USDA United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Transportation and Marketing Programs/Transportation Services Division
www.ams.usda.gov/GTR

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Jan. 23, 2014

Contents

The next release is Jan. 30, 2014

WEEKLY HIGHLIGHTS

Pacific Northwest and Texas Gulf Grain Inspections Increase

For the week ending January 16, total inspections of grain (corn, wheat, and soybeans) for export from all major port regions reached 2.72 million metric tons (mmt), down 3 percent from the previous week, 21 percent above last year this time, and 43 percent above the 3-year average. Despite the drop in total grain inspections, corn inspections (.757 mmt) jumped 41 percent from the past week as shipments rebounded, primarily to Latin America. Pacific Northwest and Texas Gulf inspections increased 4 and 26 percent, respectively, from the past week. Texas Gulf grain shipments increased to Latin America, Africa, and Asia. Mississippi Gulf grain inspections were down 10 percent from the previous week. The drop was caused primarily by the 95 percent drop in wheat inspections brought about by less demand from China as prices increased and harvest ends in South America and Australia. Outstanding export sales (unshipped) increased slightly from the past week for corn, but decreased for wheat and soybeans.

Harsh Winter Slows Barge Traffic…

Barge traffic on the Illinois River continues to be obstructed by ice accumulations. Illinois River Locks are operational, but with continued extremely low temperatures, barge operators have reported that traffic is at a standstill at times. For the first 3 weeks of the year, Ohio River grain barge movements have not been as impacted by the weather as have the Upper Mississippi and Illinois River shipments. Ohio River Locks 52 reported 874,000 tons of grain for the year, significantly higher than Mississippi River Locks 27, which moved 527,000 tons so far this year. Locks 27 downbound barge movements may be impacted by rock removal work located below Locks 27.

…Phase II of Mississippi River Rock Removal Project is Underway

Contractors for the U.S. Army Corps of Engineers (Corps) are re-visiting the Thebes, IL, area to make permanent improvements to the navigation channel of the Mississippi River by removing rock formations. Last year, the Corps successfully removed submerged rock formations that threatened to block navigation on the Mississippi River. The current rock removal process will be performed in 12- to 16-hour shifts, every day except Sunday. While work is being done, barge traffic around the work sites is restricted to daylight-only movements and tows are limited to 15 barges. However, during certain phases of the project, traffic may be stopped for up to 12 hours a day. Work can only be done when the Cape Girardeau, MO, river gage is near or below 10 feet.

Snapshots by Sector

Rail

U.S. railroads originated 20,367 **carloads of grain** during the week ending January 11, up 9 percent from last week and up 10 percent from last year, but down 6 percent from the 3-year average.

During the week ending January 16, average February non-shuttle **secondary railcar bids/offers per car** were $975 above tariff, up $175 from last week. Average shuttle bids/offers were $1,737.50 per car above tariff, up $137.50 from last week, and $1,819.50 higher than last year.

Barge

During the week ending January 18, **barge grain movements** totaled 494,227 tons—8 percent higher than the previous week but 7 percent lower than the same period last year.

During the week ending January 18, 303 grain barges **moved down river**, up 10.6 percent from last week; 888 grain barges were **unloaded in New Orleans**, up 18.6 percent from the previous week.

Ocean

During the week ending January 16, 50 **ocean-going grain vessels** were loaded in the Gulf, 108 percent more than the same period last year. Eighty-eight vessels are expected to be loaded within the next 10 days, 52 percent more than the same period last year.

During the week ending January 17, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $56.50 per mt, down 1 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was $28. per mt, down 2 percent from the previous week.

Fuel

During the week ending January 20, U.S. average **diesel fuel prices** decreased 1 cent from the previous week to $3.87 per gallon—down 3 cents from with the same week last year.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* January 23, 2014.
Web: http://dx.doi.org/10.9752/TS056.01-23-2014

Feature Article/Calendar

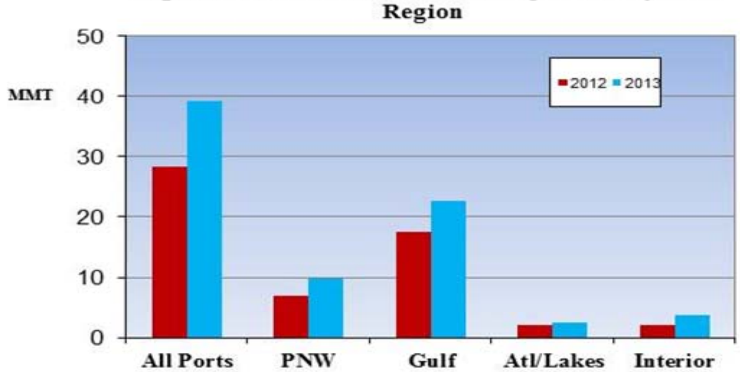
Fourth Quarter Grain Inspections Reach Record Level

Total grain (wheat, corn, and soybeans) inspected for export at major U.S. ports totaled a record 39.2 million metric tons (mmt) during the fourth quarter 2013, according to the Grain Inspection, Packers and Stockyards Administration (GIPSA) (figure 1). Inspections were 38 percent above the same time last year and 23 percent above the 5-year average. Grain inspections increased as the U.S. corn and soybean production rebounded from last year's drought-affected crops, and demand for U. S. wheat increased. Fourth quarter shipments of corn to Asia and Latin America also rebounded from last year. Soybeans shipments increased 19 percent, and were destined primarily to Asia. Demand for U.S. soybeans from China, a major buyer, continued to rise during the fourth quarter.

According to GIPSA, U.S. Gulf grain inspections totaled 22.6 mmt, up 28 percent from last year and 18 percent above the 5-year average. Inspections of corn, wheat, and soybeans increased in the U.S. Gulf. Increased inspections were also reflected in total rail deliveries of grain to the U.S. Gulf during the fourth quarter, which increased 46 percent from last year. Fourth quarter barge movements on the Mississippi River increased 21 percent from last year as production increased and water levels improved.

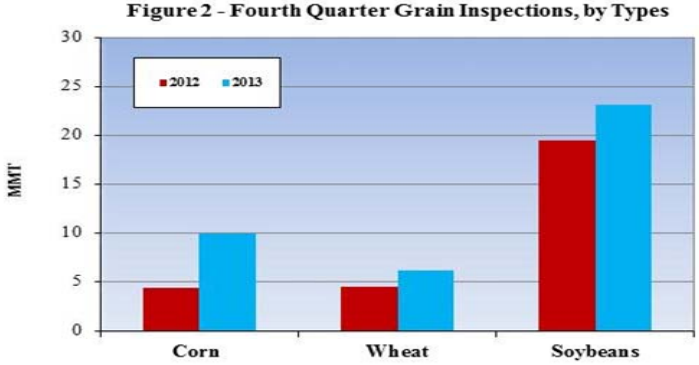
Fourth quarter Pacific Northwest (PNW) grain inspections reached a record 9.7 mmt, up 41 percent from last year, and 17 percent above the 5-year average. Corn, soybean, and wheat inspections increased in the PNW. Rail deliveries of grain to the PNW increased 47 percent from last year during the fourth quarter as demand for grain remained strong. Fourth quarter ocean rates were above the third quarter 2013 and above the fourth quarter last year. The ocean rate spread between the PNW and U.S. Gulf was also higher than the third quarter 2013 and the fourth quarter last year because of the significantly higher inspections of grain for export in the PNW.

