



# Grain Transportation Report

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

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## WEEKLY HIGHLIGHTS

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#### Flood Conditions Slow Truck and Rail Traffic

In addition to delays of barge traffic (see this week's feature article), flood conditions in the central part of the country last week caused widespread road closures across States bordering the Mississippi River and its tributaries, from Missouri and Illinois to Tennessee and Ohio. The tributaries of the Mississippi River include the Illionis, Ohio, and Arkansas Rivers. Most of the ongoing road closures are located along the Mississippi River. Detours are in place to reroute traffic around the impacted portions of the highways and interstates. Rail lines have been restored at Neosho, MO (BNSF Railway), Dalby, MO (Kansas City Southern Railway), and between Decatur, IL to St. Louis, MO (Norfolk Southern Railway). Delays may still be experienced on Norfolk Southern's route between St. Louis and Princeton, IN and Union Pacific routes south and west of St. Louis.

#### Wisconsin Freight-Rail Initiatives

The State of Wisconsin will award more than \$31 million for seven local freight-rail improvement projects, \$24 million through its Freight Railroad Preservation Program (FRPP) and \$7 million through its Freight Railroad Infrastructure Improvement Program (FRIIP). The goals of the programs are to increase the use of rail transportation and support economic development and job creation. In one project, the Rio Creek Feed Mill will receive a \$1.5 million loan to construct a grain bin, dryer, and conveying equipment at its Luxemburg facility. The new equipment will permit Rio Creek Feed Mill to increase its capacity to handle canola pellets and meal, as well as help local growers ship out corn, oats, wheat and soybeans. In another project, the Country Visions Co-Op will receive a \$2.65 million FRIIP loan to construct two rail spurs and a 9,000-ton dry fertilizer plant in Valders, WI. When complete, the project will allow the facility to be served by Canadian National Railway, and is expected to reduce fertilizer shipping costs by nearly \$200,000 per year for the co-op's member growers.

#### Rise in PNW Wheat Inspections Outweighed by Decline in Corn Out of the Mississippi Gulf

Total inspections of grain for export fell to 2.3 million metric tons (mmt), down 8 percent from last week. Total wheat inspections rose by 12 percent over the previous week, while total corn inspections fell 44 percent. Behind the rise in total wheat inspections was a 21 percent increase in wheat inspections in the Pacific Northwest. Corn inspections fell by 39 percent in the Mississippi Gulf compared to last week. Total outstanding export sales of grain were down 2 percent from the previous week. Outstanding wheat and corn export sales increased by 2 percent and 1 percent, while soybeans decreased by 7 percent.

### Snapshots by Sector

#### Export Sales

During the week ending December 24, **unshipped balances** of wheat, corn, and soybeans totaled 27.8 mmt, down 19 percent from the same time last year. Net weekly **wheat export sales** of .363 mmt were up 7 percent from the previous week. Net **corn export sales** were .705 mmt, down 12 percent from the previous week, and net **soybean export sales** of 0.479 mmt, down 75 percent from the past week.

#### Rail

U.S. Class I railroads originated 18,240 **carloads of grain** for the week ending December 26, down 21 percent from the previous week, down 6 percent from last year, and down 12 percent from the 3-year average.

Average January shuttle **secondary railcar bids/offers** per car were \$123 below tariff for the week ending December 31, up \$27 from last week, and \$152 higher than last year. Non-shuttle secondary railcar bids/offers were \$83 below tariff, down \$21 from last week. There were no non-shuttle secondary railcar bids/offers this week last year.

#### Barge

For the week ending January 2, **barge grain movements** totaled 353,815 tons, 57 percent lower than last week, and down 24 percent from the same period last year.

For the week ending January 2, 211 grain barges **moved down river**, down 59 percent from last week; 813 grain barges were **unloaded in New Orleans**, up 32 percent from the previous week.

#### Ocean

For the week ending December 31, 34 **ocean-going grain vessels** were loaded in the Gulf, 17 percent less than the same period last year. Fifty-six vessels are expected to be loaded within the next 10 days, 12 percent more than the same period last year.

For the week ending December 31, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$25.25 per metric ton (mt), unchanged from the previous week. The cost of shipping from the PNW to Japan was \$14.00 per mt, unchanged from the previous week.

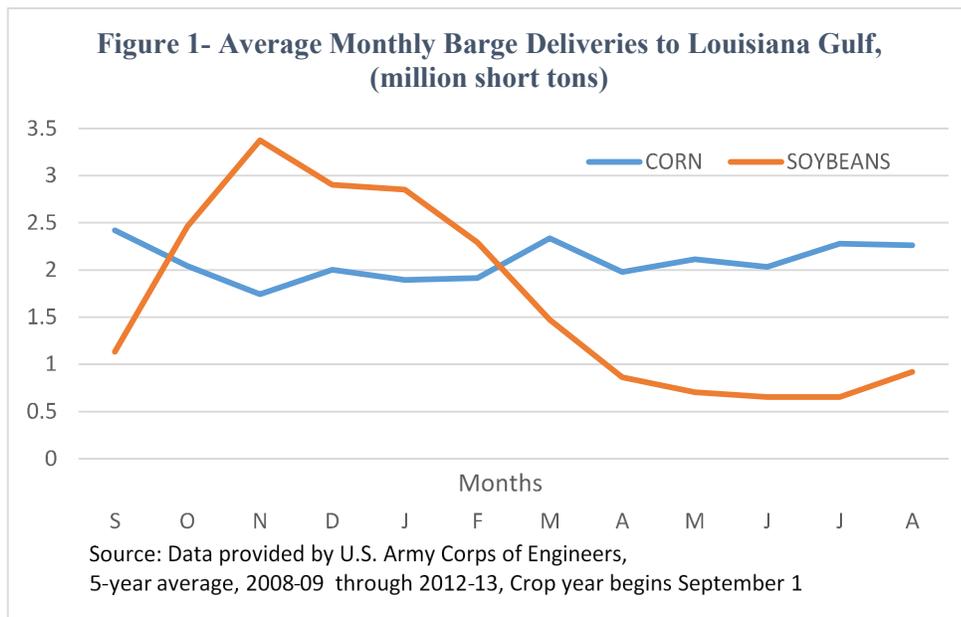
#### Fuel

During the week ending January 4, U.S. average **diesel fuel prices** decreased 2 cents from the previous week to \$2.21 per gallon—down \$0.93 from the same week last year.

## Unusual Winter Flooding Disrupts Grain Barge Traffic

River floods typically occur during spring when melting snow and rains fill river banks above normal navigation levels. However, during late December, excessive rainfall triggered widespread flooding from the southeastern Plains into the middle Mississippi Valley. Almost all of the Mississippi River and its tributaries are affected by high water conditions. Vessels operating on the affected portions of the Mississippi, Illinois, and Ohio Rivers must be in compliance with horsepower and tow size restrictions established by the U.S. Coast Guard.

Mississippi River barge movements are important to U.S. agricultural exports. On average, barge deliveries to the Louisiana Gulf provided 43 percent of all U.S. corn exports and 42 percent of all soybean exports on average during the 2008 to 2012 crop years.



Based on average movement data, a river disruption in January is more likely to impact the export of soybeans rather than corn. Typically, about 74 percent of the annual soybean barge deliveries to the Louisiana Gulf export elevators occur during the first half of the crop year (September through February). Figure 1 shows the 5-year average monthly tonnage of grain delivered to the Mississippi River-Gulf export elevators. There is a distinct difference in monthly volumes between

corn and soybeans, the top two field crops moved on the Mississippi River. Soybean tonnages quickly increase in the first three months of the crop year (September through November) and gradually decline after February when the South American soybean crop is harvested and exported. Corn deliveries by barge to the Louisiana Gulf, on the other hand, are generally steadier throughout the year.

The Mississippi River in the area of St. Louis, MO, was closed from December 28 to January 3 with the river cresting at 42.5 feet<sup>1</sup> on January 1, about 7 feet lower than the 49.6 feet record set in 1993. Further down the river, on January 5, the Coast Guard re-opened a 70-mile stretch of the Mississippi River in the area of Cape Girardeau, MO, that was closed on December 30. River levels at Cape Girardeau reached a record 48.9 feet on January 2, slightly higher than the 1993 level of 48.5 feet.

Barge traffic at Mississippi River Locks 27, located near St. Louis, was significantly reduced during the week ending January 2, 2016 as a result of high water. Grain tonnages were 91,000 tons during that time, considerably lower than the previous 4-week average of 575,000 tons per week. During the same time period, 813 grain barges were unloaded in the New Orleans area, less than the previous 4-week average of 854 barge unloaded per week. Portions of the lower Illinois River have been closed since December 28, and remain closed as of January 6. Portions of the upper Illinois River are loading barges and waiting for down-bound passage when conditions

<sup>1</sup> All river levels are measured in gage feet, and are a reference point, and not an actual depth.

permit. Further, the Arkansas River, a small contributor to Mississippi River grain traffic, has been closed since December 26.

**Figure 2 - 2015-2016 Flooding**



As the Upper Mississippi River has crested, subsequent cresting on lower Mississippi River locations are becoming critical for navigation. For example, as of January 6, the Mississippi River at Memphis, TN, is 38.9 feet, and is expected to crest on January 8 at 40.5 feet, below the record stage of 48.7 set in 1937. In Vicksburg, MS, the current river level is 45.4 feet and is expected to crest on January 15 at 52.5 feet, lower than the record crest of 57.1 feet set in 2011. New Orleans is currently at 14.6 feet and expected to crest at 17 feet on January 12, lower than the 1922 record of 21.3 feet. The New Orleans Levee System is designed to protect the city up to 20 feet.

On December 30, the U.S. Army Corps of Engineers (Corps) opened the Old River Overbank Structure, located above Baton Rouge, LA, as part of a process that will redirect water flows out of the Mississippi River. The Overbank Structure is one of three Old River Control Complex Structures designed to distribute 30 percent of the Mississippi River into the Atchafalaya River. Opening the

Overbank Structure will reduce water levels and decrease potential flood damage from Baton Rouge to the New Orleans area, but may cause some restrictions to navigation in the area. The Old River Structures were last used in March 2015.

Starting January 5, the Coast Guard required all southbound traffic through the Baton Rouge area to transit during the daylight hours only. Tows are limited to 30 barges and towboats are required to have 280 horsepower per barge. Ocean-going vessels must use tug escorts while transiting the I-10 Bridge and US-190 Bridge.

