United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service

www.ams.usda.gov/GTR

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June 8, 2017

Contents

The next release is June 15, 2017

WEEKLY HIGHLIGHTS

Barge Tonnages Increase with Slight Navigation Improvements

As of June 6, Upper Mississippi River levels from St. Paul, MN, to Cape Girardeau, MO, have been falling. Levels on the Lower Ohio River are also falling, while levels on the Arkansas River are falling the slowest. With a slight improvement in navigation conditions, weekly grain barge tonnages on the Upper Mississippi, Ohio, and Arkansas Rivers were 952 thousand tons, up 22 percent from last week. However, after weeks of persistent rainfall and high river levels throughout the system, barge traffic is still slowed by conditions in many other sections of the river system. As of June 6, Minneapolis-St. Paul spot barge rates for export grain were the same as last week while rates for other principal origins were 3 to 8 percent lower than the previous week. Current barge rates are 6 to 19 percent below 3-year average for early June.

Weekly Grain Inspections Continue to Fall

For the week ending June 1, **total inspections of grain** (corn, wheat, and soybeans) for export from major U.S. export regions reached 2 million metric tons (mmt), down 8 percent from the previous week, but up 27 percent from the same time last year and 20 percent above the 3-year average. Total inspections of wheat, corn and soybeans were down from the previous week. Pacific Northwest (PNW) grain inspections decreased 8 percent from the previous week. Mississippi Gulf grain inspections decreased 23 percent from the previous week, due to a notable drop for each type of grain. Outstanding export sales of grain continued to increase for soybeans but dropped again for corn and wheat.

Diesel Prices Stable After Last Week's Increase

According to the U.S. Energy Information Administration (EIA) , **diesel fuel prices** decreased 0.7 cents during the week ending June 5, after jumping 3.2 cents in the previous week. The average price per gallon this week was $2.56, 16 cents higher than the same week last year. Even with last week's increase, diesel prices have been relatively stable in 2017. Year-to-date prices in 2017 have remained within a 7 cent range, $2.53 to $2.60. For the same year-to-date period in 2016, prices ranged between $1.98 and $2.41, a 43 cent spread. Given the stable diesel prices this week, the weekly price spread between this year and last year has also continued to narrow. The demand for diesel has been driven by historic increases in the industrial production and manufacturing sectors. According to EIA's Short-Term Energy Outlook for June, distillate inventories declined by 3.6 million barrels during April 28 and May 26 while in the past 5 years the average increase was 2.1 barrels.

Snapshots by Sector

Export Sales

For the week ending May 25, **unshipped balances** of wheat, corn, and soybeans totaled 21.4 mmt, up 4 percent from the same time last year. Net weekly **wheat export sales** were negative at .029 mmt, down significantly from the previous week. Net **corn export sales** were .412 mmt, down 10 percent from the previous week, and net **soybean export sales** were .610 mmt, up 29 percent from the past week.

Rail

U.S. Class I railroads originated 24,740 **grain carloads** for the week ending May 27, up 3 percent from the previous week, up 27 percent from last year, and up 27 percent from the 3-year average.

Average June shuttle **secondary railcar** bids/offers per car were $46 below tariff for the week ending June 1, down $353 from last week, and $18 higher than last year. Average non-shuttle secondary railcar bids/offers per car were $78 below tariff, down $38 from last week, and $28 lower than last year.

Barge

For the week ending June 3, **barge grain movements** totaled 956,274 tons, 22 percent higher than the last week, and up 58 percent from the same period last year.

For the week ending June 3, 612 grain barges **moved down river**, up 27 percent from last week, 467 grain barges were **unloaded in New Orleans**, down 12 percent from the previous week.

Ocean

For the week ending June 1, 30 **ocean-going grain vessels** were loaded in the Gulf, unchanged from the same period last year. Fifty-eight vessels are expected to be loaded within the next 10 days, 2 percent more than the same period last year.

For the week ending June 1, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $36.50 per metric ton, 1 percent less than the previous week. The cost of shipping from the PNW to Japan was $18.50 per metric ton, 3 percent less than the previous week.

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Feature Article/Calendar

Transportation and Landed Costs Up from Last Year for Corn and Soybeans

During the first quarter 2017, transportation costs for shipping corn and soybeans from Minneapolis, MN, through the Gulf and the Pacific Northwest (PNW) to Japan increased from the previous quarter and from last year. The year-to-year transportation costs for shipping corn and soybeans were up notably for each route (see tables 1 and 2). Higher trucking, barge, and ocean rates caused the increase in the cost of shipping from the Gulf. In the PNW, higher trucking, rail, and ocean rates pushed transportation costs up from quarter to quarter (see table 2). Increased ocean rates were partly due to higher demand for grain and other bulk products (coal and iron ore) (*April 27, 2017 Grain Transportation Report (GTR)*).

Table 1: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. Gulf

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	1stQtr 16	4thQtr 16	1stQtr 17	Yr. to Yr.	Qtr to Qtr	1stQtr 16	4thQtr 16	1stQtr 17	Yr. to Yr.	Qtr to Qtr
Truck	8.18	10.58	11.14	36.19	5.29	8.18	10.58	11.14	36.19	5.29
Barge[1]	7.94	31.93	9.80	23.43	n/a	7.94	31.93	9.80	23.43	n/a
Rail[2]	46.53	n/a	47.26	1.57	n/a	38.62	n/a	40.90	5.90	n/a
Ocean	23.22	33.67	36.45	56.98	8.26	23.22	33.67	36.45	56.98	8.26
Total Transportation Cost	85.87	76.18	104.65	21.87	37.37	77.96	76.18	98.29	26.08	29.02
Farm Value [3]	131.62	124.14	128.23	-2.58	3.29	301.54	337.92	348.82	15.68	3.23
Total Landed Cost	217.49	200.32	232.88	7.08	16.25	379.50	414.10	447.11	17.82	7.97
Transportation % Landed Cost	39.48	38.03	44.94			20.54	18.40	21.98		

Table 2: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. PNW

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	1stQtr 16	4thQtr 16	1stQtr 17	Yr. to Yr.	Qtr to Qtr	1stQtr 16	4thQtr 16	1stQtr 17	Yr. to Yr.	Qtr to Qtr
Truck	8.18	10.58	11.14	36.19	5.29	8.18	10.58	11.14	36.19	5.29
Rail[1]	48.92	49.29	51.84	5.97	5.17	53.99	55.81	56.29	4.26	0.86
Ocean	13.30	18.43	19.02	43.01	3.20	13.30	18.43	19.02	43.01	3.20
Total Transportation Cost	70.40	78.30	82.00	16.48	4.73	75.47	84.82	86.45	14.55	1.92
Farm Value [2]	131.62	124.14	128.23	-2.58	3.29	301.54	337.92	348.82	15.68	3.23
Total Landed Cost	202.02	202.44	210.23	4.06	3.85	377.01	422.74	435.27	15.45	2.96
Transportation % Landed Cost	34.85	38.68	39.00			20.02	20.06	19.86		

Source: USDA/AMS/TMP

[1] Barge rates are from St. Louis to the the Gulf; 4th quarter MN rail rates to St. Louis not used due to river being opened

[2] Rail rates quotes are from MN to St. Louis in Gulf. All rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate is is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car

[3] Source: USDA/NASS, Agricultural Prices

U.S. Gulf Costs: Year-to-year transportation costs for shipping grain from Minneapolis to Japan from the Gulf increased 22 percent for corn and 26 percent for soybeans (see table 1). Year-to-year rail rates for shipping grain from Minnesota to St. Louis, MO, increased 2 percent for corn and 6 percent for soybeans. As trucking activity increased, truck rates for moving grain from Minnesota to local grain elevators jumped 36 percent from year to year.

For the first quarter of 2017, farm values for corn and soybeans shipped from the Gulf to Japan increased, pushing total landed costs up 16 and 8 percent year to year. Transportation costs for shipping corn and soybeans accounted for 45 and 22 percent of the landed costs in the Gulf, above last year (see table 1). Rail's share of the landed costs was down slightly from last year for each grain. However, the barge and ocean share of total landed costs for each grain were above last year. First quarter Gulf exports of corn increased 58 percent from last year, accounting for 67 percent of total corn exports. First quarter Gulf soybean exports decreased 2 percent from last year, but accounted for 64 percent of total soybean exports (*April 20, 2017, GTR*).

Pacific Northwest Costs: Total transportation costs from Minneapolis via the PNW to Japan decreased 5 percent for corn and 2 percent for soybeans from quarter to quarter (*see table 2*), primarily due to increased rates for each mode. Year-to-year transportation costs for shipping grain from the PNW to Japan decreased 16 percent for corn and 15 percent for soybeans, due primarily to notably higher trucking and ocean rates. Compared to last year, PNW rail rates increased 6 percent for corn and 4 percent for soybeans.

