



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

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## WEEKLY HIGHLIGHTS

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### Great Lakes-St. Lawrence Seaway Navigation Season To Begin March 27

United States and Canadian authorities have scheduled the beginning of 2015 navigation season for the Great Lakes-St. Lawrence Seaway shipping system for March 27, a day earlier than last year. The shipping system is an important trade outlet connecting the United States and Canada to the rest of the world. In 2014, 40 million metric tons of cargo passed through the shipping system, the highest volume since 2008. Rail congestion during 2014 increased the waterway's grain shipments from 8.4 million tons in 2013 to 12 million tons in 2014—the highest since 2000. Overall volume increased 7 percent from 2013 as shipments of iron, steel, and road salt increased. Although the 2015 navigation season is scheduled to start a day earlier than last year, it is about a week later than the average opening date for the past 10 years. Last year, the navigation season lasted 208 days and started on March 28.

### Pacific Northwest Grain Inspections Highest Since December

For the week ending February 19, **total inspections** of grain (corn, wheat, soybeans) from all major export regions reached 2.4 million metric tons (mmt), down 5 percent from the past week, 9 percent below last year and 7 percent above the 3-year average. Although total corn and wheat inspections increased 14 and 30 percent, the increases could not offset the 29 percent drop in soybean inspections. Pacific Northwest (PNW) grain inspections increased 46 percent from the previous week as corn shipments to Asia rebounded. PNW inspections were also the highest since December. Mississippi Gulf grain inspections, however, were the lowest since early January. Weekly outstanding (unshipped) export sales were up for corn but down for wheat and soybeans.

### Labor Contract to be Ratified as West Coast Ports Return to Normal Operations

On February 20, after nine months of negotiations, the Pacific Maritime Association (PMA) and the International Longshore and Warehouse Union (ILWU) announced a tentative agreement on a new 5-year contract covering workers at all West Coast ports. The deal was reached with assistance from U.S. Secretary of Labor Tom Perez and Federal Mediation and Conciliation Service Deputy Director Scot Beckenbaugh. The parties will not release details of the agreement yet, which is subject to ratification by both parties. PMA and ILWU both were pleased to have reached an agreement and that the ports can now resume full operations. Exporters of a variety of agricultural commodities estimate it could take as long as 2 months to clear out all of the container backlog at the ports. UP and BNSF are both gradually restoring service to the West Coast ports.

## Snapshots by Sector

### Export Sales

During the week ending February 12, **unshipped balances** of wheat, corn, and soybeans totaled 29.8 mmt, 11 percent lower than the same time last year. **Corn export sales** reached 0.9 mmt, down 7 percent from the previous week. **Wheat sales** of 0.267 mmt were down 35 percent, and **soybeans sales** of 0.506 mmt were down 22 percent from the previous week.

### Rail

U.S. railroads originated 23,262 **carloads of grain** during the week ending February 14, up 10 percent from last week, 22 percent from last year, and 20 percent from the 3-year average.

During the week ending February 19, average March shuttle **secondary railcar bids/offers per car** were \$250 below tariff, down \$100 from last week and \$1,963 lower than last year. There were no non-shuttle secondary railcar bids/offers this week.

### Barge

During the week ending February 21, **barge grain movements** totaled 511,855 tons—19 percent lower than the previous week and 9 percent higher than the same period last year.

During the week ending February 21, 315 grain barges **moved down river**, down 26 percent from last week; 692 grain barges were **unloaded in New Orleans**, down 20 percent from the previous week.

### Ocean

During the week ending February 19, 39 **ocean-going grain vessels** were loaded in the Gulf, 13 percent less than the same period last year. Forty-two vessels are expected to be loaded within the next 10 days, 37 percent less than the same period last year.

During the week ending February 20, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$28.50 per mt, up 4 percent from the previous week. The cost of shipping from the PNW to Japan was \$17 per mt, up 6 percent from the previous week.

### Fuel

During the week ending February 23, U.S. **diesel fuel prices** averaged \$2.90 per gallon, 3 cents higher than the previous week. They were down \$1.12 cents from the same week last year.

# Feature Article/Calendar

## Soybean Transportation Costs Mixed in United States, but Lower in Brazil

The transportation costs of shipping soybeans from the United States to Europe and China were mixed during the fourth quarter as the cost of shipping through the U.S. Gulf increased and the cost of shipping through the Pacific Northwest (PNW) decreased. The total transportation costs of shipping from Brazil to the same foreign destinations decreased during the quarter. It cost 11 and 20 percent more to ship soybeans from Minneapolis, MN, and Davenport, IA, through the Gulf to Hamburg, Europe, compared to the previous quarter (table 1). Also, the costs of shipping from Minneapolis and Davenport to Shanghai, China, increased by 9 and 15 percent, respectively, during the quarter (table 2). It cost 1 percent less to ship soybeans from Fargo, ND, and Sioux Falls, SD, through the PNW to China, compared to the previous quarter.

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

	2013	2014	2014	Percent change		2013	2014	2014	Percent change	
	4 <sup>th</sup> qtr.	3 <sup>rd</sup> qtr.	4 <sup>th</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	4 <sup>th</sup> qtr.	3 <sup>rd</sup> qtr.	4 <sup>th</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>										
<b>--\$/mt--</b>										
Truck	12.42	11.70	12.06	-2.90	3.08	12.42	11.70	12.06	-2.90	3.08
Barge	37.73	41.96	50.36	33.47	20.02	33.90	34.42	47.68	40.65	38.52
Ocean <sup>1</sup>	26.07	19.32	18.83	-27.77	-2.54	26.07	19.32	18.83	-27.77	-2.54
Total transportation	76.22	72.98	81.25	6.60	11.33	72.39	65.44	78.57	8.54	20.06
Farm Value <sup>2</sup>	460.52	455.62	368.05	-20.08	-19.22	466.64	445.82	369.89	-20.73	-17.03
Landed Cost	536.74	528.60	449.30	-16.29	-15.00	539.03	511.26	448.46	-16.80	-12.28
Transport % of landed cost	14.20	13.81	18.08			13.43	12.80	17.52		
<b>Brazil</b>										
<b>North MT<sup>3</sup> - Santos<sup>4</sup></b>										
<b>--\$/mt--</b>										
Truck	109.29	102.78	90.94	-16.79	-11.52	88.86	57.26	49.76	-44.00	-13.10
Ocean <sup>5</sup>	30.00	26.00	24.00	-20.00	-7.69	30.00	28.00	26.00	-13.33	-7.14
Total transportation	139.29	128.78	114.94	-17.48	-10.75	118.86	85.26	75.76	-36.26	-11.14
Farm Value <sup>6</sup>	445.27	398.98	361.74	-18.76	-9.33	441.17	394.07	349.62	-20.75	-11.28
Landed Cost	584.56	527.76	476.68	-18.45	-9.68	560.03	479.33	425.38	-24.04	-11.26
Transport % of landed cost	23.83	24.40	24.11			21.22	17.79	17.81		
<b>South GO<sup>3</sup> - Paranagua<sup>4</sup></b>										
<b>--\$/mt--</b>										
Truck	109.29	102.78	90.94	-16.79	-11.52	88.86	57.26	49.76	-44.00	-13.10
Ocean <sup>5</sup>	30.00	26.00	24.00	-20.00	-7.69	30.00	28.00	26.00	-13.33	-7.14
Total transportation	139.29	128.78	114.94	-17.48	-10.75	118.86	85.26	75.76	-36.26	-11.14
Farm Value <sup>6</sup>	445.27	398.98	361.74	-18.76	-9.33	441.17	394.07	349.62	-20.75	-11.28
Landed Cost	584.56	527.76	476.68	-18.45	-9.68	560.03	479.33	425.38	-24.04	-11.26
Transport % of landed cost	23.83	24.40	24.11			21.22	17.79	17.81		

<sup>1</sup>Source: O'Neil Commodity Consulting

<sup>2</sup>Source: USDA/NASS

<sup>3</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>4</sup>Export ports

<sup>5</sup>Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

<sup>6</sup>Source: Companhia Nacional de Abastecimento (CONAB) [www.conab.gov.br](http://www.conab.gov.br)

Note: Total may not add exactly due to rounding

The cost of shipping from Minneapolis and Davenport was pushed up by truck and barge rates, with barge rates increasing significantly during the quarter. The increase in the barge rates was caused by a seasonal increase in demand for barge transportation to move grain during the harvest. Truck rates also increased slightly due to increased trucking activity during the quarter. However, decreases in ocean and rail tariff rates more than offset the increase in truck rates, pushing down the cost of shipping soybeans from Fargo and Sioux Falls through the PNW. The costs of shipping from North Mato Grosso (North MT) and South Goiás (South Go) to Europe declined by 11 percent while the costs of shipping from the same locations to China declined by 11 and 12 percent, respectively. Both truck and ocean rates fell in Brazil from quarter to quarter and year to year. Soybean farm prices fell in both United States and Brazil. However, the transportation share of the landed costs increased in the United States, while it remained relatively stable in Brazil.

The transportation share of the landed costs from the United States to Europe was about 18 percent (table 1), and 21 to 22 percent to China (table 2). Brazil's transportation share of the landed cost to Europe ranged from 18 to 24 percent, and 19 to 25 percent to China.

