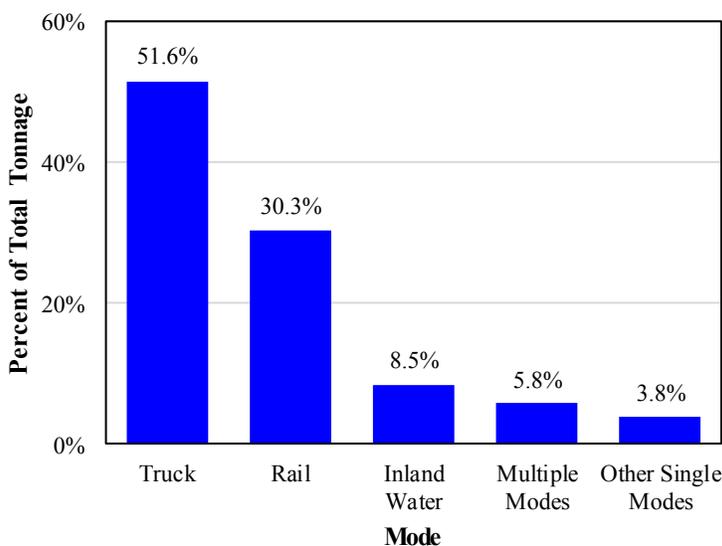
* For example, sources like the Army Corps of Engineers and Surface Transportation Board collect information on barge and railroad movements, respectively. However, these two separate datasets are not directly linked.

† The CFS acquires a sample of around 100,000 establishments based on geographic location and industry, and a mailed questionnaire is sent to these establishments to report on shipments during a one-week period in each calendar quarter. Categorized by the North American Industry Classification System, these establishments cover manufacturing, mining, wholesale, and select retail and service providers, and support facilities (e.g., warehouses). Importantly, farms are not in scope for the survey, so any shipping of agricultural products from the farm is not captured until it reaches an in-scope establishment, such as a grain elevator/wholesaler. For more on the CFS methodology, see the respective [Census](#) and [BTS](#) webpages.

More specifically, the left hand side of Table 1 provides a breakdown of total movements by commodity types based on the Standard Classification of Transported Goods (SCTG) codes. As indicated, bulk commodities have relatively low shares of value (compared to their tonnages), which indicates these products also have lower value to weight. For example, corn, soybeans, and wheat together contribute about 5 percent of total tonnage but less than 2 percent of total value. Movements of other non-agricultural products such as coal, gravel, and limestone show similar patterns. On the other hand, some agricultural products, such as meat, poultry, fish, and seafood actually contribute more in value (2 percent) than tonnage (1 percent).

Next, the right side of Table 1 shows the breakdown of total movements by mode. As indicated, single modes of transportation haul 86 percent of the value and 97 percent of the tonnage, compared to 14 percent and 3 percent, respectively, for multiple modes. This result suggests that commodities moved by multiple modes generally have a higher value to weight compared to those moved by single modes of transportation. The parcel and United States Postal Service (USPS) providers are an example of such low tonnage, high value transportation: parcel and USPS moved only 0.2 percent of the total tonnage, but 12 percent of total value, in 2012. The CFS data also provides information on intermodal freight movements. As shown in Table 1, multi-mode transportation combinations between truck, rail, and water contribute to 3 percent of the total tonnage and 2 percent of the value. Based on the contribution of total tonnage, the top three single modes of transportation are truck (70 percent), rail (16 percent), and pipeline (6 percent). While truck contributes similar shares in both value (73 percent) and tonnage (71 percent), rail contributes 3 percent of the total value, despite its relatively larger contribution to total tonnage (14 percent). Compared to truck, rail has advantages in transporting bulky, generally lower-value, and less time-sensitive products.

Figure 1: Modal Share for Grain and Agricultural Products, 2012.



Source: Census and BTS, Commodity Flow Survey.

have special temperature and timing requirements. Rail and barge, on the other hand, have the advantage in long-distance shipping due to economics of scale.

Overall, this article introduces GTR readers to a comprehensive (multi-modal and multi-commodity) dataset from Census and BTS that can provide useful analysis of interest to agricultural shippers and stakeholders. There are several avenues for future exploration, including an examination of other shipment characteristics like shipment distance. In addition to fairly accessible, prearranged tabular data, Census and BTS also provide a micro-level (public) dataset that can be used for additional insights, particularly related to the geography (origin and destination) and timing of shipments. † Matt.Chang@ams.usda.gov, PeterA.Caffarelli@ams.usda.gov

* “Intermodal” is defined as shipments applying more than one transportation mode. Total percent adds to more than 100 due to rounding.

† See the [CFS Public Use Microdata File](#), new to 2012.

Concerning agriculture, almost 700 million tons of grain, vegetables, fruits, oilseeds, and fresh-cut flowers (SCTG codes 02 and 03) were moved to and from commercial facilities in 2012. Trucks and railroads were particularly important in those movements of grains and other agricultural products. As shown in Figure 1, trucks hauled the most volume (52 percent), followed by rail (30 percent), inland water (9 percent), intermodal (6 percent), and other single modes of transportation (4 percent).* Highway (truck) is considered an important mode for rural America, with its advantages in economically moving products short distances and its enhanced flexibility compared to rail and barge. Moreover, trucks dominate movements of fresh fruit and vegetables, livestock, meats, dairy products, and bakery products, as these items tend to

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

For the week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
11/09/16	166	259	208	167	142	126
11/02/16	166	261	208	250	142	128

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)

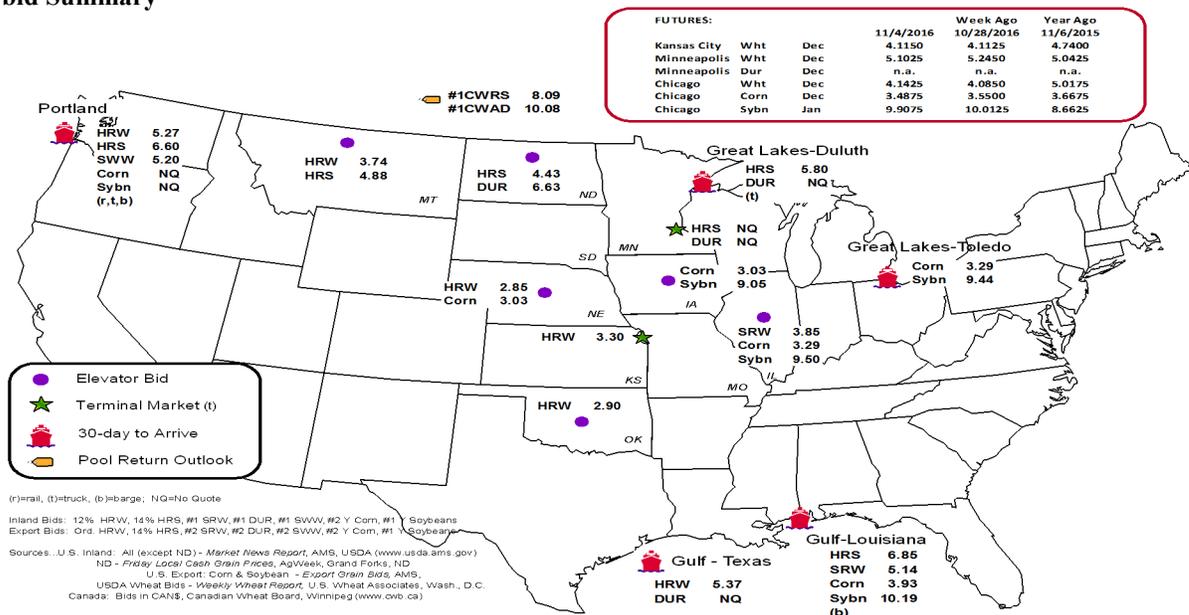
Commodity	Origin--Destination	11/4/2016	10/28/2016
Corn	IL--Gulf	-0.64	-0.61
Corn	NE--Gulf	-0.90	-0.85
Soybean	IA--Gulf	-1.14	-1.06
HRW	KS--Gulf	-2.07	-2.05
HRS	ND--Portland	-2.17	-2.15

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		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
11/02/2016 ^p	1,657	2,123	7,124	1,455	12,359	10/29/2016	1,939
10/26/2016 ^r	2,114	1,306	8,532	1,681	13,633	10/22/2016	2,240
2016 YTD ^r	28,005	69,243	244,326	20,135	361,709	2016 YTD	90,413
2015 YTD ^r	25,782	49,363	193,808	20,624	289,577	2015 YTD	83,616
2016 YTD as % of 2015 YTD	109	140	126	98	125	% change YTD	108
Last 4 weeks as % of 2015 ²	90	193	101	146	109	Last 4wks % 2015	81
Last 4 weeks as % of 4-year avg. ²	118	163	129	131	130	Last 4wks % 4 yr	106
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.

