United States Department of Agriculture

Grain Transportation Report

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

Contact Us

August 20, 2015

Contents

The next release is August 27, 2015

WEEKLY HIGHLIGHTS

Grain Inspections Rebound

For the week ending August 13, **total inspections of grain** (corn, wheat, soybeans) from all major export regions reached 1.82 million metric tons (mmt), up 29 percent from the past week, up 12 percent from last year, and 25 percent above the 3-year average. Inspections of each of the three major grains increased from the past week; wheat up 34 percent; corn up 5 percent, and soybeans up 128 percent. Pacific Northwest (PNW) grain inspections jumped 124 percent from the previous week and Mississippi Gulf inspections increased 29 percent. Grain shipments overall increased to the Asia and to Latin America. Outstanding (unshipped) export sales of wheat and corn increased, but outstanding soybean export sales decreased from the previous week.

Great Lakes/St. Lawrence Seaway Grain Shipments Increase

Year-to-date shipments of grain through the Great Lakes /St. Lawrence Seaway are at 0.919 mmt, up 95 percent from last year. As Europe's demand for U.S. grain began to increase, wheat and corn shipments through the region jumped 52 and 133 percent from the previous year. Wheat shipments to Europe through the Great Lakes have jumped over 200 percent from last year, while corn exports to Canada and Africa have also increased significantly. According to *Grainnet*, more old-crop grain in the region is being moved through and out of the region by vessels called lakers and salties. The Great Lakes/St. Lawrence Seaway is expected to remain an important trade lane for bulk grain shipments.

River Levels Dropping in Most Areas

For most of the summer, barge traffic has been slowed by high water on the Mississippi, Illinois, Ohio, and Arkansas Rivers. However, more recently, reduced precipitation amounts have lowered most river levels and as of August 20, minor shoaling problems have been reported on the Ohio and Upper Mississippi Rivers. Typically, after high water events sediment begin to settle at the river bottom, and when there are heavy accumulations, the channel is dredged to allow for safe passage of barges. Overall, water levels on the rivers have been drastically reduced. For example, the Mississippi River at St. Louis, MO, was at 25 feet or greater for most of June and July, but as of August 20, is at 11.8 feet.

Snapshots by Sector

Export Sales

During the week ending August 6, **unshipped balances** of wheat, corn, and soybeans totaled 12.2 mmt, down 7 percent from the same time last year. Net weekly **wheat export sales** of .421 mmt down 50 percent from the prior week. **Corn export sales** of .029 mmt were notably above the prior week, and **soybean net export sales** were .096 mmt, well above the past week.

Rail

U.S. Class I railroads originated 21,587 **carloads of grain** during the week ending August 8, up 1 percent from last week, up 2 percent from last year, and up 18 percent from the 3-year average.

During the week ending August 13, average August shuttle **secondary railcar bids/offers per car** were $213 below tariff, down $24 from last week, and $1,363 lower than last year. Non-shuttle secondary railcar bids/offers were $31 below tariff and down $13 from last week. There were no August non-shuttle secondary railcar bids/offers this week last year.

Barge

During the week ending August 15, **barge grain movements** totaled 938,812 tons, down 1 percent from last week, and up 68 percent from the same period last year.

During the week ending August 15, 606 grain barges **moved down river**, down 2 percent from last week; 748 grain barges were **unloaded in New Orleans**, up 41 percent from the previous week.

Ocean

During the week ending August 13, 44 **ocean-going grain vessels** were loaded in the Gulf, 52 percent more than the same period last year. Sixty-one vessels are expected to be loaded within the next 10 days, 22 percent more than the same period last year.

During the week ending August 14, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $35.50 per metric ton (mt), up 3 percent from the previous week. The cost of shipping from the PNW to Japan was $18.75 per mt, up 3 percent from the previous week.

Fuel

During the week ending August 17, U.S. average **diesel fuel prices** were unchanged from the previous week at $2.62 per gallon,down $1.22 from the same week last year

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Feature Article/Calendar

Second Quarter Corn Shipments to Mexico Up as Landed Cost Decreased

Mexico imported more U.S. corn during the second quarter of 2015 (FAS, GATS Data), compared to the same period last year as transportation and landed costs to Mexico decreased. The transportation cost of shipping corn and soybeans by the water route from the United States to Veracruz, Mexico decreased by 3 and 10 percent compared to the previous quarter and the same period a year ago, respectively. The cost of transporting wheat through the water route increased 5 percent from quarter to quarter but decreased 11 percent from the same quarter last year. Transportation costs for shipping corn, soybeans, and wheat by the land route decreased from the previous quarter, and were also less than a year earlier

Quarterly costs of transporting U.S. grain to Guadalajara, Mexico

	Water route (to Veracruz) $/metric ton					Land route (to Guadalajara) $/metric ton				
	2014 2nd qtr.	2015 1st qtr.	2015 2nd qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2014 2nd qtr.	2015 1st qtr.	2015 2nd qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.
Corn										
Origin			IL					IA		
Truck	14.59	12.02	12.02	-17.6	0.0	4.71	3.91	3.91	-17.0	0.0
Rail [1]						90.01	90.21	87.88	-2.4	-2.6
Ocean[2]	15.48	11.63	11.89	-23.2	2.2					
Barge	18.98	21.94	20.46	7.8	-6.7					
Total transportation cost	49.05	45.59	44.37	-9.5	-2.7	94.72	94.12	91.79	-3.1	-2.5
Farm Value	187.52	149.47	144.09	-23.2	-3.6	183.19	150.52	143.04	-21.9	-5.0
Landed Cost	236.57	195.06	188.46	-20.3	-3.4	277.91	244.64	234.83	-15.5	-4.0
Transport % of landed cost	21	23	24			34	38	39		
Soybeans										
Origin			IL					NE		
Truck	14.59	12.02	12.02	-17.6	0.0	4.71	3.91	3.91	-17.0	0.0
Rail [1]						94.54	94.87	93.01	-1.6	-2.0
Ocean[2]	15.48	11.63	11.89	-23.2	2.2					
Barge	18.98	21.94	20.46	7.8	-6.7					
Total transportation cost	49.05	45.59	44.37	-9.5	-2.7	99.25	98.78	96.92	-2.3	-1.9
Farm Value	527.88	376.01	359.60	-31.9	-4.4	525.43	356.66	343.06	-34.7	-3.8
Landed Cost	576.93	421.60	403.97	-30.0	-4.2	624.68	455.44	439.98	-29.6	-3.4
Transport % of landed cost	9	11	11			16	22	22		
Wheat										
Origin			KS					KS		
Truck	4.71	3.91	3.91	-17.0	0.0	4.71	3.91	3.91	-17.0	0.0
Rail [1]	40.28	35.94	38.05	-5.5	5.9	76.50	74.52	74.00	-3.3	-0.7
Ocean[2]	15.48	11.63	11.89	-23.2	2.2					
Total transportation cost[3]	60.47	51.48	53.85	-10.9	4.6	81.21	78.43	77.91	-4.1	-0.7
Farm Value	266.64	202.46	193.15	-27.6	-4.6	266.64	202.46	193.15	-27.6	-4.6
Landed Cost	327.11	253.94	247.00	-24.5	-2.7	347.85	280.89	271.06	-22.1	-3.5
Transport % of landed cost	18	20	22			23	28	29		

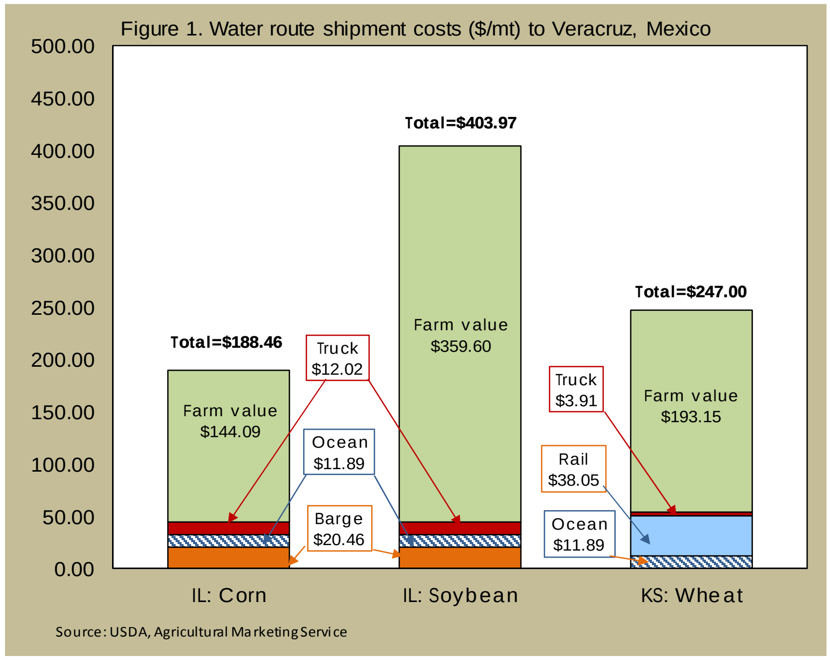
[1]Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary market, which could exceed the rail tariff rate plus fuel surcharge shown in the table. Origins are modified from past tables. Rail rates for the water route were revised from previous estim

