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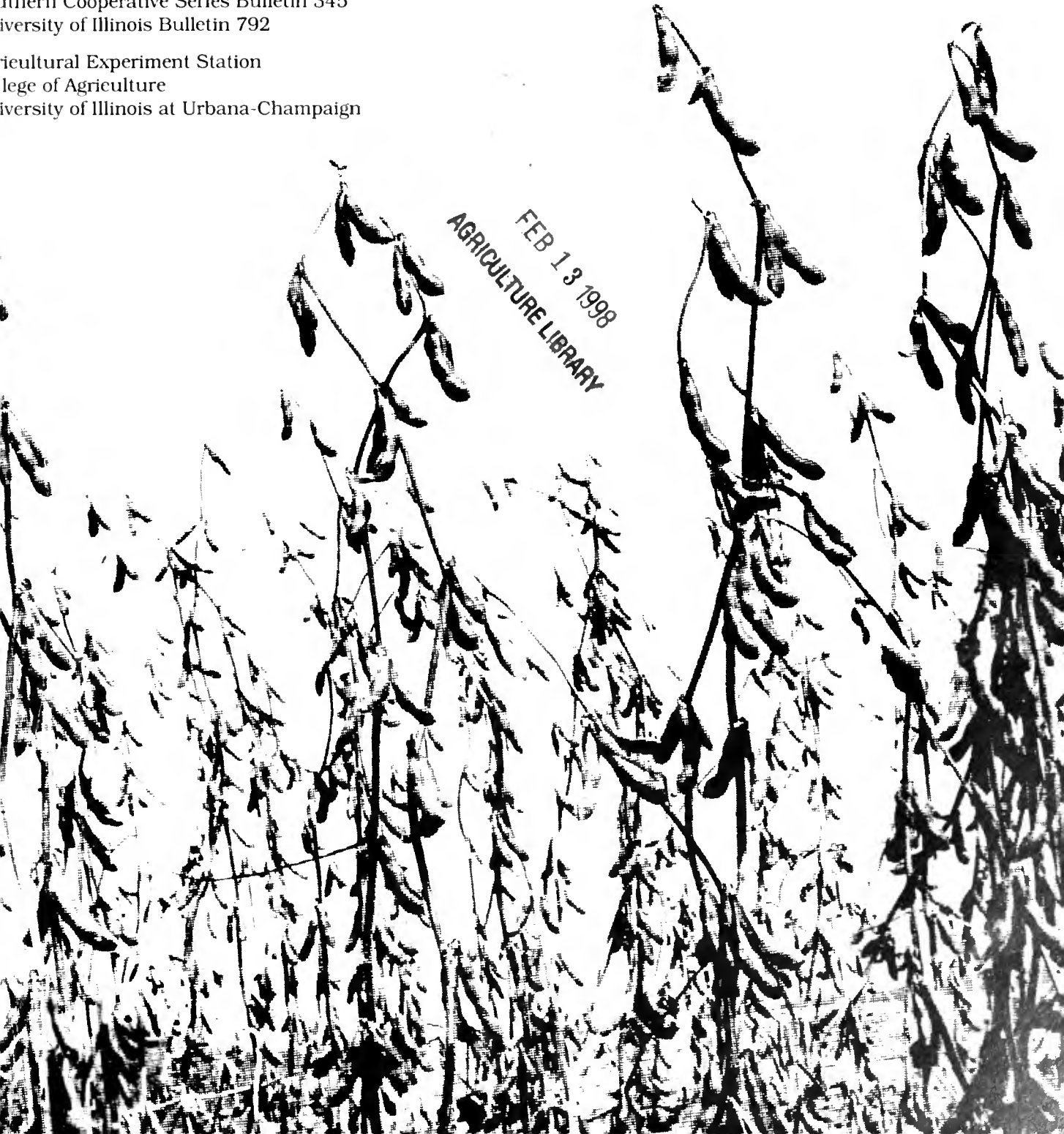
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Soybean Movements in the United States

Interregional Flow Patterns and Transportation Requirements in 1985

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North Central Regional Research Bulletin 323
Southern Cooperative Series Bulletin 345
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This bulletin is one in a series of North Central and Southern Cooperative bulletins. It represents a contribution to North Central Project NC-137, "Effect of Changes in Transportation on Performance of the U.S. Agricultural Transportation System," and to Southern Regional Project S-176, "Interregional Marketing Systems for Grains and Soybeans." The Illinois Agricultural Experiment Station is the publishing station. Requests for copies of this bulletin may be sent to Office of Agricultural Communications and Education, 67 Mumford Hall, 1301 West Gregory Street, University of Illinois, Urbana, Illinois 61801.

Abstract

Information about the origin, destination, and mode of transport in marketing grain is often useful in making policy and investment decisions related to grain. The data and analyses presented in this publication were developed to aid in making these policy and investment decisions. This bulletin contains the results of a nationwide study to obtain the volumes of soybean moved by truck, rail, and water among destinations in 42 states during 1985. The study was designed to update a similar survey conducted in 1977. This bulletin contains a description of the findings of the 1985 survey and an analysis of the changes that have occurred between the 1977 survey and 1985.

Preface

This bulletin contains the results of nationwide research to obtain the volumes of soybeans moved between U.S. origins and destinations using various transport modes in 1985. Other publications in this series provide similar information for corn, sorghum, wheat, and oats. It updates a similar survey conducted in 1977.

During 1986, members of two university research committees located in 21 states conducted surveys to gather data about the origin and destination of wheat, corn, soybeans, sorghum, and oats in each of their states. In another 12 states, private consultants or university faculty at land grant institutions in the states administered the survey under contracts. Finally, data about grain and soybean movement in an additional nine states were gathered using a combination of secondary data, neighboring state surveys, and interviews with managers of major firms and state agricultural officials. The resulting database contained information from 42 states for the year 1985.

The industry surveys were coordinated in the Department of Agricultural Economics at the University of Illinois at Champaign-Urbana. The data were summarized, verified, and reconciled under the supervision of Joseph Vercimak, University of Illinois, and Dr. Dean Baldwin, Ohio State University. The success of this research project is due to the cooperation of thousands of grain marketing firms and the efforts of researchers around the United States.

The research was partially funded by the Federal Railroad Administration under contract No. DTFR 53-84-C-00036, the Agricultural Marketing Service, USDA; the Agricultural Cooperative Service, USDA; the Illinois Department of Agriculture and the Soo Line Railroad. Administration of the grant funds was coordinated by Joseph E. Vercimak. The research is a contribution to regional research projects S-176, "Effect of Changes in Marketing Systems for Grains and Soybeans" and NC-137, "Effect of Changes in Transportation on Performance of the U.S. Agricultural Transportation System."

Acknowledgements

The authors wish to acknowledge the leadership of Joseph Vercimak of the University of Illinois in managing the collection and processing of the 1985 grain flow information. The authors also wish to thank Karlene Robison and Susie Sheller for assistance in typing the manuscript and Janice DeCarolis for assistance in chart preparation. This research was carried out with the cooperation of the Southern Regional Grain Marketing Committee and the North Central Regional Transportation Committee. The authors thank the review committee of Carl Toensmeyer, Eric Wailes, and T.Q. Hutchinson for their helpful comments.

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Soybean Movements in the United States

Interregional Flow Patterns and Transportation Requirements in 1985

Purpose of the Study

Introduction

Maintaining our competitive edge in world soybean markets is an objective frequently expressed by soybean farmers, merchandisers, processors, exporters, association groups and government officials. Among the many different factors that contribute to our ability to maintain that competitive edge is having an efficient flow of soybeans from production regions to domestic destinations and export ports. This efficient flow of soybeans can be achieved with decisions based on information about soybean shipping patterns that will enable soybean industry participants to improve market performance. Such information may also improve decisions about investments in port facilities, rail, truck and barge services, elevator and processor facilities, and farm production.

Although data on the quantities of soybeans shipped from each port and on inland waterways are available, little data exists to match origins with destinations and to identify modes of transportation. The first comprehensive national study of grain movements was completed for the 1977 calendar year (Leath, Hill and Fuller, 1981). This bulletin updates the earlier study by reporting soybean shipping and receiving patterns for 1985.

Objectives of the Study

The objectives of this study were:

- (1) Identify the quantity of soybeans shipped among various state, regional and export locations.
- (2) Determine the extent to which various transportation modes were employed in the movement of soybeans in the United States.
- (3) Compare the 1977 and 1985 patterns of shipments and modes of transport.

Methodology

Grain flow data were collected for the 1985 calendar year primarily through personal interviews with representatives of grain handling, storage, and processing firms. These firms included country elevators, subterminal elevators, terminal elevators, feed manufacturers, export elevators, commercial feedlots, poultry operations, processors, and millers. Representatives in each of the states surveyed were responsible for drawing a statewide sample and conducting the interviews. All 33 major producing and consuming states were included in the survey. This was accomplished by using members of two regional grain marketing and transportation committees at land-grant institutions in the states and by contracting with individuals in those grain producing states that were not represented on the regional committees. An additional nine states considered to be significant grain producers were added using secondary data and selected interviews.

In addition, information was obtained from the Interstate Commerce Commission about volumes shipped by rail and the U.S. Army Corps of Engineers (COE) about volumes shipped by barge.

Sampling Method

In those categories where the firms were few in number (such as processors), all of the firms were included in the survey. In those categories where the number of firms was too large for complete enumeration with available resources, the researchers used a stratified sampling technique. The stratified sample data were then expanded using multipliers to yield estimates of totals for each state.

For example, the stratified technique was used with inland grain elevators. The sampling of these elevators in each state was carried out by listing elevators in descending order of storage capacity. Then, starting with those having the largest capacity, firms with

successively smaller capacities were added to the sample until the total storage capacity of firms in the sample equalled 25 percent of the elevator storage in the state. A random sample of the remaining firms was then obtained, with not less than 10 percent of all firms in each category included. Additional stratification was used in states with large numbers of firms.

Some states derived samples using plants rather than firms. The research methodology allowed sampling by plant or firm provided that elevator capacity was adequately represented in the sample and the samples could be expanded to represent total grain transported. Some states used a complete enumeration of all firms.

River elevators were sampled at a rate of not less than 50 percent. Feed firms were surveyed from the largest downward until 10 percent of the total capacity was surveyed. A random sample was taken from the remaining firms. Integrated firms such as feedlots and poultry operations were sampled at the rate of not less than 50 percent. For processing firms, the sampling rate was usually 100 percent since the number of firms in each state was relatively small.

The data provided for 1985 were less complete than those provided for 1977 because some major processors and grain handlers refused to provide volume data by origin and destination. They gave a variety of reasons for not providing the data.

To compensate for the lack of usable data from small firms, volume statistics from a firm of similar size and geographic location selected at random were included when available. For larger elevators or processors who did not supply data, volumes and flows were estimated from secondary sources or from the interviewers' prior knowledge of the firms. The estimates were then validated by the grain marketing specialist in each state based on his/her knowledge of grain movements and price relationships in the state.

Procedure

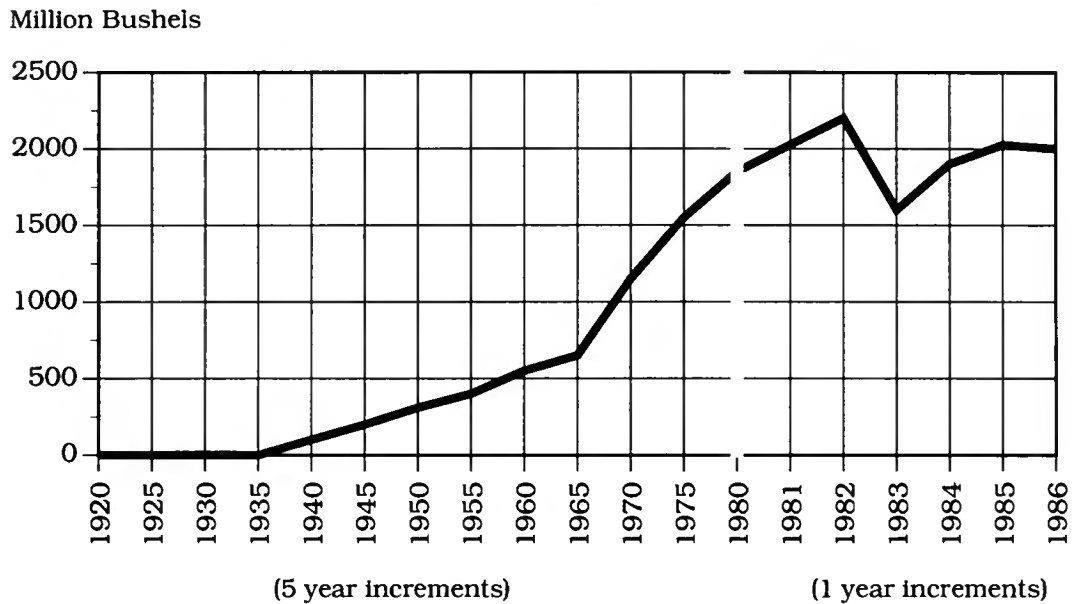
Each of the grain handlers and processors interviewed provided the same type of information: the volume, origin, and mode of transport for all grain received at and shipped from their facilities. Data were coded using a consistent format and sent to the University of Illinois for processing. Processing involved verifying the data and summarizing state totals that would be used in reconciling flows. The data were then sent to Ohio State University where the estimates of quantities transported between each origin and destination as reported by the shipping states were reconciled with the estimates reported by the receiving states. Responsibility for integrating these data and generating the data tables for the five commodities was distributed among four universities: corn at the University of Minnesota, soybeans and oats at Ohio State University, wheat at the University of Kentucky, and sorghum at the University of Illinois at Urbana-Champaign.

Transport information was also obtained from the Interstate Commerce Commission about rail shipments (the Waybill sample), and from the U.S. Army Corps of Engineers about barge shipments (the COE sample).

