



# Grain Transportation Report

A weekly publication of the Transportation and Marketing Programs/Transportation Services Division  
[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

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Jan. 2, 2014

## WEEKLY HIGHLIGHTS

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### Grain Inspections Down but Texas Gulf Inspections Rebound

For the week ending December 26, **total inspections of grain** (corn, wheat, and soybeans) for export from all major port regions reached 2.18 million metric tons (mmt), down 26 percent from the previous week, 66 percent above last year this time, and 1 percent below the 3-year average. Inspections of corn, wheat, and soybeans were down from the previous week. Despite the drop in total grain inspected for export, Texas Gulf grain inspections (.142 mmt) jumped 36 percent from the past week and were 82 percent above last year at this time. Inspections of wheat and corn rebounded in the Texas Gulf. Weekly outstanding (unshipped) export sales also rebounded for corn and wheat but continued to drop for soybeans.

### GMO Concerns Lower Chinese Demand for U.S. Corn

U.S. corn export sales to China have continued to decrease as evidence of genetically modified corn have reportedly been cited in shipments of corn. China refused over 550,000 tons of U.S. corn in November and December because the shipments contained a genetically modified (GMO) variety (MIR 162). China has also begun to reject shipments of dried distillers grains, which are used primarily for animal feed. Current outstanding sales of corn to China are the lowest for the marketing year, and current inspections of corn destined to China are down 29 percent from the previous week; the lowest since the beginning of the new marketing year.

### STB Opens Rulemaking on Railroad Cost of Equity Capital

The Surface Transportation Board (STB) has opened a rulemaking on the railroad industry's cost of equity capital in response to a request from the Western Coal Traffic League to abolish the use of the multi-stage discounted cash flow model. The STB calculates the industry's cost of capital each year in order to determine maximum rate cases, feeder-line applications, rail line abandonments, trackage rights cases, rail merger reviews, the Uniform Railroad Costing System, and the revenue adequacy of individual railroads. The STB announced it would address the issue in part with another proceeding on railroad revenue adequacy that it is planning to initiate. Dates for both proceedings will be announced in the near future.

## Snapshots by Sector

### Rail

U.S. railroads originated 21,030 **carloads of grain** during the week ending December 21, up 2 percent from last week, up 5 percent from last year, and down 6 percent from the 3-year average.

During the week ending December 26, average January non-shuttle **secondary railcar bids/offers per car** were \$650 above tariff, unchanged from last week and \$637.50 higher than last year. Average shuttle bids/offers were \$1,731.50 per car above tariff, up \$31.50 from last week and \$1,671 higher than last year.

### Barge

During the week ending December 28, **barge grain movements** totaled 635,800 tons—10 percent lower than the previous week but 95.3 percent higher than the same period last year.

During the week ending December 28, 417 grain barges **moved down river**, down 8.8 percent from last week; 671 grain barges were **unloaded in New Orleans**, down 23 percent from the previous week.

### Ocean

During the week ending December 26, 39 **ocean-going grain vessels** were loaded in the Gulf, 95 percent more than the same period last year. Sixty-nine vessels are expected to be loaded within the next 10 days, 28 percent more than the same period last year.

During the week ending December 27, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$58.00 per mt, unchanged from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$29.50 per mt, unchanged from the previous week.

### Fuel

During the week ending December 30, U.S. average **diesel fuel prices** increased 3 cents from the previous week to \$3.90 per gallon—2 cents lower than the same week last year.

# Feature Article/Calendar

Jan. 12-16, '14	Transportation Research Board 93rd Annual Meeting	Washington, DC	<a href="http://www.trb.org">http://www.trb.org</a>
Jan. 13-15, '14	Michigan Agribusiness Association	Lansing, MI	517-336-0223
Jan. 15-16, '14	South Dakota Grain and Feed Association Expo	Sioux Falls, SD	<a href="http://www.sdqfa.org/">http://www.sdqfa.org/</a>
Jan. 15-16, '14	Midwest Association of Rail Shippers Meeting	Oak Brooke, IL	630-513-6700
Jan. 19-21, '14	North Dakota Grain Dealers Assoc. Convention	Fargo, ND	701-235-4184
Jan. 20-23, '14	National Biodiesel Conference and Expo	San Diego, CA	1-800-841-5849
Jan. 29, '14	Agricultural Transportation Coalition/USDA Ag Shipper Workshop	Portland, OR	<a href="http://www.agtrans.org">www.agtrans.org</a>
Jan. 31 '14	Agricultural Transportation Coalition/USDA Ag Shipper Workshop	Boise, ID	<a href="http://www.agtrans.org">www.agtrans.org</a>
Feb. 16- 81, '14	121st Illinois Grain and Feed Association Convention	Springfield, IL	217-787-2417
Feb. 20- 21, '14	USDA Agricultural Outlook Conference	Arlington VA	<a href="http://www.usda.gov/oce/forum/">http://www.usda.gov/oce/forum/</a>
Feb. 20- 22, '14	2014 Southeastern Grain and Feed Association Convention	Savannah, GA	919-334-0098
Feb. 26 '14	Agricultural Transportation Coalition/USDA Ag Shipper Workshop	Fresno, CA	<a href="http://www.agtrans.org">www.agtrans.org</a>
Feb. 27 '14	Agricultural Transportation Coalition/USDA Ag Shipper Workshop	Sacramento, CA	<a href="http://www.agtrans.org">www.agtrans.org</a>
Feb. 27- Mar 1, '14	Commodity Classic	San Antonio, TX	<a href="http://www.commodityclassic.com/home">http://www.commodityclassic.com/home</a>
Mar. 2- 4, '14	Northwest Ag and Feed Alliance	Orlando, FL	518-426-0214
Mar. 26- 28, '14	Annual Great Lakes Regional Conference	Angola, IN	<a href="http://www.geapsangolaconference.com/">http://www.geapsangolaconference.com/</a>
Mar. 30- Apr 1, '14	Grain and Feed Annual Convention	Hilton Head, SC	<a href="http://www.ngfa.org">http://www.ngfa.org</a>
Apr. 9-11, '14	Texas Grain & Feed Association Annual Meeting	San Antonio, TX	<a href="http://www.tgfa.com">http://www.tgfa.com</a>
Apr. 29-30, '14	Oklahoma Grain & Feed Association Meeting	Oklahoma City, OK	580-233-9516
Jun. 9-12, '14	International Fuel Ethanol Workshop/Expo	Indianapolis, IN	701-738-4912

# Grain Transportation Indicators

Table 1

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

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
01/01/14	262	275	288	326	259	209
12/25/13	260	275	287	328	259	209

<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	12/27/2013	12/20/2013
Corn	IL--Gulf	-0.91	-0.92
Corn	NE--Gulf	-0.95	-0.93
Soybean	IA--Gulf	-1.56	-1.49
HRW	KS--Gulf	n/a	-1.56
HRS	ND--Portland	n/a	-2.49