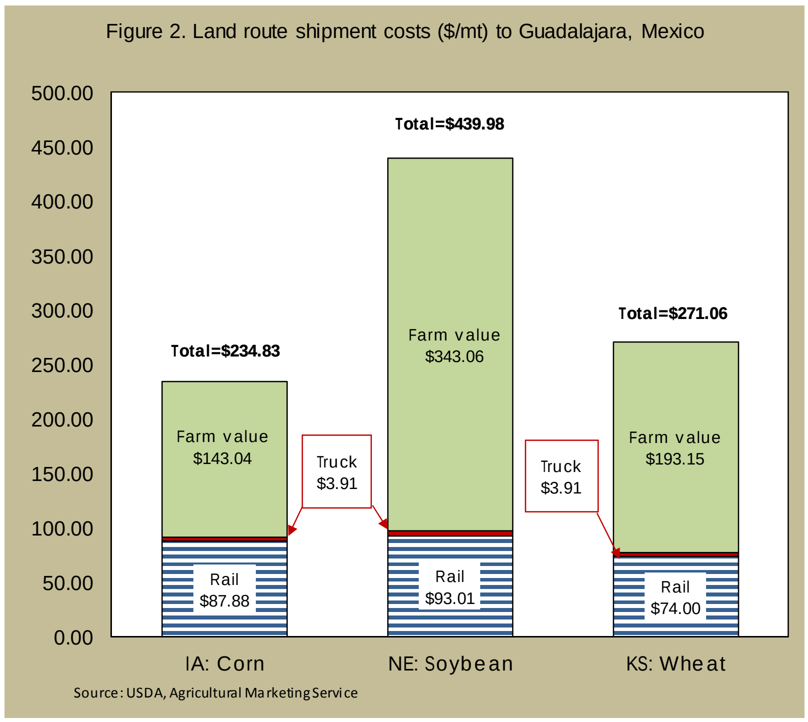
[2]Source: O'Neil Commodity Consulting

[3]Transportation costs for Kansas wheat transported via water route were revised from previous estimates

Trucking rates remained unchanged for both the land and water routes from the previous quarter. Falling barge rates for shipping seaborne corn and soybeans out of Illinois more than offset the increases in ocean rates, which caused the landed costs to decline quarter to quarter. Similarly, over the land route, lower tariff rail rates pushed down the landed costs quarter to quarter.

In addition to lower transportation costs, reduced commodity prices (reflected in "farm value") pushed down the landed costs of corn, soybeans, and wheat from the previous quarter and a year earlier. Specifically, the landed costs for the water route ranged from $188.46 to $403.97 per metric ton (mt) (Figure 1), and $234.83 to $439.98 per mt for the land route (Figure 2). Overall, transportation's share of the landed costs is mixed. For instance, while transportation's share of the landed costs for soybeans remained unchanged, it marginally increased for corn and wheat over both routes. More specifically, for the water route, transportation's share of the landed cost ranged from 11 to 24 percent for the three crops and from 22 to 39 percent for the land route.





Market Outlook: Mexico imported 3.26 million metric tons (mmt) of corn during the second quarter—19 percent more than the same period a year ago (FAS, GATS Data). However, Mexico imported 12 percent less wheat and 11 percent less soybeans at 0.70 mmt and 0.84 mmt, respectively, during the quarter compared to the same period last year. Mexican corn imports for marketing year (MY) 2015/16 are forecast at 10.3 mmt, slightly higher than the previous year (*FAS, GAIN Report #: MX5011*). The growth in corn imports is fueled primarily by increased demand from Mexico's livestock sector. Similarly, soybean imports for MY 2015/16 are forecast to increase (*FAS, GAIN Report #: MX5014*). Mexico's wheat imports for MY 2015/16 are forecast to decline to 4.2 mmt because of an increase in domestic production and lower demand for imported feed wheat (*FAS, GAIN Report #: MX5011*). However, Mexican total wheat consumption is expected to increase slightly over MY 2014/15 as bread products and other types of wheat-baked goods are gaining popularity among consumers throughout Mexico. Increasing popularity for wheat-baked products coupled with currently low wheat landed costs may boost the U.S. wheat exports to Mexico in the longer term. *surajudeen.olowolayemo@ams.usda.gov*

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
08/19/15	176	250	203	176	159	133
08/12/15	176	251	204	187	154	129

[1]Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = near-month secondary rail market bid and monthly tariff ra with fuel surcharge ($/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	8/14/2015	8/7/2015
Corn	IL--Gulf	-0.55	-0.63
Corn	NE--Gulf	-0.64	-0.72
Soybean	IA--Gulf	-0.66	-0.65
HRW	KS--Gulf	-1.25	-1.17
HRS	ND--Portland	-1.87	-1.78

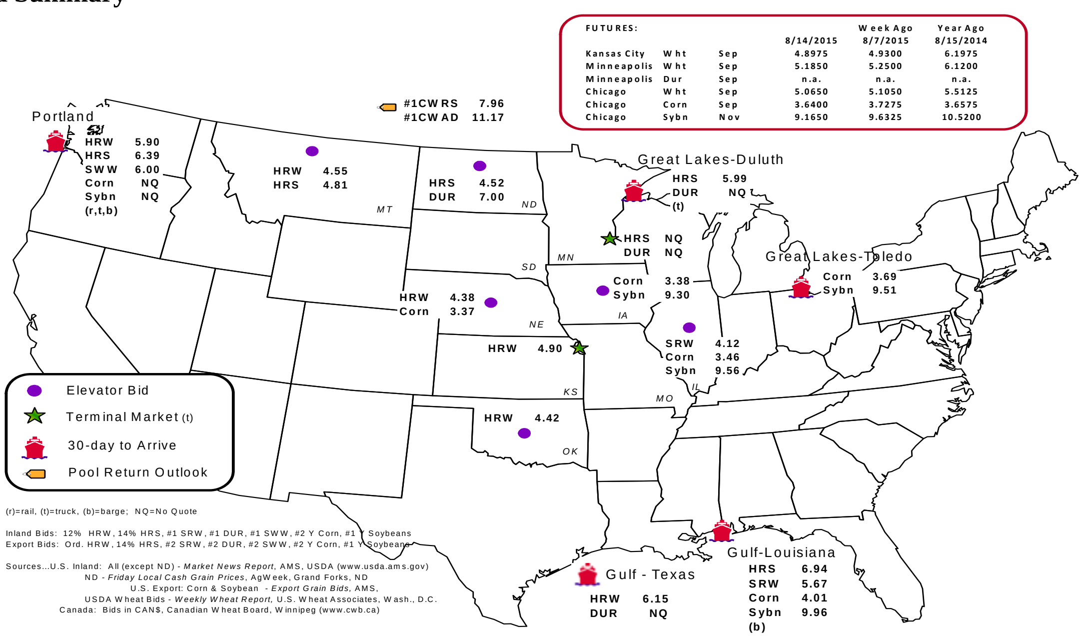
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1

Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
8/12/2015[p]	95	720	2,214	31	3,060	8/8/2015	2,136
8/05/2015[r]	56	808	2,877	72	3,813	8/1/2015	1,728
2015 YTD[r]	12,639	38,004	131,339	14,557	196,539	2015 YTD	56,972
2014 YTD[r]	20,787	52,091	142,538	16,959	232,375	2014 YTD	60,121
2015 YTD as % of 2014 YTD	61	73	92	86	85	% change YTD	95
Last 4 weeks as % of 2014[2]	197	47	79	66	72	Last 4wks % 2014	103
Last 4 weeks as % of 4-year avg.[2]	102	54	90	71	81	Last 4wks % 4 yr	118
Total 2014	44,621	83,674	256,670	32,107	417,072	Total 2014	96,467
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	71,397

[1] Data is incomplete as it is voluntarily provided

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

[3] Cross- border weekly data is aproximately 15 percent below the Association of American Railroads reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

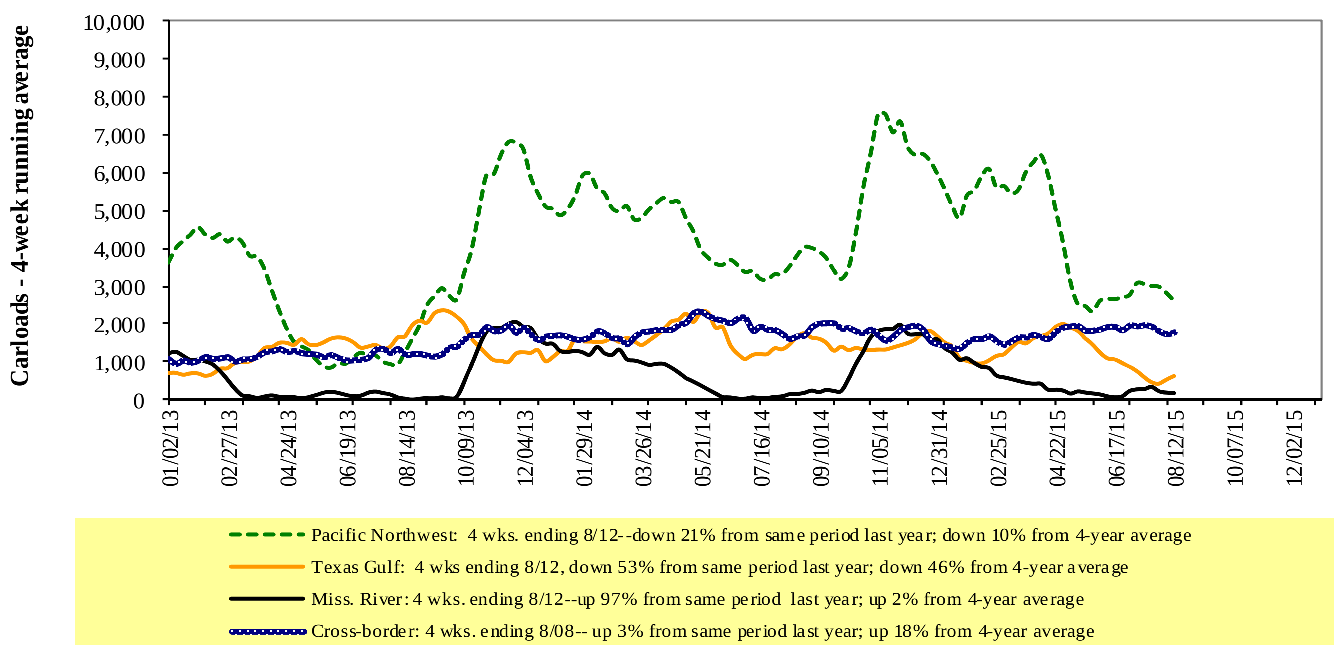
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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)