Significant flooding will continue on the Mississippi, Ohio, and Arkansas Rivers for the foreseeable future, with predicted precipitation by the end of the week possibly prolonging the high water. [Nick.Marathon@ams.usda.gov](mailto:Nick.Marathon@ams.usda.gov)

# Grain Transportation Indicators

Table 1  
**Grain Transport Cost Indicators<sup>1</sup>**

| For the week ending | Truck | Rail       |         | Barge | Ocean |         |
|---------------------|-------|------------|---------|-------|-------|---------|
|                     |       | Unit Train | Shuttle |       | Gulf  | Pacific |
| 01/06/16            | 148   | 272        | 213     | 167   | 113   | 99      |
| 12/30/15            | 150   | 273        | 212     | 157   | n/a   | n/a     |

<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 | 1/1/2016 | 12/25/2015 |
|-----------|---------------------|----------|------------|
| Corn      | IL--Gulf            | n/a      | n/a        |
| Corn      | NE--Gulf            | n/a      | n/a        |
| Soybean   | IA--Gulf            | n/a      | n/a        |
| HRW       | KS--Gulf            | n/a      | n/a        |
| HRS       | ND--Portland        | n/a      | n/a        |

No data available due to the Year-end Holidays

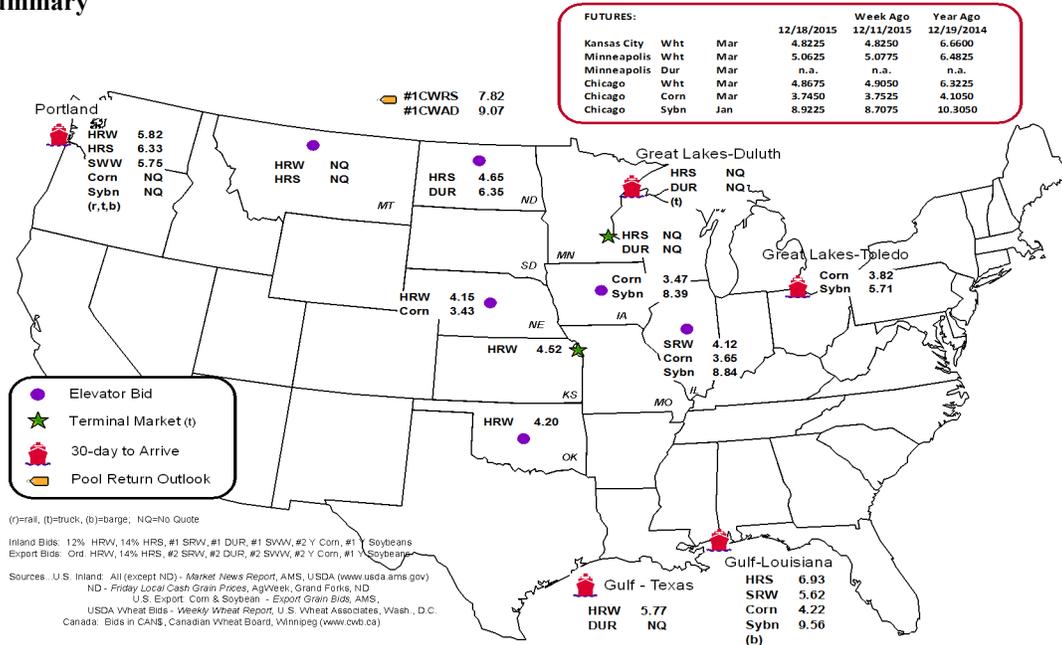
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

n/a: quotes are not available due to the holiday

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>

| For the Week Ending                           | Mississippi |            | Pacific   | Atlantic & | Total   | Week ending      | Cross-Border Mexico <sup>3</sup> |
|---|-------------|------------|-----------|------------|---------|------------------|----------------------------------|
|   | Gulf        | Texas Gulf | Northwest | East Gulf  |         |                  |                                  |
| 12/30/2015 <sup>p</sup>                       | 272         | 1,284      | 4,364     | 402        | 6,322   | 12/26/2015       | 2,341                            |
| 12/23/2015 <sup>r</sup>                       | 231         | 1,005      | 4,547     | 380        | 6,163   | 12/19/2015       | 1,662                            |
| 2015 YTD <sup>r</sup>                         | 29,054      | 60,819     | 238,935   | 26,730     | 355,538 | 2015 YTD         | 97,736                           |
| 2014 YTD <sup>r</sup>                         | 43,218      | 82,009     | 251,759   | 31,350     | 408,336 | 2014 YTD         | 96,467                           |
| 2015 YTD as % of 2014 YTD                     | 67          | 74         | 95        | 85         | 87      | % change YTD     | 101                              |
| Last 4 weeks as % of 2014 <sup>2</sup>        | 16          | 88         | 85        | 55         | 72      | Last 4wks % 2014 | 117                              |
| Last 4 weeks as % of 4-year avg. <sup>2</sup> | 24          | 144        | 102       | 69         | 91      | Last 4wks % 4 yr | 113                              |
| Total 2014                                    | 44,617      | 83,674     | 256,670   | 32,107     | 417,068 | Total 2014       | 96,467                           |
| Total 2013                                    | 31,550      | 71,388     | 168,826   | 25,176     | 296,940 | Total 2013       | 71,397                           |

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

<sup>2</sup> Compared with same 4-weeks in 2014 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.

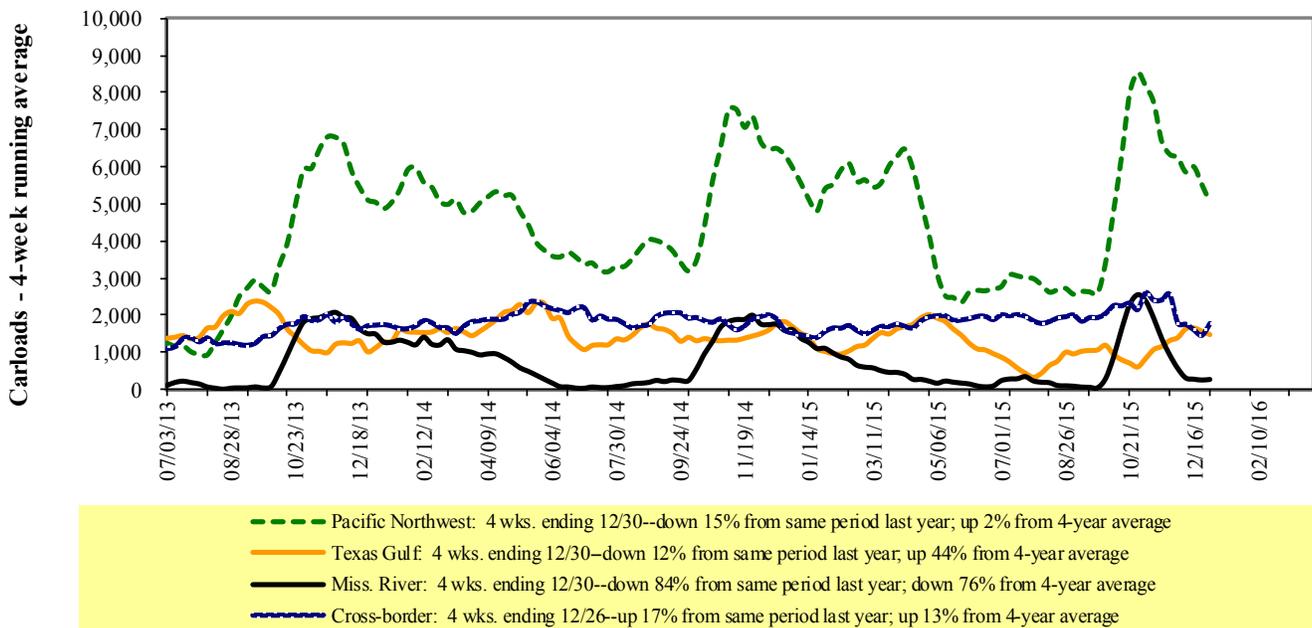
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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

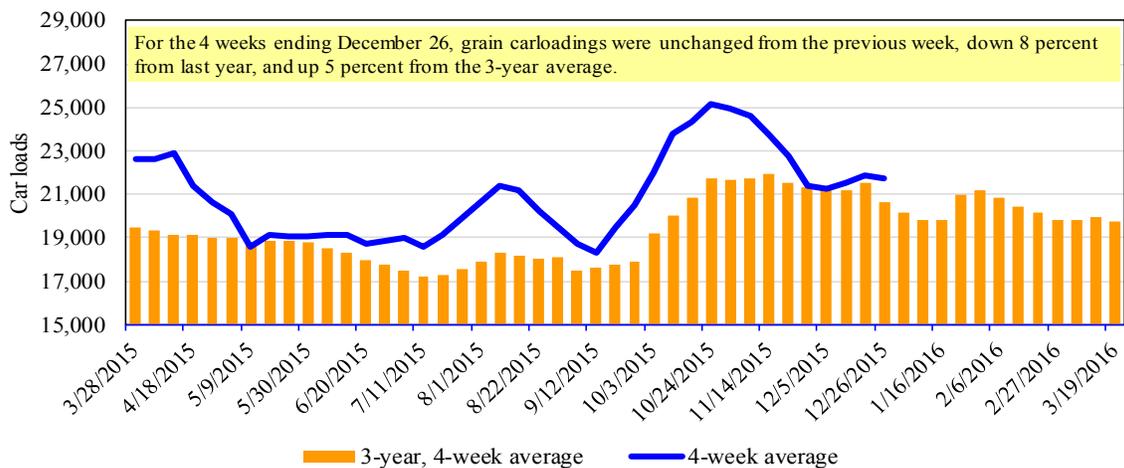
**Class I Rail Carrier Grain Car Bulletin (grain carloads originated)**

| For the week ending:<br>12/26/2015 | East    |         | West    |        |         | U.S. total | Canada  |         |
|------------------------------------|---------|---------|---------|--------|---------|------------|---------|---------|
|                                    | CSXT    | NS      | BNSF    | KCS    | UP      |            | CN      | CP      |
| This week                          | 1,534   | 1,987   | 9,457   | 837    | 4,425   | 18,240     | 2,461   | 3,539   |
| This week last year                | 1,995   | 2,591   | 7,824   | 845    | 6,124   | 19,379     | 3,924   | 4,647   |
| 2015 YTD                           | 102,118 | 146,458 | 526,704 | 45,122 | 263,432 | 1,083,834  | 209,160 | 232,732 |
| 2014 YTD                           | 98,872  | 147,458 | 464,364 | 45,775 | 286,920 | 1,043,389  | 234,746 | 267,153 |
| 2015 YTD as % of 2014 YTD          | 103     | 99      | 113     | 99     | 92      | 104        | 89      | 87      |
| Last 4 weeks as % of 2014*         | 79      | 78      | 102     | 100    | 85      | 92         | 84      | 95      |
| Last 4 weeks as % of 3-yr avg.**   | 95      | 85      | 116     | 116    | 100     | 105        | 95      | 92      |
| Total 2014                         | 103,331 | 153,771 | 482,431 | 47,510 | 297,969 | 1,085,012  | 242,616 | 276,322 |

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

| For the week ending:<br>12/31/2015 |                                   | Delivery period |          |         |          |         |          |         |          |
|------------------------------------|-----------------------------------|-----------------|----------|---------|----------|---------|----------|---------|----------|
|                                    |                                   | Jan-16          | Jan-15   | Feb-16  | Feb-15   | Mar-16  | Mar-15   | Apr-16  | Apr-15   |
| BNSF <sup>3</sup>                  | COT grain units                   | no bids         | no offer | no bids | no offer | no bids | no offer | no bids | no offer |
|                                    | COT grain single-car <sup>5</sup> | 0               | no offer | no bids | no offer | no bids | no offer | no bids | no offer |
| UP <sup>4</sup>                    | GCAS/Region 1                     | no bids         | no offer | no bids | no offer | no bids | no offer | n/a     | n/a      |
|                                    | GCAS/Region 2                     | no bids         | no offer | no bids | no offer | 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.

