USDA United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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October 1, 2015

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WEEKLY HIGHLIGHTS

Port of Long Beach Completes $93 Million On-Dock Rail Project

On Wednesday, September 16, Port of Long Beach (POLB) officials celebrated the completion of their $93 million rail project, called The Green Port Gateway. The project will enable the port terminals to increase their use of on-dock rail, where cargo containers are loaded directly from rail to marine terminals, skipping truck trips. POLB says the goal of the project was to improve efficiency and reduce air pollution, because “every on-dock rail train eliminates as many as 750 truck trips from regional roadways.” The Green Port Gateway is part of a larger, ongoing investment plan, which includes “four rail construction projects underway or scheduled to begin over the next year to enhance “on-dock rail,” as well as “$1 billion in rail projects over the next decade as part of a broader modernization program to strengthen the Port's competitiveness and reduce port-related impacts to the environment.” POLB is the second busiest port after neighboring Port of Los Angeles for containerized grain exports, representing 28 percent in 2014.

Soybean Harvest Ahead of Pace

As of September 27, the National Agricultural Statistics Service reports that 21 percent of the U.S. soybean crop is harvested, 5 percent ahead of the 5-year average pace of 16 percent this time of year. The major growing states of North Dakota, Minnesota, Illinois, Ohio, and South Dakota all harvested 20 percent or more of their respective soybean crops last week. Despite a lagging national corn harvest (5 percent behind the 5-year average), the corn harvest is nearing completion in the southeast, with Arkansas, Georgia, Louisiana, Mississippi, and South Carolina, all 96 percent or more compete, and Alabama trailing at 83 percent.

Grain Barge Rates Continue to Rise with Increased Harvest Pace and Lock Repairs

As of September 29, spot barge rates at most locations increased 2 to 7 percent compared to last week. Barge rates have steadily increased each week during September, as shippers obtained barges for the beginning of this year’s corn and soybean harvest. The biggest rate increases were on the Ohio River, where repair work on Locks and Dam 52 (near Brookport, IL) has delayed barge traffic. As of September 26, the repair work has been suspended, and traffic is transiting the previously closed main chamber. Lower Ohio River barge rates were 708 percent of tariff ($28.60 per ton), significantly lower than last year at this time when rates were 1,100 percent of tariff ($44.44 per ton). However, the current lower Ohio River spot rates are higher than the 5-year average of 655 percent of tariff ($26.42 per ton). During the last two weeks (September 13-26), there were an average 707 grain barges unloaded per week in the New Orleans area, while an average of 243 per week were reported transiting the locking portions of the Upper Mississippi, Ohio, and Arkansas Rivers (see Figure 12). This likely indicates a large volume of grain that is being delivered to the New Orleans area is currently originating on the lower Mississippi River.

Snapshots by Sector

Export Sales

During the week ending September 17, **unshipped balances** of wheat, corn, and soybeans totaled 30 mmt, down 31 percent from the same time last year. Net weekly **wheat export sales** of .283 mmt were down 25 percent from the prior week. Net **corn export sales** were .426 mmt, down 20 percent from the prior week, and net **soybean export sales** of 1.32 mmt were up 44 percent from the past week.

Rail

U.S. Class I railroads originated 22,977 **carloads of grain** during the week ending September 19, up 28 percent from last week, up 19 percent from last year, and up 22 percent from the 3-year average.

During the week ending September 24, average October shuttle **secondary railcar bids/offers** per car were $650 above tariff, up $246 from last week, and $3,975 lower than last year. Non-shuttle secondary railcar bids/offers were $72 above tariff, up $28 from last week, and $2,929 lower than last year.

Barge

During the week ending September 26, **barge grain movements** totaled 365,450 tons, down 1 percent from last week, and up 1 percent from the same period last year.

During the week ending September 26, 238 grain barges **moved down river**, down 4 percent from last week; 750 grain barges were **unloaded in New Orleans**, down 4 percent from the previous week.

Ocean

During the week ending September 24, 43 **ocean-going grain vessels** were loaded in the Gulf, 2 percent more than the same period last year. Forty-nine vessels are expected to be loaded within the next 10 days, 34 percent more than the same period last year.

During the week ending September 25, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $33.25 per metric ton (mt), down 2 percent from the previous week. The cost of shipping from the PNW to Japan was $17.75 per mt, down 1 percent from the previous week.

Fuel

During the week ending September 28, U.S. average **diesel fuel prices** decreased 2 cents from the previous week to $2.48 per gallon—down $1.28 from the same week last year.

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Web: http://dx.doi.org/10.9752/TS056.10-01-2015

Feature Article/Calendar

Oct. 22-25, 2015	2015 North American Millers' Association (NAMA) Annual Meeting	The Royal Palms Resort and Spa, Phoenix, AZ	http://www.namamillers.org/ 2015-annual-meeting/
Oct. 26-28, 2015	National Advanced Biofuels Conference and Expo	CenturyLink Center, Omaha, NE	http://www.advancedbiofuelsconference.com/ ema/DisplayPage.aspx?pageId=Home
Oct. 31-Nov. 3, 2015	IAOM Mideast and Africa Conference and Expo	Dubai World Trade Center, UAE	http://iaom-mea.com/IAOM-DUBAI/
Nov. 5, 2015	World Shipping Summit 2015	Guangzhou, China	http://en.cosco.com/
Nov. 10-12, 2015	Oklahoma Ag Expo	Embassy Suites, Norman, OK	http://www.oklahomaag.com/
Nov. 18-19, 2015	Kansas Agri Business Expo	Century II Convention Center, Wichita, KS	http://www.ksabe.org/
Dec. 1-3, 2015	Agricultural Retailers Association Conference & Expo	J.W. Marriott, Palm Desert, CA	http://www.aradc.org/home
Dec. 6-8, 2015	National Grain & Feed Assn. (NGFA) Country Elevator Conference	Sheraton Hotel at Crown Center, Kansas City, MO	http://www.ngfa.org/
Dec. 15-16, 2015	Missouri Agribusiness Association Convention	Holiday Inn Exec. Center, Columbia, MO	http://www.mo-ag.com/
Jan. 10-13, 2016	American Farm Bureau Federation Annual Convention	Orlando, FL	http://annualconvention.fb.org/
Jan. 10-14, 2016	The Transportation Research Board (TRB) Annual Meeting	Walter E. Washington Convention Center, in Washington, D.C.	http://www.trb.org/AnnualMeeting/ AnnualMeeting.aspx
Jan. 11-13, 2016	Michigan Agri-Business Association Convention	Lansing Center, Lansing, MI	http://www.miagbiz.org/
Jan. 12-14, 2016	Wisconsin Agri-Business Association Convention	Alliant Energy Center, Madison, WI	http://www.wiagribusiness.org/
Jan. 12-14, 2016	Rocky Mountain Agri-Business Association Convention	Crowne Plaza Hotel, Denver, CO	http://www.rmagbiz.org/
Jan. 17-19, 2016	North Dakota Grain Dealers Association Convention	Fargo Holiday Inn, Fargo, ND	http://www.ndgda.org/
Jan. 18-19, 2016	Agribusiness Council of Indiana Conf/Expo	Downtown Marriott, Indianapolis, IN	http://www.inagribiz.org/
Jan. 20-21, 2016	South Dakota Ag Expo	Sioux Falls Convention Center, Sioux Falls, SD	http://www.sdgfa.org/
Jan. 25-28, 2016	National Biodiesel Conference & Expo	Tampa Convention Center, West Hall, Tampa, FL	http://biodieselconference.org/2016/
Jan. 26-28, 2016	AFIA International Feed Expo	Georgia World Congress Center, Atlanta, GA	http://www.afia.org/
Jan. 28-29, 2016	Transportation, Elevator, and Grain Merchants Association (TEGMA) Annual Meeting	Westin Kierland Resort & Spa, Scottsdale, Arizona	http://www.tegma.org/
Feb. 27-1, 2016	2016 GEAPS Exchange	Austin , TX	http://www.geaps.com/exchange/
Mar. 13-15, 2016	National Grain & Feed Assn. (NGFA) Convention	Hotel Del Coronado, San Diego, CA	http://www.ngfa.org/

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
09/30/15	166	254	239	359	149	126
09/23/15	167	252	228	335	152	128

[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

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

Commodity	Origin--Destination	9/25/2015	9/18/2015
Corn	IL--Gulf	-0.68	-0.63
Corn	NE--Gulf	-0.79	-0.72
Soybean	IA--Gulf	-1.55	-1.50
HRW	KS--Gulf	-1.65	-1.60
HRS	ND--Portland	-2.11	-2.05