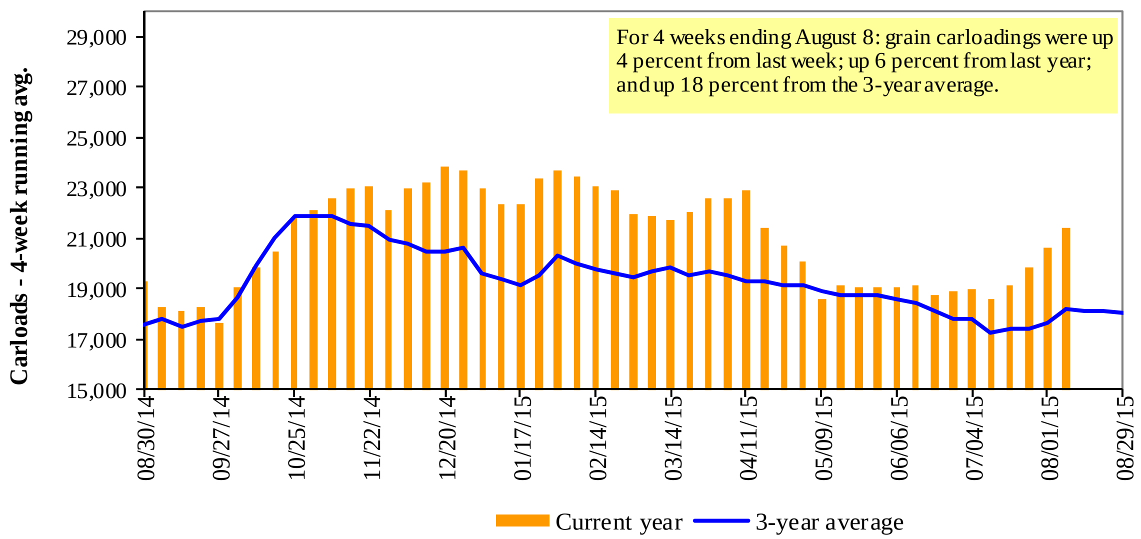
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
08/08/15	2,032	2,898	10,993	841	4,823	21,587	3,432	5,469
This week last year	1,619	2,711	10,161	986	5,714	21,191	4,445	5,624
2015 YTD	63,800	92,508	305,987	26,884	159,263	648,442	126,581	137,939
2014 YTD	57,985	91,210	270,774	26,028	176,334	622,331	137,088	164,292
2015 YTD as % of 2014 YTD	110	101	113	103	90	104	92	84
Last 4 weeks as % of 2014[1]	118	94	118	124	87	106	87	89
Last 4 weeks as % of 3-yr avg.[2]	151	101	120	139	107	117	107	93
Total 2014	103,331	153,771	482,431	47,510	297,969	1,085,012	242,616	276,322

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

[2]The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date.

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings



Source: Association of American Railroads

Table 5

Railcar Auction Offerings[1] ($/car)[2]

Week ending	Delivery period							
8/13/2015	Aug-15	Aug-14	Sep-15	Sep-14	Oct-15	Oct-14	Nov-15	Nov-14
BNSF[3]								
COT grain units	no bids	no offer	11	no offer	11	no offer	no bids	1291
COT grain single-car[5]	0 . . 25	no offer	0 . . 10	no offer	0 . . 31	no offer	10 . . 11	372 . . 733
UP[4]								
GCAS/Region 1	no bids	no offer	no bids	203	no bids	no offer	n/a	n/a
GCAS/Region 2	no bids	no offer	no bids	1151	no bids	no offer	n/a	n/a

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

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

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

[4]UP - GCAS = Grain Car Allocation System

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

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

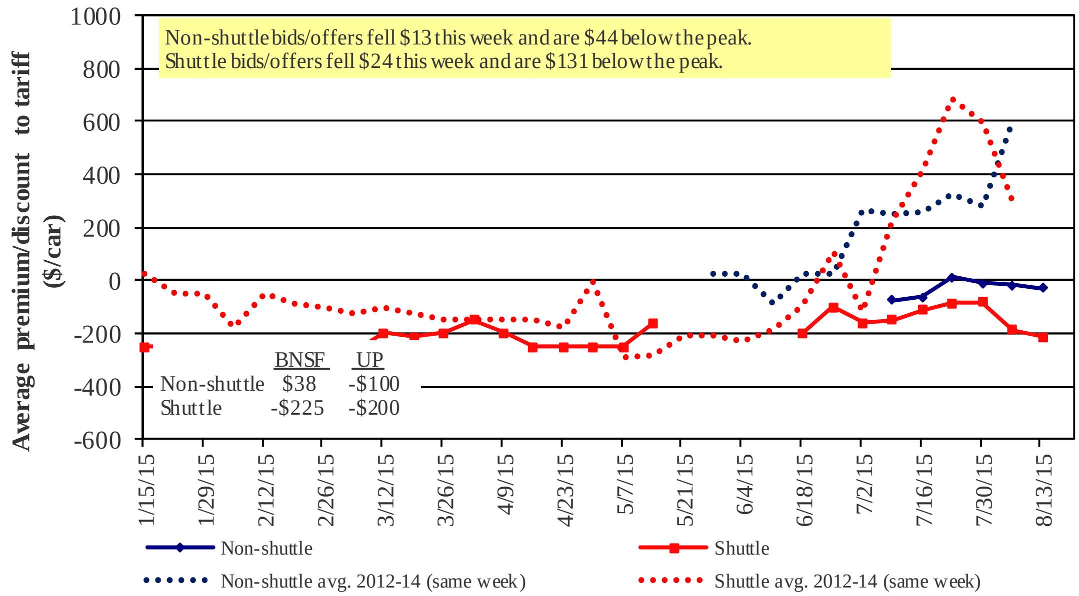
[5]Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

