



# Grain Transportation Report

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

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February 11, 2016

## WEEKLY HIGHLIGHTS

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### Wheat Inspections Rebound

For the week ending February 4, **total inspections of grain** (corn, wheat, soybeans) for export from all major export regions reached 2.1 million metric tons, down 6 percent from the past week, 26 percent below last year, and 15 percent below the 3-year average. Wheat inspections continued to increase, jumping 40 percent from the previous week due as demand from Asia remained strong. Soybean inspections increased 3 percent from the past week, but corn inspections dropped 40 percent as shipments to Latin America and Asia decreased. Pacific Northwest grain inspections were up 13 percent from the previous week, and Mississippi Gulf grain inspections decreased 4 percent for the same period. Outstanding export sales (unshipped) were down for wheat and soybeans but export sales for corn were up the fourth consecutive week.

### Weekly River Tonnages Up as Conditions Improve

For the week ending February 6, high river levels eased on the Upper Mississippi River enabling grain tonnages through Mississippi River Locks 27 to reach 538 thousand tons, the highest in eight weeks. Ohio River grain tonnages were 370 thousand tons for the week ending February 6, the highest in 4 weeks. Arkansas River grain tonnages were 63 thousand tons for the week ending February 6, which was three straight weekly increases after being closed for the first 3 weeks of January. However, high water and ice accumulations have slowed traffic and reduced tow sizes on the Illinois River. Meanwhile, grain vessel loading activity in the U.S. Gulf continued to be strong. During the past 4 weeks ending February 4, an average of 52 ocean-going grain vessels were loading or waiting to be loaded in the Gulf, and an average 61 vessels are expected within the next 10 days.

### TC&W Repairing Rail Swing Bridge over Minnesota River

The Twin Cities & Western Railroad Company (TC&W) is making repairs this winter to a swing bridge over the Minnesota River, in Bloomington, MN. The TC&W is the largest shortline railroad in Minnesota, with over 229 miles of track. The work includes rail and tie replacement to return use of the bridge, which has not been in service since 2007. TC&W anticipates more demand for rail service in this corridor over the next few years related to the shipment of corn, soybeans, and wheat from the Upper Midwest. The company estimates that this increase could result in up to one additional 30-car train per day on this segment of their system.

## Snapshots by Sector

### Export Sales

During the week ending January 28, **unshipped balances** of wheat, corn, and soybeans totaled 24.6 mmt, down 21 percent from the same time last year. Net weekly **wheat export sales** of .066 mmt were down 78 percent from the previous week. Net **corn export sales** were 1.13 mmt, up 38 percent from the previous week, and net **soybean export sales** were down .044 mmt, significantly below the past week.

### Rail

U.S. Class I railroads originated 22,845 **grain carloads** for the week ending January 30, up 9 percent from the previous week, down 6 percent from last year, and up 8 percent from the 3-year average.

Average February shuttle **secondary railcar bids/offers** per car were \$129 below tariff for the week ending February 4, down \$167 from last week, and \$38 lower than last year. There were no non-shuttle secondary railcar bids/offers this week.

### Barge

For the week ending February 6, **barge grain movements** totaled 971,620 tons, 30 percent higher than last week, and up 57 percent from the same period last year.

For the week ending February 6, 614 grain barges **moved down river**, up 34 percent from last week; 695 grain barges were **unloaded in New Orleans**, down 31 percent from the previous week.

### Ocean

For the week ending February 4, 32 **ocean-going grain vessels** were loaded in the Gulf, 22 percent less than the same period last year. Sixty-two vessels are expected to be loaded within the next 10 days, 16 percent less than the same period last year.

For the week ending February 4, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$22.50 per metric ton (mt), down 1 percent from the previous week. The cost of shipping from the PNW to Japan was \$12.50 per metric ton, unchanged from the previous week.

### Fuel

During the week ending February 8, U.S. average **diesel fuel prices** decreased 2 cents from the previous week to \$2.01 per gallon—down \$0.83 from the same week last year.

# Feature Article/Calendar

## Fourth Quarter Wheat Transportation Costs Mostly Down; Landed Costs Decrease

During the fourth quarter 2015, transportation costs for wheat shipped to Japan from Kansas and North Dakota, with the exception of Kansas through the Pacific Northwest (PNW), were down compared to the third quarter 2015. As vessel supply remained high, lower ocean rates for shipping wheat from the PNW and Gulf continued to push costs down from the last quarter. Truck rates were down slightly quarter to quarter, but down noticeably year to year. Transportation costs for shipping wheat from each State to Japan through the PNW and Gulf were also down from the fourth quarter 2014, primarily because of lower ocean freight and trucking rates (*see Tables 1 and 2*). Fourth-quarter inspections of wheat for export increased 4 percent from the past year, as demand from Africa and Latin America increased (*see Grain Transportation Report (GTR) 1-14-16*).

Fourth quarter transportation costs to ship wheat from Kansas through the PNW to Japan increased 6 percent to \$89/metric ton (mt), primarily due to higher rail rates. However, the costs to ship wheat from North Dakota through the PNW to Japan decreased 5 percent quarter to quarter, at \$80 per mt (*see Table 1*). Year-to-year transportation costs to ship wheat through the PNW decreased 5 percent for Kansas and 13 percent for North Dakota, due primarily to lower trucking and ocean rates. The cost of shipping from Kansas and North Dakota to Japan through the Gulf decreased 7 and 8 percent quarter to quarter, averaging \$77 and \$101 per mt, respectively (*see Table 2*). Year-to-year Gulf transportation costs were down 17 percent from Kansas and North Dakota, due mainly to lower trucking and ocean rates. Fourth quarter wheat transportation costs represented 31 to 36 percent of the landed cost (*see Tables 1 and 2*).

**Table 1: Quarterly rate comparisons for shipping Kansas & North Dakota wheat to Japan through the PNW**

Mode	Kansas					North Dakota				
	2014	2015	2015	Year-to-Year	Quarterly	2014	2015	2015	Year-to-Year	Quarterly
	4th qtr	3rd qtr	4th qtr	change	change	4th qtr	3rd qtr	4th qtr	change	change
	\$/metric ton					\$/metric ton				
				%	%				%	%
Truck	12.06	8.50	8.38	-30.51	-1.41	12.06	8.50	8.38	-30.51	-1.41
Rail <sup>1</sup>	57.58	56.83	64.46	11.95	13.43	56.37	57.13	55.97	-0.71	-2.03
Ocean vessel	23.88	18.57	15.97	-33.12	-14.00	23.88	18.57	15.97	-33.12	-14.00
Transportation Costs	93.52	83.90	88.81	-5.04	5.85	92.31	84.20	80.32	-12.99	-4.61
Farm Value <sup>2</sup>	213.60	173.06	156.65	-26.66	-9.48	212.62	179.55	180.53	-15.09	0.55
Total Landed Cost	307.12	256.96	245.46	-20.08	-4.48	304.93	263.75	260.85	-14.46	-1.10
Transport % of landed cost	30.45	32.65	36.18			30.27	31.92	30.79		

**Table 2: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the Gulf**

Mode	Kansas					North Dakota				
	2014	2015	2015	Year-to-Year	Quarterly	2014	2015	2015	Year-to-Year	Quarterly
	4th qtr	3rd qtr	4th qtr	change	change	4th qtr	3rd qtr	4th qtr	change	change
	\$/metric ton					\$/metric ton				
				%	%				%	%
Truck	12.06	8.50	8.38	-30.51	-1.41	12.06	8.50	8.38	-30.51	-1.41
Rail <sup>1</sup>	36.67	39.55	39.37	7.36	-0.46	65.50	66.33	63.14	-3.60	-4.81
Ocean vessel	44.00	34.71	29.31	-33.39	-15.56	44.00	34.71	29.31	-33.39	-15.56
Transportation Costs	92.73	82.76	77.06	-16.90	-6.89	121.56	109.54	100.83	-17.05	-7.95
Farm Value <sup>2</sup>	213.60	173.06	156.65	-26.66	-9.48	212.62	179.55	180.53	-15.09	0.55
Total Landed Cost	306.33	255.82	233.71	-23.71	-8.64	334.18	289.09	281.36	-15.81	-2.67
Transport % of landed cost	30.27	32.35	32.97			36.38	37.89	35.84		

Source: USDA/AMSTMP

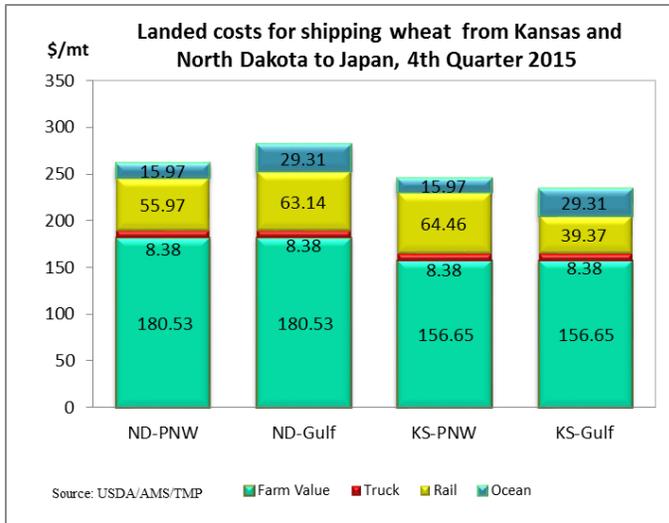
<sup>1</sup> Rail tariff rates include fuel surcharges and revisions for heavy axle railcars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car

<sup>2</sup> Source: USDA/NASS, wheat prices for North Dakota (mainly HRS) and Kansas (mainly HRW)

The total landed cost (farm value plus transportation costs) for shipping wheat to Japan ranged from \$234 to \$281 per mt (*see Figure*). Quarter-to-quarter total landed costs for shipping wheat to Japan remained lower for each route. For instance, the landed cost was down 4 percent from the previous quarter for shipping wheat from Kansas and down 1 percent from North Dakota through the PNW. Quarter-to-quarter landed costs for shipping wheat from Kansas and North Dakota to Japan through the Gulf decreased 9 and 3 percent (*see Tables 1 and 2*). Lower ocean rates caused landed costs to decrease for shipping wheat from Kansas and North Dakota through the PNW and the Gulf to Japan from quarter to quarter. Year-to-year

landed costs for shipping wheat to Japan were significantly lower due mainly to lower trucking rates, ocean rates, and farm values.

