



Grain Transportation Report

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

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January 14, 2016

WEEKLY HIGHLIGHTS

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Wheat Inspections Continue to Increase

For the week ending January 7, total inspections of wheat for export from all major export regions continued to rise, reaching .414 million metric tons (mmt), up 13 percent from the past week and 71 percent above the same time last year. Wheat inspections were also 23 percent above the 3-year average. Inspections of wheat increased primarily in the Mississippi Gulf, however, Pacific Northwest wheat inspections accounted for 72 percent of total wheat inspections at all ports. Total corn inspections jumped 70 percent from the previous week, but soybean inspections dropped 17 percent as shipments to Asia continued to fall. **Total inspections of grain** (corn, wheat, soybeans) for export from all major export regions reached 2.27 mmt, unchanged from the past week, 2 percent above last year, and 10 percent above the 3-year average. Outstanding export sales for the past week were down for wheat, corn, and soybeans.

STB Releases CP/NS Merger Correspondence

The Surface Transportation Board (STB) posted [correspondence on its website](#) late last week from various lawmakers, shippers, and trade groups regarding talks of a proposed merger between two Class I railroads, Canadian Pacific (CP), and Norfolk Southern (NS). CP sent an initial offer letter to Norfolk Southern on November 9, 2015. Since then, CP has made two subsequent offers to the NS management, and the NS board has unanimously rejected all three offers. In response to the third rejection, CP said it “will review its strategic alternatives.” NS expressed particular concern over the regulatory uncertainties and hurdles associated with railroad mergers. In a January 7 letter sent to Congress, the STB pointed out that the newest merger rules “take a much more cautious approach.”

Some Improvement in River Conditions

Weather in the nation’s mid-section continues to remain relatively dry, which has allowed the river levels on the upper Mississippi River and its tributaries to fall. However, river levels in the southern section of the lower Mississippi River have yet to crest. As of January 13, the parts of the lower Illinois River are closed, but barges are being loading on the upper Illinois River in anticipation of a short closure on the lower Illinois River. The Mississippi River in the St. Louis, MO area is open with restricted tow sizes and minimum horsepower requirements. The river level on the lower Mississippi River at Donaldsonville, LA, located above New Orleans, LA, is expected to crest on January 20. On January 10, the U.S. Army Corps of Engineers opened the Bonnet Carré Spillway, located above New Orleans, to keep river levels at New Orleans from rising further by diverting water out of the Mississippi River into Lake Pontchartrain.

Snapshots by Sector

Export Sales

During the week ending December 31, **unshipped balances** of wheat, corn, and soybeans totaled 26.4 mmt, down 20 percent from the same time last year. Net weekly **wheat export sales** of .077 mmt were down 78 percent from the previous week. Net **corn export sales** were .253 mmt, down 64 percent from the previous week, and net **soybean export sales** of 0.639 mmt, up 34 percent from the past week.

Rail

U.S. Class I railroads originated 18,586 **carloads of grain** for the week ending January 2, up 2 percent from the previous week, down 19 percent from last year, and down 8 percent from the 3-year average.

Average January shuttle **secondary railcar bids/offers** per car were \$104 below tariff for the week ending January 7, up \$19 from last week, and \$246 higher than last year. Non-shuttle secondary railcar bids/offers were \$75 below tariff, up \$8 from last week, and 109 lower than last year.

Barge

For the week ending January 9, **barge grain movements** totaled 433,647 tons, 23 percent higher than last week, and down 25 percent from the same period last year.

For the week ending January 9, 262 grain barges **moved down river**, up 24 percent from last week; 802 grain barges were **unloaded in New Orleans**, up 24 percent from the previous week.

Ocean

For the week ending January 7, 35 **ocean-going grain vessels** were loaded in the Gulf, 14.6 percent less than the same period last year. Fifty-nine vessels are expected to be loaded within the next 10 days, 14.5 percent less than the same period last year.

For the week ending January 7, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$25.25 per metric ton (mt), unchanged from the previous week. The cost of shipping from the PNW to Japan was \$14.00 per mt, unchanged from the previous week.

Fuel

During the week ending January 11, U.S. average **diesel fuel prices** decreased 3 cents from the previous week to \$2.18 per gallon—down \$0.88 from the same week last year.

Feature Article/Calendar

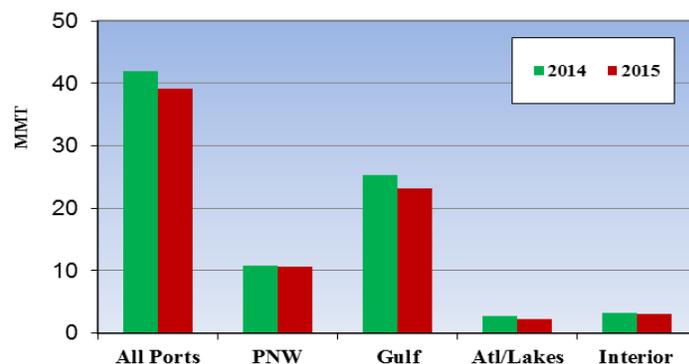
Total Fourth Quarter Grain Inspections Down; Wheat Inspections Increase

Total grain (wheat, corn, and soybeans) inspected for export at major U.S. ports reached 39.2 million metric tons (mmt) during the fourth quarter 2015, according to USDA's Grain Inspection, Packers, and Stockyards Administration (GIPSA) (*see figure 1*). Total inspections decreased 7 percent from last year, but were 10 percent above the 5-year average. Demand for U.S. grain was not as strong as expected in 2015, but demand for wheat improved during the fourth quarter, increasing 4 percent from last year as demand increased primarily from Asia and Latin America. Fourth quarter inspections of corn and soybeans, however, were down from last year. Although soybeans inspected for export to China (18.3 mmt) decreased 39 percent from last year, China continued to account for a major share of total soybeans destined to Asia.

According to GIPSA, U.S. Gulf fourth quarter grain inspections totaled 23.2 mmt, down 8 percent from last year but 9 percent above the 5-year average (*see figure 1*). Fourth quarter inspections of soybeans and corn decreased from last year in the U.S. Gulf. Wheat inspections in the Gulf, however, increased 6 percent from the past week. Rail deliveries of grain to the U.S. Gulf were also down during the fourth quarter. Fourth quarter barge grain movements on the Mississippi River were down slightly from last year. In the fourth quarter of 2015, ocean freight rates for shipping grain through the Gulf remained below the third quarter 2015 as well as for the fourth quarter 2014, as vessel supply remained high.

Fourth quarter Pacific Northwest (PNW) grain inspections reached a record 10.7 mmt, 1 percent below last year, and 18 percent above the 5-year average. Fourth quarter PNW corn inspections dropped 21 percent from last year, and soybean inspections decreased 3 percent for the same period. Wheat inspections in the PNW, however, increased 10 percent to 2.7 mmt, as shipments to Asia rebounded. Rail deliveries of grain to the PNW were down slightly from last year during the fourth quarter. Similar to the Gulf, fourth quarter ocean freight rates for shipping grain from the PNW were also below the third quarter 2015 and the fourth quarter last year.

Figure 1: Fourth Quarter Grain Inspections, by Port Region



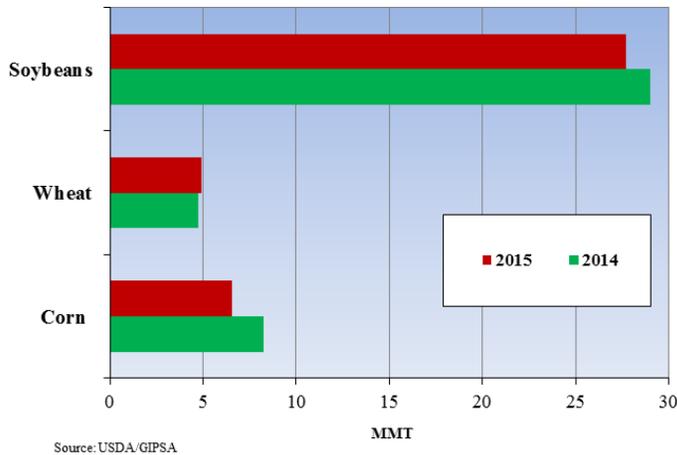
Source: USDA/GIPSA

Atlantic/Great Lakes grain inspections reached 2.2 mmt, down 20 percent above last year and 6 percent above the 5-year average. Corn, wheat, and soybean inspections decreased in the Atlantic/Great Lakes during the fourth quarter. Interior inspections of grain during the same period reached 3.1 mmt, down 4 percent from last year and 1 percent above the 5-year average. Fourth quarter corn and wheat inspections in the Interior increased 31 and 9 percent from last year, as shipments to Mexico rebounded. Interior soybean inspections decreased 28 percent from last year due to lower shipments to Asia and Mexico.

