



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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July 9, 2015

## WEEKLY HIGHLIGHTS

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#### Mississippi River Conditions Improve After Several Lock Closures Last Week

River conditions on the Upper Mississippi are improving but remain at elevated levels. Several Mississippi River locks were closed because of high water in late June and reopened by July 1. Barge traffic through St. Louis Harbor remains restricted to daylight only. High river levels are also preventing loading operations on the lower Illinois River. During the week ending July 4, there was no reported barge traffic on the Illinois River at LaGrange Lock and Dam (last lock on the Illinois River). Barge operators report that some loading will begin this week on the upper Illinois River, while loading operations on the lower Illinois could resume next week.

#### NGFA and STC to Host Second Agricultural Transportation Summit

On August 4-5, the National Grain and Feed Association (NGFA) and the Soy Transportation Coalition (STC) will host an Ag. Transportation Summit in the Chicago area. USDA's Agricultural Marketing Service is a cosponsor of the event. According to NGFA Chairman Gary Beachner, "This year's summit will focus on strategies and steps being taken to enhance capacity and efficiency within all transportation modes – highway, rail, barge and ports – to meet the continued, growing demand for moving freight to both domestic and export markets." Topics to be addressed include: inland waterways, rail, surface transportation, ports, and the Panama Canal expansion. Speakers include: government officials, railroad executives, and top officials from the American Trucking Associations and the U.S. Chamber of Commerce. For more on the summit, see [www.soytransportation.org](http://www.soytransportation.org) or <http://www.ngfa.org/upcoming---events/transportation---summit/>.

#### Diesel Fuel Prices Fall in Response to Crude Oil Prices

During the week ending July 6, diesel fuel prices decreased 1 cent per gallon and a total of 8 cents over the past 6 weeks. The Energy Information Administration (EIA) reported that June crude oil spot prices fell by \$3 per barrel to a monthly average of \$61 per barrel, putting downward pressure on diesel fuel prices. EIA stated, "Oil prices have been relatively stable in recent months despite consistent growth in global petroleum and other liquids inventories. Inventory builds are projected to moderate somewhat in the coming months, but are expected to remain high compared with previous years."

#### Grain Inspections Fall Significantly

For the week ending July 2, **total inspections of grain** (corn, wheat, soybeans) from all major export regions reached 1.38 million metric tons (mmt), down 19 percent from the past week, down 24 percent from last year, and 1 percent above the 3-year average. Soybean inspections dropped 37 percent from the previous week; corn inspections decreased by 21 percent. Inspections of wheat increased 2 percent during the same period. Mississippi Gulf grain inspections decreased 20 percent from the past week, but Pacific Northwest (PNW) grain inspections increased 13 percent as shipments to Asia rebounded.

### Snapshots by Sector

#### Export Sales

During the week ending June 25, **unshipped balances** of wheat, corn, and soybeans totaled 17.0 mmt, down 2 percent from the same time last year. Net weekly **wheat export sales** of 0.364 mmt were down 16 percent from the prior week. **Corn export sales** of 0.594 mmt were up 20 percent from the prior week.

#### Rail

U.S. Class I railroads originated 19,046 **carloads of grain** during the week ending June 27, up 4 percent from last week, up 6 percent from last year, and up 6 percent from the 3-year average.

During the week ending July 2, average July shuttle **secondary railcar bids/offers per car** were \$104 below tariff, up \$95 from last week, and \$404 lower than last year. Non-shuttle secondary railcar bids/offers were \$50 below tariff, down \$25 from last week, and \$550 lower than last year.

#### Barge

During the week ending July 4, **barge grain movements** totaled 463,684 tons—about 36 percent lower than the previous week, and 33 percent lower than the same period last year.

During the week ending July 4, 282 grain barges **moved down river**, down 40 percent from last week; 515 grain barges were **unloaded in New Orleans**, down 9 percent from the previous week.

#### Ocean

During the week ending July 2, 30 **ocean-going grain vessels** were loaded in the Gulf, 15 percent more than the same period last year. Forty-three vessels are expected to be loaded within the next 10 days, 10 percent less than the same period last year.

During the week ending July 3, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$32 per metric ton (mt), unchanged from the previous week. The cost of shipping from the PNW to Japan was \$18 per mt, unchanged from the previous week.

#### Fuel

During the week ending July 6, U.S. average **diesel fuel prices** decreased 1 cent from the previous week to \$2.83 per gallon—down \$1.08 from the same week last year

# Feature Article/Calendar

## Second Quarter Total Grain Inspections Decrease; Soybean Inspections Rebound

USDA's Grain Inspection, Packers, and Stockyards Administration (GIPSA) reports that total grain inspected for export (wheat, corn, and soybeans) from all major U.S. ports is at 22.5 million metric tons (mmt) in the second quarter, which is a 10 percent drop from last quarter but is 3 percent above the 5-year average (see figure 1). Inspections of corn and wheat were down from the same time last year, but soybean inspections rebounded. The unshipped export sales report for soybeans indicates steady demand during the second quarter.

Grain inspections were down in each of the major export regions, with the exception of the Interior (see figure 1). Pacific Northwest (PNW) grain inspections reached 5.5 mmt, down 24 percent from last year and 14 percent below the 5-year average. PNW rail deliveries to ports were also down, falling 21 percent from last year during the second quarter. Rail deliveries of grain to Gulf ports decreased 10 percent during the second quarter, reflecting a 6 percent decrease in U.S. Gulf grain inspections (13.3 mmt). Second quarter Atlantic/Great Lakes inspections totaled 0.79 mmt, down 7 percent from last year, primarily because of lower corn shipments to Latin America and Africa. Interior grain inspections reached 2.8 mmt, up 9 percent from last year, and 7 percent above the 5-year average. Interior second quarter inspections of corn and wheat, shipped primarily to Mexico, increased 16 and 8 percent, respectively, from last year. Soybean inspections in the Interior decreased 5 percent from last year.

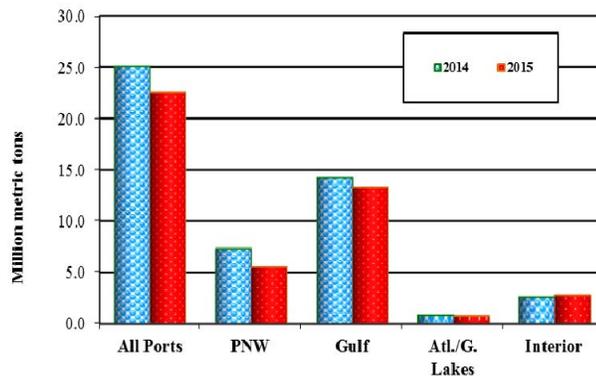
### Soybean Inspections Rebound

According to GIPSA, total second quarter soybean inspections reached 3.7 mmt, up 50 percent from last year, the highest since 2012 (see figure 2). Soybean inspections were 18 percent above the 5-year average, with an increase in shipments to Asia and Latin America. U.S. Gulf second quarter soybean inspections (2.3 mmt) increased 80 percent from last year, and PNW soybean inspections (0.477 mmt) increased 61 percent from last year. Soybean inspections in the Interior decreased 5 percent from last year.

Total second quarter corn inspections, at 13.3 mmt, decreased 11 percent from last year but increased 25 percent and is above the 5-year average. PNW corn inspections reached 2.6 mmt, down 21 percent from last year, and Gulf corn inspections reached 8.9 mmt, down 10 percent from last year. Interior inspections of corn were up 16 percent from last year at 1.7 mmt. Atlantic/Great Lakes corn inspections reached 0.195 mmt, down 48 percent from last year.

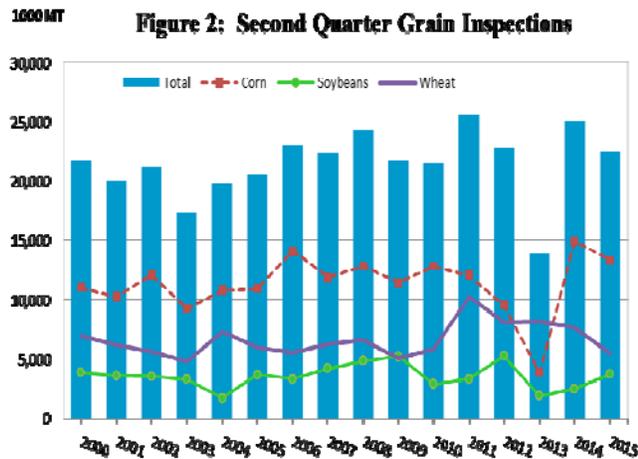
Total wheat inspections reached 5.4 mmt during the second quarter, down 29 percent from last year, and 32 percent below the 5-year average (see figure 2). Inspections of wheat dropped as lower priced wheat in other countries, such as Europe and Russia, reduced the demand for higher-priced U.S. wheat.

Figure 1: Second quarter grain inspections by port regions



Source: USDA GIPSA

Figure 2: Second Quarter Grain Inspections



Source: USDA GIPSA

Second quarter wheat inspections dropped 31 percent from last year in the Gulf (2.2 mmt), as demand from Africa and Latin America decreased. Inspections of wheat decreased 34 percent in the PNW (2.4 mmt), as shipments to Asia declined. [Johnny.Hill@ams.usda.gov](mailto:Johnny.Hill@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 |
| 07/08/15    | 190   | 252        | 208     |  | 236   | 143   | 128     |
| 07/01/15    | 191   | 253        | 204     |  | n/a   | 143   | 128     |

<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)

