



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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March 5, 2015

## WEEKLY HIGHLIGHTS

### Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

Data Links

Specialists

Subscription  
Information

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The next  
release is  
March 12, 2015

### USDA Releases Analysis of 2013/14 Rail Service Problems in Response to Senators Thune and Klobuchar

On March 2, USDA's Office of the Chief Economist and Agricultural Marketing Service released an [economic analysis of the effects from the 2013/14 rail service problems](#) on agricultural shippers in the Upper Midwest. Senators Thune and Klobuchar had requested the analysis from USDA in October 2014. The results show transportation costs are important in explaining why local prices are high or low compared to nearby futures prices or to prices at export destinations. The analysis found that extra shipping costs incurred by grain and oilseed producers in the Upper Midwest from January 1 to November 30—and holding all else constant—were about 3 percent of cash receipts.

### USDA Submits Comments on Data Reporting Requirements for Railroads

On March 2, [USDA submitted comments to the Surface Transportation Board](#) (STB) in support of STB's proposal for railroads to report weekly service performance metrics on a permanent basis. As a result of rail service problems in 2013/2014, STB required railroads to begin reporting weekly service performance metrics in October 2014 as a way to inform and aid rail shippers in their need to make more informed business decisions, relay information to their own customers, and make contingency plans. Shippers have expressed that the weekly performance metrics have been helpful to these ends and should be continued. USDA supports this measure but has also suggested that increased commodity carload and railcar auction market information would be helpful. In addition, USDA has suggested that the weekly data be easily accessible to stakeholders in a user-friendly format.

### Corn Inspections Rebound

For the week ending February 26, inspections of corn from all major export regions reached 1.24 million metric tons (mmt), up 40 percent from the previous week, and destined primarily to Asia and Latin America. Corn inspections were the highest since mid-April of last year. Wheat inspections decreased 14 percent from the past week, and soybean inspections decreased 35 percent as shipments to Europe receded. **Total inspections** of grain (corn, wheat, soybeans) from all major export regions reached 2.38 million metric tons (mmt), down 3 percent from the past week, 9 percent below last year and 4 percent above the 3-year average. Inspections increased 14 percent in the Mississippi Gulf but dropped 19 percent in the Pacific Northwest.

## Snapshots by Sector

### Export Sales

During the week ending February 19, **unshipped balances** of wheat, corn, and soybeans totaled 28.9 mmt, 9.5 percent lower than the same time last year. **Corn export sales** reached 0.7 mmt, down 23 percent from the previous week. **Wheat sales** of 0.328 mmt were up 23 percent, and **soybeans sales** of 0.506 mmt were down 9 percent from the previous week.

### Rail

U.S. railroads originated 22,877 **carloads of grain** during the week ending February 21, down 1 percent from last week, up 14 percent from last year, and 17 percent higher than the 3-year average.

During the week ending February 26, average March shuttle **secondary railcar bids/offers per car** were \$175 below tariff, up \$75 from last week and \$1,909 lower than last year. There were no non-shuttle secondary railcar bids/offers this week.

### Barge

During the week ending February 28, **barge grain movements** totaled 467,704 tons—9 percent lower than the previous week and 27 percent lower than the same period last year.

During the week ending February 28, 269 grain barges **moved down river**, down 15 percent from last week; 732 grain barges were **unloaded in New Orleans**, up 6 percent from the previous week.

### Ocean

During the week ending February 26, 37 **ocean-going grain vessels** were loaded in the Gulf, 14 percent less than the same period last year. Sixty-two vessels are expected to be loaded within the next 10 days, 6 percent less than the same period last year.

During the week ending February 27, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$31 per mt, up 9 percent from the previous week. The cost of shipping from the PNW to Japan was \$17 per mt, unchanged from the previous week.

### Fuel

During the week March 2, U.S. **diesel fuel prices** averaged \$2.94 per gallon, 4 cents higher than the previous week. They were down \$1.08 cents from the same week last year.

# Feature Article/Calendar

## Corn and Soybean Transportation Costs Increase via Gulf, but Fall Slightly via Pacific Northwest

In 2014, fourth quarter 2014 transportation costs for shipping corn and soybeans from Minneapolis, MN, through the Gulf increased from the previous quarter, but decreased through the Pacific Northwest (PNW) to Japan. The transportation costs through the Gulf to Japan increased mainly because of higher barge rates, as the bumper crops and better river conditions boosted demand for barge services. Total landed costs for shipping through the Gulf increased for corn because of higher transportation costs, but decreased for soybeans because of lower farm values. Landed costs for shipping corn through the PNW were unchanged but costs for shipping soybeans were pushed down by lower farm values (*see tables 1, 2*). Total fourth-quarter landed costs for shipping corn and soybeans from the Midwest to Japan via the PNW and Gulf were the lowest since 2009 (*see figure*).

**U.S. Gulf Costs:** Total fourth-quarter transportation costs for shipping corn and soybeans from Minneapolis through the Gulf to Japan increased 13 percent from the third quarter (*table 1*). Barge rates increased 31 percent as river conditions improved on the Mississippi River and demand for barge services increased. Fourth quarter downbound barge movements of corn to the Gulf, at 3.9 million tons (mt), were lower than the third quarter 2014 (5.3 mt), but slightly higher than the fourth quarter 2013 (3.8 mt). Downbound soybean barge movements (6.5 mt), however, were up from the third quarter 2014 (.669 mt) and the fourth quarter of last year (5.4 mt). Fourth quarter barge rates accounted for 47 percent of the total transportation cost for shipping corn and soybeans from Minneapolis through the Gulf. Rates were higher than the previous quarter and last year. Trucking rates increased 3 percent from the previous quarter as demand for trucking services increased. Year-to-year transportation costs for shipping corn and soybeans through the Gulf were unchanged from the previous year, but there was a significant drop in ocean rates (*see table 1*). Barge rates jumped 33 percent from year to year as demand to move the large grain crops increased.

**Table 1: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. Gulf**

	Corn						Soybeans				
	\$/metric ton			Percent change			\$/metric ton			Percent Change	
	4thQtr 13	3rdQtr 14	4thQtr 14	Yr. to Yr.	Qtr to Qtr	4thQtr 13	3rdQtr 14	4thQtr 14	Yr. to Yr.	Qtr to Qtr	
Truck	12.42	11.70	12.06	-2.90	3.08	12.42	11.70	12.06	-2.90	3.08	
Barge	37.74	38.32	50.35	33.41	31.39	37.74	38.32	50.35	33.41	31.39	
Ocean	55.96	43.99	44.00	-21.37	0.02	55.96	43.99	44.00	-21.37	0.02	
<b>Total Transportation Cost</b>	106.12	94.01	106.41	0.27	13.19	106.12	94.01	106.41	0.27	13.19	
Farm Value <sup>1</sup>	183.32	139.49	141.07	-23.05	1.13	460.52	455.62	368.05	-20.08	-19.22	
<b>Total Landed Cost</b>	289.44	233.50	247.48	-14.50	5.99	566.64	549.63	474.46	-16.27	-13.68	
<b>Transportation % Landed Cost</b>	36.66	40.26	43.00			18.73	17.10	22.43			

**Table 2: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. PNW**

	Corn						Soybeans				
	\$/metric ton			Percent change			\$/metric ton			Percent Change	
	4thQtr 13	3rdQtr 14	4thQtr 14	Yr. to Yr.	Qtr to Qtr	4thQtr 13	3rdQtr 14	4thQtr 14	Yr. to Yr.	Qtr to Qtr	
Truck	12.42	11.70	12.06	-2.90	3.08	12.42	11.70	12.06	-2.90	3.08	
Rail <sup>2</sup>	56.27	56.27	55.59	-1.21	-1.21	61.53	61.53	60.86	-1.09	-1.09	
Ocean	30.58	24.45	23.88	-21.91	-2.33	30.58	24.45	23.88	-21.91	-2.33	
<b>Total Transportation Cost</b>	99.27	92.42	91.53	-7.80	-0.96	104.53	97.68	96.80	-7.40	-0.90	
Farm Value <sup>1</sup>	183.32	139.49	141.07	-23.05	1.13	460.52	455.62	368.05	-20.08	-19.22	
<b>Total Landed Cost</b>	282.59	231.91	232.60	-17.69	0.30	565.05	553.30	464.85	-17.73	-15.99	
<b>Transportation % Landed Cost</b>	35.13	39.85	39.35			18.50	17.65	20.82			

Source: USDA/AMSTMP  
n/a = not available

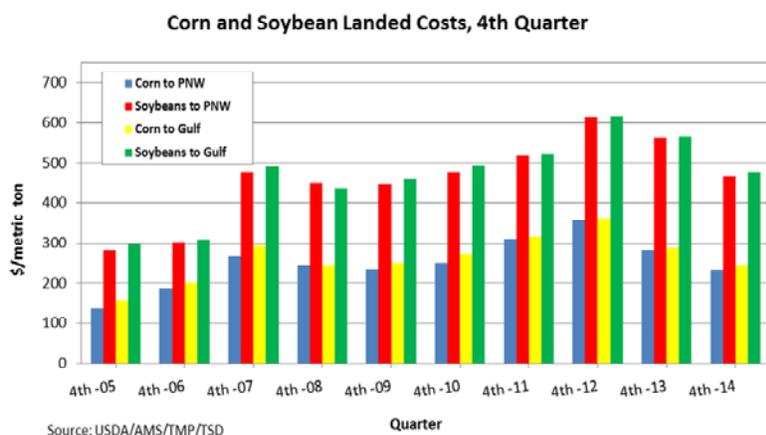
<sup>1</sup> Source: USDA/NASS, Agricultural Prices

<sup>2</sup> Rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains. The rail tariff rate is a base price of rail freight rates, but during periods of high rail demand or car shortages, high auction and secondary market rates could exceed the base rail tariffs per car

The total landed costs for shipping corn and soybeans through the Gulf reached \$247 per metric ton (mt) and \$474 per mt, respectively, during the fourth quarter. Total landed costs for shipping through the Gulf increased 6 percent for corn from the previous quarter, but decreased 14 percent for soybeans, primarily because of lower farm values and ocean rates (*table 1*).

