United States Department of Agriculture

Grain Transportation Report

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

Contact Us

April 2, 2015

Contents

The next release is April 9, 2015

WEEKLY HIGHLIGHTS

Average U.S. Diesel Price Fell for Three Consecutive Weeks
For the week ending March 30, the U.S. average diesel price continued to decrease, reaching $2.82 per gallon, 4 cents lower than the previous week, and $1.12 lower than during the same week a year ago. The average diesel price has fallen 12 cents since the week ending March 9. This is the lowest price since the week ending February 15, 2010. In recent years, the average diesel price reached a seasonal record low in the beginning of February. However, this year the average diesel price increased in early February due to several outages at West Coast refineries and higher crude price, but has since declined. The current decline in diesel price is attributed to the prevailing lower crude oil price.

Upper Mississippi River Opens for Navigation Season
On March 25, the U.S. Army Corps of Engineers reported the start of the 2015 Upper Mississippi River navigation season when the first barge tow transited Lock and Dam 2, near Hastings, MN. The first tow contained nine barges of fertilizers. The earliest date for an up-bound tow to reach Lock and Dam 2 is March 4, but is a three-way tie between the years 1983, 1984, and 2000. Last year, the navigation season was delayed until April 16 due to historic ice thickness on Lake Pepin, south of Red Wing, MN. The average start date of the navigation season is March 22. For the week ending March 28, 729 barges moved up-bound through Mississippi River Locks 27 (north of St. Louis, MO), of which 321 were empty (being positioned for down-bound movements) and 150 contained fertilizers.

Total Grain Inspections Down but Soybeans Increase
For the week ending March 26, **total inspections of grain** (corn, wheat, soybeans) from all major export regions reached 1.77 million metric tons (mmt), down 15 percent from the past week, 24 percent below last year, and 11 percent below the 3-year average. Despite the decrease in total grain inspected, soybean inspections increased 29 percent from the past week, as shipments to Asia rebounded. The increase in soybeans, however, did not offset the respective 41 and 23 percent drop in wheat and corn inspections. Grain inspections were down 13 percent in the Mississippi Gulf, but down only 2 percent in the Pacific Northwest.

Canadian Grain Mandate Expires
After being extended twice, the Canadian Government did not renew its grain hauling mandate for Canadian Pacific Railway and Canadian National Railway that expired on March 28. The mandate was enacted as a result of grain backlogs on the railroads following the record 2013/14 harvest. In place since March 7, 2014, it set minimum weekly volumes of grain that the two railroads were required to move. The Canadian Government stated the mandate had succeeded in bringing the grain backlog under control.

Snapshots by Sector

Export Sales
During the week ending March 12, **unshipped balances** of wheat, corn, and soybeans totaled 24.9 mmt, 14 percent lower than at the same time last year. **Corn export sales** reached 0.435 mmt, down 13 percent and **wheat export sales** of 0.102 mmt, a marketing year low, decreased 74 percent from the previous week. **Soybean export sales** of 0.506 mmt increased 48 percent from the previous week.

Rail
U.S. railroads originated 24,087 **carloads of grain** during the week ending March 21, up 6 percent from last week, 22 percent from last year, and 23 percent from the 3-year average.

During the week ending March 26, average April shuttle **secondary railcar bids/offers per car** were $66 below tariff, up $3 from last week and $2,603 lower than last year. Non-shuttle secondary railcar bids/offers were $82 below tariff, down $32 from last week and $1,957 lower than last year.

Barge
During the week ending March 28, **barge grain movements** totaled 622,758 tons—12 percent higher than the previous week and 23 percent lower than the same period last year.

During the week ending March 28, 385 grain barges **moved down river**, up 10 percent from last week; 623 grain barges were **unloaded in New Orleans**, up 31 11 percent from the previous week.

Ocean
During the week ending March 26, 30 **ocean-going grain vessels** were loaded in the Gulf, 32 percent less than the same period last year. Sixty-four vessels are expected to be loaded within the next 10 days, 3 percent more than the same period last year.

During the week ending March 27, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $32 per mt, unchanged from the previous week. The cost of shipping from the PNW to Japan was $18 per mt, unchanged from the previous week.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* April 2, 2015.
Web: http://dx.doi.org/10.9752/TS056.04-02-2015

Feature Article/Calendar

April 22-25, 2015	California Grain & Feed Association	Monterrey, CA	916-441-2272
April 27-30, 2015	Inland River Ports and Terminals Conference	Shreveport, LA	www.irpt.net
April 29-1, 2015	Texas Grain and Feed Association Meeting and Expo	Omni Bayfront Hotel, Corpus Christi, TX	817-336-7875
May 4-8, 2015	Intl. Assn. of Operative Millers	Palm Springs, CA	913-338-3377
May 13-14, 2015	19th Annual Distillers Grain Symposium	Sheraton Crown Center, Kansas City, MO	515-294-4019
May 14, 2015	Inland Waterways Users Board Meeting	Galveston,TX	http://www.iwr.usace.army.mil
May 19 - 20, 2015	Global Grain North America 2015	The Westin Chicago River North	http://www.globalgrainevents.com/north-america/details.html
June 1-4, 2015	International Fuel Ethanol Workshop/Expo	Minneapolis, MN	701-738-4912
June 9, 2015	The International Grain Council Conference	London, England	www.igc.int/en/conference/confhome.aspx
June 24-26, 2015	AgTC's 2015 Annual Meeting	San Francisco, CA	www.agtrans.org
June 24-26, 2015	98th Annual Pacific Northwest Grain and Feed Association Convention	Sun Valley Resort, Sun Valley, ID	503-227-0234
July 9-11, 2015	Florida Feed Association Inc.	Bonita Springs, FL	863-533-1535
July 12-15, 2015	Texas Seed Trade Association Annual Convention and Production & Research Conference	Austin, TX	www.texasseedtrade.com
July 27-29, 2015	USGC 55th Annual Board of Delegates Meeting	Denver, CO	www.grains.org
July 28-30	NGFA Elevator Design Conference	Kansas City, MO	800-728-7511
Aug. 3-6, 2015	Grain Quality and Food Safety Conference	Hilton Garden Inn, Manhattan, KS	319-230-6348
Aug. 4-5, 2015	Ag Transportation Summit: Transportation Capacity - Overcoming the Challenges	Rosemont, IL	National Grain and Feed Association and Soy Transportation Coalition

Grain Transportation Indicators

Table 1
Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
04/01/15	190	241	202	235	143	128
03/25/15	192	245	201	242	143	128

[1]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

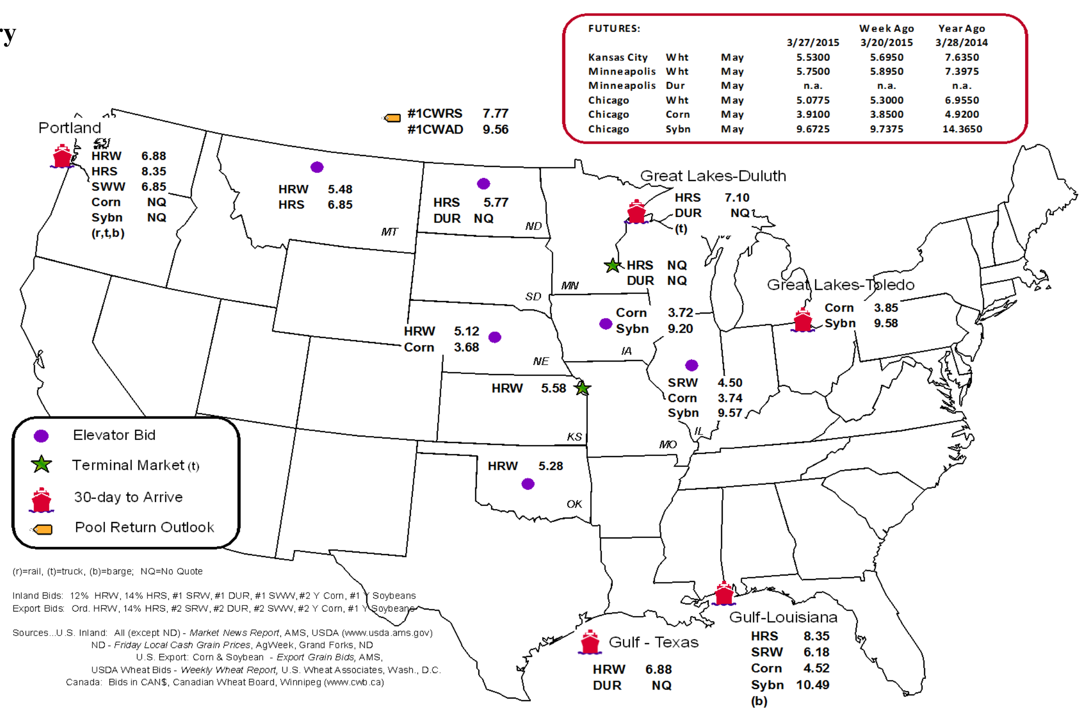
Table 2
Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