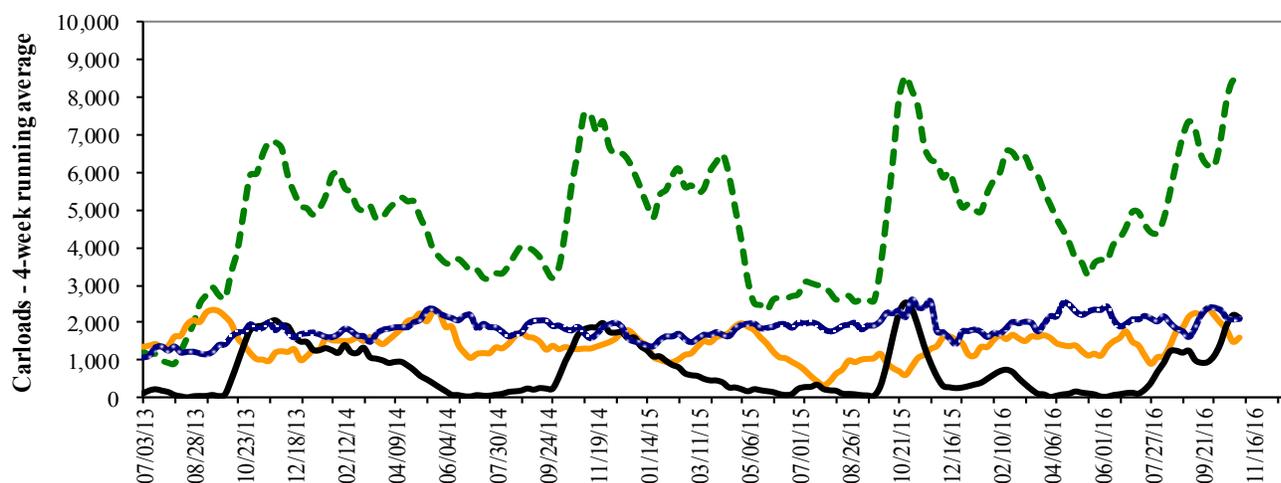
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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



- Pacific Northwest: 4 wks. ending 11/02—up 1% from same period last year; up 29% from 4-year average
- Texas Gulf: 4 wks. ending 11/02—up 93% from same period last year; up 63% from 4-year average
- Miss. River: 4 wks. ending 11/02—down 10% from same period last year; up 18% from 4-year average
- ... Cross-border: 4 wks. ending 10/29—down 19% from same period last year; up 6% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

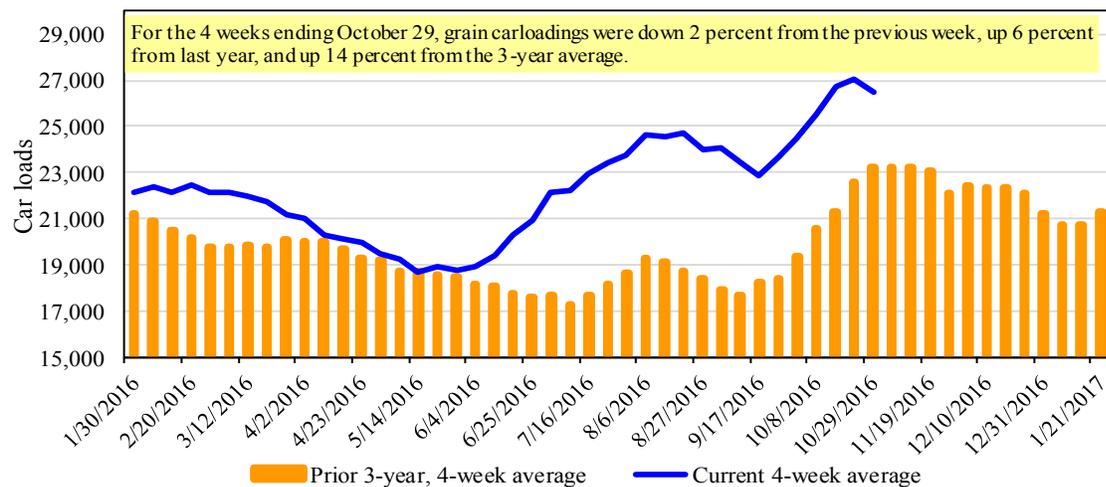
For the week ending: 10/29/2016	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	3,198	4,075	10,055	1,066	6,853	25,247	5,064	5,479
This week last year	2,227	3,200	12,242	966	5,694	24,329	5,269	5,839
2016 YTD	77,276	121,600	480,584	37,679	245,905	963,044	155,001	190,628
2015 YTD	87,268	124,996	437,150	38,816	223,209	911,439	173,763	192,954
2016 YTD as % of 2015 YTD	89	97	110	97	110	106	89	99
Last 4 weeks as % of 2015*	103	114	96	124	121	106	116	110
Last 4 weeks as % of 3-yr avg**	111	113	109	101	128	114	109	97
Total 2015	104,039	149,096	536,173	45,445	267,720	1,102,473	211,151	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 Offerings¹ (\$/car)²

For the week ending: 11/3/2016		Delivery period							
11/3/2016		Nov-16	Nov-15	Dec-16	Dec-15	Jan-17	Jan-16	Feb-17	Feb-16
BNSF ³	COT grain units	10	no bids	5	no bids	0	no bids	0	no bids
	COT grain single-car ⁵	101	0-25	150	0-25	11	no bids	2	no bids
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.

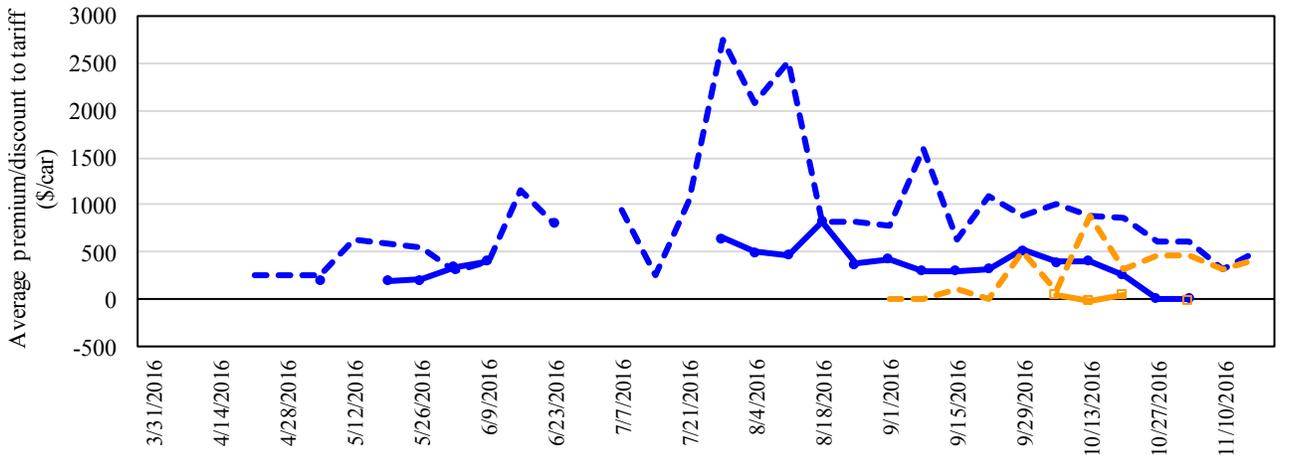
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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 November 2016, Secondary Market



