



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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October 8, 2015

## WEEKLY HIGHLIGHTS

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### ACL and AEP River Operations to form Largest Covered Barge Company

On October 1, American Commercial Lines (ACL) signed a definitive agreement to acquire AEP River Operations from American Electric Power. If approved, the combined fleet of the two companies will operate about 26.3 percent of the covered barges on the Mississippi River System, making it the largest operator of covered barges in the United States. Previous to the acquisition, AEP and ACL operated 20.5 and 10.7 percent, respectively, of the covered barges (see GTR July 30 – U.S. Barge Fleet). Ingram Marine Group, the previous largest covered barge operator, controls 20.5 percent of the covered barge fleet. ACL reports that the transaction is expected to close in the fourth quarter of 2015, subject to regulatory approval and certain closing conditions. Both companies have extensive tank and open barge operations.

### Soybean Inspections Highest Since February

For the week ending October 1, total inspections of soybeans for export from all major export regions reached 1.18 million metric tons (mmt), up 107 percent from the past week, and the highest since mid-February. Soybean inspections were 95 percent above the 3-year average and were shipped primarily to Asia. Outstanding (unshipped) export sales of soybeans were 9 percent higher than the previous week. **Total inspections of grain** (corn, wheat, and soybeans) from all major export regions reached 2.23 mmt, up 10 percent from the past week, down 16 percent from last year, and 1 percent above the 3-year average. Inspections of wheat and corn decreased 12 and 42 percent from the previous week. Pacific Northwest (PNW) grain inspections increased 9 percent from the past week, and Mississippi Gulf grain inspections increased 8 percent.

### Diesel Fuel Prices Break Downward Trend

During the week ending October 5, the national average diesel fuel price increased 2 cents to \$2.49 per gallon. Diesel prices have only increased twice during the past 19 weeks—rising global inventories of petroleum products have caused crude oil prices to fall, keeping diesel prices on a downward trend since June. The weekly change among the reported regions was split this week, 4 of the 10 regions reported increases, 4 reported decreases, and one was unchanged. Of the four weekly increases, the Midwest region experienced the greatest increase at 5.5 cents per gallon, followed by a 1.9 cent increase in the West Coast less California region, a 1.5 cent increase in the Rocky Mountain region, and a less than 1 cent increase in the West Coast region. Weekly increases this time of year in the Midwest region are not unusual because of the grain harvest season which puts greater demand on fuel supplies. The good news is the Energy Information Administration reports strong diesel fuel inventories in the region which typically drop in October and November.

### Snapshots by Sector

#### Export Sales

During the week ending September 24, **unshipped balances** of wheat, corn, and soybeans totaled 31.1 mmt, down 29 percent from the same time last year. Net weekly **wheat export sales** of .077 mmt were down 73 percent from the prior week. Net **corn export sales** were .748 mmt, up 76 percent from the prior week, and net **soybean export sales** of 2.36 mmt were up 79 percent from the past week.

#### Rail

U.S. Class I railroads originated 22,232 **carloads of grain** during the week ending September 26, down 3 percent from last week, up 30 percent from last year, and up 27 percent from the 3-year average.

During the week ending October 1, average October shuttle **secondary railcar bids/offers** per car were \$347 above tariff, down \$303 from last week, and \$3,653 lower than last year. Non-shuttle secondary railcar bids/offers were \$35 above tariff, down \$37 from last week, and \$2,590 lower than last year.

#### Barge

During the week ending October 3, **barge grain movements** totaled 345,320 tons, down 6 percent from last week, and down 32 percent from the same period last year.

During the week ending October 3, 221 grain barges **moved down river**, down 7 percent from last week; 706 grain barges were **unloaded in New Orleans**, down 6 percent from the previous week.

#### Ocean

During the week ending October 1, 42 **ocean-going grain vessels** were loaded in the Gulf, 2 percent more than the same period last year. Sixty-four vessels are expected to be loaded within the next 10 days, 5 percent more than the same period last year.

During the week ending October 1, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$33 per metric ton (mt), down 1 percent from the previous week. The cost of shipping from the PNW to Japan was \$17.75 per mt, unchanged from the previous week.

# Feature Article/Calendar

## The Importance of China to Grain Transportation and Logistics

By many measures China is important to U.S. grain exporters. For example, China is among the biggest importers of our grain by value and by tonnage. Two-thirds of the global soybean trade goes to China and U.S. soybean exports account for 44 percent of the Chinese soybean market. Soybeans account for 80 to 90 percent of U.S. agricultural exports to China, representing 31 million metric tons (mmt) and about \$14.5 billion in value in 2014 (GATS Data). The majority of grain shipped to China originates from the Gulf. From January to June 2015, about 6.4 mmt were shipped from the Gulf to China, whereas 2.6 mmt were originated from the Pacific Northwest (PNW). Ocean transportation represents about 52 percent of the total transportation cost from the U.S. Gulf to Shanghai and 27 percent from the PNW. China's population growth and improvements in living standards have increased ocean imports of grain from the United States. This article takes a closer look at the major U.S. grain exporting ports and major grain receiving ports in China and port pairings between the two countries.

**Table 1: Top 10 U.S. origination ports to China (Jan. to Jun. 2015) in Total Metric Ton**

Ports	Bulk	%	Container	%	Total	%
New Orleans	5,104,185	40%	798	0.07%	5,104,185	37%
Tacoma	946,367	9%	39,342	4%	985,709	9%
Galveston	905,686	9%	-	-	905,686	8%
Houston	842,784	8%	460	0.04%	843,244	7%
Kalama	840,028	8%	-	-	840,028	7%
LA/Long Beach	3,036	0.03%	797,400	72%	800,436	7%
Seattle	665,215	6%	28,222	3%	693,437	6%
Longview	680,484	7%	-	-	680,484	6%
Norfolk	227,407	2%	110,663	10%	338,070	3%
Corpus Chrsti	300,345	3%	-	-	300,345	3%
Other Ports	797,719	8%	128,032	12%	925,751	8%
<b>Total</b>	<b>11,313,256</b>	<b>100%</b>	<b>1,104,917</b>	<b>100%</b>	<b>12,417,375</b>	<b>100%</b>

Source: PIERs data

### Top U.S. Grain Export Ports to China:

During January to June, 2015, 90 percent of grain shipments to China were by bulk and the rest were shipped by container. The leading U.S. export port for bulk grain to China was the New Orleans Port Region (NOLA)<sup>1</sup>—accounting for 40 percent of total U.S. bulk shipments. NOLA is followed by the ports of Tacoma, WA, and Galveston, TX, with 9 percent each of total bulk grain shipments. Table 1 shows the top U.S. bulk and containerized grain export ports in the first half of 2015 (January to June). Los Angeles and Long Beach are the two top export ports of containerized grain to China representing 72 percent of total containerized grain shipments to China.

**Table 2: Top 10 China's grain receiving ports (Jan. to Jun. 2015) in Total Metric Ton**

Ports	Bulk	%	Container	%	Total	%
Shanghai	1,734,455	15%	156,089	14%	1,890,544	15%
Ningbo	1,517,023	13%	11,920	1%	1,528,943	12%
Qingdao	828,423	7%	514,268	47%	1,342,691	11%
Dalian	1,017,644	9%	12,477	1%	1,030,121	8%
Huangpu	892,261	8%	91,771	8%	984,032	8%
Tianjin	878,090	8%	42,213	4%	920,303	7%
Nantong	691,319	6%	2,815	0.3%	694,134	6%
Machong	683,461	6%	-	-	683,461	6%
Rizhao	597,428	5%	-	-	597,428	5%
Fangcheng	427,351	4%	519	0.05%	427,870	3%
Others	2,045,003	18%	272,845	25%	2,317,848	19%
<b>Total</b>	<b>11,312,458</b>	<b>100%</b>	<b>1,104,917</b>	<b>100%</b>	<b>12,417,375</b>	<b>100%</b>

Source: PIERs data

grains in the first half of 2015. Shanghai is followed by the ports of Ningbo and Qingdao, with each receiving approximately 12 and 11 percent of U.S. grains, respectively. Table 2 contains the top receiving ports of U.S. grains in 2015. The port of Qingdao is the top receiving port of U.S. containerized grain, accounting for almost 47 percent of the total containerized grain received in China in the first half of 2015. Shanghai is second with 14 percent of containerized grain received.

### Port Pairings:

NOLA is by far the largest origination point of grain going to China (see figure 1). Of the 5 top pairing ports (Origin-Destination), the NOLA to Ningbo route handled about 11 percent of all the grain from January to June this year, followed by NOLA to Shanghai and Seattle to Shanghai, each handling about 4 percent of the total tonnage (see table 3). Although NOLA originated about 40 percent of grain shipments to China, beyond Ningbo the shipments are fairly

### China's Top Receiving Ports of U.S. Grains:

The top bulk grain receiving port in China is Shanghai, receiving about 17 percent of the U.S.

