



# Grain Transportation Report

A weekly publication of the Agricultural Marketing Service  
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## WEEKLY HIGHLIGHTS

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#### Panama Canal Takes Measures to Reduce Temporary Vessel Backlog

In response to growing concerns by customers, on October 5 and subsequently on October 12, the Panama Canal Authority (ACP) implemented temporary reduction in the number of available booking slots in order to reduce current backlog and transit waiting time. The backlog was created by recent lock maintenance work and high arrivals in late September. The total number of booking slots for vessels designated as “supers” (91ft beam and over) was reduced from 17 to 15, and the Just-In-Time transit service was reduced to only 1 slot daily in each direction. These measures were taken to reduce, as soon as possible, the waiting time for non-booked vessels and the current backlog. However, the ultimate reduction in the backlog depends on the number of vessel arrivals and prevailing weather conditions.

#### Soybean Inspections Continue to Increase

For the week ending October 15, total inspections of soybeans for export from all major export regions reached 2.43 million metric tons (mmt), up 25 percent from the past week, 61 percent above last year, and 91 percent above the 3-year average. Soybean inspections were also the highest since early December 2014. Inspections of wheat and corn, however, continued to fall, decreasing 36 and 14 percent from the past week. **Total inspections of grain** (corn, wheat, and soybeans) from all major export regions reached 3.15 mmt, 9 percent above the previous week, down 4 percent from last year, and 17 percent above the 3-year average. During the last 4-weeks, inspections were 8 percent above last year and 6 percent above the 3-year average. Mississippi Gulf inspections increased 14 percent but Pacific Northwest inspections decreased 3 percent. Outstanding (unshipped) export sales of wheat were slightly higher, but outstanding corn and soybeans export sales were lower than the previous week.

#### Low Mississippi River Levels Causing Numerous Groundings and Restrictions

Lower-than-normal rainfall in the central U.S. has reduced Mississippi River levels and caused some navigation disruptions. There are reports of shoaling (accumulation of sediments) on the upper Mississippi River that are causing numerous groundings and short-term closures of the river. Typically, on the upper Mississippi River, the Coast Guard may close an area where a barge or barges have grounded due to shoaling until it/they can be moved out of the area. Next, the U.S. Army Corps of Engineers will dredge the area to remove the shoaling. On the lower Mississippi River, which is wider and deeper than the upper Mississippi River, the Coast Guard is restricting tow size and barge drafts on a nearly 400 mile section of the river from New Madrid, MO to Lake Providence, LA, due to low water conditions. In addition, down-bound Mississippi River traffic is restricted to daylight only in the Lake Providence area. However, for now, traffic is continuing, and calendar year-to-date tonnages were 26.5 million tons, 19 percent higher than the 5-year average (see [Table 10 inside the GTR](#)).

### Snapshots by Sector

#### Export Sales

For the week ending October 8, **unshipped balances** of wheat, corn, and soybeans totaled 31.1 mmt, down 29 percent from the same time last year. Net weekly **wheat export sales** of .460 mmt were up 60 percent from the prior week. Net **corn export sales** were .599 mmt, up 15 percent from the prior week, and net **soybean export sales** of 1.48 mmt were down 16 percent from the past week.

#### Rail

U.S. Class I railroads originated 24,818 **carloads of grain** for the week ending October 10, down 1 percent from last week, up 22 percent from last year, and up 27 percent from the 3-year average.

For the week ending October 15, average November shuttle **secondary railcar bids/offers** per car were \$172 below tariff, down \$22 from last week, and \$2,345 lower than last year. Non-shuttle secondary railcar bids/offers were \$50 below tariff, down \$16 from last week, and \$2,200 lower than last year.

#### Barge

For the week ending October 17, **barge grain movements** totaled 760,040 tons, down 14 percent from last week, and up 25 percent from the same period last year.

For the week ending October 17, 472 grain barges **moved down river**, down 14 percent from last week; 893 grain barges were **unloaded in New Orleans**, up 22 percent from the previous week.

#### Ocean

For the week ending October 15, 45 **ocean-going grain vessels** were loaded in the Gulf, 2 percent more than the same period last year. Sixty vessels are expected to be loaded within the next 10 days, 23 percent more than the same period last year.

For the week ending October 15, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$33.25 per metric ton (mt), 1 percent more than the previous week. The cost of shipping from the PNW to Japan was \$17.75 per mt, unchanged from the previous week.

#### Fuel

For the week ending October 19, U.S. average **diesel fuel prices** decreased 2 cents from the previous week to \$2.53 per gallon—down \$1.13 from the same week last year.

# Feature Article/Calendar

## Third Quarter Grain Inspections Down Slightly; Soybeans Increase

During the third quarter of 2015, total inspections of wheat, corn, and soybeans for export from all U.S. ports reached 21.8 million metric tons (mmt), down 1 percent from this time last year and 1 percent above the 5-year average, according to the Grain Inspection, Packers, and Stockyards Administration (GIPSA) (*see table*). Although third quarter inspections are normally above the second quarter, current third quarter inspections are 3 percent below the second quarter 2015. Third quarter inspections of all grain destined for export to Asia and Africa were down from last year. Total soybean inspections rose notably from last year as shipments to Asia increased, but corn inspections were down slightly. Wheat inspections decreased as well, due primarily to lower demand from Latin America and Africa. According to the October World Agricultural Supply and Demand Estimates (WASDE), corn, wheat, and soybean exports are expected to decrease for the 2015/16 marketing year.

Third quarter U.S. Gulf grain inspections totaled 13.0 mmt, up 3 percent from last year and 2 percent above the 5-year average (*see table*). The Gulf's share of total exports increased slightly from last year, due in part to a large jump in soybean inspections. Third-quarter rail deliveries of grain to the U.S. Gulf ports were down significantly from last year due to a large drop in Texas Gulf rail deliveries to port. Barge movements of grain through the Mississippi River locks increased 17 percent from last year as river conditions improved at the beginning of the quarter. Ocean rates for shipping grain to Japan increased 13 percent from the second quarter in the Gulf, and increased 9 percent in the Pacific Northwest (PNW). Ocean rates, however, for shipping grain to Japan were below last year for each region.

**Total Third Quarter Grain Inspections By Port Regions, 2006-2015**

Year	PNW	% of Average	U.S. Gulf	% of Average	Atlantic/Great Lakes	% of Average	Interior	% of Average	U.S. Total <sup>1</sup>	% of Average
1000 Metric Tons										
2006	6,442	110%	15,404	121%	1,815	247%	2,157	96%	25,817	119%
2007	5,927	101%	17,030	134%	2,112	288%	2,668	118%	27,737	128%
2008	6,775	116%	14,334	112%	847	115%	2,441	108%	24,484	113%
2009	6,396	109%	14,670	115%	948	129%	1,843	82%	23,857	110%
2010	7,168	123%	15,294	120%	1,182	161%	2,103	93%	25,747	119%
2011	6,328	108%	11,880	93%	553	75%	2,763	123%	21,524	100%
2012	6,079	104%	11,546	91%	464	63%	2,280	101%	20,370	94%
2013	3,815	65%	12,376	97%	520	71%	1,657	74%	18,368	85%
2014	5,864	100%	12,661	99%	1,076	147%	2,462	109%	22,064	102%
2015	5,154	88%	12,983	102%	1,062	145%	2,636	117%	21,835	101%
<b>2010-2014 Avg.</b>	<b>5,851</b>		<b>12,751</b>		<b>733</b>		<b>2,253</b>		<b>21,615</b>	

Source: USDA/GIPSA

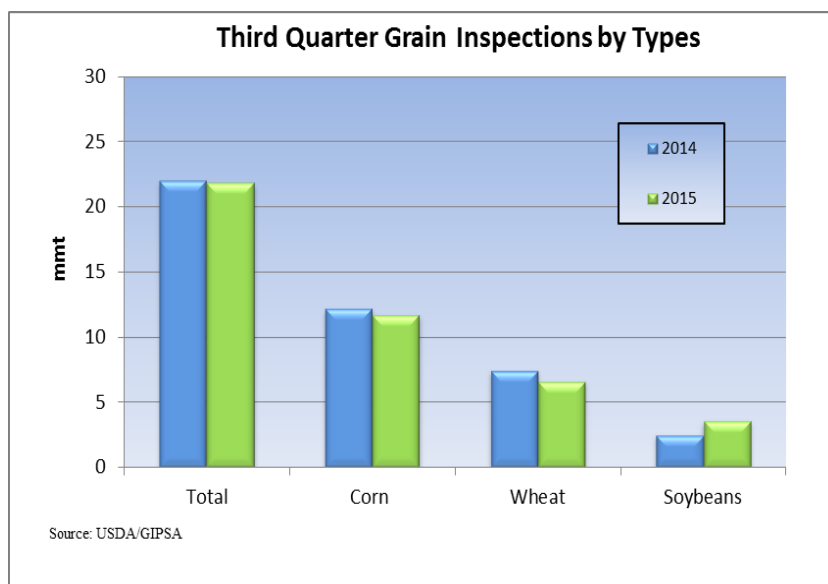
<sup>1</sup>Total includes corn, wheat, and soybeans

Total PNW grain inspections reached 5.2 mmt, down 12 percent from last year and 12 percent below the 5-year average (*see table*). Corn and wheat inspections in the PNW decreased but soybean inspections jumped notably from last year. Soybean inspections, however, were significantly below the 5-year average. Third quarter Atlantic/Great Lakes grain inspections totaled 1.1 mmt, down only 1 percent from last year and 45 percent above the 5-year average. Interior grain inspections reached 2.6 mmt, up 7 percent from last year and 17 percent above the 5-year average. U.S. corn and soybeans inspected for export to Mexico increased 7 and 53 percent, respectively, from last year in the Interior.