Figure 1 - Fourth Quarter Grain Inspections, by Port Region



Atlantic/Great Lakes grain inspections reached 2.4 mmt, up 43 percent above last year and the 5-year average, primarily because of increased corn and wheat inspections. Interior inspections of grain totaled 3.7 mmt, up 77 percent from last year and 37 percent above the 5-year average. Interior corn inspections jumped 175 percent from last year as shipments to Mexico and Asia rebounded.

Figure 2 - Fourth Quarter Grain Inspections, by Types



Corn Inspections Rebound and Soybeans Reach Record

Inspections of corn reached 9.9 mmt during the fourth quarter, up 127 percent from last year and 11 percent above the 5-year average (figure 2). PNW corn inspections (1.75 mmt) increased 195 percent as shipments to Asia rebounded. U.S. Gulf corn inspections (5.9 mmt) increased 94 percent from last year. Outstanding (unshipped) export sales of corn averaged 17.2 mmt during the fourth quarter, up 146 percent from last year. U.S. corn exports for the 2013/14 marketing year are expected to increase due to increased production and higher demand.

Fourth quarter soybean inspections reached a record 23.1 mmt, 19 percent above last year and 24 percent above the 5-year average. The increase continued to be driven by increased demand from China and other Asian destinations. U.S. soybean shipments to China increased 21 percent from last year during the fourth quarter. U.S. Gulf soybean inspections reached a record 13.4 mmt, up 7 percent from last year and 27 percent above the 5-year average. PNW soybean inspections reached a record 5.6 mmt, 28 percent above last year and also 27 percent above the 5-year average. The Atlantic/Great Lakes soybean inspections totaled 1.9 mmt, up 28 percent from last year and 70 percent above the 5-year average. Interior soybean inspections reached 1.4 mmt, up 32 percent from last year and 30 percent above the 5-year average. Outstanding export sales of soybeans averaged 21.4 mmt during the fourth quarter, up 40 percent from last year at this time.

Fourth quarter wheat inspections reached 6.2 mmt, up 37 percent from last year and 7 percent above the 5-year average (figure 2). Wheat inspections were the highest since the fourth quarter 2012. Gulf wheat inspections (3.3 mmt) increased 56 percent from the previous year because of increased demand from Latin America and Asia (China). PNW wheat inspections reached 2.4 mmt, up 21 percent from last year and 1 percent above the 5-year average. Fourth quarter Atlantic/Great Lakes wheat inspections (.310 mmt) increased 46 percent from last year. Outstanding export sales of wheat were 18 percent above last year, averaging 5.3 mmt. *Johnny.Hill@ams.usda.gov*

Grain Transportation Indicators

Table 1
Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
01/22/14	260	292	288	308	253	199
01/15/14	261	238	299	311	255	202

[1]Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge ($/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

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

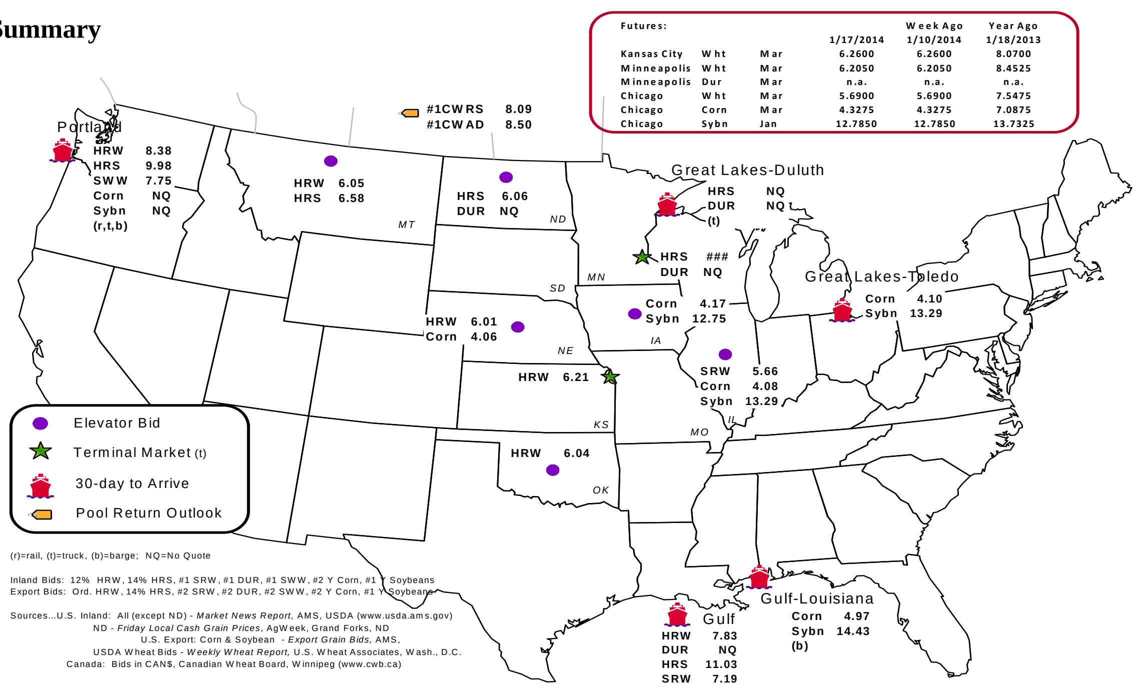
Commodity	Origin--Destination	1/17/2014	1/10/2014
Corn	IL--Gulf	-0.89	-0.91
Corn	NE--Gulf	-0.91	-0.94
Soybean	IA--Gulf	-1.68	-1.56
HRW	KS--Gulf	-1.62	-1.62
HRS	ND--Portland	-3.92	-3.74

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]
1/15/2014[p]	1,105	1,388	6,203	400	9,096	1/11/2014	1,607
1/08/2014[r]	1,056	1,615	3,908	704	7,283	1/4/2014	1,408
2014 YTD[r]	3,564	4,668	15,022	1,861	25,115	2014 YTD	4,970
2013 YTD[r]	3,232	2,132	12,937	2,090	20,391	2013 YTD	3,096
2014 YTD as % of 2013 YTD	110	219	116	89	123	% change YTD	161
Last 4 weeks as % of 2013[2]	102	180	122	98	121	Last 4wks % 2013	177
Last 4 weeks as % of 4-year avg.[2]	180	112	125	102	126	Last 4wks % 4 yr	117
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	70,298
Total 2012	22,604	40,780	199,419	24,659	287,462	Total 2012	92,008

[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.

