



# Grain Transportation Report

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

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### Corn and Wheat Boost Total Grain Inspections

For the week ending June 11, **total inspections of grain** (corn, wheat, soybeans) from all major export regions reached 1.71 million metric tons (mmt), up 34 percent from the past week, down 8 percent from last year, and 18 percent above the 3-year average. Inspections of each of the major grains were up from the previous week. Corn inspections jumped 49 percent as shipments to Asia and Latin America increased, and wheat and soybean inspections increased 20 and 4 percent. Inspections also increased in each of the three major export regions. Although **rail deliveries** of grain to port were at their lowest for the year, **barge movements** of grain (primarily corn) to Mississippi Gulf ports have remained strong.

### National Academies' Report Examines the Funding and Management of the U.S. Inland Waterways

On June 16, the Transportation Research Board (TRB) of the National Academies released the report, [Funding and Managing the U.S. Inland Waterways System: What Policy Makers Need to Know](#). The report looks at: (1) the importance of the federally-funded inland waterways, (2) their costs and benefits, (3) estimated investments needed to achieve an efficient system and options for funding, and (4) who should pay for the investment. The report indicates that limited available funding is best utilized for operation, maintenance, and rehabilitation rather than replacement of aging structures. According to the report, there should be more reliance on a "user-pays" funding strategy that would generate new revenues for operating and maintaining existing structures. Also, the TRB report states that asset management can help prioritize maintenance and ascertain the funding for the system.

### Tropical Depression Bill Adding To Barge Traffic Disruptions

On June 16, Tropical Storm Bill made landfall in the central Texas Coast and weakened to a Tropical Depression (TD) as it heads for the Middle Mississippi and Ohio River Valleys. Areas that will be impacted are already experiencing flooding and high river levels. Barge traffic on the Illinois River has been slowed by high water as much of the Illinois River is already above flood stage. Parts of the Illinois River are forecasted to receive heavy rains from TD Bill, which will further disrupt barge traffic. On June 17, the river gage for the Mississippi River at St. Louis was at 32 feet (2 feet above flood stage). Since early June, the St. Louis gage has been above 25 feet, a threshold where the Coast Guard restricts tows of barges greater than 600 feet to daylight only transit in the St. Louis Harbor. With the additional rains from TD Bill, the river level is not expected to drop to 25 feet until June 27, when the daylight only restrictions could be lifted.

### Snapshots by Sector

#### **Export Sales**

During the week ending June 4, **unshipped balances** of wheat, corn, and soybeans totaled 19.0 mmt, 5 percent lower than at the same time last year. **Wheat export sales** for the first week of 2015/16, which began June 1, totaled 0.377 mmt, in addition to 0.567 mmt carried over from 2014/15, for a total of 0.944 mmt. **Corn export sales** reached 0.496 mmt, up 7 percent from the previous week. **Soybean export sales** of 0.164 mmt were up 26 percent from the prior week.

#### **Rail**

U.S. railroads originated 18,046 **carloads of grain** during the week ending June 6, down 2 percent from last week, but up 3 percent from last year, and 3 percent from the 3-year average.

During the week ending June 11, average June shuttle **secondary railcar bids/offers per car** were \$275 below tariff, up \$67 from last week and \$1,075 lower than last year. Non-shuttle secondary railcar bids/offers were at tariff, up \$19 from last week and \$50 higher than last year.

#### **Barge**

During the week ending June 13, **barge grain movements** totaled 870,748 tons—about 7 percent higher than the previous week and 33 percent higher than the same period last year.

During the week ending June 13, 566 grain barges **moved down river**, up 8 percent from last week; 622 grain barges were **unloaded in New Orleans**, up 41 percent from the previous week.

#### **Ocean**

During the week ending June 11, 29 **ocean-going grain vessels** were loaded in the Gulf, 7 percent less than the same period last year. Fifty-one vessels are expected to be loaded within the next 10 days, 76 percent less than the same period last year.

During the week ending June 12, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$31 per metric ton (mt), up 3 percent from the previous week. The cost of shipping from the PNW to Japan was \$17.25 per mt, up 5 percent from the previous week.

#### **Fuel**

During the week ending June 15, U.S. average **diesel fuel prices** decreased 1 cents from the previous week to \$2.87 per gallon—down \$1.01 from the same week last year.

# Feature Article/Calendar

## Lower Farm Prices and Transportation Costs Reduced Soybean Landed Costs

The landed costs of shipping soybeans from the United States and Brazil to Hamburg, Germany, and Shanghai, China, declined during the first quarter. This is mainly due to lower farm prices and lower transportation costs. Soybean landed costs from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany through the U.S. Gulf declined by 1 and 3 percent (table 1). The landed costs of shipping from the same locations and route to Shanghai, China declined by 3 and 4 percent, respectively, during the quarter (table 2). The landed costs of shipping from Fargo, ND, and Sioux Falls, SD, through the Pacific Northwest (PNW) to Shanghai decreased by 5 and 3 percent. Similarly, the landed costs of shipping soybeans from North Mato Grosso (North MT) and South Goiás in Brazil to Hamburg declined by 11 and 5 percent, while the landed costs from the same locations to Shanghai declined by 11 and 4 percent, respectively, during the quarter.

**Table 1-Quarterly costs of transporting soybeans from U.S. and Brazil to Hamburg, Germany**

	2014	2014	2015	Percent change		2014	2014	2015	Percent change	
	1 <sup>st</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	1 <sup>st</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>										
	--\$/mt--									
Truck	13.79	12.06	12.02	-12.84	-0.33	13.79	12.06	12.02	-12.84	-0.33
Barge	27.06	50.36	14.07	-48.00	-72.06	27.06	47.68	14.07	-48.00	-70.49
Ocean <sup>1</sup>	23.40	18.83	14.03	-40.04	-25.49	23.40	18.83	14.03	-40.04	-25.49
Rail <sup>2</sup>	42.08		42.09			30.77		31.20		
Total transportation	106.33	81.25	82.21	-22.68	1.18	95.02	78.57	71.32	-24.94	-9.23
Farm Value <sup>3</sup>	475.22	368.05	361.31	-23.97	-1.83	485.02	369.89	365.97	-24.55	-1.06
Landed Cost	581.55	449.30	443.52	-23.73	-1.29	580.04	448.46	437.29	-24.61	-2.49
Transport % of landed cost	18.28	18.08	18.54			16.38	17.52	16.31		
<b>Brazil</b>										
<b>North MT<sup>4</sup> - Santos<sup>5</sup></b>										
	--\$/mt--									
Truck	113.35	90.94	89.60	-20.95	-1.47	68.89	49.76	51.40	-25.39	3.30
Ocean <sup>6</sup>	31.00	24.00	22.00	-29.03	-8.33	31.00	26.00	22.00	-29.03	-15.38
Total transportation	144.35	114.94	111.60	-22.69	-2.91	99.89	75.76	73.40	-26.52	-3.12
Farm Value <sup>7</sup>	375.58	361.74	312.34	-16.84	-13.66	420.52	349.62	329.25	-21.70	-5.83
Landed Cost	519.93	476.68	423.94	-18.46	-11.06	520.41	425.38	402.65	-22.63	-5.34
Transport % of landed cost	27.76	24.11	26.32			19.19	17.81	18.23		
<b>South GO<sup>3</sup> - Paranagua<sup>4</sup></b>										
	--\$/mt--									
Truck	113.35	90.94	89.60	-20.95	-1.47	68.89	49.76	51.40	-25.39	3.30
Ocean <sup>6</sup>	31.00	24.00	22.00	-29.03	-8.33	31.00	26.00	22.00	-29.03	-15.38
Total transportation	144.35	114.94	111.60	-22.69	-2.91	99.89	75.76	73.40	-26.52	-3.12
Farm Value <sup>7</sup>	375.58	361.74	312.34	-16.84	-13.66	420.52	349.62	329.25	-21.70	-5.83
Landed Cost	519.93	476.68	423.94	-18.46	-11.06	520.41	425.38	402.65	-22.63	-5.34
Transport % of landed cost	27.76	24.11	26.32			19.19	17.81	18.23		

<sup>1</sup>Source: O'Neil Commodity Consulting

<sup>2</sup>Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

<sup>3</sup>Source: USDA/NASS

<sup>4</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>5</sup>Export ports

<sup>6</sup>Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

<sup>7</sup>Source: Companhia Nacional de Abastecimento (CONAB) [www.conab.gov.br](http://www.conab.gov.br)

Note: Total may not add exactly due to rounding

For shipments passing through the U.S. Gulf, total transportation costs were pushed down mainly by barge and ocean freight rates as the truck rates remained relatively unchanged. Because the upper segment of the Mississippi River system was closed down for navigation during most of the quarter, soybeans were railed to St. Louis, MO, and then loaded onto barges for shipment to the Gulf ports for export. Despite substituting rail for the shipments through the upper segments of the river, transportation costs declined for all shipments except a slight increase (1 percent) for shipments from Minneapolis to Hamburg. Ocean freight rates for shipping bulk commodities, including grains, fell during the quarter due to excess vessel supply and lagging demand for bulk shipping.