### Soybean Inspections Increase

Soybean inspections reached 3.5 mmt during the third quarter, up 42 percent from last year, but 3 percent below the 5-year average (see figure). Soybean inspections were 5 percent below the second quarter 2015. Shipments of soybeans to Asia accounted for 50 percent of all U.S. soybeans inspected for export during the third quarter. Soybean shipments to China accounted for 15 percent of the total soybean exports destined for Asia, a smaller share compared to 32 percent last year. Soybean inspections jumped 41 percent from last year in the Gulf due to increased shipments

to Asia and Latin America; and increased 112 percent in the PNW. Soybean inspections in the Interior rose 37 percent as shipments to Mexico and Asia increased. During September 2015, outstanding (unshipped) soybean export sales averaged 17.4 mmt, 33 percent below the same time last year.



### Corn and Wheat Inspections Lower

U.S. corn inspections (11.7 mmt) decreased 4 percent during the third quarter but were 23 percent above the 5-year average (see figure). Corn inspections increased slightly in the Gulf and 5 percent in the Interior. Gulf corn inspections remained about the same at 7.4 mmt but PNW corn inspections decreased 19 percent to 2.2 mmt. Third quarter inspections of corn to Latin America increased 26 percent from last year, but decreased 38 percent to Asia. Atlantic/Great Lakes corn inspections were down 23 percent from last year.

According to GIPSA, third quarter wheat inspections at all ports totaled 6.6 mmt, down 11 percent from last year and 22 percent below the 5-year average (see figure). Although wheat supplies were adequate, competition increased worldwide from Europe, Canada, and the Ukraine, as U.S. prices remained higher. In response, demand for U.S. wheat from Africa and Latin America was reduced. Third-quarter wheat inspections in the U.S. Gulf reached 2.6 mmt, down 19 percent from last year and 37 percent below the 5-year average. Third quarter PNW wheat inspections totaled 2.9 mmt, down 7 percent from last year and 17 percent below average. Atlantic/Great Lakes wheat inspections increased 9 percent from last year, but Interior wheat inspections dropped 9 percent.

### Market Outlook

According to WASDE, corn and wheat exports are forecast to decrease slightly from last year for 2015/16, but soybean exports are projected to decrease the most (by 9 percent). According to the Foreign Agricultural Service, the pace of soybean export sales is slower than the same time last year, with current outstanding sales, 28 percent below last year. Cumulative (shipped) export sales are down from last year for corn and wheat, but soybean export sales are up slightly (see [Table 12 inside the GTR](#)).

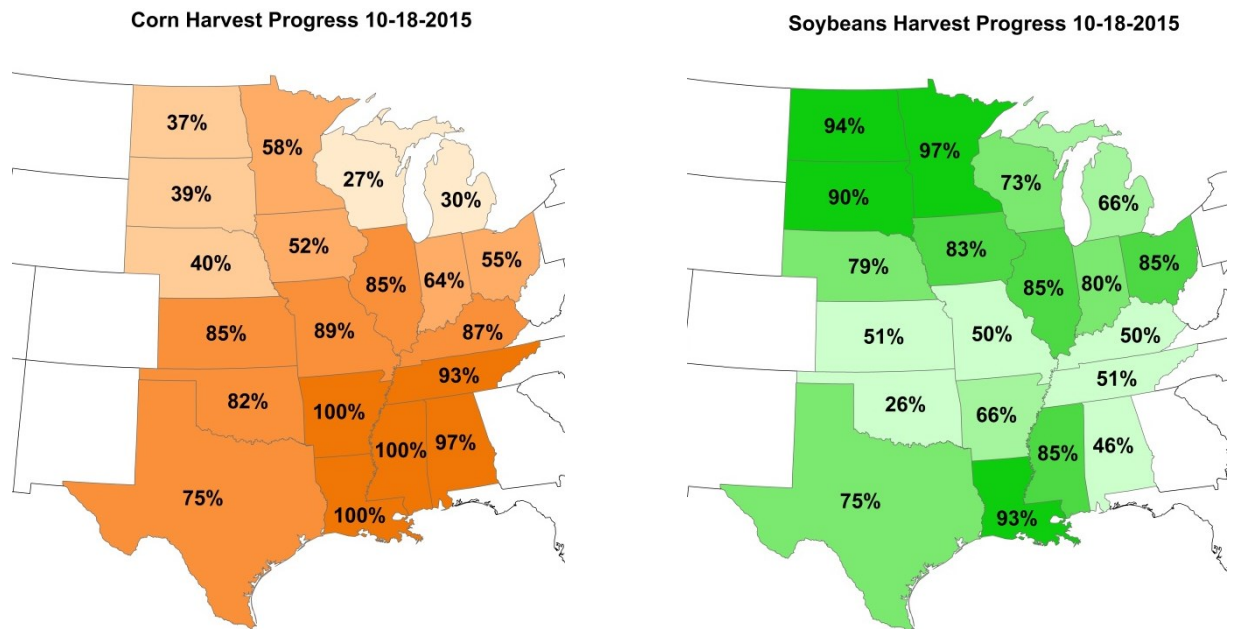
[Johnny.Hill@ams.usda.gov](mailto:Johnny.Hill@ams.usda.gov)

## HARVEST PROGRESS

As of October 18, the National Agricultural Statistics Service reports that 59 percent of the U.S. corn crop is harvested, 17 percentage points more than last week and 5 percentage points ahead of the 5-year average pace. Minnesota advanced its corn harvest by 29 percent over the past week, followed by Iowa (23 percent), and North Dakota (22 percent). Minnesota harvested 49 percent of its corn acres over the last 2 weeks.

The soybean harvest is 77 percent complete, 15 percent more than last week and 9 percent ahead of the 5-year average pace. The largest week-to-week changes occurred in Wisconsin (27 percent), Nebraska (22 percent), and Ohio and Kansas (both 20 percent). Nebraska harvested 48 percent of its soybean acres over the last 2 weeks.

Sixty-one percent of the national sorghum crop is harvested, 10 percent more than last week and 9 percent more than the 5-year average pace. Sorghum harvest in the major growing states of Kansas, Texas, Arkansas, and Nebraska are 52, 74, 99, and 35 percent complete, respectively.



### Current Transportation Status:

**Barge.** For the week ending October 17, 760 thousand tons of grain moved down-bound through the locking portions of the Mississippi, Ohio, and Arkansas Rivers. Calendar year-to-date tonnages were 26.5 million tons, 19 percent higher than the 5-year average. A weekly soybean tonnage of 461 thousand tons continues to represent a majority (61 percent) of grain barge movements. Grain barge tonnage increases were reported at Mississippi River Locks and Dam (L&D) 15 (Davenport, IA), where 211 thousand tons moved down-bound, of which 80 percent were soybeans. Up-bound fertilizers at Mississippi River L&D 15 were 109 thousand tons for the week.

Continued low water conditions on the Mississippi River have slowed barge traffic and have reduced the cargo capacity per individual barge causing more barges to move the same amount of grain. Presently, the Coast Guard has restricted barge drafts to no greater than 10.5 feet on a nearly 400 mile stretch of the lower Mississippi River. For a barge that could normally be loaded to 11 feet, the draft restriction reduces the total capacity by about 100 to 110 tons per barge (for updated river information, see [highlights](#)).

**Rail.** CSX and Norfolk Southern have restored most of the rail lines in the Carolinas following historic rainfall and flooding after Hurricane Joaquin. Across the network, during the week ending October 9, train speeds for U.S. Class I grain trains were 0.9 percent faster compared to the prior week. However, dwell times were up slightly (0.8 percent) from last week for U.S. Class I railroads. As of October 10, the number of backlogged grain cars totaled 1,900, a decrease of 1,597 cars (46 percent) compared to last week.

# Grain Transportation Indicators

Table 1

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

For the week ending	Truck	Rail	Shuttle	Barge	Ocean	
	Unit	Train		Gulf	Pacific	
10/21/15	170	252	201	287	149	126
10/14/15	172	249	219	278	148	126

<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	10/16/2015	10/9/2015
Corn	IL--Gulf	-0.67	-0.64
Corn	NE--Gulf	-0.82	-0.79
Soybean	IA--Gulf	-1.51	-1.48
HRW	KS--Gulf	-1.50	-1.45
HRS	ND--Portland	-2.01	-2.15