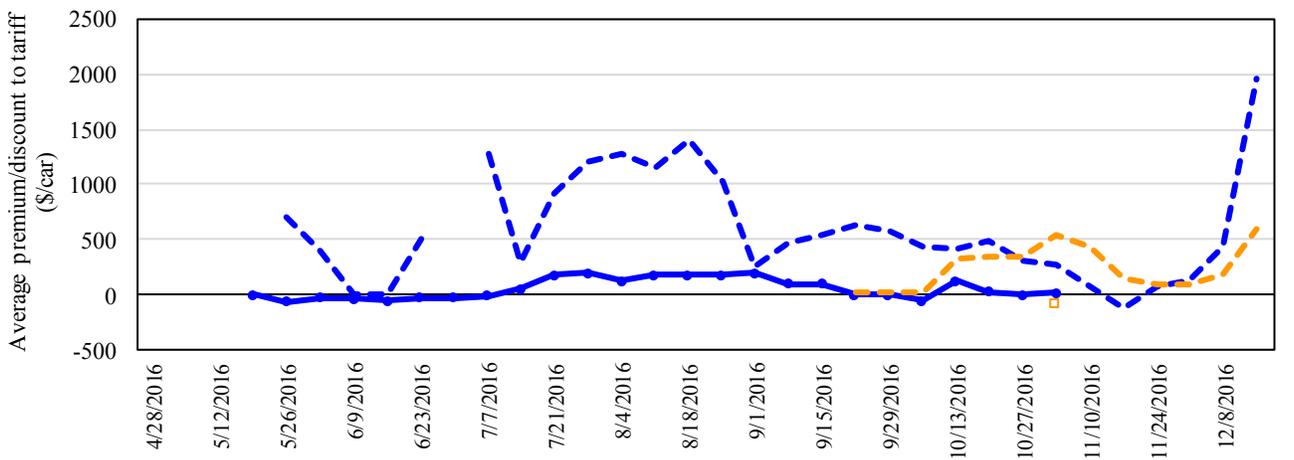
11/3/2016	BNSF	UP
Non-Shuttle	\$50	-\$94
Shuttle	\$144	-\$125

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

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are \$72 below the peak. Average Shuttle bids/offers rose \$3 this week and are \$816 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 December 2016, Secondary Market



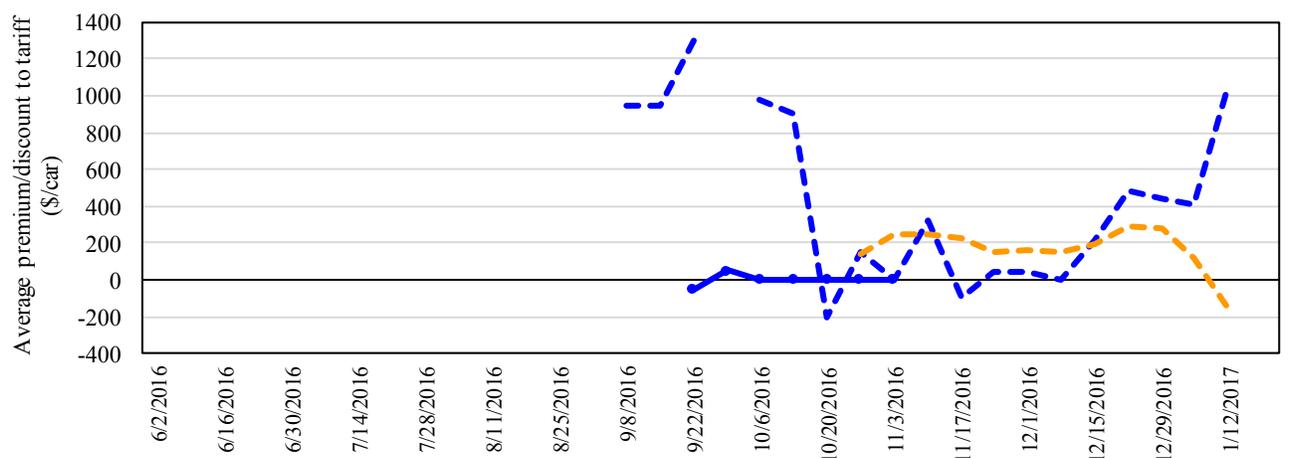
11/3/2016	BNSF	UP
Non-Shuttle	n/a	-\$88
Shuttle	\$161	-\$125

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

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are at the peak. Average Shuttle bids/offers rose \$14 this week and are \$182 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 January 2017, Secondary Market



11/3/2016	BNSF	UP	Shuttle	Non-Shuttle
Non-Shuttle	n/a	n/a	Shuttle prior 3-yr avg. (same week)	Non-Shuttle prior 3-yr avg. (same week)
Shuttle	n/a	\$0	There were no Non-Shuttle bids/offers this week. Average Shuttle bids/offers are unchanged this week and are \$50 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:		Delivery period					
		11/3/2016	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17
Non-shuttle	BNSF-GF	50	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	175	n/a	n/a	n/a	n/a	n/a
	UP-Pool	(94)	(88)	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	6	1	n/a	n/a	n/a	n/a	
Shuttle	BNSF-GF	144	161	n/a	n/a	n/a	n/a
	Change from last week	(19)	28	n/a	n/a	n/a	n/a
	Change from same week 2015	488	494	n/a	n/a	n/a	n/a
	UP-Pool	(125)	(125)	0	n/a	n/a	n/a
	Change from last week	25	0	0	n/a	n/a	n/a
Change from same week 2015	75	125	n/a	n/a	n/a	n/a	

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

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments¹

Effective date:		Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y ³
11/1/2016	metric ton					bushel ²		
Unit train								
Wheat	Wichita, KS	St. Louis, MO	\$3,770	\$30	\$37.74	\$1.03	4	
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	-\$6	\$41.08	\$1.12	16	
	Wichita, KS	Los Angeles, CA	\$6,950	-\$31	\$68.71	\$1.87	-1	
	Wichita, KS	New Orleans, LA	\$4,408	\$53	\$44.30	\$1.21	3	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	-\$25	\$64.16	\$1.75	-1	
	Northwest KS	Galveston-Houston, TX	\$4,676	\$59	\$47.02	\$1.28	3	
	Amarillo, TX	Los Angeles, CA	\$4,875	\$81	\$49.22	\$1.34	3	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$60	\$37.15	\$0.94	9	
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	0	
	Des Moines, IA	Davenport, IA	\$2,258	\$13	\$22.55	\$0.57	4	
	Indianapolis, IN	Atlanta, GA	\$5,191	\$0	\$51.55	\$1.31	4	
	Indianapolis, IN	Knoxville, TN	\$4,311	\$0	\$42.81	\$1.09	0	
	Des Moines, IA	Little Rock, AR	\$3,534	\$38	\$35.47	\$0.90	2	
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,202	\$109	\$52.74	\$1.34	2	
	Minneapolis, MN	New Orleans, LA	\$3,639	\$30	\$36.43	\$0.99	2	
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	0	
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	0	
	Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	0	
Champaign-Urbana, IL	New Orleans, LA	\$4,495	\$60	\$45.24	\$1.23	12		
Shuttle Train								
Wheat	Great Falls, MT	Portland, OR	\$3,953	-\$18	\$39.08	\$1.06	-1	
	Wichita, KS	Galveston-Houston, TX	\$3,871	-\$14	\$38.30	\$1.04	-2	
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	0	
	Grand Forks, ND	Portland, OR	\$5,611	-\$30	\$55.42	\$1.51	-1	
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	-\$32	\$58.58	\$1.59	-10	
	Northwest KS	Portland, OR	\$5,643	\$96	\$56.99	\$1.55	2	
Corn	Minneapolis, MN	Portland, OR	\$5,000	-\$37	\$49.28	\$1.25	-1	
	Sioux Falls, SD	Tacoma, WA	\$4,960	-\$34	\$48.92	\$1.24	-1	
	Champaign-Urbana, IL	New Orleans, LA	\$3,481	\$60	\$35.17	\$0.89	9	
	Lincoln, NE	Galveston-Houston, TX	\$3,700	-\$20	\$36.55	\$0.93	2	
	Des Moines, IA	Amarillo, TX	\$3,895	\$47	\$39.15	\$0.99	2	
	Minneapolis, MN	Tacoma, WA	\$5,000	-\$37	\$49.29	\$1.25	-1	
	Council Bluffs, IA	Stockton, CA	\$4,740	-\$38	\$46.69	\$1.19	1	
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,600	-\$34	\$55.27	\$1.50	1	
	Minneapolis, MN	Portland, OR	\$5,650	-\$37	\$55.74	\$1.52	2	
	Fargo, ND	Tacoma, WA	\$5,500	-\$30	\$54.32	\$1.48	1	
	Council Bluffs, IA	New Orleans, LA	\$4,525	\$70	\$45.63	\$1.24	1	
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	0	
Grand Island, NE	Portland, OR	\$5,460	\$98	\$55.20	\$1.50	1		