Fourth quarter ocean rates for wheat shipped from the PNW to Japan decreased 14 percent from the third quarter and 33 percent from last year at this time (*see Table 1*). Ocean rates for wheat shipped from the Gulf to Japan decreased 16 percent quarter to quarter, but dropped 33 percent from year to year. Ocean rates continued to fall as the supply of dry bulk vessels remained higher than global demand for bulk products (*see GTR 1-28-16*).



Fourth quarter rail rates for shipping wheat from Kansas to the PNW increased 13 percent quarter to quarter, as higher demand for wheat caused PNW exports to increase 10 percent. Rail rates from North Dakota to the PNW decreased, but by only 2 percent for the same period. Year-to-year rail rates increased 12 percent from Kansas to the PNW, but rates decreased 1 percent from North Dakota to the PNW. Quarter-to-quarter rail rates for moving wheat from Kansas to the Gulf decreased 1 percent, and North Dakota rail rates decreased 5 percent from quarter to quarter. Compared to last year, Gulf rail rates increased 7 percent from Kansas. Rail rates to the Gulf from North Dakota, however, decreased 4 percent from last year.

Fourth quarter truck rates for moving wheat from each State by truck to a rail-served grain elevator decreased 1 percent quarter to quarter, but year-to-year truck rates were down 30 percent due to lower trucking activity and a significant drop in diesel prices.

### Wheat Market Outlook

According to data from USDA's Foreign Agricultural Service, fourth quarter wheat exports to Japan reached 0.538 million metric tons (mmt), up 4 percent from last year; and accounting for 13 percent of total U.S. fourth quarter wheat exports. Total U.S. calendar year 2015 wheat exports to Japan totaled 2.8 mmt, down 6 percent from last year, accounting for 14 percent of total U.S. wheat exports.

In the calendar year 2015, total U.S. wheat exports reached 21 mmt, down 16 percent from the past year due to higher global wheat stocks. For the 2015/16 marketing year, year-to-date cumulative export sales (shipped) of all wheat are down 15 percent from last year (*see GTR Table 12*). The February USDA *World Agricultural Supply and Demand Estimates* report forecast 2015/16 wheat exports to fall 3 percent from the January estimate and 9 percent below 2014/15. Exports were lowered from the January report due to increasing worldwide competition, and especially from Canada. [Johnny.Hill@ams.usda.gov](mailto:Johnny.Hill@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
02/10/16	135	256	199	101	89
02/03/16	136	255	206	102	89

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

Commodity	Origin--Destination	2/5/2016	1/29/2016
Corn	IL--Gulf	-0.54	-0.57
Corn	NE--Gulf	-0.77	-0.81
Soybean	IA--Gulf	-1.13	-1.26
HRW	KS--Gulf	-1.43	-1.45
HRS	ND--Portland	-1.73	-1.66

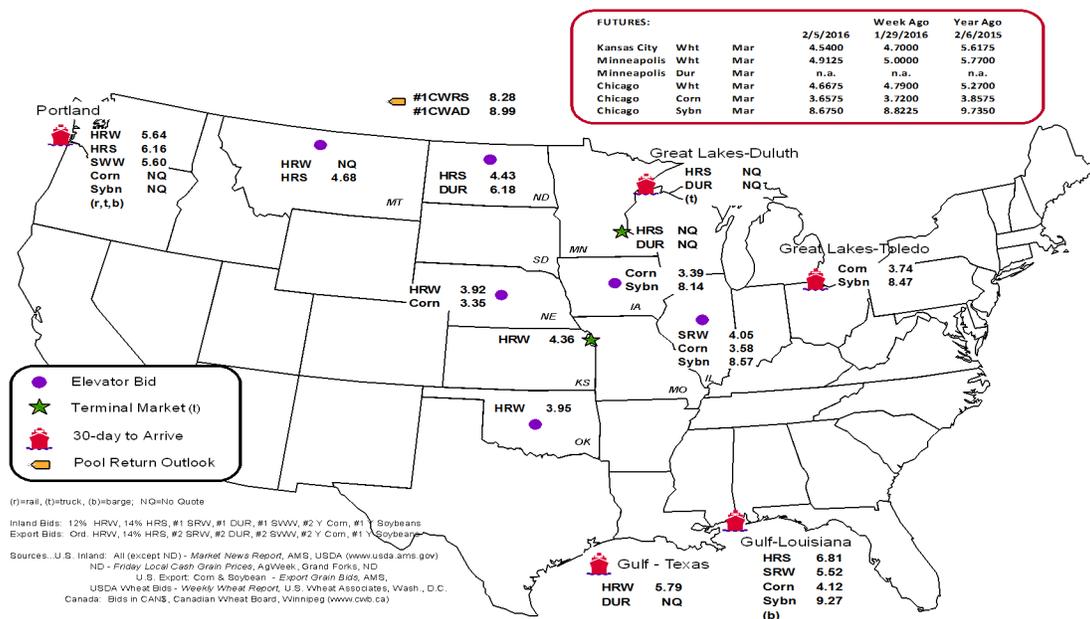
Note: nq = no quote

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



# 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			
2/03/2016 <sup>p</sup>	797	957	6,817	677	9,248	1/30/2016	1,850
1/27/2016 <sup>r</sup>	699	1,095	6,451	855	9,100	1/23/2016	1,792
2016 YTD <sup>r</sup>	2,773	6,240	28,606	3,548	41,167	2016 YTD	8,334
2015 YTD <sup>r</sup>	4,985	5,106	26,925	5,181	42,197	2015 YTD	7,892
2016 YTD as % of 2015 YTD	56	122	106	68	98	% change YTD	106
Last 4 weeks as % of 2015 <sup>2</sup>	62	133	104	77	99	Last 4wks % 2015	105
Last 4 weeks as % of 4-year avg. <sup>2</sup>	73	134	115	101	108	Last 4wks % 4 yr	105
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

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

<sup>2</sup> Compared with same 4-weeks in 2015 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.

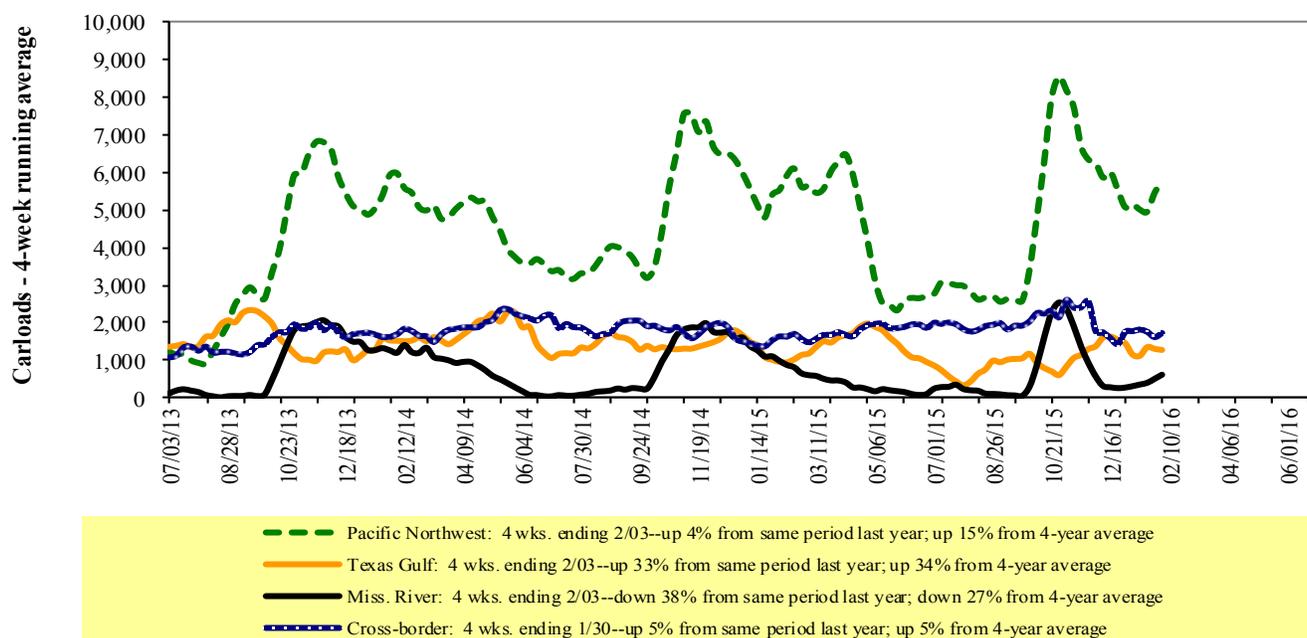
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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