Wheat Inspections Increase; Corn and Soybeans Down

Fourth quarter wheat inspections reached 4.9 mmt, up 4 percent from last year but 13 percent below the 5-year average (*see figure 2*). Gulf wheat inspections (1.7 mmt) increased 6 percent from the previous year as shipments increased to Latin America and Africa. PNW wheat inspections reached 2.7 mmt, up 10 percent from last year and 11 percent above the 3-year average. Fourth quarter Atlantic/Great Lakes wheat inspections (.317 mmt) were down 37 percent from last year, and Interior wheat inspections (.276 mmt) increased 9 percent. For the 2015/16 marketing year, the USDA's January World Agricultural Supply and Demand Estimates (WASDE) report said total wheat exports are expected to decrease 6 percent from the previous year.

Figure 2 : Fourth Quarter Grain Inspections, by Types



Fourth quarter soybean inspections reached 27.7 mmt, down 4 percent from last year but 31 percent above the 5-year average (*see figure 2*). Inspections of soybeans destined to Asia were down 6 percent from last year. Although U.S. soybean shipments to China were down 6 percent as well, China continued to buy 88 percent of total U.S. soybeans destined to Asia. U.S. Gulf soybean inspections reached 16.9 mmt, down 2 percent from last year and 32 percent above the average. PNW soybean inspections reached 7.7 mmt, 3 percent below last year but 45 percent above the 5-year average. The Atlantic/Great

Lakes soybean inspections totaled 1.7 mmt, down 15 percent from last year and 14 percent above the 5-year average. Interior soybean inspections reached 1.3 mmt, down 28 percent from last year and 6 percent below the 5-year average. According to USDA's January WASDE estimates, soybean exports for the 2015/16 marketing year are expected to decrease 8 percent from the past year.

Inspections of corn reached 6.6 mmt during the fourth quarter, down 20 percent from last year and 26 percent below the 5-year average (*see figure 2*). PNW corn inspections reached a record low of .297 mmt, down 21 percent from last year as shipments to Asia receded. U.S. Gulf corn inspections totaled 4.6 mmt, down 29 percent from last year and 23 percent below the 5-year average. Atlantic/Great Lakes corn inspections totaled .205 mmt, down 24 percent from last year. Interior corn inspections, however, rebounded from last year. Total corn exports for the 2015/16 marketing year are forecast to decrease 8 percent from 2014/15 according to WASDE. Johnny.Hill@ams.usda.gov

Grain Transportation Indicators

Table 1
Grain Transport Cost Indicators¹

For the week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
01/13/16	146	272	214	158	113	99
01/06/16	148	272	213	167	113	99

¹Indicator: 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	1/8/2016	1/1/2016
Corn	IL--Gulf	-0.55	n/a
Corn	NE--Gulf	-0.76	n/a
Soybean	IA--Gulf	-1.30	n/a
HRW	KS--Gulf	-1.42	n/a
HRS	ND--Portland	-1.58	n/a

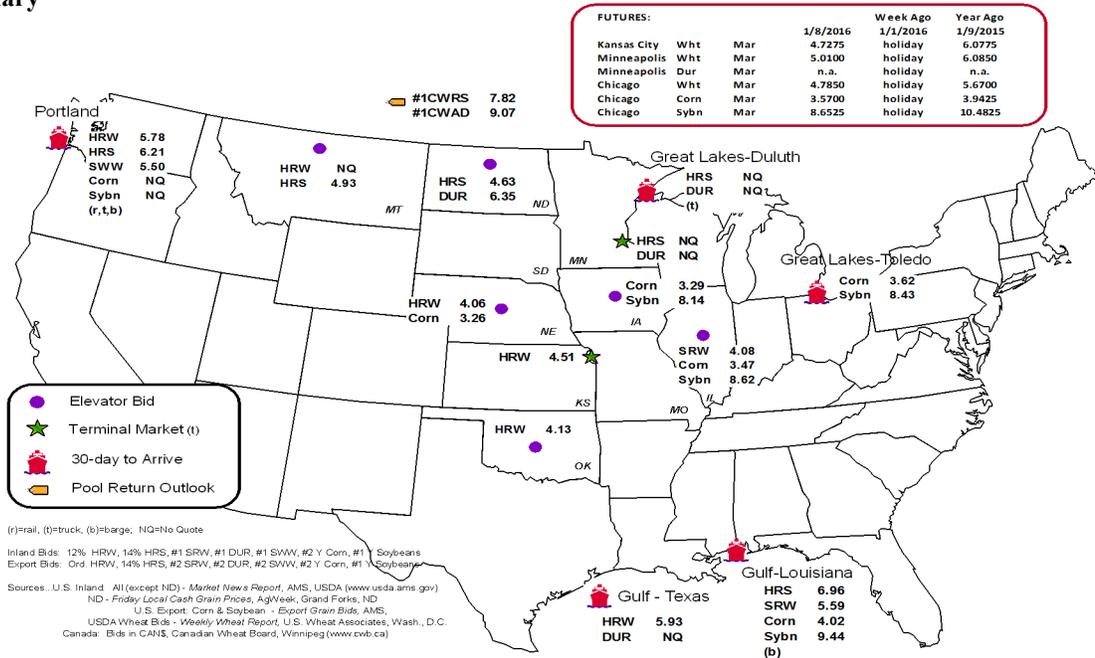
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

n/a: quotes are not available due to the holiday

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

Figure 1
Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)¹

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
1/06/2016 ^p	359	640	5,592	494	7,085	1/2/2016	1,424
12/30/2015 ^r	272	1,284	4,458	402	6,416	12/26/2015	2,341
2016 YTD ^r	359	640	5,592	494	7,085	2016 YTD	1,424
2015 YTD ^r	1,095	1,228	4,828	1,201	8,352	2015 YTD	1,334
2016 YTD as % of 2015 YTD	33	52	116	41	85	% change YTD	107
Last 4 weeks as % of 2015 ²	22	70	93	50	74	Last 4wks % 2015	122
Last 4 weeks as % of 4-year avg. ²	30	102	105	69	89	Last 4wks % 4 yr	118
Total 2015	29,054	60,819	239,029	26,730	355,632	Total 2015	97,736
Total 2014	44,617	83,674	256,670	32,107	417,068	Total 2014	98,422

¹ Data is incomplete as it is voluntarily provided

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

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

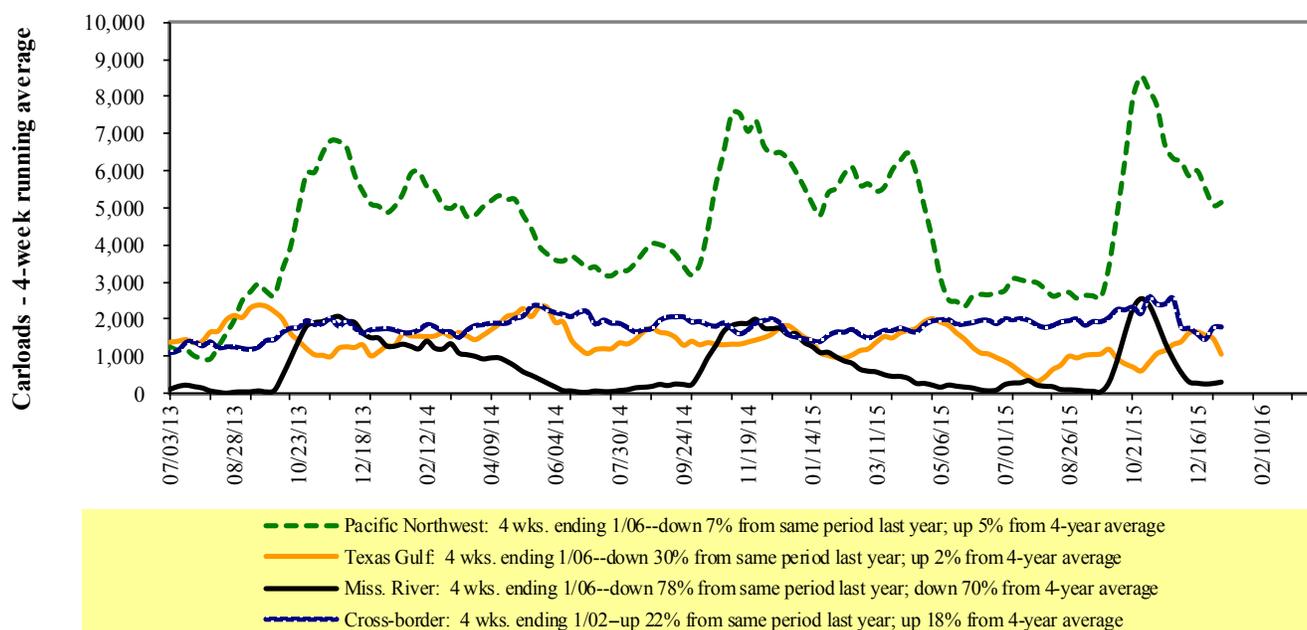
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