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

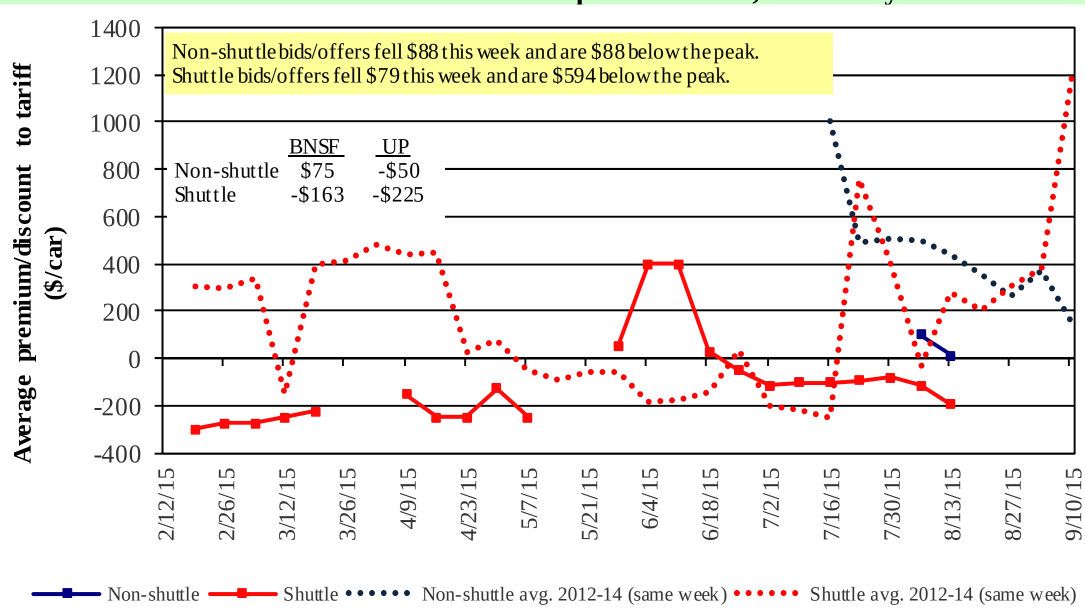


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

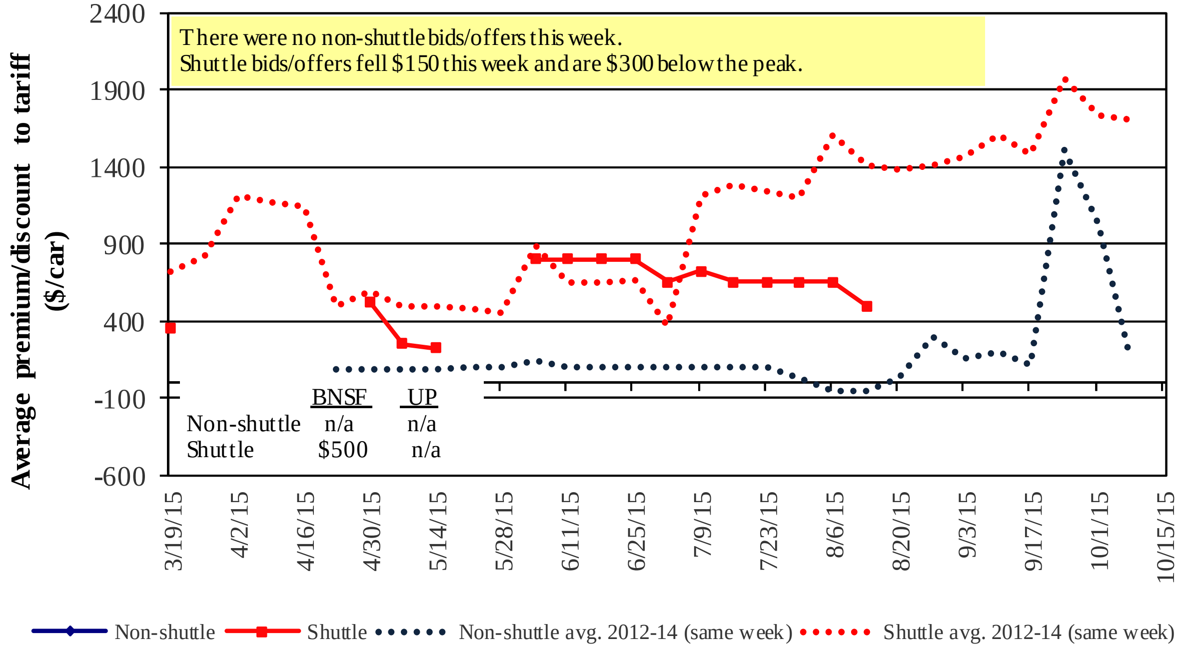


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

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



Non-shuttle bids include unit-train and single-car bids. n/a = not available.
Source: Transportation & Marketing Programs/AMS/USDA

Table 6

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

Week ending 8/13/2015	Delivery period: Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16
Non-shuttle						
BNSF-GF	38	75	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	n/a	(1,525)	n/a	n/a	n/a	n/a
UP-Pool	(100)	(50)	n/a	n/a	n/a	n/a
Change from last week	(25)	n/a	n/a	n/a	n/a	n/a
Change from same week 2014	n/a	(1,050)	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	(225)	(163)	500	n/a	n/a	n/a
Change from last week	(86)	(132)	(150)	n/a	n/a	n/a
Change from same week 2014	(2,225)	(2,408)	(3,000)	n/a	n/a	n/a
UP-Pool	(200)	(225)	n/a	n/a	n/a	n/a
Change from last week	38	(25)	n/a	n/a	n/a	n/a
Change from same week 2014	(500)	(500)	n/a	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week
[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.
Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool
Sources: Transportation and Marketing Programs/AMS/USDA
Data from James B. Joiner Co., Tradewest Brokerage Co.

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 8/1/2015	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,605	$81	$36.60	$1.00	3
	Grand Forks, ND	Duluth-Superior, MN	$4,143	$30	$41.44	$1.13	13
	Wichita, KS	Los Angeles, CA	$6,950	$153	$70.54	$1.92	5
	Wichita, KS	New Orleans, LA	$4,243	$142	$43.55	$1.19	1
	Sioux Falls, SD	Galveston-Houston, TX	$6,486	$126	$65.66	$1.79	5
	Northwest KS	Galveston-Houston, TX	$4,511	$156	$46.35	$1.26	0
	Amarillo, TX	Los Angeles, CA	$4,710	$217	$48.93	$1.33	-1
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,328	$161	$34.65	$0.88	-2
	Toledo, OH	Raleigh, NC	$5,555	$0	$55.16	$1.40	9
	Des Moines, IA	Davenport, IA	$2,168	$34	$21.87	$0.56	2
	Indianapolis, IN	Atlanta, GA	$4,761	$0	$47.28	$1.20	9
	Indianapolis, IN	Knoxville, TN	$4,104	$0	$40.75	$1.04	12
	Des Moines, IA	Little Rock, AR	$3,308	$100	$33.84	$0.86	-1
	Des Moines, IA	Los Angeles, CA	$4,852	$292	$51.08	$1.30	-13
Soybeans	Minneapolis, MN	New Orleans, LA	$3,799	$149	$39.20	$1.07	1
	Toledo, OH	Huntsville, AL	$4,676	$0	$46.43	$1.26	17
	Indianapolis, IN	Raleigh, NC	$5,625	$0	$55.86	$1.52	9
	Indianapolis, IN	Huntsville, AL	$4,368	$0	$43.38	$1.18	22
	Champaign-Urbana, IL	New Orleans, LA	$3,974	$161	$41.06	$1.12	0
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,953	$88	$40.13	$1.09	1
	Wichita, KS	Galveston-Houston, TX	$3,919	$69	$39.60	$1.08	7
	Chicago, IL	Albany, NY	$4,723	$0	$46.90	$1.28	9
	Grand Forks, ND	Portland, OR	$5,611	$152	$57.23	$1.56	1
	Grand Forks, ND	Galveston-Houston, TX	$6,532	$158	$66.44	$1.81	1
	Northwest KS	Portland, OR	$5,478	$256	$56.94	$1.55	-2
Corn	Minneapolis, MN	Portland, OR	$5,180	$185	$53.28	$1.35	-5
	Sioux Falls, SD	Tacoma, WA	$5,130	$170	$52.63	$1.34	-5
	Champaign-Urbana, IL	New Orleans, LA	$3,147	$161	$32.85	$0.83	-2
	Lincoln, NE	Galveston-Houston, TX	$3,610	$99	$36.83	$0.94	-4
	Des Moines, IA	Amarillo, TX	$3,690	$126	$37.89	$0.96	-2
	Minneapolis, MN	Tacoma, WA	$5,180	$184	$53.26	$1.35	-5
	Council Bluffs, IA	Stockton, CA	$4,600	$190	$47.57	$1.21	-6
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,690	$170	$58.19	$1.58	-4
	Minneapolis, MN	Portland, OR	$5,710	$185	$58.54	$1.59	-5
	Fargo, ND	Tacoma, WA	$5,580	$151	$56.91	$1.55	-4
	Council Bluffs, IA	New Orleans, LA	$4,425	$186	$45.79	$1.25	0
	Toledo, OH	Huntsville, AL	$3,851	$0	$38.24	$1.04	22
	Grand Island, NE	Portland, OR	$5,360	$262	$55.83	$1.52	-2

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

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

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

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

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

Table 8

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

Effective date: 8/1/2015				Fuel			Percent
Commodity	Origin state	Destination region	Tariff rate/car[1]	surcharge per car[2]	Tariff plus surcharge per: metric ton[3]	bushel[3]	change Y/Y[4]
Wheat	MT	Chihuahua, CI	$7,648	$161	$79.79	$2.17	11
	OK	Cuautitlan, EM	$6,714	$195	$70.59	$1.92	-2
	KS	Guadalajara, JA	$7,159	$189	$75.07	$2.04	-3
	TX	Salinas Victoria, NL	$4,086	$74	$42.50	$1.16	2
Corn	IA	Guadalajara, JA	$8,427	$222	$88.37	$2.24	-1
	SD	Celaya, GJ	$7,780	$210	$81.64	$2.07	-5
	NE	Queretaro, QA	$7,618	$197	$79.86	$2.03	-3
	SD	Salinas Victoria, NL	$6,035	$160	$63.30	$1.61	-4
	MO	Tlalnepantla, EM	$6,963	$192	$73.11	$1.86	-3
	SD	Torreon, CU	$7,050	$176	$73.83	$1.87	-2
Soybeans	MO	Bojay (Tula), HG	$8,365	$187	$87.38	$2.38	0
	NE	Guadalajara, JA	$8,929	$214	$93.42	$2.54	-1
	IA	El Castillo, JA	$9,270	$209	$96.85	$2.63	-1
	KS	Torreon, CU	$7,226	$133	$75.19	$2.04	0
Sorghum	TX	Guadalajara, JA	$7,150	$137	$74.45	$1.89	-2
	NE	Celaya, GJ	$7,404	$191	$77.60	$1.97	-4
	KS	Queretaro, QA	$7,255	$120	$75.35	$1.91	4
	NE	Salinas Victoria, NL	$5,883	$141	$61.54	$1.56	3
	NE	Torreon, CU	$6,662	$157	$69.67	$1.77	0

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

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

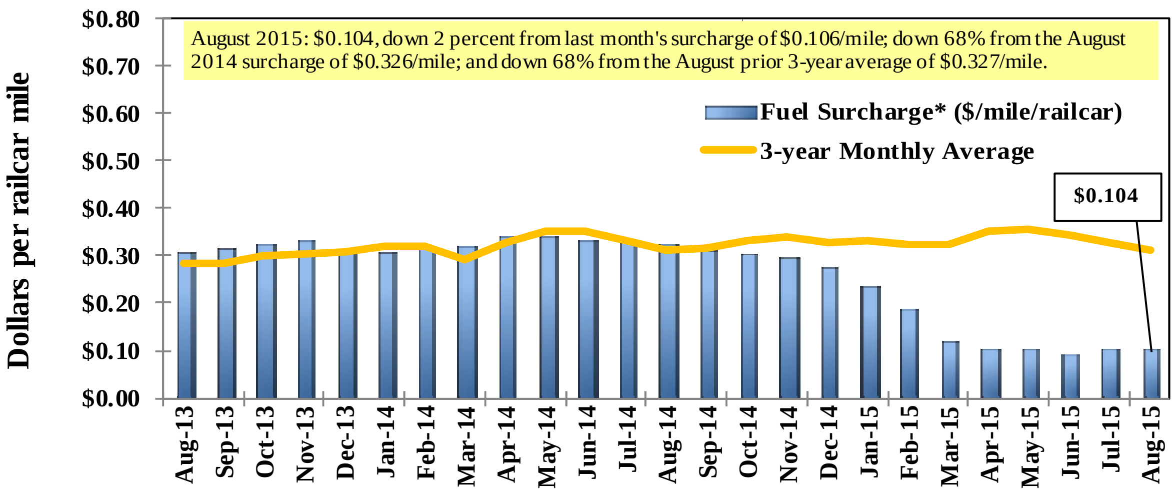
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]