After the survey data were compiled and tabulated, representatives from the major receiving and shipping states met to reconcile differences among the three sources of volume information: (1) the survey data from the receiving states, (2) the survey data from the shipping states, and (3) secondary data including the Waybill sample from the Interstate Commerce Commission and the complete enumeration of all barge movements recorded on the data tapes by the U.S. Army Corps of Engineers (COE).

The variable sampling rate for some types of shipments included in the Waybill sample gives rise to potential errors when the data are summarized on a state or sub-state basis. Records of total volume of barge shipments

Figure 1.
Soybean Production in the United States, 1920-1986.



Source: Agricultural Statistics, U.S.D.A., Selected Years

and receipts in the COE data tapes were quite accurate but the tapes did not always identify ultimate origins and destinations when barges were transhipped or destinations were changed in transit.

Truck data were available only from the survey. Shipments from farms to elevators were identified only through records of elevator receipts. Truck shipments across state lines were especially difficult to verify since neither truckers nor farmers were included in the survey.

A final verification process was then undertaken using secondary data about movements into or out of each state, and the estimate of "exportable surplus" for each state. A grain marketing specialist from each state university in the regional committee calculated the surplus or deficit in his/her state in the following way: the estimate of the total amount of soybeans used for seed and processing during calendar year 1985 was subtracted from the estimate of the amount of soybeans produced during 1985. The remainder was then adjusted by the amount of increase or decrease in inventory during the year. The resulting figure was accepted as an estimate of

the surplus available for export or the deficit to be filled by imports from other states. Because volume processed in each state was based on estimates, the numbers were not expected to match reconciled flows exactly. However, these data provided additional information from which to judge the reasonableness of receipts and shipment data from the various sources (Walles and Vercimak, 1989).

These comparisons among the various data sources increased the confidence in the accuracy of estimates based on the less-than-complete samples we obtained from the population of all firms handling soybeans.

Finally, the logic and consistency of each flow summary contained in these reports was checked by the representative who organized and conducted the survey in each state.

Production and Utilization

Soybeans, the miracle crop, have become the most important oilseed crop in the United States. Production has increased very rapidly from less than 5 million bushels in the 1920s to over 2 billion bushels in the 1980s (Figure 1). In the 1979/80 marketing

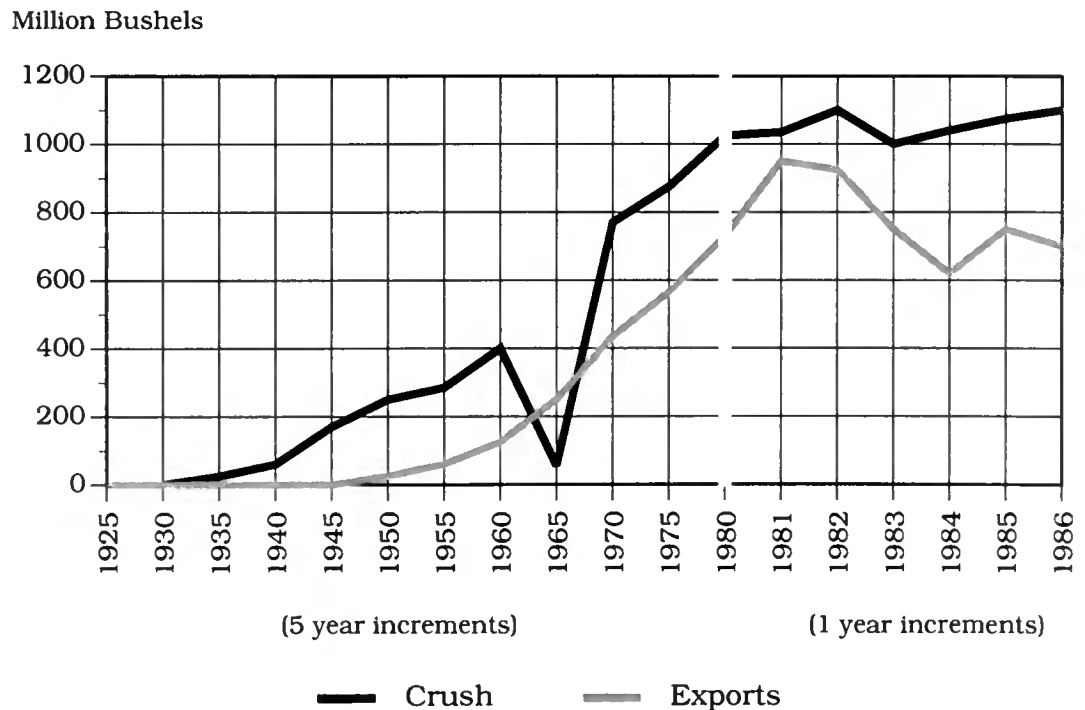
year, production reached a peak of 2.2 billion bushels (Table 1). Production in the drought year of 1983 declined to 1.6 billion bushels. Since then, production has fluctuated around two billion bushels annually. Among the major field crops, soybeans rank either third behind corn and wheat or second behind corn in annual volume produced.

Soybean use for domestic crush and export markets has increased very rapidly from the 1940s to the 1980s (Figure 2). During the 1979/80 marketing year, soybean exports reached a peak of 850 million bushels and the domestic crush reached a peak of 1.1 billion bushels (Table 1). Between that record year and 1985/86, exports declined significantly and domestic crush declined slightly (Figure

2). The amount crushed (about 1 billion bushels in 1985/86) varied from year to year depending upon soybean production and the demand for oil and meal. Soybean disappearance for feed, seed, and residual was a relatively small amount each year.

The rapid growth in soybean production, domestic crush, and exports placed large demands on the transportation system to handle these flows. Many changes in soybean shipping and receiving facilities at origins and destinations were made to handle the increased flows. The 88 United States soybean processing plants operating in 1988 are concentrated in the Cornbelt, Delta, and Southeast regions (see Figure 3), which are also the main producing regions (American Soybean Associ-

Figure 2.
Soybean Usage in the United States.



Source: Agricultural Statistics, U.S.D.A., Selected Years

Table 1.

Soybean Supply and Disappearance in the United States for Marketing Years from 1971/72 to 1985/86.

| Marketing Year ^a | Supply | | | Disappearance | | | | | |
|-----------------------------|------------------|------------|-------|---------------|------|------|----------|-------------------------|-------|
| | Beginning Stocks | Production | Total | Crushing | Seed | Feed | Residual | Net Export ^b | Total |
| <i>millions of bushels</i> | | | | | | | | | |
| 1971-72 | 99 | 1,176 | 1,275 | 721 | 51 | 1 | 13 | 417 | 1,203 |
| 1975-76 | 185 | 1,547 | 1,732 | 865 | 54 | 1 | 13 | 555 | 1,488 |
| 1977-78 | 103 | 1,761 | 1,865 | 927 | 70 | 1 | 7 | 700 | 1,704 |
| 1979-80 | 174 | 2,268 | 2,442 | 1,130 | 80 | c | 17 | 850 | 2,077 |
| 1985-86 | 316 | 2,098 | 2,414 | 1,088 | 63 | c | c | 617 | 1,768 |

^a Beginning September 1.

^b The volume imported was negligible.

^c Not available.

Source: *Fats and Oils Situation*, Economics and Statistics Service, U.S.D.A., FOS-300 (July 1980 to July 1986), p.6.

Figure 3.
United States Soybean Processing Plants, 1987.



Source: American Soybean Association, *Soya Blue Book*, 1987

Figure 4.
Regions Used for the Projections of Soybean Production and Shipping Patterns.



ation, 1987). Figure 4 then presents selected state data summarized into 10 regions.

Soybean production is concentrated in the Cornbelt region, which accounted for 58 percent of 1985 production (Table 2). The Delta, Lake States, Appalachia, and the Southeast regions have 10.2 percent, 9.8 percent, 6.8 percent, and 4.6 percent shares respectively, with almost no soybean production in other regions.

The share of production increased slightly for the Northeast, Lake States, Cornbelt, and

Northern Plains regions between 1977 and 1985 (Table 2). The large increase in the production share for the Northern Plains region is partially explained by a severe drought in that region during 1977. However, the Appalachian, Southeast, and Delta regions lost production shares for the 1977 to 1985 period. Changes in the profitability of growing soybeans as compared to other crops (especially rice) and government programs may explain the declining production shares for these regions.

Table 2.
Soybean Production by Regions of U.S. for 1985/86 and 1977/78.

| Region | Soybean Production | | Percent of U.S. Production | |
|-----------------|----------------------------|----------------|----------------------------|--------------------------|
| | 1985/86 | 1977/78 | 1985/86 | 1977/78 |
| | <i>millions of bushels</i> | | | |
| Northeast | 25.9 | 16.6 | 1.2 | 0.9 |
| Lake States | 204.2 | 162.2 | 9.8 | 9.2 |
| Cornbelt | 1,219.1 | 1,000.7 | 58.2 | 56.8 |
| Northern Plains | 182.0 | 82.0 | 8.7 | 4.7 |
| Southern Plains | 11.5 | 28.0 | 0.5 | 1.6 |
| Appalachia | 143.5 | 130.5 | 6.8 | 7.4 |
| Southeast | 95.6 | 90.2 | 4.6 | 5.1 |
| Delta | 212.8 | 247.3 | 10.2 | 14.0 |
| Mountain | 0 | 0 | 0 | 0 |
| Pacific | 0 | 0 | 0 | 0 |
| Total | 2,098.0 | 1,761.0 | 100.0 | 100.0^a |

^a Total does not add to 100 due to rounding.

Source: *Agricultural Statistics*, U.S.D.A., 1986.

Analysis of Shipments and Receipts

Intrastate Movements

Total intrastate shipments of soybeans equaled 48 percent of total production in 1985 (Table 3). The three states with the largest intrastate shipments were Illinois, Iowa, and Minnesota. Other states with large intrastate shipments included Indiana, Nebraska, North Carolina, and Ohio. Those states with the largest intrastate shipments of soybeans were also the largest producers of soybeans, or were important transshipment points.

Truck shipments accounted for 88 percent of all intrastate shipments, rail less than 12 percent, and barge less than 1.0 percent. Barge movements were significant only for Illinois, Mississippi, and Tennessee. These reported intrastate barge movements may have been enroute to export or interstate destinations with only an intermediate stop within the state. Short distance shipments by barge or rail are generally not economical.

Interstate Receipts

Receipts of soybeans from other states reflect movements to export points, deficit processing areas, and transshipment centers. Export locations received over 50 percent of the 1.1 billion bushels of interstate receipts in 1985 (Table 4).

The largest receipts were in Illinois, Missouri, Tennessee, Iowa, Alabama, Maryland, Kentucky, and Kansas. All of these states were transshipment centers, with the exception of Maryland which is a deficit processing area. The distribution of interstate receipts among the three modes of transportation was relatively unequal: 43 percent was moved by barge, 32 percent by truck, and 25 percent by rail. Excluding the movements to export points, rail and truck interstate movements were more im-

portant than barge. The origin of receipts is presented in the Appendix.

Interstate Shipments

Total interstate shipments must match total interstate receipts (Tables 4 and 5). Whatever is shipped from one location must be received at another. Therefore, any discrepancies that appeared between total shipments and total receipts were eliminated during the reconciliation process. The distribution of interstate shipments among the three transportation modes was the same as for interstate receipts discussed previously in this bulletin.

The states shipping the largest volumes were Illinois, Missouri, Minnesota, Arkansas, Tennessee, and Iowa. Except for Tennessee, these states were large soybean producers. The shipping volume in Tennessee was large because Memphis was an important transshipment center. The destination of shipments by states is presented in the Appendix.

Shipments to Export Regions

Data for individual export ports are summarized into 13 port areas for five export regions in Table 6. Total volume shipped to port areas was 631.6 million bushels in 1985 (Table 7). The states with the largest shipments to export were Illinois, Ohio, Missouri, Minnesota, Arkansas, Indiana, Iowa, Louisiana, Mississippi, and Tennessee (Table 8). These states were either surplus producing centers or had important river transshipment points or both.

Receipts by Port Area

By definition, total receipts by port area must equal the total shipments to ports, which were 631.6 million bushels in 1985 (Table 9). In all cases, the soybean flow results were within 10 percent of the inspections for export (Federal Grain Inspection Service, 1987). The Gulf region accounted for

Table 3.
1985 Intrastate Shipments of Soybeans for Each State and Mode of Transport .^a

| Origin State | Mode of Transportation | | | Total | Production |
|-----------------------------|-----------------------------|---------|-------|-----------|------------|
| | Truck | Rail | Barge | | |
| | <i>thousands of bushels</i> | | | | |
| Alabama | 12,178 | 534 | 187 | 12,899 | 27,810 |
| Arkansas | 34,286 | 704 | 232 | 35,222 | 98,050 |
| Colorado | 450 | 0 | 0 | 450 | 0 |
| Delaware | 3,000 | 0 | 0 | 3,000 | 7,200 |
| Florida | 2,000 | 0 | 0 | 2,000 | 5,980 |
| Georgia | 6,627 | 13,297 | 0 | 19,924 | 37,200 |
| Illinois | 177,340 | 19,115 | 1,949 | 198,404 | 382,500 |
| Indiana | 87,785 | 7,080 | 0 | 94,865 | 185,090 |
| Iowa | 170,671 | 24,498 | 0 | 195,169 | 309,700 |
| Kansas | 11,318 | 1,698 | 0 | 13,016 | 43,710 |
| Kentucky | 1,988 | 421 | 95 | 2,504 | 41,820 |
| Louisiana | 7,205 | 65 | 0 | 7,270 | 44,100 |
| Maryland | 4,000 | 120 | 0 | 4,120 | 12,800 |
| Michigan | 4,479 | 230 | 0 | 4,709 | 34,560 |
| Minnesota | 81,985 | 20,982 | 51 | 103,018 | 160,000 |
| Mississippi | 29,746 | 67 | 825 | 30,638 | 70,740 |
| Missouri | 10,932 | 9,316 | 47 | 20,295 | 180,435 |
| Nebraska | 70,659 | 1,500 | 0 | 72,159 | 84,960 |
| New Jersey | 2,000 | 0 | 0 | 2,000 | 4,386 |
| New York | 169 | 30 | 0 | 199 | 0 |
| North Carolina | 70,655 | 4,246 | 0 | 74,901 | 39,100 |
| North Dakota | 4,000 | 0 | 0 | 4,000 | 12,740 |
| Ohio | 61,214 | 9,329 | 0 | 70,543 | 160,605 |
| Oklahoma | 2,000 | 0 | 0 | 2,000 | 4,370 |
| Pennsylvania | 819 | 646 | 0 | 1,465 | 5,950 |
| South Carolina | 5,859 | 2,207 | 0 | 8,066 | 24,600 |
| South Dakota | 637 | 0 | 0 | 637 | 40,640 |
| Tennessee | 22,263 | 662 | 1,193 | 24,118 | 45,260 |
| Texas | 5,191 | 1,070 | 0 | 6,261 | 7,250 |
| Virginia | 788 | 0 | 0 | 788 | 17,375 |
| Wisconsin | 1,303 | 0 | 0 | 1,303 | 9,600 |
| Total volume | 893,547 | 117,817 | 4,579 | 1,015,943 | 2,098,531 |
| Percent of total volume | 88 | 11.6 | 0.4 | 100 | |
| Percent of total production | 42.6 | 5.6 | 0.2 | 48.4 | |

^a Excludes shipments to port areas.