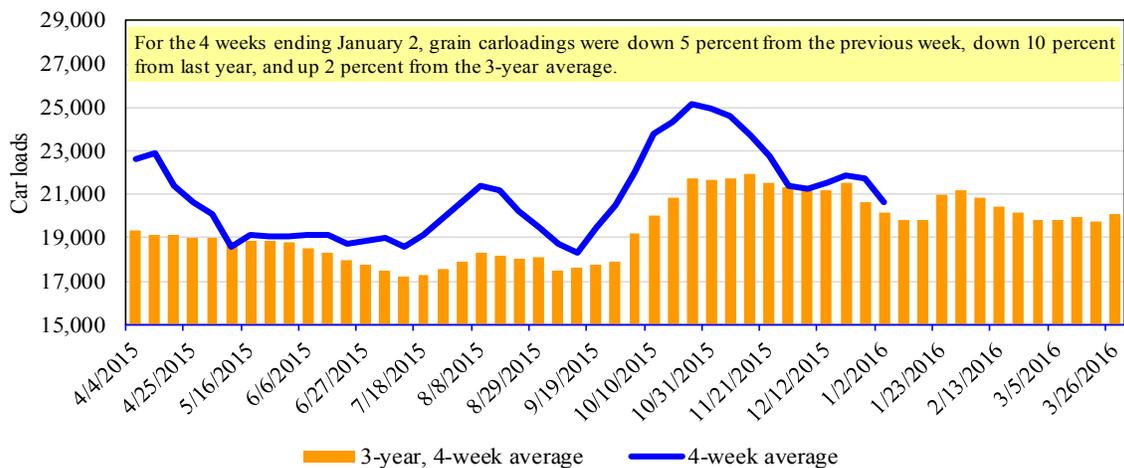
Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

For the week ending: 1/2/2016	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,921	2,585	9,469	323	4,288	18,586	2,708	3,531
This week last year	2,251	3,203	11,051	722	5,750	22,977	4,285	5,033
2015 YTD	104,039	149,043	536,173	45,445	267,720	1,102,420	211,868	236,263
2014 YTD	101,123	150,661	475,415	46,497	292,670	1,066,366	239,031	272,186
2015 YTD as % of 2014 YTD	103	99	113	98	91	103	89	87
Last 4 weeks as % of 2014*	79	76	102	81	83	90	81	91
Last 4 weeks as % of 3-yr avg.**	95	84	113	98	97	102	92	88
Total 2014	103,331	153,771	482,431	47,510	297,969	1,085,012	242,616	276,322

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

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

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

Figure 3**Total Weekly U.S. Class I Railroad Grain Car Loadings**

Source: Association of American Railroads

Table 5

Railcar Auction Offerings¹ (\$/car)²

For the week ending: 1/7/2016		Delivery period							
		Jan-16	Jan-15	Feb-16	Feb-15	Mar-16	Mar-15	Apr-16	Apr-15
BNSF ³	COT grain units	0	no offer	0	no offer	no bids	no offer	no bids	no offer
	COT grain single-car ⁵	0	no offer	0	no offer	0..1	no offer	0..1	no offer
UP ⁴	GCAS/Region 1	no bids	no offer	no bids	no offer	no bids	no offer	n/a	n/a
	GCAS/Region 2	no bids	no offer	no bids	no offer	no bids	no offer	n/a	n/a

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

²Average premium/discount to tariff, last auction

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

⁴UP - GCAS = Grain Car Allocation System

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

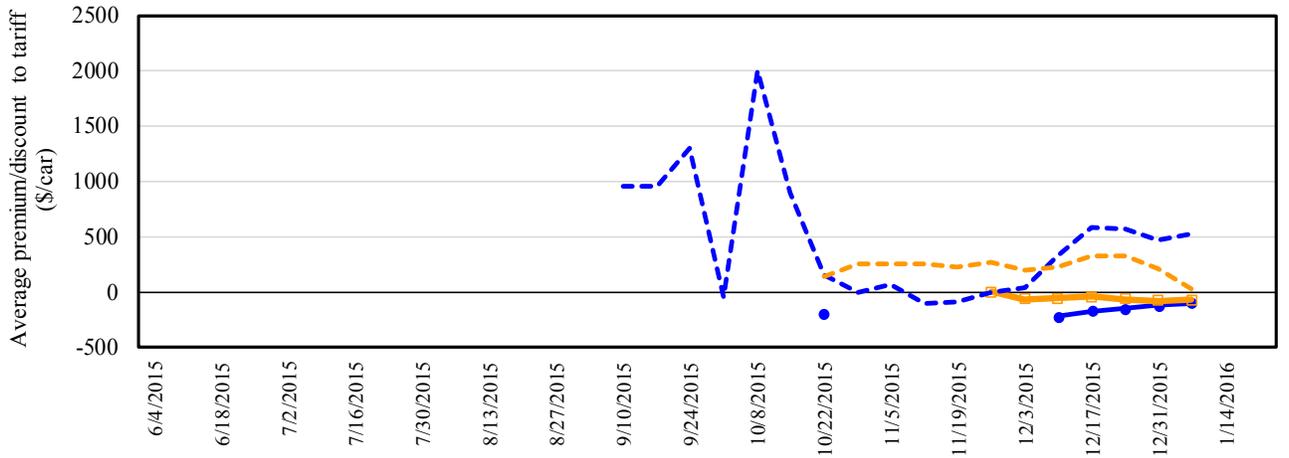
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

⁵Range 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 January 2016, Secondary Market



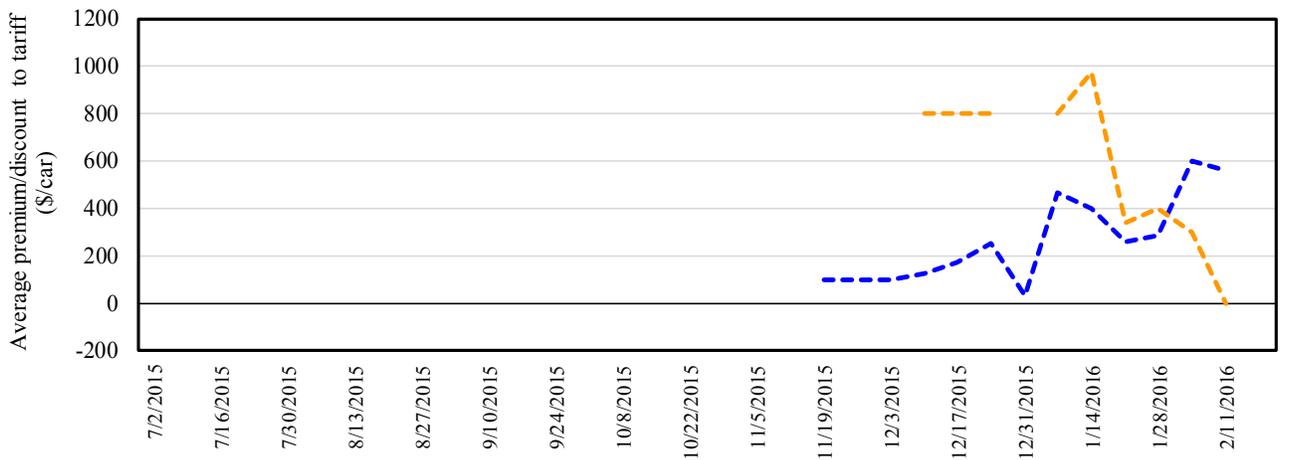
1/7/2016	BNSF	UP
Non-Shuttle	-\$50	-\$100
Shuttle	-\$96	-\$113

Shuttle
 Shuttle prior 3-yr avg. (same week)
 Non-Shuttle
 Non-Shuttle prior 3-yr avg. (same week)

Average Non-shuttle bids/offers rose \$8 this week, and are \$75 below the peak.
 Average Shuttle bids/offers rose \$19 this week and are at the peak.

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

Figure 5
Bids/Offers for Railcars to be Delivered in February 2016, Secondary Market



1/7/2016	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	n/a	n/a

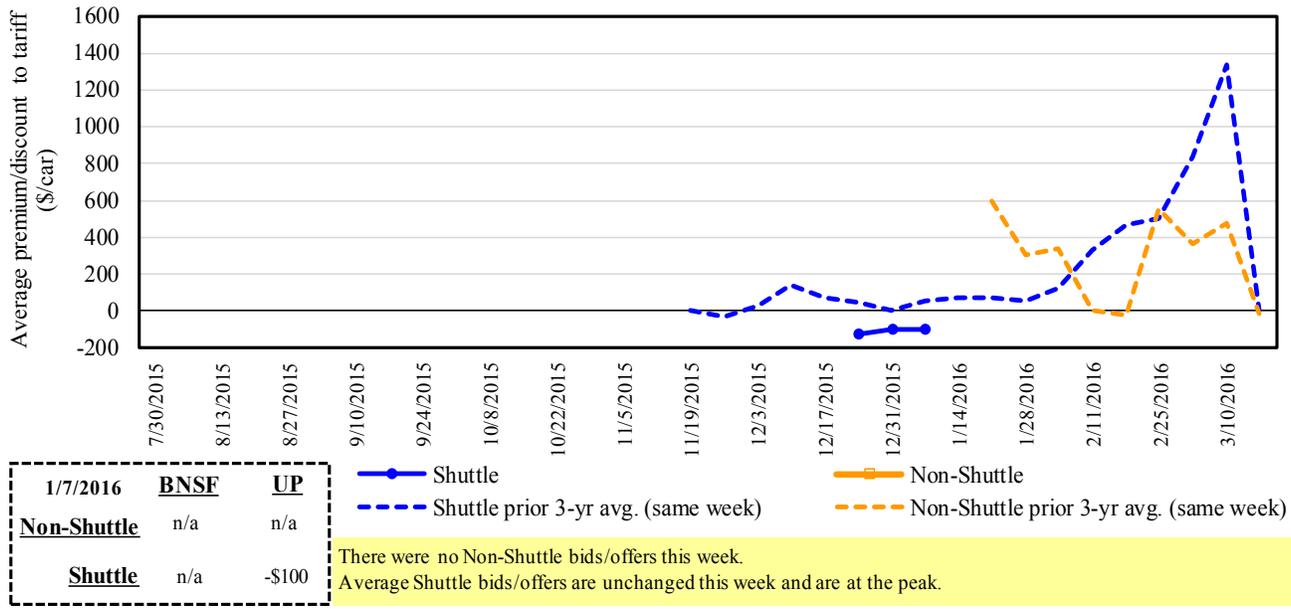
Shuttle
 Shuttle prior 3-yr avg. (same week)
 Non-Shuttle
 Non-Shuttle prior 3-yr avg. (same week)

