



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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## WEEKLY HIGHLIGHTS

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### Ocean Freight Rates Drop to the Lowest Levels in Six Years

By the end of January, ocean freight rates for shipping bulk grains dropped to their lowest levels since the end of January 2009. During the week ending January 30, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$28 per mt, down 18 percent from the previous week and 50 percent less than a year ago. The cost of shipping from the PNW to Japan was \$16 per mt, down 14 percent from the previous week, and 43 percent less than a year ago. The reduction in rates is fueled by excess vessel supply and insufficient demand.

### Pacific Northwest Grain Inspections Rebound

For the week ending January 29, total grain inspections from the Pacific Northwest (PNW) rebounded, reaching 0.818 million metric tons (mmt), up 31 percent from the past week and 11 percent above last year. PNW soybean inspections, shipped mainly to China, jumped 79 percent from the previous week, and wheat inspections increased 15 percent. Mississippi Gulf grain inspections, however, were down 10 percent from the past week. **Total inspections of grain** (corn, wheat, and soybeans) from all major export regions reached 2.74 million metric tons (mmt), down 2 percent from the past week, up 30 percent from last year and 16 percent above the 3-year average. Total wheat and soybean inspections increased 23 and 5 percent from the past week, but could not offset the 24-percent drop in corn inspections.

### Falling Diesel Prices Lower Rail Fuel Surcharges

As fuel prices have continued to fall, monthly fuel surcharges on the Class I railroads have dropped to the lowest level since April 2010. Class I railroads peg changes in their monthly fuel surcharges to the Highway Diesel Fuel Index published by the Energy Information Administration. Falling diesel prices have resulted in the **weighted average monthly fuel surcharge** for February 2015 dropping to \$0.214 per mile per railcar, down 20 percent from last month's surcharge of \$0.266 per mile per railcar and down 34 percent from the three year average of \$0.324 per mile per railcar. The weighted average fuel surcharge in April 2010 was \$0.206 but was as high as \$0.371 per mile per railcar in May 2012.

## Snapshots by Sector

### Export Sales

During the week ending January 22, **unshipped balances** of wheat, corn, and soybeans totaled 32.6 mmt, 7.5 percent lower than at the same time last year. **Corn export sales** reached 1.07 mmt, down 51 percent from the previous week, but unchanged from the prior 4-week average. **Wheat** reached 0.544 mmt, up 19 percent, and **soybeans**, at 0.888 mmt were up noticeably from the previous week.

### Rail

U.S. railroads originated 23,447 **carloads of grain** during the week ending January 24, down 6 percent from last week, up 1 percent from last year, and 10 percent higher than the 3-year average.

During the week ending January 29, average February shuttle **secondary railcar bids/offers per car** were \$213 below tariff, up \$88 from last week and \$1,359 lower than last year. There were no non-shuttle secondary railcar bids/offers.

### Barge

During the week ending January 31, **barge grain movements** totaled 699,590 tons—25 percent higher than the previous week and 13 percent higher than the same period last year.

During the week ending January 31, 432 grain barges **moved down river**, up 28 percent from last week; 787 grain barges were **unloaded in New Orleans**, down 1.6 percent from the previous week.

### Ocean

During the week ending January 29, 41 **ocean-going grain vessels** were loaded in the Gulf, 11 percent more than the same period last year. Seventy-four vessels are expected to be loaded within the next 10 days, 24 percent less than the same period last year.

During the week ending January 30, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$28 per mt, down 18 percent from the previous week. The cost of shipping from the PNW to Japan was \$16 per mt, down 14 percent from the previous week.

### Fuel

During the week ending February 2, U.S. average **diesel fuel prices** decreased 4 cents from the previous week to \$2.83 per gallon. They were down \$1.12 cents from the same week last year.

# Feature Article/Calendar

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

Fourth quarter 2014 transportation costs for wheat shipped to Japan were mostly unchanged from the third quarter 2014. During the fourth quarter, ocean rates continued to fall in the Pacific Northwest (PNW) and Gulf ocean rates remained the same as the previous quarter. Truck rates decreased 3 percent from the previous quarter, as trucking activity decreased. Year-to-year transportation costs for shipping wheat from each State to Japan were down from both -the PNW and Gulf, primarily because of lower ocean freight rates (see *tables 1 and 2*). Total fourth-quarter inspections of wheat for export were down 23 percent from the past year as demand from Asia and Latin America decreased (see *GTR 1-15-15*).

Fourth quarter transportation costs to ship wheat through the PNW to Japan were down 1 percent from Kansas and down less than 1 percent from North Dakota relative to the previous quarter, at \$93.52 and \$92.31 per metric ton (mt), respectively (see table 1). Year-to-year transportation costs to ship wheat through the PNW decreased 5 percent for Kansas and 7 percent for North Dakota. The cost of shipping from Kansas and North Dakota to Japan through the Gulf remained unchanged quarter to quarter, averaging \$92.73 and \$121.56 per mt, respectively (see table 2). Year-to-year Gulf transportation costs were down 15 percent from Kansas and 10 percent from North Dakota. Fourth quarter wheat transportation costs continued to represent 30 to 36 percent of the landed cost (see *tables 1 and 2*).

**Table 1: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the PNW**

Mode	KS					ND				
	2013 4th qtr	2014 3rd qtr	2014 4th qtr	Year-to-Year change	Quarterly change	2013 4th qtr	2014 3rd qtr	2014 4th qtr	Year-to-Year change	Quarterly change
	\$/metric ton			%	%	\$/metric ton			%	%
Truck	12.42	11.70	12.06	-2.90	3.08	12.42	11.70	12.06	-2.90	3.08
Rail <sup>1</sup>	55.95	58.06	57.58	2.91	-0.83	56.67	56.53	56.37	-0.53	-0.28
Ocean vessel	30.58	24.45	23.88	-21.91	-2.33	30.58	24.45	23.88	-21.91	-2.33
Transportation Costs	98.95	94.21	93.52	-5.49	-0.73	99.67	92.68	92.31	-7.38	-0.40
Farm Value <sup>2</sup>	259.17	221.07	213.60	-17.58	-3.38	234.55	219.24	212.62	-9.35	-3.02
Total Landed Cost	358.12	315.28	307.12	-14.24	-2.59	334.22	311.92	304.93	-8.76	-2.24
Transport % of landed cost	27.63	29.88	30.45			29.82	29.71	30.27		

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

Mode	KS					ND				
	2013 4th qtr	2014 3rd qtr	2014 4th qtr	Year-to-Year change	Quarterly change	2013 4th qtr	2014 3rd qtr	2014 4th qtr	Year-to-Year change	Quarterly change
	\$/metric ton			%	%	\$/metric ton			%	%
Truck	12.42	11.70	12.06	-2.90	3.08	12.42	11.70	12.06	-2.90	3.08
Rail <sup>1</sup>	40.16	36.92	36.67	-8.69	-0.68	66.08	66.08	65.50	-0.88	-0.88
Ocean vessel	55.96	43.99	44.00	-21.37	0.02	55.96	43.99	44.00	-21.37	0.02
Transportation Costs	108.54	92.61	92.73	-14.57	0.13	134.46	121.77	121.56	-9.59	-0.17
Farm Value <sup>2</sup>	259.17	221.07	213.60	-17.58	-3.38	234.55	219.24	212.62	-9.35	-3.02
Total Landed Cost	367.71	313.68	306.33	-16.69	-2.34	369.01	341.01	334.18	-9.44	-2.00
Transport % of landed cost	29.52	29.52	30.27			36.44	35.71	36.38		

Source: USDA/AMSTMP

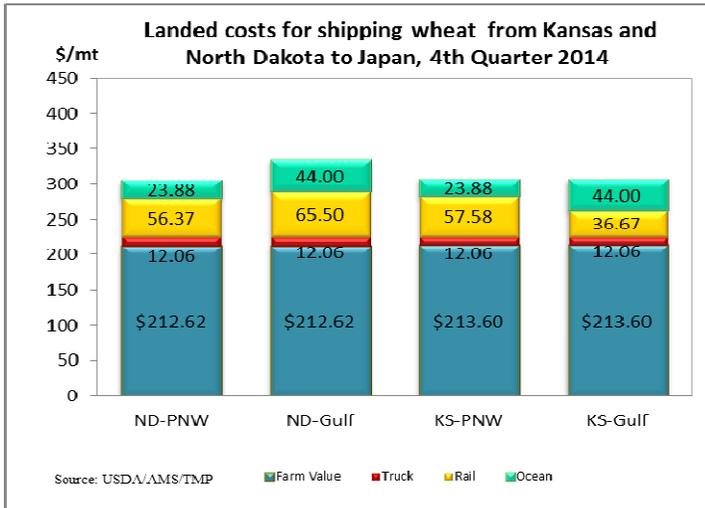
<sup>1</sup> Rail tariff rates include fuel surcharges and revisions for heavy axle railcars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs 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 \$305 to \$334 per mt. Quarter-to-quarter total landed costs for shipping wheat to Japan continued to fall for each route. The landed cost was down 3 percent from the previous quarter when shipping from Kansas through the PNW and down 2 percent through the Gulf. The quarter-to-quarter landed costs for shipping wheat from Kansas to Japan through the PNW continued above North Dakota landed costs for the same route. Quarter-to-quarter landed costs for shipping wheat from North Dakota to Japan decreased 2 percent from the PNW and the Gulf (see *tables 1, 2*). Lower ocean rates and farm values caused landed costs to decrease for shipping wheat from Kansas and North Dakota through the PNW to Japan quarter to quarter. Lower farm values also pushed landed costs down for shipping wheat from Kansas and North Dakota through the

Gulf quarter-to-quarter (*tables 1 and 2*). Year-to-year landed costs for shipping wheat to Japan continued to fall sharply for each route primarily because of lower farm values.

