United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
www.ams.usda.gov/GTR

Contact Us

June 9, 2016

Contents

The next release is June 16, 2016

WEEKLY HIGHLIGHTS

Mississippi Gulf Grain Inspections Rebound

For the week ending June 2, Mississippi Gulf grain inspections totaled .788 million metric tons (mmt), up 33 percent from the previous week, and 22 percent above last year; due primarily to higher wheat and corn inspections. Pacific Northwest (PNW) grain inspections decreased 6 percent from the past week. **Total inspections of grain** (corn, wheat, soybeans) for export from all major export regions reached 1.56 mmt, up 3 percent from the past week, up 23 percent from last year, and 10 percent above the 3-year average. Overall, corn inspections jumped 36 percent from week to week but wheat and soybeans dropped noticeably. During the last 4 weeks, grain inspections were 1 percent above last year and 10 percent above the 3-year average. Outstanding (unshipped) export sales of grain continued up for corn and soybeans.

Informa IEG Report Looks at the Importance of Grain Exports

In April 2016, Informa IEG released the report, *How Much Do Exports Matter? Evaluating the Economic Contributions of U.S. Grain Exports on State and Congressional District Economies*. The report examined the economic benefits of exporting certain grain and grain products to show the total economic contributions gained by States and Congressional Districts. The results show the United States exported $19.4 billion dollars worth of grain and grain products in 2014. However, the total benefits to the Nation after adding the indirect impacts (such as increased fertilizer sales) and induced impacts (such as additional spending made by those involved in grain exports) increased by $62.6 billion, raising the total benefits to $82.0 billion. Based upon data from 2008 to 2012, about 54 percent of all corn exports are delivered to coastal facilities by barge, 36 percent by rail, and the remainder by truck. The study was produced for the U.S. Grains Council in coordination with the National Corn Growers Association and can be found at http://www.ncga.com/news-and-resources/news-stories/article/2016/05/study-corn-exports-add-747-billion-to-us-economy

Diesel Fuel Prices Continued to Rise

During the week ending June 6, U.S. **diesel fuel prices** averaged $2.41 per gallon. This represents a 42-cent increase over the last 16 weeks. Prices have increased each of the 16 weeks with the exception of a 1-cent decrease reported on April 4. EIA Short-Term Energy Outlook (STEO) has reported that ongoing global supply disruptions, rising demand and falling U.S. production have contributed to the price increase. For this month, EIA also estimates the U.S. crude oil production to average 8.6 million barrels per day (b/d), 0.2 million b/d below last month.

Snapshots by Sector

Export Sales

During the week ending May 26, **unshipped balances** of wheat, corn, and soybeans totaled 20.7 mmt, up 32 percent from the same time last year. Net weekly **wheat export sales** were .107 mmt, up significantly from the previous week. Net **corn export sales** were 1.32 mmt, down 5 percent from the previous week, and net **soybean export sales** were .309 mmt, down 32 percent from the past week.

Rail

U.S. Class I railroads originated 19,497 **grain carloads** for the week ending May 28, up 2 percent from the previous week, up 6 percent from last year, and up 6 percent from the 3-year average.

Average June shuttle **secondary railcar bids/offers** per car were $64 below tariff for the week ending June 2, up $49 from last week, and $278 higher than last year. Average secondary non-shuttle secondary railcar bids/offers were $50 below tariff, down $31 from last year. There were no non-shuttle bids/offers last week.

Barge

For the week ending June 4, **barge grain movements** totaled 604,608 tons, 28 percent lower than last week, and down 26 percent from the same period last year.

For the week ending June 4, 396 grain barges **moved down river**, down 28 percent from last week; 639 grain barges were **unloaded in New Orleans**, up 37 percent from the previous week.

Ocean

For the week ending June 2, 30 **ocean-going grain vessels** were loaded in the Gulf, 6 percent less than the same period last year. Fifty-seven vessels are expected to be loaded within the next 10 days, 58 percent more than the same period last year.

For the week ending June 2, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $28 per metric ton, up 3 percent from the previous week. The cost of shipping from the PNW to Japan was $16.25 per metric ton, down 2 percent from the previous week.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* June 9, 2016.
Web: **http://dx.doi.org/10.9752/TS056.06-09-2016**

Feature Article/Calendar

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

During the first quarter 2016, transportation costs for shipping corn and soybeans from Minneapolis, MN, to Japan continued to decrease from last year through the Gulf and the Pacific Northwest (PNW). The year-to-year transportation costs for shipping corn and soybeans were down significantly for each export region (see tables 1 and 2). The decrease in costs for shipping from the Gulf was caused primarily by lower barge and ocean rates. In the PNW, the sizeable decrease in ocean rates continued to push costs down from quarter to quarter, whereas truck, rail, and ocean rates also continued to force transportation costs down from last year (see table 2). High vessel supply and a general economic slowdown worldwide continued to drive transportation costs down (see ***Grain Transportation Report (GTR)*, 4/14/16**).

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

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	1stQtr 15	4thQtr 15[1]	1stQtr 16	Yr. to Yr.	Qtr to Qtr	1stQtr 15	4thQtr 15[1]	1stQtr 16	Yr. to Yr.	Qtr to Qtr
Truck	12.03	8.38	8.18	-32.00	-2.39	12.03	8.38	8.18	-32.00	-2.39
Barge[1]	14.07	34.05	7.94	-43.57	-76.68	14.07	34.05	7.94	-43.57	-76.68
Rail[2]	44.07	n/a	46.86	6.33	n/a	36.75	n/a	38.62	5.09	n/a
Ocean	31.71	29.31	23.22	-26.77	-20.78	31.71	29.31	23.22	-26.77	-20.78
Total Transportation Cost	101.88	71.74	86.20	-15.39	20.16	94.56	71.74	77.96	-17.55	8.67
Farm Value [3]	169.54	135.95	131.62	-22.37	-3.18	475.22	314.77	301.54	-36.55	-4.20
Total Landed Cost	271.42	207.69	217.82	-19.75	4.88	569.78	386.51	379.50	-33.40	-1.81
Transportation % Landed Cost	37.54	34.54	39.57			16.60	18.56	20.54		

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

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	1stQtr 15	4thQtr 15	1stQtr 16	Yr. to Yr.	Qtr to Qtr	1stQtr 15	4thQtr 15	1stQtr 16	Yr. to Yr.	Qtr to Qtr
Truck	12.03	8.38	8.18	-32.00	-2.39	12.03	8.38	8.18	-32.00	-2.39
Rail[2]	54.29	49.96	48.92	-9.89	-2.08	58.90	55.02	53.99	-8.34	-1.87
Ocean	17.83	15.97	13.30	-25.41	-16.72	17.83	15.97	13.30	-25.41	-16.72
Total Transportation Cost	84.15	74.31	70.40	-16.34	-5.26	88.76	79.37	75.47	-14.97	-4.91
Farm Value [3]	148.48	135.95	131.62	-11.36	-3.18	361.31	314.77	301.54	-16.54	-4.20
Total Landed Cost	232.63	210.26	202.02	-13.16	-3.92	450.07	394.14	377.01	-16.23	-4.35
Transportation % Landed Cost	36.17	35.34	34.85			19.72	20.14	20.02		

Source: USDA/AMS/TMP
n/a = not available

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

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

[3] Source: USDA/NASS, Agricultural Prices

U.S. Gulf Costs: Year-to-year transportation costs for shipping grain from Minneapolis, MN, to Japan decreased 15 percent for corn and 18 percent for soybeans, as truck, barge, and ocean rates continued to fall (see table 1). Year-to-year rail rates increased 6 percent for corn and 5 percent for soybeans, and truck rates for moving grain from MN to local grain elevators were down 32 percent for the same period.

First quarter farm values for corn and soybeans shipped from the Gulf to Japan continued to fall, helping push total landed costs down 20 and 33 percent year to year. Transportation costs for shipping corn and soybeans accounted for 40 and 21 percent, respectively, of the total landed costs in the Gulf, above last year (see table 1). Rail's share of the landed costs, however, was up from last year for each grain, while barge's and ocean's shares decreased. First quarter Gulf exports of corn increased 4 percent from last year, accounting for 67 percent of total corn exports. First quarter Gulf soybean exports decreased 4 percent, accounting for 61 percent of total soybean exports (***GTR*, 4/07/15**).

Pacific Northwest Costs: Total transportation costs from Minneapolis via the PNW to Japan decreased 5 percent for corn and soybeans quarter to quarter (see table 2) primarily because of lower ocean rates. Year-to-year transportation costs for shipping grain from the PNW to Japan decreased 16 percent for corn and 15 percent for soybeans, due to notably large decreases for rail and ocean rates. PNW rail rates decreased 10 percent for corn and 8 percent for soybeans, compared to last year.