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

	2013	2014	2014	Percent change		2013	2014	2014	Percent change	
	4 <sup>th</sup> qtr.	3 <sup>rd</sup> qtr.	4 <sup>th</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	4 <sup>th</sup> qtr.	3 <sup>rd</sup> qtr.	4 <sup>th</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>										
	--\$/mt--					<b>Davenport, IA</b>				
	--\$/mt--					--\$/mt--				
Truck	12.42	11.70	12.06	-2.90	3.08	12.42	11.70	12.06	-2.90	3.08
Barge	37.73	41.96	50.36	33.47	20.02	33.90	34.42	47.68	40.65	38.52
Ocean <sup>1</sup>	54.13	42.93	42.64	-21.23	-0.68	54.13	42.93	42.64	-21.23	-0.68
Total transportation	104.28	96.59	105.06	0.75	8.77	100.45	89.05	102.38	1.92	14.97
Farm Value <sup>2</sup>	460.52	455.62	368.05	-20.08	-19.22	466.64	445.82	369.89	-20.73	-17.03
Landed Cost	564.80	552.21	473.11	-16.23	-14.32	567.09	534.87	472.27	-16.72	-11.70
Transport % of landed cost	18.46	17.49	22.21			17.71	16.65	21.68		
<b>Via PNW</b>										
<b>Fargo, ND</b>										
<b>Sioux Falls, SD</b>										
Truck	12.42	11.70	12.06	-2.90	3.08	12.42	11.70	12.06	-2.90	3.08
Ocean <sup>1</sup>	28.62	23.48	22.91	-19.95	-2.43	28.62	23.48	22.91	-19.95	-2.43
Rail <sup>3</sup>	59.31	59.31	58.76	-0.93	-0.93	60.88	60.88	60.26	-1.02	-1.02
Total transportation <sup>2</sup>	100.35	94.49	93.73	-6.60	-0.80	101.92	96.06	95.23	-6.56	-0.86
Farm Value <sup>2</sup>	456.62	398.06	351.39	-23.05	-11.72	456.62	422.31	350.66	-23.21	-16.97
Landed Cost	556.97	492.55	445.12	-20.08	-9.63	558.54	518.37	445.89	-20.17	-13.98
Transport % of landed cost	18.02	19.18	21.06			18.25	18.53	21.36		
<b>Brazil</b>										
<b>North MT<sup>4</sup> - Santos<sup>5</sup></b>										
<b>South GO<sup>4</sup> - Paranagua<sup>5</sup></b>										
	--\$/mt--					--\$/mt--				
Truck	109.29	102.78	90.94	-16.79	-11.52	88.86	57.26	49.76	-44.00	-13.10
Ocean <sup>6</sup>	42.50	34.00	30.50	-28.24	-10.29	46.00	36.00	32.50	-29.35	-9.72
Total transportation <sup>2</sup>	151.79	136.78	121.44	-19.99	-11.22	134.86	93.26	82.26	-39.00	-11.79
Farm Value <sup>7</sup>	445.27	398.98	361.74	-18.76	-9.33	441.17	394.07	349.62	-20.75	-11.28
Landed Cost	597.06	535.76	483.18	-19.07	-9.81	576.03	487.33	431.88	-25.02	-11.38
Transport % of landed cost	25.42	25.53	25.13			23.41	19.14	19.05		

<sup>1</sup>Source: O'Neil Commodity Consulting

<sup>3</sup>Source: USDA/NASS

<sup>3</sup>Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

<sup>4</sup>Producing regions: MT = Mato Grosso, GO = Goiás

<sup>5</sup>Export ports

<sup>6</sup>Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

<sup>7</sup>Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

**Market Outlook:** During the calendar year 2014, a total of 31.3 million metric tons (mmt) of U.S. soybeans were exported to China, with 20.6 mmt of the total exported between October and December (FAS, GATS). These figures represent a 28 percent increase over calendar year 2013, and a 28 percent increase in the fourth quarter 2014 from the same period a year ago. Similarly, the amount of soybeans exported to Europe during the calendar year 2014 increased 49 percent (to 4.5 mmt) from a year earlier. About 2.6 mmt of the total were exported during the fourth quarter, a 49-percent increase over the same period a year ago. China's soybean imports are projected to grow to 73 million tons during the marketing year 2014/15 (FAS, GAIN Report, MX #: CH14052). The growth is driven by an increase in soybean meal use and strong demand for soybean oil. China also exports surplus soybean meal to neighboring markets. With fourth-quarter soybean prices below the previous quarter and a year earlier and combined with relatively low bulk ocean freight rates, U.S. soybeans should continue to be attractive to Chinese buyers. For more information on Brazil's soybean exports, see [Brazil Soybean Transportation Indicator Reports.](#) [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)

# Grain Transportation Indicators

Table 1

## Grain Transport Cost Indicators<sup>1</sup>

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
02/25/15	195	252	202	250	127	121
02/18/15	192	252	211	233	123	113

<sup>1</sup>Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

## Market Update: U.S. Origins to Export Position Price Spreads (\$/bushel)

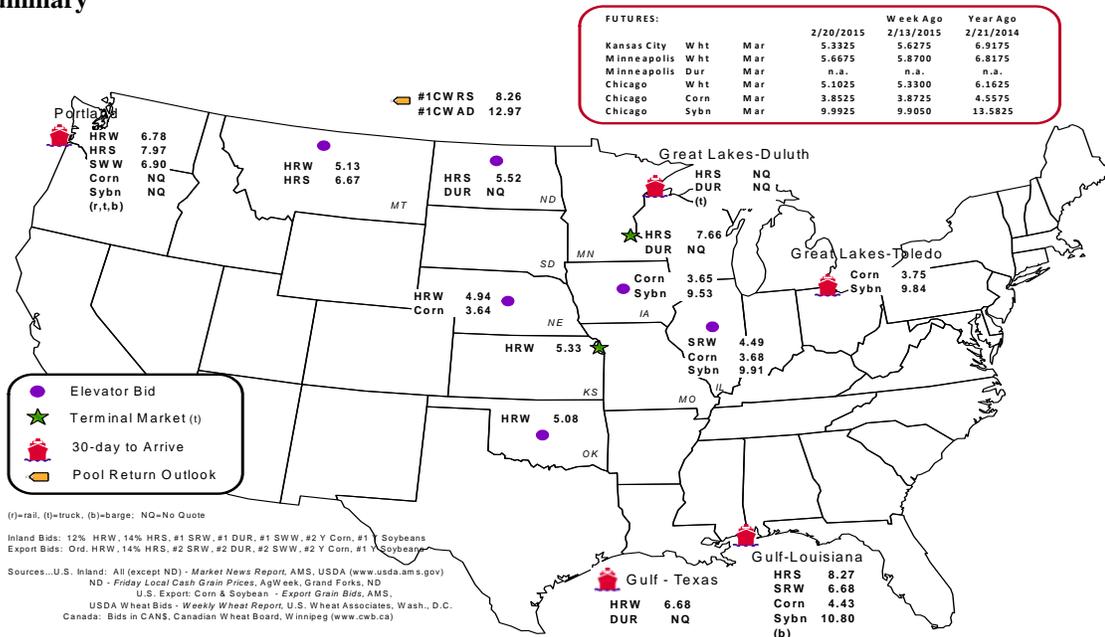
Commodity	Origin--Destination	2/20/2015	2/13/2015
Corn	IL--Gulf	-0.75	-0.72
Corn	NE--Gulf	-0.79	-0.78
Soybean	IA--Gulf	-1.27	-1.26
HRW	KS--Gulf	-1.35	-1.35
HRS	ND--Portland	-2.45	-2.10

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1  
Grain bid Summary



# Rail Transportation

Table 3  
**Rail Deliveries to Port (carloads)<sup>1</sup>**

Week ending	Mississippi		Pacific	Atlantic &		Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf				
2/18/2015 <sup>p</sup>	831	660	6,175	796	8,462	2/14/2015	1,565	
2/11/2015 <sup>r</sup>	616	1,302	5,775	730	8,423	2/7/2015	1,440	
2015 YTD <sup>r</sup>	6,432	7,068	38,875	6,707	59,082	2015 YTD	10,897	
2014 YTD <sup>r</sup>	9,141	10,770	37,336	5,669	62,916	2014 YTD	12,330	
2015 YTD as % of 2014 YTD	70	66	104	118	94	% change YTD	88	
Last 4 weeks as % of 2014 <sup>2</sup>	60	63	109	85	92	Last 4wks % 2014	93	
Last 4 weeks as % of 4-year avg. <sup>2</sup>	97	75	129	109	114	Last 4wks % 4 yr	113	
Total 2014	44,621	83,674	256,670	32,107	417,072	Total 2014	96,467	
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	71,397	

<sup>1</sup> Data is incomplete as it is voluntarily provided

<sup>2</sup> Compared with same 4-weeks in 2013 and prior 4-year average.