Ocean rates for wheat shipped from the PNW to Japan decreased 2 percent from the third quarter and were down 22 percent from last year this time (*see table 1*). Ocean rates for wheat shipped from the Gulf to Japan remained the same quarter to quarter but dropped 21 percent from year to year. Ocean rates continued to fall as vessel supply remained high and demand was weak for the transportation of bulk products (*see GTR 1-22-15*).



Fourth quarter rail rates for shipping wheat from Kansas to the PNW decreased 1 percent quarter to quarter but rail rates from North Dakota to the PNW remained stable. Year-to-year rail rates increased 3 percent from Kansas to the PNW, but rates decreased 1 percent from North Dakota to the PNW. Rail rates for moving wheat from Kansas and North Dakota to the Gulf decreased 1 percent from quarter to quarter. Compared to last year, Gulf rail rates decreased 9 percent from Kansas and 1 percent from North Dakota because of lower diesel prices and fuel surcharges.

The rail rates shown in tables 1 and 2 include only the rail tariff rates and fuel surcharges, but additional costs may be incurred by some shippers participating in the secondary railcar market. During periods of high rail demand or grain car shortages, high secondary railcar market rates could cause the overall cost of shipping grain by rail to significantly exceed the rail rates shown in the tables for some shippers.

Fourth quarter truck rates for moving wheat from each State by truck to a rail-served grain elevator increased 3 percent quarter-to-quarter, as demand for trucking activity increased. Year-to-year fourth quarter truck rates, however, were down 3 percent.

### Wheat Market Outlook

According to USDA Grain Inspection Packers, and Stockyard Administration, fourth quarter wheat exports to Japan reached 0.65 mmt, up 9 percent from last year, accounting for 14 percent of total fourth quarter wheat exports. U.S. wheat exports to Japan in calendar year 2014 totaled 2.8 mmt, down 10 percent from last year, and accounted for 12 percent of total U.S. wheat exports. For the same period, total U.S. wheat exports reached 24.7 mmt, down 25 percent from the past year due to increased competition and higher worldwide wheat supplies. For the 2014/15 marketing year, year-to-date cumulative export sales (shipped) for each of the major wheat classes are down from last year, with the exception of hard red spring and durum (*See GTR, Table 12*). The January USDA World Agricultural Supply and Demand Estimates report forecast 2014/15 wheat exports to remain unchanged from the December estimate and to decrease 21 percent below 2013/14. The forecast for the Hard Red Spring wheat was raised for 2014/15 but the forecasts for all other classes were down. [Johnny.Hill@ams.usda.gov](mailto:Johnny.Hill@ams.usda.gov)

# Grain Transportation Indicators

Table 1

## Grain Transport Cost Indicators<sup>1</sup>

Week ending	Truck	Rail	Barge	Ocean		
		Unit Train	Shuttle	Gulf	Pacific	
02/04/15	190	252	204	244	125	113
01/28/15	192	255	203	261	152	131

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

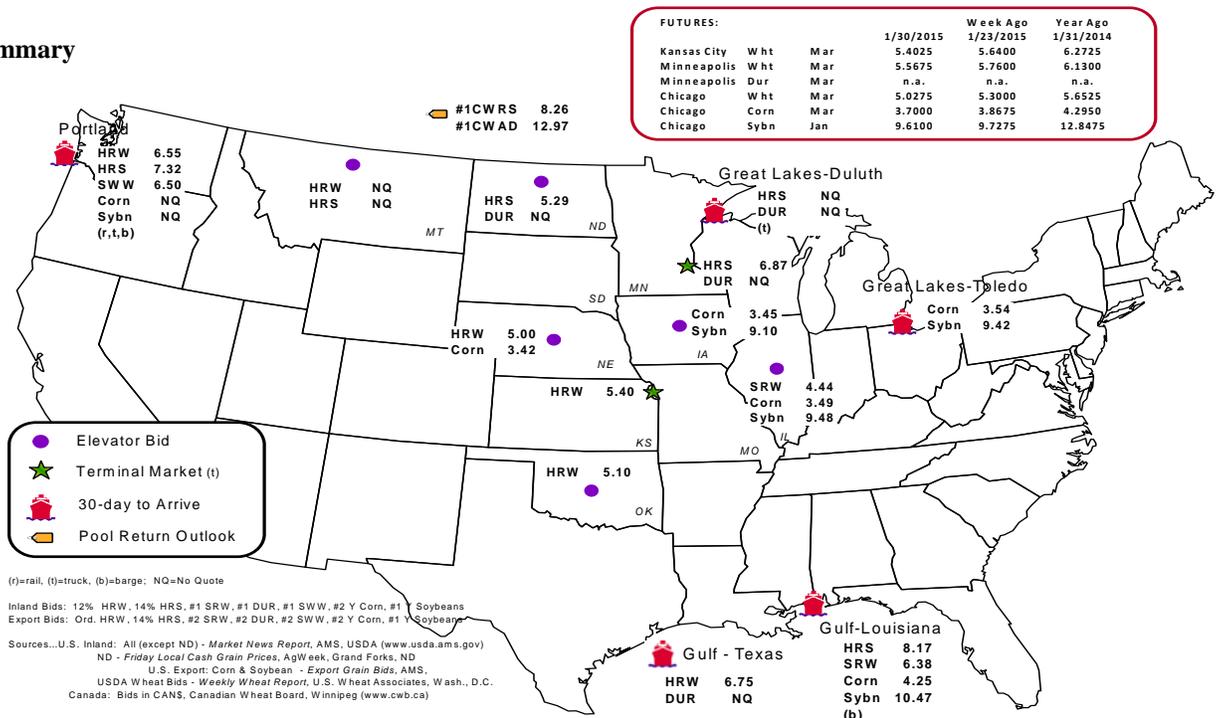
Commodity	Origin--Destination	1/30/2015	1/23/2015
Corn	IL--Gulf	-0.76	-0.77
Corn	NE--Gulf	-0.83	-0.86
Soybean	IA--Gulf	-1.37	-1.38
HRW	KS--Gulf	-1.35	-1.35
HRS	ND--Portland	-2.03	-2.39

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)<sup>1</sup>

Week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border
	Gulf	Texas Gulf <sup>3</sup>	Northwest	East Gulf			Mexico <sup>4</sup>
1/28/2015 <sup>p</sup>	1,282	872	8,536	942	11,632	1/24/2015	2,107
1/21/2015 <sup>r</sup>	963	667	5,290	1,155	8,075	1/17/2015	1,276
2015 YTD <sup>r</sup>	4,375	4,111	22,828	4,395	35,709	2015 YTD	6,178
2014 YTD <sup>r</sup>	5,153	6,394	21,499	2,888	35,934	2014 YTD	6,495
2015 YTD as % of 2014 YTD	85	64	106	152	99	% change YTD	95
Last 4 weeks as % of 2014 <sup>2</sup>	87	67	96	148	94	Last 4wks % 2014	95
Last 4 weeks as % of 4-year avg. <sup>2</sup>	121	82	124	159	120	Last 4wks % 4 yr	101
Total 2014	44,621	83,674	255,869	32,107	416,271	Total 2014	96,467
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	71,397

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

<sup>2</sup> Compared with same 4-weeks in 2013 and prior 4-year average.

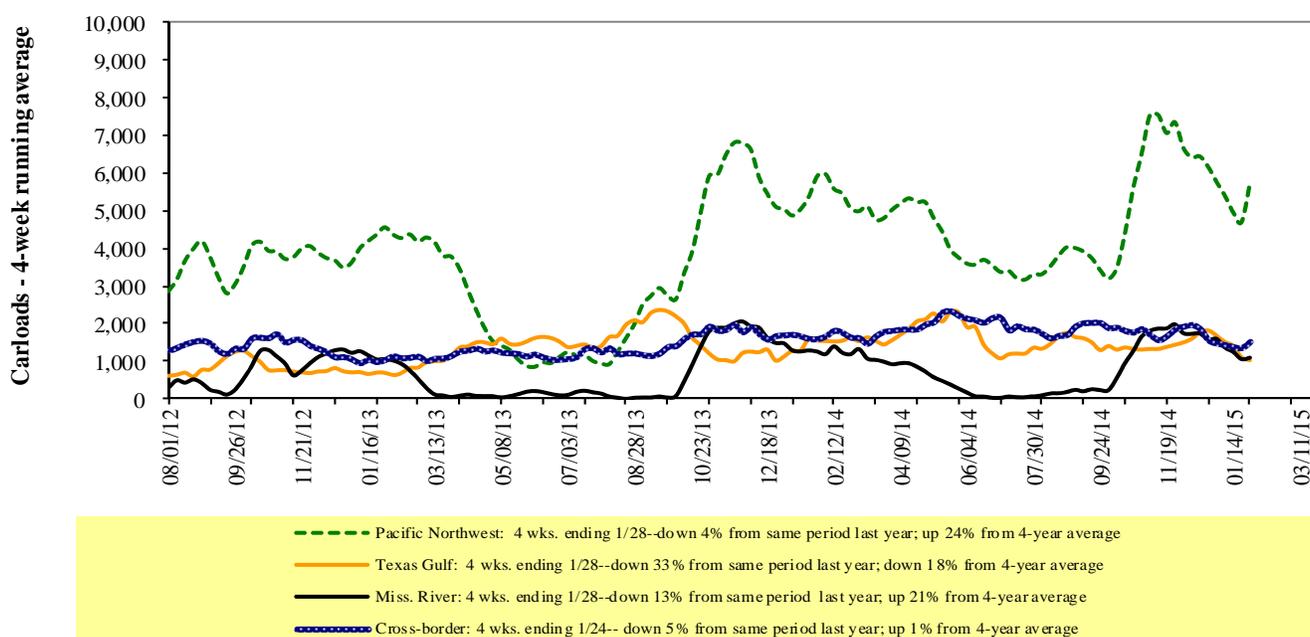
<sup>3</sup> Texas Gulf rail unload reports for grain are currently experiencing delays due to port development and other unforeseen occurrences. Some reports will resume in mid February 2015.