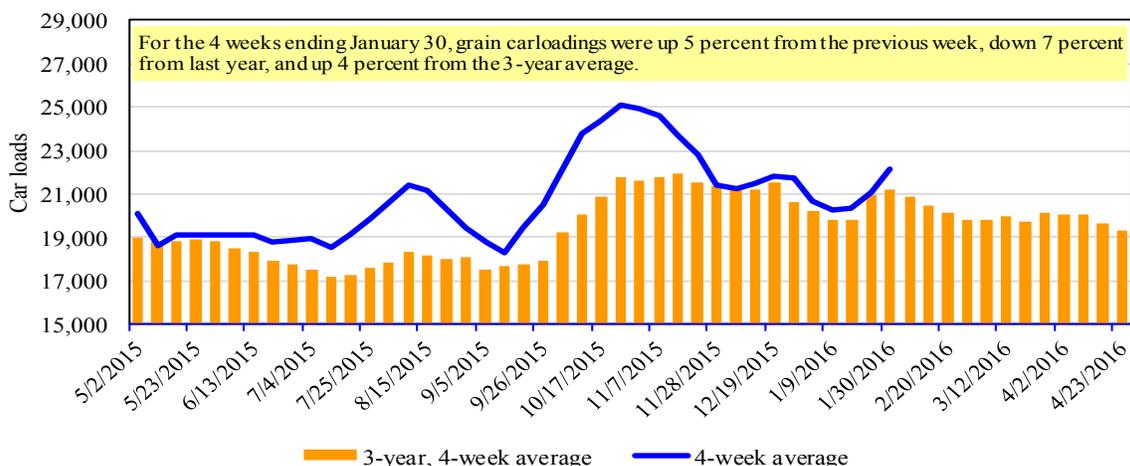
**Class I Rail Carrier Grain Car Bulletin (grain carloads originated)**

For the week ending:	East		West			U.S. total	Canada		
	1/30/2016	CSXT	NS	BNSF	KCS		UP	CN	CP
This week		1,865	3,201	10,925	939	5,915	22,845	3,191	3,976
This week last year		2,408	3,013	11,654	673	6,477	24,225	4,465	3,814
2016 YTD		8,174	11,171	44,260	3,683	21,158	88,446	14,169	16,873
2015 YTD		10,399	13,254	44,229	3,204	23,564	94,650	16,355	18,010
2016 YTD as % of 2015 YTD		79	84	100	115	90	93	87	94
Last 4 weeks as % of 2015*		79	84	100	115	90	93	87	94
Last 4 weeks as % of 3-yr avg**		97	92	112	110	100	104	91	84
Total 2015		104,039	149,043	536,173	45,445	267,720	1,102,420	211,868	236,263

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

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

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

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

Source: Association of American Railroads

Table 5

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

For the week ending:		Delivery period							
2/4/2016		Feb-16	Feb-15	Mar-16	Mar-15	Apr-16	Apr-15	May-16	May-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	0	no offer	0	no offer	0	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.

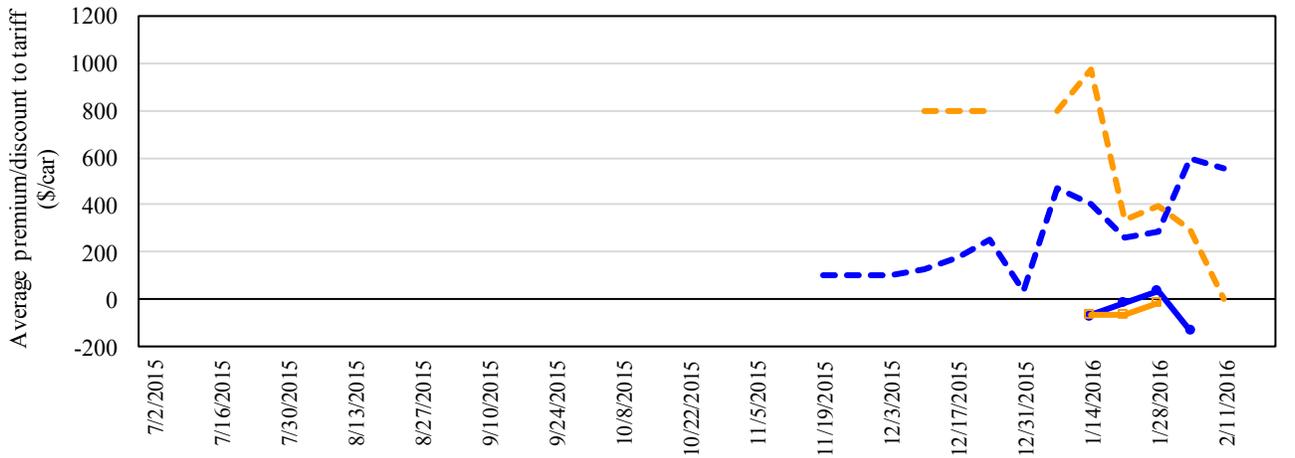
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

<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 February 2016, Secondary Market**

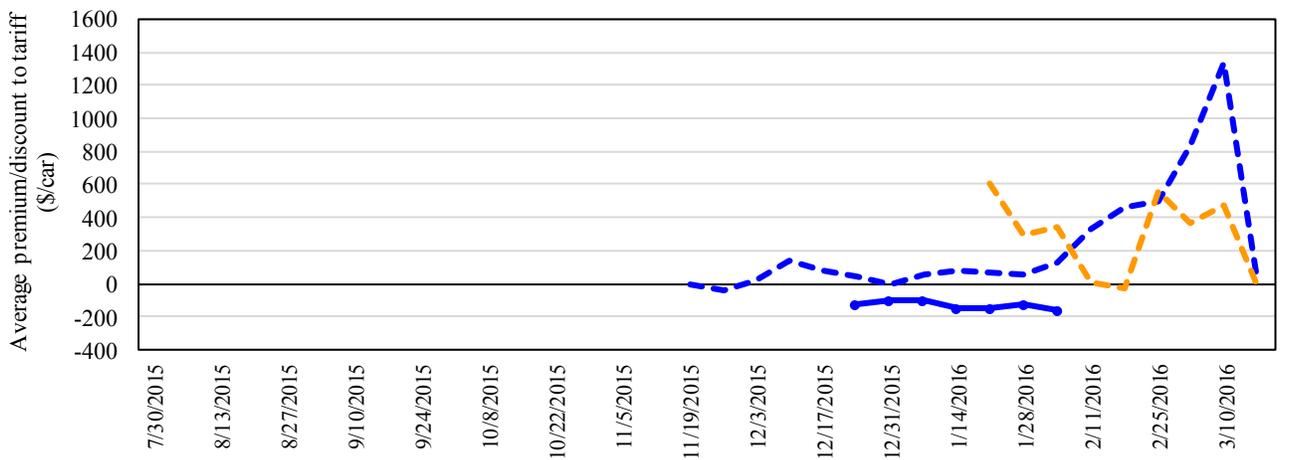


2/4/2016	BNSF	UP	Shuttle	Non-Shuttle
<b>Non-Shuttle</b>	n/a	n/a		
<b>Shuttle</b>	-\$108	-\$150		

Shuttle prior 3-yr avg. (same week)      Non-Shuttle prior 3-yr avg. (same week)  
 There were no Non-Shuttle bids/offers this week.  
 Average Shuttle bids/offers fell \$167 this week and are \$167 below 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 March 2016, Secondary Market**

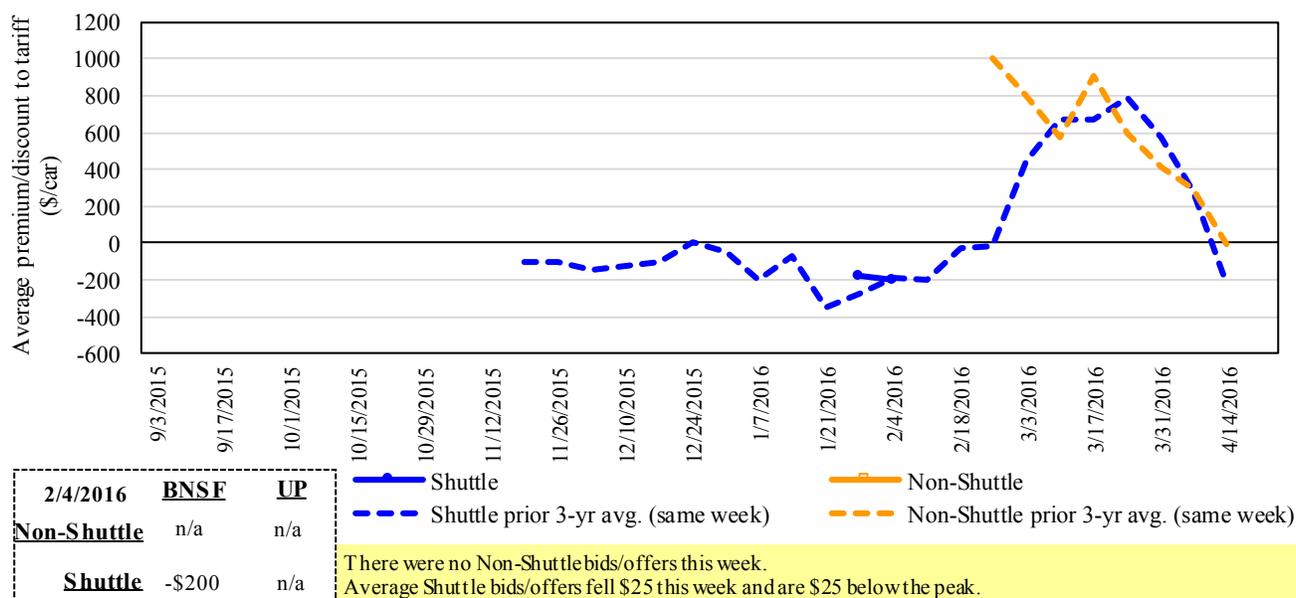


2/4/2016	BNSF	UP	Shuttle	Non-Shuttle
<b>Non-Shuttle</b>	n/a	n/a		
<b>Shuttle</b>	n/a	-\$163		