Year-to-year transportation costs fell in both the United States and Brazil as the costs of all modes of transportation declined. Landed costs declined in the United States and Brazil from year to year and quarter to quarter. Although the landed costs fell in both countries during the quarter, the U.S. transportation share of landed costs declined while Brazil's transportation share increased. The transportation share of the landed costs ranged from 16 to 21 percent in the United States and 18 to 28 percent in Brazil.

**Table 2-Quarterly costs of transporting soybeans from U.S. and Brazil to Shanghai, China**

	2014	2014	2015	Percent change		2014	2014	2015	Percent change	
	1 <sup>st</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	1 <sup>st</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
	<b>Minneapolis, MN</b>					<b>Davenport, IA</b>				
	--\$/mt--					--\$/mt--				
Truck	13.79	12.06	12.02	-12.84	-0.33	13.79	12.06	12.02	-12.84	-0.33
Barge	27.06	50.36	14.07	-48.00	-72.06	27.06	47.68	14.07	-48.00	-70.49
Ocean <sup>1</sup>	52.39	42.64	30.41	-41.95	-28.68	52.39	42.64	30.41	-41.95	-28.68
Rail <sup>3</sup>	42.08		42.09			30.77		31.20		
Total transportation	135.32	105.06	98.59	-27.14	-6.16	124.01	102.38	87.70	-29.28	-14.34
Farm Value <sup>2</sup>	475.22	368.05	361.31	-23.97	-1.83	485.02	369.89	365.97	-24.55	-1.06
Landed Cost	610.54	473.11	459.90	-24.67	-2.79	609.03	472.27	453.67	-25.51	-3.94
Transport % of landed cost	22.16	22.21	21.44			20.36	21.68	19.33		
<b>Via PNW</b>										
	<b>Fargo, ND</b>					<b>Sioux Falls, SD</b>				
Truck	13.79	12.06	12.02	-12.84	-0.33	13.79	12.06	12.02	-12.84	-0.33
Ocean <sup>1</sup>	26.38	22.91	16.70	-36.69	-27.11	26.38	22.91	16.70	-36.69	-27.11
Rail <sup>3</sup>	59.11	58.76	57.17	-3.28	-2.71	60.65	60.26	58.46	-3.61	-2.99
Total transportation <sup>2</sup>	99.28	93.73	85.89	-13.49	-8.36	100.82	95.23	87.18	-13.53	-8.45
Farm Value <sup>2</sup>	460.52	351.39	338.78	-26.44	-3.59	469.09	350.66	346.74	-26.08	-1.12
Landed Cost	559.80	445.12	424.67	-24.14	-4.59	569.91	445.89	433.92	-23.86	-2.68
Transport % of landed cost	17.73	21.06	20.23			17.69	21.36	20.09		
<b>Brazil</b>										
	<b>North MT<sup>4</sup> - Santos<sup>5</sup></b>					<b>South GO<sup>4</sup> - Paranagua<sup>5</sup></b>				
	--\$/mt--					--\$/mt--				
Truck	113.35	90.94	89.60	-20.95	-1.47	68.89	49.76	51.40	-25.39	3.30
Ocean <sup>6</sup>	44.83	30.50	29.50	-34.20	-3.28	47.22	32.50	31.50	-33.29	-3.08
Total transportation <sup>2</sup>	158.18	121.44	119.10	-24.71	-1.93	116.11	82.26	82.90	-28.60	0.78
Farm Value <sup>7</sup>	375.58	361.74	312.34	-16.84	-13.66	420.52	349.62	329.95	-21.54	-5.63
Landed Cost	533.76	483.18	431.44	-19.17	-10.71	536.63	431.88	412.85	-23.07	-4.41
Transport % of landed cost	29.64	25.13	27.61			21.64	19.05	20.08		

<sup>1</sup>Source: O'Neil Commodity Consulting

<sup>2</sup>Source: USDA/NASS

<sup>3</sup>Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

<sup>4</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>5</sup>Export ports

<sup>6</sup>Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

<sup>7</sup>Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

**Market Outlook:** China imported 7.77 million metric tons (mmt) of U.S. soybeans during the first quarter—18 percent less than the same period last year. However, Chinese demand for U.S. soybeans is expected to be strong during the marketing year (MY) 2015/16. Chinese soybean imports from the United States are expected to reach 29 million tons in MY 2015/16 ([FAS, GAIN Report #: CH15008](#)). The United States supplied 38 percent (27.04 million tons) of China's soybean imports during the MY 2013/14, a 5 million ton increase from the previous year. Total Chinese soybean imports have almost tripled in the last decade from 28.3 million tons in MY 2005/06 to a forecast of 77.5 million tons in MY 2015/16. Strong Chinese demand for imported soybeans is driven by declining domestic production and growing consumption fueled by urbanization, rising incomes, and modernization in the feed and livestock sectors. Although the United States still faces strong competition from South American suppliers, U.S. soybean exports to China during MY 2015/16 are expected to be close to three times the amount in MY 2005/06 ([FAS, GAIN Report #: CH15008](#)). For more on Brazil soybean transportation, see [Brazil Soybean Transportation Indicator Report](#). [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)



# Rail Transportation

Table 3

## Rail Deliveries to Port (carloads)<sup>1</sup>

Week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
6/10/2015 <sup>p</sup>	18	869	2,282	32	3,201	6/6/2015	2,111
6/03/2015 <sup>r</sup>	7	1,019	2,736	88	3,850	5/30/2015	1,823
2015 YTD <sup>f</sup>	10,698	32,136	105,545	12,490	160,869	2015 YTD	39,915
2014 YTD <sup>f</sup>	20,171	40,815	112,093	15,565	188,644	2014 YTD	42,740
2015 YTD as % of 2014 YTD	53	79	94	80	85	% change YTD	93
Last 4 weeks as % of 2014 <sup>2</sup>	53	57	74	77	68	Last 4wks % 2014	90
Last 4 weeks as % of 4-year avg. <sup>2</sup>	44	65	90	105	81	Last 4wks % 4 yr	111
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

<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> Cross-border weekly data is approximately 15 percent below the Association of American Railroads reported weekly carloads received by Mexican railroads to reflect switching between KCSM and Ferromex.

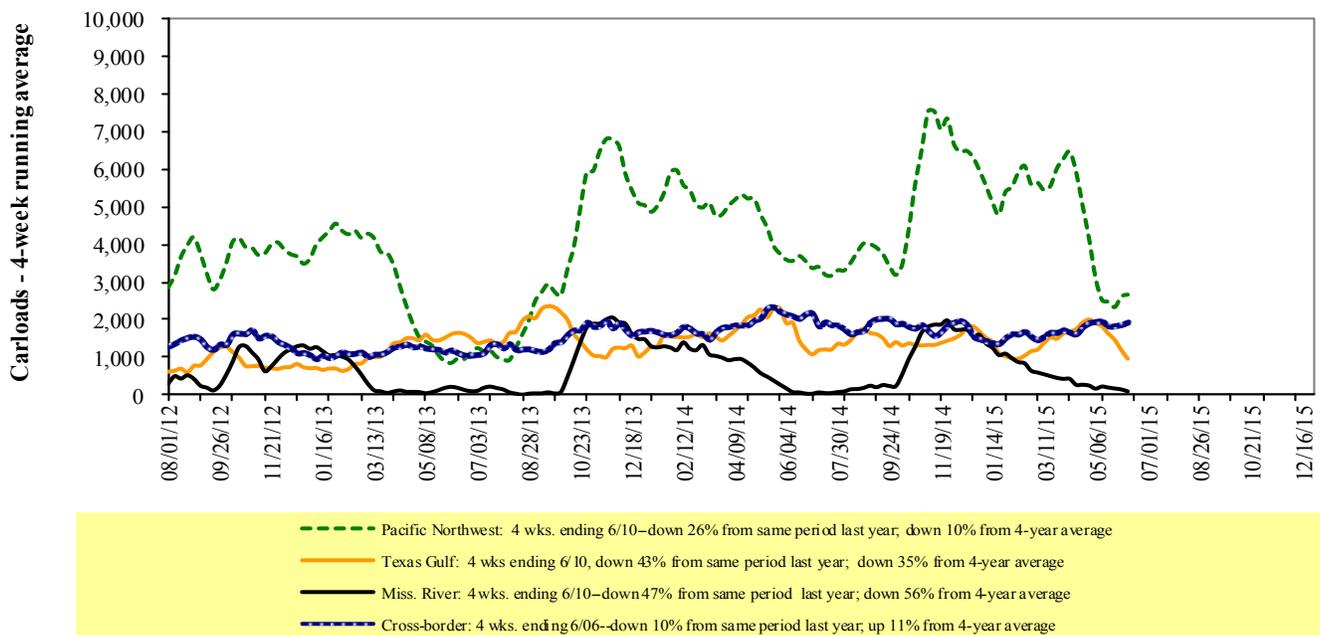
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 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

