USDA United States Department of Agriculture

Grain Transportation Report

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February 12, 2015

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WEEKLY HIGHLIGHTS

Grain Inspections Down, but Still Above 3-Year Average

For the week ending February 5, **total inspections of grain** (corn, wheat, soybeans) from all major export regions reached 2.65 million metric tons (mmt), down 4 percent from the past week and 3 percent below last year, but 12 percent above the 3-year average. Wheat and corn inspections increased 3 and 15 percent from the past week, but the increases were not enough to offset a 13 percent decrease in soybean inspections. Pacific Northwest grain inspections were up slightly, but Mississippi Gulf inspections decreased 10 percent from the previous week.

Ohio River Closed for 24 hours

On February 10, emergency repairs at Ohio River Locks and Dam 52, Brookport, IL, required a complete river closure at that location. While repairs were expected to take up to 72 hours, they were completed in 24 hours. The emergency work was necessary to repair the dam portion of the facility that controls river levels for adequate drafts. For the first five weeks of 2015, Locks and Dam 52 handled 1.872 million tons of downbound grain, more than twice the 856 thousand tons that transited Mississippi River Locks 27, near St. Louis, MO. Mississippi River Locks 27 tonnages are higher most of the year; however, the Ohio River is important to grain transportation in the winter months as much of the Upper Mississippi River is closed.

USDA Raises Projected U.S. Soybean Exports to a New Record; Increases Projected Corn Use for Ethanol

In its February ***World Agricultural Supply and Demand Estimates*** report, USDA raised projected 2014/15 U.S. soybean exports by 20 million bushels to a new record 1.79 billion bushels, based on the record pace of shipments through January. For the week ending January 29, 75 percent of the projected soybean exports had been shipped. With the 7 months of the marketing year still left, soybean shipments should continue, but at a much slower pace than during the first 5 months of the marketing year. Rail and barge movements of soybeans will probably see the corresponding decrease. USDA also increased the projected quantity of corn used to make ethanol by 25 million bushels, to 5.25 billion bushels, based on the Energy Information Administration's higher projected gasoline use in 2015. This will probably increase demand for truck services, the predominant transportation mode for domestic movements of corn to ethanol plants.

Snapshots by Sector

Export Sales

During the week ending January 29**, unshipped balances** of wheat, corn, and soybeans totaled 31 mmt, 13 percent lower than the same time last year. **Corn export sales** reached 0.845 mmt, down 12 percent from the previous week. **Wheat** reached 0.398 mmt, down 27 percent, and **soybeans**, at 0.49 mmt, were down 35 percent from the previous week.

Rail

U.S. railroads originated 24,225 **carloads of grain** during the week ending January 31, up 3 percent from last week, 17 percent from last year, and 22 percent from the 3-year average.

During the week ending February 5, average February shuttle **secondary railcar bids/offers per car** were $92 below tariff, up $121 from last week and $1,942 lower than last year. Non-shuttle secondary railcar bids/offers per car were $13 below tariff, $913 lower than last year.

Barge

During the week ending February 7, **barge grain movements** totaled 617,429 tons—12 percent higher than the previous week and 7 percent lower than the same period last year.

During the week ending February 7, 367 grain barges **moved down river**, down 15 percent from last week; 808 grain barges were **unloaded in New Orleans**, up 2.7 percent from the previous week.

Ocean

During the week ending February 5, 44 **ocean-going grain vessels** were loaded in the Gulf, 5 percent more than the same period last year. Fifty-nine vessels are expected to be loaded within the next 10 days, 39 percent less than the same period last year.

During the week ending February 6, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $28 per mt, unchanged from the previous week. The cost of shipping from the PNW to Japan was $16 per mt, down 5 percent from the previous week.

Fuel

During the week ending February 9, U.S. **diesel fuel prices** averaged $2.83 per gallon, unchanged from the previous week. They were down $1.14 cents from the same week last year.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* February 12, 2015.
Web: http://dx.doi.org/10.9752/TS056.02-12-2015

Landed Costs to Mexico Fell; Transportation Costs Mixed

During the 4th quarter 2014, the landed costs of grain shipments to Mexico declined from the previous quarter and from a year earlier. However, total transportation costs were mixed. The cost of shipping corn and soybeans from Illinois to Vera Cruz, Mexico, via the water route increased by 11 percent during the quarter, but was almost unchanged from a year earlier (see table). The cost of shipping Kansas wheat to Vera Cruz through the water route remained unchanged during the quarter, but declined by 11 percent from a year earlier.

Quarterly costs of transporting U.S. grain to Guadalajara, Mexico

	Water route (to Veracruz) $/metric ton					Land route (to Guadalajara) $/metric ton				
	2013 4th qtr.	2014 3rd qtr.	2014 4th qtr.	Percent change Yr. to Yr.	Qtr. to Qtr.	2013 4th qtr.	2014 3rd qtr.	2014 4th qtr.	Percent change Yr. to Yr.	Qtr. to Qtr.
Corn										
Origin			**IL**					**IA**		
Truck	12.42	11.70	12.06	-2.9	3.1	4.56	4.75	4.48	-1.8	-5.7
Rail [1]						87.65	89.63	89.57	2.2	-0.1
Ocean[2]	17.13	13.56	13.96	-18.5	2.9					
Barge	30.38	28.74	34.00	11.9	18.3					
Total transportation cost	59.93	54.00	60.02	0.2	11.1	92.21	94.38	94.05	2.0	-0.3
Farm Value	178.07	149.20	144.09	-19.1	-3.4	175.32	146.71	144.87	-17.4	-1.3
Landed Cost	238.00	203.20	204.11	-14.2	0.4	267.53	241.09	238.92	-10.7	-0.9
Transport % of landed cost	25	27	29			34	39	39		
Soybeans										
Origin			**IL**					**NE**		
Truck	12.42	11.70	12.06	-2.9	3.1	4.56	4.75	4.48	-1.8	-5.7
Rail [1]						91.79	94.18	94.65	3.1	0.5
Ocean[2]	17.13	13.56	13.96	-18.5	2.9					
Barge	30.38	28.74	34.00	11.9	18.3					
Total transportation cost	59.93	54.00	60.02	0.2	11.1	96.35	98.93	99.13	2.9	0.2
Farm Value	475.22	440.92	379.68	-20.1	-13.9	460.52	440.92	357.27	-22.4	-19.0
Landed Cost	535.15	494.92	439.70	-17.8	-11.2	556.87	539.85	456.40	-18.0	-15.5
Transport % of landed cost	11	11	14			17	18	22		
Wheat										
Origin			**KS**					**KS**		
Truck	4.56	4.75	4.48	-1.8	-5.7	4.56	4.75	4.48	-1.8	-5.7
Rail [1]	40.16	36.92	36.67	-8.7	-0.7	83.71	77.43	78.60	-6.1	1.5
Ocean[2]	17.33	13.56	13.96	-19.4	2.9					
Total transportation cost[3]	62.05	55.23	55.11	-11.2	-0.2	88.27	82.18	83.08	-5.9	1.1
Farm Value	259.17	221.07	213.60	-17.6	-3.4	259.17	221.07	213.60	-17.6	-3.4
Landed Cost	321.22	276.30	268.71	-16.3	-2.7	347.44	303.25	296.68	-14.6	-2.2
Transport % of landed cost	19	20	21			25	27	28		

[1]Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary market, which could exceed the rail tariff rate plus fuel surcharge shown in the table. Origins are modified from past tables. Rail rates for the water route were revised from previous estimates

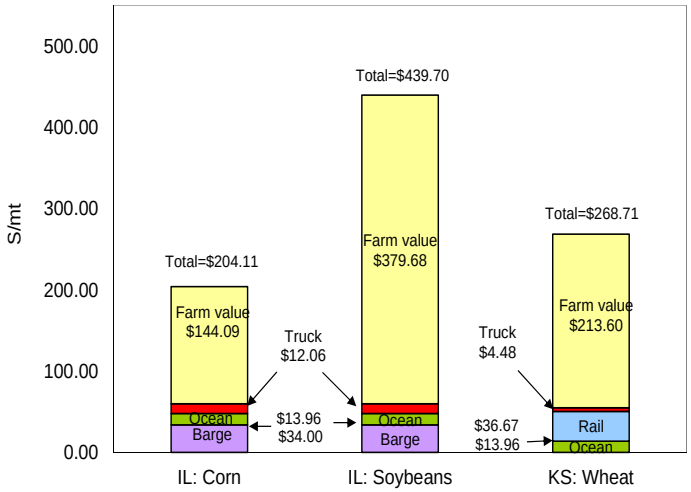
[2]Source: O'Neil Commodity Consulting

[3]Transportation costs for Kansas wheat transported via water route were revised from previous estimates

Quarter-to-quarter seaborne transportation costs for corn and soybeans were pushed up by increases in truck, ocean, and barge rates. Barge rates increased the most because of the seasonal increase in the demand for barge services during harvest. Unlike corn and soybeans, the water route for wheat from South-Central Kansas to Gulf ports relies on a rail segment for shipment to Mexico. The increase in ocean freight rates for this route was not enough to significantly alter the transportation cost for seaborne wheat during the quarter, because of the decrease in truck and tariff rail rates for that route.