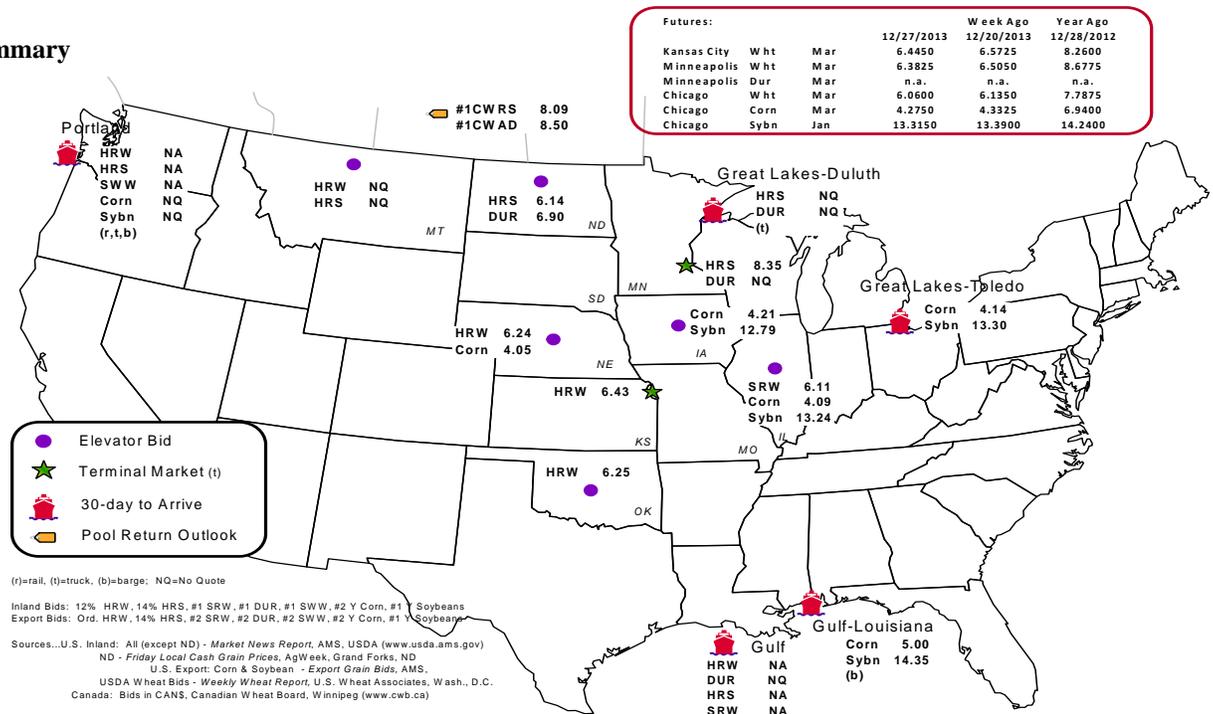
Note: nq = no quote

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				
12/25/2013 <sup>p</sup>	1,474	405	5,124	715	7,718	12/21/13	1,797	
12/18/2013 <sup>r</sup>	1,220	1,165	5,529	904	8,818	12/14/13	1,778	
2013 YTD <sup>r</sup>	31,646	71,116	168,826	25,176	296,764	2013 YTD	70,298	
2012 YTD <sup>r</sup>	22,604	40,780	199,419	24,659	287,462	2012 YTD	92,008	
2013 YTD as % of 2012 YTD	140	174	85	102	103	% change YTD	76	
Last 4 weeks as % of 2012 <sup>2</sup>	113	129	146	113	133	Last 4wks % 2012	148	
Last 4 weeks as % of 4-year avg. <sup>2</sup>	167	83	122	126	122	Last 4wks % 4 yr	115	
Total 2012	22,604	40,780	199,419	49,835	287,462	Total 2012	92,008	
Total 2011	27,358	77,515	191,187	24,088	320,148	Total 2011	97,118	

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

<sup>2</sup> Compared with same 4-weeks in 2012 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.

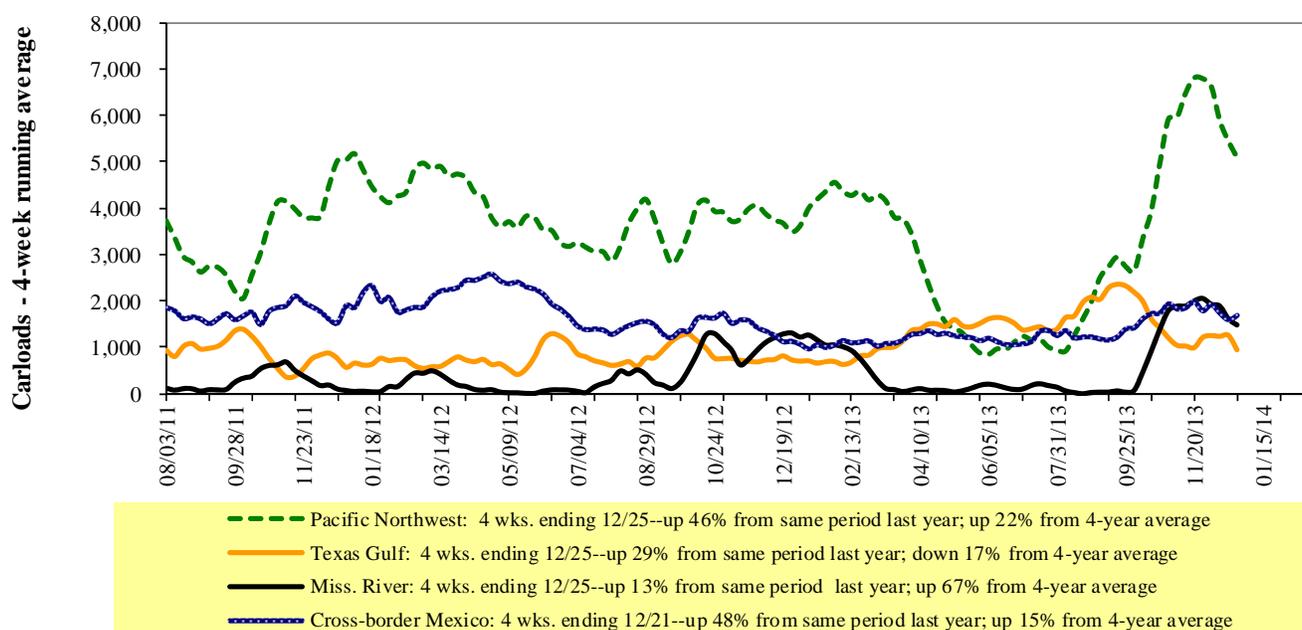
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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

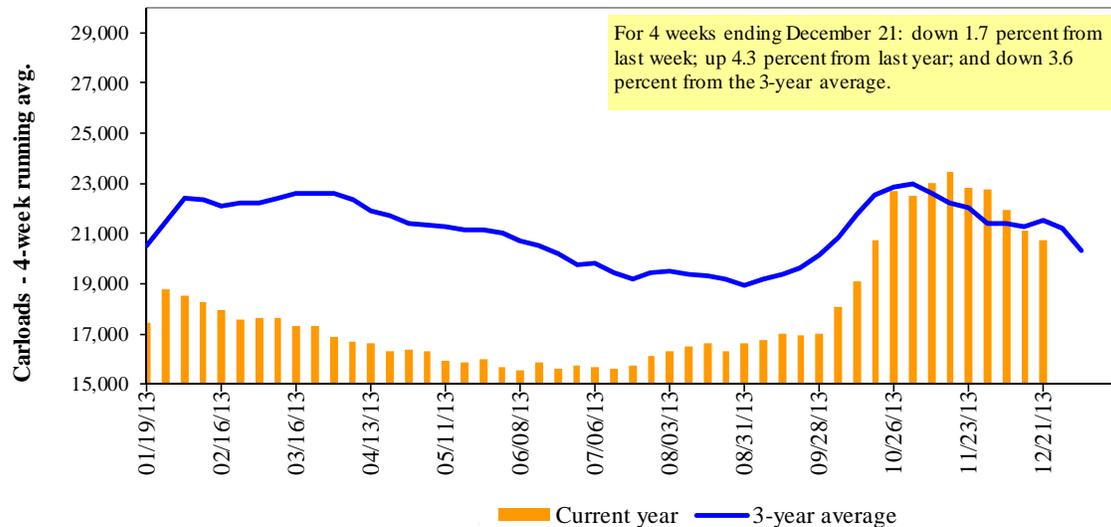
Table 4

**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
12/21/13	2,252	3,114	8,974	1,019	5,671	21,030	4,568	4,578
This week last year	1,540	2,838	10,857	561	4,296	20,092	3,895	6,202
2013 YTD	84,715	134,770	446,936	33,770	216,921	917,112	187,078	268,465
2012 YTD	84,404	143,453	508,136	26,627	241,423	1,004,043	200,482	261,918
2013 YTD as % of 2012 YTD	100	94	88	127	90	91	93	102
Last 4 weeks as % of 2012	141	105	84	152	133	104	116	79
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	117	103	79	146	110	95	113	86
Total 2012	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266

<sup>1</sup>As a percent of the same period in 2009 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

**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							
	Jan-14	Jan-13	Feb-14	Feb-13	Mar-14	Mar-13	Apr-14	Apr-13
<b>12/26/2013</b>								
BNSF <sup>3</sup>								
COT grain units	no offer	1	no offer	1	no offer	1	262	no bids
COT grain single-car <sup>5</sup>	no offer	6 . . 11	no offer	0 . . 10	no offer	0 . . 1	27 . . 150	0
UP <sup>4</sup>								
GCAS/Region 1	1	no bids	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	297	no bids	76	no bids	11	no bids	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.