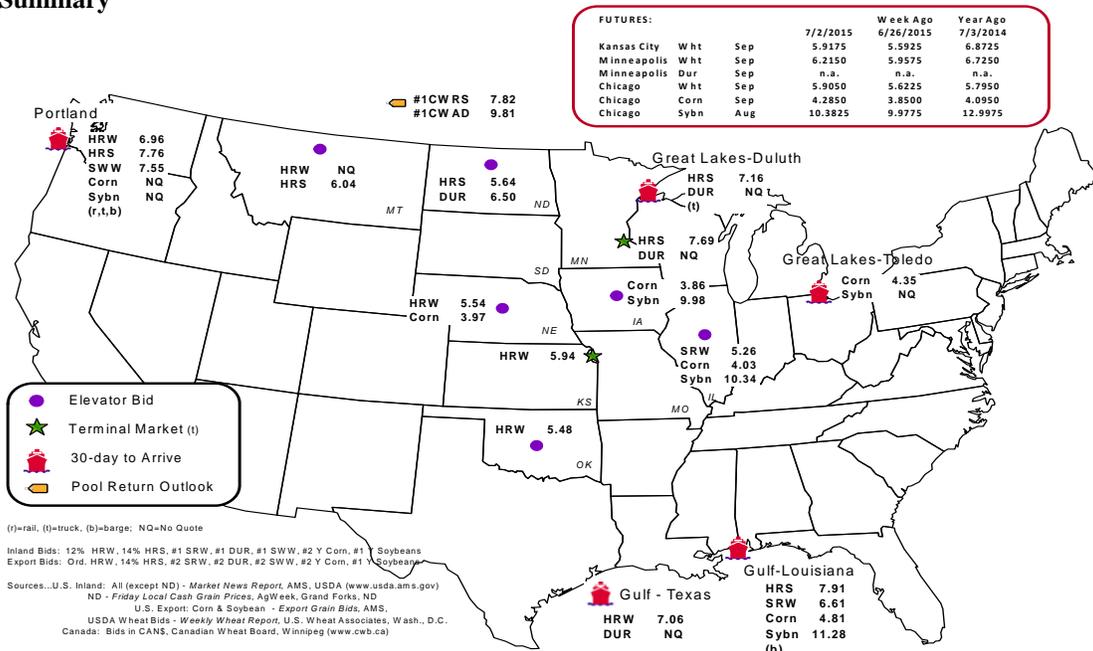
| Commodity | Origin--Destination | 7/2/2015 | 6/26/2015 |
|-----------|---------------------|----------|-----------|
| Corn      | IL--Gulf            | -0.78    | -0.74     |
| Corn      | NE--Gulf            | -0.84    | -0.78     |
| Soybean   | IA--Gulf            | -1.30    | -1.15     |
| HRW       | KS--Gulf            | -1.12    | -1.14     |
| HRS       | ND--Portland        | -2.12    | -1.69     |

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  |         |                  |                                  |
| 7/01/2015 <sup>p</sup>                        | 573         | 278        | 2,956     | 242        | 4,049   | 6/27/2015        | 2,346                            |
| 6/24/2015 <sup>r</sup>                        | 213         | 985        | 3,112     | 404        | 4,623   | 6/20/2015        | 1,724                            |
| 2015 YTD <sup>f</sup>                         | 11,599      | 34,391     | 114,322   | 13,355     | 173,667 | 2015 YTD         | 45,784                           |
| 2014 YTD <sup>f</sup>                         | 20,274      | 44,299     | 122,814   | 15,727     | 203,114 | 2014 YTD         | 49,740                           |
| 2015 YTD as % of 2014 YTD                     | 57          | 78         | 93        | 85         | 86      | % change YTD     | 92                               |
| Last 4 weeks as % of 2014 <sup>2</sup>        | 766         | 64         | 78        | 184        | 81      | Last 4wks % 2014 | 92                               |
| Last 4 weeks as % of 4-year avg. <sup>2</sup> | 213         | 68         | 97        | 153        | 94      | Last 4wks % 4 yr | 117                              |
| 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.

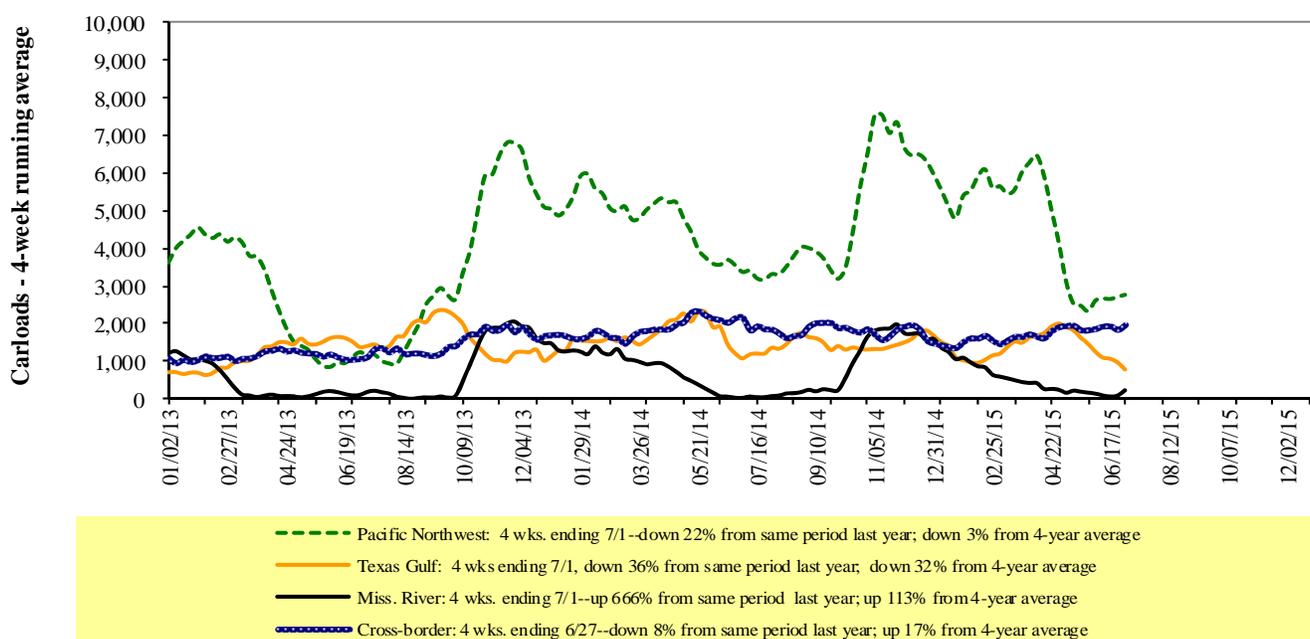
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

## Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

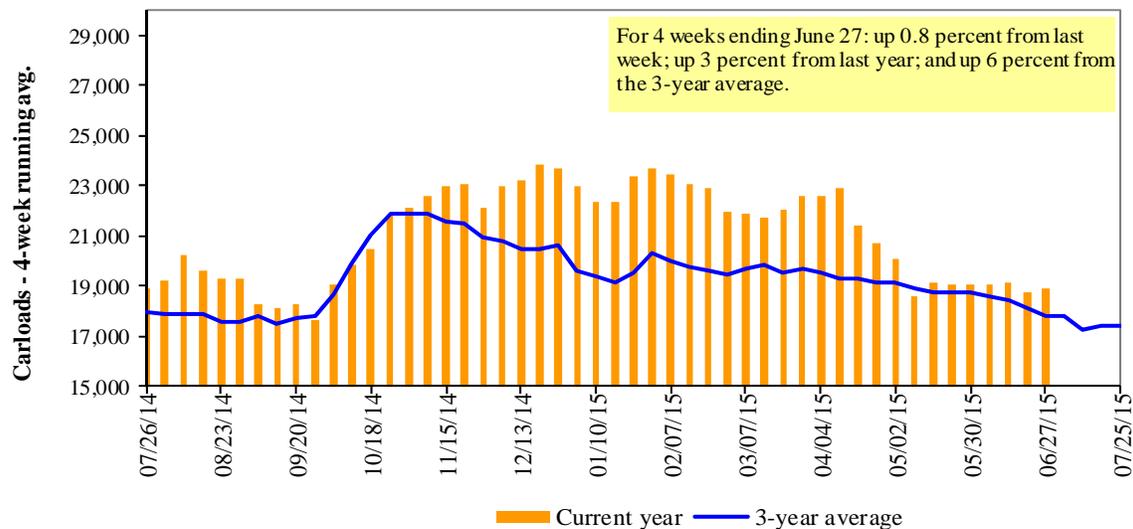
Table 4

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

| Week ending                                 | East    |         | West    |        |         | U.S. total | Canada  |         |
|---|---------|---------|---------|--------|---------|------------|---------|---------|
|   | CSXT    | NS      | BNSF    | KCS    | UP      |            | CN      | CP      |
| 06/27/15                                    | 2,248   | 2,655   | 8,044   | 725    | 5,374   | 19,046     | 4,197   | 5,253   |
| This week last year                         | 2,061   | 3,013   | 7,555   | 816    | 4,558   | 18,003     | 4,526   | 5,798   |
| 2015 YTD                                    | 51,665  | 76,223  | 246,522 | 21,932 | 129,622 | 525,964    | 103,938 | 110,250 |
| 2014 YTD                                    | 47,627  | 74,281  | 220,047 | 21,870 | 142,189 | 506,014    | 110,445 | 132,728 |
| 2015 YTD as % of 2014 YTD                   | 108     | 103     | 112     | 100    | 91      | 104        | 94      | 83      |
| Last 4 weeks as % of 2014 <sup>1</sup>      | 91      | 103     | 107     | 134    | 98      | 103        | 91      | 87      |
| Last 4 weeks as % of 3-yr avg. <sup>2</sup> | 109     | 106     | 103     | 157    | 103     | 106        | 118     | 104     |
| 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 |          |         |            |         |          |        |          |
|-----------------------------------|-----------------|----------|---------|------------|---------|----------|--------|----------|
|                                   | Jul-15          | Jul-14   | Aug-15  | Aug-14     | Sep-15  | Sep-14   | Oct-15 | Oct-14   |
| BNSF <sup>3</sup>                 |                 |          |         |            |         |          |        |          |
| COT grain units                   | 3               | no offer | 5       | 1517       | 10      | no offer | 29     | no offer |
| COT grain single-car <sup>5</sup> | 0..7            | no offer | 0..17   | 1611..2000 | 0..7    | no offer | 0..3   | no offer |
| UP <sup>4</sup>                   |                 |          |         |            |         |          |        |          |
| GCAS/Region 1                     | no bids         | no offer | no bids | 40         | no bids | no offer | n/a    | n/a      |
| GCAS/Region 2                     | no bids         | no offer | no bids | 229        | no bids | 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.