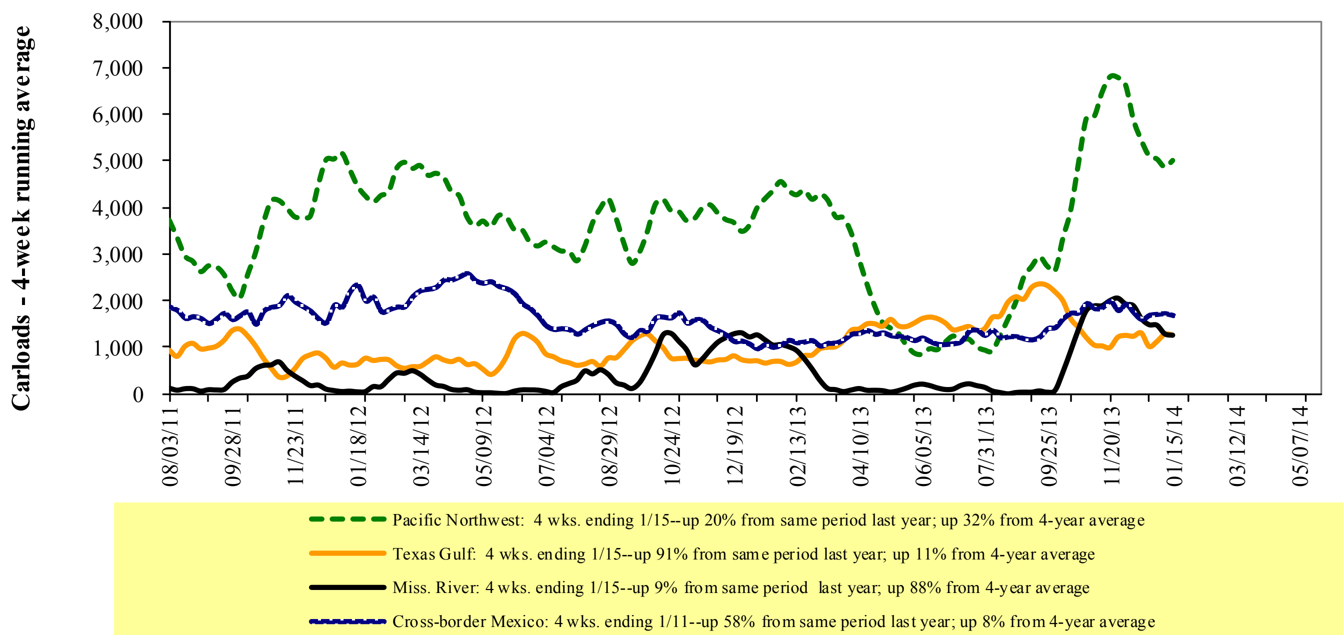
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 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)

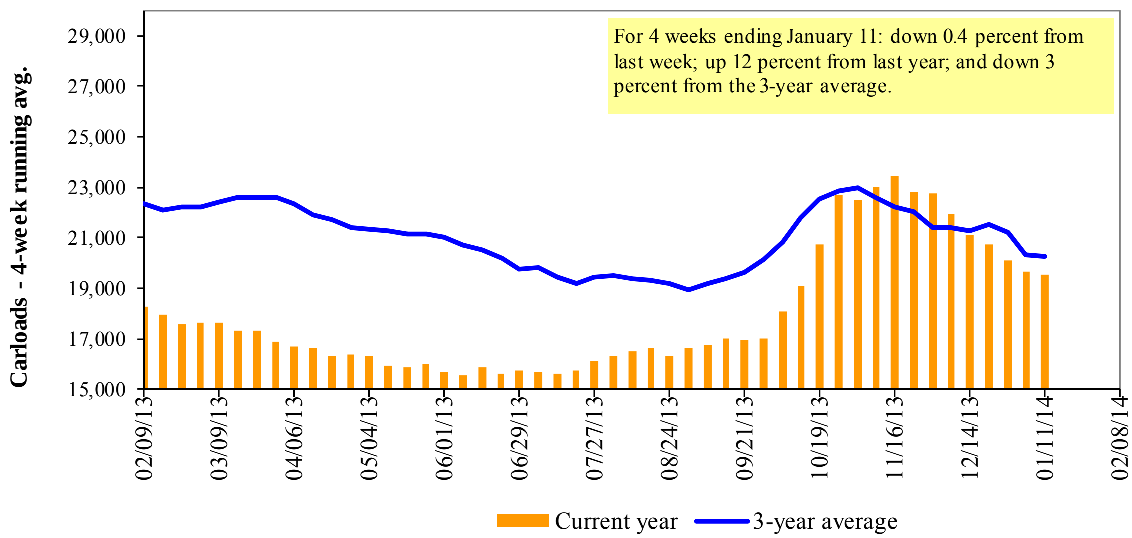
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
01/11/14	1,699	2,961	8,596	1,126	5,985	20,367	3,797	4,722
This week last year	1,731	3,054	9,225	740	3,740	18,490	3,802	5,575
2014 YTD	3,907	6,071	15,612	2,139	11,284	39,013	7,382	8,858
2013 YTD	3,284	5,753	19,018	970	7,437	36,462	7,495	10,777
2014 YTD as % of 2013 YTD	119	106	82	221	152	107	98	82
Last 4 weeks as % of 2013	136	118	85	207	155	112	100	83
Last 4 weeks as % of 3-yr avg.[1]	97	109	81	190	116	98	103	93
Total 2013	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753

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

Week ending 1/16/2014	Delivery period							
	Feb-14	Feb-13	Mar-14	Mar-13	Apr-14	Apr-13	May-14	May-13
BNSF[3]								
COT grain units	no offer	0	no offer	0	379	0	278	no offer
COT grain single-car[5]	no offer	0 . . 12	no offer	0 . . 3	75 . . 271	1	89 . . 151	no offer
UP[4]								
GCAS/Region 1	no offer	no bids	90	no bids	no offer	no bids	n/a	n/a
GCAS/Region 2	no offer	no bids	1	no bids	no offer	no bids	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.

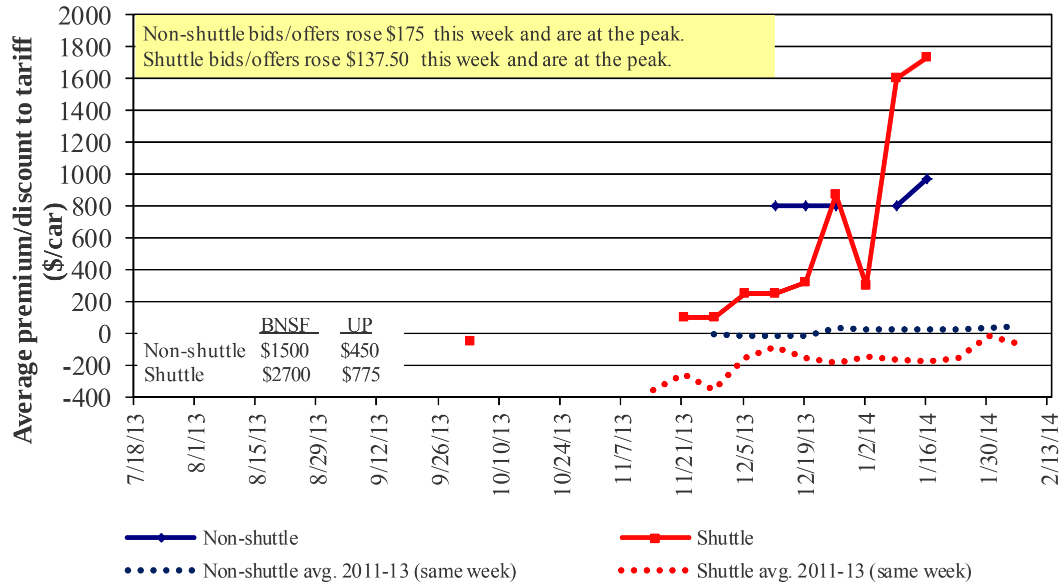
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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

Source: Transportation & Marketing Programs/AMS/USDA.