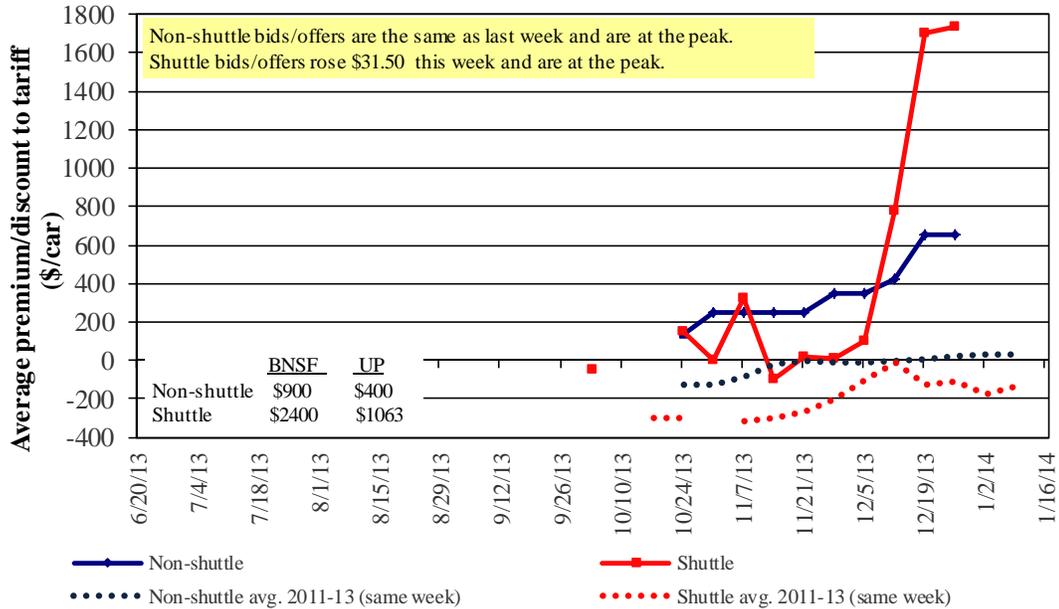
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 January 2014, Secondary Market**

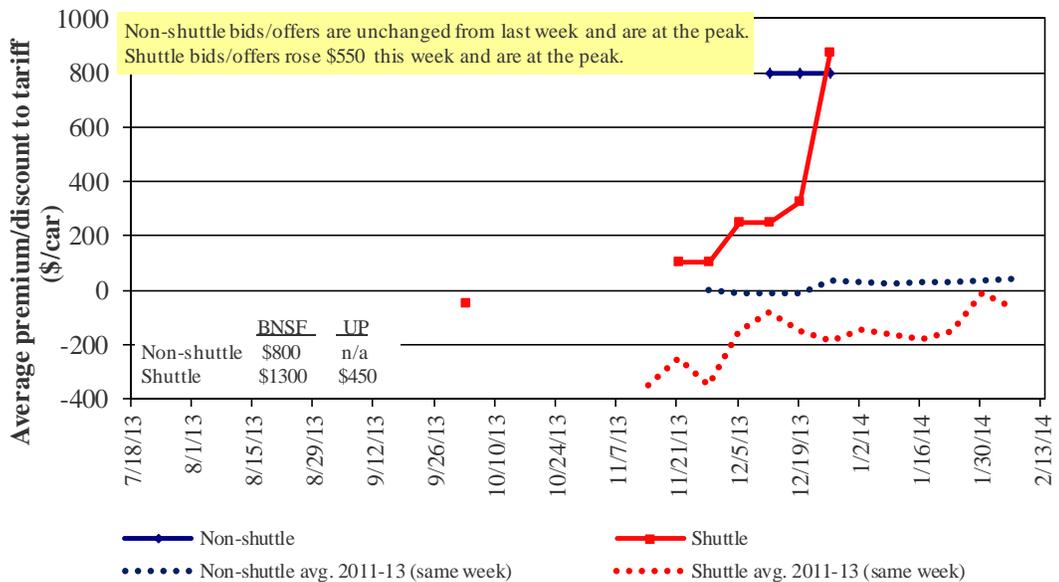


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

**Bids/Offers for Railcars to be Delivered in February 2014, Secondary Market**

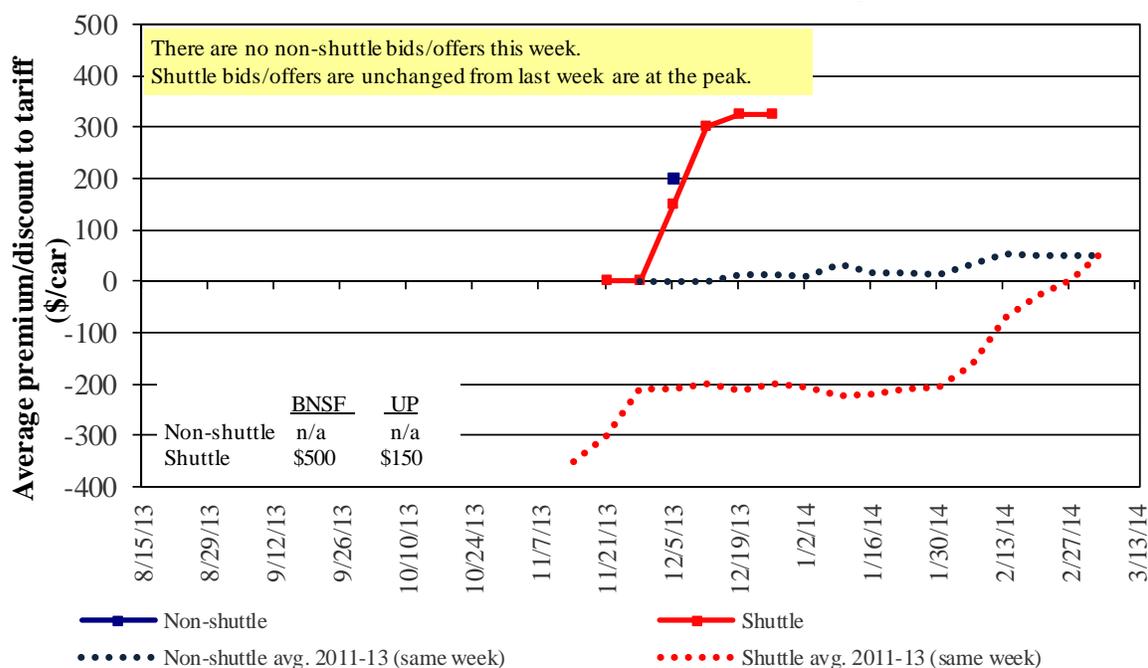


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in March 2014, 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					
	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
<b>Non-shuttle</b>						
BNSF-GF	900	800	n/a	n/a	n/a	n/a
Change from last week	-	-	n/a	n/a	n/a	n/a
Change from same week 2012	875	n/a	n/a	n/a	n/a	n/a
UP-Pool	400	n/a	n/a	n/a	n/a	n/a
Change from last week	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	400	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	2,400	1,300	500	n/a	n/a	n/a
Change from last week	(350)	n/a	-	n/a	n/a	n/a
Change from same week 2012	2,354	1,400	600	n/a	n/a	n/a
UP-Pool	1,063	450	150	-	(50)	(100)
Change from last week	413	125	-	100	50	-
Change from same week 2012	988	425	150	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.

Table 7

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

Effective date:				Fuel	Tariff plus surcharge per:		Percent
12/1/2013	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushe <sup>l</sup> <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,191	\$182	\$33.50	\$0.91	1
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$104	\$36.75	\$1.00	4
	Wichita, KS	Los Angeles, CA	\$6,244	\$536	\$67.32	\$1.83	2
	Wichita, KS	New Orleans, LA	\$3,808	\$320	\$41.00	\$1.12	3
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$440	\$62.20	\$1.69	3
	Northwest KS	Galveston-Houston, TX	\$4,076	\$351	\$43.96	\$1.20	3
	Amarillo, TX	Los Angeles, CA	\$4,275	\$489	\$47.30	\$1.29	2
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,192	\$362	\$35.29	\$0.90	1
	Toledo, OH	Raleigh, NC	\$4,686	\$416	\$50.66	\$1.29	3
	Des Moines, IA	Davenport, IA	\$2,078	\$77	\$21.40	\$0.54	3
	Indianapolis, IN	Atlanta, GA	\$4,061	\$312	\$43.43	\$1.10	3
	Indianapolis, IN	Knoxville, TN	\$3,469	\$200	\$36.44	\$0.93	3
	Des Moines, IA	Little Rock, AR	\$3,218	\$225	\$34.19	\$0.87	1
	Des Moines, IA	Los Angeles, CA	\$5,215	\$656	\$58.30	\$1.48	1
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,599	\$395	\$39.66	\$1.08	1
	Toledo, OH	Huntsville, AL	\$3,687	\$295	\$39.55	\$1.08	2
	Indianapolis, IN	Raleigh, NC	\$4,756	\$419	\$51.39	\$1.40	3
	Indianapolis, IN	Huntsville, AL	\$3,379	\$200	\$35.54	\$0.97	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,748	\$362	\$40.82	\$1.11	3
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$308	\$39.58	\$1.08	4
	Wichita, KS	Galveston-Houston, TX	\$3,798	\$240	\$40.10	\$1.09	3
	Chicago, IL	Albany, NY	\$3,950	\$390	\$43.10	\$1.17	3
	Grand Forks, ND	Portland, OR	\$5,159	\$532	\$56.51	\$1.54	2
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$554	\$65.92	\$1.79	0
	Northwest KS	Portland, OR	\$5,043	\$576	\$55.80	\$1.52	3
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$648	\$56.09	\$1.42	2
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$593	\$55.15	\$1.40	2
	Champaign-Urbana, IL	New Orleans, LA	\$3,011	\$362	\$33.50	\$0.85	3
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$346	\$38.29	\$0.97	4
	Des Moines, IA	Amarillo, TX	\$3,590	\$283	\$38.46	\$0.98	3
	Minneapolis, MN	Tacoma, WA	\$5,000	\$643	\$56.03	\$1.42	2
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,400	\$665	\$50.29	\$1.28	2
	Sioux Falls, SD	Tacoma, WA	\$5,520	\$593	\$60.71	\$1.65	2
	Minneapolis, MN	Portland, OR	\$5,530	\$648	\$61.35	\$1.67	2
	Fargo, ND	Tacoma, WA	\$5,430	\$527	\$59.16	\$1.61	2
	Council Bluffs, IA	New Orleans, LA	\$4,175	\$418	\$45.61	\$1.24	6
	Toledo, OH	Huntsville, AL	\$2,862	\$295	\$31.35	\$0.85	3
	Grand Island, NE	Portland, OR	\$5,110	\$589	\$56.60	\$1.54	-3

