



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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June 11, 2015

## WEEKLY HIGHLIGHTS

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### National Academies' Report Finds U.S. Rail Regulations Outdated, Recommends Modernizing

On June 10, the Transportation Research Board (TRB) of the National Academies released the report, [Modernizing Freight Rail Regulation](#), and provided testimony on the report before the Surface Transportation Board (STB) in the proceeding Rail Transportation of Grain, Rate Regulation Review. The TRB study found current policies designed to protect rail shippers from excessive rail rates are not working for shippers of most commodities, including grain. The study recommends the lengthy and costly STB rail rate appeal procedures be replaced by arbitration, a faster and more economical process. According to the study, arbitration is a more accessible process to shippers but does not threaten the earnings railroads need to pay for their capital-intensive networks. The study also recommends reciprocal switching be used as a remedy for unreasonable rail rates.

### AMS Posts Comparative Study on Ocean Grain Freight Rates

On June 3, AMS released a summary of a study by Kansas State University's International Grains Program Institute [United States-South America Ocean Grain Freight Spreads](#), which examines different cost structures for shipping grains and oilseeds via ocean to Asia and Europe from Argentina, Brazil, and the United States. The study shows that ocean freight rates for grain cargos from South America to Asia are often less expensive than from the U.S. Gulf because of dry-bulk vessel route patterns, lower cost port charges, higher Panama Canal tolls, and less burdensome navigation restrictions. Relatively small differences in seaborne transportation costs can make South American grain exports more competitive than those of the United States, diverting exports to Brazil or Argentina.

### Grain Inspections Down but Soybeans Rebound

For the week ending June 4, **total inspections of grain** (corn, wheat, and soybeans) from all major export regions reached 1.26 million metric tons (mmt), down 12 percent from the past week, 31 percent below last year, and 14 percent below the 3-year average. Although soybean inspections jumped almost 200 percent from the previous week, the increase could not offset the drop in wheat and corn inspections. Wheat and corn inspections decreased 17 and 26 percent from the past week. Grain inspections decreased 3 percent in the Pacific Northwest, but they decreased 19 percent in the Mississippi Gulf as corn dropped to the lowest level since late March.

### High Water Continues on Portions of the Inland Waterways

According to preliminary information from the National Climatic Data Center, the Lower 48 States had the wettest May (and month) since records began in 1895 when rainfall averaged 4.36 inches (150 percent of normal). Flood levels on the Arkansas River have been the highest in 25 years, halting almost all barge operations as no down bound grain traffic has been reported since May 10. High water on the Mississippi River has required the Coast Guard to restrict traffic in the St. Louis area to day time only for barge tows greater than 600 feet in length. Elsewhere on the Mississippi River, flooding is occurring at Chester, IL, Cape Girardeau, MO, and Thebes, IL. Flooding is also reported at Beardstown, IL, on the Illinois River. Despite the less-than-ideal navigation conditions, year-to-date grain tonnages on the locking portions of the Arkansas, Ohio, and Mississippi Rivers are 13 percent higher than the 5-year average.

### Snapshots by Sector

#### Export Sales

During the week ending May 28, **unshipped balances** of wheat, corn, and soybeans totaled 16.7 mmt, 3 percent lower than at the same time last year. **Corn export sales** reached 0.465 mmt, down 29 percent from the previous week. **Wheat export sales** had net sales reductions of .002 mmt from the previous week. **Soybean export sales** of 0.13 mmt were 60 percent lower than the prior week.

#### Rail

U.S. railroads originated 18,464 **carloads of grain** during the week ending May 30, down 6 percent from last week, 6 percent from last year, and 3 percent from the 3-year average.

During the week ending June 4, average June shuttle **secondary railcar bids/offers per car** were \$342 below tariff, up \$38 from last week and \$767 lower than last year. Non-shuttle secondary railcar bids/offers were \$19 below tariff, up \$14 from last week and \$19 lower than last year.

#### Barge

During the week ending June 6, **barge grain movements** totaled 813,543 tons—about 22 percent higher than the previous week and 3 percent lower than the same period last year.

During the week ending June 6, 526 grain barges **moved down river**, up 18 percent from last week; 440 grain barges were **unloaded in New Orleans**, up 4 percent from the previous week.

#### Ocean

During the week ending June 4, 28 **ocean-going grain vessels** were loaded in the Gulf, 24 percent less than the same period last year. Forty-three vessels are expected to be loaded within the next 10 days, 2 percent less than the same period last year.

During the week ending June 5, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$30 per metric ton (mt), unchanged from the previous week. The cost of shipping from the PNW to Japan was \$16.75 per mt, up 2 percent from the previous week.

#### Fuel

During the week ending June 8, U.S. average **diesel fuel prices** decreased 0.3 cents from the previous week to \$2.88 per gallon—down \$1.01 from the same week last year.

# Feature Article/Calendar

## First Quarter Corn and Soybean Transportation and Landed Costs Down

First quarter 2015 transportation costs for shipping corn and soybeans from Minneapolis, MN, to Japan decreased significantly through the Gulf and moderately through the Pacific Northwest (PNW), compared to the previous quarter. The year-to-year transportation costs for shipping corn and soybeans were down notably from the Gulf and PNW (see tables 1 and 2). The decreases were caused by lower rates for each of the transportation modes. First quarter barge rates for shipping grain to the Gulf dropped substantially from quarter to quarter due to the typical drop in rates with the winter closure of much of the Upper Mississippi River. While first quarter river navigation conditions were challenging for barge operators because of ice accumulations, rates were lower than the first quarter 2014 when extremely severe winter conditions limited barge traffic. Much lower ocean rates also helped push Gulf transportation costs down. The large drop in PNW ocean rates also helped drive costs down from quarter to quarter, while notably lower ocean and truck rates forced costs down from last year. High vessel supply and lower demand for bulk grain continued to drive transportation costs down (see [GTR, 5/14/15](#)).

**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		
	1stQtr 14	4thQtr 14	1stQtr 15	Yr. to Yr.	Qtr to Qtr	1stQtr 14	4thQtr 14	1stQtr 15	Yr. to Yr.	Qtr to Qtr
Truck	13.79	12.06	12.03	-12.76	-0.25	13.79	12.06	12.03	-12.76	-0.25
Barge <sup>1</sup>	20.69	22.77	14.07	-32.00	-38.21	20.69	22.77	14.07	-32.00	-38.21
Rail <sup>2</sup>	44.85	44.71	44.07	-1.74	-1.43	37.52	37.88	36.75	-2.05	-2.98
Ocean	54.22	44.00	31.71	-41.52	-27.93	54.22	44.00	31.71	-41.52	-27.93
<b>Total Transportation Cost</b>	<b>133.55</b>	<b>123.54</b>	<b>101.88</b>	<b>-23.71</b>	<b>-17.53</b>	<b>126.22</b>	<b>116.71</b>	<b>94.56</b>	<b>-25.08</b>	<b>-18.98</b>
Farm Value <sup>3</sup>	169.54	141.07	144.48	-14.78	2.42	475.22	368.05	361.31	-23.97	-1.83
<b>Total Landed Cost</b>	<b>303.09</b>	<b>264.61</b>	<b>246.36</b>	<b>-18.72</b>	<b>-6.90</b>	<b>601.44</b>	<b>484.76</b>	<b>455.87</b>	<b>-24.20</b>	<b>-5.96</b>
<b>Transportation % Landed Cost</b>	<b>44.06</b>	<b>46.69</b>	<b>41.35</b>			<b>20.99</b>	<b>24.08</b>	<b>20.74</b>		

**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		
	1stQtr 14	4thQtr 14	1stQtr 15	Yr. to Yr.	Qtr to Qtr	1stQtr 14	4thQtr 14	1stQtr 15	Yr. to Yr.	Qtr to Qtr
Truck	13.79	12.06	12.03	-12.76	-0.25	13.79	12.06	12.03	-12.76	-0.25
Rail <sup>2</sup>	56.03	55.59	54.29	-3.11	-2.34	61.29	60.86	58.90	-3.90	-3.22
Ocean	28.30	23.88	17.83	-37.00	-25.34	28.30	23.88	17.83	-37.00	-25.34
<b>Total Transportation Cost</b>	<b>98.12</b>	<b>91.53</b>	<b>84.15</b>	<b>-14.24</b>	<b>-8.06</b>	<b>103.38</b>	<b>96.80</b>	<b>88.76</b>	<b>-14.14</b>	<b>-8.31</b>
Farm Value <sup>3</sup>	169.54	141.07	144.48	-14.78	2.42	475.22	368.05	361.31	-23.97	-1.83
<b>Total Landed Cost</b>	<b>267.66</b>	<b>232.60</b>	<b>228.63</b>	<b>-14.58</b>	<b>-1.71</b>	<b>578.60</b>	<b>464.85</b>	<b>450.07</b>	<b>-22.21</b>	<b>-3.18</b>
<b>Transportation % Landed Cost</b>	<b>36.66</b>	<b>39.35</b>	<b>36.81</b>			<b>17.87</b>	<b>20.82</b>	<b>19.72</b>		

Source: USDA/AMS/TMP  
n/a = not available

<sup>1</sup> Barge rates are from St. Louis to the the Gulf

<sup>2</sup> Rail rates quotes are from MN to St. Louis in Gulf. All 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 c