Year-to-year landed costs for shipping from the Gulf decreased 15 percent for corn and 16 percent for soybeans because of lower ocean rates and lower farm values (*see table 1*). Transportation costs for

shipping corn from the Gulf to Japan accounted for 43 percent of the total landed cost during the fourth quarter, higher than the previous quarter and last year. The soybean transportation costs' share of the landed cost accounted for 22 percent of the landed cost, also above the previous quarter and last year (*see table 1*).



**Pacific Northwest Costs:**

Compared to the third quarter 2014, fourth quarter total transportation costs from Minneapolis via the PNW to Japan decreased 1 percent for corn and soybeans (*see table 2*). Lower shipping costs were caused primarily by lower ocean rates. While rail rates for shipping grain to the PNW decreased 1 percent from the third quarter for corn and soybeans in the data series shown for this article,

there are some anomalies in the data that must be noted. The rail rates shown in table 2 include only the rail tariff rates and fuel surcharges, but additional costs were incurred by shippers participating in the primary and secondary railcar markets.<sup>1</sup> During periods of high rail demand or grain car shortages, high primary and secondary railcar market rates could cause the rail shipping costs to significantly exceed the rail rates shown in the table. This occurred in 2014 when high rail demand and grain car shortages caused primary and secondary railcar market rates to reach record highs. Year-to-year transportation costs for shipping grain from Minneapolis through the PNW to Japan decreased 8 percent for corn and 7 percent for soybeans mainly because of lower ocean freight rates.

The total landed costs for shipping grain from the PNW to Japan were unchanged from the previous quarter for corn, but decreased 16 percent for soybeans because of lower farm values and ocean rates. Total fourth-quarter landed costs ranged from \$233/mt to \$465/mt, respectively (*see table 2*). Year-to-year total landed cost decreased 18 percent for corn and soybeans, also because of lower ocean rates and farm values. Transportation costs for corn shipped through the PNW accounted for about 39 percent of the total landed cost during the fourth quarter, below the third quarter and but above last year (*see table 2*). Fourth quarter transportation costs for soybeans shipped through the PNW were 21 percent of the landed cost, higher than both the past quarter and last year.

According to USDA’s Grain Inspection, Packers and Stockyards Administration, fourth-quarter export inspections of corn decreased 17 percent from the previous year and were 8 percent below the 5-year average (*see GTR dated 01/15/15*). Total fourth-quarter exports of corn to Asia decreased 51 percent from 2013 as competitors’ corn exports outpaced higher-priced U.S. corn. Fourth quarter soybean inspections reached a record, increasing 25 percent from the previous year as demand from China remained strong. According to USDA’s February World Agricultural Supply and Demand Estimates report, the forecast for 2014/15 corn exports was unchanged from the January estimate and was 9 percent less than the past marketing year. The forecast for corn exports is down due to higher global production. The forecast for 2014/15 record soybean exports increased 1 percent from the January estimate and is 7 percent above last year. [Johnny.Hill@ams.usda.gov](mailto:Johnny.Hill@ams.usda.gov)

<sup>1</sup> Average values for primary and secondary railcar auction market rates are provided in the Grain Transportation Report. However, the extent to which these transactions occur is unknown. Because of this lack of information, the effects of primary and secondary railcar auction rates on total rail shipping costs cannot be accurately assigned. As a result, these auction values are not included in the quarterly rail rates reported in this article despite the significant effect they can have on some shippers’ total rail costs.

# Grain Transportation Indicators

Table 1

## Grain Transport Cost Indicators<sup>1</sup>

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
03/04/15	197	248	198	218	139	121
02/25/15	195	252	202	250	127	121

<sup>1</sup>Indicator: 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)

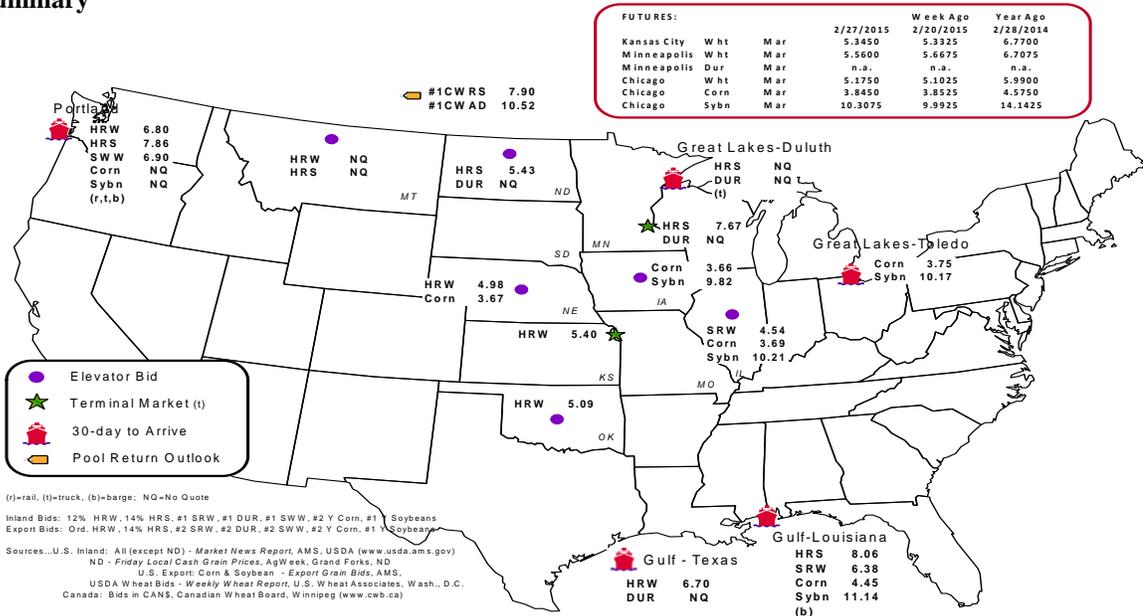
Commodity	Origin--Destination	2/27/2015	2/20/2015
Corn	IL--Gulf	-0.76	-0.75
Corn	NE--Gulf	-0.78	-0.79
Soybean	IA--Gulf	-1.32	-1.27
HRW	KS--Gulf	-1.30	-1.35
HRS	ND--Portland	-2.43	-2.45

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)<sup>1</sup>

Week ending	Mississippi		Pacific	Atlantic &		Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf				
2/25/2015 <sup>p</sup>	504	1,341	5,103	437	7,385	2/21/2015	1,562	
2/18/2015 <sup>r</sup>	831	988	6,175	796	8,790	2/14/2015	1,565	
2015 YTD <sup>r</sup>	6,936	8,737	43,978	7,144	66,795	2015 YTD	12,459	
2014 YTD <sup>r</sup>	10,059	12,561	43,293	6,624	72,537	2014 YTD	13,625	
2015 YTD as % of 2014 YTD	69	70	102	108	92	% change YTD	91	
Last 4 weeks as % of 2014 <sup>2</sup>	52	75	103	74	88	Last 4wks % 2014	88	
Last 4 weeks as % of 4-year avg. <sup>2</sup>	82	89	122	89	109	Last 4wks % 4 yr	105	
Total 2014	44,621	83,674	256,670	32,107	417,072	Total 2014	96,467	
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	71,397	

<sup>1</sup> Data is incomplete as it is voluntarily provided

<sup>2</sup> Compared with same 4-weeks in 2013 and prior 4-year average.

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

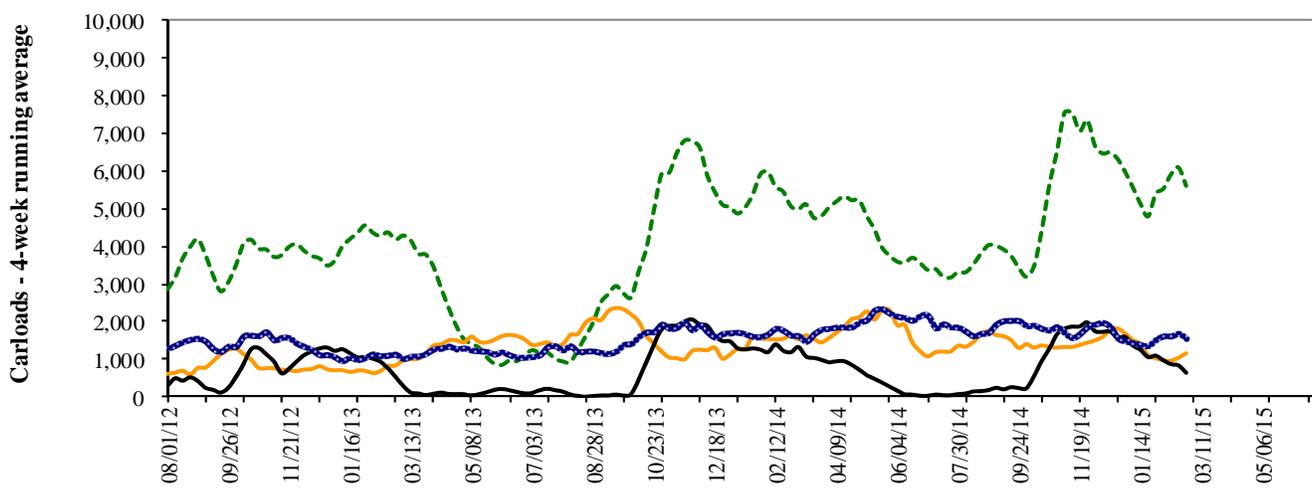
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 29 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