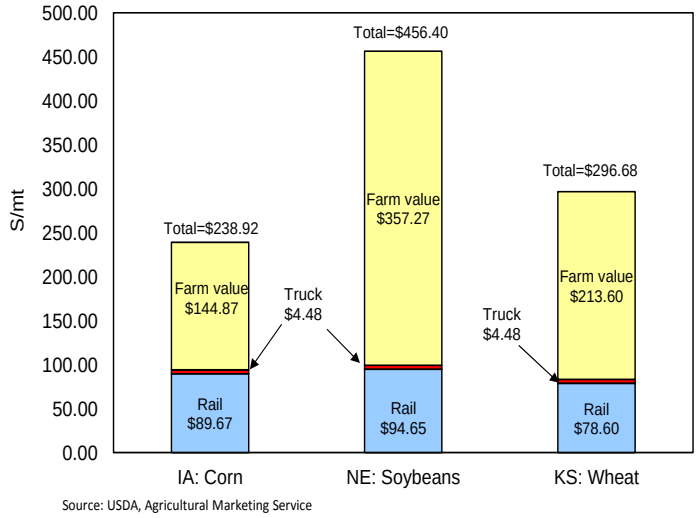
Total transportation costs of moving Iowa corn and Nebraska soybeans to Guadalajara, Mexico, by the land route remained about the same during the quarter, but were slightly higher than a year ago (2 and 3 percent, respectively). The cost of transporting Kansas wheat by land to Guadalajara increased slightly—by 1 percent—during the quarter, but decreased by almost 6 percent from last year. Overall, the landed costs of transporting U.S. grains to Mexico decreased from the previous quarter and a year earlier. The decrease in the landed costs was mainly because of the decline in the farm prices for the major grains (corn, soybean, and wheat). Landed costs ranged from $204 to $440 for the water route (see table and figure 1) and $239 to $456 for the land route (see table and figure 2). Lower farm prices caused the transportation share of the landed costs to increase. The transportation share of the landed costs for the water route ranged from 14 to 29 percent, and the land route ranged from 22 to 39 percent.

Figure 1. Water route shipment costs ($/mt) to Veracruz, Mexico



Source: USDA, Agricultural Marketing Service

Figure 2. Land route shipment costs ($/mt) to Guadalajara, Mexico



Source: USDA, Agricultural Marketing Service

Market Outlook: During calendar year 2014, Mexico imported 10.34 million metric tons (mmt) of corn, 3.54 mmt of soybeans, and 2.92 mmt of wheat from the United States—58, 30, and 1 percent more corn, soybeans, and wheat, respectively, than a year earlier (FAS, GATS). According to estimates by USDA's Foreign Agricultural Service, Mexico will import about 10.9 mmt of corn and 4.45 mmt of wheat in marketing year (MY) 2014/15 (***FAS***, ***GAIN Report Number: MX4073, GAIN Report Number: MX5001***). Soybean imports for MY 2014/15 are expected to reach 3.74 mmt, a 2.5 percent increase over the previous year (***GAIN Report Number: MX4026***). Given the current low commodity prices and ocean freight rates, Mexican buyers should continue to find U.S. grains competitive with domestically-produced grains.

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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
02/11/15	190	252	202	228	125	113
02/04/15	190	252	204	244	125	113

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

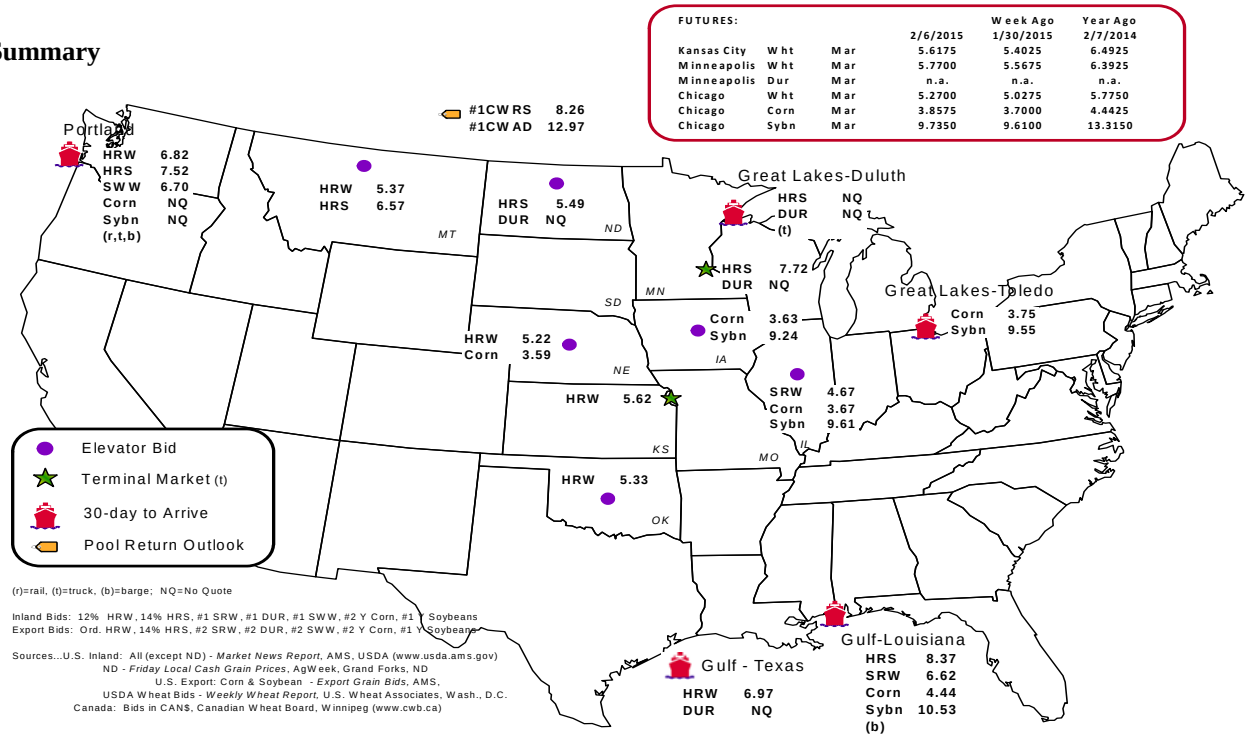
Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

Commodity	Origin--Destination	2/6/2015	1/30/2015
Corn	IL--Gulf	-0.77	-0.76
Corn	NE--Gulf	-0.85	-0.83
Soybean	IA--Gulf	-1.29	-1.37
HRW	KS--Gulf	-1.35	-1.35
HRS	ND--Portland	-2.03	-2.03

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[3]	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[4]
2/04/2015[p]	630	557	5,041	786	7,014	1/31/2015	1,714
1/28/2015[r]	1,282	872	8,754	942	11,850	1/24/2015	2,107
2015 YTD[r]	5,005	4,668	28,087	5,181	42,941	2015 YTD	7,892
2014 YTD[r]	6,422	7,845	28,568	3,735	46,570	2014 YTD	8,437
2015 YTD as % of 2014 YTD	78	60	98	139	92	% change YTD	94
Last 4 weeks as % of 2014[2]	78	56	98	122	91	Last 4wks % 2014	97
Last 4 weeks as % of 4-year avg.[2]	113	67	124	141	115	Last 4wks % 4 yr	107
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

