United States Department of Agriculture

Grain Transportation Report

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

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April 7, 2016

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WEEKLY HIGHLIGHTS

Panama Canal Announces Second Draft Restrictions
Subsequent to the restrictions announced on March 1 (see 03/24/16 *Grain Transportaion Report*), the Panama Canal Authority announced a second round of draft restrictions on April 1 that will be imposed on vessels transiting the canal, effective April 29, 2016. The restrictions are temporary and preventive measures to mitigate the effects of anticipated climatic variability related to El Niño. The maximum authorized transit draft is set at 11.74 meters (38.5 feet). The restrictions will be waived for vessels loaded over 11.74 meters (38.5 feet), on or before April 1. Vessels loaded after April 1, shall comply with the new draft limit. Depending on the level of Gatum Lake at the time of transit, vessels may be required to trim or off-load cargo if they are over 11.74 meters (38.5) in draft. As was previously done, draft restrictions will be implemented in 15-centimeter (6-inch) decrements at a time, with each restriction announced at least 4 weeks in advance. For more information, see https://www.pancanal.com/common/maritime/advisories/2016/a-12-2016.pdf.

U.S. Corn Growers Expect a Major Increase in 2016 Acreage
According to USDA's National Agricultural Statistics Service (NASS) March 31, 2016 *Prospective Plantings*, growers intend to plant 93.6 million acres of corn this year. This is expected to be the first increase in corn planted acreage since 2012 and, if realized, will be the third largest corn acreage since 1944. NASS reports that growers are expecting higher returns for corn during 2016 compared with other crops. Corn growers in 41 of the 48 contiguous States expect to either maintain or increase the number of acres they plant to corn. In contrast, U.S. soybean growers expect to reverse the trends of recent year's record crops. In 2016, growers expect to plant 82.2 million acres to soybeans, a less than 1 percent decrease from 2015. With the possibility of an increase in corn supply, transportation suppliers are likely anticipating an increased demand for services during this year's harvest.

Grain Inspections Lowest Since September Last Year
For the week ending March 31, **total inspections of grain** (corn, wheat, soybeans) for export from all major export regions reached 1.59 million metric tons (mmt), down 18 percent from the past week, down 21 from last year, and 18 percent below the 3-year average. Inspections of grain were the lowest since September 2015. Soybean inspections dropped 64 percent from the previous week, as shipments to Asia decreased significantly. Wheat inspections decreased 10 percent from the past week, but corn inspections increased 7 percent as demand remained steady. Pacific Northwest (PNW) grain inspections increased 11 percent from the past week, but Mississippi Gulf grain inspections dropped 32 percent. Outstanding export sales (unshipped) of grain were down for each of the three major grains.

Snapshots by Sector

Export Sales
During the week ending March 24, **unshipped balances** of wheat, corn, and soybeans totaled 19.7 mmt, down 17 percent from the same time last year. Net weekly **wheat export sales** of .317 mmt were down 14 percent from the previous week. Net **corn export sales** were .791 mmt, down 1 percent from the previous week, and net **soybean export sales** were .272 mmt, down 34 percent from the past week.

Rail
U.S. Class I railroads originated 19,144 **grain carloads** for the week ending March 26, down 11 percent from the previous week, down 16 percent from last year, and down 5 percent from the 3-year average.

Average April shuttle **secondary railcar bids/offers** per car were $217 below tariff for the week ending March 31, down $42 from last week, and $167 lower than last year. Non-shuttle secondary railcar bids/offers were $0 and $88 higher than last year. There were no non-shuttle bids/offers last week.

Barge
For the week ending April 2, **barge grain movements** totaled 611,040 tons, 22 percent lower than last week, and down 13 percent from the same period last year.

For the week ending April 2, 383 grain barges **moved down river**, down 23 percent from last week; 525 grain barges were **unloaded in New Orleans**, up 8 percent from the previous week.

Ocean
For the week ending March 31, 33 **ocean-going grain vessels** were loaded in the Gulf, 10 percent more than the same period last year. Forty-seven vessels are expected to be loaded within the next 10 days, 22 percent less than the same period last year.

For the week ending March 31, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $23.50 per metric ton, up 2 percent from the previous week. The cost of shipping from the PNW to Japan was $14.00 per metric ton, unchanged from the previous week.

Fuel
During the week ending April 4, U.S. average **diesel fuel prices** fell less than 1cent from the previous week to remain at $2.12 per gallon—down $0.67 from the same week last year.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* April 7, 2016.
Web: **http://dx.doi.org/10.9752/TS056.04-07-2016**

Feature Article/Calendar

First Quarter Grain Export Inspections Increase Slightly

First quarter 2016 grain (corn, wheat, and soybeans) inspected for export from all U.S. ports totaled 29.4 million metric tons (mmt), up 1 percent from the same quarter last year and 2 percent above the 5-year average, according to USDA's Grain Inspection, Packers and Stockyards Administration (GIPSA) (*see table*). Soybean inspections increased as demand remained steady and shipments to Asia rose. Corn inspections remained unchanged from last year as demand remained steady. Total wheat inspected for export decreased due to increased competition from South America and Europe. According to GIPSA, the Gulf's share of total grain exports was slightly below last year, but the Pacific Northwest (PNW)'s share increased slightly (*see table*). First quarter grain inspections in the PNW surpassed last year, due primarily to increased demand for soybeans.

Gulf Inspections: First quarter grain inspections at all Gulf ports reached 16.7 mmt, down 1 percent from last year and 3 percent below the 5-year average. First quarter Gulf corn inspections were up, but soybean and wheat inspections were down from last year. Gulf grain exports destined to Latin America were up 29 percent from last year, but shipments to Asia and Africa were down 9 and 47 percent. U.S. Gulf rail deliveries of grain to port in the first quarter were down significantly from last year as demand for rail series declined (*see* ***Grain Transportation Report (GTR) Table 3***). Barge movements of grain through the Mississippi River Locks, however, were up 6 percent from last year.

First Quarter Total Grain Inspections By Ports, 2005-2016

(Includes Corn, Soybeans, and Wheat)

Year	U.S. Gulf	% of Average	PNW	% of Average	Atlantic & Lakes	% of Average	Interior	% of Average	U.S. Total	% of Average
				1000 Metric Tons						
2005	16,165	93%	7,253	89%	436	54%	1,423	52%	25,277	87%
2006	17,693	102%	6,999	86%	419	52%	1,659	61%	26,770	92%
2007	18,246	105%	7,711	95%	538	67%	2,383	88%	28,879	100%
2008	20,115	116%	9,433	116%	663	83%	3,674	135%	33,885	117%
2009	17,519	101%	6,869	85%	512	64%	1,967	72%	26,867	93%
2010	19,298	112%	8,257	102%	711	89%	2,746	101%	31,012	107%
2011	21,714	126%	7,664	94%	761	95%	2,665	98%	32,804	113%
2012	15,692	91%	8,278	102%	475	59%	3,610	133%	28,055	97%
2013	12,492	72%	7,590	93%	884	110%	1,966	72%	22,932	79%
2014	19,626	113%	8,441	104%	984	123%	2,822	104%	31,874	110%
2015	16,976	98%	8,670	107%	910	113%	2,548	94%	29,105	101%
2016	16,700	97%	8,996	111%	925	115%	2,774	102%	29,395	102%
2011-2015 Avg.	**17,300**		**8,128**		**803**		**2,722**		**28,954**	

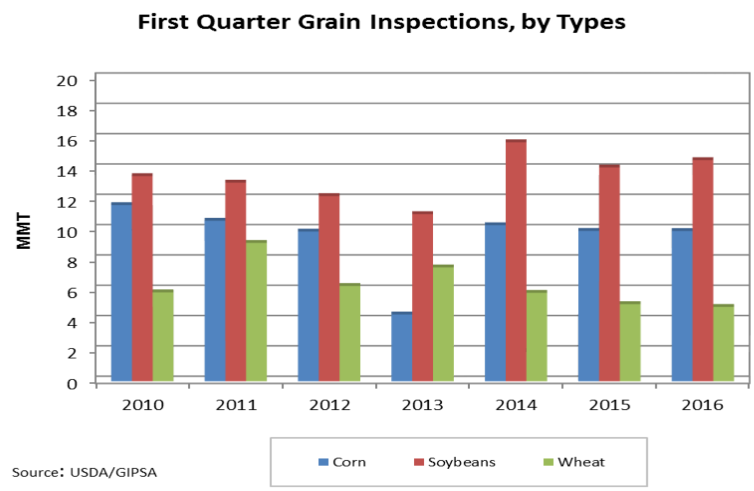
Source: USDA/GIPSA

PNW Inspections: First quarter grain inspections in the PNW quarter totaled 9.0 mmt, up 4 percent from last year and 11 percent above the 5-year average. Total PNW grain shipments to Asia were up slightly from last year. PNW wheat and corn inspections were down from last year, but soybean inspections increased 22 percent. Soybeans inspected for export to China increased 8 percent from last year during the first quarter, and continued to account for the majority of PNW soybean inspections. First quarter rail deliveries of grain to PNW ports were down 2 percent from last year (*see* ***GTR Table 3***).