The large drop in ocean rates caused first-quarter PNW total landed costs to fall 5 percent for corn and soybeans from quarter to quarter. Significantly lower transportation costs and farm values pushed year-to-year landed costs down 13 percent for corn and 16 percent for soybeans (see table 2). First quarter transportation costs for grain shipped through the PNW accounted for 35 percent of the total landed costs for corn and 20 percent for soybeans. Both were unchanged from the previous quarter, with corn slightly below last year and soybeans slightly above last year. Total first quarter corn exports from the PNW decreased 20 percent from last year, accounting for 17 percent of total corn exports. PNW soybean exports, however, rebounded and increased 22 percent from last year as demand from Asia increased. PNW soybean exports accounted for 32 percent of total soybean exports during the first quarter (***GTR,*** **4/07/16**). *Johnny.Hill@ams.usda.gov*

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators [1]

For the week ending	Truck	Rail: Unit Train	Rail: Shuttle	Barge	Ocean: Gulf	Ocean: Pacific
06/08/16	162	250	199	152	125	115
06/01/16	160	253	197	134	122	117

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

Commodity	Origin--Destination	6/3/2016	5/27/2016
Corn	IL--Gulf	0.09	-0.49
Corn	NE--Gulf	-0.84	-0.73
Soybean	IA--Gulf	-1.33	-1.12
HRW	KS--Gulf	-1.15	-1.05
HRS	ND--Portland	-1.80	-1.82

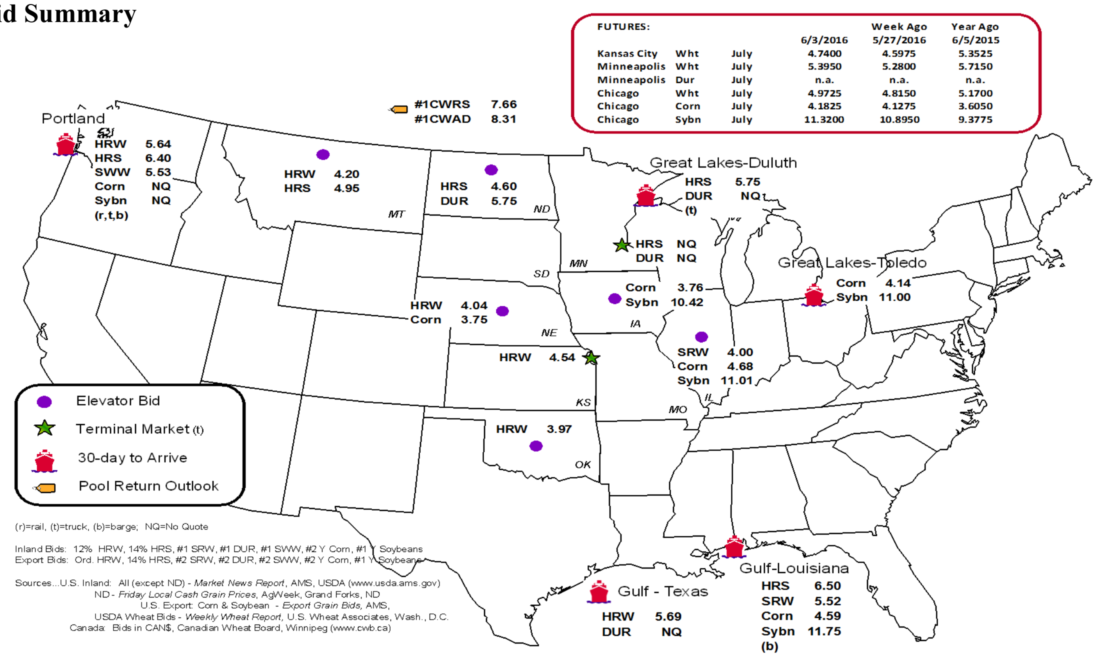
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1

Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

For the Week Ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
6/01/2016[p]	1	670	3,928	55	4,654	5/28/2016	1,974
5/25/2016[r]	21	1,698	4,355	98	6,172	5/21/2016	2,534
2016 YTD[r]	5,830	31,373	110,644	9,196	157,043	2016 YTD	45,269
2015 YTD[r]	10,680	31,267	103,263	12,458	157,668	2015 YTD	37,804
2016 YTD as % of 2015 YTD	55	100	107	74	100	% change YTD	120
Last 4 weeks as % of 2015[2]	17	85	141	48	114	Last 4wks % 2015	123
Last 4 weeks as % of 4-year avg.[2]	18	76	135	55	102	Last 4wks % 4 yr	124
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736
Total 2014	44,617	83,674	256,670	32,107	417,068	Total 2014	98,422

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2015 and prior 4-year average.

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

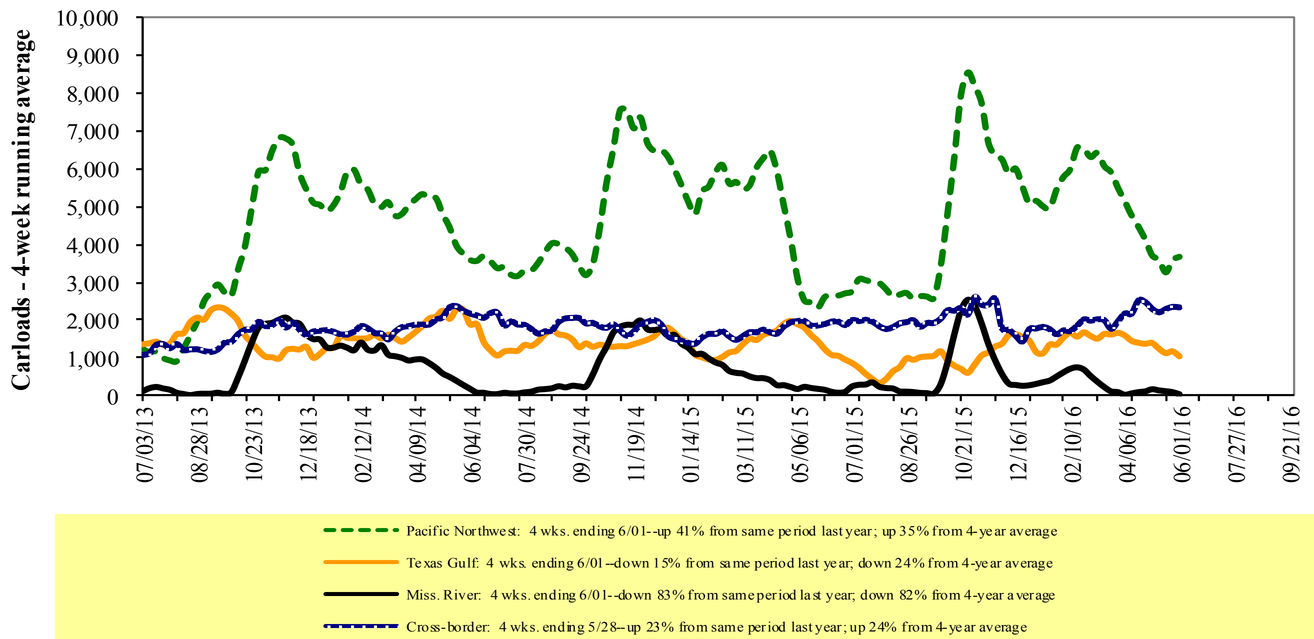
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

For the week ending:	East		West			U.S. total	Canada	
5/28/2016	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,875	2,857	8,711	1,059	4,995	19,497	1,947	2,995
This week last year	1,936	3,142	7,952	733	4,701	18,464	4,215	4,436
2016 YTD	39,190	57,578	211,235	18,723	109,919	436,645	68,710	90,878
2015 YTD	44,089	64,465	213,626	18,220	110,012	450,412	86,801	90,986
2016 YTD as % of 2015 YTD	89	89	99	103	100	97	79	100
Last 4 weeks as % of 2015*	82	87	100	95	111	98	64	85
Last 4 weeks as % of 3-yr avg.**	105	93	98	125	108	102	66	71
Total 2015	104,039	149,043	536,173	45,445	267,720	1,102,420	211,868	236,263

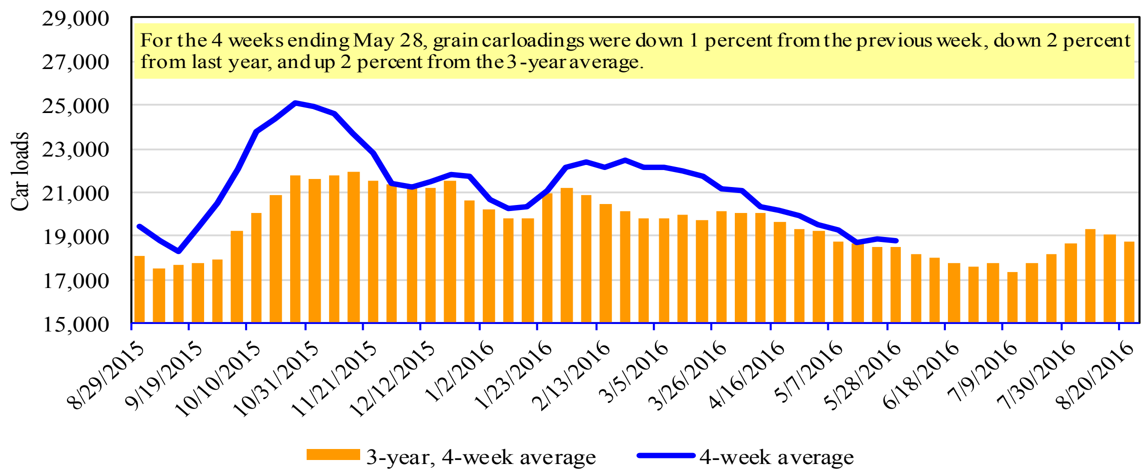
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