For the first quarter, total landed costs in the PNW increased 4 percent for corn and 2 percent for soybeans from quarter to quarter. Increasing transportation costs and higher farm values pushed year-to-year landed costs up 4 percent for corn and 3 percent for soybeans (see table 2). First quarter transportation costs for grain shipped through the PNW accounted for 39 percent of the total landed costs for corn and 20 percent for soybeans, mostly unchanged from the previous quarter for each. Corn's share was above last year and soybean's share unchanged from the last year. Total first quarter corn exports from the PNW decreased 20 percent from last year, accounting for 17 percent of total corn exports. PNW soybean exports, however, increased 22 percent from last year as demand from Asia increased. PNW soybean exports accounted for 32 percent of total soybean exports during the first quarter (*April 20, 2017, GTR)*.
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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
06/07/17	172	260	208	149	163	131
05/31/17	173	260	223	154	165	135

[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	6/2/2017	5/26/2017
Corn	IL--Gulf	-0.52	-0.54
Corn	NE--Gulf	-0.76	-0.78
Soybean	IA--Gulf	-1.07	-1.04
HRW	KS--Gulf	-1.80	-1.76
HRS	ND--Portland	-1.93	-2.00

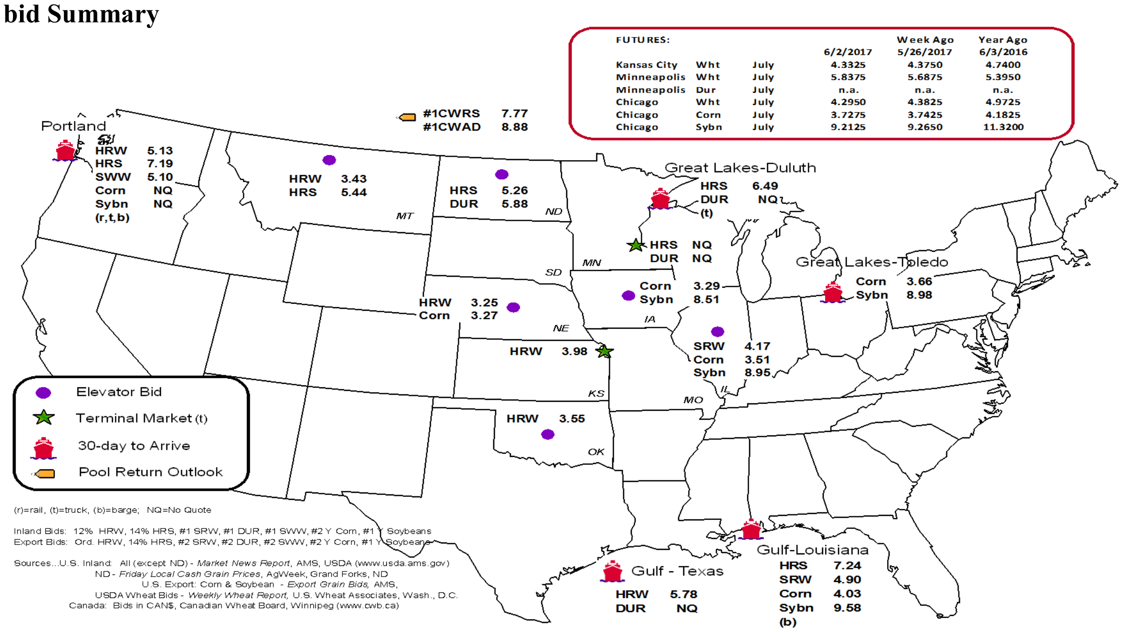
Note: nq = no quote; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1

Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

For the Week Ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
05/31/2017[p]	441	1,370	6,010	216	8,037	5/27/2017	2,491
05/24/2017[r]	432	945	6,758	294	8,429	5/20/2017	2,366
2017 YTD[r]	13,823	41,160	133,942	10,886	199,811	2017 YTD	48,905
2016 YTD[r]	5,830	31,687	110,644	9,196	157,357	2016 YTD	45,269
2017 YTD as % of 2016 YTD	237	130	121	118	127	% change YTD	108
Last 4 weeks as % of 2016[2]	1,505	127	161	139	159	Last 4wks % 2016	108
Last 4 weeks as % of 4-year avg.[2]	279	99	220	92	177	Last 4wks % 4 yr	133
Total 2016	36,925	86,992	299,932	28,728	452,577	Total 2016	92,982
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2016 and prior 4-year average.

[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

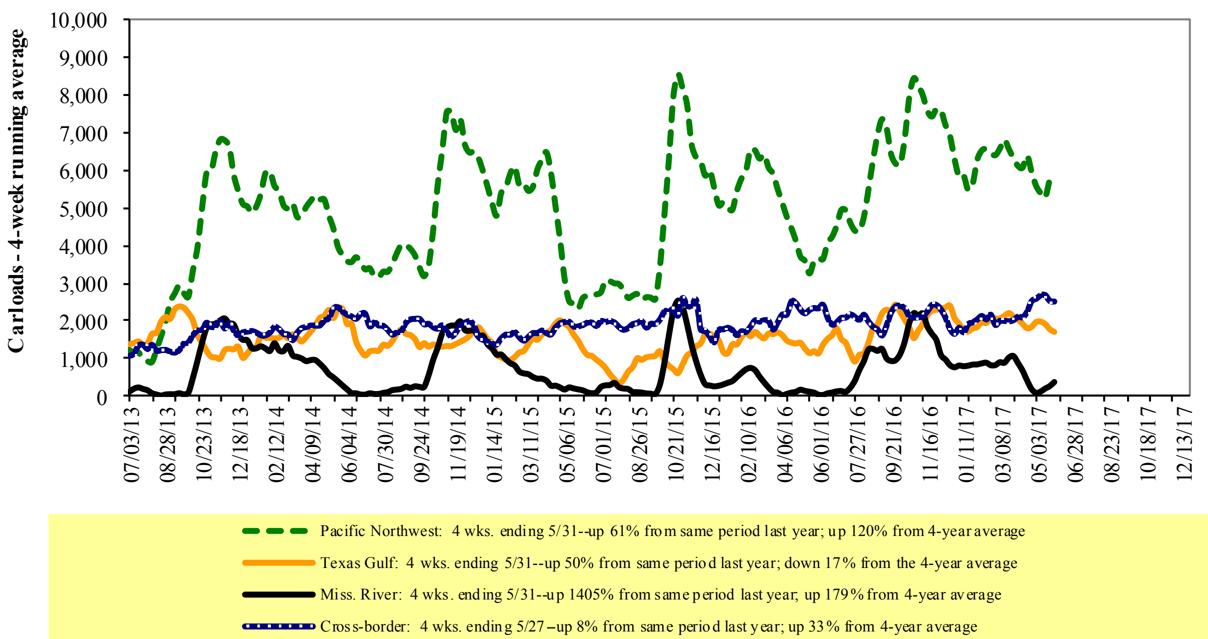
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 24 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

For the week ending: 5/27/2017	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,741	3,030	13,254	997	5,718	24,740	3,259	4,491
This week last year	1,875	2,856	8,711	1,059	4,995	19,496	1,948	2,995
2017 YTD	38,248	58,740	243,031	20,457	127,489	487,965	82,776	91,486
2016 YTD	39,190	57,712	211,235	18,723	109,919	436,779	68,580	87,878
2017 YTD as % of 2016 YTD	98	102	115	109	116	112	121	104
Last 4 weeks as % of 2016*	90	103	150	103	113	125	148	125
Last 4 weeks as % of 3-yr avg.**	86	96	143	109	111	120	102	98
Total 2016	95,179	151,005	590,779	45,246	300,836	1,183,045	193,960	234,738

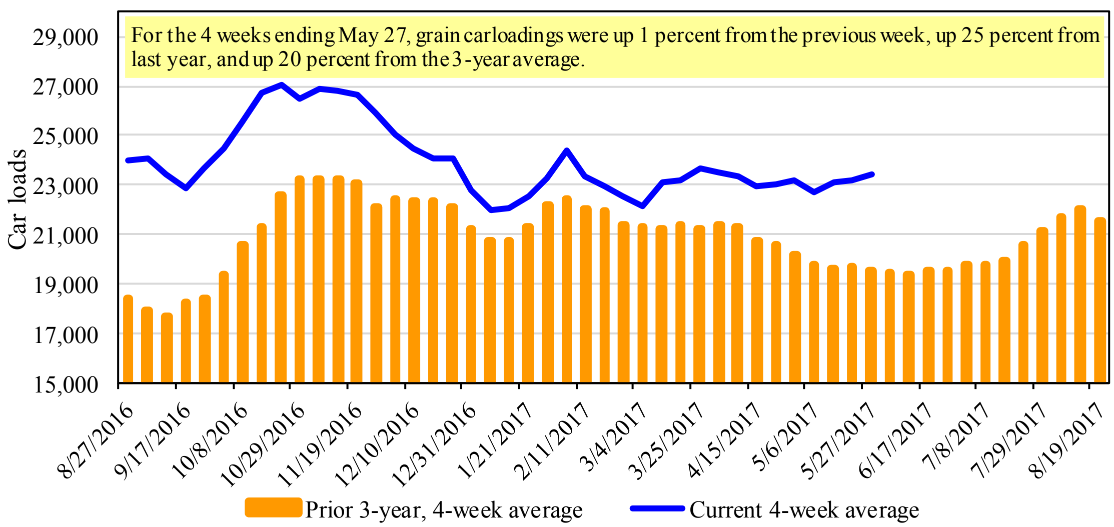
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings



Source: Association of American Railroads

Table 5

Railcar Auction Offerings[1] ($/car)[2]

For the week ending: 6/1/2017		Jun-17	Jun-16	Jul-17	Jul-16	Aug-17	Aug-16	Sep-17	Sep-16
BNSF[3]	COT grain units	no bids	0	no bids	no bids	no bids	no bids	no bids	no bids
	COT grain single-car[5]	0	0	0	no bids	0	0	0	no bids
UP[4]	GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a

(Delivery period spans the month columns.)