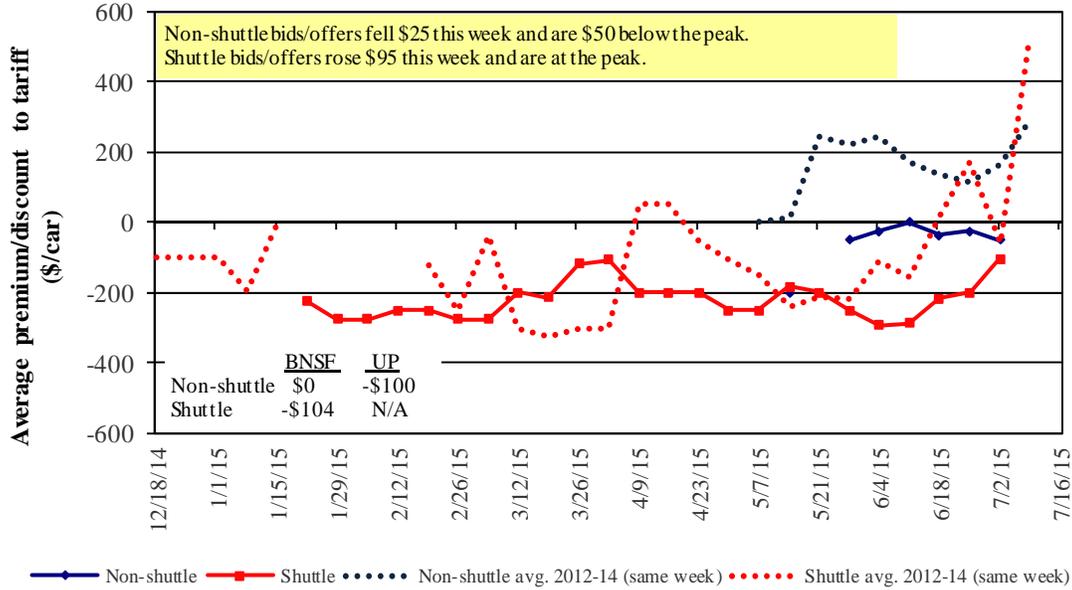
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 July 2015, Secondary Market**

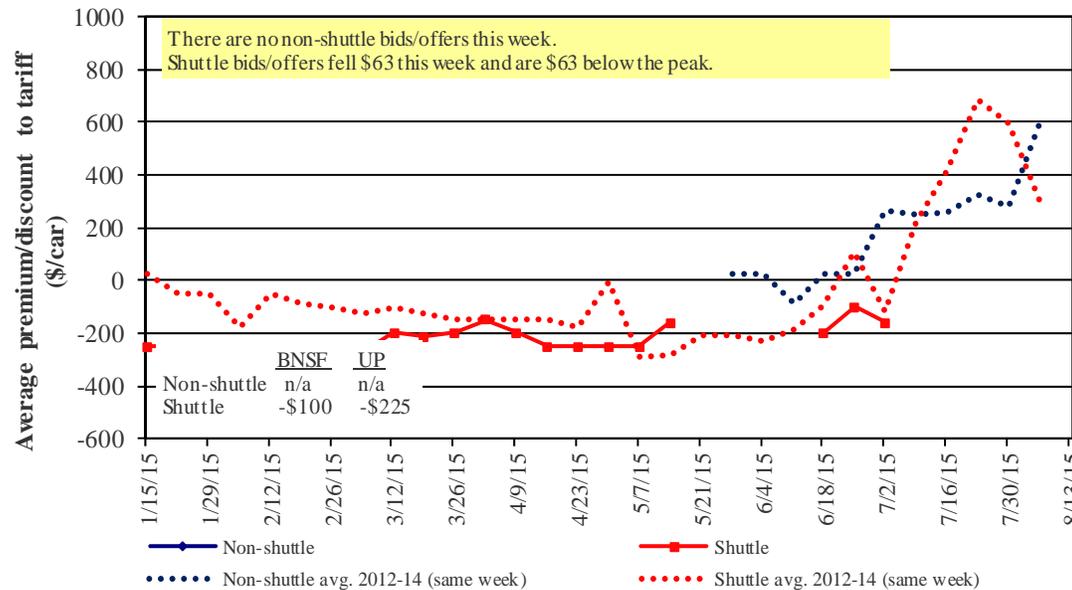


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

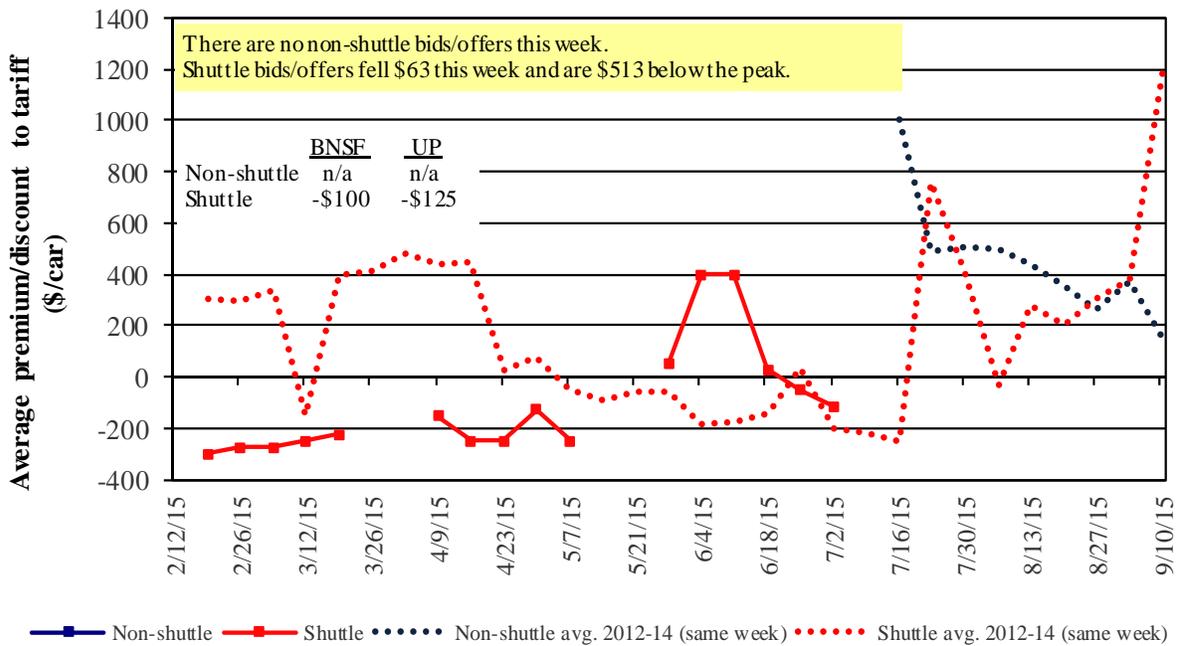


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in September 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 |        |        |        |        |        |
|----------------------------|-----------------|--------|--------|--------|--------|--------|
|                            | Jul-15          | Aug-15 | Sep-15 | Oct-15 | Nov-15 | Dec-15 |
| <b>7/2/2015</b>            |                 |        |        |        |        |        |
| <b>Non-shuttle</b>         |                 |        |        |        |        |        |
| BNSF-GF                    | -               | n/a    | n/a    | n/a    | n/a    | n/a    |
| Change from last week      | -               | n/a    | n/a    | n/a    | n/a    | n/a    |
| Change from same week 2014 | (800)           | n/a    | n/a    | n/a    | n/a    | n/a    |
| UP-Pool                    | (100)           | n/a    | n/a    | n/a    | n/a    | n/a    |
| Change from last week      | (50)            | n/a    | n/a    | n/a    | n/a    | n/a    |
| Change from same week 2014 | (300)           | n/a    | n/a    | n/a    | n/a    | n/a    |
| <b>Shuttle<sup>2</sup></b> |                 |        |        |        |        |        |
| BNSF-GF                    | (104)           | (100)  | (100)  | 650    | n/a    | n/a    |
| Change from last week      | 93              | n/a    | (200)  | (150)  | n/a    | n/a    |
| Change from same week 2014 | (504)           | n/a    | n/a    | n/a    | n/a    | n/a    |
| UP-Pool                    | n/a             | (225)  | (125)  | n/a    | n/a    | n/a    |
| Change from last week      | n/a             | (125)  | 75     | n/a    | n/a    | n/a    |
| Change from same week 2014 | n/a             | (425)  | n/a    | 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> |
|----------------------|----------------------|-----------------------|---------------------|-----------------|------------------------|----------------------------|-----|---------------------------------|
| 7/1/2015             | metric ton           |                       |                     |                 |                        | bushel <sup>2</sup>        |     |                                 |
| <b>Unit train</b>    |                      |                       |                     |                 |                        |                            |     |                                 |
| Wheat                | Wichita, KS          | St. Louis, MO         | \$3,605             | \$81            | \$36.60                | \$1.00                     | 3   |                                 |
|                      | Grand Forks, ND      | Duluth-Superior, MN   | \$4,143             | \$30            | \$41.44                | \$1.13                     | 13  |                                 |
|                      | Wichita, KS          | Los Angeles, CA       | \$6,950             | \$153           | \$70.54                | \$1.92                     | 4   |                                 |
|                      | Wichita, KS          | New Orleans, LA       | \$4,243             | \$142           | \$43.55                | \$1.19                     | 1   |                                 |
|                      | Sioux Falls, SD      | Galveston-Houston, TX | \$6,486             | \$126           | \$65.66                | \$1.79                     | 5   |                                 |
|                      | Northwest KS         | Galveston-Houston, TX | \$4,511             | \$156           | \$46.35                | \$1.26                     | 0   |                                 |
|                      | Amarillo, TX         | Los Angeles, CA       | \$4,710             | \$217           | \$48.93                | \$1.33                     | -1  |                                 |
| Corn                 | Champaign-Urbana, IL | New Orleans, LA       | \$3,328             | \$161           | \$34.65                | \$0.88                     | -2  |                                 |
|                      | Toledo, OH           | Raleigh, NC           | \$5,555             | \$199           | \$57.14                | \$1.45                     | 13  |                                 |
|                      | Des Moines, IA       | Davenport, IA         | \$2,168             | \$34            | \$21.87                | \$0.56                     | 2   |                                 |
|                      | Indianapolis, IN     | Atlanta, GA           | \$4,761             | \$150           | \$48.76                | \$1.24                     | 12  |                                 |
|                      | Indianapolis, IN     | Knoxville, TN         | \$4,104             | \$96            | \$41.71                | \$1.06                     | 14  |                                 |
|                      | Des Moines, IA       | Little Rock, AR       | \$3,308             | \$100           | \$33.84                | \$0.86                     | -1  |                                 |
|                      | Des Moines, IA       | Los Angeles, CA       | \$4,852             | \$292           | \$51.08                | \$1.30                     | -13 |                                 |
| Soybeans             | Minneapolis, MN      | New Orleans, LA       | \$3,719             | \$149           | \$38.41                | \$1.05                     | 1   |                                 |
|                      | Toledo, OH           | Huntsville, AL        | \$4,676             | \$141           | \$47.84                | \$1.30                     | 21  |                                 |
|                      | Indianapolis, IN     | Raleigh, NC           | \$5,625             | \$201           | \$57.85                | \$1.57                     | 12  |                                 |
|                      | Indianapolis, IN     | Huntsville, AL        | \$4,368             | \$96            | \$44.33                | \$1.21                     | 25  |                                 |
| Champaign-Urbana, IL | New Orleans, LA      | \$3,974               | \$161               | \$41.06         | \$1.12                 | 0                          |     |                                 |
| <b>Shuttle Train</b> |                      |                       |                     |                 |                        |                            |     |                                 |
| Wheat                | Great Falls, MT      | Portland, OR          | \$3,953             | \$88            | \$40.13                | \$1.09                     | 1   |                                 |
|                      | Wichita, KS          | Galveston-Houston, TX | \$3,919             | \$69            | \$39.60                | \$1.08                     | 7   |                                 |
|                      | Chicago, IL          | Albany, NY            | \$4,723             | \$187           | \$48.76                | \$1.33                     | 13  |                                 |
|                      | Grand Forks, ND      | Portland, OR          | \$5,611             | \$152           | \$57.23                | \$1.56                     | 1   |                                 |
|                      | Grand Forks, ND      | Galveston-Houston, TX | \$6,532             | \$158           | \$66.44                | \$1.81                     | 0   |                                 |
|                      | Northwest KS         | Portland, OR          | \$5,478             | \$256           | \$56.94                | \$1.55                     | -2  |                                 |
| Corn                 | Minneapolis, MN      | Portland, OR          | \$5,180             | \$185           | \$53.28                | \$1.35                     | -6  |                                 |
|                      | Sioux Falls, SD      | Tacoma, WA            | \$5,130             | \$170           | \$52.63                | \$1.34                     | -5  |                                 |
|                      | Champaign-Urbana, IL | New Orleans, LA       | \$3,147             | \$161           | \$32.85                | \$0.83                     | -2  |                                 |
|                      | Lincoln, NE          | Galveston-Houston, TX | \$3,610             | \$99            | \$36.83                | \$0.94                     | -4  |                                 |
|                      | Des Moines, IA       | Amarillo, TX          | \$3,690             | \$126           | \$37.89                | \$0.96                     | -2  |                                 |
|                      | Minneapolis, MN      | Tacoma, WA            | \$5,180             | \$184           | \$53.26                | \$1.35                     | -6  |                                 |
|                      | Council Bluffs, IA   | Stockton, CA          | \$4,600             | \$190           | \$47.57                | \$1.21                     | -6  |                                 |
|                      | Sioux Falls, SD      | Tacoma, WA            | \$5,690             | \$170           | \$58.19                | \$1.58                     | -5  |                                 |
| Soybeans             | Minneapolis, MN      | Portland, OR          | \$5,710             | \$185           | \$58.54                | \$1.59                     | -5  |                                 |
|                      | Fargo, ND            | Tacoma, WA            | \$5,580             | \$151           | \$56.91                | \$1.55                     | -4  |                                 |
|                      | Council Bluffs, IA   | New Orleans, LA       | \$4,425             | \$186           | \$45.79                | \$1.25                     | 0   |                                 |
|                      | Toledo, OH           | Huntsville, AL        | \$3,851             | \$141           | \$39.65                | \$1.08                     | 26  |                                 |
|                      | Grand Island, NE     | Portland, OR          | \$5,360             | \$262           | \$55.83                | \$1.52                     | -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**