## Rail Deliveries to Port



--- Pacific Northwest: 4 wks. ending 2/25--up 3% from same period last year; up 22% from 4-year average  
--- Texas Gulf: 4 wks. ending 2/25--down 25% from same period last year; down 11% from 4-year average  
--- Miss. River: 4 wks. ending 2/25--down 48% from same period last year; down 18% from 4-year average  
..... Cross-border: 4 wks. ending 2/21-- down 12% from same period last year; up 5% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

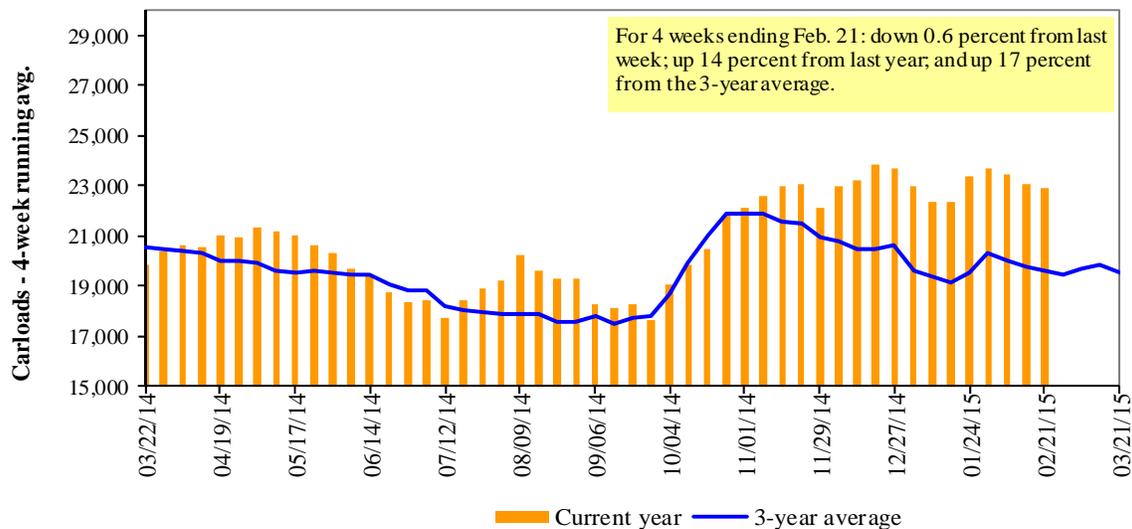
Table 4

**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
02/21/15	1,801	2,796	11,891	773	5,616	22,877	4,068	4,179
This week last year	2,106	3,154	9,457	1,149	6,210	22,076	3,620	4,608
2015 YTD	16,369	21,680	77,315	5,965	40,639	161,968	28,671	30,890
2014 YTD	14,307	20,446	61,435	7,216	41,607	145,011	26,575	33,905
2015 YTD as % of 2014 YTD	114	106	126	83	98	112	108	91
Last 4 weeks as % of 2014 <sup>1</sup>	108	103	128	86	104	114	115	86
Last 4 weeks as % of 3-yr avg. <sup>2</sup>	108	102	119	130	122	117	112	81
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							
	Mar-15	Mar-14	Apr-15	Apr-14	May-15	May-14	Jun-15	Jun-14
BNSF <sup>3</sup>								
COT grain units	no offer	no offer	5	no offer				
COT grain single-car <sup>5</sup>	no offer	no offer	no bids	no offer				
UP <sup>4</sup>								
GCAS/Region 1	no offer	no offer	no offer	no offer	no offer	no offer	n/a	n/a
GCAS/Region 2	no offer	no offer	no offer	no offer	no offer	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.

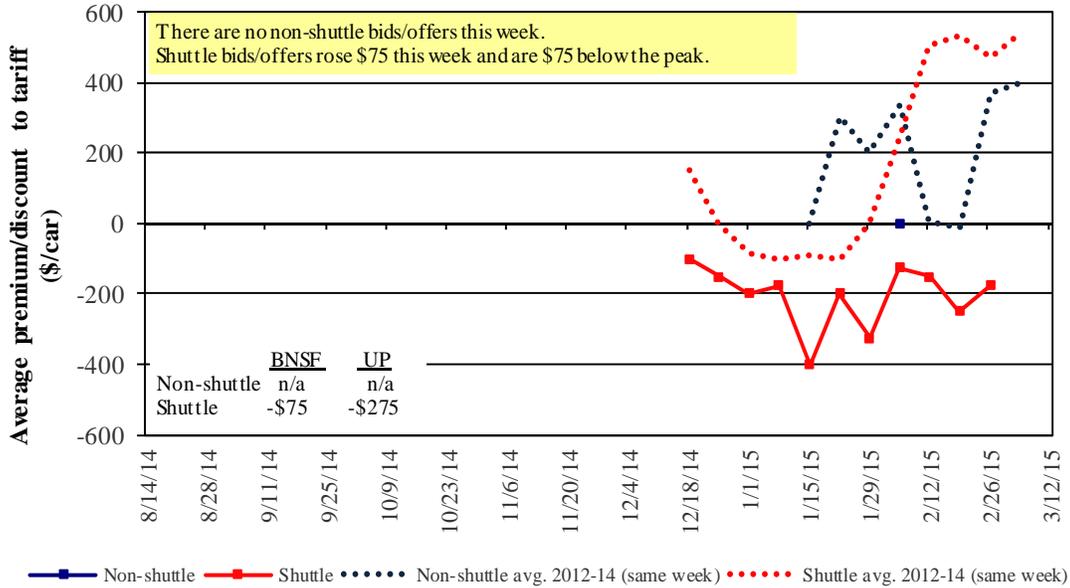
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 March 2015, Secondary Market**

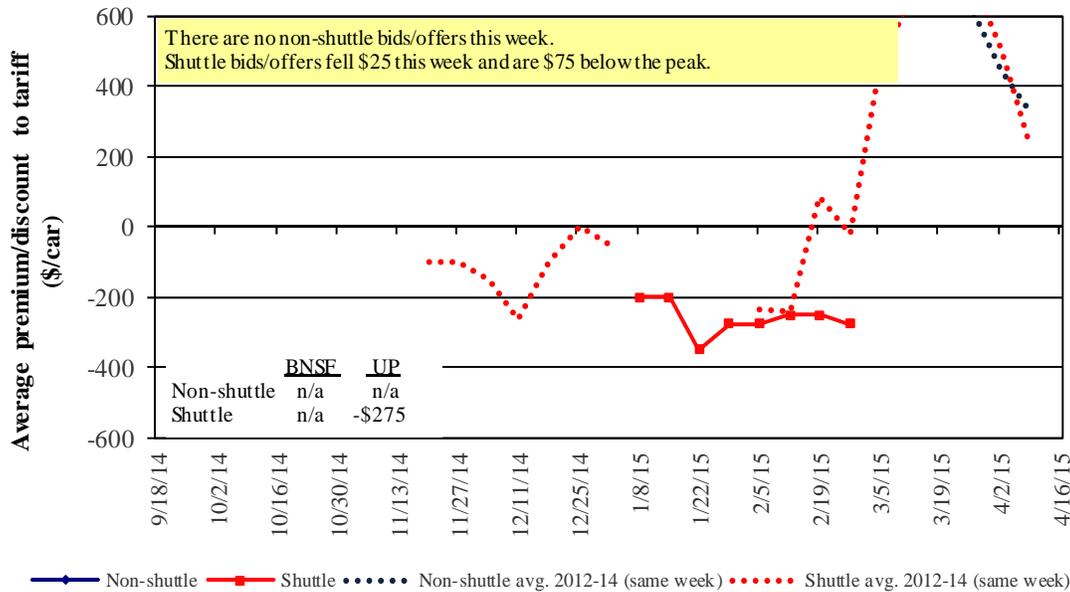


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

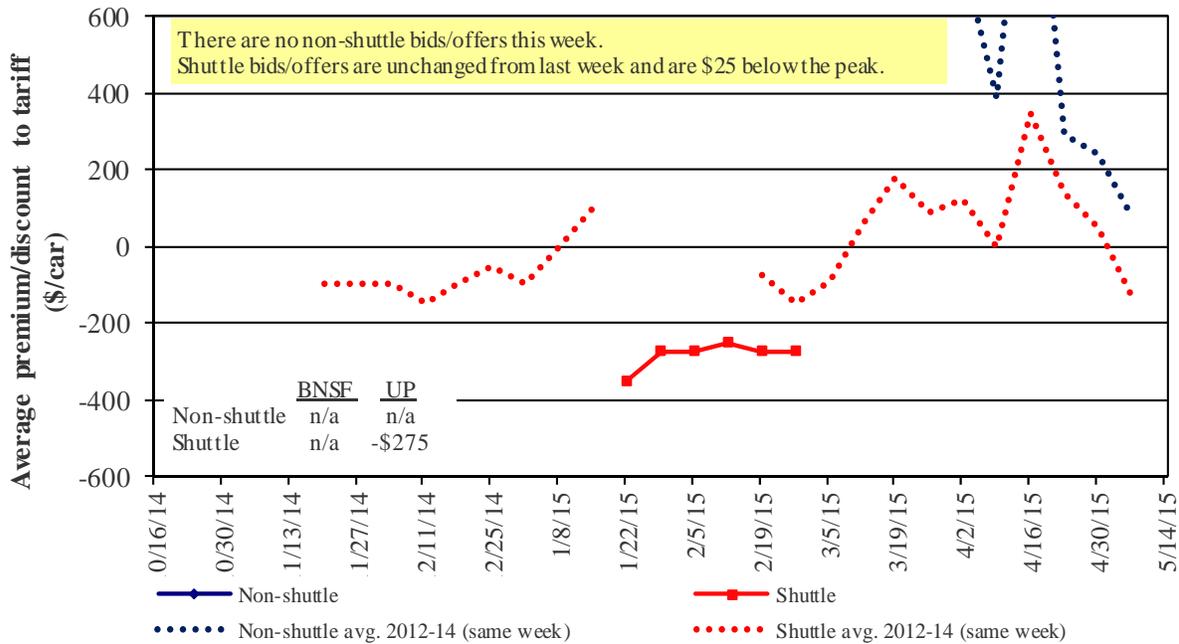


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in May 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					
	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15
<b>Non-shuttle</b>						
BNSF-GF	n/a	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	n/a	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(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	n/a
Change from same week 2014	(2,792)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(275)	(275)	(275)	(275)	(275)	(275)
Change from last week	(25)	(25)	(25)	-	(25)	-
Change from same week 2014	(1,025)	(625)	n/a	n/a	n/a	n/a