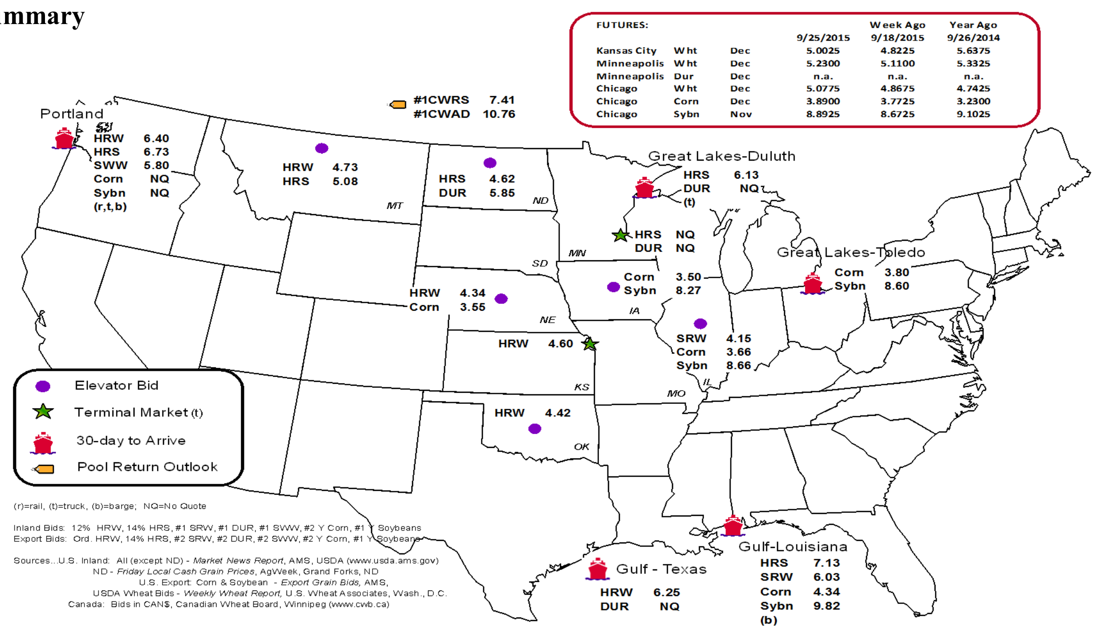
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1

Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
9/23/2015[p]	34	511	2,881	78	3,504	9/19/2015	1,958
9/16/2015[r]	110	986	2,690	196	3,982	9/12/2015	2,338
2015 YTD[r]	13,017	43,707	147,459	15,494	219,677	2015 YTD	68,554
2014 YTD[r]	22,091	61,734	165,629	18,907	268,361	2014 YTD	72,271
2015 YTD as % of 2014 YTD	59	71	89	82	82	% change YTD	95
Last 4 weeks as % of 2014[2]	16	59	69	43	63	Last 4wks % 2014	94
Last 4 weeks as % of 4-year avg.[2]	27	59	88	108	77	Last 4wks % 4 yr	117
Total 2014	44,621	83,674	256,670	32,107	417,072	Total 2014	96,467
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	71,397

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2013 and prior 4-year average.

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

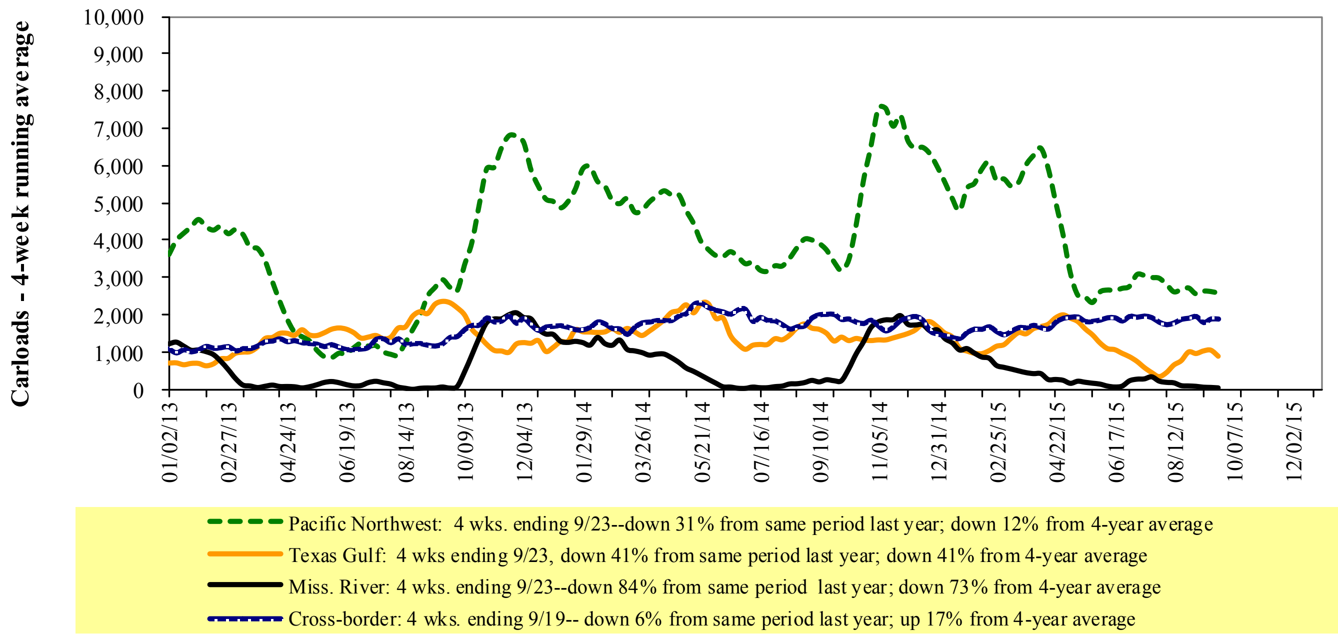
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

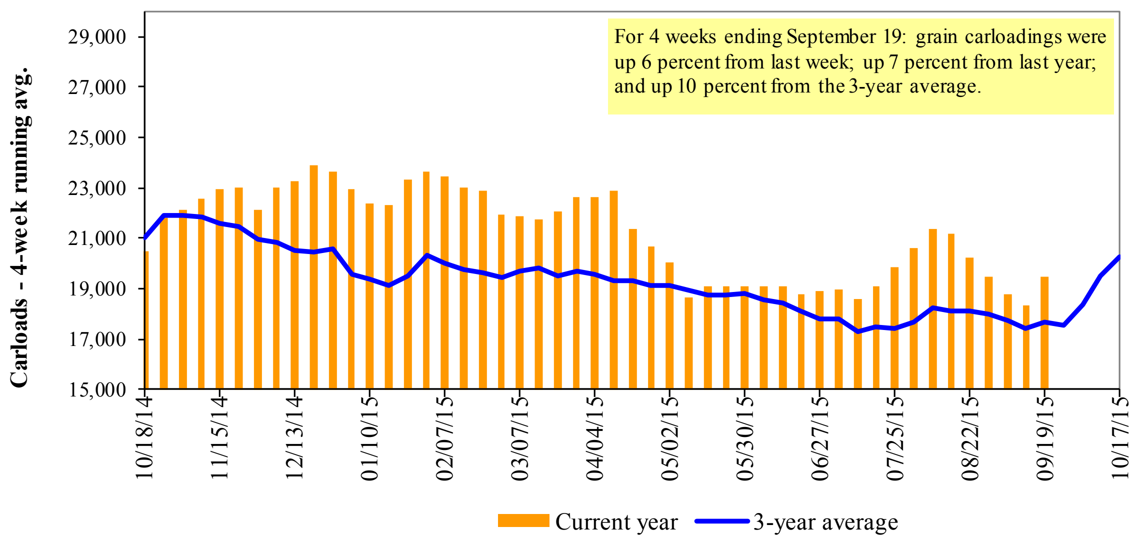
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
09/19/15	1,638	2,434	12,043	1,336	5,526	22,977	3,590	4,510
This week last year	1,057	1,551	9,685	873	6,153	19,319	3,974	5,036
2015 YTD	71,864	106,626	364,697	32,796	188,348	764,331	146,838	165,348
2014 YTD	66,050	103,929	323,701	30,993	207,332	732,005	163,317	195,381
2015 YTD as % of 2014 YTD	109	103	113	106	91	104	90	85
Last 4 weeks as % of 2014[1]	103	122	110	119	94	107	79	92
Last 4 weeks as % of 3-yr avg.[2]	118	128	103	132	110	110	85	93
Total 2014	103,331	153,771	482,431	47,510	297,969	1,085,012	242,616	276,322

[1]The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

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]

Week ending 9/24/2015	Delivery period							
	Oct-15	Oct-14	Nov-15	Nov-14	Dec-15	Dec-14	Jan-16	Jan-15
BNSF[3]								
COT grain units	no bids	no offer	0	no offer	no bids	no offer	no bids	no offer
COT grain single-car[5]	0 . . 7	no offer	0	no offer	0	no offer	no bids	no offer
UP[4]								
GCAS/Region 1	10	no offer	no bids	no offer	no bids	no offer	n/a	n/a
GCAS/Region 2	29	no offer	10	no offer	no bids	no offer	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.