Atlantic and Great Lakes Inspections: Atlantic and Great Lakes grain inspections in the first quarter increased 2 percent from last year to 0.9 mmt. Inspections of grain in the Atlantic and Great Lakes were 15 percent above the 5-year average and surpassed last year's third highest export record for the first quarter. Wheat inspections increased 8 percent as shipments increased to Latin America. Corn inspections, however, decreased 30 percent from last year as shipments to the Caribbean and South America decreased. Soybean inspections increased 1 percent from last year in the Atlantic and Great Lakes port regions.

Interior Inspections: First quarter Interior inspections of grain reached 2.8 mmt, up 9 percent from last year and 2 percent above the 5-year average. The increase in Interior grain inspections was caused by increased corn, soybeans, and wheat inspections, due in part to lower grain prices and steady demand for grain. Shipments of Interior soybeans declined 17 percent to Mexico, but increased 26 percent to Asia. In the first quarter, inspections of corn from the Interior, which are shipped mainly to Mexico, were up 17 percent from last year. Interior wheat inspections to Mexico were unchanged from last year.

Corn and Soybean Inspections: First quarter soybean inspections totaled 14.6 mmt, up 3 percent from last year and 10 percent above the 5-year average (*see figure*). U.S. soybean shipments to China increased 7 percent from last year. Gulf soybean inspections (8.4 mmt) were down 4 percent from last year but 4 percent above the 5-year average. PNW soybean inspections (4.4 mmt) increased 22 percent from last year and were 27 percent above the 5-year average as demand from Asia remained high.



First quarter corn inspections reached 9.9 mmt, unchanged from last year, and 10 percent above the 5-year average (*see figure*). Corn inspections in the first quarter increased 4 percent from last year in the Gulf, but decreased 20 percent in the PNW as demand from Asia decreased. U.S. corn supplies are still considered to be ample, but export competition remains strong.

Wheat Inspections: Wheat inspections in the first quarter reached 4.9 mmt, down 4 percent from last year and 28 percent below the 5-year average (*see figure*). U.S. wheat shipments decreased as export competition continued to increase. Wheat shipments to Africa were down about 37 percent during the first quarter.

Market Outlook: In its March *World Agricultural Supply and Demand Estimates* forecast, USDA projects corn exports for the 2015/16 marketing year to drop 17 percent below last year, and to remain unchanged from the February estimate. Wheat export projections are predicted to increase 2 percent from last year, but are also unchanged from last month's report. The March forecast for 2015/16 soybean exports is 8 percent lower than last year's record. Soybean export sales reports are in line with projections, indicating steady demand so far this year. Year-to-date cumulative (shipped) export sales of soybeans, corn, and wheat for the marketing year are below last year (*see* ***GTR Table 12***).
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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Unit Train	Shuttle		Gulf	Pacific
04/06/16	142	253	190	156	105	99
03/30/16	142	254	195	156	103	99

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

Commodity	Origin--Destination	4/1/2016	3/24/2016
Corn	IL--Gulf	-0.55	-0.51
Corn	NE--Gulf	-0.79	-0.75
Soybean	IA--Gulf	-0.99	-1.02
HRW	KS--Gulf	-1.12	-1.12
HRS	ND--Portland	-1.73	-1.78

Note: nq = no quote

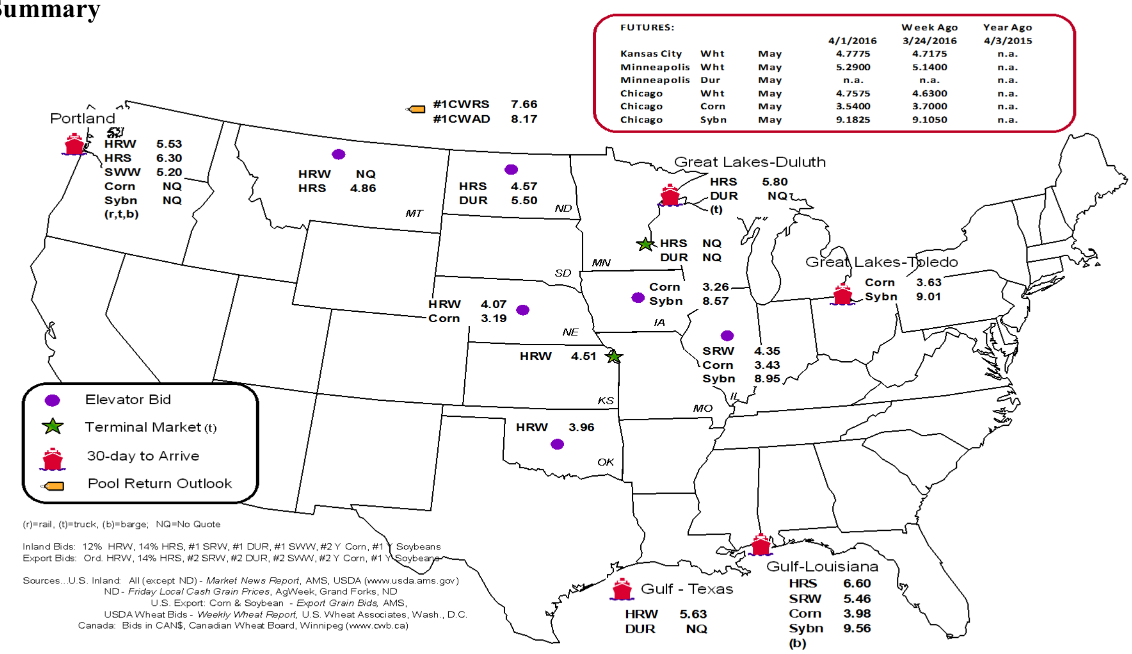
Source: Transportation & Marketing Programs/AMS/USDA

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 Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
3/30/2016[p]	32	1,616	4,318	237	6,203	3/26/2016	2,496
3/23/2016[r]	4	1,662	5,668	554	7,888	3/19/2016	1,569
2016 YTD[r]	5,108	20,398	75,763	7,670	108,939	2016 YTD	24,109
2015 YTD[r]	9,146	16,415	74,596	9,638	109,795	2015 YTD	20,803
2016 YTD as % of 2015 YTD	56	124	102	80	99	% change YTD	116
Last 4 weeks as % of 2015[2]	18	103	87	77	86	Last 4wks % 2015	113
Last 4 weeks as % of 4-year avg.[2]	19	126	112	75	102	Last 4wks % 4 yr	110
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736
Total 2014	44,617	83,674	256,670	32,107	417,068	Total 2014	98,422

[1] Data is incomplete as it is voluntarily provided

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

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

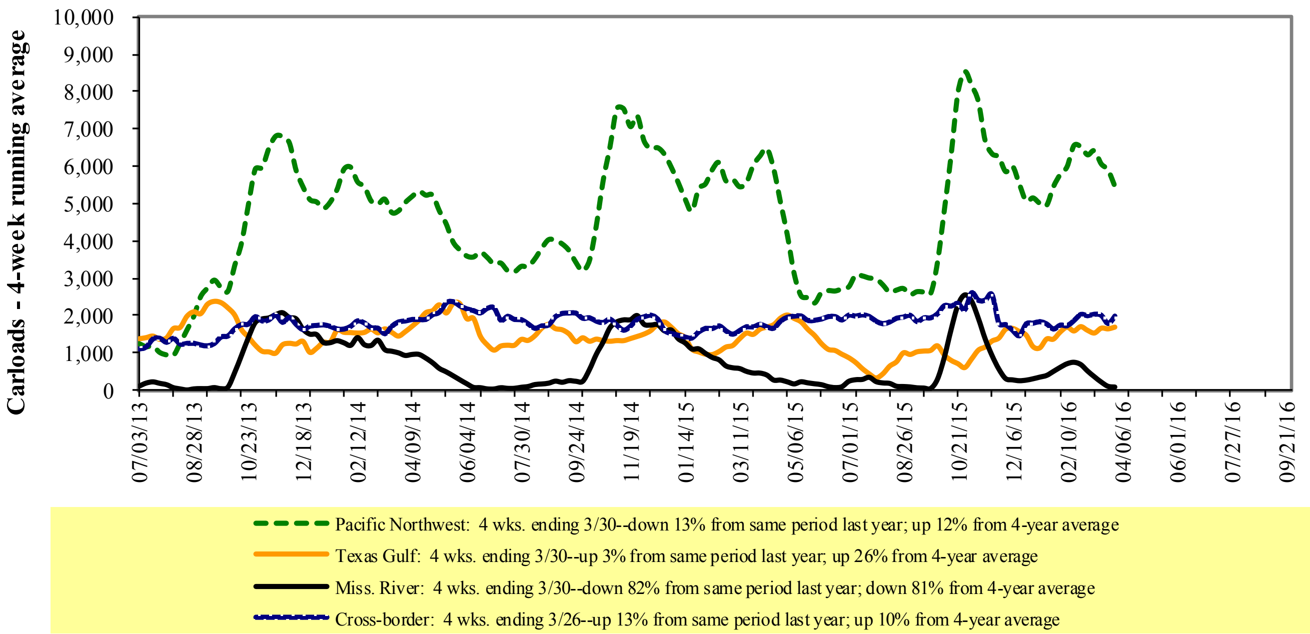
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