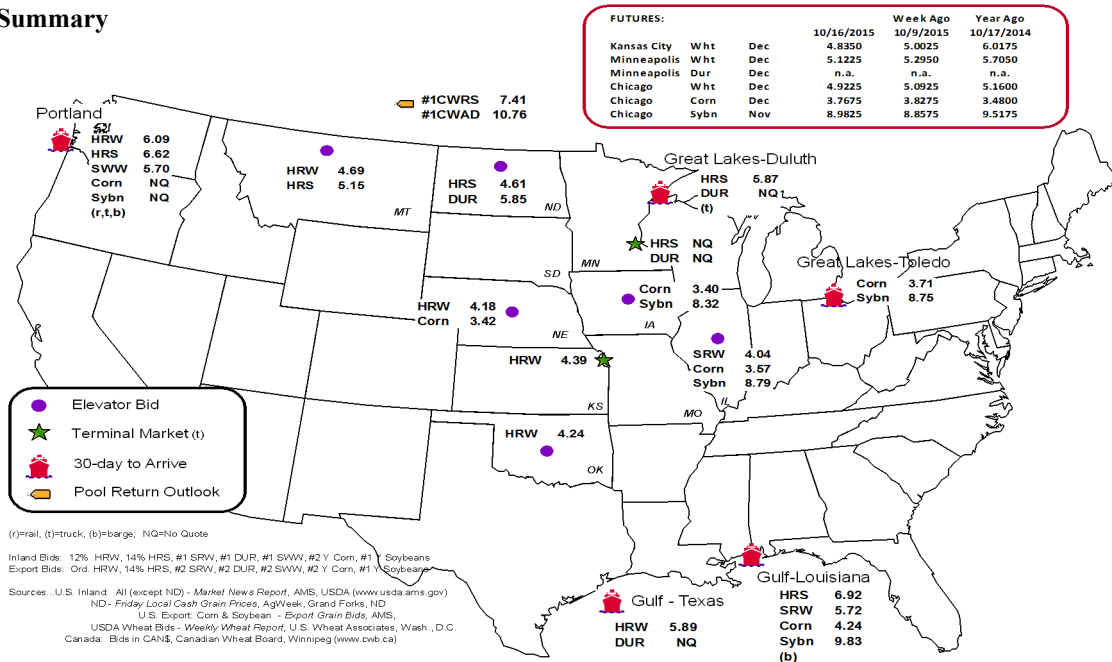
Note: nq = no quote

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>**

For the Week Ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
10/14/2015 <sup>p</sup>	3,080	400	8,382	814	12,676	10/10/2015	2,295
10/07/2015 <sup>r</sup>	2,312	451	8,094	651	11,508	10/3/2015	2,332
2015 YTD <sup>f</sup>	19,410	46,399	169,509	17,358	252,676	2015 YTD	75,542
2014 YTD <sup>f</sup>	24,026	65,662	175,971	19,556	285,215	2014 YTD	77,722
2015 YTD as % of 2014 YTD	81	71	96	89	89	% change YTD	97
Last 4 weeks as % of 2014 <sup>2</sup>	295	61	179	219	164	Last 4wks % 2014	116
Last 4 weeks as % of 4-year avg. <sup>2</sup>	182	61	165	107	142	Last 4wks % 4 yr	128
Total 2014	44,617	83,674	256,670	32,107	417,068	Total 2014	96,467
Total 2013	31,550	71,388	168,826	25,176	296,940	Total 2013	71,397

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

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

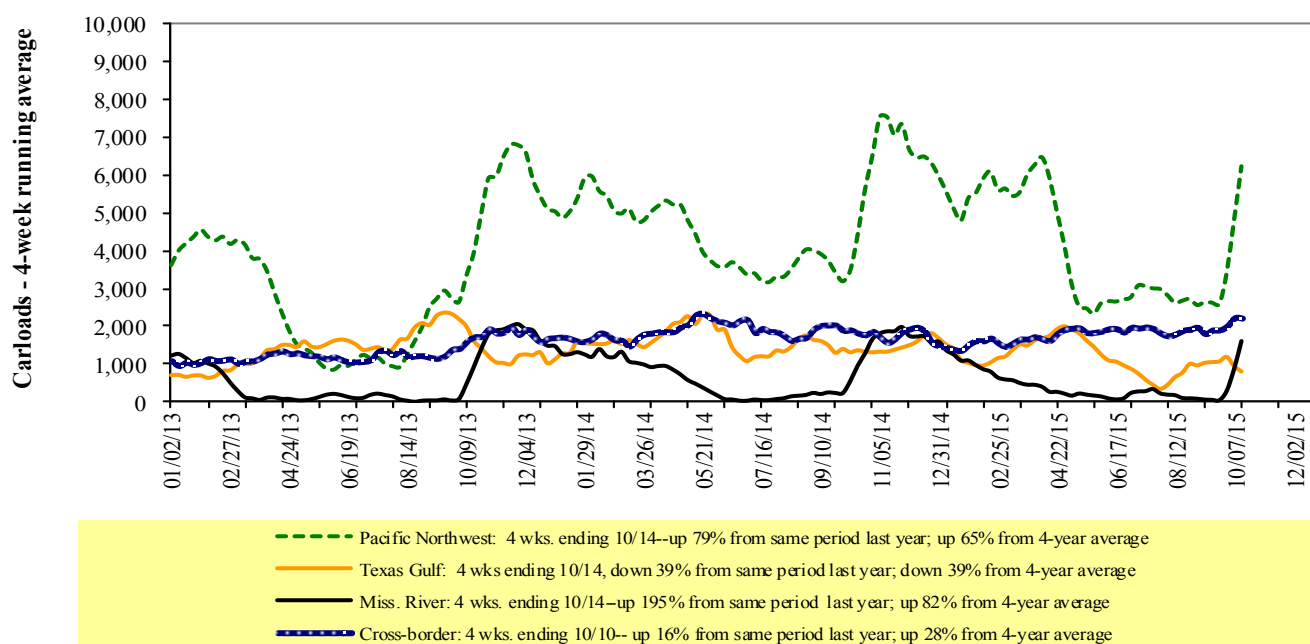
<sup>3</sup> Cross- border weekly data is approximately 15 percent below the Association of American Railroads reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2  
**Rail Deliveries to Port**



Source: Transportation & Marketing Programs/AMS/USDA

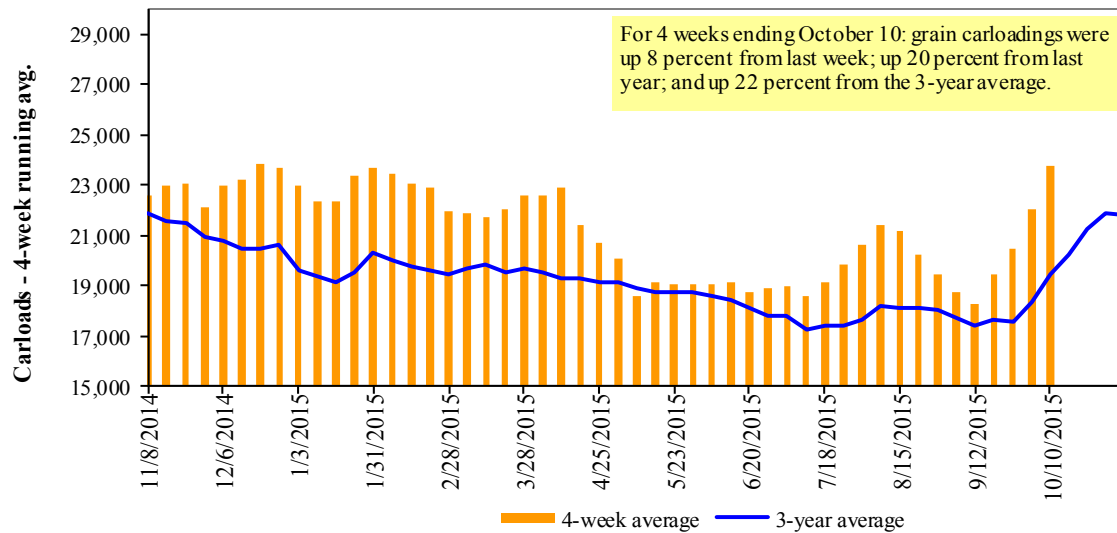
Table 4

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

For the week ending: 10/10/2015	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	2,962	3,142	12,191	870	5,653	24,818	5,198	4,217
This week last year	1,909	2,413	9,707	1,172	5,229	20,430	5,368	5,626
2015 YTD	79,496	114,933	400,827	36,113	205,041	836,410	160,116	178,484
2014 YTD	72,045	111,346	350,772	34,627	223,343	792,133	177,072	211,010
2015 YTD as % of 2014 YTD	110	103	114	104	92	106	90	85
Last 4 weeks as % of 2014 <sup>1</sup>	131	120	131	103	100	120	95	85
Last 4 weeks as % of 3-yr avg. <sup>2</sup>	144	109	119	136	111	119	95	78
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>**

For the week ending: 10/15/2015	Delivery period							
	Nov-15	Nov-14	Dec-15	Dec-14	Jan-16	Jan-15	Feb-16	Feb-15
BNSF <sup>3</sup>								
COT grain units	no bids	no offer	no bids	no offer	no bids	2102	no bids	2037
COT grain single-car <sup>5</sup>	0	no offer	no bids	no offer	no bids	1125 . . 2800	no bids	1067 . . 1718
UP <sup>4</sup>								
GCAS/Region 1	no bids	no offer	no bids	no offer	no bids	no offer	n/a	n/a
GCAS/Region 2	no bids	no offer	no bids	no offer	no bids	no offer	n/a	n/a