Commodity	Origin--Destination	3/27/2015	3/20/2015
Corn	IL--Gulf	-0.78	-0.77
Corn	NE--Gulf	-0.84	-0.81
Soybean	IA--Gulf	-1.29	-1.26
HRW	KS--Gulf	-1.30	-1.30
HRS	ND--Portland	-2.58	-2.70

Note: nq = no quote
Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1
Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
3/25/2015[p]	320	1,209	6,866	482	8,877	3/21/2015	1,540
3/18/2015[r]	633	1,581	6,615	641	9,470	3/14/2015	1,967
2015 YTD[r]	8,733	14,699	67,969	9,262	100,663	2015 YTD	19,167
2014 YTD[r]	14,191	18,736	62,335	10,274	105,536	2014 YTD	20,393
2015 YTD as % of 2014 YTD	62	78	109	90	95	% change YTD	94
Last 4 weeks as % of 2014[2]	43	97	126	58	103	Last 4wks % 2014	99
Last 4 weeks as % of 4-year avg.[2]	72	103	140	89	122	Last 4wks % 4 yr	98
Total 2014	44,621	83,674	256,670	32,107	417,072	Total 2014	96,467
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	71,397

[1] Data is incomplete as it is voluntarily provided

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

[3] Cross- border weekly data is aproximately 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

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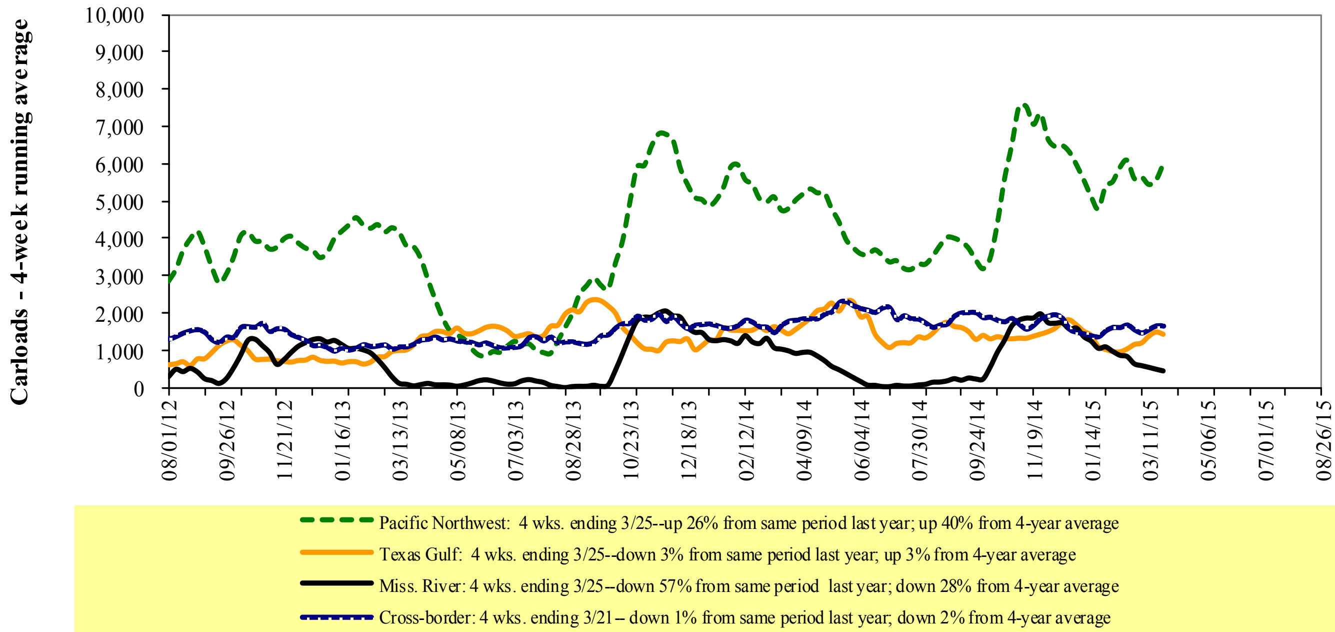
Railroads originate approximately 29 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

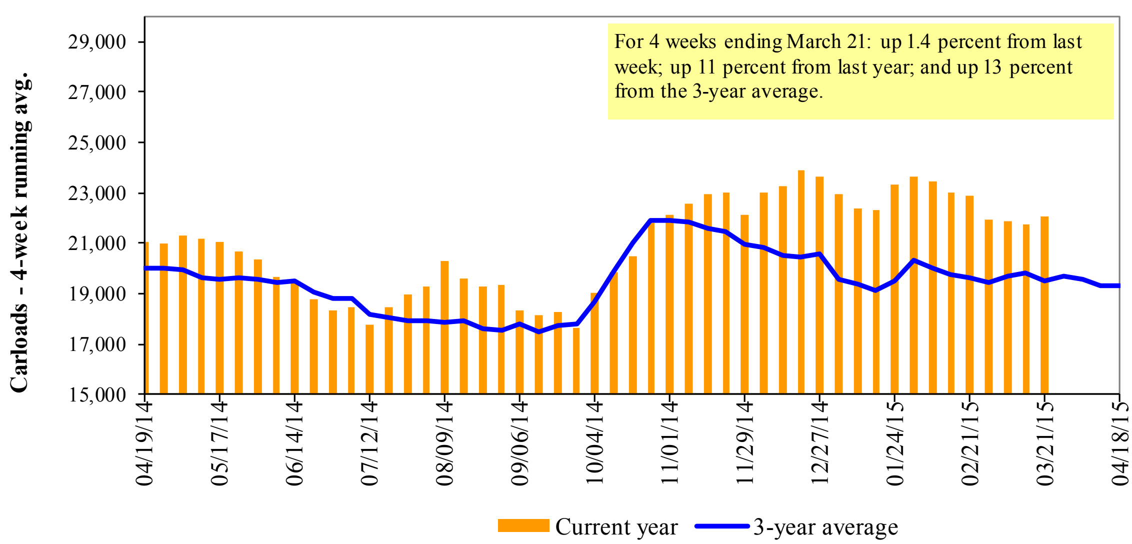
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
03/21/15	2,333	3,172	12,310	672	5,600	24,087	4,075	3,698
This week last year	1,995	2,660	8,576	914	5,609	19,754	4,750	5,168
2015 YTD	23,810	33,404	121,451	9,201	62,337	250,203	45,708	47,517
2014 YTD	21,971	32,628	94,735	10,665	64,322	224,321	42,773	51,258
2015 YTD as % of 2014 YTD	108	102	128	86	97	112	107	93
Last 4 weeks as % of 2014[1]	96	92	129	88	93	108	112	98
Last 4 weeks as % of 3-yr avg.[2]	103	103	115	130	112	112	121	88
Total 2014	103,331	153,771	482,431	47,510	297,969	1,085,012	242,616	276,322

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

[2]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[1] ($/car)[2]

Week ending 3/26/2015	Delivery period							
	Apr-15	Apr-14	May-15	May-14	Jun-15	Jun-14	Jul-15	Jul-14
BNSF[3]								
COT grain units	no bids	no offer	no bids	no offer	5	no offer	9	no offer
COT grain single-car[5]	6	no offer	4	no offer	25	no offer	37 . . 150	no offer
UP[4]								
GCAS/Region 1	no bids	no offer	no bids	no offer	no bids	112	n/a	n/a
GCAS/Region 2	no bids	no offer	no bids	no offer	no bids	408	n/a	n/a

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

[2]Average premium/discount to tariff, last auction

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

[4]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.