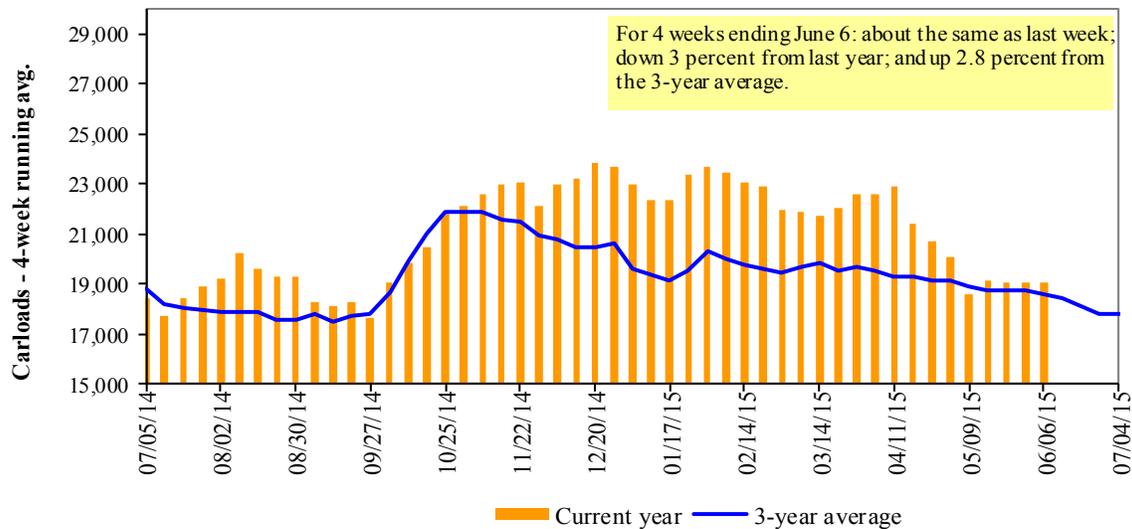
Table 4

**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
06/06/15	1,521	3,097	8,021	930	4,477	18,046	4,077	4,654
This week last year	1,917	2,619	7,272	654	5,106	17,568	4,551	5,570
2015 YTD	45,610	67,562	221,647	19,150	114,489	468,458	90,878	95,640
2014 YTD	41,240	65,471	196,582	19,748	127,215	450,256	96,067	116,270
2015 YTD as % of 2014 YTD	111	103	113	97	90	104	95	82
Last 4 weeks as % of 2014 <sup>1</sup>	122	108	90	130	81	94	88	74
Last 4 weeks as % of 3-yr avg. <sup>2</sup>	120	112	96	165	92	102	108	97
Total 2014	103,331	153,771	482,431	47,510	297,969	1,085,012	242,616	276,322

<sup>1</sup>The past 4 weeks of this year as a percent of the same 4 weeks last year.

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

Week ending	Delivery period							
	Jun-15	Jun-14	Jul-15	Jul-14	Aug-15	Aug-14	Sep-15	Sep-14
BNSF <sup>3</sup>								
COT grain units	0	no offer	0	no offer	58	no offer	61	869
COT grain single-car <sup>5</sup>	0	no offer	0 . . 1	no offer	no offer	no offer	77	592..801
UP <sup>4</sup>								
GCAS/Region 1	no offer	no offer	no bids	no offer	no bids	no offer	n/a	n/a
GCAS/Region 2	no offer	no offer	no bids	no offer	no bids	no offer	n/a	n/a

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction

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

<sup>4</sup>UP - GCAS = Grain Car Allocation System

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

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

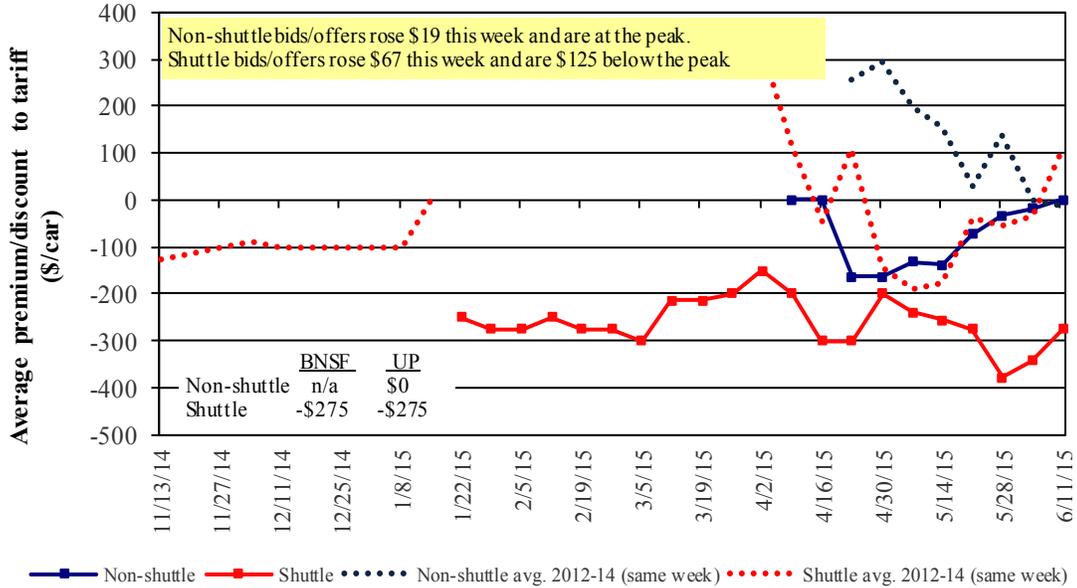
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