**Table 3: Top 10 Port pairing January to June 2015**

Port pairing	Metric Tons	Share
NOLA-Ningbo	1,326,372	11%
NOLA-Shanghai	504,309	4%
Seattle-Shanghai	475,099	4%
NOLA-Dalian	412,403	4%
NOLA-Tianjin	381,050	3%
NOLA-Nantong	380,703	3%
Tacoma-Shanghai	337,496	3%
Longview-Shanghai	315,181	3%
Galveston-Machong	272,578	2%
NOLA-Huangpu	266,302	2%

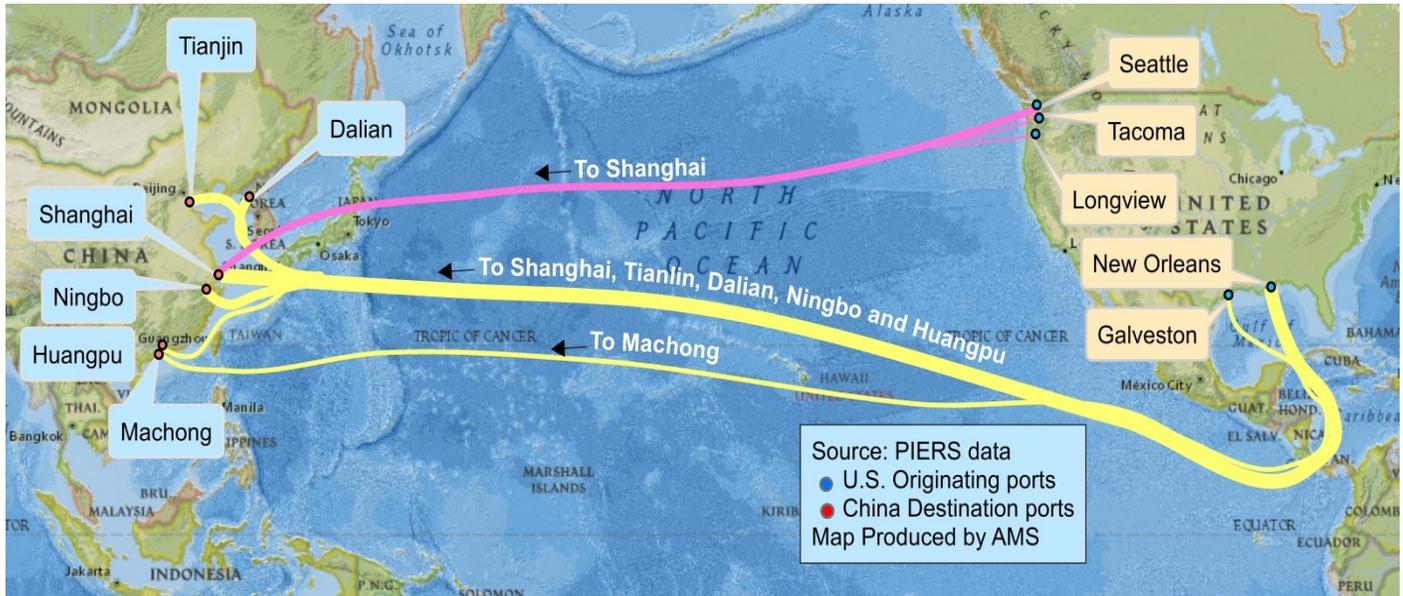
Source: PIERs data

<sup>1</sup> NOLA includes the Ports of S. Louisiana, New Orleans, Destrehan, Baton Rouge and Gramercy

evenly distributed among many Chinese ports, ranging from 2 to 4 percent. In addition to Ningbo and Shanghai, other Chinese ports that received grains from NOLA include, Dalian, Tianjin, Nantong, Huangpu, Rizhao, Fangcheng, Qingdao, Songxia, Taizhou, Qinhuangdao, and Zhangjiagang.

On the other hand, Shanghai which is the largest grain receiving port in China also received its grains from many U.S. originating ports. In addition to NOLA and Seattle, Shanghai received grains from the ports of Tacoma, Longview, Los Angeles, Norfolk, Charleston, Wilmington, Portland, Long Beach, Savannah, Baltimore and Houston.

**Fig 1: Major bulk grain routes to China and Port pairing**



**Why NOLA?**

It is worthwhile to examine why NOLA is the largest originating port for grains destined to China. The distance from NOLA, in the U.S. Gulf, to Shanghai through the Panama Canal is 10,013 nautical miles and the distance from Tacoma, in the PNW, to Shanghai is 5,114 nautical miles. It takes approximately 30 days for a vessel traveling at 14 knots to reach China from the U.S. Gulf and 15 days from the PNW. However, most of the major grain-producing states in the Corn Belt region of the U.S. are located near the Mississippi River, allowing shippers to take advantage of large, less expensive shipments in barges to the Gulf ports. NOLA is situated at the Lower Mississippi River port complex in Louisiana. It is connected to the great inland waterway of the Mississippi River and is the only deep-water port region in the United States served by six Class I railroads. The efficient utilization of both rail and barge transportation allows the port region to provide cost-effective transportation service to China and the rest of the Asian countries. These characteristics make it possible for the port to often be the lowest cost option which mitigates its longer route, resulting in over half of the U.S grain exports annually moving from the Gulf.

Although Shanghai is the largest receiving port in China, Ningbo received the largest percentage of grain from NOLA the first half of this year. Similar to NOLA, on-dock railways link Ningbo to the national rail system through the Xiaoshan-Ningbo Railway. These connections make it easier and presumably more cost effective to access inland cities and provinces through the port. Ningbo along with Shanghai, Qingdao, Dalian, and Huangpu control about 58 percent of the total grain shipments to China in tonnages.

**Panama Canal Expansion:**

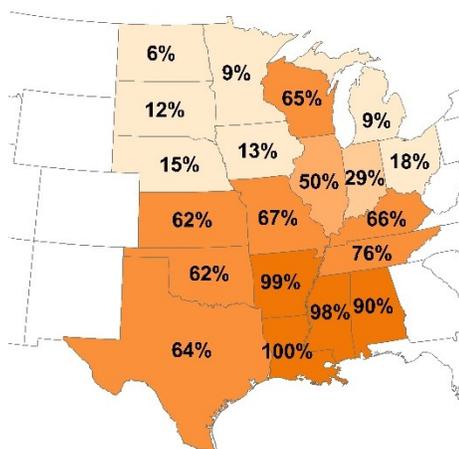
NOLA will continue to play a vital role in grain transportation to China and other Asian countries, especially with the impending completion of the Panama Canal expansion. Ocean freight rates for this route are currently low, and this usually favors shipment from the U.S. Gulf. In addition, the expansion of the canal will allow the passage of post-Panamax vessels that can carry up to 85,000 mt of grains compared to the usual 55,000 mt grain shipment to China. These economies of size may further lead to cost efficiency in grain shipments to China and prove beneficial to NOLA and other Gulf ports. [pierre.bahizi@ams.usda.gov](mailto:pierre.bahizi@ams.usda.gov), [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)

## HARVEST PROGRESS

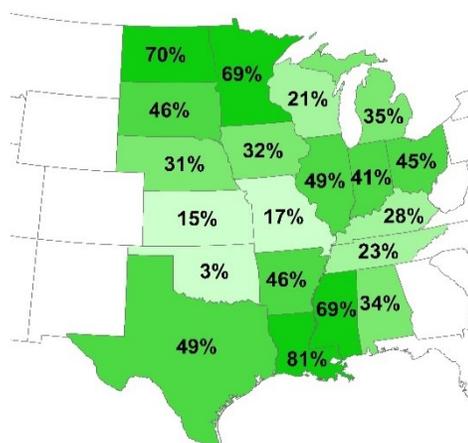
As of October 4, the National Agricultural Statistics Service reports that 27 percent of the U.S. corn crop is harvested, 5 percentage points behind the 5-year average pace of 32 percent. However, this year's pace is 11 percentage points ahead of last year's pace. The major growing states of Minnesota, South Dakota, Iowa, and Oklahoma are all 10 percentage points or more behind their 5-year average corn harvest pace. Oregon led all states and advanced its corn harvest 28 percentage points over the past week, followed by Missouri (21 percentage points), Kansas (20 percentage points), and Illinois (20 percent points).

Unlike the lagging national corn harvest, the soybean harvest is 42 percent complete, 10 percentage points ahead of the 5-year average and 21 percentage points more than last week. This year's soybean harvest pace is 23 percentage points ahead of last year's pace. The largest week-to-week changes occurred in North Dakota (37 percentage points), Minnesota (35 percentage points), Illinois (25 percent), and Iowa (25 percent). With 32 percent of its soybeans harvested, Iowa is still 3 percentage points behind its 5-year average.

**Corn Harvest Progress 10-4-2015**



**Soybeans Harvest Progress 10-4-2015**



### Current Transportation Issues:

**Barge.** During the first week of October, barge operators have reported slow demand for barge services. During September, there was a steady increase in grain barge rates, however, as of October 6, rates have decreased at most locations compared to the previous week. St. Louis export barge rates are 500 percent of tariff (\$19.95 per ton), lower than last week's rate of 535 percent of tariff (\$21.35 per ton), and below the 5-year average of 636 percent of tariff (\$25.38 per ton). This week, Lower Ohio River export barge rates dropped from 708 to 583 percent of tariff (\$28.60 to 23.55 per ton) as navigation congestion lessened with the re-opening of the main chamber at Locks and Dam 52 (near Brookport, IL). Without significant rainfall in the near future, the National Weather Service is forecasting low water conditions throughout the river system. Presently, the U.S. Coast Guard is implementing low water navigation restrictions on the Lower Mississippi River, near Providence, LA, that limits southbound tows to transit during daylight hours.

**Rail.** There are no significant rail disruptions. For more information on the rail network in 2015, see [Grain Transportation Report 9/24/15 Feature Article](#), "Rail Service Going Into 2015 Harvest." Train speeds for U.S. Class I grain trains were 2 percent faster in September compared to August. Also, dwell times for U.S. Class I railroads were slightly lower in September than August. Finally, the number of backlogged grain cars dropped almost 40 percent compared to the past month.