<sup>4</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.

Railroads originate approximately 29 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

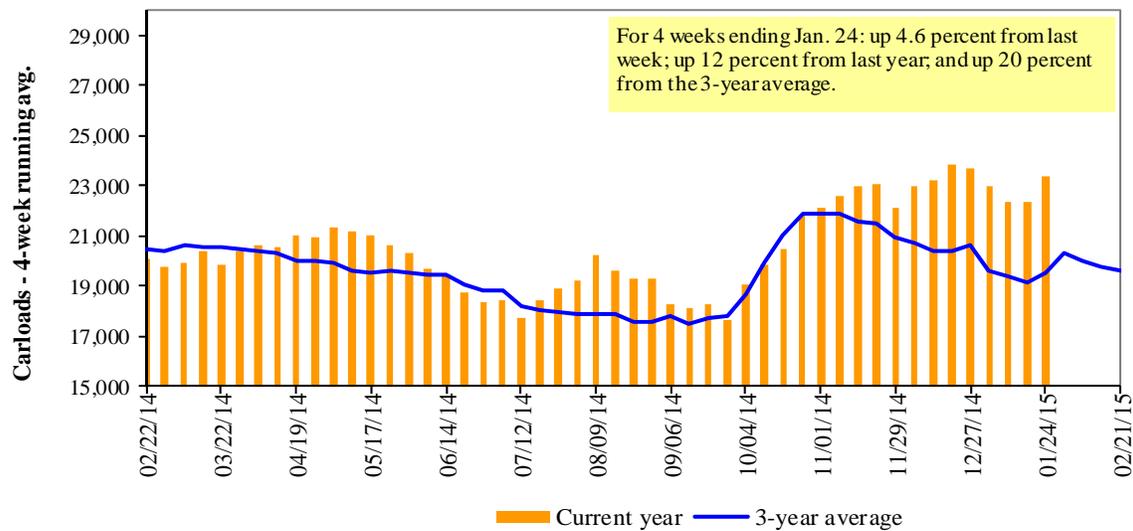
Table 4

**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
01/24/15	2,638	3,297	11,422	728	5,362	23,447	3,519	5,166
This week last year	2,273	3,516	9,216	1,175	6,995	23,175	3,702	4,924
2015 YTD	7,991	10,241	32,575	2,531	17,087	70,425	11,890	14,196
2014 YTD	6,564	9,377	26,595	3,221	19,031	64,788	11,969	14,570
2015 YTD as % of 2014 YTD	122	109	122	79	90	109	99	97
Last 4 weeks as % of 2014	124	111	138	88	101	119	109	106
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	135	120	121	128	121	122	109	101
Total 2014	103,331	153,771	482,431	47,510	297,969	1,085,012	242,616	276,322

<sup>1</sup>As a percent of the same period in 2009 and 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>**

Week ending	Delivery period								
	1/29/2015	Feb-15	Feb-14	Mar-15	Mar-14	Apr-15	Apr-14	May-15	May-14
BNSF <sup>3</sup>									
COT grain units		no offer	no offer	no offer	no offer	2	379	4	278
COT grain single-car <sup>5</sup>		no offer	no offer	0 . . 6	no offer	0 . . 7	280 . .500	0 . . 2	200 . . 500
UP <sup>4</sup>									
GCAS/Region 1		no offer	no bids	n/a	n/a				
GCAS/Region 2		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.

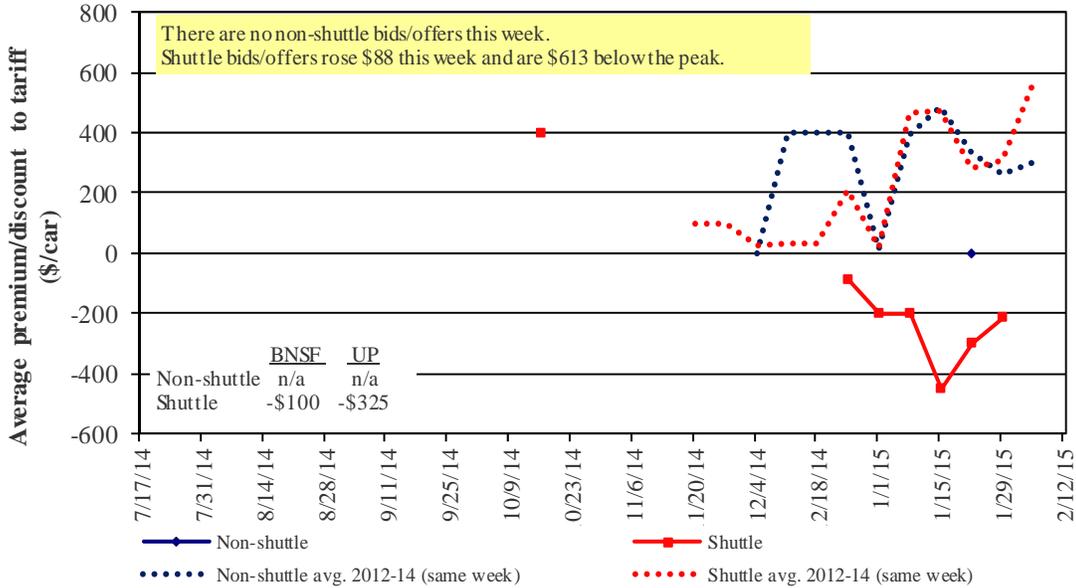
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 2015, Secondary Market**