<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](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://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: 12/1/2013

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$6,360	\$563	\$70.73	\$1.92	-17
	OK	Cuautitlan, EM	\$6,156	\$684	\$69.88	\$1.90	-10
	KS	Guadalajara, JA	\$6,559	\$660	\$73.77	\$2.01	-12
	TX	Salinas Victoria, NL	\$2,898	\$258	\$32.24	\$0.88	-18
Corn	IA	Guadalajara, JA	\$7,974	\$777	\$89.41	\$2.27	2
	SD	Celaya, GJ	\$7,656	\$736	\$85.75	\$2.18	2
	NE	Queretaro, QA	\$7,317	\$690	\$81.81	\$2.08	1
	SD	Salinas Victoria, NL	\$5,880	\$560	\$65.80	\$1.67	2
	MO	Tlalnepantla, EM	\$6,755	\$670	\$75.87	\$1.93	1
	SD	Torreon, CU	\$6,722	\$617	\$74.98	\$1.90	2
Soybeans	MO	Bojay (Tula), HG	\$7,868	\$655	\$87.08	\$2.37	2
	NE	Guadalajara, JA	\$8,447	\$749	\$93.96	\$2.55	2
	IA	El Castillo, JA	\$8,855	\$732	\$97.95	\$2.66	2
	KS	Torreon, CU	\$6,864	\$465	\$74.88	\$2.04	2
Sorghum	TX	Guadalajara, JA	\$6,764	\$479	\$74.01	\$1.88	1
	NE	Celaya, GJ	\$7,272	\$669	\$81.13	\$2.06	3
	KS	Queretaro, QA	\$7,005	\$420	\$75.86	\$1.93	7
	NE	Salinas Victoria, NL	\$5,628	\$492	\$62.52	\$1.59	7
	NE	Torreon, CU	\$6,328	\$549	\$70.26	\$1.78	3

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

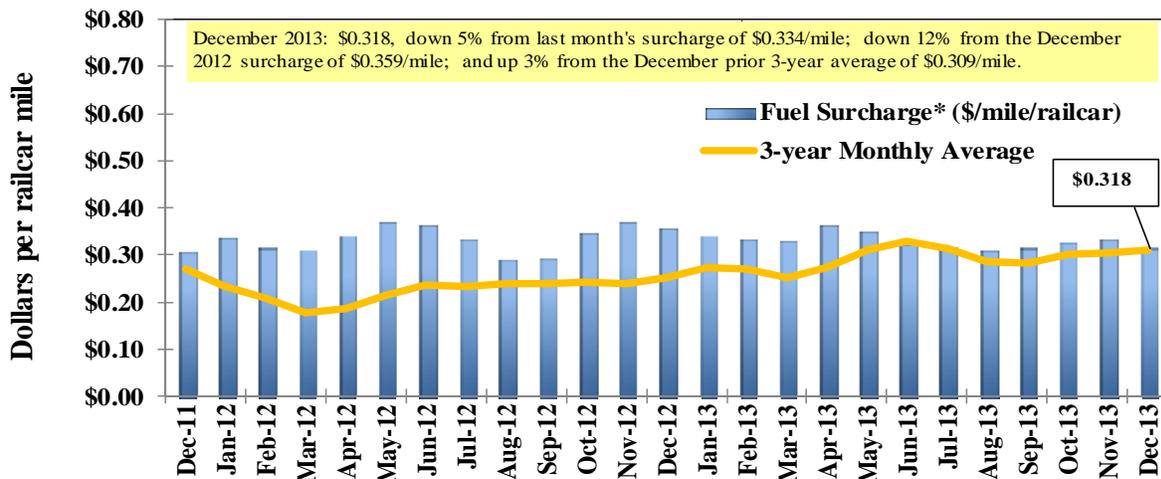
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V. railroad fuel surcharge policy as of 10/01/2009

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

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

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

Figure 7

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

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

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

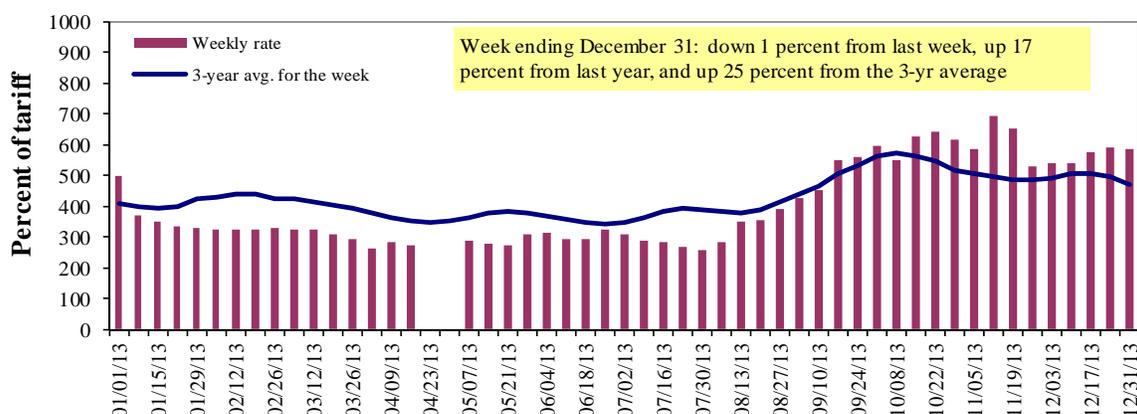
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

# Barge Transportation

Figure 8

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	12/31/2013	--	--	587	450	433	433	298
	12/24/2013	--	--	590	490	428	428	308
<b>\$/ton</b>	12/31/2013	--	--	27.24	17.96	20.31	17.49	9.36
	12/24/2013	--	--	27.38	19.55	20.07	17.29	9.67
<b>Current week % change from the same week:</b>								
	Last year	--	--	17	0	24	24	19
	3-year avg. <sup>2</sup>	--	--	25	21	9	9	-2
<b>Rate<sup>1</sup></b>	January	--	--	545	428	420	420	283
	March	--	417	403	353	383	383	270