For the week ending:	East		West			U.S. total	Canada	
3/26/2016	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,404	1,963	10,167	585	5,025	19,144	3,290	4,772
This week last year	2,159	3,358	11,128	1,054	5,077	22,776	3,191	4,539
2016 YTD	23,155	33,071	131,930	10,311	63,314	261,781	40,665	52,350
2015 YTD	25,969	36,762	132,579	10,255	67,414	272,979	48,899	52,056
2016 YTD as % of 2015 YTD	89	90	100	101	94	96	83	101
Last 4 weeks as % of 2015*	88	82	96	91	97	94	80	104
Last 4 weeks as % of 3-yr avg.**	97	90	113	110	103	105	84	94
Total 2015	104,039	149,043	536,173	45,445	267,720	1,102,420	211,868	236,263

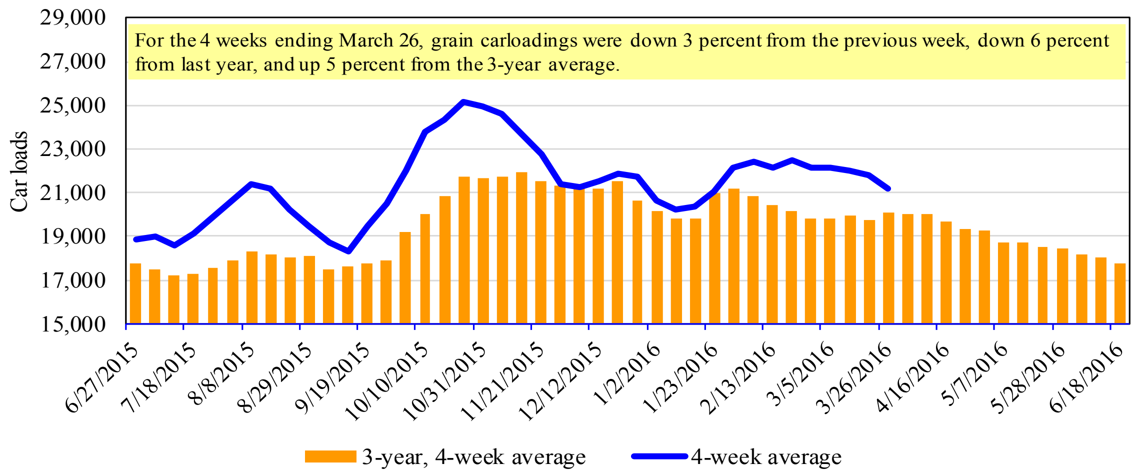
*The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

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

Figure 3

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



Source: Association of American Railroads

Table 5

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

For the week ending: 3/31/2016		Apr-16	Apr-15	May-16	May-15	Jun-16	Jun-15	Jul-16	Jul-15
		Delivery period							
BNSF[3]	COT grain units	no bids	no offer	no bids	no bids	no bids	no bids	no bids	1
	COT grain single-car[5]	0	0 . . 20	no bids	0	no bids	40	no bids	78
UP[4]	GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a
	GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a

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

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

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

[4]UP - GCAS = Grain Car Allocation System

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

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

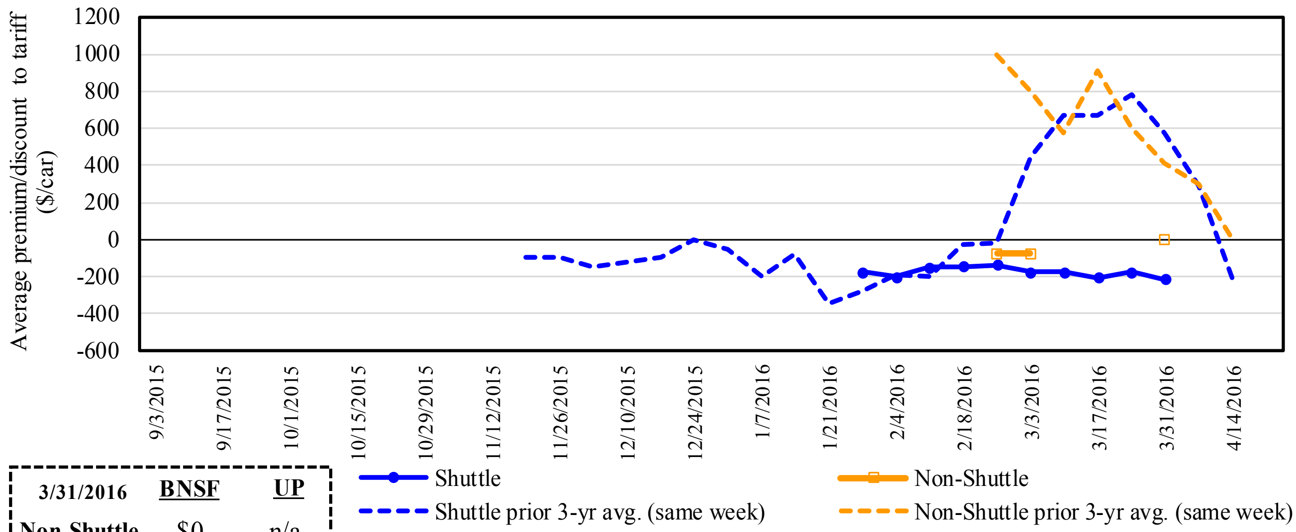
[5]Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

Bids/Offers for Railcars to be Delivered in April 2016, Secondary Market



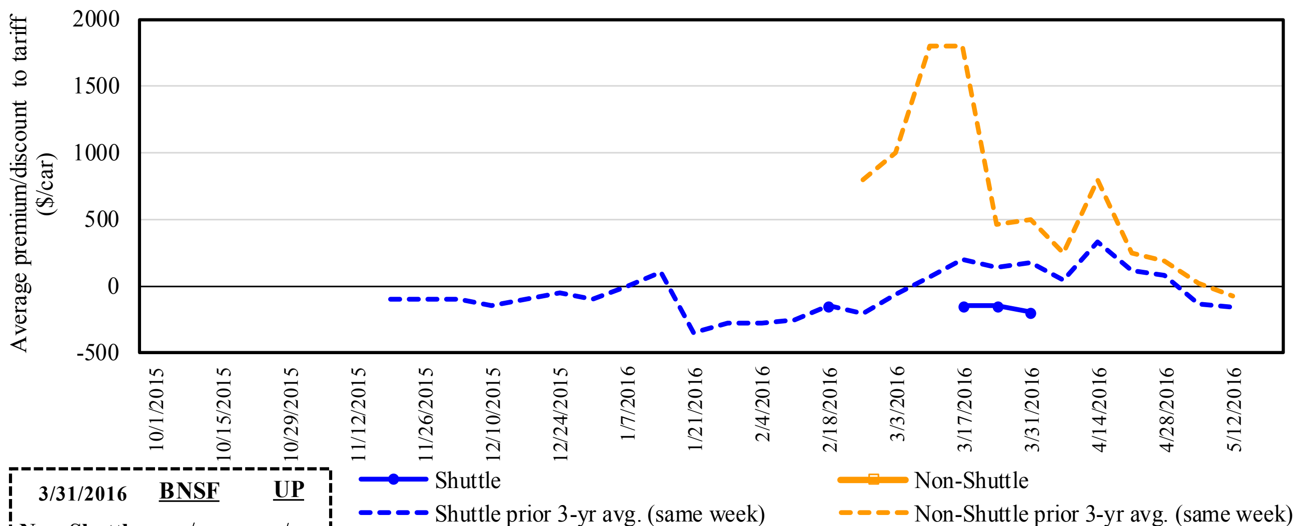
3/31/2016	BNSF	UP
Non-Shuttle	$0	n/a
Shuttle	-$233	-$200

There were no Non-Shuttle bids/offers last week. Average Non-Shuttle bids/offers this week are at the peak. Average Shuttle bids/offers fell $42 this week and are $79 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 May 2016, Secondary Market