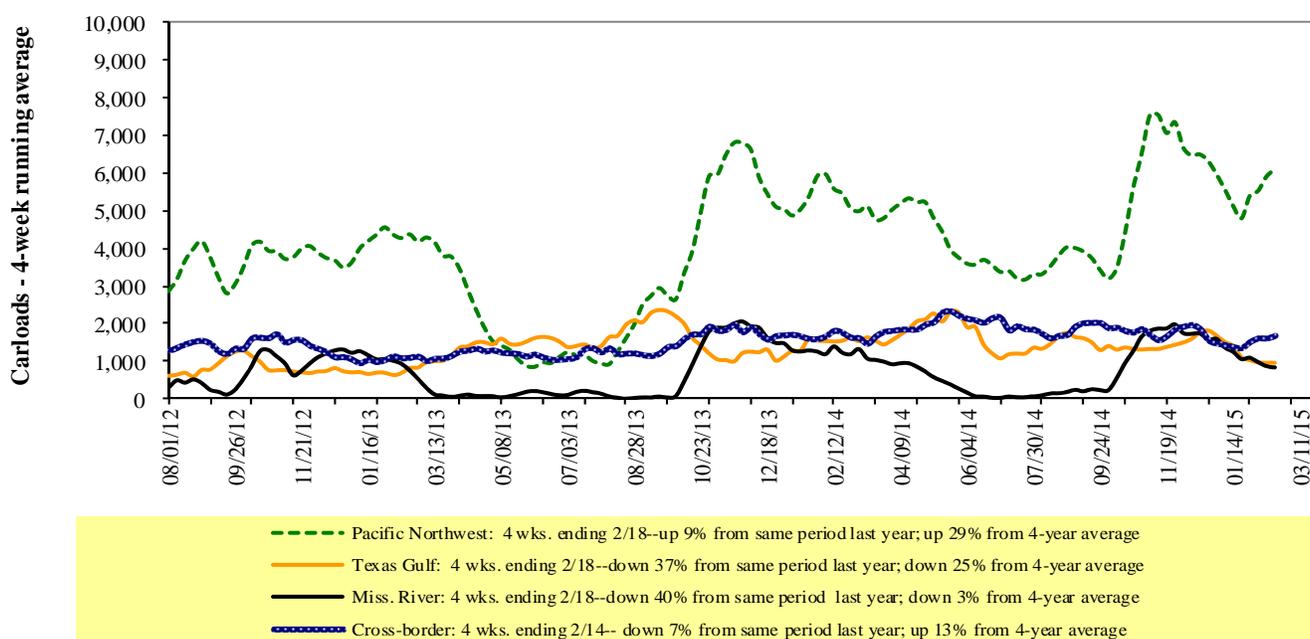
<sup>3</sup> Cross-border weekly data is approximately 15 percent below the Association of American Railroads reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

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

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 29 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2  
**Rail Deliveries to Port**



Source: Transportation & Marketing Programs/AMS/USDA

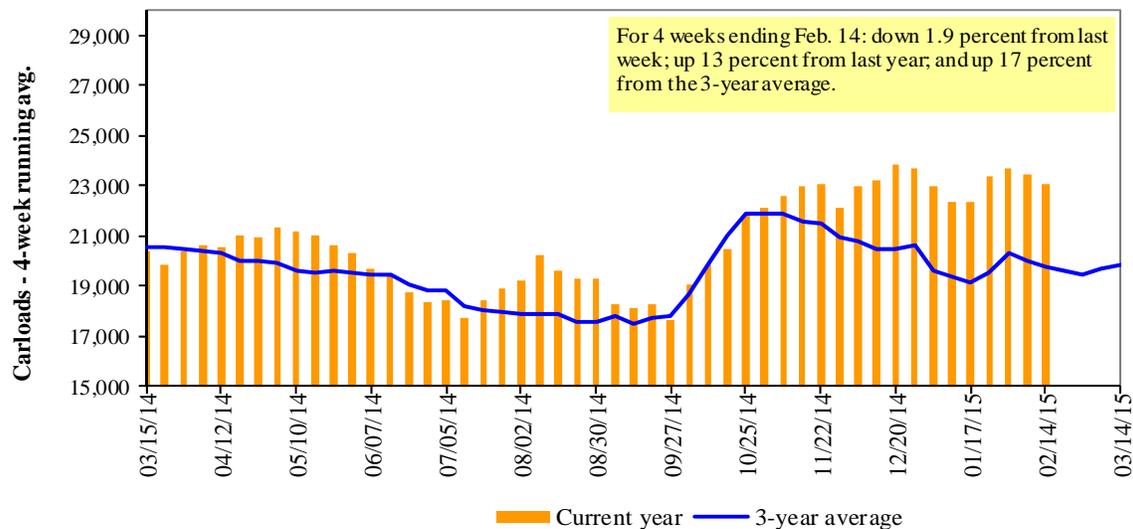
Table 4

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

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
02/14/15	2,405	2,669	11,492	923	5,773	23,262	3,874	3,996
This week last year	1,894	2,341	8,028	938	5,064	18,265	3,904	4,919
2015 YTD	14,568	18,884	65,424	5,192	35,023	139,091	24,603	26,711
2014 YTD	12,610	17,709	50,856	6,169	35,100	122,444	22,659	28,372
2015 YTD as % of 2014 YTD	116	107	129	84	100	114	109	94
Last 4 weeks as % of 2014 <sup>1</sup>	106	103	126	84	98	110	106	91
Last 4 weeks as % of 3-yr avg. <sup>2</sup>	116	105	117	121	118	116	107	84
Total 2014	103,331	153,771	482,431	47,510	297,969	1,085,012	242,616	276,322

<sup>1</sup>The past 4 weeks of this year as a percent of the same 4 weeks last year.

<sup>2</sup>The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date.

**Figure 3****Total Weekly U.S. Class I Railroad Grain Car Loadings**

Source: Association of American Railroads

Table 5

**Railcar Auction Offerings<sup>1</sup> (\$/car)<sup>2</sup>**

Week ending	Delivery period							
	Mar-15	Mar-14	Apr-15	Apr-14	May-15	May-14	Jun-15	Jun-14
BNSF <sup>3</sup>								
COT grain units	no offer	no offer	3	no offer				
COT grain single-car <sup>5</sup>	no offer	no offer	0 . . 6	no offer				
UP <sup>4</sup>								
GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a
GCAS/Region 2	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction

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

<sup>4</sup>UP - GCAS = Grain Car Allocation System

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

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

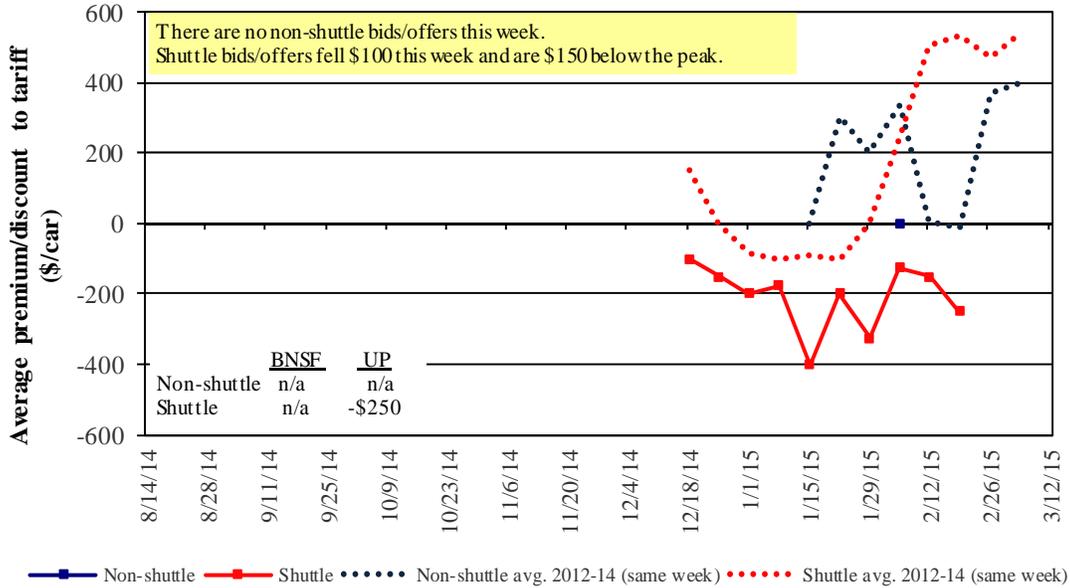
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