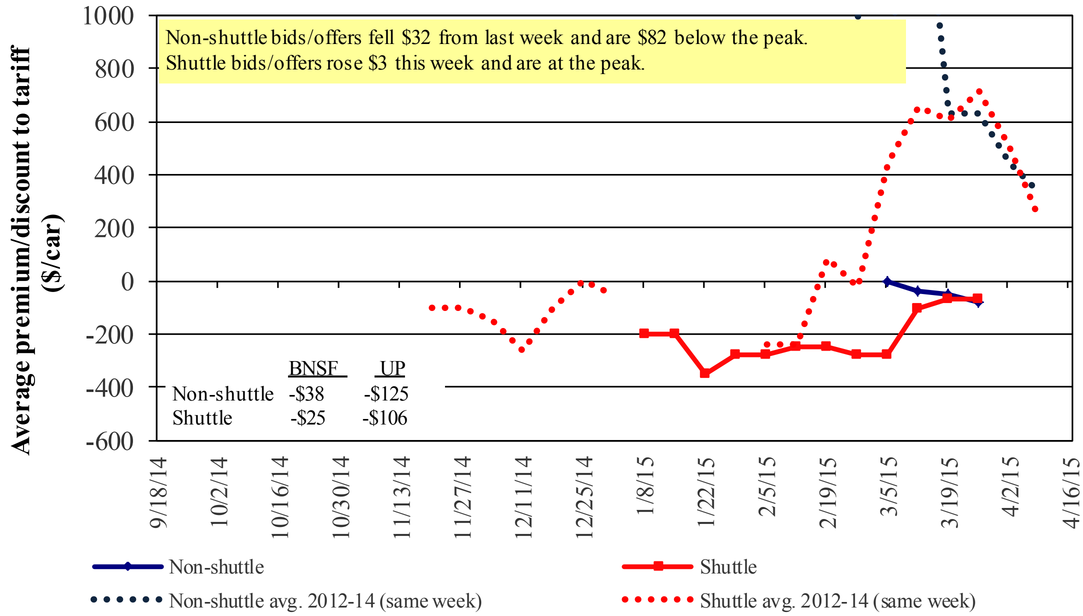
[5]Range is shown because average is not available. Not available = n/a.

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 April 2015, Secondary Market

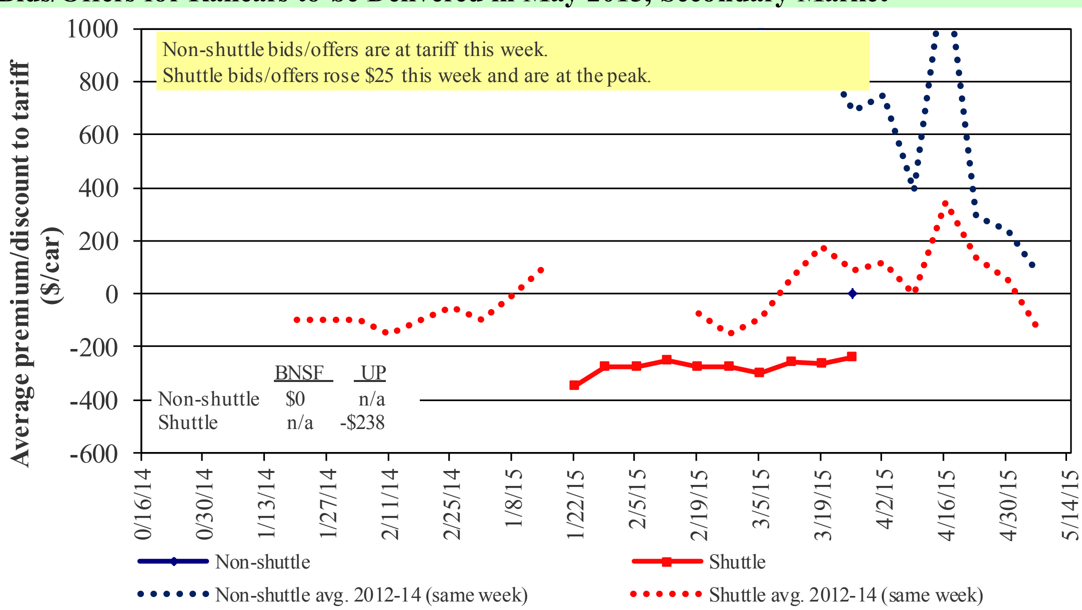


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

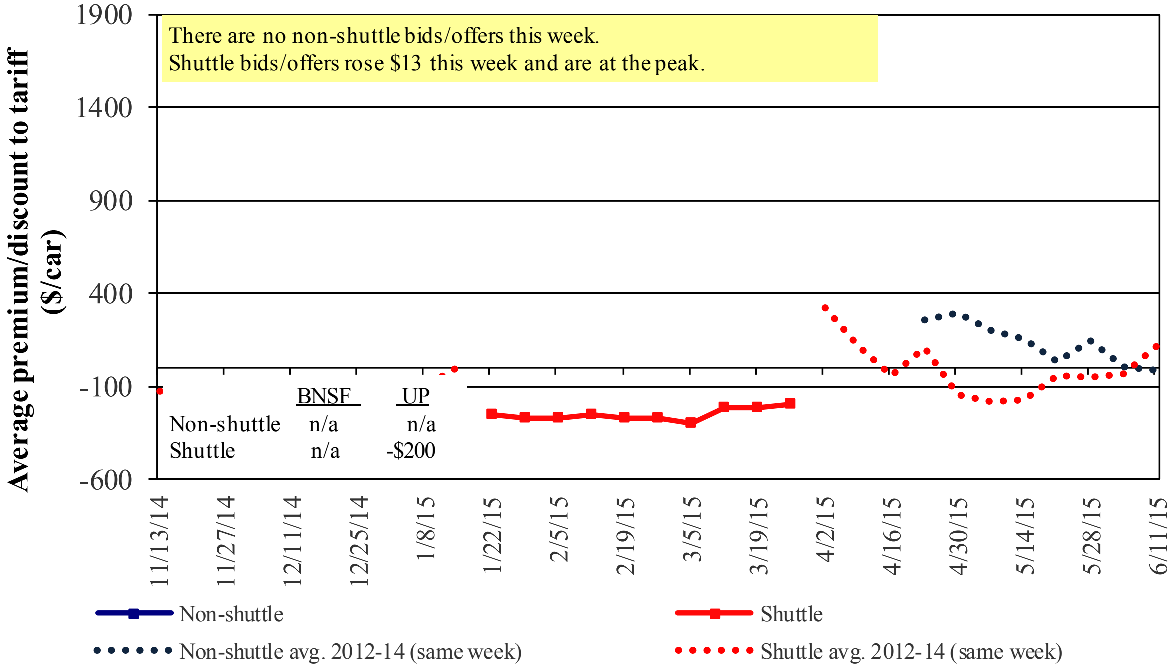


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Railcar Market ($/car)[1]

Week ending	Delivery period					
3/26/2015	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Non-shuttle						
BNSF-GF	(38)	-	n/a	n/a	n/a	n/a
Change from last week	(38)	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(2,038)	(1,500)	n/a	n/a	n/a	n/a
UP-Pool	(125)	n/a	n/a	n/a	n/a	n/a
Change from last week	(25)	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(1,875)	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	(25)	n/a	n/a	(38)	n/a	n/a
Change from last week	(88)	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(3,225)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(106)	(238)	(200)	(200)	(200)	n/a
Change from last week	94	(13)	13	13	13	n/a
Change from same week 2014	(1,981)	(1,038)	n/a	n/a	n/a	n/a

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

[2]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[1]