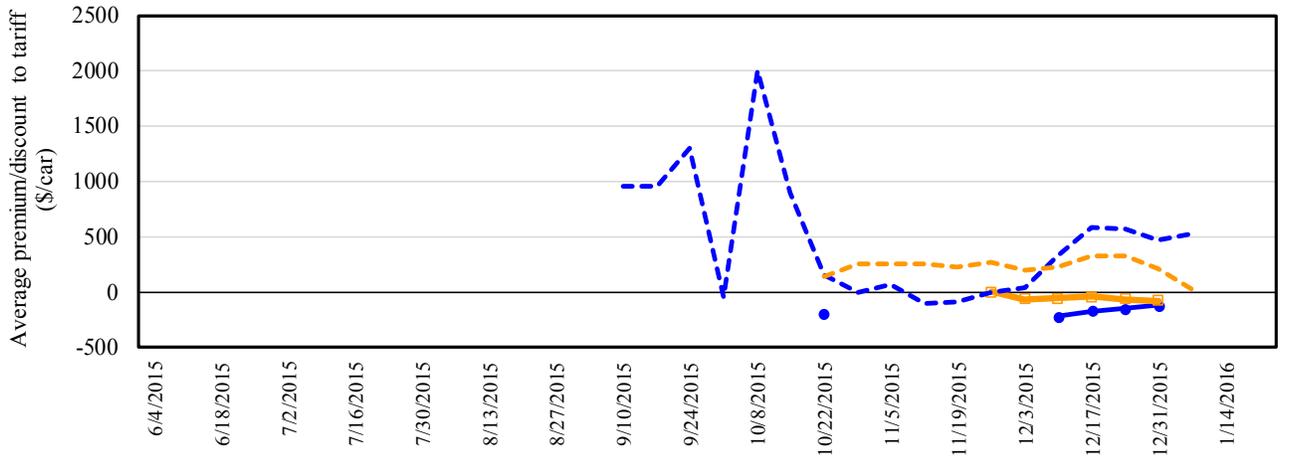
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

<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 January 2016, Secondary Market**



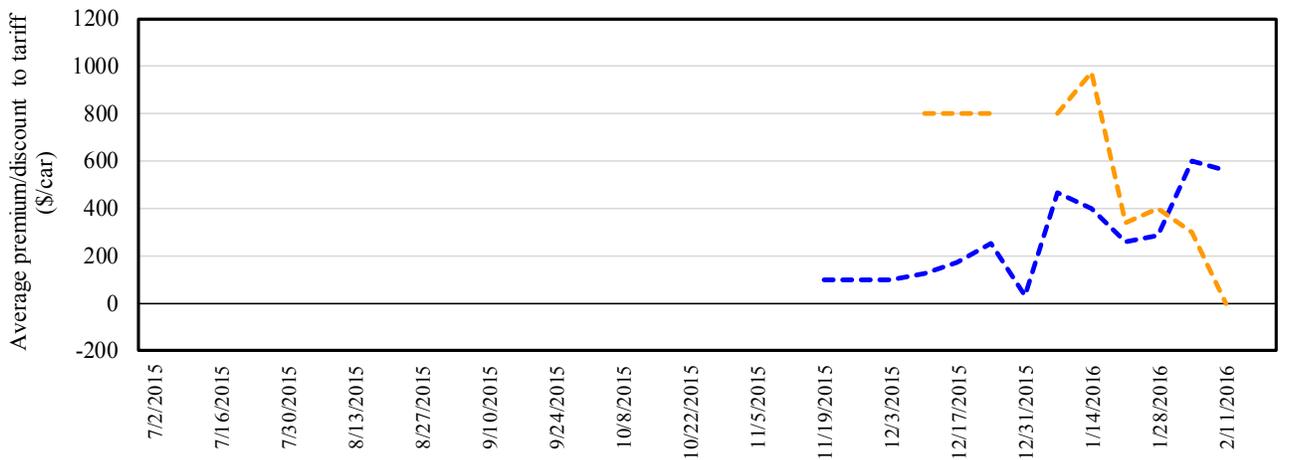
|                    | <b>BNSF</b> | <b>UP</b> |
|--------------------|-------------|-----------|
| <b>Non-Shuttle</b> | -\$17       | -\$150    |
| <b>Shuttle</b>     | -\$133      | -\$113    |

Shuttle (solid blue line with circles)  
 Shuttle prior 3-yr avg. (same week) (dashed blue line with circles)  
 Non-Shuttle (solid orange line with squares)  
 Non-Shuttle prior 3-yr avg. (same week) (dashed orange line with squares)

Average Non-shuttle bids/offers fell \$21 this week, and are \$83 below the peak.  
 Average Shuttle bids/offers rose \$27 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 February 2016, Secondary Market**



|                    | <b>BNSF</b> | <b>UP</b> |
|--------------------|-------------|-----------|
| <b>Non-Shuttle</b> | n/a         | n/a       |
| <b>Shuttle</b>     | n/a         | n/a       |

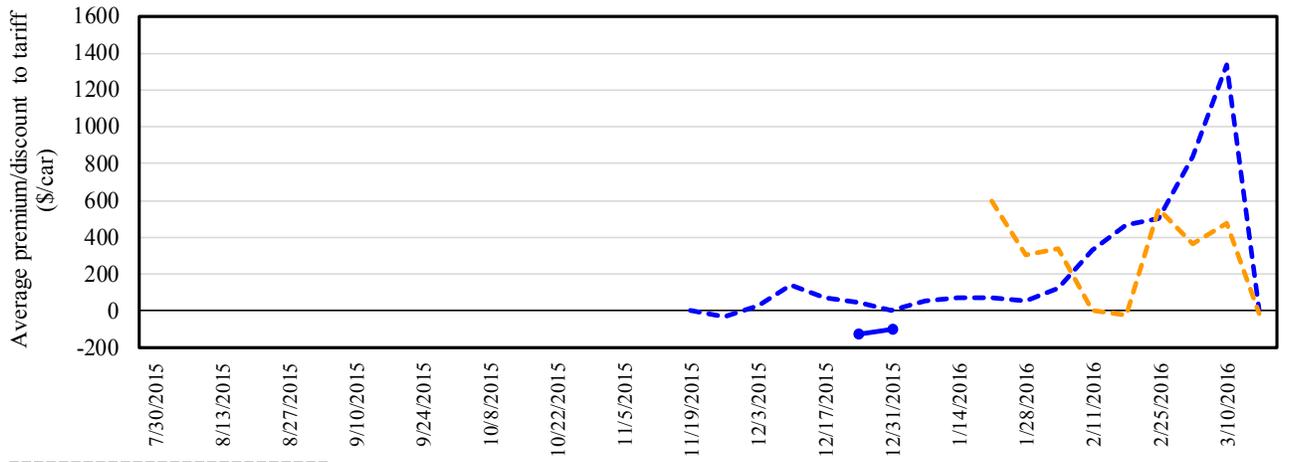
Shuttle (solid blue line with circles)  
 Shuttle prior 3-yr avg. (same week) (dashed blue line with circles)  
 Non-Shuttle (solid orange line with squares)  
 Non-Shuttle prior 3-yr avg. (same week) (dashed orange line with squares)

There were no Non-Shuttle bids/offers this week.  
 There were no Shuttle bids/offers this week.

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 March 2016, Secondary Market**



|                    |             |           |  |   |
|--------------------|-------------|-----------|--|---|
| 12/31/2015         | <b>BNSF</b> | <b>UP</b> | Shuttle  | Non-Shuttle                             |
| <b>Non-Shuttle</b> | n/a         | n/a       | Shuttle prior 3-yr avg. (same week)  | Non-Shuttle prior 3-yr avg. (same week) |
| <b>Shuttle</b>     | n/a         | -\$100    | There were no Non-Shuttle bids/offers this week.<br>Average Shuttle bids/offers rose \$25 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)<sup>1</sup>**

| For the week ending:<br>12/31/2015 |                            | Delivery period |        |        |        |        |        |
|------------------------------------|----------------------------|-----------------|--------|--------|--------|--------|--------|
|                                    |                            | Jan-16          | Feb-16 | Mar-16 | Apr-16 | May-16 | Jun-16 |
| Non-shuttle                        | <b>BNSF-GF</b>             | (17)            | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                    | Change from last week      | (17)            | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                    | Change from same week 2014 | n/a             | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                    | <b>UP-Pool</b>             | (150)           | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                    | Change from last week      | (25)            | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                    | Change from same week 2014 | n/a             | n/a    | n/a    | n/a    | n/a    | n/a    |
| Shuttle                            | <b>BNSF-GF</b>             | (133)           | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                    | Change from last week      | 67              | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                    | Change from same week 2014 | n/a             | n/a    | n/a    | n/a    | n/a    | n/a    |
|                                    | <b>UP-Pool</b>             | (113)           | n/a    | (100)  | n/a    | n/a    | n/a    |
|                                    | Change from last week      | (13)            | n/a    | 25     | n/a    | n/a    | n/a    |
|                                    | Change from same week 2014 | 163             | n/a    | 100    | n/a    | n/a    | n/a    |