<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

### Calculating barge rate per ton:

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

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Figure 9

### Benchmark tariff rates

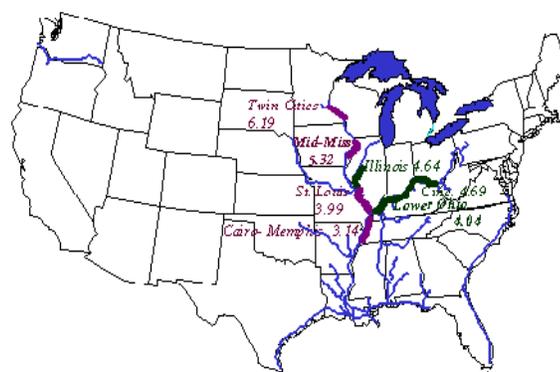
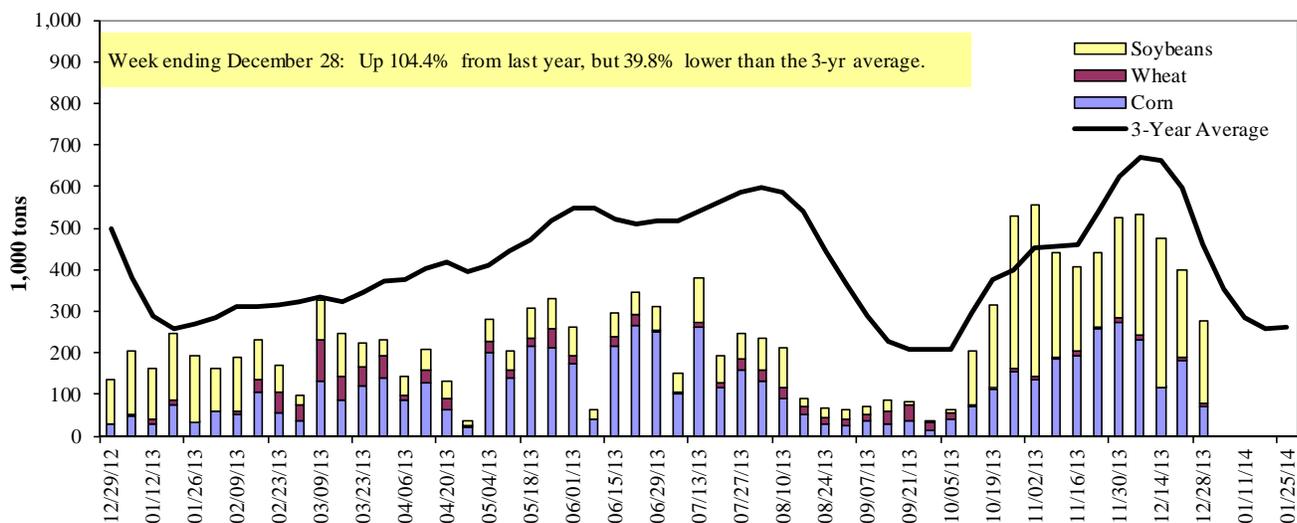


Figure 10

**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 12/28/2013	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	8	0	0	0	8
Alton, IL (L26)	69	5	188	10	271
Granite City, IL (L27)	72	5	201	10	287
<b>Illinois River (L8)</b>	86	8	207	10	310
<b>Ohio River (L52)</b>	131	4	149	9	293
<b>Arkansas River (L1)</b>	0	13	43	0	56
Weekly total - 2013	203	21	393	18	636
Weekly total - 2012	59	13	253	0	326
2013 YTD <sup>1</sup>	9,504	4,111	10,065	255	23,935
2012 YTD	14,837	1,794	12,663	229	29,523
2013 as % of 2012 YTD	64	229	79	111	81
Last 4 weeks as % of 2012 <sup>2</sup>	161	123	122	1,777	136
<b>Total 2012</b>	<b>14,837</b>	<b>1,794</b>	<b>12,663</b>	<b>229</b>	<b>29,523</b>

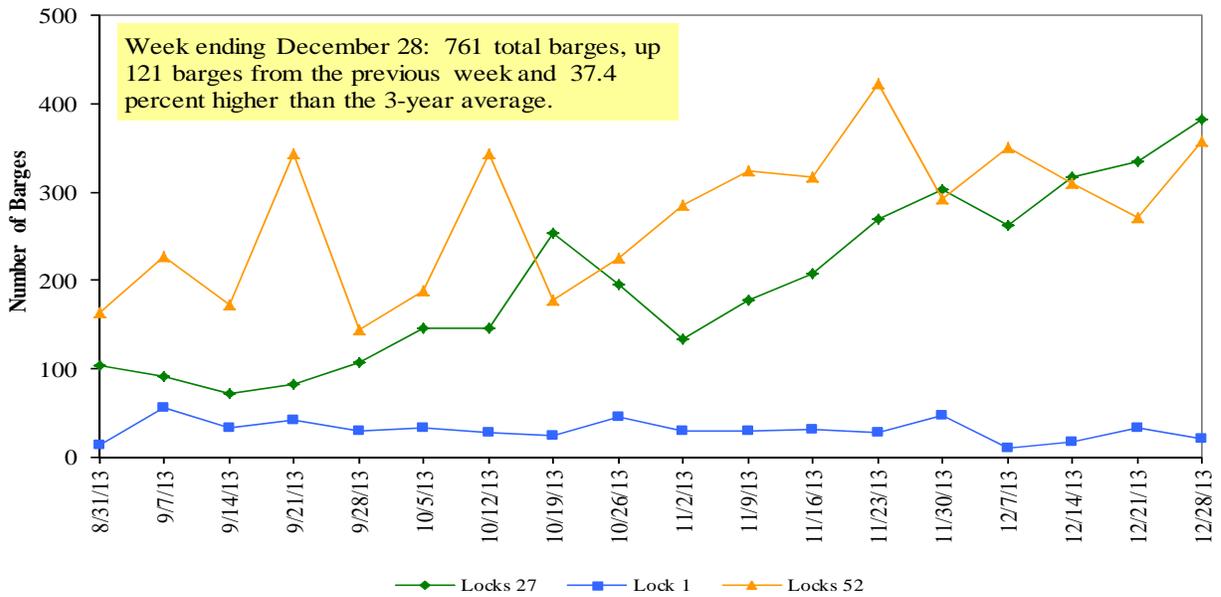
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

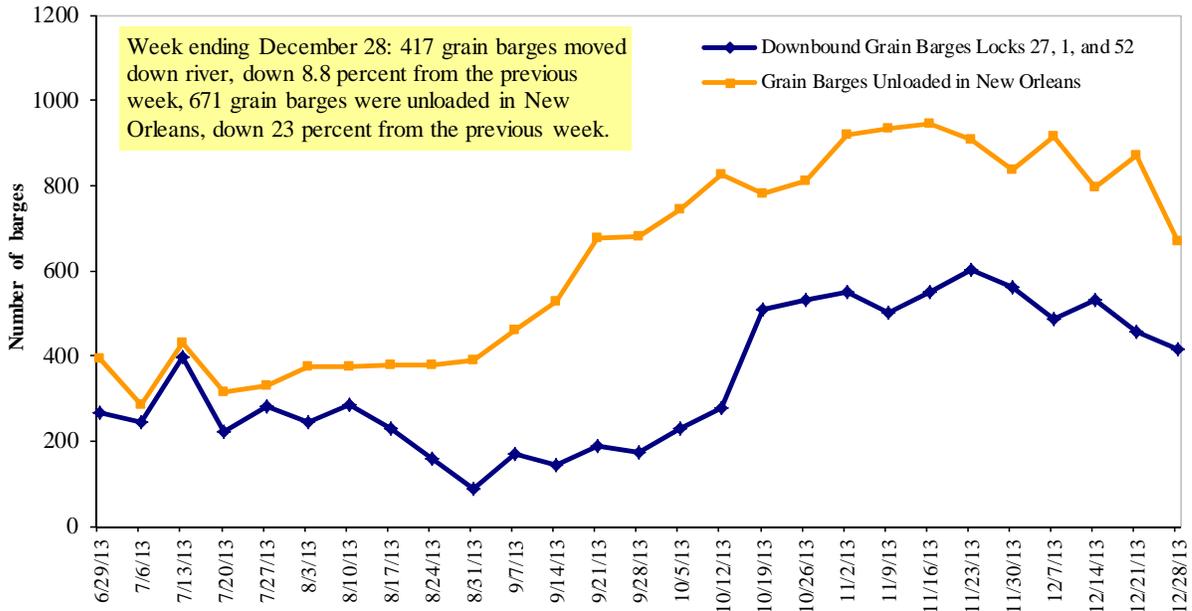
Source: U.S. Army Corps of Engineers

**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 12/30/2013 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.943	0.024	-0.063
	New England	4.111	0.042	-0.043
	Central Atlantic	4.016	0.028	-0.089
	Lower Atlantic	3.856	0.017	-0.048
II	Midwest <sup>2</sup>	3.887	0.040	0.002
III	Gulf Coast <sup>3</sup>	3.789	0.017	-0.041
IV	Rocky Mountain	3.889	0.036	0.143
V	West Coast	4.025	0.040	0.034
	West Coast less California	3.930	0.047	0.002
	California	4.104	0.031	0.059
Total	U.S.	3.903	0.030	-0.015