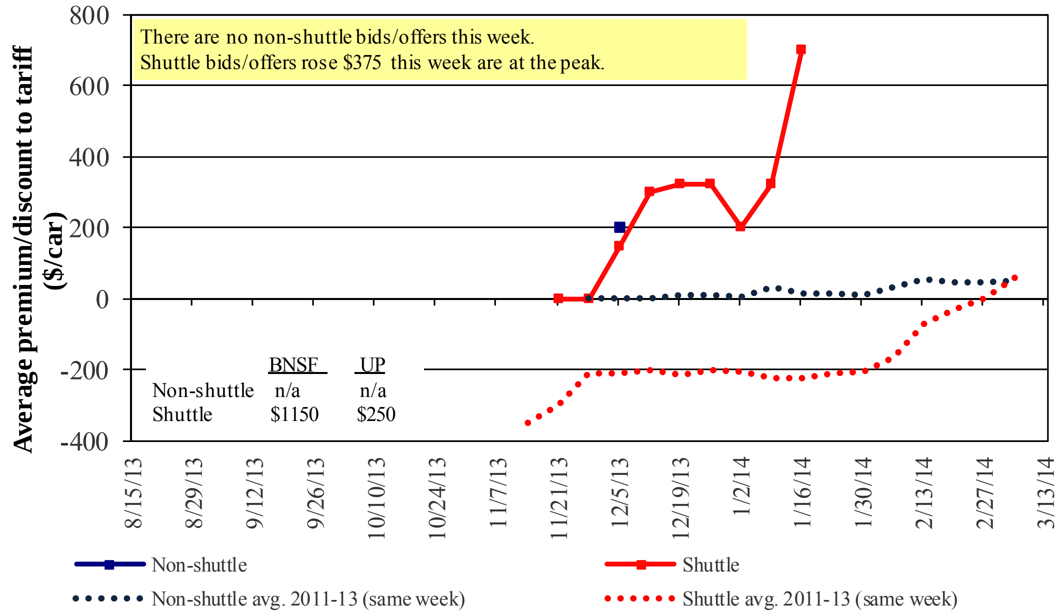
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4
Bids/Offers for Railcars to be Delivered in February 2014, Secondary Market



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

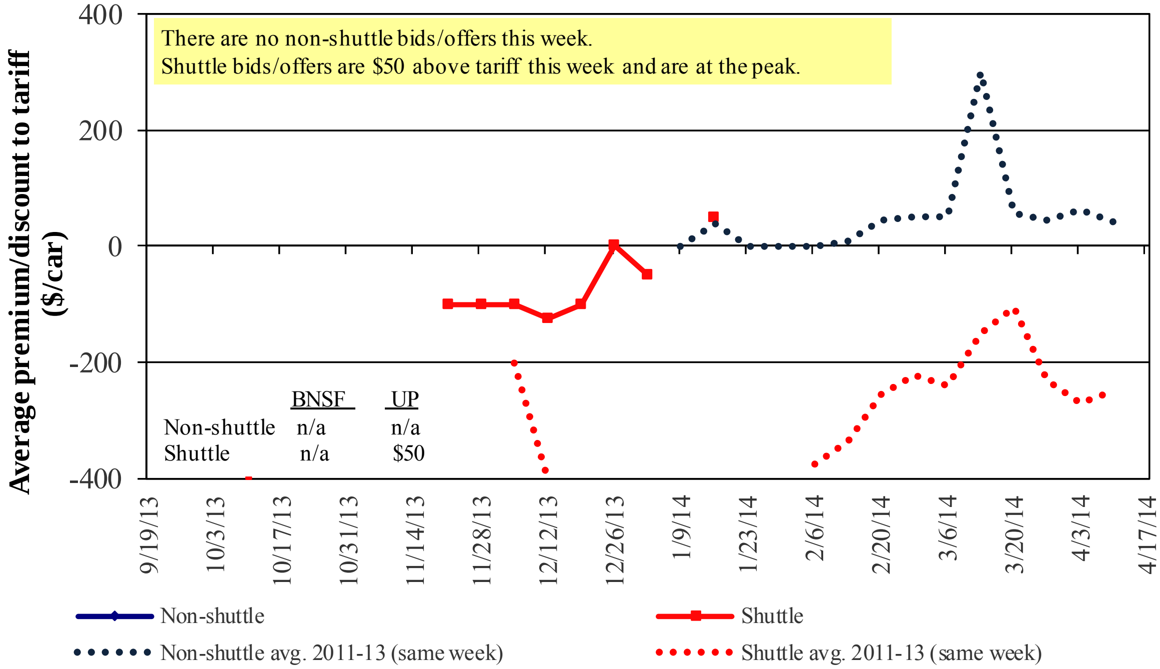
Figure 5
Bids/Offers for Railcars to be Delivered in March 2014, Secondary Market



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

Figure 6

Bids/Offers for Railcars to be Delivered in April 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)[1]

Week ending	Delivery period					
1/16/2014	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14
Non-shuttle						
BNSF-GF	1,500	n/a	n/a	n/a	n/a	n/a
Change from last week	700	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	450	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	2,700	1,150	n/a	n/a	n/a	n/a
Change from last week	200	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	2,758	n/a	n/a	n/a	n/a	n/a
UP-Pool	775	250	50	100	-	-
Change from last week	75	(75)	n/a	100	100	100
Change from same week 2013	881	325	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.