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

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

Figure 6

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



	1/7/2016	BNSF	UP
Non-Shuttle	n/a	n/a	n/a
Shuttle	n/a	-	-\$100

—●— Shuttle
- - - Shuttle prior 3-yr avg. (same week)
—■— Non-Shuttle
- - - Non-Shuttle prior 3-yr avg. (same week)

There were no Non-Shuttle bids/offers this week.
 Average Shuttle bids/offers are unchanged this week and are at the peak.

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

Table 6

Weekly Secondary Railcar Market (\$/car)¹

For the week ending:		Delivery period					
		1/7/2016	Jan-16	Feb-16	Mar-16	Apr-16	May-16
Non-shuttle	BNSF-GF	(50)	n/a	n/a	n/a	n/a	n/a
	Change from last week	(33)	n/a	n/a	n/a	n/a	n/a
	Change from same week 2015	(67)	n/a	n/a	n/a	n/a	n/a
	UP-Pool	(100)	n/a	n/a	n/a	n/a	n/a
	Change from last week	50	n/a	n/a	n/a	n/a	n/a
	Change from same week 2014	(150)	n/a	n/a	n/a	n/a	n/a
Shuttle	BNSF-GF	(96)	n/a	n/a	n/a	n/a	n/a
	Change from last week	37	n/a	n/a	n/a	n/a	n/a
	Change from same week 2014	304	n/a	n/a	n/a	n/a	n/a
	UP-Pool	(113)	n/a	(100)	n/a	n/a	n/a
	Change from last week	0	n/a	0	n/a	n/a	n/a
	Change from same week 2014	188	n/a	100	n/a	n/a	n/a

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

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from James B. Joiner Co., Tradewest Brokerage Co.

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments¹

Effective date:		Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y ³
1/1/2016						metric ton	bushel ²	
Unit train								
Wheat	Wichita, KS	St. Louis, MO	\$3,605	\$40	\$36.20	\$0.99	3	
	Grand Forks, ND	Duluth-Superior, MN	\$3,563	\$0	\$35.38	\$0.96	-3	
	Wichita, KS	Los Angeles, CA	\$6,950	\$0	\$69.02	\$1.88	4	
	Wichita, KS	New Orleans, LA	\$4,243	\$71	\$42.84	\$1.17	0	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	\$0	\$64.41	\$1.75	5	
	Northwest KS	Galveston-Houston, TX	\$4,511	\$78	\$45.57	\$1.24	0	
	Amarillo, TX	Los Angeles, CA	\$4,710	\$109	\$47.85	\$1.30	-2	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,681	\$80	\$37.35	\$0.95	3	
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	2	
	Des Moines, IA	Davenport, IA	\$2,168	\$17	\$21.70	\$0.55	-2	
	Indianapolis, IN	Atlanta, GA	\$5,004	\$0	\$49.69	\$1.26	-1	
	Indianapolis, IN	Knoxville, TN	\$4,311	\$0	\$42.81	\$1.09	1	
Soybeans	Des Moines, IA	Little Rock, AR	\$3,444	\$50	\$34.70	\$0.88	0	
	Des Moines, IA	Los Angeles, CA	\$5,052	\$146	\$51.62	\$1.31	-4	
	Minneapolis, MN	New Orleans, LA	\$3,724	\$45	\$37.42	\$1.02	-10	
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	2	
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	3	
	Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	0	
	Champaign-Urbana, IL	New Orleans, LA	\$4,395	\$80	\$44.44	\$1.21	4	
Shuttle Train								
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$0	\$39.26	\$1.07	1	
	Wichita, KS	Galveston-Houston, TX	\$3,919	\$0	\$38.92	\$1.06	7	
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	8	
	Grand Forks, ND	Portland, OR	\$5,611	\$0	\$55.72	\$1.52	0	
	Grand Forks, ND	Galveston-Houston, TX	\$5,931	\$0	\$58.90	\$1.60	-9	
	Northwest KS	Portland, OR	\$5,478	\$128	\$55.67	\$1.52	-3	
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$0	\$49.65	\$1.26	-10	
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$0	\$49.26	\$1.25	-9	
	Champaign-Urbana, IL	New Orleans, LA	\$3,481	\$80	\$35.37	\$0.90	3	
	Lincoln, NE	Galveston-Houston, TX	\$3,600	\$0	\$35.75	\$0.91	-5	
	Des Moines, IA	Amarillo, TX	\$3,795	\$63	\$38.31	\$0.97	-2	
	Minneapolis, MN	Tacoma, WA	\$5,000	\$0	\$49.65	\$1.26	-10	
	Council Bluffs, IA	Stockton, CA	\$4,640	\$0	\$46.08	\$1.17	-6	
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,490	\$0	\$54.52	\$1.48	-9	
	Minneapolis, MN	Portland, OR	\$5,510	\$0	\$54.72	\$1.49	-9	
	Fargo, ND	Tacoma, WA	\$5,380	\$0	\$53.43	\$1.45	-8	
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$93	\$44.86	\$1.22	-6	
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	3	
	Grand Island, NE	Portland, OR	\$5,360	\$131	\$54.53	\$1.48	-6	

¹A 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.

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

³Percentage 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

Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel surcharge per car ²	Fuel surcharge		Percent change Y/Y ⁴
					Tariff plus surcharge per: metric ton ³	per bushel ³	
Wheat	MT	Chihuahua, CI	\$7,459	\$0	\$76.21	\$2.07	0
	OK	Cuautitlan, EM	\$6,514	\$56	\$67.12	\$1.82	-7
	KS	Guadalajara, JA	\$6,995	\$116	\$72.66	\$1.98	-5
	TX	Salinas Victoria, NL	\$4,142	\$24	\$42.57	\$1.16	2
Corn	IA	Guadalajara, JA	\$8,397	\$111	\$86.93	\$2.21	-4
	SD	Celaya, GJ	\$7,840	\$0	\$80.11	\$2.03	-5
	NE	Queretaro, QA	\$7,879	\$49	\$81.01	\$2.06	-3
	SD	Salinas Victoria, NL	\$6,545	\$0	\$66.87	\$1.70	3
	MO	Tlalnepantla, EM	\$7,238	\$46	\$74.43	\$1.89	-3
	SD	Torreon, CU	\$7,240	\$0	\$73.98	\$1.88	0
Soybeans	MO	Bojay (Tula), HG	\$8,652	\$112	\$89.55	\$2.43	2
	NE	Guadalajara, JA	\$9,142	\$118	\$94.61	\$2.57	0
	IA	El Castillo, JA	\$9,470	\$0	\$96.76	\$2.63	0
	KS	Torreon, CU	\$7,439	\$85	\$76.88	\$2.09	0
Sorghum	NE	Celaya, GJ	\$7,404	\$104	\$76.70	\$1.95	-4
	KS	Queretaro, QA	\$7,563	\$70	\$77.98	\$1.98	5
	NE	Salinas Victoria, NL	\$6,168	\$56	\$63.59	\$1.61	5
	NE	Torreon, CU	\$6,827	\$82	\$70.60	\$1.79	1

¹Rates 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.