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

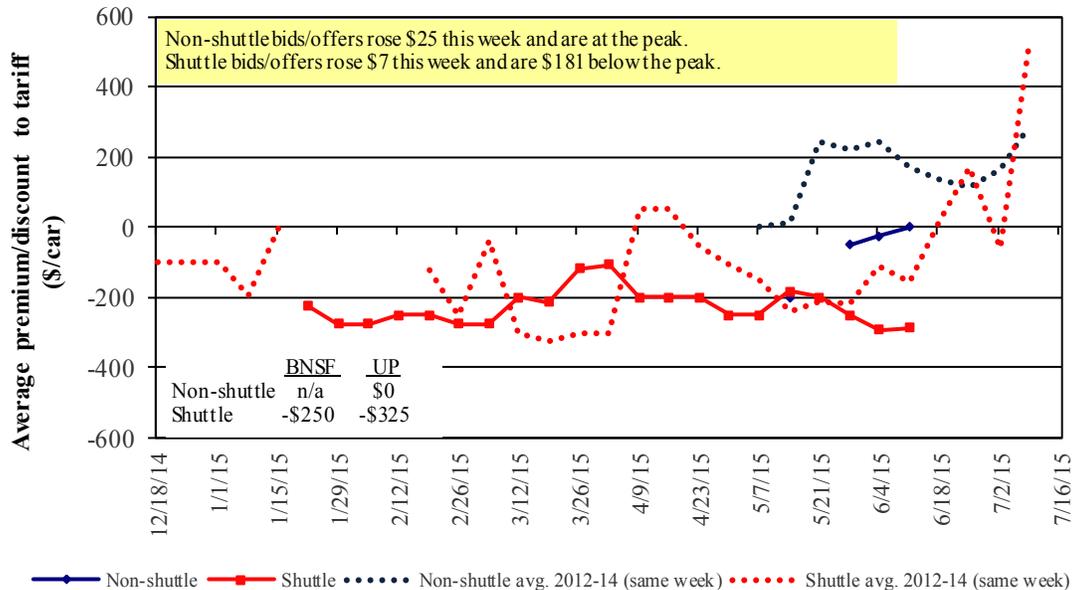


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

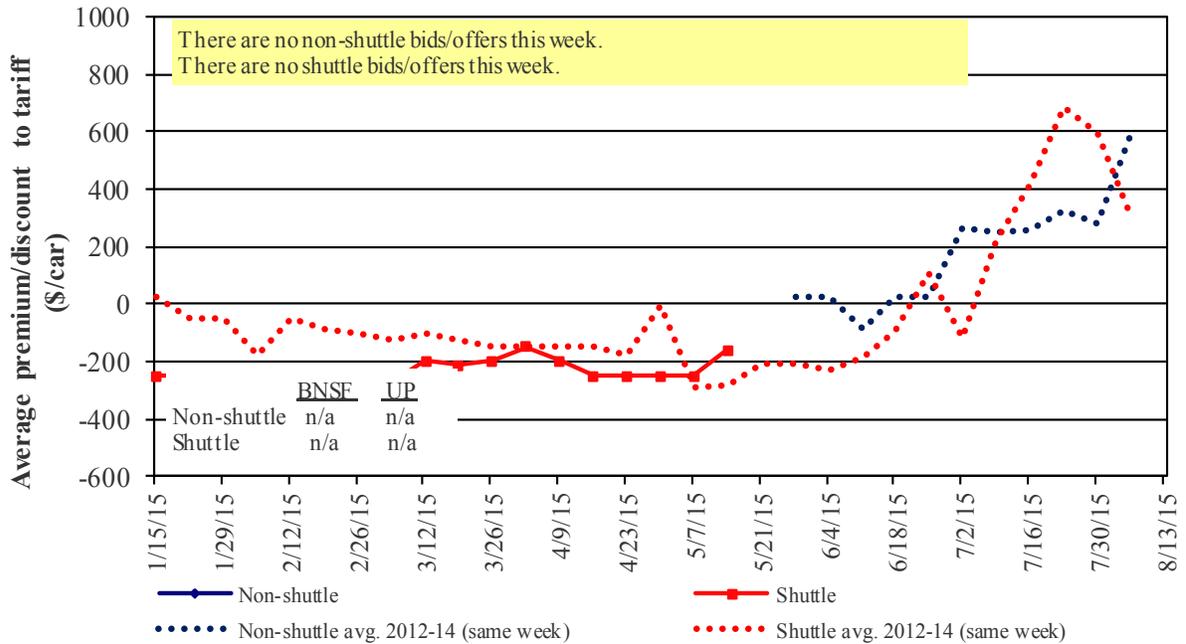


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in August 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					
	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-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
Change from last week	38	50	n/a	n/a	n/a	n/a
Change from same week 2014	50	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(275)	(250)	n/a	400	800	n/a
Change from last week	75	-	n/a	-	-	n/a
Change from same week 2014	(1,075)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(275)	(325)	n/a	n/a	n/a	n/a
Change from last week	58	13	n/a	n/a	n/a	n/a
Change from same week 2014	n/a	(325)	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:		Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
6/1/2015	metric ton					bushel <sup>2</sup>		
<b>Unit train</b>								
Wheat	Wichita, KS	St. Louis, MO	\$3,605	\$71	\$36.50	\$0.99	3	
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$24	\$41.38	\$1.13	12	
	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	-3	
	Toledo, OH	Raleigh, NC	\$5,555	\$173	\$56.88	\$1.44	12	
	Des Moines, IA	Davenport, IA	\$2,168	\$30	\$21.83	\$0.55	2	
	Indianapolis, IN	Atlanta, GA	\$4,761	\$130	\$48.57	\$1.23	12	
	Indianapolis, IN	Knoxville, TN	\$4,104	\$83	\$41.58	\$1.06	14	
	Des Moines, IA	Little Rock, AR	\$3,308	\$88	\$33.72	\$0.86	-2	
	Des Moines, IA	Los Angeles, CA	\$4,852	\$255	\$50.72	\$1.29	-14	
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,699	\$127	\$37.99	\$1.03	0	
	Toledo, OH	Huntsville, AL	\$4,676	\$123	\$47.66	\$1.30	20	
	Indianapolis, IN	Raleigh, NC	\$5,625	\$174	\$57.59	\$1.57	12	
	Indianapolis, IN	Huntsville, AL	\$4,368	\$83	\$44.20	\$1.20	24	
	Champaign-Urbana, IL	New Orleans, LA	\$3,974	\$141	\$40.86	\$1.11	0	
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$70	\$39.95	\$1.09	0	
	Wichita, KS	Galveston-Houston, TX	\$3,919	\$55	\$39.46	\$1.07	-2	
	Chicago, IL	Albany, NY	\$4,723	\$162	\$48.51	\$1.32	12	
	Grand Forks, ND	Portland, OR	\$5,611	\$122	\$56.93	\$1.55	0	
	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	1	
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	-6	
	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	-5	
	Des Moines, IA	Amarillo, TX	\$3,690	\$110	\$37.74	\$0.96	-2	
	Minneapolis, MN	Tacoma, WA	\$5,180	\$147	\$52.90	\$1.34	-6	
	Council Bluffs, IA	Stockton, CA	\$4,600	\$152	\$47.19	\$1.20	-7	
	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	-6	
Fargo, ND		Tacoma, WA	\$5,580	\$121	\$56.61	\$1.54	-5	
Council Bluffs, IA		New Orleans, LA	\$4,425	\$162	\$45.56	\$1.24	-1	
Toledo, OH		Huntsville, AL	\$3,851	\$123	\$39.46	\$1.07	25	
Grand Island, NE		Portland, OR	\$5,360	\$229	\$55.50	\$1.51	-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: 6/1/2015

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	\$7,599	\$129	\$78.96	\$2.15	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	-6
	NE	Queretaro, QA	\$7,618	\$158	\$79.45	\$2.02	-4
	SD	Salinas Victoria, NL	\$6,035	\$128	\$62.97	\$1.60	-5
	MO	Tlalnepantla, EM	\$6,963	\$153	\$72.71	\$1.85	-5
	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	-3
	NE	Celaya, GJ	\$7,404	\$153	\$77.21	\$1.96	-5
	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	-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

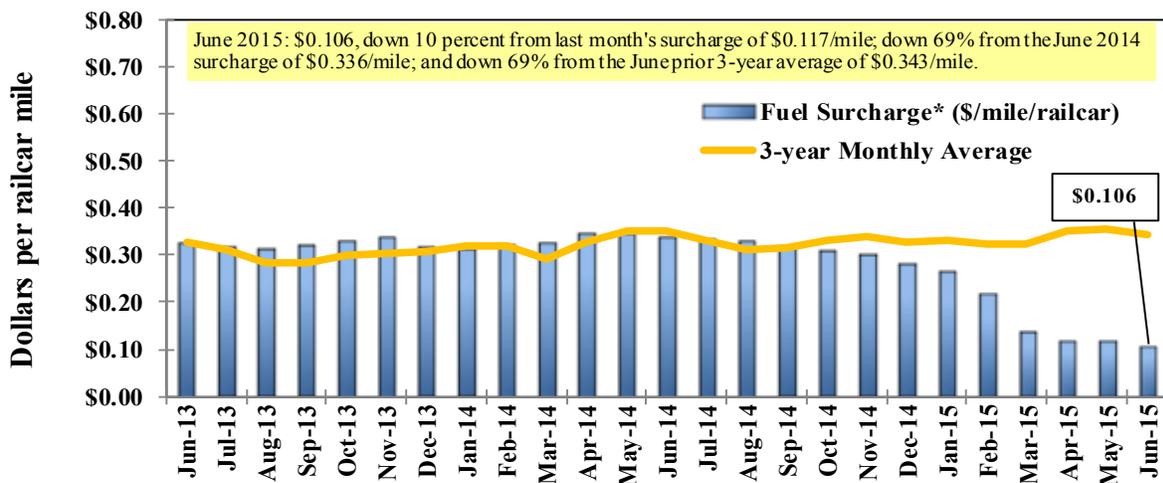
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

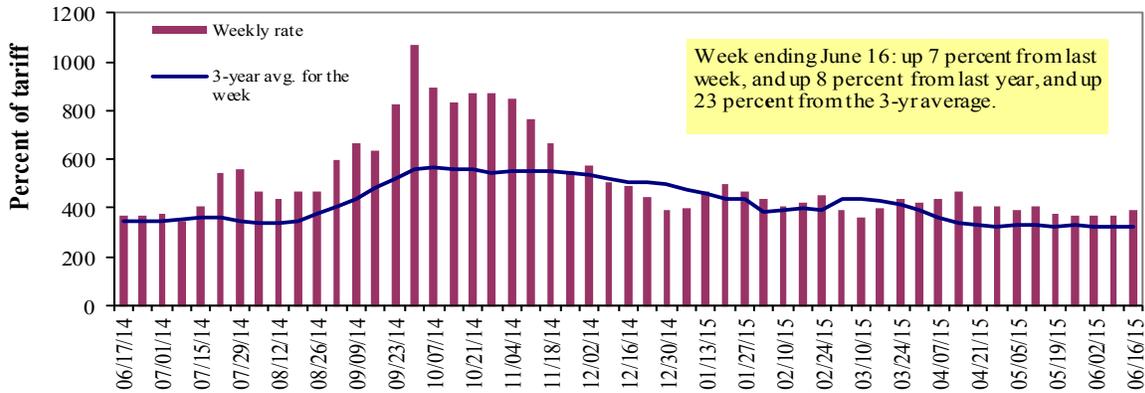
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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>	6/16/2015	450	428	395	320	315	315	260
	6/9/2015	432	385	370	258	252	252	223
<b>\$/ton</b>	6/16/2015	27.86	22.77	18.33	12.77	14.77	12.73	8.16
	6/9/2015	26.74	20.48	17.17	10.29	11.82	10.18	7.00
<b>Current week % change from the same week:</b>								
	Last year	5	17	8	29	39	39	26
	3-year avg. <sup>2</sup>	15	31	23	39	37	37	33
<b>Rate<sup>1</sup></b>	July	445	420	405	303	305	305	270
	September	600	575	588	550	588	588	563