Table 4.
1985 Interstate Receipts of Soybeans for Each State and Port by Mode of Transport.

| Destination State | Mode of Transportation | | | Total |
|---------------------------|-----------------------------|---------|---------|-----------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Alabama | 16,329 | 11,546 | 9,261 | 37,136 |
| Arizona | 0 | 715 | 0 | 715 |
| Arkansas | 3,107 | 4,765 | 2,327 | 10,199 |
| California | 0 | 1,365 | 0 | 1,365 |
| Colorado | 100 | 0 | 0 | 100 |
| Delaware | 10,383 | 3,302 | 0 | 13,685 |
| Florida | 0 | 193 | 0 | 193 |
| Georgia | 4,093 | 11,427 | 0 | 15,520 |
| Illinois | 66,824 | 26,147 | 3,949 | 96,920 |
| Indiana | 5,474 | 2,055 | 0 | 7,529 |
| Iowa | 38,675 | 1,191 | 56 | 39,922 |
| Kansas | 17,941 | 4,557 | 0 | 22,498 |
| Kentucky | 11,621 | 10,255 | 552 | 22,428 |
| Louisiana | 4,860 | 65 | 0 | 4,925 |
| Maryland | 23,526 | 12,293 | 47 | 35,866 |
| Michigan | 17 | 0 | 0 | 17 |
| Minnesota | 7,471 | 6,714 | 99 | 14,284 |
| Mississippi | 4,862 | 7,521 | 5,012 | 17,395 |
| Missouri | 24,570 | 24,282 | 366 | 49,218 |
| Nebraska | 7,545 | 2,944 | 0 | 10,489 |
| New Jersey | 19 | 0 | 0 | 19 |
| New York | 75 | 127 | 0 | 202 |
| North Carolina | 2,700 | 7,228 | 0 | 9,928 |
| North Dakota | 850 | 317 | 0 | 1,167 |
| Ohio | 9,331 | 5,008 | 0 | 14,339 |
| Pennsylvania | 2,910 | 808 | 0 | 3,718 |
| South Carolina | 4,669 | 2,725 | 0 | 7,394 |
| South Dakota | 787 | 0 | 0 | 787 |
| Tennessee | 19,515 | 8,809 | 17,812 | 46,136 |
| Texas | 1,579 | 7,863 | 0 | 9,442 |
| Virginia | 9,600 | 5,557 | 48 | 15,205 |
| Wisconsin | 368 | 0 | 0 | 368 |
| Subtotal | 299,801 | 169,779 | 39,529 | 509,109 |
| Chicago Port | 1,924 | 0 | 0 | 1,924 |
| Eastern Gulf Ports | 6,129 | 11,450 | 12,391 | 29,970 |
| Louisiana Gulf Ports | 13,080 | 15,104 | 434,220 | 462,404 |
| North Atlantic Ports | 2,000 | 4,900 | 0 | 6,900 |
| Pacific Northwest Ports | 0 | 18,872 | 24 | 18,896 |
| Saginaw Port | 64 | 0 | 0 | 64 |
| South Atlantic Ports | 8,934 | 44,598 | 2,363 | 55,895 |
| Texas Gulf Ports | 5,590 | 4,128 | 48 | 9,766 |
| Toledo Port | 26,448 | 165 | 0 | 26,613 |
| Direct Exports | 781 | 18,351 | 94 | 19,226 |
| Total volume | 364,751 | 287,347 | 488,669 | 1,140,767 |
| Percent of total receipts | 31.9 | 25.2 | 42.8 | 100.0 |

Table 5.
1985 Interstate Shipments of Soybeans for Each State and Mode of Transport.^a

| Origin State | Mode of Transportation | | | Total |
|------------------|-----------------------------|---------|---------|-----------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Alabama | 5,744 | 5,036 | 8,858 | 19,638 |
| Arkansas | 17,680 | 1,765 | 43,445 | 62,890 |
| Delaware | 1,000 | 0 | 0 | 1,000 |
| Florida | 2,680 | 1,168 | 1,306 | 5,154 |
| Georgia | 4,100 | 7,938 | 0 | 12,038 |
| Illinois | 15,738 | 11,827 | 121,878 | 149,443 |
| Indiana | 32,689 | 48,811 | 22,529 | 104,029 |
| Iowa | 16,637 | 37,760 | 34,242 | 88,639 |
| Kansas | 5,164 | 5,503 | 235 | 10,902 |
| Kentucky | 14,342 | 6,238 | 21,356 | 41,936 |
| Louisiana | 10,831 | 66 | 27,519 | 38,416 |
| Maryland | 307 | 404 | 48 | 759 |
| Michigan | 6,407 | 20,600 | 505 | 27,512 |
| Minnesota | 4,915 | 10,535 | 49,294 | 64,744 |
| Mississippi | 19,127 | 3,457 | 28,966 | 51,550 |
| Missouri | 32,983 | 14,089 | 55,434 | 102,506 |
| Nebraska | 29,491 | 16,695 | 1,568 | 47,754 |
| New Jersey | 3,642 | 158 | 0 | 3,800 |
| New York | 323 | 404 | 0 | 727 |
| North Carolina | 24,024 | 11,616 | 1,203 | 36,843 |
| North Dakota | 4,068 | 6,229 | 0 | 10,297 |
| Ohio | 29,518 | 39,243 | 28,652 | 97,413 |
| Oklahoma | 2,200 | 682 | 974 | 3,856 |
| Pennsylvania | 7,331 | 2,596 | 0 | 9,927 |
| South Carolina | 5,420 | 1,692 | 0 | 7,112 |
| South Dakota | 23,513 | 9,351 | 0 | 32,864 |
| Tennessee | 10,018 | 9,502 | 34,628 | 54,148 |
| Texas | 3,328 | 11,465 | 894 | 15,687 |
| Virginia | 23,792 | 1,617 | 1,340 | 26,749 |
| Washington | 0 | 834 | 24 | 858 |
| Wisconsin | 7,739 | 66 | 3,771 | 11,576 |
| Total volume | 364,751 | 287,347 | 488,669 | 1,140,767 |
| Percent of total | 32.0 | 25.2 | 42.8 | 100.0 |

^a Includes shipments to port areas.

Table 6.
Export Regions, Port Areas, and Port Cities.

| Export Region | Port Area | Port City |
|---------------------------|------------------|--|
| Great Lakes Region | Duluth-Superior | Duluth, MN Superior, WI |
| | Chicago | Milwaukee, WI Manitowoc, WI Racine, WI Chicago, IL |
| | Toledo | Toledo, OH Huron, OH Erie, PA Buffalo, NY |
| | Saginaw | Carrollton, MI Saginaw, MI Zilwaukee, MI Detroit, MI |
| Atlantic Region | North Atlantic | Portland, ME Albany, NY Philadelphia, PA |
| | South Atlantic | Baltimore, MD Norfolk, VA N. Charleston, SC |
| Gulf Region | East Gulf | Pascagoula, MS Mobile, AL |
| | Louisiana Gulf | Mississippi River Lake Charles, LA |
| | North Texas Gulf | Beaumont, TX Port Arthur, TX Houston, TX Galveston, TX |
| | South Texas Gulf | Brownsville, TX Corpus Christi, TX |
| Pacific Region | Columbia River | Kalama, WA Longview, WA Vancouver, WA Portland, OR Astoria, OR |
| | Puget Sound | Seattle, WA Tacoma, WA |
| | California Ports | Sacramento, CA Stockton, CA Long Beach, CA San Francisco, CA San Diego, CA |

Direct^a

^a Exports that originate in the interior U.S. bound for Mexico or Canada

Table 7.
1985 Shipments of Soybeans to Port Areas by Originating State and Mode of Transport^a

| Originating State | Export Areas | Mode of Transportation | | | Total |
|-----------------------------|----------------|------------------------|--------|---------|---------|
| | | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | | |
| Alabama | Eastern Gulf | 2,729 | 960 | 6,369 | 10,058 |
| | Louisiana Gulf | 0 | 0 | 1,617 | 1,617 |
| Arkansas | Louisiana Gulf | 3,000 | 1,250 | 42,767 | 47,017 |
| | Texas Gulf | 0 | 0 | 48 | 48 |
| Florida | Eastern Gulf | 2,400 | 0 | 0 | 2,400 |
| | Louisiana Gulf | 0 | 0 | 991 | 991 |
| Georgia | Eastern Gulf | 0 | 600 | 0 | 600 |
| | Louisiana Gulf | 0 | 4,500 | 0 | 4,500 |
| | South Atlantic | 1,878 | 1,450 | 0 | 3,328 |
| Illinois | Chicago/Duluth | 344 | 0 | 0 | 344 |
| | Eastern Gulf | 0 | 1,882 | 1,059 | 2,941 |
| | Louisiana Gulf | 0 | 3,155 | 107,078 | 110,233 |
| | South Atlantic | 0 | 850 | 0 | 850 |
| Indiana | Chicago/Duluth | 1,216 | 0 | 0 | 1,216 |
| | Eastern Gulf | 0 | 2,879 | 691 | 3,570 |
| | Louisiana Gulf | 0 | 800 | 20,590 | 21,390 |
| | South Atlantic | 0 | 10,796 | 0 | 10,796 |
| Iowa | Chicago/Duluth | 259 | 0 | 0 | 259 |
| | Direct Exports | 0 | 1,849 | 0 | 1,849 |
| | Eastern Gulf | 0 | 0 | 1,000 | 1,000 |
| | Louisiana Gulf | 0 | 1,026 | 26,857 | 27,883 |
| | Pacific N.W. | 0 | 4,454 | 0 | 4,454 |
| | Texas Gulf | 0 | 1,228 | 0 | 1,228 |
| Kansas | Louisiana Gulf | 0 | 0 | 235 | 235 |
| | Texas Gulf | 1,393 | 400 | 0 | 1,793 |
| Kentucky | Eastern Gulf | 0 | 399 | 1,513 | 1,912 |
| | Louisiana Gulf | 0 | 0 | 17,139 | 17,139 |
| Louisiana | Direct Exports | 0 | 0 | 94 | 94 |
| | Eastern Gulf | 0 | 0 | 247 | 247 |
| | Louisiana Gulf | 7,080 | 66 | 26,708 | 33,854 |
| | Texas Gulf | 1,039 | 0 | 0 | 1,039 |
| Michigan | Chicago/Duluth | 105 | 0 | 0 | 105 |
| | Direct Exports | 781 | 4,570 | 0 | 5,351 |
| | Louisiana Gulf | 0 | 0 | 505 | 505 |
| | South Atlantic | 0 | 11,480 | 0 | 11,480 |
| | Saginaw | 64 | 0 | 0 | 64 |
| | Toledo | 1,553 | 0 | 0 | 1,553 |
| Minnesota | Eastern Gulf | 0 | 2,687 | 0 | 2,687 |
| | Louisiana Gulf | 0 | 0 | 45,587 | 45,587 |
| | Pacific N.W. | 0 | 5,760 | 0 | 5,760 |

(Continued on page 14)

Table 7. — Continued

1985 Shipments of Soybeans to Port Areas by Originating State and Mode of Transport^a

| Originating State | Export Areas | Mode of Transportation | | | Total |
|-----------------------------|----------------|------------------------|---------|---------|---------|
| | | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | | |
| Mississippi | Eastern Gulf | 1,000 | 1,035 | 109 | 2,144 |
| | Louisiana Gulf | 3,000 | 1,066 | 28,806 | 32,872 |
| Missouri | Eastern Gulf | 0 | 0 | 357 | 357 |
| | Louisiana Gulf | 0 | 1,077 | 53,196 | 54,273 |
| | Texas Gulf | 0 | 1,418 | 0 | 1,418 |
| Nebraska | Direct Exports | 0 | 1,800 | 0 | 1,800 |
| | Eastern Gulf | 0 | 350 | 46 | 396 |
| | Louisiana Gulf | 0 | 0 | 1,522 | 1,522 |
| | Pacific N.W. | 0 | 1,212 | 0 | 1,212 |
| | Texas Gulf | 0 | 285 | 0 | 285 |
| North Carolina | South Atlantic | 0 | 2,123 | 1,203 | 3,326 |
| North Dakota | Pacific N.W. | 0 | 1,612 | 0 | 1,612 |
| Ohio | Direct Exports | 0 | 132 | 0 | 132 |
| | Louisiana Gulf | 0 | 1,164 | 22,923 | 24,087 |
| | North Atlantic | 0 | 4,900 | 0 | 4,900 |
| | South Atlantic | 0 | 16,039 | 0 | 16,039 |
| | Toledo | 24,895 | 165 | 0 | 25,060 |
| Oklahoma | Louisiana Gulf | 0 | 0 | 974 | 974 |
| Pennsylvania | North Atlantic | 2,000 | 0 | 0 | 2,000 |
| | South Atlantic | 640 | 371 | 0 | 1,011 |
| South Carolina | South Atlantic | 750 | 1,016 | 0 | 1,766 |
| South Dakota | Pacific N.W. | 0 | 5,000 | 0 | 5,000 |
| | Texas Gulf | 0 | 112 | 0 | 112 |
| Tennessee | Eastern Gulf | 0 | 658 | 1,000 | 1,658 |
| | Louisiana Gulf | 0 | 1,000 | 32,119 | 33,119 |
| Texas | Direct Exports | 0 | 10,000 | 0 | 10,000 |
| | Louisiana Gulf | 0 | 0 | 894 | 894 |
| | Texas Gulf | 3,158 | 685 | 0 | 3,843 |
| Virginia | Louisiana Gulf | 0 | 0 | 133 | 133 |
| | South Atlantic | 5,666 | 473 | 1,160 | 7,299 |
| Washington | Pacific N.W. | 0 | 834 | 24 | 858 |
| Wisconsin | Louisiana Gulf | 0 | 0 | 3,579 | 3,579 |
| Total volume | | 64,950 | 117,568 | 449,140 | 631,658 |
| Percent of total volume | | 10.3 | 18.6 | 71.1 | 100.0 |

^a For definition of export region, see Table 6.