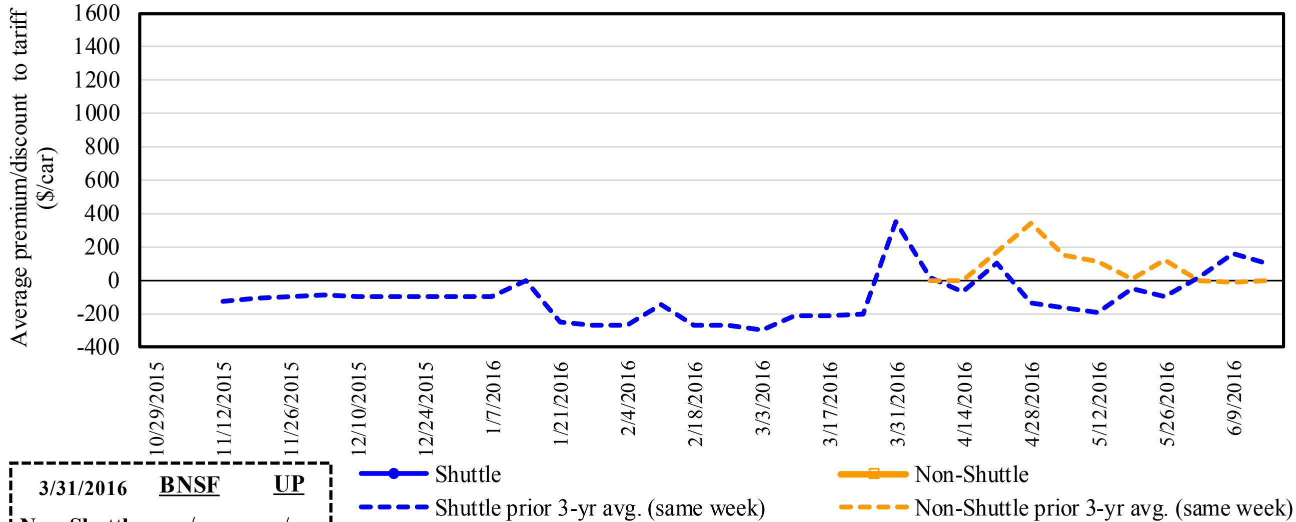


3/31/2016	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	-$200	-$200

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

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



3/31/2016	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	n/a

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

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

Table 6

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

For the week ending: 3/31/2016		Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16
Non-shuttle	**BNSF-GF**	**0**	**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	50	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**	**(233)**	**(200)**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(33)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	(183)	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**(200)**	**(200)**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	(50)	(50)	n/a	n/a	n/a	n/a
	Change from same week 2015	(150)	(50)	n/a	n/a	n/a	n/a

(Delivery period: Apr-16 through Sep-16)

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

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

Table 7

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

Effective date: 4/1/2016	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,605	$0	$35.80	$0.97	4
	Grand Forks, ND	Duluth-Superior, MN	$3,463	-$36	$34.03	$0.93	-5
	Wichita, KS	Los Angeles, CA	$6,950	-$184	$67.19	$1.83	6
	Wichita, KS	New Orleans, LA	$4,243	$0	$42.14	$1.15	2
	Sioux Falls, SD	Galveston-Houston, TX	$6,486	-$151	$62.91	$1.71	7
	Northwest KS	Galveston-Houston, TX	$4,511	$0	$44.80	$1.22	1
	Amarillo, TX	Los Angeles, CA	$4,710	$0	$46.77	$1.27	0
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,681	$0	$36.55	$0.93	6
	Toledo, OH	Raleigh, NC	$6,061	$0	$60.19	$1.53	5
	Des Moines, IA	Davenport, IA	$2,168	$0	$21.53	$0.55	-2
	Indianapolis, IN	Atlanta, GA	$5,004	$0	$49.69	$1.26	2
	Indianapolis, IN	Knoxville, TN	$4,311	$0	$42.81	$1.09	3
	Des Moines, IA	Little Rock, AR	$3,444	$0	$34.20	$0.87	1
	Des Moines, IA	Los Angeles, CA	$5,052	$0	$50.17	$1.27	-2
Soybeans	Minneapolis, MN	New Orleans, LA	$3,824	$0	$37.97	$1.03	0
	Toledo, OH	Huntsville, AL	$5,051	$0	$50.16	$1.37	5
	Indianapolis, IN	Raleigh, NC	$6,178	$0	$61.35	$1.67	6
	Indianapolis, IN	Huntsville, AL	$4,529	$0	$44.98	$1.22	2
	Champaign-Urbana, IL	New Orleans, LA	$4,395	$0	$43.64	$1.19	6
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,853	-$106	$37.21	$1.01	0
	Wichita, KS	Galveston-Houston, TX	$3,871	-$82	$37.62	$1.02	7
	Chicago, IL	Albany, NY	$5,492	$0	$54.54	$1.48	12
	Grand Forks, ND	Portland, OR	$5,511	-$182	$52.92	$1.44	1
	Grand Forks, ND	Galveston-Houston, TX	$5,831	-$190	$56.02	$1.52	-9
	Northwest KS	Portland, OR	$5,478	$0	$54.40	$1.48	-1
Corn	Minneapolis, MN	Portland, OR	$5,000	-$222	$47.45	$1.21	-8
	Sioux Falls, SD	Tacoma, WA	$4,960	-$203	$47.24	$1.20	-7
	Champaign-Urbana, IL	New Orleans, LA	$3,481	$0	$34.57	$0.88	5
	Lincoln, NE	Galveston-Houston, TX	$3,600	-$119	$34.57	$0.88	-3
	Des Moines, IA	Amarillo, TX	$3,795	$0	$37.69	$0.96	-1
	Minneapolis, MN	Tacoma, WA	$5,000	-$220	$47.46	$1.21	-7
	Council Bluffs, IA	Stockton, CA	$4,640	-$228	$43.81	$1.11	-3
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,490	-$203	$52.50	$1.43	-7
	Minneapolis, MN	Portland, OR	$5,510	-$222	$52.51	$1.43	-7
	Fargo, ND	Tacoma, WA	$5,380	-$181	$51.63	$1.41	-7
	Council Bluffs, IA	New Orleans, LA	$4,425	$0	$43.94	$1.20	-4
	Toledo, OH	Huntsville, AL	$4,226	$0	$41.97	$1.14	6
	Grand Island, NE	Portland, OR	$5,360	$0	$53.23	$1.45	-5

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

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

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

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico

Effective date: 4/1/2016				Fuel			Percent
	Origin		Tariff	surcharge	Tariff plus surcharge per:		change[4]
Commodity	state	Destination region	rate/car[1]	per car[2]	metric ton[3]	bushel[3]	Y/Y
Wheat	MT	Chihuahua, CI	$7,459	$0	$76.21	$2.07	5
	OK	Cuautitlan, EM	$6,514	$0	$66.55	$1.81	-4
	KS	Guadalajara, JA	$6,995	$70	$72.19	$1.96	-2
	TX	Salinas Victoria, NL	$4,142	$0	$42.32	$1.15	4
Corn	IA	Guadalajara, JA	$8,397	$49	$86.30	$2.19	-2
	SD	Celaya, GJ	$7,840	$0	$80.11	$2.03	0
	NE	Queretaro, QA	$7,879	$0	$80.50	$2.04	0
	SD	Salinas Victoria, NL	$6,545	$0	$66.87	$1.70	9
	MO	Tlalnepantla, EM	$7,238	$0	$73.96	$1.88	1
	SD	Torreon, CU	$7,240	$0	$73.98	$1.88	2
Soybeans	MO	Bojay (Tula), HG	$8,652	$54	$88.95	$2.42	2
	NE	Guadalajara, JA	$9,142	$52	$93.93	$2.55	1
	IA	El Castillo, JA	$9,470	$0	$96.76	$2.63	1
	KS	Torreon, CU	$7,439	$30	$76.31	$2.07	1
Sorghum	NE	Celaya, GJ	$7,344	$41	$75.45	$1.91	-2
	KS	Queretaro, QA	$7,563	$0	$77.27	$1.96	7
	NE	Salinas Victoria, NL	$6,168	$0	$63.02	$1.60	8
	NE	Torreon, CU	$6,672	$25	$68.42	$1.74	0

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

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

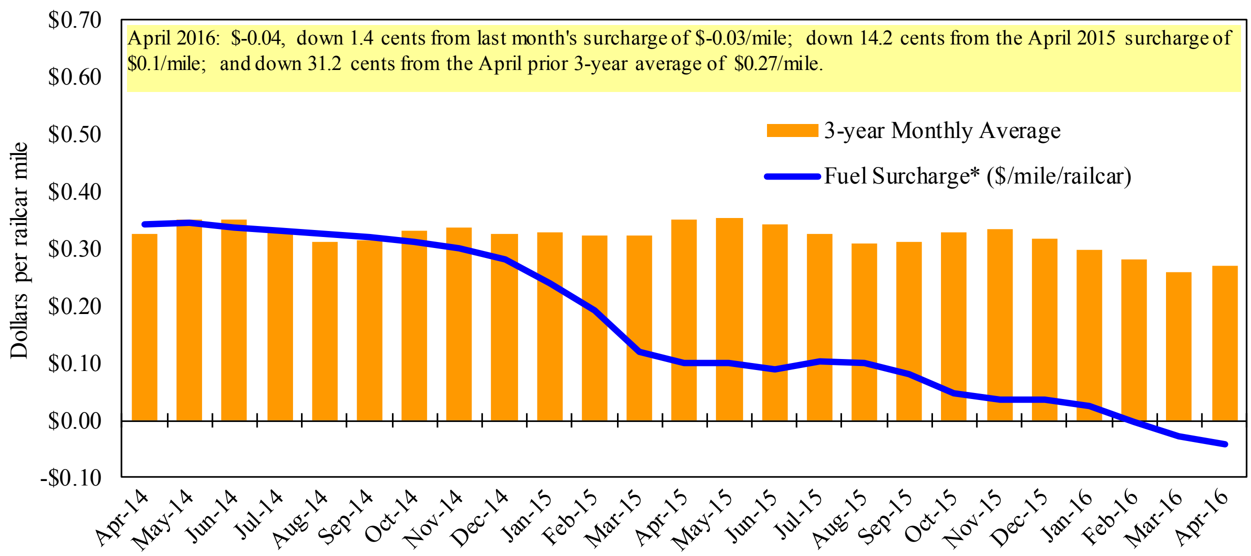
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]