[1] Data is incomplete as it is voluntarily provided

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

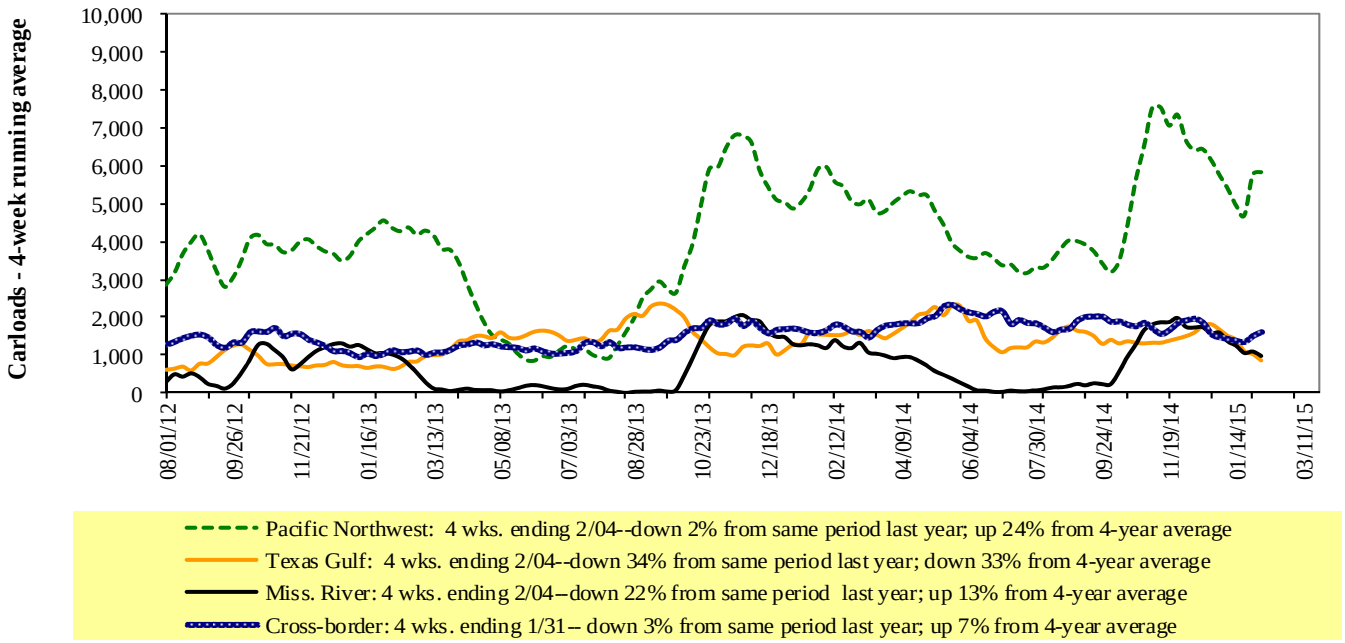
[3]Texas Gulf rail unload reports for grain are are currently experiencing delays due to port development and other unforseen occurences. Some reports will resume in mid February 2015.

[4] 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.

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)

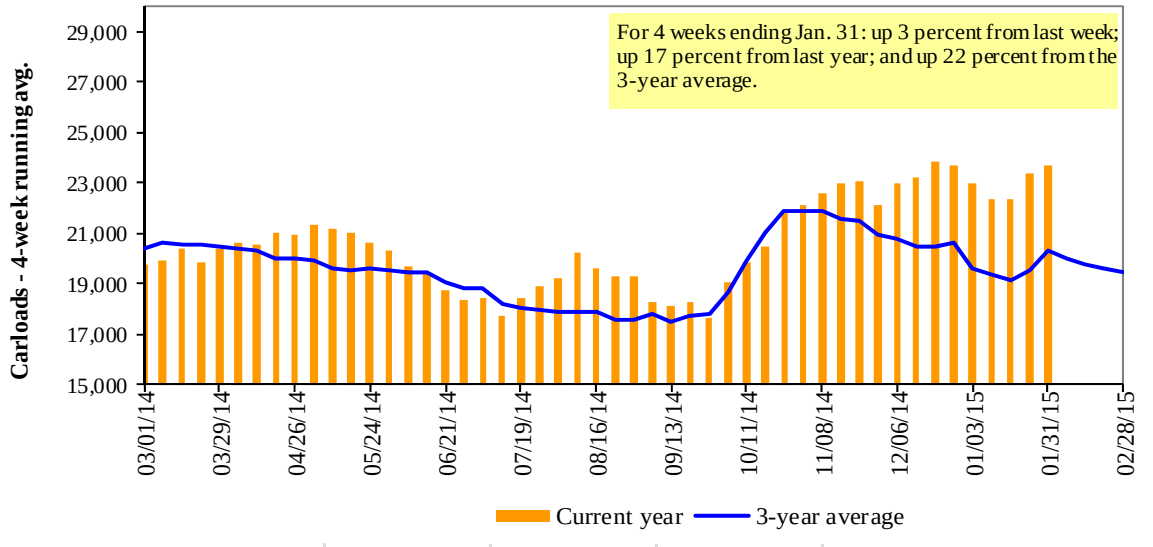
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
01/31/15	2,408	3,013	11,654	673	6,477	24,225	4,465	3,814
This week last year	2,273	3,516	9,216	1,175	6,995	23,175	3,702	4,924
2015 YTD	10,399	13,254	44,229	3,204	23,564	94,650	16,355	18,010
2014 YTD	8,772	12,487	33,611	4,234	24,330	83,434	15,554	18,706
2015 YTD as % of 2014 YTD	119	106	132	76	97	113	105	96
Last 4 weeks as % of 2014[1]	119	106	132	76	97	113	105	96
Last 4 weeks as % of 3-yr avg.[2]	130	113	117	110	117	117	108	87
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	Delivery period							
2/5/2015	Feb-15	Feb-14	Mar-15	Mar-14	Apr-15	Apr-14	May-15	May-14
BNSF[3]								
COT grain units	no offer	no offer	no offer	no offer	no offer	379	no offer	278
COT grain single-car[5]	no offer	no offer	no offer	no offer	no offer	no offer	no offer	600 . . 612
UP[4]								
GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no bids	n/a	n/a
GCAS/Region 2	no offer	no offer	no offer	no offer	no offer	76	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.

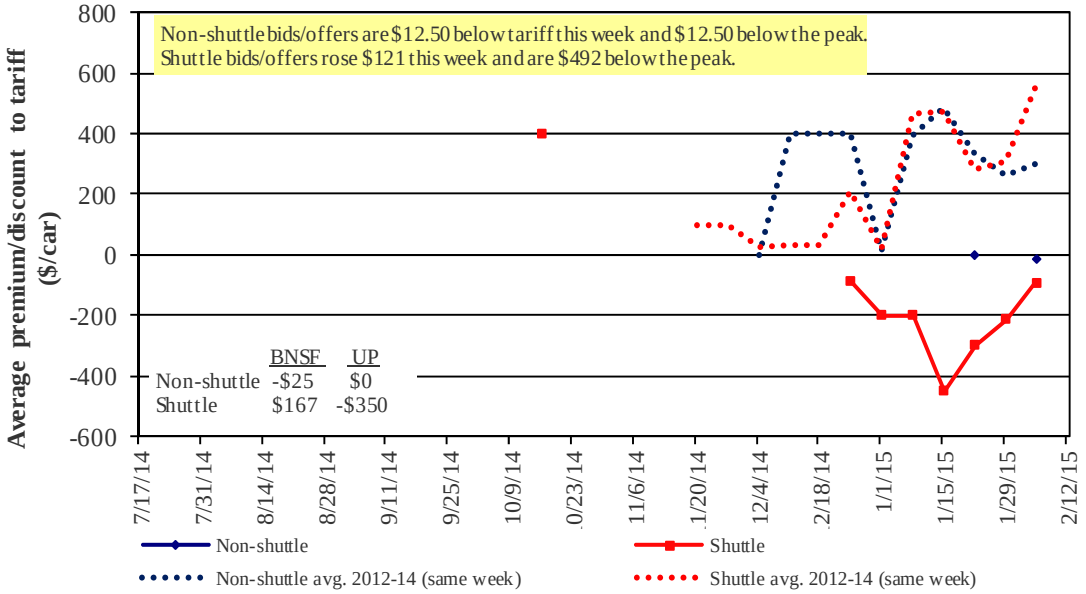
[5]Range is shown because average is not available. Not available = n/a.