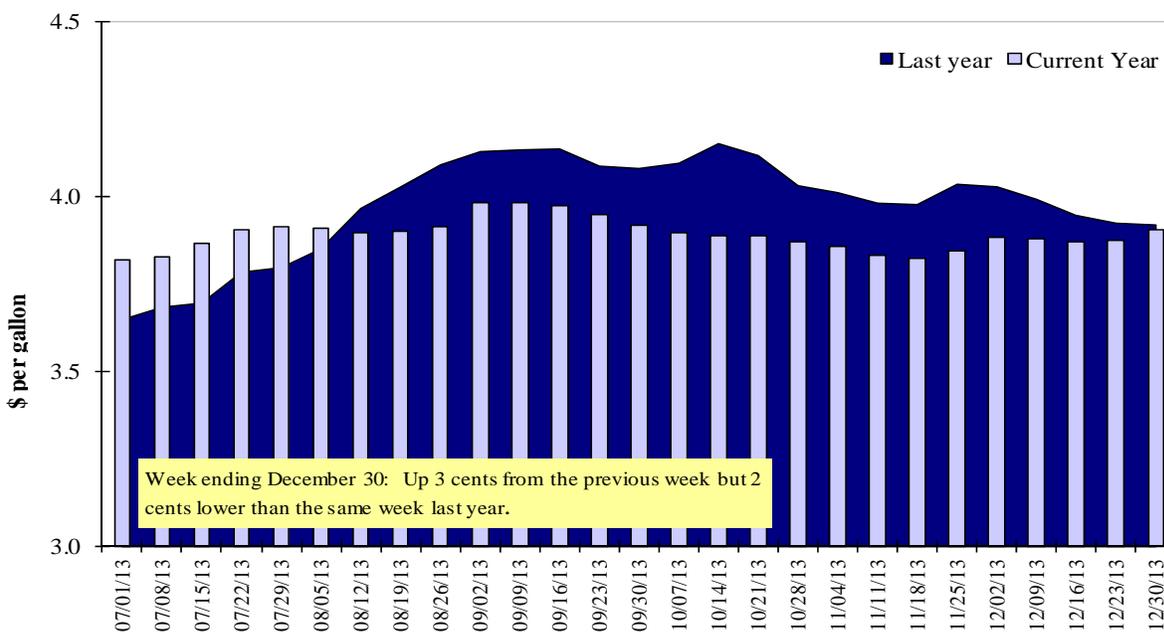
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
12/19/2013	1,721	1,108	1,577	960	141	5,508	17,881	17,824	41,213
This week year ago	1,716	1,190	1,220	1,257	107	5,490	6,329	19,966	31,785
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2013/14 YTD	7,361	5,529	3,278	2,318	238	18,723	10,701	20,492	49,916
2012/13 YTD	5,332	1,752	3,309	2,475	318	13,187	6,378	20,062	39,626
YTD 2013/14 as % of 2012/13	138	316	99	94	75	142	168	102	126
Last 4 wks as % of same period 2012/13	90	92	131	78	92	97	281	96	133
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254

<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](http://www.fas.usda.gov))

Table 13

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

Week ending 12/19/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	4,752	4,094	16	7,000
Mexico	7,718	2,910	165	4,370
China	5,498	1,359	304	2,450
Venezuela	392	277	41	1,158
Taiwan	563	259	117	512
<b>Top 5 Importers</b>	<b>18,922</b>	<b>8,900</b>	<b>113</b>	<b>15,490</b>
<b>Total US corn export sales</b>	<b>28,582</b>	<b>12,700</b>	<b>125</b>	<b>18,670</b>
% of Projected	77%	68%		
Change from prior week	1,060	97		
<b>Top 5 importers' share of U.S. corn export sales</b>	66%	70%		83%
<b>USDA forecast, December 2013</b>	<b>36,896</b>	<b>18,601</b>	<b>98</b>	
<b>Corn Use for Ethanol USDA forecast, December 2013</b>	<b>125,730</b>	<b>118,059</b>	<b>6</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 Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm) (Carry-over plus Accumulated Exports)

Table 14

**Top 5 Importers<sup>1</sup> of U.S. Soybeans**

Week Ending 12/19/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	25,349	18,693	36	21,522
Mexico	1,818	1,281	42	2,565
Japan	1,035	1,039	(0)	1,751
Indonesia	1,045	713	47	1,682
Taiwan	888	764	16	1,120
<b>Top 5 importers</b>	<b>30,135</b>	<b>22,490</b>	<b>34</b>	<b>28,641</b>
<b>Total US soybean export sales</b>	<b>39,761</b>	<b>30,335</b>	<b>31</b>	<b>37,060</b>
% of Projected	99%	84%		
Change from prior week	720	(8)		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>76%</b>	<b>74%</b>		
<b>USDA forecast, December 2013</b>	<b>40,191</b>	<b>35,967</b>	<b>12</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/esquery/><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 12/19/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,860	2,643	(30)	3,544
Nigeria	2,141	2,166	(1)	3,002
Mexico	2,299	2,285	1	2,761
Philippines	1,356	1,563	(13)	1,965
Egypt	150	223	(33)	1,678
Korea	963	1,241	(22)	1,385
Taiwan	731	730	0	1,038
China	4,137	465	789	743
Brazil	3,471	63	5410	527
Colombia	1,619	452	258	600
<b>Top 10 importers</b>	<b>18,726</b>	<b>11,831</b>	<b>58</b>	<b>17,243</b>
<b>Total US wheat export sales</b>	<b>24,231</b>	<b>18,676</b>	<b>30</b>	<b>26,348</b>
% of Projected	81%	68%		
Change from prior week	597	1,009		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>77%</b>	<b>63%</b>		<b>65%</b>
<b>USDA forecast, December 2013</b>	<b>29,973</b>	<b>27,439</b>	<b>9</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/esquery/><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 12/26/13	Previous Week <sup>1</sup>	Current Week as % of Previous	2013 YTD <sup>1</sup>	2012 YTD <sup>1</sup>	2013 YTD as % of 2012 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2012
							2012	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	227	304	75	11,585	12,625	92	137	109	12,625
Corn	169	175	97	2,973	5,512	54	381	134	5,512
Soybeans	260	222	117	9,090	10,347	88	131	117	10,347
<b>Total</b>	<b>655</b>	<b>700</b>	<b>94</b>	<b>23,647</b>	<b>28,484</b>	<b>83</b>	<b>167</b>	<b>119</b>	<b>28,484</b>
<b>Mississippi Gulf</b>									
Wheat	15	56	27	9,711	5,462	178	108	102	5,462
Corn	331	592	56	14,828	18,068	82	216	105	18,068
Soybeans	760	1,030	74	21,462	24,684	87	135	154	24,684
<b>Total</b>	<b>1,106</b>	<b>1,677</b>	<b>66</b>	<b>46,002</b>	<b>48,215</b>	<b>95</b>	<b>149</b>	<b>132</b>	<b>48,215</b>
<b>Texas Gulf</b>									
Wheat	111	105	106	9,018	5,912	153	109	95	5,912
Corn	31	0	n/a	255	336	76	n/a	148	336
Soybeans	0	0	n/a	908	626	145	75	82	626
<b>Total</b>	<b>142</b>	<b>105</b>	<b>136</b>	<b>10,181</b>	<b>6,874</b>	<b>148</b>	<b>115</b>	<b>97</b>	<b>6,874</b>
<b>Interior</b>									
Wheat	13	38	33	1,064	1,218	87	138	128	1,218
Corn	98	171	57	3,943	6,115	64	130	135	6,115
Soybeans	52	81	64	3,212	4,204	76	272	104	4,204
<b>Total</b>	<b>163</b>	<b>291</b>	<b>56</b>	<b>8,219</b>	<b>11,538</b>	<b>71</b>	<b>149</b>	<b>122</b>	<b>11,538</b>
<b>Great Lakes</b>									
Wheat	0	21	0	884	481	184	369	188	481
Corn	0	0	n/a	0	56	0	n/a	0	56
Soybeans	25	23	109	699	713	98	95	110	713
<b>Total</b>	<b>25</b>	<b>44</b>	<b>57</b>	<b>1,583</b>	<b>1,250</b>	<b>127</b>	<b>150</b>	<b>131</b>	<b>1,250</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	645	341	189	n/a	0	341
Corn	4	4	122	242	143	169	292	99	143
Soybeans	80	119	67	1,652	1,460	113	136	181	1,460
<b>Total</b>	<b>84</b>	<b>122</b>	<b>69</b>	<b>2,540</b>	<b>1,944</b>	<b>131</b>	<b>138</b>	<b>170</b>	<b>1,944</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	365	523	70	32,907	26,040	126	130	107	26,040
Corn	634	941	67	22,241	30,230	74	272	116	30,230
Soybeans	1,177	1,474	80	37,024	42,035	88	129	141	42,035
<b>Total</b>	<b>2,175</b>	<b>2,939</b>	<b>74</b>	<b>92,172</b>	<b>98,305</b>	<b>94</b>	<b>153</b>	<b>126</b>	<b>98,305</b>