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

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

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

[4]UP - GCAS = Grain Car Allocation System

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

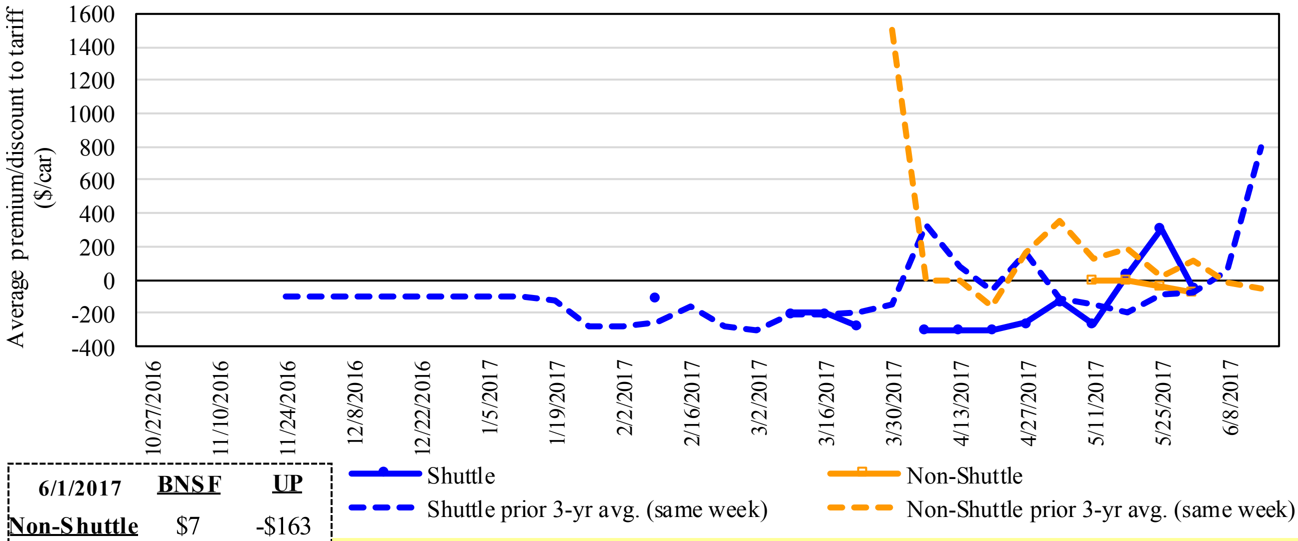
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

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

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

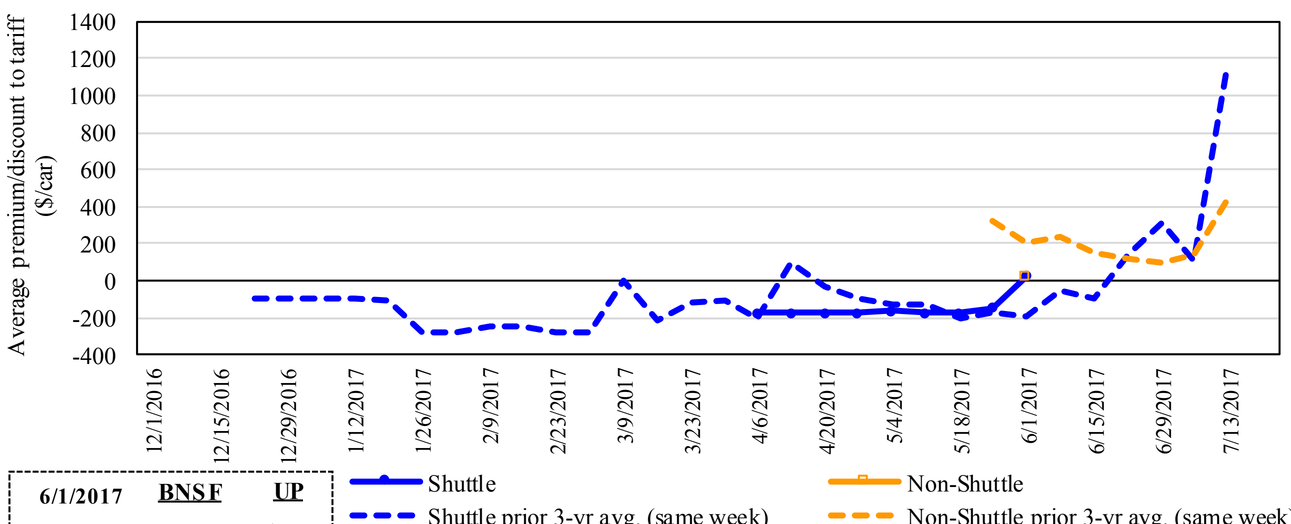


6/1/2017	BNSF	UP
Non-Shuttle	$7	-$163
Shuttle	$83	-$175

Average Non-shuttle bids/offers fell $38 this week, and are $78 below the peak.
Average Shuttle bids/offers fell $353 this week and are $353 below the peak.

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

Figure 5
Bids/Offers for Railcars to be Delivered in July 2017, Secondary Market



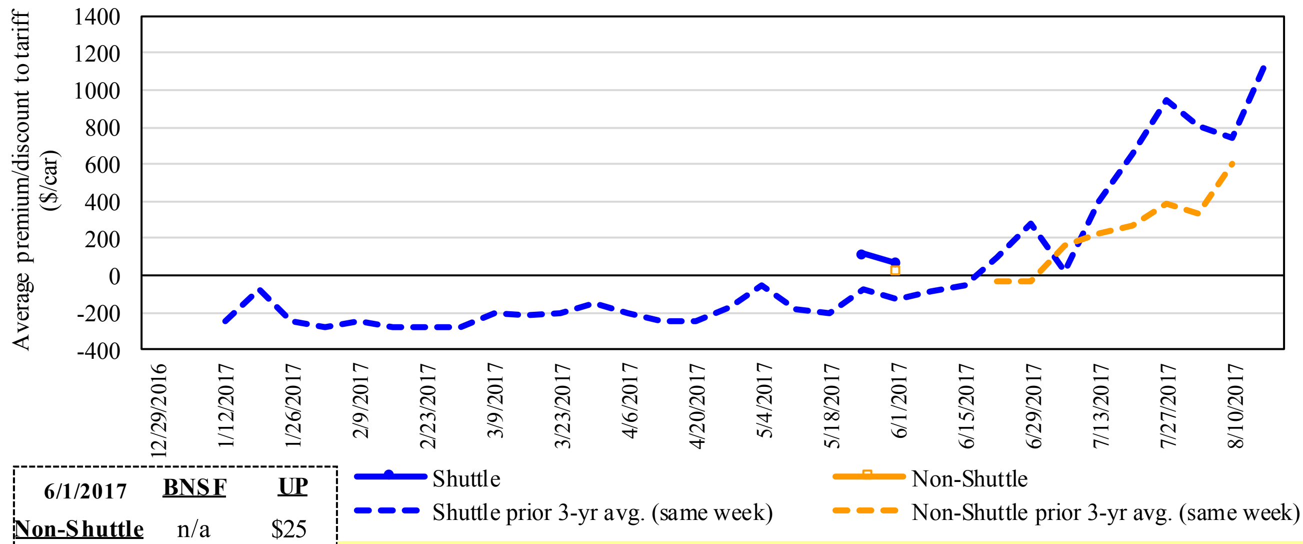
6/1/2017	BNSF	UP
Non-Shuttle	n/a	$25
Shuttle	$200	-$150

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 $175 this week and are at the peak.

