



Grain Transportation Report

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

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August 6, 2015

WEEKLY HIGHLIGHTS

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Soybean Inspections Rebound but Total Inspections Decrease

For the week ending July 30, **total inspections of grain** (corn, wheat, soybeans) from all major export regions reached 1.35 million metric tons (mmt), down 20 percent from the past week, 13 percent below last year, and 1 percent above the 3-year average. Soybean inspections increased 23 percent from the previous week, with shipments up primarily to Latin America. The increase in soybean inspections, however, could not offset the decreases in wheat and corn inspections, which dropped 34 and 19 percent, respectively. Pacific Northwest (PNW) grain inspections dropped 29 percent from the past week and Mississippi Gulf inspections decreased 21 percent. Outstanding (unshipped) export sales of wheat and soybeans increased from the previous week while outstanding corn export sales decreased.

Navigation Conditions Improve on Upper Mississippi and Illinois Rivers

River conditions are improving on the Upper Mississippi and Illinois Rivers. The U.S. Coast Guard (CG) has lifted restrictions on the Mississippi River at St. Louis that limited most barge traffic to daylight only passage. On August 2, the river gage for the Mississippi River at St. Louis dropped below 25 feet. For most of June and July, the St. Louis gage has been above 25 feet, a threshold where the CG restricts tows of barges greater than 600 feet to daylight only transit in the St. Louis Harbor. Navigation conditions on the Illinois River have also improved and are returning to normal. However, high water is still hampering navigation on the lower Mississippi River, where the CG requires towboats to have a minimum 280 horse power per barge with a maximum tow size of 36 barges.

Fuel Costs Continue Downward Trend

During the week ending August 3, U.S. average **diesel fuel prices** decreased another 5 cents from the previous week to \$2.67 per gallon—down \$1.19 from the same week last year. Prices have fallen 25 cents per gallon over the past 10 weeks. Falling crude oil prices continue to result in cheaper diesel fuel prices, a promising trend as harvest season approaches when grain shippers rely heavily on truck transportation. Additionally, the June 2015 *Transportation of U.S. Grains: A Modal Share Analysis* reports that 78 percent of domestic grain tonnage and 20 percent of export grain tonnage were hauled by truck in 2013.

Momentum in Pacific Northwest

According to the Journal of Commerce, trade patterns through the ports in the PNW are returning to historical trends following a period of substantial congestion during the contract negotiations between the International Longshore and Warehouse Union and the Pacific Maritime Association. The loss of market share for Seattle and Tacoma to neighboring Canadian ports appears to be leveling off. However, the Canadian port of Prince Rupert, continues to experience impressive gains in container volumes compared to prior months. Notably, containers through Portland in May were only 2 percent of the volume from the same month a year ago as a result of the two main container carriers discontinuing service in response to deteriorating port productivity.

Snapshots by Sector

Export Sales

During the week ending July 23, **unshipped balances** of wheat, corn, and soybeans totaled 14.3 mmt, down 4 percent from the same time last year. Net weekly **wheat export sales** of 0.699 mmt were up 39 percent from the prior week. **Corn export sales** of 0.365 mmt were up 63 percent from the prior week. **Soybean net export sales**, at .417 mmt, were up significantly.

Rail

U.S. Class I railroads originated 22,091 **carloads of grain** during the week ending July 25, up 7.8 percent from last week, up 10.6 percent from last year, and up 23.7 percent from the 3-year average.

During the week ending July 30, average August shuttle **secondary railcar bids/offers per car** were \$82 below tariff, up \$4 from last week, and \$2,098 lower than last year. Non-shuttle secondary railcar bids/offers were \$13 below tariff, down \$25 from last week, and \$963 lower than last year.

Barge

During the week ending August 1, **barge grain movements** totaled 843,402 tons—up 3 percent from last week, and up 8 percent from the same period last year.

During the week ending August 1, 572 grain barges **moved down river**, up 9 percent from last week; 459 grain barges were **unloaded in New Orleans**, down 17 percent from the previous week.

Ocean

During the week ending July 30, 34 **ocean-going grain vessels** were loaded in the Gulf, 3 percent less than the same period last year. Forty-eight vessels are expected to be loaded within the next 10 days, 7 percent more than the same period last year.

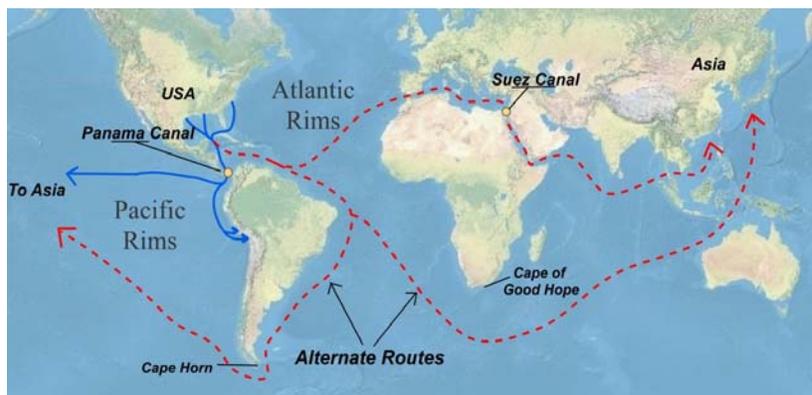
During the week ending July 31, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$35 per metric ton (mt), down 1 percent from the previous week. The cost of shipping from the PNW to Japan was \$18.50 per mt, down 3 percent from the previous week.

Feature Article/Calendar

Panama Canal Update

The Panama Canal is a vital link for trade between the United States East Coast and Asia and Western South American countries because of shorter distances to the destinations (see figure 1). The French started building the canal in the 1800s, but the United States completed it in 1913. President Roosevelt officially opened the canal in 1914. In 1999, the United States turned the canal over to Panama. In order to increase capacity, in 2007 the largest expansion project in the canal's history began; and is expected to be finished early next year. This article discusses the importance of the canal to U.S. shippers, outlines the types and amounts of commodities that traverse the canal, and discusses implications of larger vessels and shorter transit times.

Figure 1. Trade Routes between Atlantic and Pacific Rims



Source: USDA/AMS/TSD

Cargo and Grain Shipments:

The Panama Canal is a vital outlet for cargo and grains shipped from the U.S. East Coast and destined for the Pacific Rim, and vice versa due to its short distance and voyage time compared to the alternatives routes such as the Suez Canal, and

Table 1. Grain Shipments from Atlantic Rim to the Pacific Rim Through Panama Canal

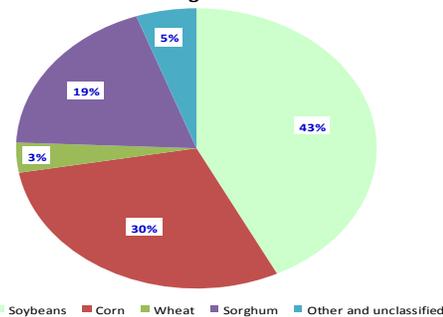
	Fiscal Year		
	---Thousands of metric tons***----		
	2012	2013	2014
Corn	11,179	7,252	13,375
Soybeans	16,376	14,111	19,268
Wheat	712	2468	1554
Rice	384	302	194
Sorghum	4,141	3,677	8561
Barley	7	45	-
Other and unclassified	2,458	1,824	2445
Total	35,256	29,679	45,397
% change from previous year		-16	53

***numbers may not exactly match those reported by the Panama Canal Authority due to conversion and rounding

Source: www.panacanal.com

Cape of Good Hope (see figure 1). The United States is the largest user of the canal. In 2014, over 158 million metric tons (mmt) of cargo originated from or was destined for the United States, including, intercoastal shipments transited the Panama Canal. China was the second largest user of the canal with just over 52 mmt, and Chile was third with about 30 mmt of cargo. The majority of the U.S. cargo transiting the canal originated from the U.S. East Coast on its way to Asia and the West Coast of South America. The principal

Figure 2. Grain Shipments from Atlantic Rim to Pacific Rim through Panama Canal in 2014



source: www.panacanal.com

commodities from the U.S. East Coast transiting the canal are grains, such as corn, soybeans, wheat, rice, sorghum and others. Table 1 and Figure 2 illustrate principal grain commodities from the Atlantic Rim transiting the canal on their way to the Pacific Rim. Grain shipments through the canal decreased in 2013, due to the 2012 U.S. drought that reduced the supply of grain available for export. Shipments increased 53 percent in 2014. In recent years, soybeans have been the dominant grain shipped through the canal, followed by corn and sorghum (see Table 1 and Figure 2). Soybean shipments through the canal have been strong due to the high demand for U.S. soybeans by China. A very small amount of grain passed through the canal from the Pacific Rim on its way to the Atlantic Rim and the quantity is declining (see Table 2). Overall, shipments of grains and other bulk materials have continued to increase through the first half of 2015 ([see Grain Transportation Report \(GTR\), dated 5/21/15](#)). According to the Panama Canal Authority (ACP), a record 32.8 million long tons (33.3 million metric tons) and 6.5 million long tons (6.6 million metric tons) of grain and salts transited the waterway—an 8.5 and 43.2 percent increase, respectively, compared to the same period in 2014. Sorghum shipments, with an 85.5 percent increase over a year earlier, had one of the highest increases. Most of the grain trade originated from the United States, while bulk salt shipments originated from Chile and Mexico’s West Coast on the way to U.S. East Coast ports ([GTR, dated 5/21/15](#)).