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

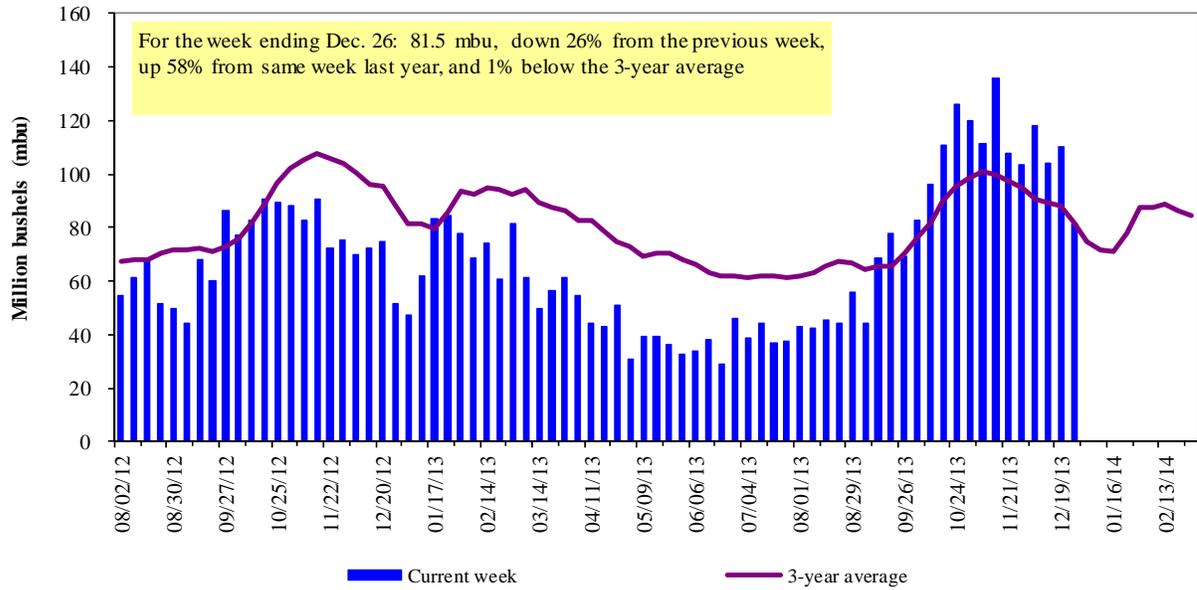
<sup>2</sup> Total includes only port regions shown above; Interior land-based shipments now included.

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 56 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2012.

Figure 14

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

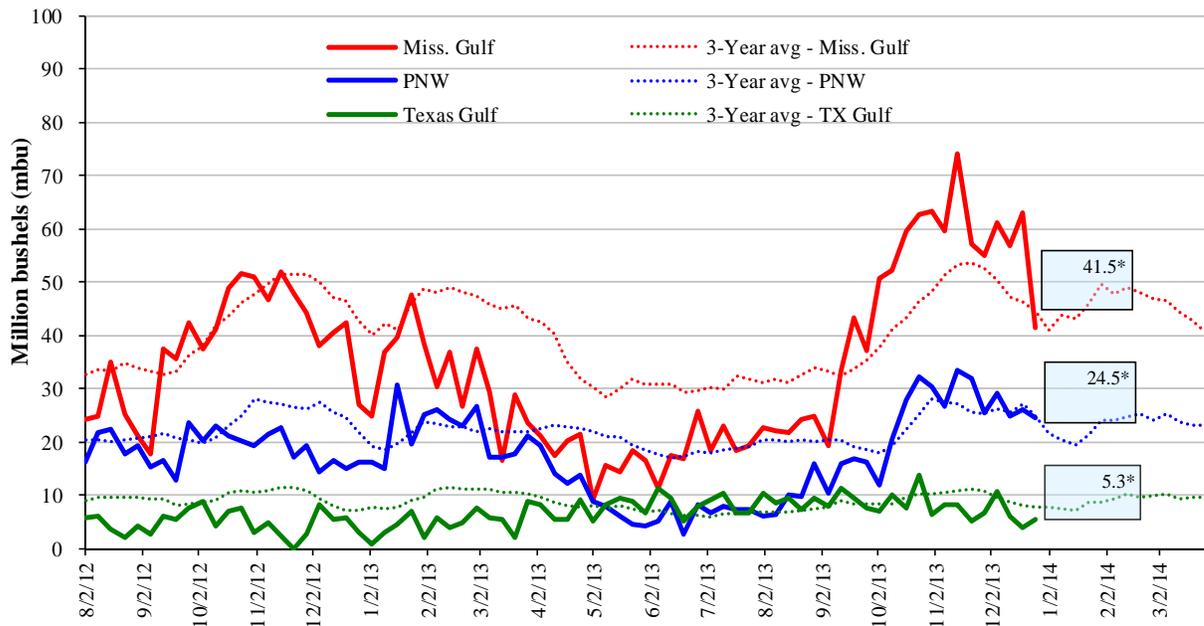


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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>Dec. 26: % change from:</b>	<b>MSGulf</b>	<b>TX Gulf</b>	<b>U.S. Gulf</b>	<b>PNW</b>
Last week	down 34	up 38	down 31	down 6
Last year (same week)	up 53	up 85	up 56	up 52
3-yr avg. (4-wk mov. avg.)	down 2	down 21	down 5	up 44

# Ocean Transportation

Table 17

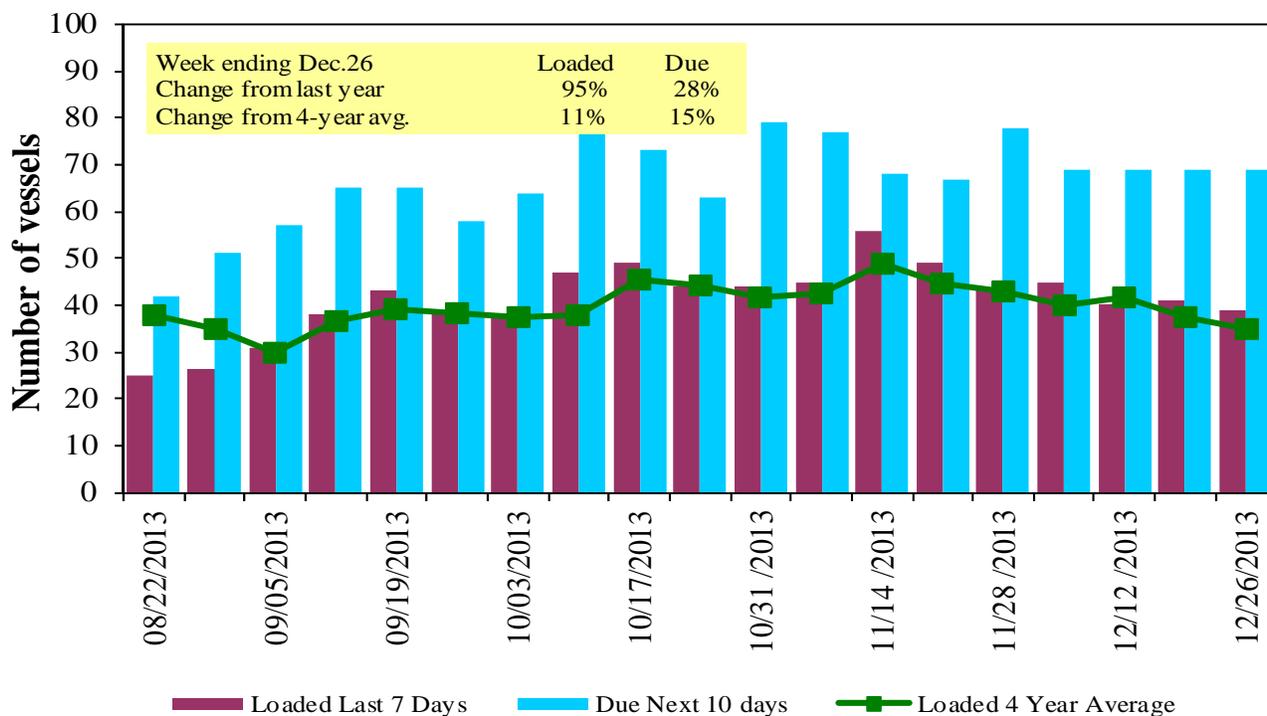
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
12/26/2013	48	39	69	22	n/a
12/19/2013	56	41	69	24	n/a
2012 range	(13..50)	(13..46)	(27..78)	(4..20)	n/a
2012 avg.	28	33	46	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