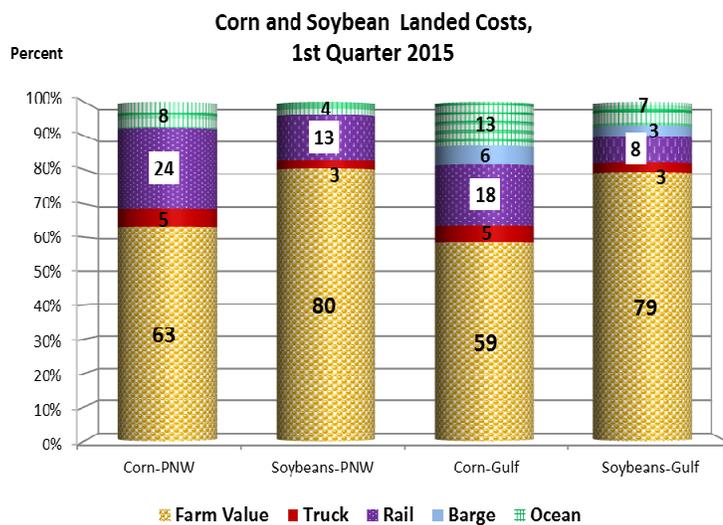
<sup>3</sup> Source: USDA/NASS, Agricultural Prices

**U.S. Gulf Costs:** Total quarter-to-quarter transportation costs for shipping grain from Minneapolis through the Gulf to Japan decreased 18 percent for soybeans and 19 percent for corn; they were pushed down by a 38 percent drop in St. Louis to Gulf barge rates and a 28 percent decrease in ocean rates. Year-to-year transportation costs decreased 24 percent for corn and 25 percent for soybeans, as truck, barge, and ocean rates dropped (see table 1). Year-to-year rail rates for shipping soybeans from Minneapolis to St. Louis decreased 2 percent for corn and soybeans.

Farm values continued to fall for corn and soybeans shipped from the Gulf to Japan during the first quarter, helping push total landed costs down 7 and 6 percent quarter-to-quarter and down 19 and 24 percent year to year. Transportation costs for shipping corn and soybeans accounted for 42 and 21 percent of the total landed costs in the Gulf, less than the previous quarter and last year (see table 1). First quarter farm values

for shipping grain through the Gulf were 59 percent of the landed cost for corn and 79 percent of the landed cost for soybeans—slightly lower for corn but unchanged for soybeans (see figure). The rail share of the landed costs, however, was up from last year for each grain, while the barge and ocean shares decreased. First quarter Gulf exports of corn decreased 25 percent from last year, accounting for 65 percent of total corn exports. Gulf soybean exports decreased 7 percent, accounting for 63 percent of total soybean exports (*GTR*, 4/09/15).

**Pacific Northwest Costs:** Total transportation costs from Minneapolis via the PNW to Japan decreased 8 percent for corn and soybeans quarter to quarter (see table 2). The drop in transportation costs was caused primarily by falling ocean and rail rates. Year-to-year transportation costs for shipping grain from the PNW to Japan decreased 14 percent for corn and soybeans. PNW rail rates decreased 3 percent for corn and 4 percent for soybeans from last year. Year-to-year truck rates for shipping grain to the PNW decreased 13 percent for corn and soybeans, as trucking activity slowed down.



Source: USDA/AMS/TMP

The large drop in ocean rates caused first-quarter PNW total landed costs to drop 2 percent for corn and 3 percent for soybeans from quarter to quarter. Significantly lower truck, ocean, and farm values pushed year-to-year landed costs down 15 percent for corn and down 22 percent for soybeans (see table 2). First quarter transportation costs for grain shipped through the PNW accounted for 37 percent of the total landed costs for corn and 20 percent for soybeans. Both were below the previous quarter but above last year. Rail's

share of the landed costs was up from last year for corn and soybeans shipped through the PNW, but the ocean and truck shares were down. Total first quarter PNW corn exports increased 57 percent from last year, accounting for 22 percent of total corn exports. PNW soybean exports decreased 15 percent from last year because demand from Asia decreased, and accounted for 26 percent of total soybean exports (*GTR*, 4/9/15). [Johnny.Hill@ams.usda.gov](mailto:Johnny.Hill@ams.usda.gov)

# Grain Transportation Indicators

Table 1

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

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
06/10/15	194	252	197	206	135	117
06/03/15	195	251	195	207	134	117

<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)

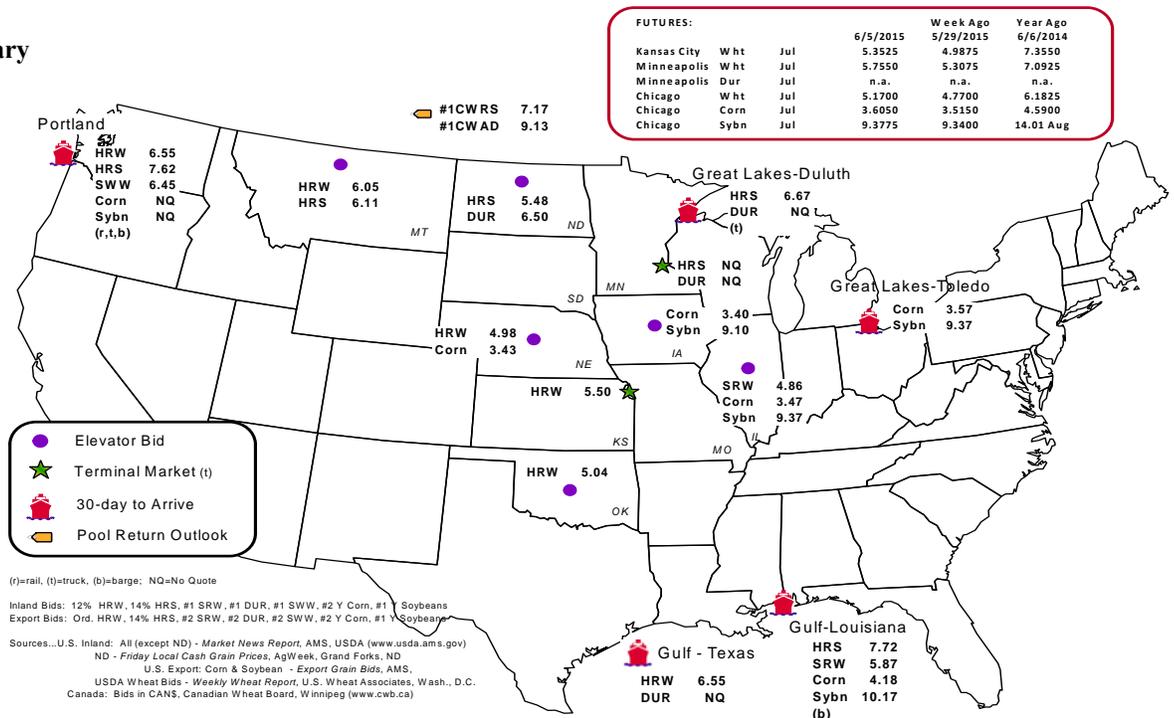
Commodity	Origin--Destination	6/5/2015	5/29/2015
Corn	IL--Gulf	-0.71	-0.73
Corn	NE--Gulf	-0.75	-0.75
Soybean	IA--Gulf	-1.07	-1.10
HRW	KS--Gulf	-1.05	-1.15
HRS	ND--Portland	-2.14	-2.24

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				
6/03/2015 <sup>p</sup>	7	680	2,509	88	3,284	5/30/2015	1,823	
5/27/2015 <sup>r</sup>	117	1,381	2,483	319	4,300	5/23/2015	2,087	
2015 YTD <sup>r</sup>	10,680	30,928	103,036	12,458	157,102	2015 YTD	37,804	
2014 YTD <sup>r</sup>	20,154	39,438	108,598	15,240	183,430	2014 YTD	41,037	
2015 YTD as % of 2014 YTD	53	78	95	82	86	% change YTD	92	
Last 4 weeks as % of 2014 <sup>2</sup>	52	51	68	112	63	Last 4wks % 2014	84	
Last 4 weeks as % of 4-year avg. <sup>2</sup>	56	70	87	104	81	Last 4wks % 4 yr	99	
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.