Panama Canal Expansion Project and Beyond:

In 2007, in an effort to increase the capacity of the canal, the ACP began the largest expansion project in the canal’s history at a total cost of \$5.2 billion. The project creates a new lane of traffic, constructs a new set of locks, and doubles the waterway’s capacity. Currently, the canal only allows the passage of Panamax vessels, which can carry up to 5,000 Twenty-Foot-Equivalent-Units (TEUs). When the project is complete, Post-Panamax vessels—that can carry up to 13,000 TEUs of cargo—will be able to pass through the canal.

Table 2. Grain Shipments from Pacific Rim to the Atlantic Rim Through Panama Canal

	Fiscal Year		
	---Thousands of metric tons**---		
	2012	2013	2014
Corn	547	355	426
Soybeans	53	159	175
Wheat	1,836	1,988	487
Rice	538	348	392
Sorghum	723	309	156
Barley	46	78	81
Other and unclassified	264	489	536
Total	4,007	3,726	2,253
% change from previous year		-7	-39

**numbers may not exactly match those reported by the Panama Canal Authority due to conversion and rounding

Source: www.pancanal.com

Grains leaving the U.S. East Coast ports to Asia are usually transported in Panamax vessels, and the typical grain shipments are 55,000 metric tons (mt) of cargo. A Post-Panamax vessel with 80,000 - 110,000-ton capacity may load up to 85,000 mt of grain depending on the destination ports. The expanded canal will also reduce the Canal Water Time (time it takes a vessel to transit the canal). The economies of size in loading and reduced Canal Water Time may translate into lower or reduced transportation costs in the long run. Since a majority of the U.S. grain transiting the canal on its way to Asia originates from the East Coast and Gulf ports, these ports stand to benefit from the canal expansion. And as a result, there could be increased barge movements down the Mississippi River and rail movements to Texas Gulf. During the first half of 2015, 8 percent more dry bulk vessels transited the Panama Canal for a total of 66 million long tons (67.1 mmt). Finally, an expanded canal will likely benefit the U.S. exporters and foreign buyers through reduced transportation costs and landed costs. As of June 30, 2015, the expansion project is 91.3 percent complete, and is expected to be 100 complete by early 2016. surajudeen.olowolayemo@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
08/05/15	179	255	209	182	157	131
07/29/15	183	255	209	194	159	135

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	7/31/2015	7/24/2015
Corn	IL--Gulf	-0.68	-0.70
Corn	NE--Gulf	-0.79	-0.80
Soybean	IA--Gulf	-1.13	-1.07
HRW	KS--Gulf	-1.10	-1.05
HRS	ND--Portland	-1.79	-1.73

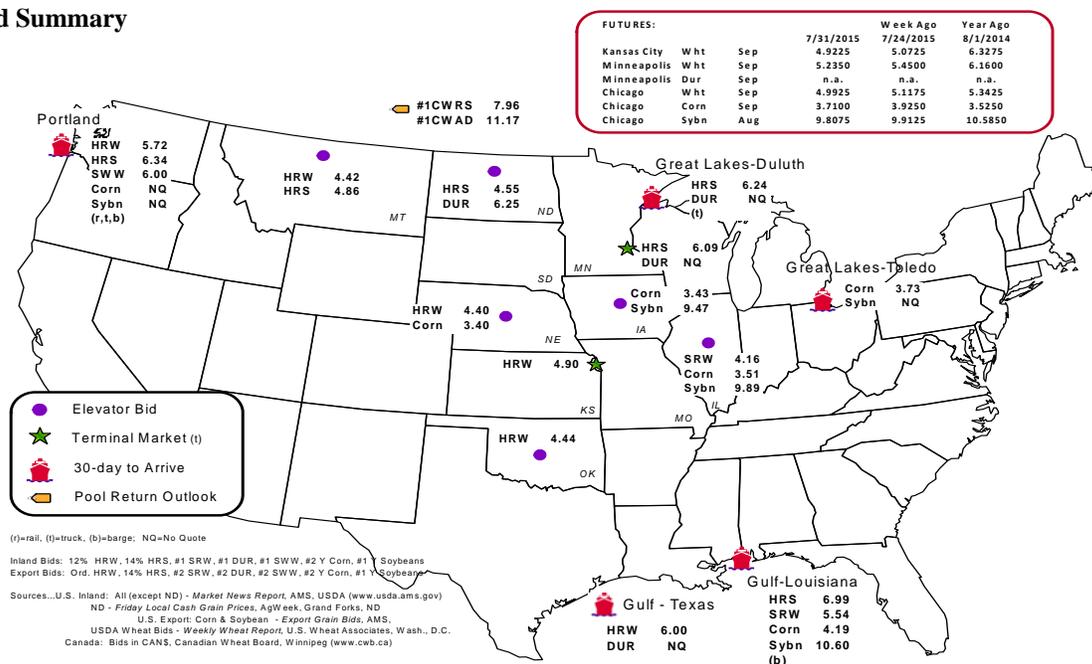
Note: nq = no quote

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		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
7/29/2015 ^p	113	222	2,876	194	3,405	7/25/2015	1,844
7/22/2015 ^r	436	441	2,491	209	3,577	7/18/2015	1,540
2015 YTD ^f	12,488	36,170	126,248	14,454	189,360	2015 YTD	53,108
2014 YTD ^f	20,454	49,116	135,486	16,504	221,560	2014 YTD	57,251
2015 YTD as % of 2014 YTD	61	74	93	88	85	% change YTD	93
Last 4 weeks as % of 2014 ²	494	29	94	141	83	Last 4wks % 2014	98
Last 4 weeks as % of 4-year avg. ²	141	33	114	152	95	Last 4wks % 4 yr	115
Total 2014	44,621	83,674	256,670	32,107	417,072	Total 2014	96,467
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	71,397

¹ Data is incomplete as it is voluntarily provided

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

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

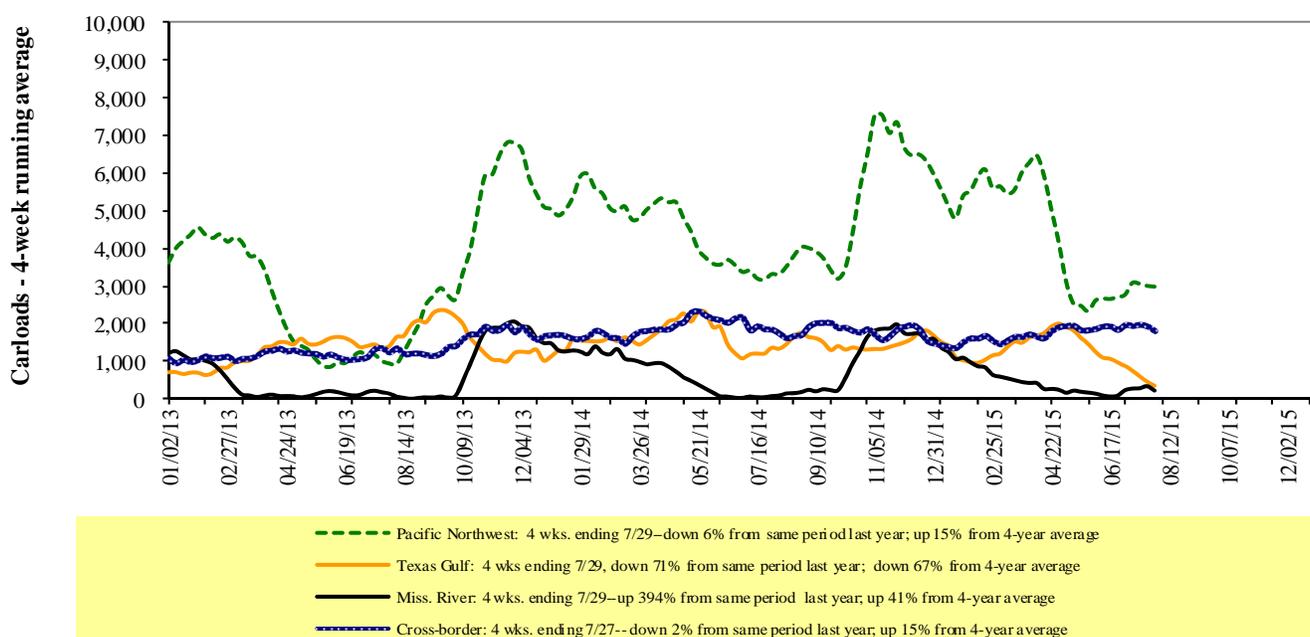
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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