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds  
Source: Transportation & Marketing Programs/AMS/USDA

### Figure 9 Benchmark tariff rates

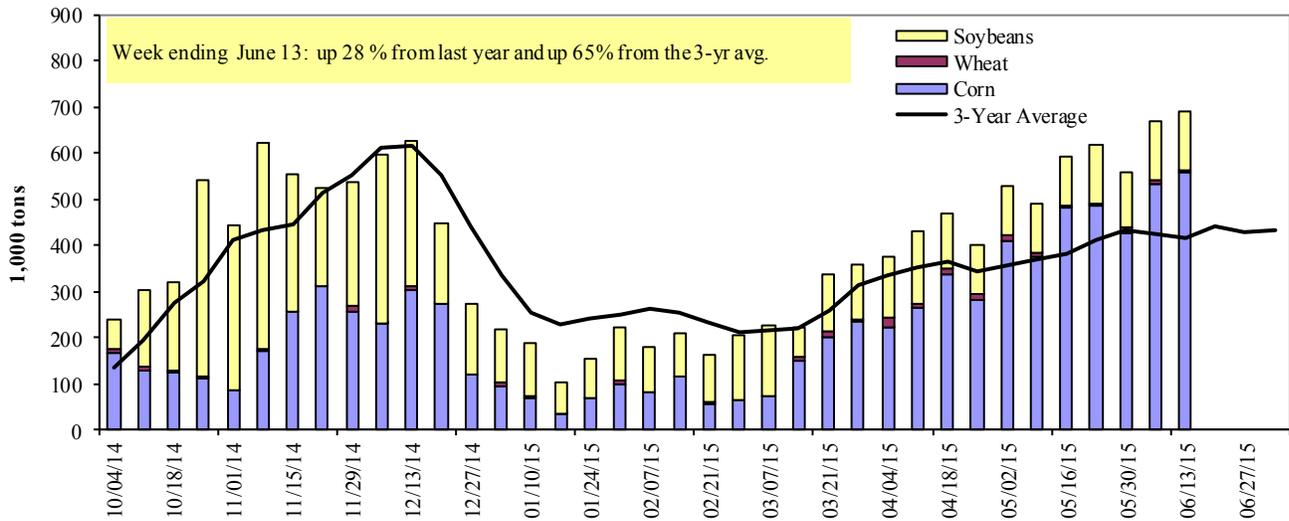
**Calculating barge rate per ton:**  
(Rate \* 1976 tariff benchmark rate per ton)/100

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<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 06/13/2015	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	179	0	53	0	233
Winfield, MO (L25)	351	3	55	6	415
Alton, IL (L26)	559	6	122	6	693
Granite City, IL (L27)	558	6	126	6	696
<b>Illinois River (L8)</b>	210	3	33	0	246
<b>Ohio River (L52)</b>	123	0	30	5	158
<b>Arkansas River (L1)</b>	0	7	10	0	17
Weekly total - 2015	680	13	165	12	871
Weekly total - 2014	557	28	61	6	652
2015 YTD <sup>1</sup>	9,339	598	4,883	107	14,927
2014 YTD	10,045	860	4,173	100	15,179
2015 as % of 2014 YTD	93	69	117	107	98
Last 4 weeks as % of 2014 <sup>2</sup>	101	42	182	52	108
Total 2014	20,693	2,181	11,813	258	34,946

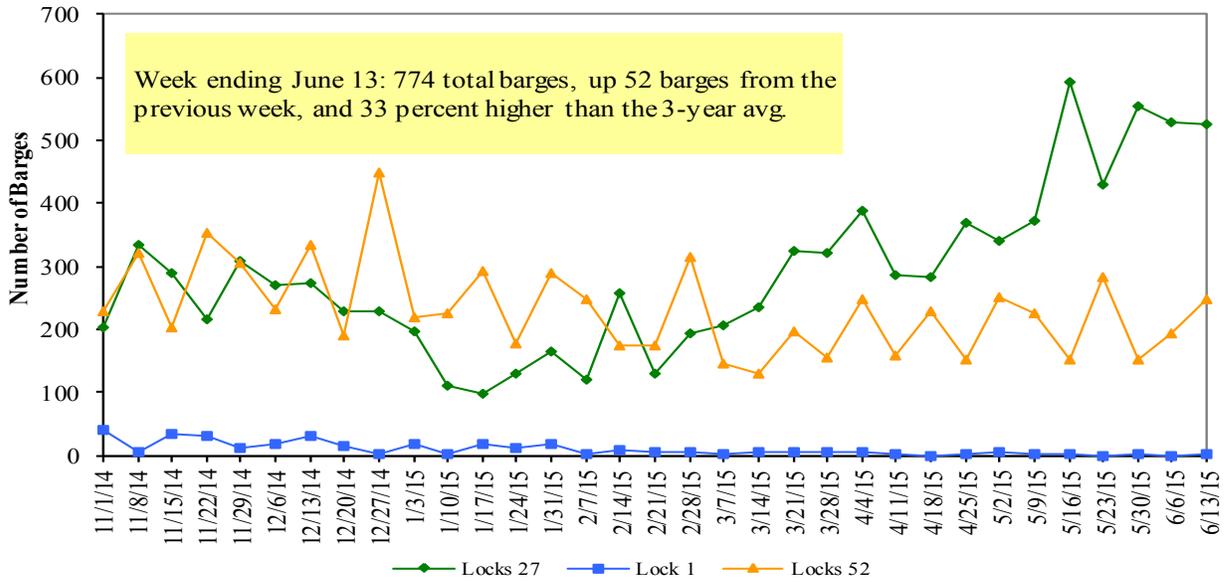
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

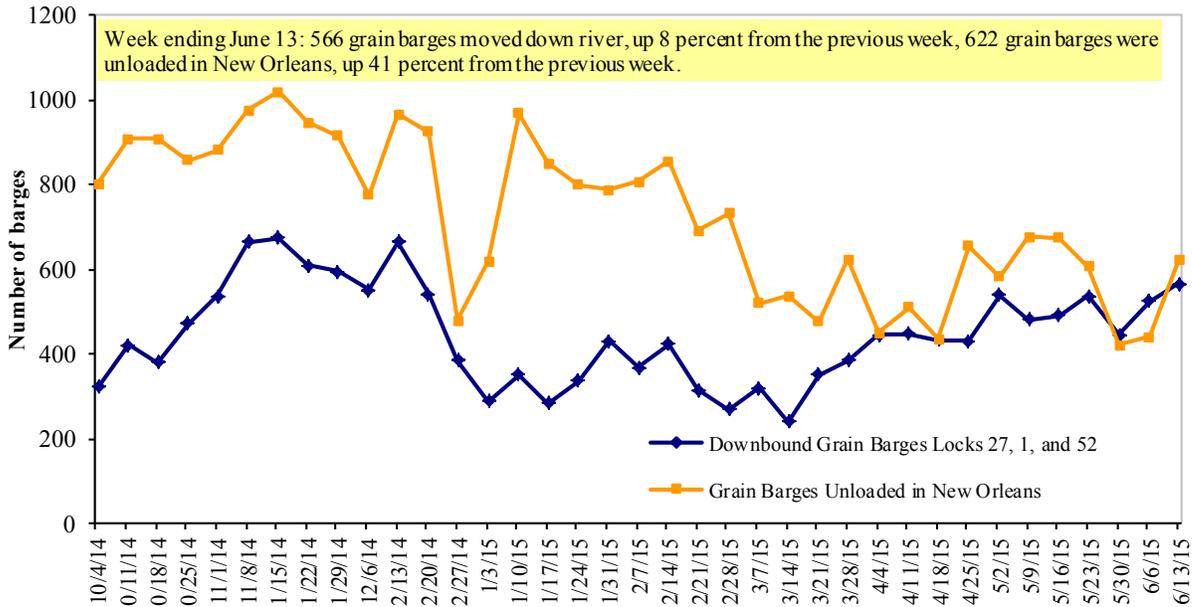
Source: U.S. Army Corps of Engineers

**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 6/15/2014 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.968	-0.012	-0.993
	New England	3.073	-0.003	-1.015
	Central Atlantic	3.117	-0.005	-0.935
	Lower Atlantic	2.834	-0.019	-1.029
II	Midwest <sup>2</sup>	2.754	-0.020	-1.081
III	Gulf Coast <sup>3</sup>	2.777	-0.006	-0.993
IV	Rocky Mountain	2.808	-0.017	-1.084
V	West Coast	3.101	-0.020	-0.893
	West Coast less California	3.001	0.000	-0.902
	California	3.182	-0.035	-0.887
Total	U.S.	2.870	-0.014	-1.012

