



Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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WEEKLY HIGHLIGHTS

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Data Links

Specialists

Subscription
Information

The next
release is
January 28, 2016

Panama Canal Authority Delays Opening of Lock Expansion

According to the Journal of Commerce, the opening of the expanded locks on the Panama Canal has been delayed until the second half of the year, from the previously scheduled opening of April 2016. Francisco J. Miguez, executive vice president for finance and administration at the Panama Canal Authority, made the announcement at a recent freight conference in Atlanta. Miguez said a more specific opening timeframe would be available after lock testing in February.

Corn and Soybean Inspections Increase

For the week ending January 14, total inspections of corn for export from all major export regions reached .570 million metric tons (mmt), up 6 percent from the past week but 22 percent below the same time last year. Soybean inspections increased 8 percent from the previous week, at 1.4 mmt, but were 7 percent below last year. Wheat inspections, however, decreased 14 percent from the past week but remained above the 3-year average. Inspections of grain were down 1 percent in the Pacific Northwest (PNW) and down 5 percent in the Mississippi Gulf. Texas Gulf inspection, however, jumped over 500 percent from the past week as each of the major grains rebounded. **Total inspections of grain** (corn, wheat, and soybeans) for export from all major export regions reached 2.35 mmt, up 3 percent from the past week, 12 percent below last year, and 5 percent above the 3-year average.

River Levels Decline on the Upper Mississippi while New Orleans remains at Flood Stage

River conditions are rapidly returning to normal levels on the Upper Mississippi and Illinois Rivers. Ice accumulations, however, are forming on slower moving portions of the rivers and at locks and dams, which is lowering water levels. To offset the decline in Upper Mississippi and Illinois River traffic, grain barge tonnages have increased considerably on the Ohio River. For the week ending January 16, Ohio River corn tonnages were 210 thousand tons, up 159 percent as compared to the previous 4-week average. High water conditions exist on the Lower Mississippi River, causing the Coast Guard to restrict tow sizes and require daylight-only transits in certain areas. River levels at Baton Rouge and New Orleans, LA, are at or near flood levels, prompting the Coast Guard to require daylight-only traffic in certain areas. Flood levels at the Louisiana ports are slowly declining, but will remain high for remainder of January.

KCS Track and Bridge Projects in Louisiana

Kansas City Southern Railway (KCS) said it will invest about \$15 million this year on rail and bridge improvements between DeQuincy, LA, and DeRidder, LA. Work began on January 12 and will continue through February. The projects are designed to increase capacity and enhance safety, and include replacing 25 miles of rail and making a number of bridge improvements. KCS owns and operates approximately 915 miles of rail infrastructure in Louisiana and serves the river and Gulf ports of Baton Rouge, Lake Charles, Natchitoches, and New Orleans.

Snapshots by Sector

Export Sales

During the week ending January 7, **unshipped balances** of wheat, corn, and soybeans totaled 25.9 mmt, down 21 percent from the same time last year. Net weekly **wheat export sales** of .275 mmt were up 257 percent from the previous week. Net **corn export sales** were .669 mmt, up 164 percent from the previous week, and net **soybean export sales** of 1.05 mmt, up 65 percent from the past week.

Rail

U.S. Class I railroads originated 21,161 **carloads of grain** for the week ending January 9, up 14 percent from the previous week, down 3 percent from last year, and up 7 percent from the 3-year average.

Average January shuttle **secondary railcar bids/offers** per car were \$75 above tariff for the week ending January 14, up \$179 from last week. There were no shuttle secondary railcar bids/offers this week last year. Average non-shuttle secondary railcar bids/offers were \$150 below tariff, down \$75 from last week. There were no non-shuttle secondary railcar bids/offers this week last year.

Barge

For the week ending January 16, **barge grain movements** totaled 588,702 tons, 36 percent higher than last week, and up 23 percent from the same period last year.

For the week ending January 16, 360 grain barges **moved down river**, up 37 percent from last week; 666 grain barges were **unloaded in New Orleans**, down 17 percent from the previous week.

Ocean

For the week ending January 14, 44 **ocean-going grain vessels** were loaded in the Gulf, 12.8 percent more than the same period last year. Seventy-one vessels are expected to be loaded within the next 10 days, 12.7 percent more than the same period last year.

For the week ending January 14, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$24.50 per metric ton (mt), down 3 percent from the previous week. The cost of shipping from the PNW to Japan was \$13.50 per mt, down 4 percent from the previous week.

Fuel

During the week ending January 18, U.S. average **diesel fuel prices** decreased 6 cents from the previous week to \$2.11 per gallon—down \$0.82 from the same week last year.

Feature Article/Calendar

New Container Weight Reporting Requirements Concern Agricultural Exporters

On July 1, 2016, new international regulations will require shippers to report a verified gross container weight to shipping lines, terminal operators, and ultimately the Coast Guard prior to the loading on the vessel. The regulations are the result of the 2014 Safety of Life at Sea (SOLAS) amendments, which are discussed in the next section. Although the concept of this new regulation is simple, U.S. exporters have expressed deep concerns about the practicality and the lack of clarity of implementing it. Currently, shippers, carriers, and terminal operators are working together and are in communication with the regulators to iron out the details before the deadline. Exporters need clear procedures and well-defined practices to avoid confusion and reduce any consequent trade disruptions due to the new regulations.

Where did this Requirement Come from and Why?

The new regulations come from an amendment to the International Maritime Organization's (IMO) International Convention for the Safety of Life at Sea, or SOLAS. The IMO is "a specialized agency of the United Nations that is the global standard-setting authority for the safety, security, and environmental performance of international shipping. IMO's main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted, and universally implemented"¹. According to the IMO, the key objective of the SOLAS Convention is to identify and specify the minimum standards for the construction, equipment, and operation of merchant ships to ensure their safety (IMO 2016). The new regulation is an amendment to Chapter VI of SOLAS, which covers the safety requirements for all types of cargo. The amendment requires containers to have a verified container weight as a condition for loading aboard a vessel. This information will allow vessel planners to more accurately determine the weight aboard the ship and reduce the risk of overloading the vessel. The U.S. Coast Guard has been tasked to implement and enforce the new regulations, but is working with the industry to determine best practices for moving forward. No procedures or penalty details have been released.

Issues of the current practice in container weighing

There are two major issues regarding container weighing that complicate the application of the new regulations.

First, there is no single, established way to estimate the weight of a container, and some methods are particularly difficult for agricultural exporters. Industry has identified two basic methods to determine the container's weight: (1) weigh the packed container, or (2) add the weight of the cargo (including all packaging and stabilizing equipment) to the tare weight of the container. Because many agricultural exporters do not have the capability to remove containers from truck chassis to weigh them separately, the weighing process often takes place while the container is on the truck chassis. Additional time and equipment would be required to weigh the packed container separate from the truck chassis.

Second, the weight of an empty container varies even among containers that are the same size, particularly for refrigerated containers that use varying generator sets to keep contents at a consistent environment. While the tare weight of the container is often marked on the side of the equipment, some exporters have found the marked weight is often not accurate. Over time, container weights change due to regular wear-and-tear as well as maintenance and repairs. As a result, some exporters have expressed

¹ International Maritime Organization, *International Convention for the Safety of Life at Sea (SOLAS), 1974*; Last Retrieved on 01/14/2016:

[http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-for-the-Safety-of-Life-at-Sea-\(SOLAS\)-1974.aspx](http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-for-the-Safety-of-Life-at-Sea-(SOLAS)-1974.aspx)

that they should only be responsible for providing the weight of their cargo, not the weight of the container.

Current efforts to apply the new requirements

Because no standard process has been formally laid out by the authority, implementation and enforcement of the regulations are still uncertain to the exporters and the industry. Failing to establish streamlined and uniform practices may potentially interrupt the exporter's supply chain, which will create disruptions in global trade and noticeable economic losses for the agricultural exporters.

The United Kingdom has published a model that allows the reported weight of the packed container to be within 5 percent of the weight found by the regulatory authority. U.S. industry representatives are exploring this model to determine if 5 percent is enough of a variance for the agricultural export community. Allowing this type of flexibility would be beneficial to U.S. agricultural exporters to account for moisture as well as variations in equipment size, age, and materials used in manufacturing.

The shipping lines are still exploring how soon before the vessel is loaded they will require this additional information and how they will receive it (i.e., which electronic documentation platforms will be adjusted to receive the additional data). The Agriculture Transportation Coalition (AgTC) has created a unique forum for its membership to discuss the practicalities of implementing the new regulations with member carriers of the Transpacific Stabilization Agreement. The software providers that service electronic documentation platforms have also joined the forum. AgTC has also opened dialogue with the U.S. Coast Guard to make agricultural exporters' needs known to those enforcing the regulation.