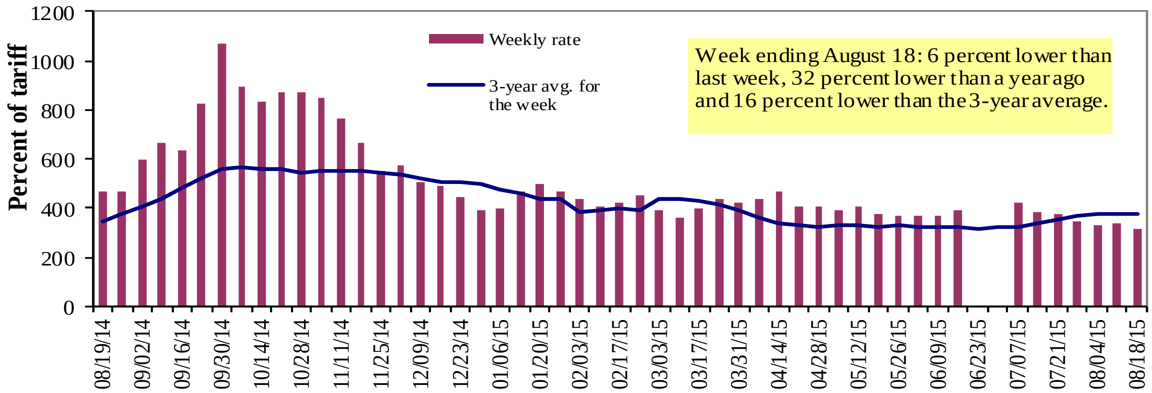
[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal. starting March 1, 2011.
***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[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	8/18/2015	380	330	317	258	293	293	272
	8/11/2015	403	347	337	243	283	283	235
$/ton	8/18/2015	23.52	17.56	14.71	10.29	13.74	11.84	8.54
	8/11/2015	24.95	18.46	15.64	9.70	13.27	11.43	7.38
Current week % change from the same week:								
	Last year	-32	-32	-32	-35	-35	-35	-33
	3-year avg. [2]	-15	-16	-16	-23	-19	-19	-16
Rate[1]	September	517	467	492	450	483	483	492
	November	592	517	492	425	467	467	383

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

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9
Benchmark tariff rates

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

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

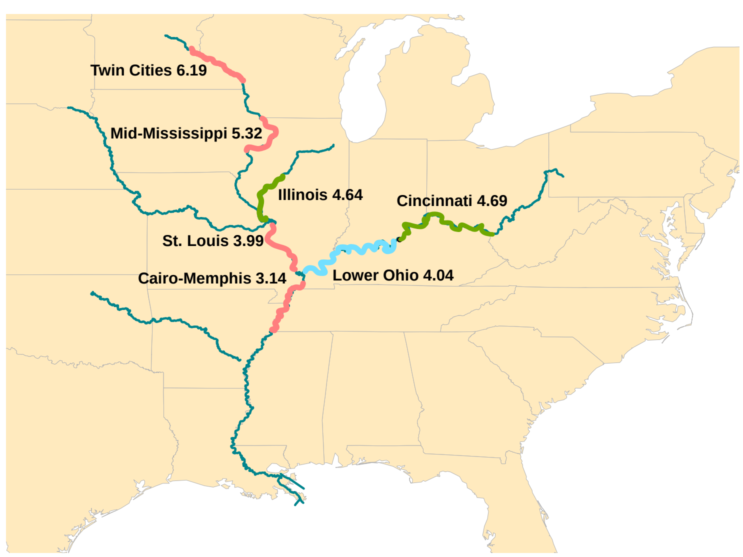
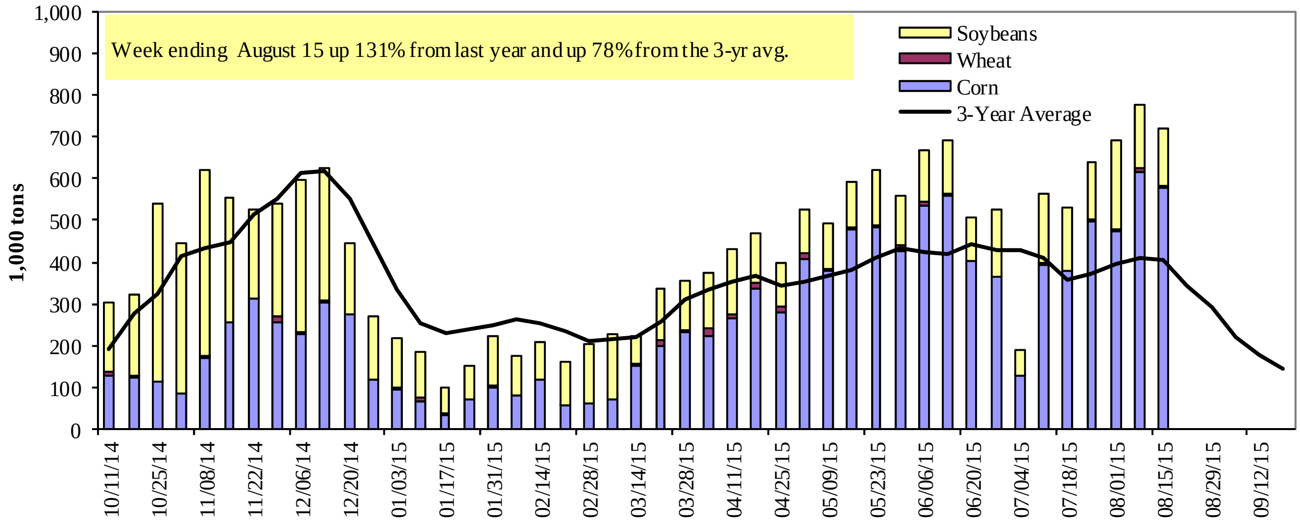


Figure 10

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



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

Week ending 08/15/2015	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	273	5	96	5	379
Winfield, MO (L25)	339	5	85	5	434
Alton, IL (L26)	654	3	167	5	830
Granite City, IL (L27)	579	3	136	5	723
Illinois River (L8)	197	3	39	0	239
Ohio River (L52)	70	61	18	0	149
Arkansas River (L1)	0	57	10	0	67
Weekly total - 2015	649	121	163	5	939
Weekly total - 2014	421	109	26	3	559
2015 YTD[1]	14,000	1,184	6,461	148	21,794
2014 YTD	14,698	1,685	4,726	126	21,235
2015 as % of 2014 YTD	95	70	137	117	103
Last 4 weeks as % of 2014[2]	113	77	267	150	123
Total 2014	20,693	2,181	11,813	258	34,946

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

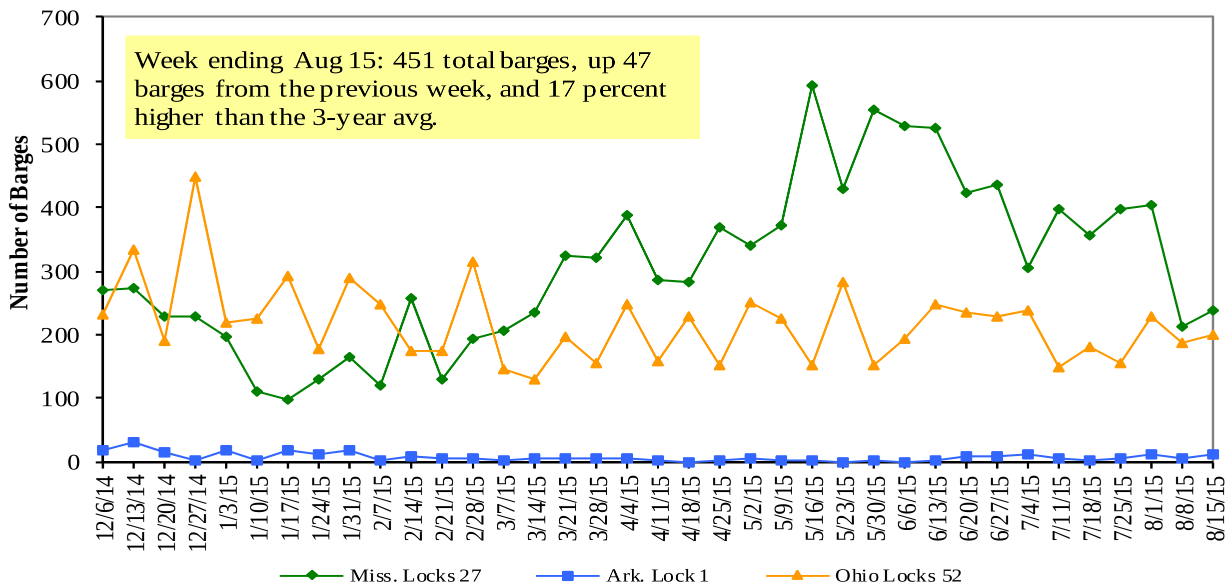
[2] As a percent of same period in 2014.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