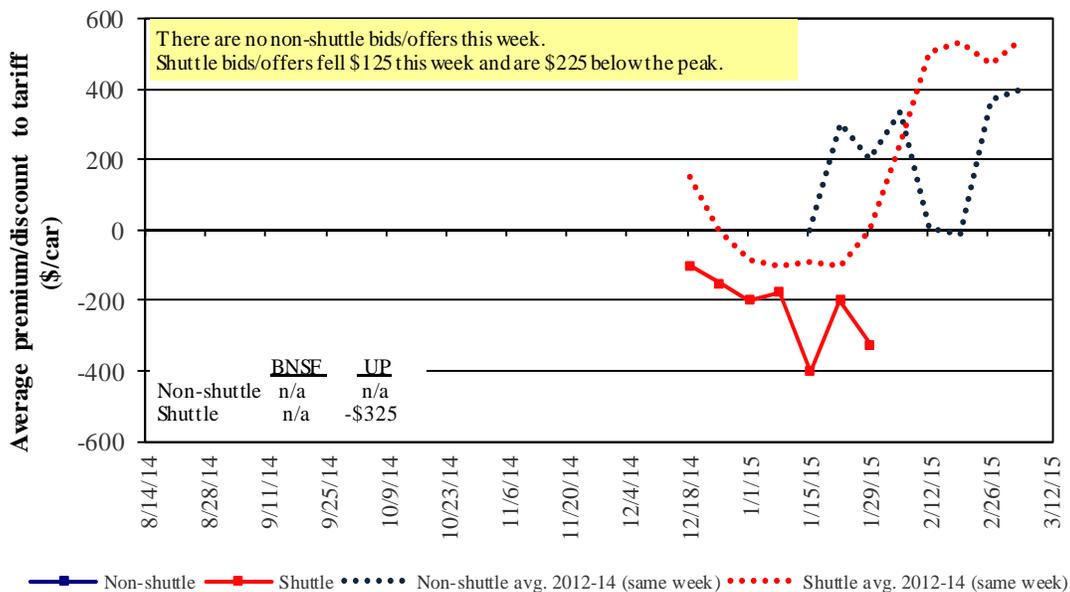


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

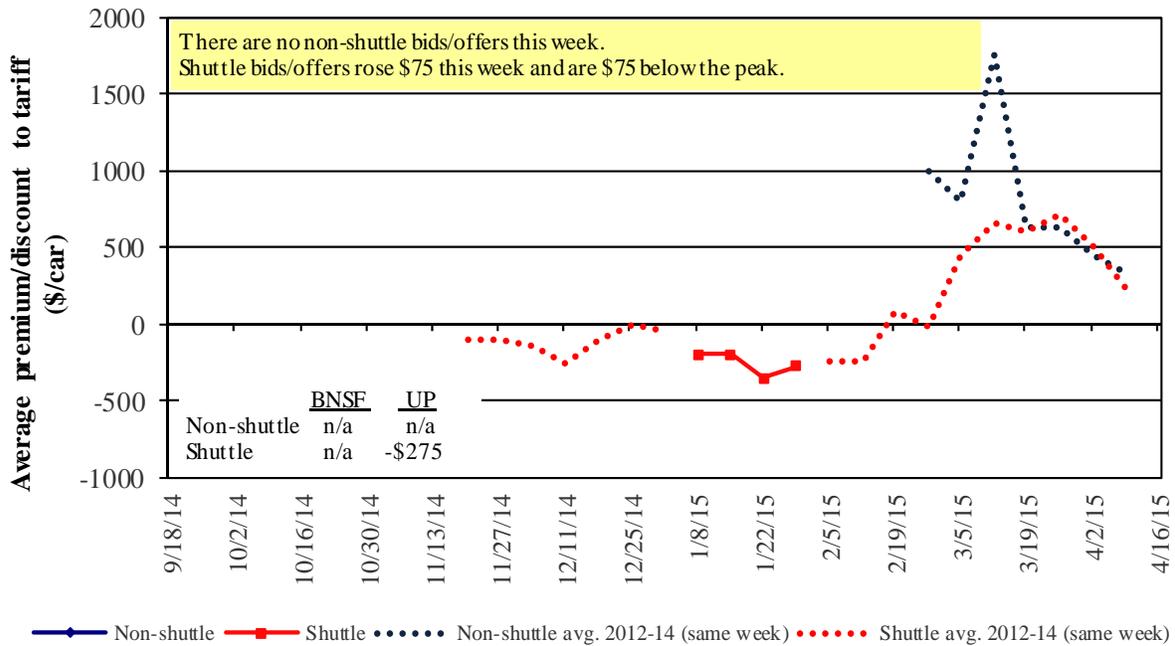


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in April 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)<sup>1</sup>**

Week ending	Delivery period					
	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15
<b>Non-shuttle</b>						
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 2014	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 2014	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(100)	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 2014	(1,467)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(325)	(325)	(275)	(275)	(275)	(275)
Change from last week	(25)	(125)	75	75	(25)	(50)
Change from same week 2014	(1,250)	(700)	n/a	n/a	n/a	n/a

<sup>1</sup>Average premium/discount to tariff, \$/car-last week

<sup>2</sup>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<sup>1</sup>**

Effective date:					Fuel surcharge		Percent change
2/1/2015	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Y/Y <sup>3</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,387	\$137	\$34.99	\$0.95	4
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$69	\$36.39	\$0.99	-1
	Wichita, KS	Los Angeles, CA	\$6,244	\$352	\$65.50	\$1.78	-3
	Wichita, KS	New Orleans, LA	\$4,026	\$240	\$42.37	\$1.15	3
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$289	\$60.70	\$1.65	-2
	Northwest KS	Galveston-Houston, TX	\$4,293	\$263	\$45.25	\$1.23	3
	Amarillo, TX	Los Angeles, CA	\$4,492	\$366	\$48.25	\$1.31	2
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,328	\$272	\$35.75	\$0.91	1
	Toledo, OH	Raleigh, NC	\$5,555	\$312	\$58.26	\$1.48	15
	Des Moines, IA	Davenport, IA	\$2,168	\$58	\$22.10	\$0.56	3
	Indianapolis, IN	Atlanta, GA	\$4,761	\$234	\$49.60	\$1.26	14
	Indianapolis, IN	Knoxville, TN	\$4,104	\$150	\$42.25	\$1.07	16
	Des Moines, IA	Little Rock, AR	\$3,308	\$169	\$34.53	\$0.88	1
	Des Moines, IA	Los Angeles, CA	\$4,852	\$492	\$53.07	\$1.35	-9
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,849	\$283	\$41.03	\$1.12	3
	Toledo, OH	Huntsville, AL	\$4,676	\$221	\$48.63	\$1.32	23
	Indianapolis, IN	Raleigh, NC	\$5,625	\$314	\$58.98	\$1.61	15
	Indianapolis, IN	Huntsville, AL	\$4,368	\$150	\$44.87	\$1.22	26
Champaign-Urbana, IL	New Orleans, LA	\$3,974	\$272	\$42.16	\$1.15	3	
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$202	\$38.53	\$1.05	-3
	Wichita, KS	Galveston-Houston, TX	\$3,471	\$158	\$36.03	\$0.98	-10
	Chicago, IL	Albany, NY	\$4,723	\$292	\$49.80	\$1.36	16
	Grand Forks, ND	Portland, OR	\$5,159	\$350	\$54.70	\$1.49	-3
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$364	\$64.03	\$1.74	-3
	Northwest KS	Portland, OR	\$5,260	\$432	\$56.52	\$1.54	1
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$426	\$53.88	\$1.37	-4
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$390	\$53.13	\$1.35	-4
	Champaign-Urbana, IL	New Orleans, LA	\$3,147	\$272	\$33.95	\$0.86	1
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$227	\$37.11	\$0.94	-3
	Des Moines, IA	Amarillo, TX	\$3,690	\$212	\$38.75	\$0.98	1
	Minneapolis, MN	Tacoma, WA	\$5,000	\$422	\$53.85	\$1.37	-4
	Council Bluffs, IA	Stockton, CA	\$4,400	\$437	\$48.03	\$1.22	-4
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,520	\$390	\$58.69	\$1.60	-3
	Minneapolis, MN	Portland, OR	\$5,530	\$426	\$59.14	\$1.61	-4
	Fargo, ND	Tacoma, WA	\$5,430	\$347	\$57.36	\$1.56	-3
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$313	\$47.05	\$1.28	3
	Toledo, OH	Huntsville, AL	\$3,851	\$221	\$40.44	\$1.10	29
	Grand Island, NE	Portland, OR	\$5,360	\$442	\$57.62	\$1.57	2

<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: 2/1/2015

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	\$6,960	\$370	\$74.89	\$2.04	6
	OK	Cuautitlan, EM	\$6,565	\$449	\$71.66	\$1.95	3
	KS	Guadalajara, JA	\$7,010	\$434	\$76.06	\$2.07	3
	TX	Salinas Victoria, NL	\$3,885	\$169	\$41.43	\$1.13	29
Corn	IA	Guadalajara, JA	\$8,349	\$510	\$90.52	\$2.30	1
	SD	Celaya, GJ	\$7,656	\$484	\$83.17	\$2.11	-3
	NE	Queretaro, QA	\$7,535	\$453	\$81.62	\$2.07	0
	SD	Salinas Victoria, NL	\$5,880	\$368	\$63.84	\$1.62	-3
	MO	Tlalnepantla, EM	\$6,887	\$440	\$74.87	\$1.90	-1
	SD	Torreon, CU	\$6,922	\$405	\$74.87	\$1.90	0
Soybeans	MO	Bojay (Tula), HG	\$8,261	\$431	\$88.81	\$2.41	2
	NE	Guadalajara, JA	\$8,872	\$492	\$95.68	\$2.60	2
	IA	El Castillo, JA	\$9,155	\$481	\$98.46	\$2.68	1
	KS	Torreon, CU	\$7,189	\$305	\$76.57	\$2.08	2
Sorghum	TX	Guadalajara, JA	\$7,253	\$315	\$77.33	\$1.96	2
	NE	Celaya, GJ	\$7,287	\$439	\$78.94	\$2.00	-2
	KS	Queretaro, QA	\$6,795	\$276	\$72.25	\$1.83	0
	NE	Salinas Victoria, NL	\$5,500	\$323	\$59.50	\$1.51	-1
	NE	Torreon, CU	\$6,518	\$361	\$70.28	\$1.78	1

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

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

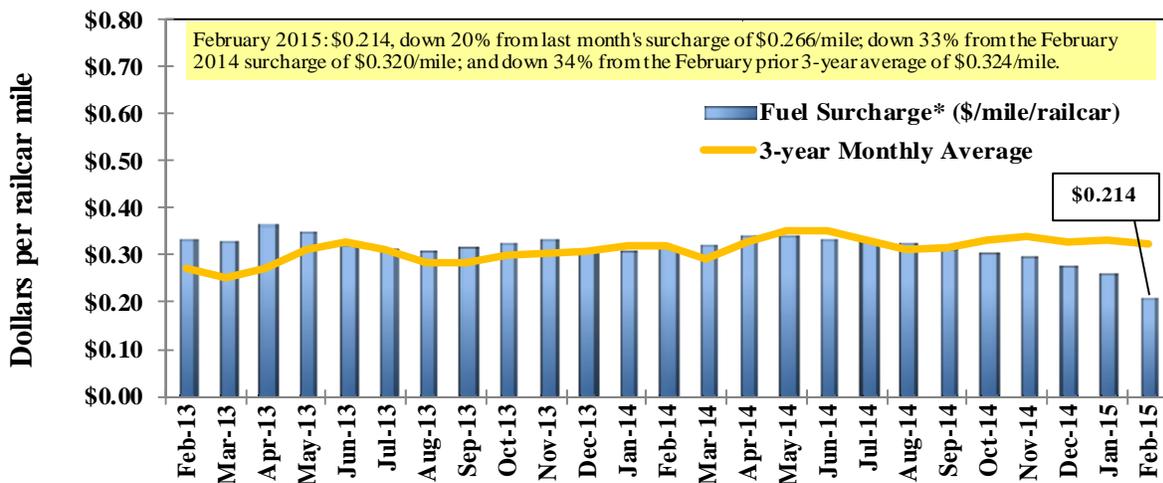
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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

Figure 7

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



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

\* 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.