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

Figure 6

Bids/Offers for Railcars to be Delivered in August 2017, Secondary Market



6/1/2017	BNSF	UP
Non-Shuttle	n/a	$25
Shuttle	$138	$0

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are at the peak. Average Shuttle bids/offers fell $44 this week and are $44 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: 6/1/2017	Delivery period: Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17
Non-shuttle	**BNSF-GF**	**7**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(13)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**(163)**	**25**	**25**	**n/a**	**n/a**	**n/a**
	Change from last week	(63)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2016	(113)	75	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**83**	**200**	**138**	**175**	**n/a**	**n/a**
	Change from last week	(656)	n/a	25	6	n/a	n/a
	Change from same week 2016	86	225	n/a	(275)	n/a	n/a
	UP-Pool	**(175)**	**(150)**	**0**	**50**	**650**	**n/a**
	Change from last week	(50)	0	n/a	n/a	0	n/a
	Change from same week 2016	(50)	0	50	50	200	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]

June, 2017	Origin region[3]	Destination region[3]	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[4]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,883	$51	$39.06	$1.06	9
	Grand Forks, ND	Duluth-Superior, MN	$4,143	$0	$41.14	$1.12	20
	Wichita, KS	Los Angeles, CA	$7,050	$0	$70.01	$1.91	1
	Wichita, KS	New Orleans, LA	$4,540	$89	$45.97	$1.25	9
	Sioux Falls, SD	Galveston-Houston, TX	$6,786	$0	$67.39	$1.83	5
	Northwest KS	Galveston-Houston, TX	$4,816	$98	$48.79	$1.33	9
	Amarillo, TX	Los Angeles, CA	$5,021	$136	$51.21	$1.39	9
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,681	$101	$37.55	$0.95	3
	Toledo, OH	Raleigh, NC	$6,061	$0	$60.19	$1.53	0
	Des Moines, IA	Davenport, IA	$2,258	$21	$22.63	$0.57	5
	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	$63	$35.72	$0.91	4
	Des Moines, IA	Los Angeles, CA	$5,202	$182	$53.47	$1.36	7
Soybeans	Minneapolis, MN	New Orleans, LA	$3,634	$74	$36.83	$1.00	0
	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	$101	$45.64	$1.24	5
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,953	$0	$39.26	$1.07	3
	Wichita, KS	Galveston-Houston, TX	$4,171	$0	$41.42	$1.13	8
	Chicago, IL	Albany, NY	$5,492	$0	$54.54	$1.48	0
	Grand Forks, ND	Portland, OR	$5,611	$0	$55.72	$1.52	2
	Grand Forks, ND	Galveston-Houston, TX	$5,931	$0	$58.90	$1.60	2
	Northwest KS	Portland, OR	$5,812	$160	$59.30	$1.61	9
Corn	Minneapolis, MN	Portland, OR	$5,000	$0	$49.65	$1.26	0
	Sioux Falls, SD	Tacoma, WA	$4,960	$0	$49.26	$1.25	0
	Champaign-Urbana, IL	New Orleans, LA	$3,481	$101	$35.57	$0.90	3
	Lincoln, NE	Galveston-Houston, TX	$3,700	$0	$36.74	$0.93	3
	Des Moines, IA	Amarillo, TX	$3,895	$79	$39.46	$1.00	5
	Minneapolis, MN	Tacoma, WA	$5,000	$0	$49.65	$1.26	0
	Council Bluffs, IA	Stockton, CA	$4,740	$0	$47.07	$1.20	2
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,600	$0	$55.61	$1.51	2
	Minneapolis, MN	Portland, OR	$5,650	$0	$56.11	$1.53	3
	Fargo, ND	Tacoma, WA	$5,500	$0	$54.62	$1.49	2
	Council Bluffs, IA	New Orleans, LA	$4,525	$116	$46.09	$1.25	5
	Toledo, OH	Huntsville, AL	$4,226	$0	$41.97	$1.14	0
	Grand Island, NE	Portland, OR	$5,460	$164	$55.85	$1.52	5

[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 and soybeans 60 lbs./bu.

[3]Regional economic areas are defined by the Bureau of Economic Analysis (BEA)

[4]Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: www.bnsf.com, www.cn.ca, www.csx.com, www.up.com

Table 8

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

Date:	June, 2017			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	0
	OK	Cuautitlan, EM	$6,631	$70	$68.46	$1.86	3
	KS	Guadalajara, JA	$7,309	$261	$77.35	$2.10	7
	TX	Salinas Victoria, NL	$4,292	$43	$44.29	$1.20	5
Corn	IA	Guadalajara, JA	$8,187	$212	$85.82	$2.18	3
	SD	Celaya, GJ	$7,580	$0	$77.45	$1.97	1
	NE	Queretaro, QA	$7,909	$145	$82.30	$2.09	2
	SD	Salinas Victoria, NL	$6,635	$0	$67.79	$1.72	1
	MO	Tlalnepantla, EM	$7,268	$142	$75.71	$1.92	2
	SD	Torreon, CU	$7,180	$0	$73.36	$1.86	1
Soybeans	MO	Bojay (Tula), HG	$8,647	$223	$90.63	$2.46	2
	NE	Guadalajara, JA	$8,942	$227	$93.68	$2.55	0
	IA	El Castillo, JA	$8,960	$0	$91.55	$2.49	-5
	KS	Torreon, CU	$7,489	$152	$78.07	$2.12	2
Sorghum	NE	Celaya, GJ	$7,164	$190	$75.14	$1.91	0
	KS	Queretaro, QA	$7,608	$87	$78.62	$2.00	2
	NE	Salinas Victoria, NL	$6,213	$70	$64.19	$1.63	2
	NE	Torreon, CU	$6,607	$140	$68.94	$1.75	1

[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

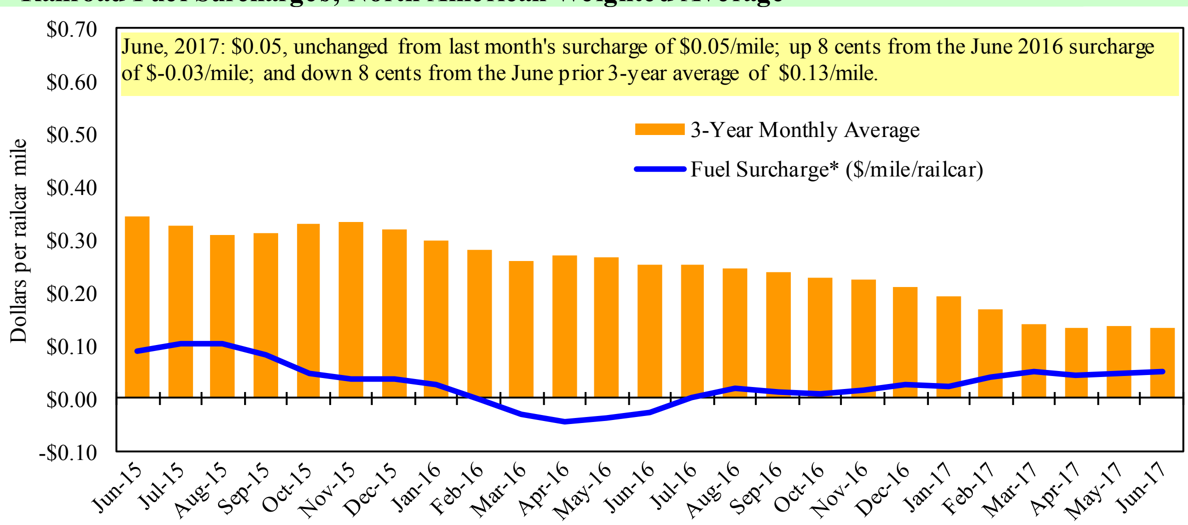
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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.

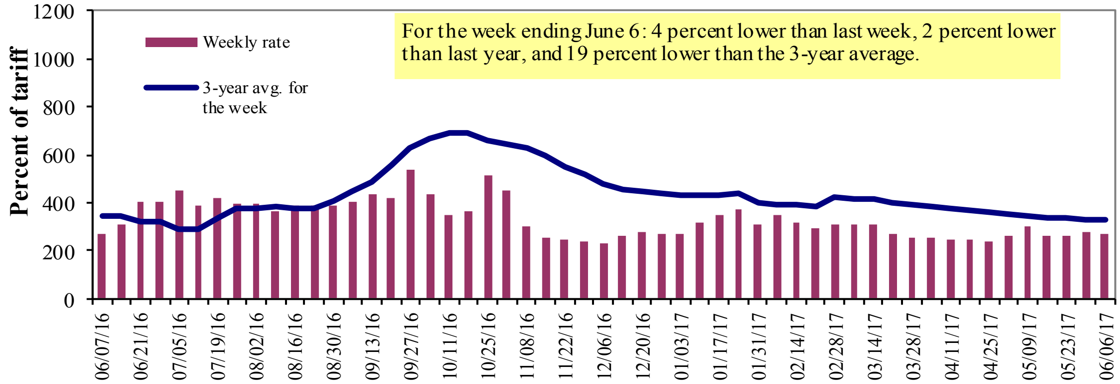
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

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]	6/6/2017	333	273	268	185	200	200	168
	5/30/2017	333	288	278	200	213	213	173
$/ton	6/6/2017	20.61	14.52	12.44	7.38	9.38	8.08	5.28
	5/30/2017	20.61	15.32	12.90	7.98	9.99	8.61	5.43
Current week % change from the same week:								
	Last year	-6	-6	-2	3	17	17	-5
	3-year avg. [2]	-17	-19	-19	-17	-6	-6	-16
Rate[1]	July	335	275	270	195	213	213	185
	September	413	363	313	288	363	363	275

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

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9
Benchmark tariff rates

Calculating barge rate per ton:
(Rate * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map.