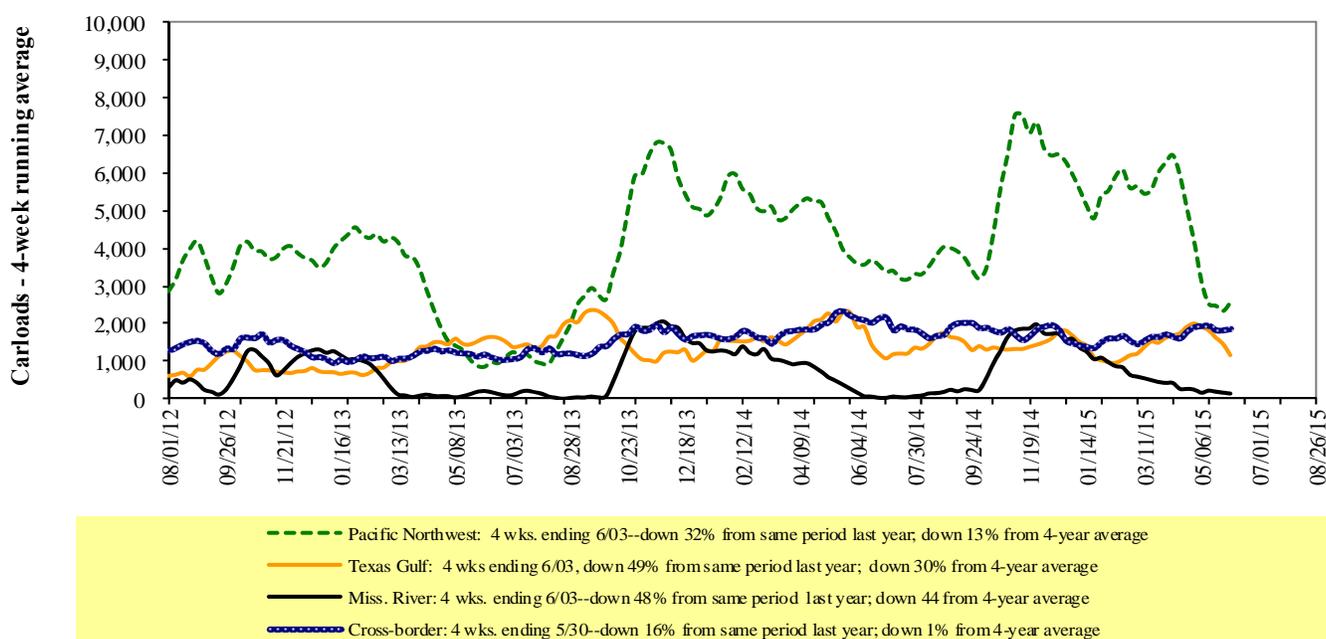
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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



Source: Transportation & Marketing Programs/AMS/USDA

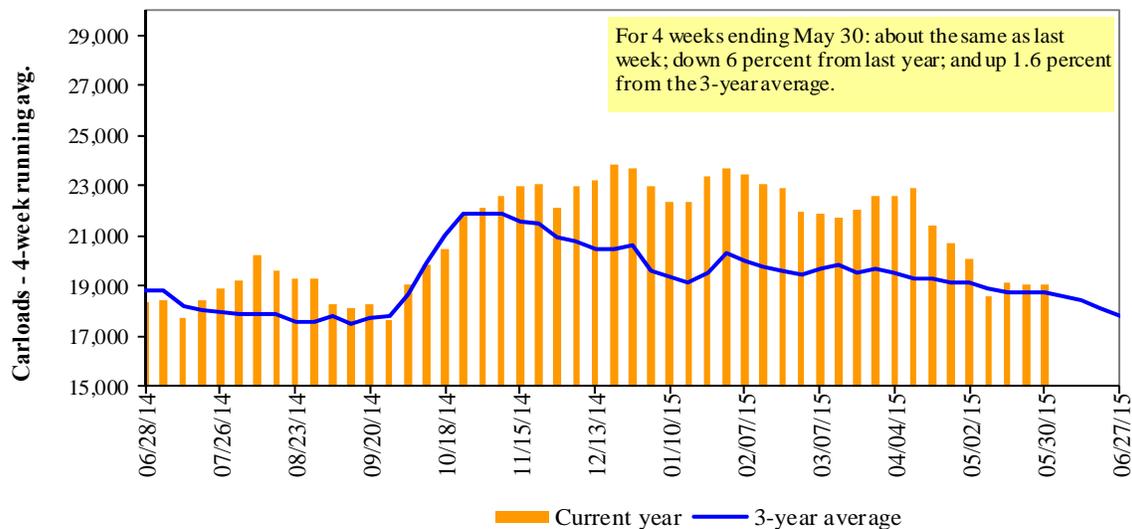
Table 4

**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
05/30/15	1,936	3,142	7,952	733	4,701	18,464	4,215	4,436
This week last year	1,361	2,774	9,467	695	5,409	19,706	4,701	5,805
2015 YTD	44,089	64,465	213,626	18,220	110,012	450,412	86,801	90,986
2014 YTD	39,323	62,852	189,310	19,094	122,109	432,688	91,516	110,700
2015 YTD as % of 2014 YTD	112	103	113	95	90	104	95	82
Last 4 weeks as % of 2014 <sup>1</sup>	129	108	87	134	78	92	88	71
Last 4 weeks as % of 3-yr avg. <sup>2</sup>	137	112	92	169	91	101	105	88
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							
	Jun-15	Jun-14	Jul-15	Jul-14	Aug-15	Aug-14	Sep-15	Sep-14
BNSF <sup>3</sup>								
COT grain units	0	no offer	no bids	no offer	no offer	no offer	92	758
COT grain single-car <sup>5</sup>	1	no offer	1	no offer	no offer	no offer	68 . . 88	571..797
UP <sup>4</sup>								
GCAS/Region 1	no offer	no offer	no bids	no offer	no bids	no offer	n/a	n/a
GCAS/Region 2	no offer	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.

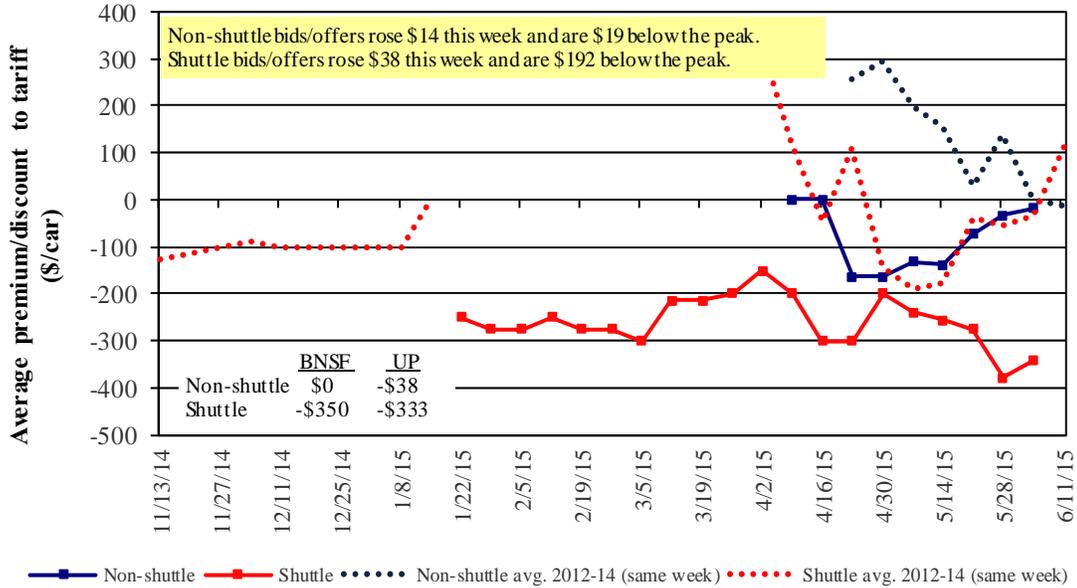
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 June 2015, Secondary Market**