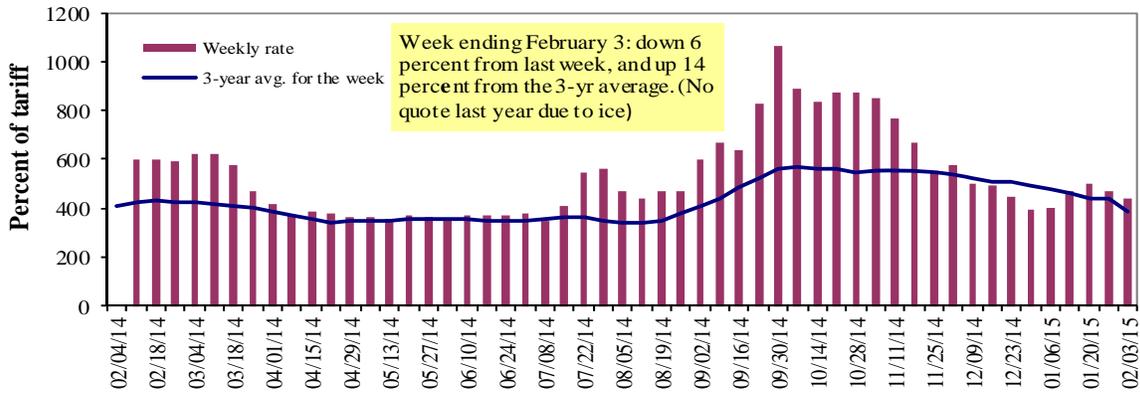
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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>	2/2/2015	-	-	440	350	363	363	233
	1/26/2015	-	-	470	368	375	375	283
<b>\$/ton</b>	2/2/2015	-	-	20.42	13.97	17.02	14.67	7.32
	1/26/2015	-	-	21.81	14.68	17.59	15.15	8.89
<b>Current week % change from the same week:</b>								
	Last year	-	-	n/a <sup>3</sup>	-29	-26	-26	-32
	3-year avg. <sup>2</sup>	-	-	14	1	5	5	-7
<b>Rate<sup>1</sup></b>	March	-	-	365	278	310	310	200
	May	363	328	328	275	300	300	200

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; <sup>3</sup>- not available due to ice conditions

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

## Benchmark tariff rates

### Calculating barge rate per ton:

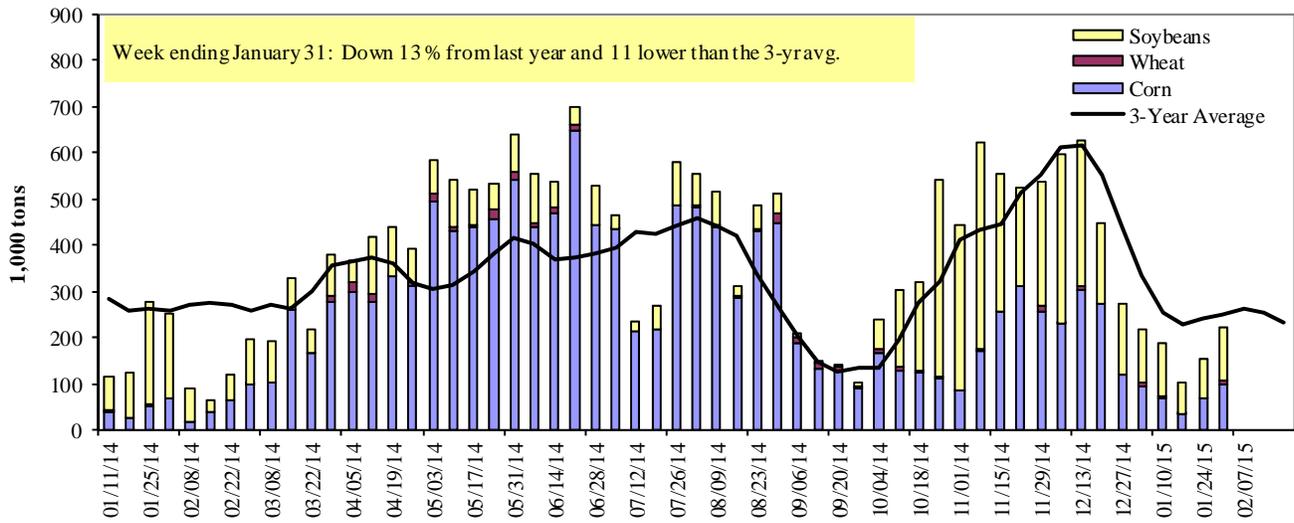
(Rate \* 1976 tariff benchmark rate per ton)/100

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



Figure 10

**Barge Movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

**Barge Grain Movements (1,000 tons)**

Week ending 01/31/2015	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	9	0	17	0	26
Alton, IL (L26)	106	6	80	11	203
Granite City, IL (L27)	100	6	116	11	233
<b>Illinois River (L8)</b>	115	0	97	11	222
<b>Ohio River (L52)</b>	228	19	175	0	422
<b>Arkansas River (L1)</b>	0	11	32	1	45
Weekly total - 2015	328	37	323	13	700
Weekly total - 2014	229	8	380	4	620
2015 YTD <sup>1</sup>	1,020	82	1,191	28	2,320
2014 YTD	778	72	1,422	25	2,297
2015 as % of 2014 YTD	131	115	84	108	101
Last 4 weeks as % of 2014 <sup>2</sup>	115	71	93	54	99
Total 2014	20,693	2,181	11,813	258	34,946

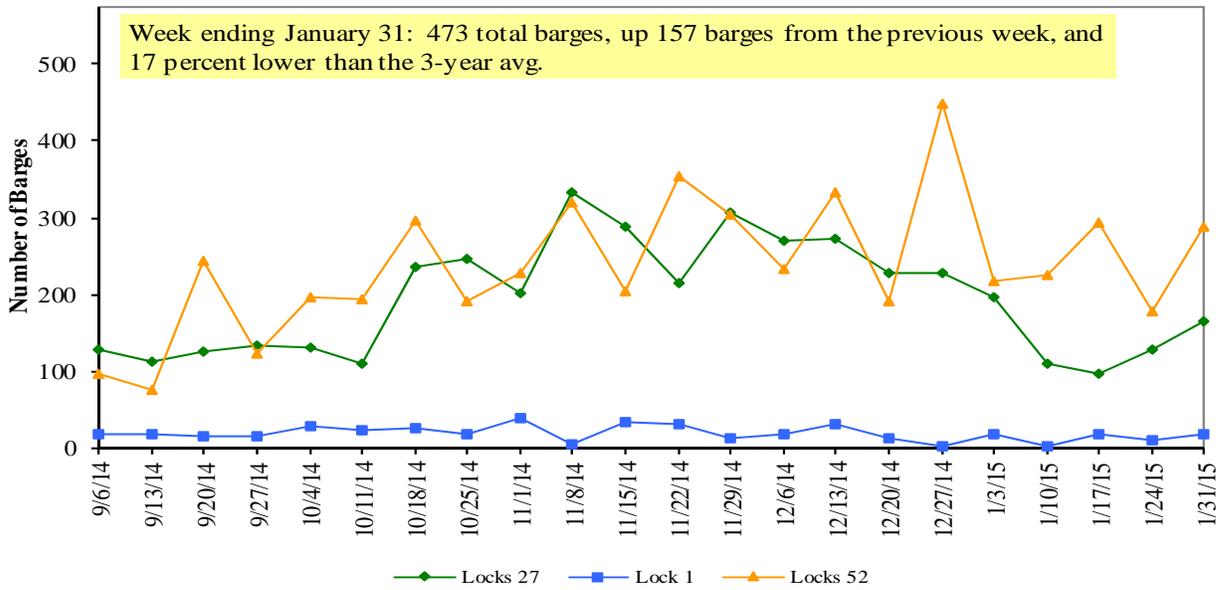
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

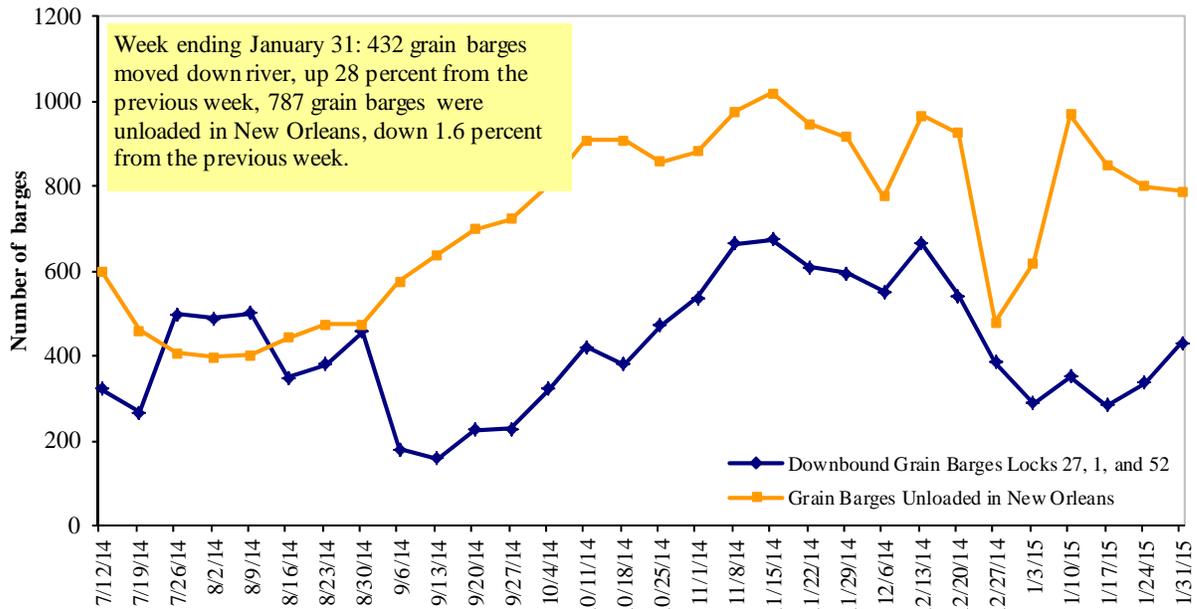
Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers

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



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

# Truck Transportation

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

Table 11

**Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 01/26/2014 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.932	-0.035	-1.138
	New England	3.028	0.010	-1.277
	Central Atlantic	3.041	-0.037	-1.240
	Lower Atlantic	2.826	-0.044	-1.042
II	Midwest <sup>2</sup>	2.765	-0.039	-1.177
III	Gulf Coast <sup>3</sup>	2.769	-0.017	-1.006
IV	Rocky Mountain	2.783	-0.029	-1.077
V	West Coast	2.886	-0.056	-1.108
	West Coast less California	2.716	-0.047	-1.186
	California	3.027	-0.063	-1.045
Total	U.S.	2.831	-0.035	-1.120

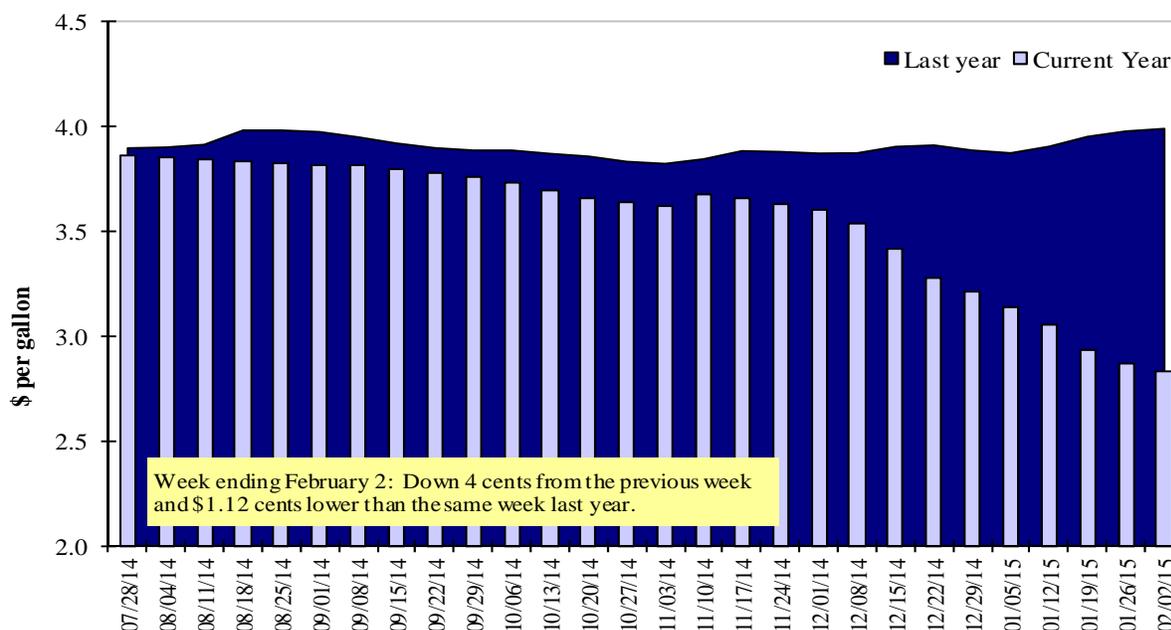
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same as South Central

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

Figure 13

**Weekly Diesel Fuel Prices, U.S. Average**



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

# Grain Exports

Table 12

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

Week ending	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export Balances<sup>1</sup></b>									
1/22/2015	1,598	741	1,858	1,037	85	5,320	16,694	10,571	32,585
This week year ago	1,599	981	1,530	980	166	5,256	17,617	12,359	35,232
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2014/15 YTD	4,491	2,487	4,692	2,470	478	14,618	14,720	34,510	63,848
2013/14 YTD	8,115	5,902	3,832	2,657	295	20,800	13,893	30,086	64,779
YTD 2014/15 as % of 2013/14	55	42	122	93	162	70	106	115	99
Last 4 wks as % of same period 2013/14	90	81	117	97	52	96	90	98	93
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293

<sup>1</sup> Current unshipped export sales to date

<sup>2</sup> Shipped export sales to date; new marketing year in effect for corn and soybeans

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

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

Table 13

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

Week ending 01/22/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
- 1,000 mt -				
Japan	6,594	6,284	5	10,079
Mexico	7,285	8,152	(11)	8,145
Korea	1,669	1,456	15	2,965
Colombia	2,306	1,186	94	3,461
Taiwan	753	833	(10)	1,238
<b>Top 5 Importers</b>	<b>18,608</b>	<b>17,911</b>	<b>4</b>	<b>25,887</b>
<b>Total US corn export sales</b>	<b>31,415</b>	<b>31,511</b>	<b>(0.3)</b>	<b>34,445</b>
% of Projected	71%	65%		
Change from prior week	1,068	1,838		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>59%</b>	<b>57%</b>		<b>75%</b>
<b>USDA forecast, January 2015</b>	<b>44,450</b>	<b>48,700</b>	<b>(9)</b>	
<b>Corn Use for Ethanol USDA forecast, January 2015</b>	<b>131,445</b>	<b>130,404</b>	<b>1</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

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

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

Table 14

**Top 5 Importers<sup>1</sup> of U.S. Soybeans**

Week Ending 01/22/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2011-13
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	28,314	27,268	4	24,211
Mexico	2,366	2,168	9	2,971
Indonesia	1,086	1,366	(20)	1,895
Japan	1,303	1,248	4	1,750
Taiwan	1,091	933	17	1,055
<b>Top 5 importers</b>	<b>34,159</b>	<b>32,983</b>	<b>4</b>	<b>31,882</b>
<b>Total US soybean export sales</b>	<b>45,081</b>	<b>42,445</b>	<b>6</b>	<b>39,169</b>
% of Projected	94%	95%		
Change from prior week*	888	444		
<b>Top 5 importers' share of U.S. soybean export sales</b>	76%	78%		<b>81%</b>
<b>USDA forecast, January 2015</b>	<b>48,170</b>	<b>44,820</b>	<b>7</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)

\*Includes FAS revisions to previous week.

Table 15

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

Week Ending 01/22/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,615	2,134	23	3,243
Mexico	2,257	2,425	(7)	3,066
Nigeria	1,874	2,322	(19)	2,960
Philippines	2,012	1,552	30	2,006
China	272	4,197	(94)	1,830
Brazil	1,461	3,625	(60)	1,617
Korea	1,142	1,171	(2)	1,552
Taiwan	816	810	1	969
Indonesia	407	695	(42)	813
Colombia	526	623	(16)	610
<b>Top 10 importers</b>	<b>13,380</b>	<b>19,554</b>	<b>(32)</b>	<b>18,665</b>
<b>Total US wheat export sales</b>	<b>19,937</b>	<b>26,056</b>	<b>(23)</b>	<b>27,696</b>
% of Projected	79%	81%		
Change from prior week*	544	747		
<b>Top 10 importers' share of U.S. wheat export sales</b>	67%	75%		67%
<b>USDA forecast, January 2015</b>	<b>25,170</b>	<b>32,010</b>	<b>(21)</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	Week ending 01/29/15	Previous Week <sup>1</sup>	Current Week as % of Previous	2015 YTD <sup>1</sup>	2014 YTD <sup>1</sup>	2015 YTD as % of 2014 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2014
							2014	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	225	196	115	802	686	117	86	95	12,436
Corn	71	136	52	367	249	147	80	85	7,781
Soybeans	522	291	179	1,612	1,434	112	178	174	12,887
<b>Total</b>	<b>818</b>	<b>623</b>	<b>131</b>	<b>2,781</b>	<b>2,370</b>	<b>117</b>	<b>128</b>	<b>132</b>	<b>33,104</b>
<b>Mississippi Gulf</b>									
Wheat	93	63	147	250	372	67	60	71	4,495
Corn	460	581	79	1,932	1,513	128	119	142	30,912
Soybeans	998	1,086	92	4,243	3,311	128	118	132	29,087
<b>Total</b>	<b>1,551</b>	<b>1,730</b>	<b>90</b>	<b>6,425</b>	<b>5,196</b>	<b>124</b>	<b>114</b>	<b>131</b>	<b>64,495</b>
<b>Texas Gulf</b>									
Wheat	44	40	108	134	399	34	54	55	6,120
Corn	31	32	94	63	60	105	0	0	580
Soybeans	0	0	n/a	148	186	80	256	357	949
<b>Total</b>	<b>74</b>	<b>73</b>	<b>102</b>	<b>345</b>	<b>645</b>	<b>53</b>	<b>91</b>	<b>104</b>	<b>7,649</b>
<b>Interior</b>									
Wheat	24	13	179	84	65	128	114	135	1,400
Corn	88	107	82	369	305	121	90	116	5,677
Soybeans	105	131	80	413	286	144	114	116	4,312
<b>Total</b>	<b>216</b>	<b>252</b>	<b>86</b>	<b>865</b>	<b>657</b>	<b>132</b>	<b>97</b>	<b>118</b>	<b>11,389</b>
<b>Great Lakes</b>									
Wheat	0	0	n/a	0	0	n/a	0	0	935
Corn	0	0	n/a	0	0	n/a	n/a	0	288
Soybeans	0	0	n/a	0	0	n/a	140	276	988
<b>Total</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>98</b>	<b>276</b>	<b>2,211</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	1	0	n/a	n/a	368	553
Corn	0	0	n/a	0	0	n/a	6	4	816
Soybeans	77	110	70	362	226	160	117	200	2,119
<b>Total</b>	<b>77</b>	<b>110</b>	<b>70</b>	<b>363</b>	<b>226</b>	<b>160</b>	<b>114</b>	<b>185</b>	<b>3,487</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	385	312	123	1,271	1,522	84	90	81	25,939
Corn	649	857	76	2,730	2,128	128	114	90	46,054
Soybeans	1,702	1,618	105	6,778	5,444	124	147	171	50,342
<b>Total</b>	<b>2,736</b>	<b>2,788</b>	<b>98</b>	<b>10,779</b>	<b>9,094</b>	<b>119</b>	<b>130</b>	<b>130</b>	<b>122,335</b>