Table 8.

Soybean Shipments to Port Areas by Originating States and Percent of Total Receipts at All Ports, 1985.

| Originating State | Thousands of Bushels | Percent of Total Exports |
|-------------------|----------------------|--------------------------|
| Illinois | 114,368 | 18.1 |
| Ohio | 70,218 | 11.1 |
| Missouri | 56,048 | 8.9 |
| Minnesota | 54,034 | 8.6 |
| Arkansas | 47,065 | 7.5 |
| Indiana | 36,972 | 5.9 |
| Iowa | 36,673 | 5.8 |
| Louisiana | 35,234 | 5.6 |
| Mississippi | 35,016 | 5.5 |
| Tennessee | 34,777 | 5.5 |
| Michigan | 19,058 | 3.0 |
| Kentucky | 19,051 | 3.0 |
| Texas | 14,737 | 2.3 |
| Alabama | 11,675 | 1.8 |
| Georgia | 8,428 | 1.3 |
| Virginia | 7,432 | 1.2 |
| Nebraska | 5,215 | 0.8 |
| South Dakota | 5,112 | 0.8 |
| Wisconsin | 3,579 | 0.6 |
| Florida | 3,391 | 0.5 |
| North Carolina | 3,326 | 0.5 |
| Pennsylvania | 3,011 | 0.5 |
| Kansas | 2,028 | 0.3 |
| South Carolina | 1,766 | 0.3 |
| North Dakota | 1,612 | 0.3 |
| Oklahoma | 974 | 0.2 |
| Washington | 858 | 0.1 |
| Total | 631,658 | 100.0 |

Table 9.
1985 Receipts of Soybeans at Port Areas and Mode of Transport.

| Export Region and Port Area ^a | Mode of Transportation | | | Total Receipts |
|--|------------------------|---------|---------|-------------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Great Lakes Region | | | | |
| Chicago | 1,924 | 0 | 0 | 1,924 |
| Saginaw | 64 | 0 | 0 | 64 |
| Toledo | 26,448 | 165 | 0 | 26,613 |
| Subtotal | 28,436 | 165 | 0 | 28,601 |
| Atlantic Region | | | | |
| North Atlantic | 2,000 | 4,900 | 0 | 6,900 |
| South Atlantic | 8,934 | 44,598 | 2,363 | 55,895 |
| Subtotal | 10,934 | 49,498 | 2,363 | 62,795 |
| Gulf Region | | | | |
| Eastern Gulf | 6,129 | 11,450 | 12,391 | 29,970 |
| Louisiana Gulf | 13,080 | 15,104 | 434,220 | 462,404 |
| Texas Gulf | 5,590 | 4,128 | 48 | 9,766 |
| Subtotal | 24,799 | 30,682 | 446,659 | 502,140 |
| Pacific Region | | | | |
| California Ports | 0 | 0 | 0 | 0 |
| Pacific N.W. | 0 | 18,872 | 24 | 18,896 |
| Subtotal | 0 | 18,872 | 24 | 18,898 |
| Direct Exports | 781 | 18,351 | 94 | 19,226 |
| Total receipts | 64,950 | 117,568 | 449,140 | 631,658 |
| Percent of total receipts | 10.3 | 18.6 | 71.1 | 100.0 |

^a See Table 6 for definition of Regions and Port Areas.

nearly 80 percent of all receipts into port areas with the Louisiana Gulf region having more volume than the Eastern Gulf or Texas Gulf regions. The Atlantic region experienced the next highest volume of receipts at nearly 10 percent of the total. The remainder was divided between the Great Lakes and Pacific regions.

Barges accounted for 71 percent of all movements, with most of the barge movements to the Louisiana Gulf region. Rail movements accounted for 19 percent of total receipts at ports, and truck movements accounted for 10 percent. Truck movements were very important in the Great Lakes re-

gion, whereas rail movements were very important in the Atlantic and Pacific regions. Rail movements accounted for nearly all the exports to Canada and Mexico that originated directly from interior points (Table 9).

Exports by Destination

The United States exports soybeans to many countries throughout the world (Table 10). Not surprisingly, 80 percent of the soybean exports originated from the United States Gulf region (Grain and Feed Market News, 1986). Japan was the United States' most important trading partner, buying 164

Table 10.
1985 Exports of U.S. Soybeans by Export Region and Destination.

| Destination by Country | Export Regions | | | | | Total |
|---------------------------|-----------------------------|--------------------|----------------|-------------------|----------|---------|
| | Great Lakes Region | Atlantic Region | Gulf Region | Pacific Region | Interior | |
| | <i>thousands of bushels</i> | | | | | |
| Belgium | | 187 | 17,160 | | | 17,347 |
| Brazil | | | 6,001 | | | 6,001 |
| Bulgaria | | | 820 | | | 820 |
| China (Main) | | | 2,314 | | | 2,314 |
| China (T) | | | 39,460 | 11,853 | | 51,313 |
| Colombia | | | 5,052 | | | 5,052 |
| Denmark | | 524 | 2,132 | | | 2,656 |
| Dominican Republic | | | 1,371 | | | 1,371 |
| France | 3,234 | 845 | 7,291 | | | 11,370 |
| Greece | 622 | 633 | 5,814 | | | 7,069 |
| Haiti | | | 411 | | | 411 |
| Indonesia | | | 1,906 | | | 1,906 |
| Israel | 1,171 | 3,959 | 10,607 | | | 15,737 |
| Italy | | 1,721 | 20,715 | | | 22,436 |
| Jamaica | | | 1,687 | | | 1,687 |
| Japan | 5,253 | 25,016 | 132,980 | 1,260 | | 164,509 |
| Korea | | | 26,129 | 3,213 | | 29,342 |
| Kuwait | | | 637 | | | 637 |
| Mexico | | | 14,678 | 2,317 | 18,188 | 35,183 |
| Morocco | | | 404 | | | 404 |
| Netherlands | 2,253 | 2,652 | 98,884 | | | 103,789 |
| Norway | 922 | 898 | 1,925 | | | 3,745 |
| Panama | | | 263 | | | 263 |
| Poland | 378 | | | | | 378 |
| Portugal | 559 | 9,463 | 10,551 | | | 20,573 |
| Romania | | 2,370 | 1,213 | | | 3,583 |
| Spain | 5,514 | 8,142 | 29,734 | | | 43,390 |
| United Kingdom | 2,464 | 4,547 | 5,463 | | | 12,474 |
| Venezuela | | | 6,607 | | | 6,607 |
| West Germany | 967 | | 30,329 | | | 31,296 |
| Yugoslavia | | 808 | 7,822 | | | 8,630 |
| Total volume | 23,337 | 61,765 | 490,360 | 18,643 | 18,188 | 612,293 |
| Percent of total volume | 3.8 | 10.1 | 80.1 | 3.0 | 3.0 | 100.0 |

^a See Table 6 for definition of Export Region.

Source: *Grain and Feed Market News*, Agricultural Marketing Service, U.S.D.A., Vol. 34, No. 5 (January 31, 1986), pp. 15-19.

Table 11.

Total Volume of Interstate Soybean Shipments by Mode of Transport, 1977 vs. 1985.^a

| Mode | 1977* | | 1985 | | Percent change in volume 1977/1985 |
|-------|-----------------------------|---------------|-----------------------------|---------------|--|
| | Volume | Percent share | Volume | Percent share | |
| | <i>thousands of bushels</i> | | <i>thousands of bushels</i> | | |
| Truck | 191,907 | 25.1 | 364,751 | 32.0 | 90.1 |
| Rail | 223,786 | 29.2 | 287,347 | 25.2 | 28.0 |
| Barge | 349,657 | 45.7 | 488,699 | 42.8 | 39.8 |
| Total | 765,350 | 100.0 | 1,140,767 | 100.0 | 49.1 |

^a Shipments to port areas are included.

* Derived from *Soybean Movements in the United States, Interregional Flow Patterns and Transportation Requirements in 1977*, by Mack N. Leath, Lowell D. Hill, and Stephen W. Fuller, p. 13.

million bushels in 1985; second was The Netherlands with over 103 million bushels; and third was Taiwan with over 50 million bushels. The two countries experiencing the most rapid growth in imports from the United States were Taiwan and Korea. If rapid growth in soybean imports continues in the Pacific Rim countries, the United States can expect significant changes in the transportation and distribution systems for soybeans.

Comparisons with 1977

Production and Utilization

Changes in supplies and distribution during the period from 1977 to 1985 indicate long term trends as well as changes in economic variables. Soybean production increased from 1.8 billion bushels in 1977 to 2.1 billion in 1985, a 24 percent increase (Table 1). This increase reflected the growth in acreage as well as the effects of the drought of 1977. Total disappearance remained basically unchanged during the same period. Exports declined by nearly 10 percent while the volume crushed increased by 10 percent. The domestic market became more important as the export market declined. This had implications for the soybean transportation and distribution systems

because most crushing facilities were located in the production areas. In contrast, soybeans had to be transported long distances to be exported into the world market.

Interstate Shipments

Total interstate shipments of soybeans grew to 1.1 billion bushels in 1985 from 765 million bushels in 1977, an increase of nearly 48 percent (Table 11). Among the production regions defined in Figure 5, the Cornbelt region continued to be the largest shipper, although the Cornbelt region's share of total shipments decreased from 1977 to 1985 (Table 12). The Delta, Lake States, Southeast, and Appalachia regions were also large shippers of soybeans, with the latter three showing significant increases during this period. The Northern and Southern Plains regions also had major increases in soybean shipments. These major increases may be linked to the new export market opportunities in the West and Southwest regions, an increase in the 1985 ending inventories in the Cornbelt region, the 1977 drought, and the introduction of unit train rates.

During the 1977 to 1985 period, truck shipments increased by 90 percent, rail by 28 percent, and barge by 40 percent (Table 11). The rapid growth in truck shipments as

Table 12.
Interstate Shipments of Soybeans to Domestic Destinations and Export Ports for Each Region^a by Mode of Transport, 1985, and Total 1977 Shipments by Region, U.S.

| Regions | 1985 | | | | 1977 ^b |
|-----------------------------|----------------------------|--------------|--------------|----------------|-------------------|
| | Truck | Rail | Barge | Total | Total |
| | <i>millions of bushels</i> | | | | |
| Northeast | 12.6 | 3.6 | ^e | 16.2 | 5.4 ^c |
| Lake States | 19.1 | 31.2 | 53.6 | 103.8 | 61.9 |
| Corn Belt | 127.6 | 151.7 | 262.7 | 542.0 | 503.0 |
| Northern & Southern Plains | 67.8 | 49.9 | 3.7 | 121.4 | 39.1 |
| Appalachia | 72.2 | 29.0 | 58.5 | 160.0 | 66.6 |
| Southeast | 17.9 | 15.8 | 10.2 | 43.9 | 8.9 ^d |
| Delta | 47.6 | 5.3 | 99.9 | 152.9 | 170.2 |
| Mountain | 0 | 0 | 0 | 0 | 0 |
| Pacific | 0 | 0.8 | ^e | 0.8 | |
| Total | 364.8 | 287.3 | 488.7 | 1,140.8 | |
| Percent of total shipments | 32.0 | 25.2 | 42.8 | 100.0 | |
| 1977 total shipments | 191.9 | 223.8 | 349.7 | 765.4 | |
| Percent of total shipments | 25.1 | 29.2 | 45.7 | 100.0 | |

^a States included in each region are identified in Figure 4.

^b Derived from *Soybean Movements in the United States, Interregional Flow Patterns and Transportation Requirements in 1977*, by Mack N. Leath, Lowell D. Hill, and Stephen W. Fuller, p. 13.

^c Because of the aggregation process for the 1977 data, Delaware and Maryland were transferred from the Northeast region to the Appalachia region.

^d Because of the aggregation process for the 1977 data, Alabama was transferred from the Southeast region to the Appalachia region.

^e Less than 100,000 bushels.

compared to other modes was linked to an increase in importance of the domestic market over the export market.