# 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			
9/30/2015 <sup>p</sup>	1,001	1,128	5,352	409	7,890	9/26/2015	2,361
9/23/2015 <sup>r</sup>	34	1,224	2,881	68	4,207	9/19/2015	1,958
2015 YTD <sup>f</sup>	14,018	45,548	152,811	15,893	228,270	2015 YTD	70,915
2014 YTD <sup>f</sup>	22,227	62,750	168,624	18,978	272,579	2014 YTD	74,085
2015 YTD as % of 2014 YTD	63	73	91	84	84	% change YTD	96
Last 4 weeks as % of 2014 <sup>2</sup>	123	92	98	79	97	Last 4wks % 2014	99
Last 4 year weeks as % of 4-year avg. <sup>2</sup>	106	76	116	135	104	Last 4wks % 4 yr	129
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.

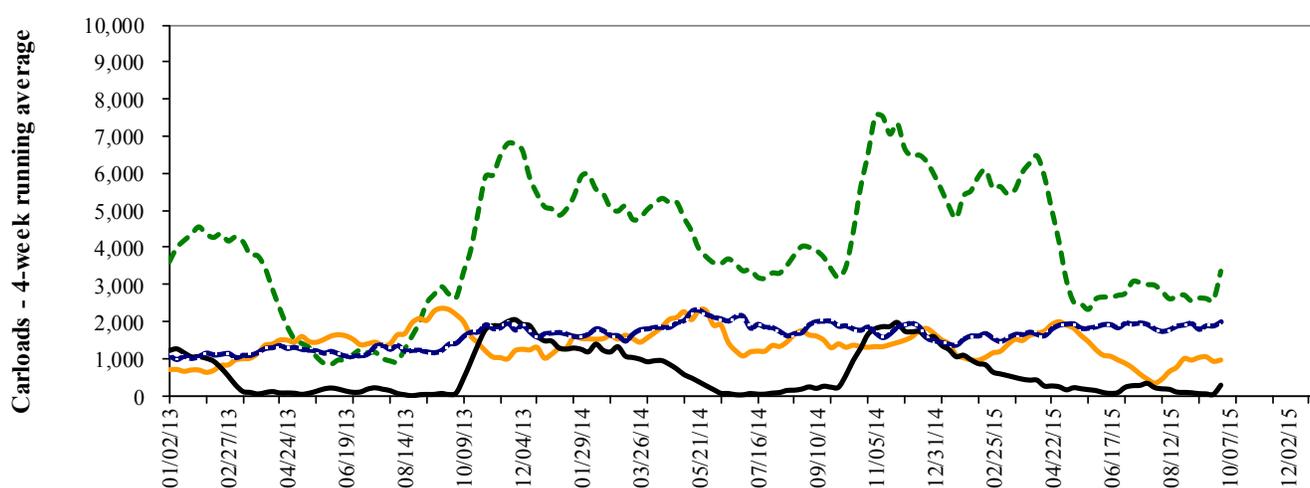
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

## Rail Deliveries to Port



--- Pacific Northwest: 4 wks. ending 9/30--down 2% from same period last year; up 16% from 4-year average  
--- Texas Gulf: 4 wks ending 9/30, down 8% from same period last year; down 24% from 4-year average  
--- Miss. River: 4 wks. ending 9/30--up 23% from same period last year; up 6% from 4-year average  
--- Cross-border: 4 wks. ending 9/26-- down 1% from same period last year; up 29% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

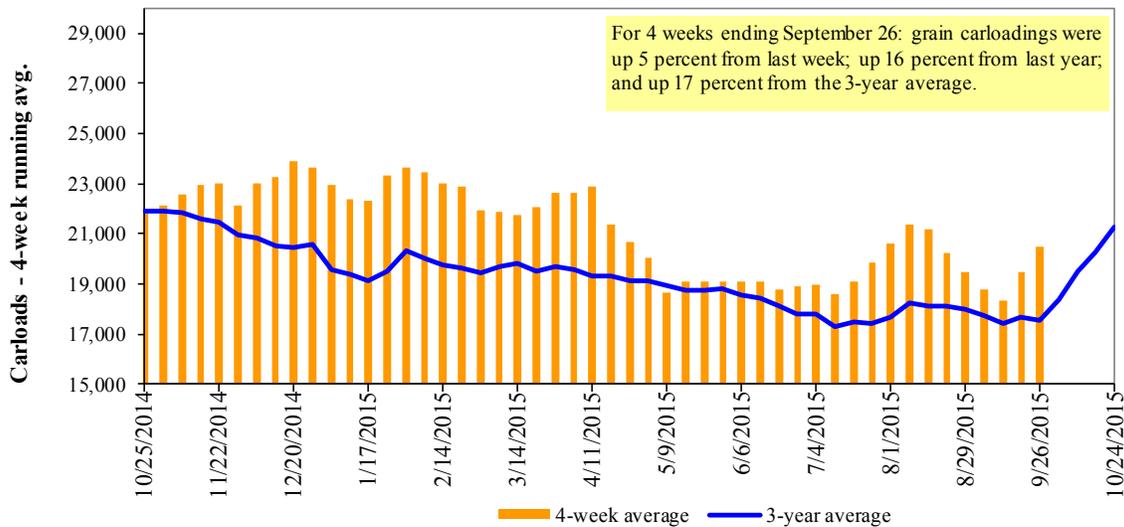
Table 4

**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
09/26/15	2,108	2,407	11,168	1,192	5,357	22,232	3,545	3,861
This week last year	1,428	2,216	7,585	1,346	4,518	17,093	3,560	4,413
2015 YTD	73,972	109,033	375,865	33,988	193,705	786,563	150,383	169,209
2014 YTD	67,478	106,145	331,286	32,339	211,850	749,098	166,877	199,794
2015 YTD as % of 2014 YTD	110	103	113	105	91	105	90	85
Last 4 weeks as % of 2014 <sup>1</sup>	125	125	120	125	102	116	87	91
Last 4 weeks as % of 3-yr avg. <sup>2</sup>	128	127	110	144	110	114	87	84
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								
	10/1/2015	Oct-15	Oct-14	Nov-15	Nov-14	Dec-15	Dec-14	Jan-16	Jan-15
BNSF <sup>3</sup>									
COT grain units	no bids	no offer	no bids	2877	no bids	2553	no bids	2184	
COT grain single-car <sup>5</sup>	0	no offer	0	1550 . . 2600	no bids	1311 . . 2115	1	1400 . . 2051	
UP <sup>4</sup>									
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	

<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.

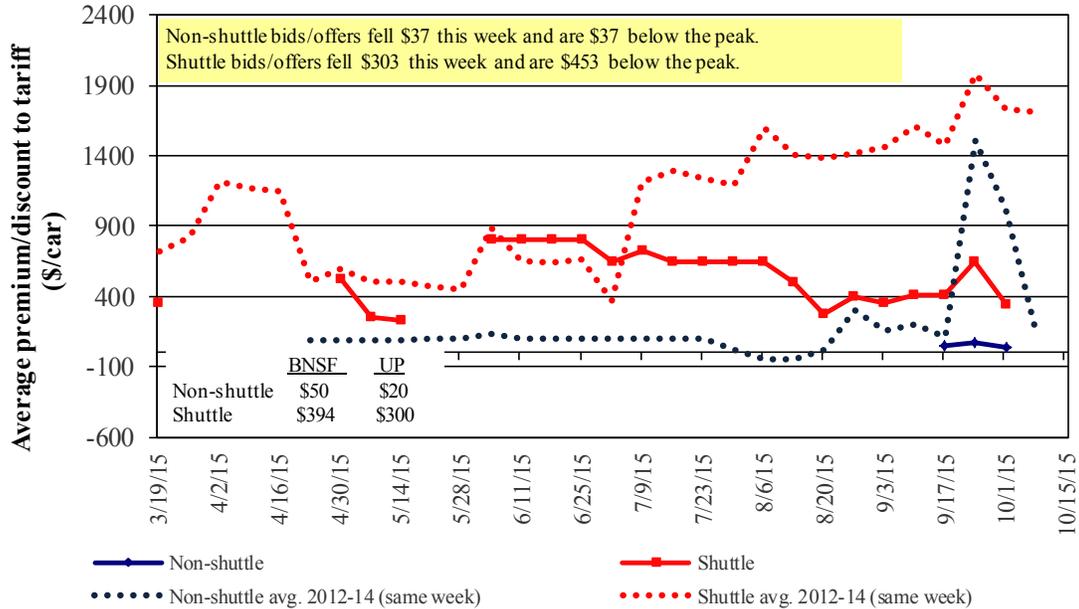
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 October 2015, Secondary Market**