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction

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

<sup>4</sup>UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

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

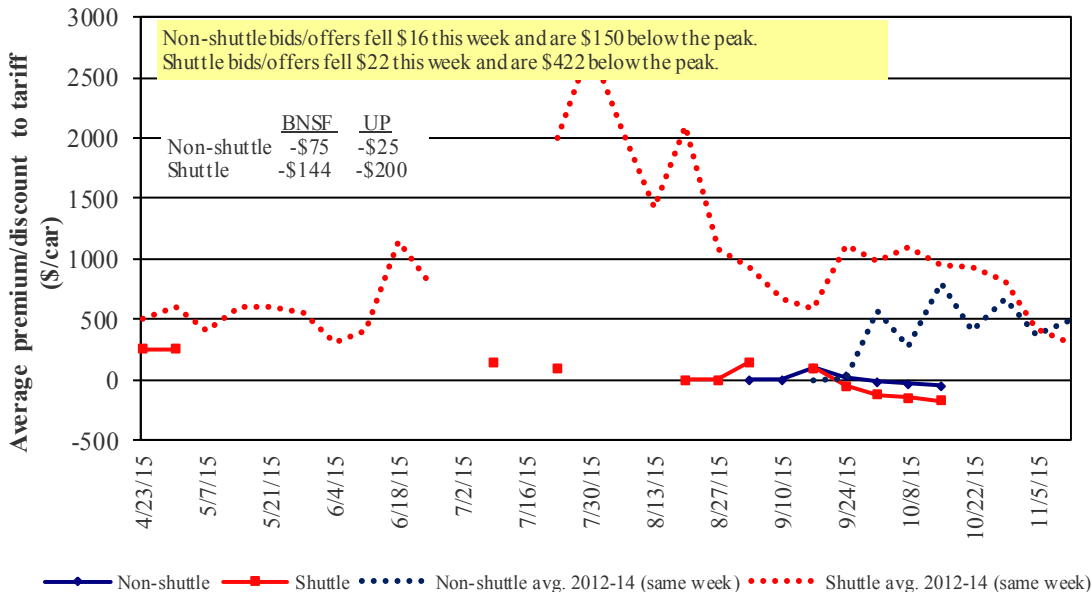


Figure 5

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

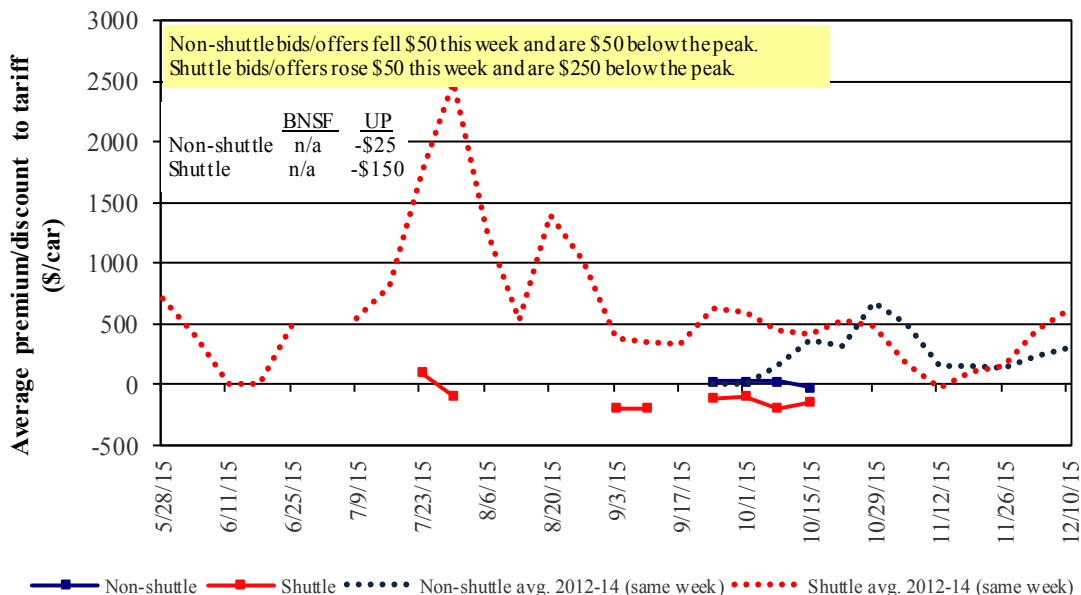
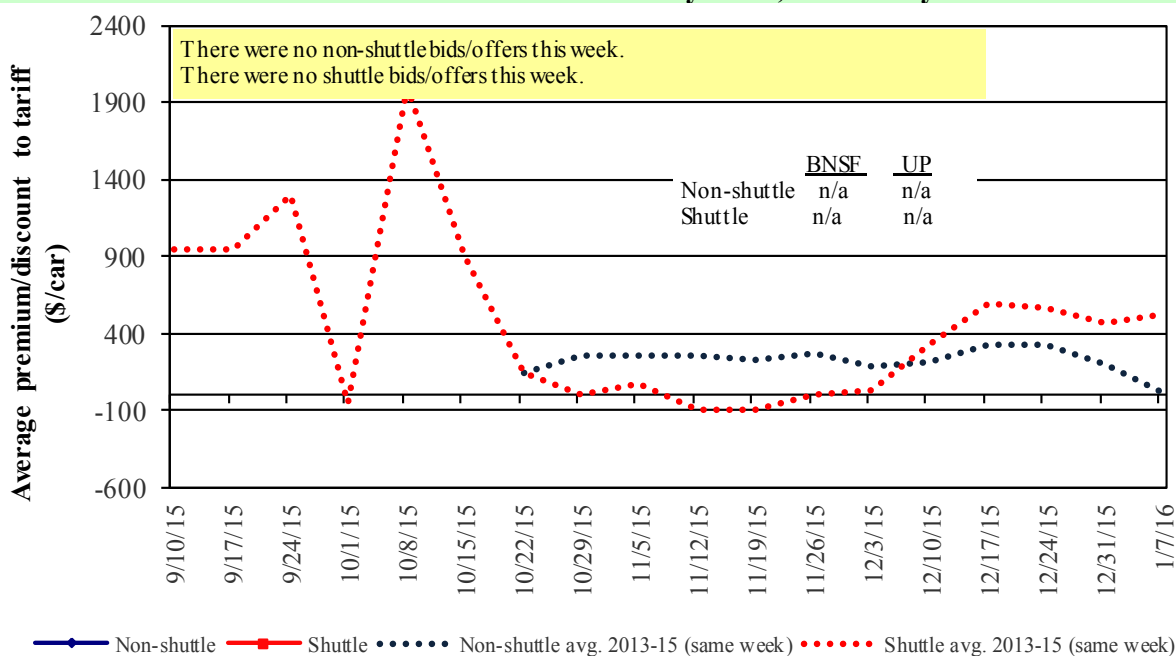




Figure 6

### Bids/Offers for Railcars to be Delivered in January 2016, 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>

For the week ending: 10/15/2015	Delivery period					
	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16
<b>Non-shuttle</b>						
BNSF-GF	(75)	n/a	n/a	n/a	n/a	n/a
Change from last week	(6)	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(3,075)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(25)	(25)	n/a	n/a	n/a	n/a
Change from last week	(25)	(50)	n/a	n/a	n/a	n/a
Change from same week 2014	(1,325)	(775)	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(144)	n/a	n/a	n/a	n/a	n/a
Change from last week	56	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	(2,582)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(200)	(150)	n/a	n/a	n/a	n/a
Change from last week	(100)	50	n/a	n/a	n/a	n/a
Change from same week 2014	(2,108)	(1,550)	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:							
10/1/2015	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,605	\$51	\$36.30	\$0.99	3
	Grand Forks, ND	Duluth-Superior, MN	\$3,563	\$9	\$35.47	\$0.97	-3
	Wichita, KS	Los Angeles, CA	\$6,950	\$46	\$69.47	\$1.89	3
	Wichita, KS	New Orleans, LA	\$4,243	\$89	\$43.02	\$1.17	0
	Sioux Falls, SD	Galveston-Houston, TX	\$6,486	\$38	\$64.78	\$1.76	4
	Northwest KS	Galveston-Houston, TX	\$4,511	\$98	\$45.76	\$1.25	-1
	Amarillo, TX	Los Angeles, CA	\$4,710	\$136	\$48.12	\$1.31	-2
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,328	\$101	\$34.05	\$0.86	-7
	Toledo, OH	Raleigh, NC	\$6,061	\$0	\$60.19	\$1.53	15
	Des Moines, IA	Davenport, IA	\$2,168	\$21	\$21.74	\$0.55	-2
	Indianapolis, IN	Atlanta, GA	\$5,004	\$0	\$49.69	\$1.26	11
	Indianapolis, IN	Knoxville, TN	\$4,311	\$0	\$42.81	\$1.09	14
	Des Moines, IA	Little Rock, AR	\$3,444	\$63	\$34.82	\$0.88	-1
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,052	\$182	\$51.98	\$1.32	-13
	Minneapolis, MN	New Orleans, LA	\$3,634	\$74	\$36.83	\$1.00	-8
	Toledo, OH	Huntsville, AL	\$5,051	\$0	\$50.16	\$1.37	23
	Indianapolis, IN	Raleigh, NC	\$6,178	\$0	\$61.35	\$1.67	16
	Indianapolis, IN	Huntsville, AL	\$4,529	\$0	\$44.98	\$1.22	23
Champaign-Urbana, IL	New Orleans, LA	\$3,974	\$101	\$40.46	\$1.10	-6	
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,953	\$26	\$39.52	\$1.08	0
	Wichita, KS	Galveston-Houston, TX	\$3,919	\$21	\$39.12	\$1.06	6
	Chicago, IL	Albany, NY	\$5,492	\$0	\$54.54	\$1.48	22
	Grand Forks, ND	Portland, OR	\$5,611	\$46	\$56.17	\$1.53	0
	Grand Forks, ND	Galveston-Houston, TX	\$6,532	\$47	\$65.34	\$1.78	-1
	Northwest KS	Portland, OR	\$5,478	\$160	\$55.99	\$1.52	-3
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$56	\$50.20	\$1.28	-10
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$51	\$49.76	\$1.26	-9
	Champaign-Urbana, IL	New Orleans, LA	\$3,147	\$101	\$32.25	\$0.82	-7
	Lincoln, NE	Galveston-Houston, TX	\$3,600	\$30	\$36.04	\$0.92	-6
	Des Moines, IA	Amarillo, TX	\$3,795	\$79	\$38.47	\$0.98	-2
	Minneapolis, MN	Tacoma, WA	\$5,000	\$55	\$50.20	\$1.28	-10
	Council Bluffs, IA	Stockton, CA	\$4,640	\$57	\$46.64	\$1.18	-7
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,490	\$51	\$55.02	\$1.50	-9
	Minneapolis, MN	Portland, OR	\$5,510	\$56	\$55.27	\$1.50	-10
	Fargo, ND	Tacoma, WA	\$5,380	\$45	\$53.87	\$1.47	-9
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$116	\$45.09	\$1.23	-6
	Toledo, OH	Huntsville, AL	\$4,226	\$0	\$41.97	\$1.14	29
Grand Island, NE	Portland, OR	\$5,360	\$164	\$54.85	\$1.49	-7	