Shuttle prior 3-yr avg. (same week)      Non-Shuttle prior 3-yr avg. (same week)  
 There were no Non-Shuttle bids/offers this week.  
 Average Shuttle bids/offers fell \$38 this week and are \$63 below 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 April 2016, Secondary Market**



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

Table 6  
**Weekly Secondary Railcar Market (\$/car)<sup>1</sup>**

For the week ending:		Delivery period					
		2/4/2016	Feb-16	Mar-16	Apr-16	May-16	Jun-16
Non-shuttle	BNSF-GF	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	n/a	n/a	n/a	n/a	n/a	n/a
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	(108)	n/a	(200)	n/a	n/a	n/a
	Change from last week	(183)	n/a	(25)	n/a	n/a	n/a
	Change from same week 2015	(275)	n/a	n/a	n/a	n/a	n/a
	UP-Pool	(150)	(163)	n/a	n/a	n/a	n/a
	Change from last week	(150)	(38)	n/a	n/a	n/a	n/a
	Change from same week 2015	200	113	n/a	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:			Tariff	Fuel	Tariff plus surcharge per:		Percent
2/1/2016	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushel <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,605	\$25	\$36.05	\$0.98	3
	Grand Forks, ND	Duluth-Superior, MN	\$3,563	-\$12	\$35.26	\$0.96	-3
	Wichita, KS	Los Angeles, CA	\$6,950	-\$61	\$68.41	\$1.86	4
	Wichita, KS	New Orleans, LA	\$4,243	\$45	\$42.58	\$1.16	0
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	-\$50	\$63.91	\$1.74	5
	Northwest KS	Galveston-Houston, TX	\$4,511	\$49	\$45.28	\$1.23	0
	Amarillo, TX	Los Angeles, CA	\$4,710	\$68	\$47.45	\$1.29	-2
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$50	\$37.05	\$0.94	4
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	3
	Des Moines, IA	Davenport, IA	\$2,168	\$11	\$21.64	\$0.55	-2
	Indianapolis, IN	Atlanta, GA	\$5,004	\$0	\$49.69	\$1.26	0
	Indianapolis, IN	Knoxville, TN	\$4,311	\$0	\$42.81	\$1.09	1
	Des Moines, IA	Little Rock, AR	\$3,444	\$31	\$34.51	\$0.88	0
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,052	\$91	\$51.07	\$1.30	-4
	Minneapolis, MN	New Orleans, LA	\$4,009	\$8	\$39.89	\$1.09	-3
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	3
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	4
	Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	0
Champaign-Urbana, IL	New Orleans, LA	\$4,395	\$50	\$44.14	\$1.20	5	
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,953	-\$35	\$38.91	\$1.06	1
	Wichita, KS	Galveston-Houston, TX	\$3,919	-\$27	\$38.65	\$1.05	7
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	10
	Grand Forks, ND	Portland, OR	\$5,611	-\$61	\$55.12	\$1.50	1
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	-\$63	\$58.27	\$1.59	-9
	Northwest KS	Portland, OR	\$5,478	\$80	\$55.19	\$1.50	-2
Corn	Minneapolis, MN	Portland, OR	\$5,000	-\$74	\$48.92	\$1.24	-9
	Sioux Falls, SD	Tacoma, WA	\$4,960	-\$68	\$48.58	\$1.23	-9
	Champaign-Urbana, IL	New Orleans, LA	\$3,481	\$50	\$35.07	\$0.89	3
	Lincoln, NE	Galveston-Houston, TX	\$3,600	-\$40	\$35.36	\$0.90	-5
	Des Moines, IA	Amarillo, TX	\$3,795	\$39	\$38.08	\$0.97	-2
	Minneapolis, MN	Tacoma, WA	\$5,000	-\$73	\$48.92	\$1.24	-9
	Council Bluffs, IA	Stockton, CA	\$4,640	-\$76	\$45.32	\$1.15	-6
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,490	-\$68	\$53.85	\$1.47	-8
	Minneapolis, MN	Portland, OR	\$5,510	-\$74	\$53.98	\$1.47	-9
	Fargo, ND	Tacoma, WA	\$5,380	-\$60	\$52.83	\$1.44	-8
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$58	\$44.52	\$1.21	-5
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	4
Grand Island, NE	Portland, OR	\$5,360	\$82	\$54.04	\$1.47	-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**

Effective date: 2/1/2016

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>
				surcharge per car <sup>2</sup>	metric ton <sup>3</sup>	bushel <sup>3</sup>	
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	2
	OK	Cuautitlan, EM	\$6,514	\$35	\$66.91	\$1.82	-6
	KS	Guadalajara, JA	\$6,995	\$84	\$72.33	\$1.97	-4
	TX	Salinas Victoria, NL	\$4,142	\$20	\$42.52	\$1.16	3
Corn	IA	Guadalajara, JA	\$8,397	\$78	\$86.59	\$2.20	-4
	SD	Celaya, GJ	\$7,840	\$0	\$80.11	\$2.03	-4
	NE	Queretaro, QA	\$7,879	\$66	\$81.18	\$2.06	-2
	SD	Salinas Victoria, NL	\$6,545	\$0	\$66.87	\$1.70	5
	MO	Tlalnepantla, EM	\$7,238	\$64	\$74.61	\$1.89	-2
	SD	Torreon, CU	\$7,240	\$0	\$73.98	\$1.88	-1
Soybeans	MO	Bojay (Tula), HG	\$8,652	\$79	\$89.21	\$2.43	1
	NE	Guadalajara, JA	\$9,142	\$82	\$94.25	\$2.56	-1
	IA	El Castillo, JA	\$9,470	\$0	\$96.76	\$2.63	-2
	KS	Torreon, CU	\$7,439	\$58	\$76.60	\$2.08	0
Sorghum	NE	Celaya, GJ	\$7,344	\$71	\$75.76	\$1.92	-4
	KS	Queretaro, QA	\$7,563	\$44	\$77.72	\$1.97	6
	NE	Salinas Victoria, NL	\$6,168	\$35	\$63.37	\$1.61	6
	NE	Torreon, CU	\$6,672	\$56	\$68.74	\$1.74	-2

<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

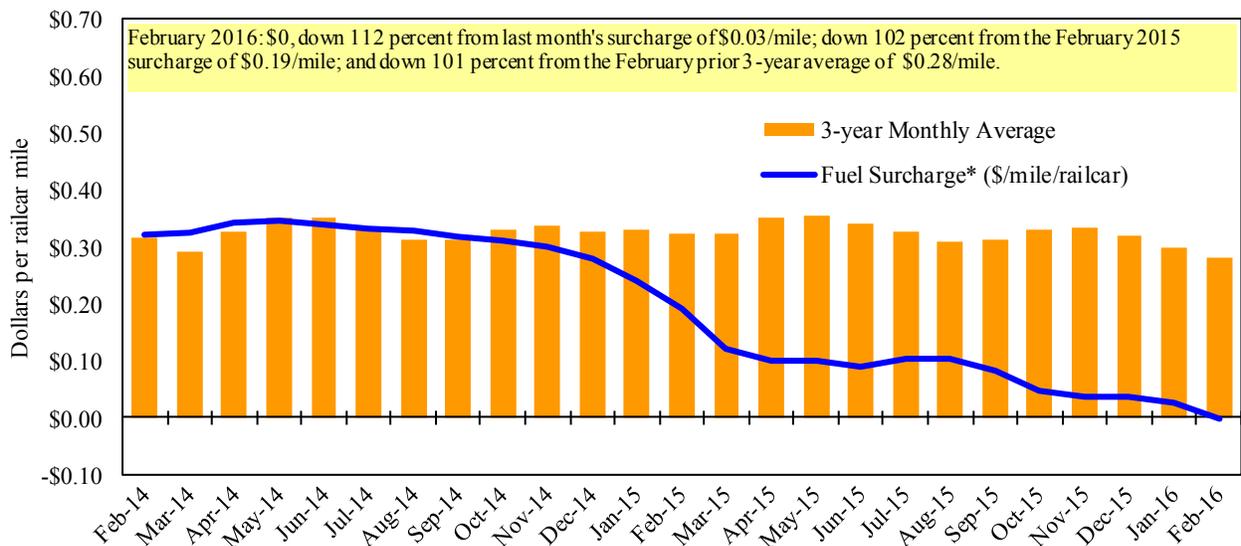
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