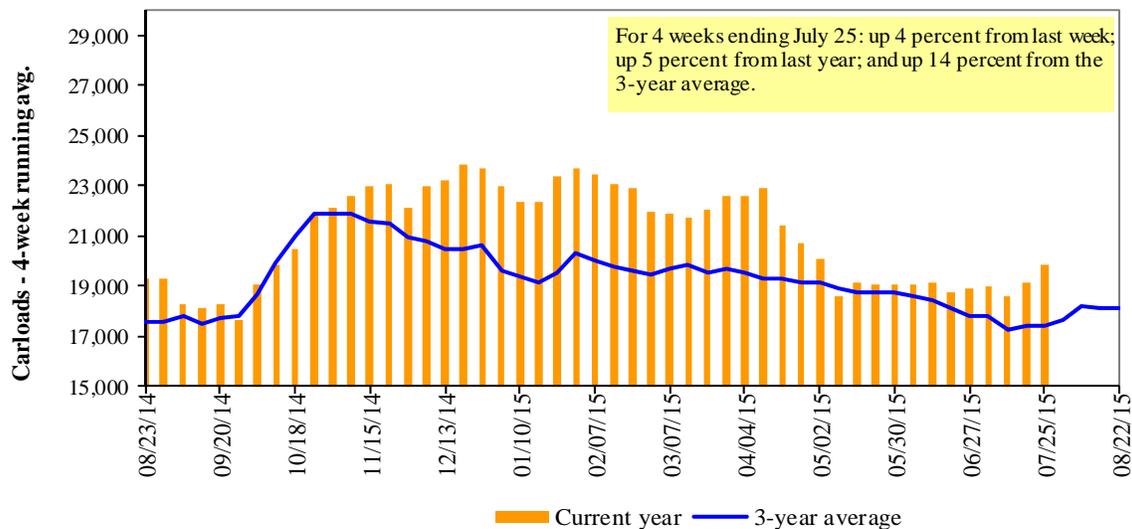
Table 4

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

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
07/25/15	2,335	2,840	10,934	815	5,167	22,091	4,594	4,887
This week last year	2,064	2,907	9,130	536	5,341	19,978	4,961	5,352
2015 YTD	59,588	86,981	284,628	25,195	149,061	605,453	119,664	127,929
2014 YTD	54,820	85,246	252,671	24,580	164,425	581,742	128,355	153,543
2015 YTD as % of 2014 YTD	109	102	113	103	91	104	93	83
Last 4 weeks as % of 2014 ¹	110	98	117	120	87	105	88	85
Last 4 weeks as % of 3-yr avg. ²	132	101	118	161	103	114	106	90
Total 2014	103,331	153,771	482,431	47,510	297,969	1,085,012	242,616	276,322

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

²The 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 Offerings¹ (\$/car)²

Week ending	Delivery period							
	Aug-15	Aug-14	Sep-15	Sep-14	Oct-15	Oct-14	Nov-15	Nov-14
7/30/2015								
BNSF ³								
COT grain units	27	no offer	14	no offer	23	3318	1	3058
COT grain single-car ⁵	0..46	no offer	0..70	no offer	3..13	2511..3221	0..8	2200..3021
UP ⁴								
GCAS/Region 1	no bids	no offer	no bids	1380	no bids	no offer	n/a	n/a
GCAS/Region 2	no bids	1401	no bids	2105	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.

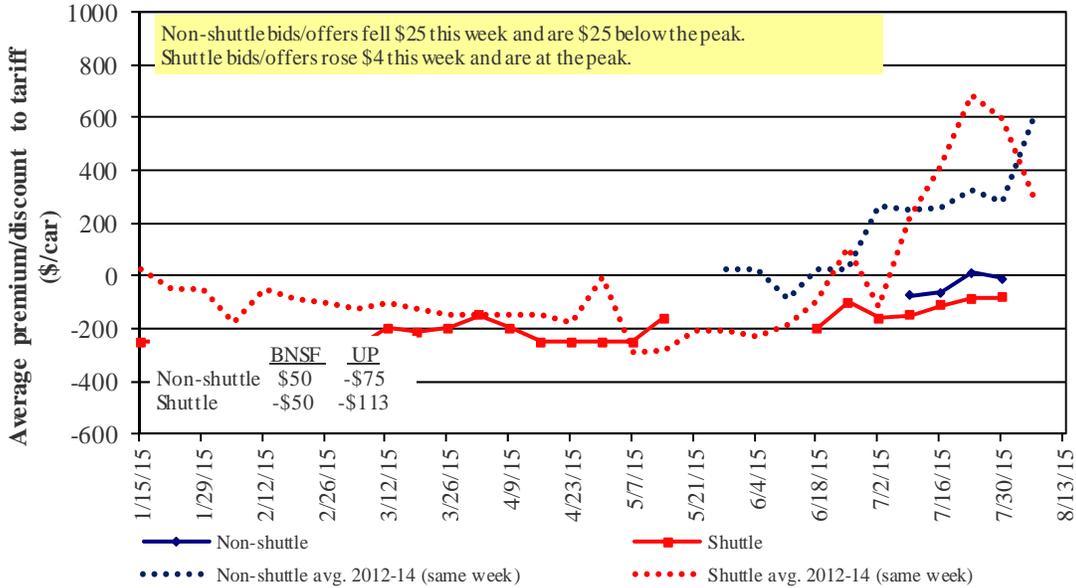
⁵Range is shown because average is not available. Not available = n/a.

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 August 2015, Secondary Market

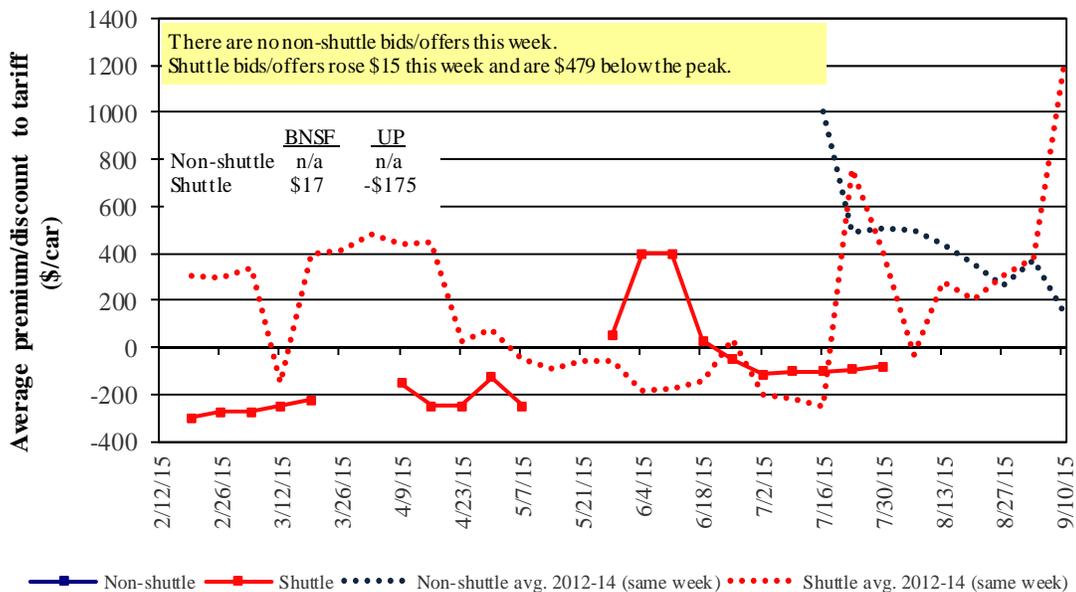


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

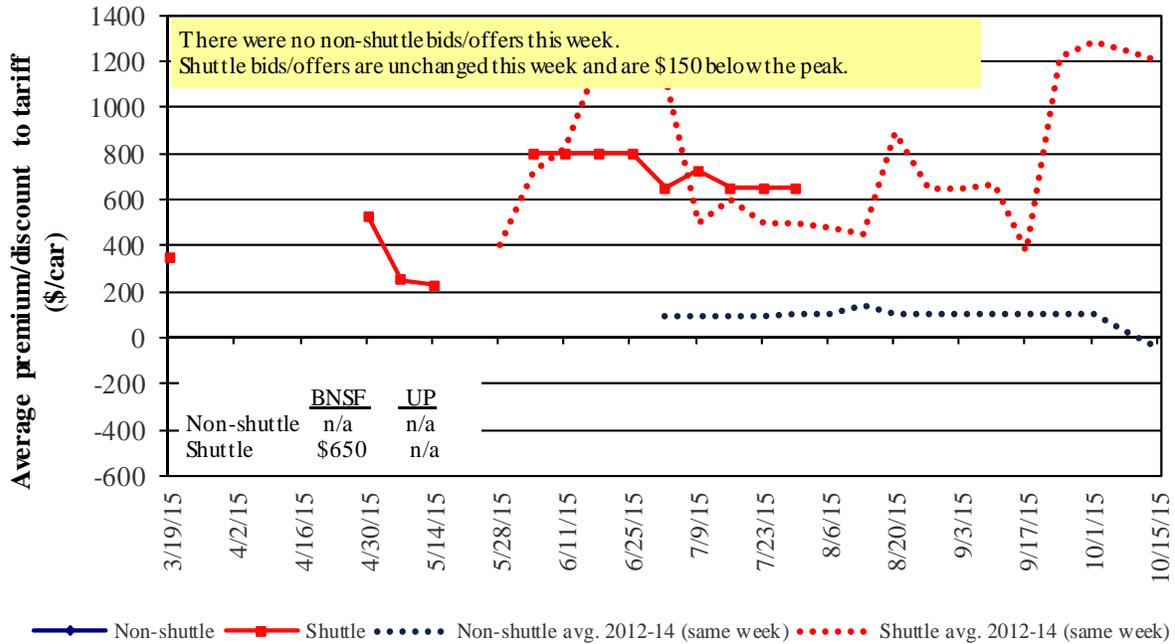


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in October 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					
	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16
Non-shuttle						
BNSF-GF	50	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	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	(75)	n/a	n/a	n/a	n/a	n/a
Change from last week	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(1,025)	n/a	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	(50)	17	650	n/a	(100)	n/a
Change from last week	(67)	(58)	-	n/a	(200)	n/a
Change from same week 2014	(2,583)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(113)	(175)	n/a	n/a	n/a	n/a
Change from last week	75	88	n/a	n/a	n/a	n/a
Change from same week 2014	(1,613)	(1,675)	n/a	n/a	n/a	n/a