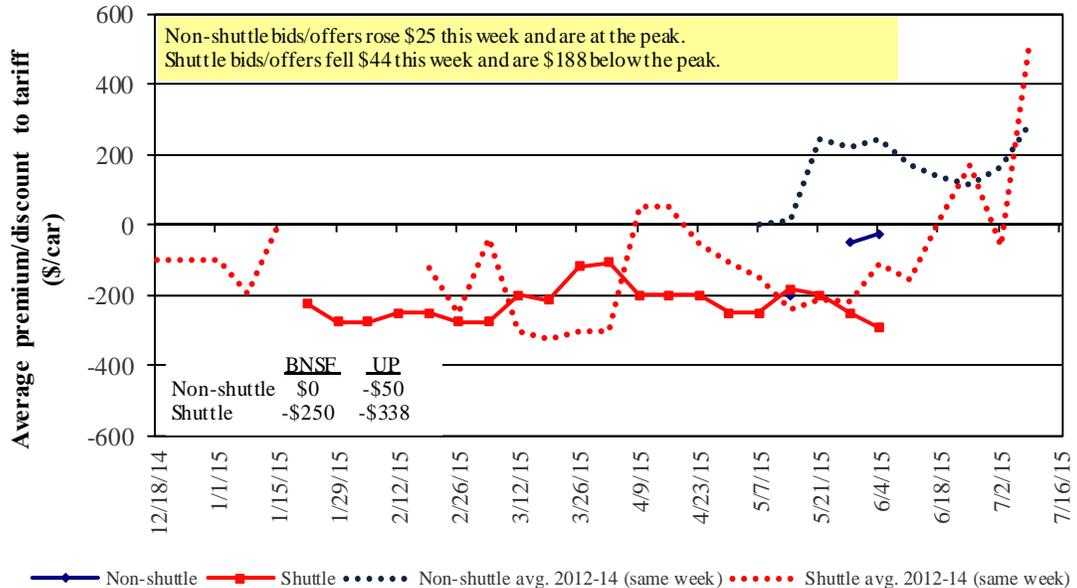


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

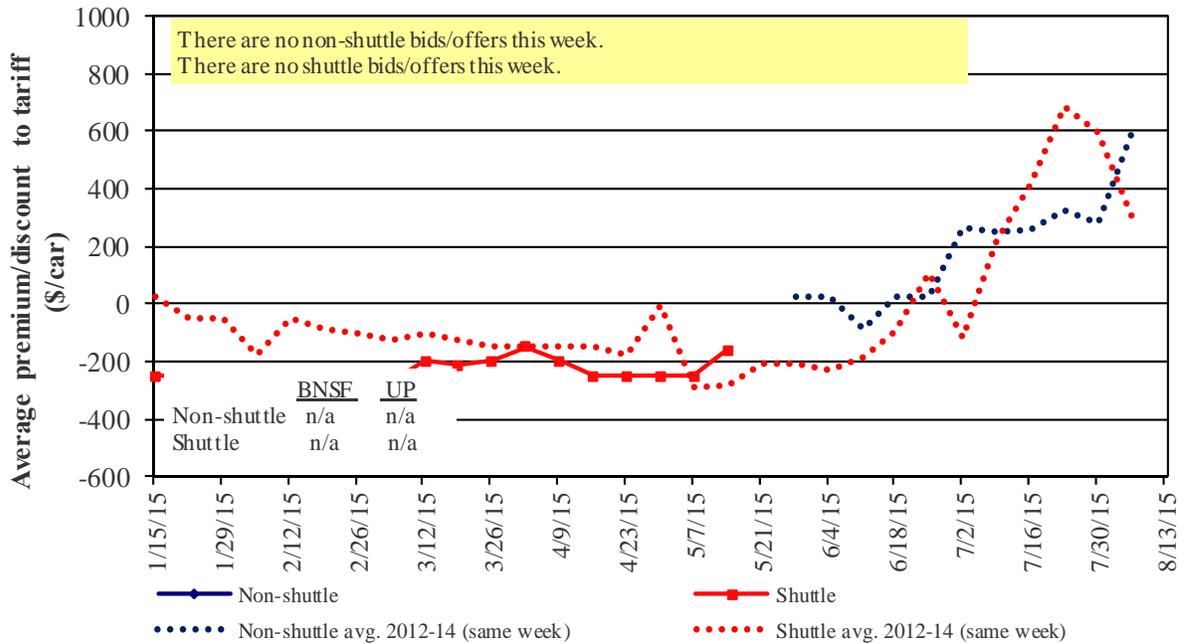


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in August 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					
	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15
<b>Non-shuttle</b>						
BNSF-GF	-	-	n/a	n/a	n/a	n/a
Change from last week	3	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	n/a	(700)	n/a	n/a	n/a	n/a
UP-Pool	(38)	(50)	n/a	n/a	n/a	n/a
Change from last week	25	-	n/a	n/a	n/a	n/a
Change from same week 2014	(38)	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(350)	(250)	n/a	400	800	n/a
Change from last week	-	n/a	n/a	-	n/a	n/a
Change from same week 2014	(1,500)	(850)	n/a	n/a	n/a	n/a
UP-Pool	(333)	(338)	n/a	n/a	n/a	n/a
Change from last week	75	(88)	n/a	n/a	n/a	n/a
Change from same week 2014	(33)	(63)	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>
6/1/2015	metric ton					bushel <sup>2</sup>		
<b>Unit train</b>								
Wheat	Wichita, KS	St. Louis, MO	\$3,605	\$71	\$36.50	\$0.99	3	
	Grand Forks, ND	Duluth-Superior, MN	\$4,143	\$24	\$41.38	\$1.13	12	
	Wichita, KS	Los Angeles, CA	\$6,950	\$122	\$70.23	\$1.91	4	
	Wichita, KS	New Orleans, LA	\$4,243	\$125	\$43.37	\$1.18	0	
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	\$100	\$65.41	\$1.78	5	
	Northwest KS	Galveston-Houston, TX	\$4,511	\$137	\$46.15	\$1.26	0	
	Amarillo, TX	Los Angeles, CA	\$4,710	\$190	\$48.66	\$1.32	-2	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,328	\$141	\$34.45	\$0.88	-3	
	Toledo, OH	Raleigh, NC	\$5,555	\$173	\$56.88	\$1.44	12	
	Des Moines, IA	Davenport, IA	\$2,168	\$30	\$21.83	\$0.55	2	
	Indianapolis, IN	Atlanta, GA	\$4,761	\$130	\$48.57	\$1.23	12	
	Indianapolis, IN	Knoxville, TN	\$4,104	\$83	\$41.58	\$1.06	14	
	Des Moines, IA	Little Rock, AR	\$3,308	\$88	\$33.72	\$0.86	-2	
	Des Moines, IA	Los Angeles, CA	\$4,852	\$255	\$50.72	\$1.29	-14	
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,699	\$127	\$37.99	\$1.03	0	
	Toledo, OH	Huntsville, AL	\$4,676	\$123	\$47.66	\$1.30	20	
	Indianapolis, IN	Raleigh, NC	\$5,625	\$174	\$57.59	\$1.57	12	
	Indianapolis, IN	Huntsville, AL	\$4,368	\$83	\$44.20	\$1.20	24	
Champaign-Urbana, IL	New Orleans, LA	\$3,974	\$141	\$40.86	\$1.11	0		
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$70	\$39.95	\$1.09	0	
	Wichita, KS	Galveston-Houston, TX	\$3,919	\$55	\$39.46	\$1.07	-2	
	Chicago, IL	Albany, NY	\$4,723	\$162	\$48.51	\$1.32	12	
	Grand Forks, ND	Portland, OR	\$5,611	\$122	\$56.93	\$1.55	0	
	Grand Forks, ND	Galveston-Houston, TX	\$6,532	\$127	\$66.12	\$1.80	0	
	Northwest KS	Portland, OR	\$5,478	\$224	\$56.62	\$1.54	1	
Corn	Minneapolis, MN	Portland, OR	\$5,180	\$148	\$52.91	\$1.34	-6	
	Sioux Falls, SD	Tacoma, WA	\$5,130	\$136	\$52.29	\$1.33	-6	
	Champaign-Urbana, IL	New Orleans, LA	\$3,147	\$141	\$32.65	\$0.83	-3	
	Lincoln, NE	Galveston-Houston, TX	\$3,610	\$79	\$36.63	\$0.93	-5	
	Des Moines, IA	Amarillo, TX	\$3,690	\$110	\$37.74	\$0.96	-2	
	Minneapolis, MN	Tacoma, WA	\$5,180	\$147	\$52.90	\$1.34	-6	
	Council Bluffs, IA	Stockton, CA	\$4,600	\$152	\$47.19	\$1.20	-7	
	Sioux Falls, SD	Tacoma, WA	\$5,690	\$136	\$57.85	\$1.57	-5	
Soybeans	Minneapolis, MN	Portland, OR	\$5,710	\$148	\$58.17	\$1.58	-6	
	Fargo, ND	Tacoma, WA	\$5,580	\$121	\$56.61	\$1.54	-5	
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$162	\$45.56	\$1.24	-1	
	Toledo, OH	Huntsville, AL	\$3,851	\$123	\$39.46	\$1.07	25	
	Grand Island, NE	Portland, OR	\$5,360	\$229	\$55.50	\$1.51	-2	

<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: 6/1/2015

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	\$7,599	\$129	\$78.96	\$2.15	11
	OK	Cuautitlan, EM	\$6,714	\$156	\$70.19	\$1.91	-2
	KS	Guadalajara, JA	\$7,159	\$151	\$74.69	\$2.03	-3
	TX	Salinas Victoria, NL	\$4,086	\$59	\$42.35	\$1.15	2
Corn	IA	Guadalajara, JA	\$8,427	\$178	\$87.92	\$2.23	-2
	SD	Celaya, GJ	\$7,780	\$168	\$81.21	\$2.06	-6
	NE	Queretaro, QA	\$7,618	\$158	\$79.45	\$2.02	-4
	SD	Salinas Victoria, NL	\$6,035	\$128	\$62.97	\$1.60	-5
	MO	Tlalnepantla, EM	\$6,963	\$153	\$72.71	\$1.85	-5
	SD	Torreon, CU	\$7,050	\$141	\$73.47	\$1.86	-2
Soybeans	MO	Bojay (Tula), HG	\$8,365	\$150	\$87.00	\$2.37	-1
	NE	Guadalajara, JA	\$8,929	\$171	\$92.98	\$2.53	-1
	IA	El Castillo, JA	\$9,270	\$167	\$96.43	\$2.62	-2
	KS	Torreon, CU	\$7,226	\$106	\$74.92	\$2.04	0
Sorghum	TX	Guadalajara, JA	\$7,150	\$110	\$74.18	\$1.88	-3
	NE	Celaya, GJ	\$7,404	\$153	\$77.21	\$1.96	-5
	KS	Queretaro, QA	\$7,255	\$96	\$75.11	\$1.91	4
	NE	Salinas Victoria, NL	\$5,883	\$112	\$61.25	\$1.55	2
	NE	Torreon, CU	\$6,662	\$125	\$69.35	\$1.76	-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

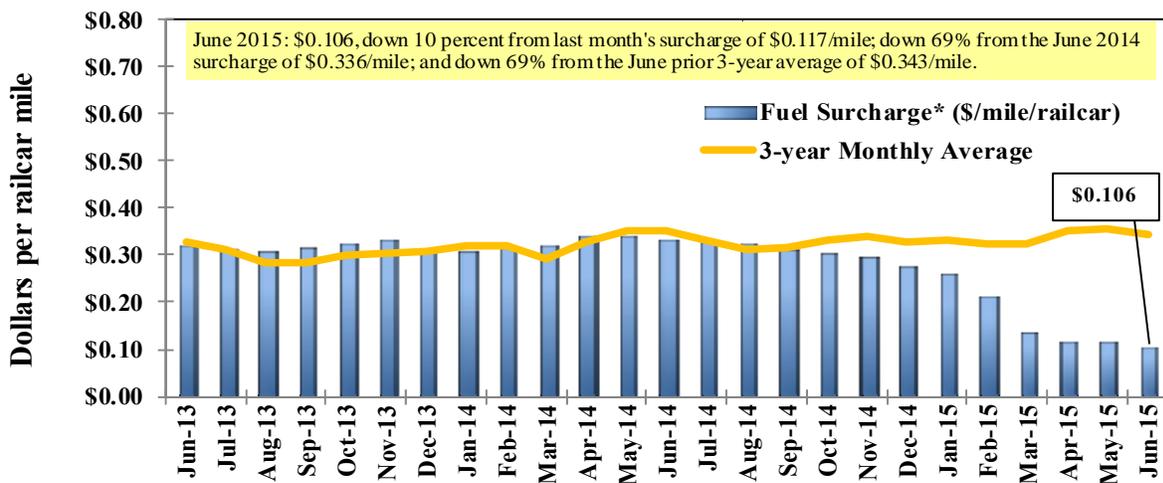
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