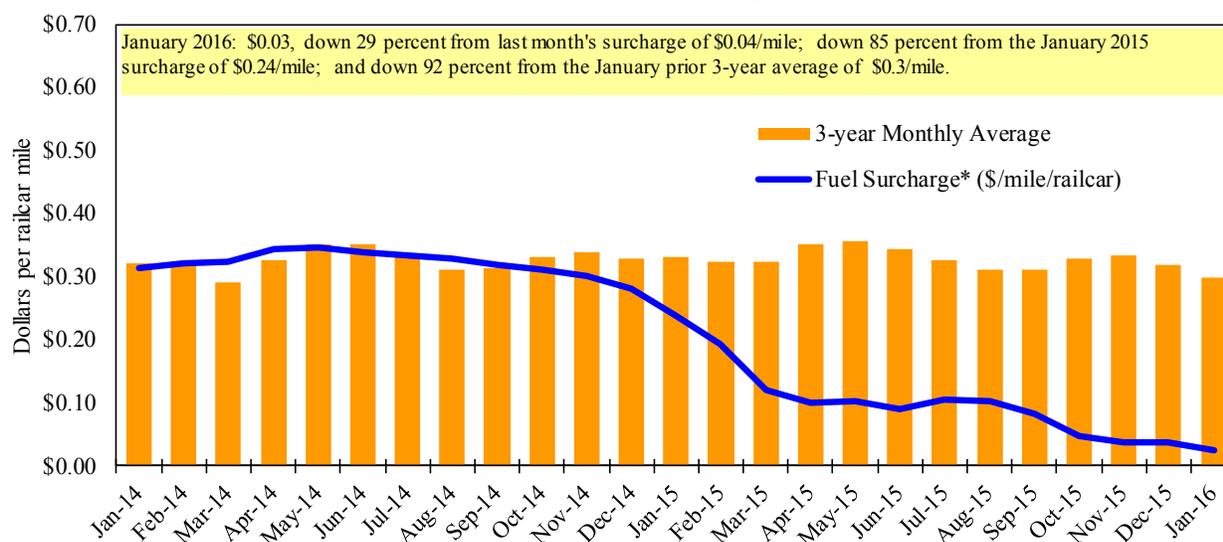
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

⁴Percentage 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 Average¹

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

* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

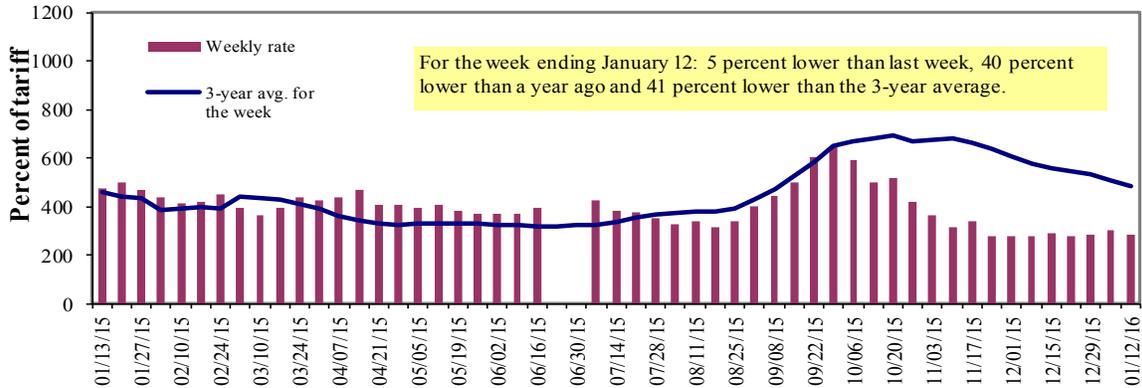
**CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.ksis.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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
Rate¹	1/12/2016	-	-	285	175	218	218	160
	1/5/2016	-	-	300	195	215	215	-
\$/ton	1/12/2016	-	-	13.22	6.98	10.22	8.81	5.02
	1/5/2016	-	-	13.92	7.78	10.08	8.69	-
Current week % change from the same week:								
	Last year	-	-	-40	-48	-43	-43	-38
	3-year avg. ²	-	-	-41	-54	-43	-43	-38
Rate¹	February	-	-	278	175	210	210	160
	April	355	285	270	183	210	210	173

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds; missing data due to winter closure or flooding

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

Benchmark tariff rates

Calculating barge rate per ton:

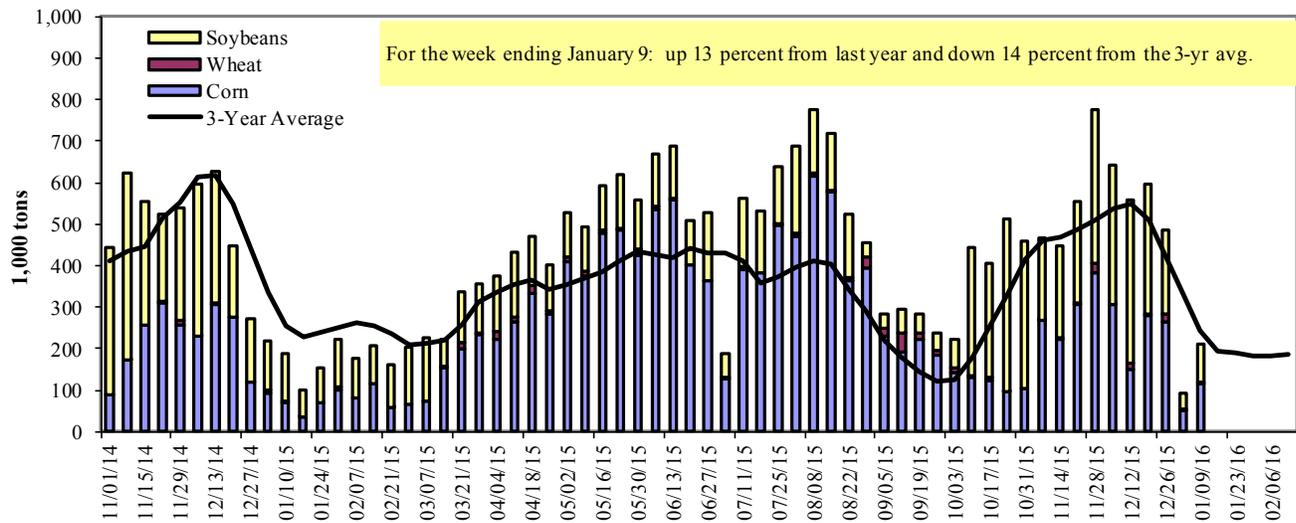
$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton})/100$$

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 River¹ (Locks 27 - Granite City, IL)



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

For the week ending 1/09/2016	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	12	0	34	0	45
Alton, IL (L26)	126	5	95	0	226
Granite City, IL (L27)	115	5	92	0	212
Illinois River (L8)	19	0	8	0	27
Ohio River (L52)	75	4	143	0	222
Arkansas River (L1)	0	0	0	0	0
Weekly total - 2016	190	8	235	0	434
Weekly total - 2015	262	18	298	3	581
2016 YTD ¹	190	8	235	0	434
2015 YTD	262	18	298	3	581
2016 as % of 2015 YTD	72	48	79	0	75
Last 4 weeks as % of 2015 ²	104	100	105	52	104
Total 2015 (revised 1/14/2015)	19,215	1,686	14,191	359	35,451

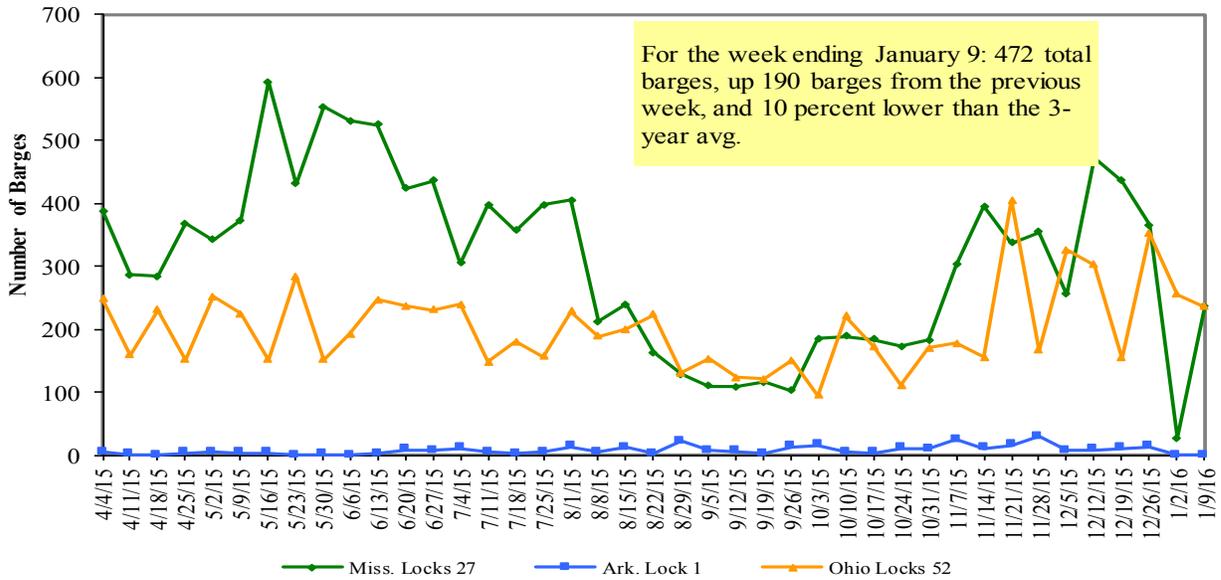
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2015.