<sup>1</sup>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<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> |
|----------------------|----------------------|-----------------------|---------------------|-----------------|------------------------|----------------------------|---------------------|---------------------------------|
| 1/1/2016             |                      |                       |                     |                 |                        | metric ton                 | bushel <sup>2</sup> |                                 |
| <b>Unit train</b>    |                      |                       |                     |                 |                        |                            |                     |                                 |
| Wheat                | Wichita, KS          | St. Louis, MO         | \$3,605             | \$40            | \$36.20                | \$0.99                     | 3                   |                                 |
|                      | Grand Forks, ND      | Duluth-Superior, MN   | \$3,563             | \$0             | \$35.38                | \$0.96                     | -3                  |                                 |
|                      | Wichita, KS          | Los Angeles, CA       | \$6,950             | \$0             | \$69.02                | \$1.88                     | 4                   |                                 |
|                      | Wichita, KS          | New Orleans, LA       | \$4,243             | \$71            | \$42.84                | \$1.17                     | 0                   |                                 |
|                      | Sioux Falls, SD      | Galveston-Houston, TX | \$6,486             | \$0             | \$64.41                | \$1.75                     | 5                   |                                 |
|                      | Northwest KS         | Galveston-Houston, TX | \$4,511             | \$78            | \$45.57                | \$1.24                     | 0                   |                                 |
|                      | Amarillo, TX         | Los Angeles, CA       | \$4,710             | \$109           | \$47.85                | \$1.30                     | -2                  |                                 |
| Corn                 | Champaign-Urbana, IL | New Orleans, LA       | \$3,681             | \$80            | \$37.35                | \$0.95                     | 3                   |                                 |
|                      | Toledo, OH           | Raleigh, NC           | \$6,061             | \$0             | \$60.19                | \$1.53                     | 2                   |                                 |
|                      | Des Moines, IA       | Davenport, IA         | \$2,168             | \$17            | \$21.70                | \$0.55                     | -2                  |                                 |
|                      | Indianapolis, IN     | Atlanta, GA           | \$5,004             | \$0             | \$49.69                | \$1.26                     | -1                  |                                 |
|                      | Indianapolis, IN     | Knoxville, TN         | \$4,311             | \$0             | \$42.81                | \$1.09                     | 1                   |                                 |
| Soybeans             | Des Moines, IA       | Little Rock, AR       | \$3,444             | \$50            | \$34.70                | \$0.88                     | 0                   |                                 |
|                      | Des Moines, IA       | Los Angeles, CA       | \$5,052             | \$146           | \$51.62                | \$1.31                     | -4                  |                                 |
|                      | Minneapolis, MN      | New Orleans, LA       | \$3,724             | \$45            | \$37.42                | \$1.02                     | -10                 |                                 |
|                      | Toledo, OH           | Huntsville, AL        | \$5,051             | \$0             | \$50.16                | \$1.37                     | 2                   |                                 |
|                      | Indianapolis, IN     | Raleigh, NC           | \$6,178             | \$0             | \$61.35                | \$1.67                     | 3                   |                                 |
|                      | Indianapolis, IN     | Huntsville, AL        | \$4,529             | \$0             | \$44.98                | \$1.22                     | 0                   |                                 |
|                      | Champaign-Urbana, IL | New Orleans, LA       | \$4,395             | \$80            | \$44.44                | \$1.21                     | 4                   |                                 |
| <b>Shuttle Train</b> |                      |                       |                     |                 |                        |                            |                     |                                 |
| Wheat                | Great Falls, MT      | Portland, OR          | \$3,953             | \$0             | \$39.26                | \$1.07                     | 1                   |                                 |
|                      | Wichita, KS          | Galveston-Houston, TX | \$3,919             | \$0             | \$38.92                | \$1.06                     | 7                   |                                 |
|                      | Chicago, IL          | Albany, NY            | \$5,492             | \$0             | \$54.54                | \$1.48                     | 8                   |                                 |
|                      | Grand Forks, ND      | Portland, OR          | \$5,611             | \$0             | \$55.72                | \$1.52                     | 0                   |                                 |
|                      | Grand Forks, ND      | Galveston-Houston, TX | \$5,931             | \$0             | \$58.90                | \$1.60                     | -9                  |                                 |
|                      | Northwest KS         | Portland, OR          | \$5,478             | \$128           | \$55.67                | \$1.52                     | -3                  |                                 |
|                      | Corn                 | Minneapolis, MN       | Portland, OR        | \$5,000         | \$0                    | \$49.65                    | \$1.26              | -10                             |
| Sioux Falls, SD      |                      | Tacoma, WA            | \$4,960             | \$0             | \$49.26                | \$1.25                     | -9                  |                                 |
| Champaign-Urbana, IL |                      | New Orleans, LA       | \$3,481             | \$80            | \$35.37                | \$0.90                     | 3                   |                                 |
| Lincoln, NE          |                      | Galveston-Houston, TX | \$3,600             | \$0             | \$35.75                | \$0.91                     | -5                  |                                 |
| Des Moines, IA       |                      | Amarillo, TX          | \$3,795             | \$63            | \$38.31                | \$0.97                     | -2                  |                                 |
| Minneapolis, MN      |                      | Tacoma, WA            | \$5,000             | \$0             | \$49.65                | \$1.26                     | -10                 |                                 |
| Council Bluffs, IA   |                      | Stockton, CA          | \$4,640             | \$0             | \$46.08                | \$1.17                     | -6                  |                                 |
| Soybeans             |                      | Sioux Falls, SD       | Tacoma, WA          | \$5,490         | \$0                    | \$54.52                    | \$1.48              | -9                              |
|                      |                      | Minneapolis, MN       | Portland, OR        | \$5,510         | \$0                    | \$54.72                    | \$1.49              | -9                              |
|                      |                      | Fargo, ND             | Tacoma, WA          | \$5,380         | \$0                    | \$53.43                    | \$1.45              | -8                              |
|                      | Council Bluffs, IA   | New Orleans, LA       | \$4,425             | \$93            | \$44.86                | \$1.22                     | -6                  |                                 |
|                      | Toledo, OH           | Huntsville, AL        | \$4,226             | \$0             | \$41.97                | \$1.14                     | 3                   |                                 |
| Grand Island, NE     | Portland, OR         | \$5,360               | \$131               | \$54.53         | \$1.48                 | -6                         |                     |                                 |

<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 surcharge per car <sup>2</sup> | Fuel surcharge                                     |                         | Percent change Y/Y <sup>4</sup> |
|-----------|--------------|----------------------|------------------------------|-------------------------------------|--|-------------------------|---------------------------------|
|           |              |                      |                              |                                     | Tariff plus surcharge per: metric ton <sup>3</sup> | per bushel <sup>3</sup> |                                 |
| Wheat     | MT           | Chihuahua, CI        | \$7,459                      | \$0                                 | \$76.21  | \$2.07                  | 0                               |
|           | OK           | Cuautitlan, EM       | \$6,514                      | \$56                                | \$67.12  | \$1.82                  | -7                              |
|           | KS           | Guadalajara, JA      | \$6,995                      | \$116                               | \$72.66  | \$1.98                  | -5                              |
|           | TX           | Salinas Victoria, NL | \$4,142                      | \$24                                | \$42.57  | \$1.16                  | 2                               |
| Corn      | IA           | Guadalajara, JA      | \$8,397                      | \$111                               | \$86.93  | \$2.21                  | -4                              |
|           | SD           | Celaya, GJ           | \$7,840                      | \$0                                 | \$80.11  | \$2.03                  | -5                              |
|           | NE           | Queretaro, QA        | \$7,879                      | \$49                                | \$81.01  | \$2.06                  | -3                              |
|           | SD           | Salinas Victoria, NL | \$6,545                      | \$0                                 | \$66.87  | \$1.70                  | 3                               |
|           | MO           | Tlalnepantla, EM     | \$7,238                      | \$46                                | \$74.43  | \$1.89                  | -3                              |
|           | SD           | Torreon, CU          | \$7,240                      | \$0                                 | \$73.98  | \$1.88                  | 0                               |
| Soybeans  | MO           | Bojay (Tula), HG     | \$8,652                      | \$112                               | \$89.55  | \$2.43                  | 2                               |
|           | NE           | Guadalajara, JA      | \$9,142                      | \$118                               | \$94.61  | \$2.57                  | 0                               |
|           | IA           | El Castillo, JA      | \$9,470                      | \$0                                 | \$96.76  | \$2.63                  | 0                               |
|           | KS           | Torreon, CU          | \$7,439                      | \$85                                | \$76.88  | \$2.09                  | 0                               |
| Sorghum   | NE           | Celaya, GJ           | \$7,404                      | \$104                               | \$76.70  | \$1.95                  | -4                              |
|           | KS           | Queretaro, QA        | \$7,563                      | \$70                                | \$77.98  | \$1.98                  | 5                               |
|           | NE           | Salinas Victoria, NL | \$6,168                      | \$56                                | \$63.59  | \$1.61                  | 5                               |
|           | NE           | Torreon, CU          | \$6,827                      | \$82                                | \$70.60  | \$1.79                  | 1                               |

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

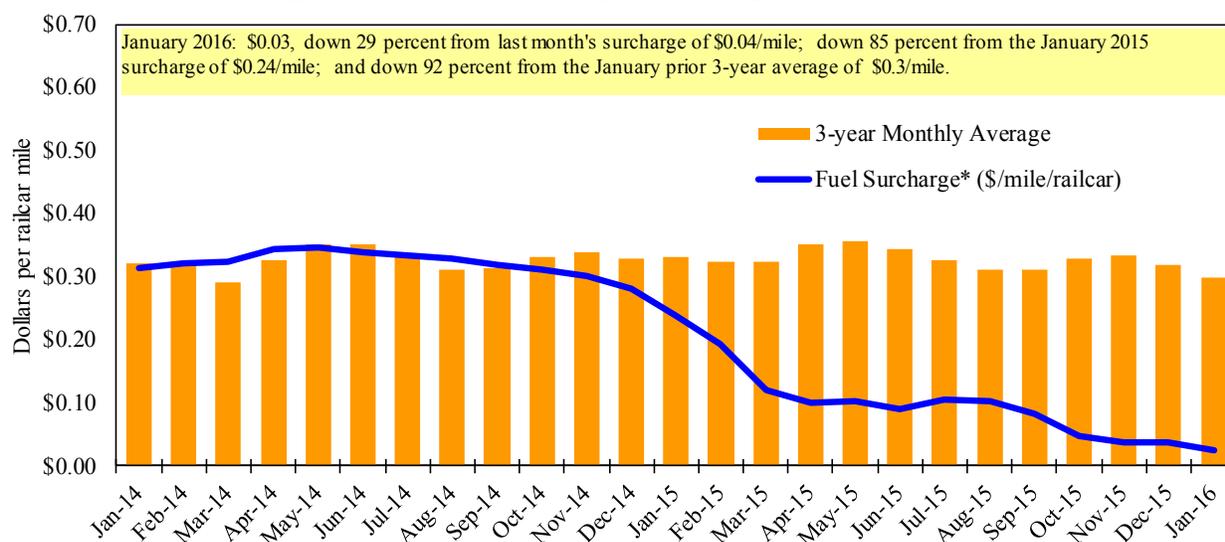
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