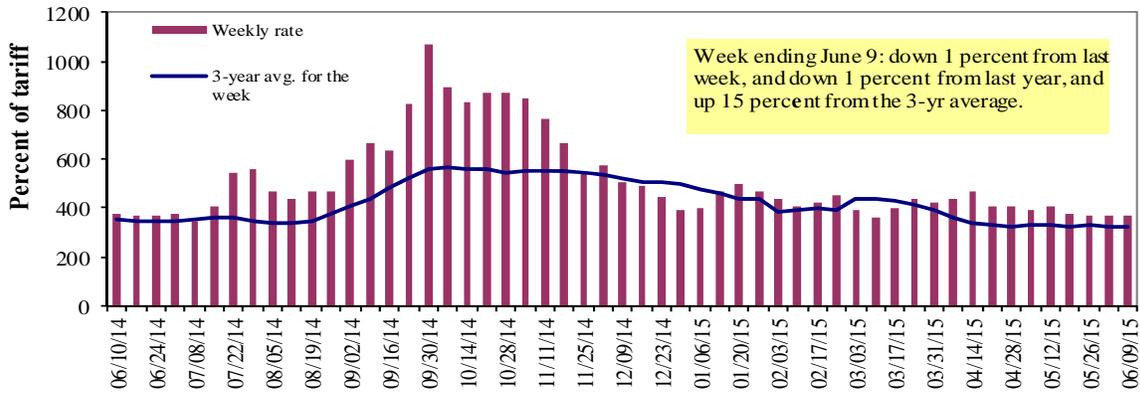
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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
Rate <sup>1</sup>	6/9/2015	432	385	370	258	252	252	223
	6/2/2015	433	378	373	250	228	228	220
\$/ton	6/9/2015	26.74	20.48	17.17	10.29	11.82	10.18	7.00
	6/2/2015	26.80	20.11	17.31	9.98	10.69	9.21	6.91
<b>Current week % change from the same week:</b>								
	Last year	2	6	-1	5	9	9	12
	3-year avg. <sup>2</sup>	9	18	15	12	9	9	14
Rate <sup>1</sup>	July	430	382	368	260	268	268	233
	September	567	580	580	558	592	592	553

<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

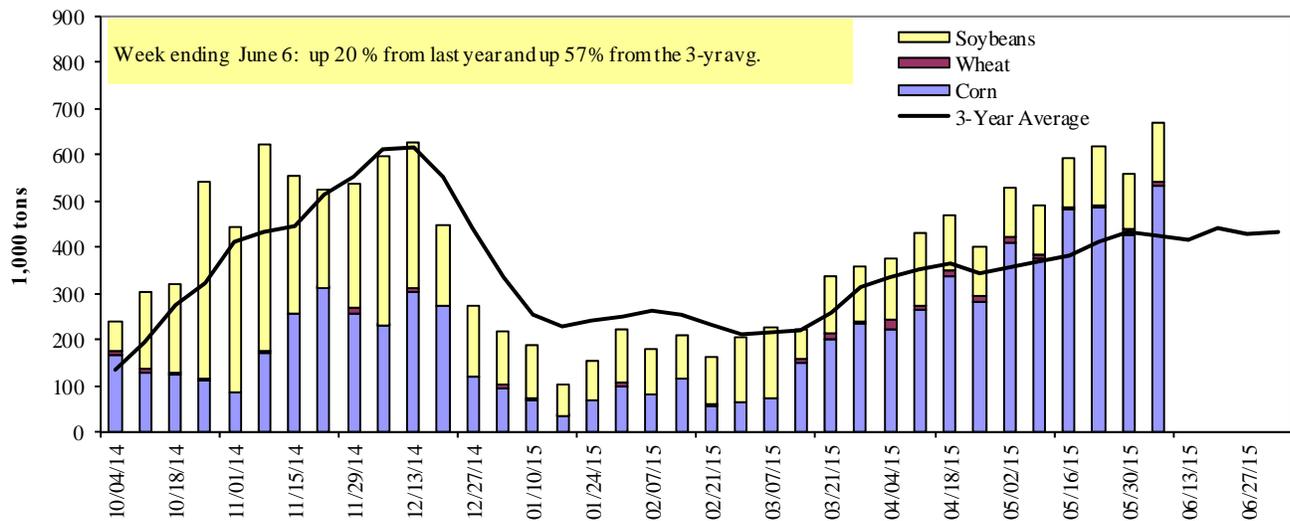
## Figure 9 Benchmark tariff rates

Calculating barge rate per ton:  
(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<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 06/06/2015	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	141	2	77	0	220
Winfield, MO (L25)	269	0	78	0	347
Alton, IL (L26)	529	6	117	0	653
Granite City, IL (L27)	534	9	126	0	669
<b>Illinois River (L8)</b>	168	6	16	0	191
<b>Ohio River (L52)</b>	116	2	25	2	144
<b>Arkansas River (L1)</b>	0	0	0	0	0
Weekly total - 2015	650	11	151	2	814
Weekly total - 2014	642	27	120	3	793
2015 YTD <sup>1</sup>	8,659	584	4,718	95	14,056
2014 YTD	9,488	833	4,112	94	14,527
2015 as % of 2014 YTD	91	70	115	101	97
Last 4 weeks as % of 2014 <sup>2</sup>	99	28	165	27	102
Total 2014	20,693	2,181	11,813	258	34,946

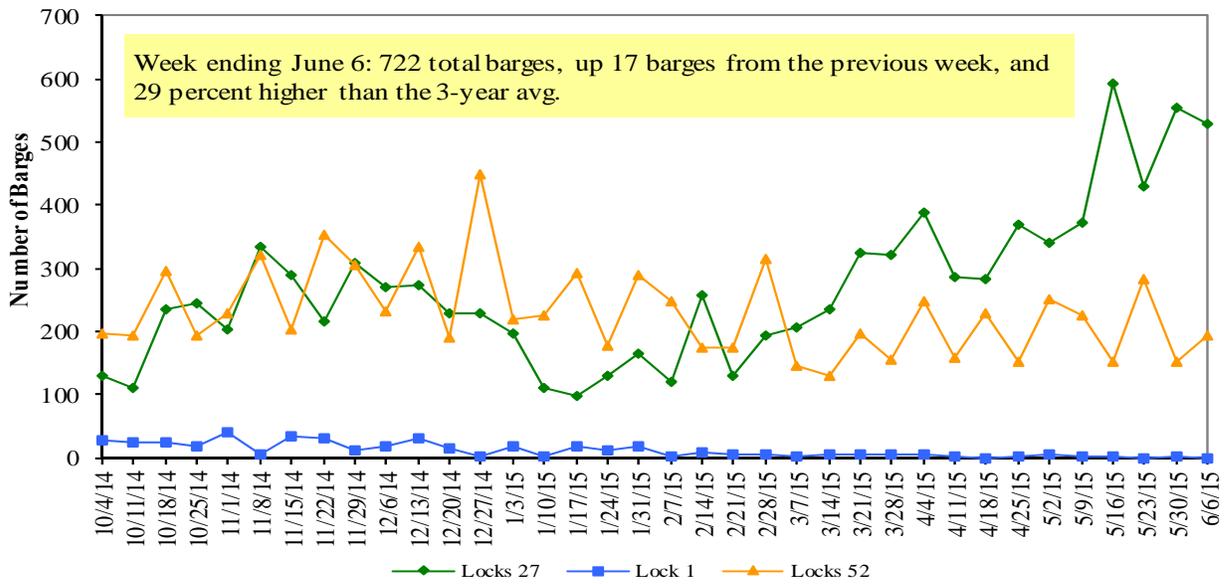
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