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 February 2015, Secondary Market

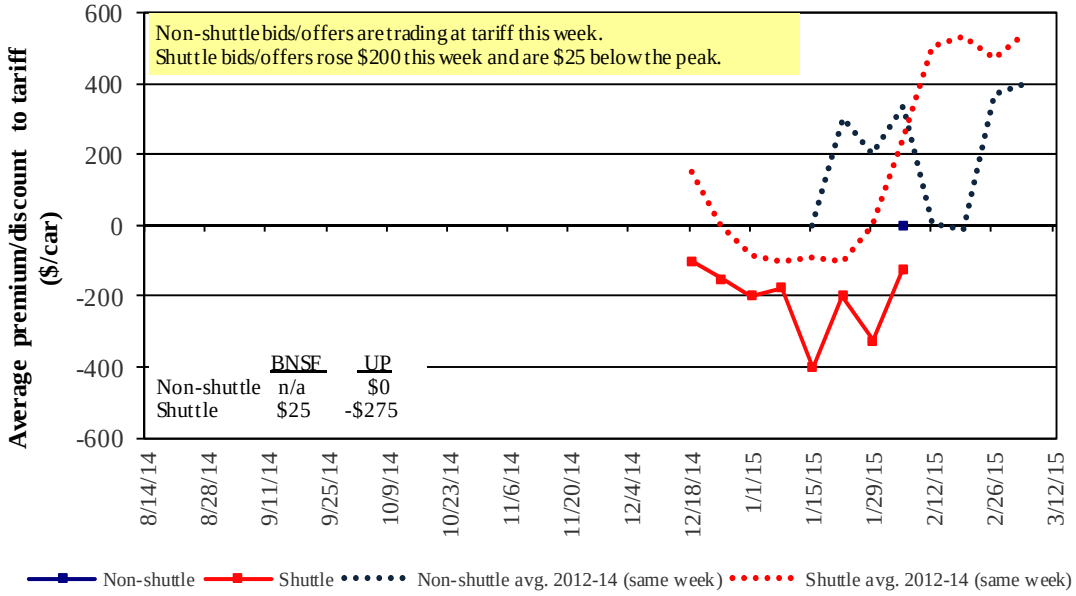


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

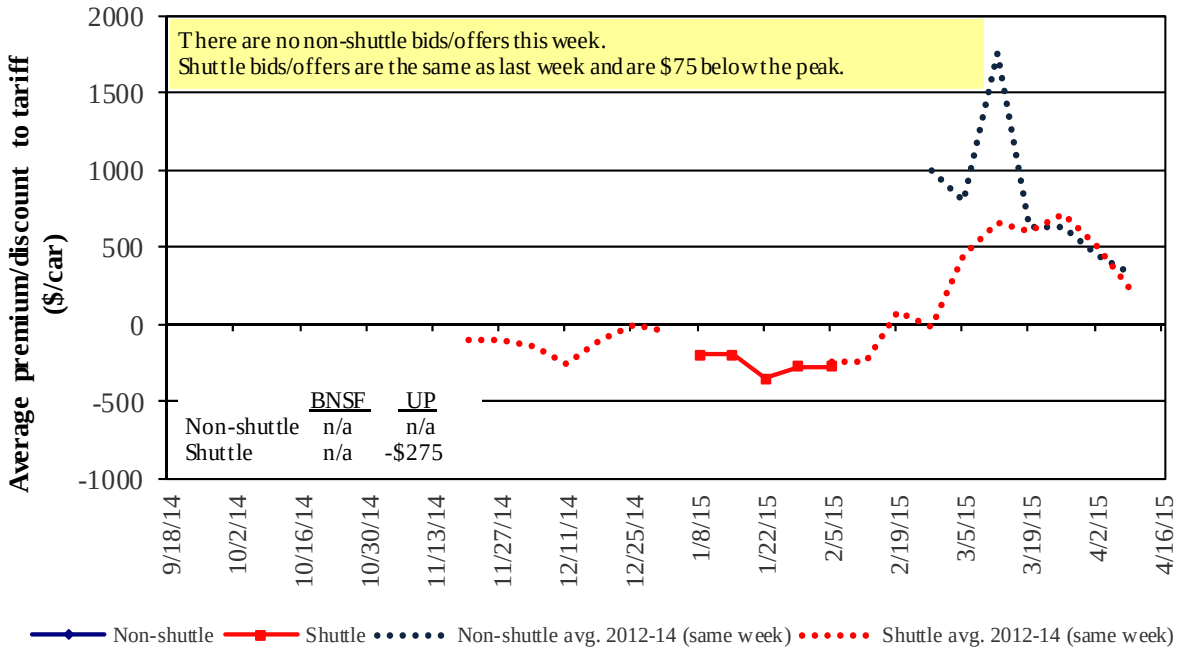


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

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)[1]

Week ending	Delivery period					
2/5/2015	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15
Non-shuttle						
BNSF-GF	(25)	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	(1,325)	n/a	n/a	n/a	n/a	n/a
UP-Pool	-	-	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	(500)	(500)	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	167	25	n/a	n/a	n/a	n/a
Change from last week	267	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(2,933)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(350)	(275)	(275)	(275)	(275)	(275)
Change from last week	(25)	50	-	-	-	-
Change from same week 2014	(950)	(838)	(175)	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:							Percent
			Tariff	Fuel surcharge	Tariff plus surcharge per:		change
2/1/2015	Origin region*	Destination region*	rate/car	per car	metric ton	bushel[2]	Y/Y[3]
Unit train							
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
Shuttle Train							
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

[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: 2/1/2015							
Commodity	Origin state	Destination region	Tariff rate/car[1]	Fuel surcharge per car[2]	Tariff plus surcharge per: metric ton[3]	Tariff plus surcharge per: bushel[3]	Percent change Y/Y[4]
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

[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

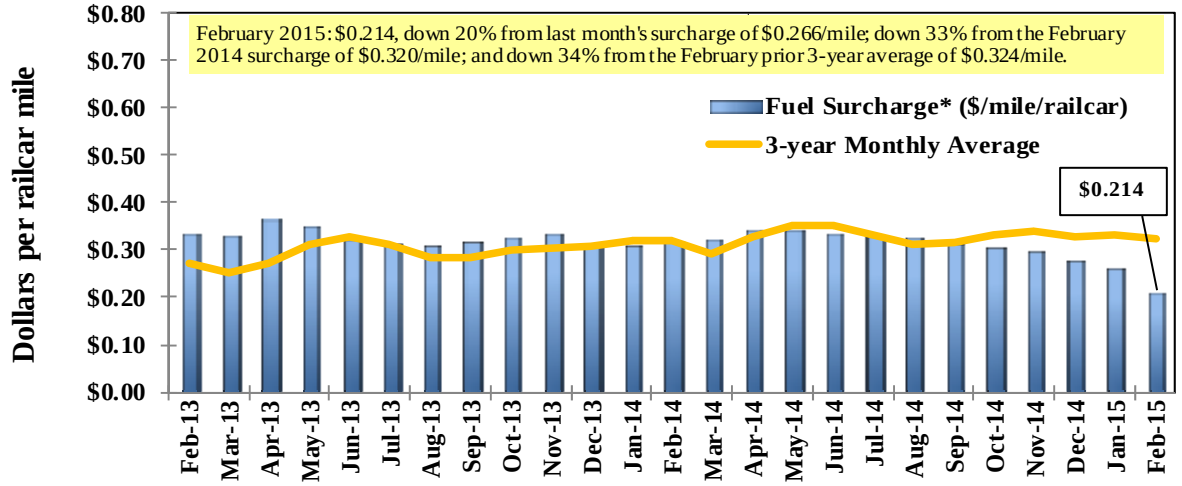
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[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.

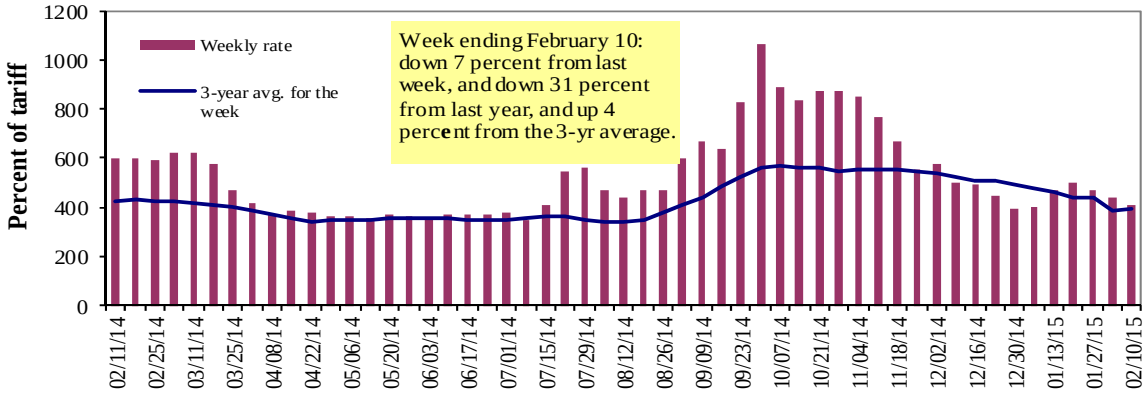
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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[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]	2/10/2015	-	-	410	300	347	347	243
	2/3/2015	-	-	440	350	363	363	233
$/ton	2/10/2015	-	-	19.02	11.97	16.27	14.02	7.63
	2/3/2015	-	-	20.42	13.97	17.02	14.67	7.32
Current week % change from the same week:								
	Last year	-	-	-31	-34	-27	-27	-23
	3-year avg.[2]	-	-	4	-15	-1	-1	-5
Rate[1]	March	-	-	372	282	308	308	228
	May	383	342	338	265	283	283	222

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds
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.