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

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

Figure 7

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

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

\* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

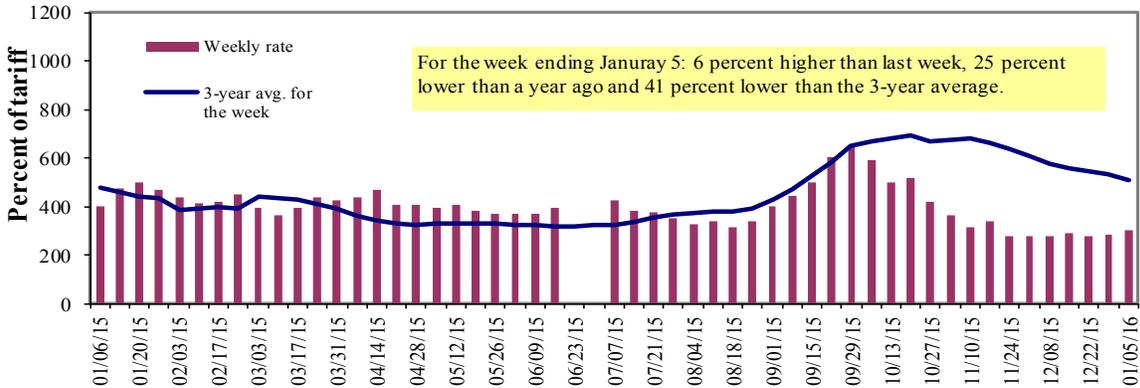
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.ksis.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>                          | 1/5/2016                 | -           | -               | 300                  | 195       | 215        | 215        | -             |
|  | 12/29/2015               | -           | -               | 283                  | -         | 210        | 210        | 170           |
| <b>\$/ton</b>                                    | 1/5/2016                 | -           | -               | 13.92                | -         | 10.08      | 8.69       | -             |
|  | 12/29/2015               | -           | -               | 13.13                | -         | 9.85       | 8.48       | 5.34          |
| <b>Current week % change from the same week:</b> |                          |             |                 |                      |           |            |            |               |
|  | Last year                | -           | -               | -25                  | -38       | -49        | -49        | -100          |
|  | 3-year avg. <sup>2</sup> | -           | -               | -41                  | -52       | -48        | -48        | -100          |
| <b>Rate<sup>1</sup></b>                          | February                 | -           | -               | 295                  | 195       | 205        | 205        | 170           |
|  | April                    | -           | 315             | 288                  | 200       | 210        | 210        | 178           |

<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 winter closure or 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.

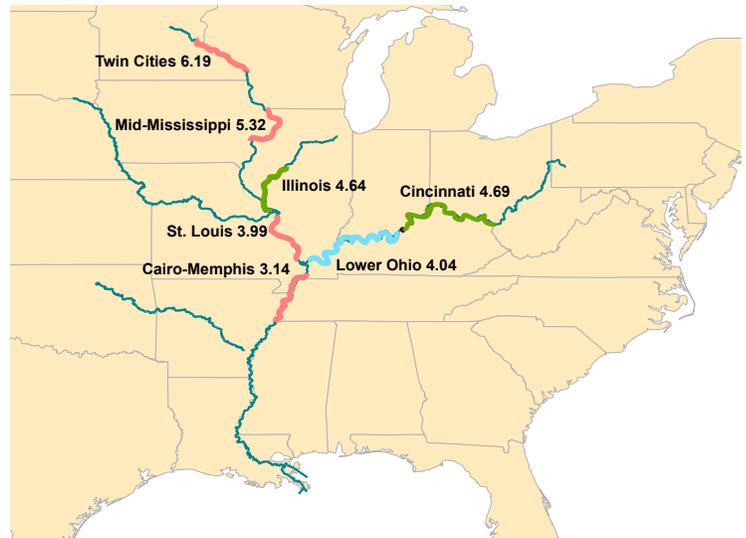
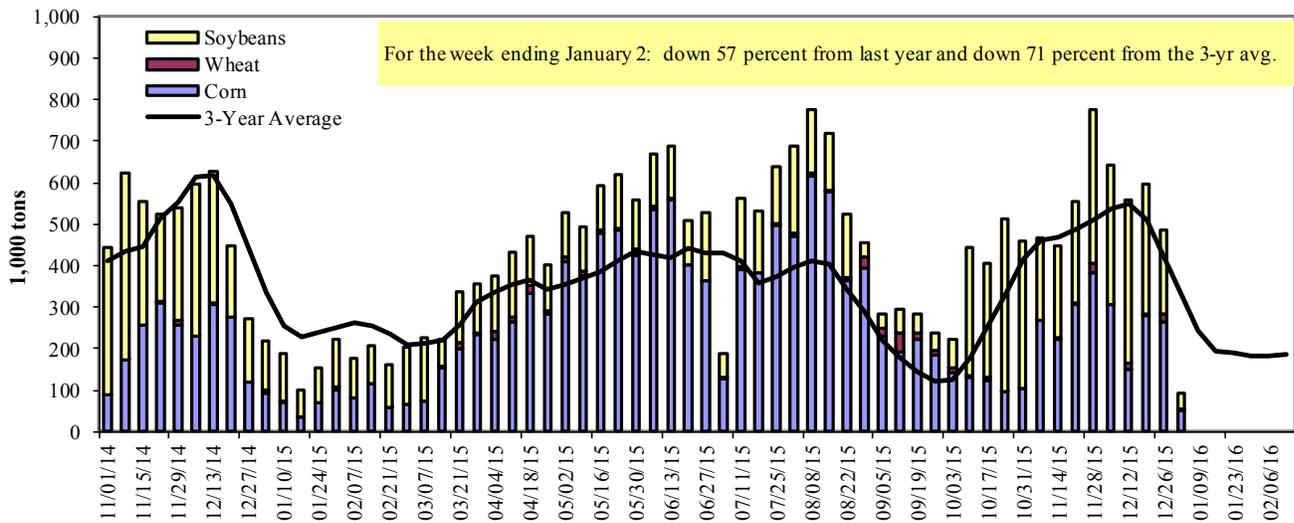


Figure 10

**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)**

| For the week ending 1/02/2016          | Corn          | Wheat        | Soybeans      | Other      | Total         |
|--|---------------|--------------|---------------|------------|---------------|
| <b>Mississippi River</b>               |               |              |               |            |               |
| Rock Island, IL (L15)                  | 0             | 0            | 0             | 0          | 0             |
| Winfield, MO (L25)                     | 29            | 0            | 2             | 0          | 30            |
| Alton, IL (L26)                        | 30            | 0            | 10            | 0          | 40            |
| Granite City, IL (L27)                 | 46            | 5            | 40            | 0          | 91            |
| <b>Illinois River (L8)</b>             | 46            | 0            | 43            | 0          | 89            |
| <b>Ohio River (L52)</b>                | 78            | 2            | 184           | 0          | 263           |
| <b>Arkansas River (L1)</b>             | 0             | 0            | 0             | 0          | 0             |
| Weekly total - 2015                    | 124           | 7            | 224           | 0          | 354           |
| Weekly total - 2014                    | 153           | 21           | 292           | 0          | 466           |
| 2015 YTD <sup>1</sup>                  | 19,739        | 1,815        | 13,464        | 356        | 35,374        |
| 2014 YTD                               | 20,693        | 2,181        | 11,813        | 258        | 34,946        |
| 2015 as % of 2014 YTD                  | 95            | 83           | 114           | 138        | 101           |
| Last 4 weeks as % of 2014 <sup>2</sup> | 86            | 113          | 111           | 49         | 100           |
| <b>Total 2014</b>                      | <b>20,693</b> | <b>2,181</b> | <b>11,813</b> | <b>258</b> | <b>34,946</b> |

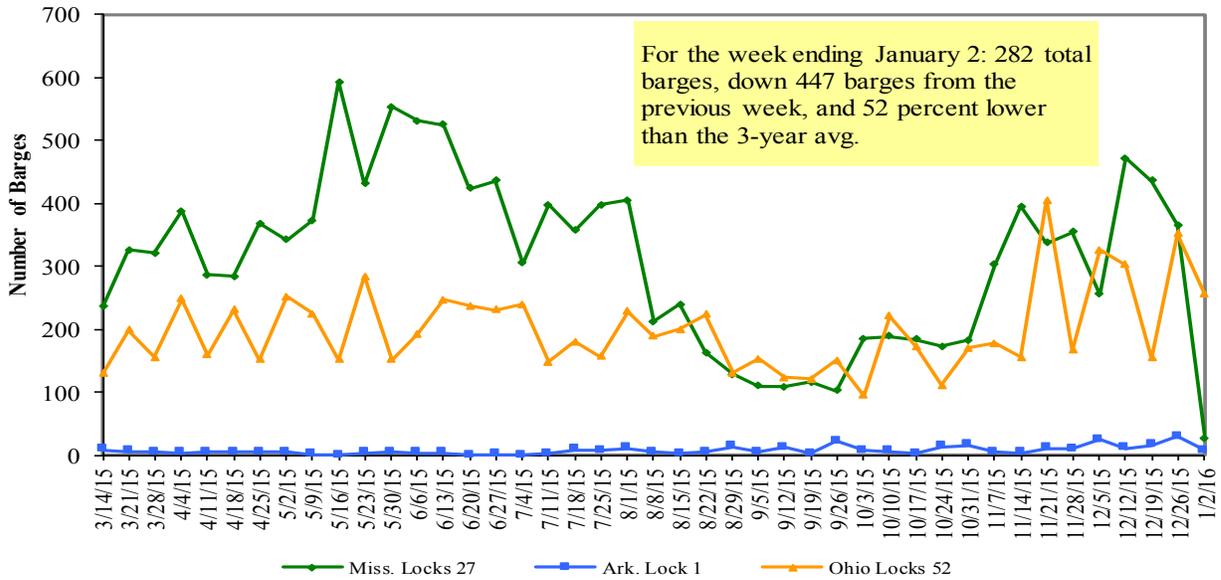
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