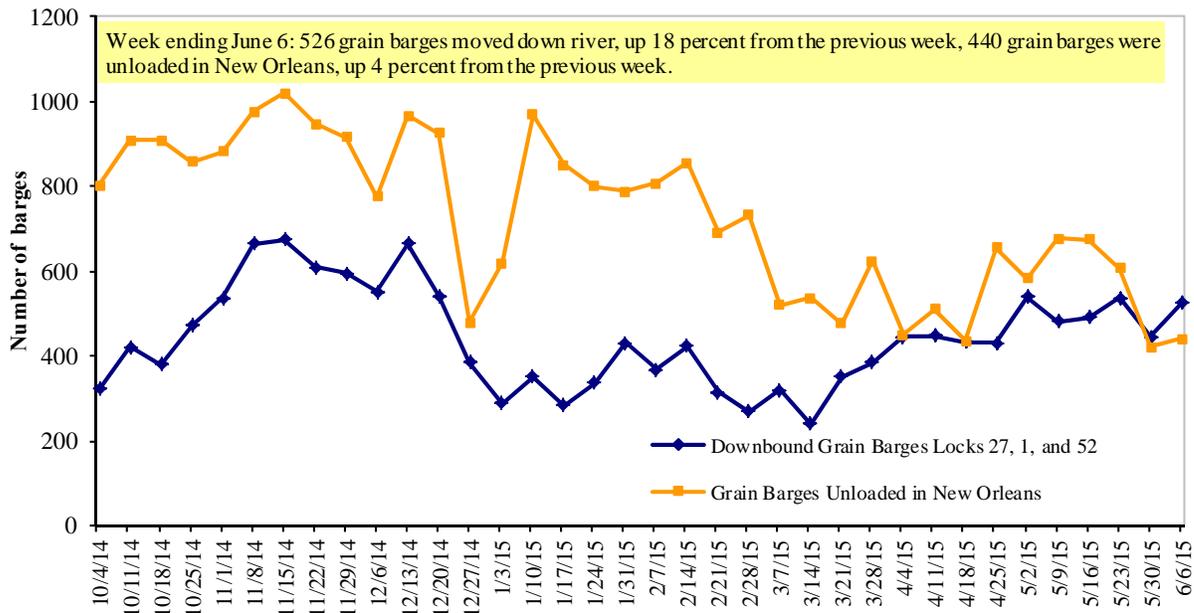
Source: U.S. Army Corps of Engineers

**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 6/8/2014 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.980	-0.021	-1.003
	New England	3.076	-0.016	-1.016
	Central Atlantic	3.122	-0.021	-0.957
	Lower Atlantic	2.853	-0.021	-1.033
II	Midwest <sup>2</sup>	2.774	-0.030	-1.071
III	Gulf Coast <sup>3</sup>	2.783	-0.016	-0.986
IV	Rocky Mountain	2.825	-0.010	-1.084
V	West Coast	3.121	-0.042	-0.874
	West Coast less California	3.001	-0.054	-0.898
	California	3.217	-0.032	-0.857
Total	U.S.	2.884	-0.025	-1.008

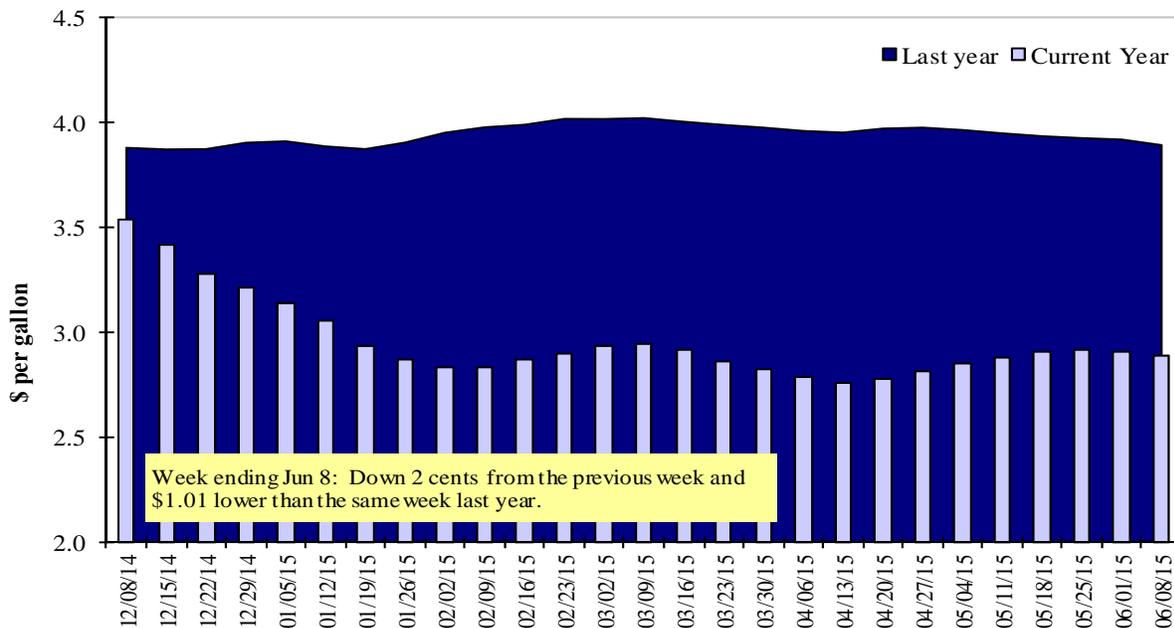
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
5/28/2015	324	121	290	183	36	955	11,267	3,480	15,702
This week year ago	513	257	749	213	45	1,777	12,378	2,045	16,200
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2014/15 YTD	7,009	3,654	7,250	3,758	665	22,336	32,194	46,619	101,149
2013/14 YTD	11,465	7,307	6,338	4,367	486	29,963	33,770	42,929	106,662
YTD 2014/15 as % of 2013/14	61	50	114	86	137	75	95	109	95
Last 4 wks as % of same period 2013/14	98	96	67	130	105	89	96	176	105
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 05/28/2015	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2011-2013
	2015/16 Next MY	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	641	10,317	10,218	1	10,079
Mexico	975	10,126	10,077	0	8,145
Korea	0	3,005	3,909	(23)	2,965
Colombia	0	3,925	3,083	27	3,461
Taiwan	0	1,866	1,738	7	1,238
<b>Top 5 Importers</b>	<b>1,616</b>	<b>29,240</b>	<b>29,024</b>	<b>1</b>	<b>25,887</b>
<b>Total US corn export sales</b>	<b>2,217</b>	<b>43,461</b>	<b>46,148</b>	<b>(6)</b>	<b>34,445</b>
% of Projected	5%	94%	95%		
Change from prior week	(55)	465	551		
<b>Top 5 importers' share of U.S. corn export sales</b>	73%	67%	63%		75%
<b>USDA forecast, May 2015</b>	<b>48,260</b>	<b>46,360</b>	<b>48,700</b>	<b>(5)</b>	
<b>Corn Use for Ethanol USDA forecast, May 2015</b>	<b>132,080</b>	<b>132,080</b>	<b>130,404</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 05/28/2015	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2011-13
	2015/16 Next MY	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -				- 1,000 mt -
China	2,309	30,094	27,598	9	24,211
Mexico	286	3,199	3,142	2	2,971
Indonesia	0	1,632	2,203	(26)	1,895
Japan	205	1,898	1,825	4	1,750
Taiwan	3	1,220	1,151	6	1,055
<b>Top 5 importers</b>	<b>2,803</b>	<b>38,043</b>	<b>35,920</b>	<b>6</b>	<b>31,882</b>
<b>Total US soybean export sales</b>	<b>4,892</b>	<b>50,099</b>	<b>44,974</b>	<b>11</b>	<b>39,169</b>
% of Projected	10%	102%	100%		
Change from prior week	347	130	581		
<b>Top 5 importers' share of U.S. soybean export sales</b>	57%	76%	80%		<b>81%</b>
<b>USDA forecast, May 2015</b>	<b>48,310</b>	<b>48,990</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)

Table 15

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

Week Ending 05/28/2015	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2011-2013
	2015/16 Next MY	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	141	3,143	3,079	2	3,243
Mexico	337	2,733	3,095	(12)	3,066
Nigeria	245	2,094	2,690	(22)	2,960
Philippines	284	2,454	2,163	13	2,006
China	119	391	4,273	(91)	1,830
Brazil	117	1,534	4,315	(64)	1,617
Korea	310	1,180	1,313	(10)	1,552
Taiwan	188	1,000	1,049	(5)	969
Indonesia	45	643	1,142	(44)	813
Colombia	82	583	763	(24)	610
<b>Top 10 importers</b>	<b>1,867</b>	<b>15,752</b>	<b>23,882</b>	<b>(34)</b>	<b>18,665</b>
<b>Total US wheat export sales</b>	<b>3,788</b>	<b>23,290</b>	<b>31,739</b>	<b>(27)</b>	<b>27,696</b>
% of Projected	15%	99%	99%		
Change from prior week*	364	(21)	2		
<b>Top 10 importers' share of U.S. wheat export sales</b>	49%	68%	75%		67%
<b>USDA forecast, May 2015</b>	<b>25,170</b>	<b>23,410</b>	<b>32,010</b>	<b>(27)</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 06/04/15	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	160	206	78	4,904	5,648	87	67	92	12,436
Corn	162	124	130	4,071	3,665	111	57	98	7,781
Soybeans	0	0	n/a	4,043	4,471	90	104	4	12,887
<b>Total</b>	<b>322</b>	<b>331</b>	<b>97</b>	<b>13,017</b>	<b>13,784</b>	<b>94</b>	<b>62</b>	<b>83</b>	<b>33,104</b>
<b>Mississippi Gulf</b>									
Wheat	53	50	106	1,772	1,877	94	124	77	4,495
Corn	402	708	57	12,960	14,435	90	97	162	30,912
Soybeans	188	37	511	10,160	9,889	103	159	179	29,087
<b>Total</b>	<b>643</b>	<b>795</b>	<b>81</b>	<b>24,892</b>	<b>26,201</b>	<b>95</b>	<b>107</b>	<b>149</b>	<b>64,495</b>
<b>Texas Gulf</b>									
Wheat	77	92	84	1,743	2,935	59	49	38	6,120
Corn	32	0	n/a	242	279	87	100	136	580
Soybeans	0	0	n/a	210	257	82	0	0	949
<b>Total</b>	<b>109</b>	<b>92</b>	<b>119</b>	<b>2,195</b>	<b>3,471</b>	<b>63</b>	<b>54</b>	<b>44</b>	<b>7,649</b>
<b>Interior</b>									
Wheat	28	24	115	564	558	101	29	72	1,400
Corn	119	131	91	2,568	2,326	110	66	120	5,677
Soybeans	33	37	88	1,554	1,852	84	87	94	4,312
<b>Total</b>	<b>180</b>	<b>192</b>	<b>93</b>	<b>4,686</b>	<b>4,736</b>	<b>99</b>	<b>73</b>	<b>106</b>	<b>11,389</b>
<b>Great Lakes</b>									
Wheat	0	10	0	197	176	112	39	48	935
Corn	0	0	n/a	89	41	215	0	0	288
Soybeans	0	0	n/a	89	30	296	1,224	195	988
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>375</b>	<b>248</b>	<b>152</b>	<b>63</b>	<b>70</b>	<b>2,211</b>
<b>Atlantic</b>									
Wheat	0	1	38	191	135	141	6	7	553
Corn	0	2	0	61	310	20	13	36	816
Soybeans	5	2	319	895	978	91	352	197	2,119
<b>Total</b>	<b>5</b>	<b>4</b>	<b>122</b>	<b>1,148</b>	<b>1,424</b>	<b>81</b>	<b>29</b>	<b>43</b>	<b>3,487</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	319	384	83	9,372	11,329	83	66	66	25,939
Corn	715	965	74	19,991	21,057	95	87	139	46,054
Soybeans	226	76	299	16,951	17,478	97	144	117	50,342
<b>Total</b>	<b>1,259</b>	<b>1,424</b>	<b>88</b>	<b>46,314</b>	<b>49,864</b>	<b>93</b>	<b>86</b>	<b>107</b>	<b>122,335</b>