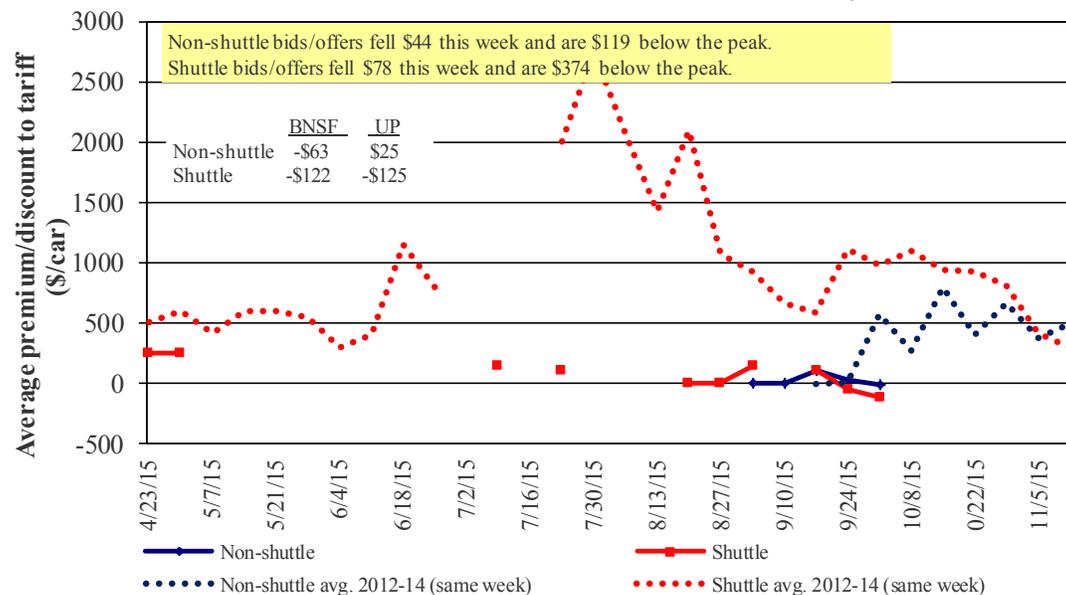


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

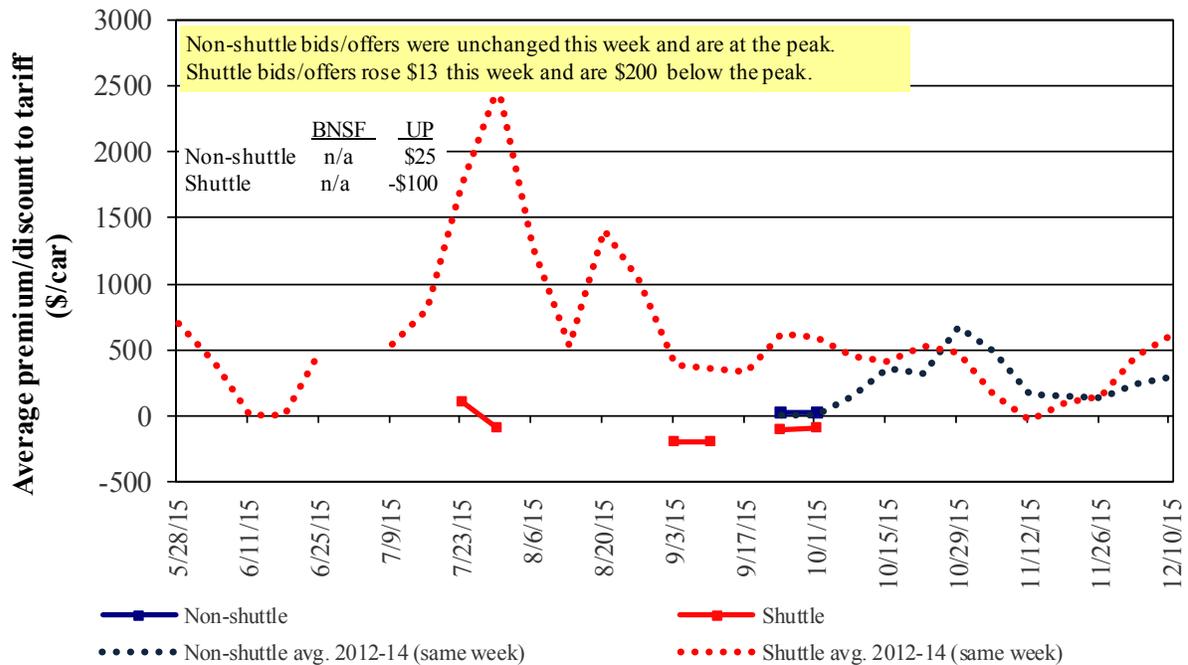


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in December 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					
	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16
<b>Non-shuttle</b>						
BNSF-GF	50	(63)	n/a	n/a	n/a	n/a
Change from last week	10	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(3,700)	n/a	n/a	n/a	n/a	n/a
UP-Pool	20	25	25	n/a	n/a	n/a
Change from last week	(83)	-	-	n/a	n/a	n/a
Change from same week 2014	(1,480)	(1,475)	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	394	(122)	n/a	n/a	n/a	n/a
Change from last week	(456)	(76)	n/a	n/a	n/a	n/a
Change from same week 2014	(4,356)	n/a	n/a	n/a	n/a	n/a
UP-Pool	300	(125)	(100)	n/a	n/a	n/a
Change from last week	(150)	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(2,950)	(2,625)	(2,017)	n/a	n/a	n/a

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

<sup>2</sup>Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

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

Table 7

**Tariff Rail Rates for Unit and Shuttle Train Shipments<sup>1</sup>**

Effective date:				Fuel	Tariff plus surcharge per:		Percent
10/1/2015	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushe <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,605	\$51	\$36.30	\$0.99	3
	Grand Forks, ND	Duluth-Superior, MN	\$3,563	\$9	\$35.47	\$0.97	-3
	Wichita, KS	Los Angeles, CA	\$6,950	\$46	\$69.47	\$1.89	3
	Wichita, KS	New Orleans, LA	\$4,243	\$89	\$43.02	\$1.17	0
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	\$38	\$64.78	\$1.76	4
	Northwest KS	Galveston-Houston, TX	\$4,511	\$98	\$45.76	\$1.25	-1
	Amarillo, TX	Los Angeles, CA	\$4,710	\$136	\$48.12	\$1.31	-2
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,328	\$101	\$34.05	\$0.86	-7
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	15
	Des Moines, IA	Davenport, IA	\$2,168	\$21	\$21.74	\$0.55	-2
	Indianapolis, IN	Atlanta, GA	\$5,004	\$0	\$49.69	\$1.26	11
	Indianapolis, IN	Knoxville, TN	\$4,311	\$0	\$42.81	\$1.09	14
	Des Moines, IA	Little Rock, AR	\$3,444	\$63	\$34.82	\$0.88	-1
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,052	\$182	\$51.98	\$1.32	-13
	Minneapolis, MN	New Orleans, LA	\$3,634	\$74	\$36.83	\$1.00	-8
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	23
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	16
	Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	23
Champaign-Urbana, IL	New Orleans, LA	\$3,974	\$101	\$40.46	\$1.10	-6	
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$26	\$39.52	\$1.08	0
	Wichita, KS	Galveston-Houston, TX	\$3,919	\$21	\$39.12	\$1.06	6
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	22
	Grand Forks, ND	Portland, OR	\$5,611	\$46	\$56.17	\$1.53	0
	Grand Forks, ND	Galveston-Houston, TX	\$6,532	\$47	\$65.34	\$1.78	-1
	Northwest KS	Portland, OR	\$5,478	\$160	\$55.99	\$1.52	-3
	Minneapolis, MN	Portland, OR	\$5,000	\$56	\$50.20	\$1.28	-10
Corn	Sioux Falls, SD	Tacoma, WA	\$4,960	\$51	\$49.76	\$1.26	-9
	Champaign-Urbana, IL	New Orleans, LA	\$3,147	\$101	\$32.25	\$0.82	-7
	Lincoln, NE	Galveston-Houston, TX	\$3,600	\$30	\$36.04	\$0.92	-6
	Des Moines, IA	Amarillo, TX	\$3,795	\$79	\$38.47	\$0.98	-2
	Minneapolis, MN	Tacoma, WA	\$5,000	\$55	\$50.20	\$1.28	-10
	Council Bluffs, IA	Stockton, CA	\$4,640	\$57	\$46.64	\$1.18	-7
	Sioux Falls, SD	Tacoma, WA	\$5,490	\$51	\$55.02	\$1.50	-9
Soybeans	Minneapolis, MN	Portland, OR	\$5,510	\$56	\$55.27	\$1.50	-10
	Fargo, ND	Tacoma, WA	\$5,380	\$45	\$53.87	\$1.47	-9
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$116	\$45.09	\$1.23	-6
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	29
	Grand Island, NE	Portland, OR	\$5,360	\$164	\$54.85	\$1.49	-7

<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**

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> / bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$7,459	\$48	\$76.71	\$2.09	7
	OK	Cuautitlan, EM	\$6,514	\$59	\$67.15	\$1.83	-9
	KS	Guadalajara, JA	\$6,995	\$57	\$72.05	\$1.96	-9
	TX	Salinas Victoria, NL	\$4,142	\$22	\$42.54	\$1.16	1
Corn	IA	Guadalajara, JA	\$8,427	\$67	\$86.78	\$2.20	-4
	SD	Celaya, GJ	\$7,840	\$63	\$80.75	\$2.05	-6
	NE	Queretaro, QA	\$7,879	\$59	\$81.11	\$2.06	-3
	SD	Salinas Victoria, NL	\$6,545	\$48	\$67.36	\$1.71	3
	MO	Tlalnepantla, EM	\$7,238	\$57	\$74.54	\$1.89	-3
	SD	Torreon, CU	\$7,240	\$53	\$74.52	\$1.89	0
Soybeans	MO	Bojay (Tula), HG	\$8,478	\$56	\$87.19	\$2.37	-2
	NE	Guadalajara, JA	\$9,042	\$64	\$93.04	\$2.53	-2
	IA	El Castillo, JA	\$9,270	\$63	\$95.36	\$2.59	-2
	KS	Torreon, CU	\$7,339	\$40	\$75.39	\$2.05	-1
Sorghum	TX	Guadalajara, JA	\$7,150	\$41	\$73.48	\$1.86	-3
	NE	Celaya, GJ	\$7,404	\$57	\$76.23	\$1.93	-6
	KS	Queretaro, QA	\$7,563	\$36	\$77.64	\$1.97	5
	NE	Salinas Victoria, NL	\$6,168	\$42	\$63.45	\$1.61	4
	NE	Torreon, CU	\$6,827	\$47	\$70.24	\$1.78	0