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

²Shuttle 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 Shipments¹

Effective date:			Tariff	Fuel	Tariff plus surcharge per:		Percent	
7/1/2015	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushel ²	change Y/Y ³	
Unit train								
Wheat	Wichita, KS	St. Louis, MO	\$3,605	\$81	\$36.60	\$1.00	3	
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$30	\$41.44	\$1.13	13	
	Wichita, KS	Los Angeles, CA	\$6,950	\$153	\$70.54	\$1.92	5	
	Wichita, KS	New Orleans, LA	\$4,243	\$142	\$43.55	\$1.19	1	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	\$126	\$65.66	\$1.79	5	
	Northwest KS	Galveston-Houston, TX	\$4,511	\$156	\$46.35	\$1.26	0	
	Amarillo, TX	Los Angeles, CA	\$4,710	\$217	\$48.93	\$1.33	-1	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,328	\$161	\$34.65	\$0.88	-2	
	Toledo, OH	Raleigh, NC	\$5,555	\$199	\$57.14	\$1.45	13	
	Des Moines, IA	Davenport, IA	\$2,168	\$34	\$21.87	\$0.56	2	
	Indianapolis, IN	Atlanta, GA	\$4,761	\$150	\$48.76	\$1.24	12	
	Indianapolis, IN	Knoxville, TN	\$4,104	\$96	\$41.71	\$1.06	14	
	Des Moines, IA	Little Rock, AR	\$3,308	\$100	\$33.84	\$0.86	-1	
Soybeans	Des Moines, IA	Los Angeles, CA	\$4,852	\$292	\$51.08	\$1.30	-13	
	Minneapolis, MN	New Orleans, LA	\$3,799	\$149	\$39.20	\$1.07	1	
	Toledo, OH	Huntsville, AL	\$4,676	\$141	\$47.84	\$1.30	21	
	Indianapolis, IN	Raleigh, NC	\$5,625	\$201	\$57.85	\$1.57	13	
Shuttle Train	Indianapolis, IN	Huntsville, AL	\$4,368	\$96	\$44.33	\$1.21	25	
	Champaign-Urbana, IL	New Orleans, LA	\$3,974	\$161	\$41.06	\$1.12	0	
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$88	\$40.13	\$1.09	1	
	Wichita, KS	Galveston-Houston, TX	\$3,919	\$69	\$39.60	\$1.08	7	
	Chicago, IL	Albany, NY	\$4,723	\$187	\$48.76	\$1.33	13	
	Grand Forks, ND	Portland, OR	\$5,611	\$152	\$57.23	\$1.56	1	
	Grand Forks, ND	Galveston-Houston, TX	\$6,532	\$158	\$66.44	\$1.81	1	
	Northwest KS	Portland, OR	\$5,478	\$256	\$56.94	\$1.55	-2	
Corn	Minneapolis, MN	Portland, OR	\$5,180	\$185	\$53.28	\$1.35	-5	
	Sioux Falls, SD	Tacoma, WA	\$5,130	\$170	\$52.63	\$1.34	-5	
	Champaign-Urbana, IL	New Orleans, LA	\$3,147	\$161	\$32.85	\$0.83	-2	
	Lincoln, NE	Galveston-Houston, TX	\$3,610	\$99	\$36.83	\$0.94	-4	
	Des Moines, IA	Amarillo, TX	\$3,690	\$126	\$37.89	\$0.96	-2	
	Minneapolis, MN	Tacoma, WA	\$5,180	\$184	\$53.26	\$1.35	-5	
	Council Bluffs, IA	Stockton, CA	\$4,600	\$190	\$47.57	\$1.21	-6	
	Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,690	\$170	\$58.19	\$1.58	-4
		Minneapolis, MN	Portland, OR	\$5,710	\$185	\$58.54	\$1.59	-5
		Fargo, ND	Tacoma, WA	\$5,580	\$151	\$56.91	\$1.55	-4
Council Bluffs, IA		New Orleans, LA	\$4,425	\$186	\$45.79	\$1.25	0	
Shuttle Train	Toledo, OH	Huntsville, AL	\$3,851	\$141	\$39.65	\$1.08	26	
	Grand Island, NE	Portland, OR	\$5,360	\$262	\$55.83	\$1.52	-2	

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

Effective date: 7/1/2015

Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel		Percent change Y/Y ⁴	
				surchage per car ²	Tariff plus surcharge per: metric ton ³ bushel ³		
Wheat	MT	Chihuahua, CI	\$7,599	\$161	\$79.29	\$2.16	10
	OK	Cuautitlan, EM	\$6,714	\$195	\$70.59	\$1.92	-2
	KS	Guadalajara, JA	\$7,159	\$189	\$75.07	\$2.04	-3
	TX	Salinas Victoria, NL	\$4,086	\$74	\$42.50	\$1.16	2
Corn	IA	Guadalajara, JA	\$8,427	\$222	\$88.37	\$2.24	-2
	SD	Celaya, GJ	\$7,780	\$210	\$81.64	\$2.07	-5
	NE	Queretaro, QA	\$7,618	\$197	\$79.86	\$2.03	-3
	SD	Salinas Victoria, NL	\$6,035	\$160	\$63.30	\$1.61	-4
	MO	Tlalnepantla, EM	\$6,963	\$192	\$73.11	\$1.86	-4
	SD	Torreon, CU	\$7,050	\$176	\$73.83	\$1.87	-2
Soybeans	MO	Bojay (Tula), HG	\$8,365	\$187	\$87.38	\$2.38	0
	NE	Guadalajara, JA	\$8,929	\$214	\$93.42	\$2.54	-1
	IA	El Castillo, JA	\$9,270	\$209	\$96.85	\$2.63	-2
	KS	Torreon, CU	\$7,226	\$133	\$75.19	\$2.04	0
Sorghum	TX	Guadalajara, JA	\$7,150	\$137	\$74.45	\$1.89	-2
	NE	Celaya, GJ	\$7,404	\$191	\$77.60	\$1.97	-4
	KS	Queretaro, QA	\$7,255	\$120	\$75.35	\$1.91	4
	NE	Salinas Victoria, NL	\$5,883	\$141	\$61.54	\$1.56	2
	NE	Torreon, CU	\$6,662	\$157	\$69.67	\$1.77	0

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

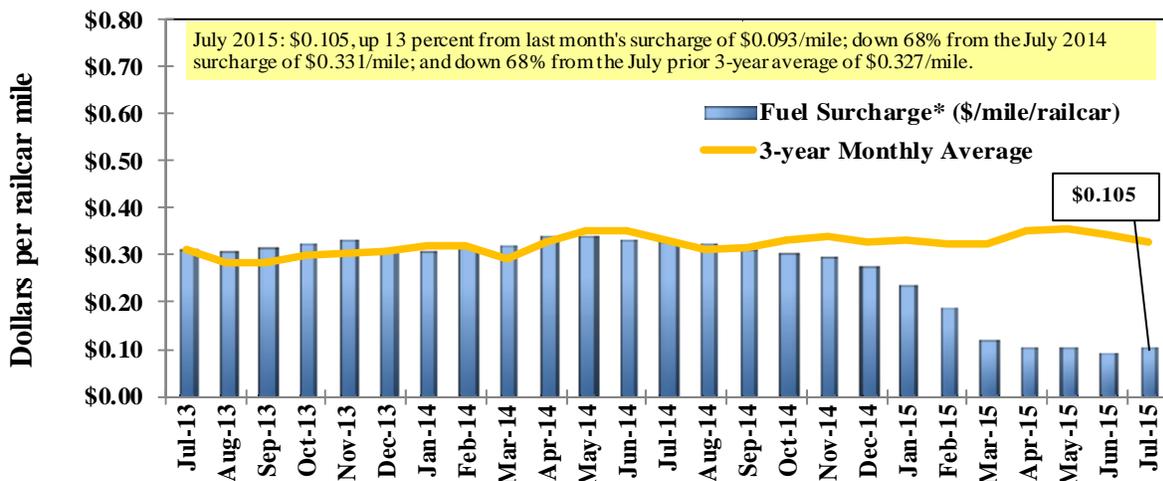
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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.

* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011.

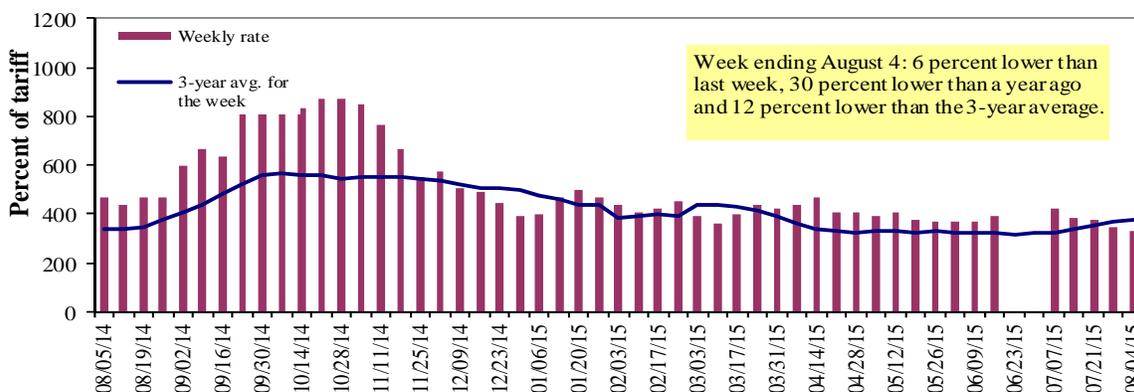
***CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



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	8/4/2015	392	347	328	245	293	293	212
	7/28/2015	413	375	350	258	303	303	235
\$/ton	8/4/2015	24.26	18.46	15.22	9.78	13.74	11.84	6.66
	7/28/2015	25.56	19.95	16.24	10.29	14.21	12.24	7.38
Current week % change from the same week:								
	Last year	-	-30	-30	-41	-36	-36	-45
	3-year avg. ²	-9	-7	-12	-22	-9	-9	-23
Rate¹	September	533	525	517	455	517	517	442
	November	575	538	517	442	508	508	408

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

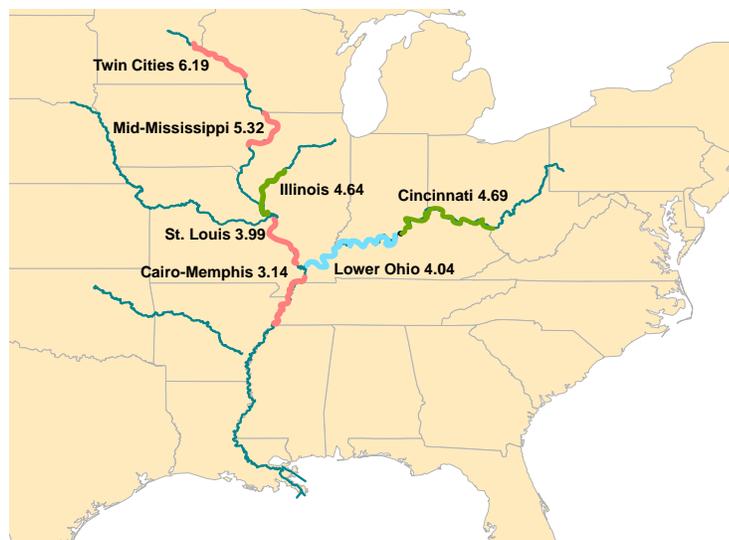
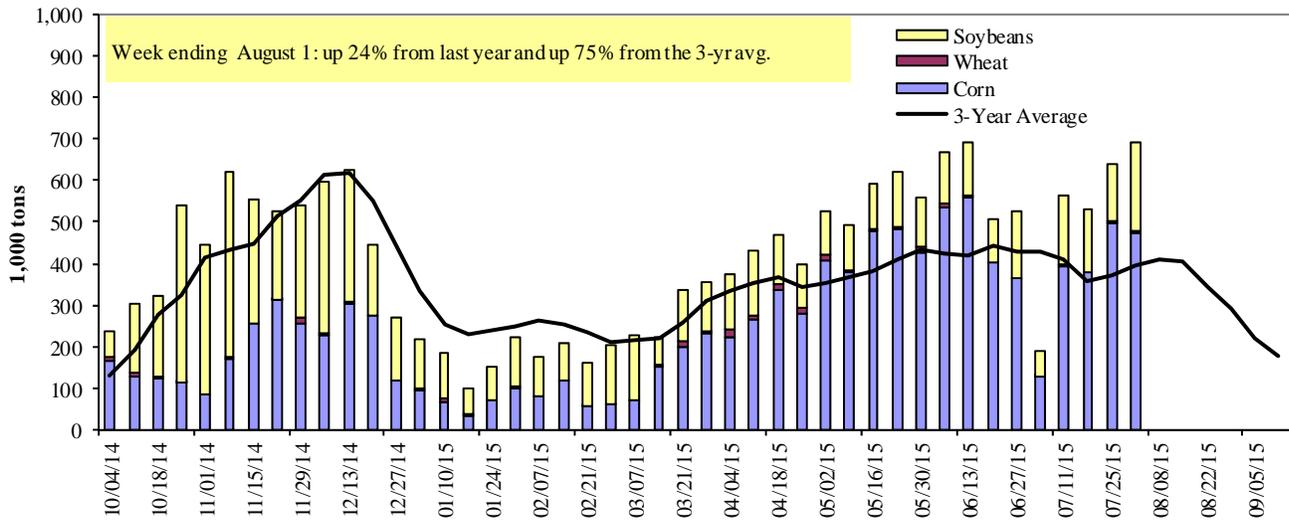


Figure 10

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)

Week ending 08/1/2015	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	109	0	44	0	153
Winfield, MO (L25)	252	2	63	2	318
Alton, IL (L26)	446	5	218	3	672
Granite City, IL (L27)	472	8	210	5	694
Illinois River (L8)	52	0	22	0	75
Ohio River (L52)	82	26	29	0	137
Arkansas River (L1)	0	8	4	0	13
Weekly total - 2015	554	43	242	5	843
Weekly total - 2014	598	92	82	6	778
2015 YTD ¹	12,698	951	6,121	138	19,908
2014 YTD	13,689	1,482	4,623	123	19,917
2015 as % of 2014 YTD	93	64	132	112	100
Last 4 weeks as % of 2014 ²	117	53	293	125	126
Total 2014	20,693	2,181	11,813	258	34,946

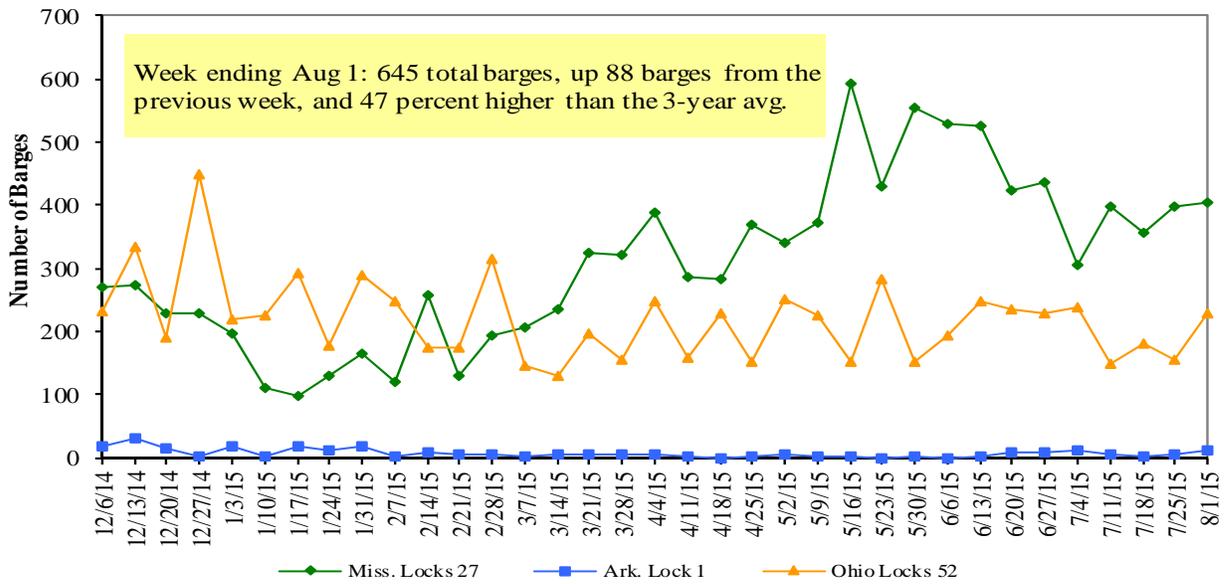
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2014.