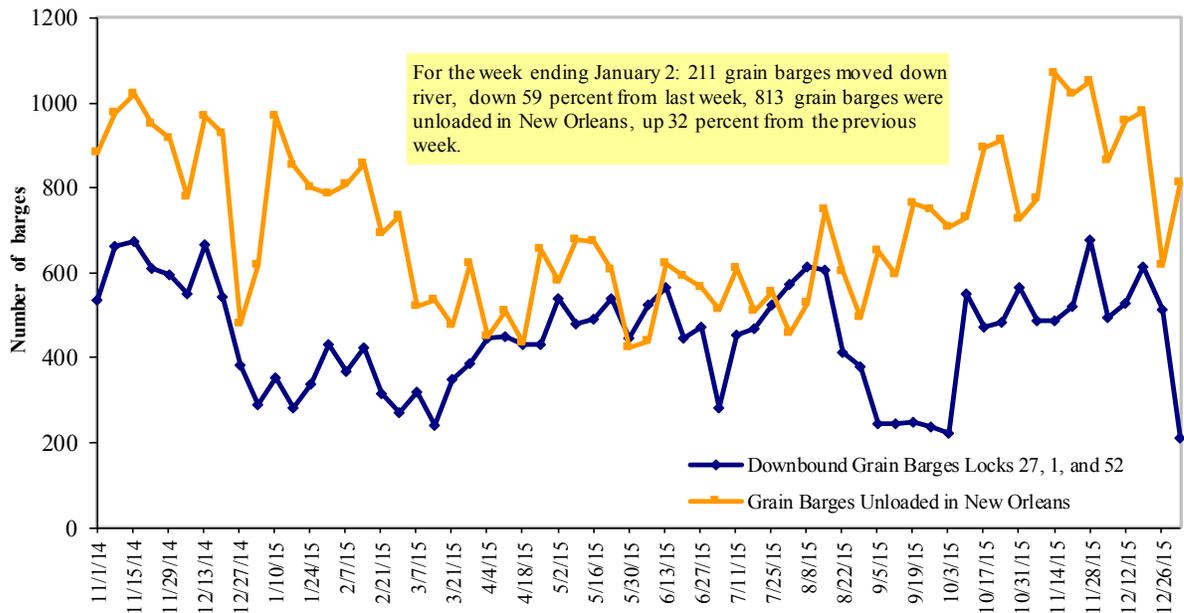
Source: U.S. Army Corps of Engineers

**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 1/4/2016 (US \$/gallon)**

| Region | Location                   | Price | Change from |          |
|--------|----------------------------|-------|-------------|----------|
|        |                            |       | Week ago    | Year ago |
| I      | East Coast                 | 2.260 | -0.019      | -0.944   |
|        | New England                | 2.344 | -0.021      | -0.943   |
|        | Central Atlantic           | 2.391 | -0.021      | -0.912   |
|        | Lower Atlantic             | 2.143 | -0.018      | -0.966   |
| II     | Midwest <sup>2</sup>       | 2.130 | -0.033      | -0.972   |
| III    | Gulf Coast <sup>3</sup>    | 2.114 | -0.026      | -0.931   |
| IV     | Rocky Mountain             | 2.191 | -0.036      | -0.948   |
| V      | West Coast                 | 2.464 | -0.003      | -0.756   |
|        | West Coast less California | 2.303 | 0.011       | -0.771   |
|        | California                 | 2.595 | -0.014      | -0.746   |
| Total  | U.S.                       | 2.211 | -0.024      | -0.926   |

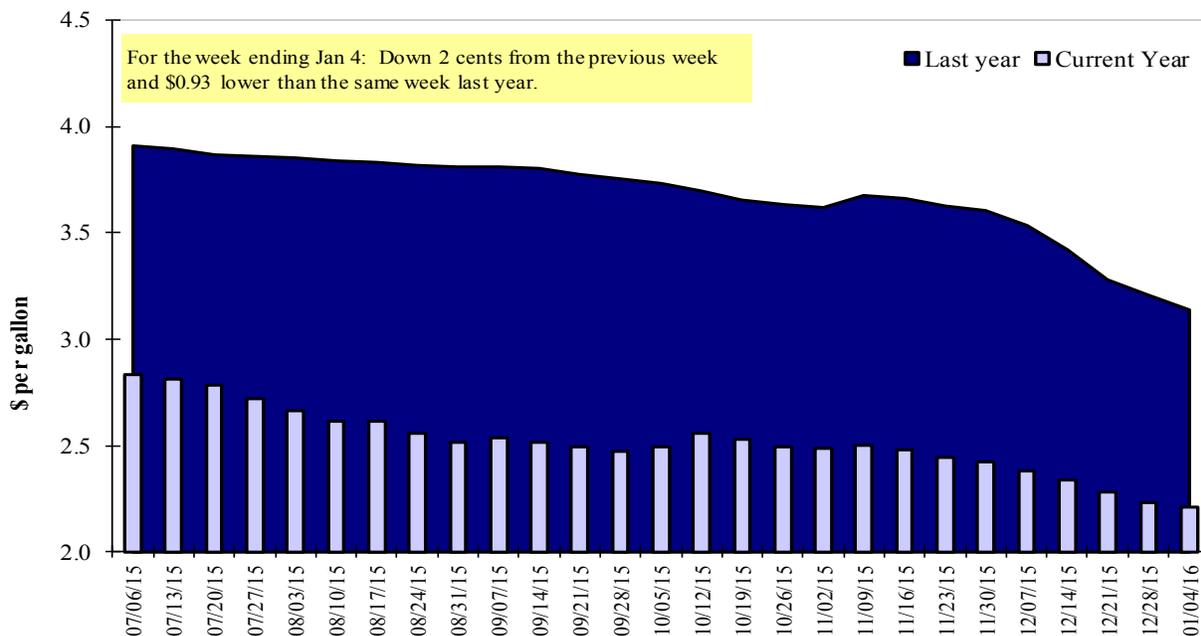
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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)

| For the week ending                                  | Wheat  |       |       |       |     |           | Corn   | Soybeans | Total   |
|--|--------|-------|-------|-------|-----|-----------|--------|----------|---------|
|  | HRW    | SRW   | HRS   | SWW   | DUR | All wheat |        |          |         |
| <b>Export Balances<sup>1</sup></b>                   |        |       |       |       |     |           |        |          |         |
| 12/24/2015   | 1,308  | 642   | 1,531 | 1,043 | 69  | 4,593     | 11,156 | 12,091   | 27,840  |
| This week year ago                                   | 1,508  | 916   | 1,767 | 904   | 87  | 5,182     | 14,850 | 14,326   | 34,358  |
| <b>Cumulative exports-marketing year<sup>2</sup></b> |        |       |       |       |     |           |        |          |         |
| 2015/16 YTD  | 3,167  | 2,100 | 3,483 | 1,874 | 512 | 11,135    | 9,043  | 25,447   | 45,625  |
| 2014/15 YTD  | 4,172  | 2,236 | 4,190 | 2,243 | 476 | 13,316    | 12,105 | 27,954   | 53,375  |
| YTD 2015/16 as % of 2014/15                          | 76     | 94    | 83    | 84    | 108 | 84        | 75     | 91       | 85      |
| Last 4 wks as % of same period 2014/15               | 85     | 69    | 85    | 116   | 73  | 87        | 74     | 89       | 82      |
| 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 |

<sup>1</sup> Current unshipped (outstanding) export sales to date

<sup>2</sup> 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<sup>1</sup> of U.S. Corn

| For the week ending 12/24/2015                               | 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>Current MY    | 2014/15<br>Last MY |  |   |
|  | - 1,000 mt -             |                    |  | - 1,000 mt -                                    |
| Japan  | 3,116                    | 5,660              | (45)                                   | 10,079  |
| Mexico   | 7,823                    | 6,448              | 21                                     | 8,145   |
| Korea  | 457                      | 981                | (53)                                   | 2,965   |
| Colombia   | 1,865                    | 2,046              | (9)                                    | 3,461   |
| Taiwan   | 366                      | 487                | (25)                                   | 1,238   |
| <b>Top 5 Importers</b>                                       | <b>13,627</b>            | <b>15,623</b>      | <b>(13)</b>                            | <b>25,887</b>                                   |
| <b>Total US corn export sales</b>                            | <b>20,199</b>            | <b>26,954</b>      | <b>(25)</b>                            | <b>34,445</b>                                   |
| % of Projected   | 45%                      | 57%                |  |   |
| Change from prior week                                       | 705                      | 895                |  |   |
| <b>Top 5 importers' share of U.S.<br/>corn export sales</b>  | 67%                      | 58%                |  | 75%   |
| <b>USDA forecast, December 2015</b>                          | <b>44,529</b>            | <b>47,430</b>      | <b>(6)</b>                             |   |
| <b>Corn Use for Ethanol USDA<br/>forecast, December 2015</b> | <b>132,080</b>           | <b>132,309</b>     | <b>(0)</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**

| For the week ending 12/24/2015                                 | 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>Current MY          | 2014/15<br>Last MY |  |  |
|  | - 1,000 mt -                   |                    |  | - 1,000 mt -                                 |
| China  | 22,469                         | 26,498             | (15)                                   | 24,211                                       |
| Mexico   | 1,807                          | 2,001              | (10)                                   | 2,971  |
| Indonesia  | 606                            | 1,035              | (41)                                   | 1,895  |
| Japan  | 1,226                          | 1,154              | 6                                      | 1,750  |
| Taiwan   | 703                            | 1,049              | (33)                                   | 1,055  |
| <b>Top 5 importers</b>   | <b>26,811</b>                  | <b>31,736</b>      | <b>(16)</b>                            | <b>31,882</b>                                |
| <b>Total US soybean export sales</b>                           | <b>37,538</b>                  | <b>42,279</b>      | <b>(11)</b>                            | <b>39,169</b>                                |
| % of Projected   | 80%                            | 84%                |  |  |
| Change from prior week   | 479                            | 611                |  |  |
| <b>Top 5 importers' share of U.S.<br/>soybean export sales</b> | 71%                            | 75%                |  | <b>81%</b>                                   |
| <b>USDA forecast, December 2015</b>                            | <b>46,730</b>                  | <b>50,218</b>      | <b>(7)</b>                             |  |

(n) indicates negative number.

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

Table 15

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

| For the week ending 12/24/2015                                | 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   | 1,676                          | 2,431              | (31)                                   | 3,113   |
| Mexico  | 1,643                          | 2,091              | (21)                                   | 2,807   |
| Nigeria   | 1,303                          | 1,797              | (28)                                   | 2,512   |
| Philippines   | 1,536                          | 1,522              | 1                                      | 2,105   |
| Brazil  | 359                            | 1,488              | (76)                                   | 2,091   |
| Korea   | 961                            | 1,131              | (15)                                   | 1,273   |
| Taiwan  | 787                            | 791                | (1)                                    | 1,007   |
| Indonesia   | 297                            | 399                | (26)                                   | 751   |
| Colombia  | 509                            | 509                | 0                                      | 662   |
| Thailand  | 382                            | 302                |  | 618   |
| <b>Top 10 importers</b>                                       | <b>9,070</b>                   | <b>12,159</b>      | <b>(25)</b>                            | <b>16,939</b>                                 |
| <b>Total US wheat export sales</b>                            | <b>15,728</b>                  | <b>18,499</b>      | <b>(15)</b>                            | <b>26,361</b>                                 |
| % of Projected  | 72%                            | 79%                |  |   |
| Change from prior week  | 363                            | 354                |  |   |
| <b>Top 10 importers' share of U.S.<br/>wheat export sales</b> | 58%                            | 66%                |  | 64%   |
| <b>USDA forecast, December 2015</b>                           | <b>21,798</b>                  | <b>23,270</b>      | <b>(6)</b>                             |   |

(n) indicates negative number.