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

Figure 3

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



Source: Association of American Railroads

Table 5

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

For the week ending: 6/2/2016		Jun-16	Jun-15	Jul-16	Jul-15	Aug-16	Aug-15	Sep-16	Sep-15
		Delivery period							
BNSF[3]	COT grain units	0	0	no bids	no bids	no bids	no offer	no bids	92
	COT grain single-car[5]	0	1	no bids	1	0	no offer	no bids	68 . . 88
UP[4]	GCAS/Region 1	no bids	no offer	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no bids	no offer	no bids	no bids	no bids	no bids	n/a	n/a

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

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

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

[4]UP - GCAS = Grain Car Allocation System

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

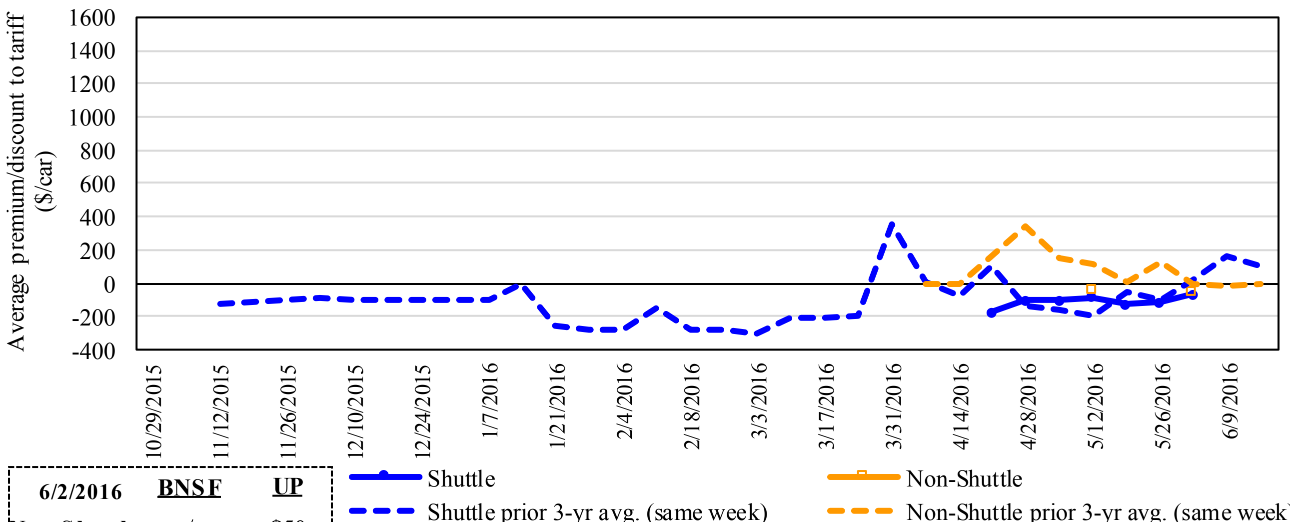
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4
Bids/Offers for Railcars to be Delivered in June 2016, Secondary Market

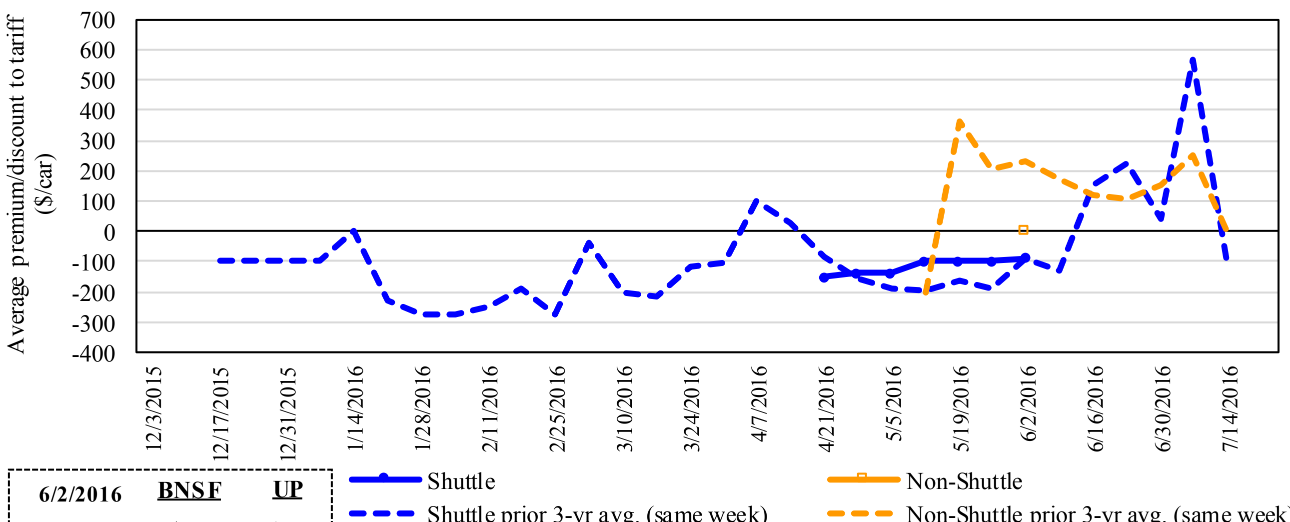


6/2/2016	BNSF	UP
Non-Shuttle	n/a	-$50
Shuttle	-$3	-$125

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are $10 below the peak. Average Shuttle bids/offers rose $49 this week and are at the peak.

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

Figure 5
Bids/Offers for Railcars to be Delivered in July 2016, Secondary Market

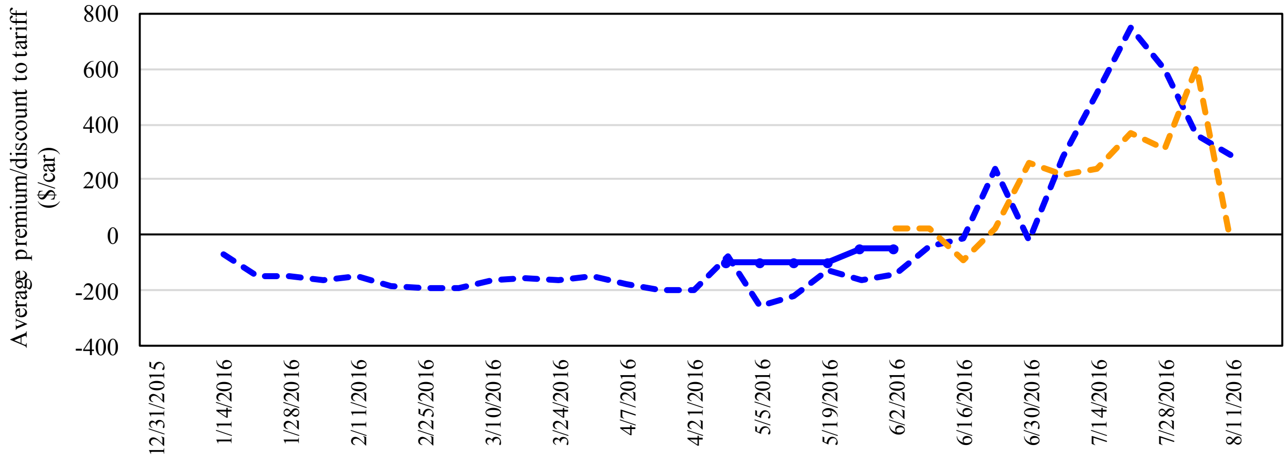


6/2/2016	BNSF	UP
Non-Shuttle	$50	-$50
Shuttle	-$25	-$150

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are at the peak. Average Shuttle bids/offers rose $13 this week and are at the peak.

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

Figure 6
Bids/Offers for Railcars to be Delivered in August 2016, Secondary Market



6/2/2016	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	-$50

There were no Non-Shuttle bids/offers this week.
Average Shuttle bids/offers are unchanged this week and are at the peak.

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

Table 6
Weekly Secondary Railcar Market ($/car)[1]

	For the week ending:	Delivery period					
	6/2/2016	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16
Non-shuttle	**BNSF-GF**	**n/a**	**50**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	n/a	50	n/a	n/a	n/a	n/a
	UP-Pool	**(50)**	**(50)**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	(12)	0	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**(3)**	**(25)**	**n/a**	**450**	**1175**	**450**
	Change from last week	97	n/a	n/a	(250)	125	250
	Change from same week 2015	347	225	n/a	50	375	n/a
	UP-Pool	**(125)**	**(150)**	**(50)**	**0**	**450**	**238**
	Change from last week	0	(50)	0	0	0	13
	Change from same week 2015	208	188	n/a	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week
Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool
Sources: Transportation and Marketing Programs/AMS/USDA
Data from James B. Joiner Co., Tradewest Brokerage Co.