**Bids/Offers for Railcars to be Delivered in March 2015, Secondary Market**

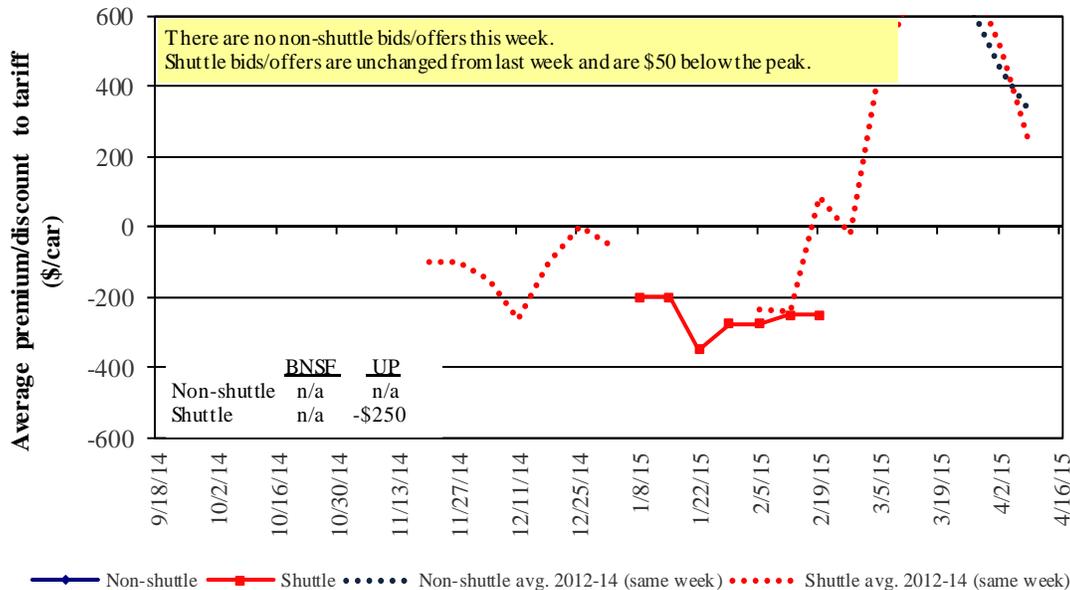


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

**Bids/Offers for Railcars to be Delivered in April 2015, Secondary Market**

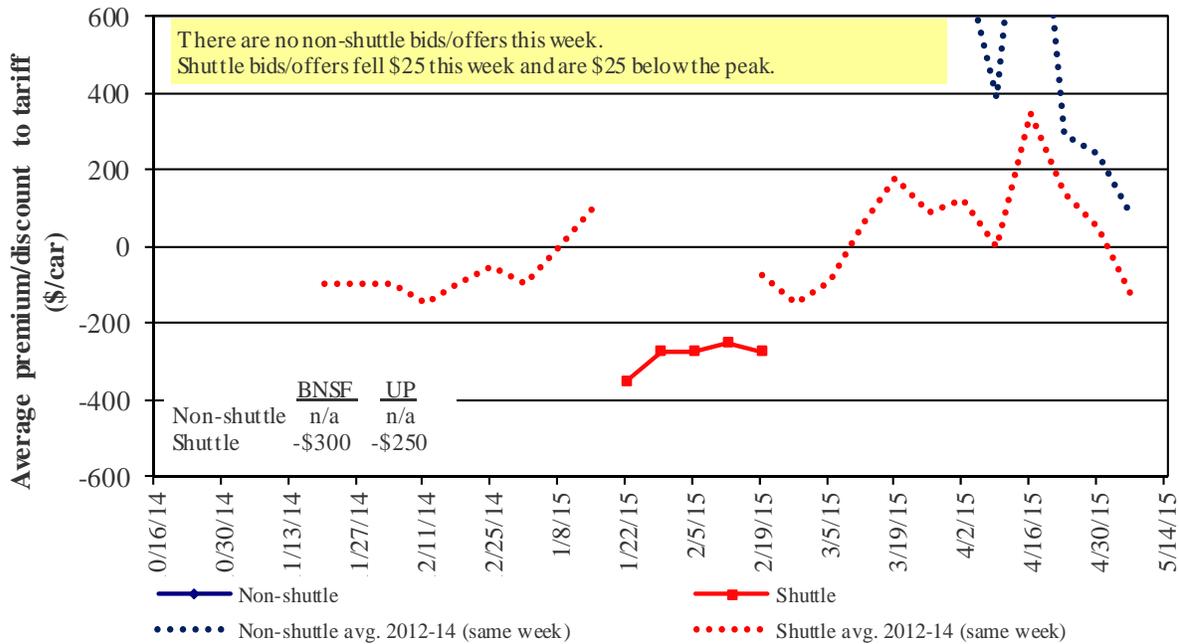


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in May 2015, Secondary Market**



Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

**Weekly Secondary Railcar Market (\$/car)<sup>1</sup>**

Week ending	Delivery period					
	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15
<b>Non-shuttle</b>						
BNSF-GF	n/a	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	n/a	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	n/a	n/a	(300)	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	(250)	(250)	(250)	(275)	(250)	(275)
Change from last week	(100)	-	-	(25)	-	(25)
Change from same week 2014	(875)	(575)	(250)	n/a	n/a	n/a

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

<sup>2</sup>Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

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

Table 7

**Tariff Rail Rates for Unit and Shuttle Train Shipments<sup>1</sup>**

Effective date:		Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
2/1/2015	metric ton					bushel <sup>2</sup>		
<b>Unit train</b>								
Wheat	Wichita, KS	St. Louis, MO	\$3,387	\$137	\$34.99	\$0.95	4	
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$69	\$36.39	\$0.99	-1	
	Wichita, KS	Los Angeles, CA	\$6,244	\$352	\$65.50	\$1.78	-3	
	Wichita, KS	New Orleans, LA	\$4,026	\$240	\$42.37	\$1.15	3	
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$289	\$60.70	\$1.65	-2	
	Northwest KS	Galveston-Houston, TX	\$4,293	\$263	\$45.25	\$1.23	3	
	Amarillo, TX	Los Angeles, CA	\$4,492	\$366	\$48.25	\$1.31	2	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,328	\$272	\$35.75	\$0.91	1	
	Toledo, OH	Raleigh, NC	\$5,555	\$312	\$58.26	\$1.48	15	
	Des Moines, IA	Davenport, IA	\$2,168	\$58	\$22.10	\$0.56	3	
	Indianapolis, IN	Atlanta, GA	\$4,761	\$234	\$49.60	\$1.26	14	
	Indianapolis, IN	Knoxville, TN	\$4,104	\$150	\$42.25	\$1.07	16	
	Des Moines, IA	Little Rock, AR	\$3,308	\$169	\$34.53	\$0.88	1	
	Des Moines, IA	Los Angeles, CA	\$4,852	\$492	\$53.07	\$1.35	-9	
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,849	\$283	\$41.03	\$1.12	3	
	Toledo, OH	Huntsville, AL	\$4,676	\$221	\$48.63	\$1.32	23	
	Indianapolis, IN	Raleigh, NC	\$5,625	\$314	\$58.98	\$1.61	15	
	Indianapolis, IN	Huntsville, AL	\$4,368	\$150	\$44.87	\$1.22	26	
	Champaign-Urbana, IL	New Orleans, LA	\$3,974	\$272	\$42.16	\$1.15	3	
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$202	\$38.53	\$1.05	-3	
	Wichita, KS	Galveston-Houston, TX	\$3,471	\$158	\$36.03	\$0.98	-10	
	Chicago, IL	Albany, NY	\$4,723	\$292	\$49.80	\$1.36	16	
	Grand Forks, ND	Portland, OR	\$5,159	\$350	\$54.70	\$1.49	-3	
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$364	\$64.03	\$1.74	-3	
	Northwest KS	Portland, OR	\$5,260	\$432	\$56.52	\$1.54	1	
	Corn	Minneapolis, MN	Portland, OR	\$5,000	\$426	\$53.88	\$1.37	-4
Sioux Falls, SD		Tacoma, WA	\$4,960	\$390	\$53.13	\$1.35	-4	
Champaign-Urbana, IL		New Orleans, LA	\$3,147	\$272	\$33.95	\$0.86	1	
Lincoln, NE		Galveston-Houston, TX	\$3,510	\$227	\$37.11	\$0.94	-3	
Des Moines, IA		Amarillo, TX	\$3,690	\$212	\$38.75	\$0.98	1	
Minneapolis, MN		Tacoma, WA	\$5,000	\$422	\$53.85	\$1.37	-4	
Council Bluffs, IA		Stockton, CA	\$4,400	\$437	\$48.03	\$1.22	-4	
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,520	\$390	\$58.69	\$1.60	-3	
	Minneapolis, MN	Portland, OR	\$5,530	\$426	\$59.14	\$1.61	-4	
	Fargo, ND	Tacoma, WA	\$5,430	\$347	\$57.36	\$1.56	-3	
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$313	\$47.05	\$1.28	3	
	Toledo, OH	Huntsville, AL	\$3,851	\$221	\$40.44	\$1.10	29	
	Grand Island, NE	Portland, OR	\$5,360	\$442	\$57.62	\$1.57	2	

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

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

<sup>3</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

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

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

Table 8

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

Effective date: 2/1/2015

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surchage per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$6,960	\$370	\$74.89	\$2.04	6
	OK	Cuautitlan, EM	\$6,565	\$449	\$71.66	\$1.95	3
	KS	Guadalajara, JA	\$7,010	\$434	\$76.06	\$2.07	3
	TX	Salinas Victoria, NL	\$3,885	\$169	\$41.43	\$1.13	29
Corn	IA	Guadalajara, JA	\$8,349	\$510	\$90.52	\$2.30	1
	SD	Celaya, GJ	\$7,656	\$484	\$83.17	\$2.11	-3
	NE	Queretaro, QA	\$7,535	\$453	\$81.62	\$2.07	0
	SD	Salinas Victoria, NL	\$5,880	\$368	\$63.84	\$1.62	-3
	MO	Tlalnepantla, EM	\$6,887	\$440	\$74.87	\$1.90	-1
	SD	Torreon, CU	\$6,922	\$405	\$74.87	\$1.90	0
Soybeans	MO	Bojay (Tula), HG	\$8,261	\$431	\$88.81	\$2.41	2
	NE	Guadalajara, JA	\$8,872	\$492	\$95.68	\$2.60	2
	IA	El Castillo, JA	\$9,155	\$481	\$98.46	\$2.68	1
	KS	Torreon, CU	\$7,189	\$305	\$76.57	\$2.08	2
Sorghum	TX	Guadalajara, JA	\$7,253	\$315	\$77.33	\$1.96	2
	NE	Celaya, GJ	\$7,287	\$439	\$78.94	\$2.00	-2
	KS	Queretaro, QA	\$6,795	\$276	\$72.25	\$1.83	0
	NE	Salinas Victoria, NL	\$5,500	\$323	\$59.50	\$1.51	-1
	NE	Torreon, CU	\$6,518	\$361	\$70.28	\$1.78	1

<sup>1</sup>Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.

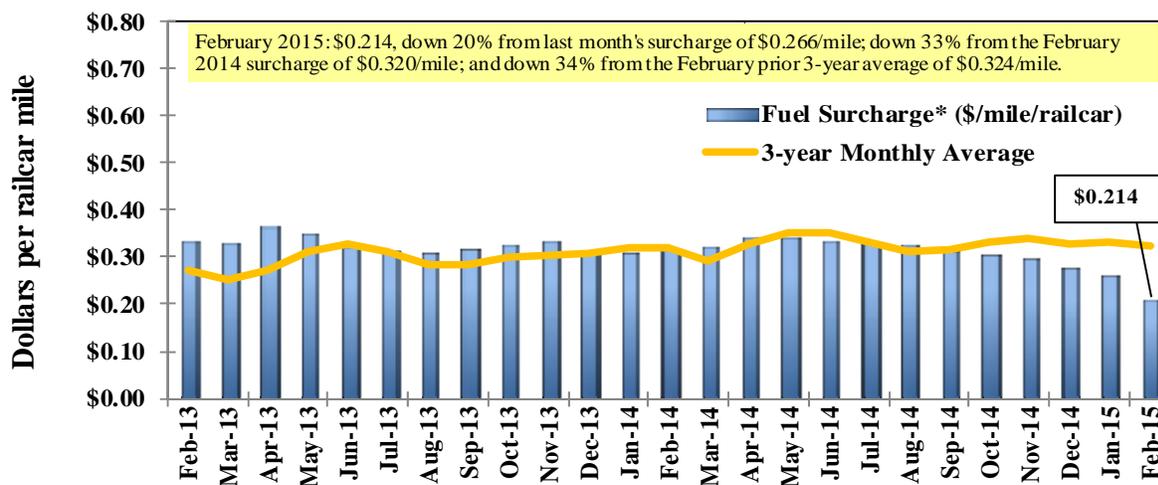
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

<sup>4</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

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

Figure 7

**Railroad Fuel Surcharges, North American Weighted Average<sup>1</sup>**

<sup>1</sup> Weighted by each Class I railroad's proportion of grain traffic for the prior year.

\* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

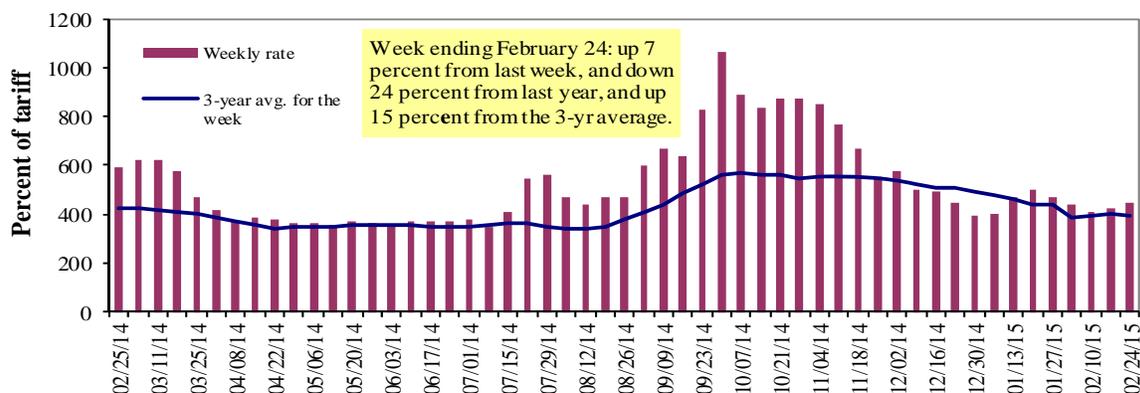
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

# Barge Transportation

Figure 8

## Illinois River Barge Freight Rate<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	2/24/2015	-	-	450	275	310	310	213
	2/17/2015	-	-	420	275	320	320	220
<b>\$/ton</b>	2/24/2015	-	-	20.88	10.97	14.54	12.52	6.69
	2/17/2015	-	-	19.49	10.97	15.01	12.93	6.91
<b>Current week % change from the same week:</b>								
	Last year	-	-	-24	-43	-36	-36	-41
	3-year avg. <sup>2</sup>	-	-	15	-20	-11	-11	-17
<b>Rate<sup>1</sup></b>	March	-	-	378	253	290	290	212
	May	377	357	333	233	265	265	203

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

### Benchmark tariff rates

#### Calculating barge rate per ton:

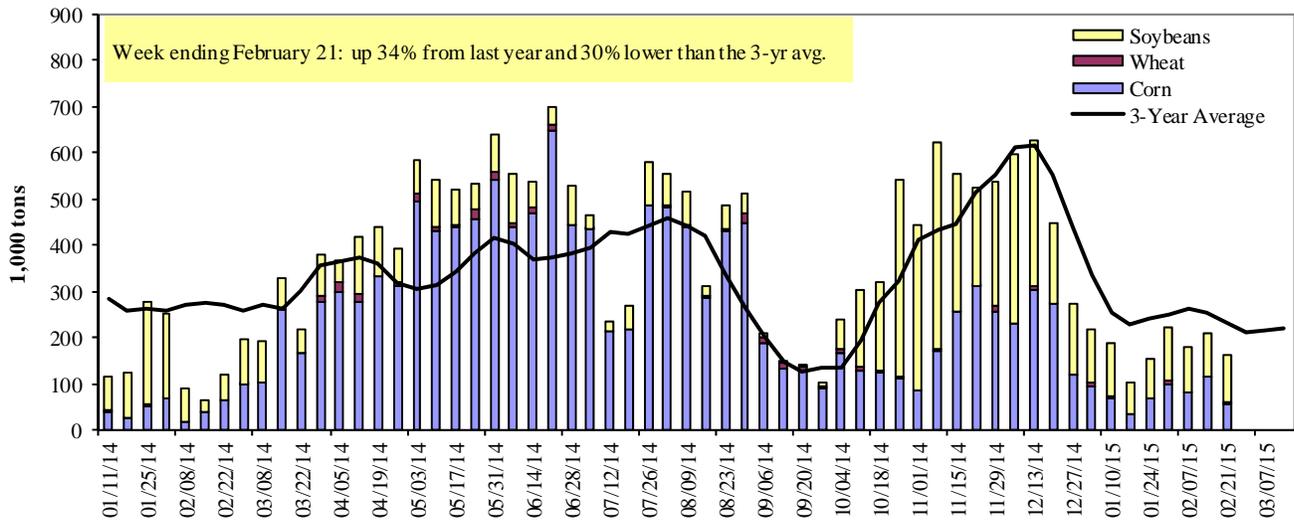
(Rate \* 1976 tariff benchmark rate per ton)/100

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



Figure 10

**Barge Movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

**Barge Grain Movements (1,000 tons)**

Week ending 02/21/2015	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	2	0	2
Alton, IL (L26)	52	2	81	0	135
Granite City, IL (L27)	58	2	103	0	162
<b>Illinois River (L8)</b>	39	2	50	0	91
<b>Ohio River (L52)</b>	203	3	96	7	309
<b>Arkansas River (L1)</b>	0	7	34	0	41
Weekly total - 2015	262	12	232	7	512
Weekly total - 2014	301	18	148	1	468
2015 YTD <sup>1</sup>	1,869	143	2,027	43	4,082
2014 YTD	1,638	121	2,211	30	3,999
2015 as % of 2014 YTD	114	118	92	144	102
Last 4 weeks as % of 2014 <sup>2</sup>	108	172	99	359	106
Total 2014	20,693	2,181	11,813	258	34,946

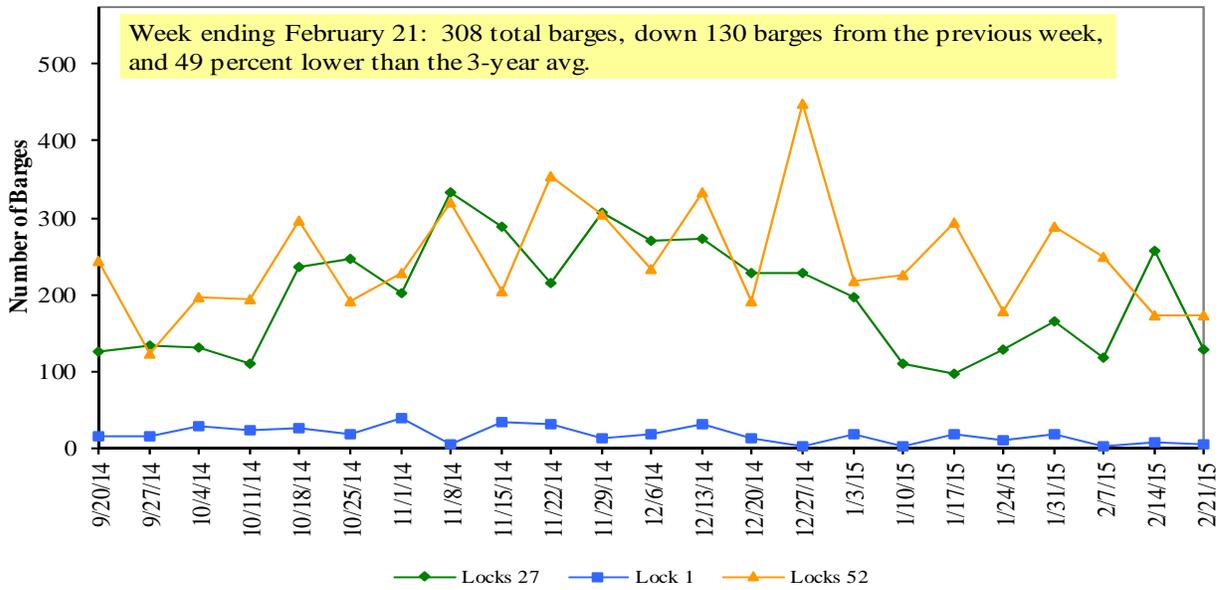
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2014.