| 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        | \$7,599                      | \$161                         | \$79.29  | \$2.16                          | 10 |
|           | OK           | Cuautitlan, EM       | \$6,714                      | \$195                         | \$70.59  | \$1.92                          | -2 |
|           | KS           | Guadalajara, JA      | \$7,159                      | \$189                         | \$75.07  | \$2.04                          | -3 |
|           | TX           | Salinas Victoria, NL | \$4,086                      | \$74                          | \$42.50  | \$1.16                          | 2  |
| Corn      | IA           | Guadalajara, JA      | \$8,427                      | \$222                         | \$88.37  | \$2.24                          | -2 |
|           | SD           | Celaya, GJ           | \$7,780                      | \$210                         | \$81.64  | \$2.07                          | -5 |
|           | NE           | Queretaro, QA        | \$7,618                      | \$197                         | \$79.86  | \$2.03                          | -3 |
|           | SD           | Salinas Victoria, NL | \$6,035                      | \$160                         | \$63.30  | \$1.61                          | -4 |
|           | MO           | Tlalnepantla, EM     | \$6,963                      | \$192                         | \$73.11  | \$1.86                          | -4 |
|           | SD           | Torreon, CU          | \$7,050                      | \$176                         | \$73.83  | \$1.87                          | -2 |
| Soybeans  | MO           | Bojay (Tula), HG     | \$8,365                      | \$187                         | \$87.38  | \$2.38                          | 0  |
|           | NE           | Guadalajara, JA      | \$8,929                      | \$214                         | \$93.42  | \$2.54                          | -1 |
|           | IA           | El Castillo, JA      | \$9,270                      | \$209                         | \$96.85  | \$2.63                          | -2 |
|           | KS           | Torreon, CU          | \$7,226                      | \$133                         | \$75.19  | \$2.04                          | 0  |
| Sorghum   | TX           | Guadalajara, JA      | \$7,150                      | \$137                         | \$74.45  | \$1.89                          | -2 |
|           | NE           | Celaya, GJ           | \$7,404                      | \$191                         | \$77.60  | \$1.97                          | -4 |
|           | KS           | Queretaro, QA        | \$7,255                      | \$120                         | \$75.35  | \$1.91                          | 4  |
|           | NE           | Salinas Victoria, NL | \$5,883                      | \$141                         | \$61.54  | \$1.56                          | 2  |
|           | NE           | Torreon, CU          | \$6,662                      | \$157                         | \$69.67  | \$1.77                          | 0  |

<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.

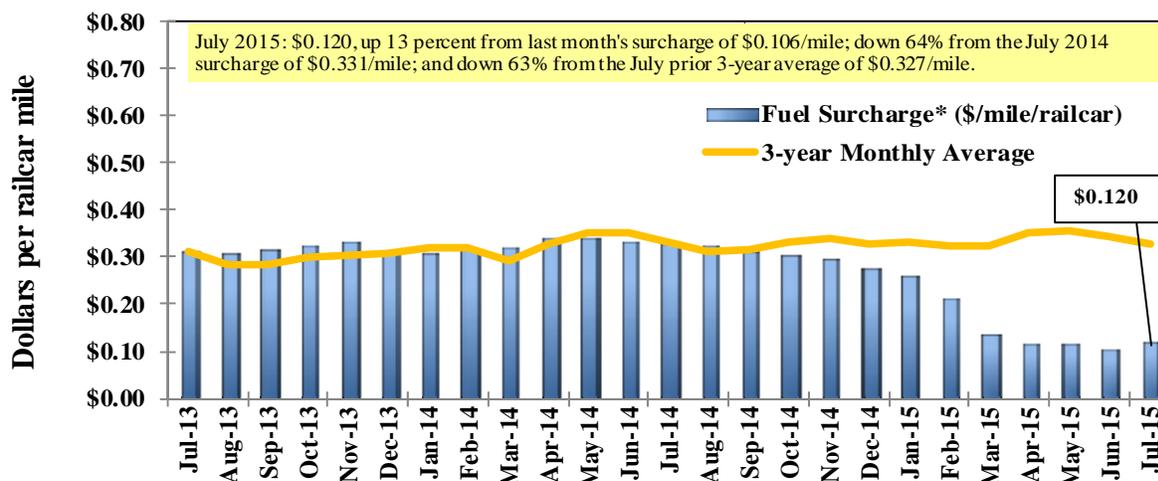
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

<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.

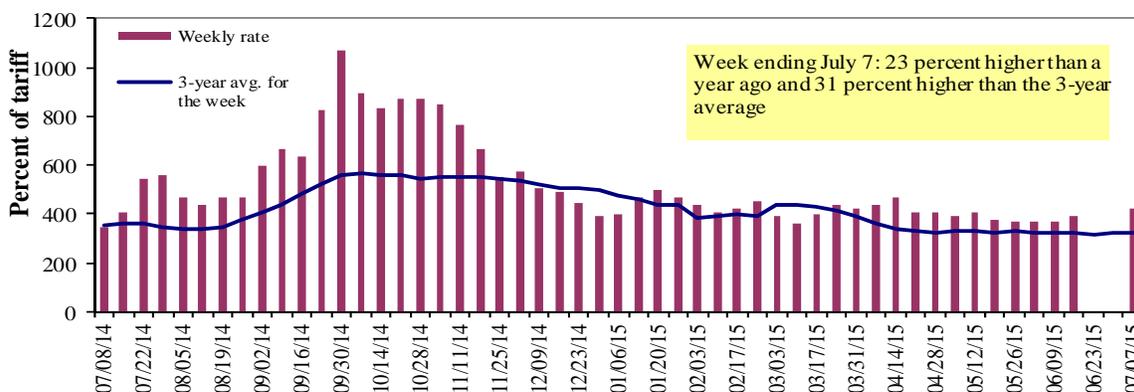
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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>                          | 7/7/2015                 | 510         | 436             | 425                  | 300       | 325        | 325        | 234           |
|  | 6/30/2015                | 552         | 458             | -                    | 330       | 353        | 353        | 262           |
| <b>\$/ton</b>                                    | 7/7/2015                 | 31.57       | 23.20           | 19.72                | 11.97     | 15.24      | 13.13      | 7.35          |
|  | 6/30/2015                | 34.17       | 24.37           | -                    | 13.17     | 16.56      | 14.26      | 8.23          |
| <b>Current week % change from the same week:</b> |                          |             |                 |                      |           |            |            |               |
|  | Last year                | -           | -               | 23                   | 22        | 34         | 34         | 13            |
|  | 3-year avg. <sup>2</sup> | 20          | 54              | 31                   | 20        | 37         | 37         | 13            |
| <b>Rate<sup>1</sup></b>                          | August                   | 508         | 458             | 458                  | 400       | 445        | 445        | 338           |
|  | October                  | 705         | 700             | 700                  | 650       | 718        | 718        | 623           |

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

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.