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 6/1/2016	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,605	$0	$35.80	$0.97	-2
	Grand Forks, ND	Duluth-Superior, MN	$3,463	-$24	$34.15	$0.93	-17
	Wichita, KS	Los Angeles, CA	$6,950	-$122	$67.80	$1.85	-3
	Wichita, KS	New Orleans, LA	$4,243	$0	$42.14	$1.15	-3
	Sioux Falls, SD	Galveston-Houston, TX	$6,486	-$100	$63.41	$1.73	-3
	Northwest KS	Galveston-Houston, TX	$4,511	$0	$44.80	$1.22	-3
	Amarillo, TX	Los Angeles, CA	$4,710	$0	$46.77	$1.27	-4
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,681	$0	$36.55	$0.93	6
	Toledo, OH	Raleigh, NC	$6,061	$0	$60.19	$1.53	9
	Des Moines, IA	Davenport, IA	$2,168	$0	$21.53	$0.55	-1
	Indianapolis, IN	Atlanta, GA	$5,004	$0	$49.69	$1.26	5
	Indianapolis, IN	Knoxville, TN	$4,311	$0	$42.81	$1.09	5
	Des Moines, IA	Little Rock, AR	$3,444	$0	$34.20	$0.87	1
	Des Moines, IA	Los Angeles, CA	$5,052	$0	$50.17	$1.27	-1
Soybeans	Minneapolis, MN	New Orleans, LA	$3,699	$0	$36.73	$1.00	-3
	Toledo, OH	Huntsville, AL	$5,051	$0	$50.16	$1.37	8
	Indianapolis, IN	Raleigh, NC	$6,178	$0	$61.35	$1.67	10
	Indianapolis, IN	Huntsville, AL	$4,529	$0	$44.98	$1.22	4
	Champaign-Urbana, IL	New Orleans, LA	$4,395	$0	$43.64	$1.19	7
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,853	-$70	$37.56	$1.02	-6
	Wichita, KS	Galveston-Houston, TX	$3,871	-$55	$37.90	$1.03	-4
	Chicago, IL	Albany, NY	$5,492	$0	$54.54	$1.48	16
	Grand Forks, ND	Portland, OR	$5,511	-$122	$53.52	$1.46	-6
	Grand Forks, ND	Galveston-Houston, TX	$5,831	-$127	$56.65	$1.54	-14
	Northwest KS	Portland, OR	$5,478	$0	$54.40	$1.48	-4
Corn	Minneapolis, MN	Portland, OR	$5,000	-$148	$48.18	$1.22	-9
	Sioux Falls, SD	Tacoma, WA	$4,960	-$136	$47.91	$1.22	-8
	Champaign-Urbana, IL	New Orleans, LA	$3,481	$0	$34.57	$0.88	6
	Lincoln, NE	Galveston-Houston, TX	$3,600	-$79	$34.96	$0.89	-5
	Des Moines, IA	Amarillo, TX	$3,795	$0	$37.69	$0.96	0
	Minneapolis, MN	Tacoma, WA	$5,000	-$147	$48.19	$1.22	-9
	Council Bluffs, IA	Stockton, CA	$4,640	-$152	$44.57	$1.13	-6
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,490	-$136	$53.17	$1.45	-8
	Minneapolis, MN	Portland, OR	$5,510	-$148	$53.25	$1.45	-8
	Fargo, ND	Tacoma, WA	$5,380	-$121	$52.23	$1.42	-8
	Council Bluffs, IA	New Orleans, LA	$4,425	$0	$43.94	$1.20	-4
	Toledo, OH	Huntsville, AL	$4,226	$0	$41.97	$1.14	10
	Grand Island, NE	Portland, OR	$5,360	$0	$53.23	$1.45	-4

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

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

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

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: 6/1/2016				Fuel			Percent
	Origin		Tariff	surcharge	Tariff plus surcharge per:		change[4]
Commodity	**state**	**Destination region**	**rate/car[1]**	**per car[2]**	**metric ton[3]**	**bushel[3]**	**Y/Y**
Wheat	MT	Chihuahua, CI	$7,459	$0	$76.21	$2.07	-3
	OK	Cuautitlan, EM	$6,514	$0	$66.55	$1.81	-5
	KS	Guadalajara, JA	$6,995	$70	$72.19	$1.96	-4
	TX	Salinas Victoria, NL	$4,142	$0	$42.32	$1.15	-1
Corn	IA	Guadalajara, JA	$8,137	$49	$83.64	$2.12	-5
	SD	Celaya, GJ	$7,480	$0	$76.43	$1.94	-6
	NE	Queretaro, QA	$7,879	$0	$80.50	$2.04	0
	SD	Salinas Victoria, NL	$6,545	$0	$66.87	$1.70	6
	MO	Tlalnepantla, EM	$7,238	$0	$73.96	$1.88	0
	SD	Torreon, CU	$7,080	$0	$72.34	$1.84	-2
Soybeans	MO	Bojay (Tula), HG	$8,652	$54	$88.95	$2.42	1
	NE	Guadalajara, JA	$9,142	$52	$93.93	$2.55	0
	IA	El Castillo, JA	$9,470	$0	$96.76	$2.63	0
	KS	Torreon, CU	$7,439	$30	$76.31	$2.07	1
Sorghum	NE	Celaya, GJ	$7,344	$41	$75.45	$1.91	-3
	KS	Queretaro, QA	$7,563	$0	$77.27	$1.96	2
	NE	Salinas Victoria, NL	$6,168	$0	$63.02	$1.60	2
	NE	Torreon, CU	$6,672	$25	$68.42	$1.74	-2

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

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

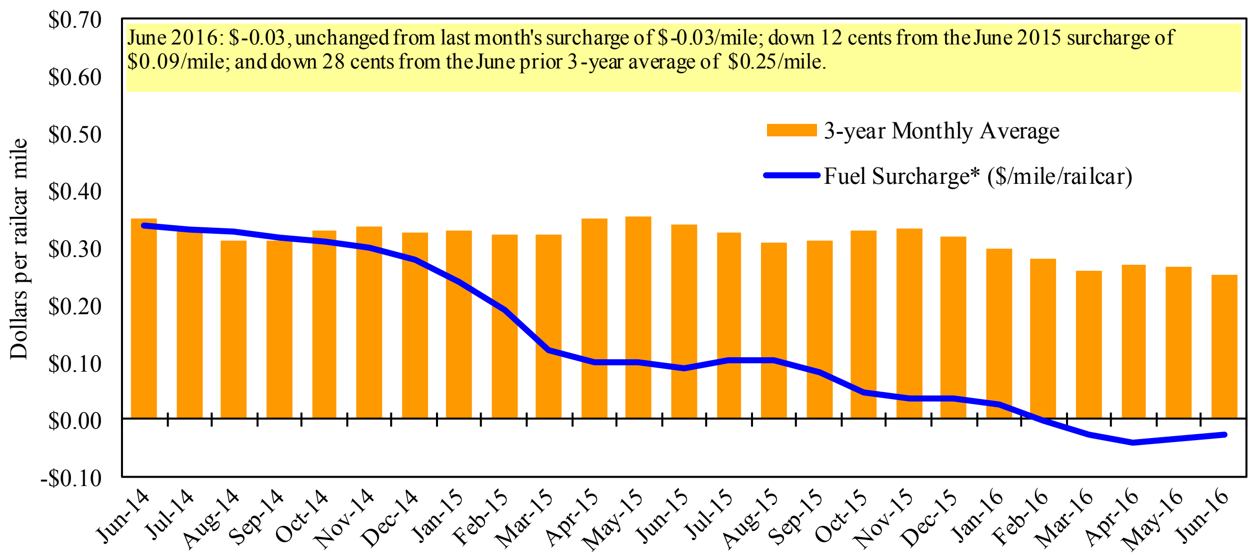
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]