Structural changes in transportation and deregulation contributed to changes in the shares of soybeans moved by the three modes of transportation. Barge movements accounted for 43 percent of all movements in 1985, truck shipments for 32 percent, and rail shipments for 25 percent (Table 11). The share of shipments by truck increased by seven percentage points from 1977 to 1985,

while the shares for barge and rail shipments declined during the period. Declining numbers of small elevators, increasing concentration of grain at train loading stations and barge facilities, and changes in the regional flow of export grain from the east coast to the west coast may explain the changes in transportation shares (Table 12).

Export shares by region have changed markedly. The biggest change was for the Great Lakes region, where soybean exports decreased from 10 percent of the total to 4.5

percent between 1977 and 1985 (Table 13). In the Atlantic region, soybean exports decreased from 11 to 10 percent while the percentage of Gulf region exports increased slightly. The biggest increase was the Pacific region, where exports increased from 0.2 percent of the total in 1977 to 3 percent in 1985. Another growth area was exports from inland terminals, which equaled 3 percent of the total in 1985 with no reported shipments in 1977. Most of these shipments were to Mexico by rail. Some shipments were to Canada.

Changes in international markets explain most of the shift in export shares among the ports. The emergence of the Pacific Rim countries (Japan, Korea, and Taiwan) as important markets and the decline in EEC demand for soybeans favored exports from the Pacific and Gulf region ports over the Great Lakes and Atlantic ports. The introduction of unit train rates for movement from the western Cornbelt region to the Pacific ports also facilitated the growth in exports from the Pacific region. In addition, the Gulf ports had an advantage in handling large ocean vessels as compared to the Great Lakes.

Exports by State

Total soybean exports declined between 1977 and 1985 (Table 1). However, the decline was not equally distributed among states. Even though the Midwest states (Illinois, Indiana, Iowa, and Wisconsin) continued to supply more soybeans than any other area, exports originating from the Midwest declined (Table 14). The largest decline among these states occurred in Iowa. Other states, such as Minnesota, Missouri, the Dakotas, Kansas, Nebraska, Kentucky, North Carolina, and Virginia increased their shares. These changes in relative shares can be explained by changes in production, ending stocks, and processor use levels. For example, even though production in Iowa increased, processing volume and ending inventories together increased faster so that the volume of export-bound soybeans from Iowa decreased from 1977 to 1985. Further, responding to demand from Pacific Rim countries, some states such as South Dakota and Nebraska increased their production and resulting export volumes.

Table 13.
Percent Distribution of Soybean Exports by Export Region, 1985 and 1977.

| Export Region | Percent of Exports | |
|---------------------|--------------------|-------|
| | 1977 | 1985 |
| Great Lakes | 10 | 4.5 |
| Atlantic | 11 | 10.0 |
| Gulf | 77 | 79.5 |
| Pacific | ^b | 3.0 |
| Direct ^a | 0 | 3.0 |
| Total | 100 | 100.0 |

^a See Table 6 for definition of Export Region.

^b Less than 1 percent in 1977.

Table 14.
Percentage Share of Total Soybean Shipments to Points of Export for Each Originating State, 1977 vs. 1985.

| Originating State | 1977 | | 1985 | | Change from 1977 to 1985 | |
|-----------------------|-----------------------------|---------|-----------------------------|---------|-----------------------------|----------|
| | <i>thousands of bushels</i> | Percent | <i>thousands of bushels</i> | Percent | <i>thousands of bushels</i> | Percent |
| Alabama | - | - | 11,675 | 1.8 | | |
| Tennessee | - | - | 34,777 | 5.5 | | |
| Subtotal ^b | 31,698 | 5.0 | 46,452 | 7.4 | 14,754 | 46.6 |
| Arkansas | 56,415 | 8.9 | 47,065 | 7.5 | (9,350) ^a | (16.6) |
| Delaware | - | - | - | - | | |
| Maryland | - | - | - | - | | |
| North Carolina | - | - | 3,326 | 0.5 | | |
| Virginia | - | - | 7,432 | 1.2 | | |
| Subtotal ^b | 7,546 | 1.2 | 10,758 | 1.7 | 3,212 | 42.6 |
| Florida | - | - | 3,391 | 0.5 | | |
| Georgia | - | - | 8,428 | 1.3 | | |
| South Carolina | - | - | 1,766 | 0.3 | | |
| Subtotal ^b | 6,655 | 1.0 | 13,585 | 2.1 | 6,930 | 104.1 |
| Illinois | 121,638 | 19.3 | 114,368 | 18.1 | (7,270) | (6.0) |
| Indiana | 44,317 | 7.0 | 36,972 | 5.9 | (7,345) | (16.6) |
| Iowa | 64,894 | 10.3 | 36,673 | 5.8 | (28,220) | (43.5) |
| Kansas | - | - | 2,028 | 0.3 | | |
| Nebraska | - | - | 5,215 | 0.8 | | |
| Subtotal ^b | 5,069 | 0.8 | 7,243 | 1.1 | 2,174 | 42.9 |
| Kentucky | 11,414 | 1.8 | 19,051 | 3.0 | 7,637 | 66.9 |
| Louisiana | 66,172 | 10.5 | 35,234 | 5.6 | (30,938) | (46.8) |
| Michigan | 18,091 | 2.9 | 19,058 | 3.0 | 967 | 5.35 |
| Minnesota | 29,304 | 4.6 | 54,034 | 8.6 | 24,730 | 84.39 |
| Mississippi | 33,892 | 5.4 | 35,016 | 5.5 | 1,124 | 3.32 |
| Missouri | 42,734 | 6.8 | 56,048 | 8.9 | 13,314 | 31.16 |
| New York | - | - | - | - | | |
| New Jersey | - | - | - | - | | |
| Pennsylvania | - | - | 3,011 | 0.5 | | |
| Subtotal ^b | 1,263 | 0.2 | 3,011 | 0.5 | 1,748 | 138.40 |
| North Dakota | 0 | 0.0 | 1,612 | 0.3 | 1,612 | Infinite |
| Ohio | 66,556 | 10.6 | 70,218 | 11.1 | 3,362 | 5.5 |
| Oklahoma | 2,250 | 0.4 | 974 | 0.2 | (1,276) | (56.71) |
| South Dakota | 85 | 0.0 | 5,112 | 0.8 | 5,027 | 5914.12 |
| Texas | 9,752 | 1.6 | 14,737 | 2.3 | 4,985 | 51.12 |
| Washington | 0 | 0.0 | 858 | 0.1 | 858 | Infinite |
| Wisconsin | 5,797 | 0.9 | 3,579 | 0.6 | (2,218) | (38.26) |
| Total ^c | 631,059 ^d | 100.0 | 631,658 | 100.0 | 603 | 0.0 |

^a Numbers in parentheses are negative changes where 1985 volume was less than 1977 volume.

^b Subtotals were included in some cases to facilitate comparisons with the 1977 data where state data were not reported.

^c Percentages may not add to 100 due to rounding procedure.

^d Export volume declined between 1977 and 1985 (Table 1). In 1977, only 631 of the 700 million bushels of exports were reported from the survey.

Table 15.

Interstate Receipts of Soybeans at Domestic Destinations for Each Region^a by Mode of Transport, 1985, and Total 1977 Receipts by Region, U.S.

| Regions | 1985 | | | | 1977 ^b |
|----------------------------|----------------------------|--------------|-------------|--------------|-------------------|
| | Truck | Rail | Barge | Total | Total |
| | <i>millions of bushels</i> | | | | |
| Northeast ^c | 3.0 | 0.9 | 0 | 3.9 | 0 |
| Lake States | 7.9 | 6.7 | 0.1 | 14.7 | 21.4 |
| Corn Belt | 144.9 | 58.7 | 4.4 | 207.9 | 105.2 |
| Northern & Southern Plains | 28.7 | 15.7 | 0 | 44.3 | 25.9 |
| Appalachia | 93.7 | 59.0 | 27.7 | 180.4 | 73.6 |
| Southeast ^d | 8.8 | 14.3 | 0 | 23.1 | 15.4 |
| Delta | 12.8 | 12.4 | 7.3 | 32.5 | 31.3 |
| Mountain | 0.1 | 0.7 | 0 | 0.8 | 0 |
| Pacific | 0 | 1.4 | 0 | 1.4 | 0 |
| Total^e | 299.9 | 169.8 | 39.5 | 508.2 | 272.9 |
| Percent of total receipts | 59.0 | 33.4 | 7.8 | 100.0 | |

^a States included in each region are identified in Figure 4.

^b Derived from *Soybean Movements in the United States, Interregional Flow Patterns and Transportation Requirements in 1977*, by Mack N. Leath, Lowell D. Hill, and Stephen W. Fuller, p. 13.

^c Because of the aggregation process for the 1977 data, Delaware and Maryland were transferred from the Northeast region to the Appalachia region.

^d Because of the aggregation process for the 1977 data, Alabama was transferred from the Southeast region to the Appalachia region.

^e Total may not add due to rounding.

Interstate Receipts

Total interstate receipts of soybeans, excluding receipts by export destinations, surpassed 500 million bushels in 1985, compared to 273 million bushels in 1977, an increase of 86 percent (Table 15). As in 1977, the Cornbelt region led all other regions in soybean receipts in 1985. Receipts of soybeans by Appalachia, Northern and Southern Plains, and Southeast regions also increased during this period. The volume of interstate soybean receipts in the Lake States region de-

clined from 1977 levels. The decline in receipts for the Lake States region was most likely due to the shifts in export market activity explained previously.

In 1985, movement of soybeans by truck accounted for 59 percent of all domestic receipts, movement by rail for 33 percent, and by barge for 8 percent. Because of differences in the definition of regions, consistent data are not available for 1977 to show how the shares of soybean receipts moved by the modes of transportation may have changed from 1977 to 1985.

Conclusions

Results from the 1985 soybean flow study reveal several important changes when compared with the results of the 1977 study. As can be expected, soybean production patterns continued to show a high concentration of production (58 percent) in the Cornbelt region, with the balance of production distributed among several other regions.

The volume of soybean exports for 1985 equaled 632 million bushels and the distribution of exports by region changed significantly compared to 1977. The Gulf region, which exports more than any other region, experienced an increase in volume from 1977 to 1985. Soybean exports from the Great Lakes region declined significantly during the period, and Atlantic region exports declined slightly. Large relative increases in soybean exports occurred in the Pacific region, and direct exports. Changes in international markets appear to be a major factor explaining the changes in export shares by region from 1977 to 1985.

Barge continued to be the dominant mode of interstate soybean transportation, accounting for 46 percent of all movements in 1977 and 43 percent in 1985. Truck shipments increased from 25 to 32 percent during the period, while rail shipments decreased from 29 to 25 percent. Transportation deregulation does not appear to have helped the railroads compete for interstate soybean shipments. Strong competition among modes of transportation due to excess capacity in rail and barge transportation facilities in 1985 may explain this failure of railroads to gain market share in comparison to barge shipments.



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Appendix

Receipts and Shipments of Soybeans by State, 1985.

Table 16. Alabama

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Arkansas | 1,158 | 0 | 0 | 1,158 |
| Florida | 280 | 0 | 217 | 497 |
| Georgia | 577 | 49 | 0 | 626 |
| Illinois | 173 | 0 | 2,937 | 3,110 |
| Indiana | 87 | 1,258 | 600 | 1,945 |
| Iowa | 0 | 901 | 2,046 | 2,947 |
| Kentucky | 1,857 | 2,399 | 0 | 4,256 |
| Minnesota | 0 | 133 | 1,277 | 1,410 |
| Mississippi | 5,577 | 1,034 | 0 | 6,611 |
| Missouri | 433 | 0 | 0 | 433 |
| Nebraska | 0 | 350 | 0 | 350 |
| Ohio | 0 | 0 | 1,029 | 1,029 |
| South Carolina | 47 | 0 | 0 | 47 |
| Tennessee | 6,140 | 5,422 | 1,056 | 12,618 |
| Wisconsin | 0 | 0 | 99 | 99 |
| Total interstate | 16,329 | 11,546 | 9,261 | 37,136 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Georgia | 1,700 | 1,893 | 0 | 3,593 |
| Illinois | 0 | 0 | 100 | 100 |
| Mississippi | 85 | 1,170 | 461 | 1,716 |
| Tennessee | 1,230 | 1,013 | 311 | 2,554 |
| Eastern Gulf | 2,729 | 960 | 6,369 | 10,058 |
| Louisiana Gulf | 0 | 0 | 1,617 | 1,617 |
| Total interstate | 5,744 | 5,036 | 8,858 | 19,638 |
| Intrastate | 12,178 | 534 | 187 | 12,899 |
| Total | 17,922 | 5,570 | 9,045 | 32,537 |

Table 17. Arizona

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Illinois | 0 | 200 | 0 | 200 |
| Kansas | 0 | 385 | 0 | 385 |
| Texas | 0 | 130 | 0 | 130 |
| Total interstate | 0 | 715 | 0 | 715 |

Table 18. Arkansas**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Illinois | 8 | 0 | 1,712 | 1,720 |
| Indiana | 0 | 0 | 156 | 156 |
| Iowa | 272 | 1,080 | 258 | 1,610 |
| Kansas | 25 | 1,114 | 0 | 1,139 |
| Kentucky | 0 | 0 | 47 | 47 |
| Mississippi | 2,500 | 0 | 51 | 2,551 |
| Missouri | 285 | 836 | 47 | 1,168 |
| Nebraska | 17 | 1,223 | 0 | 1,240 |
| Ohio | 0 | 0 | 56 | 56 |
| Texas | 0 | 512 | 0 | 512 |
| Total interstate | 3,107 | 4,765 | 2,327 | 10,199 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|--------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 1,158 | 0 | 0 | 1,158 |
| California | 0 | 388 | 0 | 388 |
| Illinois | 0 | 0 | 98 | 98 |
| Louisiana | 2,860 | 0 | 0 | 2,860 |
| Mississippi | 3,550 | 0 | 489 | 4,039 |
| Missouri | 24 | 0 | 43 | 67 |
| Tennessee | 7,000 | 127 | 0 | 7,127 |
| Texas | 88 | 0 | 0 | 88 |
| Louisiana Gulf | 3,000 | 1,250 | 42,767 | 47,017 |
| Texas Gulf | 0 | 0 | 48 | 48 |
| Total interstate | 17,680 | 1,765 | 43,445 | 62,890 |
| Intrastate | 34,286 | 704 | 232 | 35,222 |
| Total | 51,966 | 2,469 | 43,677 | 98,112 |