Note: Total may not add exactly, due to rounding

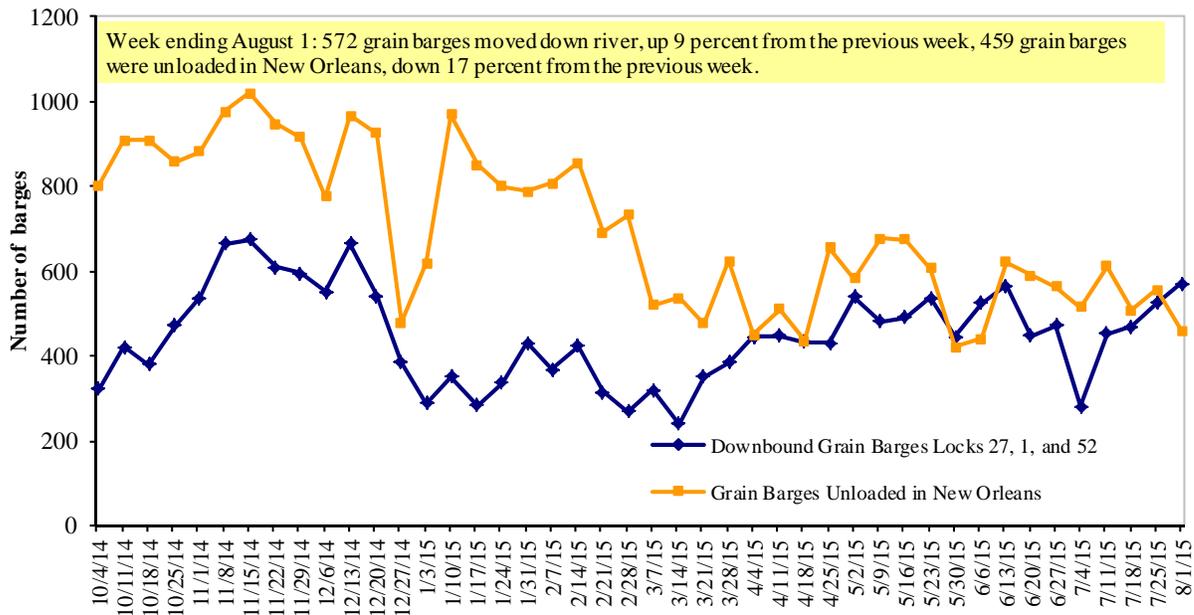
Source: U.S. Army Corps of Engineers

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 Prices¹, Week Ending 8/3/2015 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.769	-0.040	-1.137
	New England	2.895	-0.037	-1.124
	Central Atlantic	2.885	-0.033	-1.104
	Lower Atlantic	2.654	-0.047	-1.163
II	Midwest ²	2.561	-0.058	-1.237
III	Gulf Coast ³	2.536	-0.075	-1.218
IV	Rocky Mountain	2.685	-0.050	-1.192
V	West Coast	2.906	-0.051	-1.110
	West Coast less California	2.761	-0.053	-1.169
	California	3.024	-0.048	-1.063
Total	U.S.	2.668	-0.055	-1.185

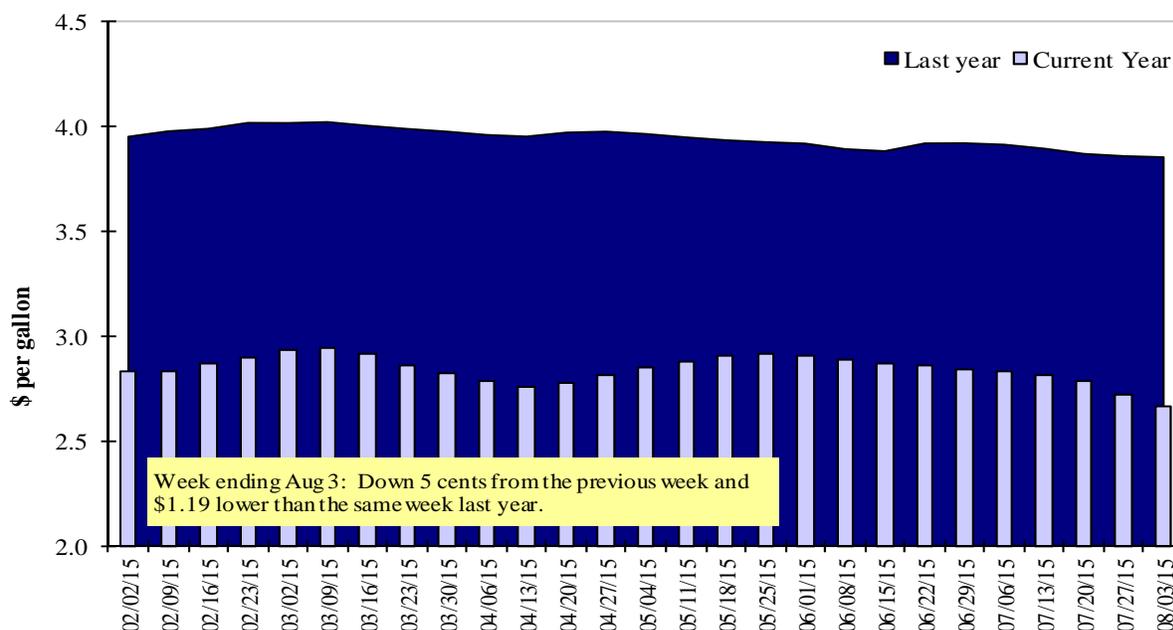
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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)

Week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances¹									
7/23/2015	1,264	871	1,775	957	187	5,053	6,586	2,618	14,257
This week year ago	1,916	1,074	2,040	1,021	121	6,174	6,681	2,079	14,934
Cumulative exports-marketing year²									
2014/15 YTD	832	667	665	323	146	2,632	40,543	48,471	91,646
2013/14 YTD	1,133	657	1,173	546	46	3,554	41,934	43,945	89,433
YTD 2014/15 as % of 2013/14	73	102	57	59	317	74	97	110	102
Last 4 wks as % of same period 2013/14	62	82	78	96	158	78	117	124	102
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 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)

Table 13

Top 5 Importers¹ of U.S. Corn

Week ending 07/23/2015	Total Commitments ²			% change current MY from last MY	Exports ³ 3-year avg 2011-2013
	2015/16 Next MY	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	864	11,848	11,294	5	10,079
Mexico	2,136	10,654	10,565	1	8,145
Korea	1	3,738	4,563	(18)	2,965
Colombia	48	4,375	3,260	34	3,461
Taiwan	0	2,045	2,018	1	1,238
Top 5 Importers	3,049	32,659	31,700	3	25,887
Total US corn export sales	4,298	47,129	48,615	(3)	34,445
% of Projected	9%	100%	100%		
Change from prior week	754	365	174		
Top 5 importers' share of U.S. corn export sales	71%	69%	65%		75%
USDA forecast, July 2015	47,628	46,993	48,695	(3)	
Corn Use for Ethanol USDA forecast, July 2015	132,715	132,080	130,404	1	

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

Table 14

Top 5 Importers¹ of U.S. Soybeans

Week Ending 07/23/2015	Total Commitments ²			% change current MY from last MY	Exports ³ 3-yr avg. 2011-13
	2015/16 Next MY	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -				- 1,000 mt -
China	2,844	30,284	28,065	8	24,211
Mexico	723	3,393	3,268	4	2,971
Indonesia	49	1,791	2,417	(26)	1,895
Japan	348	2,193	1,903	15	1,750
Taiwan	62	1,355	1,318	3	1,055
Top 5 importers	4,026	39,016	36,970	6	31,882
Total US soybean export sales	7,992	51,089	46,024	11	39,169
% of Projected	17%	104%	103%		
Change from prior week	899	417	187		
Top 5 importers' share of U.S. soybean export sales	50%	76%	80%		81%
USDA forecast, July 2015	48,308	49,260	44,824	10	