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

Table 16

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

| Port regions                             | For the Week Ending<br>12/31/15 | 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                                    | 315                             | 260                           | 121                              | 10,943                | 12,241                | 89                           | 126                  | 133        | 12,436                     |
| Corn                                     | 0                               | 0                             | n/a                              | 7,232                 | 7,682                 | 94                           | 60                   | 23         | 7,781                      |
| Soybeans                                 | 424                             | 409                           | 104                              | 11,814                | 12,469                | 95                           | 68                   | 134        | 12,887                     |
| <b>Total</b>                             | <b>738</b>                      | <b>669</b>                    | <b>110</b>                       | <b>29,990</b>         | <b>32,392</b>         | <b>93</b>                    | <b>81</b>            | <b>116</b> | <b>33,104</b>              |
| <b>Mississippi Gulf</b>                  |                                 |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 17                              | 23                            | 73                               | 4,504                 | 4,397                 | 102                          | 279                  | 115        | 4,495                      |
| Corn                                     | 257                             | 418                           | 61                               | 26,692                | 30,566                | 87                           | 84                   | 125        | 30,912                     |
| Soybeans                                 | 1,061                           | 918                           | 115                              | 29,653                | 28,371                | 105                          | 91                   | 120        | 29,087                     |
| <b>Total</b>                             | <b>1,334</b>                    | <b>1,359</b>                  | <b>98</b>                        | <b>60,849</b>         | <b>63,334</b>         | <b>96</b>                    | <b>91</b>            | <b>121</b> | <b>64,495</b>              |
| <b>Texas Gulf</b>                        |                                 |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 32                              | 0                             | n/a                              | 3,724                 | 6,078                 | 61                           | 131                  | 116        | 6,120                      |
| Corn                                     | 0                               | 0                             | n/a                              | 656                   | 580                   | 113                          | 0                    | 0          | 580                        |
| Soybeans                                 | 0                               | 35                            | 0                                | 800                   | 886                   | 90                           | 51                   | 69         | 949                        |
| <b>Total</b>                             | <b>32</b>                       | <b>35</b>                     | <b>91</b>                        | <b>5,179</b>          | <b>7,544</b>          | <b>69</b>                    | <b>92</b>            | <b>97</b>  | <b>7,649</b>               |
| <b>Interior</b>                          |                                 |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 4                               | 35                            | 11                               | 1,386                 | 1,385                 | 100                          | 82                   | 121        | 1,400                      |
| Corn                                     | 62                              | 145                           | 42                               | 6,181                 | 5,590                 | 111                          | 125                  | 164        | 5,677                      |
| Soybeans                                 | 27                              | 74                            | 37                               | 3,612                 | 4,211                 | 86                           | 88                   | 70         | 4,312                      |
| <b>Total</b>                             | <b>93</b>                       | <b>255</b>                    | <b>36</b>                        | <b>11,179</b>         | <b>11,186</b>         | <b>100</b>                   | <b>90</b>            | <b>112</b> | <b>11,389</b>              |
| <b>Great Lakes</b>                       |                                 |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 0                               | 10                            | 0                                | 993                   | 935                   | 106                          | 33                   | 63         | 935                        |
| Corn                                     | 0                               | 0                             | n/a                              | 491                   | 288                   | 170                          | 0                    | 0          | 288                        |
| Soybeans                                 | 0                               | 22                            | 0                                | 684                   | 988                   | 69                           | 13                   | 25         | 988                        |
| <b>Total</b>                             | <b>0</b>                        | <b>32</b>                     | <b>0</b>                         | <b>2,168</b>          | <b>2,211</b>          | <b>98</b>                    | <b>19</b>            | <b>37</b>  | <b>2,211</b>               |
| <b>Atlantic</b>                          |                                 |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 0                               | 0                             | n/a                              | 462                   | 553                   | 84                           | 1,869                | 9,459      | 553                        |
| Corn                                     | 0                               | 0                             | n/a                              | 277                   | 816                   | 34                           | 68                   | 18         | 816                        |
| Soybeans                                 | 79                              | 113                           | 70                               | 2,026                 | 2,073                 | 98                           | 76                   | 93         | 2,119                      |
| <b>Total</b>                             | <b>79</b>                       | <b>113</b>                    | <b>70</b>                        | <b>2,765</b>          | <b>3,441</b>          | <b>80</b>                    | <b>82</b>            | <b>99</b>  | <b>3,487</b>               |
| <b>U.S. total from ports<sup>2</sup></b> |                                 |                               |                                  |                       |                       |                              |                      |            |                            |
| Wheat                                    | 367                             | 327                           | 112                              | 22,011                | 25,588                | 86                           | 125                  | 124        | 25,939                     |
| Corn                                     | 318                             | 564                           | 56                               | 41,529                | 45,523                | 91                           | 88                   | 109        | 46,054                     |
| Soybeans                                 | 1,590                           | 1,571                         | 101                              | 48,589                | 48,998                | 99                           | 77                   | 114        | 50,342                     |
| <b>Total</b>                             | <b>2,275</b>                    | <b>2,463</b>                  | <b>92</b>                        | <b>112,129</b>        | <b>120,109</b>        | <b>93</b>                    | <b>84</b>            | <b>115</b> | <b>122,335</b>             |

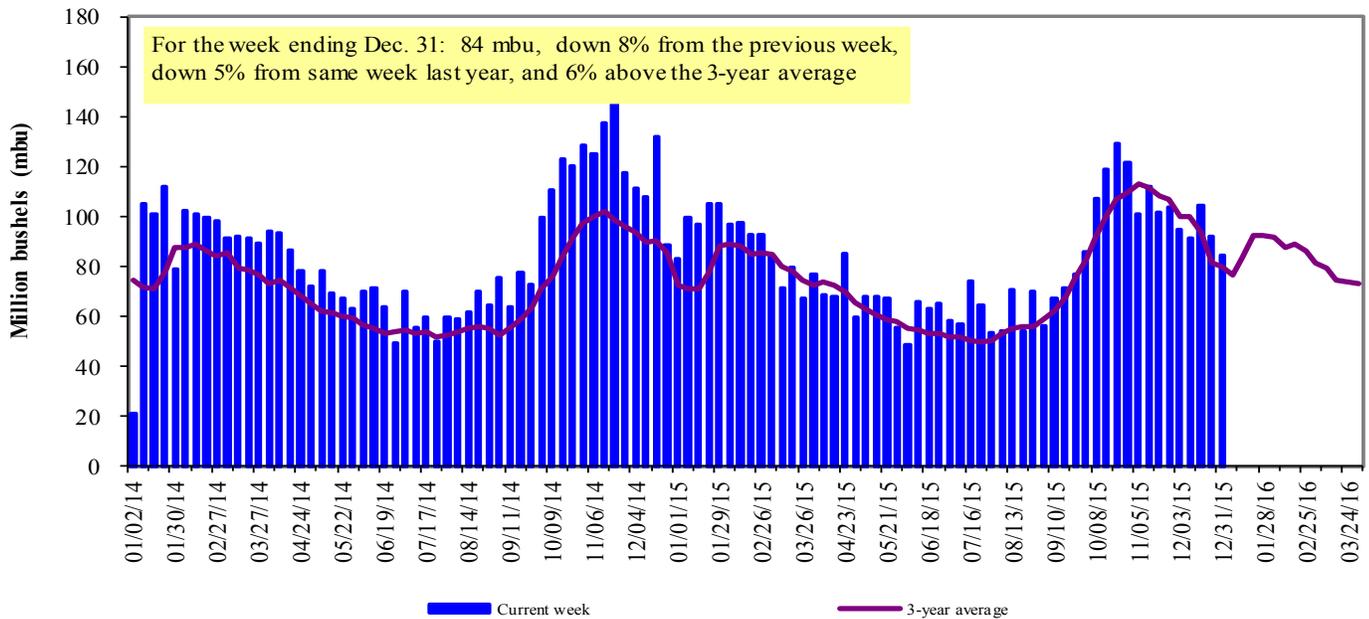
<sup>1</sup>Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

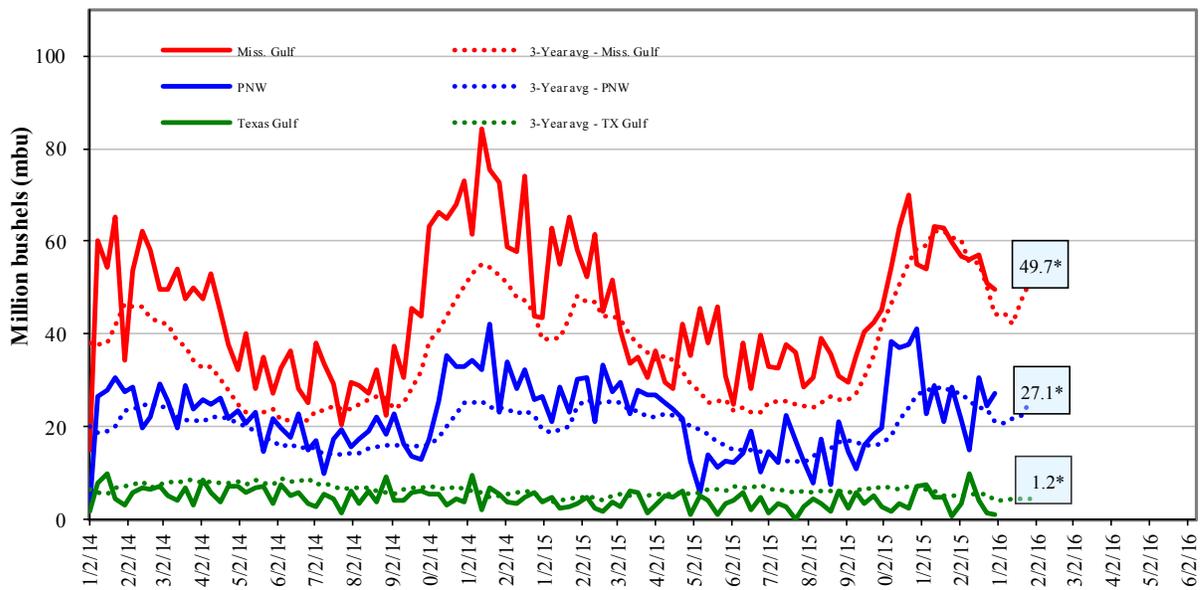


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

| December 31: % change from: | MS Gulf | TX Gulf | U.S. Gulf | PNW   |
|-----------------------------|---------|---------|-----------|-------|
| Last week                   | down 3  | down 9  | down 3    | up 10 |
| Last year (same week)       | up 14   | down 70 | up 7      | up 3  |
| 3-yr avg. (4-wk mov. avg.)  | up 12   | down 72 | up 5      | up 28 |