Table 7

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

Effective date: 1/1/2014	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	$3,191	$177	$33.45	$0.91	1
	Grand Forks, ND	Duluth-Superior, MN	$3,596	$101	$36.72	$1.00	1
	Wichita, KS	Los Angeles, CA	$6,244	$520	$67.17	$1.83	2
	Wichita, KS	New Orleans, LA	$3,808	$312	$40.91	$1.11	3
	Sioux Falls, SD	Galveston-Houston, TX	$5,824	$427	$62.08	$1.69	3
	Northwest KS	Galveston-Houston, TX	$4,076	$341	$43.87	$1.19	3
	Amarillo, TX	Los Angeles, CA	$4,275	$475	$47.17	$1.28	2
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,192	$352	$35.19	$0.89	1
	Toledo, OH	Raleigh, NC	$4,686	$398	$50.49	$1.28	3
	Des Moines, IA	Davenport, IA	$2,078	$75	$21.38	$0.54	3
	Indianapolis, IN	Atlanta, GA	$4,061	$299	$43.30	$1.10	3
	Indianapolis, IN	Knoxville, TN	$3,469	$192	$36.35	$0.92	3
	Des Moines, IA	Little Rock, AR	$3,218	$219	$34.13	$0.87	1
	Des Moines, IA	Los Angeles, CA	$5,215	$638	$58.12	$1.48	1
Soybeans	Minneapolis, MN	New Orleans, LA	$3,624	$387	$39.83	$1.08	-2
	Toledo, OH	Huntsville, AL	$3,687	$283	$39.42	$1.07	2
	Indianapolis, IN	Raleigh, NC	$4,756	$401	$51.21	$1.39	3
	Indianapolis, IN	Huntsville, AL	$3,379	$192	$35.46	$0.97	3
	Champaign-Urbana, IL	New Orleans, LA	$3,748	$352	$40.72	$1.11	3
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,678	$299	$39.50	$1.07	2
	Wichita, KS	Galveston-Houston, TX	$3,798	$233	$40.03	$1.09	4
	Chicago, IL	Albany, NY	$3,950	$374	$42.93	$1.17	3
	Grand Forks, ND	Portland, OR	$5,159	$517	$56.36	$1.53	1
	Grand Forks, ND	Galveston-Houston, TX	$6,084	$538	$65.76	$1.79	-1
	Northwest KS	Portland, OR	$5,043	$560	$55.64	$1.51	2
Corn	Minneapolis, MN	Portland, OR	$5,000	$629	$55.90	$1.42	2
	Sioux Falls, SD	Tacoma, WA	$4,960	$576	$54.98	$1.40	2
	Champaign-Urbana, IL	New Orleans, LA	$3,011	$352	$33.40	$0.85	1
	Lincoln, NE	Galveston-Houston, TX	$3,510	$336	$38.19	$0.97	4
	Des Moines, IA	Amarillo, TX	$3,590	$275	$38.39	$0.98	1
	Minneapolis, MN	Tacoma, WA	$5,000	$624	$55.85	$1.42	2
	Council Bluffs, IA	Stockton, CA	$4,400	$646	$50.11	$1.27	3
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,520	$576	$60.54	$1.65	2
	Minneapolis, MN	Portland, OR	$5,530	$629	$61.17	$1.66	2
	Fargo, ND	Tacoma, WA	$5,430	$512	$59.01	$1.61	2
	Council Bluffs, IA	New Orleans, LA	$4,175	$406	$45.49	$1.24	4
	Toledo, OH	Huntsville, AL	$2,862	$283	$31.23	$0.85	3
	Grand Island, NE	Portland, OR	$5,110	$573	$56.43	$1.54	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: 1/1/2014				Fuel			Percent
	Origin		Tariff	surcharge	Tariff plus surcharge per:		change
Commodity	state	Destination region	rate/car[1]	per car[2]	metric ton[3]	bushel[3]	Y/Y[4]
Wheat	MT	Chihuahua, CI	$6,360	$547	$70.57	$1.92	-6
	OK	Cuautitlan, EM	$6,156	$664	$69.68	$1.89	-7
	KS	Guadalajara, JA	$6,559	$642	$73.57	$2.00	-12
	TX	Salinas Victoria, NL	$2,898	$250	$32.16	$0.87	-18
Corn	IA	Guadalajara, JA	$7,974	$754	$89.18	$2.26	2
	SD	Celaya, GJ	$7,656	$715	$85.54	$2.17	3
	NE	Queretaro, QA	$7,317	$670	$81.61	$2.07	1
	SD	Salinas Victoria, NL	$5,880	$544	$65.63	$1.67	2
	MO	Tlalnepantla, EM	$6,755	$651	$75.67	$1.92	1
	SD	Torreon, CU	$6,722	$599	$74.80	$1.90	2
Soybeans	MO	Bojay (Tula), HG	$7,868	$636	$86.89	$2.36	3
	NE	Guadalajara, JA	$8,447	$728	$93.74	$2.55	3
	IA	El Castillo, JA	$8,855	$711	$97.74	$2.66	2
	KS	Torreon, CU	$6,864	$452	$74.74	$2.03	2
Sorghum	TX	Guadalajara, JA	$6,953	$465	$75.80	$1.92	6
	NE	Celaya, GJ	$7,212	$649	$80.32	$2.04	2
	KS	Queretaro, QA	$6,650	$408	$72.11	$1.83	-3
	NE	Salinas Victoria, NL	$5,368	$478	$59.72	$1.52	-2
	NE	Torreon, CU	$6,243	$533	$69.24	$1.76	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

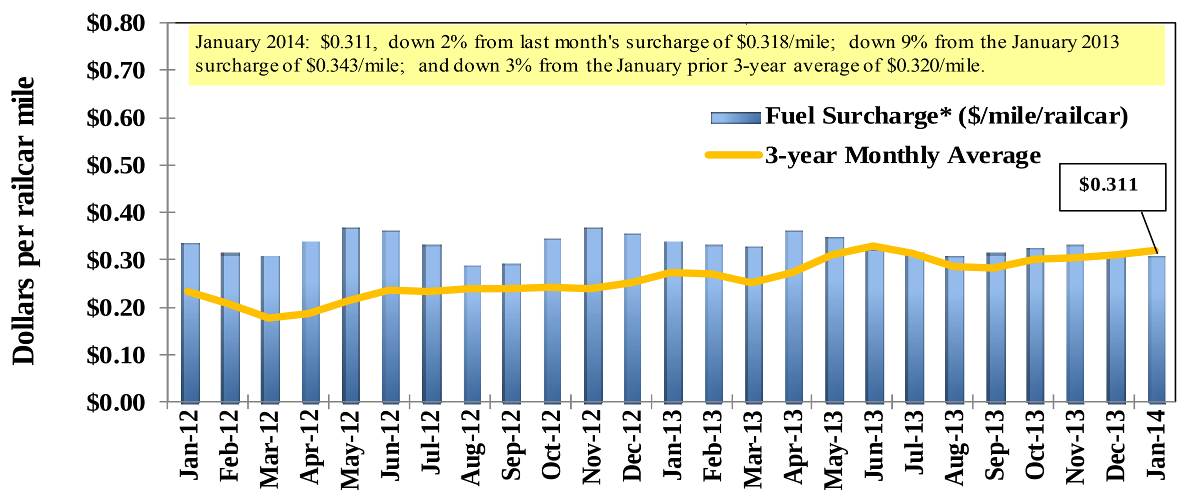
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[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.