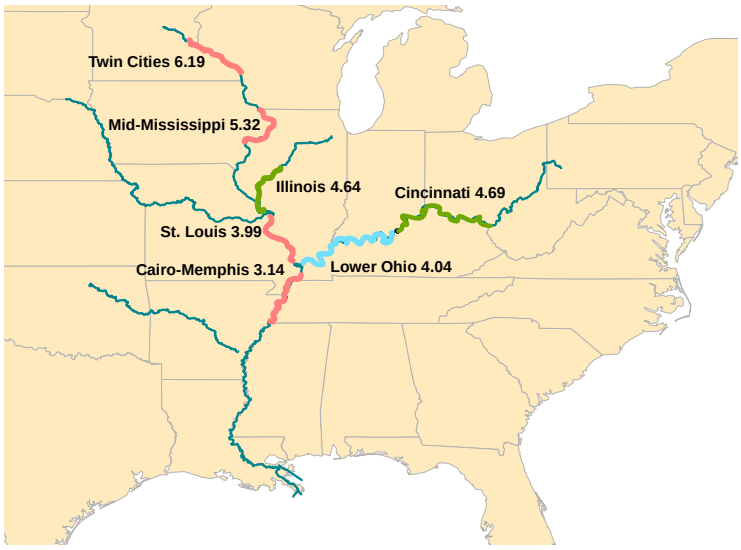
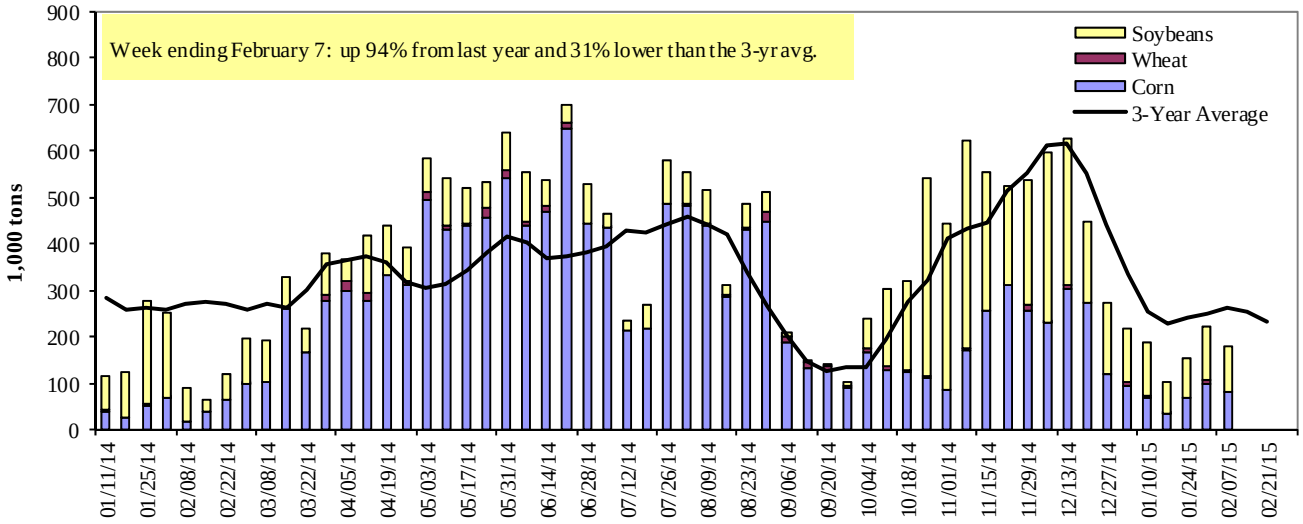


Figure 10

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 02/7/2015	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	3	0	3
Alton, IL (L26)	61	0	79	0	140
Granite City, IL (L27)	82	0	96	0	178
Illinois River (L8)	54	0	78	0	132
Ohio River (L52)	190	15	173	7	385
Arkansas River (L1)	0	10	44	1	55
Weekly total - 2015	272	25	312	8	617
Weekly total - 2014	251	13	400	1	665
2015 YTD[1]	1,292	107	1,503	36	2,937
2014 YTD	1,029	85	1,822	27	2,962
2015 as % of 2014 YTD	126	126	82	134	99
Last 4 weeks as % of 2014[2]	115	77	82	56	93
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.

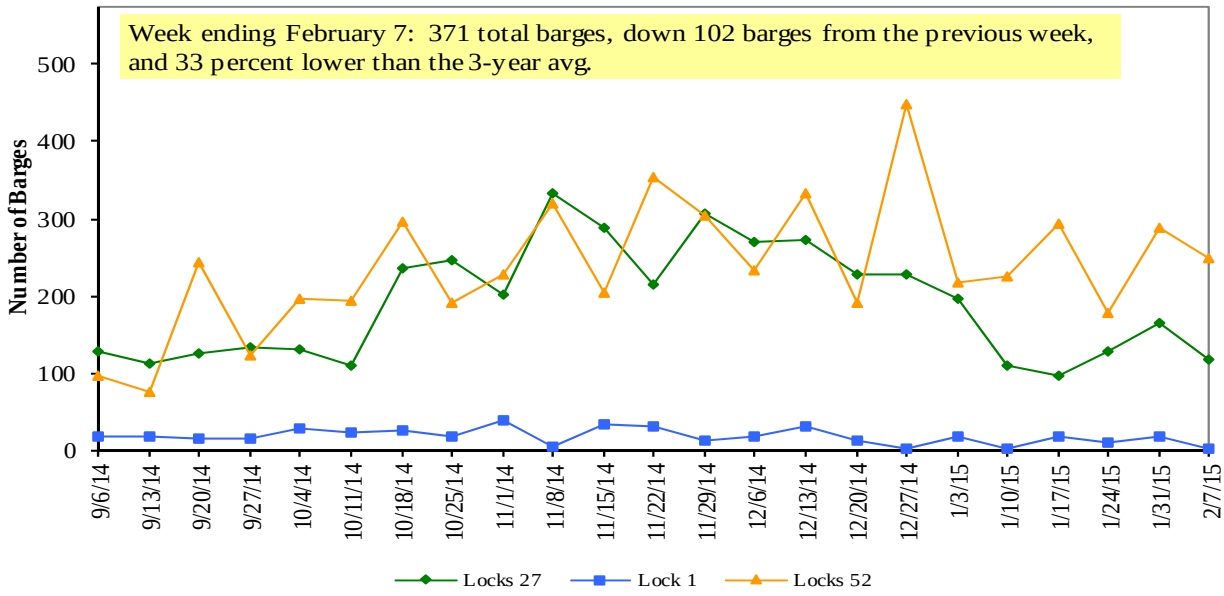
[2] As a percent of same period in 2014.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

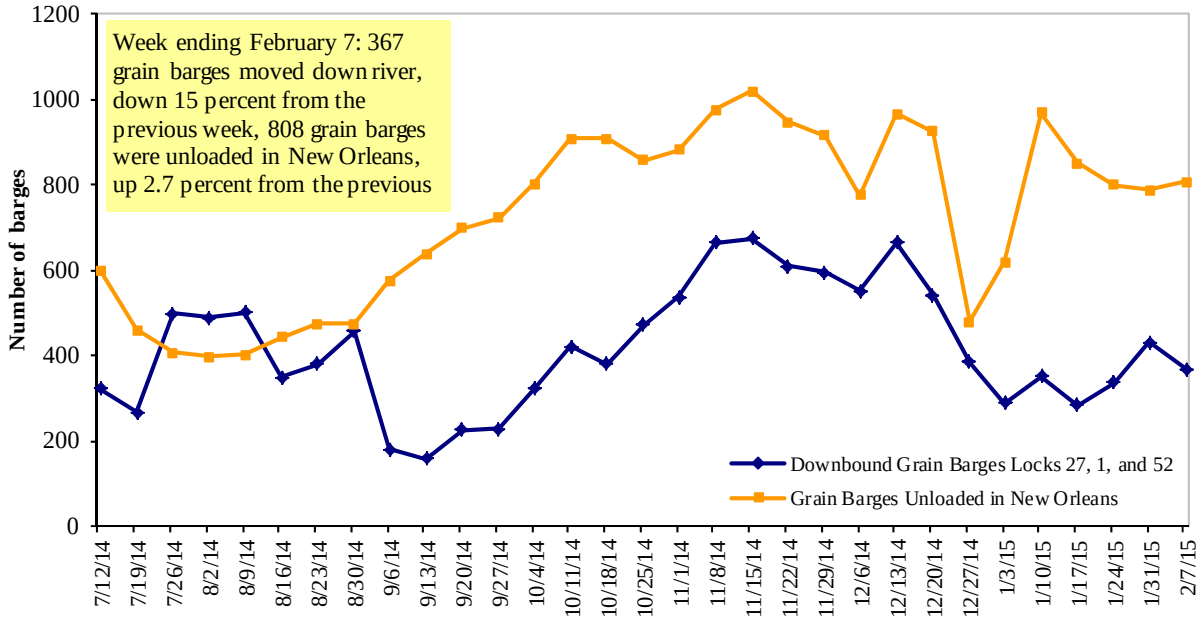
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 01/26/2014 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.930	-0.002	-1.186
	New England	3.039	0.011	-1.330
	Central Atlantic	3.042	0.001	-1.321
	Lower Atlantic	2.822	-0.004	-1.062
II	Midwest[2]	2.769	0.004	-1.200
III	Gulf Coast[3]	2.761	-0.008	-1.027
IV	Rocky Mountain	2.776	-0.007	-1.092
V	West Coast	2.924	0.038	-1.074
	West Coast less California	2.756	0.040	-1.145
	California	3.061	0.034	-1.019
Total	U.S.	2.835	0.004	-1.142