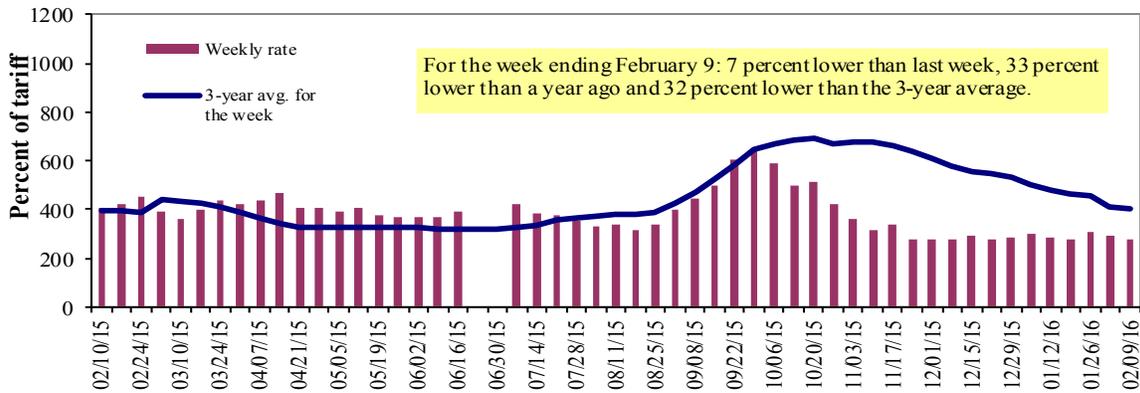
\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

# Barge Transportation

Figure 8

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



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.  
Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	2/9/2016	-	-	277	190	218	218	173
	2/2/2016	-	-	296	195	223	223	178
<b>\$/ton</b>	2/9/2016	-	-	12.85	7.58	10.22	8.81	5.43
	2/2/2016	-	-	13.73	7.78	10.46	9.01	5.59
<b>Current week % change from the same week:</b>								
	Last year	-	-	-33	-37	-37	-37	-29
	3-year avg. <sup>2</sup>	-	-	-32	-47	-38	-38	-32
<b>Rate<sup>1</sup></b>	March	-	285	270	183	208	208	168
	May	335	277	263	180	207	207	165

<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:**

$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton})/100$$

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

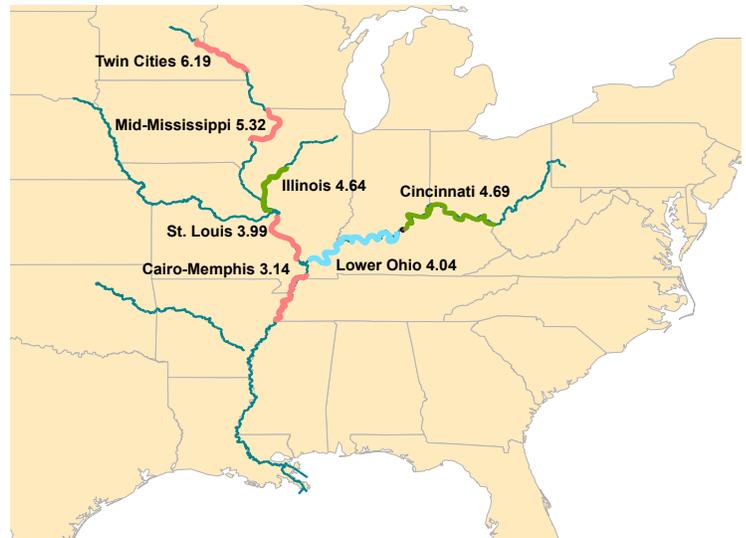
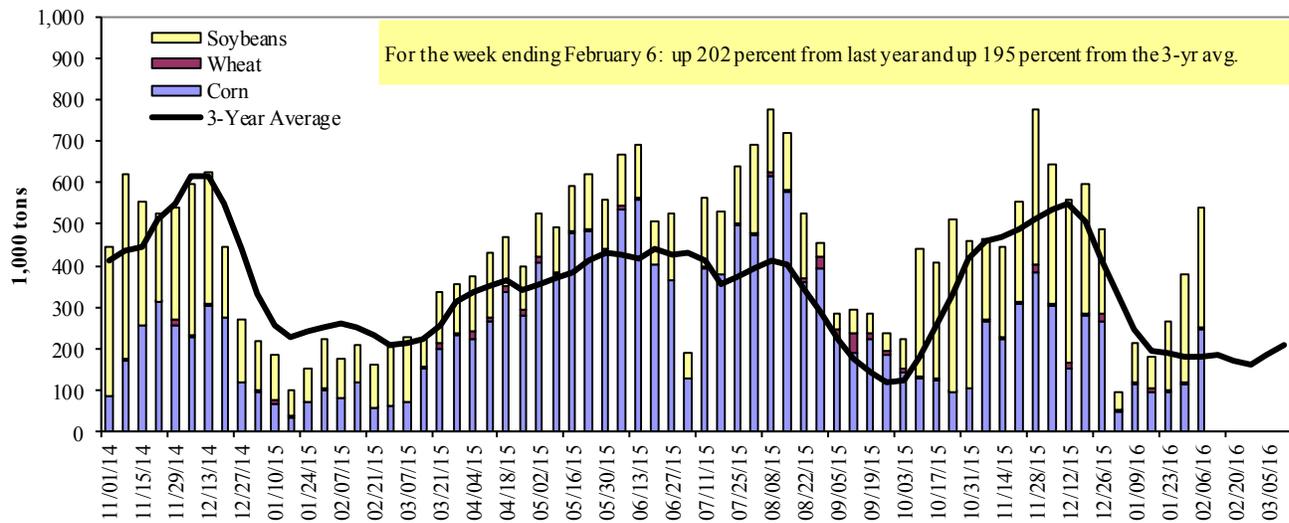


Figure 10

**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 2/6/2016	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	19	0	0	0	19
Alton, IL (L26)	230	0	235	0	465
Granite City, IL (L27)	249	2	287	0	538
<b>Illinois River (L8)</b>	204	0	175	0	379
<b>Ohio River (L52)</b>	168	4	195	4	370
<b>Arkansas River (L1)</b>	0	13	51	0	63
Weekly total - 2016	417	18	533	4	972
Weekly total - 2015	272	25	312	8	617
2016 YTD <sup>1</sup>	1,439	67	1,835	5	3,347
2015 YTD	1,292	107	1,503	36	2,937
2016 as % of 2015 YTD	111	63	122	15	114
Last 4 weeks as % of 2015 <sup>2</sup>	121	66	133	16	124
Total 2015 (revised 1/14/2016)	19,215	1,686	14,191	359	35,451

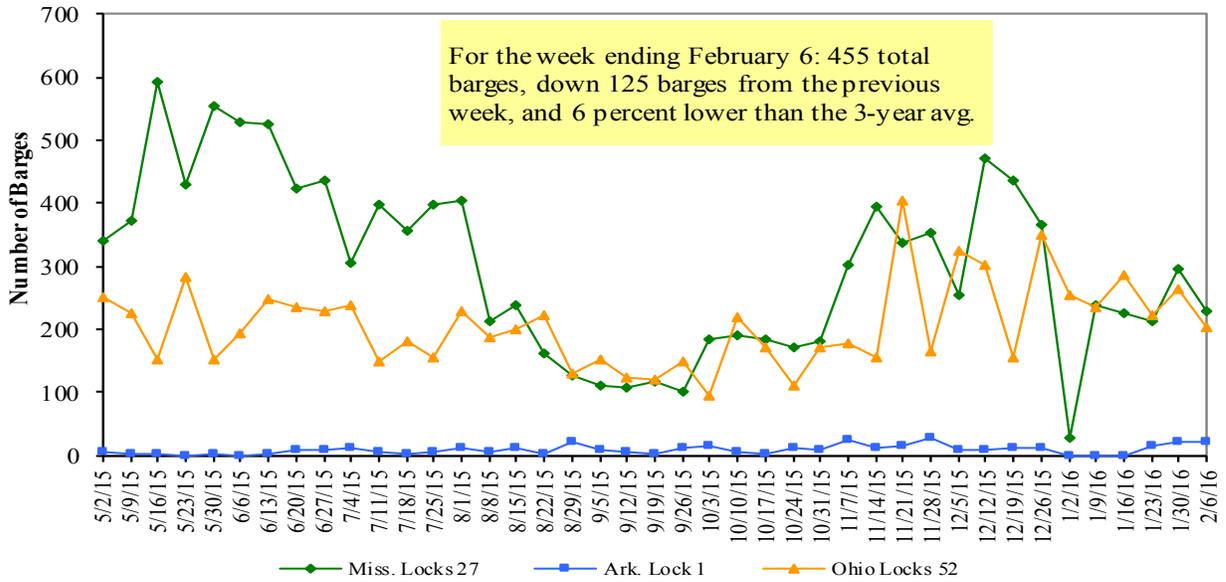
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