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

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

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

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

Table 7

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

Effective date:		Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
3/1/2015	metric ton					bushel <sup>2</sup>		
<b>Unit train</b>								
Wheat	Wichita, KS	St. Louis, MO	\$3,387	\$91	\$34.54	\$0.94	3	
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$39	\$36.09	\$0.98	-2	
	Wichita, KS	Los Angeles, CA	\$6,244	\$199	\$63.98	\$1.74	-5	
	Wichita, KS	New Orleans, LA	\$4,026	\$160	\$41.57	\$1.13	1	
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$163	\$59.46	\$1.62	-4	
	Northwest KS	Galveston-Houston, TX	\$4,293	\$176	\$44.37	\$1.21	1	
	Amarillo, TX	Los Angeles, CA	\$4,492	\$244	\$47.03	\$1.28	-1	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,328	\$181	\$34.85	\$0.89	-1	
	Toledo, OH	Raleigh, NC	\$5,555	\$217	\$57.31	\$1.46	13	
	Des Moines, IA	Davenport, IA	\$2,168	\$38	\$21.91	\$0.56	2	
	Indianapolis, IN	Atlanta, GA	\$4,761	\$163	\$48.89	\$1.24	13	
	Indianapolis, IN	Knoxville, TN	\$4,104	\$104	\$41.79	\$1.06	15	
	Des Moines, IA	Little Rock, AR	\$3,308	\$113	\$33.97	\$0.86	-1	
	Des Moines, IA	Los Angeles, CA	\$4,852	\$328	\$51.44	\$1.31	-12	
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,769	\$179	\$39.20	\$1.07	0	
	Toledo, OH	Huntsville, AL	\$4,676	\$154	\$47.96	\$1.31	21	
	Indianapolis, IN	Raleigh, NC	\$5,625	\$218	\$58.02	\$1.58	13	
	Indianapolis, IN	Huntsville, AL	\$4,368	\$104	\$44.41	\$1.21	25	
	Champaign-Urbana, IL	New Orleans, LA	\$3,974	\$181	\$41.26	\$1.12	1	
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$114	\$37.66	\$1.02	-5	
	Wichita, KS	Galveston-Houston, TX	\$3,471	\$89	\$35.35	\$0.96	-12	
	Chicago, IL	Albany, NY	\$4,723	\$203	\$48.92	\$1.33	14	
	Grand Forks, ND	Portland, OR	\$5,159	\$198	\$53.19	\$1.45	-6	
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$206	\$62.46	\$1.70	-5	
	Northwest KS	Portland, OR	\$5,260	\$288	\$55.09	\$1.50	-1	
	Corn	Minneapolis, MN	Portland, OR	\$5,000	\$241	\$52.04	\$1.32	-7
Sioux Falls, SD		Tacoma, WA	\$4,960	\$220	\$51.44	\$1.31	-7	
Champaign-Urbana, IL		New Orleans, LA	\$3,147	\$181	\$33.05	\$0.84	-1	
Lincoln, NE		Galveston-Houston, TX	\$3,510	\$128	\$36.13	\$0.92	-6	
Des Moines, IA		Amarillo, TX	\$3,690	\$142	\$38.05	\$0.97	-1	
Minneapolis, MN		Tacoma, WA	\$5,000	\$239	\$52.02	\$1.32	-7	
Council Bluffs, IA		Stockton, CA	\$4,400	\$247	\$46.15	\$1.17	-8	
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,520	\$220	\$57.00	\$1.55	-6	
	Minneapolis, MN	Portland, OR	\$5,530	\$241	\$57.31	\$1.56	-7	
	Fargo, ND	Tacoma, WA	\$5,430	\$196	\$55.87	\$1.52	-6	
	Council Bluffs, IA	New Orleans, LA	\$3,800	\$209	\$39.81	\$1.08	-13	
	Toledo, OH	Huntsville, AL	\$3,851	\$154	\$39.77	\$1.08	27	
	Grand Island, NE	Portland, OR	\$5,100	\$295	\$53.57	\$1.46	-5	

<sup>1</sup>A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

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

<sup>3</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

\*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

**Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico**

Effective date: 3/1/2015

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharges per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$6,960	\$209	\$73.25	\$1.99	4
	OK	Cuautitlan, EM	\$6,565	\$254	\$69.67	\$1.89	0
	KS	Guadalajara, JA	\$7,010	\$245	\$74.13	\$2.02	0
	TX	Salinas Victoria, NL	\$3,885	\$96	\$40.68	\$1.11	26
Corn	IA	Guadalajara, JA	\$8,349	\$288	\$88.25	\$2.24	-1
	SD	Celaya, GJ	\$7,656	\$274	\$81.02	\$2.06	-6
	NE	Queretaro, QA	\$7,535	\$256	\$79.61	\$2.02	-3
	SD	Salinas Victoria, NL	\$5,880	\$208	\$62.20	\$1.58	-5
	MO	Tlalnepantla, EM	\$6,887	\$249	\$72.91	\$1.85	-4
	SD	Torreon, CU	\$6,922	\$229	\$73.07	\$1.85	-3
Soybeans	MO	Bojay (Tula), HG	\$8,261	\$243	\$86.89	\$2.36	0
	NE	Guadalajara, JA	\$8,872	\$278	\$93.49	\$2.54	-1
	IA	El Castillo, JA	\$9,155	\$272	\$96.32	\$2.62	-2
	KS	Torreon, CU	\$7,189	\$173	\$75.21	\$2.04	0
Sorghum	TX	Guadalajara, JA	\$7,253	\$178	\$75.93	\$1.93	0
	NE	Celaya, GJ	\$7,287	\$248	\$76.99	\$1.95	-4
	KS	Queretaro, QA	\$6,795	\$156	\$71.02	\$1.80	-2
	NE	Salinas Victoria, NL	\$5,500	\$183	\$58.06	\$1.47	-3
	NE	Torreon, CU	\$6,518	\$204	\$68.68	\$1.74	-1

<sup>1</sup>Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.

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

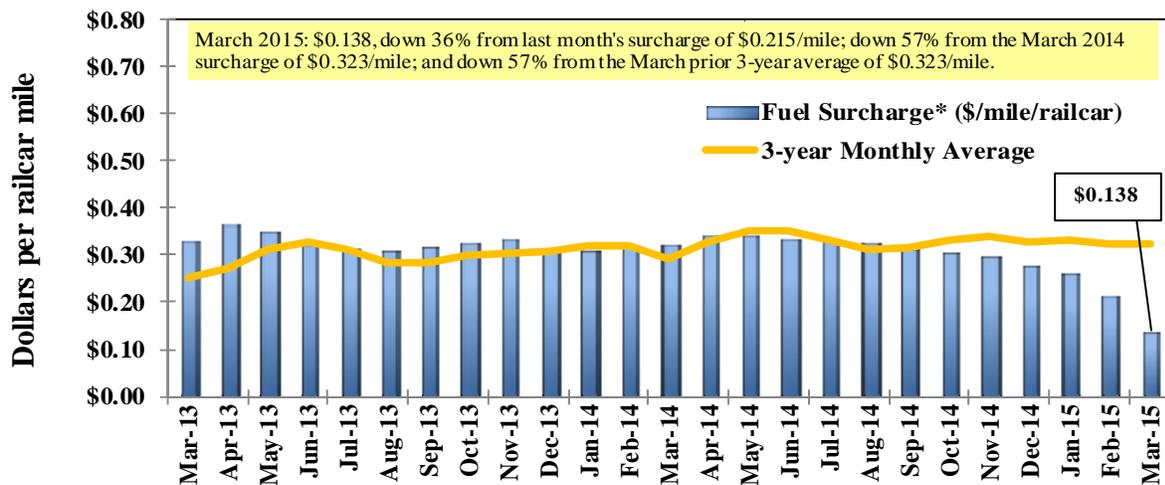
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<sup>4</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: www.bnsf.com, www.uprr.com, www.kcsouthern.com