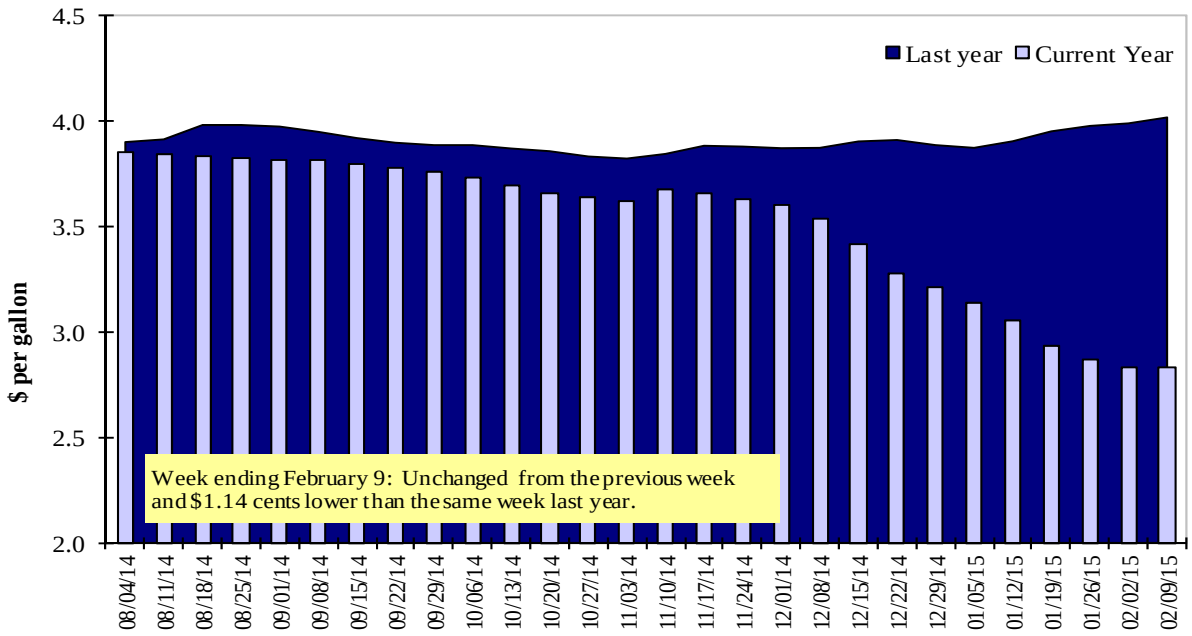
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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]									
1/29/2015	1,549	787	1,833	999	110	5,278	16,824	8,895	30,997
This week year ago	1,768	1,087	1,524	972	176	5,526	18,570	11,428	35,524
Cumulative exports-marketing year[2]									
2014/15 YTD	4,667	2,561	4,792	2,559	478	15,057	15,324	36,542	66,923
2013/14 YTD	8,236	5,956	3,962	2,717	297	21,168	14,641	31,453	67,262
YTD 2014/15 as % of 2013/14	57	43	121	94	161	71	105	116	99
Last 4 wks as % of same period 2013/14	85	72	119	100	52	93	88	96	91
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

[1] Current unshipped export sales to date

[2] 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[1] of U.S. Corn

Week ending 01/29/2015	Total Commitments[2] 2014/15 Current MY	2013/14 Last MY	% change current MY from last MY	Exports[3] 3-year avg 2011-2013
	- 1,000 mt -			- 1,000 mt -
Japan	6,571	7,083	(7)	10,079
Mexico	7,582	8,181	(7)	8,145
Korea	1,786	1,519	18	2,965
Colombia	2,465	1,239	99	3,461
Taiwan	754	899	(16)	1,238
Top 5 Importers	**19,158**	**18,921**	**1**	**25,887**
Total US corn export sales	**32,148**	**33,211**	**(3)**	**34,445**
% of Projected	72%	68%		
Change from prior week	733	1,700		
Top 5 importers' share of U.S. corn export sales	60%	57%		75%
USDA forecast, February 2015	**44,450**	**48,700**	**(9)**	
Corn Use for Ethanol USDA forecast, February 2015	**133,350**	**130,404**	**2**	

(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 01/29/2015	Total Commitments[2] 2014/15 Current MY	2013/14 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2011-13
	- 1,000 mt -			- 1,000 mt -
China	28,468	27,638	3	24,211
Mexico	2,417	2,221	9	2,971
Indonesia	1,062	1,566	(32)	1,895
Japan	1,384	1,322	5	1,750
Taiwan	1,093	946	16	1,055
Top 5 importers	**34,425**	**33,693**	**2**	**31,882**
Total US soybean export sales	**45,437**	**42,881**	**6**	**39,169**
% of Projected	93%	96%		
Change from prior week*	490	435		
Top 5 importers' share of U.S. soybean export sales	76%	79%		**81%**
USDA forecast, February 2015	**48,720**	**44,820**	**9**	

(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)

* Includes revisions to previous week's data.

Table 15

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

Week Ending 01/29/2015	Total Commitments[2] 2014/15 Current MY	2013/14 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2011-2013
	- 1,000 mt -			- 1,000 mt -
Japan	2,667	2,231	20	3,243
Mexico	2,364	2,476	(5)	3,066
Nigeria	1,865	2,322	(20)	2,960
Philippines	2,043	1,606	27	2,006
China	272	4,197	(94)	1,830
Brazil	1,481	3,707	(60)	1,617
Korea	1,146	1,186	(3)	1,552
Taiwan	817	812	1	969
Indonesia	427	695	(39)	813
Colombia	534	640	(17)	610
Top 10 importers	**13,613**	**19,873**	(31)	**18,665**
Total US wheat export sales	**20,335**	**26,694**	**(24)**	**27,696**
% of Projected	83%	83%		
Change from prior week*	398	639		
Top 10 importers' share of U.S. wheat export sales	67%	74%		67%
USDA forecast, February 2015	**24,490**	**32,010**	**(23)**	

(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 02/05/15	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	210	225	93	1,012	881	115	104	101	12,436
Corn	102	71	144	468	377	124	141	135	7,781
Soybeans	516	522	99	2,128	1,848	115	128	135	12,887
Total	**828**	**818**	**101**	**3,609**	**3,106**	**116**	**122**	**123**	**33,104**
Mississippi Gulf									
Wheat	110	93	119	360	406	89	83	68	4,495
Corn	498	460	108	2,430	1,784	136	132	135	30,912
Soybeans	781	998	78	5,023	3,923	128	138	136	29,087
Total	**1,389**	**1,551**	**90**	**7,814**	**6,113**	**128**	**132**	**130**	**64,495**
Texas Gulf									
Wheat	71	66	108	227	463	49	34	34	6,120
Corn	58	31	190	121	82	148	36	153	580
Soybeans	0	0	n/a	148	186	80	114	245	949
Total	**129**	**96**	**134**	**496**	**730**	**68**	**56**	**76**	**7,649**
Interior									
Wheat	28	24	117	112	88	127	158	102	1,400
Corn	87	88	99	476	434	110	76	114	5,677
Soybeans	87	108	81	528	414	127	95	135	4,312
Total	**202**	**219**	**92**	**1,116**	**936**	**119**	**131**	**122**	**11,389**
Great Lakes									
Wheat	0	0	n/a	0	0	n/a	n/a	0	935
Corn	0	0	n/a	0	0	n/a	n/a	0	288
Soybeans	0	0	n/a	0	0	n/a	0	0	988
Total	**0**	**0**	**n/a**	**0**	**0**	**n/a**	**0**	**0**	**2,211**
Atlantic									
Wheat	0	0	n/a	1	0	n/a	n/a	12	553
Corn	0	0	n/a	0	0	n/a	0	0	816
Soybeans	107	87	122	479	310	154	161	172	2,119
Total	**107**	**87**	**122**	**480**	**311**	**154**	**158**	**160**	**3,487**
U.S. total from ports[2]									
Wheat	419	407	103	1,712	1,837	93	76	81	25,939
Corn	745	649	115	3,496	2,677	131	95	90	46,054
Soybeans	1,491	1,714	87	8,306	6,682	124	128	171	50,342
Total	**2,654**	**2,771**	**96**	**13,514**	**11,197**	**121**	**111**	**130**	**122,335**