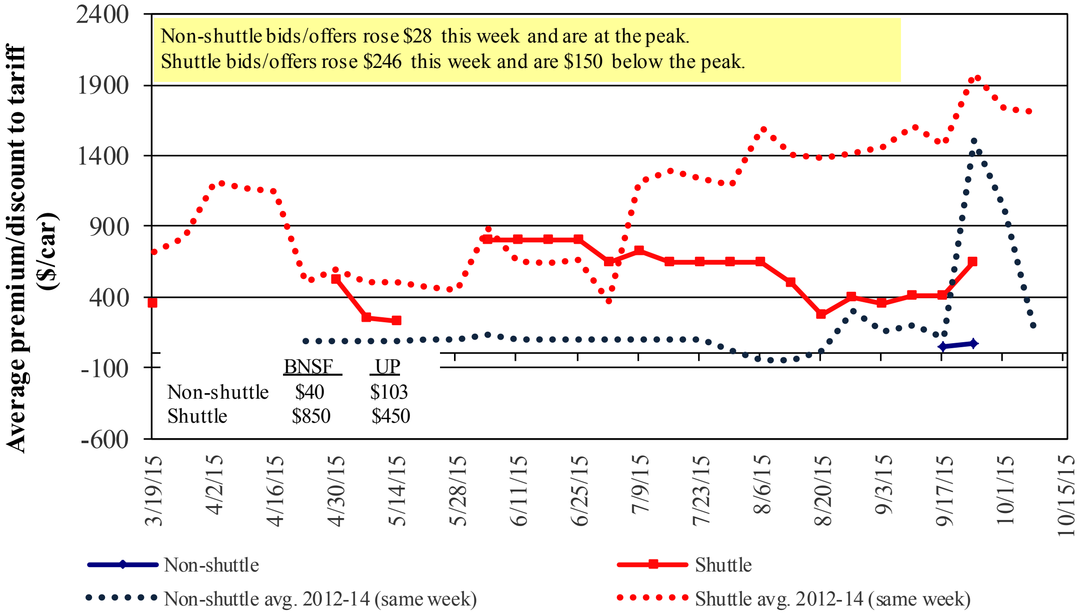
[5]Range is shown because average is not available. Not available = n/a.

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 October 2015, Secondary Market

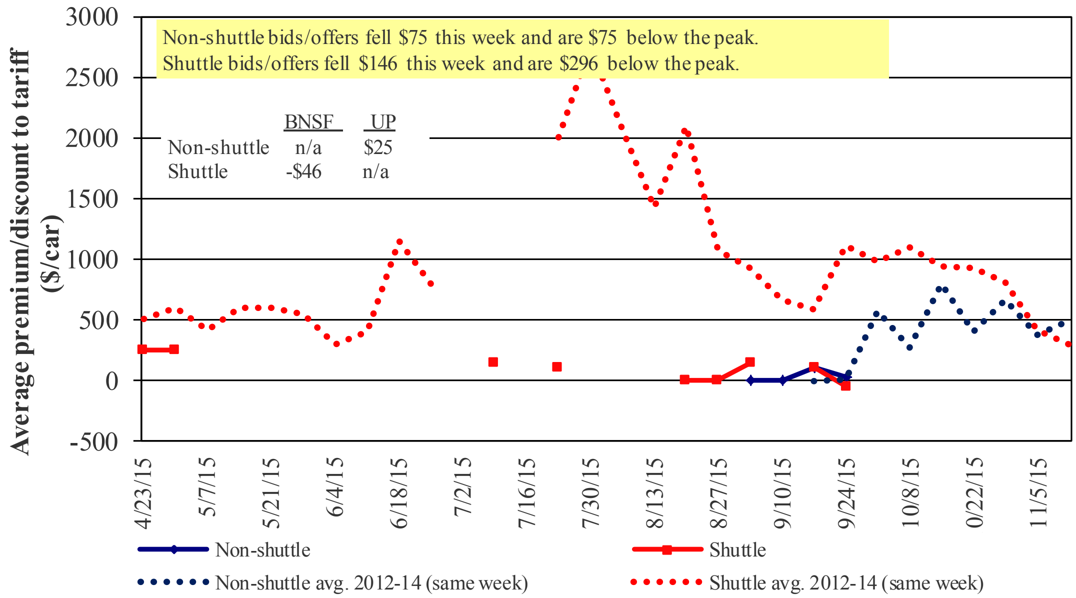


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in November 2015, Secondary Market

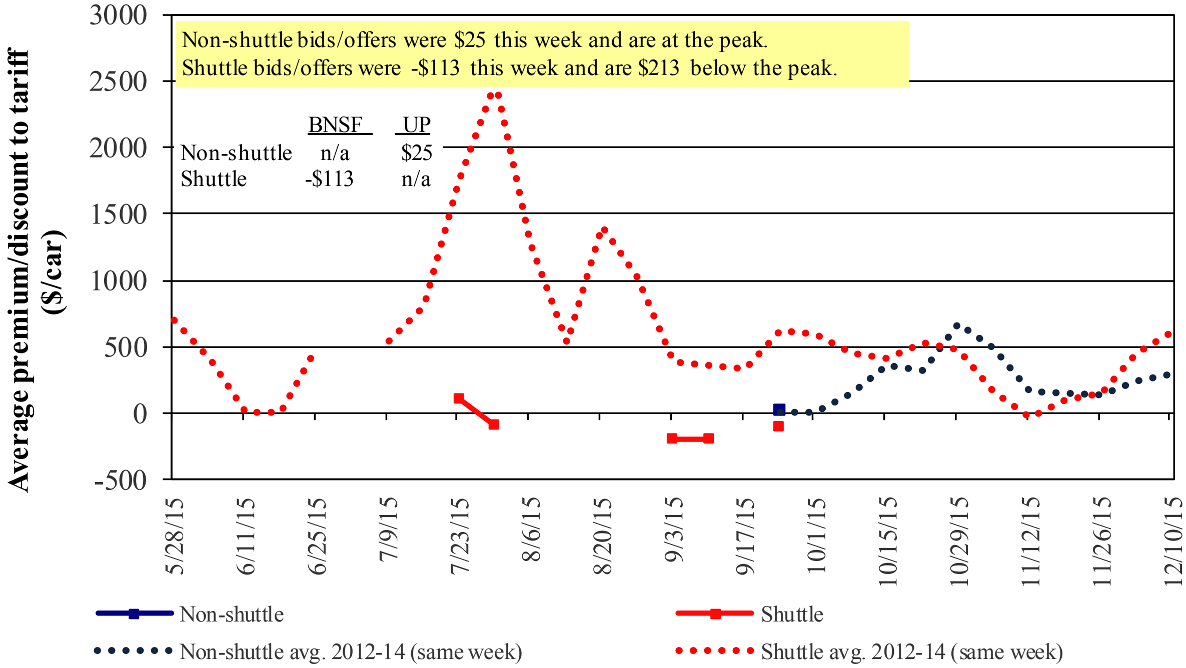


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in December 2015, 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)[1]

Week ending 9/24/2015	Delivery period: Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16
Non-shuttle						
BNSF-GF	40	n/a	n/a	n/a	n/a	n/a
Change from last week	(10)	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(3,460)	n/a	n/a	n/a	n/a	n/a
UP-Pool	103	25	25	n/a	n/a	n/a
Change from last week	65	(75)	n/a	n/a	n/a	n/a
Change from same week 2014	(2,397)	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	850	(46)	(113)	n/a	n/a	n/a
Change from last week	300	(146)	n/a	n/a	n/a	n/a
Change from same week 2014	(4,900)	(3,796)	n/a	n/a	n/a	n/a
UP-Pool	450	n/a	n/a	n/a	n/a	n/a
Change from last week	192	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(3,050)	n/a	n/a	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week