Figure 7

**Railroad Fuel Surcharges, North American Weighted Average<sup>1</sup>**



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

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

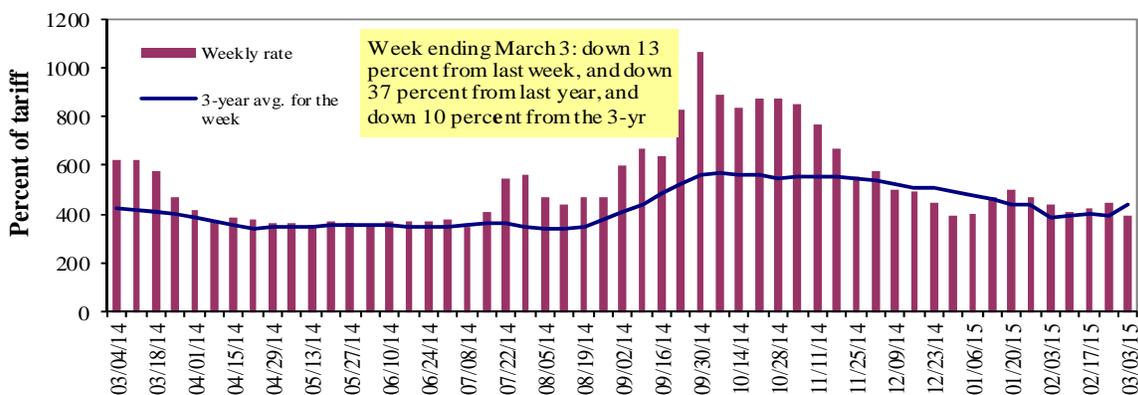
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

# Barge Transportation

Figure 8

## Illinois River Barge Freight Rate<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	3/3/2015	-	-	393	270	292	292	200
	2/24/2015	-	-	450	275	310	310	213
<b>\$/ton</b>	3/3/2015	-	-	18.24	10.77	13.69	11.80	6.28
	2/24/2015	-	-	20.88	10.97	14.54	12.52	6.69
<b>Current week % change from the same week:</b>								
	Last year	-	-	-37	-55	-51	-51	-60
	3-year avg. <sup>2</sup>	-	-	-10	-22	-18	-18	-26
<b>Rate<sup>1</sup></b>	April	-	350	343	240	253	253	200
	June	388	343	335	232	248	248	200

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

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

### Benchmark tariff rates

#### Calculating barge rate per ton:

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

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map.

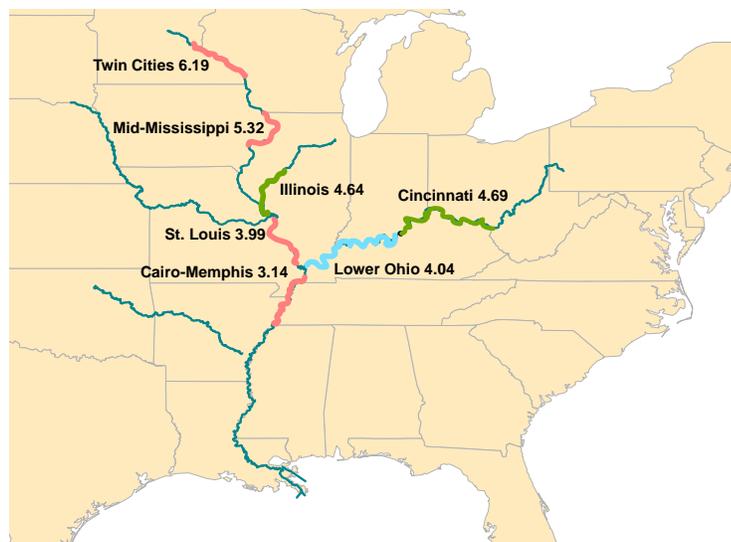
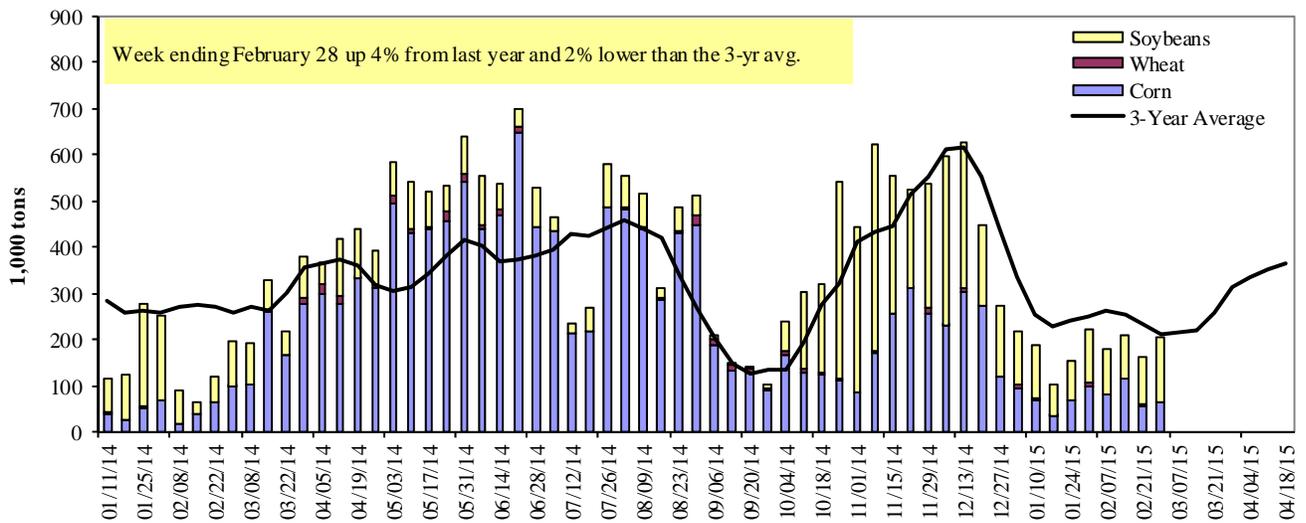


Figure 10

**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 02/28/2015	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	0	0	0
Alton, IL (L26)	83	0	138	0	221
Granite City, IL (L27)	64	0	141	0	205
<b>Illinois River (L8)</b>	48	0	101	0	149
<b>Ohio River (L52)</b>	116	10	94	0	220
<b>Arkansas River (L1)</b>	0	10	32	0	42
Weekly total - 2015	180	20	267	0	468
Weekly total - 2014	333	38	265	5	640
2015 YTD <sup>1</sup>	2,049	163	2,295	43	4,549
2014 YTD	1,971	158	2,475	34	4,638
2015 as % of 2014 YTD	104	103	93	125	98
Last 4 weeks as % of 2014 <sup>2</sup>	86	93	105	172	95
Total 2014	20,693	2,181	11,813	258	34,946

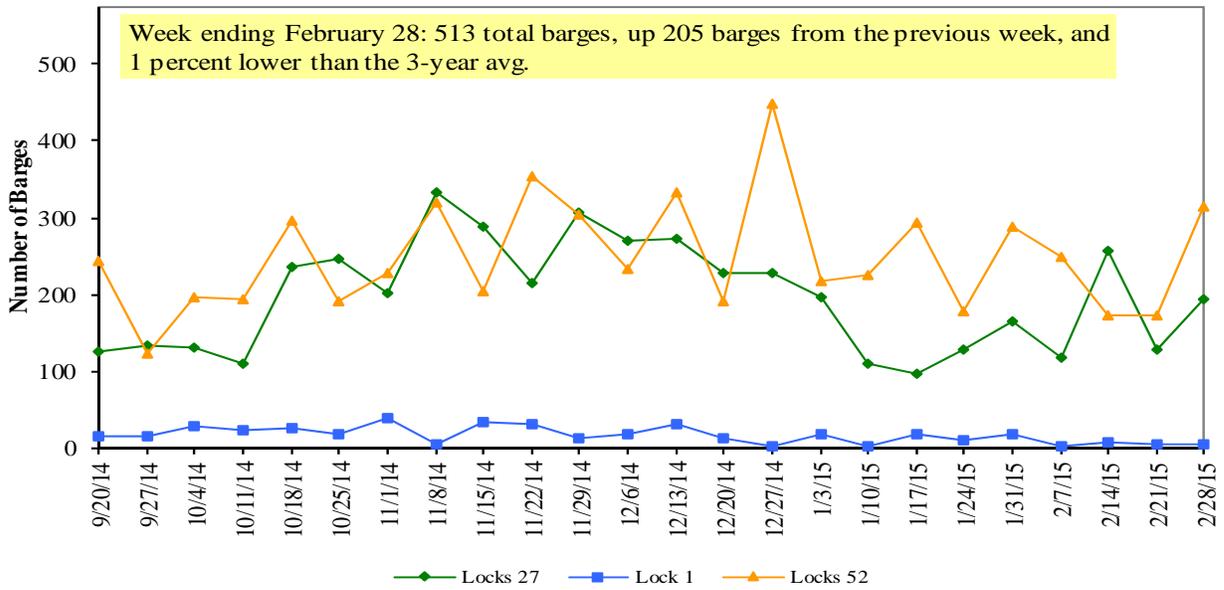
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