Table 19. California**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Arkansas | 0 | 388 | 0 | 388 |
| Missouri | 0 | 839 | 0 | 839 |
| Texas | 0 | 138 | 0 | 138 |
| Total interstate | 0 | 1,365 | 0 | 1,365 |

Table 20. Colorado**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Nebraska | 100 | 0 | 0 | 100 |
| Total interstate | 100 | 0 | 0 | 100 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Total interstate | 0 | 0 | 0 | 0 |
| Intrastate | 450 | 0 | 0 | 450 |
| Total | 450 | 0 | 0 | 450 |

Table 21. Delaware**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| New Jersey | 1,000 | 0 | 0 | 1,000 |
| New York | 72 | 0 | 0 | 72 |
| North Carolina | 2,000 | 1,000 | 0 | 3,000 |
| Pennsylvania | 3,861 | 1,802 | 0 | 5,663 |
| Virginia | 3,450 | 500 | 0 | 3,950 |
| Total interstate | 10,383 | 3,302 | 0 | 13,685 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Maryland | 1,000 | 0 | 0 | 1,000 |
| Total interstate | 1,000 | 0 | 0 | 1,000 |
| Intrastate | 0 | 0 | 0 | 0 |
| Total | 1,000 | 0 | 0 | 1,000 |

Table 22. Florida**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Georgia | 0 | 118 | 0 | 118 |
| Ohio | 0 | 75 | 0 | 75 |
| Total interstate | 0 | 193 | 0 | 193 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 280 | 0 | 217 | 497 |
| Georgia | 0 | 1,168 | 0 | 1,168 |
| Mississippi | 0 | 0 | 98 | 98 |
| Eastern Gulf | 2,400 | 0 | 0 | 2,400 |
| Louisiana Gulf | 0 | 0 | 991 | 991 |
| Total interstate | 2,680 | 1,168 | 1,306 | 5,154 |
| Intrastate | 2,000 | 0 | 0 | 2,000 |
| Total | 4,680 | 1,168 | 1,306 | 7,154 |

Table 23. Georgia

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|------------------|-----------------------------|--------|-------|--------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Alabama | 1,700 | 1,893 | 0 | 3,593 |
| Florida | 0 | 1,168 | 0 | 1,168 |
| Illinois | 0 | 874 | 0 | 874 |
| Indiana | 0 | 2,539 | 0 | 2,539 |
| Kentucky | 0 | 331 | 0 | 331 |
| Michigan | 0 | 118 | 0 | 118 |
| Ohio | 0 | 2,851 | 0 | 2,851 |
| South Carolina | 2,223 | 563 | 0 | 2,786 |
| Tennessee | 170 | 1,090 | 0 | 1,260 |
| Total interstate | 4,093 | 11,427 | 0 | 15,520 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|------------------|-----------------------------|--------|-------|--------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Alabama | 577 | 49 | 0 | 626 |
| Florida | 0 | 118 | 0 | 118 |
| Mississippi | 0 | 754 | 0 | 754 |
| South Carolina | 645 | 467 | 0 | 1,112 |
| Tennessee | 1,000 | 0 | 0 | 1,000 |
| South Atlantic | 1,878 | 1,450 | 0 | 3,328 |
| Eastern Gulf | 0 | 600 | 0 | 600 |
| Louisiana Gulf | 0 | 4,500 | 0 | 4,500 |
| Total interstate | 4,100 | 7,938 | 0 | 12,038 |
| Intrastate | 6,627 | 13,297 | 0 | 19,924 |
| Total | 10,727 | 21,235 | 0 | 31,962 |

Table 24. Illinois

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|------------------|-----------------------------|--------|-------|--------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Alabama | 0 | 0 | 100 | 100 |
| Arkansas | 0 | 0 | 98 | 98 |
| Indiana | 19,200 | 10,372 | 105 | 29,677 |
| Iowa | 9,241 | 9,072 | 895 | 19,208 |
| Kentucky | 7,600 | 650 | 966 | 9,216 |
| Michigan | 26 | 1,598 | 0 | 1,624 |
| Minnesota | 1,056 | 0 | 706 | 1,762 |
| Missouri | 22,300 | 3,133 | 650 | 26,083 |
| Nebraska | 621 | 0 | 0 | 621 |
| Ohio | 150 | 980 | 291 | 1,421 |
| South Dakota | 0 | 342 | 0 | 342 |
| Tennessee | 0 | 0 | 45 | 45 |
| Wisconsin | 6,630 | 0 | 93 | 6,723 |
| Total interstate | 66,824 | 26,147 | 3,949 | 96,920 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|------------------|-----------------------------|--------|---------|---------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Alabama | 173 | 0 | 2,937 | 3,110 |
| Arizona | 0 | 200 | 0 | 200 |
| Arkansas | 8 | 0 | 1,712 | 1,720 |
| Georgia | 0 | 874 | 0 | 874 |
| Indiana | 1,260 | 697 | 0 | 1,957 |
| Iowa | 4,726 | 66 | 0 | 4,792 |
| Kentucky | 12 | 238 | 449 | 699 |
| Maryland | 0 | 1,000 | 0 | 1,000 |
| Minnesota | 0 | 0 | 48 | 48 |
| Mississippi | 0 | 659 | 1,424 | 2,083 |
| Missouri | 9,215 | 0 | 292 | 9,507 |
| Ohio | 0 | 116 | 0 | 116 |
| Tennessee | 0 | 2,090 | 6,879 | 8,969 |
| Chicago/Duluth | 344 | 0 | 0 | 344 |
| South Atlantic | 0 | 850 | 0 | 850 |
| Eastern Gulf | 0 | 1,882 | 1,059 | 2,941 |
| Louisiana Gulf | 0 | 3,155 | 107,078 | 110,233 |
| Total interstate | 15,738 | 11,827 | 121,878 | 149,443 |
| Intrastate | 177,340 | 19,115 | 1,949 | 198,404 |
| Total | 193,078 | 30,942 | 123,827 | 347,847 |

Table 25. Indiana**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Illinois | 1,260 | 697 | 0 | 1,957 |
| Kentucky | 2,150 | 42 | 0 | 2,192 |
| Michigan | 1,005 | 657 | 0 | 1,662 |
| Ohio | 1,059 | 659 | 0 | 1,718 |
| Total interstate | 5,474 | 2,055 | 0 | 7,529 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|--------|---------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 87 | 1,258 | 600 | 1,945 |
| Arkansas | 0 | 0 | 156 | 156 |
| Georgia | 0 | 2,539 | 0 | 2,539 |
| Illinois | 19,200 | 10,372 | 105 | 29,677 |
| Kentucky | 6,701 | 7,604 | 0 | 14,305 |
| Maryland | 0 | 3,393 | 0 | 3,393 |
| Michigan | 17 | 0 | 0 | 17 |
| Mississippi | 0 | 1,621 | 156 | 1,777 |
| Missouri | 0 | 0 | 31 | 31 |
| North Carolina | 0 | 118 | 0 | 118 |
| Ohio | 5,168 | 4,088 | 0 | 9,256 |
| South Carolina | 0 | 645 | 0 | 645 |
| Tennessee | 300 | 2,698 | 200 | 3,198 |
| Chicago/Duluth | 1,216 | 0 | 0 | 1,216 |
| South Atlantic | 0 | 10,796 | 0 | 10,796 |
| Eastern Gulf | 0 | 2,879 | 691 | 3,570 |
| Louisiana Gulf | 0 | 800 | 20,590 | 21,390 |
| Total interstate | 32,689 | 48,811 | 22,529 | 104,029 |
| Intrastate | 87,785 | 7,080 | 0 | 94,865 |
| Total | 120,474 | 55,891 | 22,529 | 198,894 |

Table 26. Iowa**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Illinois | 4,726 | 66 | 0 | 4,792 |
| Minnesota | 3,359 | 809 | 0 | 4,168 |
| Missouri | 1,800 | 0 | 56 | 1,856 |
| Nebraska | 10,544 | 0 | 0 | 10,544 |
| South Dakota | 17,500 | 250 | 0 | 17,750 |
| Wisconsin | 746 | 66 | 0 | 812 |
| Total interstate | 38,675 | 1,191 | 56 | 39,922 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|--------|---------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 0 | 901 | 2,046 | 2,947 |
| Arkansas | 272 | 1,080 | 258 | 1,610 |
| Illinois | 9,241 | 9,072 | 895 | 19,208 |
| Kansas | 518 | 138 | 0 | 656 |
| Kentucky | 0 | 0 | 103 | 103 |
| Minnesota | 2,051 | 0 | 0 | 2,051 |
| Mississippi | 0 | 2,598 | 545 | 3,143 |
| Missouri | 3,631 | 13,655 | 0 | 17,286 |
| Nebraska | 440 | 922 | 0 | 1,362 |
| South Dakota | 21 | 0 | 0 | 21 |
| Tennessee | 0 | 325 | 2,538 | 2,863 |
| Texas | 0 | 512 | 0 | 512 |
| Wisconsin | 204 | 0 | 0 | 204 |
| Chicago/Duluth | 259 | 0 | 0 | 259 |
| Eastern Gulf | 0 | 0 | 1,000 | 1,000 |
| Louisiana Gulf | 0 | 1,026 | 26,857 | 27,883 |
| Texas Gulf | 0 | 1,228 | 0 | 1,228 |
| Pacific N.W. | 0 | 4,454 | 0 | 4,454 |
| Direct Exports | 0 | 1,849 | 0 | 1,849 |
| Total interstate | 16,637 | 37,760 | 34,242 | 88,639 |
| Intrastate | 170,671 | 24,498 | 0 | 195,169 |
| Total | 187,308 | 62,258 | 34,242 | 283,808 |

Table 27. Kansas

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|------------------|-----------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Iowa | 518 | 138 | 0 | 656 |
| Missouri | 6,600 | 1,124 | 0 | 7,724 |
| Nebraska | 8,447 | 2,613 | 0 | 11,060 |
| Oklahoma | 2,200 | 682 | 0 | 2,882 |
| South Dakota | 6 | 0 | 0 | 6 |
| Texas | 170 | 0 | 0 | 170 |
| Total interstate | 17,941 | 4,557 | 0 | 22,498 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|------------------|-----------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Arizona | 0 | 385 | 0 | 385 |
| Arkansas | 25 | 1,114 | 0 | 1,139 |
| Missouri | 2,200 | 1,573 | 0 | 3,773 |
| Nebraska | 1,540 | 40 | 0 | 1,580 |
| Texas | 6 | 1,991 | 0 | 1,997 |
| Louisiana Gulf | 0 | 0 | 235 | 235 |
| Texas Gulf | 1,393 | 400 | 0 | 1,793 |
| Total interstate | 5,164 | 5,503 | 235 | 10,902 |
| Intrastate | 11,318 | 1,698 | 0 | 13,016 |
| Total | 16,482 | 7,201 | 235 | 23,918 |

Table 28. Kentucky

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|------------------|-----------------------------|--------|-------|--------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Illinois | 12 | 238 | 449 | 699 |
| Indiana | 6,701 | 7,604 | 0 | 14,305 |
| Iowa | 0 | 0 | 103 | 103 |
| Ohio | 1,200 | 2,300 | 0 | 3,500 |
| Tennessee | 3,708 | 113 | 0 | 3,821 |
| Total interstate | 11,621 | 10,255 | 552 | 22,428 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|------------------|-----------------------------|-------|--------|--------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Alabama | 1,857 | 2,399 | 0 | 4,256 |
| Arkansas | 0 | 0 | 47 | 47 |
| Georgia | 0 | 331 | 0 | 331 |
| Illinois | 7,600 | 650 | 966 | 9,216 |
| Indiana | 2,150 | 42 | 0 | 2,192 |
| Maryland | 0 | 1,000 | 0 | 1,000 |
| Mississippi | 0 | 0 | 151 | 151 |
| Ohio | 1,200 | 125 | 0 | 1,325 |
| Tennessee | 1,535 | 1,292 | 1,540 | 4,367 |
| Eastern Gulf | 0 | 399 | 1,513 | 1,912 |
| Louisiana Gulf | 0 | 0 | 17,139 | 17,139 |
| Total interstate | 14,342 | 6,238 | 21,356 | 41,936 |
| Intrastate | 1,988 | 421 | 95 | 2,504 |
| Total | 16,330 | 6,659 | 21,451 | 44,440 |

Table 29. Louisiana**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Arkansas | 2,860 | 0 | 0 | 2,860 |
| Mississippi | 2,000 | 65 | 0 | 2,065 |
| Total interstate | 4,860 | 65 | 0 | 4,925 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|--------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Mississippi | 1,227 | 0 | 274 | 1,501 |
| Tennessee | 0 | 0 | 196 | 196 |
| Texas | 1,485 | 0 | 0 | 1,485 |
| Eastern Gulf | 0 | 0 | 247 | 247 |
| Louisiana Gulf | 7,080 | 66 | 26,708 | 33,854 |
| Texas Gulf | 1,039 | 0 | 0 | 1,039 |
| Direct Exports | 0 | 0 | 94 | 94 |
| Total interstate | 10,831 | 66 | 27,519 | 38,416 |
| Intrastate | 7,205 | 65 | 0 | 7,270 |
| Total | 18,036 | 131 | 27,519 | 45,686 |