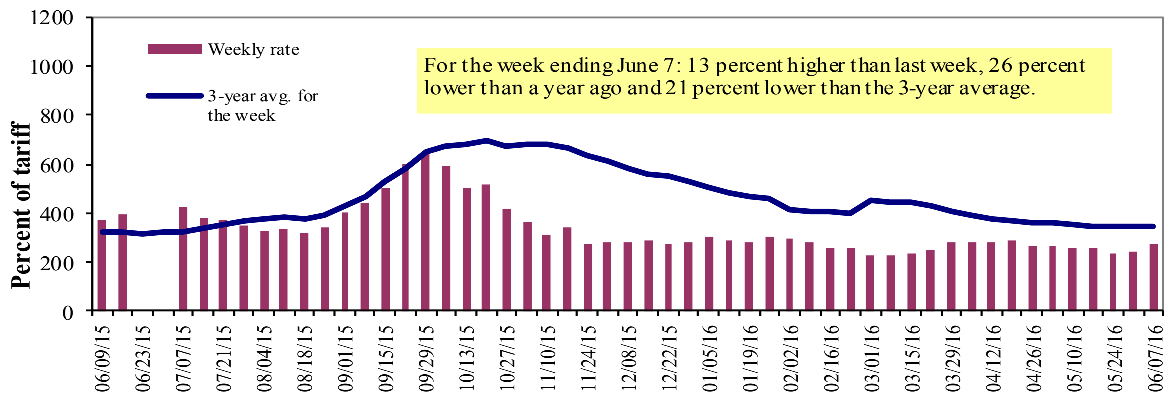


[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.
Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Freight Rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	6/7/2016	353	290	273	180	172	172	177
	5/31/2016	317	252	242	173	167	167	168
$/ton	6/7/2016	21.85	15.43	12.67	7.18	8.07	6.95	5.56
	5/31/2016	19.62	13.41	11.23	6.90	7.83	6.75	5.28
Current week % change from the same week:								
	Last year	-18	-25	-26	-30	-32	-32	-21
	3-year avg. [2]	-14	-17	-21	-24	-22	-22	-12
Rate[1]	July	375	318	315	222	223	223	210
	September	482	493	495	417	475	475	437

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

Source: Transportation & Marketing Programs/AMS/USDA

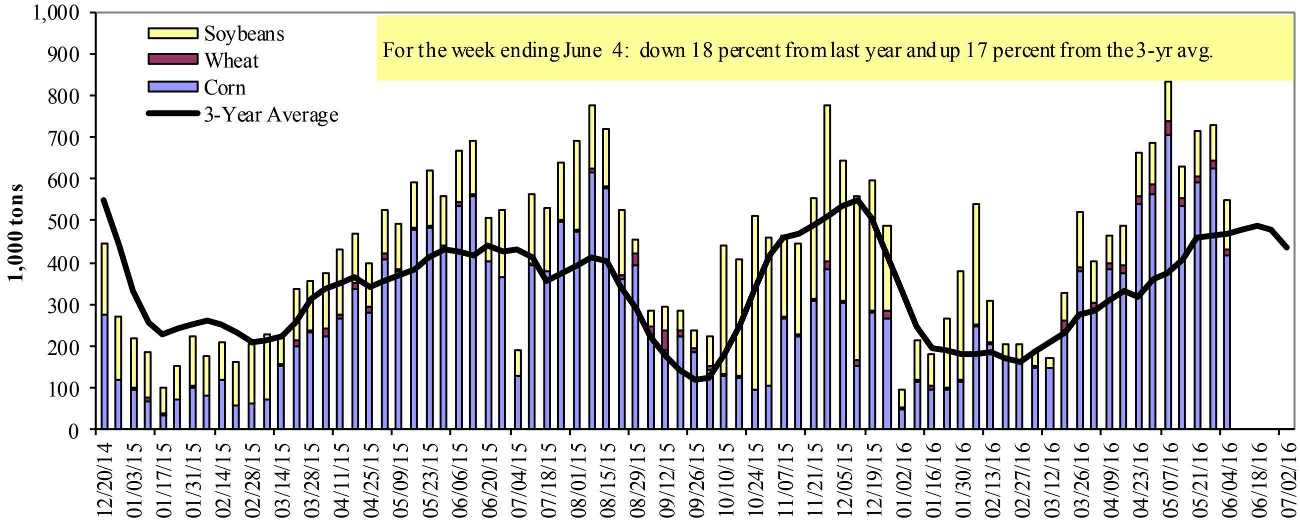
Figure 9
Benchmark tariff rates

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

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

Figure 10

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



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

For the week ending 6/4/2016	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	289	13	64	11	378
Winfield, MO (L25)	278	2	76	2	357
Alton, IL (L26)	429	17	118	6	570
Granite City, IL (L27)	416	17	116	6	555
Illinois River (L8)	120	18	8	0	146
Ohio River (L52)	19	2	9	0	30
Arkansas River (L1)	0	14	6	0	20
Weekly total - 2016	435	33	130	6	605
Weekly total - 2015	650	11	151	2	814
2016 YTD[1]	9,648	760	4,399	125	14,932
2015 YTD	8,659	584	4,718	95	14,056
2016 as % of 2015 YTD	111	130	93	131	106
Last 4 weeks as % of 2015[2]	98	363	88	671	102
Total 2015	19,215	1,686	14,191	359	35,451

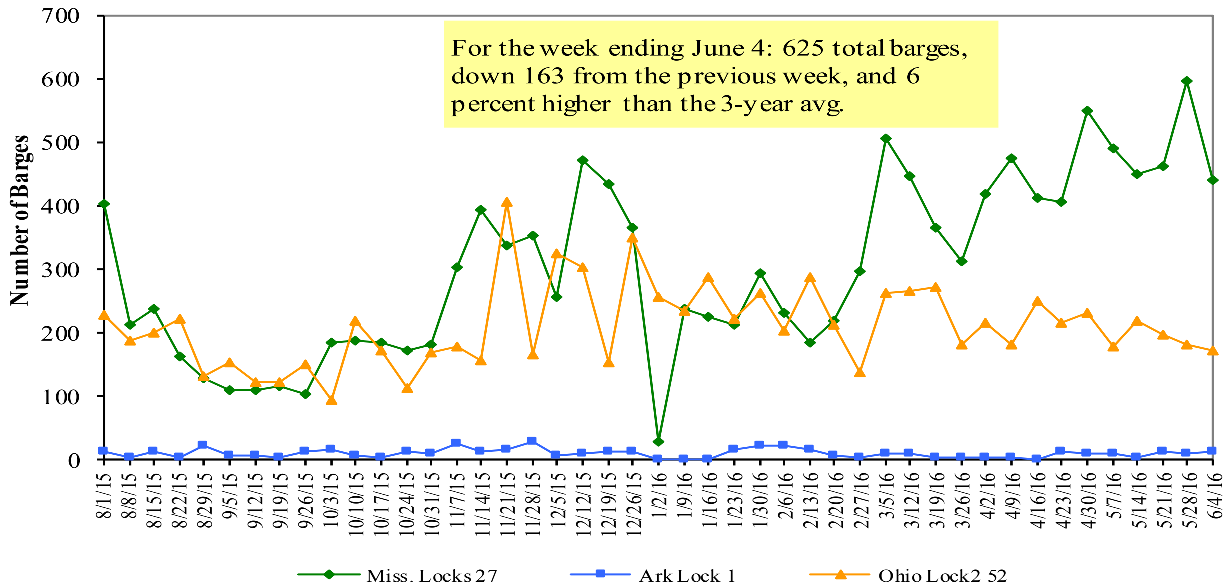
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

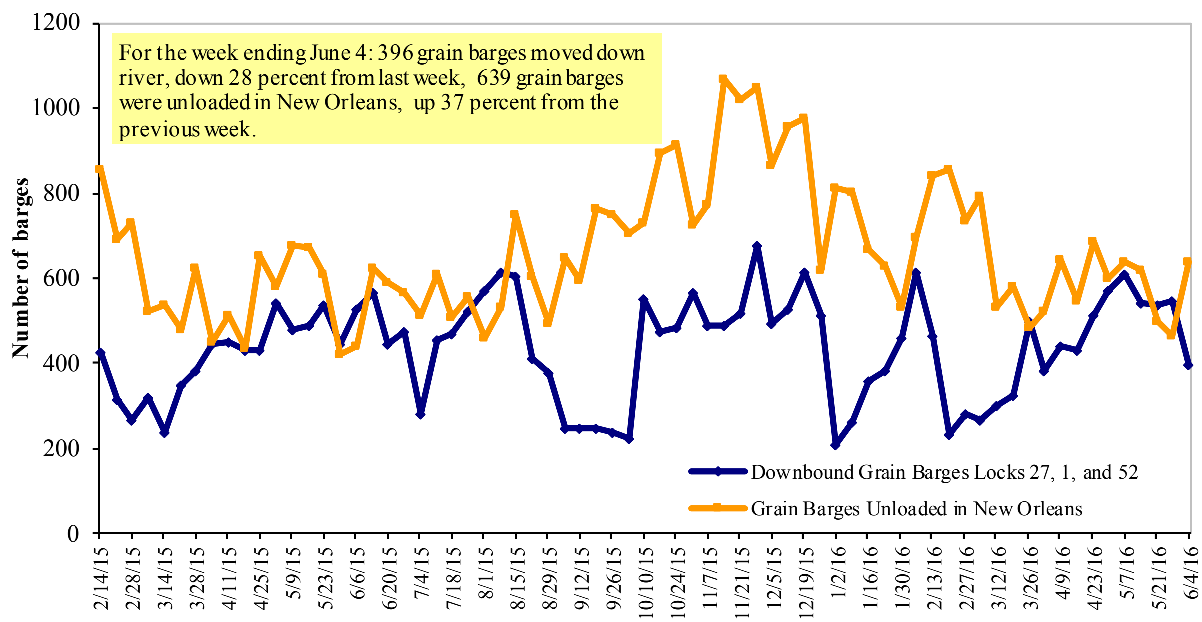
Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers

Figure 12
Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 06/06/2016 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.436	0.031	-0.544
	New England	2.471	0.029	-0.605
	Central Atlantic	2.522	0.017	-0.600
	Lower Atlantic	2.363	0.041	-0.490
II	Midwest[2]	2.361	0.019	-0.413
III	Gulf Coast[3]	2.278	0.024	-0.505
IV	Rocky Mountain	2.390	0.015	-0.435
V	West Coast	2.681	0.031	-0.440
	West Coast less California	2.600	0.035	-0.401
	California	2.746	0.028	-0.471
Total	U.S.	2.407	0.025	-0.477

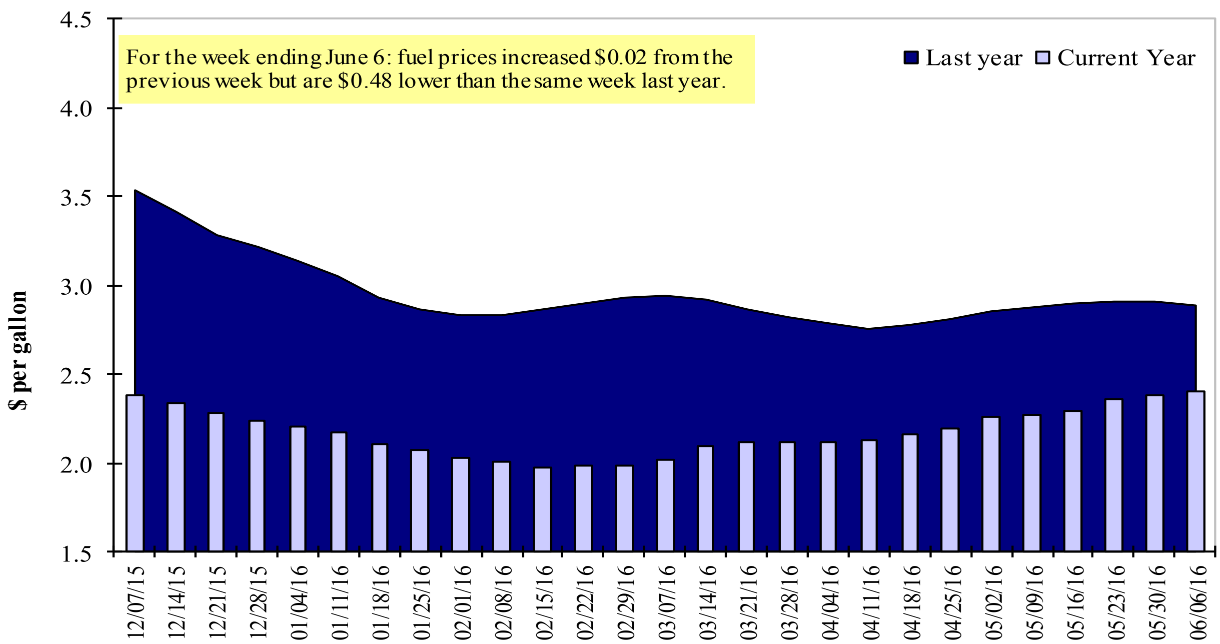
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
5/26/2016	441	157	658	324	32	1,612	14,359	4,693	20,664
This week year ago	324	121	290	183	36	955	11,267	3,480	15,701
Cumulative exports-marketing year[2]									
2015/16 YTD	5,538	3,057	6,285	3,551	670	19,101	28,774	43,003	90,878
2014/15 YTD	7,009	3,654	7,250	3,758	665	22,336	32,194	46,593	101,123
YTD 2015/16 as % of 2014/15	79	84	87	94	101	86	89	92	90
Last 4 wks as % of same period 2014/15	195	143	249	251	113	212	122	126	128
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	45,205	49,614	117,155
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309

[1] Current unshipped (outstanding) export sales to date

[2] Shipped export sales to date; new marketing year now in effect for corn and soybeans

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

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

Table 13

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

For the week ending 5/26/2016	Total Commitments[2]			% change	Exports[3]
	2016/17	2015/16	2014/15	current MY	3-year avg
	Next MY	Current MY	Last MY	from last MY	2012-2014
		- 1,000 mt -			- 1,000 mt -
Japan	651	6,144	10,317	(40)	9,244
Mexico	1,616	12,004	10,126	19	7,448
Korea	0	1,926	3,005	(36)	2,630
Colombia	37	4,327	3,925	10	1,727
Taiwan	84	1,809	1,866	(3)	1,224
Top 5 Importers	**2,387**	**26,209**	**29,240**	**(10)**	**22,273**
Total US corn export sales	**3,658**	**43,134**	**43,461**	**(1)**	**34,445**
% of Projected		98%	92%		
Change from prior week	**129**	**1,318**	**465**		
Top 5 importers' share of U.S. corn export sales	65%	61%	67%		65%
USDA forecast, May 2016	**48,346**	**43,893**	**47,430**	**(7)**	
Corn Use for Ethanol USDA forecast, May 2016	**134,620**	**133,350**	**132,080**	**1**	

(n) indicates negative number.

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

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

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

Table 14

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

For the week ending 5/26/2016	Total Commitments[2] 2016/17 Next MY	2015/16 Current MY	2014/15 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2012-2014
		- 1,000 mt -			- 1,000 mt -
China	1,686	27,447	30,094	(9)	24,211
Mexico	601	3,188	3,199	(0)	2,971
Indonesia	15	1,651	1,632	1	1,895
Japan	118	2,090	1,898	10	1,750
Taiwan	57	1,179	1,221	(3)	1,055
Top 5 importers	**2,477**	**35,555**	**38,044**	(7)	**31,882**
Total US soybean export sales	**4,309**	**47,695**	**49,943**	**(5)**	**39,169**
% of Projected		101%	99%		
Change from prior week	1,737	309	130		
Top 5 importers' share of U.S. soybean export sales	57%	75%	76%		**81%**
USDA forecast, May 2016	**51,362**	**47,411**	**50,218**	(6)	

(n) indicates negative number.

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

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

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

Table 15

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

For the week ending 5/26/2016	Total Commitments[2] 2016/17 Next MY	2015/16 Current MY	2014/15 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2012-2014
		- 1,000 mt -			- 1,000 mt -
Japan	188	2,553	3,143	(19)	3,113
Mexico	413	2,399	2,733	(12)	2,807
Nigeria	158	1,498	2,094	(28)	2,512
Philippines	504	2,164	2,454	(12)	2,105
Brazil	0	512	1,534	(67)	2,091
Korea	193	1,141	1,180	(3)	1,273
Taiwan	0	1,089	1,000	9	1,007
Indonesia	25	545	643	(15)	751
Colombia	63	671	583	15	662
Thailand	110	565	679		618
Top 10 importers	**1,544**	**12,571**	**15,362**	(18)	**16,939**
Total US wheat export sales	**4,243**	**20,714**	**23,290**	**(11)**	**26,361**
% of Projected		97%	100%		
Change from prior week	385	107	(21)		
Top 10 importers' share of U.S. wheat export sales	36%	61%	66%		64%
USDA forecast, May 2016	**23,842**	**21,253**	**23,270**	**(9)**	

(n) indicates negative number.

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

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

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

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

Port Regions	For the Week Ending 06/02/16	Previous Week*	Current Week as % of Previous	2016 YTD*	2015 YTD*	2016 YTD as % of 2015 YTD	Last 4-weeks as % of: Last Year	Prior 3-yr. avg.	2015 Total*
Pacific Northwest									
Wheat	163	281	58	5,037	4,944	102	116	112	10,985
Corn	262	170	154	3,794	4,071	93	162	165	7,232
Soybeans	0	0	n/a	4,425	4,043	109	0	0	11,809
Total	**426**	**451**	**94**	**13,256**	**13,057**	**102**	**135**	**133**	**30,027**
Mississippi Gulf									
Wheat	82	57	144	1,537	1,778	86	62	56	4,504
Corn	646	402	161	12,417	12,960	96	92	117	26,701
Soybeans	61	133	45	9,351	10,160	92	56	96	29,593
Total	**788**	**592**	**133**	**23,305**	**24,898**	**94**	**82**	**105**	**60,797**
Texas Gulf									
Wheat	116	143	81	1,274	1,743	73	116	56	3,724
Corn	0	28	0	377	242	156	100	102	596
Soybeans	0	0	n/a	92	210	44	n/a	n/a	864
Total	**116**	**171**	**68**	**1,743**	**2,195**	**79**	**113**	**60**	**5,184**
Interior									
Wheat	39	10	407	549	570	96	169	159	1,388
Corn	139	151	92	2,905	2,586	112	129	170	6,201
Soybeans	38	73	52	1,647	1,559	106	96	106	3,518
Total	**216**	**234**	**93**	**5,101**	**4,715**	**108**	**124**	**151**	**11,106**
Great Lakes									
Wheat	11	32	33	172	198	87	99	44	997
Corn	0	22	0	64	110	58	418	435	485
Soybeans	0	0	n/a	23	66	35	57	113	733
Total	**11**	**54**	**20**	**259**	**374**	**69**	**114**	**77**	**2,216**
Atlantic									
Wheat	0	0	n/a	182	250	73	599	71	520
Corn	0	0	n/a	14	61	22	0	0	277
Soybeans	5	10	53	861	919	94	67	103	2,053
Total	**5**	**10**	**51**	**1,056**	**1,230**	**86**	**99**	**55**	**2,850**
U.S. total from ports**									
Wheat	411	523	79	8,751	9,483	92	107	82	22,118
Corn	1,047	772	136	19,570	20,029	98	108	131	41,492
Soybeans	103	216	48	16,399	16,956	97	64	99	48,570
Total	**1,561**	**1,511**	**103**	**44,720**	**46,469**	**96**	**101**	**110**	**112,180**