[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

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: 9/1/2015	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	$71	$36.50	$0.99	3
	Grand Forks, ND	Duluth-Superior, MN	$3,563	$24	$35.62	$0.97	-3
	Wichita, KS	Los Angeles, CA	$6,950	$122	$70.23	$1.91	4
	Wichita, KS	New Orleans, LA	$4,243	$125	$43.37	$1.18	0
	Sioux Falls, SD	Galveston-Houston, TX	$6,486	$100	$65.41	$1.78	5
	Northwest KS	Galveston-Houston, TX	$4,511	$137	$46.15	$1.26	0
	Amarillo, TX	Los Angeles, CA	$4,710	$190	$48.66	$1.32	-2
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,328	$141	$34.45	$0.88	-2
	Toledo, OH	Raleigh, NC	$5,555	$0	$55.16	$1.40	9
	Des Moines, IA	Davenport, IA	$2,168	$30	$21.83	$0.55	2
	Indianapolis, IN	Atlanta, GA	$4,761	$0	$47.28	$1.20	9
	Indianapolis, IN	Knoxville, TN	$4,104	$0	$40.75	$1.04	12
	Des Moines, IA	Little Rock, AR	$3,308	$88	$33.72	$0.86	-1
	Des Moines, IA	Los Angeles, CA	$4,852	$255	$50.72	$1.29	-13
Soybeans	Minneapolis, MN	New Orleans, LA	$3,844	$127	$39.43	$1.07	0
	Toledo, OH	Huntsville, AL	$4,676	$0	$46.43	$1.26	17
	Indianapolis, IN	Raleigh, NC	$5,625	$0	$55.86	$1.52	9
	Indianapolis, IN	Huntsville, AL	$4,368	$0	$43.38	$1.18	22
	Champaign-Urbana, IL	New Orleans, LA	$3,974	$141	$40.86	$1.11	0
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,953	$70	$39.95	$1.09	1
	Wichita, KS	Galveston-Houston, TX	$3,919	$55	$39.46	$1.07	7
	Chicago, IL	Albany, NY	$4,723	$0	$46.90	$1.28	9
	Grand Forks, ND	Portland, OR	$5,611	$122	$56.93	$1.55	1
	Grand Forks, ND	Galveston-Houston, TX	$6,532	$127	$66.12	$1.80	0
	Northwest KS	Portland, OR	$5,478	$224	$56.62	$1.54	-2
Corn	Minneapolis, MN	Portland, OR	$5,180	$148	$52.91	$1.34	-6
	Sioux Falls, SD	Tacoma, WA	$5,130	$136	$52.29	$1.33	-5
	Champaign-Urbana, IL	New Orleans, LA	$3,147	$141	$32.65	$0.83	-3
	Lincoln, NE	Galveston-Houston, TX	$3,610	$79	$36.63	$0.93	-4
	Des Moines, IA	Amarillo, TX	$3,645	$110	$37.29	$0.95	-3
	Minneapolis, MN	Tacoma, WA	$5,180	$147	$52.90	$1.34	-6
	Council Bluffs, IA	Stockton, CA	$4,600	$152	$47.19	$1.20	-6
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,690	$136	$57.85	$1.57	-5
	Minneapolis, MN	Portland, OR	$5,710	$148	$58.17	$1.58	-5
	Fargo, ND	Tacoma, WA	$5,580	$121	$56.61	$1.54	-4
	Council Bluffs, IA	New Orleans, LA	$4,425	$162	$45.56	$1.24	0
	Toledo, OH	Huntsville, AL	$3,851	$0	$38.24	$1.04	22
	Grand Island, NE	Portland, OR	$5,360	$229	$55.50	$1.51	-2

[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: 9/1/2015				Fuel			Percent
Commodity	Origin state	Destination region	Tariff rate/car[1]	surcharge per car[2]	Tariff plus surcharge per: metric ton[3]	bushel[3]	change Y/Y[4]
Wheat	MT	Chihuahua, CI	$7,648	$129	$79.46	$2.16	11
	OK	Cuautitlan, EM	$6,714	$156	$70.19	$1.91	-2
	KS	Guadalajara, JA	$7,159	$151	$74.69	$2.03	-3
	TX	Salinas Victoria, NL	$4,086	$59	$42.35	$1.15	2
Corn	IA	Guadalajara, JA	$8,427	$178	$87.92	$2.23	-2
	SD	Celaya, GJ	$7,780	$168	$81.21	$2.06	-5
	NE	Queretaro, QA	$7,618	$158	$79.45	$2.02	-3
	SD	Salinas Victoria, NL	$6,035	$128	$62.97	$1.60	-4
	MO	Tlalnepantla, EM	$6,963	$153	$72.71	$1.85	-4
	SD	Torreon, CU	$7,050	$141	$73.47	$1.86	-2
Soybeans	MO	Bojay (Tula), HG	$8,365	$150	$87.00	$2.37	-1
	NE	Guadalajara, JA	$8,929	$171	$92.98	$2.53	-1
	IA	El Castillo, JA	$9,270	$167	$96.43	$2.62	-2
	KS	Torreon, CU	$7,226	$106	$74.92	$2.04	0
Sorghum	TX	Guadalajara, JA	$7,150	$110	$74.18	$1.88	-2
	NE	Celaya, GJ	$7,404	$153	$77.21	$1.96	-4
	KS	Queretaro, QA	$7,255	$96	$75.11	$1.91	4
	NE	Salinas Victoria, NL	$5,883	$112	$61.25	$1.55	2
	NE	Torreon, CU	$6,662	$125	$69.35	$1.76	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

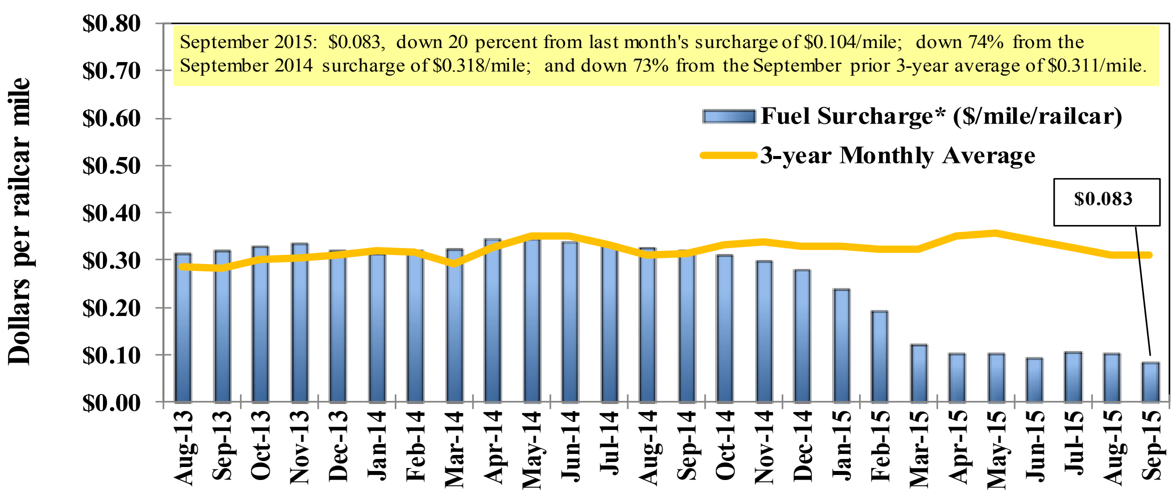
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4]Percentage change year over year 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]



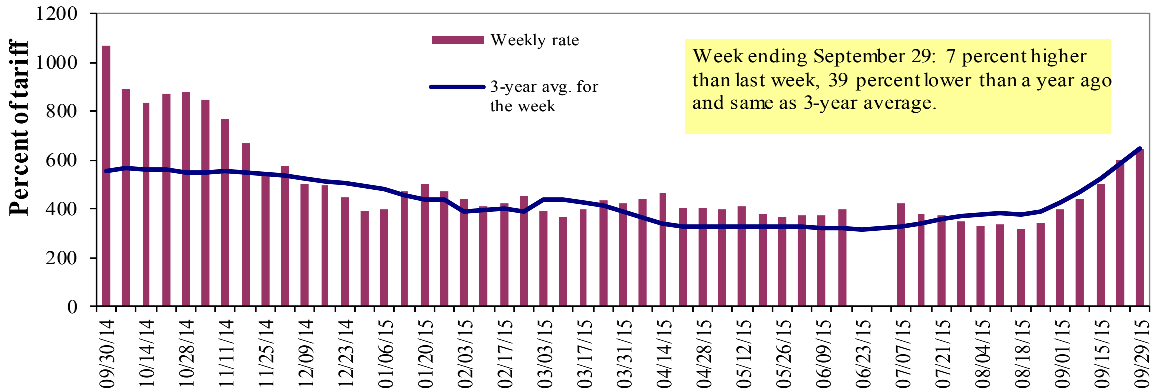
[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal. starting March 1, 2011.
***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]	9/29/2015	605	632	647	535	708	708	535
	9/22/2015	600	600	603	533	692	692	505
$/ton	9/29/2015	37.45	33.62	30.02	21.35	33.21	28.60	16.80
	9/22/2015	37.14	31.92	27.98	21.27	32.45	27.96	15.86
Current week % change from the same week:								
	Last year	-32	-38	-39	-48	-36	-36	-50
	3-year avg. [2]	-2	-1	0	-17	3	3	-20
Rate[1]	October	627	635	638	537	678	678	513
	December	-	-	432	345	402	402	295

[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

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.