Table 30. Maryland**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Delaware | 1,000 | 0 | 0 | 1,000 |
| Illinois | 0 | 1,000 | 0 | 1,000 |
| Indiana | 0 | 3,393 | 0 | 3,393 |
| Kentucky | 0 | 1,000 | 0 | 1,000 |
| New Jersey | 2,400 | 158 | 0 | 2,558 |
| North Carolina | 5,000 | 5,000 | 0 | 10,000 |
| Ohio | 0 | 1,000 | 0 | 1,000 |
| Pennsylvania | 750 | 362 | 0 | 1,112 |
| Virginia | 14,376 | 380 | 47 | 14,803 |
| Total interstate | 23,526 | 12,293 | 47 | 35,866 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Pennsylvania | 307 | 404 | 0 | 711 |
| Virginia | 0 | 0 | 48 | 48 |
| Total interstate | 307 | 404 | 48 | 759 |
| Intrastate | 4,000 | 120 | 0 | 4,120 |
| Total | 4,307 | 524 | 48 | 4,879 |

Table 31. Michigan**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Indiana | 17 | 0 | 0 | 17 |
| Total interstate | 17 | 0 | 0 | 17 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Georgia | 0 | 118 | 0 | 118 |
| Illinois | 26 | 1,598 | 0 | 1,624 |
| Indiana | 1,005 | 657 | 0 | 1,662 |
| North Carolina | 0 | 845 | 0 | 845 |
| Ohio | 2,873 | 679 | 0 | 3,552 |
| South Carolina | 0 | 653 | 0 | 653 |
| Chicago/Duluth | 105 | 0 | 0 | 105 |
| Toledo | 1,553 | 0 | 0 | 1,553 |
| Saginaw | 64 | 0 | 0 | 64 |
| South Atlantic | 0 | 11,480 | 0 | 11,480 |
| Louisiana Gulf | 0 | 0 | 505 | 505 |
| Direct Exports | 781 | 4,570 | 0 | 5,351 |
| Total interstate | 6,407 | 20,600 | 505 | 27,512 |
| Intrastate | 4,479 | 230 | 0 | 4,709 |
| Total | 10,886 | 20,830 | 505 | 32,221 |

Table 32. Minnesota**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Illinois | 0 | 0 | 48 | 48 |
| Iowa | 2,051 | 0 | 0 | 2,051 |
| North Dakota | 3,900 | 4,617 | 0 | 8,517 |
| Ohio | 0 | 0 | 51 | 51 |
| South Dakota | 1,157 | 2,097 | 0 | 3,254 |
| Wisconsin | 363 | 0 | 0 | 363 |
| Total interstate | 7,471 | 6,714 | 99 | 14,284 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|--------|---------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 0 | 133 | 1,277 | 1,410 |
| Illinois | 1,056 | 0 | 706 | 1,762 |
| Iowa | 3,359 | 809 | 0 | 4,168 |
| Mississippi | 0 | 0 | 198 | 198 |
| Missouri | 0 | 192 | 0 | 192 |
| Nebraska | 0 | 954 | 0 | 954 |
| South Dakota | 336 | 0 | 0 | 336 |
| Tennessee | 0 | 0 | 1,526 | 1,526 |
| Wisconsin | 164 | 0 | 0 | 164 |
| Eastern Gulf | 0 | 2,687 | 0 | 2,687 |
| Louisiana Gulf | 0 | 0 | 45,587 | 45,587 |
| Pacific N.W. | 0 | 5,760 | 0 | 5,760 |
| Total interstate | 4,915 | 10,535 | 49,294 | 64,744 |
| Intrastate | 81,985 | 20,982 | 51 | 103,018 |
| Total | 86,900 | 31,517 | 49,345 | 167,762 |

Table 33. Mississippi

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 85 | 1,170 | 461 | 1,716 |
| Arkansas | 3,550 | 0 | 489 | 4,039 |
| Florida | 0 | 0 | 98 | 98 |
| Georgia | 0 | 754 | 0 | 754 |
| Illinois | 0 | 659 | 1,424 | 2,083 |
| Indiana | 0 | 1,621 | 156 | 1,777 |
| Iowa | 0 | 2,598 | 545 | 3,143 |
| Kentucky | 0 | 0 | 151 | 151 |
| Louisiana | 1,227 | 0 | 274 | 1,501 |
| Minnesota | 0 | 0 | 198 | 198 |
| Missouri | 0 | 0 | 620 | 620 |
| Ohio | 0 | 0 | 188 | 188 |
| Tennessee | 0 | 719 | 408 | 1,127 |
| Total interstate | 4,862 | 7,521 | 5,012 | 17,395 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|--------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 5,577 | 1,034 | 0 | 6,611 |
| Arkansas | 2,500 | 0 | 51 | 2,551 |
| Louisiana | 2,000 | 65 | 0 | 2,065 |
| Tennessee | 5,050 | 257 | 0 | 5,307 |
| Eastern Gulf | 1,000 | 1,035 | 109 | 2,144 |
| Louisiana Gulf | 3,000 | 1,066 | 28,806 | 32,872 |
| Total interstate | 19,127 | 3,457 | 28,966 | 51,550 |
| Intrastate | 29,746 | 67 | 825 | 30,638 |
| Total | 48,873 | 3,524 | 29,791 | 82,188 |

Table 34. Missouri

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Arkansas | 24 | 0 | 43 | 67 |
| Illinois | 9,215 | 0 | 292 | 9,507 |
| Indiana | 0 | 0 | 31 | 31 |
| Iowa | 3,631 | 13,655 | 0 | 17,286 |
| Kansas | 2,200 | 1,573 | 0 | 3,773 |
| Minnesota | 0 | 192 | 0 | 192 |
| Nebraska | 9,500 | 8,862 | 0 | 18,362 |
| Total interstate | 24,570 | 24,282 | 366 | 49,218 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|--------|---------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 433 | 0 | 0 | 433 |
| Arkansas | 285 | 836 | 47 | 1,168 |
| California | 0 | 839 | 0 | 839 |
| Illinois | 22,300 | 3,133 | 650 | 26,083 |
| Iowa | 1,800 | 0 | 56 | 1,856 |
| Kansas | 6,600 | 1,124 | 0 | 7,724 |
| Mississippi | 0 | 0 | 620 | 620 |
| Nebraska | 1,565 | 0 | 0 | 1,565 |
| Tennessee | 0 | 507 | 508 | 1,015 |
| Texas | 0 | 5,155 | 0 | 5,155 |
| Eastern Gulf | 0 | 0 | 357 | 357 |
| Louisiana Gulf | 0 | 1,077 | 53,196 | 54,273 |
| Texas Gulf | 0 | 1,418 | 0 | 1,418 |
| Total interstate | 32,983 | 14,089 | 55,434 | 102,506 |
| Intrastate | 10,932 | 9,316 | 47 | 20,295 |
| Total | 43,915 | 23,405 | 55,481 | 122,801 |

Table 35. Nebraska**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Iowa | 440 | 922 | 0 | 1,362 |
| Kansas | 1,540 | 40 | 0 | 1,580 |
| Minnesota | 0 | 954 | 0 | 954 |
| Missouri | 1,565 | 0 | 0 | 1,565 |
| South Dakota | 4,000 | 1,028 | 0 | 5,028 |
| Total interstate | 7,545 | 2,944 | 0 | 10,489 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|-------|---------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 0 | 350 | 0 | 350 |
| Arkansas | 17 | 1,223 | 0 | 1,240 |
| Colorado | 100 | 0 | 0 | 100 |
| Illinois | 621 | 0 | 0 | 621 |
| Iowa | 10,544 | 0 | 0 | 10,544 |
| Kansas | 8,447 | 2,613 | 0 | 11,060 |
| Missouri | 9,500 | 8,862 | 0 | 18,362 |
| South Dakota | 262 | 0 | 0 | 262 |
| Eastern Gulf | 0 | 350 | 46 | 396 |
| Louisiana Gulf | 0 | 0 | 1,522 | 1,522 |
| Texas Gulf | 0 | 285 | 0 | 285 |
| Pacific N.W. | 0 | 1,212 | 0 | 1,212 |
| Direct Exports | 0 | 1,800 | 0 | 1,800 |
| Total interstate | 29,491 | 16,695 | 1,568 | 47,754 |
| Intrastate | 70,659 | 1,500 | 0 | 72,159 |
| Total | 100,150 | 18,195 | 1,568 | 119,913 |

Table 36. New Jersey**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Pennsylvania | 19 | 0 | 0 | 19 |
| Total interstate | 19 | 0 | 0 | 19 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Delaware | 1,000 | 0 | 0 | 1,000 |
| Maryland | 2,400 | 158 | 0 | 2,558 |
| Pennsylvania | 242 | 0 | 0 | 242 |
| Total interstate | 3,642 | 158 | 0 | 3,800 |
| Intrastate | 0 | 0 | 0 | 0 |
| Total | 3,642 | 158 | 0 | 3,800 |

Table 37. New York**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|------------------|-----------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Ohio | 14 | 66 | 0 | 80 |
| Pennsylvania | 61 | 61 | 0 | 122 |
| Total interstate | 75 | 127 | 0 | 202 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|------------------|-----------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Delaware | 72 | 0 | 0 | 72 |
| Ohio | 90 | 0 | 0 | 90 |
| Pennsylvania | 161 | 404 | 0 | 565 |
| Total interstate | 323 | 404 | 0 | 727 |
| Intrastate | 169 | 30 | 0 | 199 |
| Total | 492 | 434 | 0 | 926 |

Table 38. North Carolina**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|------------------|-----------------------------|-------|-------|-------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Indiana | 0 | 118 | 0 | 118 |
| Michigan | 0 | 845 | 0 | 845 |
| Ohio | 0 | 5,888 | 0 | 5,888 |
| South Carolina | 2,400 | 113 | 0 | 2,513 |
| Virginia | 300 | 264 | 0 | 564 |
| Total interstate | 2,700 | 7,228 | 0 | 9,928 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|------------------|-----------------------------|--------|-------|---------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Delaware | 2,000 | 1,000 | 0 | 3,000 |
| Maryland | 5,000 | 5,000 | 0 | 10,000 |
| South Carolina | 4,024 | 676 | 0 | 4,700 |
| Tennessee | 3,400 | 500 | 0 | 3,900 |
| Virginia | 9,600 | 2,317 | 0 | 11,917 |
| South Atlantic | 0 | 2,123 | 1,203 | 3,326 |
| Total interstate | 24,024 | 11,616 | 1,203 | 36,843 |
| Intrastate | 70,655 | 4,246 | 0 | 74,901 |
| Total | 94,679 | 15,862 | 1,203 | 111,744 |

Table 39. North Dakota
Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|------------------|-----------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| South Dakota | 850 | 317 | 0 | 1,167 |
| Total interstate | 850 | 317 | 0 | 1,167 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|------------------|-----------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Minnesota | 3,900 | 4,617 | 0 | 8,517 |
| South Dakota | 168 | 0 | 0 | 168 |
| Pacific N.W. | 0 | 1,612 | 0 | 1,612 |
| Total interstate | 4,068 | 6,229 | 0 | 10,297 |
| Intrastate | 4,000 | 0 | 0 | 4,000 |
| Total | 8,068 | 6,229 | 0 | 14,297 |

Table 40. Ohio

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|------------------|-----------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Illinois | 0 | 116 | 0 | 116 |
| Indiana | 5,168 | 4,088 | 0 | 9,256 |
| Kentucky | 1,200 | 125 | 0 | 1,325 |
| Michigan | 2,873 | 679 | 0 | 3,552 |
| New York | 90 | 0 | 0 | 90 |
| Total interstate | 9,331 | 5,008 | 0 | 14,339 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|------------------|-----------------------------|--------|--------|---------|
| | Truck | Rail | Barge | |
| | <i>thousands of bushels</i> | | | |
| Alabama | | | 1,029 | 1,029 |
| Arkansas | 0 | 0 | 56 | 56 |
| Florida | 0 | 75 | 0 | 75 |
| Georgia | 0 | 2,851 | 0 | 2,851 |
| Illinois | 150 | 980 | 291 | 1,421 |
| Indiana | 1,059 | 659 | 0 | 1,718 |
| Kentucky | 1,200 | 2,300 | 0 | 3,500 |
| Maryland | 0 | 1,000 | 0 | 1,000 |
| Minnesota | 0 | 0 | 51 | 51 |
| Mississippi | 0 | 0 | 188 | 188 |
| New York | 14 | 66 | 0 | 80 |
| North Carolina | 0 | 5,888 | 0 | 5,888 |
| Pennsylvania | 2,200 | 0 | 0 | 2,200 |
| South Carolina | 0 | 284 | 0 | 284 |
| Tennessee | 0 | 0 | 4,114 | 4,114 |
| Virginia | 0 | 2,740 | 0 | 2,740 |
| Toledo | 24,895 | 165 | 0 | 25,060 |
| North Atlantic | 0 | 4,900 | 0 | 4,900 |
| South Atlantic | 0 | 16,039 | 0 | 16,039 |
| Louisiana Gulf | 0 | 1,164 | 22,923 | 24,087 |
| Direct Exports | 0 | 132 | 0 | 132 |
| Total interstate | 29,518 | 39,243 | 28,652 | 97,413 |
| Intrastate | 61,214 | 9,329 | 0 | 70,543 |
| Total | 90,732 | 48,572 | 28,652 | 167,956 |

Table 41. Oklahoma**Soybean Receipts to Various Destinations**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------------|------------|--------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Kansas | 2,200 | 682 | 0 | 2,882 |
| Louisiana Gulf | 0 | 0 | 974 | 974 |
| Total interstate | 2,200 | 682 | 974 | 3,856 |