Effective date: 4/1/2015	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,387	$81	$34.44	$0.94	3
	Grand Forks, ND	Duluth-Superior, MN	$3,596	$27	$35.98	$0.98	-2
	Wichita, KS	Los Angeles, CA	$6,244	$138	$63.37	$1.72	-7
	Wichita, KS	New Orleans, LA	$4,026	$142	$41.39	$1.13	1
	Sioux Falls, SD	Galveston-Houston, TX	$5,824	$113	$58.96	$1.60	-6
	Northwest KS	Galveston-Houston, TX	$4,293	$156	$44.18	$1.20	0
	Amarillo, TX	Los Angeles, CA	$4,492	$217	$46.76	$1.27	-2
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,328	$161	$34.65	$0.88	-2
	Toledo, OH	Raleigh, NC	$5,555	$191	$57.06	$1.45	12
	Des Moines, IA	Davenport, IA	$2,168	$34	$21.87	$0.56	2
	Indianapolis, IN	Atlanta, GA	$4,761	$143	$48.70	$1.24	12
	Indianapolis, IN	Knoxville, TN	$4,104	$92	$41.67	$1.06	14
	Des Moines, IA	Little Rock, AR	$3,308	$100	$33.84	$0.86	-1
	Des Moines, IA	Los Angeles, CA	$4,852	$292	$51.08	$1.30	-13
Soybeans	Minneapolis, MN	New Orleans, LA	$3,664	$142	$37.79	$1.03	-1
	Toledo, OH	Huntsville, AL	$4,676	$135	$47.78	$1.30	20
	Indianapolis, IN	Raleigh, NC	$5,625	$192	$57.76	$1.57	12
	Indianapolis, IN	Huntsville, AL	$4,368	$92	$44.29	$1.21	24
	Champaign-Urbana, IL	New Orleans, LA	$3,974	$161	$41.06	$1.12	0
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,678	$79	$37.31	$1.02	-6
	Wichita, KS	Galveston-Houston, TX	$3,471	$62	$35.08	$0.95	-13
	Chicago, IL	Albany, NY	$4,723	$179	$48.68	$1.32	13
	Grand Forks, ND	Portland, OR	$5,159	$137	$52.59	$1.43	-8
	Grand Forks, ND	Galveston-Houston, TX	$6,084	$142	$61.83	$1.68	-7
	Northwest KS	Portland, OR	$5,260	$256	$54.77	$1.49	-2
Corn	Minneapolis, MN	Portland, OR	$5,000	$167	$51.31	$1.30	-9
	Sioux Falls, SD	Tacoma, WA	$4,960	$153	$50.77	$1.29	-9
	Champaign-Urbana, IL	New Orleans, LA	$3,147	$161	$32.85	$0.83	-3
	Lincoln, NE	Galveston-Houston, TX	$3,510	$89	$35.74	$0.91	-7
	Des Moines, IA	Amarillo, TX	$3,690	$126	$37.89	$0.96	-2
	Minneapolis, MN	Tacoma, WA	$5,000	$165	$51.29	$1.30	-9
	Council Bluffs, IA	Stockton, CA	$4,400	$171	$45.39	$1.15	-11
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,520	$153	$56.33	$1.53	-8
	Minneapolis, MN	Portland, OR	$5,530	$167	$56.57	$1.54	-9
	Fargo, ND	Tacoma, WA	$5,430	$136	$55.27	$1.50	-7
	Council Bluffs, IA	New Orleans, LA	$3,800	$186	$39.58	$1.08	-14
	Toledo, OH	Huntsville, AL	$3,851	$135	$39.59	$1.08	26
	Grand Island, NE	Portland, OR	$5,100	$262	$53.25	$1.45	-6

[1]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.

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

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

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: 4/1/2015				Fuel			Percent
	Origin		Tariff	surcharge	Tariff plus surcharge per:		change
Commodity	**state**	**Destination region**	**rate/car[1]**	**per car[2]**	**metric ton[3]**	**bushel[3]**	**Y/Y[4]**
Wheat	MT	Chihuahua, CI	$6,960	$145	$72.59	$1.97	2
	OK	Cuautitlan, EM	$6,565	$176	$68.87	$1.87	-2
	KS	Guadalajara, JA	$7,010	$170	$73.36	$1.99	-4
	TX	Salinas Victoria, NL	$3,885	$66	$40.38	$1.10	0
Corn	IA	Guadalajara, JA	$8,349	$200	$87.34	$2.22	-3
	SD	Celaya, GJ	$7,656	$189	$80.16	$2.03	-7
	NE	Queretaro, QA	$7,568	$177	$79.14	$2.01	-4
	SD	Salinas Victoria, NL	$5,880	$144	$61.55	$1.56	-7
	MO	Tlalnepantla, EM	$6,920	$172	$72.47	$1.84	-5
	SD	Torreon, CU	$6,922	$159	$72.35	$1.84	-4
Soybeans	MO	Bojay (Tula), HG	$8,311	$168	$86.64	$2.36	-1
	NE	Guadalajara, JA	$8,872	$193	$92.61	$2.52	-2
	IA	El Castillo, JA	$9,155	$188	$95.47	$2.60	-3
	KS	Torreon, CU	$7,189	$120	$74.67	$2.03	-1
Sorghum	TX	Guadalajara, JA	$7,253	$123	$75.37	$1.91	-1
	NE	Celaya, GJ	$7,287	$172	$76.21	$1.93	-6
	KS	Queretaro, QA	$6,845	$108	$71.04	$1.80	-2
	NE	Salinas Victoria, NL	$5,550	$126	$58.00	$1.47	-4
	NE	Torreon, CU	$6,518	$141	$68.04	$1.73	-3

[1]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.

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

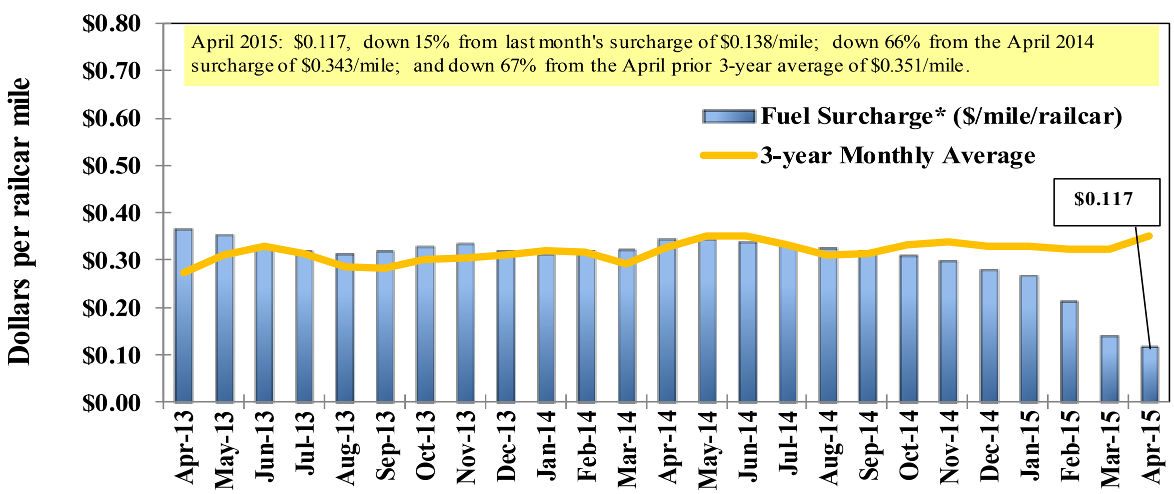
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4]Percentage change year over year calculated using tariff rate plus fuel surchage

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]



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

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

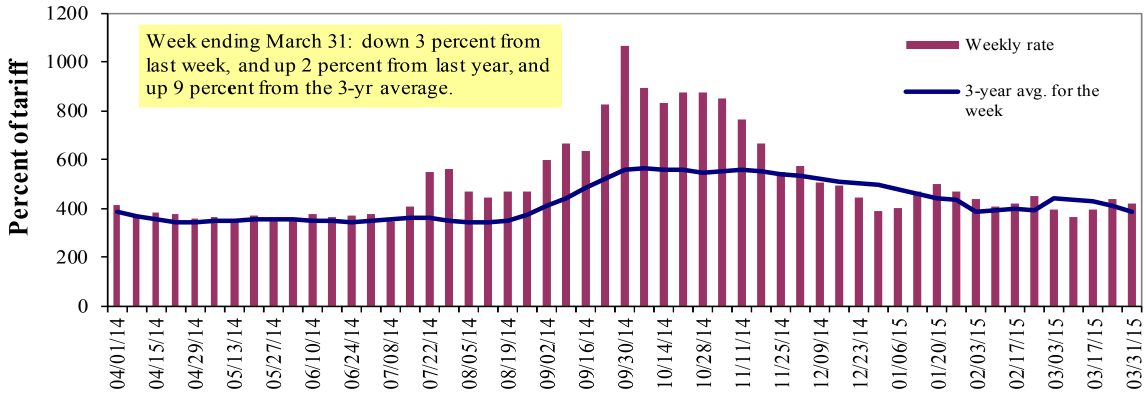
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]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
Rate[1]	3/31/2015	440	413	423	343	355	355	310
	3/24/2015	-	-	435	383	324	324	291
$/ton	3/31/2015	-	-	19.63	13.69	16.65	14.34	9.73
	3/24/2015	-	-	20.18	15.28	15.20	13.09	9.14
Current week % change from the same week:								
	Last year	-	-2	2	14	6	6	24
	3-year avg. [2]	-	-	9	12	11	11	24
Rate[1]	April	413	385	380	292	305	305	255
	June	375	355	365	255	263	263	230