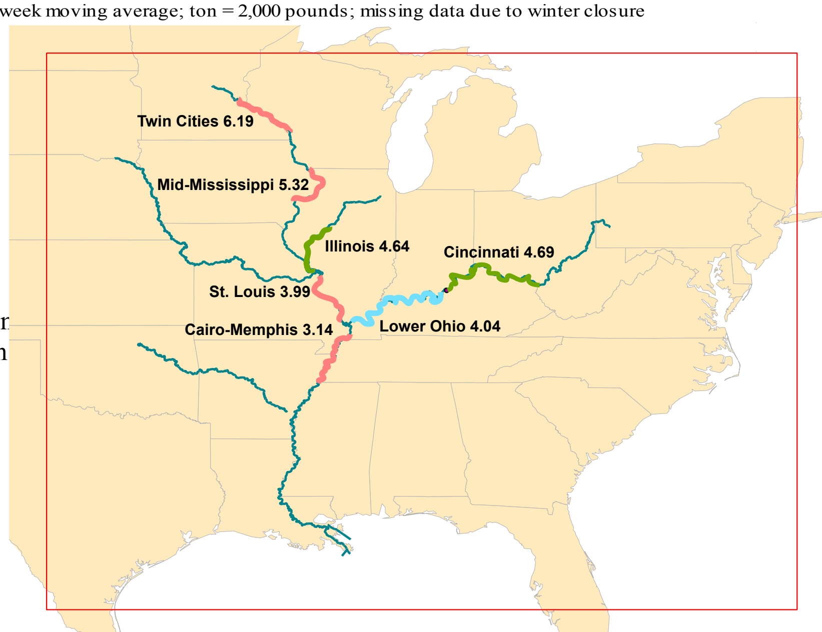
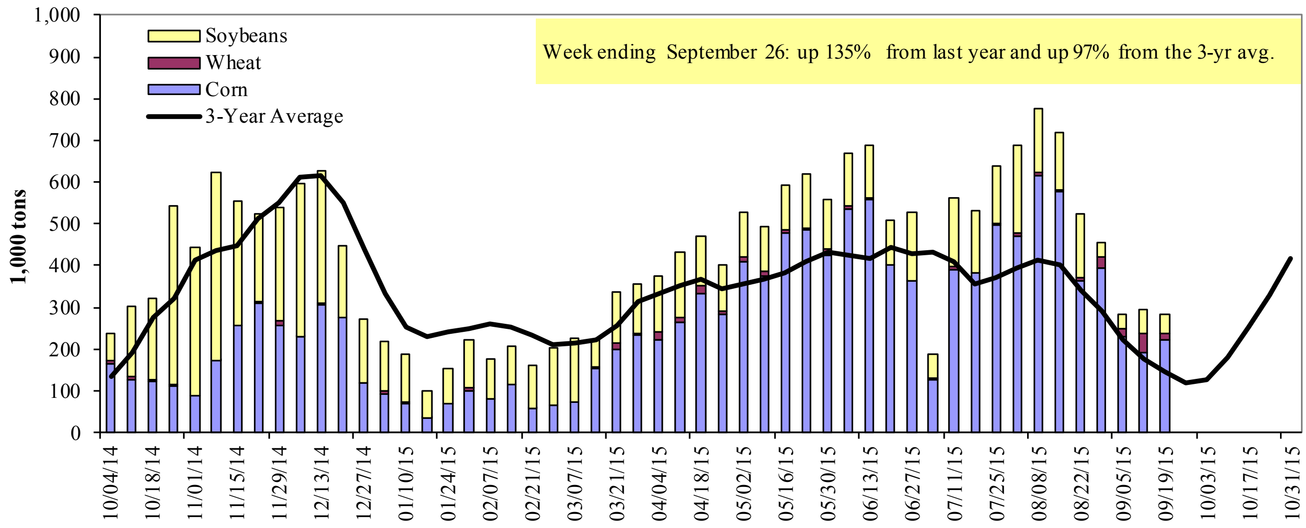


Figure 10

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)

Week ending 09/26/2015	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	44	8	2	0	54
Winfield, MO (L25)	134	13	14	0	160
Alton, IL (L26)	175	9	44	2	230
Granite City, IL (L27)	185	9	44	2	240
Illinois River (L8)	16	0	5	0	21
Ohio River (L52)	33	16	39	0	88
Arkansas River (L1)	0	20	15	3	38
Weekly total - 2015	218	45	98	4	365
Weekly total - 2014	282	18	52	10	362
2015 YTD[1]	15,778	1,579	6,961	201	24,519
2014 YTD	16,645	2,000	4,973	170	23,787
2015 as % of 2014 YTD	95	79	140	119	103
Last 4 weeks as % of 2014[2]	99	198	213	132	122
Total 2014	20,693	2,181	11,813	258	34,946

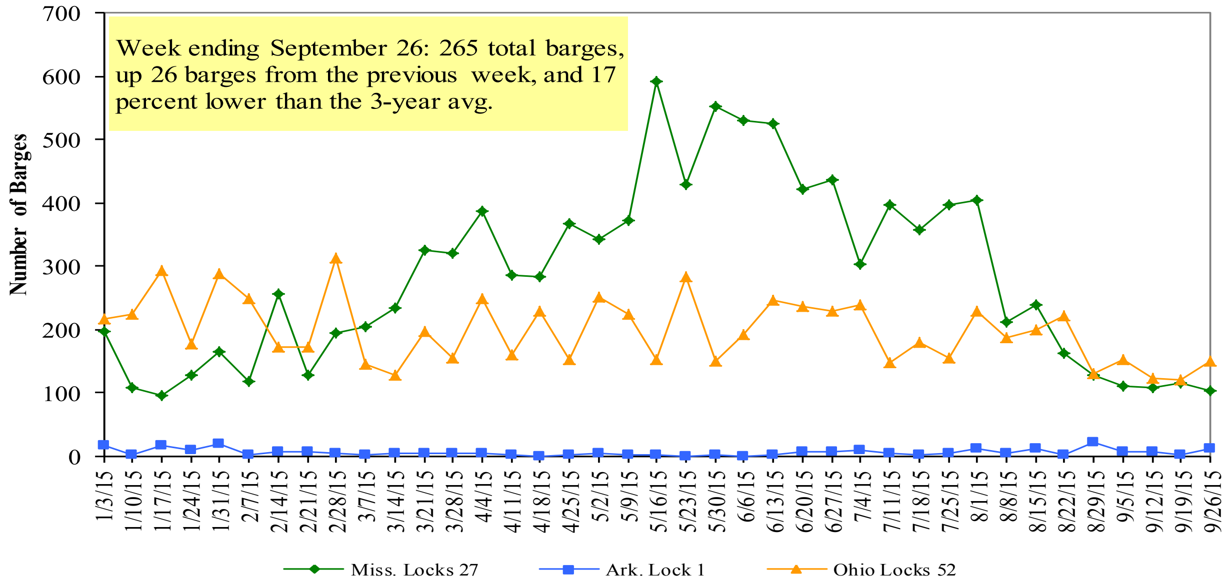
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2014.

Note: Total may not add exactly, due to rounding
Source: U.S. Army Corps of Engineers

Figure 11

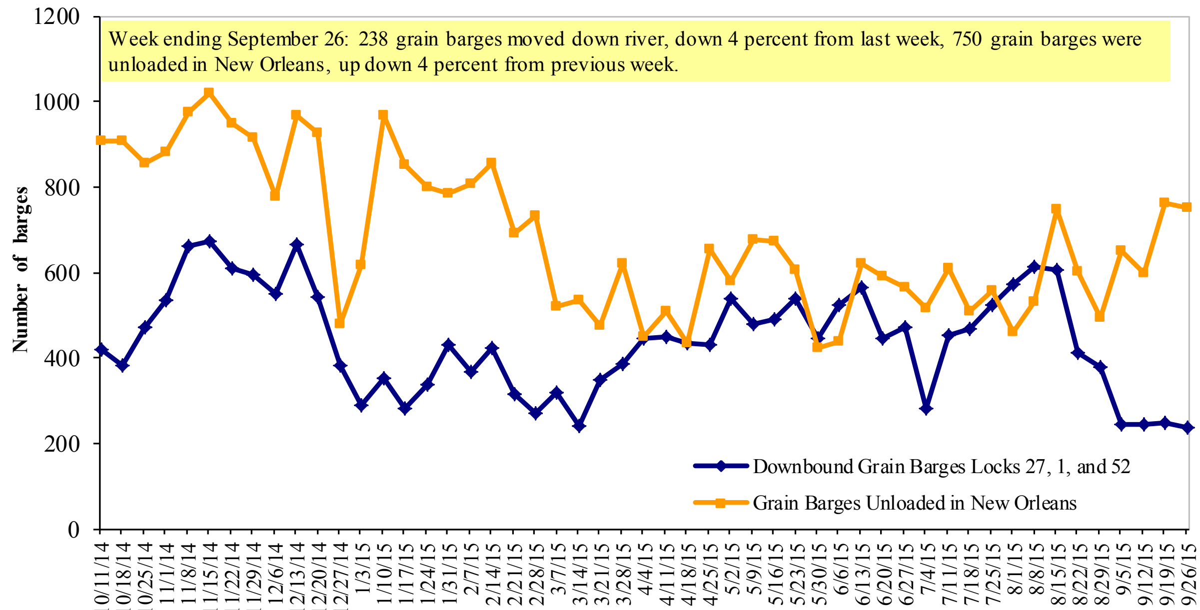
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 9/28/2015 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.534	-0.014	-1.244
	New England	2.590	-0.023	-1.290
	Central Atlantic	2.647	-0.015	-1.210
	Lower Atlantic	2.437	-0.011	-1.257
II	Midwest[2]	2.434	-0.013	-1.260
III	Gulf Coast[3]	2.323	-0.017	-1.362
IV	Rocky Mountain	2.486	-0.036	-1.320
V	West Coast	2.692	-0.022	-1.256
	West Coast less California	2.541	-0.009	-1.335
	California	2.815	-0.033	-1.192
Total	U.S.	2.476	-0.017	-1.279