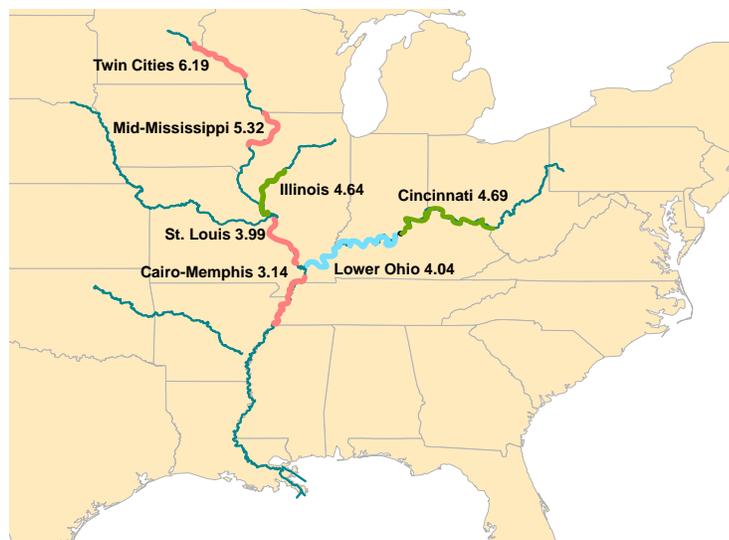
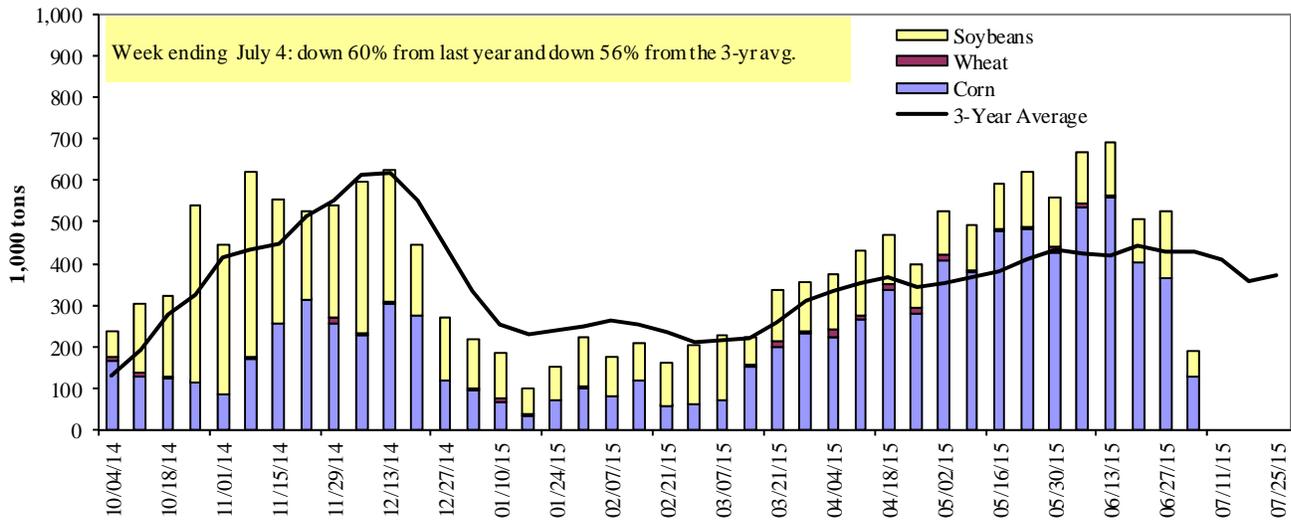


Figure 10

**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 07/04/2015                 | Corn   | Wheat | Soybeans | Other | Total  |
|--|--------|-------|----------|-------|--------|
| <b>Mississippi River</b>               |        |       |          |       |        |
| Rock Island, IL (L15)                  | 143    | 2     | 99       | 2     | 245    |
| Winfield, MO (L25)                     | 196    | 2     | 64       | 1     | 264    |
| Alton, IL (L26)                        | 136    | 2     | 37       | 1     | 175    |
| Granite City, IL (L27)                 | 128    | 2     | 58       | 3     | 190    |
| <b>Illinois River (L8)</b>             |        |       |          |       |        |
|  | 0      | 0     | 0        | 0     | 0      |
| <b>Ohio River (L52)</b>                |        |       |          |       |        |
|  | 177    | 43    | 44       | 0     | 263    |
| <b>Arkansas River (L1)</b>             |        |       |          |       |        |
|  | 0      | 4     | 6        | 0     | 10     |
| Weekly total - 2015                    | 305    | 49    | 107      | 3     | 464    |
| Weekly total - 2014                    | 539    | 106   | 44       | 5     | 693    |
| 2015 YTD <sup>1</sup>                  | 10,618 | 733   | 5,316    | 124   | 16,790 |
| 2014 YTD                               | 11,913 | 1,066 | 4,348    | 112   | 17,439 |
| 2015 as % of 2014 YTD                  | 89     | 69    | 122      | 111   | 96     |
| Last 4 weeks as % of 2014 <sup>2</sup> | 81     | 63    | 253      | 158   | 94     |
| Total 2014                             | 20,693 | 2,181 | 11,813   | 258   | 34,946 |

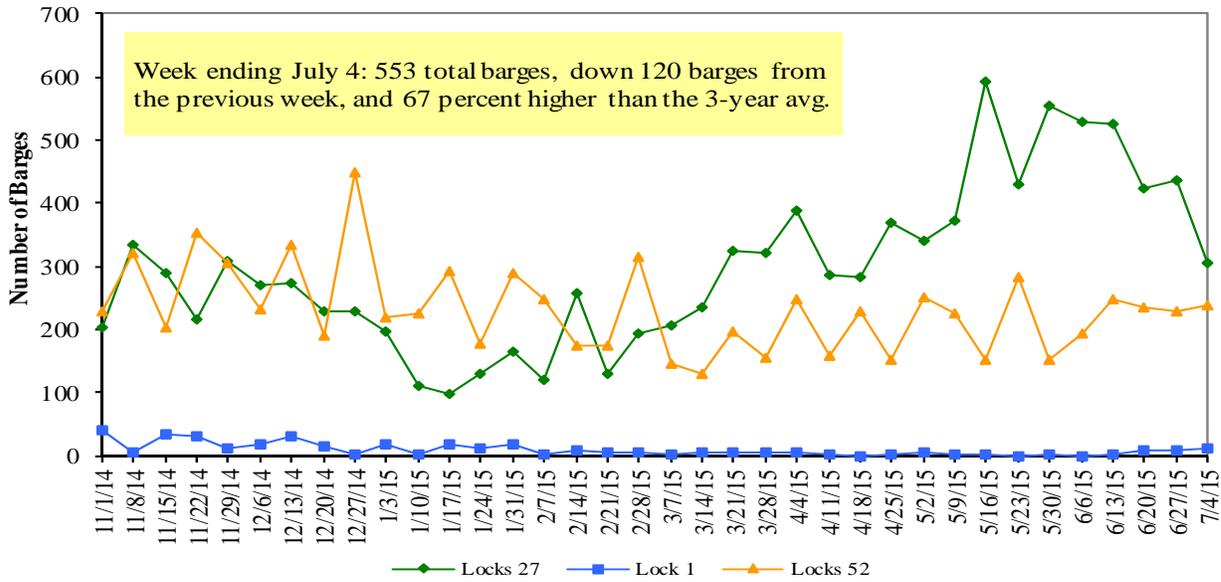
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

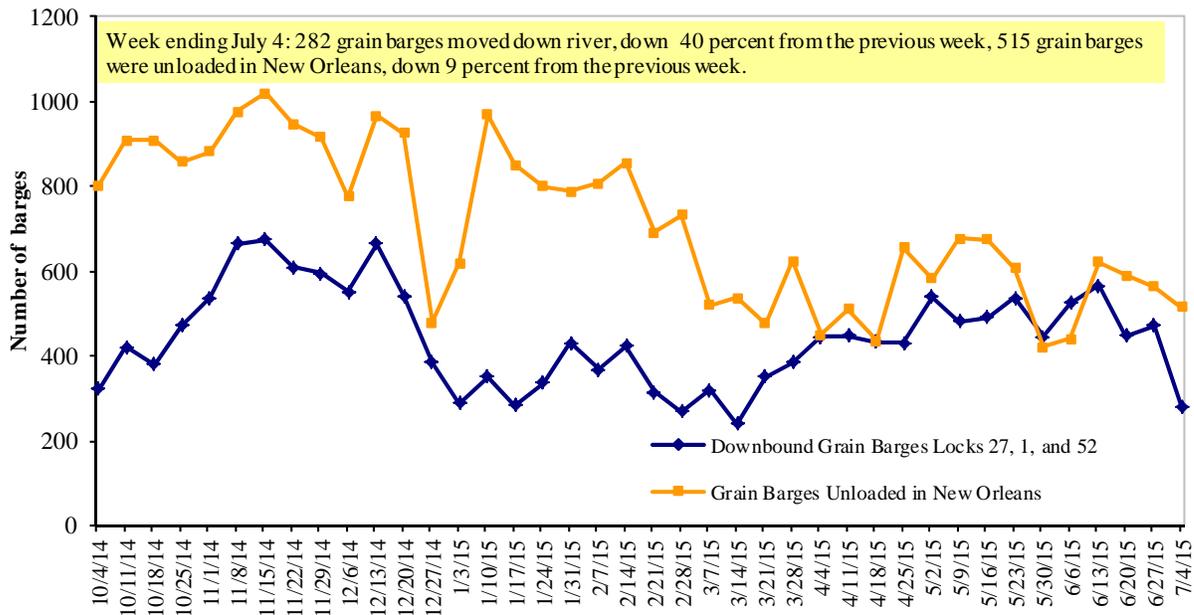
Source: U.S. Army Corps of Engineers

**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 7/06/2014 (US \$/gallon)**

| Region | Location                   | Price | Change from |          |
|--------|----------------------------|-------|-------------|----------|
|        |                            |       | Week ago    | Year ago |
| I      | East Coast                 | 2.938 | -0.016      | -1.040   |
|        | New England                | 3.060 | -0.011      | -1.038   |
|        | Central Atlantic           | 3.073 | -0.021      | -0.996   |
|        | Lower Atlantic             | 2.810 | -0.013      | -1.072   |
| II     | Midwest <sup>2</sup>       | 2.724 | -0.007      | -1.138   |
| III    | Gulf Coast <sup>3</sup>    | 2.712 | -0.018      | -1.090   |
| IV     | Rocky Mountain             | 2.785 | 0.009       | -1.124   |
| V      | West Coast                 | 3.069 | 0.001       | -0.998   |
|        | West Coast less California | 2.978 | 0.000       | -1.007   |
|        | California                 | 3.142 | 0.001       | -0.993   |
| Total  | U.S.                       | 2.832 | -0.011      | -1.081   |