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds

Source: Transportation & Marketing Programs/AMS/USDA

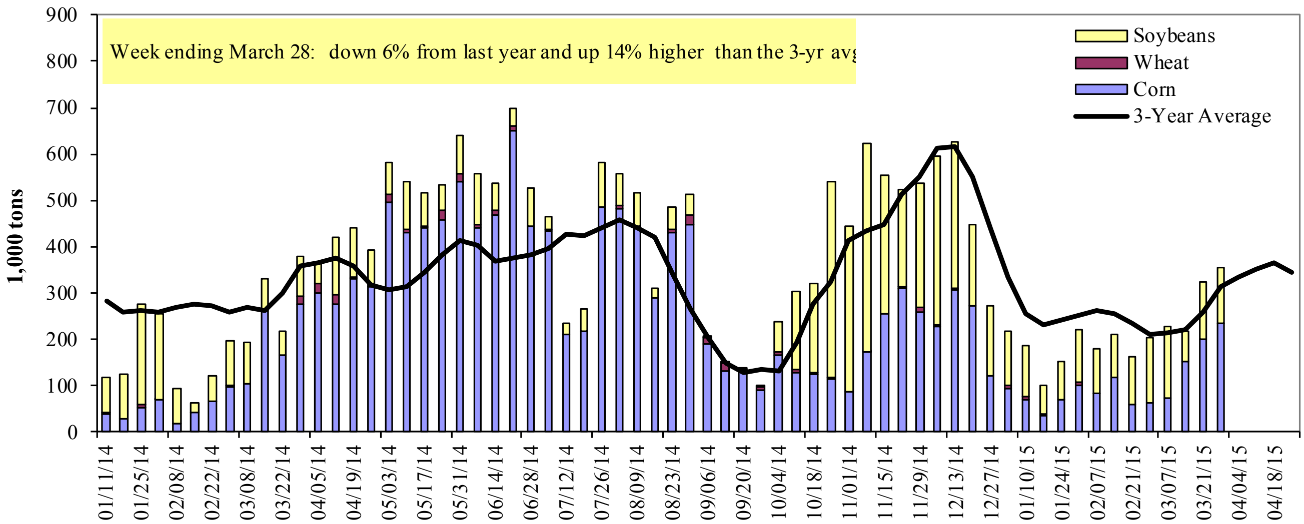
Figure 9
Benchmark tariff rates

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

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

Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

Week ending 03/28/2015	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	11	0	2	0	12
Winfield, MO (L25)	73	0	99	0	171
Alton, IL (L26)	227	3	111	0	341
Granite City, IL (L27)	235	4	119	0	357
Illinois River (L8)	151	3	22	0	176
Ohio River (L52)	155	4	56	0	214
Arkansas River (L1)	7	17	17	11	52
Weekly total - 2015	397	24	191	11	623
Weekly total - 2014	588	66	141	11	806
2015 YTD[1]	3,223	260	3,062	58	6,604
2014 YTD	3,905	356	3,063	46	7,371
2015 as % of 2014 YTD	83	73	100	125	90
Last 4 weeks as % of 2014[2]	61	49	131	125	75
Total 2014	20,693	2,181	11,813	258	34,946

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

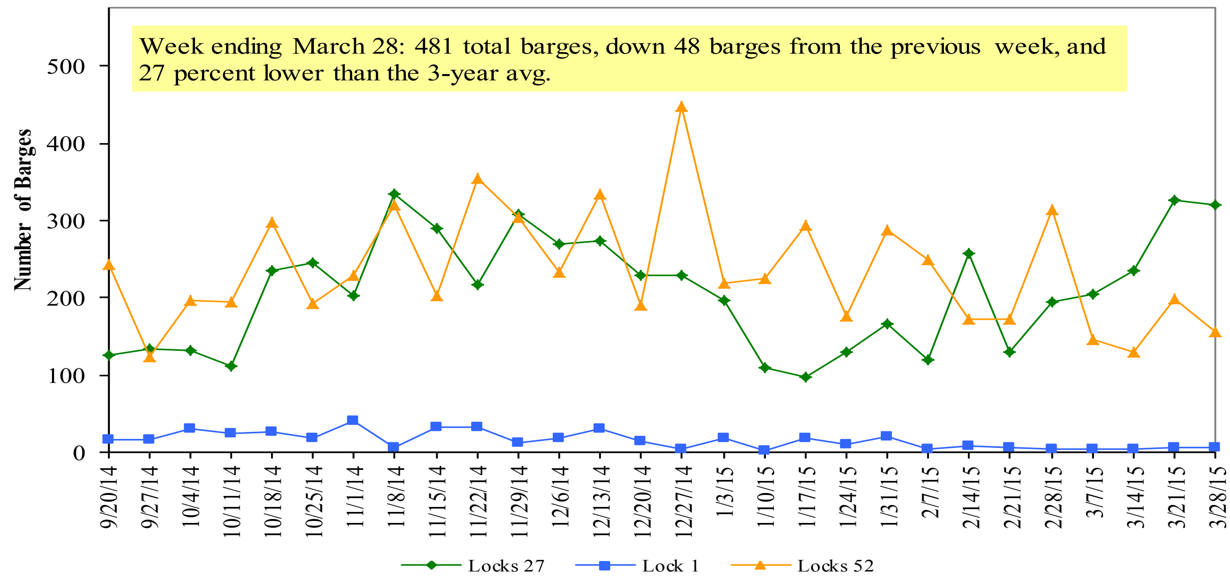
[2] As a percent of same period in 2014.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

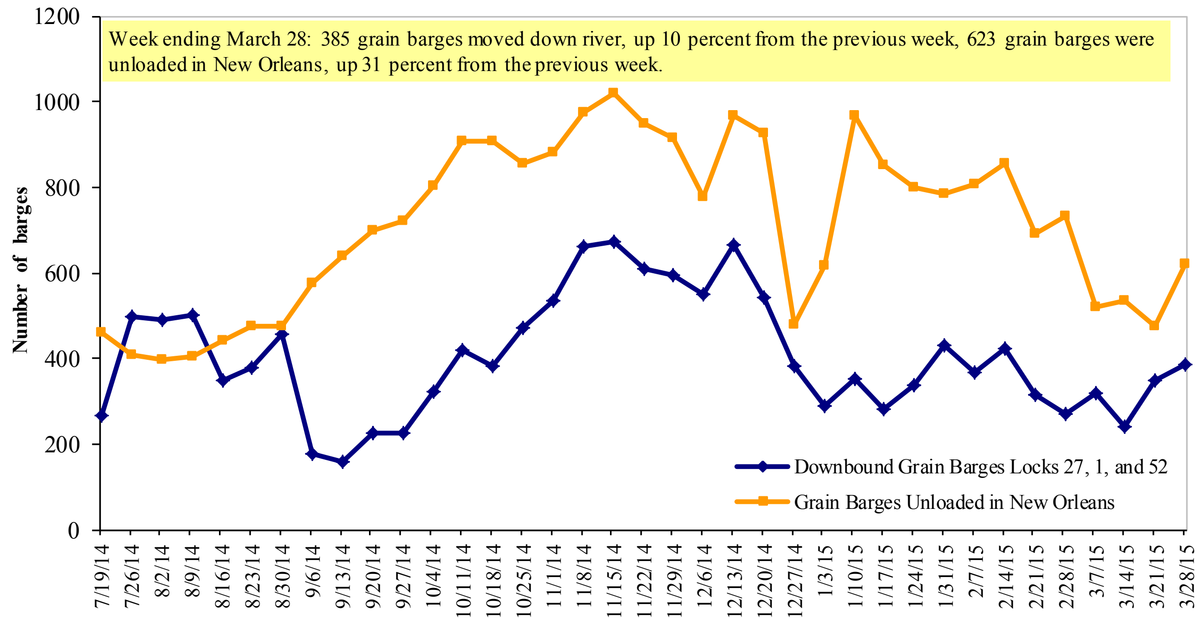
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 03/30/2014 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.992	-0.035	-1.102
	New England	3.164	-0.036	-1.091
	Central Atlantic	3.179	-0.052	-1.062
	Lower Atlantic	2.815	-0.022	-1.140
II	Midwest[2]	2.727	-0.041	-1.232
III	Gulf Coast[3]	2.675	-0.040	-1.129
IV	Rocky Mountain	2.743	-0.024	-1.232
V	West Coast	2.945	-0.056	-1.045
	West Coast less California	2.758	-0.057	-1.150
	California	3.096	-0.056	-0.964
Total	U.S.	2.824	-0.040	-1.151