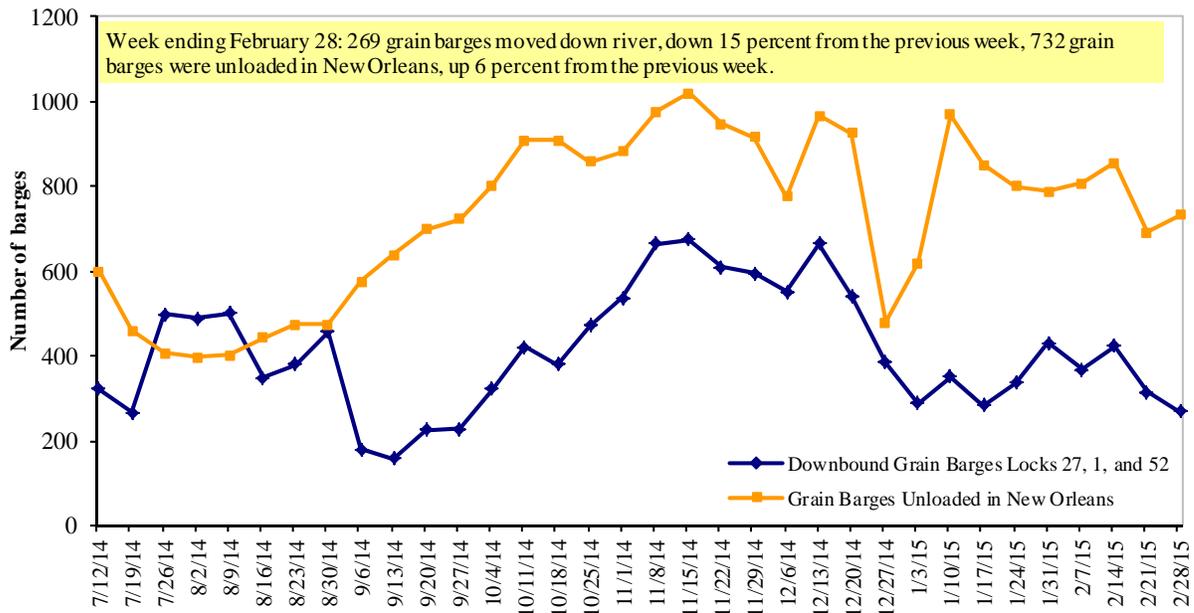
Source: U.S. Army Corps of Engineers

**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 03/02/2014 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.083	0.078	-1.072
	New England	3.291	0.118	-1.098
	Central Atlantic	3.293	0.133	-1.061
	Lower Atlantic	2.880	0.027	-1.082
II	Midwest <sup>2</sup>	2.850	0.024	-1.169
III	Gulf Coast <sup>3</sup>	2.796	0.001	-0.997
IV	Rocky Mountain	2.779	0.017	-1.204
V	West Coast	3.097	0.032	-0.941
	West Coast less California	2.934	0.045	-1.009
	California	3.229	0.021	-0.890
Total	U.S.	2.936	0.036	-1.080

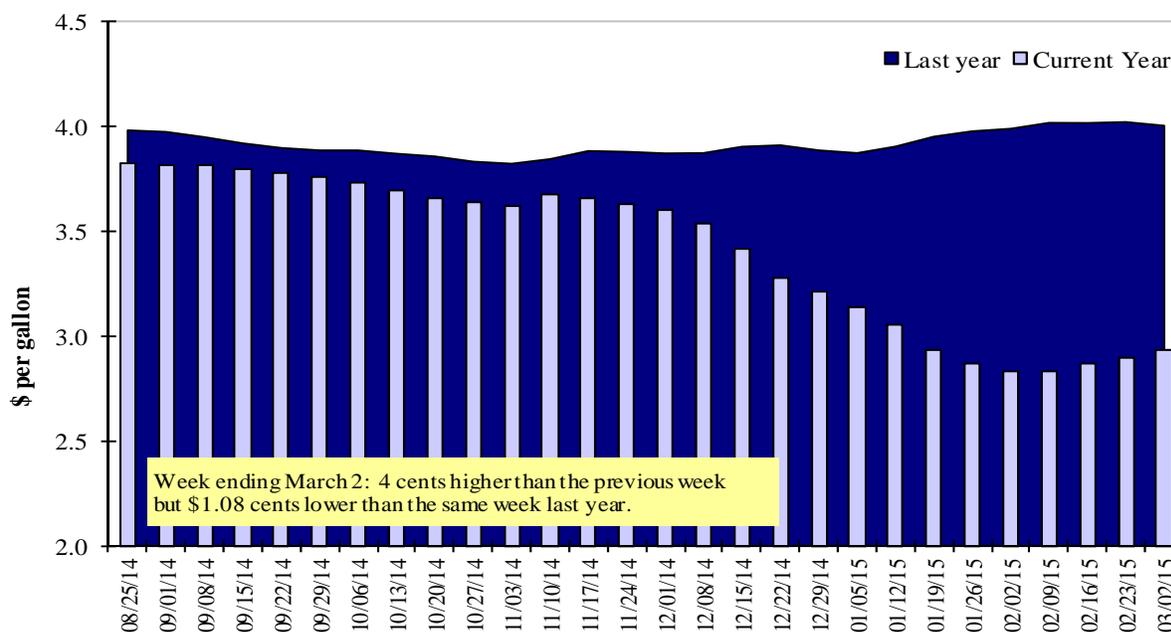
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export Balances<sup>1</sup></b>									
2/19/2015	1,543	786	1,687	865	142	5,022	17,295	6,544	28,861
This week year ago	1,696	1,105	1,596	1,122	166	5,685	18,822	7,385	31,892
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2014/15 YTD	4,958	2,726	5,277	2,851	506	16,317	17,504	40,577	74,398
2013/14 YTD	8,773	6,125	4,327	2,864	308	22,396	17,191	36,009	75,596
YTD 2014/15 as % of 2013/14	57	45	122	100	164	73	102	113	98
Last 4 wks as % of same period 2013/14	91	70	112	86	73	91	91	104	94
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293

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

<sup>2</sup> Shipped export sales to date; new marketing year in effect for 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 02/19/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
- 1,000 mt -				
Japan	7,195	7,826	(8)	10,079
Mexico	8,331	8,387	(1)	8,145
Korea	2,034	1,814	12	2,965
Colombia	2,751	1,642	68	3,461
Taiwan	1,016	966	5	1,238
<b>Top 5 Importers</b>	<b>21,326</b>	<b>20,634</b>	<b>3</b>	<b>25,887</b>
<b>Total US corn export sales</b>	<b>34,799</b>	<b>36,013</b>	<b>(3)</b>	<b>34,445</b>
% of Projected	78%	74%		
Change from prior week	716	841		
<b>Top 5 importers' share of U.S. corn export sales</b>	61%	57%		75%
<b>USDA forecast, February 2015</b>	<b>44,450</b>	<b>48,700</b>	<b>(9)</b>	
<b>Corn Use for Ethanol USDA forecast, February 2015</b>	<b>133,350</b>	<b>130,404</b>	<b>2</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 02/19/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2011-13
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	29,549	28,101	5	24,211
Mexico	2,507	2,495	0.5	2,971
Indonesia	1,310	1,690	(23)	1,895
Japan	1,447	1,440	0	1,750
Taiwan	1,107	960	15	1,055
<b>Top 5 importers</b>	<b>35,920</b>	<b>34,687</b>	<b>4</b>	<b>31,882</b>
<b>Total US soybean export sales</b>	<b>47,121</b>	<b>43,393</b>	<b>9</b>	<b>39,169</b>
% of Projected	97%	97%		
Change from prior week*	459	327		
<b>Top 5 importers' share of U.S. soybean export sales</b>	76%	80%		<b>81%</b>
<b>USDA forecast, February 2015</b>	<b>48,720</b>	<b>44,820</b>	<b>9</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)

\* Includes revisions to previous week's data.

Table 15

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

Week Ending 02/19/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,829	2,610	8	3,243
Mexico	2,441	2,571	(5)	3,066
Nigeria	1,911	2,446	(22)	2,960
Philippines	2,044	1,764	16	2,006
China	273	4,199	(93)	1,830
Brazil	1,506	3,788	(60)	1,617
Korea	1,194	1,179	1	1,552
Taiwan	905	813	11	969
Indonesia	544	755	(28)	813
Colombia	553	720	(23)	610
<b>Top 10 importers</b>	<b>14,201</b>	<b>20,846</b>	<b>(32)</b>	<b>18,665</b>
<b>Total US wheat export sales</b>	<b>21,339</b>	<b>28,081</b>	<b>(24)</b>	<b>27,696</b>
% of Projected	87%	88%		
Change from prior week*	328	365		
<b>Top 10 importers' share of U.S. wheat export sales</b>	67%	74%		67%
<b>USDA forecast, February 2015</b>	<b>24,490</b>	<b>32,010</b>	<b>(23)</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 02/26/15	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	241	394	61	1,946	1,438	135	110	100	12,436
Corn	246	253	97	969	634	153	71	74	7,781
Soybeans	216	218	99	2,837	2,943	96	89	118	12,887
<b>Total</b>	<b>703</b>	<b>865</b>	<b>81</b>	<b>5,753</b>	<b>5,016</b>	<b>115</b>	<b>92</b>	<b>105</b>	<b>33,104</b>
<b>Mississippi Gulf</b>									
Wheat	67	77	87	570	622	92	157	70	4,495
Corn	896	522	172	4,388	3,460	127	119	134	30,912
Soybeans	379	583	65	7,018	6,652	105	109	131	29,087
<b>Total</b>	<b>1,341</b>	<b>1,182</b>	<b>114</b>	<b>11,975</b>	<b>10,735</b>	<b>112</b>	<b>114</b>	<b>126</b>	<b>64,495</b>
<b>Texas Gulf</b>									
Wheat	99	50	197	409	884	46	46	48	6,120
Corn	0	0	n/a	121	111	109	142	421	580
Soybeans	0	0	n/a	182	254	72	37	72	949
<b>Total</b>	<b>99</b>	<b>50</b>	<b>197</b>	<b>712</b>	<b>1,249</b>	<b>57</b>	<b>58</b>	<b>71</b>	<b>7,649</b>
<b>Interior</b>									
Wheat	36	12	300	189	162	117	107	111	1,400
Corn	102	115	88	834	752	111	85	102	5,677
Soybeans	51	112	46	751	729	103	86	101	4,312
<b>Total</b>	<b>189</b>	<b>239</b>	<b>79</b>	<b>1,774</b>	<b>1,643</b>	<b>108</b>	<b>101</b>	<b>102</b>	<b>11,389</b>
<b>Great Lakes</b>									
Wheat	0	12	0	12	0	n/a	n/a	0	935
Corn	0	0	n/a	0	0	n/a	n/a	0	288
Soybeans	0	0	n/a	0	0	n/a	n/a	0	988
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>n/a</b>	<b>n/a</b>	<b>0</b>	<b>2,211</b>
<b>Atlantic</b>									
Wheat	28	1	2,682	59	31	188	n/a	63	553
Corn	0	0	n/a	0	13	0	0	0	816
Soybeans	18	107	17	604	593	102	101	118	2,119
<b>Total</b>	<b>46</b>	<b>108</b>	<b>43</b>	<b>662</b>	<b>637</b>	<b>104</b>	<b>107</b>	<b>106</b>	<b>3,487</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	471	546	86	3,185	3,137	102	85	81	25,939
Corn	1,244	890	140	6,312	4,971	127	86	90	46,054
Soybeans	664	1,019	65	11,392	11,173	102	140	171	50,342
<b>Total</b>	<b>2,379</b>	<b>2,455</b>	<b>97</b>	<b>20,888</b>	<b>19,280</b>	<b>108</b>	<b>116</b>	<b>130</b>	<b>122,335</b>