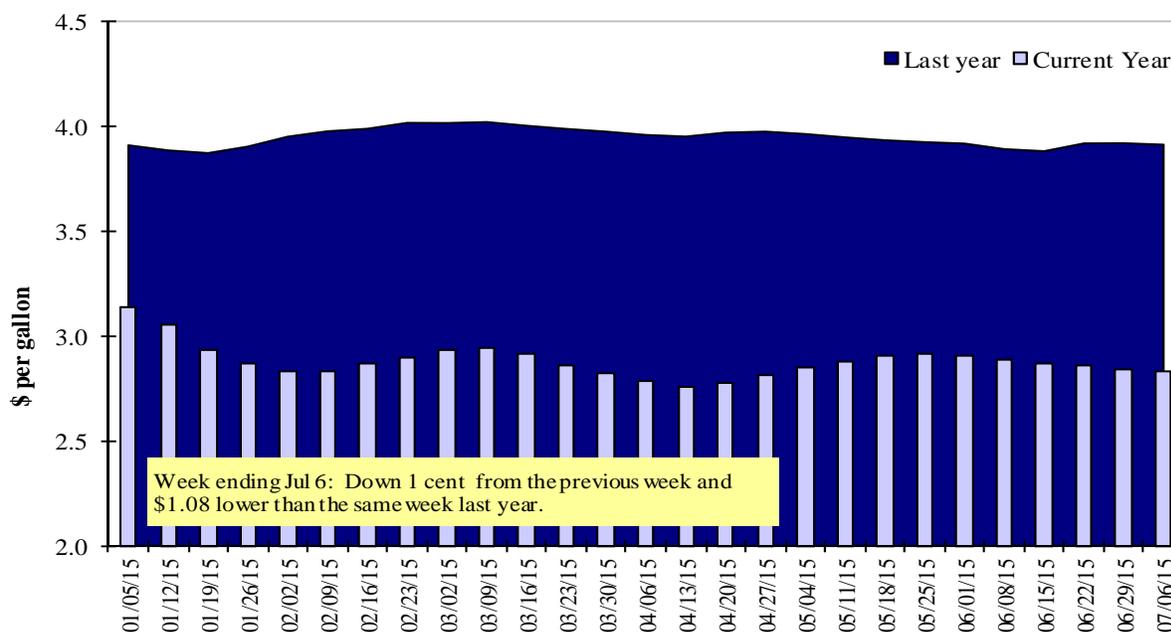
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>                   |        |       |       |       |     |           |        |          |         |
| 6/25/2015  | 1,368  | 919   | 1,373 | 858   | 201 | 4,718     | 9,459  | 2,849    | 17,026  |
| This week year ago                                   | 1,705  | 1,118 | 2,170 | 927   | 134 | 6,054     | 9,252  | 2,023    | 17,329  |
| <b>Cumulative exports-marketing year<sup>2</sup></b> |        |       |       |       |     |           |        |          |         |
| 2014/15 YTD  | 407    | 187   | 291   | 163   | 79  | 1,127     | 36,216 | 47,656   | 84,999  |
| 2013/14 YTD  | 646    | 163   | 613   | 321   | 32  | 1,775     | 37,961 | 43,493   | 83,229  |
| YTD 2014/15 as % of 2013/14                          | 63     | 115   | 47    | 51    | 247 | 63        | 95     | 110      | 102     |
| Last 4 wks as % of same period 2013/14               | 80     | 84    | 62    | 91    | 140 | 77        | 110    | 155      | 104     |
| 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 wheat

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 06/25/2015                                      | Total Commitments <sup>2</sup> |                       |                    | % change<br>current MY<br>from last MY | Exports <sup>3</sup><br>3-year avg<br>2011-2013 |
|---|--------------------------------|-----------------------|--------------------|--|---|
|   | 2015/16<br>Next MY             | 2014/15<br>Current MY | 2013/14<br>Last MY |  |   |
|   | - 1,000 mt -                   |                       |                    |  | - 1,000 mt -                                    |
| Japan   | 586                            | 11,148                | 10,803             | 3                                      | 10,079  |
| Mexico  | 1,481                          | 10,518                | 10,377             | 1                                      | 8,145   |
| Korea   | 0                              | 3,470                 | 4,257              | (18)                                   | 2,965   |
| Colombia  | 0                              | 4,133                 | 3,101              | 33                                     | 3,461   |
| Taiwan  | 0                              | 2,001                 | 1,848              | 8                                      | 1,238   |
| <b>Top 5 Importers</b>                                      | <b>2,067</b>                   | <b>31,269</b>         | <b>30,386</b>      | <b>3</b>                               | <b>25,887</b>                                   |
| <b>Total US corn export sales</b>                           | <b>3,069</b>                   | <b>45,675</b>         | <b>47,213</b>      | <b>(3)</b>                             | <b>34,445</b>                                   |
| % of Projected  | 6%                             | 99%                   | 97%                |  |   |
| Change from prior week                                      | <b>239</b>                     | <b>594</b>            | <b>291</b>         |  |   |
| <b>Top 5 importers' share of U.S. corn<br/>export sales</b> | 67%                            | 68%                   | 64%                |  | 75%   |
| <b>USDA forecast, June 2015</b>                             | <b>48,260</b>                  | <b>46,360</b>         | <b>48,700</b>      | <b>(5)</b>                             |   |
| <b>Corn Use for Ethanol USDA<br/>forecast, June 2015</b>    | <b>132,080</b>                 | <b>131,445</b>        | <b>130,404</b>     | <b>1</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 06/25/2015   | Total Commitments <sup>2</sup> |                       |                    | % change<br>current MY<br>from last MY | Exports <sup>3</sup><br>3-yr avg.<br>2011-13 |
|--|--------------------------------|-----------------------|--------------------|--|--|
|  | 2015/16<br>Next MY             | 2014/15<br>Current MY | 2013/14<br>Last MY |  |  |
|  | - 1,000 mt -                   |                       |                    |  | - 1,000 mt -                                 |
| China  | 2,435                          | 29,983                | 27,599             | 9                                      | 24,211                                       |
| Mexico   | 465                            | 3,363                 | 3,276              | 3                                      | 2,971  |
| Indonesia  | 0                              | 1,767                 | 2,277              | (22)                                   | 1,895  |
| Japan  | 227                            | 2,041                 | 1,868              | 9                                      | 1,750  |
| Taiwan   | 0                              | 1,256                 | 1,195              | 5                                      | 1,055  |
| <b>Top 5 importers</b>   | <b>3,127</b>                   | <b>38,410</b>         | <b>36,215</b>      | <b>6</b>                               | <b>31,882</b>                                |
| <b>Total US soybean export sales</b>                           | <b>6,017</b>                   | <b>50,505</b>         | <b>45,516</b>      | <b>11</b>                              | <b>39,169</b>                                |
| % of Projected   | 12%                            | 103%                  | 102%               |  |  |
| Change from prior week   | 1                              | (10)                  | 41                 |  |  |
| <b>Top 5 importers' share of U.S.<br/>soybean export sales</b> | 52%                            | 76%                   | 80%                |  | <b>81%</b>                                   |
| <b>USDA forecast, June 2015</b>                                | <b>48,310</b>                  | <b>49,260</b>         | <b>44,820</b>      | <b>10</b>                              |  |

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://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](http://www.fas.usda.gov/export-sales/myfi_rpt.htm). (Carryover plus Accumulated Exports)

Table 15

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

| Week Ending 06/25/2015  | Total Commitments <sup>2</sup> |                    | % change<br>current MY<br>from last MY | Exports <sup>3</sup><br>3-yr avg<br>2012-2014 |
|---|--------------------------------|--------------------|--|---|
|   | 2015/16<br>Current MY          | 2014/15<br>Last MY |  |   |
|   | - 1,000 mt -                   |                    |  | - 1,000 mt -                                  |
| Japan   | 436                            | 783                | (44)                                   | 3,113   |
| Mexico  | 570                            | 979                | (42)                                   | 2,807   |
| Nigeria   | 644                            | 460                | 40                                     | 2,512   |
| Philippines   | 412                            | 591                | (30)                                   | 2,105   |
| Brazil  | 143                            | 901                | (84)                                   | 2,091   |
| Korea   | 376                            | 483                | (22)                                   | 1,273   |
| Taiwan  | 289                            | 301                | (4)                                    | 1,007   |
| Indonesia   | 46                             | 259                | (82)                                   | 751   |
| Colombia  | 126                            | 156                | (19)                                   | 662   |
| Thailand  | 84                             | 99                 |  | 618   |
| <b>Top 10 importers</b>                                       | <b>3,043</b>                   | <b>4,911</b>       | <b>(38)</b>                            | <b>16,939</b>                                 |
| <b>Total US wheat export sales</b>                            | <b>5,846</b>                   | <b>7,829</b>       | <b>(25)</b>                            | <b>26,361</b>                                 |
| % of Projected  | 23%                            | 34%                |  |   |
| Change from prior week  | 364                            | 567                |  |   |
| <b>Top 10 importers' share of<br/>U.S. wheat export sales</b> | 52%                            | 63%                |  | 64%   |
| <b>USDA forecast, June 2015</b>                               | <b>25,170</b>                  | <b>23,270</b>      | <b>8</b>                               |   |