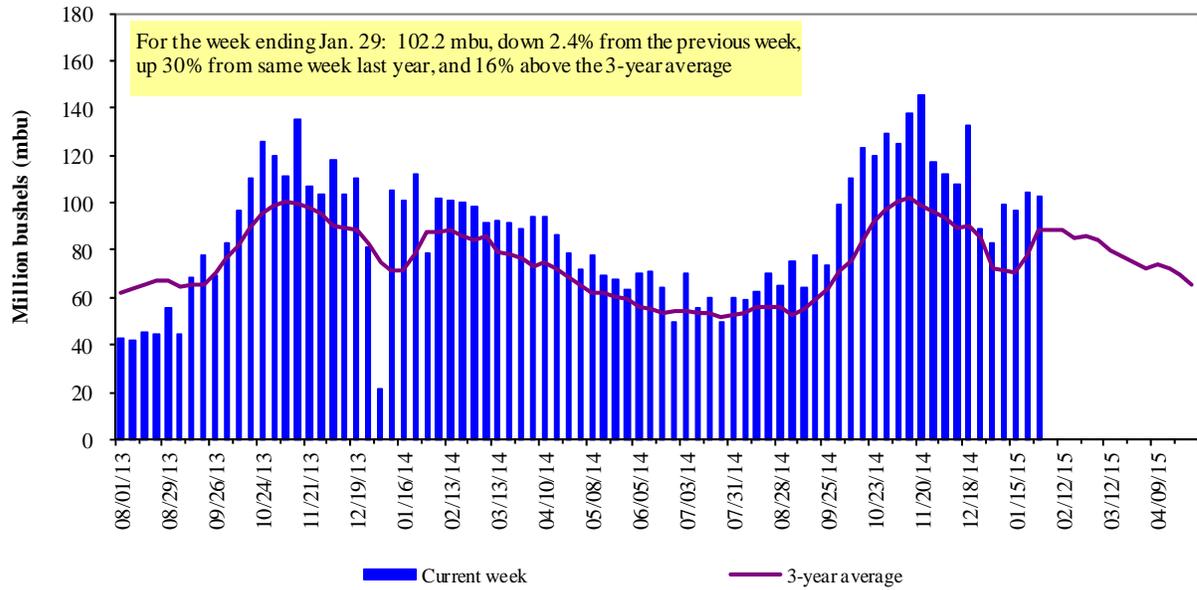
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

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

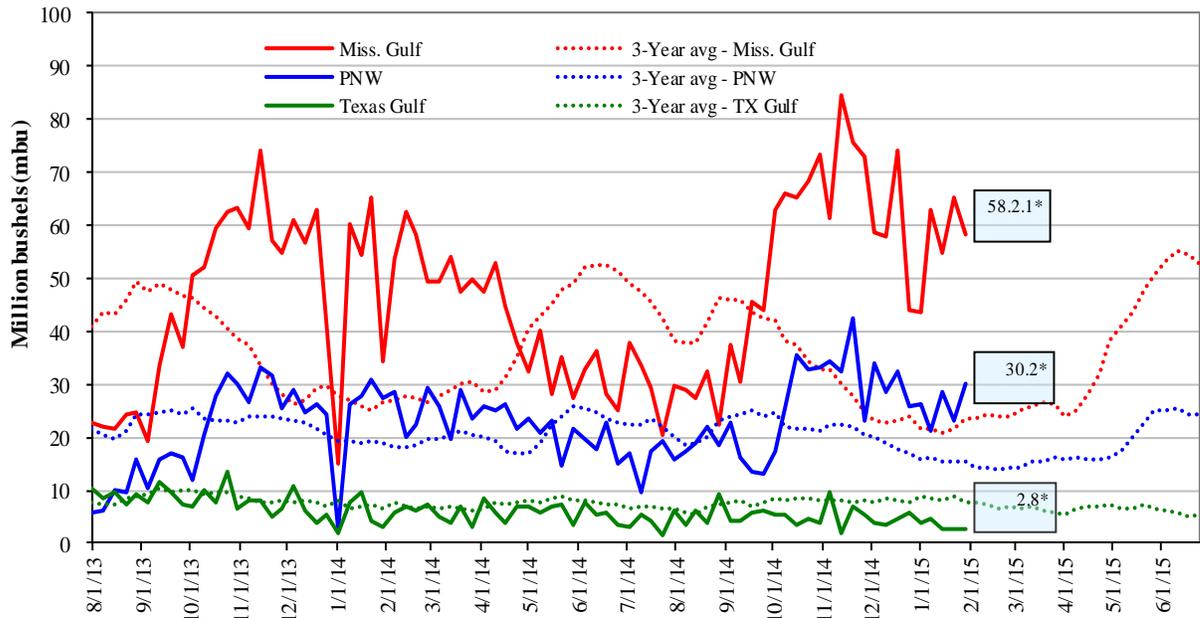


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

<u>Jan 29: % change from:</u>	<u>MSGulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Last week	down 11	up 2	down 10	up 30
Last year (same week)	up 69	down 12	up 62	up 10
3-yr avg. (4-wk mov. avg.)	up 21	down 42	up 15	up 15

# Ocean Transportation

Table 17

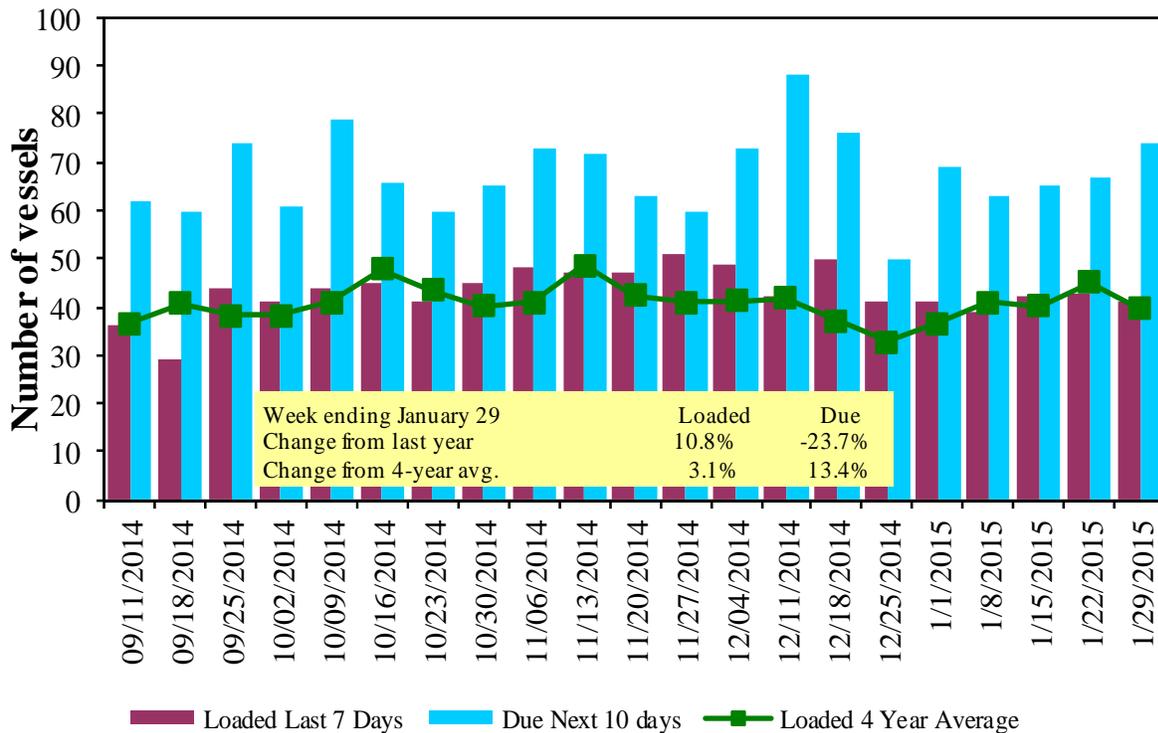
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
1/29/2015	41	41	74	17	n/a
1/22/2015	43	43	67	17	n/a
2014 range	(18..88)	(24..52)	(27..97)	(6..26)	n/a
2014 avg.	46	39	59	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