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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

| For the week ending | Truck | Rail | Barge | Ocean | | |
|---------------------|-------|------------|---------|-------|---------|----|
| | | Unit Train | Shuttle | Gulf | Pacific | |
| 01/20/16 | 142 | 268 | 222 | 156 | 110 | 96 |
| 01/13/16 | 146 | 272 | 214 | 158 | 113 | 99 |

¹Indicator: 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 | 1/15/2016 | 1/8/2016 |
|-----------|---------------------|-----------|----------|
| Corn | IL--Gulf | -0.56 | -0.55 |
| Corn | NE--Gulf | -0.79 | -0.76 |
| Soybean | IA--Gulf | -1.22 | -1.30 |
| HRW | KS--Gulf | -1.42 | -1.42 |
| HRS | ND--Portland | -1.58 | -1.58 |

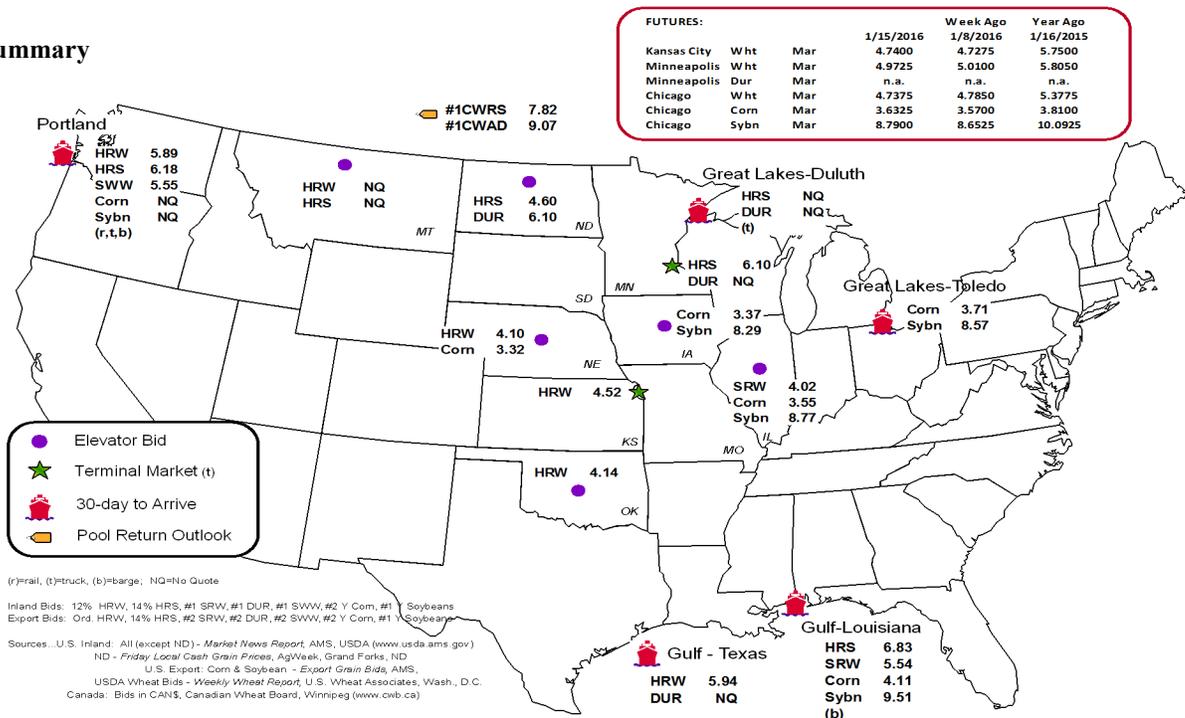
Note: nq = no quote

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)¹

| For the Week Ending | Mississippi | | Pacific | Atlantic & | Total | Week ending | Cross-Border Mexico ³ |
|---|-------------|------------|-----------|------------|---------|------------------|----------------------------------|
| | Gulf | Texas Gulf | Northwest | East Gulf | | | |
| 1/13/2016 ^p | 508 | 1,174 | 5,274 | 724 | 7,680 | 1/9/2016 | 1,851 |
| 1/06/2016 ^r | 359 | 1,077 | 5,611 | 494 | 7,541 | 1/2/2016 | 1,424 |
| 2016 YTD ^r | 867 | 2,251 | 10,885 | 1,218 | 15,221 | 2016 YTD | 3,275 |
| 2015 YTD ^r | 2,142 | 2,572 | 9,085 | 2,298 | 16,097 | 2015 YTD | 2,795 |
| 2016 YTD as % of 2015 YTD | 40 | 88 | 120 | 53 | 95 | % change YTD | 117 |
| Last 4 weeks as % of 2015 ² | 27 | 81 | 97 | 47 | 79 | Last 4wks % 2015 | 130 |
| Last 4 weeks as % of 4-year avg. ² | 37 | 114 | 104 | 70 | 91 | Last 4wks % 4 yr | 114 |
| 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.

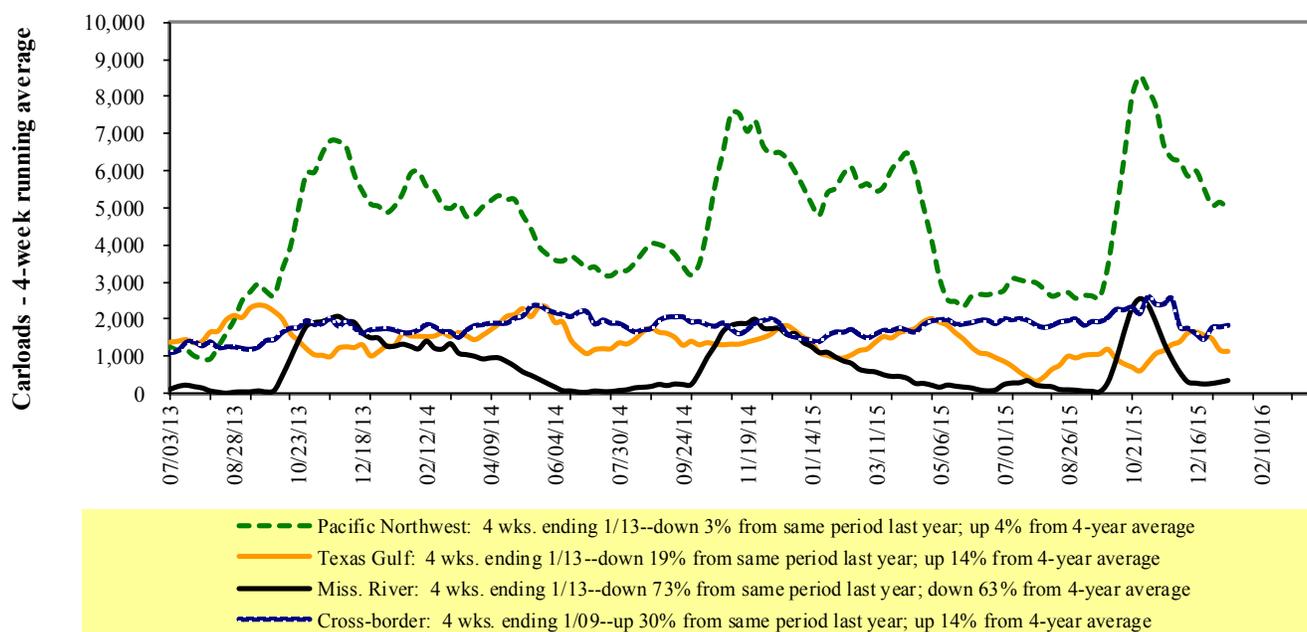
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

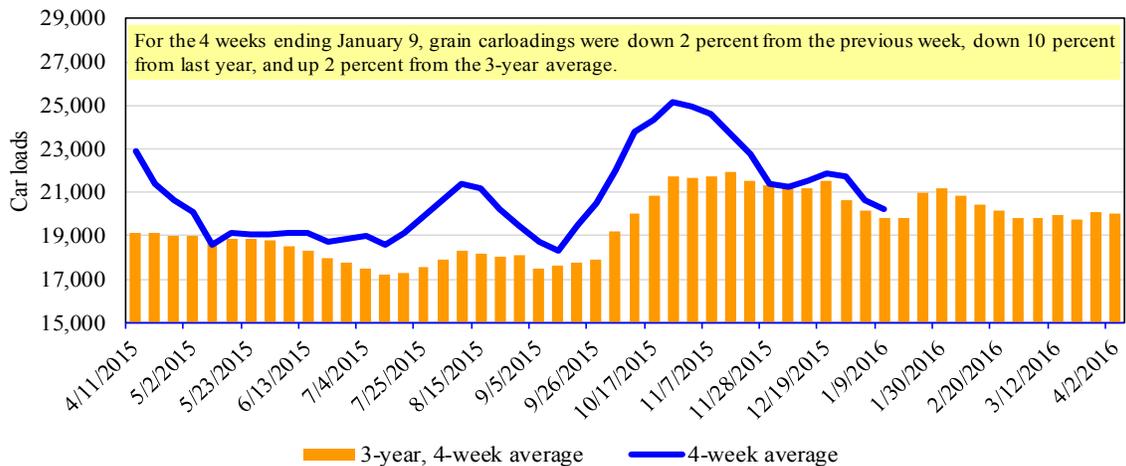
| For the week ending: 1/9/2016 | East | | West | | | U.S. total | Canada | |
|----------------------------------|---------|---------|---------|--------|---------|------------|---------|---------|
| | CSXT | NS | BNSF | KCS | UP | | CN | CP |
| This week | 2,170 | 2,873 | 10,628 | 754 | 4,736 | 21,161 | 3,611 | 4,384 |
| This week last year | 2,688 | 3,638 | 9,357 | 792 | 5,441 | 21,916 | 4,438 | 4,461 |
| 2016 YTD | 2,170 | 2,873 | 10,628 | 754 | 4,736 | 21,161 | 3,611 | 4,384 |
| 2015 YTD | 2,688 | 3,638 | 9,357 | 792 | 5,441 | 21,916 | 4,438 | 4,461 |
| 2016 YTD as % of 2015 YTD | 81 | 79 | 114 | 95 | 87 | 97 | 81 | 98 |
| Last 4 weeks as % of 2015* | 79 | 81 | 101 | 82 | 83 | 90 | 77 | 90 |
| Last 4 weeks as % of 3-yr avg.** | 99 | 88 | 112 | 93 | 96 | 102 | 85 | 88 |
| 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 Offerings¹ (\$/car)²