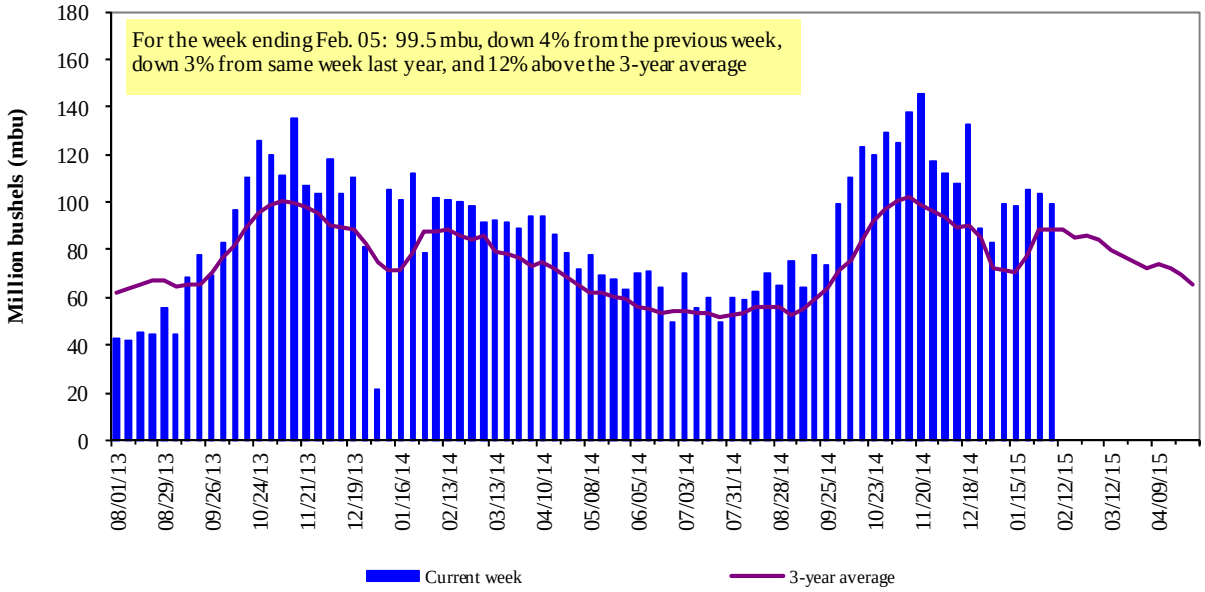
[1] Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

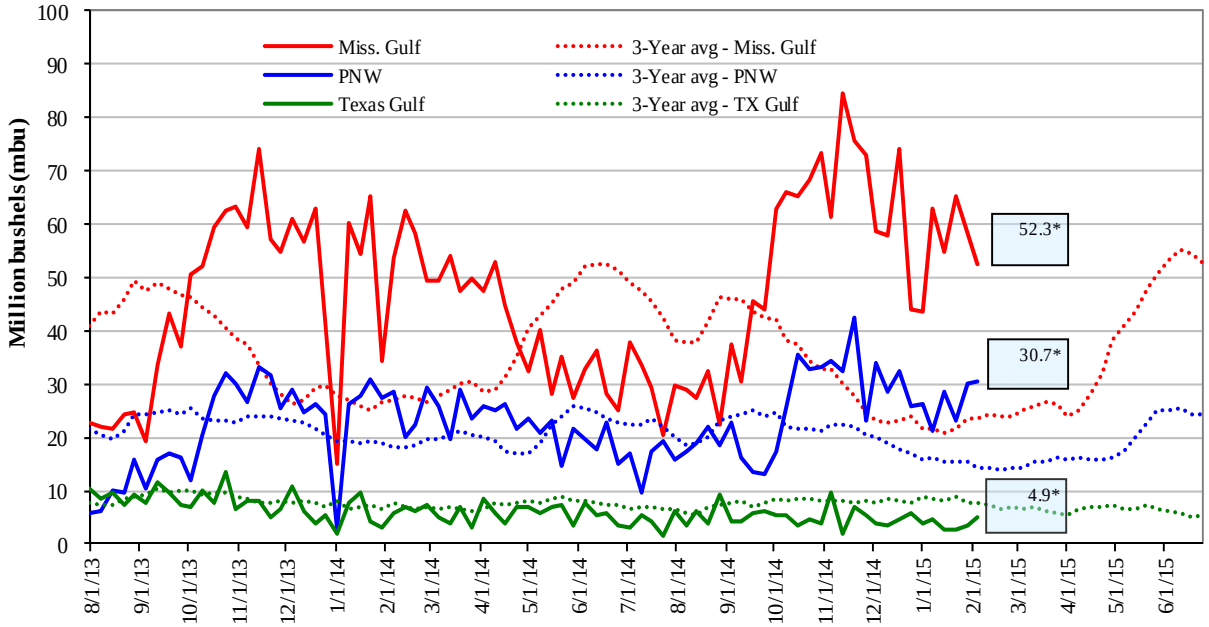


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

Feb. 05: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 10	up 35	down 7	up 2
Last year (same week)	down 2	down 18	down 4	up 7
3-yr avg. (4-wk mov. avg.	up 12	up 1	up 11	up16

Ocean Transportation

Table 17

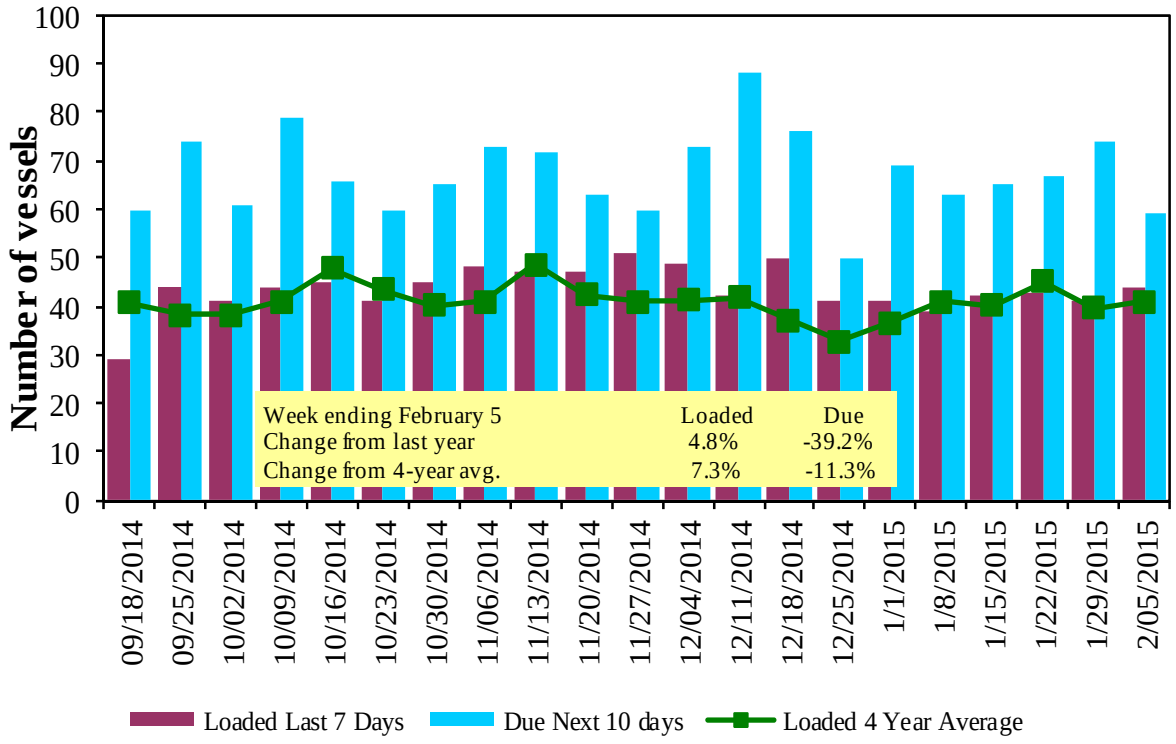
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
2/5/2015	50	44	59	20	n/a
1/29/2015	41	41	74	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[1] Vessel Loading Activity