Note: Total may not add exactly, due to rounding

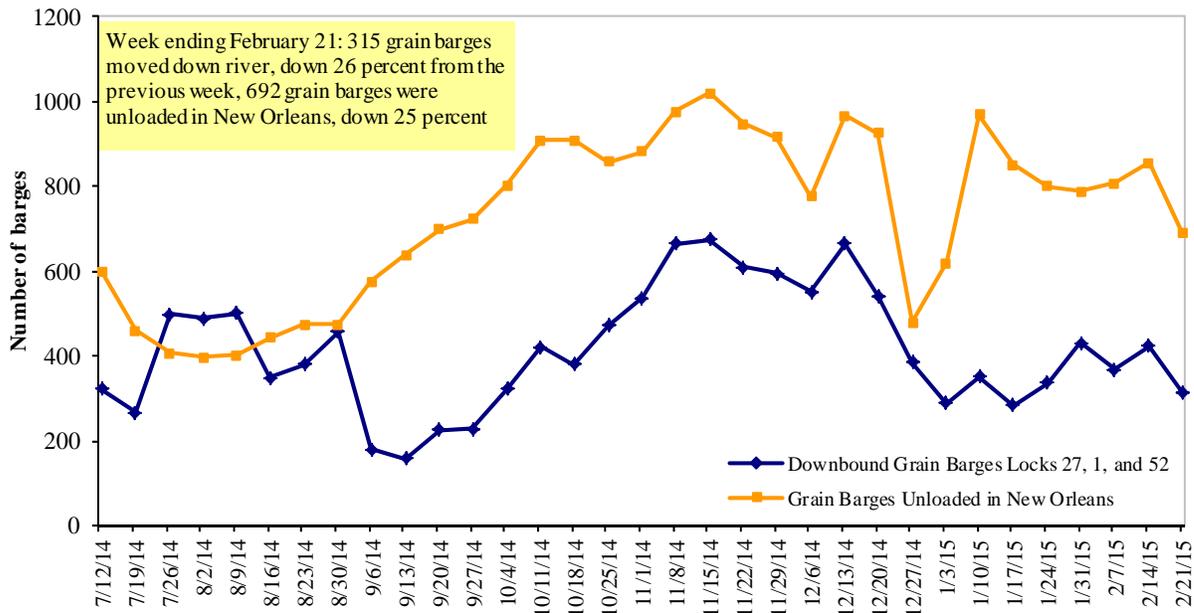
Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers

**Figure 12**  
**Grain Barges for Export in New Orleans Region**



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

# Truck Transportation

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

Table 11

**Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 02/23/2014 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.005	0.045	-1.143
	New England	3.173	0.089	-1.213
	Central Atlantic	3.160	0.076	-1.198
	Lower Atlantic	2.853	0.012	-1.094
II	Midwest <sup>2</sup>	2.826	0.034	-1.199
III	Gulf Coast <sup>3</sup>	2.795	0.012	-1.011
IV	Rocky Mountain	2.762	-0.008	-1.188
V	West Coast	3.065	0.068	-0.970
	West Coast less California	2.889	0.072	-1.059
	California	3.208	0.066	-0.901
Total	U.S.	2.900	0.035	-1.117

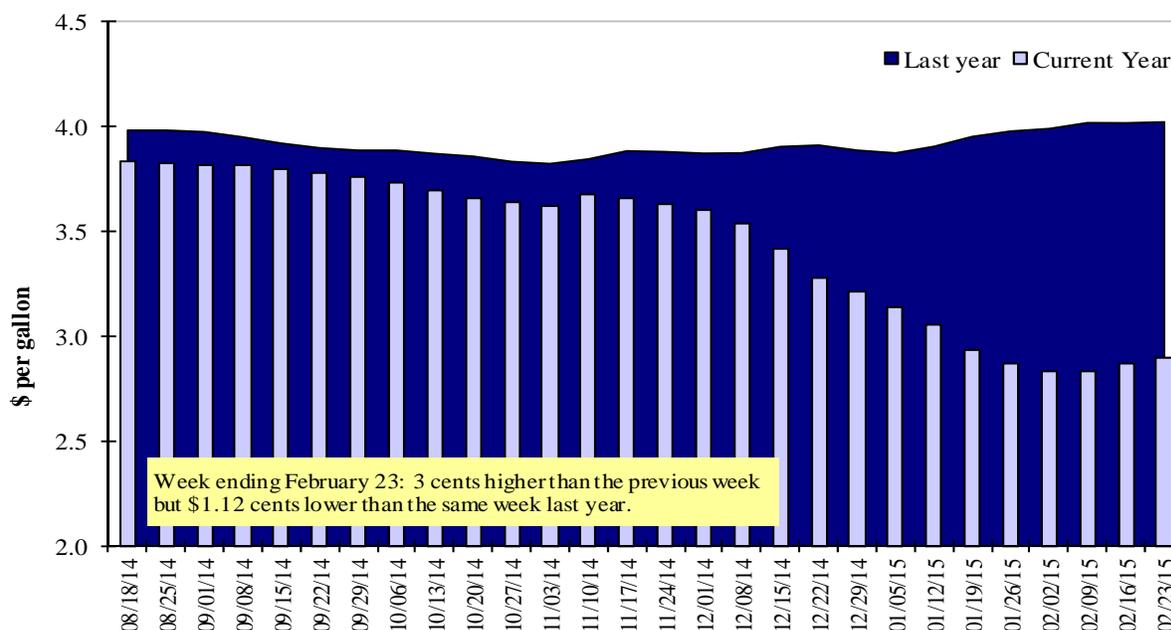
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same as South Central

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

Figure 13

**Weekly Diesel Fuel Prices, U.S. Average**



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

# Grain Exports

Table 12

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

Week ending	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export Balances<sup>1</sup></b>									
2/12/2015	1,547	734	1,836	952	120	5,188	17,445	7,188	29,821
This week year ago	1,843	1,140	1,633	1,086	166	5,867	18,834	8,854	33,555
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2014/15 YTD	4,903	2,668	5,054	2,719	479	15,823	16,639	39,500	71,962
2013/14 YTD	8,519	6,082	4,140	2,801	308	21,849	16,338	34,212	72,399
YTD 2014/15 as % of 2013/14	58	44	122	97	156	72	102	115	99
Last 4 wks as % of same period 2013/14	85	67	112	93	64	90	90	98	92
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293

<sup>1</sup> Current unshipped export sales to date

<sup>2</sup> Shipped export sales to date; new marketing year in effect for corn and soybeans

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

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

Table 13

## Top 5 Importers<sup>1</sup> of U.S. Corn

Week ending 02/12/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
- 1,000 mt -				
Japan	6,907	7,647	(10)	10,079
Mexico	8,159	8,342	(2)	8,145
Korea	2,041	1,754	16	2,965
Colombia	2,568	1,502	71	3,461
Taiwan	1,011	963	5	1,238
<b>Top 5 Importers</b>	<b>20,685</b>	<b>20,208</b>	<b>2</b>	<b>25,887</b>
<b>Total US corn export sales</b>	<b>34,083</b>	<b>35,172</b>	<b>(3)</b>	<b>34,445</b>
% of Projected	77%	72%		
Change from prior week	932	691		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>61%</b>	<b>57%</b>		<b>75%</b>
<b>USDA forecast, February 2015</b>	<b>44,450</b>	<b>48,700</b>	<b>(9)</b>	
<b>Corn Use for Ethanol USDA forecast, February 2015</b>	<b>133,350</b>	<b>130,404</b>	<b>2</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/

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

Table 14

**Top 5 Importers<sup>1</sup> of U.S. Soybeans**

Week Ending 02/12/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2011-13
	2014/15	2013/14		
	Current MY	Last MY		
	- 1,000 mt -			- 1,000 mt -
China	29,276	27,814	5	24,211
Mexico	2,475	2,417	2	2,971
Indonesia	1,275	1,682	(24)	1,895
Japan	1,407	1,412	(0)	1,750
Taiwan	1,097	950	15	1,055
<b>Top 5 importers</b>	<b>35,531</b>	<b>34,274</b>	<b>4</b>	<b>31,882</b>
<b>Total US soybean export sales</b>	<b>46,688</b>	<b>43,066</b>	<b>8</b>	<b>39,169</b>
% of Projected	96%	96%		
Change from prior week*	506	12		
<b>Top 5 importers' share of U.S. soybean export sales</b>	76%	80%		<b>81%</b>
<b>USDA forecast, February 2015</b>	<b>48,720</b>	<b>44,820</b>	<b>9</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm. (Carryover plus Accumulated Exports)

\* Includes revisions to previous week's data.

Table 15

**Top 10 Importers<sup>1</sup> of All U.S. Wheat**

Week Ending 02/12/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2011-2013
	2014/15	2013/14		
	Current MY	Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,761	2,574	7	3,243
Mexico	2,410	2,532	(5)	3,066
Nigeria	1,911	2,442	(22)	2,960
Philippines	2,044	1,713	19	2,006
China	273	4,199	(93)	1,830
Brazil	1,506	3,738	(60)	1,617
Korea	1,194	1,178	1	1,552
Taiwan	904	811	11	969
Indonesia	489	755	(35)	813
Colombia	548	716	(24)	610
<b>Top 10 importers</b>	<b>14,041</b>	<b>20,659</b>	<b>(32)</b>	<b>18,665</b>
<b>Total US wheat export sales</b>	<b>21,011</b>	<b>27,716</b>	<b>(24)</b>	<b>27,696</b>
% of Projected	86%	87%		
Change from prior week*	267	425		
<b>Top 10 importers' share of U.S. wheat export sales</b>	67%	75%		67%
<b>USDA forecast, February 2015</b>	<b>24,490</b>	<b>32,010</b>	<b>(23)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.