| For the week ending: 1/14/2016 | | Delivery period | | | | | | | |
|-----------------------------------|-----------------------------------|-----------------|--------|---------|----------|---------|----------|---------|----------|
| | | Jan-16 | Jan-15 | Feb-16 | Feb-15 | Mar-16 | Mar-15 | Apr-16 | Apr-15 |
| BNSF ³ | COT grain units | no offer | n/a | 0 | no offer | no bids | 51 | no bids | 54 |
| | COT grain single-car ⁵ | no offer | n/a | 0 | no offer | 0 | 3 .. 25 | no bids | 1 .. 33 |
| UP ⁴ | GCAS/Region 1 | no offer | n/a | no bids | no offer | no bids | no offer | n/a | no offer |
| | GCAS/Region 2 | no offer | n/a | no bids | no offer | no bids | no offer | n/a | no offer |

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

²Average premium/discount to tariff, last auction

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

⁴UP - GCAS = Grain Car Allocation System

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

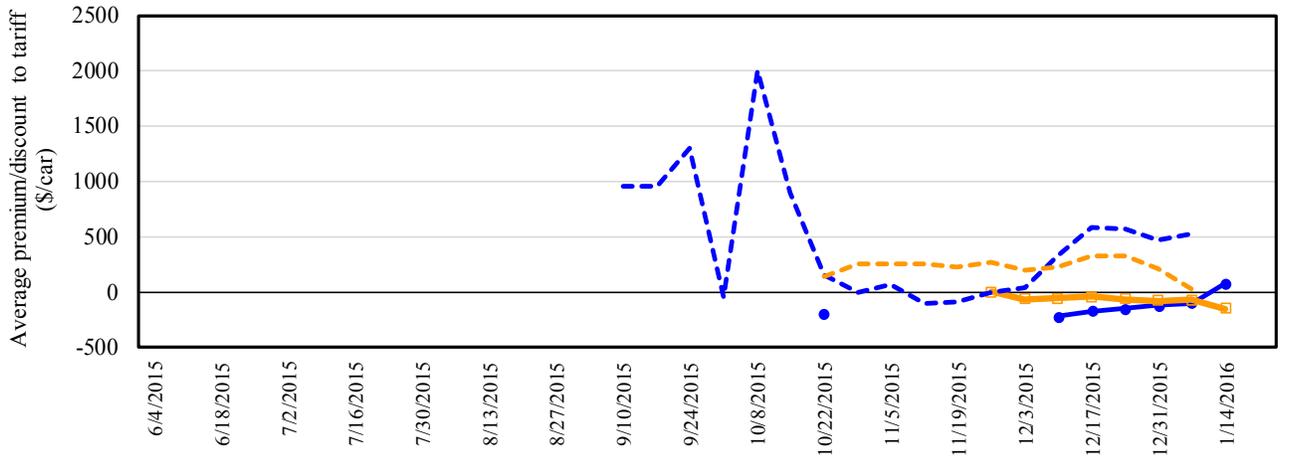
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

⁵Range 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



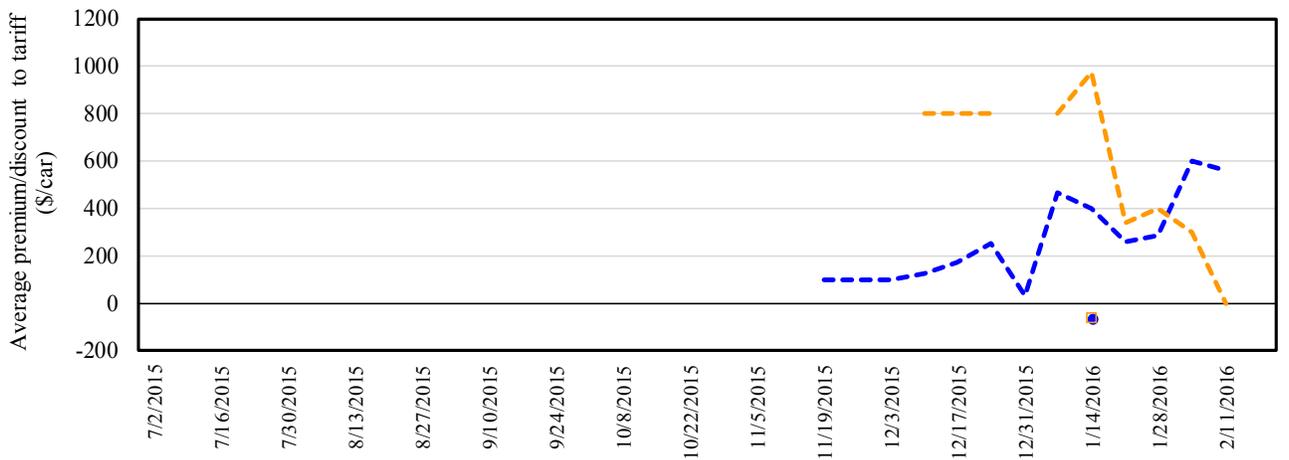
| 1/14/2016 | BNSF | UP |
|--------------------|------|--------|
| Non-Shuttle | n/a | -\$150 |
| Shuttle | \$75 | n/a |

Shuttle: Solid blue line with circles
 Shuttle prior 3-yr avg. (same week): Dashed blue line
 Non-Shuttle: Solid orange line with squares
 Non-Shuttle prior 3-yr avg. (same week): Dashed orange line

Average Non-shuttle bids/offers fell \$75 this week, and are \$150 below the peak.
 Average Shuttle bids/offers rose \$179 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



| 1/14/2016 | BNSF | UP |
|--------------------|-------|--------|
| Non-Shuttle | -\$25 | -\$100 |
| Shuttle | -\$63 | -\$71 |

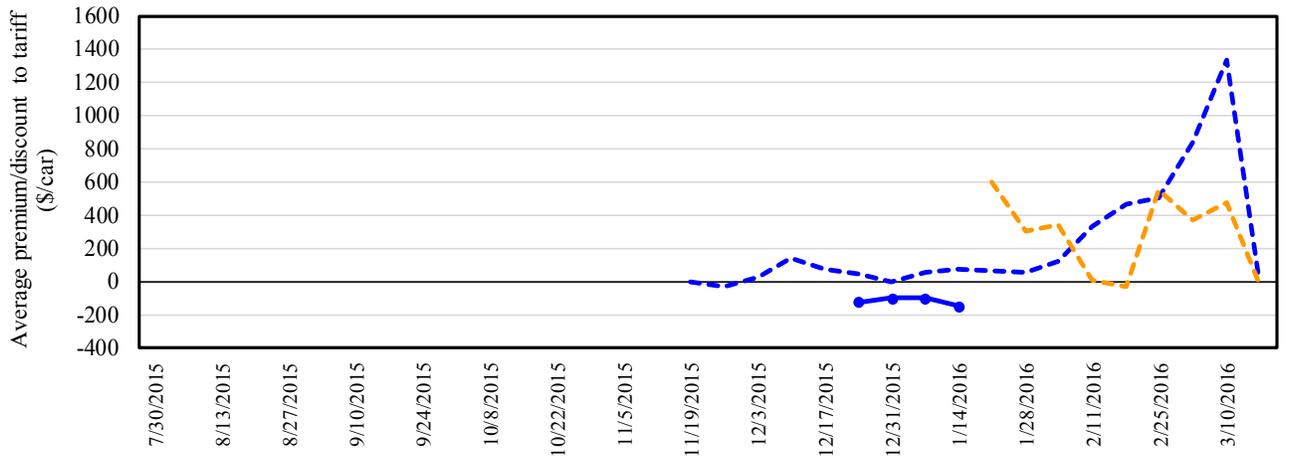
Shuttle: Solid blue line with circles
 Shuttle prior 3-yr avg. (same week): Dashed blue line
 Non-Shuttle: Solid orange line with squares
 Non-Shuttle prior 3-yr avg. (same week): Dashed orange line