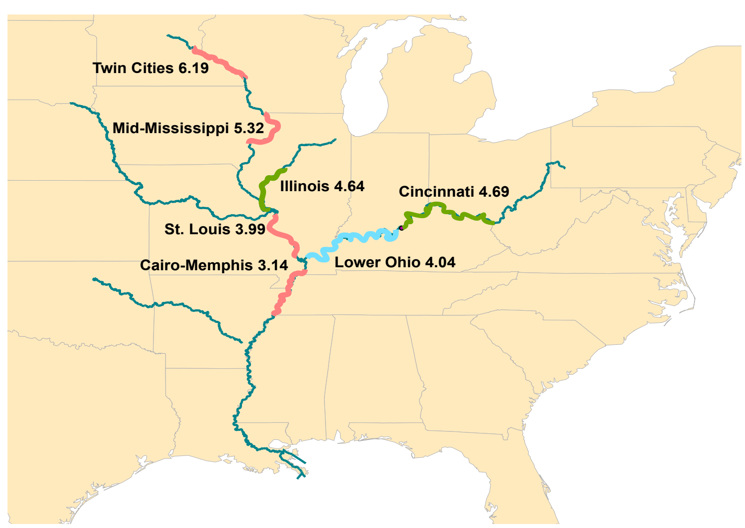
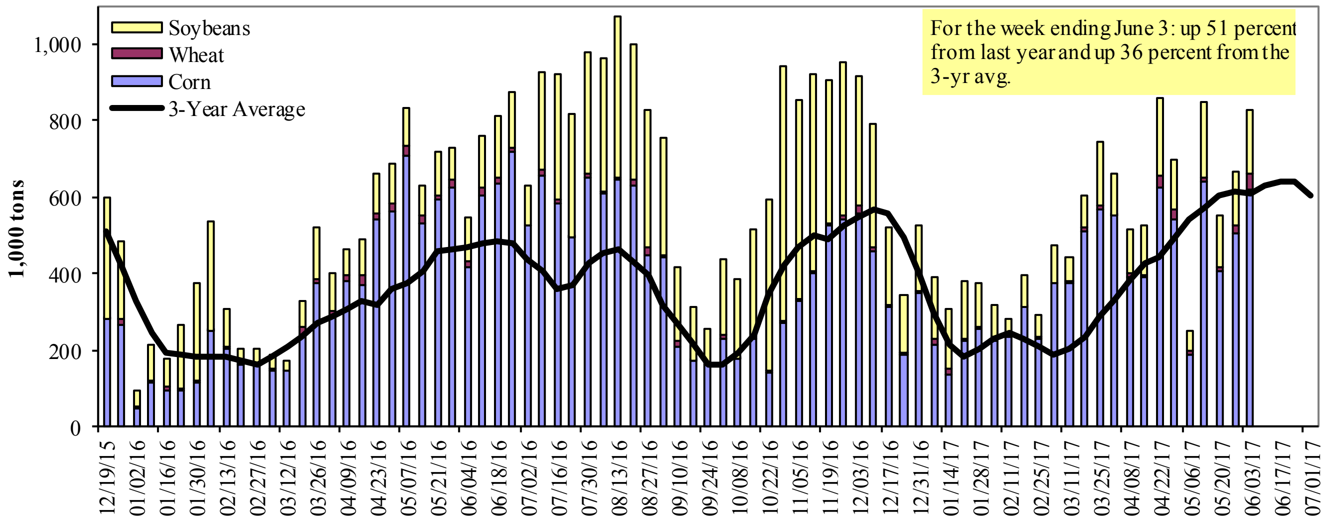


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

For the week ending 6/3/2017	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	278	9	94	0	381
Winfield, MO (L25)	480	22	124	0	626
Alton, IL (L26)	631	45	171	0	847
Granite City, IL (L27)	619	45	165	0	828
Illinois River (L8)	133	3	32	0	168
Ohio River (L52)	72	0	30	4	105
Arkansas River (L1)	0	14	8	0	22
Weekly total - 2017	691	59	203	4	956
Weekly total - 2016	435	33	130	6	605
2017 YTD[1]	10,680	917	5,192	150	16,939
2016 YTD	9,648	760	4,399	125	14,932
2017 as % of 2016 YTD	111	121	118	120	113
Last 4 weeks as % of 2016[2]	101	84	154	27	108
Total 2016	24,136	2,030	16,668	344	43,178

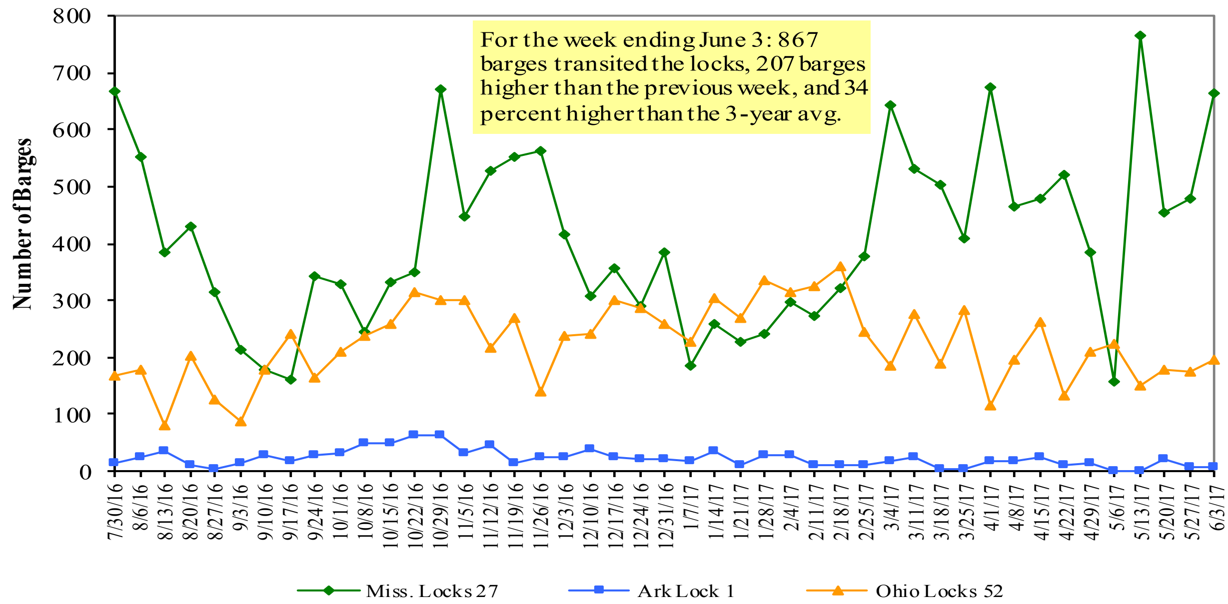
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2016.

Note: Total may not add exactly, due to rounding

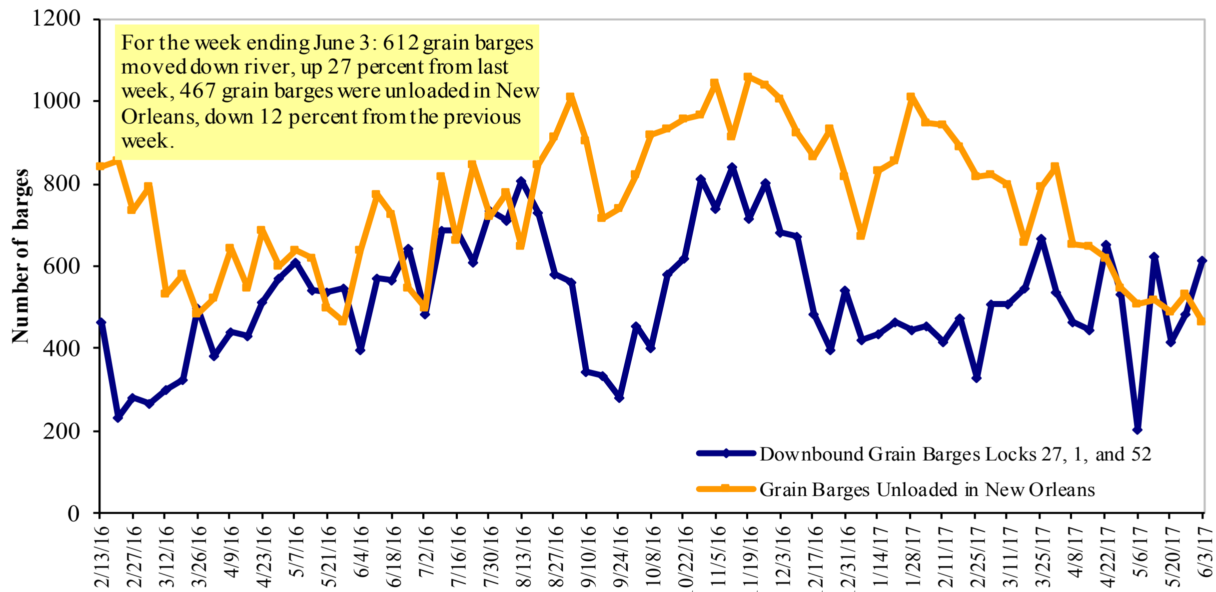
Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers

Figure 12
Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 6/5/2017(US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.599	-0.009	0.163
	New England	2.624	0.002	0.153
	Central Atlantic	2.744	-0.007	0.222
	Lower Atlantic	2.490	-0.015	0.127
II	Midwest[2]	2.505	-0.007	0.144
III	Gulf Coast[3]	2.417	-0.006	0.139
IV	Rocky Mountain	2.664	0.003	0.274
V	West Coast	2.836	-0.007	0.155
	West Coast less California	2.724	-0.011	0.124
	California	2.927	-0.004	0.181
Total	U.S.	2.564	-0.007	0.157

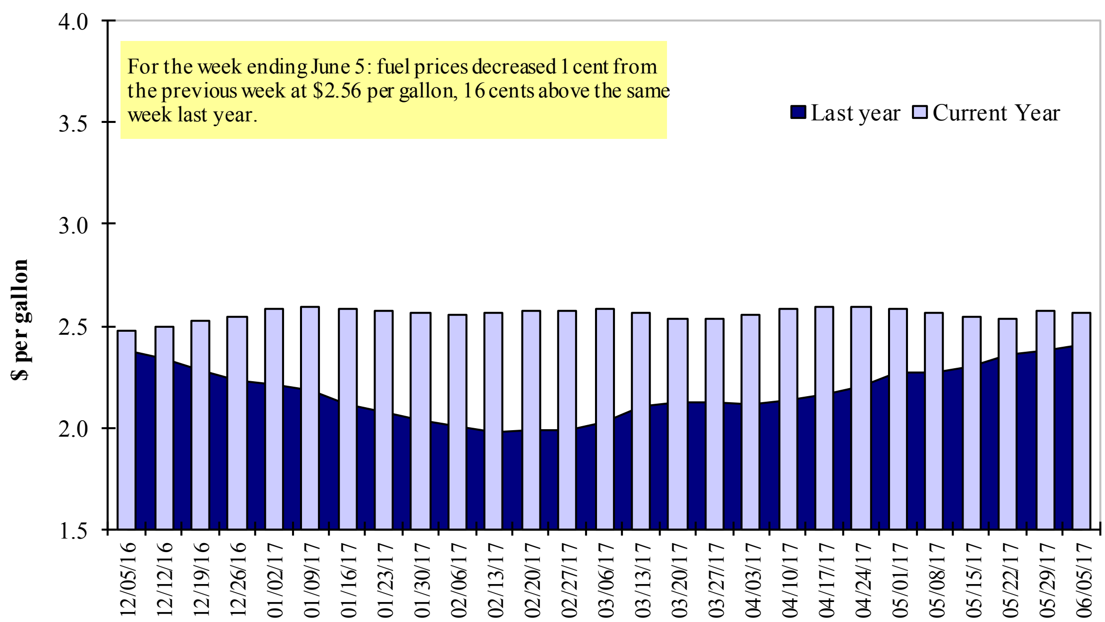
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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)

For the week ending	Wheat HRW	Wheat SRW	Wheat HRS	Wheat SWW	Wheat DUR	All wheat	Corn	Soybeans	Total
Export Balances[1]									
5/25/2017	820	241	649	574	44	2,328	11,804	7,282	21,413
This week year ago	441	157	658	324	32	1,612	14,359	4,693	20,664
Cumulative exports-marketing year[2]									
2016/17 YTD	11,096	2,285	7,923	4,254	484	26,042	41,864	51,156	119,062
2015/16 YTD	5,538	3,057	6,318	3,551	670	19,134	28,774	43,003	90,911
YTD 2016/17 as % of 2015/16	200	75	125	120	72	136	145	119	131
Last 4 wks as % of same period 2015/16	264	167	135	231	294	196	91	149	112
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; marketing year ends for wheat; new marketing year still in effect for corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

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

For the week ending 5/25/2017	Total Commitments[2] 2017/18 Next MY	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 -
Mexico	1,413	12,804	12,004	7	11,204
Japan	546	10,802	9,168	18	11,284
Korea	0	5,525	1,926	187	3,931
Colombia	0	3,969	4,327	(8)	4,134
Peru	28	2,780	1,869	49	2,109
Top 5 Importers	**1,987**	**35,879**	**29,294**	**22**	**32,662**
Total US corn export sales	**2,613**	**53,668**	**43,134**	**24**	**46,633**
% of Projected	5%	95%	89%		
Change from prior week[2]	**140**	**412**	**1,318**		
Top 5 importers' share of U.S. corn export sales	76%	67%	68%		70%
USDA forecast, May 2017	**47,710**	**56,616**	**48,295**	**17**	
Corn Use for Ethanol USDA forecast, May 2017	**139,700**	**138,430**	**132,690**	**5**	

[1]Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. Total commitments change (net sales) from prior week could include revisions from previous week's outastanding sales or accumulated sales.

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

Table 14

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

For the week ending 5/25/2017	Total Commitments[2] 2017/18 Next MY	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	1,042	36,069	27,447	31	29,033
Mexico	229	3,500	3,188	10	3,295
Indonesia	2	1,946	1,651	18	2,065
Japan	186	2,079	2,090	(1)	1,994
Netherlands	0	1,553	1,428	9	1,644
Top 5 importers	**1,459**	**45,147**	**35,804**	**26**	**38,032**
Total US soybean export sales	**2,901**	**58,438**	**47,695**	**23**	**48,389**
% of Projected	5%	105%	90%		
Change from prior week[2]	**16**	**610**	**309**		
Top 5 importers' share of U.S. soybean export sales	50%	77%	75%		**79%**
USDA forecast, May 2017	**58,583**	**55,858**	**52,752**	**6**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. The total commitments change (net sales) from prior week could include reivisions from previous week's outstanding sales and/or accumulated sales

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

Table 15

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

For the week ending 5/25/2017	Total Commitments[2] 2017/18 Next MY	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	361	2,832	2,553	11	2,743
Mexico	602	3,315	2,399	38	2,660
Philippines	497	2,737	2,164	26	2,156
Brazil	0	1,237	512	142	2,076
Nigeria	115	1,630	1,498	9	1,978
Korea	432	1,429	1,141	25	1,170
China	223	1,663	878	89	1,770
Taiwan	101	1,097	1,089	1	1,005
Indonesia	70	1,204	545	121	776
Colombia	47	858	671	28	679
Top 10 importers	**2,447**	**18,002**	**13,449**	34	**17,013**
Total US wheat export sales	**4,264**	**28,369**	**20,747**	**37**	**24,485**
% of Projected		101%	98%		
Change from prior week[2]	**810**	**(29)**	**107**		
Top 10 importers' share of U.S. wheat export sales	57%	63%	65%		69%
USDA forecast, May 2017	**27,248**	**28,202**	**21,117**	**34**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports for 2015/16 - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/. Total commitments change (net sales) from prior week could include revisions from the previous 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 06/01/17	Previous Week[1]	Current Week as % of Previous	2017 YTD	2016 YTD	2017 YTD as % of 2016 YTD	Last 4-weeks as % of: Last Year	Prior 3-yr. avg.	2016 Total
Pacific Northwest									
Wheat	248	350	71	6,474	5,035	129	157	149	12,325
Corn	498	472	105	7,043	3,795	186	197	219	12,009
Soybeans	72	71	102	4,231	4,425	96	n/a	5159	14,447
Total	**818**	**894**	**92**	**17,748**	**13,255**	**134**	**194**	**198**	**38,782**
Mississippi Gulf									
Wheat	82	145	57	2,120	1,537	138	190	147	3,480
Corn	448	540	83	15,626	12,417	126	98	92	31,420
Soybeans	131	172	76	10,929	9,351	117	152	116	35,278
Total	**661**	**857**	**77**	**28,675**	**23,305**	**123**	**112**	**100**	**70,178**
Texas Gulf									
Wheat	174	71	244	3,006	1,274	236	182	151	6,019
Corn	29	0	n/a	376	377	100	92	92	1,669
Soybeans	0	0	n/a	0	92	0	n/a	0	1,105
Total	**203**	**71**	**285**	**3,382**	**1,743**	**194**	**167**	**142**	**8,792**
Interior									
Wheat	46	26	177	768	549	140	106	135	1,543
Corn	177	155	114	3,302	2,893	114	104	129	7,197
Soybeans	67	103	66	2,129	1,637	130	183	173	4,577
Total	**291**	**284**	**102**	**6,200**	**5,079**	**122**	**120**	**140**	**13,317**
Great Lakes									
Wheat	0	44	0	209	172	122	172	112	1,186
Corn	0	0	n/a	45	64	70	0	0	584
Soybeans	8	15	50	104	23	448	222	226	910
Total	**8**	**59**	**13**	**358**	**259**	**138**	**121**	**111**	**2,681**
Atlantic									
Wheat	0	0	n/a	37	182	20	1	1	315
Corn	0	0	n/a	5	14	38	n/a	0	294
Soybeans	13	8	159	890	855	104	134	139	2,269
Total	**13**	**8**	**162**	**932**	**1,050**	**89**	**64**	**36**	**2,878**
U.S. total from ports[2]									
Wheat	551	636	87	12,615	8,748	144	160	143	24,867
Corn	1,152	1,168	99	26,398	19,560	135	120	121	53,173
Soybeans	292	369	79	18,284	16,384	112	210	174	58,587
Total	**1,994**	**2,173**	**92**	**57,296**	**44,692**	**128**	**139**	**133**	**136,627**