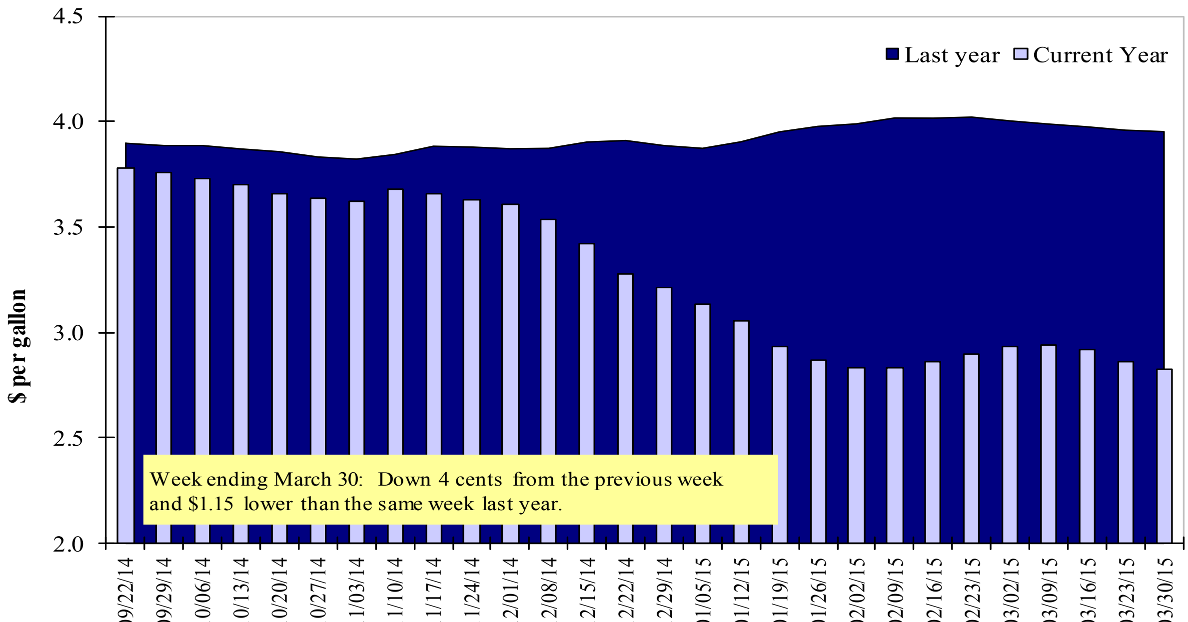
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

Week ending	HRW	SRW	HRS	SWW	DUR	All wheat	Corn	Soybeans	Total
	Wheat								
Export Balances[1]									
3/19/2015	1,468	687	1,656	606	111	4,528	15,176	5,242	24,946
This week year ago	1,706	939	1,632	1,037	147	5,461	18,974	4,609	29,044
Cumulative exports-marketing year[2]									
2014/15 YTD	5,590	2,979	5,849	3,235	567	18,220	21,806	43,239	83,265
2013/14 YTD	9,506	6,427	4,911	3,273	338	24,456	21,309	39,835	85,600
YTD 2014/15 as % of 2013/14	59	46	119	99	168	75	102	109	97
Last 4 wks as % of same period 2013/14	96	76	104	67	88	89	84	124	91
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293

[1] Current unshipped export sales to date

[2] Shipped export sales to date; new marketing year in effect for 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[1] of U.S. Corn

Week ending 03/19/2015	Total Commitments[2] 2014/15 Current MY	Total Commitments[2] 2013/14 Last MY	% change current MY from last MY	Exports[3] 3-year avg 2011-2013
	- 1,000 mt -			- 1,000 mt -
Japan	7,975	8,604	(7)	10,079
Mexico	8,802	9,210	(4)	8,145
Korea	2,385	2,410	(1)	2,965
Colombia	3,148	2,299	37	3,461
Taiwan	1,230	1,272	(3)	1,238
Top 5 Importers	**23,541**	**23,794**	**(1.1)**	**25,887**
Total US corn export sales	**36,982**	**40,293**	**(8)**	**34,445**
% of Projected	81%	83%		
Change from prior week	435	1,382		
Top 5 importers' share of U.S. corn export sales	64%	59%		75%
USDA forecast, March 2015	**45,720**	**48,700**	**(6)**	
Corn Use for Ethanol USDA forecast, March 2015	**132,080**	**130,404**	**1**	

(n) indicates negative number.

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

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

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

Table 14

Top 5 Importers[1] of U.S. Soybeans

Week Ending 03/19/2015	Total Commitments[2] 2014/15 Current MY	2013/14 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2011-13
	- 1,000 mt -			- 1,000 mt -
China	29,919	27,647	8	24,211
Mexico	2,759	2,905	(5)	2,971
Indonesia	1,512	1,889	(20)	1,895
Japan	1,577	1,630	(3)	1,750
Taiwan	1,113	1,042	7	1,055
Top 5 importers	**36,880**	**35,112**	**5**	**31,882**
Total US soybean export sales	**48,482**	**44,444**	**9**	**39,169**
% of Projected	100%	99%		
Change from prior week*	506	12		
Top 5 importers' share of U.S. soybean export sales	76%	79%		**81%**
USDA forecast, March 2015	**48,720**	**44,820**	**9**	

(n) indicates negative number.

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

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

[3] FAS Marketing Year 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[1] of All U.S. Wheat

Week Ending 03/19/2015	Total Commitments[2] 2014/15 Current MY	2013/14 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2011-2013
	- 1,000 mt -			- 1,000 mt -
Japan	2,963	2,811	5	3,243
Mexico	2,653	2,859	(7)	3,066
Nigeria	1,906	2,628	(27)	2,960
Philippines	2,210	1,931	14	2,006
China	413	4,259	(90)	1,830
Brazil	1,534	3,910	(61)	1,617
Korea	1,208	1,216	(1)	1,552
Taiwan	981	950	3	969
Indonesia	629	882	(29)	813
Colombia	547	723	(24)	610
Top 10 importers	**15,042**	**22,168**	(32)	**18,665**
Total US wheat export sales	**22,748**	**29,916**	**(24)**	**27,696**
% of Projected	93%	93%		
Change from prior week*	102	401		
Top 10 importers' share of U.S. wheat export sales	66%	74%		67%
USDA forecast, March 2015	**24,490**	**32,010**	**(23)**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

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

[3] FAS Marketing Year 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 03/26/15	Previous Week[1]	Current Week as % of Previous	2015 YTD[1]	2014 YTD[1]	2015 YTD as % of 2014 YTD	Last 4-weeks as % of 2014	Last 4-weeks as % of 3-yr. avg.	Total[1] 2014
Pacific Northwest									
Wheat	157	223	71	2,898	2,550	114	80	88	12,436
Corn	248	374	66	2,168	1,133	191	240	244	7,781
Soybeans	311	136	230	3,578	4,120	87	63	84	12,887
Total	**717**	**732**	**98**	**8,644**	**7,804**	**111**	**102**	**118**	**33,104**
Mississippi Gulf									
Wheat	149	114	130	975	943	103	126	62	4,495
Corn	376	471	80	6,287	6,448	98	64	98	30,912
Soybeans	280	337	83	8,394	8,596	98	71	114	29,087
Total	**805**	**922**	**87**	**15,656**	**15,987**	**98**	**70**	**97**	**64,495**
Texas Gulf									
Wheat	16	129	12	796	1,482	54	65	77	6,120
Corn	23	31	73	175	143	122	167	91	580
Soybeans	0	0	n/a	182	254	72	n/a	0	949
Total	**39**	**160**	**24**	**1,153**	**1,880**	**61**	**70**	**79**	**7,649**
Interior									
Wheat	12	39	30	282	246	115	82	102	1,400
Corn	92	96	96	1,273	1,194	107	88	89	5,677
Soybeans	65	49	134	1,008	1,151	88	90	66	4,312
Total	**169**	**184**	**92**	**2,563**	**2,592**	**99**	**110**	**81**	**11,389**
Great Lakes									
Wheat	0	0	n/a	12	0	n/a	n/a	0	935
Corn	0	0	n/a	0	0	n/a	n/a	0	288
Soybeans	1	0	n/a	1	0	n/a	n/a	122	988
Total	**1**	**0**	**n/a**	**13**	**0**	**n/a**	**n/a**	**15**	**2,211**
Atlantic									
Wheat	4	67	6	136	31	435	n/a	115	553
Corn	10	5	216	15	29	51	94	161	816
Soybeans	27	11	238	731	844	87	50	90	2,119
Total	**41**	**83**	**49**	**882**	**904**	**98**	**82**	**101**	**3,487**
U.S. total from ports[2]									
Wheat	338	572	59	5,099	5,253	97	88	80	25,939
Corn	749	977	77	9,917	8,948	111	90	120	46,054
Soybeans	684	532	129	13,893	14,967	93	65	96	50,342
Total	**1,772**	**2,082**	**85**	**28,910**	**29,167**	**99**	**80**	**100**	**122,335**