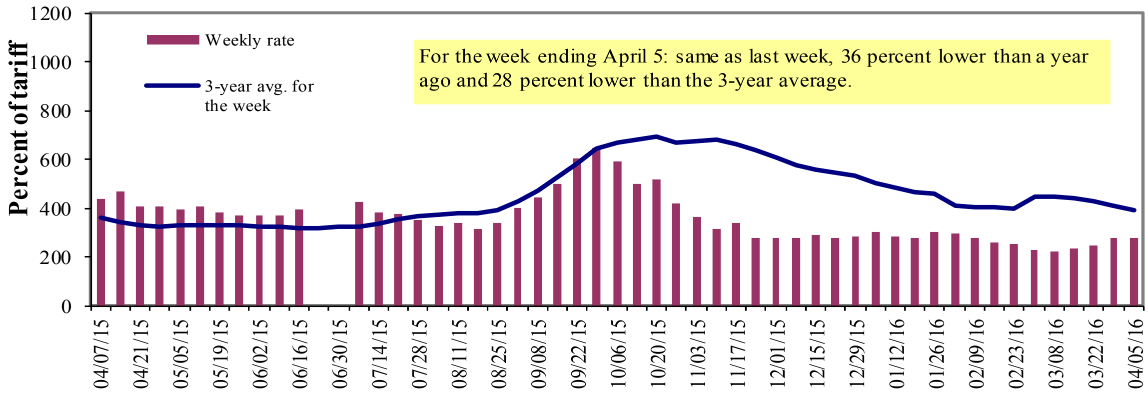


[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.
Sources: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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate[1,2]



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	4/5/2016	340	295	280	210	213	213	190
	3/29/2016	335	283	280	210	210	210	185
$/ton	4/5/2016	21.05	15.69	12.99	8.38	9.99	8.61	5.97
	3/29/2016	20.74	15.06	12.99	8.38	9.85	8.48	5.81
Current week % change from the same week:								
	Last year	-23	-33	-36	-39	-41	-41	-37
	3-year avg. [2]	-	-6	-28	-32	-29	-29	-24
Rate[1]	May	328	280	270	188	200	200	175
	July	328	275	263	180	195	195	170

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds; missing data due to winter closure or flooding

Source: Transportation & Marketing Programs/AMS/USDA

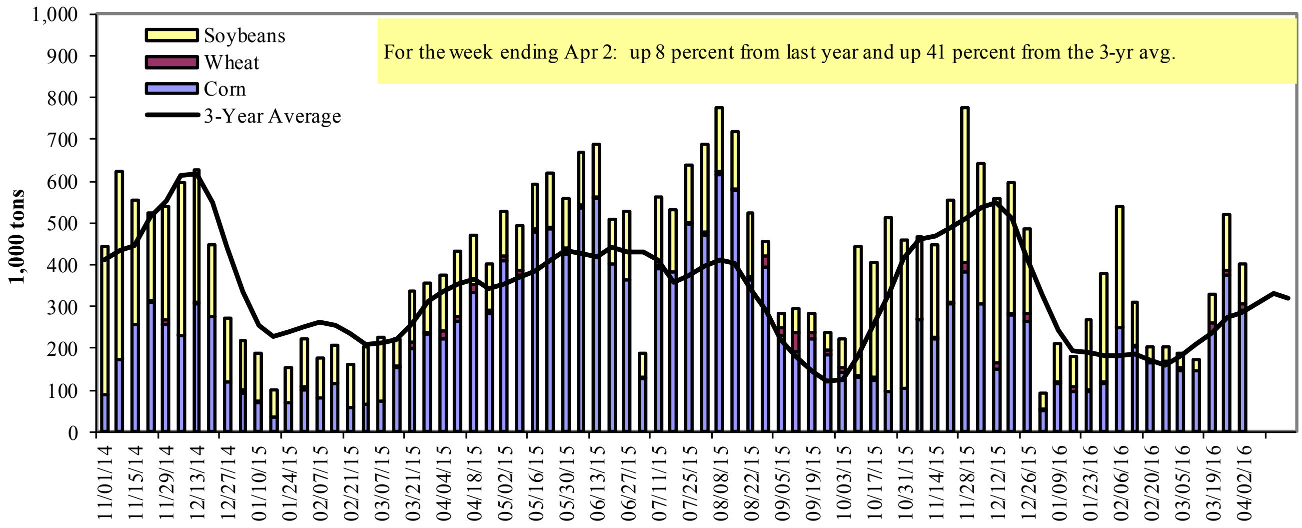
Figure 9
Benchmark tariff rates

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

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

Figure 10

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



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

For the week ending 4/02/2016	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	117	14	50	0	181
Winfield, MO (L25)	138	8	61	2	208
Alton, IL (L26)	261	13	81	0	355
Granite City, IL (L27)	291	14	97	0	403
Illinois River (L8)	117	5	19	0	141
Ohio River (L52)	126	5	37	0	168
Arkansas River (L1)	0	21	20	0	41
Weekly total - 2016	417	40	154	0	611
Weekly total - 2015	463	40	195	4	703
2016 YTD[1]	4,170	355	3,177	45	7,747
2015 YTD	3,687	300	3,258	62	7,307
2016 as % of 2015 YTD	113	118	98	73	106
Last 4 weeks as % of 2015[2]	111	147	92	60	107
Total 2015	19,215	1,686	14,191	359	35,451

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

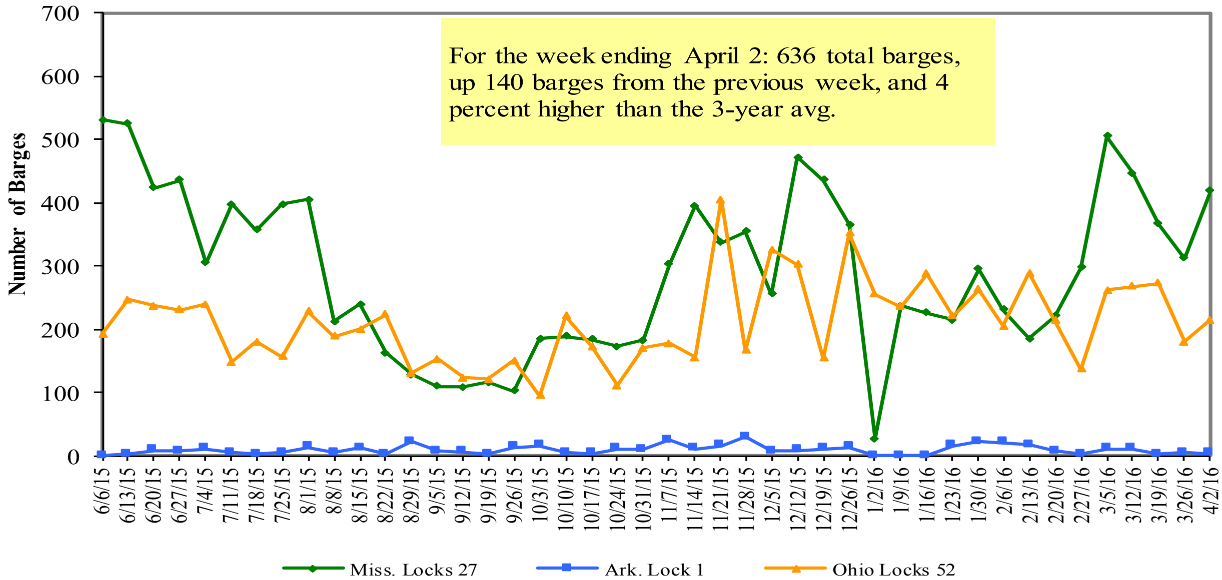
[2] As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