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

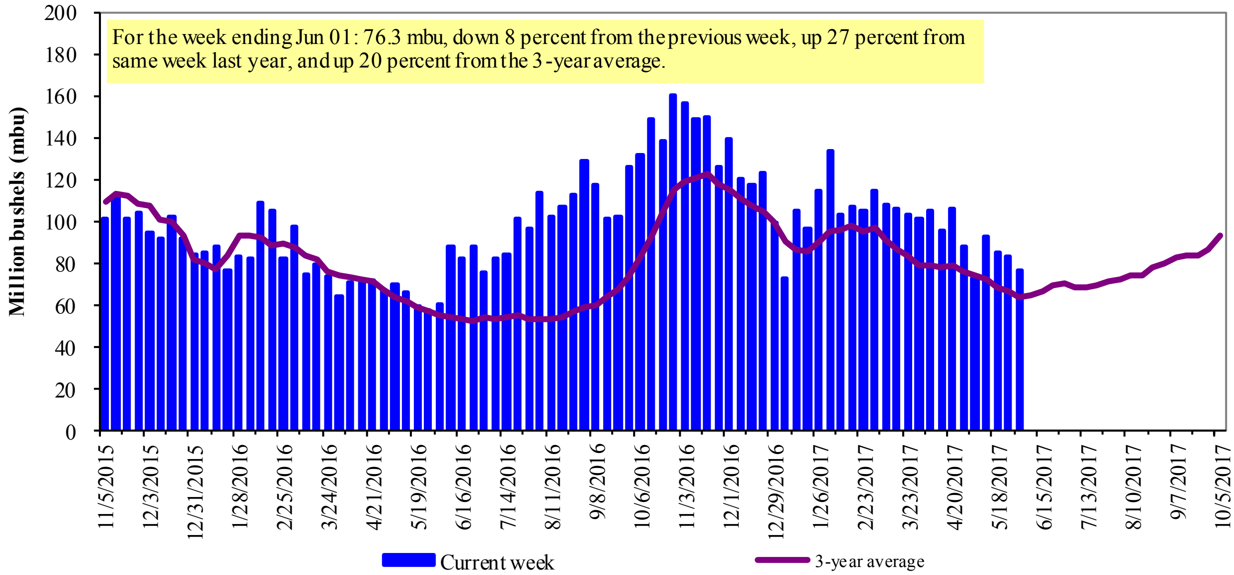
Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

[2] Total only includes regions shown above.

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

Figure 14

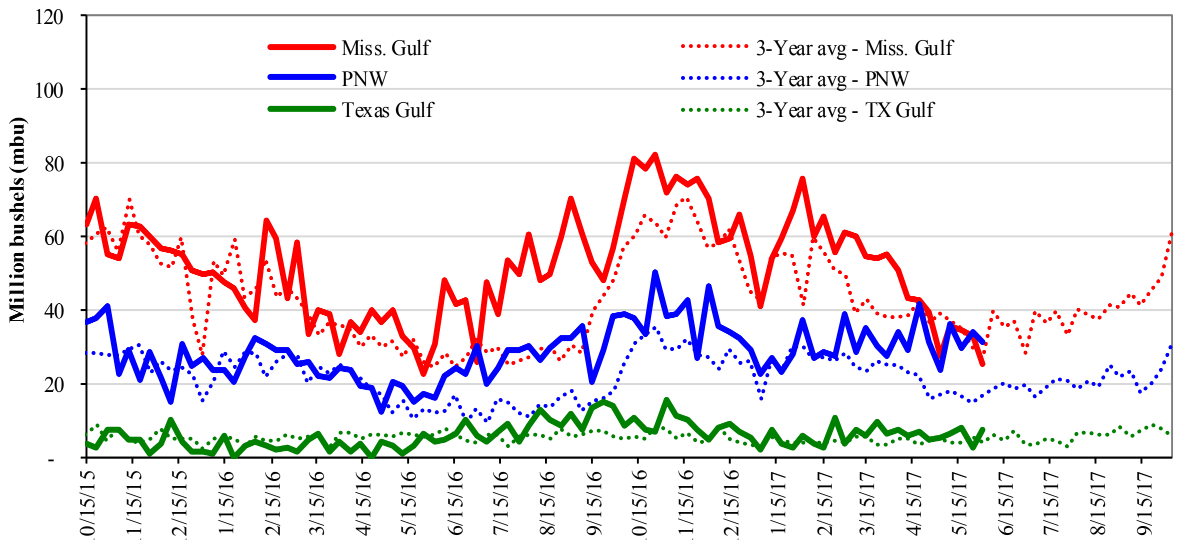
U.S. grain inspected for export (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)
Note: 3-year average consists of 4-week running average

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



Week ending 06/01/17 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Mississippi Gulf:	25.5	Last Week:	down 23	up 188	down 7	down 8
PNW:	31.4	Last Year (same week):	down 17	up 77	down 5	up 93
Texas Gulf:	7.5	3-yr avg. (4-wk. mov. Avg):	down 21	up 78	down 9	up 90

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)
[1] The 3-year average is based on a 4-week running average

Ocean Transportation

Table 17

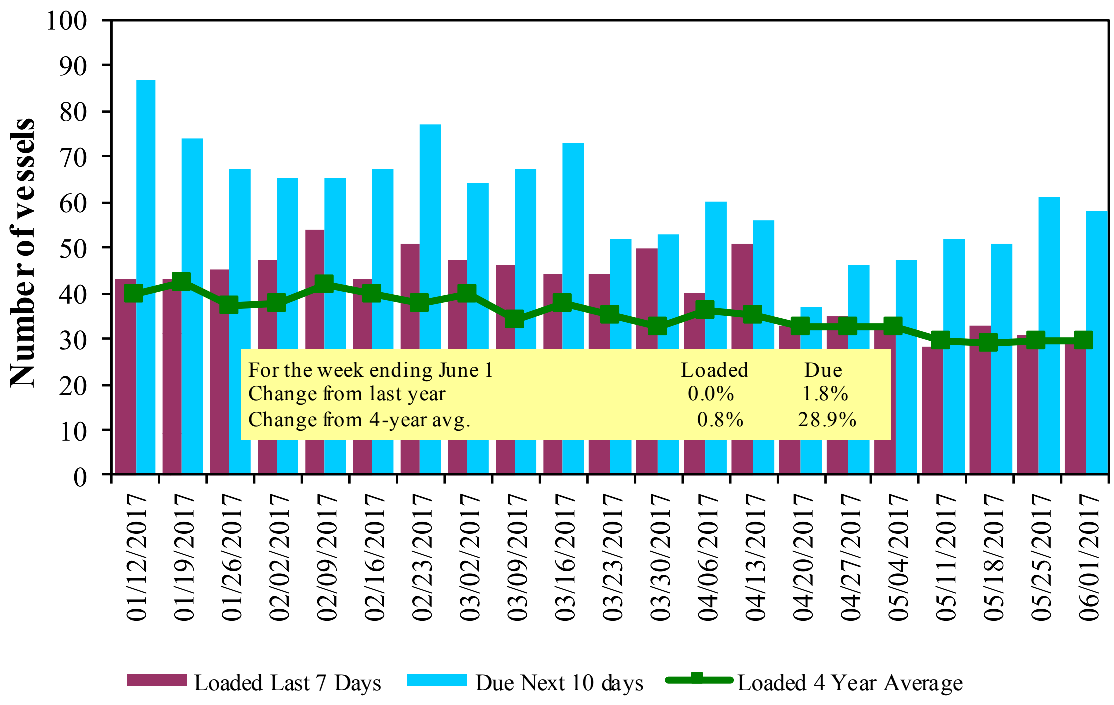
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
6/1/2017	41	30	58	26	n/a
5/25/2017	39	31	61	23	n/a
2016 range	(21..62)	(27..55)	(40..87)	(6..27)	n/a
2016 avg.	43	40	62	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