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://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](http://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<br>07/02/15 | Previous<br>Week <sup>1</sup> | Current Week<br>as % of Previous | 2015 YTD <sup>1</sup> | 2014 YTD <sup>1</sup> | 2015 YTD as<br>% of 2014 YTD | Last 4-weeks as % of |            | Total <sup>1</sup><br>2014 |
|--|-------------------------|-------------------------------|----------------------------------|-----------------------|-----------------------|------------------------------|----------------------|------------|----------------------------|
|  |                         |                               |                                  |                       |                       |                              | 2014                 | 3-yr. avg. |                            |
| <b>Pacific Northwest</b>                 |                         |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 83                      | 154                           | 54                               | 5,502                 | 6,685                 | 82                           | 54                   | 68         | 12,436                     |
| Corn                                     | 223                     | 117                           | 190                              | 4,948                 | 4,595                 | 108                          | 94                   | 150        | 7,781                      |
| Soybeans                                 | 0                       | 0                             | n/a                              | 4,054                 | 4,486                 | 90                           | 76                   | 9          | 12,887                     |
| <b>Total</b>                             | <b>306</b>              | <b>272</b>                    | <b>113</b>                       | <b>14,504</b>         | <b>15,766</b>         | <b>92</b>                    | <b>73</b>            | <b>94</b>  | <b>33,104</b>              |
| <b>Mississippi Gulf</b>                  |                         |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 180                     | 48                            | 375                              | 2,132                 | 2,256                 | 94                           | 93                   | 63         | 4,495                      |
| Corn                                     | 474                     | 723                           | 66                               | 15,466                | 16,959                | 91                           | 99                   | 154        | 30,912                     |
| Soybeans                                 | 172                     | 259                           | 66                               | 10,866                | 10,130                | 107                          | 293                  | 168        | 29,087                     |
| <b>Total</b>                             | <b>826</b>              | <b>1,030</b>                  | <b>80</b>                        | <b>28,464</b>         | <b>29,345</b>         | <b>97</b>                    | <b>113</b>           | <b>137</b> | <b>64,495</b>              |
| <b>Texas Gulf</b>                        |                         |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 35                      | 99                            | 35                               | 2,028                 | 3,467                 | 58                           | 54                   | 41         | 6,120                      |
| Corn                                     | 0                       | 32                            | 0                                | 301                   | 346                   | 87                           | 89                   | 297        | 580                        |
| Soybeans                                 | 0                       | 0                             | n/a                              | 210                   | 257                   | 82                           | n/a                  | 0          | 949                        |
| <b>Total</b>                             | <b>35</b>               | <b>131</b>                    | <b>26</b>                        | <b>2,539</b>          | <b>4,070</b>          | <b>62</b>                    | <b>57</b>            | <b>49</b>  | <b>7,649</b>               |
| <b>Interior</b>                          |                         |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 33                      | 43                            | 78                               | 693                   | 637                   | 109                          | 171                  | 145        | 1,400                      |
| Corn                                     | 97                      | 135                           | 72                               | 3,083                 | 2,806                 | 110                          | 70                   | 143        | 5,677                      |
| Soybeans                                 | 18                      | 46                            | 39                               | 1,726                 | 2,044                 | 84                           | 98                   | 92         | 4,312                      |
| <b>Total</b>                             | <b>148</b>              | <b>224</b>                    | <b>66</b>                        | <b>5,502</b>          | <b>5,488</b>          | <b>100</b>                   | <b>156</b>           | <b>132</b> | <b>11,389</b>              |
| <b>Great Lakes</b>                       |                         |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 21                      | 0                             | n/a                              | 257                   | 248                   | 104                          | 82                   | 132        | 935                        |
| Corn                                     | 0                       | 0                             | n/a                              | 137                   | 41                    | 330                          | n/a                  | 284        | 288                        |
| Soybeans                                 | 0                       | 0                             | n/a                              | 66                    | 51                    | 130                          | 0                    | 0          | 988                        |
| <b>Total</b>                             | <b>21</b>               | <b>0</b>                      | <b>n/a</b>                       | <b>460</b>            | <b>340</b>            | <b>135</b>                   | <b>93</b>            | <b>135</b> | <b>2,211</b>               |
| <b>Atlantic</b>                          |                         |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 36                      | 35                            | 104                              | 308                   | 157                   | 196                          | 531                  | 388        | 553                        |
| Corn                                     | 5                       | 5                             | 102                              | 82                    | 372                   | 22                           | 33                   | 62         | 816                        |
| Soybeans                                 | 4                       | 4                             | 118                              | 919                   | 989                   | 93                           | 218                  | 74         | 2,119                      |
| <b>Total</b>                             | <b>45</b>               | <b>43</b>                     | <b>105</b>                       | <b>1,309</b>          | <b>1,518</b>          | <b>86</b>                    | <b>171</b>           | <b>169</b> | <b>3,487</b>               |
| <b>U.S. total from ports<sup>2</sup></b> |                         |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 388                     | 379                           | 102                              | 10,920                | 13,451                | 81                           | 70                   | 67         | 25,939                     |
| Corn                                     | 799                     | 1,011                         | 79                               | 24,016                | 25,119                | 96                           | 98                   | 152        | 46,054                     |
| Soybeans                                 | 194                     | 309                           | 63                               | 17,841                | 17,959                | 99                           | 192                  | 117        | 50,342                     |
| <b>Total</b>                             | <b>1,382</b>            | <b>1,699</b>                  | <b>81</b>                        | <b>52,778</b>         | <b>56,529</b>         | <b>93</b>                    | <b>96</b>            | <b>113</b> | <b>122,335</b>             |

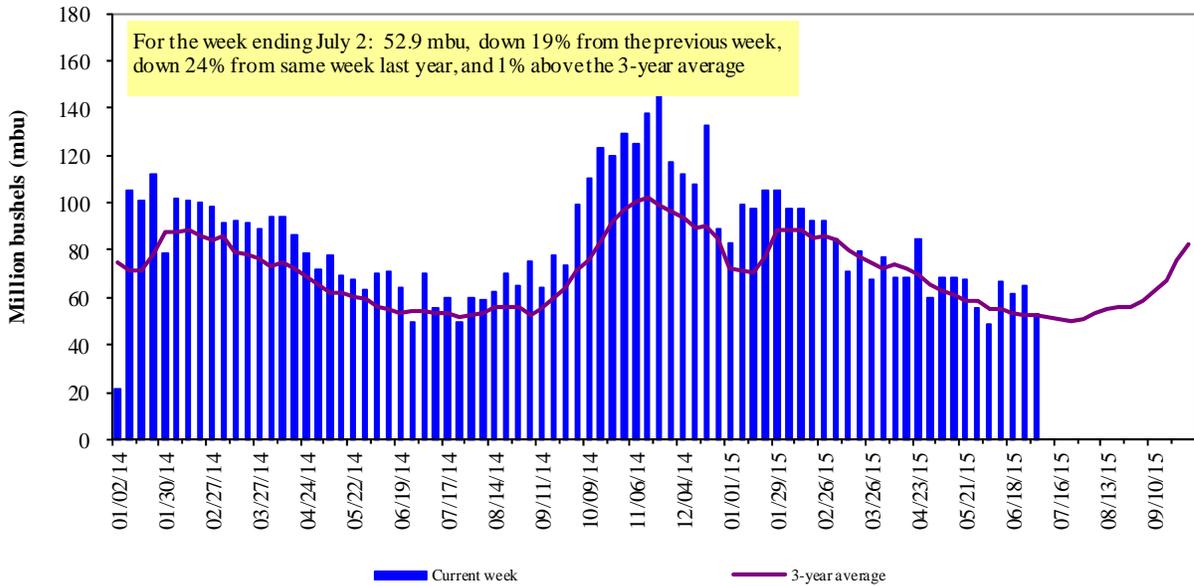
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

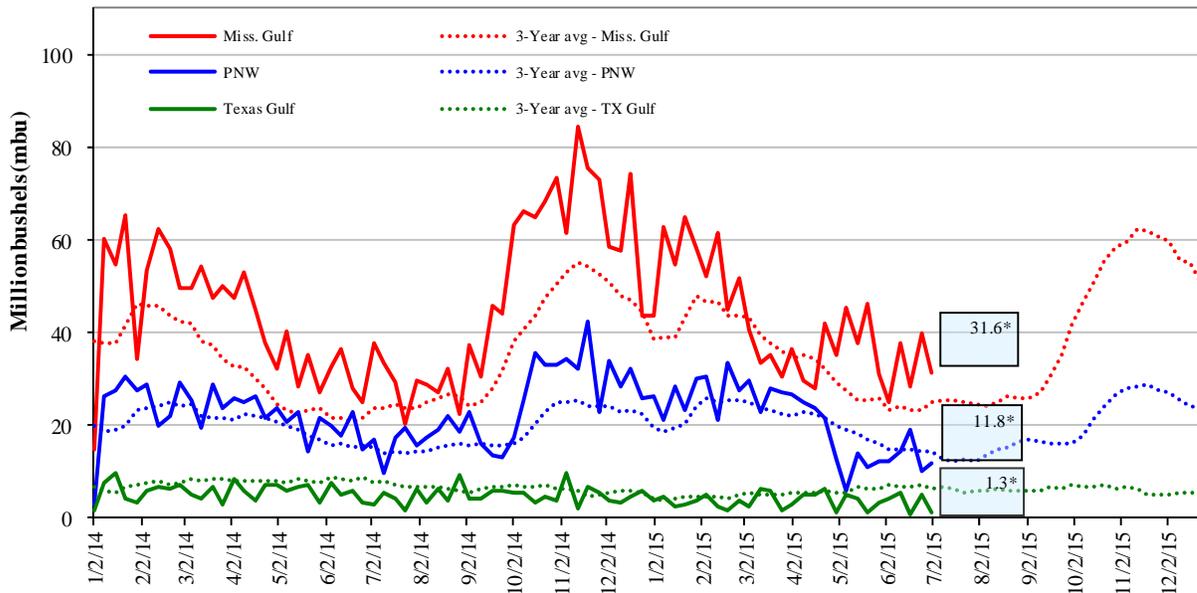


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

| <u>July 2: % change from:</u> | <u>MSGulf</u> | <u>TX Gulf</u> | <u>U.S. Gulf</u> | <u>PNW</u> |
|-------------------------------|---------------|----------------|------------------|------------|
| Last week                     | down 21       | down 74        | down 26          | up 15      |
| Last year (same week)         | down 17       | down 56        | down 20          | down 31    |
| 3-yr avg. (4-wk mov. avg.)    | up 26         | down 81        | up 4             | down 15    |

# Ocean Transportation

Table 17

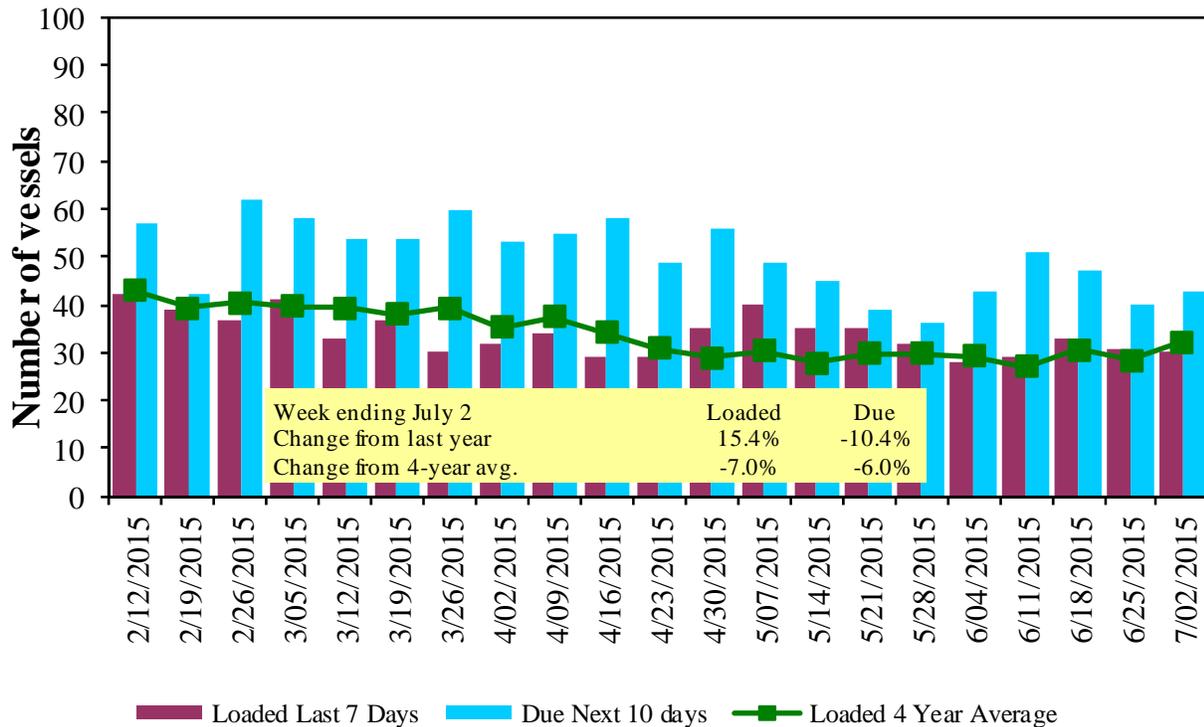
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

| Date       | Gulf     |          |          | Pacific Northwest | Vancouver B.C. |
|------------|----------|----------|----------|-------------------|----------------|
|            | In port  | Loaded   | Due next | In port           | In port        |
|            |          | 7-days   | 10-days  |                   |                |
| 7/2/2015   | 34       | 30       | 43       | 9                 | n/a            |
| 6/25/2015  | 39       | 31       | 40       | 9                 | n/a            |
| 2014 range | (18..88) | (24..52) | (27..97) | (6..26)           | n/a            |
| 2014 avg.  | 47       | 39       | 60       | 15                | n/a            |