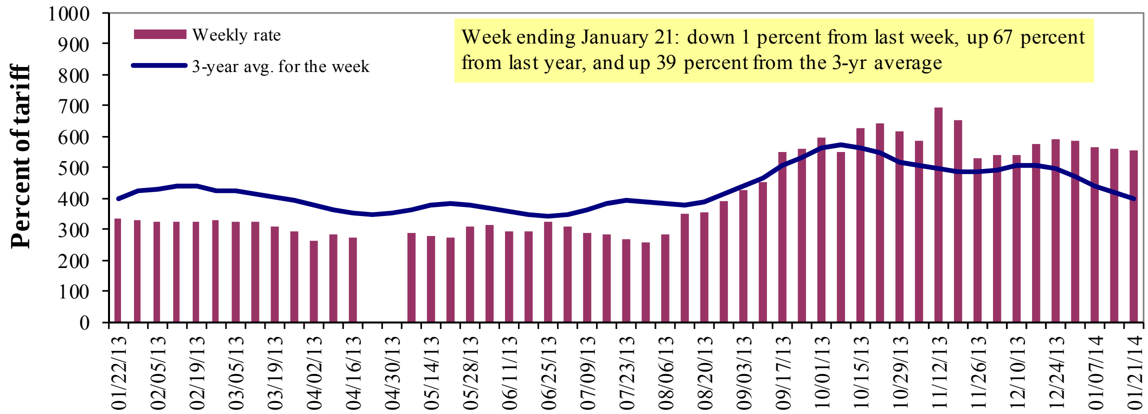
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate[1,2]



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	1/21/2014	--	--	555	443	443	443	308
	1/14/2014	--	--	560	385	395	395	260
$/ton	1/21/2014	--	--	25.75	17.68	20.78	17.90	9.67
	1/14/2014	--	--	25.98	15.36	18.53	15.96	8.16
Current week % change from the same week:								
	Last year	--	--	67	58	91	91	65
	3-year avg. [2]	--	--	39	35	29	29	19
Rate[1]	February	--	--	488	402	395	395	282
	April	430	387	365	343	363	363	262

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

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 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 (see figure 9).

Figure 9

Benchmark tariff rates

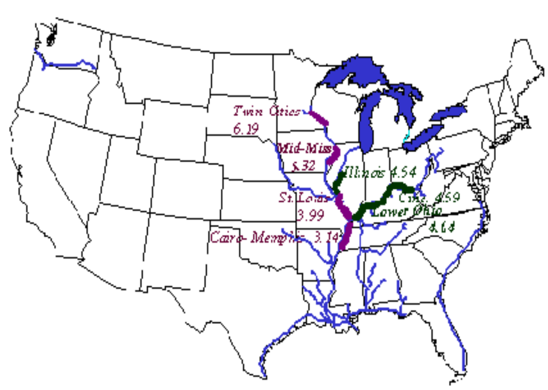
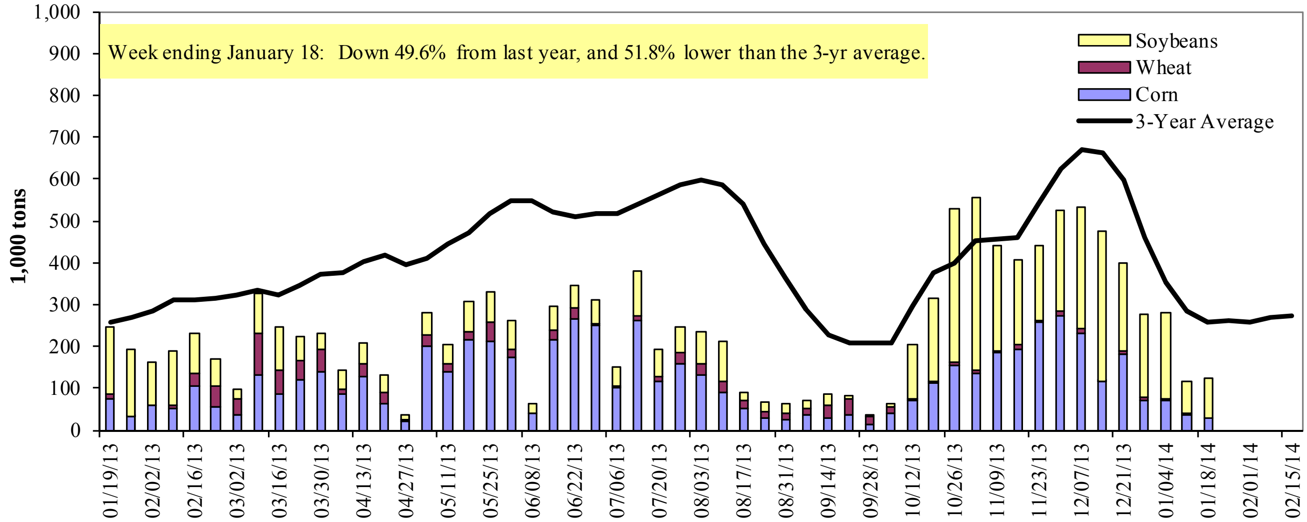


Figure 10

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 1/18/2014	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	0	0	0
Alton, IL (L26)	25	0	70	0	95
Granite City, IL (L27)	27	0	97	0	123
Illinois River (L8)	43	0	121	0	163
Ohio River (L52)	146	3	147	14	311
Arkansas River (L1)	1	14	45	0	60
Weekly total - 2014	174	17	289	14	494
Weekly total - 2013	129	54	334	14	531
2014 YTD[1]	516	73	914	27	1,530
2013 YTD	238	130	933	19	1,320
2014 as % of 2013 YTD	217	56	98	141	116
Last 4 weeks as % of 2013[2]	242	65	110	238	132
Total 2013	9,504	4,111	10,065	255	23,935

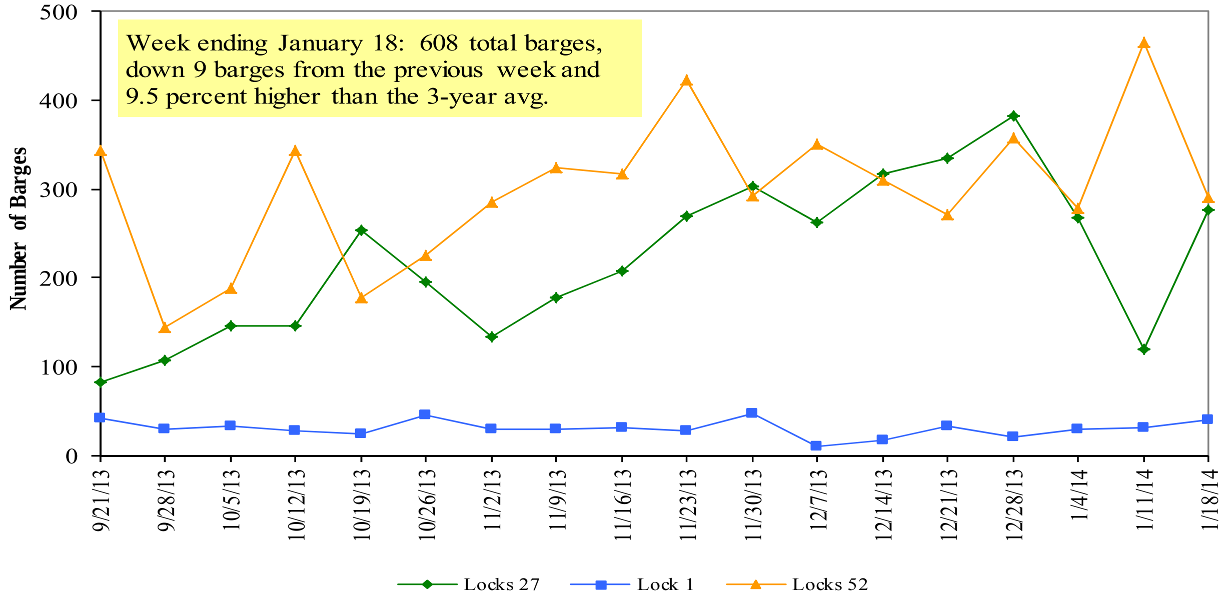
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding
Source: U.S. Army Corps of Engineers