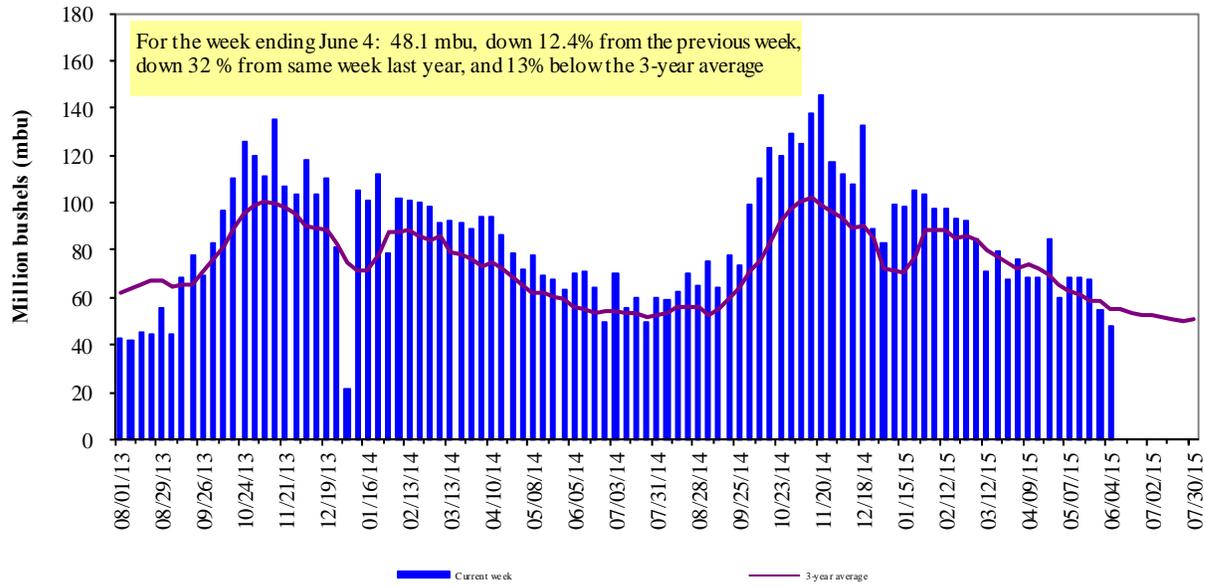
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

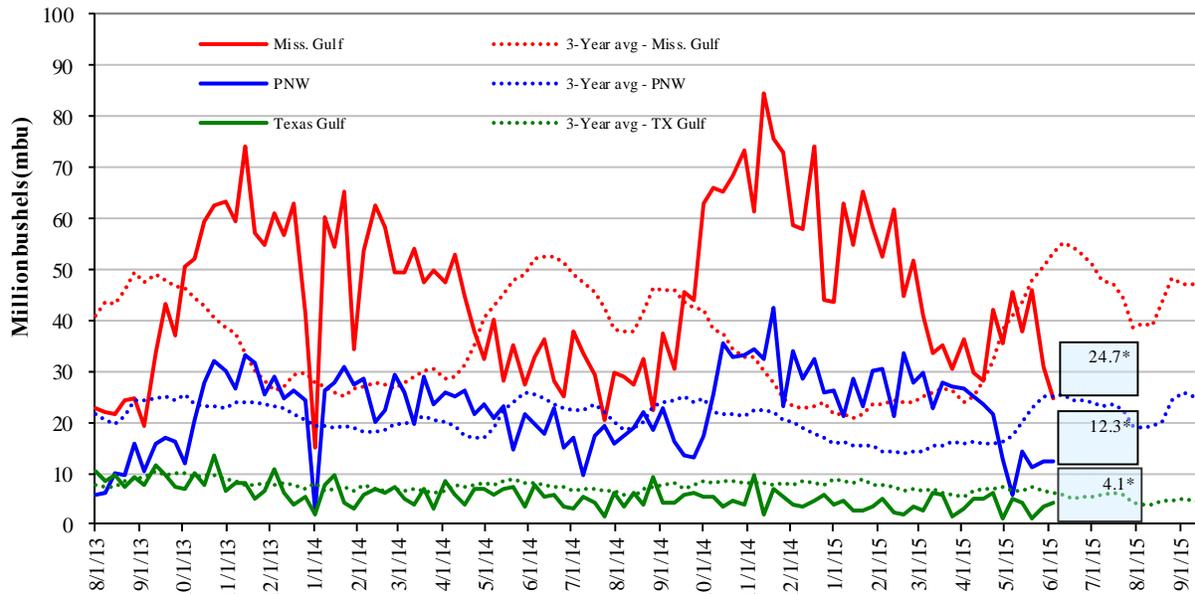


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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>June 4: % change from:</b>	<b>MSGulf</b>	<b>TX Gulf</b>	<b>U.S. Gulf</b>	<b>PNW</b>
Last week	down 21	up 21	down 17	down 2
Last year (same week)	down 24	down 47	down 29	down 38
3-yr avg. (4-wk mov. avg.)	up 6	down 44	down 6	down 14

# Ocean Transportation

Table 17

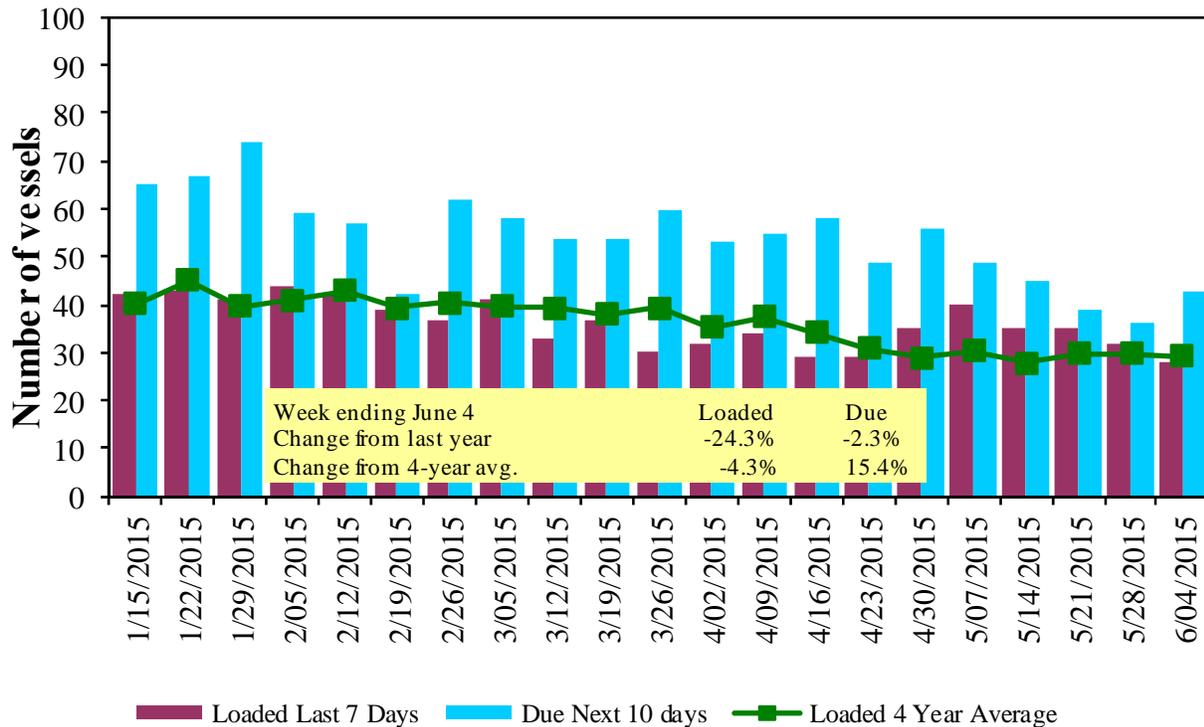
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded	Due next	In port	In port
		7-days	10-days		
6/4/2015	24	28	43	8	n/a
5/28/2015	33	32	36	7	n/a
2014 range	(18..88)	(24..52)	(27..97)	(6..26)	n/a
2014 avg.	47	39	60	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