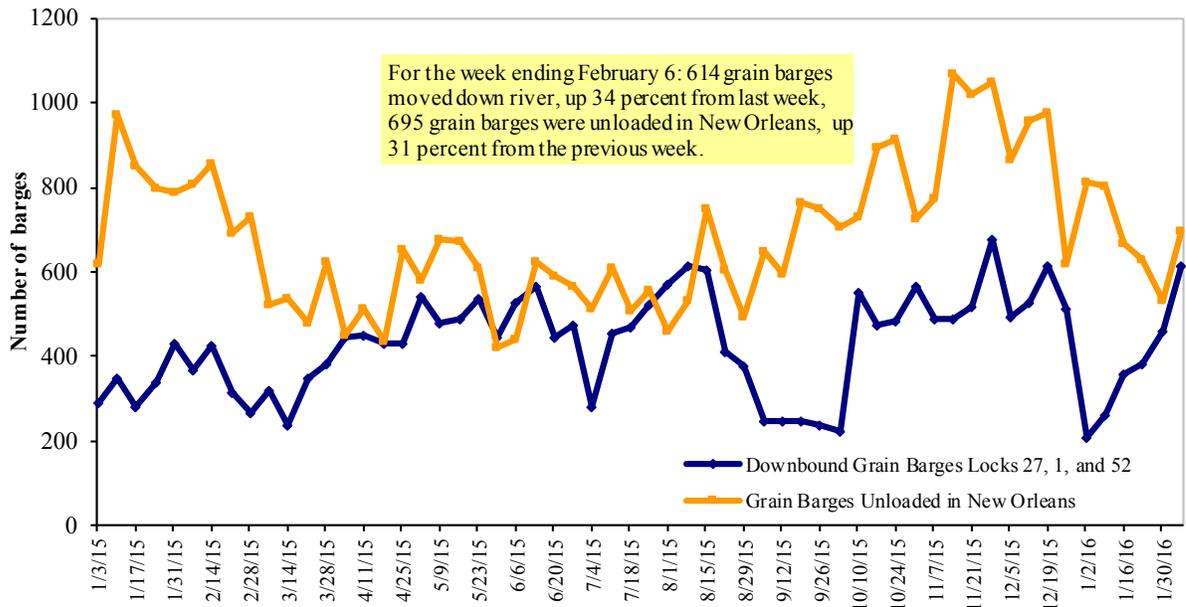
Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers

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



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

# Truck Transportation

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

Table 11

## Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 2/8/2016 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.087	-0.024	-0.843
	New England	2.201	-0.018	-0.838
	Central Atlantic	2.224	-0.015	-0.818
	Lower Atlantic	1.959	-0.033	-0.863
II	Midwest <sup>2</sup>	1.929	-0.012	-0.840
III	Gulf Coast <sup>3</sup>	1.896	-0.021	-0.865
IV	Rocky Mountain	1.914	-0.055	-0.862
V	West Coast	2.236	-0.037	-0.688
	West Coast less California	2.073	-0.044	-0.683
	California	2.369	-0.030	-0.692
Total	U.S.	2.008	-0.023	-0.827

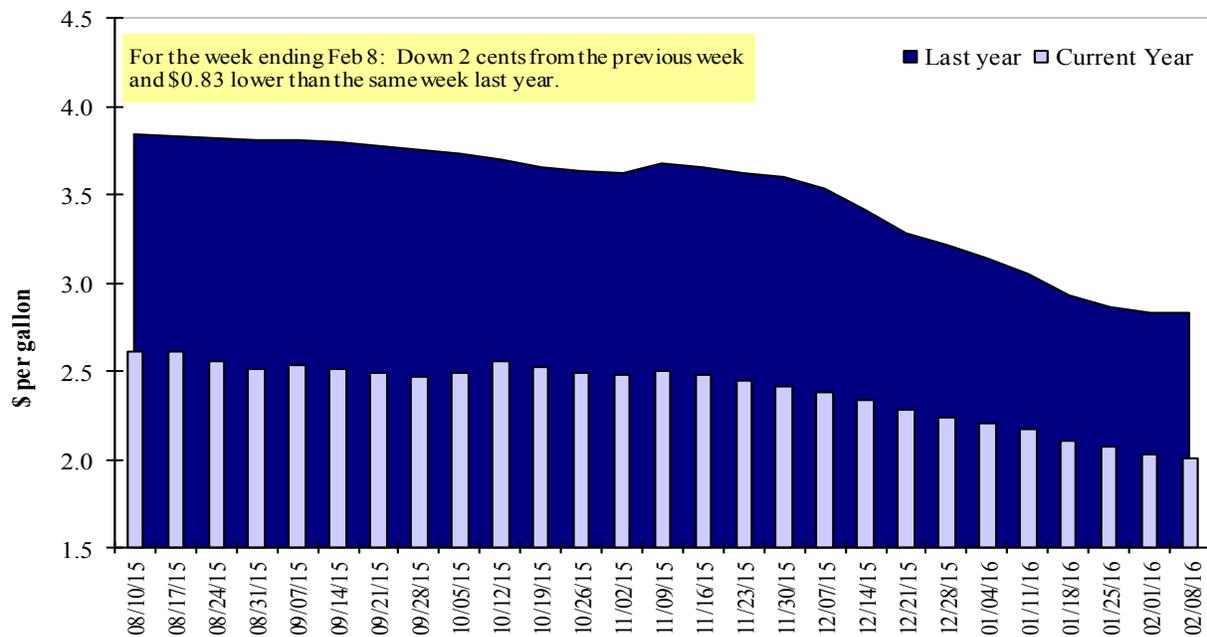
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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)

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>									
1/28/2016	1,121	507	1,403	933	76	4,040	12,305	8,241	24,586
This week year ago	1,549	787	1,833	999	110	5,278	16,824	8,895	30,997
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2015/16 YTD	3,601	2,285	4,051	2,552	547	12,736	11,920	32,370	57,026
2014/15 YTD	4,667	2,561	4,792	2,559	478	15,057	15,324	36,516	66,897
YTD 2015/16 as % of 2014/15	77	89	85	100	114	85	78	89	85
Last 4 wks as % of same period 2014/15	75	73	77	93	69	79	70	108	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](http://www.fas.usda.gov))

Table 13

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

For the week ending 1/28/2016	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2011-2013
	2015/16 Current MY	2014/15 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	3,940	6,571	(40)	10,079
Mexico	9,159	7,582	21	8,145
Korea	711	1,786	(60)	2,965
Colombia	2,422	2,465	(2)	3,461
Taiwan	431	755	(43)	1,238
<b>Top 5 Importers</b>	<b>16,663</b>	<b>19,158</b>	<b>(13)</b>	<b>25,887</b>
<b>Total US corn export sales</b>	<b>24,225</b>	<b>32,148</b>	<b>(25)</b>	<b>34,445</b>
% of Projected	58%	68%		
Change from prior week	<b>1,129</b>	<b>1,802</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	69%	60%		75%
<b>USDA forecast, February 2016</b>	<b>41,985</b>	<b>47,430</b>	<b>(11)</b>	
<b>Corn Use for Ethanol USDA forecast, February 2016</b>	<b>132,715</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](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.

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

<sup>3</sup> FAS Marketing Year 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 1/28/2016	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2011-13
	2015/16 Current MY	2014/15 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	25,133	28,468	(12)	24,211
Mexico	2,090	2,417	(14)	2,971
Indonesia	800	1,062	(25)	1,895
Japan	129	1,384	(91)	1,750
Taiwan	778	1,096	(29)	1,055
<b>Top 5 importers</b>	<b>28,930</b>	<b>34,428</b>	<b>(16)</b>	<b>31,882</b>
<b>Total US soybean export sales</b>	<b>40,611</b>	<b>45,411</b>	<b>(11)</b>	<b>39,169</b>
% of Projected	88%	90%		
Change from prior week	(44)	464		
<b>Top 5 importers' share of U.S. soybean export sales</b>	71%	76%		<b>81%</b>
<b>USDA forecast, February 2016</b>	<b>46,049</b>	<b>50,218</b>	<b>(8)</b>	

(n) indicates negative number.

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

Table 15

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

For the week ending 1/28/2016	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2012-2014
	2015/16 Current MY	2014/15 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,948	2,667	(27)	3,113
Mexico	1,812	2,364	(23)	2,807
Nigeria	1,365	1,865	(27)	2,512
Philippines	1,775	2,043	(13)	2,105
Brazil	369	1,481	(75)	2,091
Korea	1,055	1,146	(8)	1,273
Taiwan	829	817	2	1,007
Indonesia	353	427	(17)	751
Colombia	521	533	(2)	662
Thailand	389	487		618
<b>Top 10 importers</b>	<b>10,027</b>	<b>13,342</b>	<b>(25)</b>	<b>16,939</b>
<b>Total US wheat export sales</b>	<b>16,776</b>	<b>20,335</b>	<b>(17)</b>	<b>26,361</b>
% of Projected	79%	87%		
Change from prior week	66	398		
<b>Top 10 importers' share of U.S. wheat export sales</b>	60%	66%		64%
<b>USDA forecast, February 2016</b>	<b>21,117</b>	<b>23,270</b>	<b>(9)</b>	

(n) indicates negative number.