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

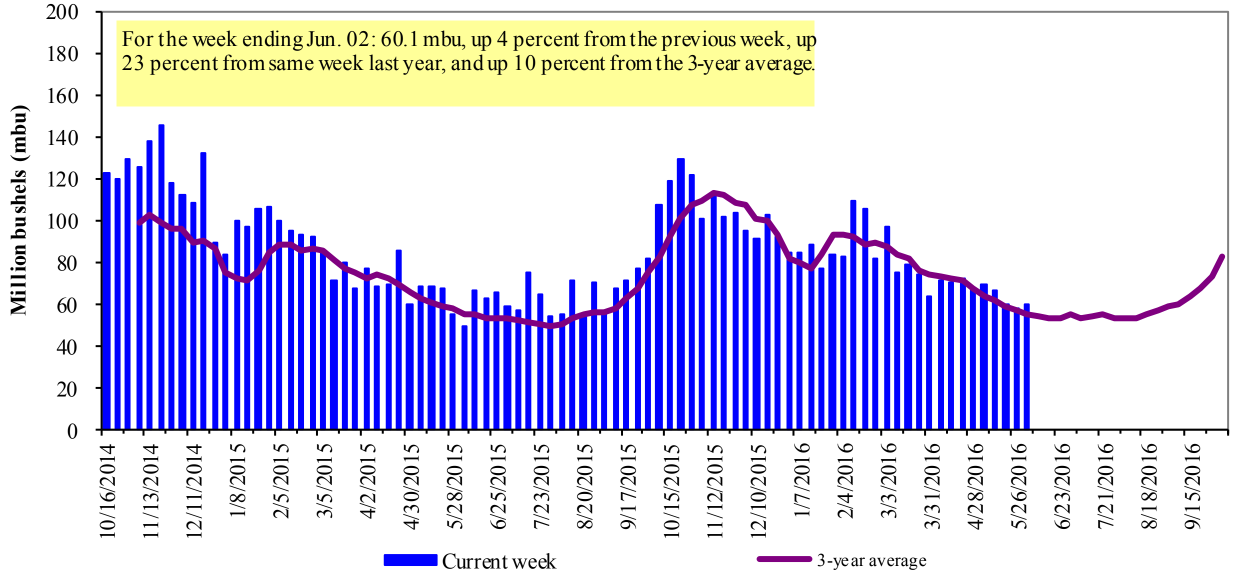
**Total only includes regions shown above

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2015.

Figure 14

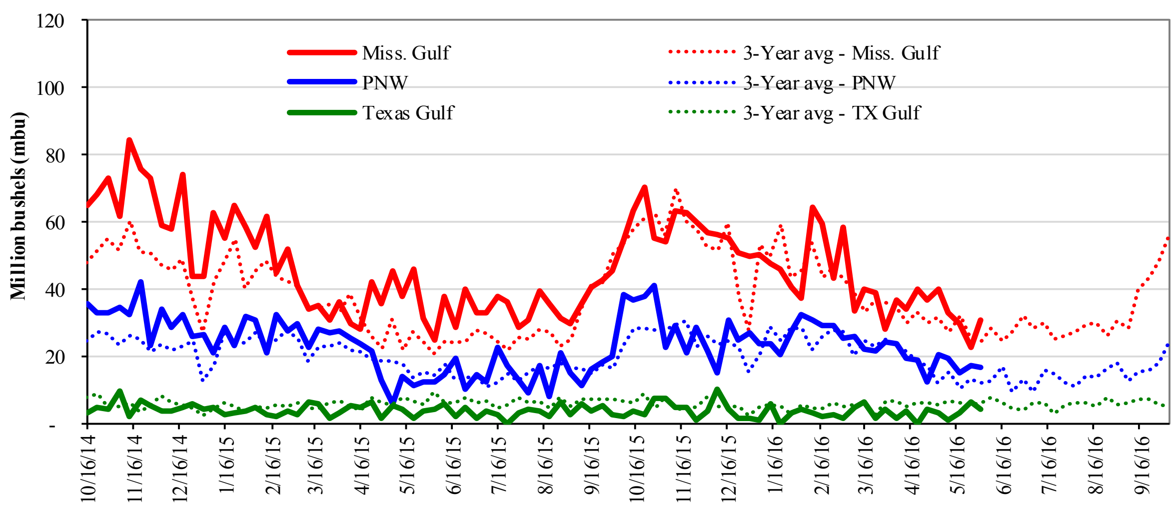
U.S. grain inspected for export (wheat, corn, and soybeans)



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

Figure 15

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



Week ending 06/02/16 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Mississippi Gulf:	30.6	Last Week:	up 34	down 33	up 20	down 4
PNW:	16.3	Last Year (same week):	up 23	up 4	up 20	up 33
Texas Gulf:	4.3	3-yr avg. (4-wk. mov. Avg):	up 12	down 28	up 5	up 29

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

Ocean Transportation

Table 17

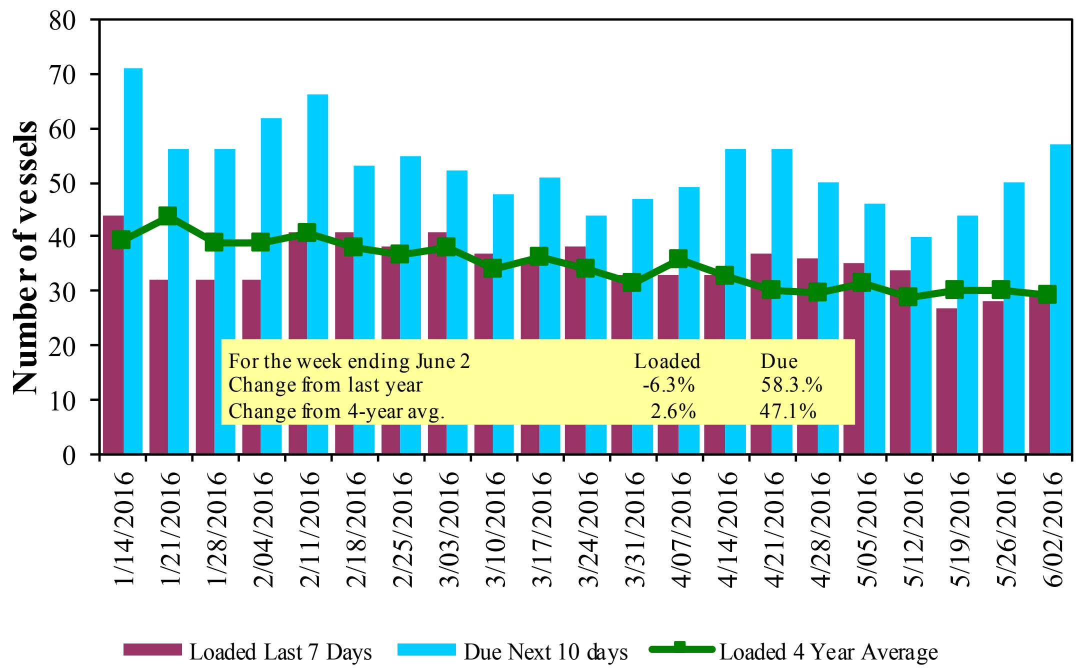
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
6/2/2016	34	30	57	10	n/a
5/26/2016	34	28	50	8	n/a
2015 range	(25..54)	(28..54)	(36..80)	(3..26)	n/a
2015 avg.	42	38	56	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf[1] Vessel Loading Activity