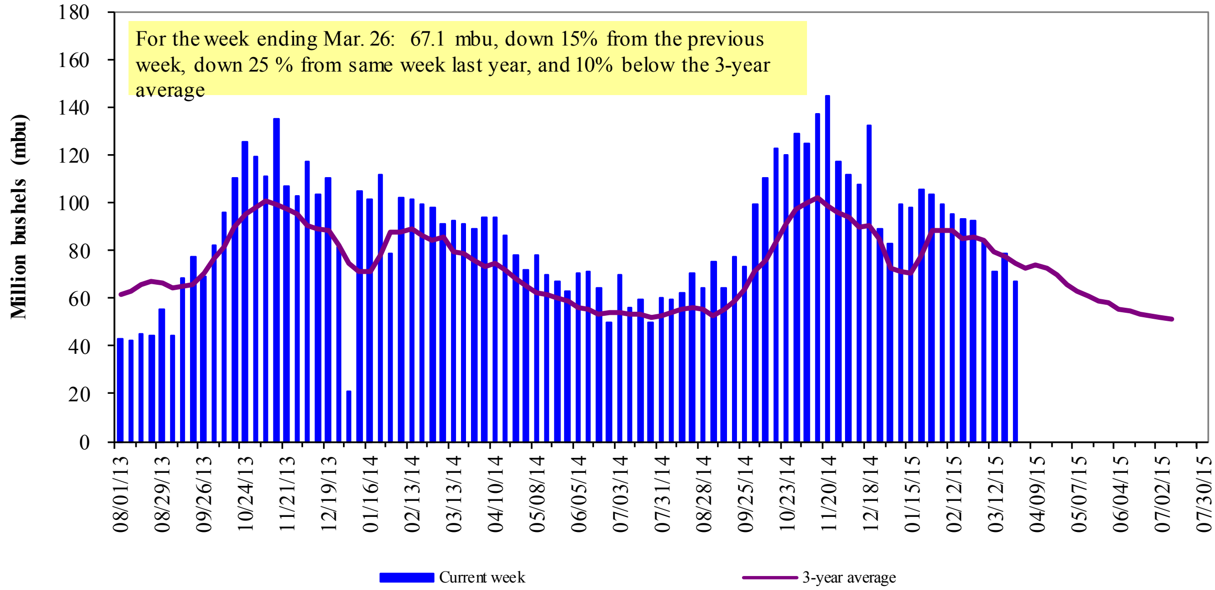
[1] Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2014.

Figure 14

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

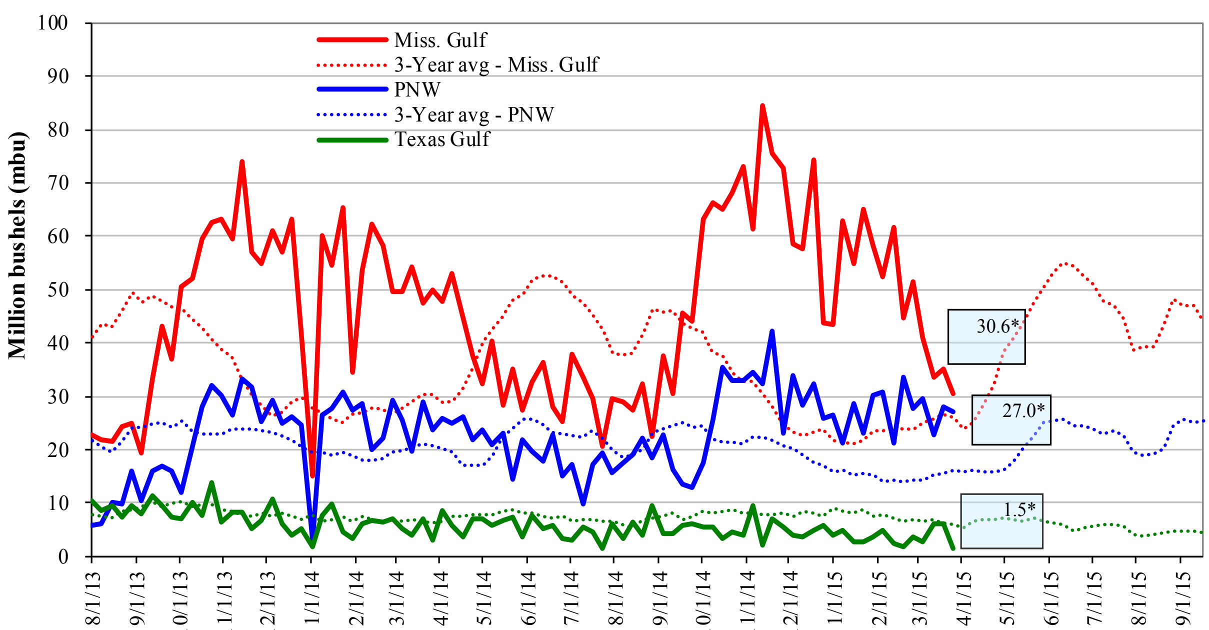


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



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

Mar. 26: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 18	down 75	down 22	down 3
Last year (same week)	down 39	down 53	down 40	up 14
3-yr avg. (4-wk mov. avg.	down 16	down 71	down 23	up 19

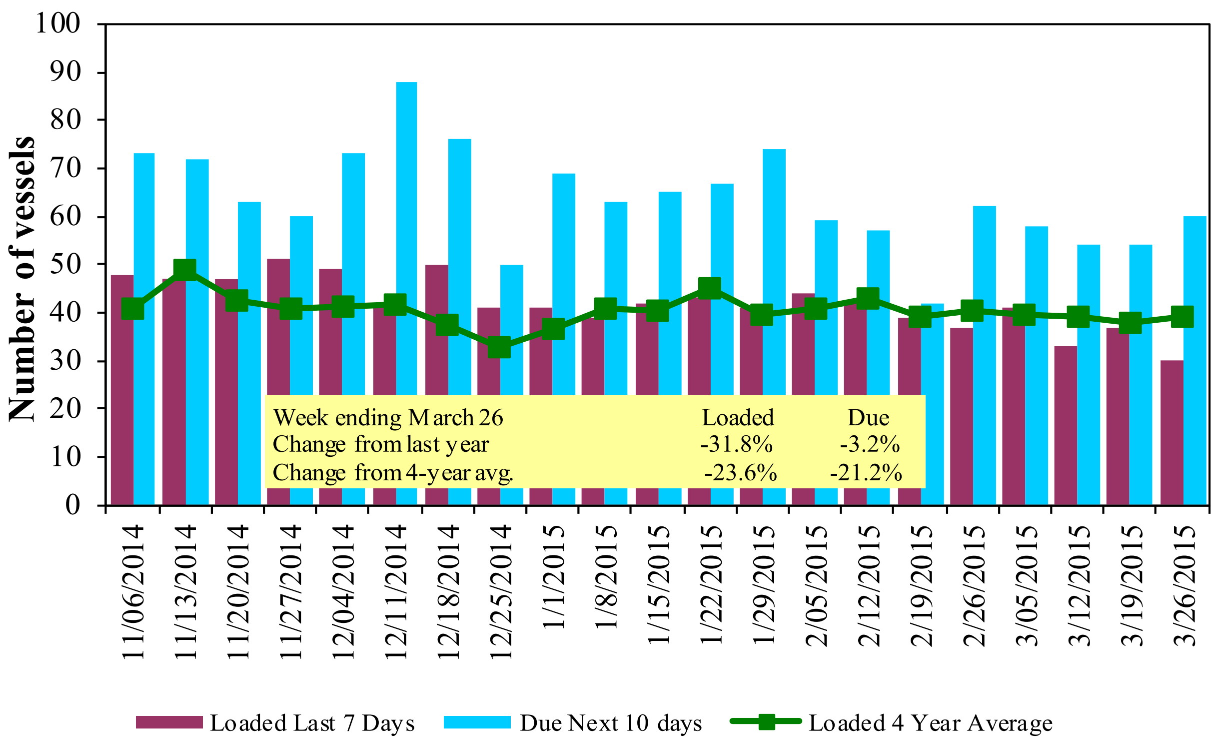
Ocean Transportation

Table 17
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
3/26/2015	41	30	60	11	n/a
3/19/2015	26	37	54	10	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