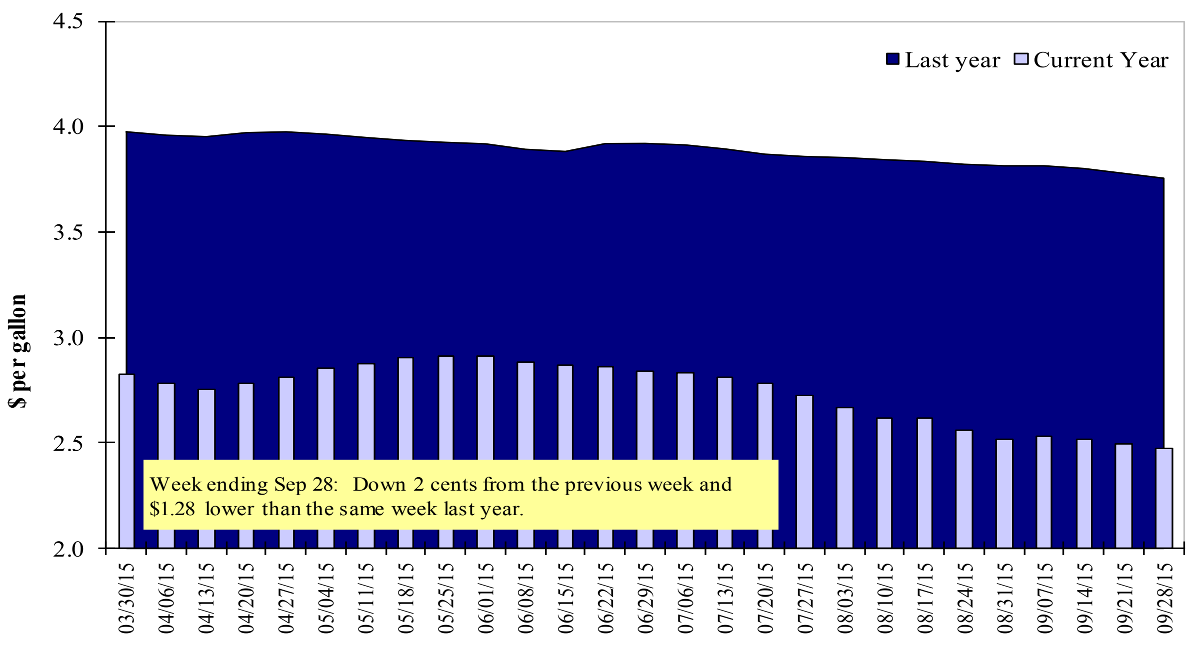
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

	Wheat						Corn	Soybeans	Total
Week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
9/17/2015	1,154	620	1,690	903	153	4,519	7,896	17,551	29,966
This week year ago	1,342	1,000	1,670	723	83	4,818	11,419	27,338	43,575
Cumulative exports-marketing year[2]									
2015/16 YTD	1,900	1,391	1,817	1,029	361	6,498	1,869	742	9,109
2014/15 YTD	2,644	1,425	2,422	1,351	167	8,009	2,457	617	11,083
YTD 2015/16 as % of 2014/15	72	98	75	76	216	81	76	120	82
Last 4 wks as % of same period 2014/15	94	75	107	129	199	102	59	47	56
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	32,194	46,619	101,149
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309

[1] Current unshipped 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

Week ending 09/17/2015	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 -
Japan	1,682	2,624	(36)	10,079
Mexico	3,721	3,634	2	8,145
Korea	123	284	(57)	2,965
Colombia	740	1,214	(39)	3,461
Taiwan	193	214	(9)	1,238
Top 5 Importers	**6,460**	**7,970**	**(19)**	**25,887**
Total US corn export sales	**9,766**	**13,876**	**(30)**	**34,445**
% of Projected	21%	29%		
Change from prior week	**426**	**836**		
Top 5 importers' share of U.S. corn export sales	66%	57%		75%
USDA forecast, September 2015	**47,074**	**47,710**	**(1)**	
Corn Use for Ethanol USDA forecast, September 2015	**133,350**	**132,207**	**1**	

(n) indicates negative number.

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

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

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

Table 14

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

Week Ending 09/17/2015	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 -
China	7,290	16,267	(55)	24,211
Mexico	1,000	970	3	2,971
Indonesia	179	553	(68)	1,895
Japan	794	477	66	1,750
Taiwan	320	508	(37)	1,055
Top 5 importers	**9,583**	**18,775**	**(49)**	**31,882**
Total US soybean export sales	**18,292**	**27,955**	**(35)**	**39,169**
% of Projected	39%	56%		
Change from prior week	1,316	2,490		
Top 5 importers' share of U.S. soybean export sales	52%	67%		**81%**
USDA forecast, September 2015	**47,003**	**50,000**	**(6)**	

(n) indicates negative number.

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

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

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

Table 15

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

Week Ending 09/17/2015	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	1,108	1,441	(23)	3,113
Mexico	1,116	1,534	(27)	2,807
Nigeria	923	1,266	(27)	2,512
Philippines	1,071	1,011	6	2,105
Brazil	292	1,339	(78)	2,091
Korea	567	726	(22)	1,273
Taiwan	507	518	(2)	1,007
Indonesia	120	295	(59)	751
Colombia	337	331	2	662
Thailand	141	164		618
Top 10 importers	**6,040**	**8,460**	**(29)**	**16,939**
Total US wheat export sales	**11,017**	**12,826**	**(14)**	**26,361**
% of Projected	45%	55%		
Change from prior week	283	386		
Top 10 importers' share of U.S. wheat export sales	55%	66%		64%
USDA forecast, September 2015	**24,523**	**23,270**	**5**	

(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	Week ending 09/24/15	Previous Week[1]	Current Week as % of Previous	2015 YTD[1]	2014 YTD[1]	2015 YTD as % of 2014 YTD	Last 4-weeks as % of 2014	Last 4-weeks as % of 3-yr. avg.	Total[1] 2014
Pacific Northwest									
Wheat	450	309	146	8,275	9,583	86	90	83	12,436
Corn	60	115	52	6,935	7,183	97	75	198	7,781
Soybeans	0	0	n/a	4,087	4,502	91	n/a	0	12,887
Total	**510**	**424**	**120**	**19,297**	**21,268**	**91**	**85**	**93**	**33,104**
Mississippi Gulf									
Wheat	108	174	62	3,602	3,736	96	170	98	4,495
Corn	531	398	134	22,203	23,834	93	81	106	30,912
Soybeans	478	500	96	13,646	11,519	118	159	106	29,087
Total	**1,117**	**1,072**	**104**	**39,450**	**39,089**	**101**	**110**	**105**	**64,495**
Texas Gulf									
Wheat	75	94	80	2,967	4,881	61	63	50	6,120
Corn	62	0	n/a	511	485	106	124	420	580
Soybeans	0	0	n/a	210	265	79	0	0	949
Total	**136**	**94**	**146**	**3,688**	**5,631**	**66**	**71**	**64**	**7,649**
Interior									
Wheat	52	40	128	1,110	1,079	103	40	99	1,400
Corn	136	166	81	4,669	4,330	108	95	158	5,677
Soybeans	76	27	285	2,206	2,380	93	82	111	4,312
Total	**264**	**234**	**113**	**7,985**	**7,789**	**103**	**84**	**124**	**11,389**
Great Lakes									
Wheat	0	11	0	723	447	162	136	104	935
Corn	0	10	0	416	209	200	107	286	288
Soybeans	0	0	n/a	86	51	170	n/a	0	988
Total	**0**	**21**	**0**	**1,225**	**706**	**173**	**126**	**127**	**2,211**
Atlantic									
Wheat	1	16	7	416	465	89	40	60	553
Corn	5	32	16	152	671	23	32	78	816
Soybeans	4	2	156	969	1,000	97	392	152	2,119
Total	**10**	**50**	**20**	**1,537**	**2,136**	**72**	**40**	**71**	**3,487**
U.S. total from ports[2]									
Wheat	685	644	106	17,092	20,191	85	95	80	25,939
Corn	794	721	110	34,887	36,711	95	82	126	46,054
Soybeans	558	529	105	21,203	19,716	108	160	99	50,342
Total	**2,037**	**1,895**	**108**	**73,182**	**76,619**	**96**	**97**	**100**	**122,335**