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

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

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

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

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

Table 8

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

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

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

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

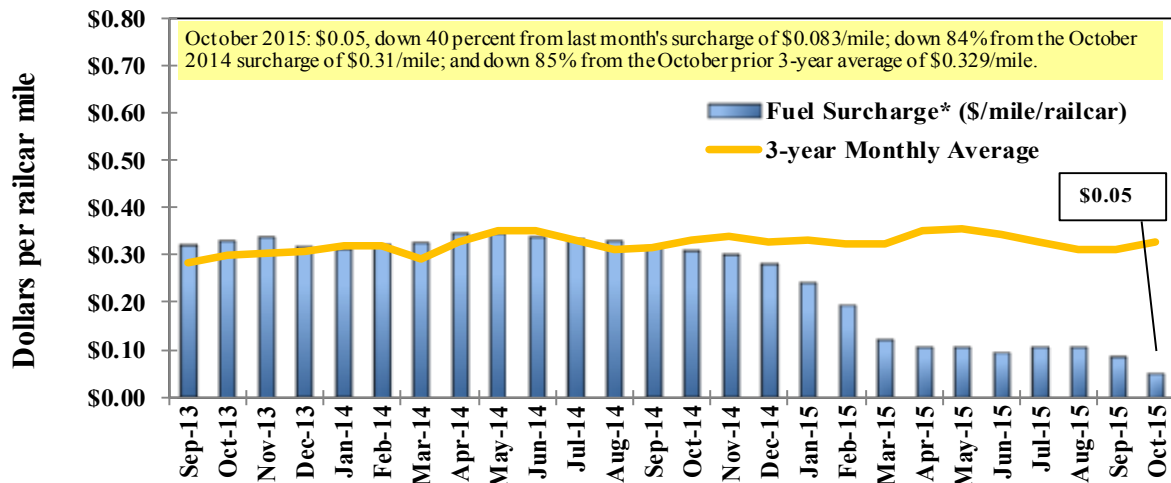
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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

Figure 7

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



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

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

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

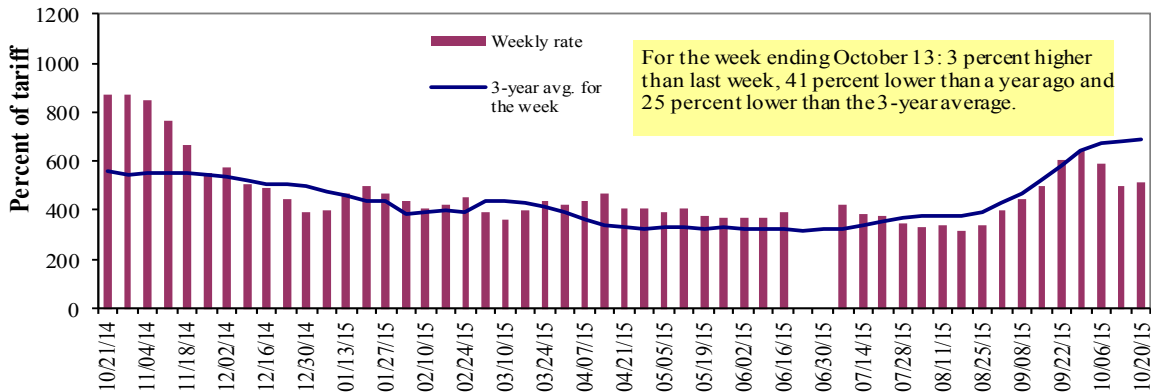
\*\*\* CSX strike price changed from \$2.00/gal. to \$3.75/gal. starting January 1, 2015.

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

# Barge Transportation

Figure 8

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



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.  
Source: Transportation & Marketing Programs/AMS/USDA

Table 9

### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	10/20/2015	613	583	517	523	513	513	505
	10/13/2015	558	533	500	425	500	500	425
<b>\$/ton</b>	10/20/2015	37.94	31.02	23.99	20.87	24.06	20.73	15.86
	10/13/2015	34.54	28.36	23.20	16.96	23.45	20.20	13.35
<b>Current week % change from the same week:</b>								
	Last year	-23	-32	-41	-28	-42	-42	-22
	3-year avg. <sup>2</sup>	-9	-16	-25	-19	-28	-28	-17
<b>Rate<sup>1</sup></b>	November	518	470	438	363	438	438	315
	January	-	-	408	315	333	333	263

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

Source: Transportation & Marketing Programs/AMS/USDA

### Figure 9 Benchmark tariff rates

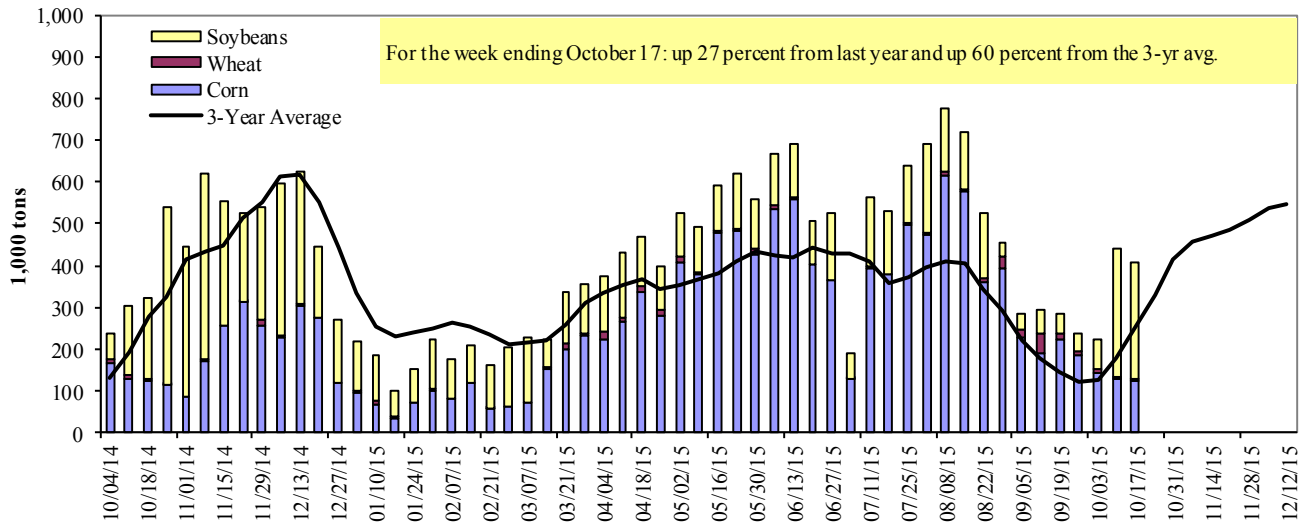
**Calculating barge rate per ton:**  
(Rate \* 1976 tariff benchmark rate per ton)/100

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)**

For the week ending 10/17/2015	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	34	2	169	6	211
Winfield, MO (L25)	92	6	213	2	313
Alton, IL (L26)	113	6	279	2	400
Granite City, IL (L27)	123	6	277	2	408
<b>Illinois River (L8)</b>	26	0	57	0	83
<b>Ohio River (L52)</b>	138	0	136	0	274
<b>Arkansas River (L1)</b>	0	20	48	11	78
Weekly total - 2015	260	26	461	13	760
Weekly total - 2014	242	13	350	4	609
2015 YTD <sup>1</sup>	16,541	1,665	8,072	228	26,508
2014 YTD	17,513	2,064	5,796	190	25,563
2015 as % of 2014 YTD	94	81	139	120	104
Last 4 weeks as % of 2014 <sup>2</sup>	85	160	138	104	110
Total 2014	20,693	2,181	11,813	258	34,946

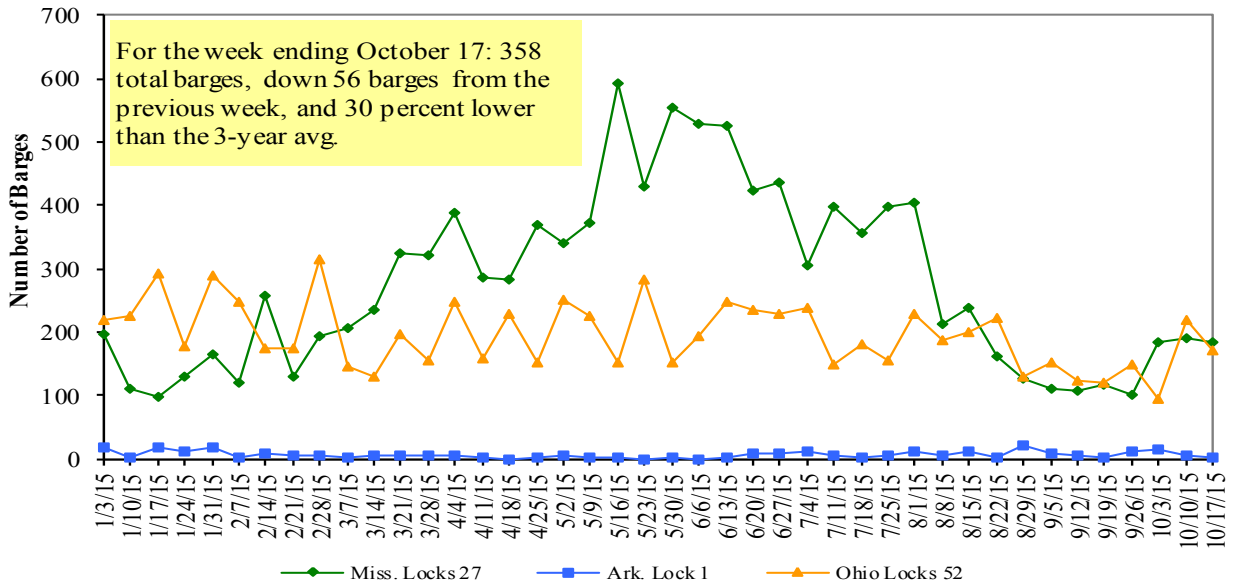
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