<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

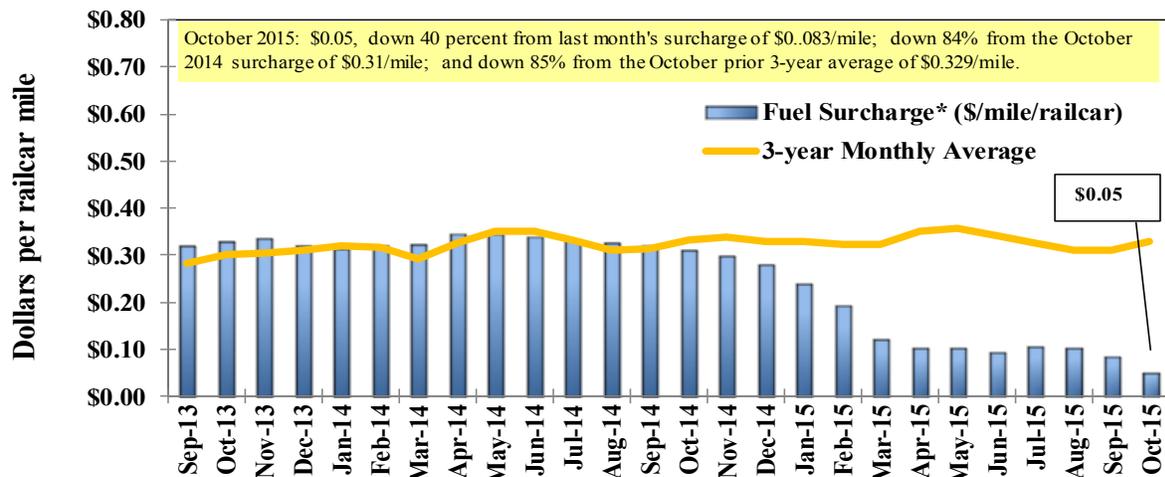
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

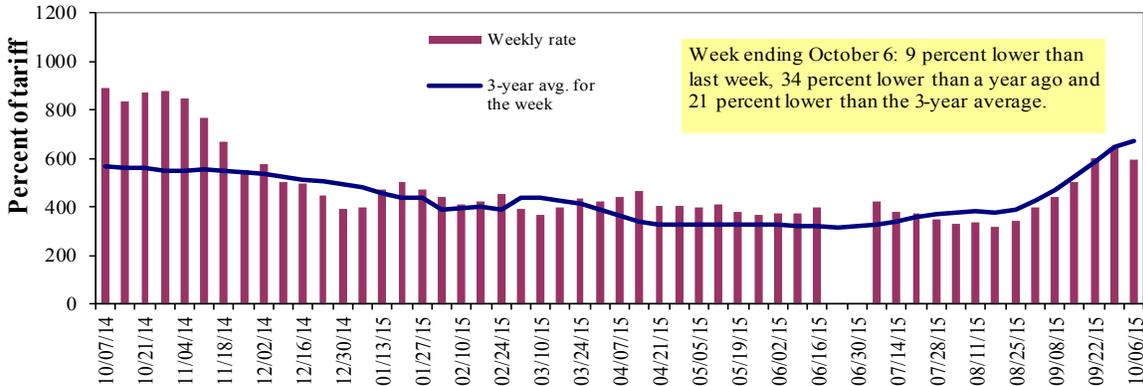
\*\*\*CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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<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>	10/6/2015	597	592	592	500	583	583	483
	9/29/2015	605	632	647	535	708	708	535
<b>\$/ton</b>	10/6/2015	36.95	31.49	27.47	19.95	27.34	23.55	15.17
	9/29/2015	37.45	33.62	30.02	21.35	33.21	28.60	16.80
<b>Current week % change from the same week:</b>								
	Last year	-25	-34	-34	-40	-38	-38	-42
	3-year avg. <sup>2</sup>	-8	-12	-12	-24	-18	-18	-28
<b>Rate<sup>1</sup></b>	November	567	500	457	403	472	472	358
	January	-	-	430	338	380	380	295

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; missing data due to winter closure

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

### Benchmark tariff rates

#### Calculating barge rate per ton:

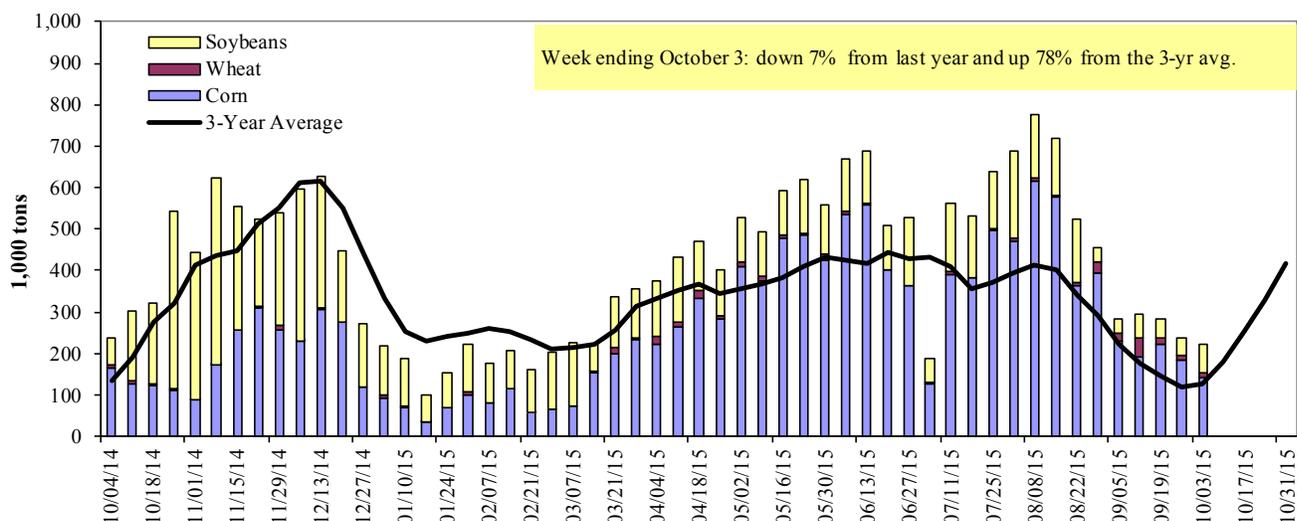
$$(\text{Rate} * 1976 \text{ tariff benchmark rate per ton})/100$$

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 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 10/03/2015	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	28	6	6	2	42
Winfield, MO (L25)	72	8	23	2	104
Alton, IL (L26)	132	11	94	3	240
Granite City, IL (L27)	141	11	71	3	227
<b>Illinois River (L8)</b>	9	0	6	0	16
<b>Ohio River (L52)</b>	58	10	14	0	82
<b>Arkansas River (L1)</b>	0	15	15	6	36
Weekly total - 2015	199	37	101	9	345
Weekly total - 2014	334	32	133	12	510
2015 YTD <sup>1</sup>	15,977	1,615	7,062	210	24,865
2014 YTD	16,979	2,031	5,106	181	24,297
2015 as % of 2014 YTD	94	80	138	116	102
Last 4 weeks as % of 2014 <sup>2</sup>	83	164	133	111	100
Total 2014	20,693	2,181	11,813	258	34,946

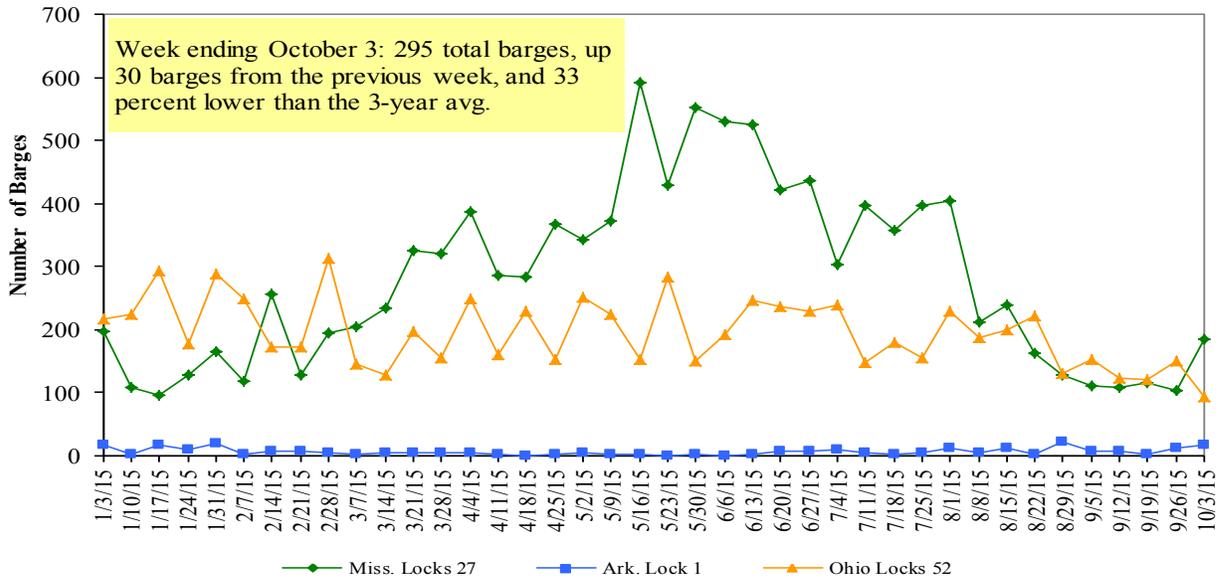
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