Figure 11

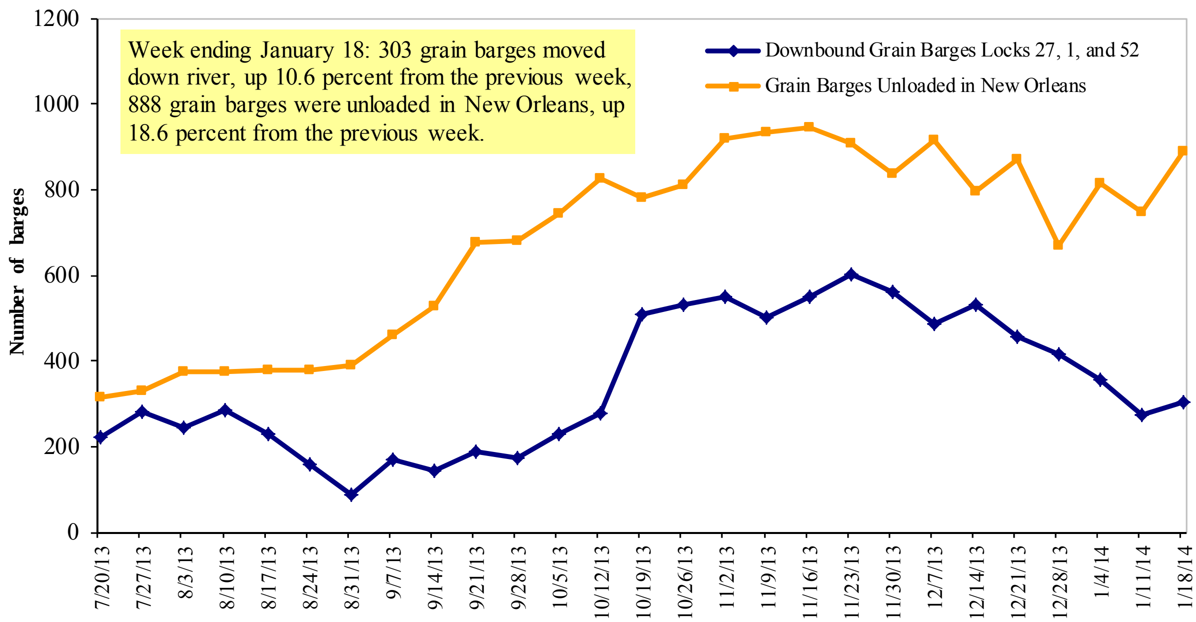
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 1/20/2013 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.946	0.006	-0.054
	New England	4.118	0.011	-0.040
	Central Atlantic	4.060	0.015	-0.029
	Lower Atlantic	3.829	-0.002	-0.075
II	Midwest[2]	3.830	-0.024	-0.015
III	Gulf Coast[3]	3.771	-0.009	-0.060
IV	Rocky Mountain	3.860	-0.026	0.182
V	West Coast	3.966	-0.030	-0.038
	West Coast less California	3.861	-0.030	-0.050
	California	4.056	-0.029	-0.026
Total	U.S.	3.873	-0.013	-0.029

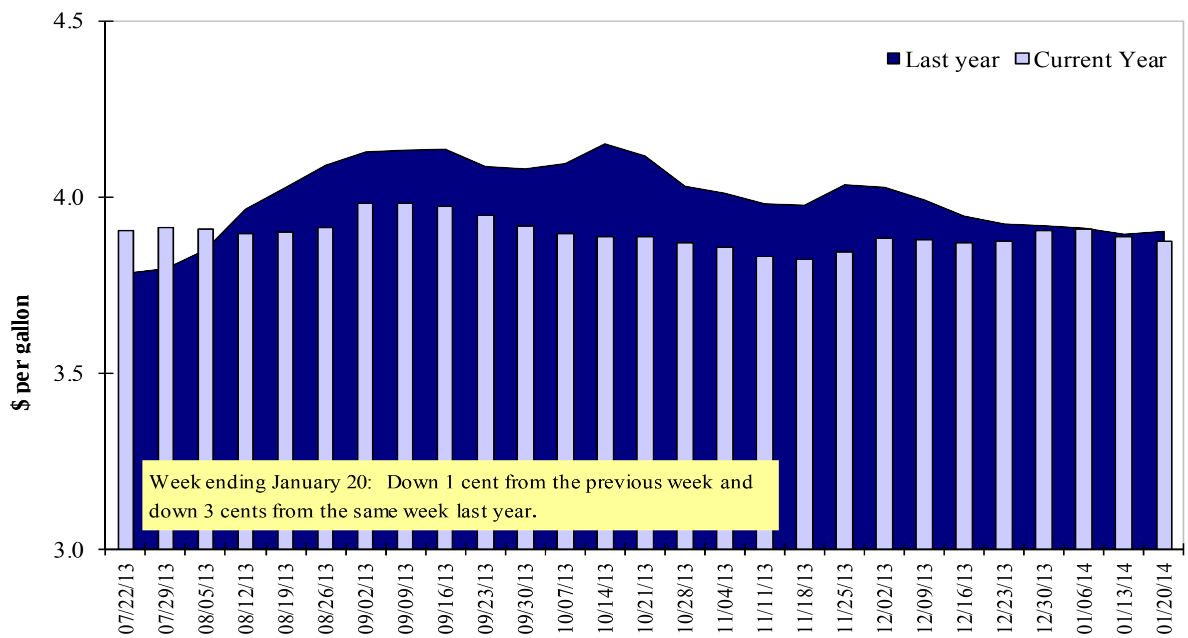
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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)

	Wheat						Corn	Soybeans	Total
Week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
1/9/2014	1,500	1,003	1,430	809	140	4,882	16,890	14,858	36,630
This week year ago	1,825	1,618	1,167	1,235	107	5,952	6,225	9,240	21,417
Cumulative exports-marketing year[2]									
2013/14 YTD	7,779	5,751	3,643	2,551	283	20,008	12,577	26,598	59,183
2012/13 YTD	5,528	1,839	3,556	2,653	318	13,895	6,937	23,460	44,292
YTD 2013/14 as % of 2012/13	141	313	102	96	89	144	181	113	134
Last 4 wks as % of same period 2012/13	88	68	129	73	128	88	276	178	181
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

[1] Current unshipped export sales to date

[2] Shipped export sales to date; new marketing year in in effect for corn and soybeans

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

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

Table 13

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

Week ending 1/9/2014	Total Commitments[2] 2013/14 Current MY	2012/13 Last MY	% change current MY from last MY	Exports[3] 2012/13
	- 1,000 mt -			- 1,000 mt -
Japan	5,370	4,253	26	7,000
Mexico	8,014	3,029	165	4,370
China	4,910	1,422	245	2,450
Venezuela	433	283	53	1,158
Taiwan	630	335	88	512
Top 5 Importers	**19,357**	**9,322**	**108**	**15,490**
Total US corn export sales	**29,467**	**13,162**	**124**	**18,670**
% of Projected	80%	71%		
Change from prior week	824	406		
Top 5 importers' share of U.S. corn export sales	66%	71%		83%
USDA forecast, January 2014	**36,896**	**18,601**	**98**	
Corn Use for Ethanol USDA forecast, January 2014	**127,000**	**118,059**	**8**	