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

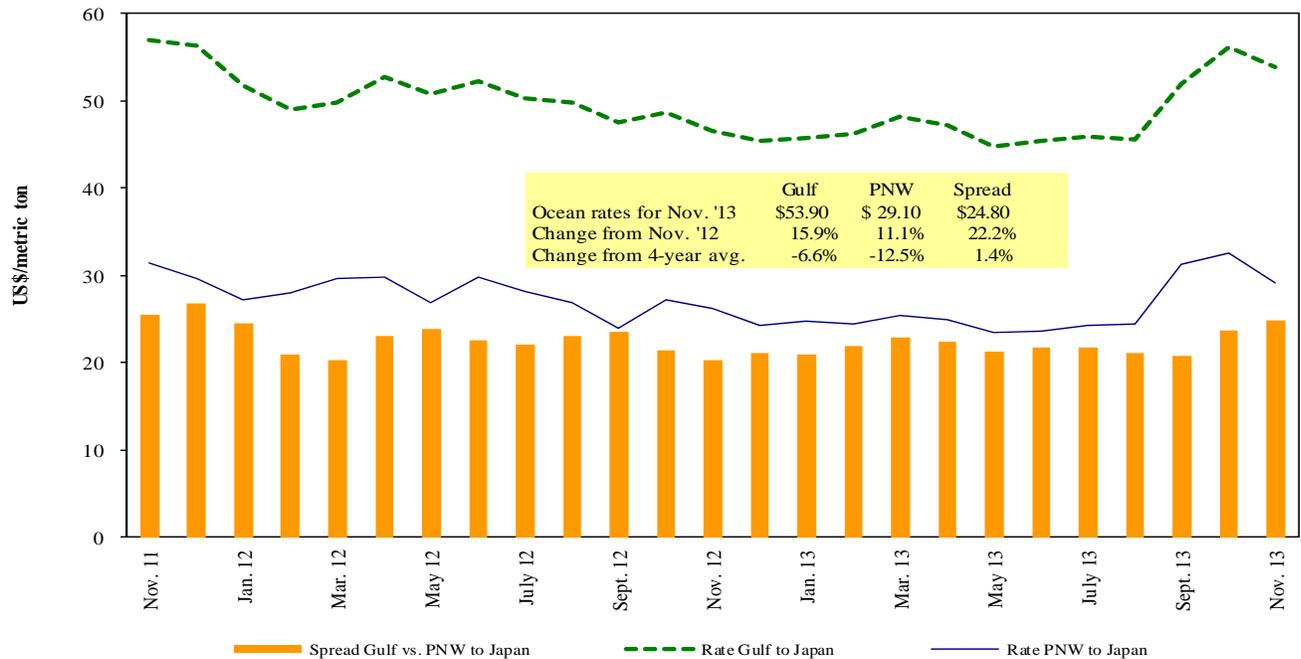


Source: Transportation & Marketing Programs/AMS/USDA

<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

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



Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 12/28/2013**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 15/30	55,000	47.50
U.S. Gulf	China	Heavy Grain	31-Jan	58,000	56.50
U.S. Gulf	China	Heavy Grain	Dec 15/25	60,000	54.00
U.S. Gulf	China	Heavy Grain	Dec 10/20	55,000	49.00
U.S. Gulf	China	Heavy Grain	Dec 1/10	60,000	51.00
U.S. Gulf	China	Heavy Grain	Dec 1/5	55,000	45.00
U.S. Gulf	China	Heavy Grain	Nov 20/30	60,000	52.00
U.S. Gulf	China	Heavy Grain	Nov-Dec	55,000	49.50
U.S. Gulf	Djibouti <sup>1</sup>	Wheat	Dec 16/26	35,880	125.62
U.S. Gulf	S. Korea	Heavy Grain	Dec 5/20	58,000	54.00
U.S. Gulf	S. Korea	Heavy Grain	Nov 19/20	60,000	53.50
Atlantic	China	Heavy Grain	Nov 20/25	55,000	50.25
Brazil	Morocco	Corn	Sep 25/30	30,000	20.00
France	Algeria	Heavy Grain	Dec 10/20	25,000	27.50
France	Algeria	Wheat	Dec 1/5	25,000	26.00
Mexico	Algeria	Wheat	Nov 15/30	55,000	34.00
Ukraine	Italy	Corn	Oct 30/31	25,000	26.00
Ukraine	Sp Mediterranean	Grain	Dec 5/9	60,000	15.00

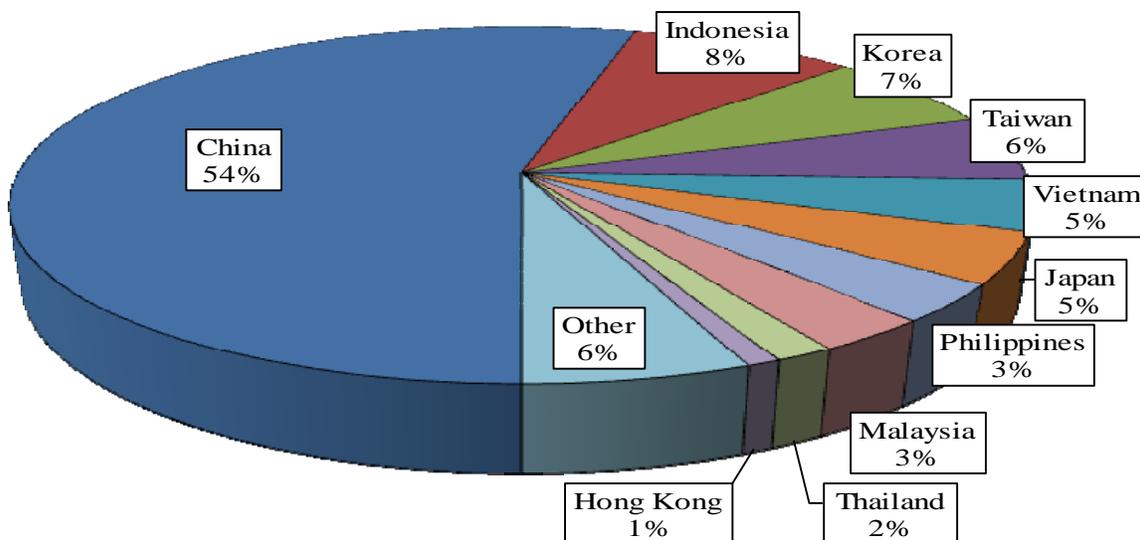
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

<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 2012, containers were used to transport 8 percent of total U.S. waterborne grain exports, up 1 percentage point from 2011. Approximately 66 percent of U.S. waterborne grain exports in 2012 went to Asia, of which 11 percent were moved in containers. Asia is the top destination for U.S. containerized grain exports—96 percent in 2012.

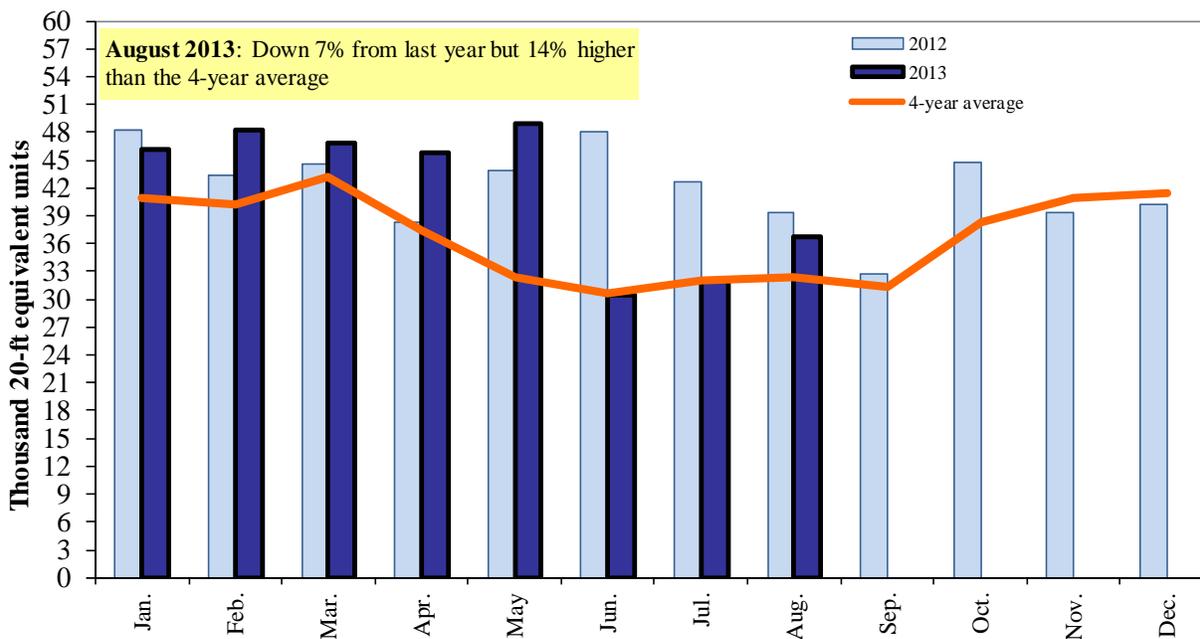
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, August 2013**



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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