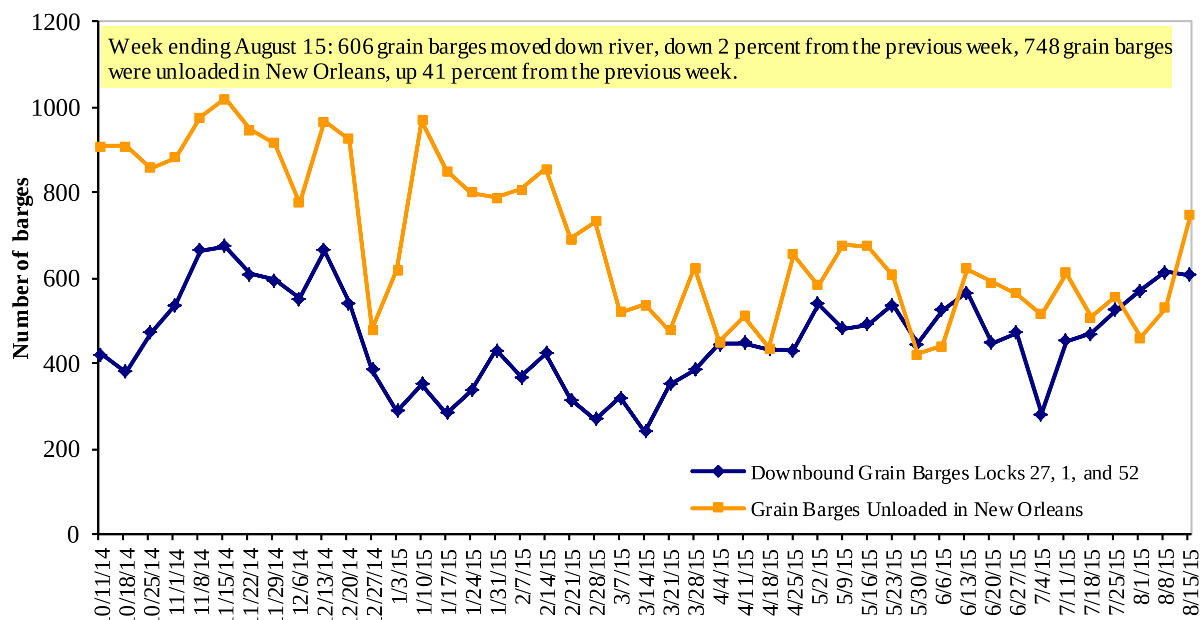
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 8/17/2015 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.696	-0.017	-1.179
	New England	2.803	-0.044	-1.168
	Central Atlantic	2.816	-0.016	-1.144
	Lower Atlantic	2.583	-0.012	-1.205
II	Midwest[2]	2.539	0.024	-1.241
III	Gulf Coast[3]	2.478	-0.009	-1.261
IV	Rocky Mountain	2.627	-0.013	-1.244
V	West Coast	2.831	-0.015	-1.184
	West Coast less California	2.690	-0.016	-1.240
	California	2.945	-0.015	-1.141
Total	U.S.	2.615	-0.002	-1.220

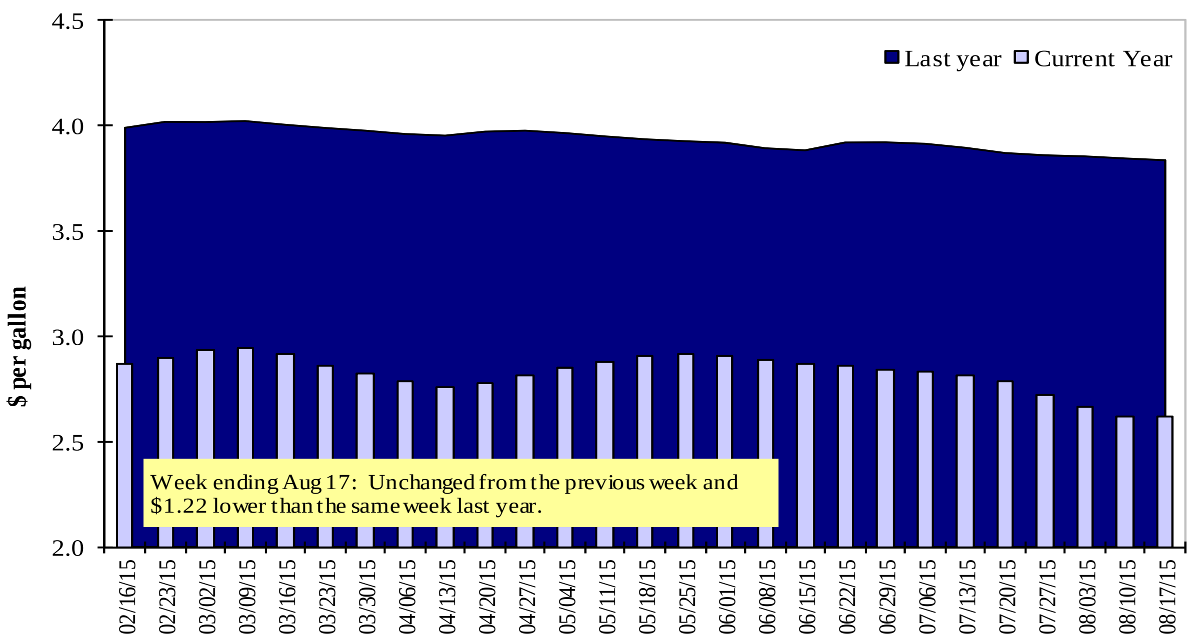
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

Week ending	HRW	SRW	HRS	SWW	DUR	All wheat	Corn	Soybeans	Total
	Wheat								
Export Balances[1]									
8/6/2015	1,348	888	1,968	1,143	252	5,599	4,767	1,878	12,244
This week year ago	1,807	1,223	1,933	1,096	128	6,187	4,891	2,034	13,112
Cumulative exports-marketing year[2]									
2014/15 YTD	1,099	795	858	427	168	3,346	42,389	48,860	94,595
2013/14 YTD	1,501	839	1,433	635	61	4,468	43,728	44,146	92,342
YTD 2014/15 as % of 2013/14	73	95	60	67	275	75	97	111	102
Last 4 wks as % of same period 2013/14	71	73	95	94	160	85	124	108	103
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293

[1] Current unshipped export sales to date

[2] Shipped export sales to date; new marketing year in effect for wheat

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

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

Table 13

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

Week ending 08/06/2015	Total Commitments[2] 2015/16 Next MY	2014/15 Current MY	2013/14 Last MY	% change current MY from last MY	Exports[3] 3-year avg 2011-2013
	- 1,000 mt -				- 1,000 mt -
Japan	905	11,920	11,469	4	10,079
Mexico	2,399	10,811	10,683	1	8,145
Korea	1	3,919	4,699	(17)	2,965
Colombia	89	4,424	3,245	36	3,461
Taiwan	34	1,802	2,065	(13)	1,238
Top 5 Importers	**3,428**	**32,875**	**32,161**	**2**	**25,887**
Total US corn export sales	**4,576**	**47,156**	**48,619**	**(3)**	**34,445**
% of Projected	10%	100%	100%		
Change from prior week	**1**	**29**	**(117)**		
Top 5 importers' share of U.S. corn export sales	75%	70%	66%		75%
USDA forecast, August 2015	**47,074**	**47,074**	**48,855**	**(4)**	
Corn Use for Ethanol USDA forecast, August 2015	**133,350**	**132,080**	**130,404**	**1**	

(n) indicates negative number.

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

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

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

Table 14

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

Week Ending 08/06/2015	Total Commitments[2] 2015/16 Next MY	2014/15 Current MY	2013/14 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2011-13
		- 1,000 mt -			- 1,000 mt -
China	3,600	29,784	28,134	6	24,211
Mexico	779	3,398	3,278	4	2,971
Indonesia	53	1,885	2,506	(25)	1,895
Japan	357	2,254	1,891	19	1,750
Taiwan	142	1,373	1,343	2	1,055
Top 5 importers	**4,930**	**38,695**	**37,153**	**4**	**31,882**
Total US soybean export sales	**9,017**	**50,738**	**46,180**	**10**	**39,169**
% of Projected	19%	102%	103%		
Change from prior week	1	96	62		
Top 5 importers' share of U.S. soybean export sales	55%	76%	80%		**81%**
USDA forecast, August 2015	**47,003**	**49,728**	**44,632**	**11**	

(n) indicates negative number.

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

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

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers[1] of All U.S. Wheat

Week Ending 08/06/2015	Total Commitments[2] 2015/16 Current MY	2014/15 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2012-2014
	- 1,000 mt -			- 1,000 mt -
Japan	716	1,102	(35)	3,113
Mexico	914	1,292	(29)	2,807
Nigeria	739	1,000	(26)	2,512
Philippines	723	699	3	2,105
Brazil	235	1,143	(79)	2,091
Korea	429	649	(34)	1,273
Taiwan	398	413	(3)	1,007
Indonesia	146	283	(48)	751
Colombia	202	212	(5)	662
Thailand	142	158		618
Top 10 importers	**4,502**	**6,792**	(34)	**16,939**
Total US wheat export sales	**8,945**	**10,655**	**(16)**	**26,361**
% of Projected	35%	46%		
Change from prior week	421	336		
Top 10 importers' share of U.S. wheat export sales	50%	64%		64%
USDA forecast, August 2015	**25,204**	**23,270**	**8**	

(n) indicates negative number.