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

Table 16

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

Port regions	For the Week Ending 02/04/16	Previous Week <sup>1</sup>	Current Week as % of Previous	2016 YTD <sup>1</sup>	2015 YTD <sup>1</sup>	2016 YTD as % of 2015 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2015
							2015	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	259	161	161	1,053	1,054	100	86	79	10,943
Corn	83	65	127	386	468	83	91	87	7,232
Soybeans	498	516	97	1,974	2,128	93	91	104	11,814
<b>Total</b>	<b>840</b>	<b>742</b>	<b>113</b>	<b>3,414</b>	<b>3,650</b>	<b>94</b>	<b>90</b>	<b>93</b>	<b>29,990</b>
<b>Mississippi Gulf</b>									
Wheat	81	43	191	280	360	78	70	64	4,504
Corn	282	509	55	1,923	2,430	79	73	98	26,692
Soybeans	634	514	123	3,688	5,023	73	76	83	29,653
<b>Total</b>	<b>997</b>	<b>1,065</b>	<b>94</b>	<b>5,890</b>	<b>7,814</b>	<b>75</b>	<b>74</b>	<b>86</b>	<b>60,849</b>
<b>Texas Gulf</b>									
Wheat	75	85	89	239	227	106	115	62	3,724
Corn	32	0	n/a	65	63	103	103	129	656
Soybeans	0	0	n/a	63	148	42	105	68	800
<b>Total</b>	<b>108</b>	<b>85</b>	<b>127</b>	<b>366</b>	<b>438</b>	<b>84</b>	<b>111</b>	<b>70</b>	<b>5,179</b>
<b>Interior</b>									
Wheat	2	9	23	89	113	79	85	66	1,386
Corn	33	137	24	467	478	98	84	107	6,181
Soybeans	24	89	27	331	507	65	78	66	3,612
<b>Total</b>	<b>59</b>	<b>236</b>	<b>25</b>	<b>887</b>	<b>1,099</b>	<b>81</b>	<b>61</b>	<b>82</b>	<b>11,179</b>
<b>Great Lakes</b>									
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	n/a	0	684
<b>Total</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>n/a</b>	<b>0</b>	<b>2,168</b>
<b>Atlantic</b>									
Wheat	1	1	94	32	1	n/a	539	20	462
Corn	0	0	n/a	0	0	n/a	n/a	0	277
Soybeans	78	81	97	378	479	79	84	100	2,026
<b>Total</b>	<b>79</b>	<b>82</b>	<b>96</b>	<b>410</b>	<b>480</b>	<b>85</b>	<b>85</b>	<b>95</b>	<b>2,765</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	419	300	140	1,694	1,755	97	84	71	22,011
Corn	430	711	60	2,841	3,440	83	78	98	41,529
Soybeans	1,234	1,200	103	6,433	8,285	78	81	88	48,589
<b>Total</b>	<b>2,084</b>	<b>2,211</b>	<b>94</b>	<b>10,967</b>	<b>13,480</b>	<b>81</b>	<b>80</b>	<b>87</b>	<b>112,129</b>

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

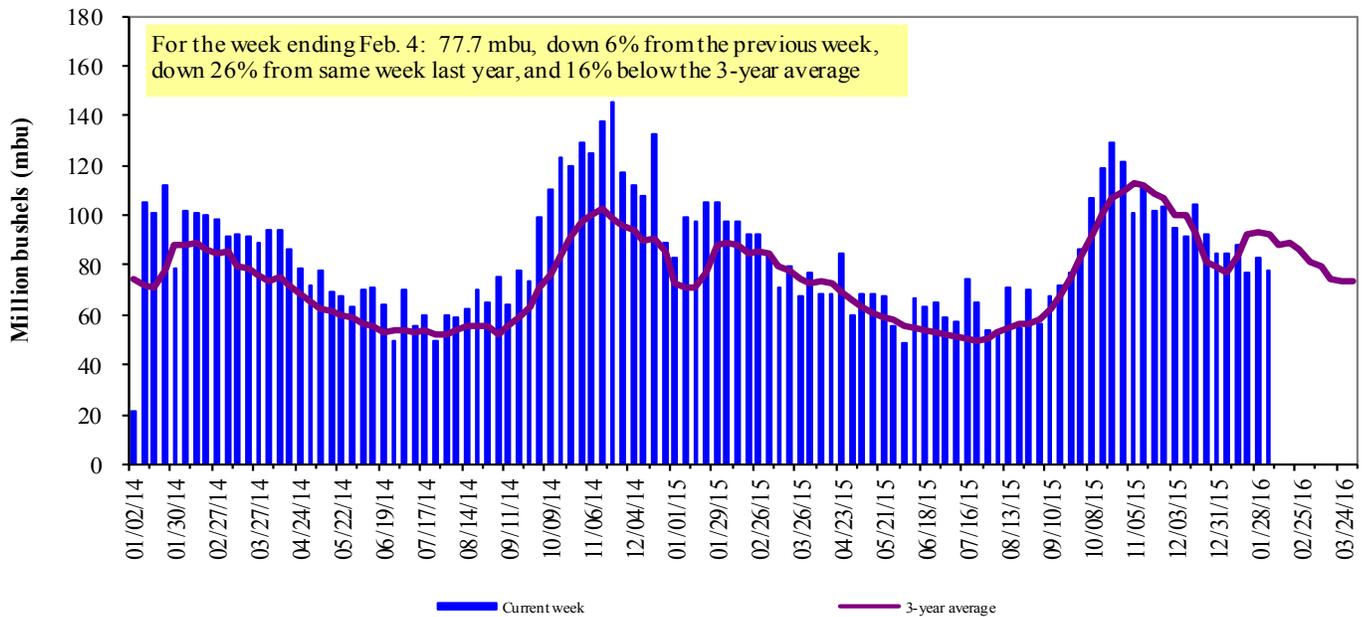
<sup>2</sup> Total includes only regions shown above

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

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

Figure 14

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

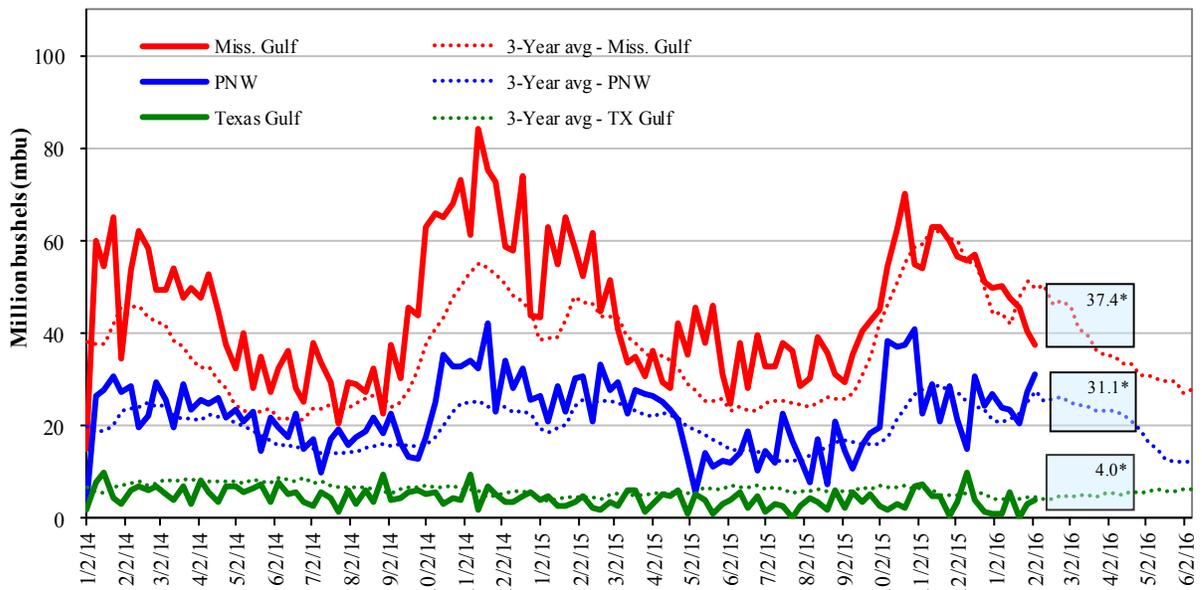


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

<b>February 4: % change from:</b>	<b>MSGulf</b>	<b>TX Gulf</b>	<b>U.S. Gulf</b>	<b>PNW</b>
Last week	down 7	up 30	down 5	up 13
Last year (same week)	down 29	down 17	down 28	up 1
3-yr avg. (4-wk mov. avg.)	down 25	down 14	down 24	up 14