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

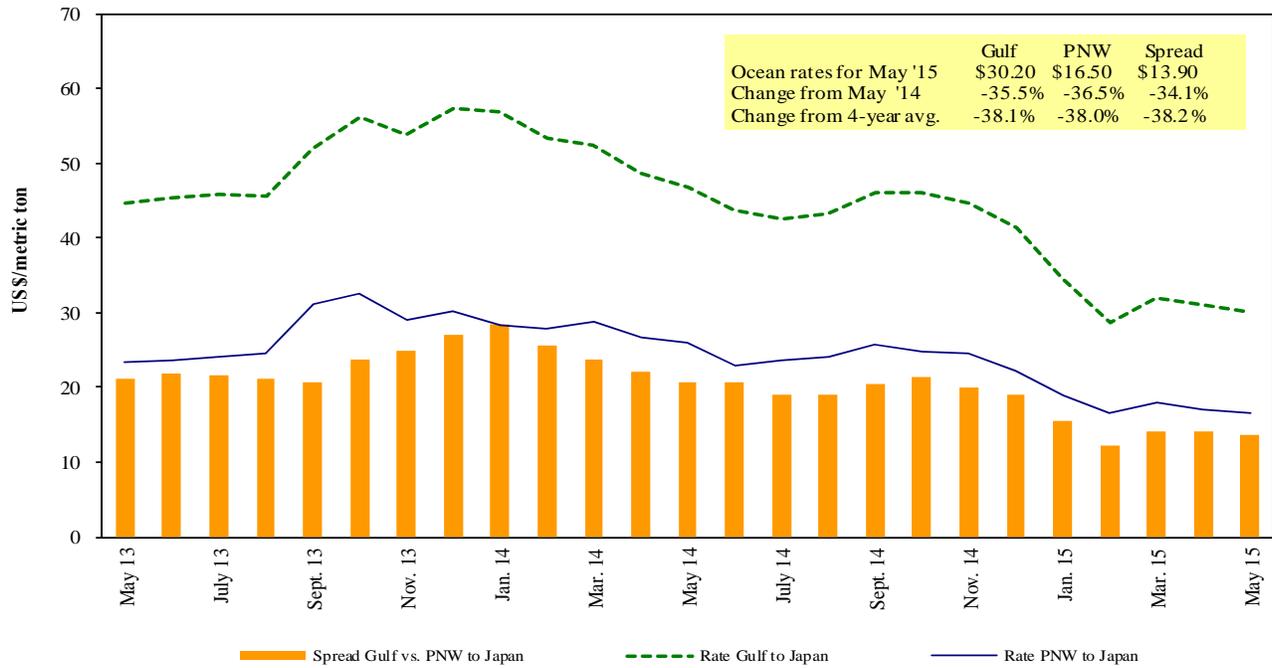


Source: Transportation & Marketing Programs/AMS/USDA

<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 6/6/2015**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Grain	Jun 1/10	50,000	35.75
U.S. Gulf	El Salvador <sup>1</sup>	Wheat	May 2/Jun 1	18,700	85.02
PNW	China	Heavy Grain	Jun 1/10	60,000	14.00
Brazil	China	Heavy Grain	Jun 20/30	60,000	21.75
Brazil	China	Heavy Grain	Jun 10/20	60,000	22.25
Brazil	China	Heavy Grain	Jun 10/19	60,000	22.00
Brazil	China	Heavy Grain	Jun 5/14	60,000	22.25
Brazil	China	Heavy Grain	May 25/Jun 5	60,000	23.00
Brazil	China	Heavy Grain	May 20/30	60,000	22.75
Brazil	China	Heavy Grain	Jun 1/30	60,000	22.75
Brazil	China	Heavy Grain	Jun 1/10	66,000	21.00
Brazil	China	Grain	Apr 15/May 31	60,000	24.50
Brazil	China	Grain	Jun 15/25	60,000	21.65
Brazil	Tunisia	Soybeans	May 23/28	30,000	18.00
Canada	China	Heavy Grain	Jun 1/10	60,000	14.00
France	China	Wheat	May 16/25	63,000	26.70
River Plate	China	Heavy Grain	May 20/29	60,000	28.25
River Plate	Romania	Soybean Meal	May 20/25	20,000	36.00
River Plate	Vietnam	Corn	Jun 13/18	60,000	30.00
Russia	Kenya	Wheat	May 20/25	30,000	24.50
Ukraine	Iran	Grain	May 10/25	60,000	22.00

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

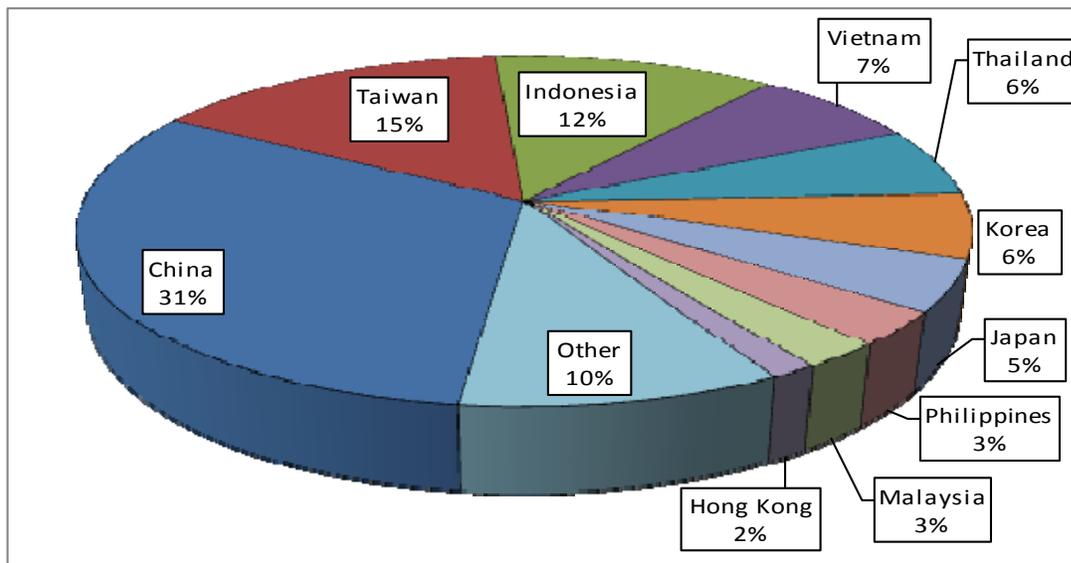
<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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**

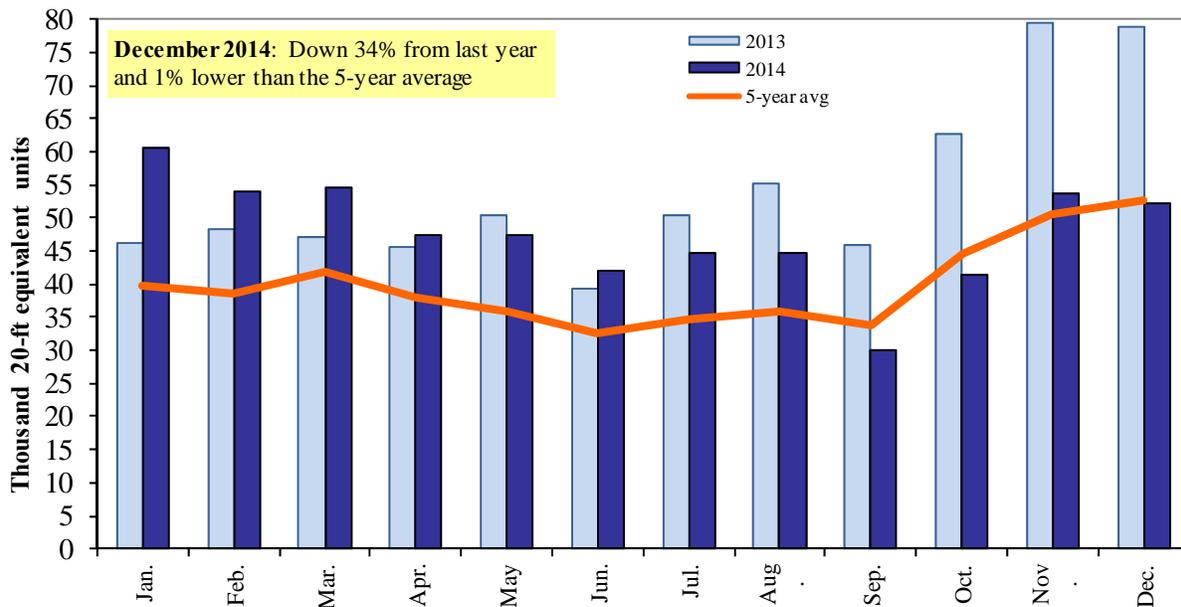


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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