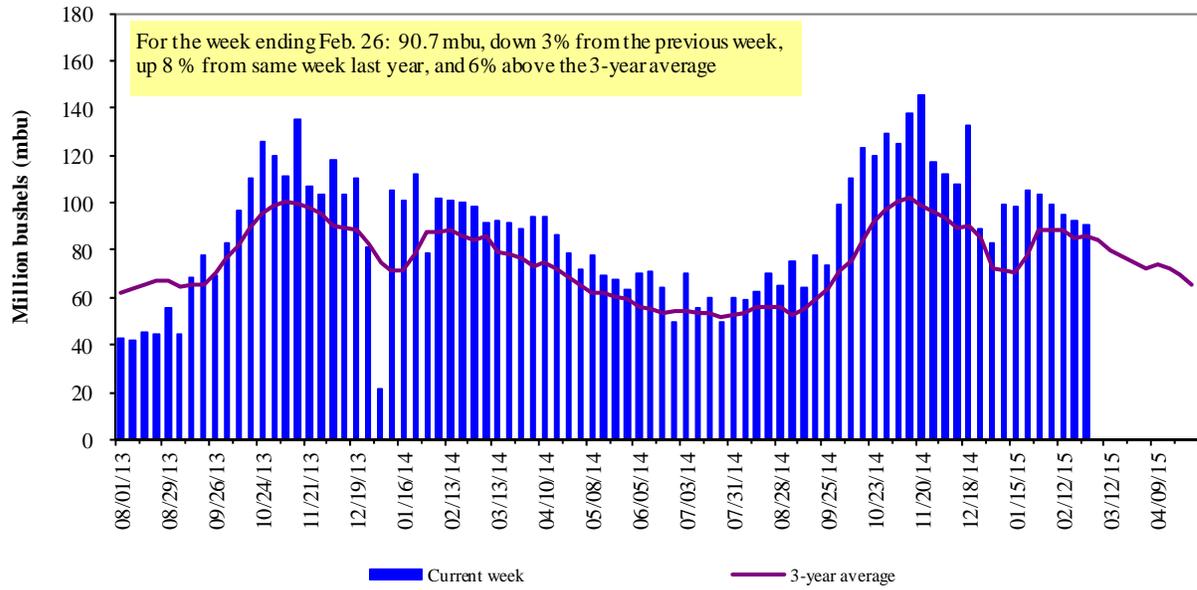
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

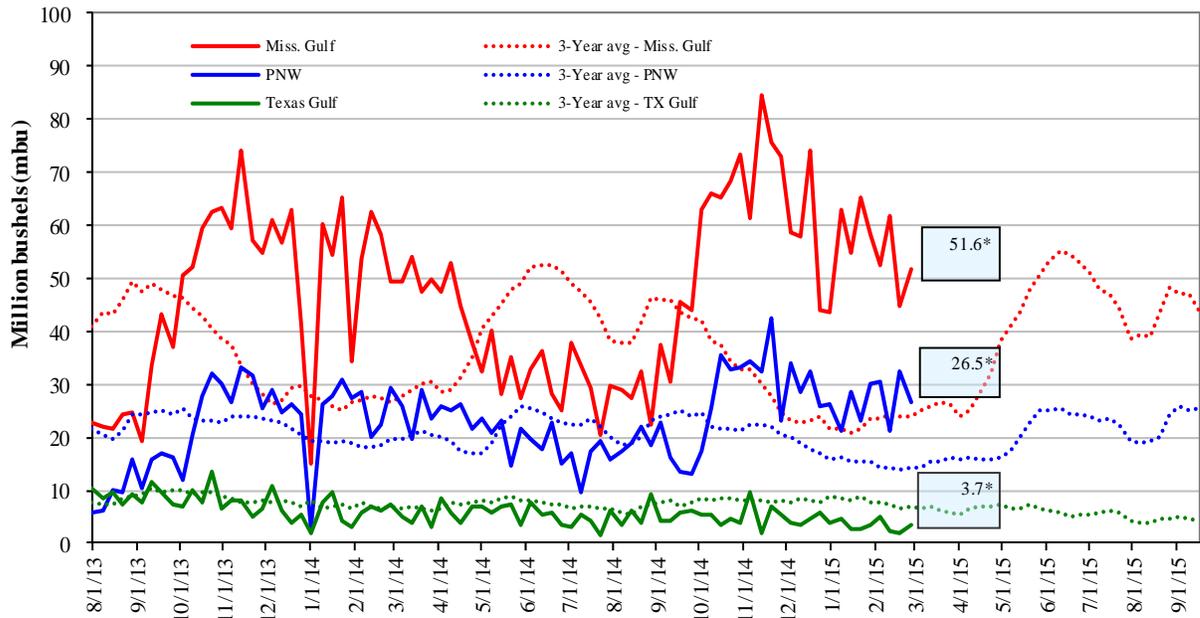


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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>Feb. 26: % change from:</b>	<b>MS Gulf</b>	<b>TX Gulf</b>	<b>U.S. Gulf</b>	<b>PNW</b>
Last week	up 15	up 97	up 19	down 18
Last year (same week)	up 4	down 49	down 3	down 10
3-yr avg. (4-wk mov. avg.)	up 18	down 28	down 13	down 1

# Ocean Transportation

Table 17

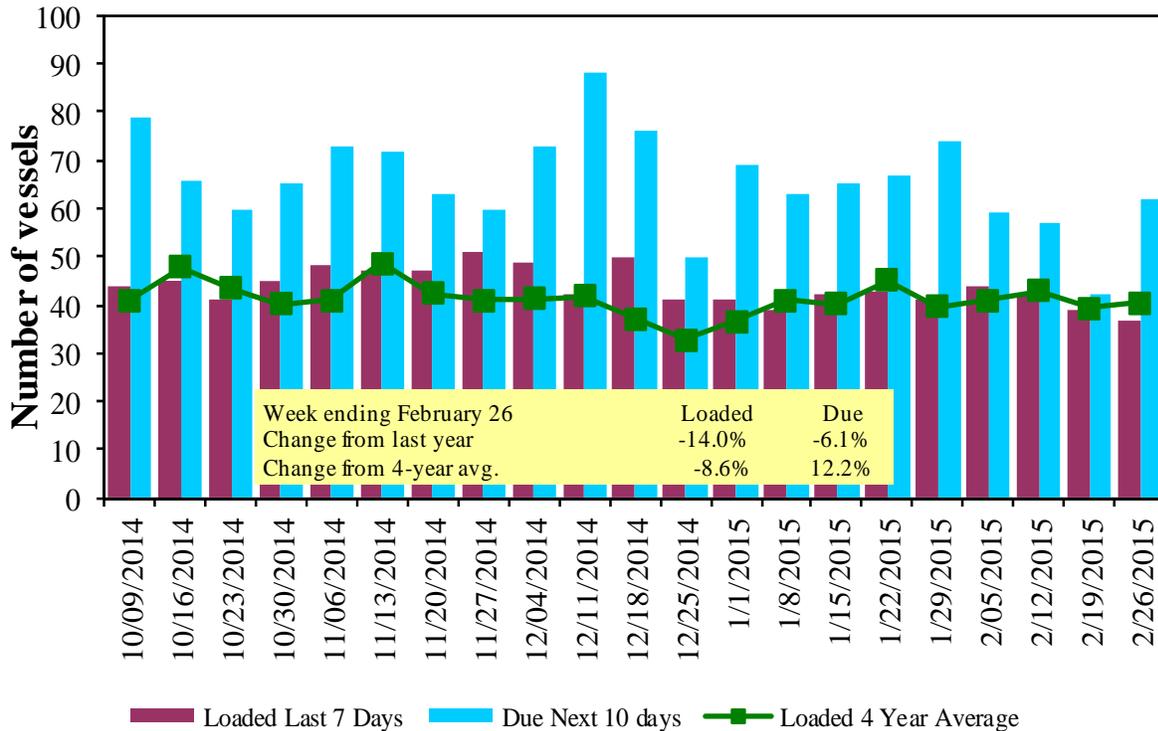
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
2/26/2015	41	37	62	18	n/a
2/19/2015	47	39	42	19	n/a
2014 range	(18..88)	(24..52)	(27..97)	(6..26)	n/a
2014 avg.	46	39	59	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