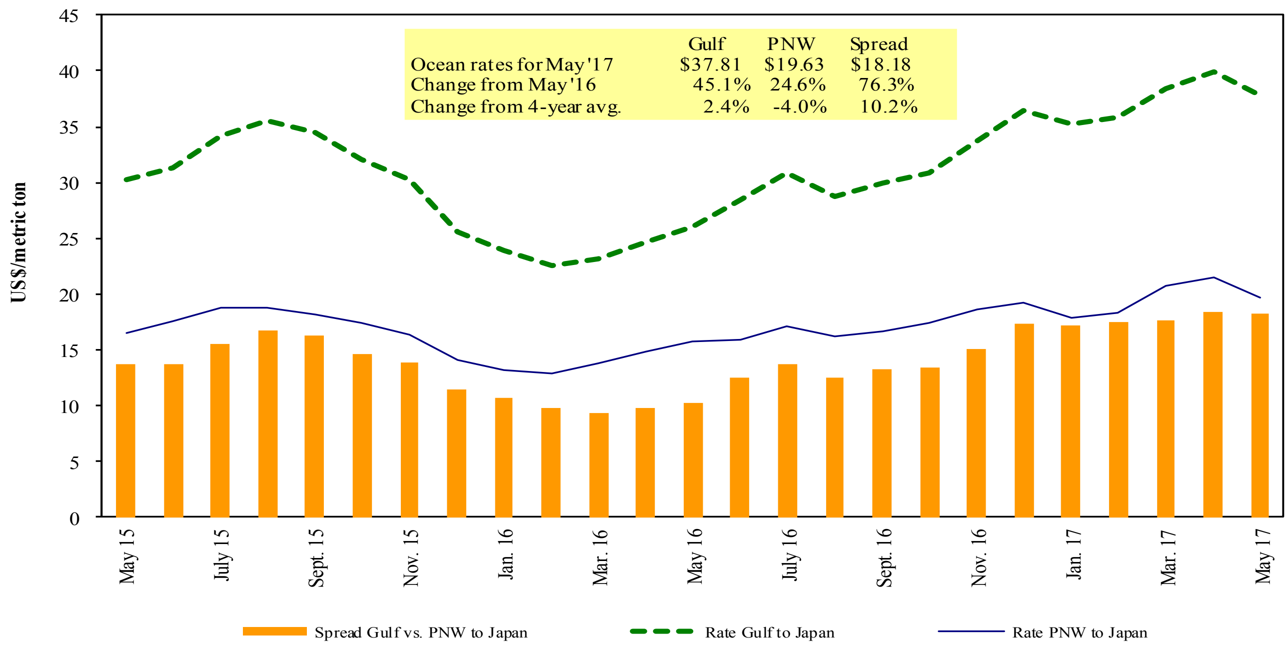
U.S. Gulf Vessel Loading Activity



Source: Transportation & Marketing Programs/AMS/USDA
[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 06/03/2017

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Algeria	Heavy Grain	Jun 1/10	60,000	21.00
U.S. Gulf	Cote d'Ivoire	Rice	Jun 19/29	6,000	93.33*
U.S. Gulf	Ghana	Rice	Jun 9/19	6,000	341.67*
U.S. Gulf	Ghana	Soybean Meal	Jun 9/19	5,000	86.75*
PNW	Taiwan	Wheat	Jun 9/23	48,425	29.70
PNW	Taiwan	Wheat	May 6/20	52,500	28.48
PNW	Taiwan	Wheat	Apr 19/May 3	50,350	29.12
Brazil	China	Heavy Grain	Jun 20/30	60,000	24.00
Brazil	China	Heavy Grain	Jun 10/20	60,000	24.75
Brazil	China	Heavy Grain	May 20/30	60,000	25.50
Brazil	China	Heavy Grain	May 20/30	60,000	26.50
Brazil	China	Heavy Grain	May 5/15	60,000	29.25
Brazil	China	Heavy Grain	Apr 11/17	60,000	29.75
Brazil	China	Heavy Grain	Apr 10/15	60,000	31.00
Brazil	China	Heavy Grain	May 1/5	60,000	23.50
EC S. America	China	Heavy Grain	May 20/30	60,000	29.75
River Plate	China	Heavy Grain	May 10/20	63,000	35.50
Santos	Qingdao	Heavy Grain	Apr 1/15	60,000	29.50
Santos	China	Heavy Grain	Apr 10/15	60,000	28.00
U.S. Gulf	Conakry	Milled Rice	Apr 15/25	10,400	75.00*

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

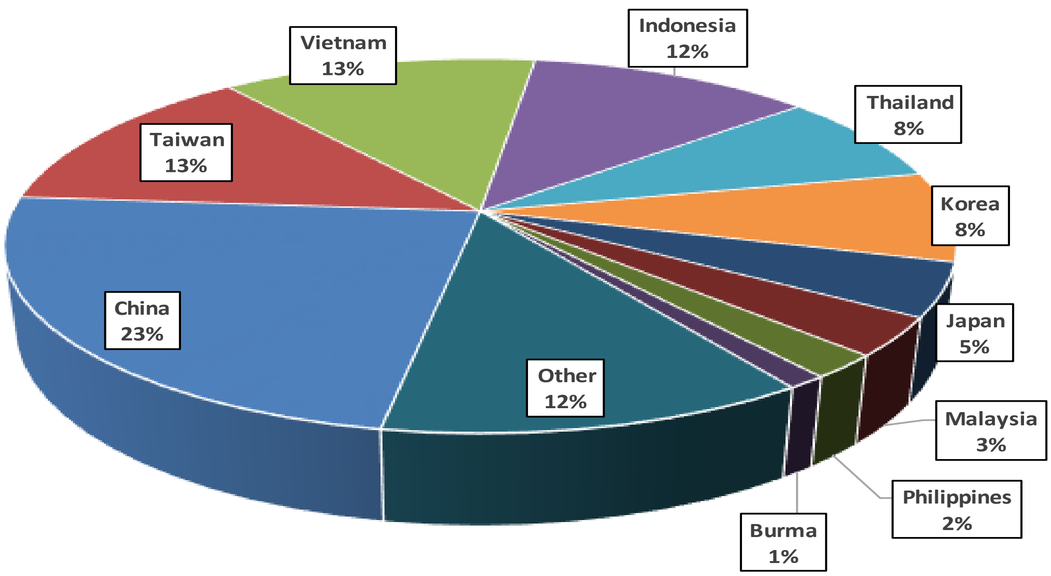
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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-December 2016

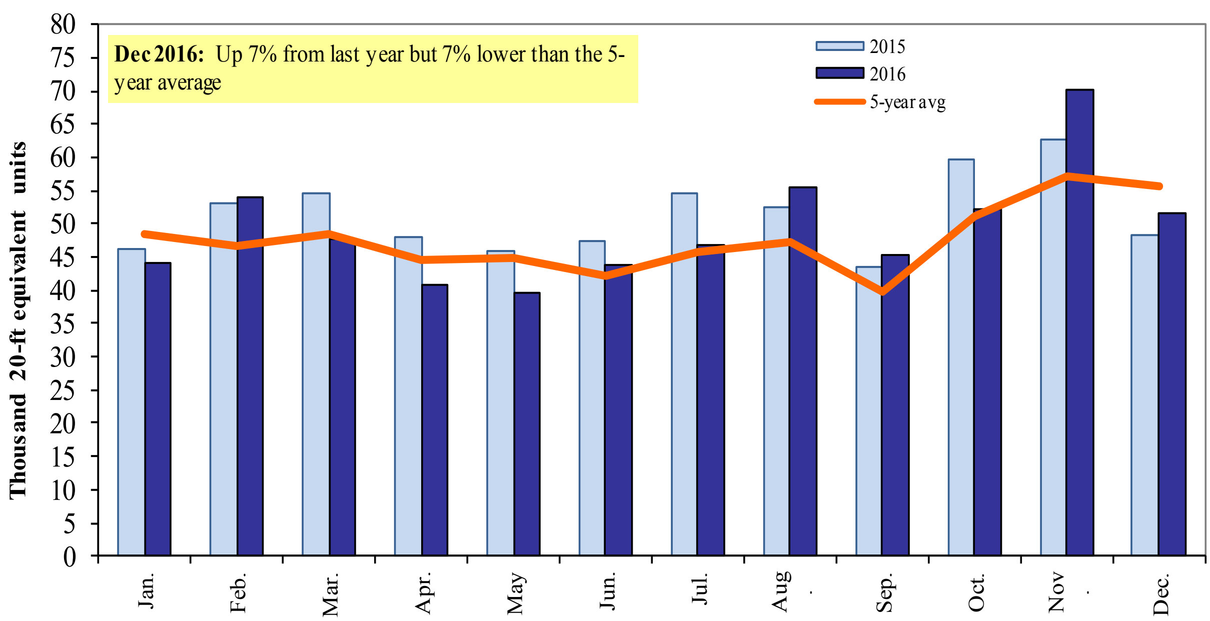


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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