¹A 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.

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

³Percentage change year over year calculated using tariff rate plus fuel surcharge

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: 11/1/2016

Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel surcharge per car ²	Tariff plus surcharge per:		Percent change ⁴ Y/Y
					metric ton ³	bushel ³	
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	0
	OK	Cuautitlan, EM	\$6,596	\$42	\$67.82	\$1.84	1
	KS	Guadalajara, JA	\$7,077	\$17	\$72.48	\$1.97	0
	TX	Salinas Victoria, NL	\$4,197	\$25	\$43.14	\$1.17	1
Corn	IA	Guadalajara, JA	\$8,187	\$34	\$84.00	\$2.13	-4
	SD	Celaya, GJ	\$7,580	\$0	\$77.45	\$1.97	-4
	NE	Queretaro, QA	\$7,909	\$86	\$81.69	\$2.07	0
	SD	Salinas Victoria, NL	\$6,635	\$0	\$67.79	\$1.72	1
	MO	Tlalnepantla, EM	\$7,268	\$84	\$75.12	\$1.91	0
	SD	Torreon, CU	\$7,180	\$0	\$73.36	\$1.86	-1
Soybeans	MO	Bojay (Tula), HG	\$8,647	\$31	\$88.66	\$2.41	0
	NE	Guadalajara, JA	\$8,942	\$37	\$91.74	\$2.49	-3
	IA	El Castillo, JA	\$8,960	\$0	\$91.55	\$2.49	-6
	KS	Torreon, CU	\$7,489	\$34	\$76.87	\$2.09	0
Sorghum	NE	Celaya, GJ	\$7,164	\$37	\$73.57	\$1.87	-4
	KS	Queretaro, QA	\$7,608	\$52	\$78.26	\$1.99	0
	NE	Salinas Victoria, NL	\$6,213	\$42	\$63.91	\$1.62	0
	NE	Torreon, CU	\$6,607	\$37	\$67.89	\$1.72	-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

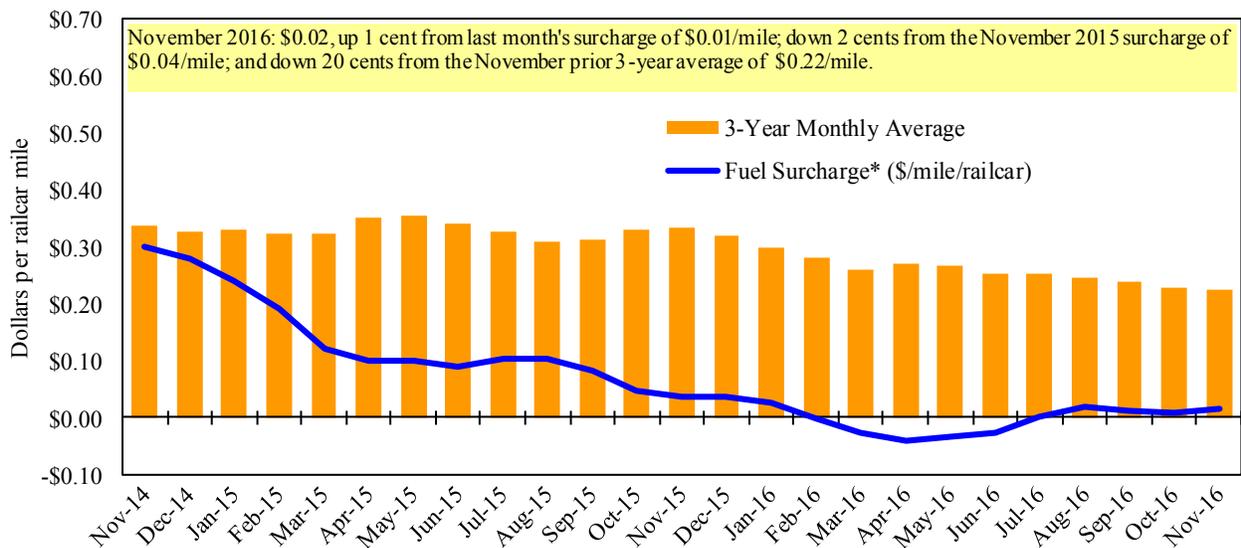
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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.

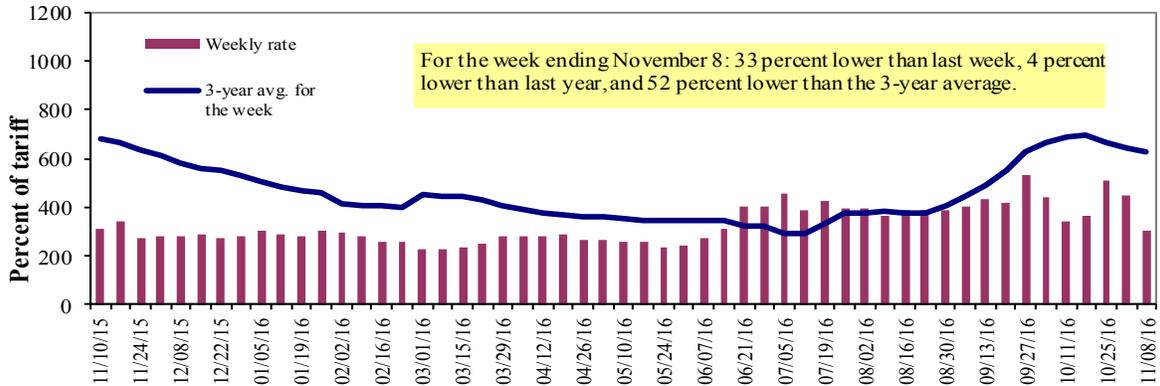
**CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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	11/8/2016	418	338	300	238	313	313	210
	11/1/2016	568	488	450	350	450	450	275
\$/ton	11/8/2016	25.87	17.98	13.92	9.50	14.68	12.65	6.59
	11/1/2016	35.16	25.96	20.88	13.97	21.11	18.18	8.64
Current week % change from the same week:								
	Last year	8	3	-4	3	4	4	2
	3-year avg. ²	-28	-45	-52	-56	-52	-52	-58
Rate¹	December	-	-	300	225	255	255	210
	February	-	-	288	225	243	243	210

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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:

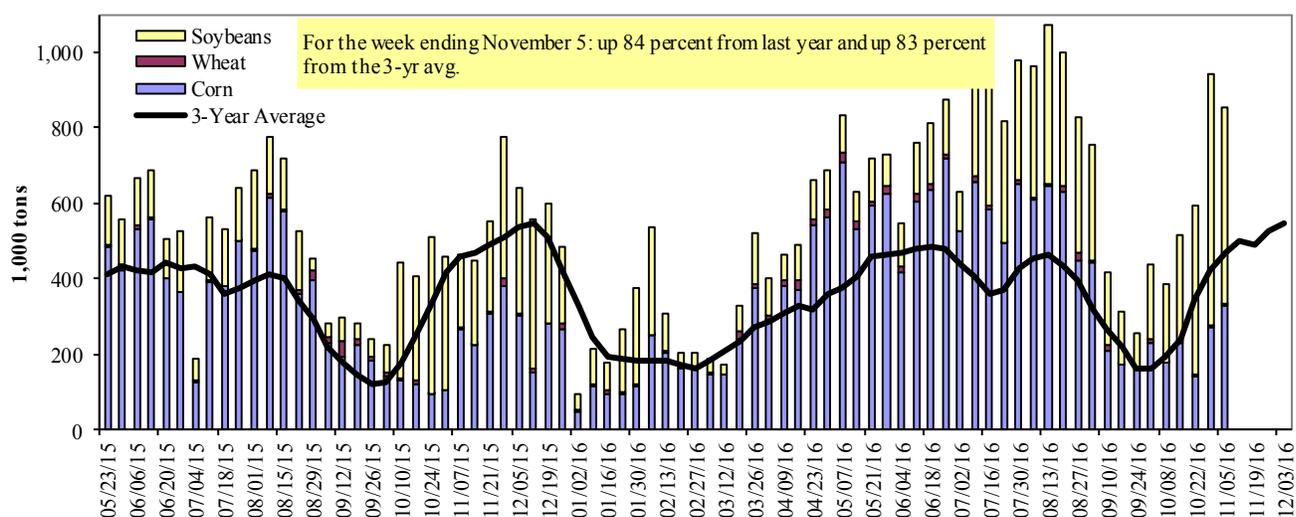
$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton})/100$$

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 11/5/2016	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	54	3	151	0	209
Winfield, MO (L25)	209	5	377	2	593
Alton, IL (L26)	330	5	538	3	875
Granite City, IL (L27)	330	5	521	3	859
Illinois River (L8)	130	0	121	0	251
Ohio River (L52)	55	7	207	2	271
Arkansas River (L1)	0	14	45	0	59
Weekly total - 2016	385	26	773	5	1,189
Weekly total - 2015	352	16	392	29	789
2016 YTD ¹	20,411	1,857	12,617	307	35,192
2015 YTD	16,726	1,562	10,449	291	29,028
2016 as % of 2015 YTD	122	119	121	106	121
Last 4 weeks as % of 2015 ²	139	366	120	34	125
Total 2015	19,215	1,686	14,191	359	35,451

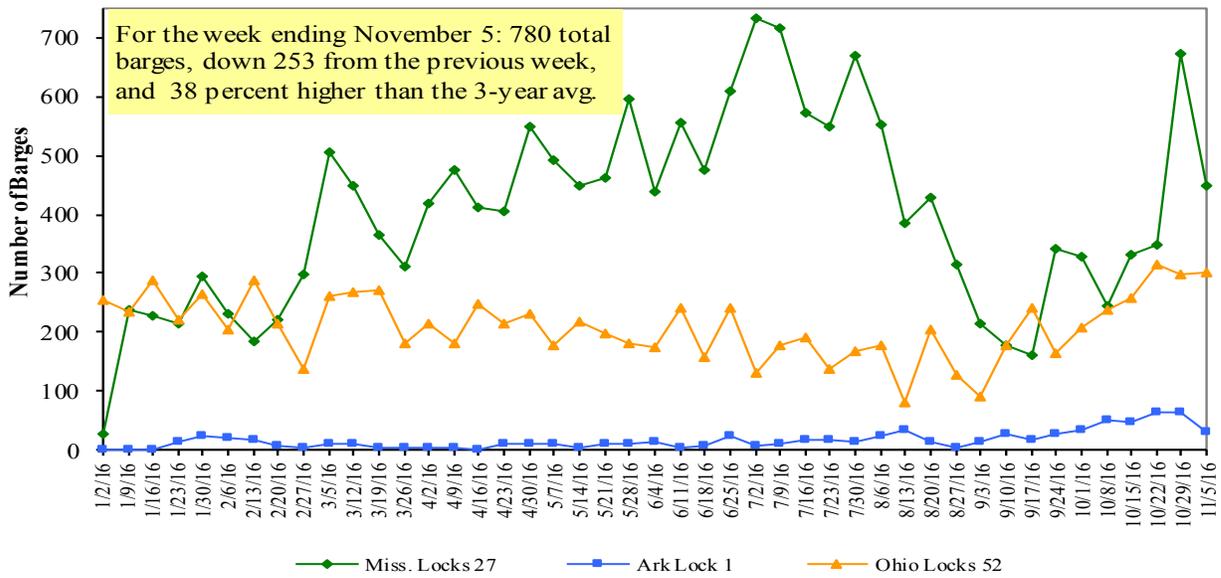
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

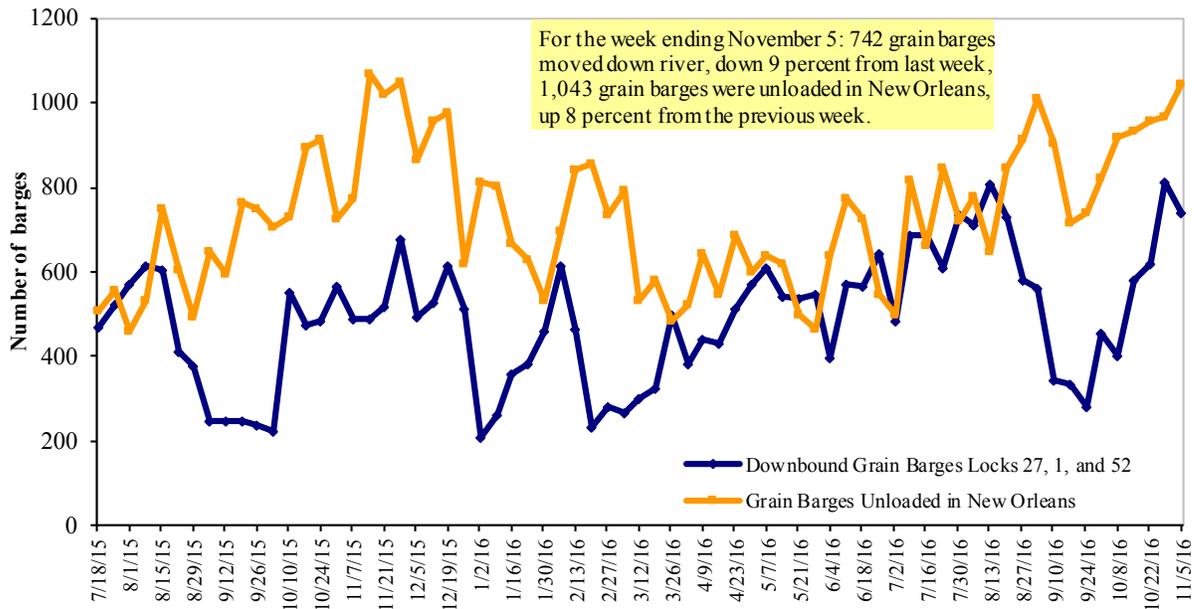
Source: U.S. Army Corps of Engineers

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 Prices¹, Week Ending 11/07/2016 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.474	-0.001	-0.039
	New England	2.502	0.000	-0.047
	Central Atlantic	2.584	0.001	-0.036
	Lower Atlantic	2.384	-0.004	-0.040
II	Midwest ²	2.425	-0.018	-0.101
III	Gulf Coast ³	2.340	-0.013	0.023
IV	Rocky Mountain	2.532	-0.009	0.044
V	West Coast	2.766	0.000	0.050
	West Coast less California	2.673	0.018	0.066
	California	2.840	-0.015	0.037
Total	U.S.	2.470	-0.009	-0.032