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

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

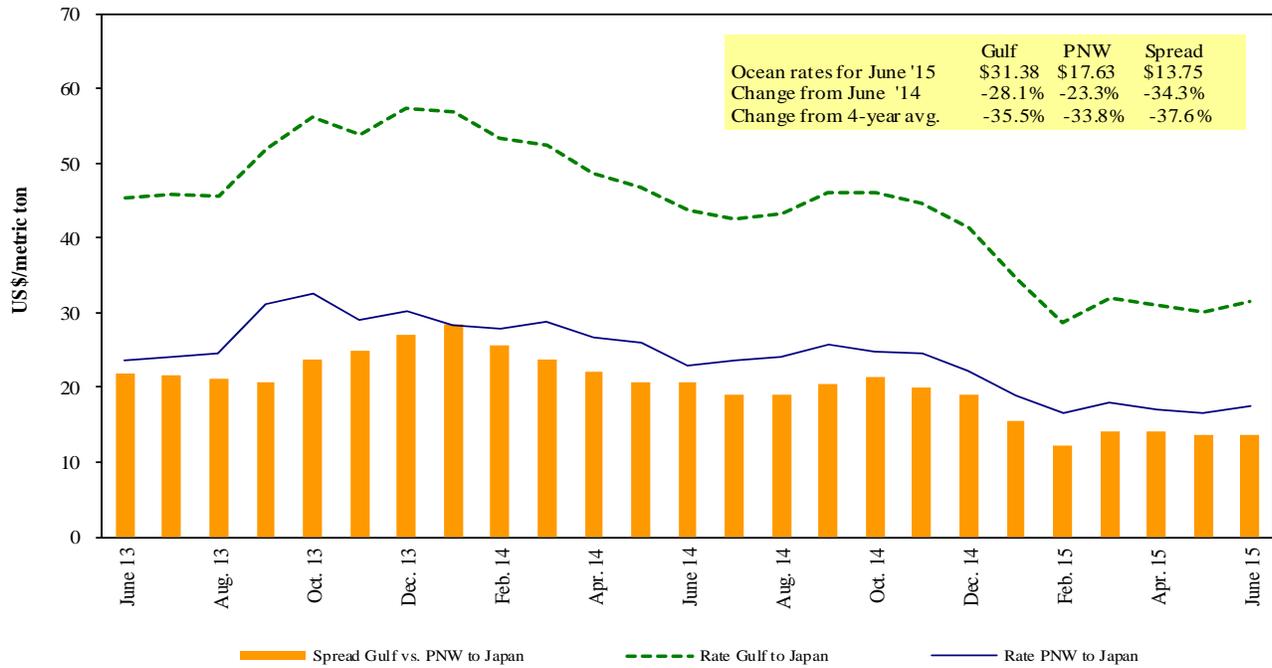


Source: Transportation & Marketing Programs/AMS/USDA

<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 7/4/2015**

| Export region | Import region          | Grain types  | Loading date | Volume loads (metric tons) | Freight rate (US\$/metric ton) |
|---------------|------------------------|--------------|--------------|----------------------------|--------------------------------|
| U.S. Gulf     | China                  | Heavy Grain  | Jul 10/15    | 53,000                     | 31.75                          |
| U.S. Gulf     | China                  | Grain        | Jun 1/10     | 50,000                     | 35.75                          |
| U.S. Gulf     | Guatemala <sup>1</sup> | Corn         | Jul 20/30    | 10,000                     | 108.18                         |
| PNW           | China                  | Heavy Grain  | Jun 1/10     | 60,000                     | 14.00                          |
| Brazil        | China                  | Grain        | Aug 1/30     | 60,000                     | 23.25                          |
| Brazil        | China                  | Heavy Grain  | Jul 10/15    | 60,000                     | 24.75                          |
| Brazil        | China                  | Heavy Grain  | Jul 1/10     | 60,000                     | 22.75                          |
| Brazil        | China                  | Heavy Grain  | Jun 25/30    | 60,000                     | 26.00                          |
| Brazil        | China                  | Heavy Grain  | Jun 20/30    | 60,000                     | 21.50                          |
| Brazil        | China                  | Heavy Grain  | Jun 20/30    | 60,000                     | 21.75                          |
| Brazil        | China                  | Heavy Grain  | Jun 10/20    | 60,000                     | 22.25                          |
| Brazil        | China                  | Heavy Grain  | Jun 10/19    | 60,000                     | 22.00                          |
| Brazil        | China                  | Grain        | Jun 15/25    | 60,000                     | 21.65                          |
| Brazil        | Egypt Med              | Corn         | Jul 5/15     | 50,000                     | 19.50                          |
| River Plate   | South Africa           | Corn         | Jul 1/10     | 25,000                     | 24.25                          |
| River Plate   | Vietnam                | Corn         | Jun 13/18    | 60,000                     | 30.00                          |
| Thailand      | Senegal                | Rice Bggd    | Jun 11/16    | 23,000                     | 34.00                          |
| Uruguay       | Syria                  | Soybean Meal | Jun 10/15    | 26,000                     | 38.80                          |

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

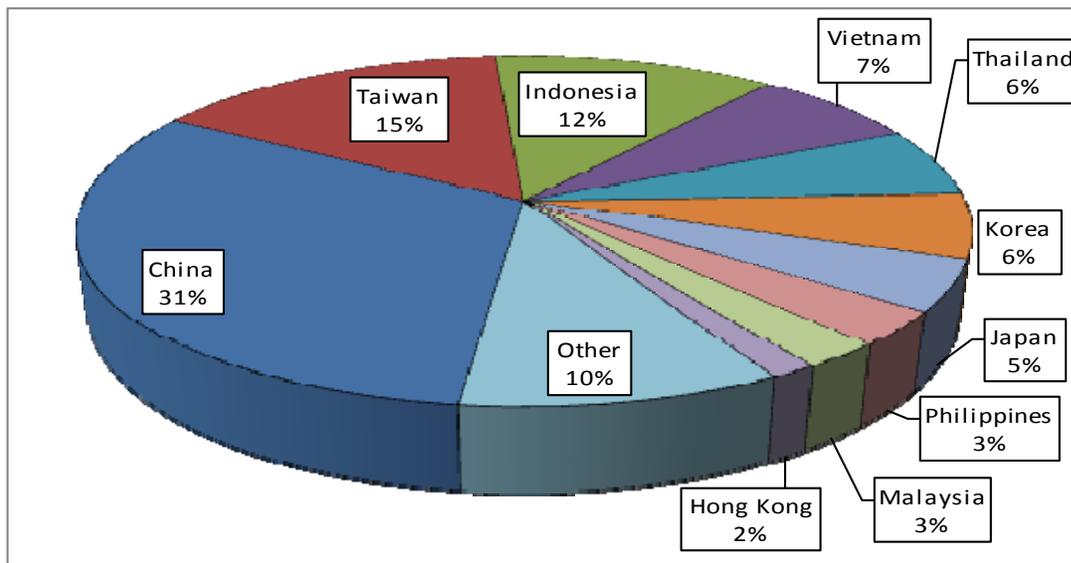
<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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-December 2014**

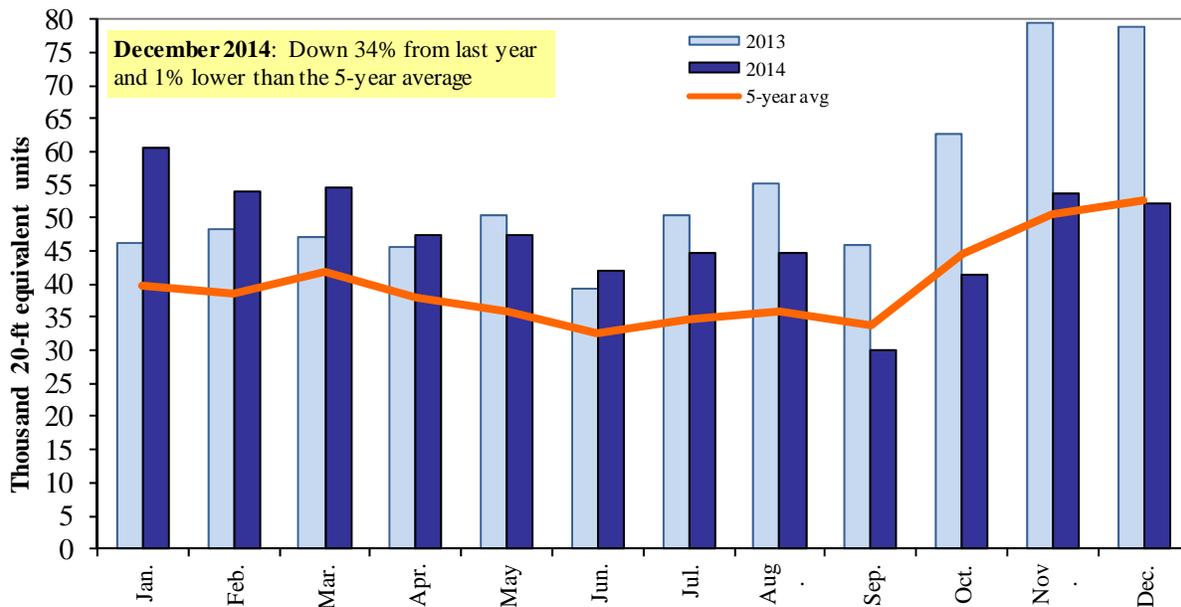


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



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

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

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