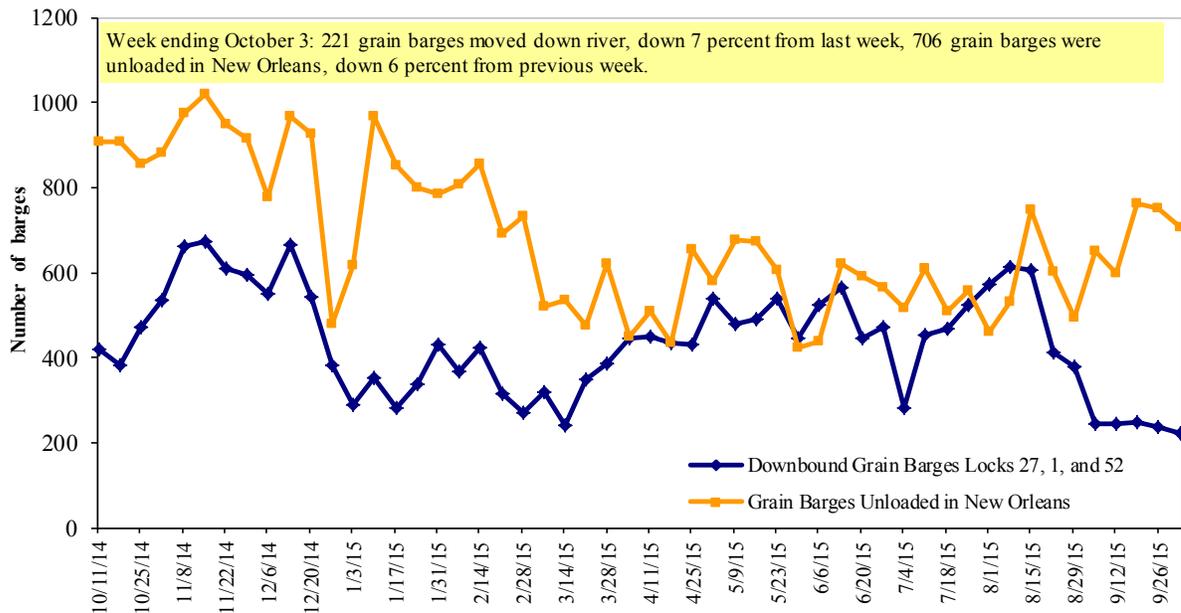
Source: U.S. Army Corps of Engineers

**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 10/05/2015 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.524	-0.010	-1.231
	New England	2.576	-0.014	-1.272
	Central Atlantic	2.631	-0.016	-1.199
	Lower Atlantic	2.432	-0.005	-1.246
II	Midwest <sup>2</sup>	2.489	0.055	-1.181
III	Gulf Coast <sup>3</sup>	2.323	0.000	-1.339
IV	Rocky Mountain	2.501	0.015	-1.286
	West Coast	2.694	0.002	-1.239
V	West Coast less California	2.560	0.019	-1.295
	California	2.803	-0.012	-1.195
Total	U.S.	2.492	0.016	-1.241

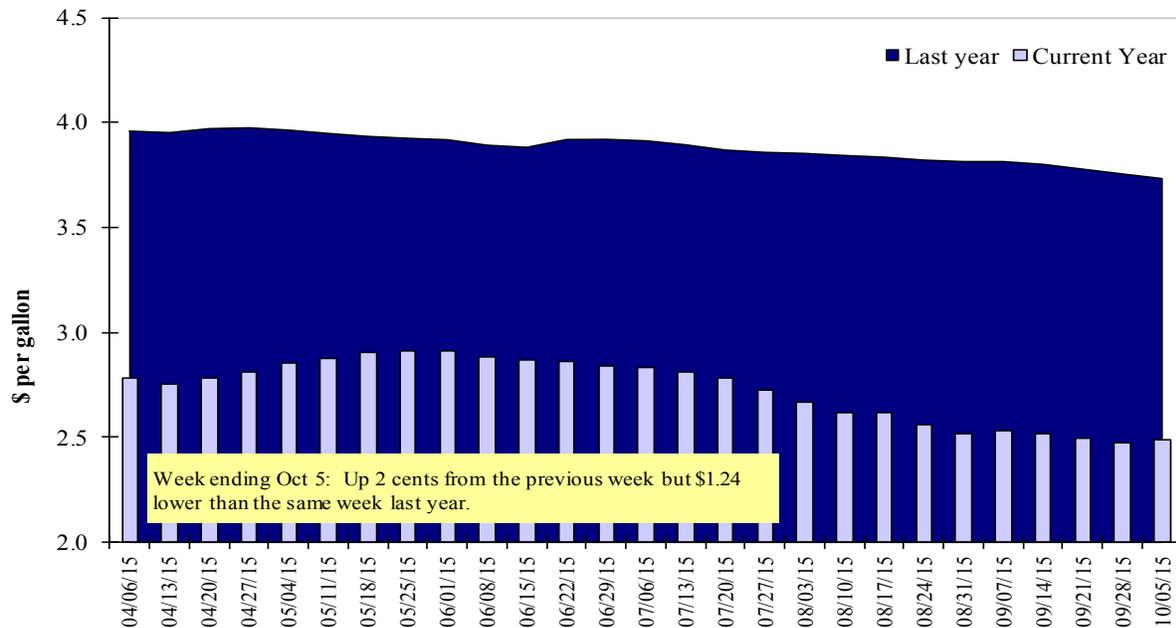
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
9/24/2015	1,075	553	1,412	839	153	4,032	7,831	19,242	31,104
This week year ago	1,560	955	1,604	782	103	5,004	11,437	27,455	43,896
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2015/16 YTD	1,986	1,469	2,142	1,105	361	7,062	2,683	1,407	11,152
2014/15 YTD	2,804	1,576	2,636	1,380	167	8,563	3,077	1,294	12,934
YTD 2015/16 as % of 2014/15	71	93	81	80	216	82	87	109	86
Last 4 wks as % of same period 2014/15	77	71	115	116	156	92	71	63	69
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	32,194	46,619	101,149
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309

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

<sup>2</sup> 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 Importers<sup>1</sup> of U.S. Corn

Week ending 09/24/2015	Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2011-2013 - 1,000 mt -
	2015/16 Current MY	2014/15 Last MY		
Japan	1,683	2,652	(37)	10,079
Mexico	4,360	3,799	15	8,145
Korea	124	352	(65)	2,965
Colombia	782	1,279	(39)	3,461
Taiwan	205	254	(19)	1,238
<b>Top 5 Importers</b>	<b>7,154</b>	<b>8,335</b>	<b>(14)</b>	<b>25,887</b>
<b>Total US corn export sales</b>	<b>10,514</b>	<b>14,514</b>	<b>(28)</b>	<b>34,445</b>
% of Projected	22%	30%		
Change from prior week	<b>748</b>	<b>638</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	68%	57%		75%
<b>USDA forecast, September 2015</b>	<b>47,074</b>	<b>47,710</b>	<b>(1)</b>	
<b>Corn Use for Ethanol USDA forecast, September 2015</b>	<b>133,350</b>	<b>132,207</b>	<b>1</b>	

(n) indicates negative number.

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

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

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

Table 14

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

Week Ending 09/24/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2011-13
	2015/16 Current MY	2014/15 Last MY		
				- 1,000 mt -
China	8,469	16,997	(50)	24,211
Mexico	1,042	1,014	3	2,971
Indonesia	264	583	(55)	1,895
Japan	845	512	65	1,750
Taiwan	332	577	(43)	1,055
<b>Top 5 importers</b>	<b>10,951</b>	<b>19,684</b>	<b>(44)</b>	<b>31,882</b>
<b>Total US soybean export sales</b>	<b>20,648</b>	<b>28,748</b>	<b>(28)</b>	<b>39,169</b>
% of Projected	44%	57%		
Change from prior week	2,356	794		
<b>Top 5 importers' share of U.S. soybean export sales</b>	53%	68%		<b>81%</b>
<b>USDA forecast, September 2015</b>	<b>47,003</b>	<b>50,000</b>	<b>(6)</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 09/24/2015	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 -
Japan	1,109	1,443	(23)	3,113
Mexico	1,120	1,575	(29)	2,807
Nigeria	919	1,507	(39)	2,512
Philippines	1,071	1,021	5	2,105
Brazil	310	1,347	(77)	2,091
Korea	571	749	(24)	1,273
Taiwan	508	523	(3)	1,007
Indonesia	193	301	(36)	751
Colombia	344	342	1	662
Thailand	137	164		618
<b>Top 10 importers</b>	<b>6,145</b>	<b>8,807</b>	<b>(30)</b>	<b>16,939</b>
<b>Total US wheat export sales</b>	<b>11,094</b>	<b>13,567</b>	<b>(18)</b>	<b>26,361</b>
% of Projected	45%	58%		
Change from prior week	77	741		
<b>Top 10 importers' share of U.S. wheat export sales</b>	55%	65%		64%
<b>USDA forecast, September 2015</b>	<b>24,523</b>	<b>23,270</b>	<b>5</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 10/01/15	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	363	433	84	8,622	9,802	88	110	97	12,436
Corn	0	60	1	6,936	7,308	95	51	193	7,781
Soybeans	173	0	n/a	4,259	4,502	95	n/a	62	12,887
<b>Total</b>	<b>536</b>	<b>493</b>	<b>109</b>	<b>19,816</b>	<b>21,611</b>	<b>92</b>	<b>100</b>	<b>100</b>	<b>33,104</b>
<b>Mississippi Gulf</b>									
Wheat	67	108	62	3,669	3,894	94	145	89	4,495
Corn	294	531	55	22,497	24,146	93	72	84	30,912
Soybeans	849	478	178	14,494	12,224	119	139	117	29,087
<b>Total</b>	<b>1,210</b>	<b>1,117</b>	<b>108</b>	<b>40,660</b>	<b>40,264</b>	<b>101</b>	<b>105</b>	<b>99</b>	<b>64,495</b>
<b>Texas Gulf</b>									
Wheat	66	75	89	3,033	5,020	60	73	47	6,120
Corn	8	62	13	520	509	102	163	516	580
Soybeans	0	0	n/a	210	265	79	0	0	949
<b>Total</b>	<b>74</b>	<b>136</b>	<b>54</b>	<b>3,763</b>	<b>5,793</b>	<b>65</b>	<b>83</b>	<b>60</b>	<b>7,649</b>
<b>Interior</b>									
Wheat	29	52	57	1,139	1,131	101	73	111	1,400
Corn	114	137	84	4,784	4,425	108	105	151	5,677
Soybeans	156	88	177	2,373	2,410	98	76	139	4,312
<b>Total</b>	<b>300</b>	<b>276</b>	<b>109</b>	<b>8,297</b>	<b>7,965</b>	<b>104</b>	<b>87</b>	<b>126</b>	<b>11,389</b>
<b>Great Lakes</b>									
Wheat	59	0	n/a	782	511	153	120	121	935
Corn	0	0	n/a	416	226	184	77	245	288
Soybeans	0	0	n/a	86	51	170	n/a	0	988
<b>Total</b>	<b>59</b>	<b>0</b>	<b>n/a</b>	<b>1,284</b>	<b>787</b>	<b>163</b>	<b>107</b>	<b>112</b>	<b>2,211</b>
<b>Atlantic</b>									
Wheat	1	1	129	417	471	89	56	74	553
Corn	43	5	855	196	674	29	78	97	816
Soybeans	4	4	120	974	1,001	97	393	210	2,119
<b>Total</b>	<b>49</b>	<b>10</b>	<b>496</b>	<b>1,586</b>	<b>2,146</b>	<b>74</b>	<b>73</b>	<b>92</b>	<b>3,487</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	586	669	88	17,661	20,829	85	105	85	25,939
Corn	461	795	58	35,348	37,288	95	76	106	46,054
Soybeans	1,182	570	207	22,397	20,451	110	159	110	50,342
<b>Total</b>	<b>2,228</b>	<b>2,033</b>	<b>110</b>	<b>75,406</b>	<b>78,568</b>	<b>96</b>	<b>104</b>	<b>99</b>	<b>122,335</b>