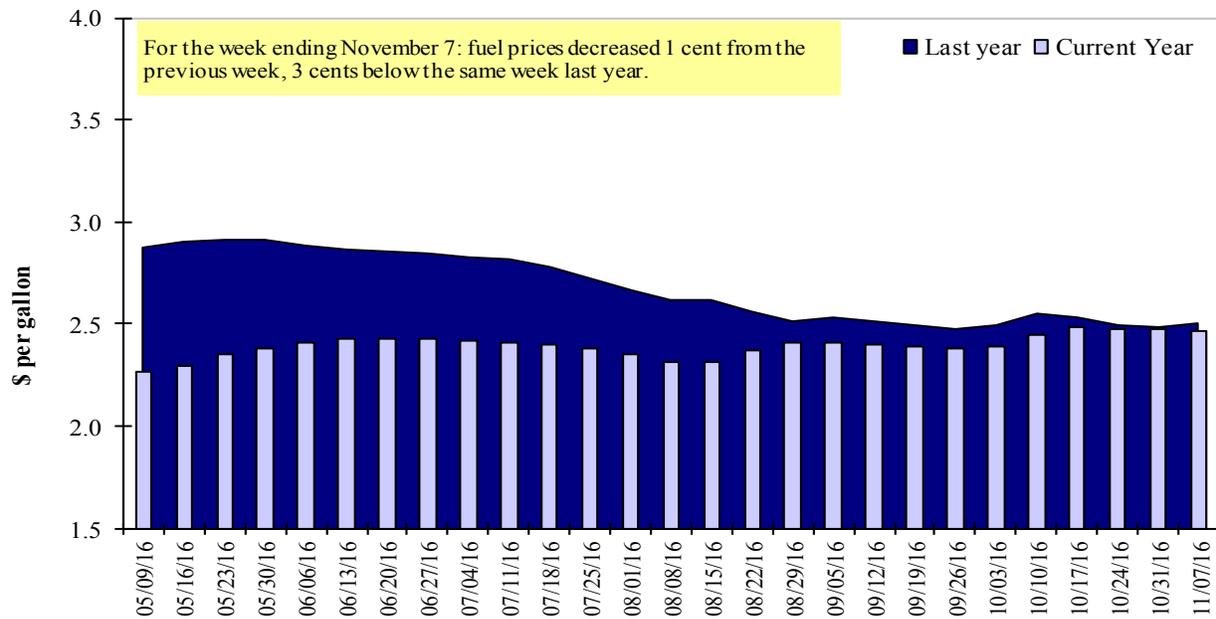
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
10/27/2016	1,936	516	1,674	981	101	5,209	15,844	22,867	43,920
This week year ago	1,054	617	1,466	894	91	4,122	8,029	16,897	29,047
Cumulative exports-marketing year²									
2016/17 YTD	4,929	895	3,372	1,761	139	11,094	8,913	13,259	33,267
2015/16 YTD	2,410	1,595	2,740	1,492	439	8,675	5,116	10,906	24,696
YTD 2016/17 as % of 2015/16	205	56	123	118	32	128	174	122	135
Last 4 wks as % of same period 2015/16	168	85	101	108	85	118	189	131	145
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 Importers¹ of U.S. Corn

For the week ending 10/27/2016	Total Commitments ²		% change current MY from last MY	Exports ³ 3-year avg 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	3,090	2,090	48	11,284
Mexico	7,090	5,326	33	11,204
Korea	1,697	127	1,240	3,931
Colombia	1,592	1,211	31	4,134
Taiwan	1,008	240	320	1,912
Top 5 Importers	14,477	8,994	61	32,465
Total US corn export sales	24,757	13,145	88	46,633
% of Projected	44%	27%		
Change from prior week	1,473	556		
Top 5 importers' share of U.S. corn export sales	58%	68%		70%
USDA forecast, November 2016	56,616	48,295	17	
Corn Use for Ethanol USDA forecast, November 2016	134,620	132,233	2	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - 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 from prior week could include Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/>

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 10/27/2016	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg. 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	19,436	14,879	31	29,033
Mexico	1,490	1,442	3	3,295
Indonesia	513	346	48	2,065
Japan	945	965	(2)	1,994
Taiwan	718	459	56	1,226
Top 5 importers	23,101	18,091	28	37,614
Total US soybean export sales	36,127	27,802	30	48,389
% of Projected	65%	53%		
Change from prior week	2,514	656		
Top 5 importers' share of U.S. soybean export sales	64%	65%		78%
USDA forecast, November 2016	55,858	52,752	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/esquery/>. Total commitments change 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. (Carry over plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

For the week ending 10/27/2016	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg 2013-2015
	2016/17 Current MY	2015/16 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,471	1,260	17	2,743
Mexico	1,695	1,261	34	2,660
Nigeria	697	993	(30)	1,978
Philippines	1,763	1,350	31	2,156
Brazil	1,015	310	227	2,076
Korea	841	798	5	1,170
Taiwan	593	514	15	1,005
Indonesia	483	193	150	776
Colombia	520	403	29	679
Thailand	496	270	84	618
Top 10 importers	9,079	7,081	28	15,861
Total US wheat export sales	16,303	12,797	27	24,485
% of Projected	61%	61%		
Change from prior week	235	85		
Top 10 importers' share of U.S. wheat export sales	56%	55%		65%
USDA forecast, November 2016	26,567	21,117	26	

(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/esquery/>. Total commitments change from prior week could include revisions from the previous week's outstanding and/or accumulated sales³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port Regions	For the Week Ending 11/03/16	Previous Week*	Current Week as % of Previous	2016 YTD*	2015 YTD*	2016 YTD as % of 2015 YTD	Last 4-weeks as % of:		2015 Total*
							Last Year	Prior 3-yr. avg.	
Pacific Northwest									
Wheat	200	239	84	10,689	9,402	114	123	109	10,985
Corn	49	66	75	10,564	7,085	149	405	341	7,232
Soybeans	762	1,062	72	9,820	8,181	120	110	124	11,809
Total	1,011	1,366	74	31,073	24,669	126	114	123	30,027
Mississippi Gulf									
Wheat	41	42	96	3,083	3,950	78	93	63	4,504
Corn	641	614	104	27,556	23,906	115	213	137	26,701
Soybeans	1,228	1,538	80	25,293	20,776	122	112	126	29,593
Total	1,910	2,194	87	55,933	48,633	115	129	126	60,797
Texas Gulf									
Wheat	207	55	375	5,059	3,236	156	309	151	3,724
Corn	11	0	n/a	1,431	564	254	181	542	596
Soybeans	202	132	153	642	568	113	145	146	864
Total	421	187	225	7,132	4,368	163	198	153	5,184
Interior									
Wheat	34	7	501	1,306	1,210	108	253	229	1,388
Corn	147	146	101	6,117	5,350	114	128	124	6,201
Soybeans	182	193	94	3,692	3,016	122	119	112	3,518
Total	363	346	105	11,115	9,577	116	129	123	11,106
Great Lakes									
Wheat	18	11	166	910	875	104	112	94	997
Corn	19	0	n/a	482	485	99	210	197	485
Soybeans	182	30	606	563	513	110	96	110	733
Total	218	41	537	1,954	1,874	104	102	110	2,216
Atlantic									
Wheat	21	0	n/a	256	480	53	1811	443	520
Corn	1	34	3	261	275	95	114	100	277
Soybeans	139	114	123	1,447	1,285	113	122	152	2,053
Total	162	148	109	1,965	2,040	96	135	151	2,850
U.S. total from ports**									
Wheat	520	353	147	21,302	19,154	111	159	116	22,118
Corn	869	860	101	46,411	37,666	123	189	138	41,492
Soybeans	2,696	3,068	88	41,457	34,340	121	113	125	48,570
Total	4,085	4,281	95	109,171	91,161	120	127	126	112,180