(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

Week Ending 07/23/2015	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	621	1,067	(42)	3,113
Mexico	797	1,172	(32)	2,807
Nigeria	729	772	(5)	2,512
Philippines	552	714	(23)	2,105
Brazil	205	1,119	(82)	2,091
Korea	382	604	(37)	1,273
Taiwan	398	324	23	1,007
Indonesia	136	283	(52)	751
Colombia	176	193	(9)	662
Thailand	137	161		618
Top 10 importers	3,997	6,249	(36)	16,939
Total US wheat export sales	7,685	9,728	(21)	26,361
% of Projected	31%	42%		
Change from prior week	700	801		
Top 10 importers' share of U.S. wheat export sales	52%	64%		64%
USDA forecast, July 2015	25,170	23,270	8	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31²Cumulative 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	Week ending 07/30/15	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		Total ¹ 2014
							2014	3-yr. avg.	
Pacific Northwest									
Wheat	137	194	71	6,182	7,457	83	88	100	12,436
Corn	177	241	73	5,983	5,491	109	108	173	7,781
Soybeans	3	8	40	4,071	4,486	91	n/a	23	12,887
Total	317	444	71	16,237	17,435	93	100	127	33,104
Mississippi Gulf									
Wheat	47	172	27	2,536	2,779	91	77	65	4,495
Corn	581	669	87	18,041	19,295	94	109	177	30,912
Soybeans	110	97	113	11,431	10,412	110	197	111	29,087
Total	738	938	79	32,007	32,486	99	112	137	64,495
Texas Gulf									
Wheat	48	0	n/a	2,272	3,834	59	58	33	6,120
Corn	30	0	n/a	429	370	116	517	822	580
Soybeans	0	0	n/a	210	257	82	n/a	0	949
Total	77	0	n/a	2,911	4,462	65	87	52	7,649
Interior									
Wheat	31	38	81	816	722	113	36	133	1,400
Corn	89	123	73	3,517	3,209	110	84	131	5,677
Soybeans	39	18	212	1,888	2,188	86	111	93	4,312
Total	159	180	89	6,221	6,119	102	144	118	11,389
Great Lakes									
Wheat	48	66	72	382	278	137	418	628	935
Corn	0	51	0	281	94	300	277	1,850	288
Soybeans	0	0	n/a	86	51	170	n/a	0	988
Total	48	117	41	749	422	177	328	647	2,211
Atlantic									
Wheat	3	2	147	359	263	136	48	78	553
Corn	5	0	n/a	94	474	20	12	43	816
Soybeans	2	3	97	932	994	94	274	144	2,119
Total	10	5	218	1,385	1,731	80	36	74	3,487
U.S. total from ports²									
Wheat	314	473	66	12,546	15,333	82	84	75	25,939
Corn	881	1,085	81	28,345	28,932	98	111	178	46,054
Soybeans	154	126	123	18,618	18,388	101	170	97	50,342
Total	1,349	1,683	80	59,509	62,654	95	107	125	122,335

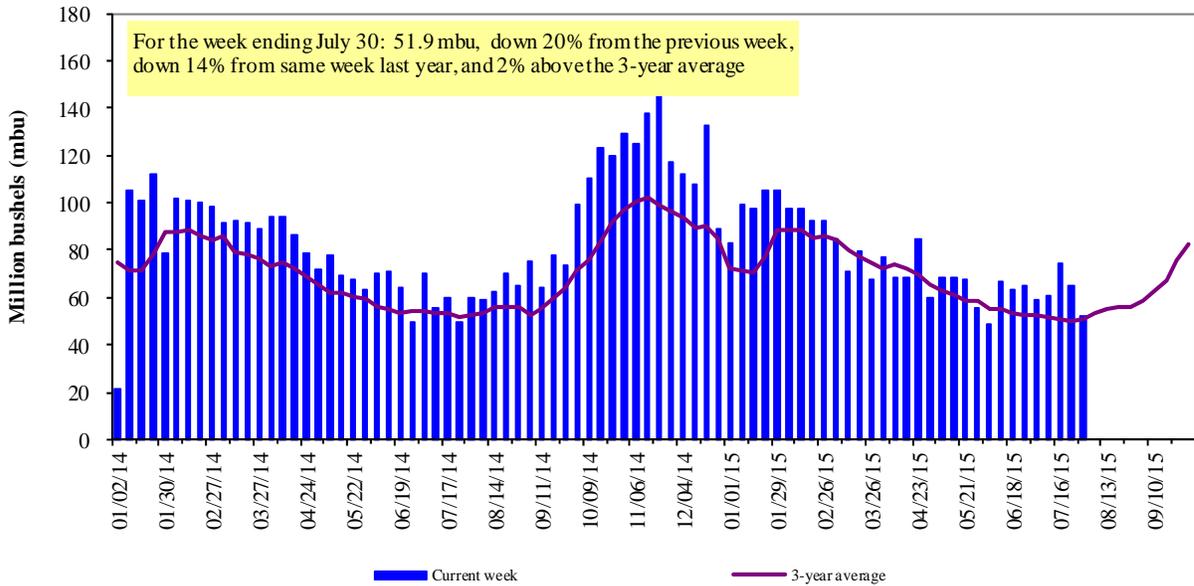
¹ Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

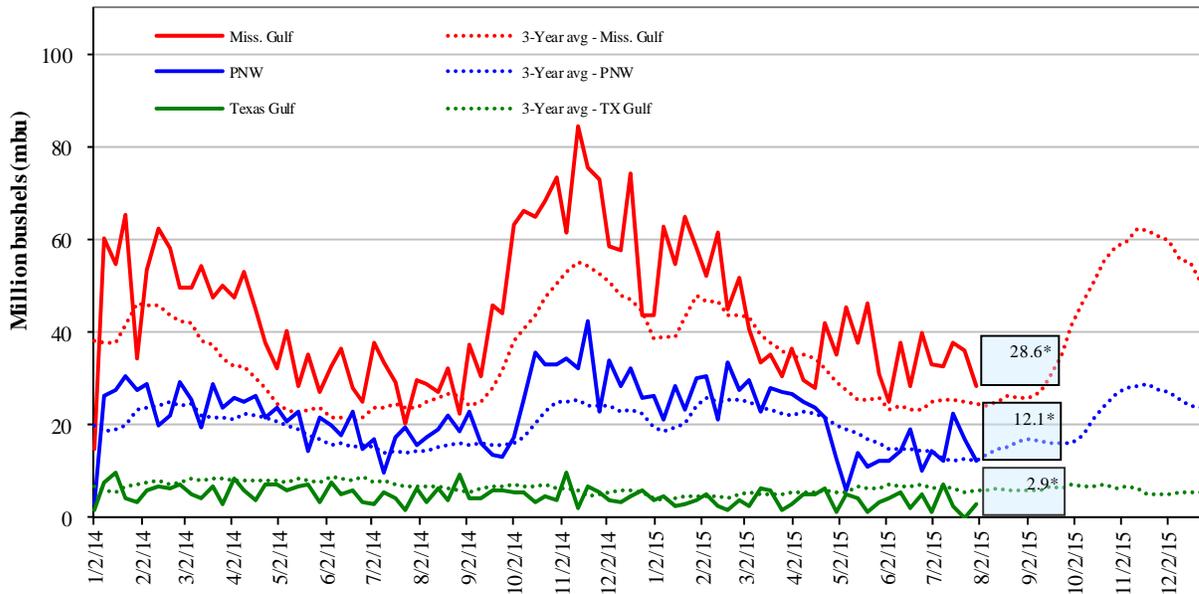


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

<u>July 30: % change from:</u>	<u>MS Gulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Last week	down 21	n/a	down 13	down 29
Last year (same week)	down 3	down 53	down 12	down 23
3-yr avg. (4-wk mov. avg.)	up 17	down 52	up 3	down 4

Ocean Transportation

Table 17

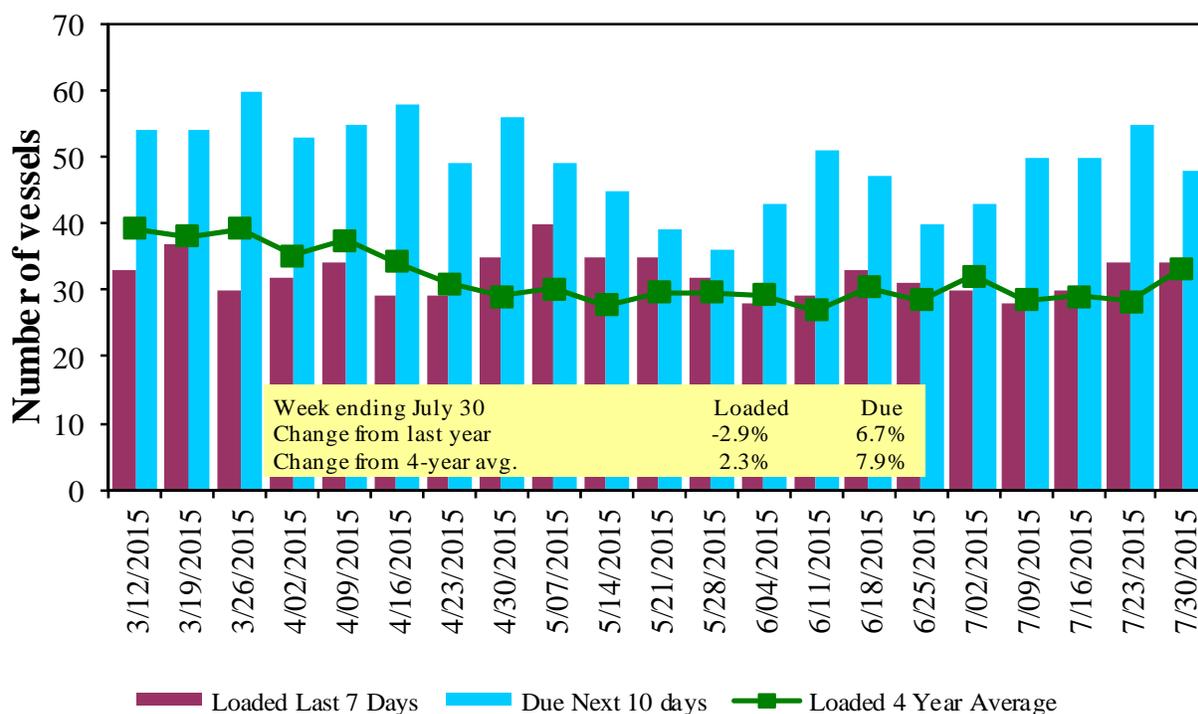
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
7/30/2015	49	34	48	5	n/a
7/23/2015	48	34	55	7	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