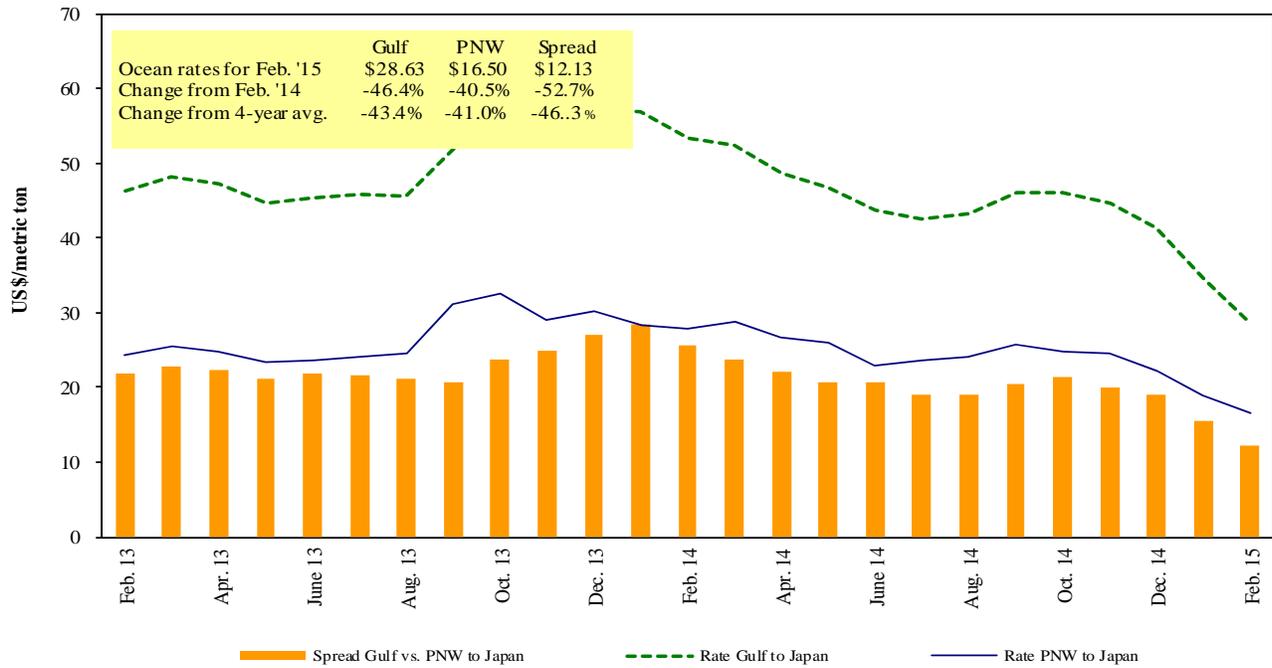
**U.S. Gulf<sup>1</sup> Vessel Loading Activity**



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 2/28/2015**

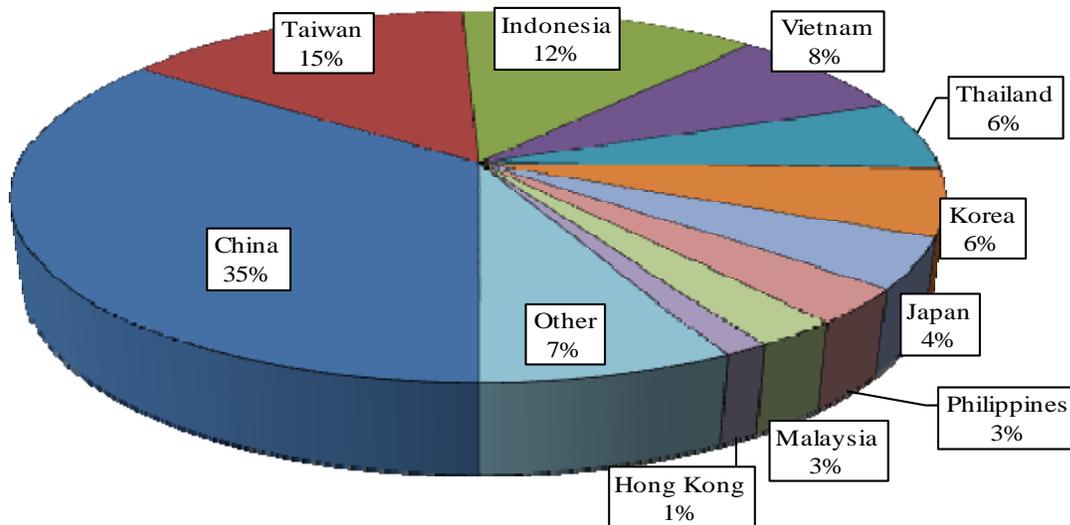
Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Feb 13/22	60,000	28.00
U.S. Gulf	China	Heavy Grain	Feb 15/20	55,000	25.50
U.S. Gulf	China	Heavy Grain	Feb 10/20	55,000	25.50
U.S. Gulf	China	Garin	Feb 1/10	55,000	33.50
U.S. Gulf	China	Heavy Grain	Feb 2/11	55,000	32.50
U.S. Gulf	Cameroon <sup>1</sup>	Sorghum	Mar 16/26	7,960	136.16
U.S. Gulf	S. Africa <sup>1</sup>	Sorghum	Mar 16/26	5,000	136.16
U.S. Gulf	Tanzania <sup>1</sup>	Wheat	Mar 16/26	12,000	136.16
U.S. Gulf	Kenya <sup>1</sup>	Sorghum	Jan 2/12	10,000	91.35
Brazil	China	Heavy Grain	Jun 1/30	60,000	22.75
Brazil	China	Grain	Apr 15/May 31	60,000	24.50
Brazil	China	Heavy Grain	Mar 17/26	60,000	21.00
Brazil	China	Heavy Grain	Mar 13/22	60,000	21.00
Brazil	China	Heavy Grain	Mar 10/15	60,000	21.50
Brazil	China	Heavy Grain	Mar 3/8	60,000	20.50
Brazil	China	Heavy Grain	Feb 25/ Mar 5	60,000	23.25
Brazil	China	Heavy Grain	Feb 25/ Mar 5	60,000	21.25
Brazil	China	Heavy Grain	Feb 25/ Mar 5	60,000	21.75
Brazil	China	Heavy Grain	Feb 10/17	60,000	23.75
Bulgaria	Egypt Med	Corn	Jan 25/30	26,750	9.25
River Plate	Dominican Republic	Soybean Meal	Mar 1/7	30,000	24.00
River Plate	Egypt	Soybeans	Feb 15/20	25,000	21.50
River Plate	South Africa	Soybean Meal	Feb 20/24	25,000	18.75

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.

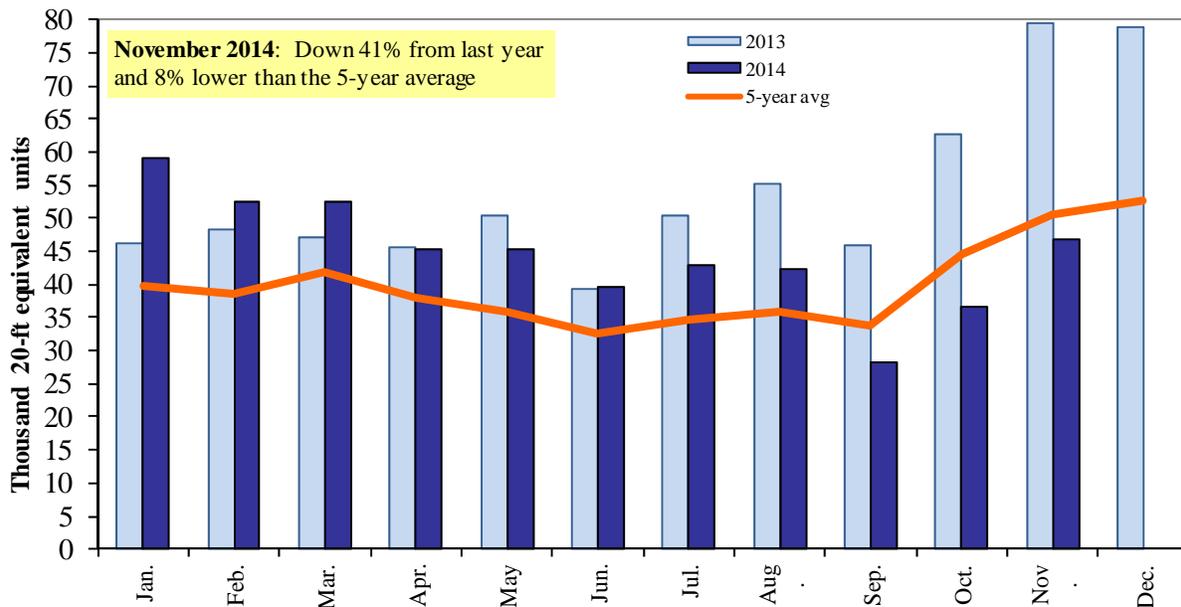
In 2013, containers were used to transport 10 percent of total U.S. waterborne grain exports, up 2 percentage points from 2012. Approximately 61 percent of U.S. waterborne grain exports in 2013 went to Asia, of which 16 percent were moved in containers. Asia is the top destination for U.S. containerized grain exports—97 percent in 2013.

**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-November, 2014**



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data  
 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

**Figure 19**  
**Monthly Shipments of Containerized Grain to Asia**



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

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

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