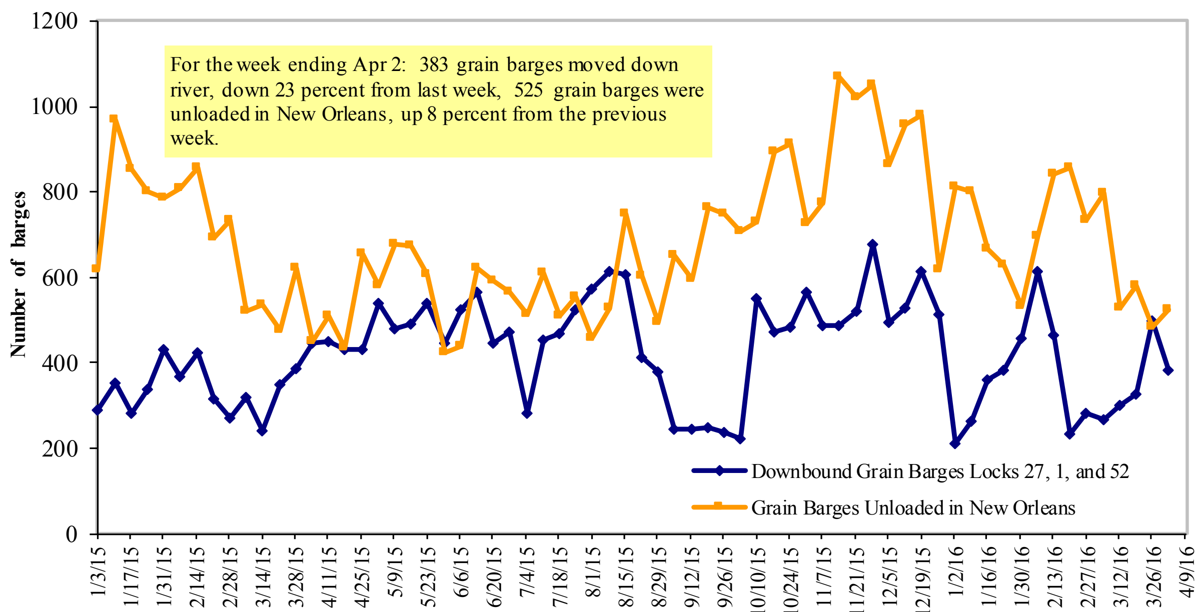
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 4/4/2016 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.179	0.000	-0.771
	New England	2.243	0.002	-0.871
	Central Atlantic	2.296	0.004	-0.826
	Lower Atlantic	2.077	-0.004	-0.709
II	Midwest[2]	2.065	-0.012	-0.610
III	Gulf Coast[3]	1.983	-0.018	-0.660
IV	Rocky Mountain	2.123	0.029	-0.602
V	West Coast	2.317	0.002	-0.601
	West Coast less California	2.179	0.002	-0.563
	California	2.426	0.001	-0.635
Total	U.S.	2.115	-0.006	-0.669

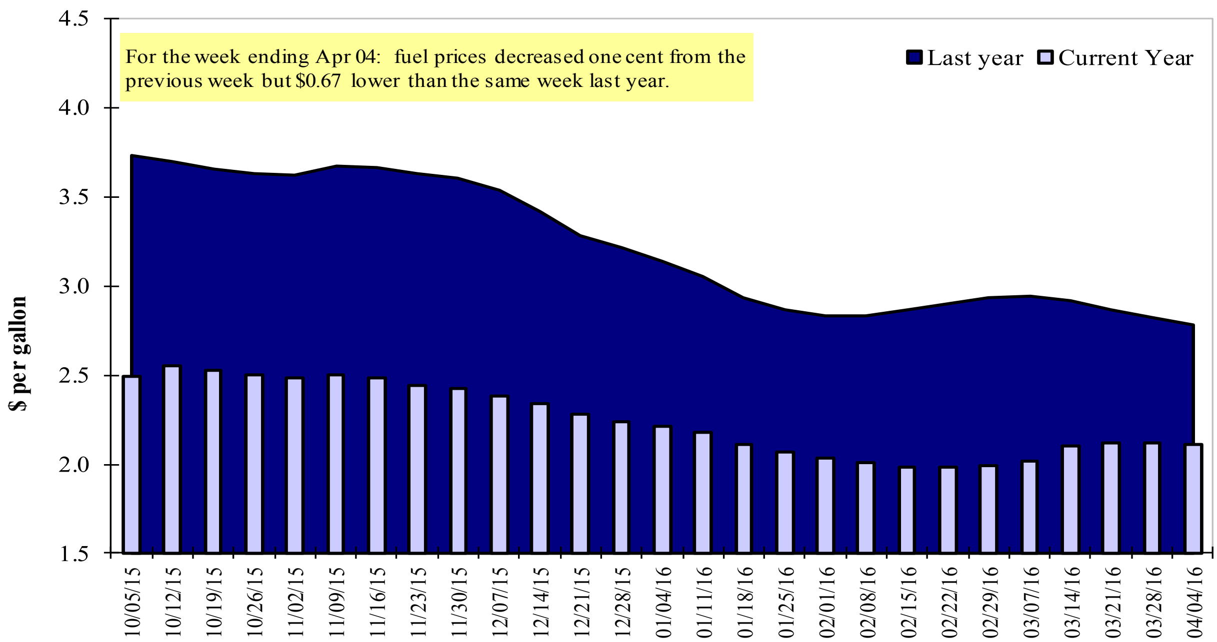
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

For the week ending	Wheat HRW	SRW	HRS	SWW	DUR	All wheat	Corn	Soybeans	Total
Export Balances[1]									
3/24/2016	916	393	1,408	840	97	3,653	12,808	3,264	19,726
This week year ago	1,412	721	1,511	598	111	4,352	14,899	4,604	23,856
Cumulative exports-marketing year[2]									
2015/16 YTD	4,522	2,657	4,983	2,870	571	15,602	18,835	40,835	75,271
2014/15 YTD	5,681	3,061	5,989	3,260	567	18,558	22,489	43,866	84,914
YTD 2015/16 as % of 2014/15	80	87	83	88	101	84	84	93	89
Last 4 wks as % of same period 2014/15	70	53	97	131	89	85	88	77	85
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	45,205	49,614	117,155
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309

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

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

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

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

Table 13

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

For the week ending 3/24/2016	Commitments[2] 2015/16 Current MY	2014/15 Last MY	% change current MY from last MY	Exports[3] 3-year avg 2011-2013
	- 1,000 mt -			- 1,000 mt -
Japan	5,833	8,033	(27)	10,079
Mexico	10,464	9,037	16	8,145
Korea	1,040	2,396	(57)	2,965
Colombia	3,759	3,248	16	3,461
Taiwan	925	1,174	(21)	1,238
Top 5 Importers	**22,021**	**23,887**	**(8)**	**25,887**
Total US corn export sales	**31,643**	**37,389**	**(15)**	**34,445**
% of Projected	75%	79%		
Change from prior week	**791**	**407**		
Top 5 importers' share of U.S. corn export sales	70%	64%		75%
USDA forecast, March 2016	**41,985**	**47,430**	**(11)**	
Corn Use for Ethanol USDA forecast, March 2016	**132,715**	**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 Importers[1] of U.S. Soybeans

For the week ending 3/24/2016	Total Commitments[2] 2015/16 Current MY	2014/15 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2011-13
	- 1,000 mt -			- 1,000 mt -
China	26,843	29,878	(10)	24,211
Mexico	2,748	2,862	(4)	2,971
Indonesia	1,270	1,518	(16)	1,895
Japan	1,743	1,525	14	1,750
Taiwan	1,094	1,120	(2)	1,055
Top 5 importers	**33,698**	**36,903**	**(9)**	**31,882**
Total US soybean export sales	**44,099**	**48,471**	**(9)**	**39,169**
% of Projected	96%	97%		
Change from prior week	271	28		
Top 5 importers' share of U.S. soybean export sales	76%	76%		**81%**
USDA forecast, March 2016	**46,049**	**50,218**	**(8)**	

(n) indicates negative number.

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

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

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

Table 15

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

For the week ending 3/24/2016	Total Commitments[2] 2015/16 Current MY	2014/15 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2012-2014
	- 1,000 mt -			- 1,000 mt -
Japan	2,351	2,964	(21)	3,113
Mexico	2,152	2,701	(20)	2,807
Nigeria	1,414	1,906	(26)	2,512
Philippines	2,096	2,305	(9)	2,105
Brazil	404	1,534	(74)	2,091
Korea	1,128	1,208	(7)	1,273
Taiwan	939	983	(4)	1,007
Indonesia	516	635	(19)	751
Colombia	606	550	10	662
Thailand	554	661		618
Top 10 importers	**11,606**	**14,785**	(22)	**16,939**
Total US wheat export sales	**19,255**	**22,910**	**(16)**	**26,361**
% of Projected	91%	98%		
Change from prior week	317	162		
Top 10 importers' share of U.S. wheat export sales	60%	65%		64%
USDA forecast, March 2016	**21,117**	**23,270**	**(9)**	

(n) indicates negative number.