# Ocean Transportation

Table 17

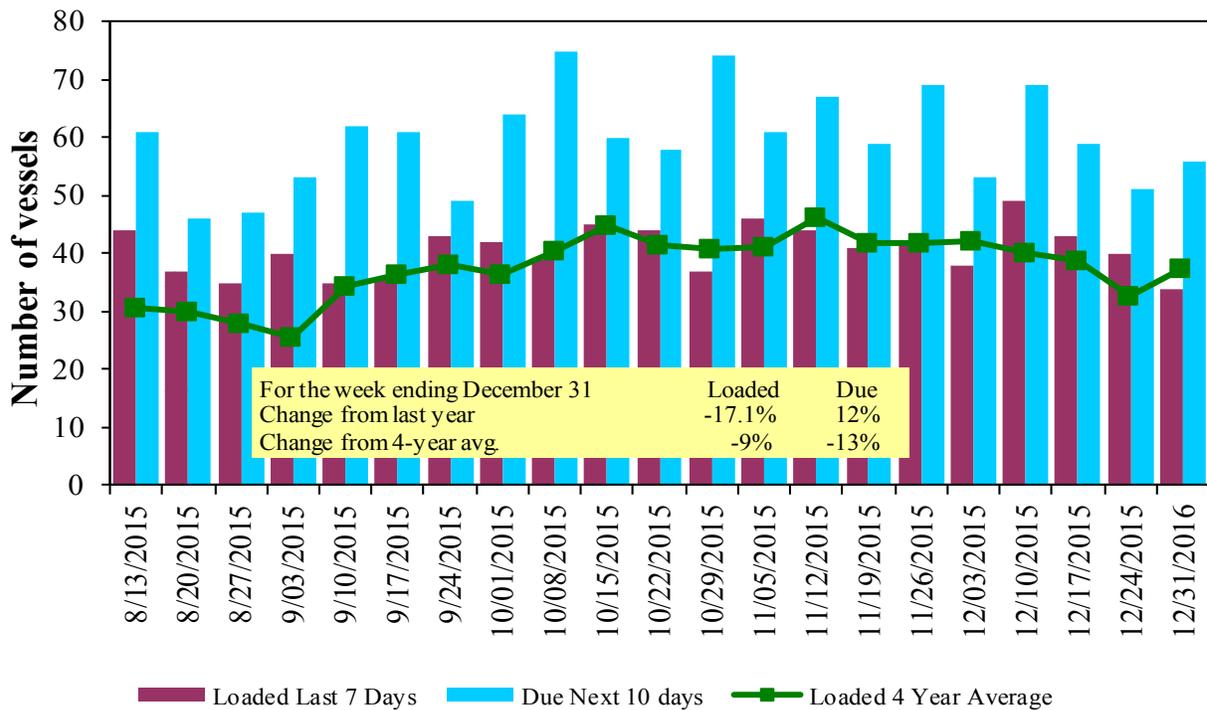
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

| Date       | Gulf     |               |                  | Pacific Northwest | Vancouver B.C. |
|------------|----------|---------------|------------------|-------------------|----------------|
|            | In port  | Loaded 7-days | Due next 10-days | In port           | In port        |
| 12/31/2015 | 52       | 34            | 56               | 13                | n/a            |
| 12/24/2015 | 48       | 40            | 51               | 17                | 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**

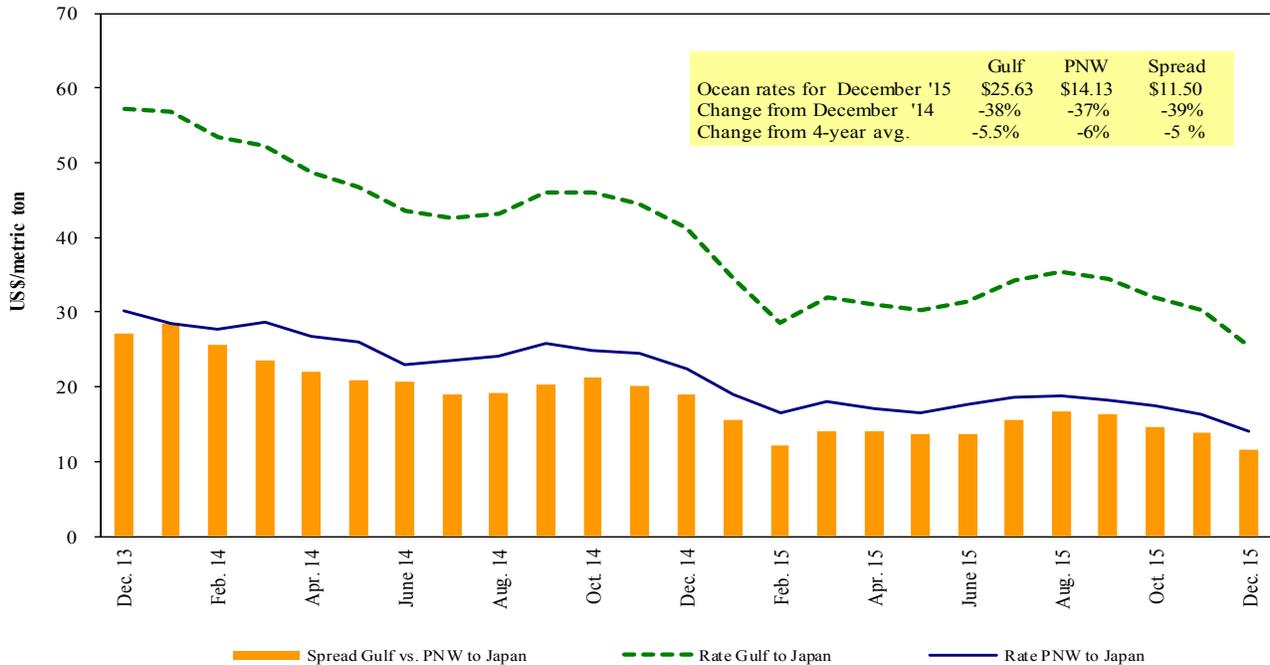


Source: Transportation & Marketing Programs/AMS/USDA

<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 1/2/2016**

| Export region | Import region       | Grain types | Loading date  | Volume loads (metric tons) | Freight rate (US\$/metric ton) |
|---------------|---------------------|-------------|---------------|----------------------------|--------------------------------|
| U.S. Gulf     | China               | Heavy Grain | Jan 10/20     | 60,000                     | 21.50                          |
| U.S. Gulf     | Japan               | Grain       | Dec 1/20      | 55,000                     | 29.50                          |
| U.S. Gulf     | Turkey              | Soybeans    | Dec 21/25     | 30,000                     | 16.50                          |
| PNW           | Bangladesh          | Wheat       | Dec 7/16      | 20,040                     | 33.93                          |
| Brazil        | Egypt Mediterranean | Heavy Grain | Nov 24/Dec 10 | 60,000                     | 10.50                          |
| Brazil        | Japan               | Grain       | Dec 16/31     | 60,000                     | 19.75                          |
| Brazil        | Vietnam             | Grain       | Dec 1/Jan 7   | 60,000                     | 15.75                          |
| EC S America  | China               | Heavy Grain | Feb/Mar 16    | 60,000                     | 18.50                          |
| France        | Algeria             | Wheat       | Jan1/6        | 30,000                     | 11.00                          |
| U.S Gulf      | Mombasa             | Sorghum     | Jan 4/14      | 19,100                     | 31.60                          |
| U.S Gulf      | Mombasa             | Sorghum     | Jan 4/15      | 45,570                     | 22.51                          |
| Pacific NW    | Djibuti             | Wheat       | Jan 15/25     | 46,150                     | 38.25                          |
| France        | Indonesia           | Wheat       | Dec 11/15     | 50,000                     | 20.50                          |

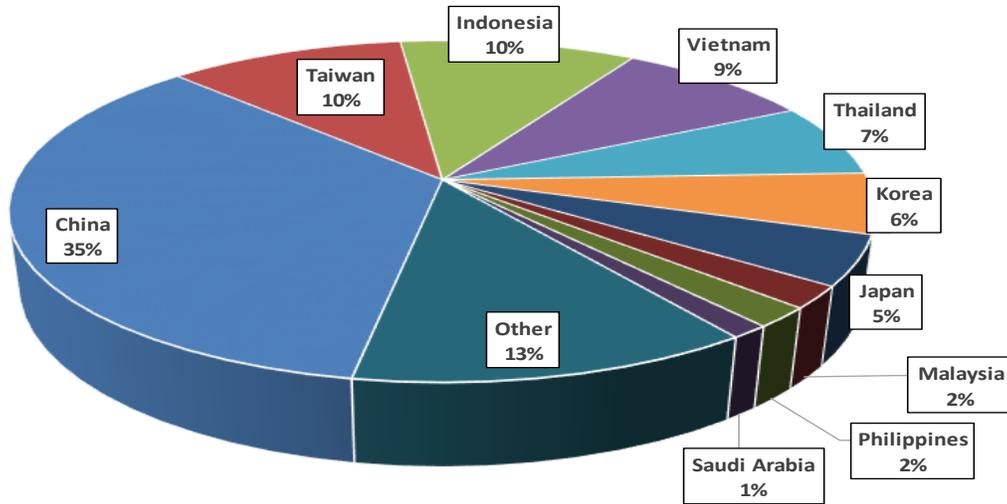
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

<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 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.

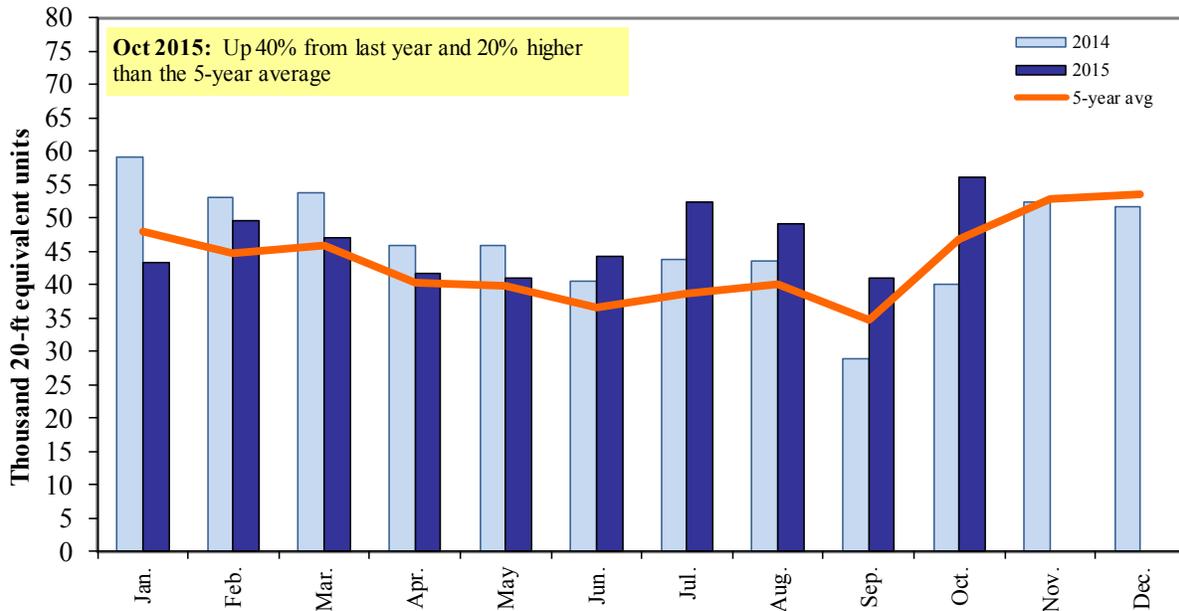
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January–October 2015**



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.

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