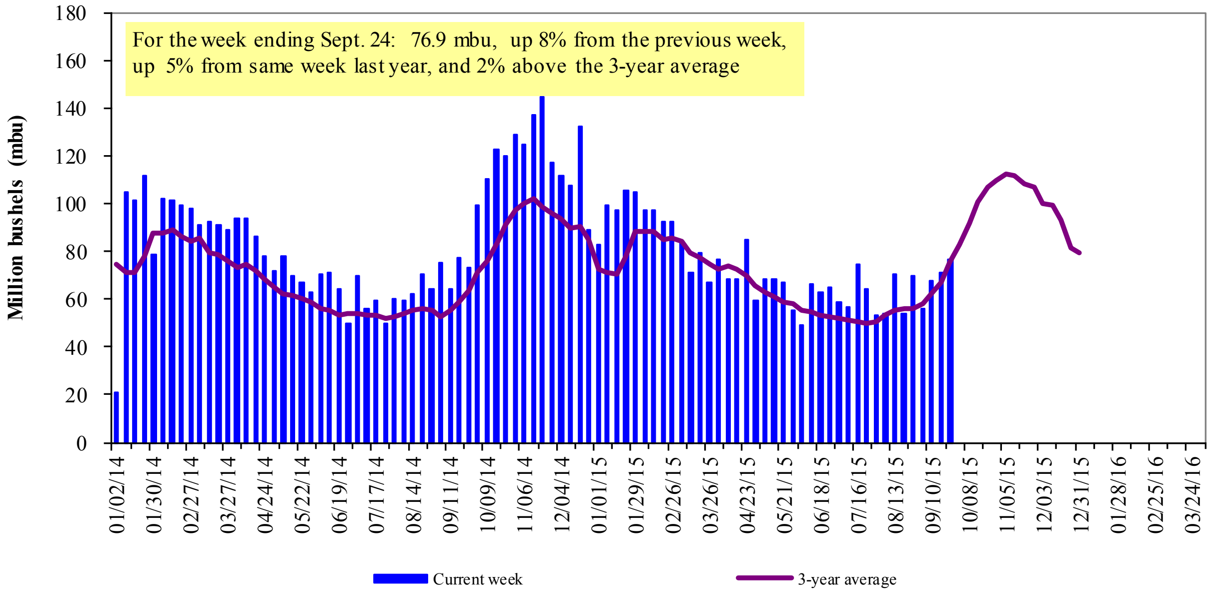
[1] Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2014.

Figure 14

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

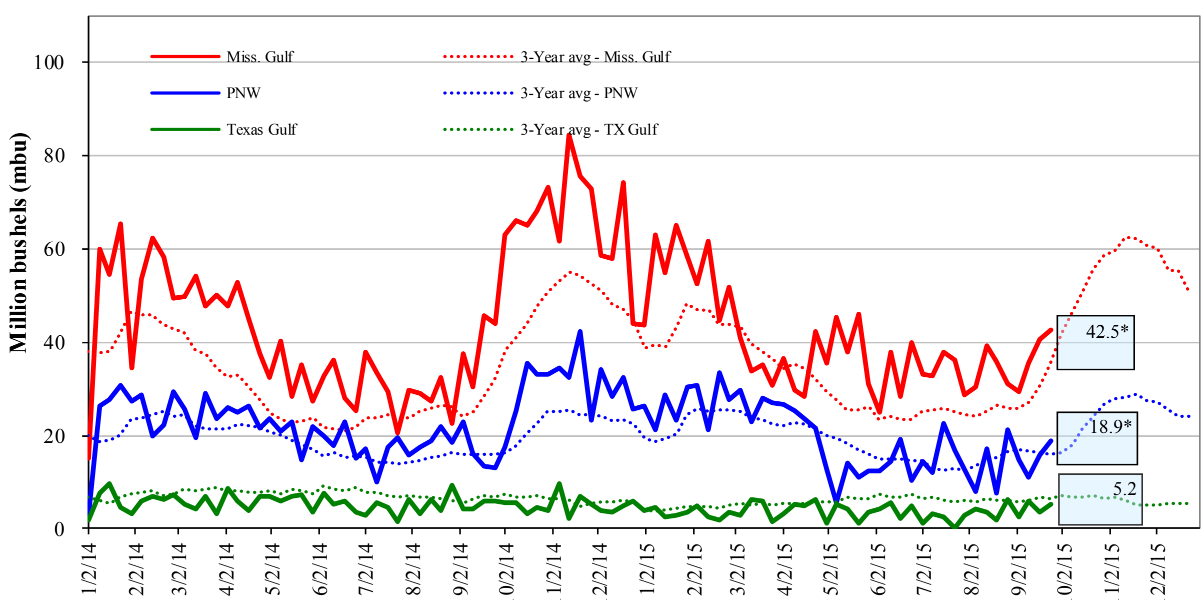


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

September 24: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 5	up 51	up 9	up 19
Last year (same week)	down 4	down 14	down 5	up 46
3-yr avg. (4-wk mov. avg.	up 20	down 21	up 14	up 7

Ocean Transportation

Table 17

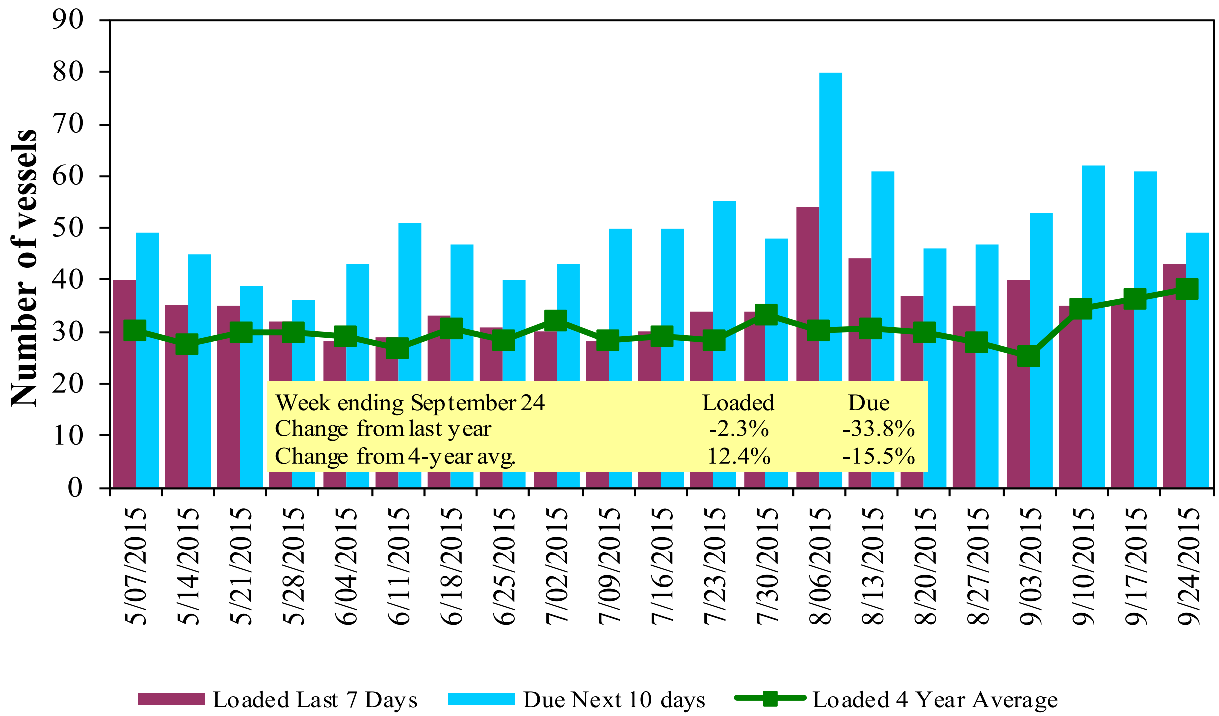
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
9/24/2015	47	43	49	14	n/a
9/17/2015	46	36	61	8	n/a
2014 range	(18..88)	(24..52)	(27..97)	(6..26)	n/a
2014 avg.	47	39	60	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf[1] Vessel Loading Activity