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are at the peak.
 There were no Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week 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 March 2016, Secondary Market



| | <u>BNSF</u> | <u>UP</u> |
|--------------------|-------------|-----------|
| <u>Non-Shuttle</u> | n/a | n/a |
| <u>Shuttle</u> | n/a | -\$150 |

—●— Shuttle
- - - Shuttle prior 3-yr avg. (same week)
—■— Non-Shuttle
- - - Non-Shuttle prior 3-yr avg. (same week)

There were no Non-Shuttle bids/offers this week.
 Average Shuttle bids/offers fell \$50 this week and are \$50 below 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 | | | | | |
|----------------------|----------------------------|-----------------|--------|--------|--------|--------|--------|
| | | 1/14/2016 | Jan-16 | Feb-16 | Mar-16 | Apr-16 | May-16 |
| Non-shuttle | BNSF-GF | n/a | (25) | 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 | n/a | n/a | n/a | n/a | n/a |
| | UP-Pool | (150) | (100) | n/a | n/a | n/a | n/a |
| | Change from last week | (50) | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2015 | n/a | n/a | n/a | n/a | n/a | n/a |
| Shuttle | BNSF-GF | 75 | (63) | n/a | n/a | n/a | n/a |
| | Change from last week | 171 | n/a | n/a | n/a | n/a | n/a |
| | Change from same week 2015 | n/a | n/a | n/a | n/a | n/a | n/a |
| | UP-Pool | n/a | (71) | (150) | n/a | n/a | n/a |
| | Change from last week | n/a | n/a | (50) | n/a | n/a | n/a |
| | Change from same week 2015 | n/a | 379 | 250 | n/a | n/a | n/a |

¹Average 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 Shipments¹

| Effective date: | | Origin region* | Destination region* | Tariff rate/car | Fuel surcharge per car | Tariff plus surcharge per: | | Percent change Y/Y ³ |
|----------------------|----------------------|-----------------------|---------------------|-----------------|------------------------|----------------------------|---------------------|---------------------------------|
| 1/1/2016 | | | | | | metric ton | bushel ² | |
| Unit train | | | | | | | | |
| 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 | |
| Shuttle Train | | | | | | | | |
| 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 | |

¹A 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.

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

³Percentage 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 ¹ | Fuel surcharge per car ² | Fuel surcharge | | Percent change Y/Y ⁴ |
|-----------|--------------|----------------------|------------------------------|-------------------------------------|--|--------------------|---------------------------------|
| | | | | | Tariff plus surcharge per: metric ton ³ | bushe ³ | |
| 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 |

¹Rates 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.

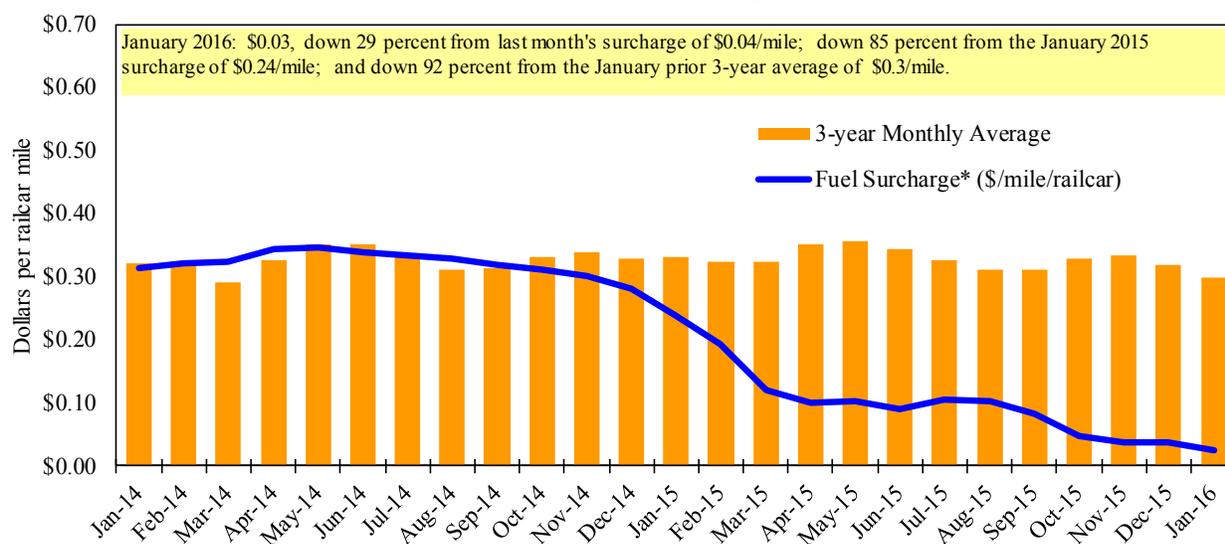
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

⁴Percentage 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 Average¹

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.

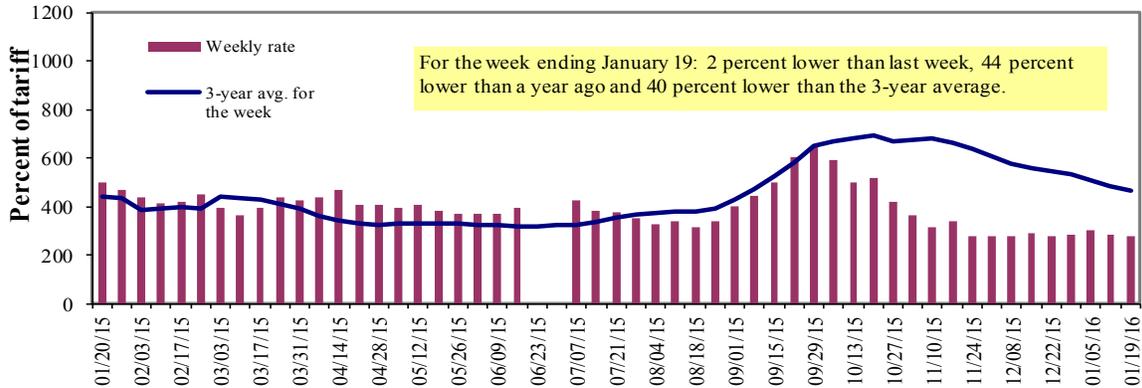
**CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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 |
|--|--------------------------|-------------|-----------------|----------------------|-----------|------------|------------|---------------|
| Rate¹ | 1/19/2016 | - | - | 280 | 188 | 205 | 205 | 163 |
| | 1/12/2016 | - | - | 285 | 175 | 218 | 218 | 160 |
| \$/ton | 1/19/2016 | - | - | 12.99 | 7.50 | 9.61 | 8.28 | 5.12 |
| | 1/12/2016 | - | - | 13.22 | 6.98 | 10.22 | 8.81 | 5.02 |
| Current week % change from the same week: | | | | | | | | |
| | Last year | - | - | -44 | -51 | -47 | -48 | -44 |
| | 3-year avg. ² | - | - | -40 | -48 | -44 | -44 | -35 |
| Rate¹ | February | - | - | 275 | 178 | 198 | 198 | 160 |
| | April | 350 | 285 | 280 | 183 | 203 | 203 | 160 |

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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.

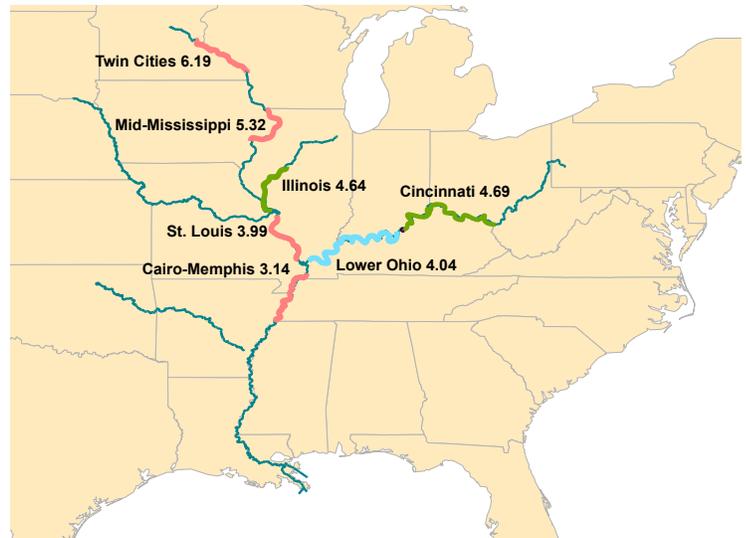
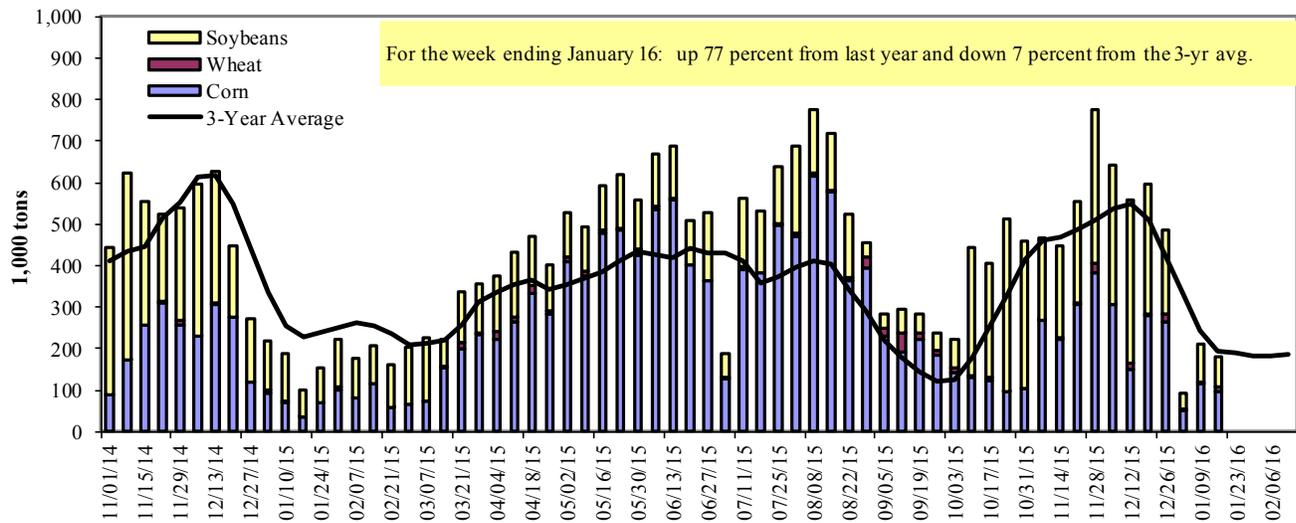