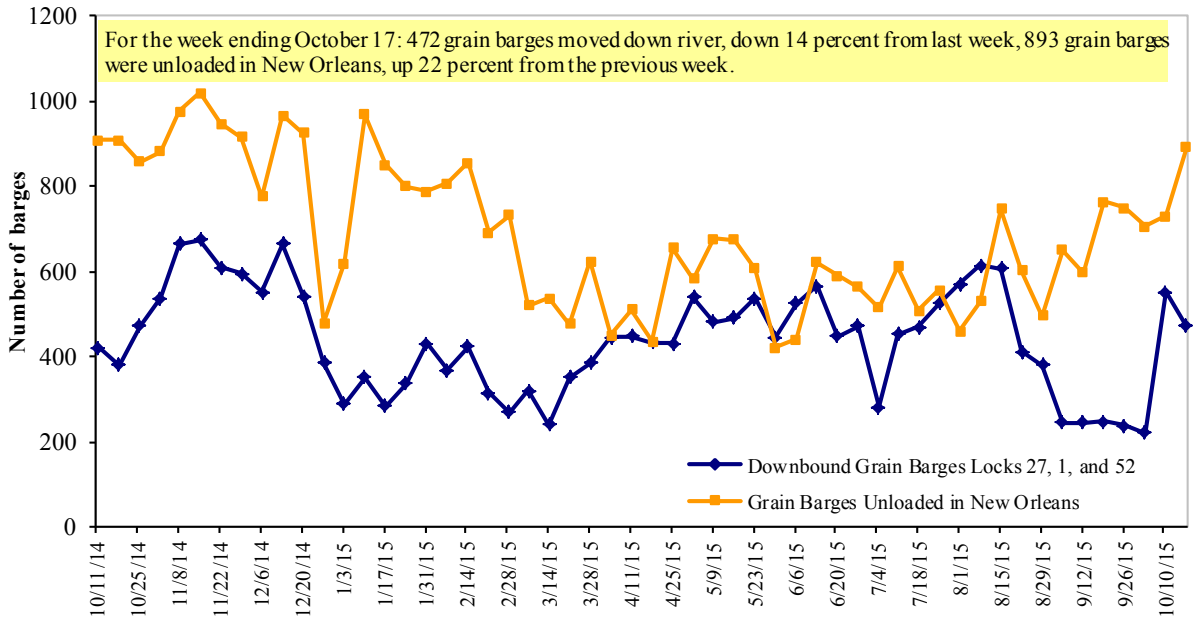
Source: U.S. Army Corps of Engineers

**Figure 11**  
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52**



Source: U.S. Army Corps of Engineers

**Figure 12**  
**Grain Barges for Export in New Orleans Region**



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

# Truck Transportation

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

Table 11

## Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 10/19/2015 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.524	-0.030	-1.141
	New England	2.562	-0.016	-1.189
	Central Atlantic	2.642	-0.019	-1.095
	Lower Atlantic	2.427	-0.042	-1.163
II	Midwest <sup>2</sup>	2.600	-0.034	-1.006
III	Gulf Coast <sup>3</sup>	2.325	-0.014	-1.264
IV	Rocky Mountain	2.523	0.007	-1.215
V	West Coast	2.704	-0.026	-1.131
	West Coast less California	2.576	-0.027	-1.166
	California	2.808	-0.025	-1.105
Total	U.S.	2.531	-0.025	-1.125

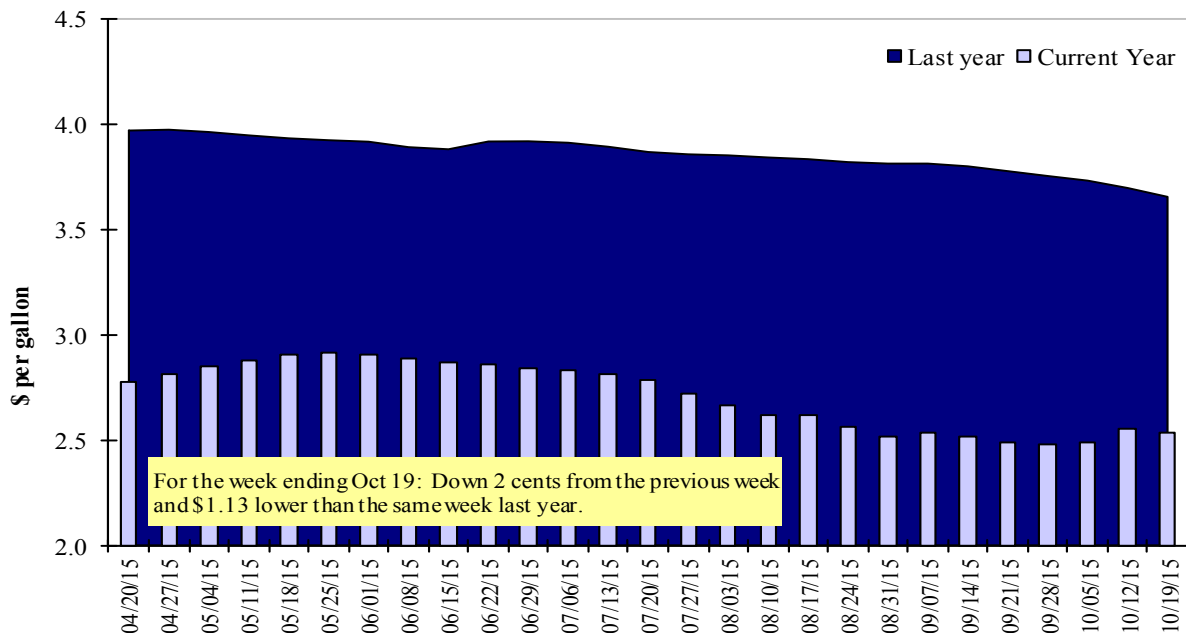
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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)

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)

For the Week Ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
10/8/2015	1,042	573	1,366	724	134	3,838	7,852	19,442	31,132
This week year ago	1,502	882	1,396	791	106	4,677	12,265	26,812	43,754
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2015/16 YTD	2,215	1,547	2,455	1,378	409	8,004	3,780	3,968	15,752
2014/15 YTD	3,146	1,790	3,046	1,533	203	9,717	4,957	3,755	18,429
YTD 2015/16 as % of 2014/15	70	86	81	90	202	82	76	106	85
Last 4 wks as % of same period 2014/15	70	64	117	103	135	86	64	71	71
2014/15 Total	7,009	3,654	7,250	3,758	665	22,336	32,194	46,619	101,149
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309

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

<sup>2</sup> Shipped export sales to date; new marketing year now in effect for corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA ([www.fas.usda.gov](http://www.fas.usda.gov))

Table 13

## Top 5 Importers<sup>1</sup> of U.S. Corn

For the Week ending 10/8/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2011-2013
	2015/16 Current MY	2014/15 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,818	3,036	(40)	10,079
Mexico	4,882	4,932	(1)	8,145
Korea	124	414	(70)	2,965
Colombia	900	1,459	(38)	3,461
Taiwan	219	261	(16)	1,238
<b>Top 5 Importers</b>	<b>7,943</b>	<b>10,101</b>	<b>(21)</b>	<b>25,887</b>
<b>Total US corn export sales</b>	<b>11,632</b>	<b>17,221</b>	<b>(32)</b>	<b>34,445</b>
% of Projected	25%	36%		
Change from prior week	<b>599</b>	<b>1,923</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	68%	59%		75%
<b>USDA forecast, October 2015</b>	<b>47,074</b>	<b>47,430</b>	<b>(1)</b>	
<b>Corn Use for Ethanol USDA forecast, October 2015</b>	<b>133,350</b>	<b>132,258</b>	<b>1</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://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**

For the Week Ending 10/8/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2011-13
	2015/16	2014/15		
	Current MY	Last MY		
	- 1,000 mt -			- 1,000 mt -
China	10,296	17,902	(42)	24,211
Mexico	1,085	1,115	(3)	2,971
Indonesia	297	703	(58)	1,895
Japan	987	592	67	1,750
Taiwan	371	680	(45)	1,055
<b>Top 5 importers</b>	<b>13,034</b>	<b>20,992</b>	<b>(38)</b>	<b>31,882</b>
<b>Total US soybean export sales</b>	<b>23,410</b>	<b>30,566</b>	<b>(23)</b>	<b>39,169</b>
% of Projected	51%	61%		
Change from prior week	1,477	895		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>56%</b>	<b>69%</b>		<b>81%</b>
<b>USDA forecast, October 2015</b>	<b>45,640</b>	<b>50,218</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**