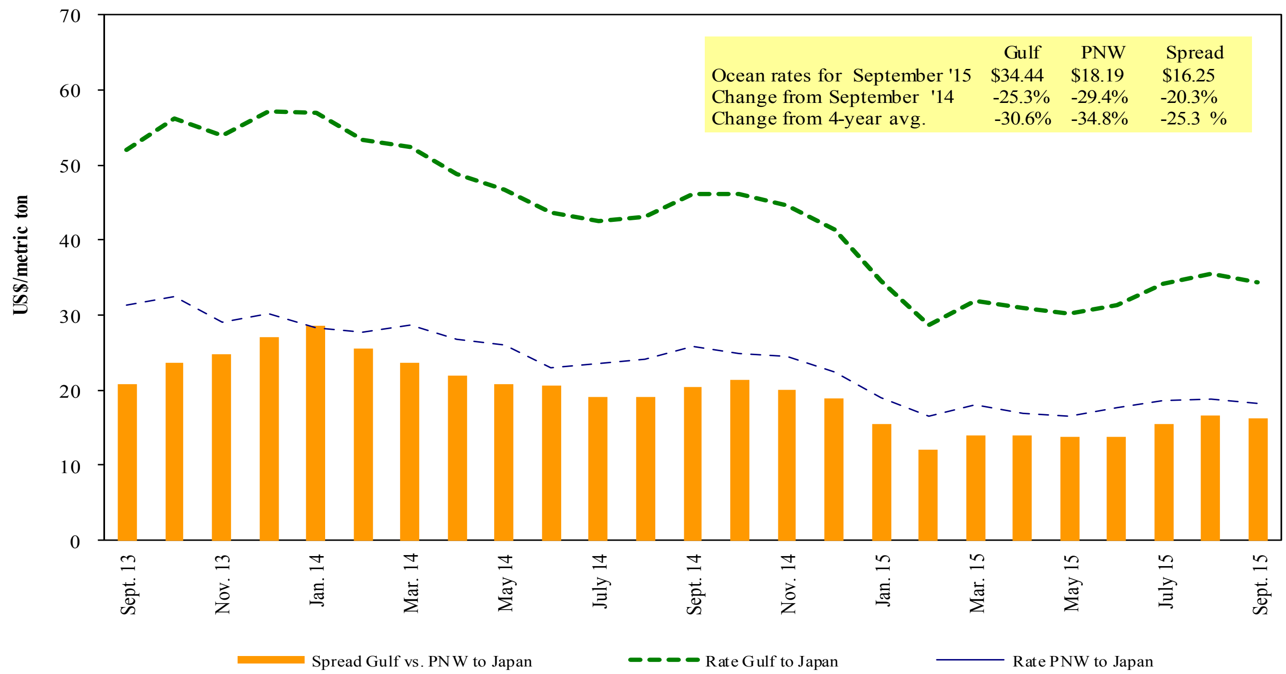


Source:Transportation & Marketing Programs/AMS/USDA

[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 09/26/2015

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S.Gulf	China	Heavy Grain	Oct 22/31	58,000	32.25
U.S.Gulf	China	Heavy Grain	Oct 22/31	58,000	31.00
U.S. Gulf	China	Heavy Grain	Oct 15/24	55,000	32.25
U.S. Gulf	China	Heavy Grain	Oct 5/20	58,000	31.00
U.S. Gulf	China	Heavy Grain	Oct 5/15	55,000	32.00
U.S. Gulf	China	Heavy Grain	Oct 5/15	55,000	31.50
U.S. Gulf	China	Heavy Grain	Sep 30/ Oct 4	55,000	32.25
U.S. Gulf	China	Heavy Grain	Nov 1/30	55,000	34.50
U.S. Gulf	China	Heavy Grain	Sep 10/20	58,000	36.00
U.S. Gulf	China	Heavy Grain	Sept 20/25	58,000	32.50
U.S. Gulf	China	Heavy Grain	Sep 1/10	60,000	33.00
U.S. Gulf	Guatemala[1]	Corn	Jul 20/30	10,000	108.18
PNW	Yemen	Heavy Grain	Oct 1/20	55,000	26.00
Australia	Yemen	Heavy Grain	Oct 1/20	55,000	18.00
Black Sea	Saudi Arabia	Grain	Aug 15/20	60,000	26.25
Brazil	South Africa	Grain	Oct 1/10	40,000	16.80
Brazil	China	Heavy Grain	Sep 20/30	60,000	24.25
EC S. America	China	Grain	Sep 25/Oct 5	65,000	22.50
France	Algeria	Wheat	Sep 8/10	23,500	17.50
France	Algeria	Heavy Grain	Sep 5/10	25,000	18.00
Latvia	Algeria	Grain	Sep 1/5	45,000	19.25
Lithuania	Sp Mediterranean	Grain	Sep 10/14	25,000	19.50

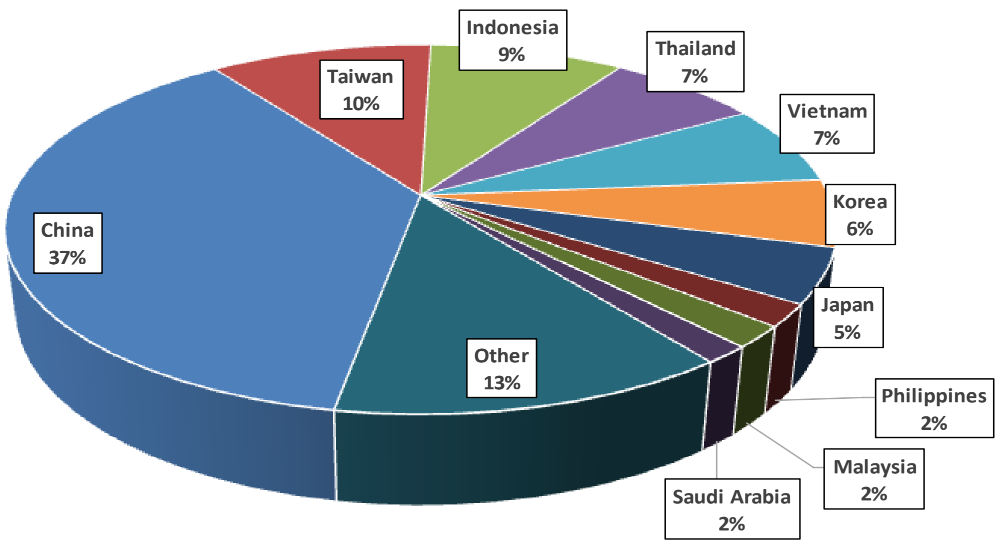
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

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

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

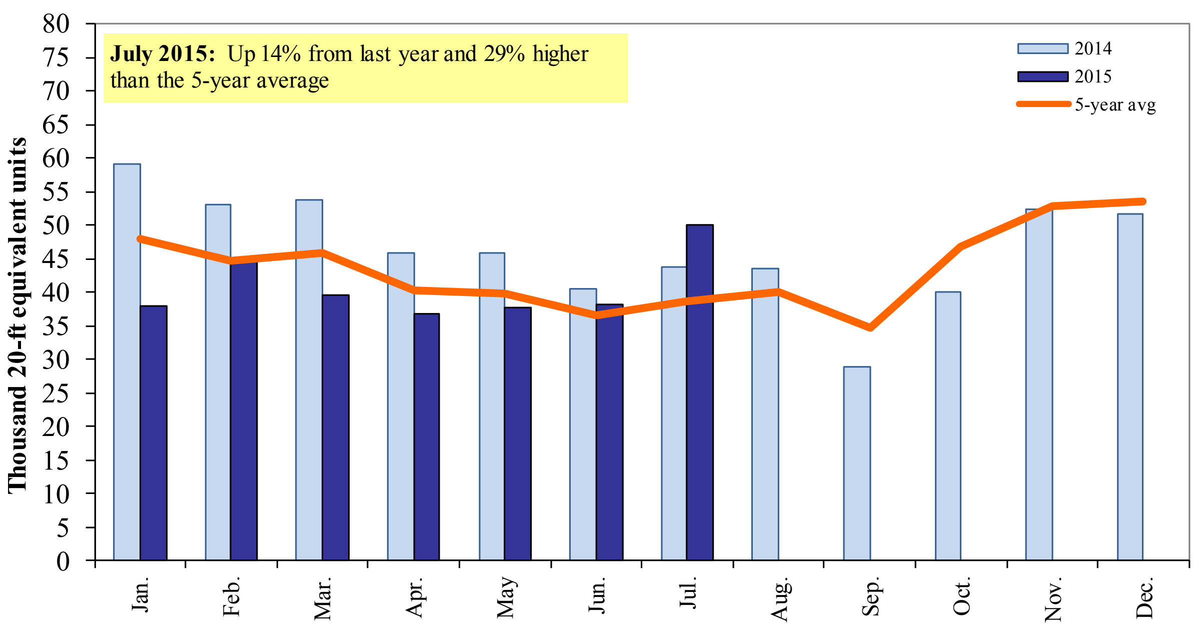
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, January-July 2015



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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