Figure 10

Barge Movements on the Mississippi River¹ (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 1/16/2016 | Corn | Wheat | Soybeans | Other | Total |
|--|--------|-------|----------|-------|--------|
| Mississippi River | | | | | |
| Rock Island, IL (L15) | 0 | 0 | 0 | 0 | 0 |
| Winfield, MO (L25) | 18 | | 2 | 0 | 20 |
| Alton, IL (L26) | 72 | 11 | 63 | 0 | 146 |
| Granite City, IL (L27) | 95 | 11 | 74 | 0 | 180 |
| Illinois River (L8) | 70 | 0 | 117 | 0 | 187 |
| Ohio River (L52) | 210 | 7 | 192 | 0 | 409 |
| Arkansas River (L1) | 0 | 0 | 0 | 0 | 0 |
| Weekly total - 2016 | 304 | 18 | 266 | 0 | 589 |
| Weekly total - 2015 | 196 | 15 | 255 | 12 | 479 |
| 2016 YTD ¹ | 494 | 27 | 502 | 0 | 1,022 |
| 2015 YTD | 458 | 33 | 553 | 15 | 1,059 |
| 2016 as % of 2015 YTD | 108 | 81 | 91 | 0 | 97 |
| Last 4 weeks as % of 2015 ² | 118 | 95 | 100 | 6 | 103 |
| Total 2015 (revised 1/14/2016) | 19,215 | 1,686 | 14,191 | 359 | 35,451 |

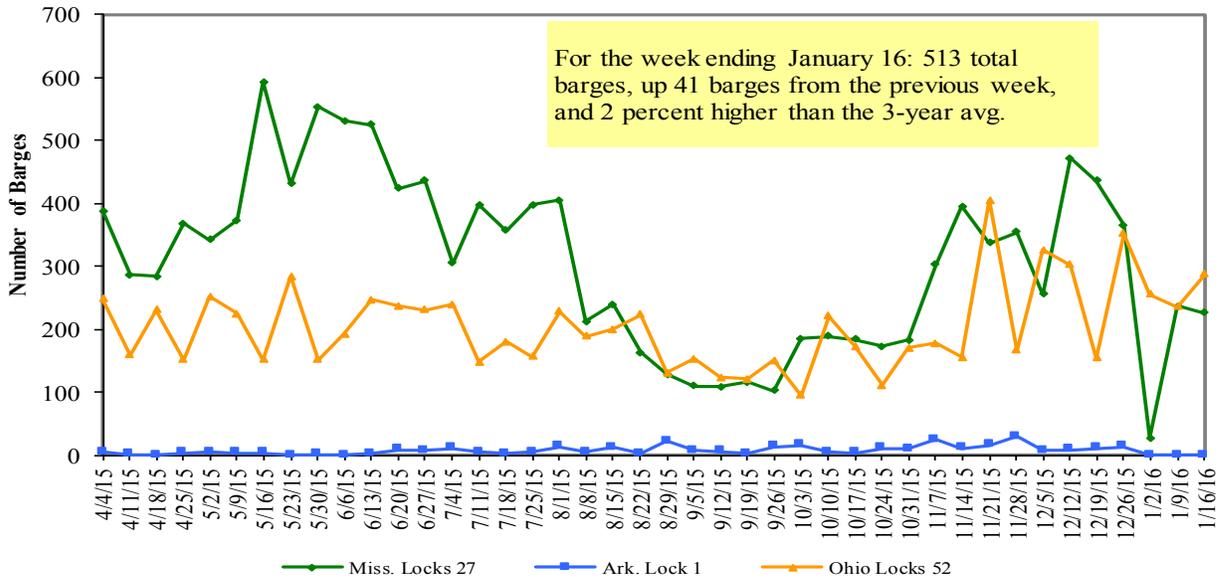
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

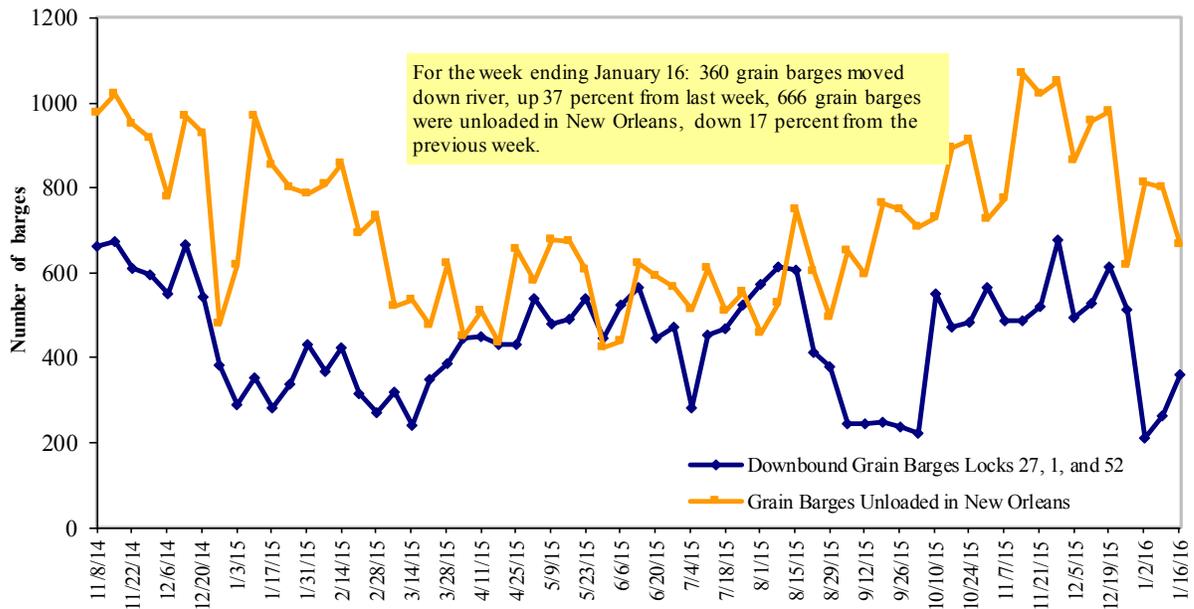
Source: U.S. Army Corps of Engineers

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 Prices¹, Week Ending 1/18/2016 (US \$/gallon)

| Region | Location | Price | Change from | |
|--------|----------------------------|-------|-------------|----------|
| | | | Week ago | Year ago |
| I | East Coast | 2.174 | -0.055 | -0.844 |
| | New England | 2.277 | -0.058 | -0.795 |
| | Central Atlantic | 2.305 | -0.045 | -0.826 |
| | Lower Atlantic | 2.054 | -0.062 | -0.864 |
| II | Midwest ² | 2.023 | -0.073 | -0.866 |
| III | Gulf Coast ³ | 2.014 | -0.066 | -0.829 |
| IV | Rocky Mountain | 2.078 | -0.056 | -0.806 |
| V | West Coast | 2.359 | -0.067 | -0.652 |
| | West Coast less California | 2.198 | -0.060 | -0.628 |
| | California | 2.489 | -0.073 | -0.676 |
| Total | U.S. | 2.112 | -0.065 | -0.821 |