For the Week Ending 10/8/2015	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2012-2014
	2015/16	2014/15		
	Current MY	Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,196	1,520	(21)	3,113
Mexico	1,151	1,586	(27)	2,807
Nigeria	970	1,611	(40)	2,512
Philippines	1,125	1,183	(5)	2,105
Brazil	310	1,485	(79)	2,091
Korea	662	779	(15)	1,273
Taiwan	426	515	(17)	1,007
Indonesia	193	349	(45)	751
Colombia	393	387	2	662
Thailand	194	165		618
<b>Top 10 importers</b>	<b>6,425</b>	<b>9,414</b>	<b>(32)</b>	<b>16,939</b>
<b>Total US wheat export sales</b>	<b>11,843</b>	<b>14,394</b>	<b>(18)</b>	<b>26,361</b>
% of Projected	51%	62%		
Change from prior week	460	454		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>54%</b>	<b>65%</b>		<b>64%</b>
<b>USDA forecast, October 2015</b>	<b>23,161</b>	<b>23,270</b>	<b>(0)</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	For the Week Ending 10/15/15	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	172	226	76	9,026	10,463	86	107	127	12,436
Corn	0	121	0	7,057	7,394	95	55	248	7,781
Soybeans	833	691	120	5,783	4,915	118	411	131	12,887
<b>Total</b>	<b>1,005</b>	<b>1,038</b>	<b>97</b>	<b>21,866</b>	<b>22,772</b>	<b>96</b>	<b>165</b>	<b>133</b>	<b>33,104</b>
<b>Mississippi Gulf</b>									
Wheat	0	54	0	3,723	4,040	92	60	44	4,495
Corn	296	328	90	23,121	25,508	91	62	79	30,912
Soybeans	1,370	1,076	127	16,941	14,137	120	122	125	29,087
<b>Total</b>	<b>1,667</b>	<b>1,458</b>	<b>114</b>	<b>43,785</b>	<b>43,685</b>	<b>100</b>	<b>94</b>	<b>101</b>	<b>64,495</b>
<b>Texas Gulf</b>									
Wheat	27	28	98	3,088	5,320	58	35	33	6,120
Corn	60	21	283	601	509	118	270	1,479	580
Soybeans	0	0	n/a	210	265	79	0	0	949
<b>Total</b>	<b>87</b>	<b>49</b>	<b>178</b>	<b>3,899</b>	<b>6,094</b>	<b>64</b>	<b>56</b>	<b>48</b>	<b>7,649</b>
<b>Interior</b>									
Wheat	16	14	114	1,173	1,162	101	52	110	1,400
Corn	122	92	133	5,028	4,647	108	75	128	5,677
Soybeans	141	136	104	2,686	2,604	103	71	127	4,312
<b>Total</b>	<b>279</b>	<b>241</b>	<b>116</b>	<b>8,888</b>	<b>8,414</b>	<b>106</b>	<b>90</b>	<b>122</b>	<b>11,389</b>
<b>Great Lakes</b>									
Wheat	0	18	0	799	579	138	58	75	935
Corn	0	17	0	433	243	178	34	112	288
Soybeans	74	32	230	193	85	227	312	69	988
<b>Total</b>	<b>74</b>	<b>67</b>	<b>111</b>	<b>1,425</b>	<b>907</b>	<b>157</b>	<b>93</b>	<b>73</b>	<b>2,211</b>
<b>Atlantic</b>									
Wheat	1	1	93	419	516	81	5	9	553
Corn	32	13	241	240	762	32	73	110	816
Soybeans	6	12	50	992	1,005	99	394	54	2,119
<b>Total</b>	<b>39</b>	<b>26</b>	<b>147</b>	<b>1,651</b>	<b>2,282</b>	<b>72</b>	<b>52</b>	<b>65</b>	<b>3,487</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	216	340	64	18,228	22,080	83	75	78	25,939
Corn	510	592	86	36,481	39,063	93	71	99	46,054
Soybeans	2,425	1,947	125	26,805	23,009	116	163	121	50,342
<b>Total</b>	<b>3,151</b>	<b>2,879</b>	<b>109</b>	<b>81,514</b>	<b>84,153</b>	<b>97</b>	<b>108</b>	<b>106</b>	<b>122,335</b>

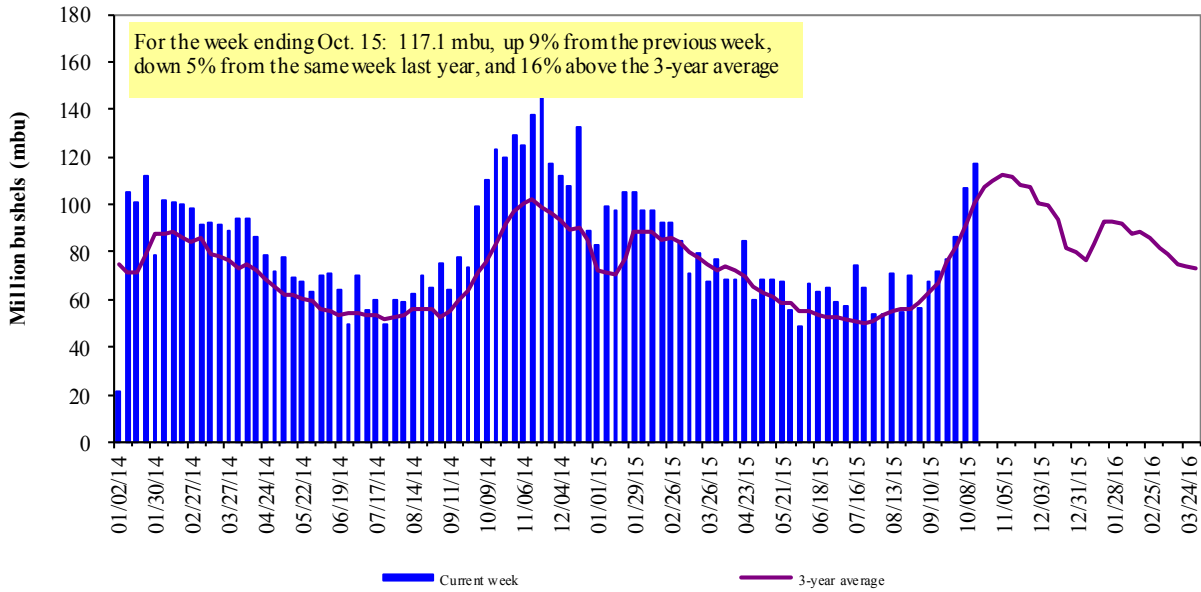
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

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

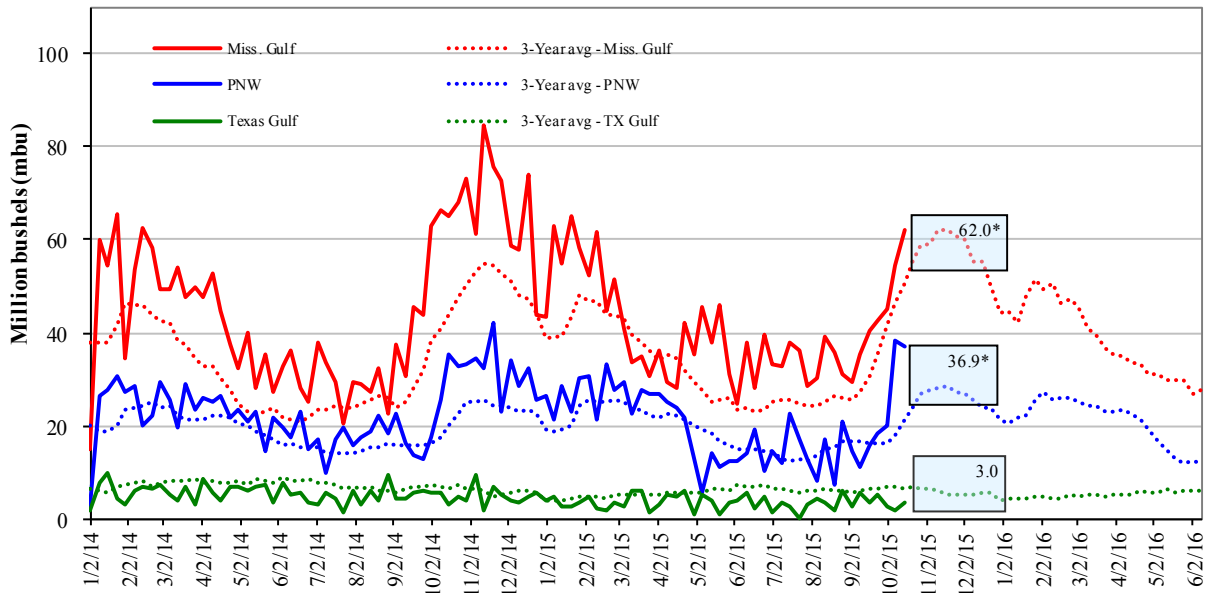


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



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

<b>October 15: % change from:</b>	<b>MS Gulf</b>	<b>TX Gulf</b>	<b>U.S. Gulf</b>	<b>PNW</b>
Last week	up 15	up 81	up 16	down 4
Last year (same week)	down 5	up 3	down 4	up 4
3-yr avg. (4-wk mov. avg.)	up 23	down 50	up 14	up 31

# Ocean Transportation

Table 17

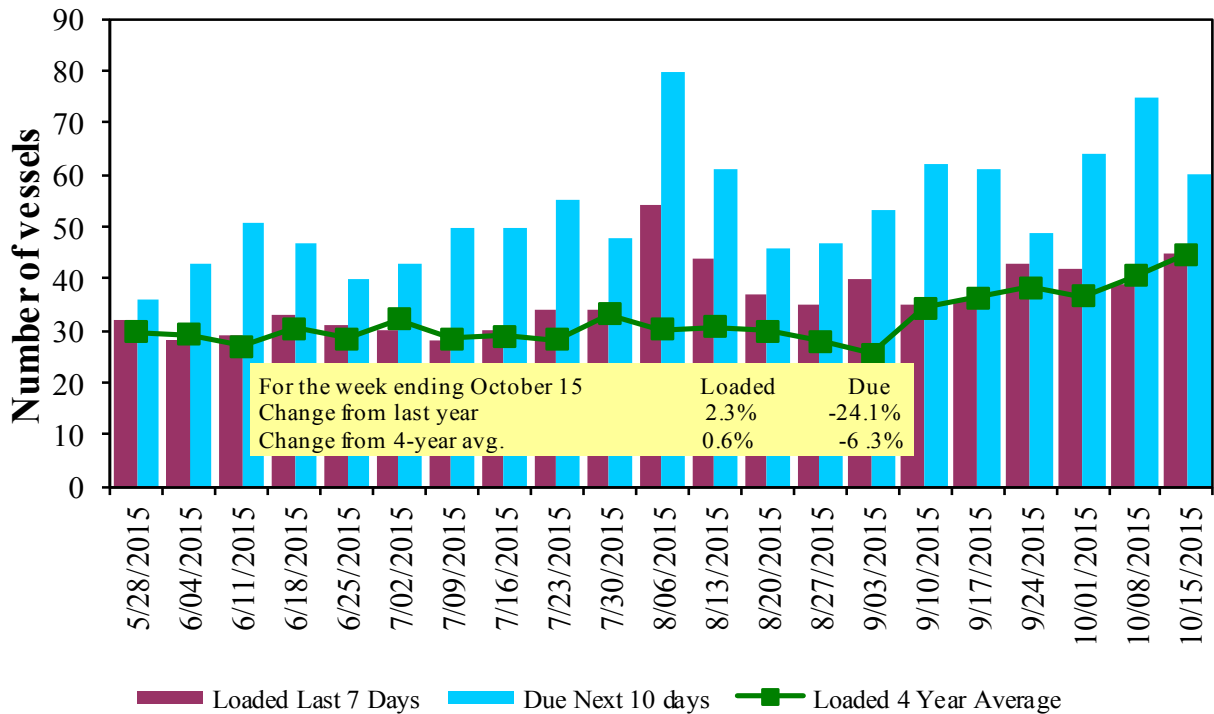
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