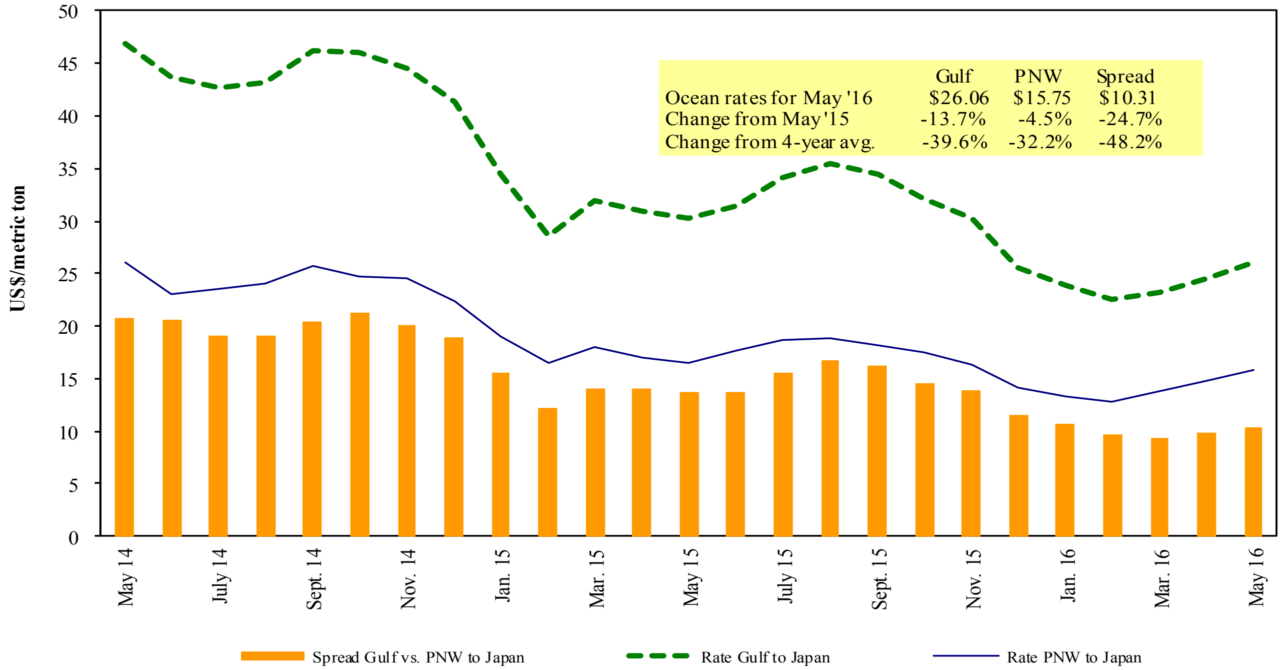


Source: Transportation & Marketing Programs/AMS/USDA

[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 06/04/2016

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Jun 7/17	66,000	17.50
U.S. Gulf	China	Heavy Grain	May 20/30	60,000	18.25
U.S. Gulf	Djibouti or Pt Sudan	Wheat[1]	Jul 1/10	51,000	47.25 op 46.00
PNW	Japan	Heavy Grain	Jun 20/Jul 1	60,000	15.90
PNW	Japan	Heavy Grain	Jun 20/Jul 1	60,000	15.00
PNW	Japan	Heavy Grain	May 17/26	59,800	15.45
Albany	Me Gulf	Grain	Jun 17/25	53,000	13.85
Brazil	China	Heavy Grain	Jun 28/Jul 4	60,000	18.00
Brazil	China	Heavy Grain	May 20/30	60,000	18.25
Brazil	China	Heavy Grain	May 1/20	60,000	15.50
EC S America	China	Heavy Grain	May/June	60,000	14.75
River Plate	China	Heavy Grain	Jun 23/30	60,000	22.60
Ukraine	Spain	Heavy Grain	May 22/26	60,000	10.50

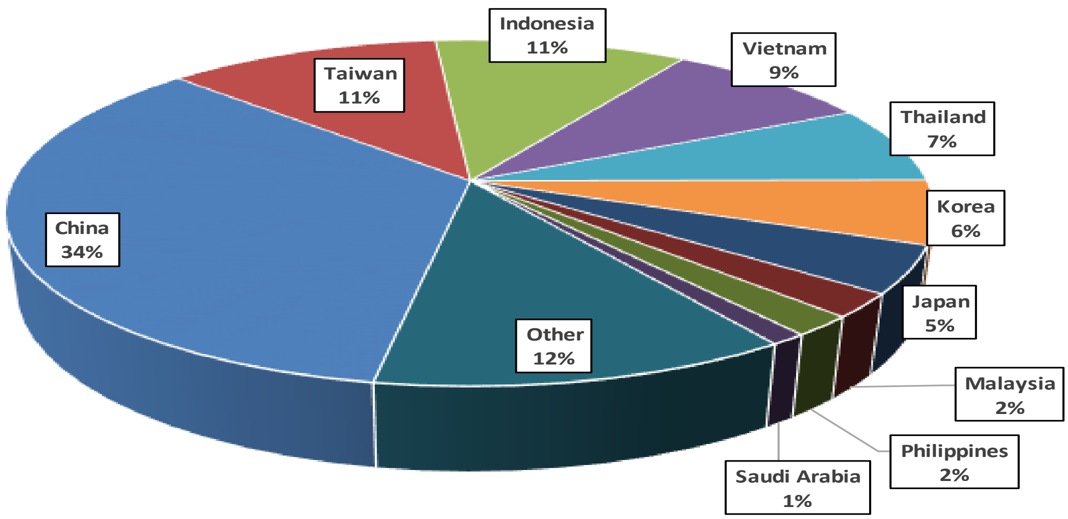
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

[1]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 2014, containers were used to transport 7 percent of total U.S. waterborne grain exports. Approximately 63 percent of U.S. waterborne grain exports in 2014 went to Asia, of which 11 percent were moved in containers. Approximately 95 percent of U.S. waterborne containerized grain exports were destined for Asia.

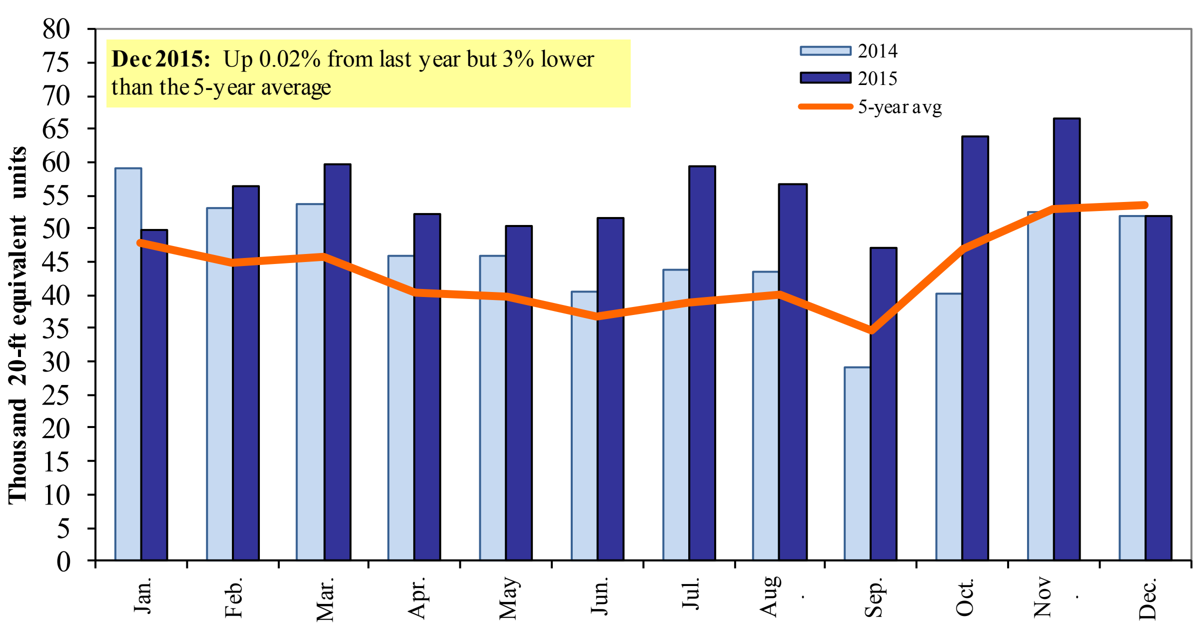
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, January-December 2015



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.

Contacts and Links

Coordinators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
Pierre Bahizi	pierre.bahizi@ams.usda.gov	(202) 690 - 0992
Weekly Highlight Editors		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
April Taylor	april.taylor@ams.usda.gov	(202) 720 - 7880
Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690 - 4430
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
Rail Transportation		
Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Jesse Gastelle	jesse.gastelle@ams.usda.gov	(202) 690 - 1144
Peter Caffarelli	petera.caffarelli@ams.usda.gov	(202) 690 - 3244
Barge Transportation		
Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690 - 4430
April Taylor	april.taylor@ams.usda.gov	(202) 720 - 7880
Matt Chang	matt.chang@ams.usda.gov	(202) 720 - 0299
Truck Transportation		
April Taylor	april.taylor@ams.usda.gov	(202) 720 - 7880
Grain Exports		
Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
April Taylor (Container movements)	april.taylor@ams.usda.gov	(202) 720 - 7880
Contributing Analysts		
Sergio Sotelo	sergioa.sotelo@ams.usda.gov	(202) 756 - 2577

Subscription Information: Send relevant information to **GTRContactUs@ams.usda.gov** for an electronic copy *(printed copies are also available upon request)*.

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