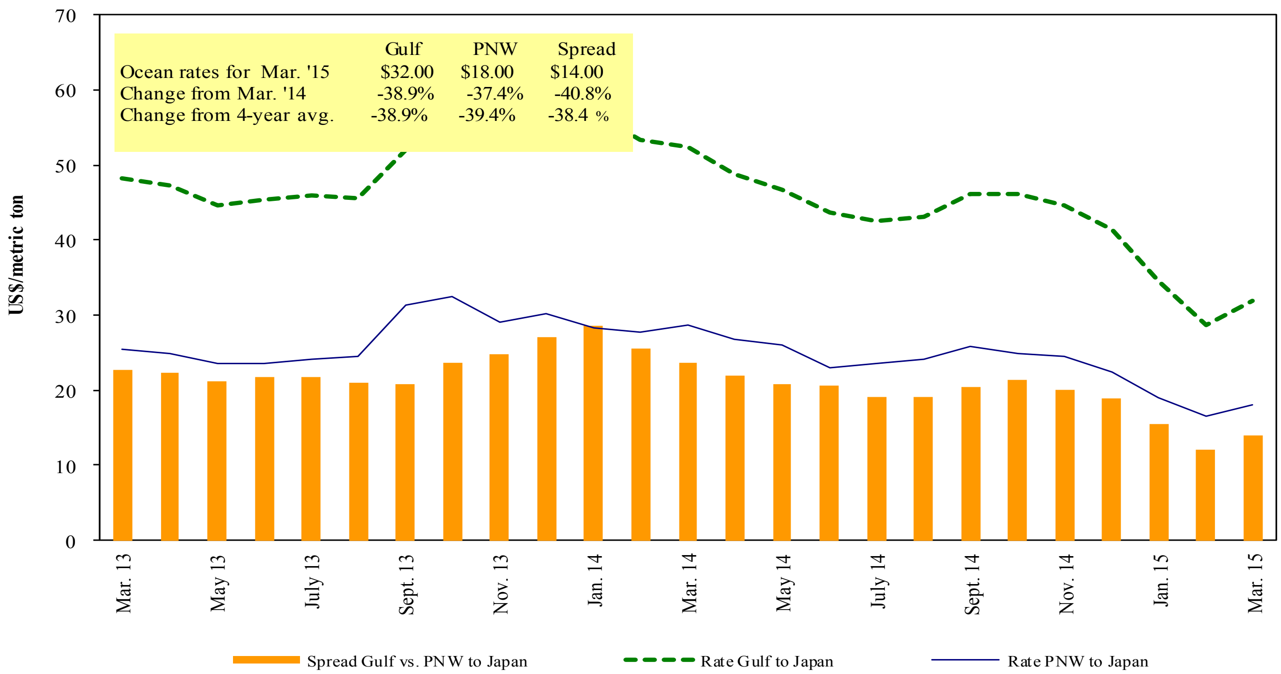
Figure 16
U.S. Gulf[1] Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA
[1]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 3/28/2015

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Apr 1/10	55,000	30.75
U.S. Gulf	China	Heavy Grain	Mar 5/14	58,000	30.75
U.S. Gulf	Cameroon[1]	Sorghum	Mar 16/26	7,960	136.16
U.S. Gulf	Djibouti[1]	Wheat	Apr 21/May 4	4,530	88.60
U.S. Gulf	Tanzania[1]	Wheat	Mar 16/26	12,000	136.16
PNW	China	Grain	Mar 16/25	60,000	15.25
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	May 1/10	60,000	22.50
Brazil	China	Heavy Grain	Apr 10/20	60,000	23.50
Brazil	China	Heavy Grain	Mar 25/Apr 4	60,000	21.50
Brazil	China	Heavy Grain	Mar 17/26	60,000	21.00
Brazil	Vietnam	Heavy Grain	Mar 31/Apr 5	60,000	24.50
River Plate	Japan	Heavy Grain	Apr 6/15	43,000	34.50

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

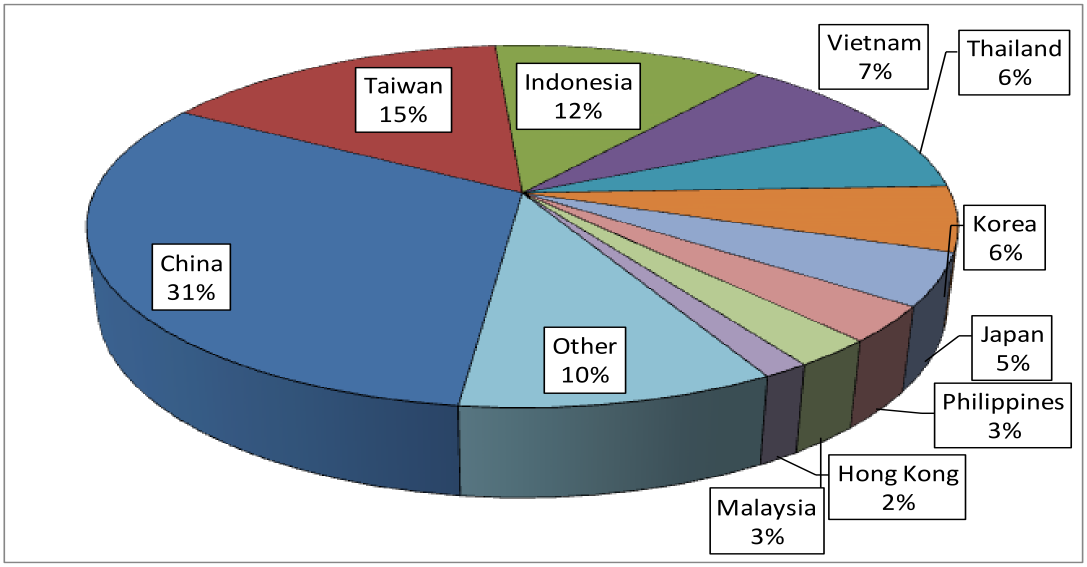
[1]50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

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

Figure 18

Top 10 Destination Markets for U.S. Containerized Grain Exports, January-December 2014

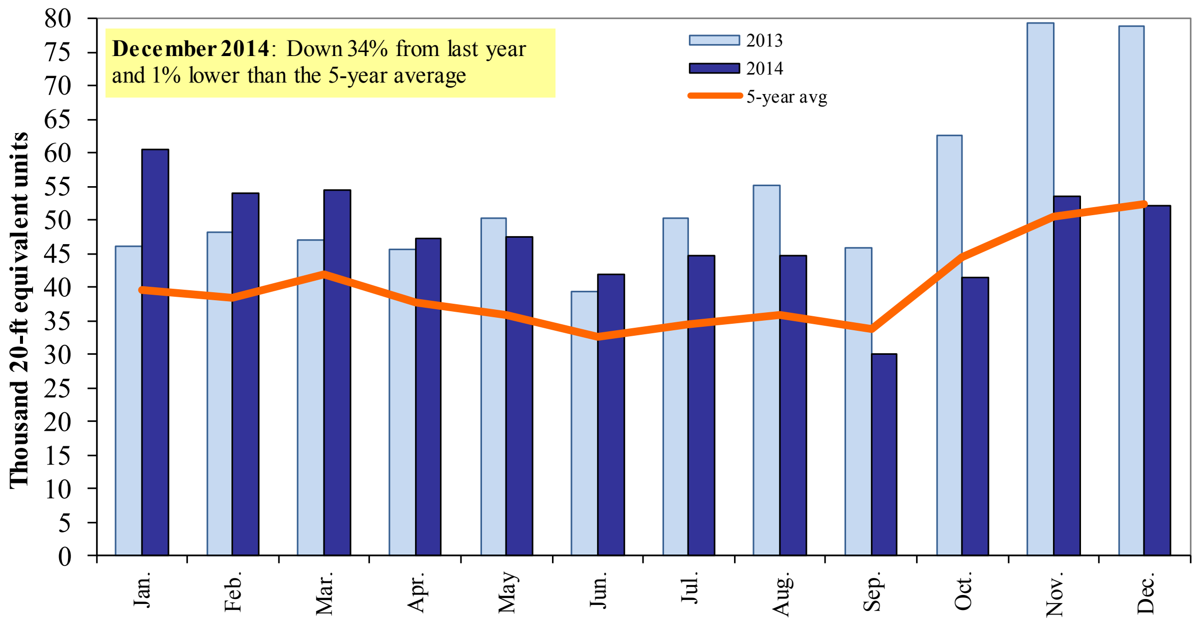


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

Monthly Shipments of Containerized Grain to Asia



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

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

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Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* April 2, 2015. Web: http://dx.doi.org/10.9752/TS056.04-02-2015