Table 42. Pennsylvania**Soybean Shipments from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------------|----------|--------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Maryland | 307 | 404 | 0 | 711 |
| New Jersey | 242 | 0 | 0 | 242 |
| New York | 161 | 404 | 0 | 565 |
| Ohio | 2,200 | 0 | 0 | 2,200 |
| Total interstate | 2,910 | 808 | 0 | 3,718 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------------|----------|---------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Delaware | 3,861 | 1,802 | 0 | 5,663 |
| Maryland | 750 | 362 | 0 | 1,112 |
| New Jersey | 19 | 0 | 0 | 19 |
| New York | 61 | 61 | 0 | 122 |
| North Atlantic | 2,000 | 0 | 0 | 2,000 |
| South Atlantic | 640 | 371 | 0 | 1,011 |
| Total interstate | 7,331 | 2,596 | 0 | 9,927 |
| Intrastate | 819 | 646 | 0 | 1,465 |
| Total | 8,150 | 3,242 | 0 | 11,392 |

Table 43. South Carolina

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Georgia | 645 | 467 | 0 | 1,112 |
| Indiana | 0 | 645 | 0 | 645 |
| Michigan | 0 | 653 | 0 | 653 |
| North Carolina | 4,024 | 676 | 0 | 4,700 |
| Ohio | 0 | 284 | 0 | 284 |
| Total interstate | 4,669 | 2,725 | 0 | 7,394 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 47 | 0 | 0 | 47 |
| Georgia | 2,223 | 563 | 0 | 2,786 |
| North Carolina | 2,400 | 113 | 0 | 2,513 |
| South Atlantic | 750 | 1,016 | 0 | 1,766 |
| Total interstate | 5,420 | 1,692 | 0 | 7,112 |
| Intrastate | 5,859 | 2,207 | 0 | 8,066 |
| Total | 11,279 | 3,899 | 0 | 15,178 |

Table 44. South Dakota

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Iowa | 21 | 0 | 0 | 21 |
| Minnesota | 336 | 0 | 0 | 336 |
| Nebraska | 262 | 0 | 0 | 262 |
| North Dakota | 168 | 0 | 0 | 168 |
| Total interstate | 787 | 0 | 0 | 787 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Illinois | 0 | 342 | 0 | 342 |
| Iowa | 17,500 | 250 | 0 | 17,750 |
| Kansas | 6 | 0 | 0 | 6 |
| Minnesota | 1,157 | 2,097 | 0 | 3,254 |
| Nebraska | 4,000 | 1,028 | 0 | 5,028 |
| North Dakota | 850 | 317 | 0 | 1,167 |
| Texas | 0 | 205 | 0 | 205 |
| Texas Gulf | 0 | 112 | 0 | 112 |
| Pacific N.W. | 0 | 5,000 | 0 | 5,000 |
| Total interstate | 23,513 | 9,351 | 0 | 32,864 |
| Intrastate | 637 | 0 | 0 | 637 |
| Total | 24,150 | 9,351 | 0 | 33,501 |

Table 45. Tennessee**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|--------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 1,230 | 1,013 | 311 | 2,554 |
| Arkansas | 7,000 | 127 | 0 | 7,127 |
| Georgia | 1,000 | 0 | 0 | 1,000 |
| Illinois | 0 | 2,090 | 6,879 | 8,969 |
| Indiana | 300 | 2,698 | 200 | 3,198 |
| Iowa | 0 | 325 | 2,538 | 2,863 |
| Kentucky | 1,535 | 1,292 | 1,540 | 4,367 |
| Louisiana | 0 | 0 | 196 | 196 |
| Minnesota | 0 | 0 | 1,526 | 1,526 |
| Mississippi | 5,050 | 257 | 0 | 5,307 |
| Missouri | 0 | 507 | 508 | 1,015 |
| North Carolina | 3,400 | 500 | 0 | 3,900 |
| Ohio | 0 | 0 | 4,114 | 4,114 |
| Total interstate | 19,515 | 8,809 | 17,812 | 46,136 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|--------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 6,140 | 5,422 | 1,056 | 12,618 |
| Georgia | 170 | 1,090 | 0 | 1,260 |
| Illinois | 0 | 0 | 45 | 45 |
| Kentucky | 3,708 | 113 | 0 | 3,821 |
| Mississippi | 0 | 719 | 408 | 1,127 |
| Virginia | 0 | 500 | 0 | 500 |
| Eastern Gulf | 0 | 658 | 1,000 | 1,658 |
| Louisiana Gulf | 0 | 1,000 | 32,119 | 33,119 |
| Total interstate | 10,018 | 9,502 | 34,628 | 54,148 |
| Intrastate | 22,263 | 662 | 1,193 | 24,118 |
| Total | 32,281 | 10,164 | 35,821 | 78,266 |

Table 46. Texas**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Arkansas | 88 | 0 | 0 | 88 |
| Iowa | 0 | 512 | 0 | 512 |
| Kansas | 6 | 1,991 | 0 | 1,997 |
| Louisiana | 1,485 | 0 | 0 | 1,485 |
| Missouri | 0 | 5,155 | 0 | 5,155 |
| South Dakota | 0 | 205 | 0 | 205 |
| Total interstate | 1,579 | 7,863 | 0 | 9,442 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Arizona | 0 | 130 | 0 | 130 |
| Arkansas | 0 | 512 | 0 | 512 |
| California | 0 | 138 | 0 | 138 |
| Kansas | 170 | 0 | 0 | 170 |
| Louisiana Gulf | 0 | 0 | 894 | 894 |
| Texas Gulf | 3,158 | 685 | 0 | 3,843 |
| Direct Exports | 0 | 10,000 | 0 | 10,000 |
| Total interstate | 3,328 | 11,465 | 894 | 15,687 |
| Intrastate | 5,191 | 1,070 | 0 | 6,261 |
| Total | 8,519 | 12,535 | 894 | 21,948 |

Table 47. Virginia

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Maryland | 0 | 0 | 48 | 48 |
| North Carolina | 9,600 | 2,317 | 0 | 11,917 |
| Ohio | 0 | 2,740 | 0 | 2,740 |
| Tennessee | 0 | 500 | 0 | 500 |
| Total interstate | 9,600 | 5,557 | 48 | 15,205 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|-------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Delaware | 3,450 | 500 | 0 | 3,950 |
| Maryland | 14,376 | 380 | 47 | 14,803 |
| North Carolina | 300 | 264 | 0 | 564 |
| South Atlantic | 5,666 | 473 | 1,160 | 7,299 |
| Louisiana Gulf | 0 | 0 | 133 | 133 |
| Total interstate | 23,792 | 1,617 | 1,340 | 26,749 |
| Intrastate | 788 | 0 | 0 | 788 |
| Total | 24,580 | 1,617 | 1,340 | 27,537 |

Table 48. Washington

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Pacific N.W. | 0 | 834 | 24 | 858 |
| Total interstate | 0 | 834 | 24 | 858 |
| Intrastate | 0 | 0 | 0 | 0 |
| Total | 0 | 834 | 24 | 858 |

Table 49. Wisconsin

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|-------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Iowa | 204 | 0 | 0 | 204 |
| Minnesota | 164 | 0 | 0 | 164 |
| Total interstate | 368 | 0 | 0 | 368 |

Soybean Shipments to Various Destinations

| Destination | Mode of transportation | | | Total |
|-----------------------------|------------------------|------|-------|--------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 0 | 0 | 99 | 99 |
| Illinois | 6,630 | 0 | 93 | 6,723 |
| Iowa | 746 | 66 | 0 | 812 |
| Minnesota | 636 | 0 | 0 | 363 |
| Louisiana Gulf | 0 | 0 | 3,579 | 3,579 |
| Total interstate | 7,739 | 66 | 3,771 | 11,576 |
| Intrastate | 1,303 | 0 | 0 | 1,303 |
| Total | 9,042 | 66 | 3,771 | 12,879 |

Table 50. Chicago Port Area**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|----------|----------|--------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Illinois | 344 | 0 | 0 | 344 |
| Indiana | 1,216 | 0 | 0 | 1,216 |
| Iowa | 259 | 0 | 0 | 259 |
| Michigan | 105 | 0 | 0 | 105 |
| Total | 1,924 | 0 | 0 | 1,924 |

Table 51. Eastern Gulf Ports**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|---------------|---------------|---------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 2,729 | 960 | 6,369 | 10,058 |
| Florida | 2,400 | 0 | 0 | 2,400 |
| Georgia | 0 | 600 | 0 | 600 |
| Illinois | 0 | 1,882 | 1,059 | 2,941 |
| Indiana | 0 | 2,879 | 691 | 3,570 |
| Iowa | 0 | 0 | 1,000 | 1,000 |
| Kentucky | 0 | 399 | 1,513 | 1,912 |
| Louisiana | 0 | 0 | 247 | 247 |
| Minnesota | 0 | 2,687 | 0 | 2,687 |
| Mississippi | 1,000 | 1,035 | 109 | 2,144 |
| Missouri | 0 | 0 | 357 | 357 |
| Nebraska | 0 | 350 | 46 | 396 |
| Tennessee | 0 | 658 | 1,000 | 1,658 |
| Total | 6,129 | 11,450 | 12,391 | 29,970 |

Table 52. Louisiana Gulf**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|---------------|----------------|----------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Alabama | 0 | 0 | 1,617 | 1,617 |
| Arkansas | 3,000 | 1,250 | 42,767 | 47,017 |
| Florida | 0 | 0 | 991 | 991 |
| Georgia | 0 | 4,500 | 0 | 4,500 |
| Illinois | 0 | 3,155 | 107,078 | 110,233 |
| Indiana | 0 | 800 | 20,590 | 21,390 |
| Iowa | 0 | 1,026 | 26,857 | 27,883 |
| Kansas | 0 | 0 | 235 | 235 |
| Kentucky | 0 | 0 | 17,139 | 17,139 |
| Louisiana | 7,080 | 66 | 26,708 | 33,854 |
| Michigan | 0 | 0 | 505 | 505 |
| Minnesota | 0 | 0 | 45,587 | 45,587 |
| Mississippi | 3,000 | 1,066 | 28,806 | 32,872 |
| Missouri | 0 | 1,077 | 53,196 | 54,273 |
| Nebraska | 0 | 0 | 1,522 | 1,522 |
| Ohio | 0 | 1,164 | 22,923 | 24,087 |
| Oklahoma | 0 | 0 | 974 | 974 |
| Tennessee | 0 | 1,000 | 32,119 | 33,119 |
| Texas | 0 | 0 | 894 | 894 |
| Virginia | 0 | 0 | 133 | 133 |
| Wisconsin | 0 | 0 | 3,579 | 3,579 |
| Total | 13,080 | 15,104 | 434,220 | 462,404 |

Table 53. North Atlantic Ports**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------------|----------|--------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Ohio | 0 | 4,900 | 0 | 4,900 |
| Pennsylvania | 2,000 | 0 | 0 | 2,000 |
| Total | 2,000 | 4,900 | 0 | 6,900 |

Table 54. Pacific Northwest**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|---------------|-----------|---------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Iowa | 0 | 4,454 | 0 | 4,454 |
| Minnesota | 0 | 5,760 | 0 | 5,760 |
| Nebraska | 0 | 1,212 | 0 | 1,212 |
| North Dakota | 0 | 1,612 | 0 | 1,612 |
| South Dakota | 0 | 5,000 | 0 | 5,000 |
| Washington | 0 | 834 | 24 | 858 |
| Total | 0 | 18,872 | 24 | 18,896 |

Table 55. Saginaw Port Area**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|----------|----------|-----------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Michigan | 64 | 0 | 0 | 64 |
| Total | 64 | 0 | 0 | 64 |

Table 56. South Atlantic Ports**Soybean Receipts from Various Origins**

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|---------------|--------------|---------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Georgia | 1,878 | 1,450 | 0 | 3,328 |
| Illinois | 0 | 850 | 0 | 850 |
| Indiana | 0 | 10,796 | 0 | 10,796 |
| Michigan | 0 | 11,480 | 0 | 11,480 |
| North Carolina | 0 | 2,123 | 1,203 | 3,326 |
| Ohio | 0 | 16,039 | 0 | 16,039 |
| Pennsylvania | 640 | 371 | 0 | 1,011 |
| South Carolina | 750 | 1,016 | 0 | 1,766 |
| Virginia | 5,666 | 473 | 1,160 | 7,299 |
| Total | 8,934 | 44,598 | 2,363 | 55,895 |

Table 57. Texas Gulf
Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|--------------|-----------|--------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Arkansas | 0 | 0 | 48 | 48 |
| Iowa | 0 | 1,228 | 0 | 1,228 |
| Kansas | 1,393 | 400 | 0 | 1,793 |
| Louisiana | 1,039 | 0 | 0 | 1,039 |
| Missouri | 0 | 1,418 | 0 | 1,418 |
| Nebraska | 0 | 285 | 0 | 285 |
| South Dakota | 0 | 112 | 0 | 112 |
| Texas | 3,158 | 685 | 0 | 3,843 |
| Total | 5,590 | 4,128 | 48 | 9,766 |

Table 58. Toledo Port Area
Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|------------|----------|---------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Michigan | 1,553 | 0 | 0 | 1,553 |
| Ohio | 24,895 | 165 | 0 | 25,060 |
| Total | 26,448 | 165 | 0 | 26,613 |

Table 59. Direct Exports from Interior Points

Soybean Receipts from Various Origins

| Origin | Mode of transportation | | | Total |
|-----------------------------|------------------------|---------------|-----------|---------------|
| | Truck | Rail | Barge | |
| <i>thousands of bushels</i> | | | | |
| Iowa | 0 | 1,849 | 0 | 1,849 |
| Louisiana | 0 | 0 | 94 | 94 |
| Michigan | 781 | 4,570 | 0 | 5,351 |
| Nebraska | 0 | 1,800 | 0 | 1,800 |
| Ohio | 0 | 132 | 0 | 132 |
| Texas | 0 | 10,000 | 0 | 10,000 |
| Total | 781 | 18,351 | 94 | 19,226 |

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