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

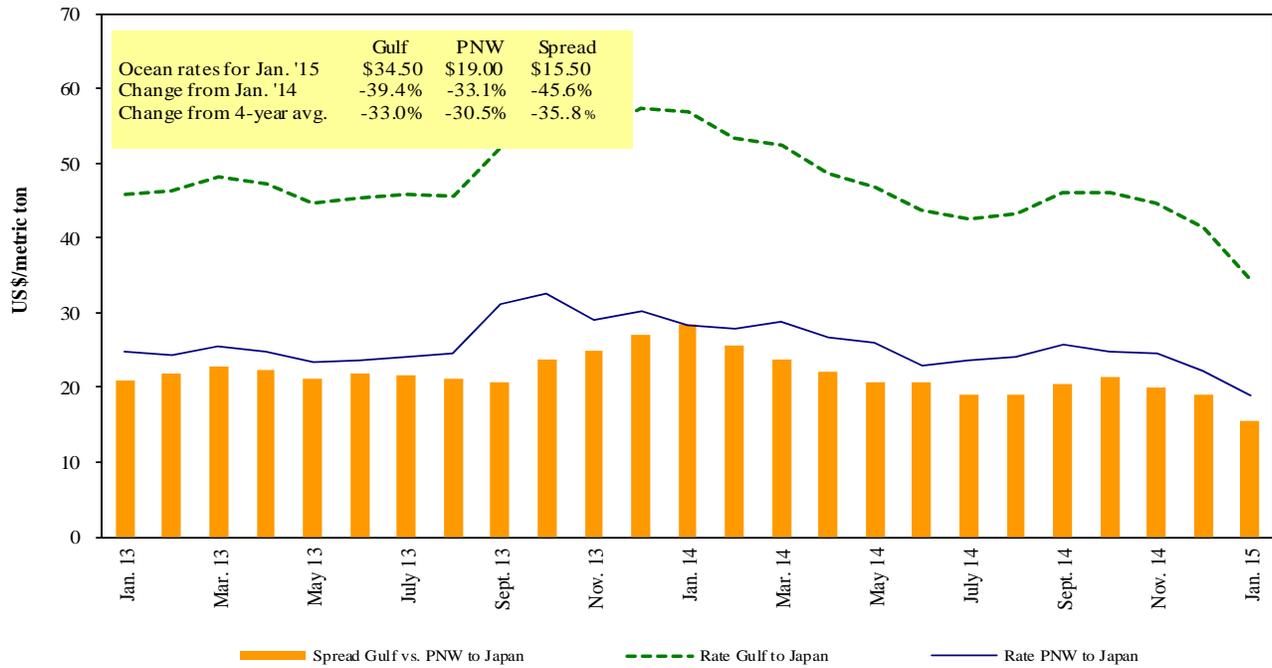


Source: Transportation & Marketing Programs/AMS/USDA

<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

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



Data Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 1/31/2015**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gu,f	China	Heavy Grain	Feb 13/22	60,000	28.00
U.S. Gulf	China	Heavy Grain	Feb 10/20	55,000	25.50
U.S. Gulf	China	Garin	Feb 1/10	55,000	33.50
U.S. Gulf	China	Heavy Grain	Feb 2/11	55,000	32.50
U.S. Gulf	China	Heavy Grain	Jan19/28	55,000	34.00
U.S. Gulf	China	Heavy Grain	Dec 15/30	55,000	40.25
U.S. Gulf	China	Heavy Grain	Dec 15/20	55,000	50.00
U.S. Gulf	China	Heavy Grain	Dec 10/17	55,000	41.75
U.S. Gulf	China	Heavy Grain	Dec 10/20	60,000	41.25
U.S. Gulf	Brazil	Wheat	Nov 8/14	25,000	22.00
U.S. Gulf	Djibouti <sup>1</sup>	Wheat/Sorghum	Nov 20/30	22,000	68.50
U.S. Gulf	Kenya <sup>1</sup>	Sorghum	Jan 2/12	10,000	91.35
PNW	China	Heavy Grain	Nov 1/30	60,000	26.50
PNW	China	Grain	Oct 20/30	60,000	23.00
Brazil	China	Grain	Apr 15/May 31	60,000	24.50
Brazil	China	Heavy Grain	Feb 10/17	60,000	23.75
Bulgaria	Egypt Med	Corn	Jan 25/30	26,750	9.25

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

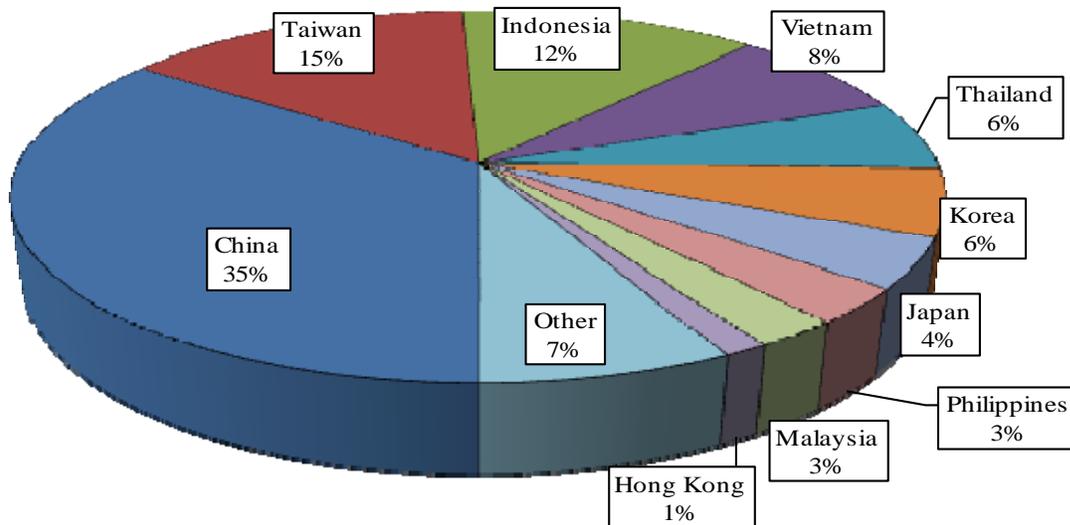
<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 2013, containers were used to transport 10 percent of total U.S. waterborne grain exports, up 2 percentage points from 2012. Approximately 61 percent of U.S. waterborne grain exports in 2013 went to Asia, of which 16 percent were moved in containers. Asia is the top destination for U.S. containerized grain exports—97 percent in 2013.

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-November, 2014**

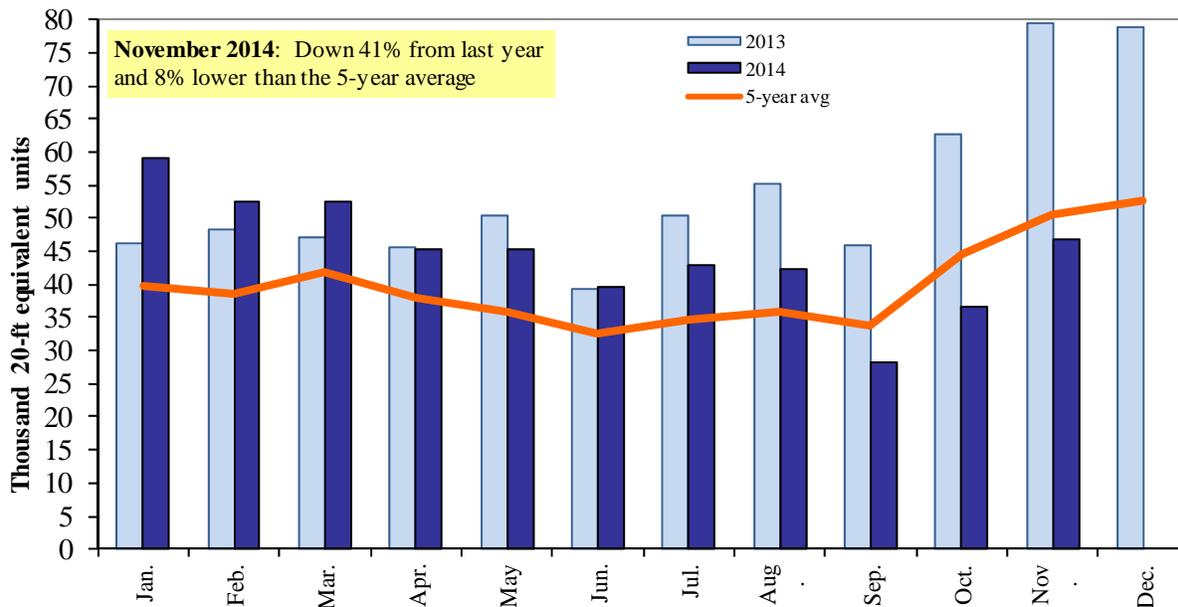


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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