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

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

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port regions	Week ending 08/13/15	Previous Week[1]	Current Week as % of Previous	2015 YTD[1]	2014 YTD[1]	2015 YTD as % of 2014 YTD	Last 4-weeks as % of 2014	Last 4-weeks as % of 3-yr. avg.	Total[1] 2014
Pacific Northwest									
Wheat	370	58	640	6,627	7,789	85	102	85	12,436
Corn	93	149	62	6,225	6,026	103	62	119	7,781
Soybeans	0	0	n/a	4,071	4,486	91	n/a	10	12,887
Total	**463**	**207**	**224**	**16,923**	**18,302**	**92**	**79**	**92**	**33,104**
Mississippi Gulf									
Wheat	71	172	41	2,779	3,029	92	94	66	4,495
Corn	624	491	127	19,156	20,477	94	114	170	30,912
Soybeans	329	131	251	11,890	10,490	113	273	122	29,087
Total	**1,023**	**794**	**129**	**33,825**	**33,996**	**99**	**124**	**133**	**64,495**
Texas Gulf									
Wheat	59	113	52	2,444	4,093	60	52	33	6,120
Corn	0	5	0	336	370	91	n/a	119	580
Soybeans	0	0	n/a	210	257	82	n/a	0	949
Total	**59**	**119**	**50**	**2,990**	**4,720**	**63**	**61**	**37**	**7,649**
Interior									
Wheat	7	43	16	872	766	114	21	123	1,400
Corn	98	142	69	3,757	3,445	109	94	128	5,677
Soybeans	55	37	150	2,003	2,250	89	99	126	4,312
Total	**160**	**222**	**72**	**6,632**	**6,461**	**103**	**120**	**126**	**11,389**
Great Lakes									
Wheat	82	54	152	518	326	159	394	616	935
Corn	23	10	233	314	94	336	361	887	288
Soybeans	0	0	n/a	86	51	170	n/a	0	988
Total	**105**	**64**	**165**	**919**	**471**	**195**	**385**	**664**	**2,211**
Atlantic									
Wheat	1	1	74	360	311	116	6	14	553
Corn	0	5	0	99	504	20	13	27	816
Soybeans	10	4	227	949	995	95	683	235	2,119
Total	**11**	**10**	**109**	**1,408**	**1,811**	**78**	**21**	**40**	**3,487**
U.S. total from ports[2]									
Wheat	589	441	134	13,600	16,314	83	94	75	25,939
Corn	838	802	105	29,887	30,916	97	99	152	46,054
Soybeans	394	172	228	19,210	18,530	104	246	109	50,342
Total	**1,821**	**1,415**	**129**	**62,697**	**65,760**	**95**	**106**	**112**	**122,335**

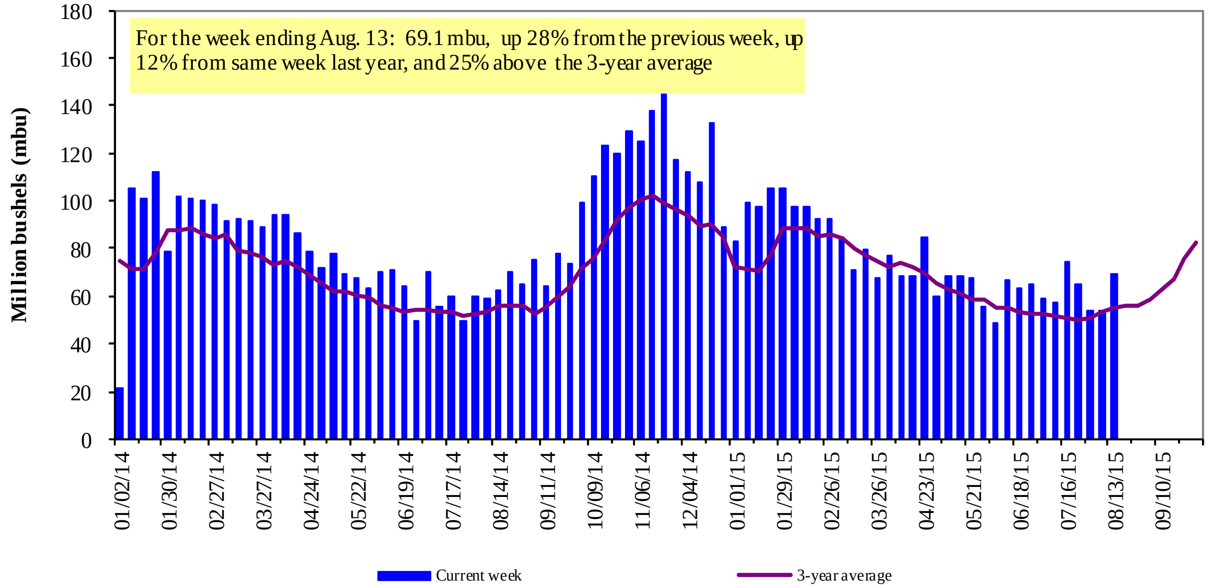
[1] Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

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

Figure 14

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

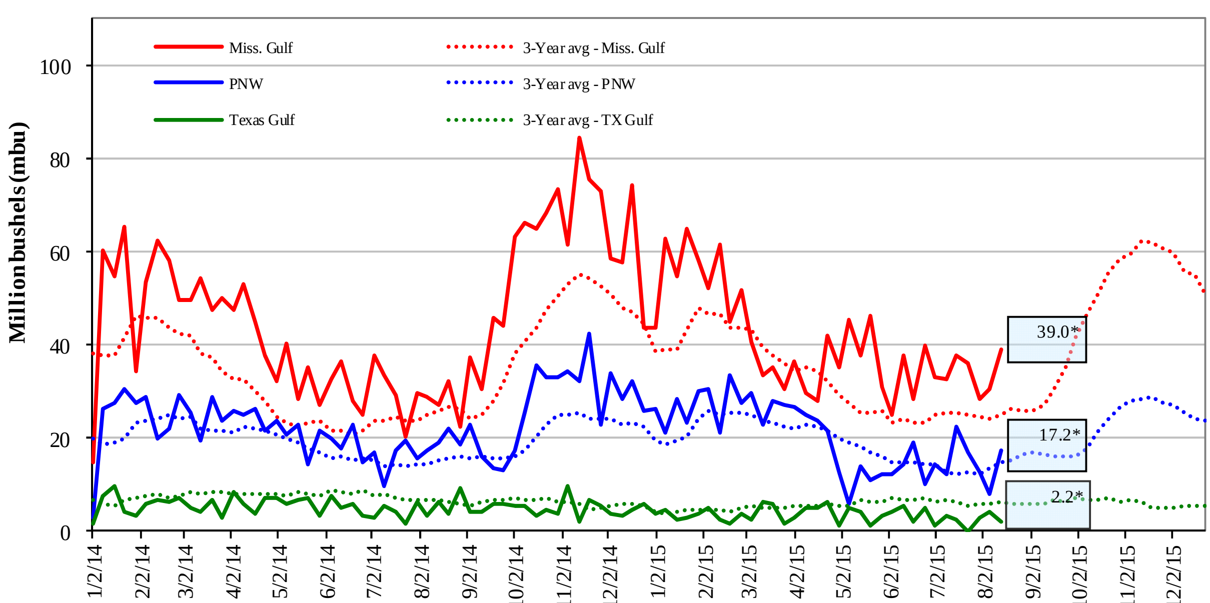


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

August 13: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 28	down 50	up 19	up 116
Last year (same week)	up 43	down 65	up 23	down 9
3-yr avg. (4-wk mov. avg.	up 57	down 66	up 32	up 1

Ocean Transportation

Table 17

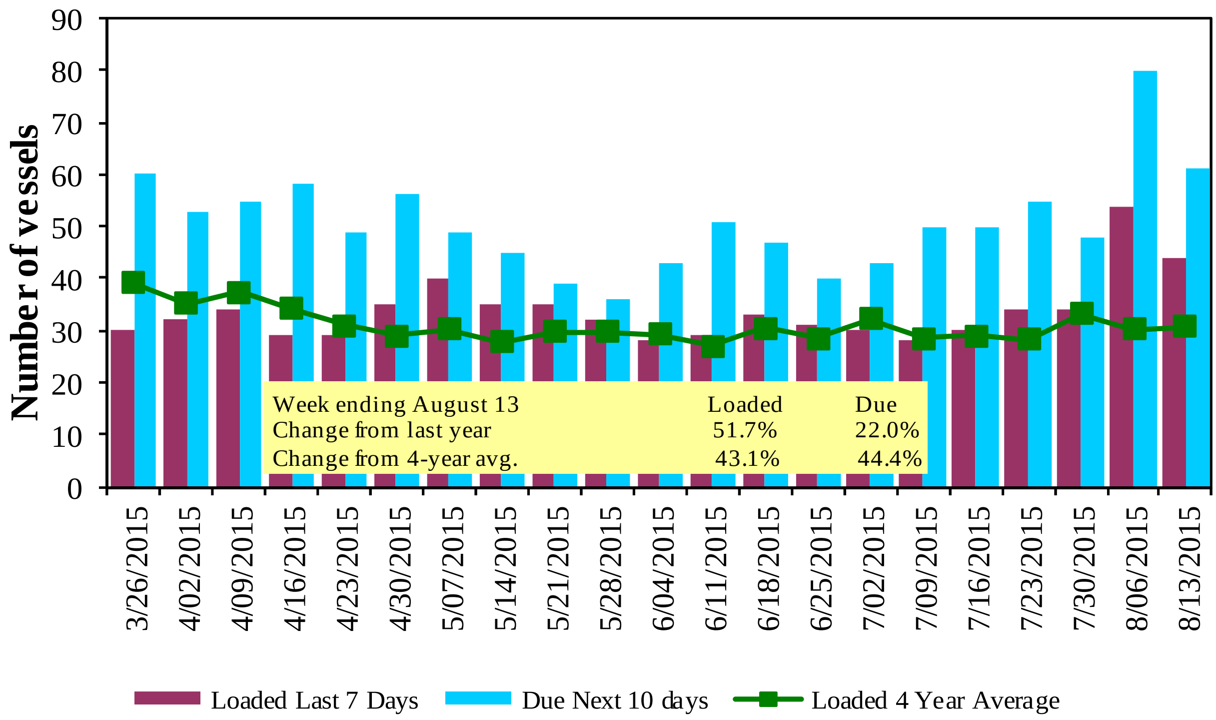
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
8/13/2015	40	44	61	6	n/a
8/6/2015	36	54	80	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