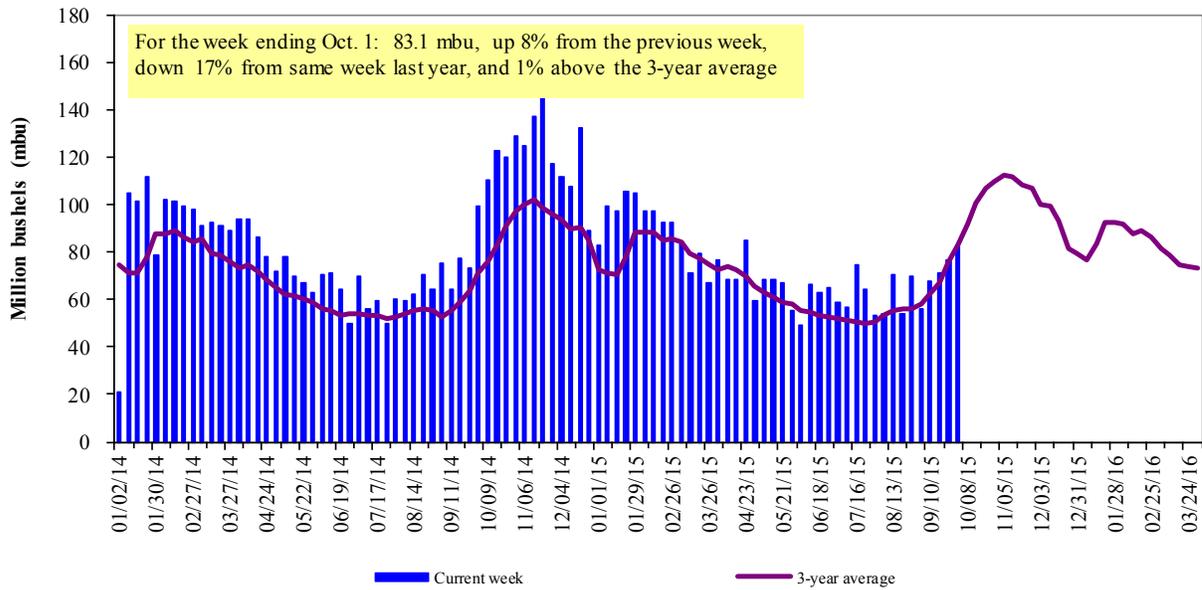
<sup>1</sup>Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

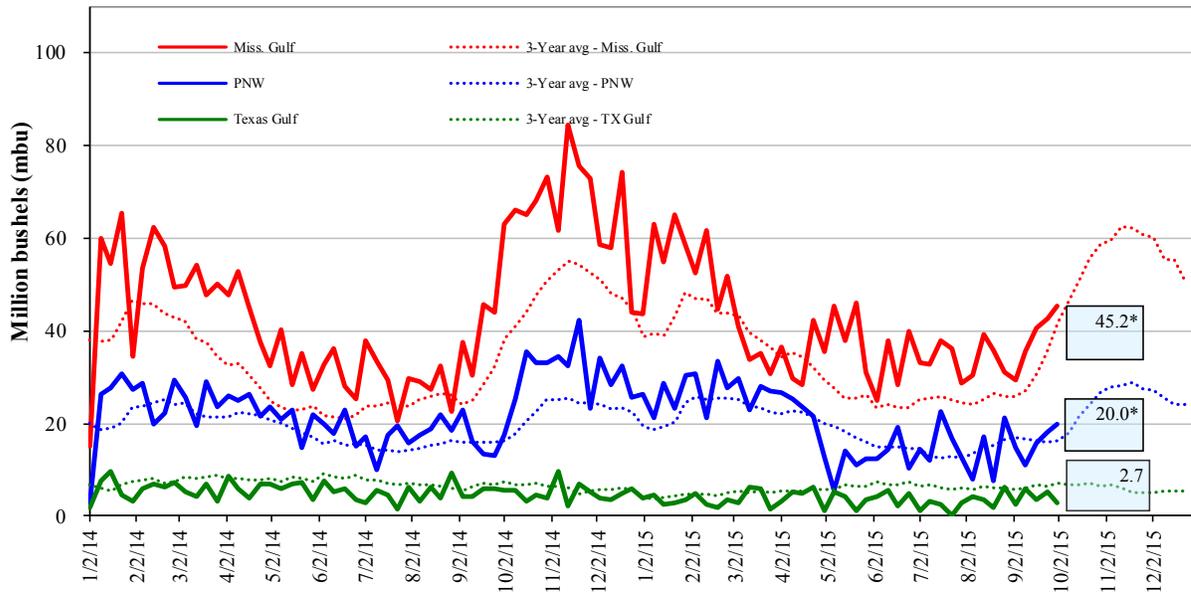


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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>October 1: % change from:</b>	<b>MS Gulf</b>	<b>TX Gulf</b>	<b>U.S. Gulf</b>	<b>PNW</b>
Last week	up 7	down 47	up 1	up 8
Last year (same week)	down 28	down 50	down 30	up 13
3-yr avg. (4-wk mov. avg.)	up 9	down 61	down 2	up 19

# Ocean Transportation

Table 17

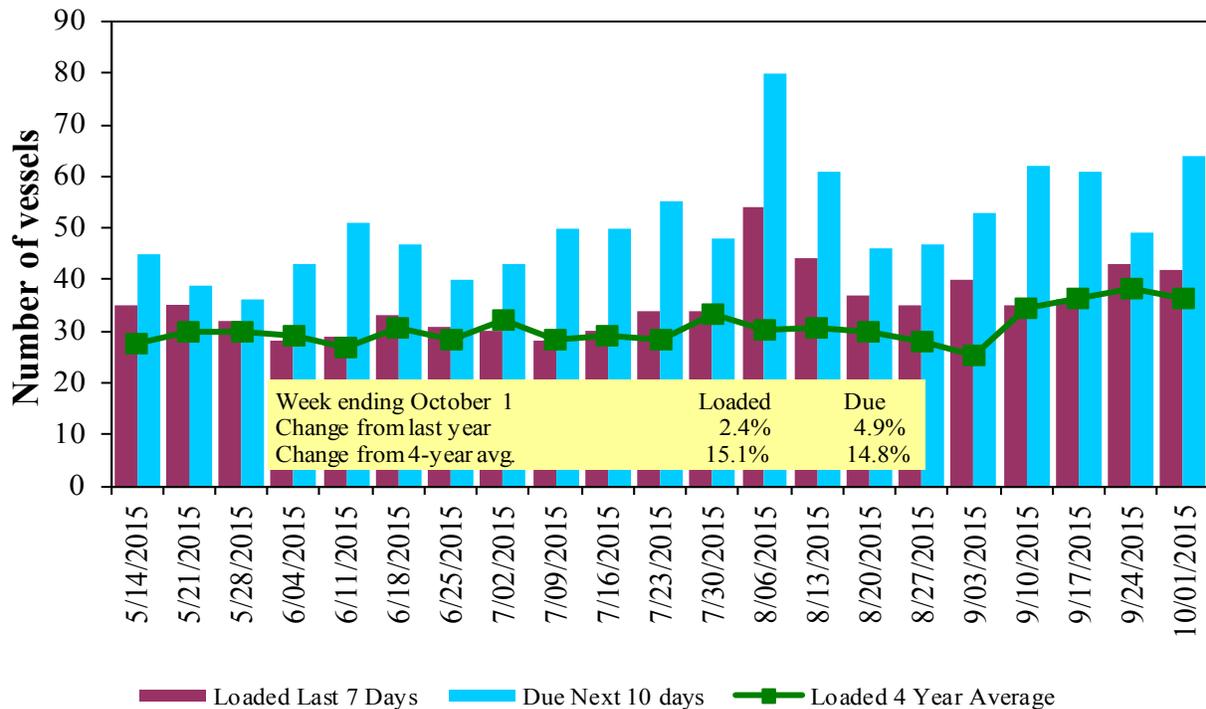
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
10/1/2015	49	42	64	12	n/a
9/24/2015	47	43	49	14	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