Note: Total may not add exactly, due to rounding

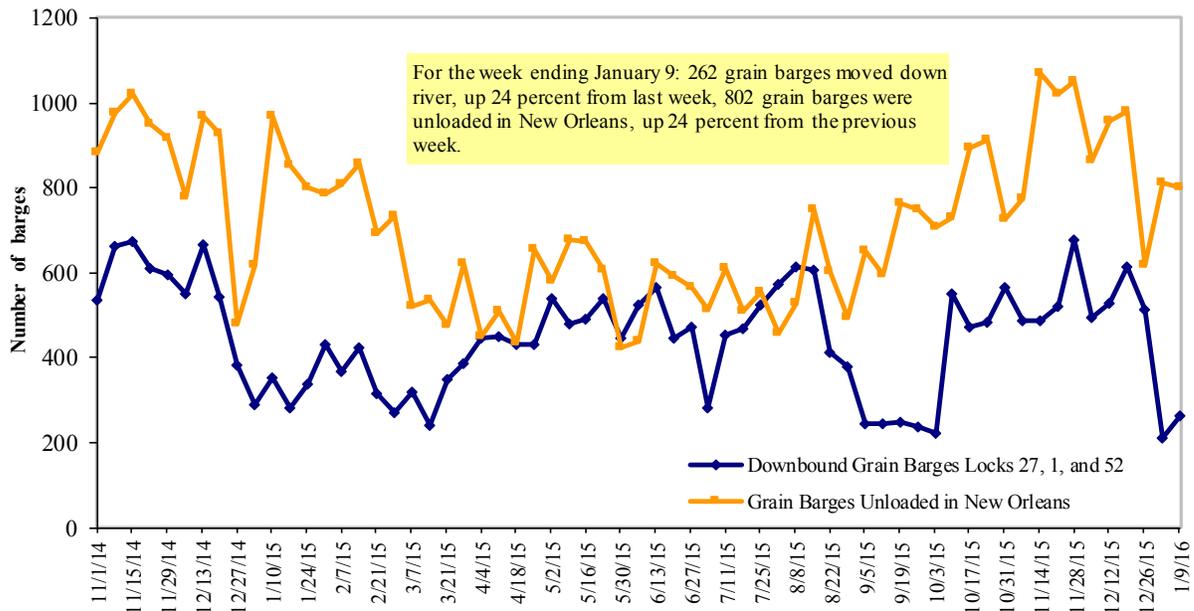
Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers

Figure 12
Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices¹, Week Ending 1/11/2016 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.229	-0.031	-0.905
	New England	2.335	-0.009	-0.860
	Central Atlantic	2.350	-0.041	-0.889
	Lower Atlantic	2.116	-0.027	-0.923
II	Midwest ²	2.096	-0.034	-0.914
III	Gulf Coast ³	2.080	-0.034	-0.884
IV	Rocky Mountain	2.134	-0.057	-0.893
V	West Coast	2.426	-0.038	-0.700
	West Coast less California	2.258	-0.045	-0.720
	California	2.562	-0.033	-0.688
Total	U.S.	2.177	-0.034	-0.876

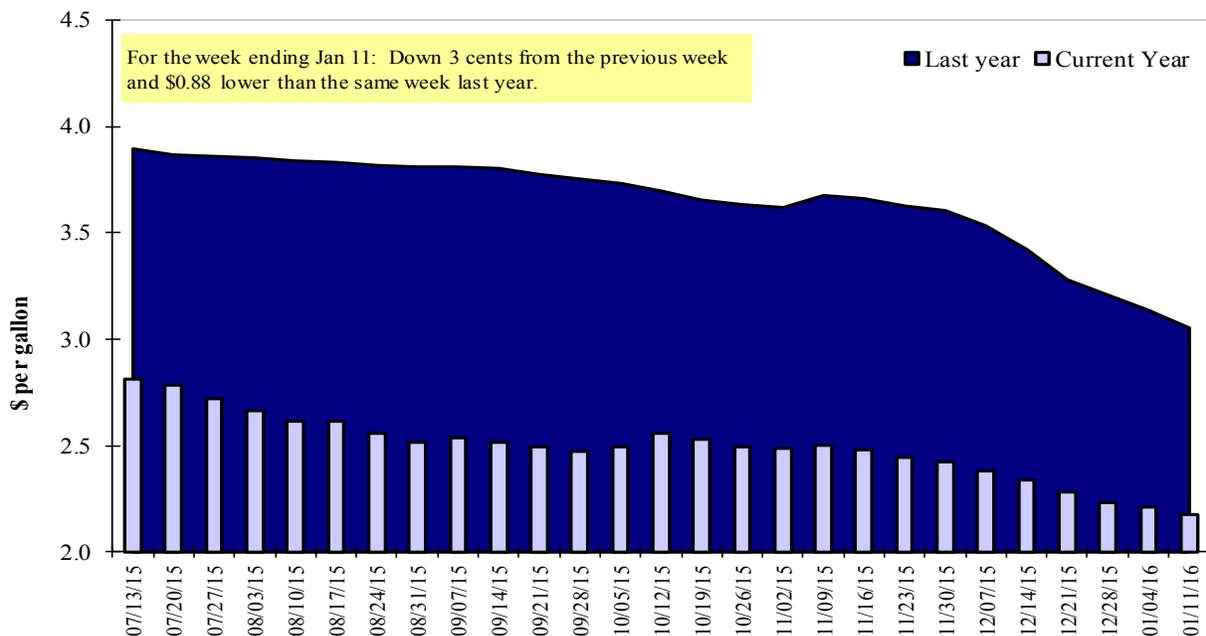
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same as South Central

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

For the week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances¹									
12/31/2015	1,231	614	1,499	983	69	4,395	11,052	10,912	26,359
This week year ago	1,325	820	1,743	902	88	4,877	14,727	13,546	33,150
Cumulative exports-marketing year²									
2015/16 YTD	3,252	2,139	3,562	1,944	512	11,409	9,401	27,264	48,074
2014/15 YTD	4,327	2,339	4,337	2,294	476	13,772	12,615	29,575	55,962
YTD 2015/16 as % of 2014/15	75	91	82	85	108	83	75	92	86
Last 4 wks as % of same period 2014/15	96	75	87	114	78	92	75	90	84
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	45,205	49,614	117,155
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309

¹ Current unshipped (outstanding) export sales to date

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

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

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

Table 13

Top 5 Importers¹ of U.S. Corn

For the week ending 12/31/2015	Commitments ²		% change current MY from last MY	Exports ³ 3-year avg 2011-2013
	2015/16	2014/15		
	Current MY	Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	3,114	5,710	(45)	10,079
Mexico	7,941	6,700	19	8,145
Korea	458	982	(53)	2,965
Colombia	1,957	2,109	(7)	3,461
Taiwan	368	491	(25)	1,238
Top 5 Importers	13,837	15,992	(13)	25,887
Total US corn export sales	20,452	27,342	(25)	34,445
% of Projected	47%	58%		
Change from prior week	253	388		
Top 5 importers' share of U.S. corn export sales	68%	58%		75%
USDA forecast, January 2016	43,257	47,430	(9)	
Corn Use for Ethanol USDA forecast, January 2016	132,080	132,309	(0)	

(n) indicates negative number.

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

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

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

Table 14

Top 5 Importers¹ of U.S. Soybeans

For the week ending 12/31/2015	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg. 2011-13
	2015/16 Current MY	2014/15 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	23,398	27,048	(13)	24,211
Mexico	1,821	2,083	(13)	2,971
Indonesia	663	1,039	(36)	1,895
Japan	1,227	1,165	5	1,750
Taiwan	705	1,048	(33)	1,055
Top 5 importers	27,815	32,382	(14)	31,882
Total US soybean export sales	38,177	43,121	(11)	39,169
% of Projected	83%	86%		
Change from prior week	639	842		
Top 5 importers' share of U.S. soybean export sales	73%	75%		81%
USDA forecast, January 2016	46,049	50,218	(8)	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
http://www.fas.usda.gov/esrquery/³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

For the week ending 12/31/2015	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg 2012-2014
	2015/16 Current MY	2014/15 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,741	2,459	(29)	3,113
Mexico	1,651	2,105	(22)	2,807
Nigeria	1,312	1,758	(25)	2,512
Philippines	1,567	1,723	(9)	2,105
Brazil	369	1,488	(75)	2,091
Korea	961	1,131	(15)	1,273
Taiwan	787	793	(1)	1,007
Indonesia	286	399	(28)	751
Colombia	509	509	0	662
Thailand	382	301		618
Top 10 importers	9,183	12,365	(26)	16,939
Total US wheat export sales	15,804	18,499	(15)	26,361
% of Projected	73%	79%		
Change from prior week	77	(151)		
Top 10 importers' share of U.S. wheat export sales	58%	67%		64%
USDA forecast, January 2016	21,798	23,270	(6)	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
http://www.fas.usda.gov/esrquery/³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