For the week ending	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
10/15/2015	45	45	60	12	n/a
10/8/2015	45	39	75	11	n/a
2014 range	(18..88)	(24..52)	(27..97)	(6..26)	n/a
2014 avg.	47	39	60	15	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

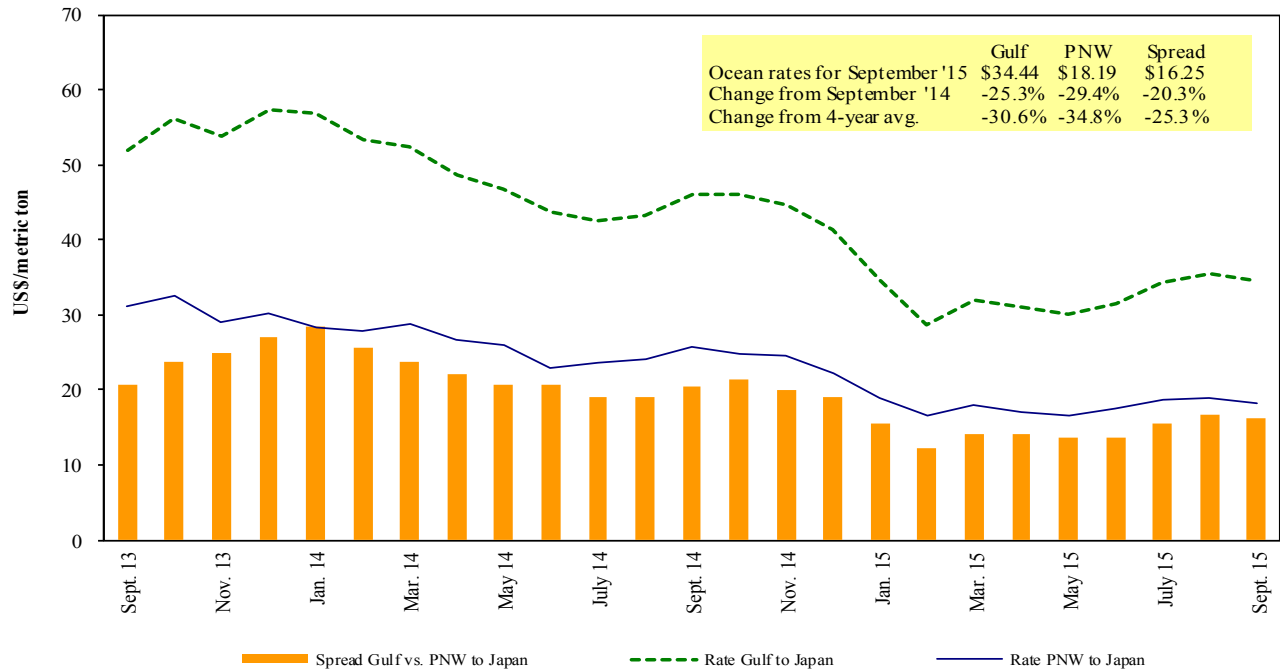
**U.S. Gulf<sup>1</sup> Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA  
<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf

Figure 17

**Grain Vessel Rates, U.S. to Japan**



Data Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 10/17/2015**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Oct 25/30	55,000	30.50
U.S. Gulf	China	Heavy Grain	Oct 22/31	58,000	32.25
U.S. Gulf	China	Heavy Grain	Oct 22/31	58,000	31.00
U.S. Gulf	China	Heavy Grain	Oct 15/24	55,000	32.25
U.S. Gulf	China	Heavy Grain	Oct 5/20	58,000	31.00
U.S. Gulf	China	Heavy Grain	Oct 5/15	55,000	32.00
U.S. Gulf	China	Heavy Grain	Oct 5/15	55,000	31.50
U.S. Gulf	China	Heavy Grain	Nov 1/30	55,000	34.50
U.S. Gulf	Guatemala <sup>1</sup>	Corn	Jul 20/30	10,000	108.18
PNW	Yemen	Heavy Grain	Oct 1/20	55,000	26.00
Australia	Yemen	Heavy Grain	Oct 1/20	55,000	18.00
Bulgaria	Amsterdam	Sunflower Seed	Oct 18/22	25,000	17.75

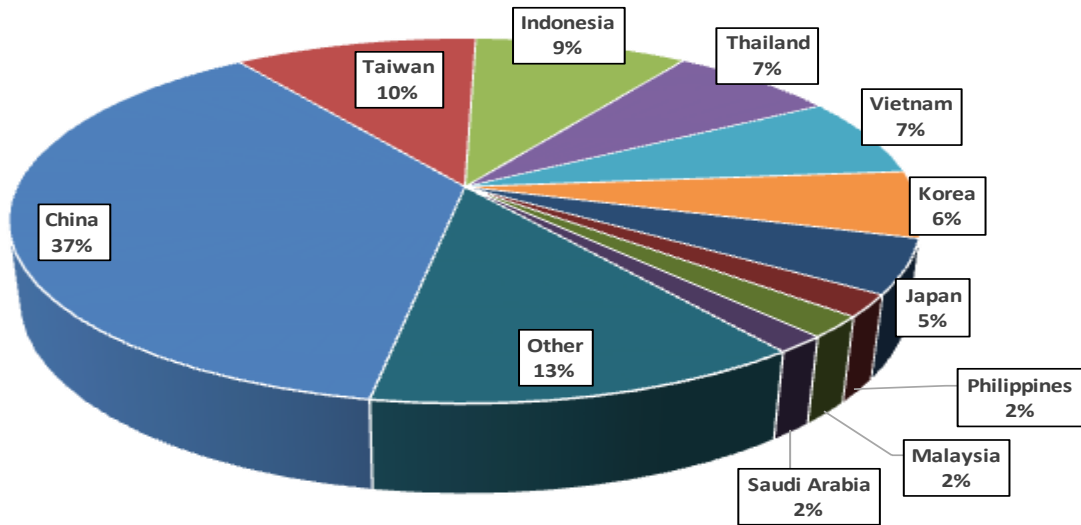
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

Source: Maritime Research Inc. ([www.maritime-research.com](http://www.maritime-research.com))

In 2014, containers were used to transport 7 percent of total U.S. waterborne grain exports. Approximately 63 percent of U.S. waterborne grain exports in 2014 went to Asia, of which 11 percent were moved in containers. Approximately 95 percent of U.S. waterborne containerized grain exports were destined for Asia.

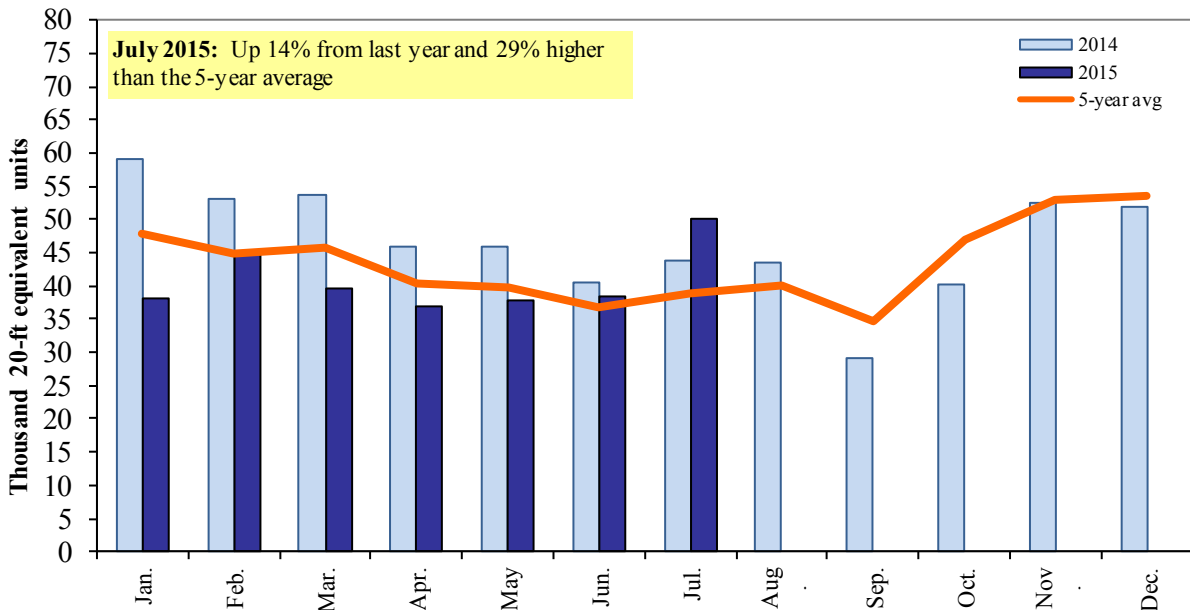
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, January-July 2015**



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

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

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



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

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

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