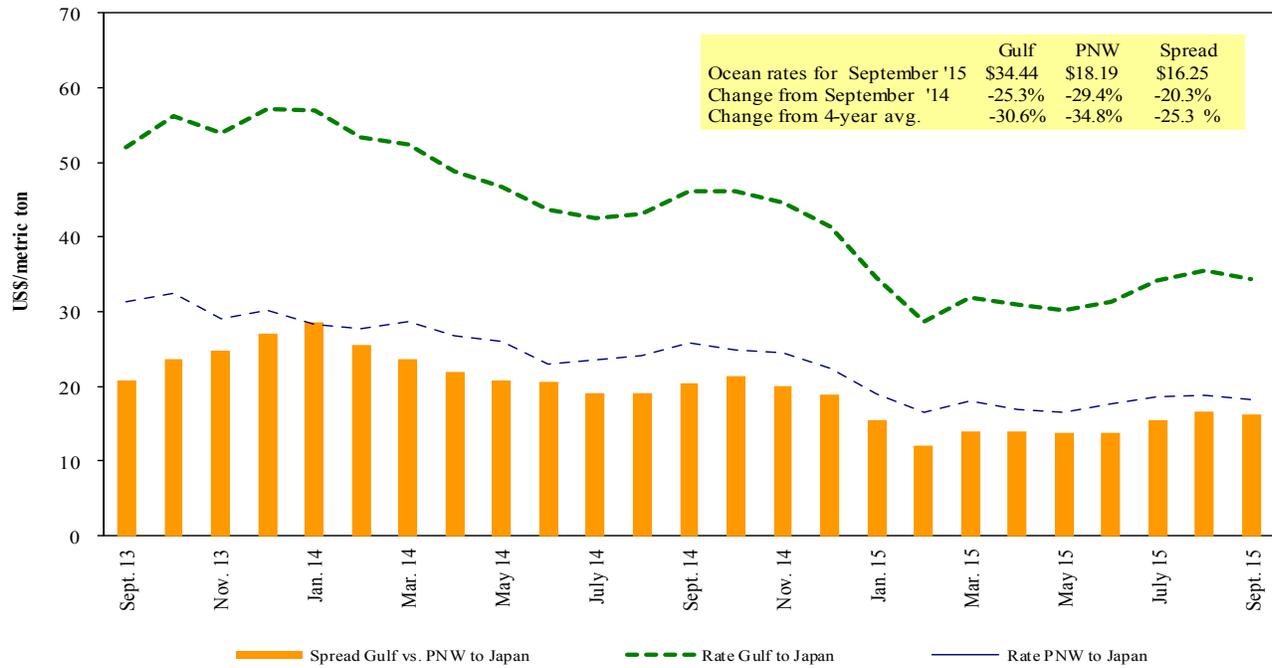
**U.S. Gulf<sup>1</sup> Vessel Loading Activity**



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 10/03/2015**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Oct 25/30	55,000	30.50
U.S. Gulf	China	Heavy Grain	Oct 22/31	58,000	32.25
U.S. Gulf	China	Heavy Grain	Oct 22/31	58,000	31.00
U.S. Gulf	China	Heavy Grain	Oct 15/24	55,000	32.25
U.S. Gulf	China	Heavy Grain	Oct 5/20	58,000	31.00
U.S. Gulf	China	Heavy Grain	Oct 5/15	55,000	32.00
U.S. Gulf	China	Heavy Grain	Oct 5/15	55,000	31.50
U.S. Gulf	China	Heavy Grain	Sep 30/ Oct 4	55,000	32.25
U.S. Gulf	China	Heavy Grain	Nov 1/30	55,000	34.50
U.S. Gulf	China	Heavy Grain	Sep 10/20	58,000	36.00
U.S. Gulf	China	Heavy Grain	Sept 20/25	58,000	32.50
U.S. Gulf	China	Heavy Grain	Sep 1/10	60,000	33.00
U.S. Gulf	Guatemala <sup>1</sup>	Corn	Jul 20/30	10,000	108.18
PNW	Yemen	Heavy Grain	Oct 1/20	55,000	26.00
Australia	Yemen	Heavy Grain	Oct 1/20	55,000	18.00
Brazil	South Africa	Grain	Oct 1/10	40,000	16.80
Brazil	China	Heavy Grain	Sep 20/30	60,000	24.25
EC S. America	China	Grain	Sep 25/Oct 5	65,000	22.50
France	Algeria	Wheat	Sep 8/10	23,500	17.50
France	Algeria	Heavy Grain	Sep 5/10	25,000	18.00
Latvia	Algeria	Grain	Sep 1/5	45,000	19.25
Lithuania	Sp Mediterranean	Grain	Sep 10/14	25,000	19.50
Romania	South Africa	Grain	Oct 2/7	22,000	33.00

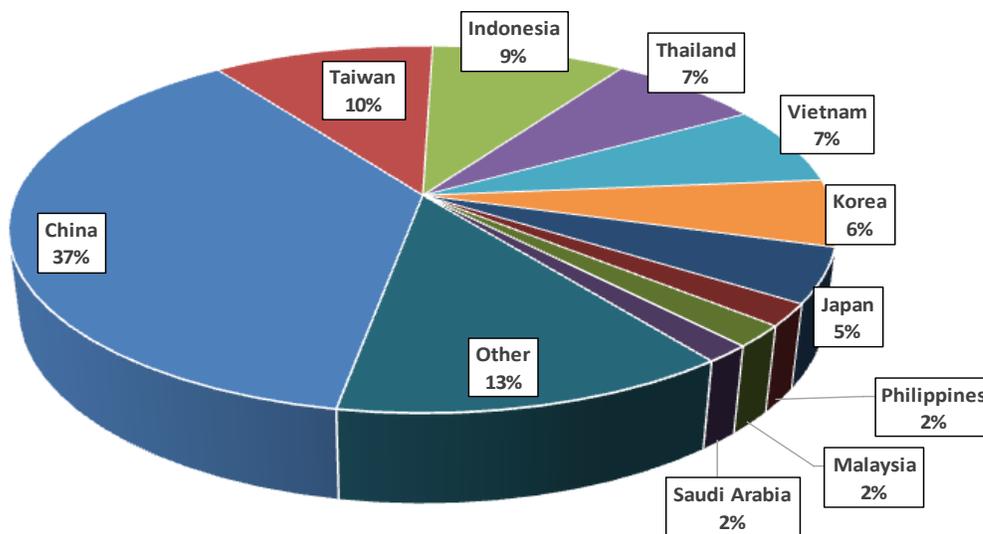
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

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-July 2015**

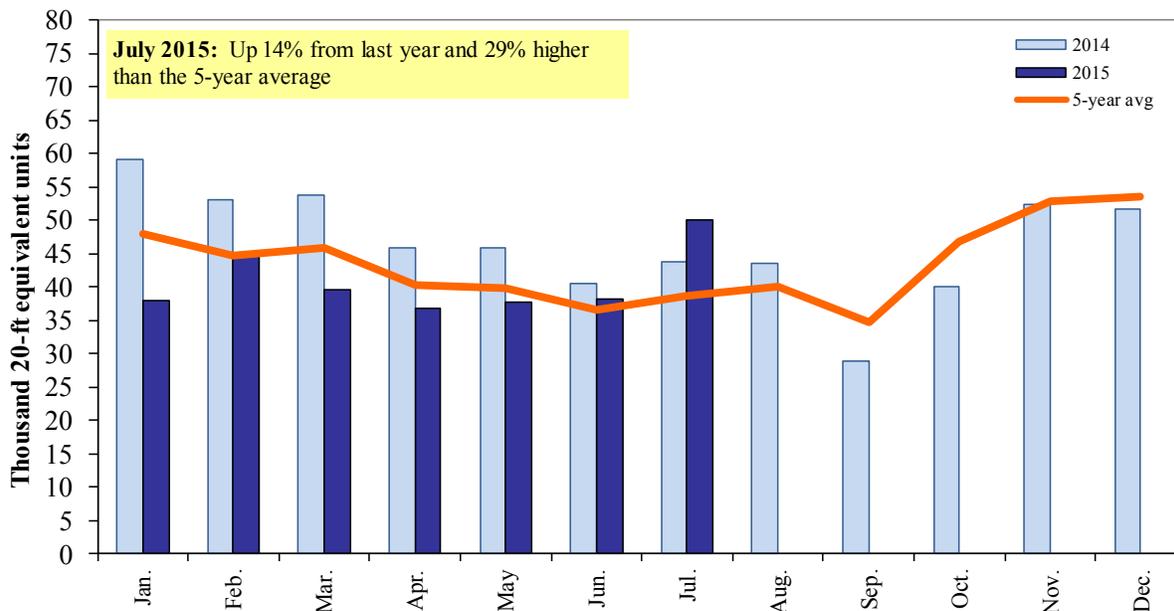


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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