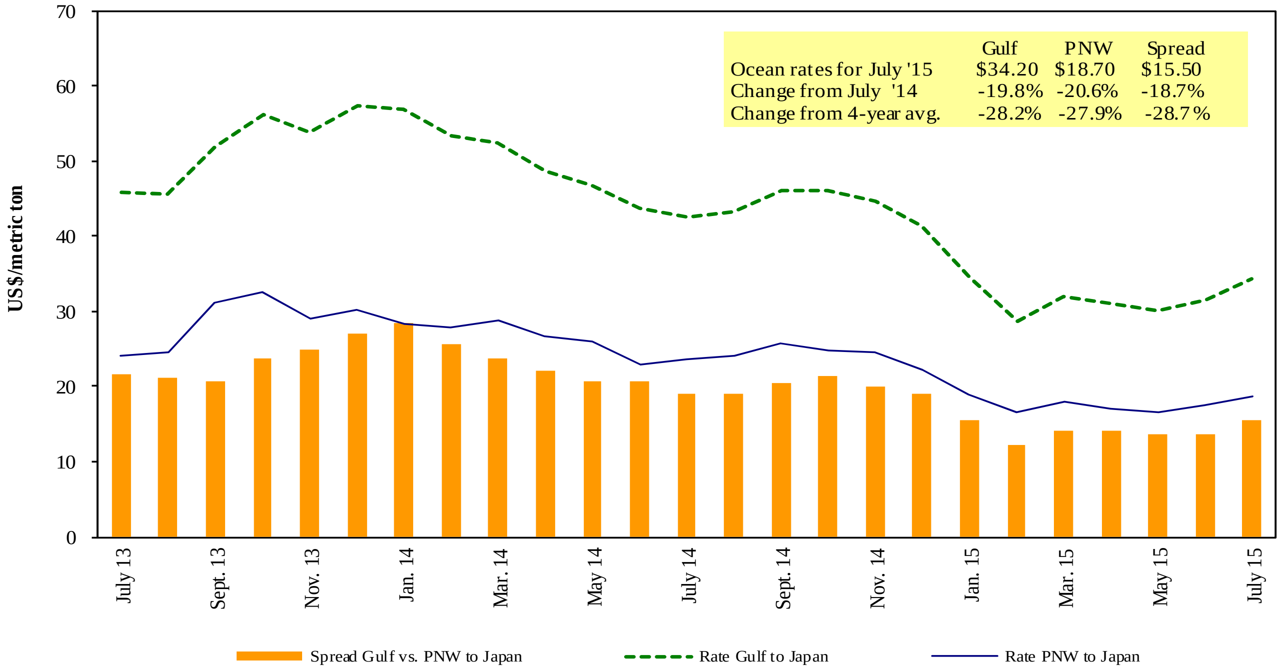
U.S. Gulf[1] Vessel Loading Activity



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

Figure 17

Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 08/15/2015

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Sep 10/20	58,000	36.00
U.S. Gulf	China	Heavy Grain	Jul 25/Aug 5	54,000	37.00
U.S. Gulf	Guatemala[1]	Corn	Jul 20/30	10,000	108.18
U.S. Gulf	Isreal	Grain	Aug 21/28	32,000	25.00
PNW	China	Heavy Grain	Jun 1/10	60,000	14.00
Brazil	China	Grain	Aug 10/30	60,000	25.25
Brazil	China	Heavy Grain	Aug 15/25	60,000	24.50
Brazil	China	Grain	Aug 1/30	60,000	23.25
Brazil	China	Heavy Grain	Jul 10/15	60,000	24.75
Brazil	China	Heavy Grain	Jul 1/10	60,000	22.75
Brazil	China	Heavy Grain	Jun 25/30	60,000	26.00
Brazil	China	Heavy Grain	Jun 20/30	60,000	21.75
Brazil	Egypt Med	Corn	Jul 5/15	50,000	19.50
Brazil	Thailand	Grain	Aug 1/5	60,000	28.50
River Plate	Jordan	Corn	Aug 15/20	35,000	41.00
River Plate	South Africa	Corn	Jul 1/10	25,000	24.25
Russia	Egypt Med	Grain	Aug 5/12	60,000	8.00
Thailand	Senegal	Rice Bggd	Jun 11/16	23,000	34.00
Uruguay	Algeria	Corn	Aug 3/8	20,000	38.00

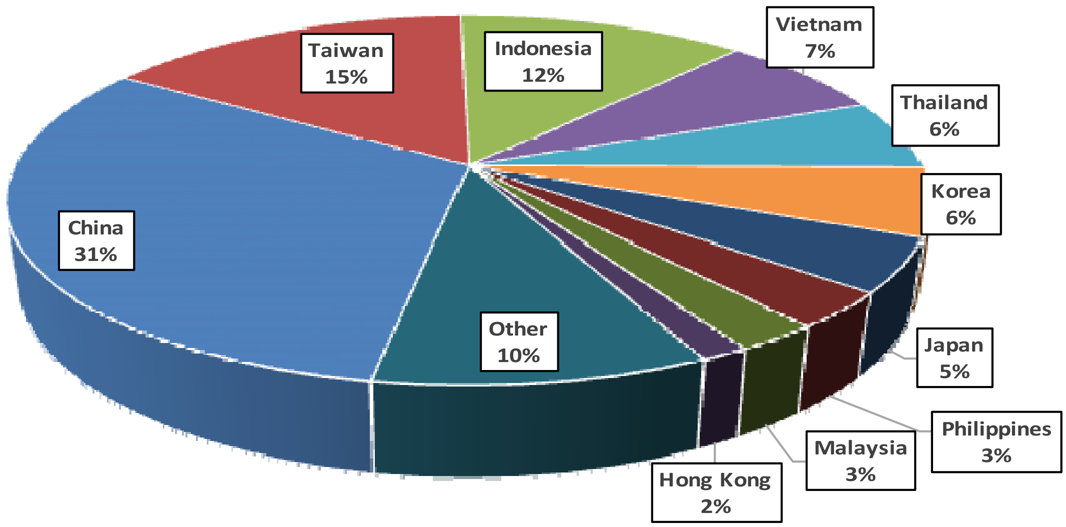
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

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

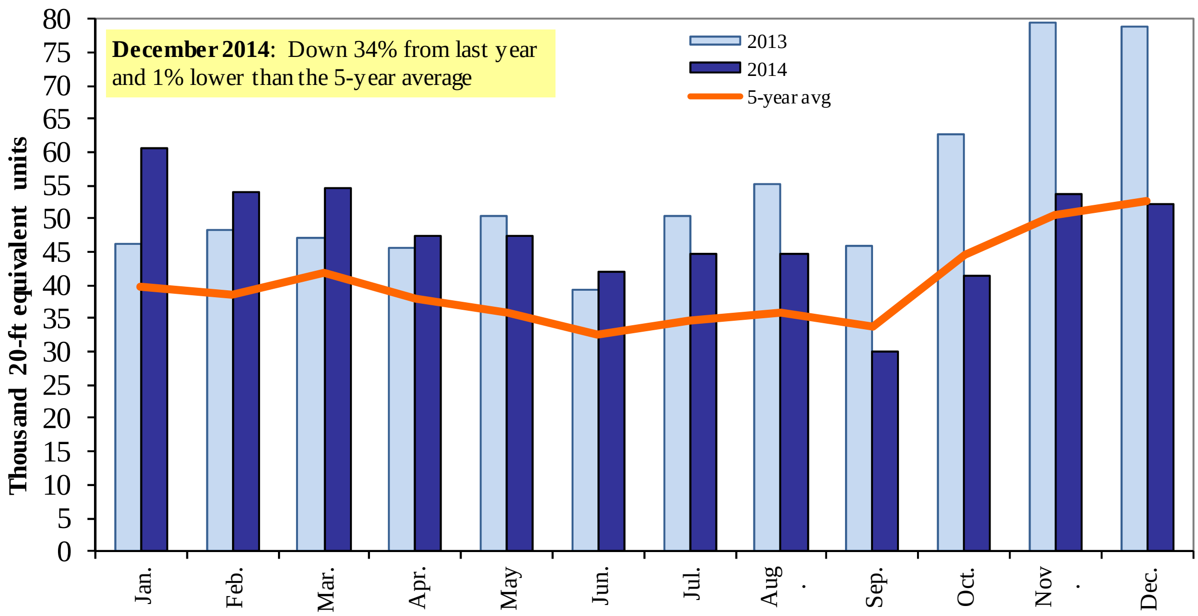
In 2013, containers were used to transport 10 percent of total U.S. waterborne grain exports, up 2 percentage points from 2012. Approximately 61 percent of U.S. waterborne grain exports in 2013 went to Asia, of which 16 percent were moved in containers. Asia is the top destination for U.S. containerized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

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



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