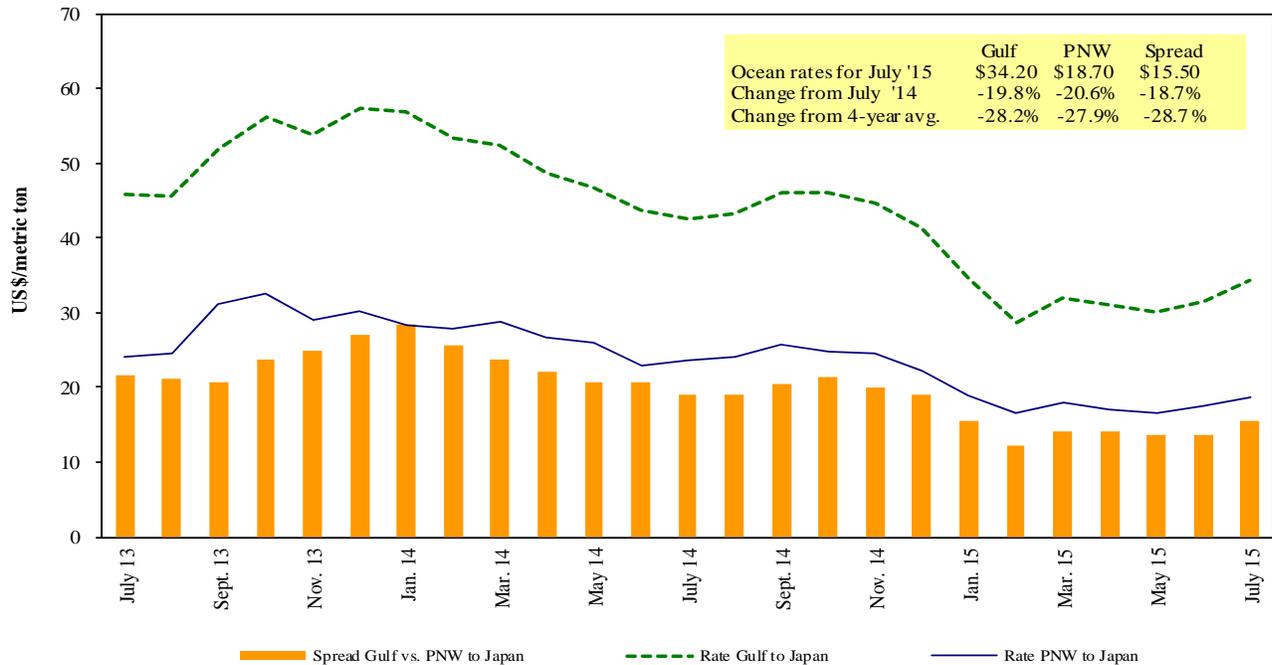
U.S. Gulf¹ Vessel Loading Activity



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 08/01/2015

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jul 25/Aug 5	54,000	37.00
U.S. Gulf	China	Heavy Grain	Jul 10/15	53,000	31.75
U.S. Gulf	China	Grain	Jun 1/10	50,000	35.75
U.S. Gulf	Guatemala ¹	Corn	Jul 20/30	10,000	108.18
U.S. Gulf	Isreal	Grain	Aug 21/28	32,000	25.00
PNW	China	Heavy Grain	Jun 1/10	60,000	14.00
Brazil	China	Heavy Grain	Aug 15/25	60,000	24.50
Brazil	China	Grain	Aug 1/30	60,000	23.25
Brazil	China	Heavy Grain	Jul 10/15	60,000	24.75
Brazil	China	Heavy Grain	Jul 1/10	60,000	22.75
Brazil	China	Heavy Grain	Jun 25/30	60,000	26.00
Brazil	China	Heavy Grain	Jun 20/30	60,000	21.50
Brazil	China	Heavy Grain	Jun 20/30	60,000	21.75
Brazil	Egypt Med	Corn	Jul 5/15	50,000	19.50
Brazil	Thailand	Grain	Aug 1/5	60,000	28.50
River Plate	South Africa	Corn	Jul 1/10	25,000	24.25
River Plate	Vietnam	Corn	Jun 13/18	60,000	30.00
Russia	Egypt Med	Grain	Aug 5/12	60,000	8.00
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

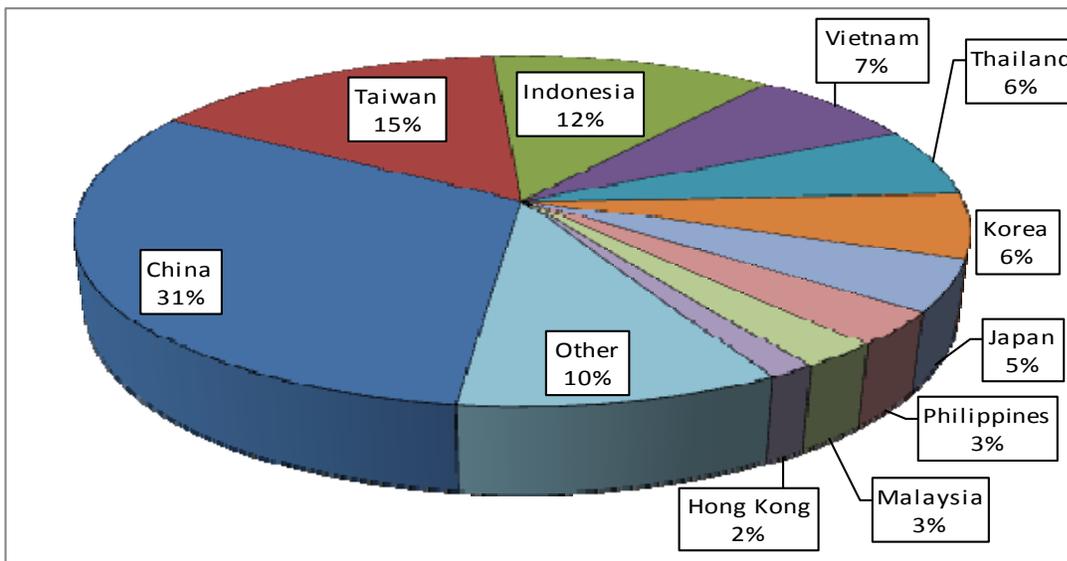
¹50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

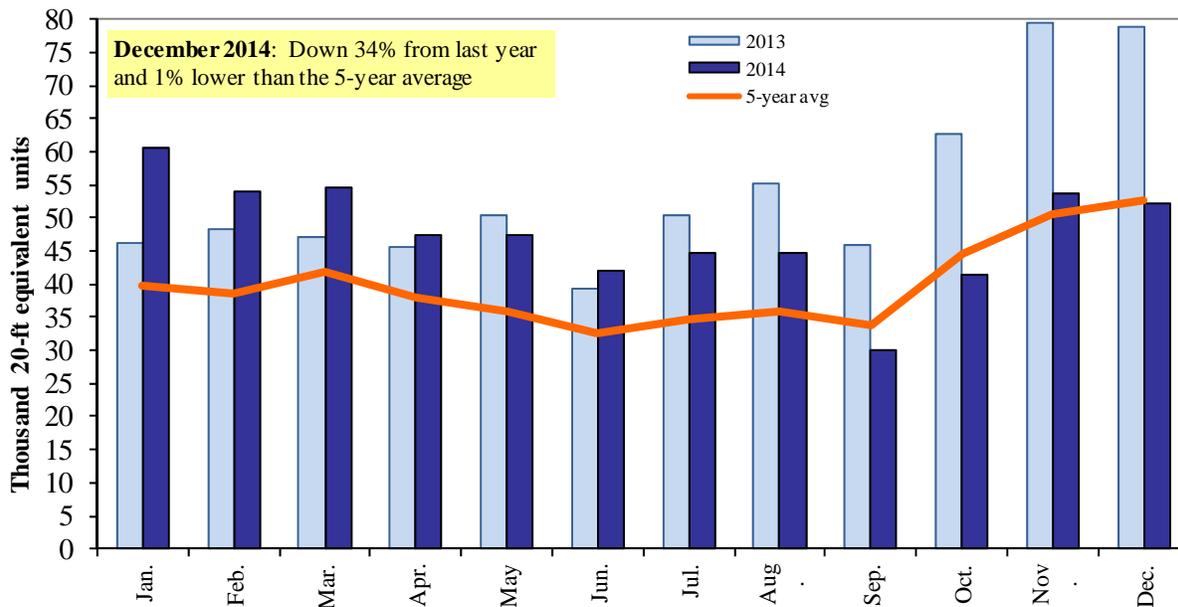


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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(Container movements)

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