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

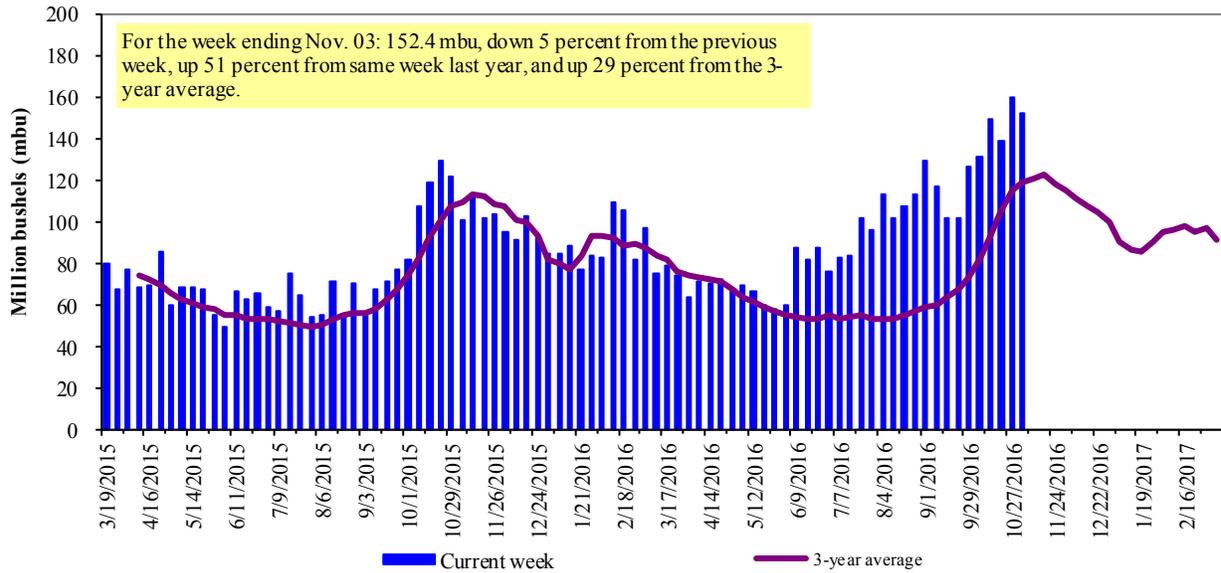
**Total only includes regions shown above

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

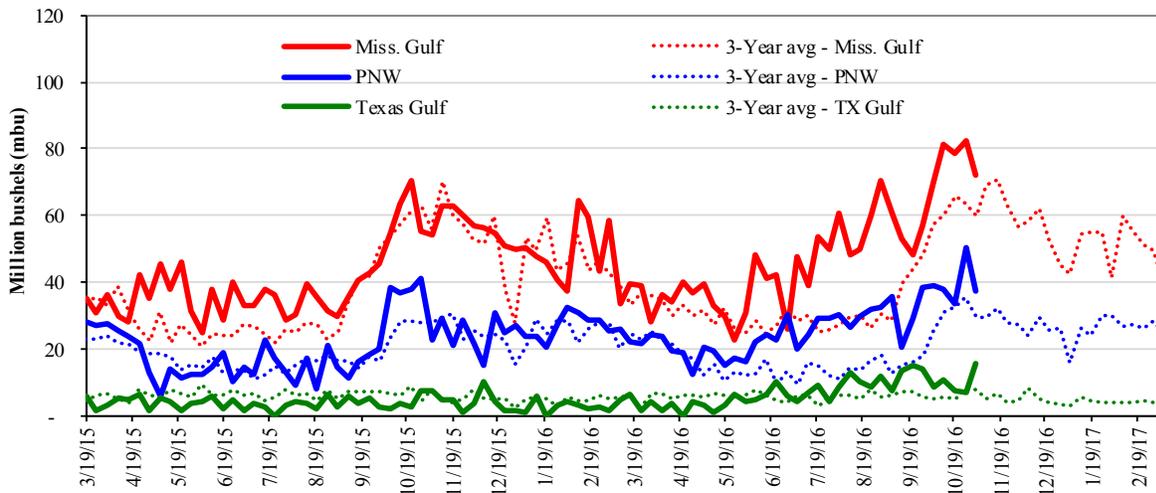
U.S. grain inspected for export (wheat, corn, and soybeans)



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 PNW¹ (wheat, corn, and soybeans)



Week ending 11/03/16 inspections (mbu):		Percent change from:				
Mississippi Gulf:	71.9	Last Week:	MS Gulf	TX Gulf	U.S. Gulf	PNW
PNW:	37.3	Last Year (same week):	down 13	up 125	down 2	down 26
Texas Gulf:	15.5	3-yr avg. (4-wk. mov. Avg):	up 33	up 107	up 42	up 64
			up 15	up 133	up 27	up 16

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

Ocean Transportation

Table 17

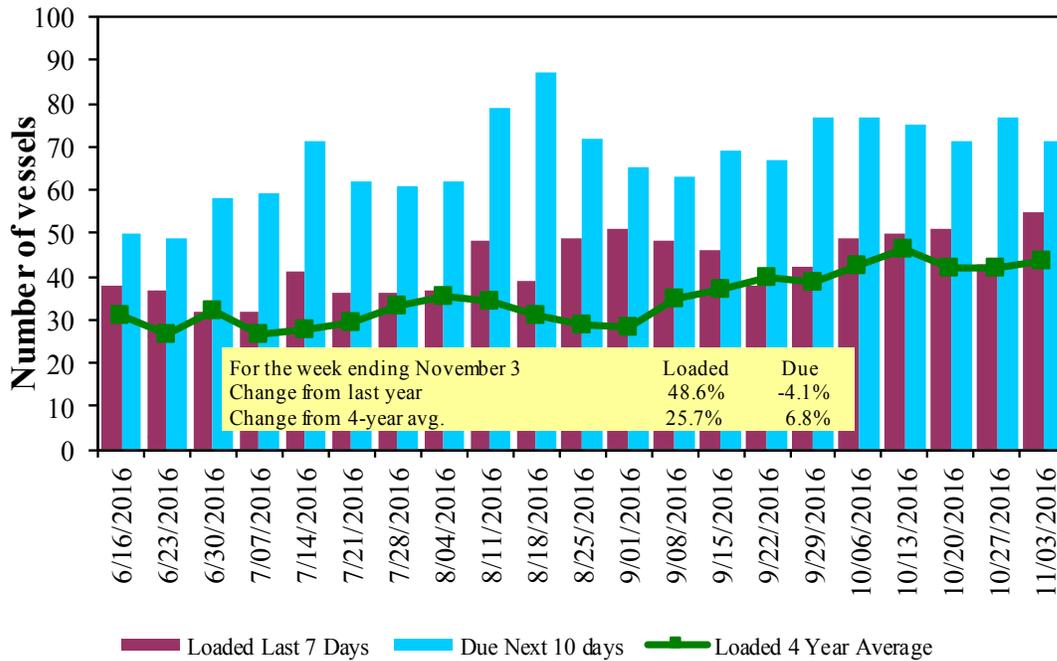
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
11/3/2016	52	55	71	14	n/a
10/27/2016	50	43	77	11	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