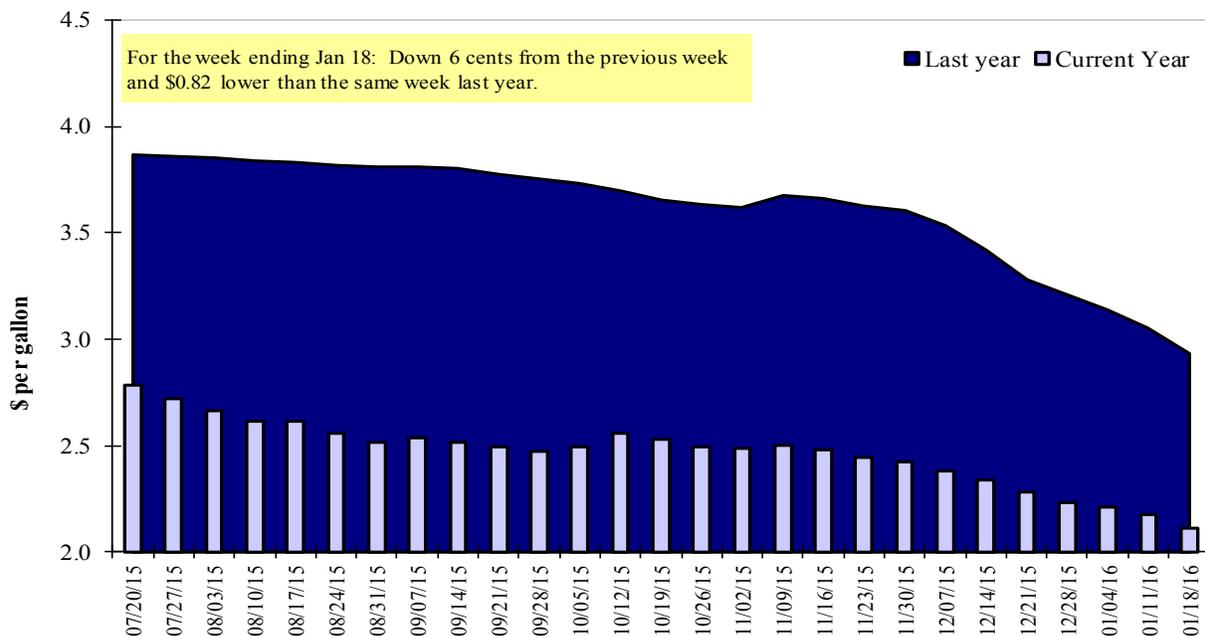
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same 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)

| For the week ending | Wheat | | | | | | Corn | Soybeans | Total |
|--|--------|-------|-------|-------|-----|-----------|--------|----------|---------|
| | HRW | SRW | HRS | SWW | DUR | All wheat | | | |
| Export Balances¹ | | | | | | | | | |
| 1/7/2016 | 1,190 | 611 | 1,325 | 924 | 69 | 4,118 | 11,083 | 10,692 | 25,893 |
| This week year ago | 1,381 | 810 | 1,716 | 942 | 87 | 4,937 | 15,146 | 12,931 | 33,014 |
| Cumulative exports-marketing year² | | | | | | | | | |
| 2015/16 YTD | 3,341 | 2,173 | 3,839 | 2,068 | 542 | 11,962 | 10,039 | 28,538 | 50,539 |
| 2014/15 YTD | 4,388 | 2,352 | 4,463 | 2,319 | 476 | 13,998 | 13,015 | 31,248 | 58,261 |
| YTD 2015/16 as % of 2014/15 | 76 | 92 | 86 | 89 | 114 | 85 | 77 | 91 | 87 |
| Last 4 wks as % of same period 2014/15 | 92 | 76 | 85 | 105 | 79 | 89 | 73 | 90 | 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 |

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 Importers¹ of U.S. Corn

| For the week ending 1/07/2016 | Commitments ² | | % change current MY from last MY | Exports ³ 3-year avg 2011-2013 |
|---|--------------------------|----------------|--|---|
| | 2015/16 | 2014/15 | | |
| | Current MY | Last MY | | |
| | - 1,000 mt - | | | - 1,000 mt - |
| Japan | 3,424 | 5,728 | (40) | 10,079 |
| Mexico | 8,086 | 6,890 | 17 | 8,145 |
| Korea | 458 | 1,118 | (59) | 2,965 |
| Colombia | 2,076 | 2,150 | (3) | 3,461 |
| Taiwan | 392 | 493 | (20) | 1,238 |
| Top 5 Importers | 14,437 | 16,379 | (12) | 25,887 |
| Total US corn export sales | 21,122 | 28,161 | (25) | 34,445 |
| % of Projected | 49% | 59% | | |
| Change from prior week | 669 | 819 | | |
| Top 5 importers' share of U.S. corn export sales | 68% | 58% | | 75% |
| USDA forecast, January 2016 | 43,257 | 47,430 | (9) | |
| Corn Use for Ethanol USDA forecast, January 2016 | 132,080 | 132,309 | (0) | |

(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 Importers¹ of U.S. Soybeans

| For the week ending 1/07/2016 | Total Commitments ² | | % change current MY from last MY | Exports ³ 3-yr avg. 2011-13 |
|--|--------------------------------|--------------------|--|--|
| | 2015/16 Current MY | 2014/15 Last MY | | |
| | - 1,000 mt - | | | - 1,000 mt - |
| China | 24,174 | 27,842 | (13) | 24,211 |
| Mexico | 1,874 | 2,232 | (16) | 2,971 |
| Indonesia | 712 | 1,066 | (33) | 1,895 |
| Japan | 1,195 | 1,201 | (1) | 1,750 |
| Taiwan | 710 | 1,054 | (33) | 1,055 |
| Top 5 importers | 28,664 | 33,395 | (14) | 31,882 |
| Total US soybean export sales | 39,229 | 44,179 | (11) | 39,169 |
| % of Projected | 85% | 88% | | |
| Change from prior week | 1,053 | 1,057 | | |
| Top 5 importers' share of U.S. soybean export sales | 73% | 76% | | 81% |
| USDA forecast, January 2016 | 46,049 | 50,218 | (8) | |

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
http://www.fas.usda.gov/esrquery/³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

| For the week ending 1/07/2016 | Total Commitments ² | | % change current MY from last MY | Exports ³ 3-yr avg 2012-2014 |
|---|--------------------------------|--------------------|--|---|
| | 2015/16 Current MY | 2014/15 Last MY | | |
| | - 1,000 mt - | | | - 1,000 mt - |
| Japan | 1,741 | 2,555 | (32) | 3,113 |
| Mexico | 1,648 | 2,178 | (24) | 2,807 |
| Nigeria | 1,312 | 1,758 | (25) | 2,512 |
| Philippines | 1,726 | 1,836 | (6) | 2,105 |
| Brazil | 369 | 1,488 | (75) | 2,091 |
| Korea | 962 | 1,134 | (15) | 1,273 |
| Taiwan | 789 | 794 | (1) | 1,007 |
| Indonesia | 289 | 399 | (28) | 751 |
| Colombia | 515 | 509 | 1 | 662 |
| Thailand | 387 | 351 | | 618 |
| Top 10 importers | 9,350 | 12,651 | (26) | 16,939 |
| Total US wheat export sales | 16,079 | 18,935 | (15) | 26,361 |
| % of Projected | 74% | 81% | | |
| Change from prior week | 275 | 285 | | |
| Top 10 importers' share of U.S. wheat export sales | 58% | 67% | | 64% |
| USDA forecast, January 2016 | 21,798 | 23,270 | (6) | |