Table 16

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

Port regions	Week ending 02/19/15	Previous Week <sup>1</sup>	Current Week as % of Previous	2015 YTD <sup>1</sup>	2014 YTD <sup>1</sup>	2015 YTD as % of 2014 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2014
							2014	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	368	299	123	1,679	1,214	138	98	82	12,436
Corn	253	2	16,598	723	599	121	95	84	7,781
Soybeans	218	276	79	2,621	2,601	101	102	139	12,887
<b>Total</b>	<b>839</b>	<b>576</b>	<b>146</b>	<b>5,023</b>	<b>4,414</b>	<b>114</b>	<b>100</b>	<b>110</b>	<b>33,104</b>
<b>Mississippi Gulf</b>									
Wheat	77	66	116	503	535	94	87	85	4,495
Corn	522	536	97	3,488	2,829	123	126	137	30,912
Soybeans	578	1,033	56	6,634	5,831	114	100	120	29,087
<b>Total</b>	<b>1,177</b>	<b>1,635</b>	<b>72</b>	<b>10,626</b>	<b>9,194</b>	<b>116</b>	<b>107</b>	<b>123</b>	<b>64,495</b>
<b>Texas Gulf</b>									
Wheat	50	32	156	310	711	44	40	44	6,120
Corn	0	0	n/a	121	111	109	148	415	580
Soybeans	0	34	0	182	254	72	44	83	949
<b>Total</b>	<b>50</b>	<b>67</b>	<b>75</b>	<b>613</b>	<b>1,077</b>	<b>57</b>	<b>54</b>	<b>70</b>	<b>7,649</b>
<b>Interior</b>									
Wheat	10	28	34	150	147	102	129	127	1,400
Corn	107	140	77	724	630	115	91	91	5,677
Soybeans	100	60	166	688	654	105	88	107	4,312
<b>Total</b>	<b>217</b>	<b>228</b>	<b>95</b>	<b>1,562</b>	<b>1,431</b>	<b>109</b>	<b>109</b>	<b>101</b>	<b>11,389</b>
<b>Great Lakes</b>									
Wheat	12	0	n/a	12	0	n/a	n/a	0	935
Corn	0	0	n/a	0	0	n/a	n/a	0	288
Soybeans	0	0	n/a	0	0	n/a	n/a	0	988
<b>Total</b>	<b>12</b>	<b>0</b>	<b>n/a</b>	<b>12</b>	<b>0</b>	<b>n/a</b>	<b>n/a</b>	<b>0</b>	<b>2,211</b>
<b>Atlantic</b>									
Wheat	1	29	4	31	31	99	n/a	4	553
Corn	0	0	n/a	0	13	0	0	0	816
Soybeans	106	0	n/a	585	464	126	129	153	2,119
<b>Total</b>	<b>107</b>	<b>29</b>	<b>371</b>	<b>616</b>	<b>509</b>	<b>121</b>	<b>129</b>	<b>140</b>	<b>3,487</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	517	455	114	2,685	2,638	102	91	81	25,939
Corn	882	678	130	5,056	4,182	121	88	90	46,054
Soybeans	1,002	1,403	71	10,711	9,804	109	128	171	50,342
<b>Total</b>	<b>2,402</b>	<b>2,536</b>	<b>95</b>	<b>18,452</b>	<b>16,625</b>	<b>111</b>	<b>112</b>	<b>130</b>	<b>122,335</b>

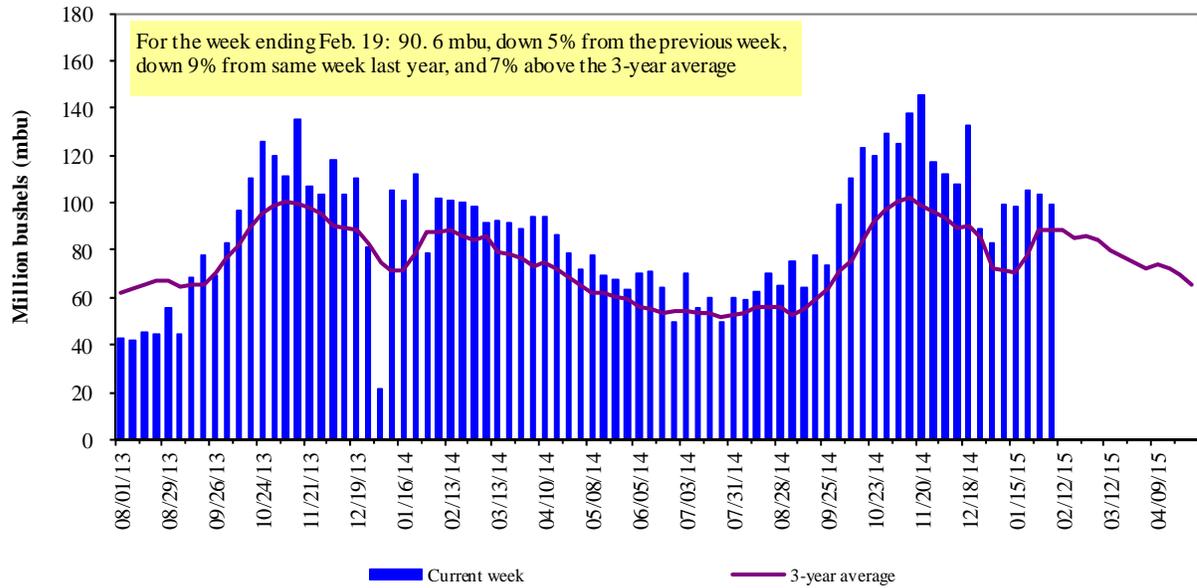
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2014.

Figure 14

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

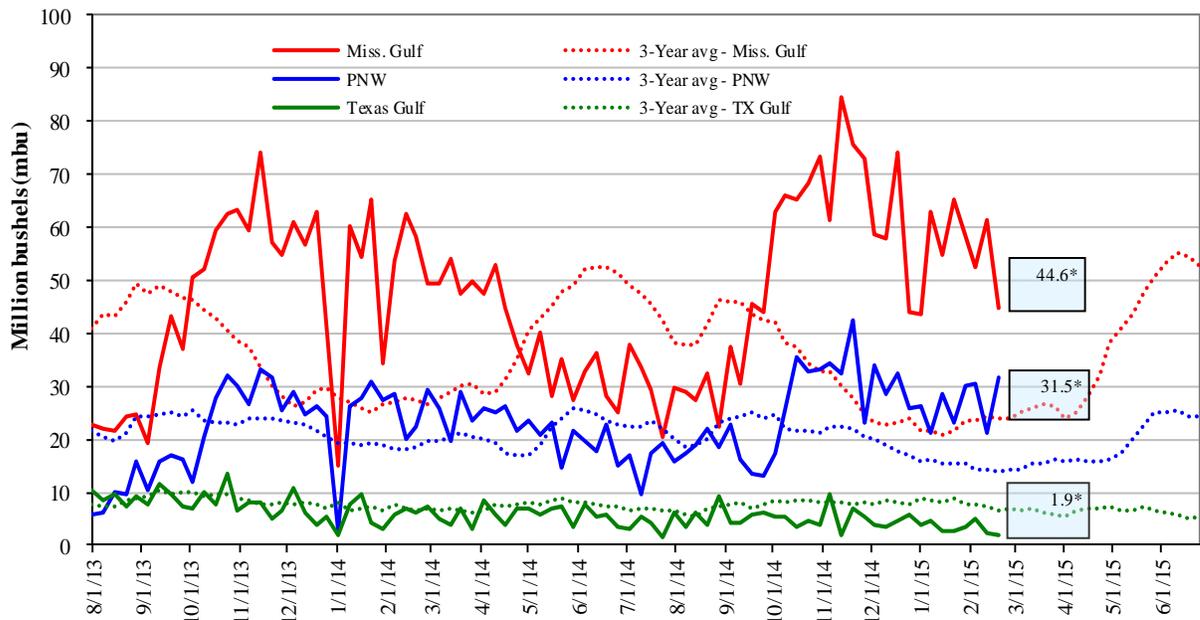


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); \*mbu, this week.

<b>Feb. 19: % change from:</b>	<b>MSGulf</b>	<b>TX Gulf</b>	<b>U.S. Gulf</b>	<b>PNW</b>
Last week	down 28	down 25	down 27	up 49
Last year (same week)	down 23	down 71	down 28	up 42
3-yr avg. (4-wk mov. avg.)	up 2	down 57	down 4	up 31

# Ocean Transportation

Table 17

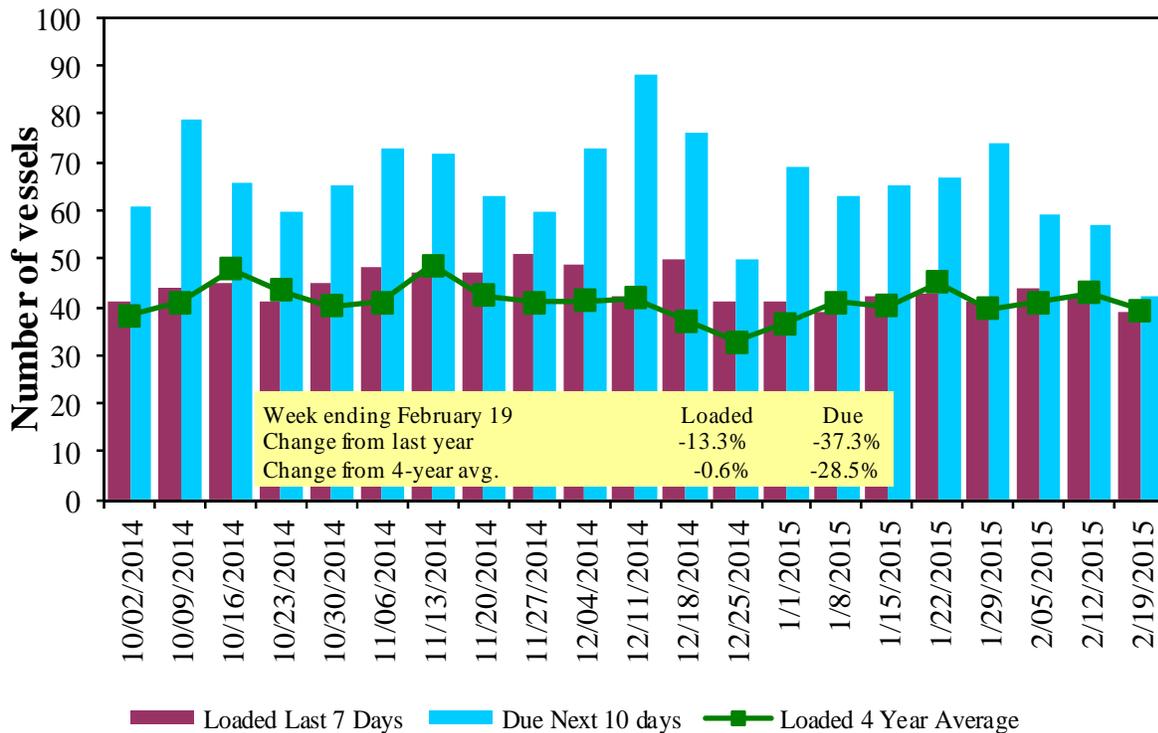
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
2/19/2015	47	39	42	19	n/a
2/12/2015	38	42	57	26	n/a
2014 range	(18..88)	(24..52)	(27..97)	(6..26)	n/a
2014 avg.	46	39	59	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