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

Port regions	For the Week Ending 01/07/16	Previous Week ¹	Current Week as % of Previous	2016 YTD ¹	2015 YTD ¹	2016 YTD as % of 2015 YTD	Last 4-weeks as % of		Total ¹ 2015
							2015	3-yr. avg.	
Pacific Northwest									
Wheat	297	315	94	297	175	170	157	179	10,943
Corn	59	0	n/a	59	109	54	29	26	7,232
Soybeans	289	424	68	289	285	101	89	130	11,814
Total	644	738	87	644	569	113	101	130	29,990
Mississippi Gulf									
Wheat	37	17	220	37	11	331	102	62	4,504
Corn	378	257	147	378	302	125	90	128	26,692
Soybeans	923	1,061	87	923	1,378	67	93	116	29,653
Total	1,338	1,334	100	1,338	1,690	79	93	116	60,849
Texas Gulf									
Wheat	24	32	77	24	40	61	62	55	3,724
Corn	0	0	n/a	0	0	n/a	n/a	0	656
Soybeans	0	0	n/a	0	88	0	14	25	800
Total	24	32	77	24	128	19	39	44	5,179
Interior									
Wheat	28	4	730	28	16	172	96	120	1,386
Corn	103	62	167	103	81	127	134	163	6,181
Soybeans	56	27	204	56	103	54	87	66	3,612
Total	186	93	201	186	201	93	142	117	11,179
Great Lakes									
Wheat	0	0	n/a	0	0	n/a	56	82	993
Corn	0	0	n/a	0	0	n/a	n/a	0	491
Soybeans	0	0	n/a	0	0	n/a	11	19	684
Total	0	0	n/a	0	0	n/a	21	35	2,168
Atlantic									
Wheat	29	0	n/a	29	0	n/a	2,353	7,060	462
Corn	0	0	n/a	0	0	n/a	38	15	277
Soybeans	46	79	58	46	83	55	88	117	2,026
Total	75	79	94	75	83	89	96	126	2,765
U.S. total from ports²									
Wheat	414	367	113	414	242	171	134	130	22,011
Corn	540	318	170	540	492	110	87	113	41,529
Soybeans	1,313	1,590	83	1,313	1,937	68	86	115	48,589
Total	2,267	2,275	100	2,267	2,671	85	92	117	112,129

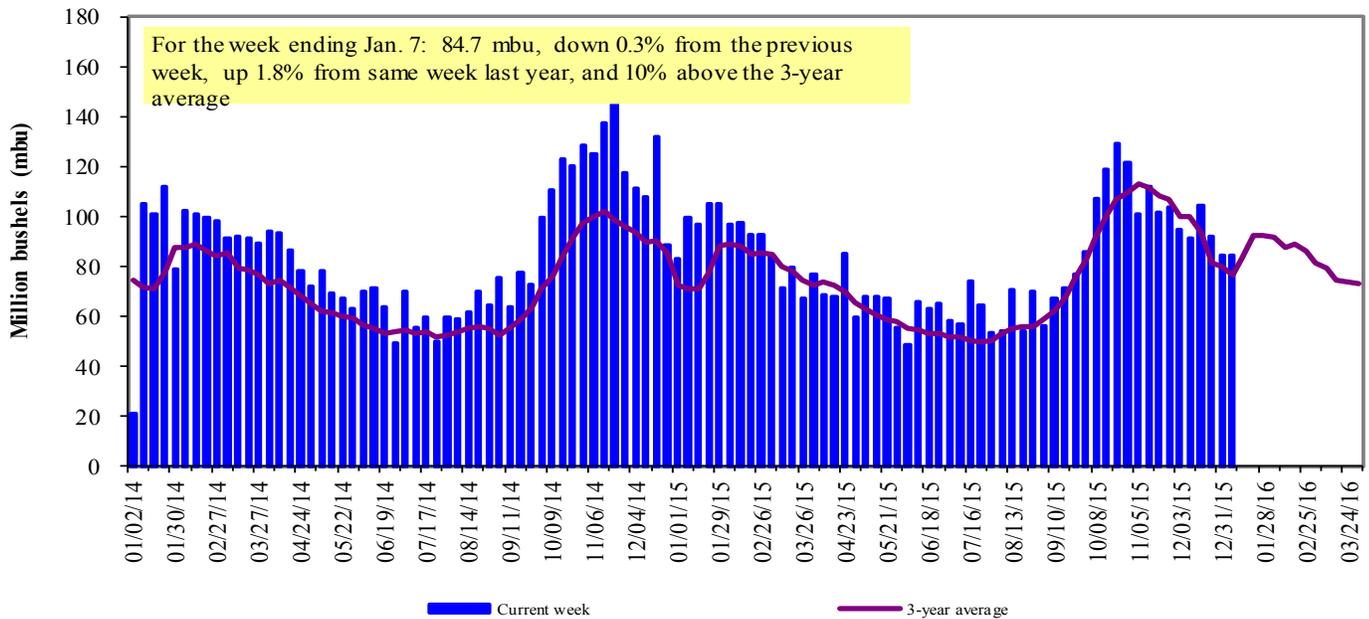
¹Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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 2015.

Figure 14

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

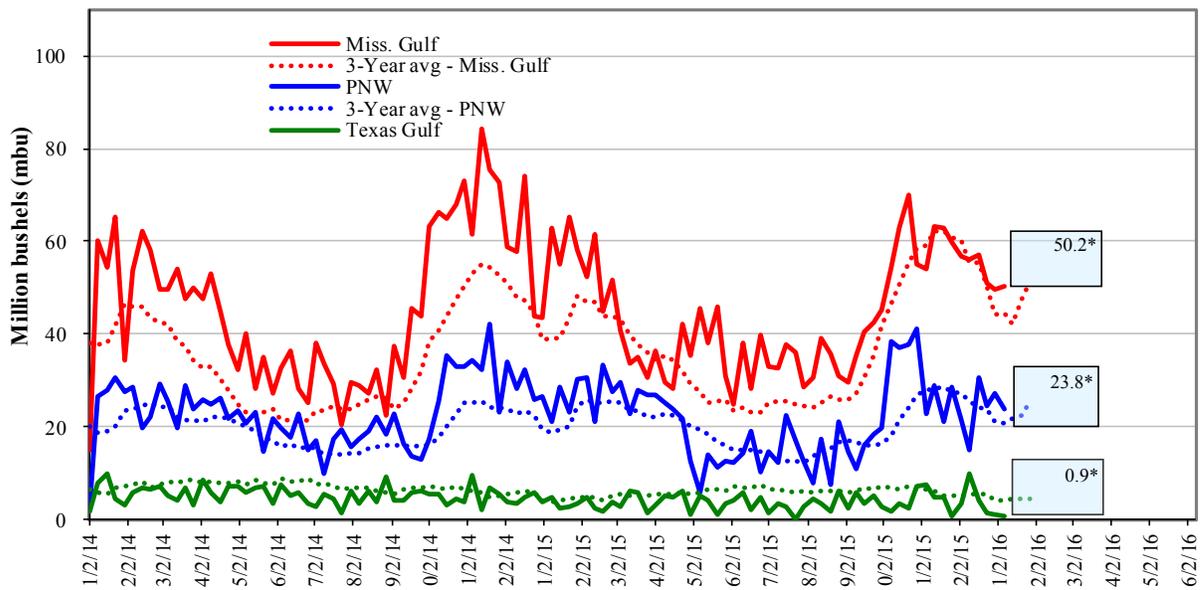


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



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

January 7: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 1	down 23	up 0.4	down 12
Last year (same week)	down 20	down 81	down 25	up 12
3-yr avg. (4-wk mov. avg.)	down 13	down 79	up 5	up 15

Ocean Transportation

Table 17

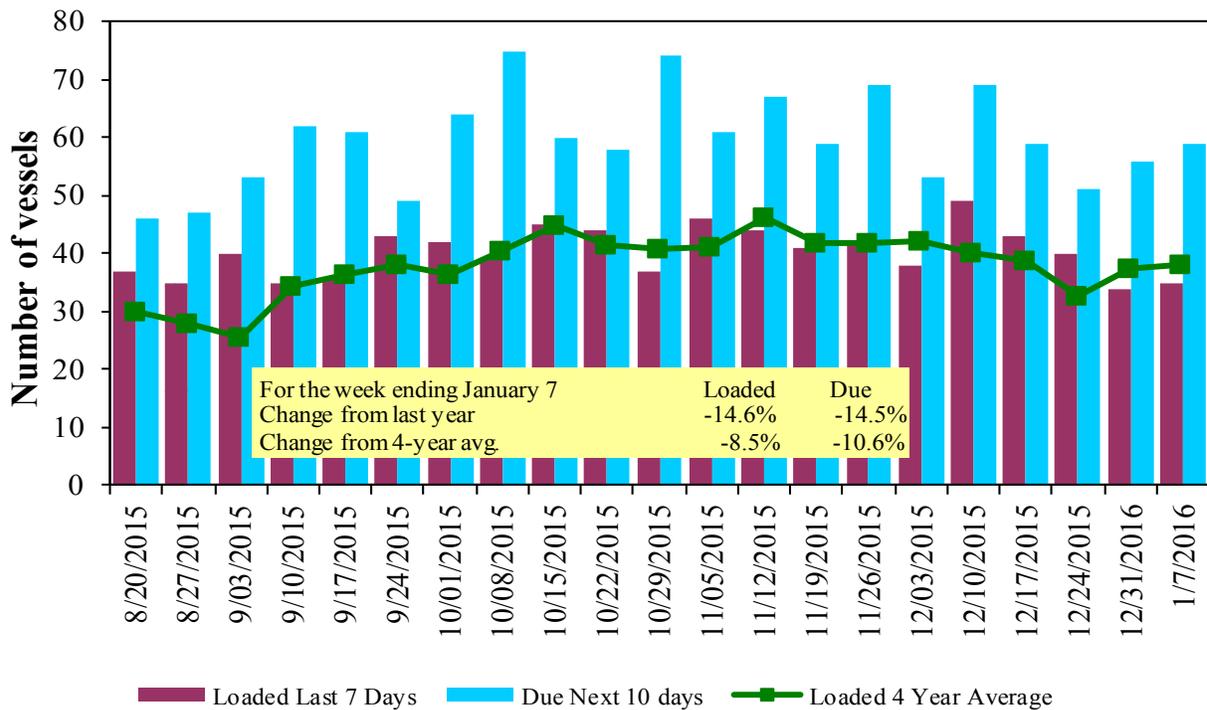
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
1/7/2016	43	35	59	12	n/a
12/31/2015	52	34	56	13	n/a
2015 range	(25..54)	(28..54)	(36..80)	(3..26)	n/a
2015 avg.	42	38	56	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf¹ Vessel Loading Activity