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
http://www.fas.usda.gov/esrquery/³FAS 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 01/14/16 | Previous Week ¹ | Current Week as % of Previous | 2016 YTD ¹ | 2015 YTD ¹ | 2016 YTD as % of 2015 YTD | Last 4-weeks as % of | | Total ¹ 2015 |
|--|---------------------------------|-------------------------------|----------------------------------|-----------------------|-----------------------|------------------------------|----------------------|------------|----------------------------|
| | | | | | | | 2015 | 3-yr. avg. | |
| Pacific Northwest | | | | | | | | | |
| Wheat | 228 | 297 | 77 | 525 | 381 | 138 | 159 | 154 | 10,943 |
| Corn | 59 | 59 | 100 | 118 | 160 | 74 | 43 | 43 | 7,232 |
| Soybeans | 354 | 289 | 123 | 642 | 800 | 80 | 83 | 108 | 11,814 |
| Total | 641 | 644 | 99 | 1,285 | 1,341 | 96 | 98 | 115 | 29,990 |
| Mississippi Gulf | | | | | | | | | |
| Wheat | 52 | 37 | 141 | 88 | 95 | 93 | 61 | 50 | 4,504 |
| Corn | 350 | 378 | 92 | 728 | 890 | 82 | 82 | 118 | 26,692 |
| Soybeans | 870 | 923 | 94 | 1,793 | 2,159 | 83 | 106 | 124 | 29,653 |
| Total | 1,271 | 1,338 | 95 | 2,610 | 3,144 | 83 | 97 | 118 | 60,849 |
| Texas Gulf | | | | | | | | | |
| Wheat | 55 | 24 | 224 | 79 | 50 | 158 | 60 | 39 | 3,724 |
| Corn | 32 | 0 | n/a | 32 | 0 | n/a | n/a | 106 | 656 |
| Soybeans | 63 | 0 | n/a | 63 | 148 | 42 | 35 | 57 | 800 |
| Total | 149 | 24 | 614 | 174 | 198 | 88 | 52 | 50 | 5,179 |
| Interior | | | | | | | | | |
| Wheat | 24 | 30 | 79 | 54 | 48 | 112 | 100 | 118 | 1,386 |
| Corn | 130 | 103 | 126 | 233 | 175 | 133 | 133 | 167 | 6,181 |
| Soybeans | 78 | 56 | 138 | 134 | 180 | 74 | 83 | 78 | 3,612 |
| Total | 231 | 190 | 122 | 421 | 404 | 104 | 113 | 108 | 11,179 |
| Great Lakes | | | | | | | | | |
| Wheat | 0 | 0 | n/a | 0 | 0 | n/a | n/a | 0 | 993 |
| Corn | 0 | 0 | n/a | 0 | 0 | n/a | n/a | 0 | 491 |
| Soybeans | 0 | 0 | n/a | 0 | 0 | n/a | 33 | 55 | 684 |
| Total | 0 | 0 | n/a | 0 | 0 | n/a | 47 | 79 | 2,168 |
| Atlantic | | | | | | | | | |
| Wheat | 1 | 29 | 3 | 30 | 1 | n/a | 1,567 | 4,701 | 462 |
| Corn | 0 | 0 | n/a | 0 | 0 | n/a | 95 | 27 | 277 |
| Soybeans | 55 | 46 | 120 | 100 | 175 | 57 | 91 | 125 | 2,026 |
| Total | 56 | 75 | 75 | 130 | 176 | 74 | 100 | 137 | 2,765 |
| U.S. total from ports² | | | | | | | | | |
| Wheat | 359 | 417 | 86 | 776 | 575 | 135 | 133 | 117 | 22,011 |
| Corn | 570 | 540 | 106 | 1,111 | 1,226 | 91 | 83 | 111 | 41,529 |
| Soybeans | 1,419 | 1,313 | 108 | 2,732 | 3,461 | 79 | 95 | 117 | 48,589 |
| Total | 2,348 | 2,271 | 103 | 4,619 | 5,262 | 88 | 97 | 116 | 112,129 |

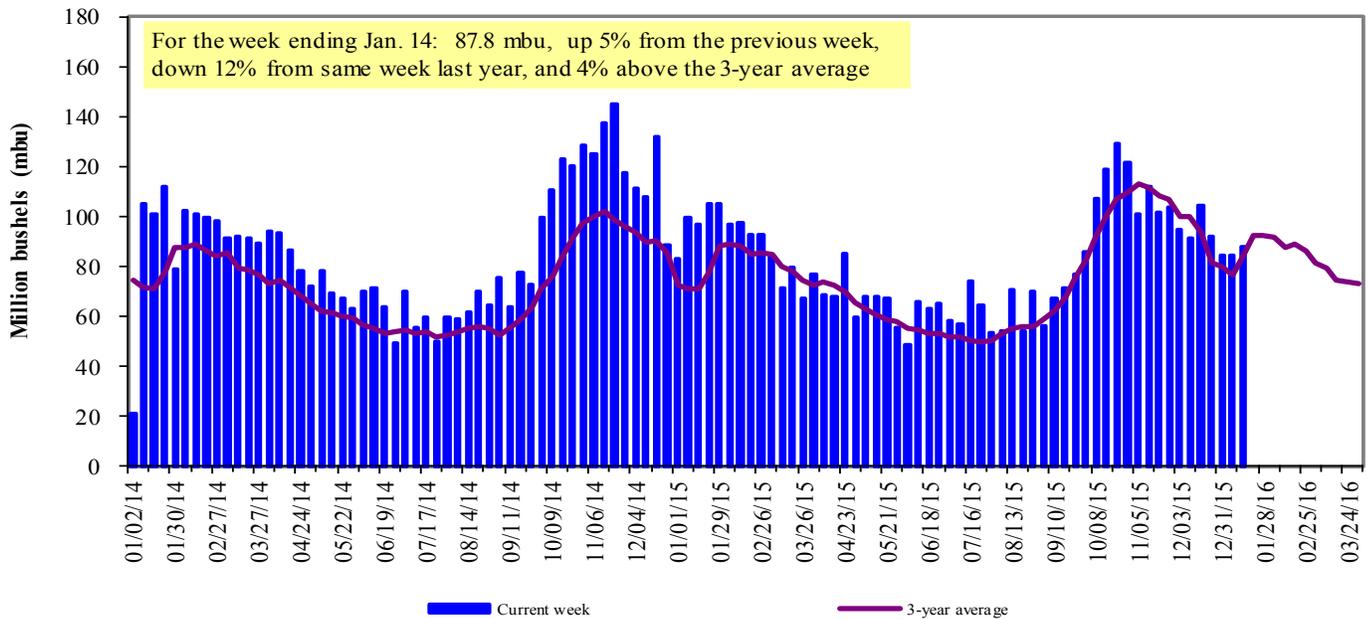
¹Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

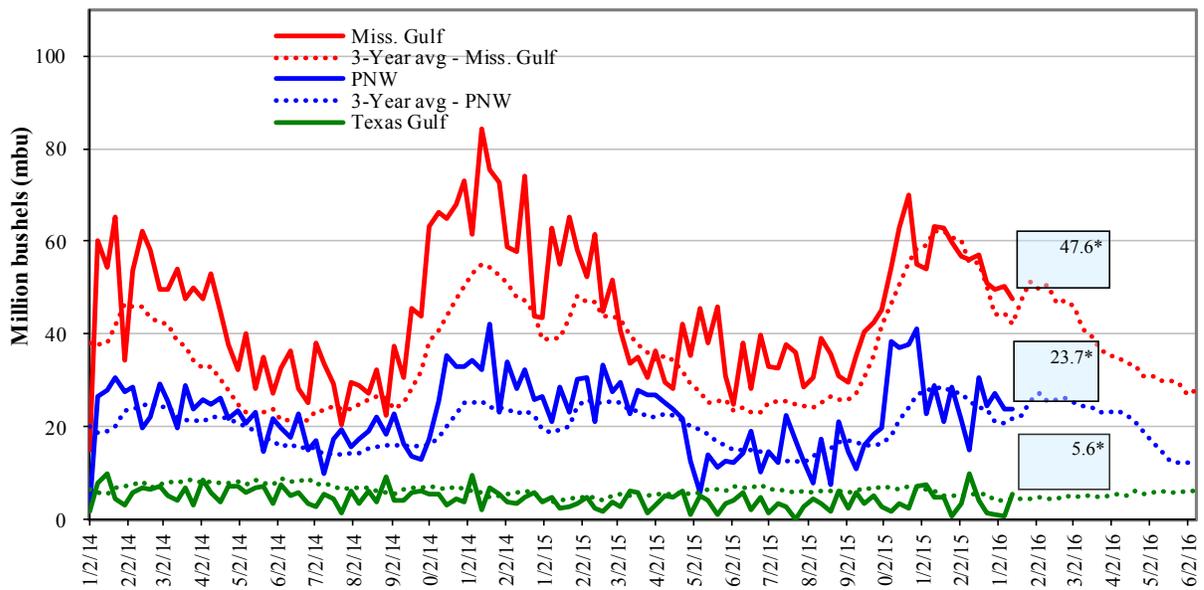


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



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

| January 14: % change from: | MS Gulf | TX Gulf | U.S. Gulf | PNW |
|----------------------------|---------|---------|-----------|---------|
| Last week | down 5 | up 523 | up 4 | down 1 |
| Last year (same week) | down 13 | up 118 | down 8 | down 17 |
| 3-yr avg. (4-wk mov. avg.) | up 13 | up 27 | up 15 | up 9 |

Ocean Transportation

Table 17

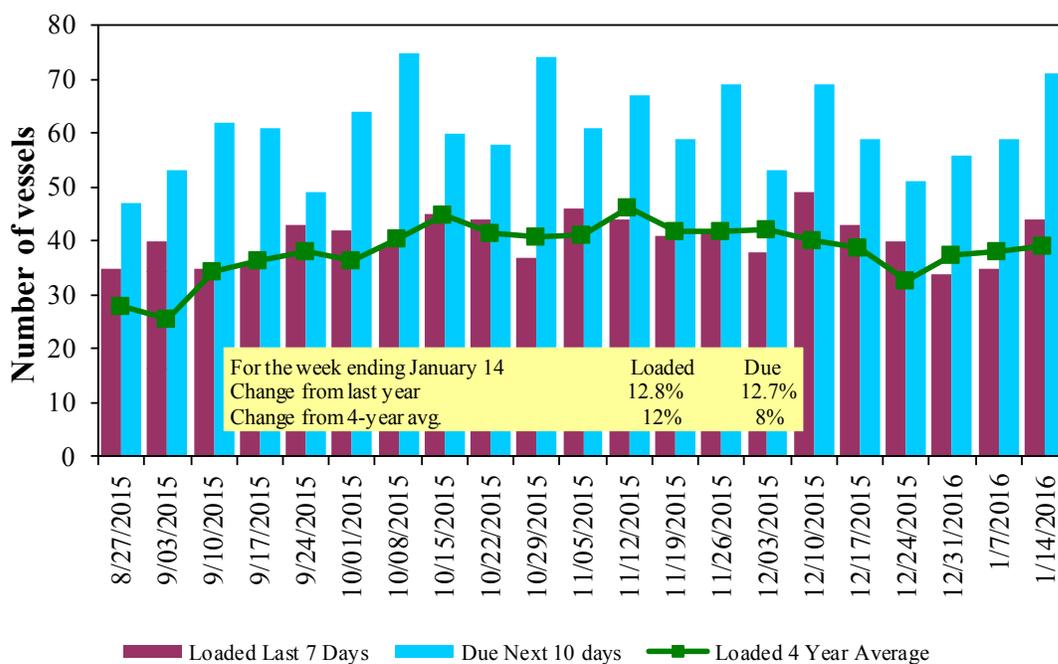
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

| Date | Gulf | | | Pacific Northwest | Vancouver B.C. |
|------------|----------|---------------|------------------|-------------------|----------------|
| | In port | Loaded 7-days | Due next 10-days | In port | In port |
| 1/14/2016 | 45 | 44 | 71 | 13 | n/a |
| 1/7/2016 | 43 | 35 | 59 | 12 | 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. Gulf¹ Vessel Loading Activity