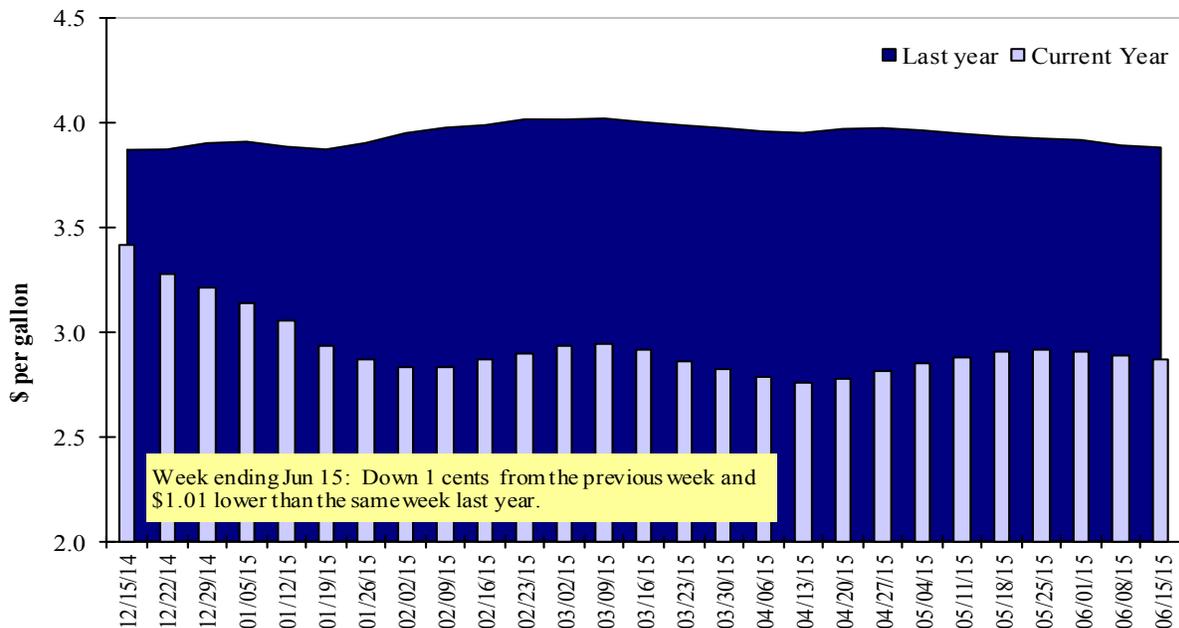
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
6/4/2015	1,365	953	1,300	845	176	4,639	10,936	3,399	18,974
This week year ago	1,878	961	2,189	1,047	126	6,201	11,718	1,984	19,903
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2014/15 YTD	50	10	7	21	4	92	33,020	46,864	79,976
2013/14 YTD	102	25	168	32	2	329	34,840	43,076	78,245
YTD 2014/15 as % of 2013/14	49	40	4	66	200	28	95	109	102
Last 4 wks as % of same period 2013/14	36	41	30	38	62	36	98	177	63
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 wheat

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

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

Table 13

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

Week ending 06/04/2015	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2011-2013
	2015/16 Next MY	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	586	10,450	10,402	0	10,079
Mexico	1,093	10,185	10,198	(0)	8,145
Korea	1	3,163	3,908	(19)	2,965
Colombia	0	3,946	3,138	26	3,461
Taiwan	0	1,897	1,768	7	1,238
<b>Top 5 Importers</b>	<b>1,680</b>	<b>29,641</b>	<b>29,413</b>	<b>1</b>	<b>25,887</b>
<b>Total US corn export sales</b>	<b>2,332</b>	<b>43,956</b>	<b>46,558</b>	<b>(6)</b>	<b>34,445</b>
% of Projected	5%	95%	96%		
Change from prior week	116	496	410		
<b>Top 5 importers' share of U.S. corn export sales</b>	72%	67%	63%		75%
<b>USDA forecast, June 2015</b>	<b>48,260</b>	<b>46,360</b>	<b>48,700</b>	<b>(5)</b>	
<b>Corn Use for Ethanol USDA forecast, June 2015</b>	<b>132,080</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](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.

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

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

Table 14

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

Week Ending 06/04/2015	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2011-13
	2015/16 Next MY	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -				- 1,000 mt -
China	2,309	30,094	27,598	9	24,211
Mexico	401	3,254	3,184	2	2,971
Indonesia	0	1,630	2,250	(28)	1,895
Japan	205	1,909	1,826	5	1,750
Taiwan	8	1,221	1,164	5	1,055
<b>Top 5 importers</b>	<b>2,923</b>	<b>38,108</b>	<b>36,022</b>	<b>6</b>	<b>31,882</b>
<b>Total US soybean export sales</b>	<b>5,281</b>	<b>50,263</b>	<b>45,060</b>	<b>12</b>	<b>39,169</b>
% of Projected	11%	102%	101%		
Change from prior week	389	164	87		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>55%</b>	<b>76%</b>	<b>80%</b>		<b>81%</b>
<b>USDA forecast, June 2015</b>	<b>48,310</b>	<b>49,260</b>	<b>44,820</b>	<b>10</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 Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

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

Week Ending 06/04/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2012-2014
	2015/16 Current MY	2014/15 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	164	672	(76)	3,113
Mexico	360	786	(54)	2,807
Nigeria	560	407	38	2,512
Philippines	344	499	(31)	2,105
Brazil	117	573	(80)	2,091
Korea	376	373	1	1,273
Taiwan	188	162	16	1,007
Indonesia	46	160	(72)	751
Colombia	101	139	(27)	662
Thailand	0	0		618
<b>Top 10 importers</b>	<b>2,256</b>	<b>3,771</b>	<b>(40)</b>	<b>16,939</b>
<b>Total US wheat export sales</b>	<b>4,732</b>	<b>6,529</b>	<b>(28)</b>	<b>26,361</b>
% of Projected	19%	28%		
Change from prior week	944	2,121		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>48%</b>	<b>58%</b>		<b>64%</b>
<b>USDA forecast, June 2015</b>	<b>25,170</b>	<b>23,270</b>	<b>8</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - 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.

Table 16

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

Port regions	Week ending 06/11/15	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	181	160	113	5,125	5,896	87	74	92	12,436
Corn	183	162	113	4,253	3,935	108	52	94	7,781
Soybeans	11	0	n/a	4,054	4,471	91	21,200	7	12,887
<b>Total</b>	<b>376</b>	<b>322</b>	<b>117</b>	<b>13,433</b>	<b>14,302</b>	<b>94</b>	<b>64</b>	<b>83</b>	<b>33,104</b>
<b>Mississippi Gulf</b>									
Wheat	71	59	120	1,850	1,990	93	114	74	4,495
Corn	726	402	181	13,686	15,096	91	103	162	30,912
Soybeans	183	188	97	10,343	9,956	104	199	161	29,087
<b>Total</b>	<b>980</b>	<b>649</b>	<b>151</b>	<b>25,879</b>	<b>27,042</b>	<b>96</b>	<b>114</b>	<b>145</b>	<b>64,495</b>
<b>Texas Gulf</b>									
Wheat	116	77	151	1,860	3,110	60	54	46	6,120
Corn	27	32	84	269	311	87	62	118	580
Soybeans	0	0	n/a	210	257	82	n/a	0	949
<b>Total</b>	<b>143</b>	<b>109</b>	<b>132</b>	<b>2,339</b>	<b>3,678</b>	<b>64</b>	<b>55</b>	<b>51</b>	<b>7,649</b>
<b>Interior</b>									
Wheat	25	31	82	594	573	104	16	106	1,400
Corn	143	129	111	2,722	2,456	111	70	126	5,677
Soybeans	36	33	108	1,581	1,897	83	89	94	4,312
<b>Total</b>	<b>204</b>	<b>193</b>	<b>106</b>	<b>4,897</b>	<b>4,925</b>	<b>99</b>	<b>111</b>	<b>114</b>	<b>11,389</b>
<b>Great Lakes</b>									
Wheat	0	0	n/a	198	203	98	20	40	935
Corn	0	0	n/a	110	41	265	53	115	288
Soybeans	0	0	n/a	66	45	146	0	0	988
<b>Total</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>374</b>	<b>290</b>	<b>129</b>	<b>21</b>	<b>34</b>	<b>2,211</b>
<b>Atlantic</b>									
Wheat	1	0	n/a	192	136	141	7	6	553
Corn	1	0	n/a	63	340	18	9	23	816
Soybeans	3	5	69	898	982	91	124	69	2,119
<b>Total</b>	<b>5</b>	<b>5</b>	<b>101</b>	<b>1,153</b>	<b>1,458</b>	<b>79</b>	<b>16</b>	<b>21</b>	<b>3,487</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	395	328	120	9,819	11,907	82	70	70	25,939
Corn	1,080	724	149	21,102	22,180	95	89	139	46,054
Soybeans	234	226	104	17,153	17,609	97	151	103	50,342
<b>Total</b>	<b>1,709</b>	<b>1,278</b>	<b>134</b>	<b>48,074</b>	<b>51,696</b>	<b>93</b>	<b>88</b>	<b>107</b>	<b>122,335</b>