**U.S. Gulf<sup>1</sup> Vessel Loading Activity**

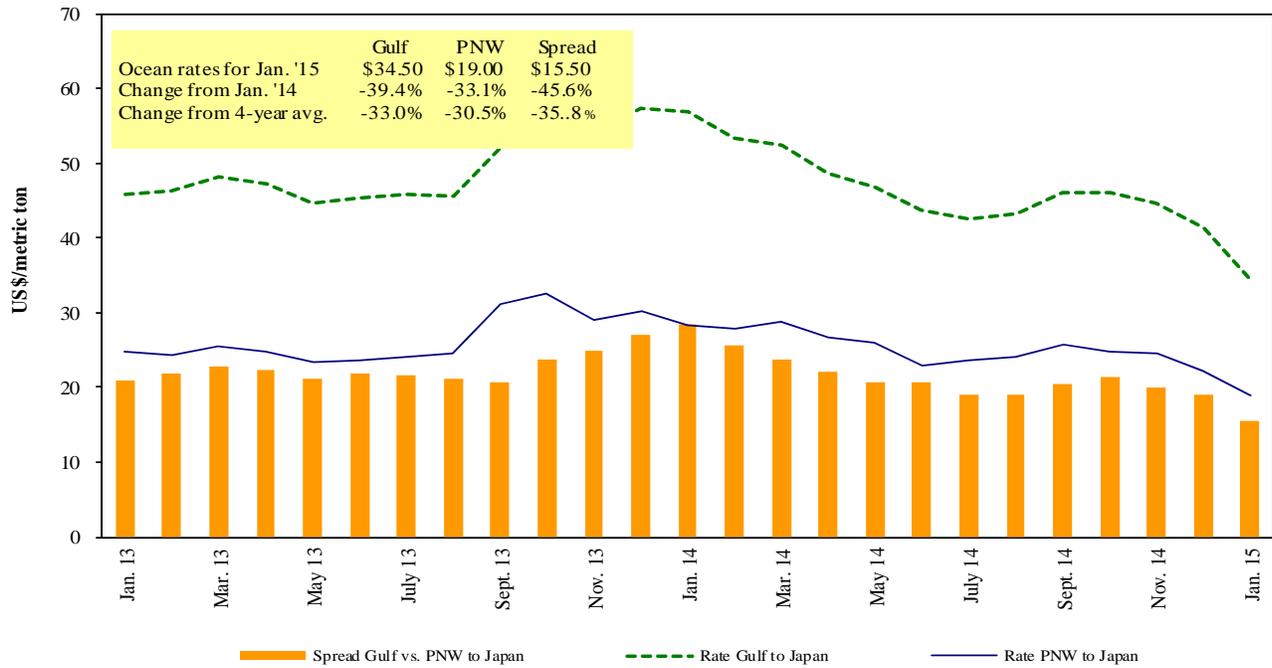


Source: Transportation & Marketing Programs/AMS/USDA

<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

**Grain Vessel Rates, U.S. to Japan**



Data Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 2/21/2015**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Feb 13/22	60,000	28.00
U.S. Gulf	China	Heavy Grain	Feb 15/20	55,000	25.50
U.S. Gulf	China	Heavy Grain	Feb 10/20	55,000	25.50
U.S. Gulf	China	Garin	Feb 1/10	55,000	33.50
U.S. Gulf	China	Heavy Grain	Feb 2/11	55,000	32.50
U.S. Gulf	Kenya <sup>1</sup>	Sorghum	Jan 2/12	10,000	91.35
Brazil	China	Heavy Grain	Jun 1/30	60,000	22.75
Brazil	China	Grain	Apr 15/May 31	60,000	24.50
Brazil	China	Heavy Grain	Mar 13/22	60,000	21.00
Brazil	China	Heavy Grain	Mar 10/15	60,000	21.50
Brazil	China	Heavy Grain	Mar 3/8	60,000	20.50
Brazil	China	Heavy Grain	Feb 25/ Mar 5	60,000	23.25
Brazil	China	Heavy Grain	Feb 25/ Mar 5	60,000	21.25
Brazil	China	Heavy Grain	Feb 25/ Mar 5	60,000	21.75
Brazil	China	Heavy Grain	Feb 10/17	60,000	23.75
Bulgaria	Egypt Med	Corn	Jan 25/30	26,750	9.25
River Plate	Egypt	Soybeans	Feb 15/20	25,000	21.50
River Plate	South Africa	Soybean Meal	Feb 20/24	25,000	18.75

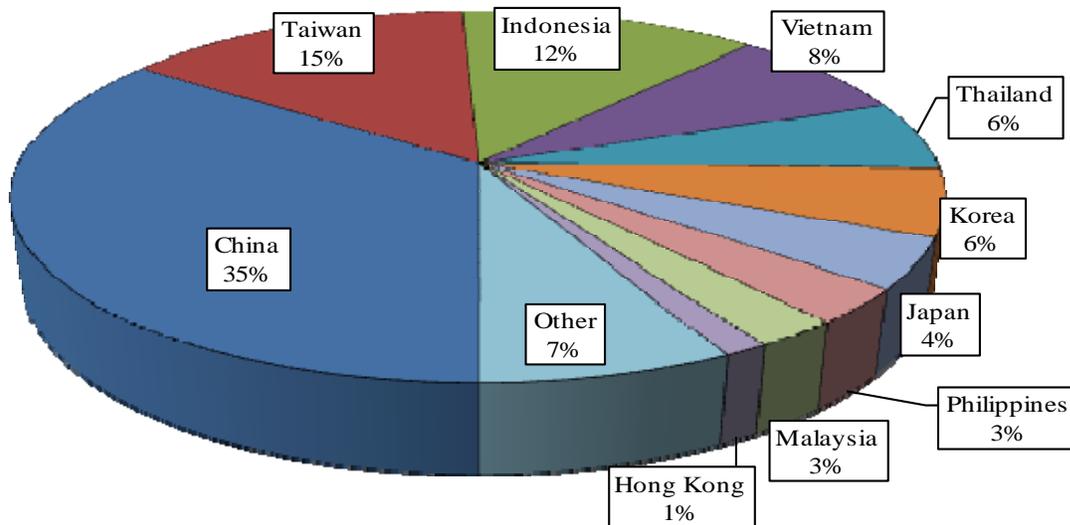
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc. (www.maritime-research.com)

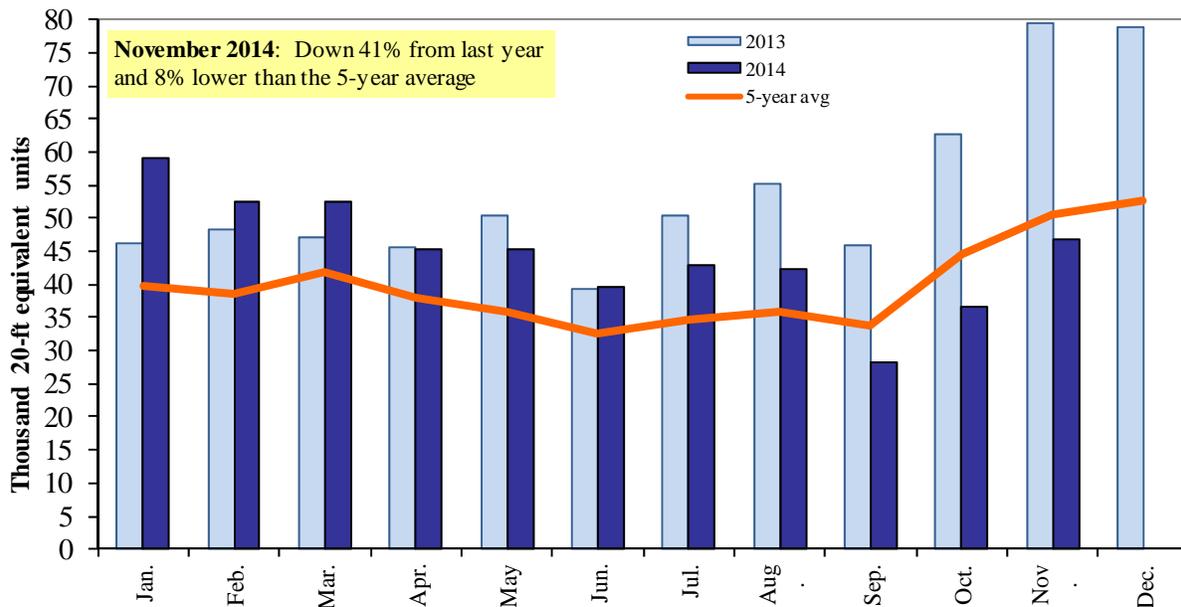
In 2013, containers were used to transport 10 percent of total U.S. waterborne grain exports, up 2 percentage points from 2012. Approximately 61 percent of U.S. waterborne grain exports in 2013 went to Asia, of which 16 percent were moved in containers. Asia is the top destination for U.S. containerized grain exports—97 percent in 2013.

**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-November, 2014**



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data  
 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

**Figure 19**  
**Monthly Shipments of Containerized Grain to Asia**



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

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

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