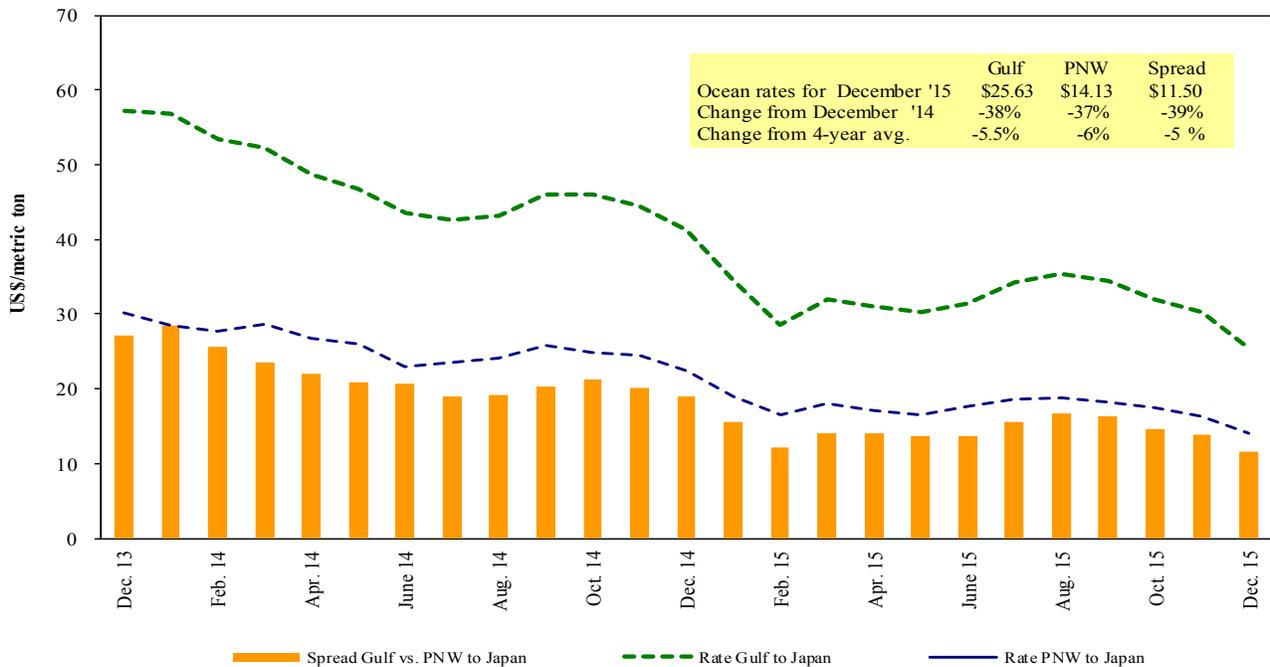


Source: Transportation & Marketing Programs/AMS/USDA

¹U.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 1/16/2016

| 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 |
| Argentina | Morocco | Maize | Jan 9/14 | 25,000 | 16.75 |
| U.S. Gulf | China | Heavy Grain | Jan 6/16 | 54,000 | 24.00 |
| Argentina | Casablanca | Heavy Grain | Jan 11/16 | 25,000 | 17.00 |
| 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 |
| 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 |
| U.S. Gulf | China | Heavy Grain | Jan 15/25 | 54,000 | 22.50 |
| Pacific NW | Djibuti | Wheat | Jan 15/25 | 46,150 | 38.25 |
| brazil | Iran | Grain | Jan 25/Feb 5 | 55,000 | 17.90 |
| U.S. Gulf | China | Heavy Grain | Jan 28/Feb 7 | 54,000 | 23.10 |
| Paranagua | China | Heavy Grain | Feb 1/10 | 60,000 | 15.00 |
| France | Indonesia | Wheat | Dec 11/15 | 50,000 | 20.50 |

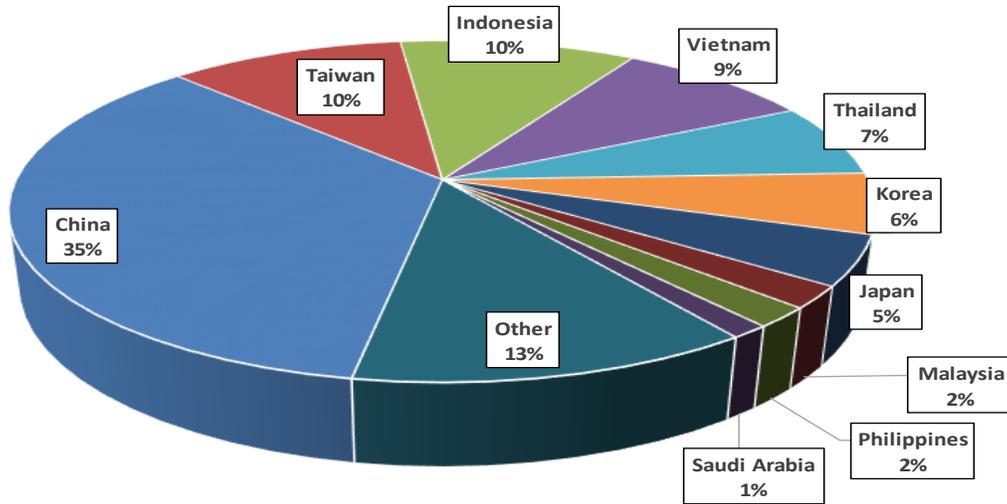
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

¹50 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.

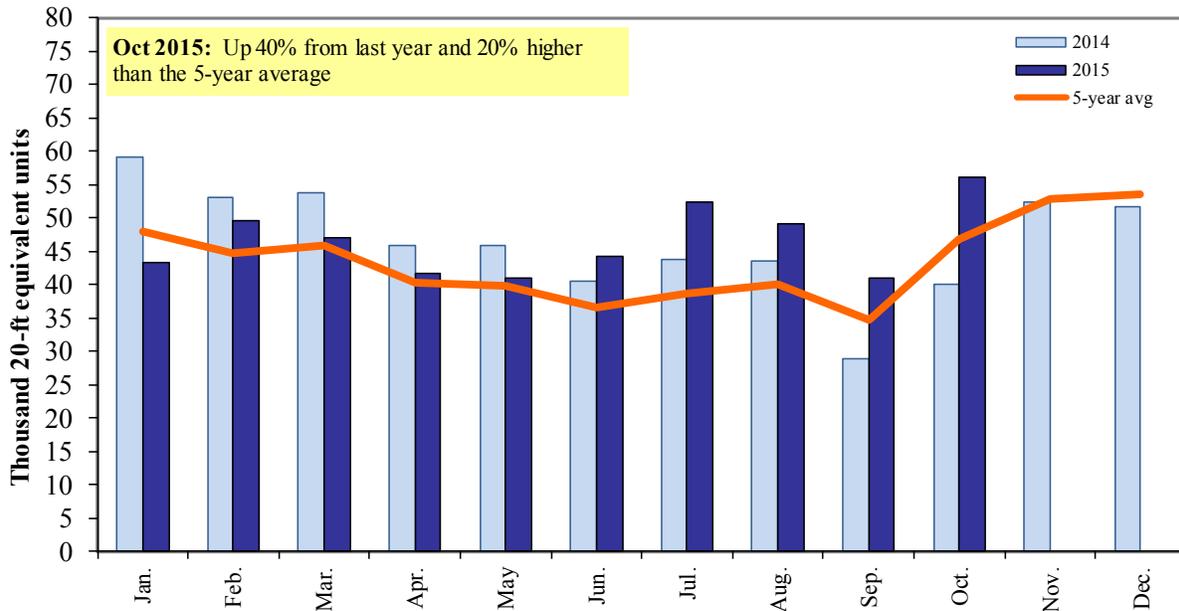
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, January–October 2015



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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