# Ocean Transportation

Table 17

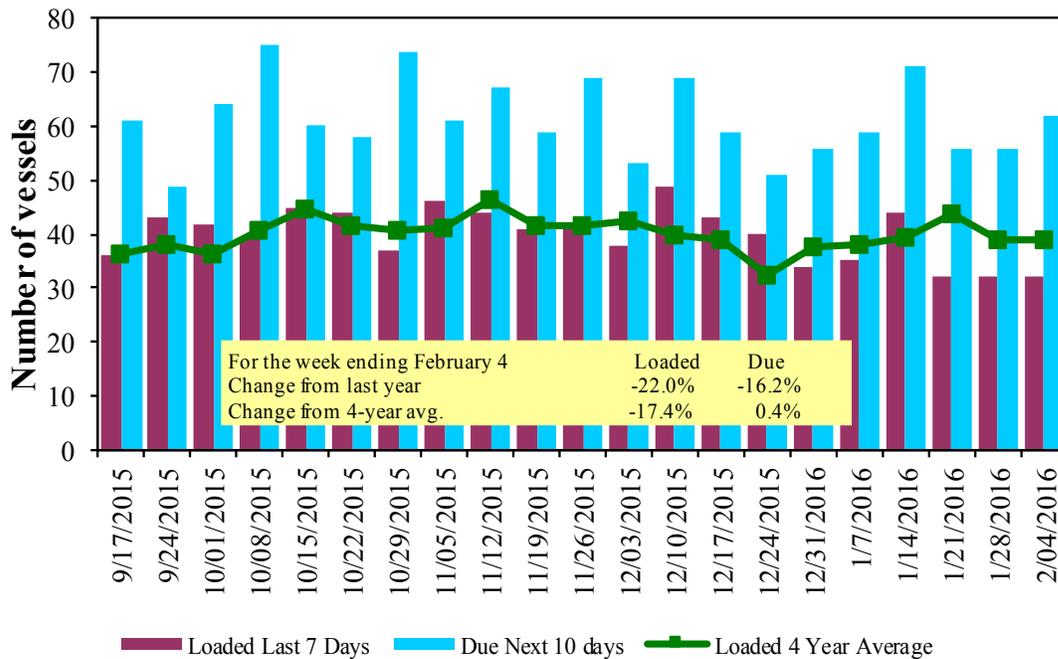
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
2/4/2016	47	32	62	16	n/a
1/28/2016	62	32	56	20	n/a
2015 range	(25..54)	(28..54)	(36..80)	(3..26)	n/a
2015 avg.	42	38	56	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

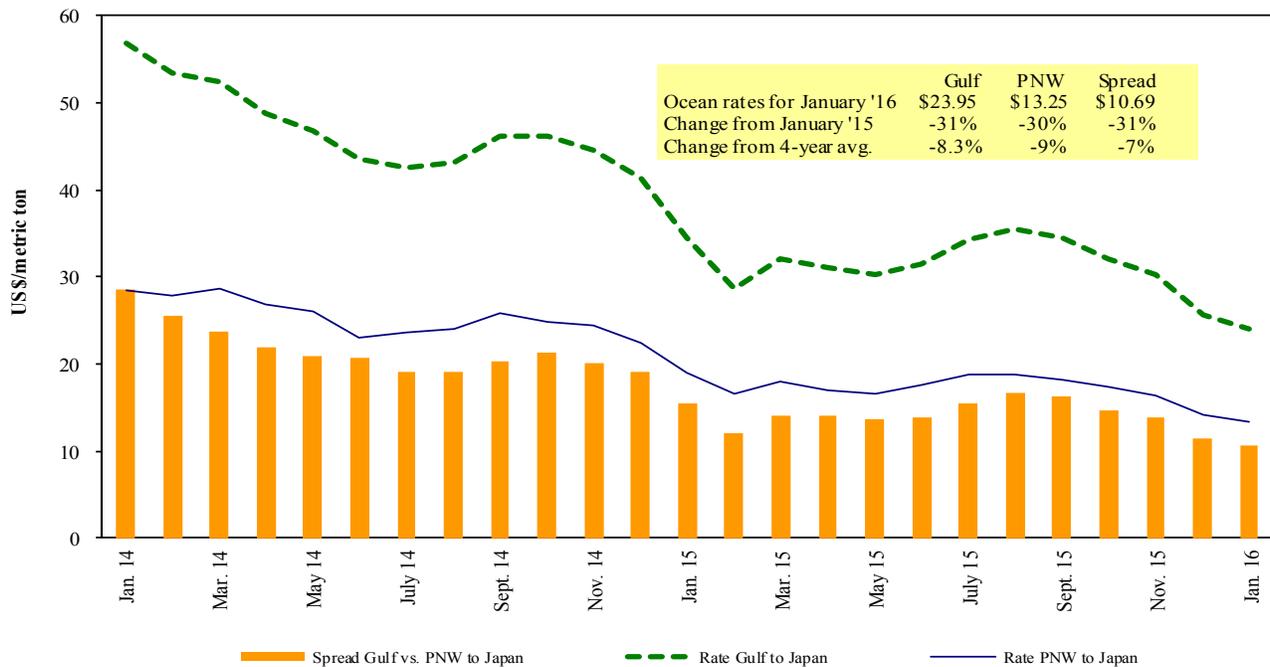
**U.S. Gulf<sup>1</sup> Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA  
<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf

Figure 17

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



Data Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 2/06/2016**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Grain	Feb 10/20	55,000	19.75
U.S. Gulf	China	Heavy Grain	Jan 28/Feb 7	54,000	23.10
U.S. Gulf	China	Heavy Grain	Jan 15/25	54,000	22.50
U.S Gulf	Mombasa	Sorghum <sup>1</sup>	Jan 4/15	45,570	22.51
PNW	Algeria	Wheat	Feb 10/20	51,500	13.15
Argentina	Vietnam	Heavy Grain	Jan 25/Feb 5	50,000	19.00
Argentina	Capetown	Corn	Jan 25/30	40,000	12.50
Brazil	China	Heavy Grain	Feb 15/20	60,000	12.60
Brazil	Iran	Grain	Jan 25/Feb 5	55,000	17.90
EC S America	China	Heavy Grain	Feb/Mar 16	60,000	18.50
Odessa	Ghent	Grain	Feb 10/14	60,000	7.35
Paranagua	China	Heavy Grain	Feb 1/10	60,000	15.00

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

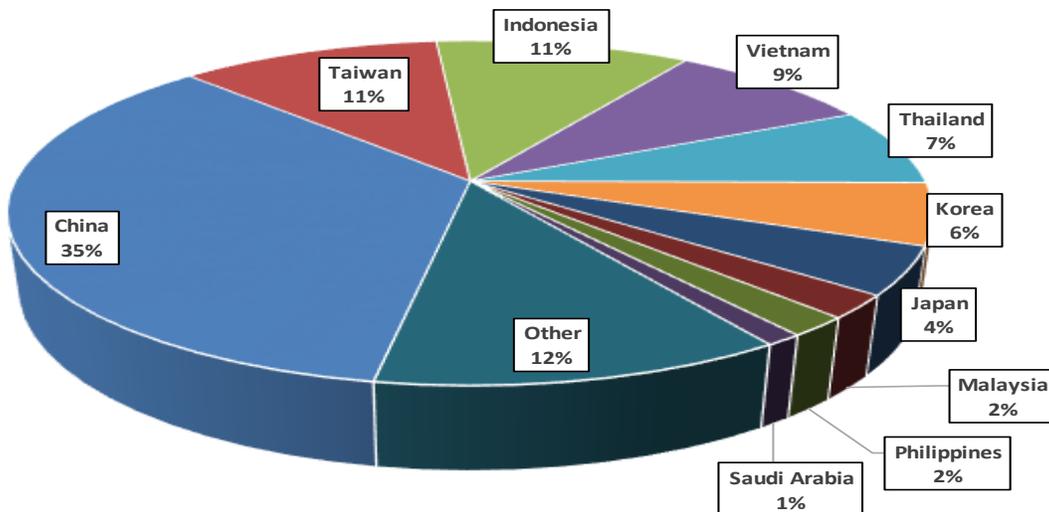
<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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–November 2015**

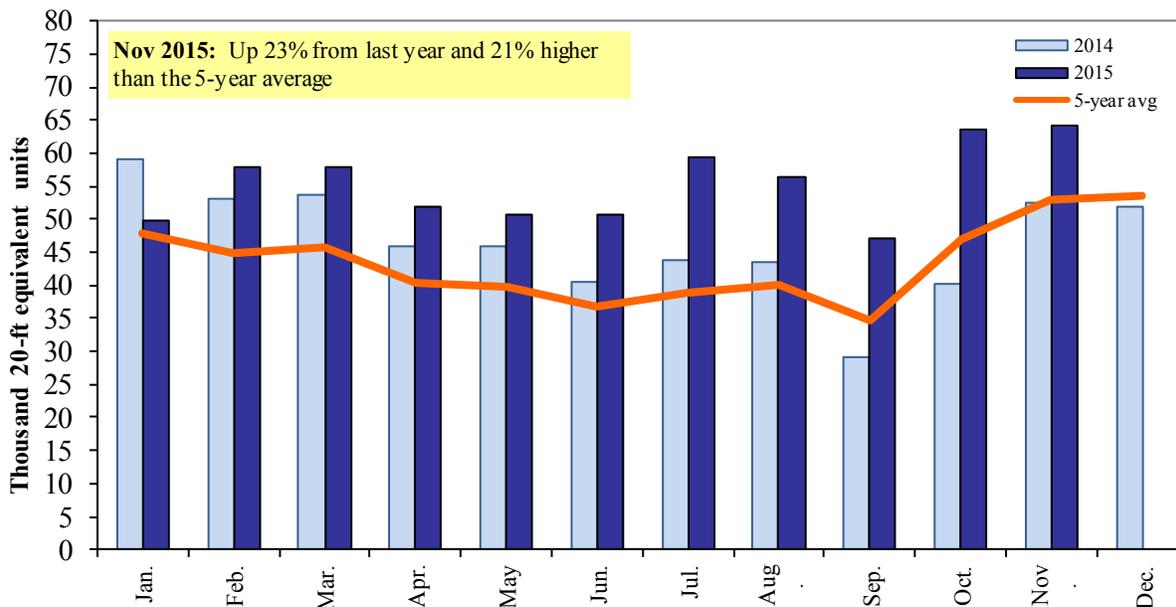


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. February 11 2016. Web: <http://dx.doi.org/10.9752/TS056.02-11-2016>

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