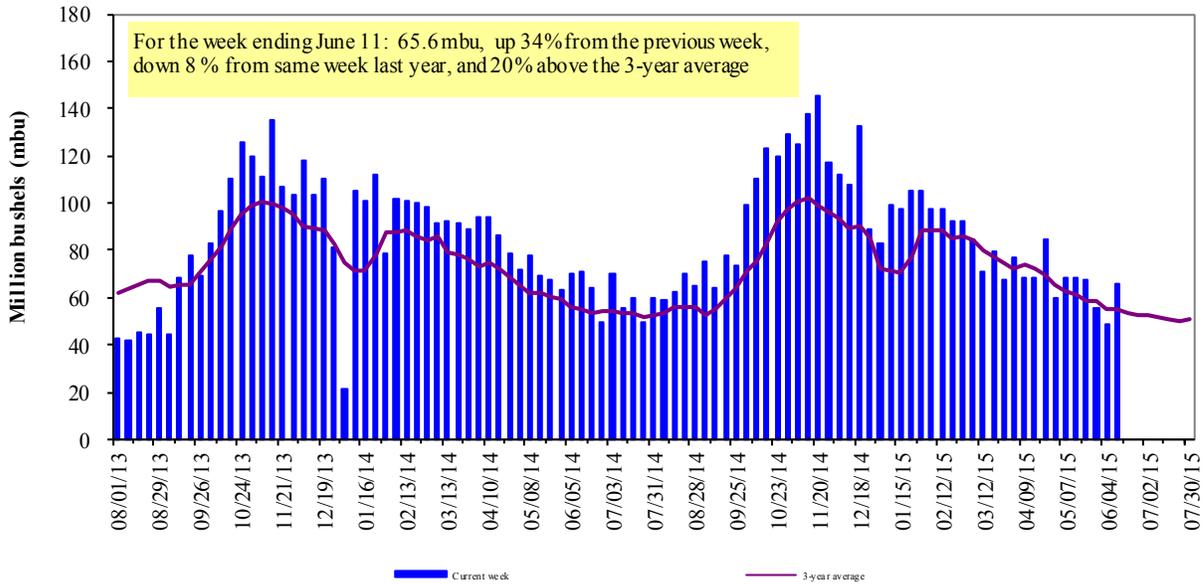
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

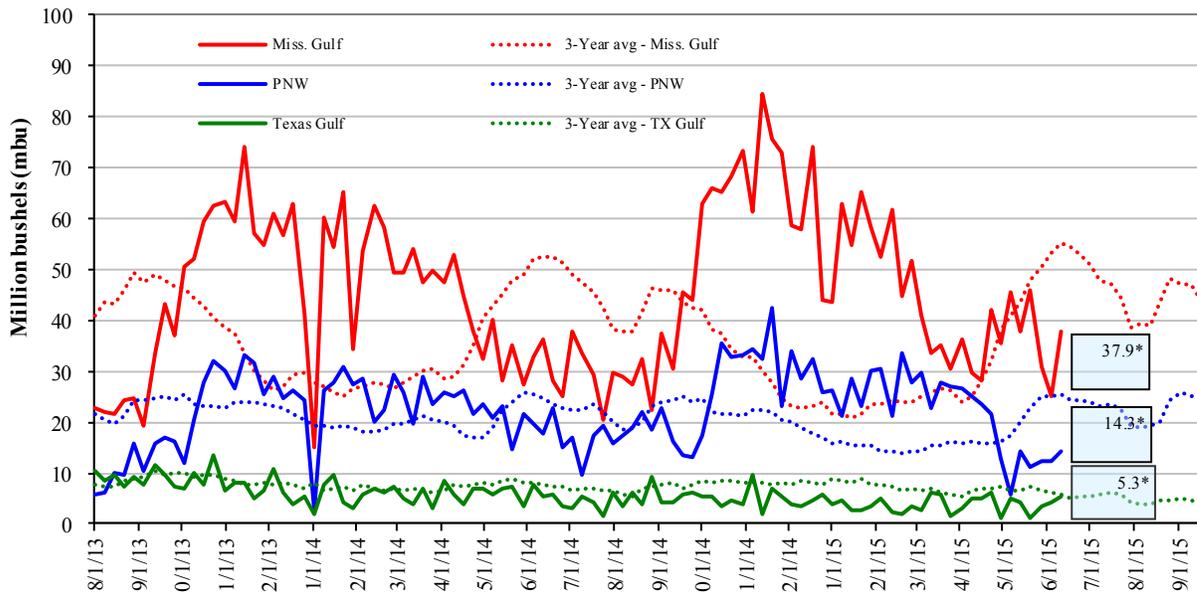


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

<b>June 11: % change from:</b>	<b>MSGulf</b>	<b>TX Gulf</b>	<b>U.S. Gulf</b>	<b>PNW</b>
Last week	up 52	up 30	up 49	up 16
Last year (same week)	up 5	up 1	up 4	down 19
3-yr avg. (4-wk mov. avg.)	up 58	down 22	up 40	down 18

# Ocean Transportation

Table 17

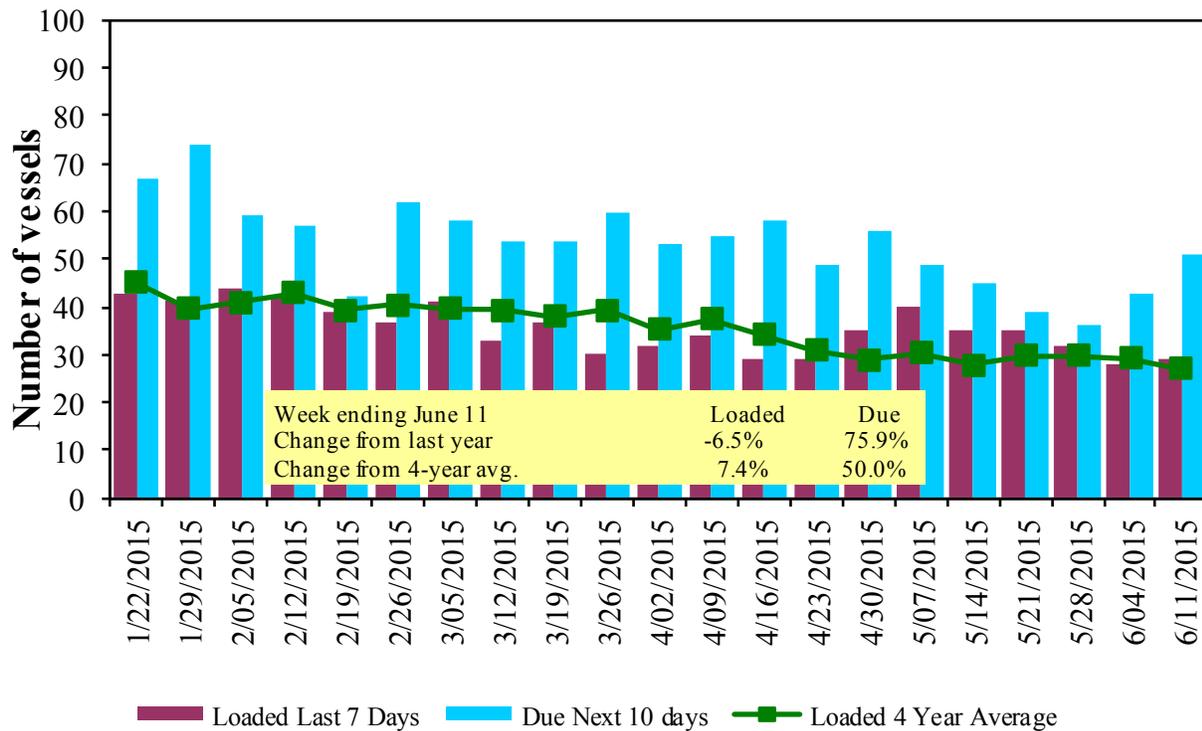
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
6/11/2015	41	29	51	12	n/a
6/4/2015	36	28	43	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<sup>1</sup> Vessel Loading Activity**