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

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

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

Table 16

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

Port Regions	For the Week Ending 03/31/16	Previous Week*	Current Week as % of Previous	2016 YTD*	2015 YTD*	2016 YTD as % of 2015 YTD	Last 4-weeks as % of: Last Year	Prior 3-yr. avg.	2015 Total*
Pacific Northwest									
Wheat	196	247	79	2,877	3,097	93	112	99	10,985
Corn	371	121	307	1,729	2,496	69	73	110	7,232
Soybeans	70	208	34	4,379	3,795	115	88	96	11,809
Total	**637**	**575**	**111**	**8,984**	**9,388**	**96**	**89**	**101**	**30,027**
Mississippi Gulf									
Wheat	49	51	97	865	1,089	79	53	39	4,504
Corn	571	709	81	6,505	6,817	95	132	117	26,701
Soybeans	67	244	28	8,089	8,702	93	73	86	29,593
Total	**687**	**1,004**	**68**	**15,459**	**16,608**	**93**	**101**	**95**	**60,797**
Texas Gulf									
Wheat	74	41	179	735	880	84	88	68	3,724
Corn	30	0	n/a	218	149	147	169	227	596
Soybeans	0	0	n/a	92	210	44	n/a	n/a	864
Total	**104**	**41**	**251**	**1,046**	**1,239**	**84**	**97**	**79**	**5,184**
Interior									
Wheat	15	6	245	296	324	91	78	97	1,388
Corn	64	137	47	1,429	1,424	100	101	117	6,201
Soybeans	67	65	102	1,049	1,049	100	130	92	3,518
Total	**146**	**209**	**70**	**2,773**	**2,798**	**99**	**106**	**105**	**11,106**
Great Lakes									
Wheat	0	0	n/a	0	13	0	0	0	997
Corn	0	0	n/a	0	0	n/a	n/a	n/a	485
Soybeans	0	0	n/a	0	0	n/a	n/a	0	733
Total	**0**	**0**	**n/a**	**0**	**13**	**0**	**0**	**0**	**2,216**
Atlantic									
Wheat	1	25	4	124	142	88	36	28	520
Corn	0	5	0	14	28	49	20	16	277
Soybeans	11	80	13	788	813	97	217	163	2,053
Total	**12**	**110**	**11**	**926**	**983**	**94**	**117**	**91**	**2,850**
U.S. total from ports**									
Wheat	335	370	90	4,898	5,544	88	87	72	22,118
Corn	1,035	971	107	9,894	10,915	91	109	116	41,492
Soybeans	215	598	36	14,396	14,569	99	89	94	48,570
Total	**1,586**	**1,939**	**82**	**29,189**	**31,028**	**94**	**97**	**97**	**112,180**

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

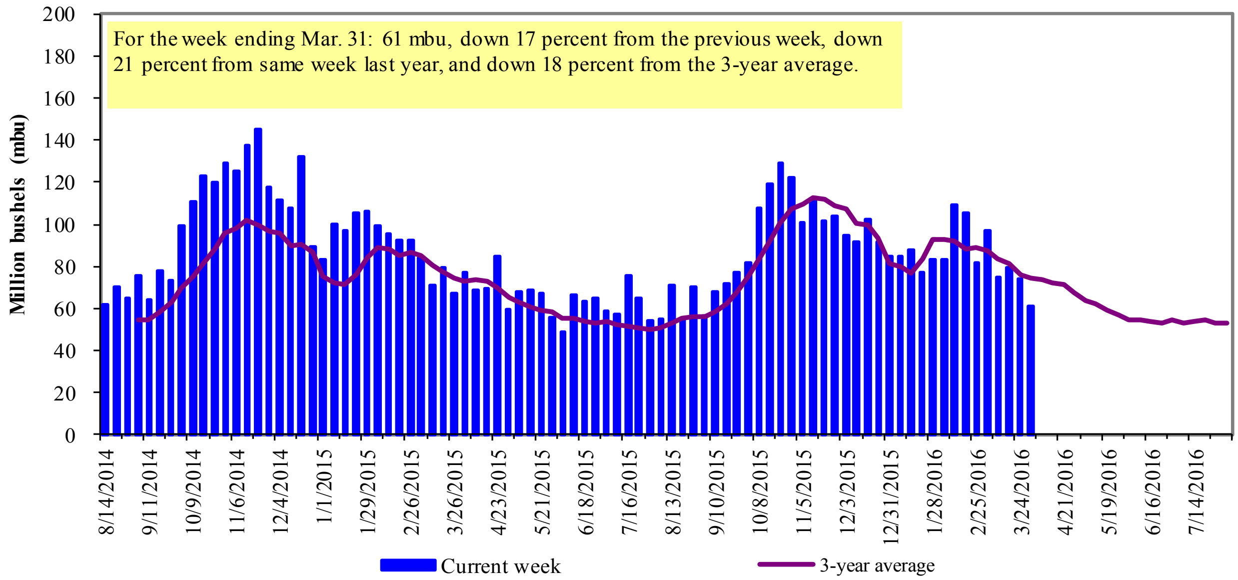
**Total only includes regions shown above

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

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

Figure 14

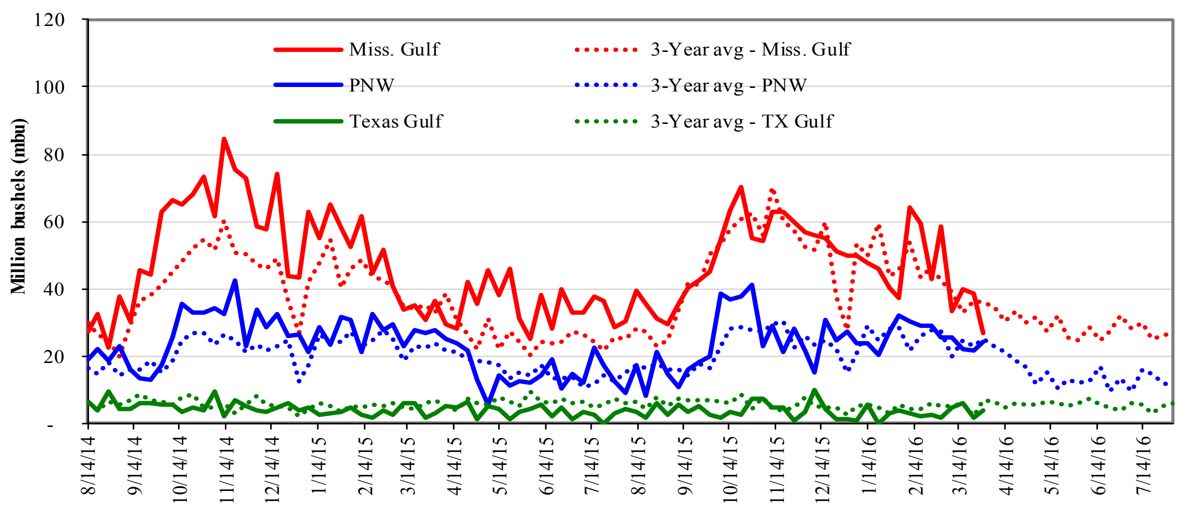
U.S. grain inspected for export (wheat, corn, and soybeans)



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

Figure 15

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



Week ending 03/31/16 inspections (mbu):		Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Mississippi Gulf:	26.7	Last Week:	down 31	up 156	down 24	up 14
PNW:	24.4	Last Year (same week):	down 26	up 26	down 22	down 12
Texas Gulf:	3.9	3-yr avg. (4-wk. mov. Avg):	down 26	down 24	down 26	up 6

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

Ocean Transportation

Table 17

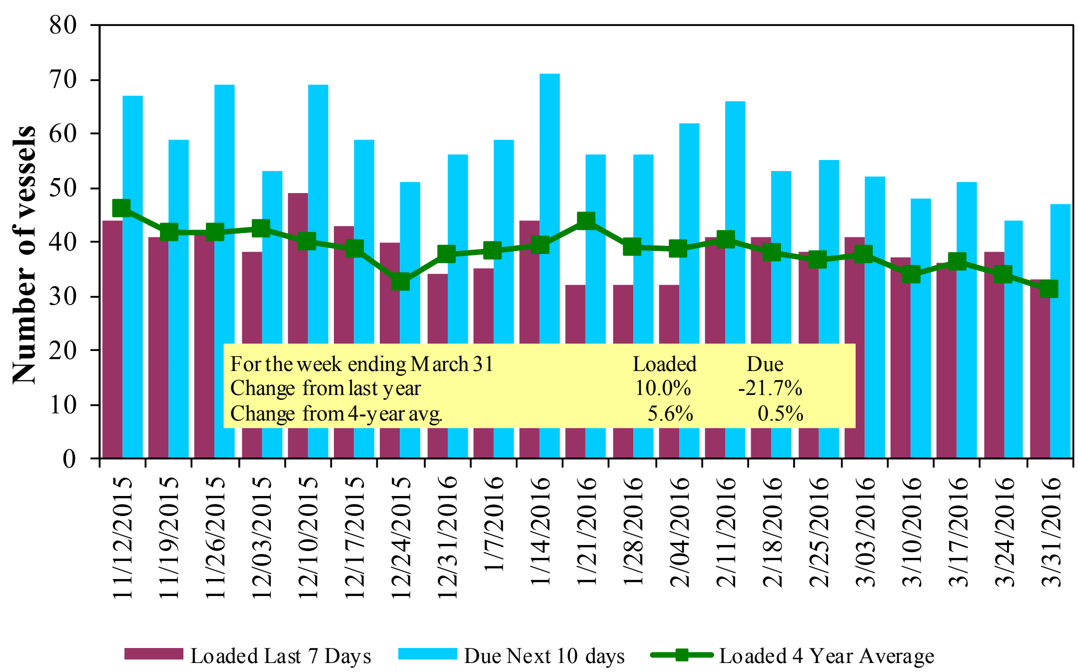
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
3/31/2016	35	33	47	14	n/a
3/24/2016	39	38	44	17	n/a
2015 range	(25..54)	(28..54)	(36..80)	(3..26)	n/a
2015 avg.	42	38	56	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf[1] Vessel Loading Activity