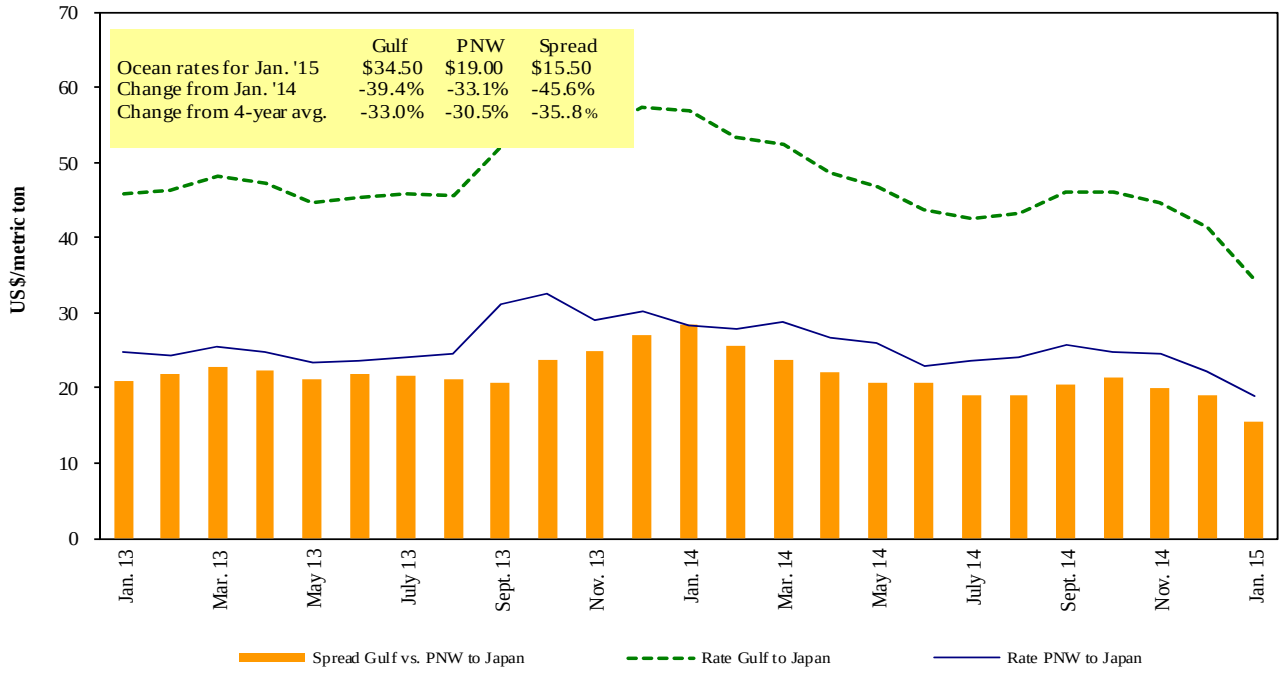


Source:Transportation & Marketing Programs/AMS/USDA

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

Figure 17

Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 2/07/2015

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	Kenya[1]	Sorghum	Jan 2/12	10,000	91.35
Brazil	China	Heavy Grain	Jun 1/30	60,000	22.75
Brazil	China	Grain	Apr 15/May 31	60,000	24.50
Brazil	China	Heavy Grain	Feb 25/ Mar 5	60,000	21.25
Brazil	China	Heavy Grain	Feb 25/ Mar 5	60,000	21.75
Brazil	China	Heavy Grain	Feb 10/17	60,000	23.75
Bulgaria	Egypt Med	Corn	Jan 25/30	26,750	9.25

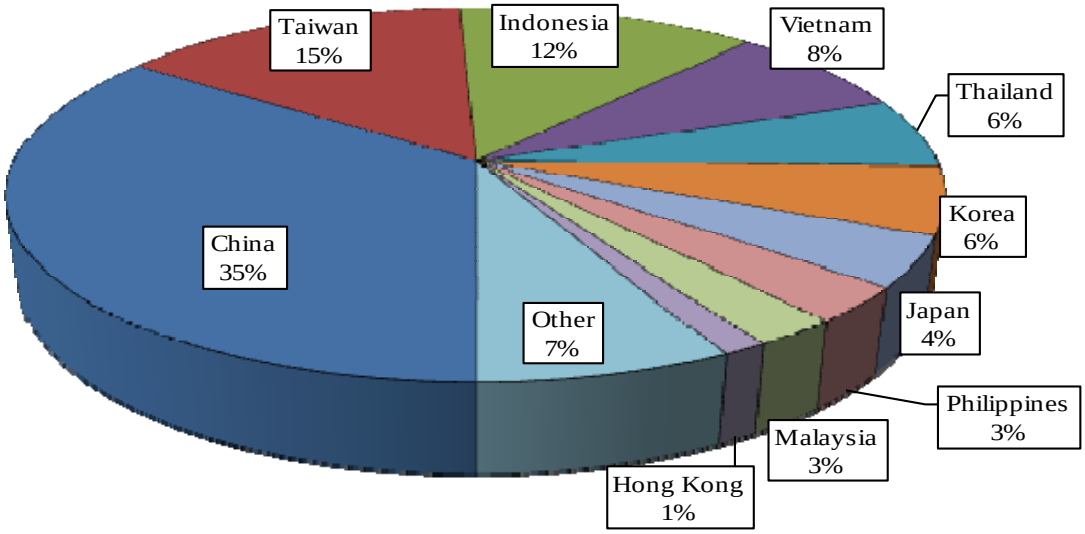
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

[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)

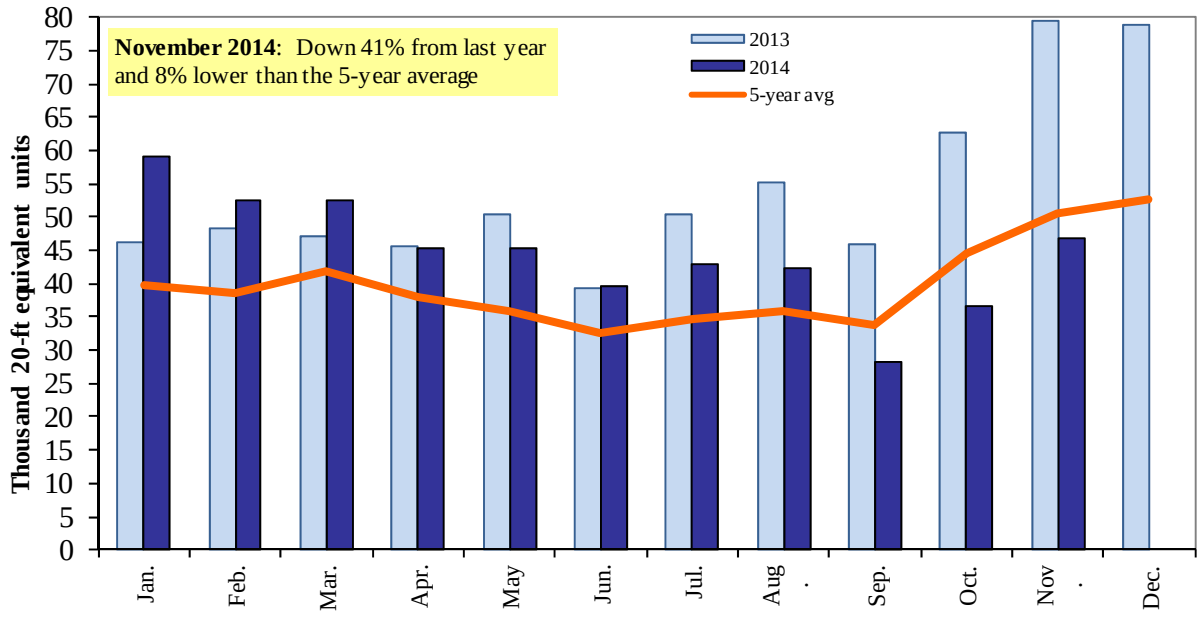
In 2013, containers were used to transport 10 percent of total U.S. waterborne grain exports, up 2 percentage points from 2012. Approximately 61 percent of U.S. waterborne grain exports in 2013 went to Asia, of which 16 percent were moved in containers. Asia is the top destination for U.S. containerized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