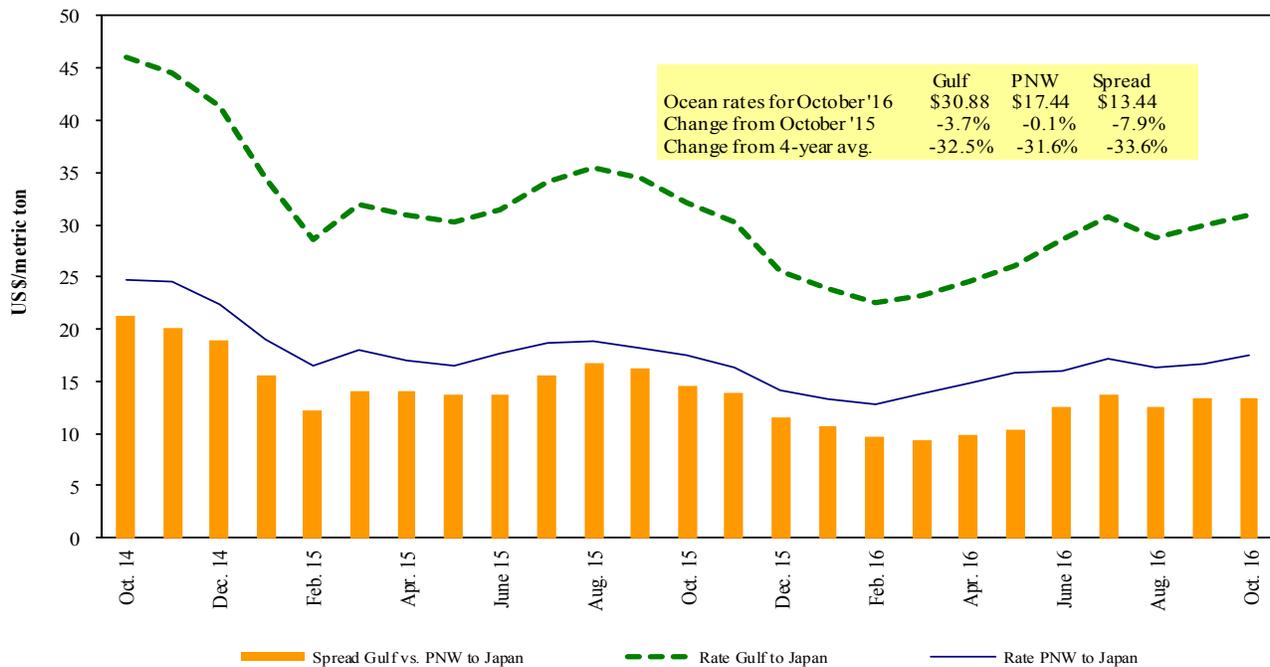
U.S. Gulf Vessel Loading Activity



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 11/05/2016

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Nov 15/25	50,000	29.00
U.S. Gulf	China	Heavy Grain	Oct 20/30	65,000	27.50
U.S. Gulf	China	Heavy Grain	Oct 10/20	60,000	28.25
U.S. Gulf	China	Heavy Grain	Oct 5/15	66,000	28.00
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	South Africa	Sorghum	Sep 15/25	20,000	63.50*
U.S. Gulf	Djibouti	Wheat	Aug 22/31	47,720	46.48*
PNW	Bangladesh	Wheat	Dec 1/10	12,500	160.33*
Vancouver	China	Heavy Grain	Nov 1/10	50,000	31.50
PNW	Bangladesh	Wheat	Nov 1/10	12,500	163.55*
PNW	Taiwan	Wheat	Sep 8/22	54,000	21.10
Black Sea	Spanish Mediterranean	Heavy Grain	Oct 14/18	60,000	9.35
Brazil	Japan	Heavy Grain	Sep 1/30	62,000	19.00
Brazil	Malaysia	Heavy Grain	Sep 1/30	65,000	17.00
River Plate	South Africa	Soybeans	Nov 1/14	25,000	24.00
River Plate	Algeria	Corn	Sep 24/28	40,000	19.50
Ukraine	Iran	Wheat	Oct 10/17	60,000	22.25
Ukraine	Morocco	Heavy Grain	Aug 29/Sep 3	30,000	16.00

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

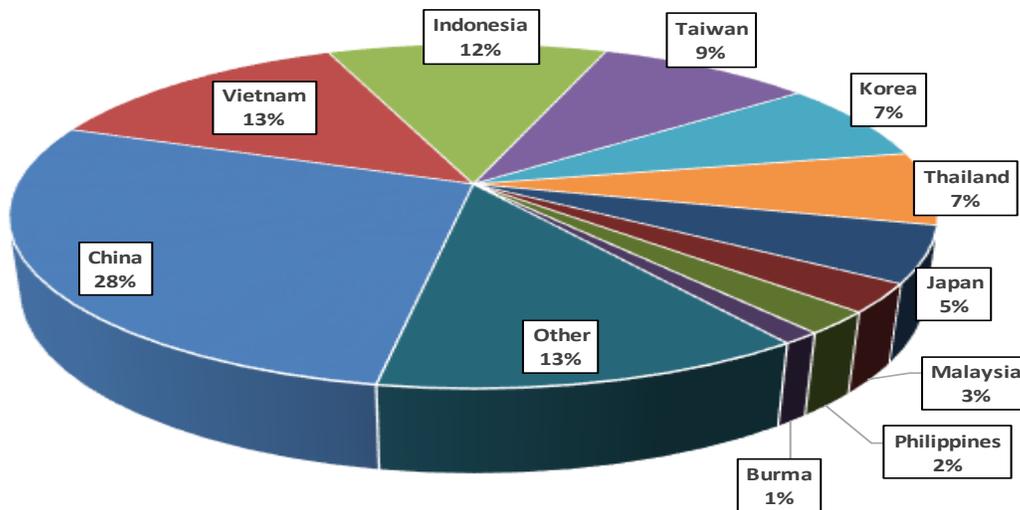
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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-August 2016

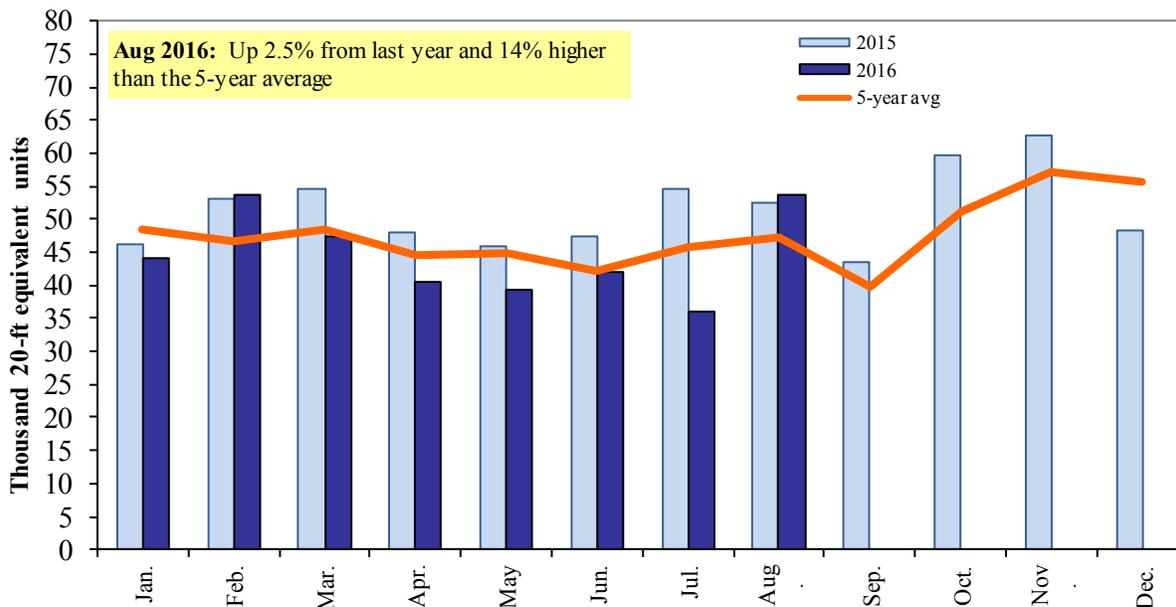


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

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