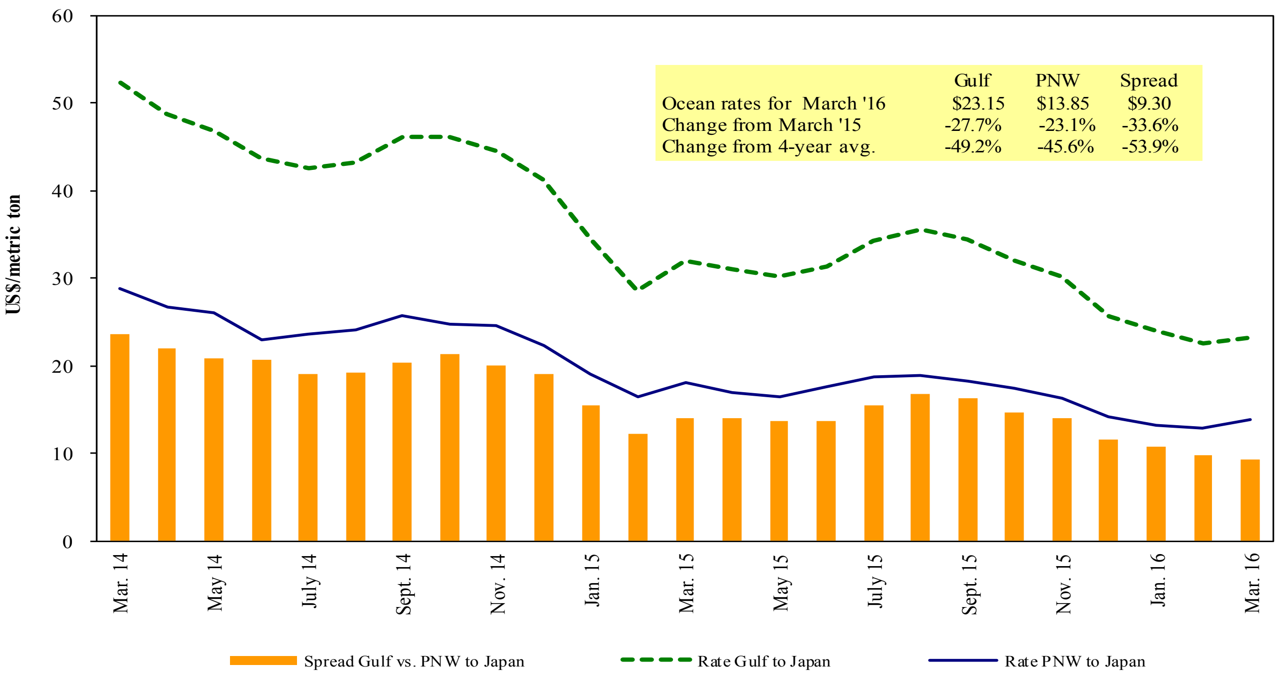


Source:Transportation & Marketing Programs/AMS/USDA

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

Figure 17

Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 04/02/2016

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Japan	Heavy Grain	Apr 5/18	52,000	21.25
U.S. Gulf	Japan	Heavy Grain	Apr 1/5	50,000	22.20
U.S. Gulf	Djibouti	Wheat[1]	Apr 4/14	34,000	128.76
U.S. Gulf	Djibouti	Sorghum	Apr 18/28	15,000	64.63
PNW	Algeria	Wheat	Feb 10/20	51,500	13.15
Brazil	China	Heavy Grain	May 1/6	60,000	14.75
Brazil	China	Heavy Grain	Apr 1/10	60,000	14.00
Brazil	China	Heavy Grain	Apr 1/10	60,000	13.90
Brazil	China	Heavy Grain	Mar 15/30	60,000	13.75
Brazil	China	Heavy Grain	Mar 15/30	60,000	13.25
Brazil	China	Heavy Grain	Mar 1/10	60,000	13.25
EC S America	China	Heavy Grain	May/June	60,000	14.75
EC S America	China	Heavy Grain	Feb/Mar 16	60,000	18.50
France	Algeria	Wheat	Mar 20/23	31,500	12.75
River Plate	Egypt	Heavy Grain	Mar 23/30	48,000	17.00
River Plate	Algeria	Corn	Mar 15/25	40,000	18.75

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

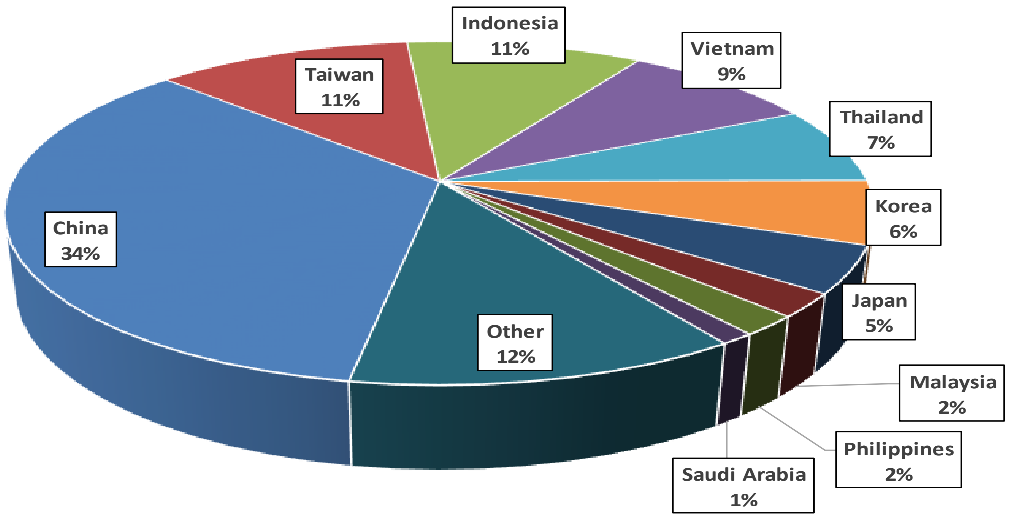
[1] 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc. (www.maritime-research.com)

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

Figure 18

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

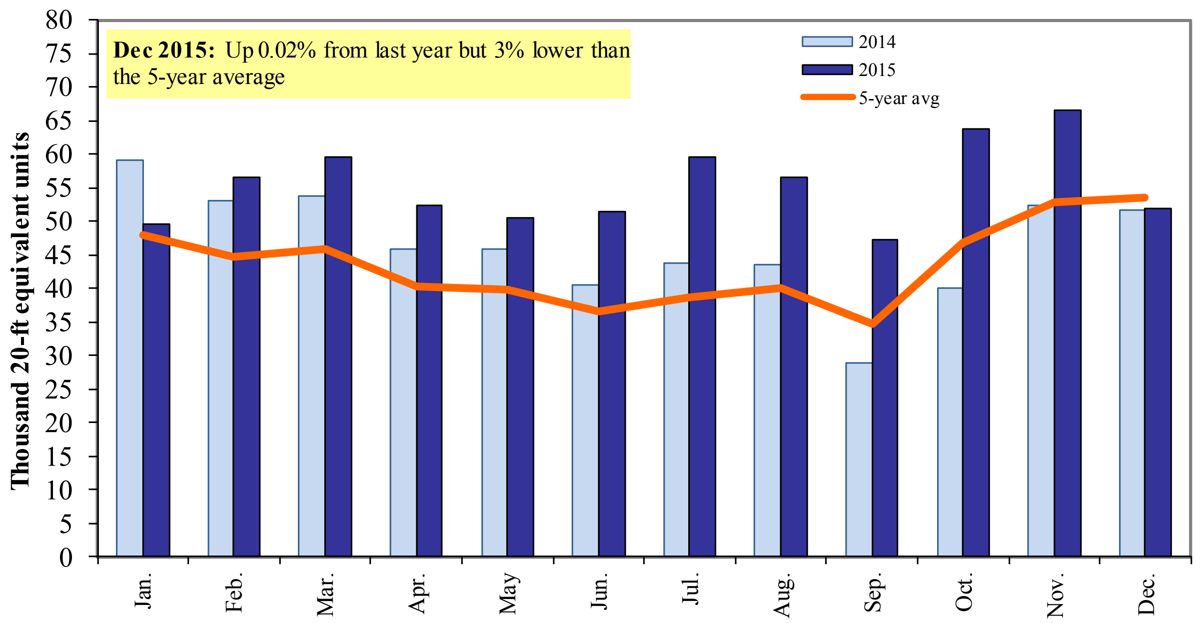


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

Monthly Shipments of Containerized Grain to Asia



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

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

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