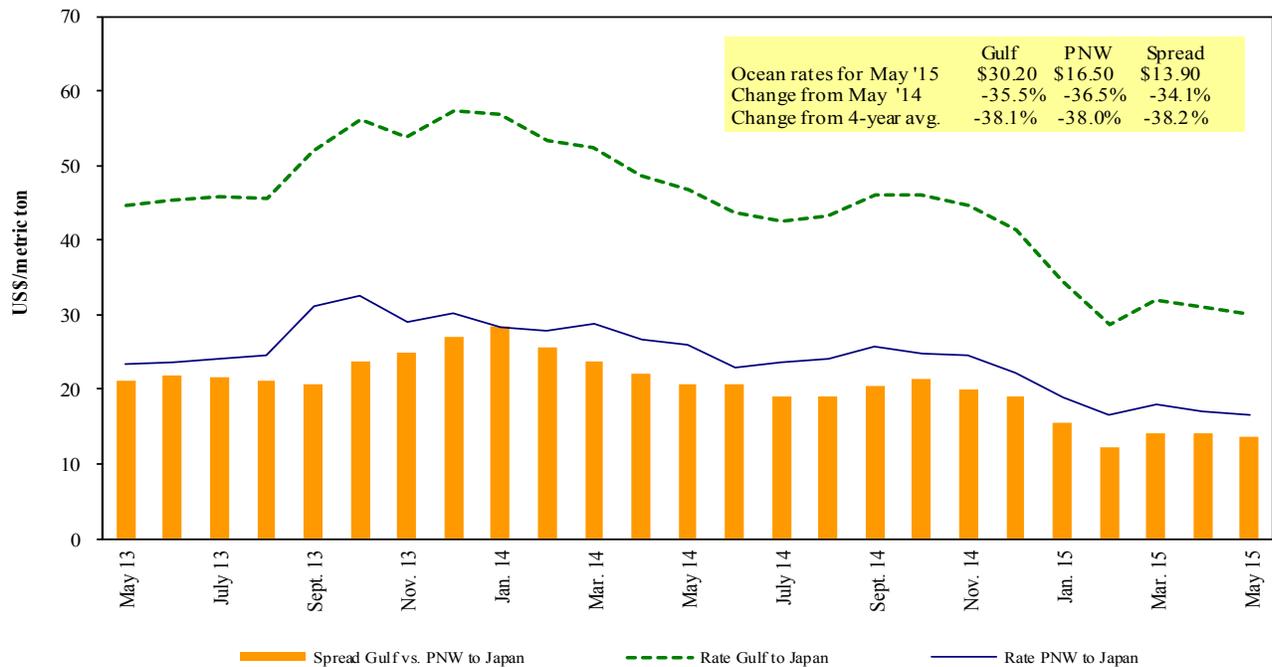


Source: Transportation & Marketing Programs/AMS/USDA

<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 6/13/2015**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Grain	Jun 1/10	50,000	35.75
U.S. Gulf	El Salvador <sup>1</sup>	Wheat	May 2/Jun 1	18,700	85.02
PNW	China	Heavy Grain	Jun 1/10	60,000	14.00
Brazil	China	Heavy Grain	Jun 20/30	60,000	21.50
Brazil	China	Heavy Grain	Jun 20/30	60,000	21.75
Brazil	China	Heavy Grain	Jun 10/20	60,000	22.25
Brazil	China	Heavy Grain	Jun 10/19	60,000	22.00
Brazil	China	Heavy Grain	Jun 5/14	60,000	22.25
Brazil	China	Heavy Grain	Jun 1/30	60,000	22.75
Brazil	China	Heavy Grain	Jun 1/10	66,000	21.00
Brazil	China	Grain	Jun 15/25	60,000	21.65
Canada	China	Heavy Grain	Jun 1/10	60,000	14.00
River Plate	Romania	Soybean Meal	May 20/25	20,000	36.00
River Plate	Vietnam	Corn	Jun 13/18	60,000	30.00
Thailand	Senegal	Rice Bggd	Jun 11/16	23,000	34.00
Uruguay	Syria	Soybean Meal	Jun 10/15	26,000	38.80

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

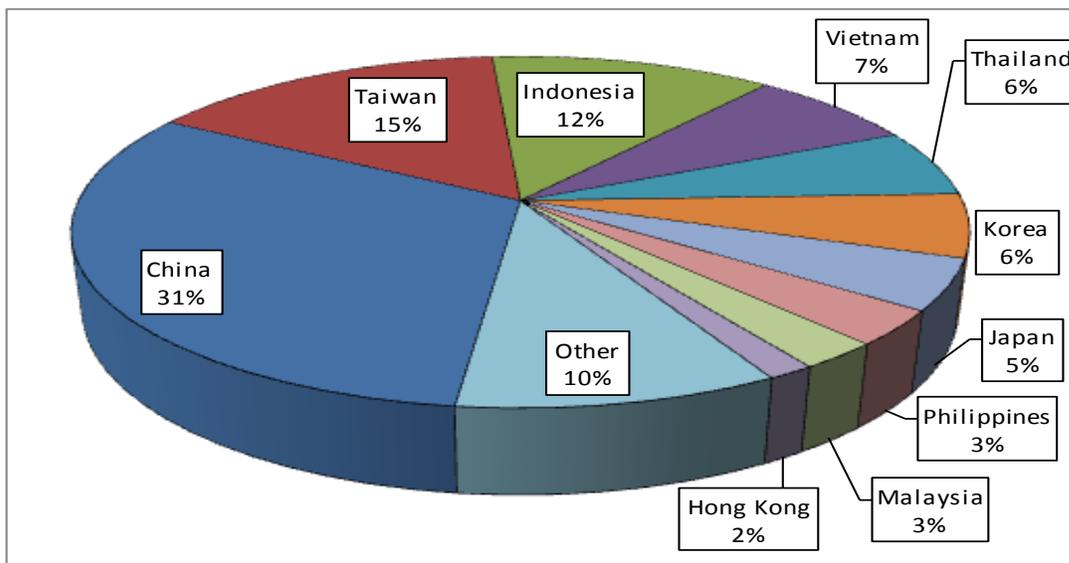
<sup>1</sup> 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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-December 2014**

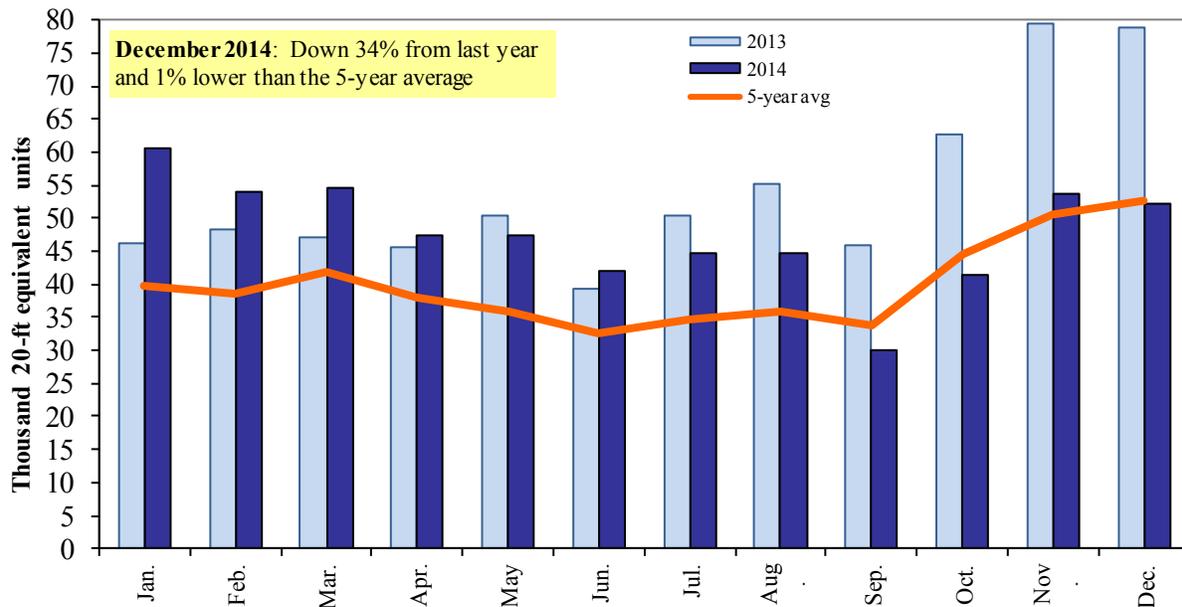


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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