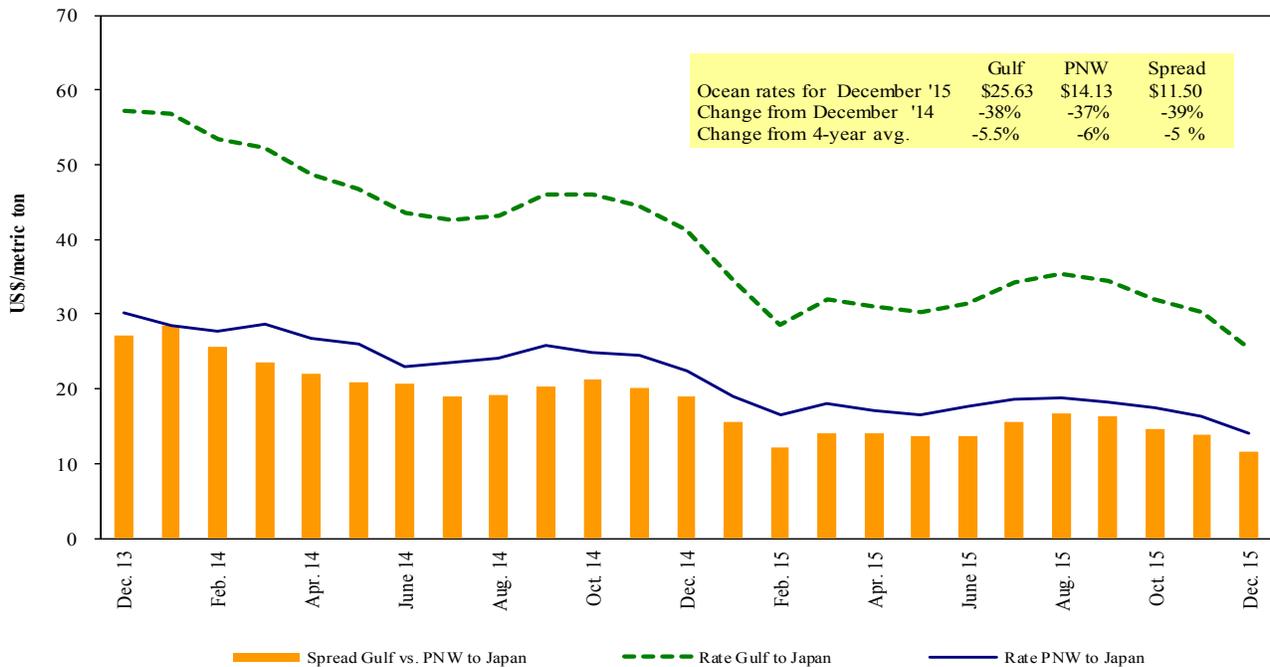


Source: Transportation & Marketing Programs/AMS/USDA

¹U.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 1/9/2016

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 10/20	60,000	21.50
Argentina	Morocco	Maize	Jan 9/14	25,000	16.75
U.S. Gulf	China	Heavy Grain	Jan 6/16	54,000	24.00
Argentina	Casablanca	Heavy Grain	Jan 11/16	25,000	17.00
PNW	Bangladesh	Wheat	Dec 7/16	20,040	33.93
Brazil	Egypt Mediterranean	Heavy Grain	Nov 24/Dec 10	60,000	10.50
Brazil	Japan	Grain	Dec 16/31	60,000	19.75
Brazil	Vietnam	Grain	Dec 1/Jan 7	60,000	15.75
EC S America	China	Heavy Grain	Feb/Mar 16	60,000	18.50
France	Algeria	Wheat	Jan1/6	30,000	11.00
U.S Gulf	Mombasa	Sorghum	Jan 4/14	19,100	31.60
U.S Gulf	Mombasa	Sorghum	Jan 4/15	45,570	22.51
Pacific NW	Djibuti	Wheat	Jan 15/25	46,150	38.25
France	Indonesia	Wheat	Dec 11/15	50,000	20.50

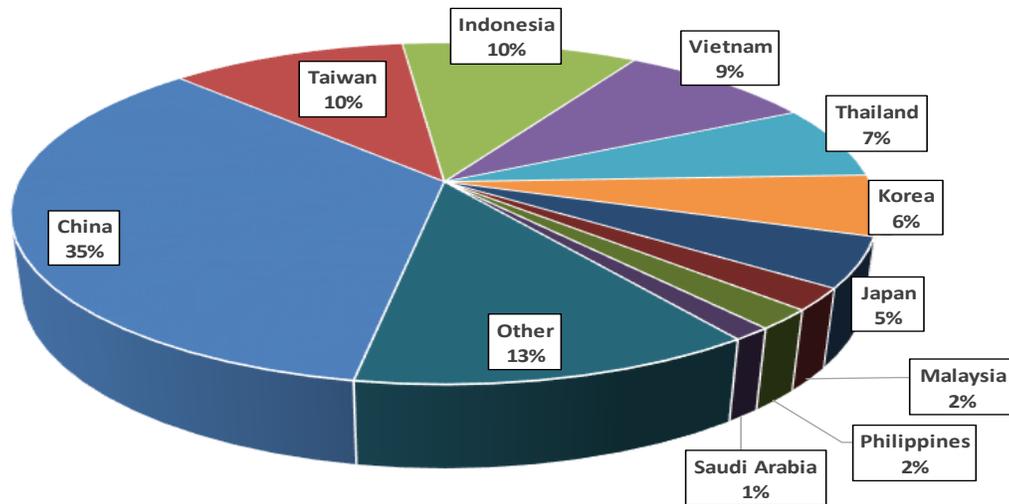
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

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

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

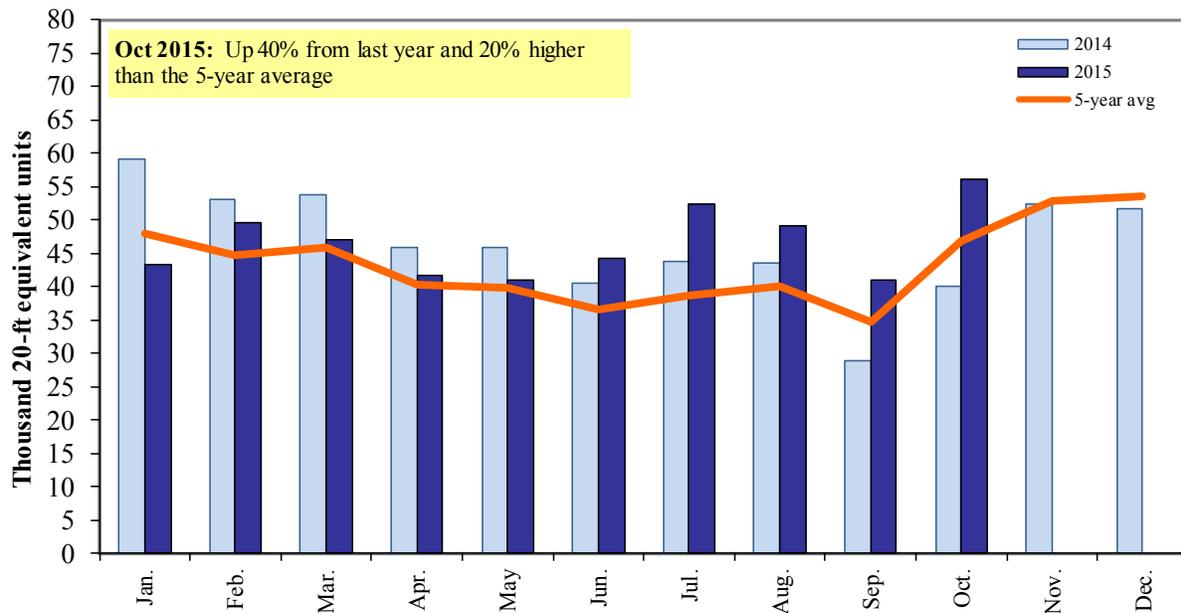
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, January–October 2015



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

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

Figure 19
Monthly Shipments of Containerized Grain to Asia



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

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

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