(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 (Carry-over plus Accumulated Exports)

Table 14

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

Week Ending 1/9/2014	Total Commitments[2] 2013/14 Current MY	2012/13 Last MY	% change current MY from last MY	Exports[3] 2012/13
	- 1,000 mt -			- 1,000 mt -
China	26,786	19,657	36	21,522
Mexico	1,909	1,476	29	2,565
Japan	1,128	1,161	(3)	1,751
Indonesia	1,199	742	62	1,682
Taiwan	931	836	11	1,120
Top 5 importers	**31,954**	**23,872**	**34**	**28,641**
Total US soybean export sales	**41,453**	**32,633**	**27**	**37,060**
% of Projected	102%	91%		
Change from prior week	669	1,542		
Top 5 importers' share of U.S. soybean export sales	77%	73%		
USDA forecast, January 2014	**40,736**	**35,967**	**13**	

(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 1/9/2014	Total Commitments[2] 2013/14 Current MY	2012/13 Last MY	% change current MY from last MY	Exports[3] 2012/13
	- 1,000 mt -			- 1,000 mt -
Japan	1,896	2,643	(28)	3,544
Nigeria	2,141	2,197	(3)	3,002
Mexico	2,369	2,372	(0)	2,761
Philippines	1,420	1,724	(18)	1,965
Egypt	150	223	(33)	1,678
Korea	996	1,286	(23)	1,385
Taiwan	736	809	(9)	1,038
China	4,195	577	627	743
Brazil	3,480	86	3946	527
Colombia	582	460	27	600
Top 10 importers	**17,965**	**12,377**	**45**	**17,243**
Total US wheat export sales	**24,890**	**19,840**	**25**	**26,348**
% of Projected	81%	72%		
Change from prior week	299	536		
Top 10 importers' share of U.S. wheat export sales	72%	62%		65%
USDA forecast, January 2014	**30,654**	**27,439**	**12**	

(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 01/16/14	Previous Week[1]	Current Week as % of Previous	2014 YTD[1]	2013 YTD[1]	2014 YTD as % of 2013 YTD	Last 4-weeks as % of 2013	Last 4-weeks as % of 3-yr. avg.	Total[1] 2013
Pacific Northwest									
Wheat	245	244	101	742	660	112	237	154	11,585
Corn	108	3	3,202	240	212	114	151	94	2,973
Soybeans	396	472	84	1,180	794	149	138	152	9,090
Total	**748**	**718**	**104**	**2,162**	**1,666**	**130**	**166**	**138**	**23,647**
Mississippi Gulf									
Wheat	13	275	5	306	175	175	131	134	9,711
Corn	528	421	126	1,205	374	322	306	128	14,828
Soybeans	908	919	99	2,833	2,178	130	136	148	21,462
Total	**1,449**	**1,615**	**90**	**4,344**	**2,727**	**159**	**161**	**141**	**46,002**
Texas Gulf									
Wheat	153	126	121	364	174	209	152	88	9,018
Corn	34	26	129	60	0	n/a	n/a	128	255
Soybeans	78	57	136	186	47	393	208	93	908
Total	**265**	**210**	**126**	**610**	**222**	**275**	**178**	**92**	**10,181**
Interior									
Wheat	12	26	46	53	84	64	176	141	1,244
Corn	88	86	102	277	103	269	144	143	3,943
Soybeans	104	86	120	276	264	104	215	110	3,212
Total	**203**	**198**	**102**	**606**	**451**	**134**	**117**	**129**	**8,399**
Great Lakes									
Wheat	0	0	n/a	0	0	n/a	56	102	884
Corn	0	0	n/a	0	0	n/a	n/a	0	0
Soybeans	0	0	n/a	0	1	n/a	49	99	699
Total	**0**	**0**	**n/a**	**0**	**1**	**n/a**	**51**	**92**	**1,583**
Atlantic									
Wheat	0	0	n/a	0	0	n/a	n/a	0	645
Corn	0	0	n/a	2	0	n/a	n/a	60	242
Soybeans	57	72	80	211	127	167	171	197	1,652
Total	**57**	**73**	**79**	**214**	**127**	**169**	**176**	**162**	**2,540**
U.S. total from ports[2]									
Wheat	424	670	63	1,465	1,093	134	144	112	33,087
Corn	757	537	141	1,785	689	259	215	101	22,241
Soybeans	1,542	1,607	96	4,687	3,411	137	139	150	37,024
Total	**2,723**	**2,814**	**97**	**7,937**	**5,193**	**153**	**153**	**127**	**92,351**

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

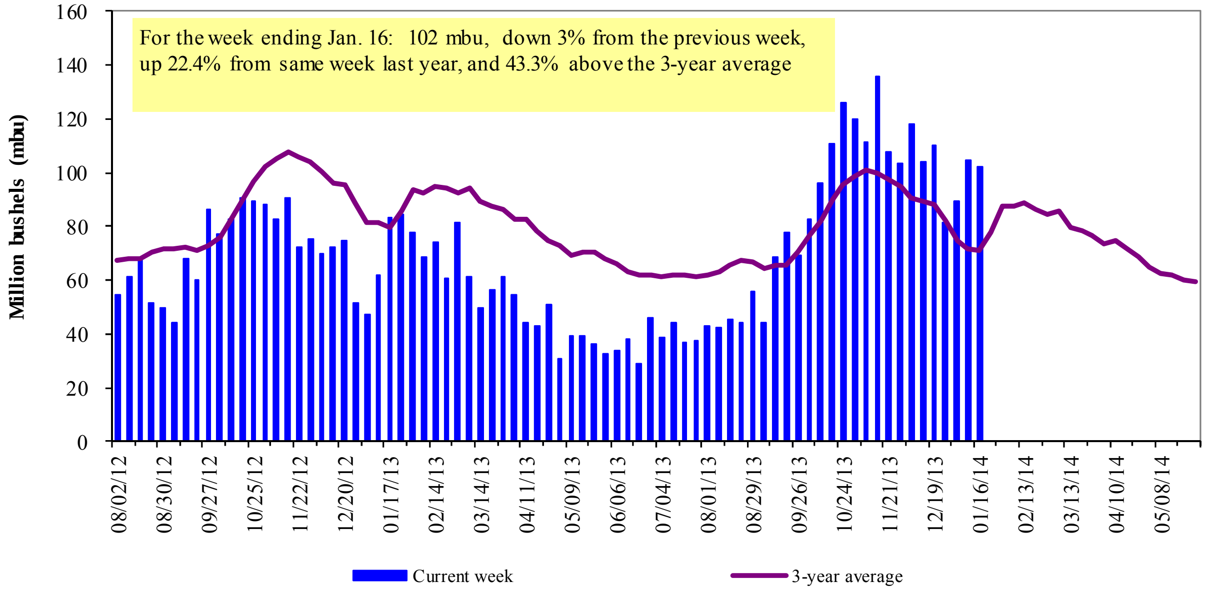
[2] Total includes only port regions shown above; Interior land-based shipments now included.

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

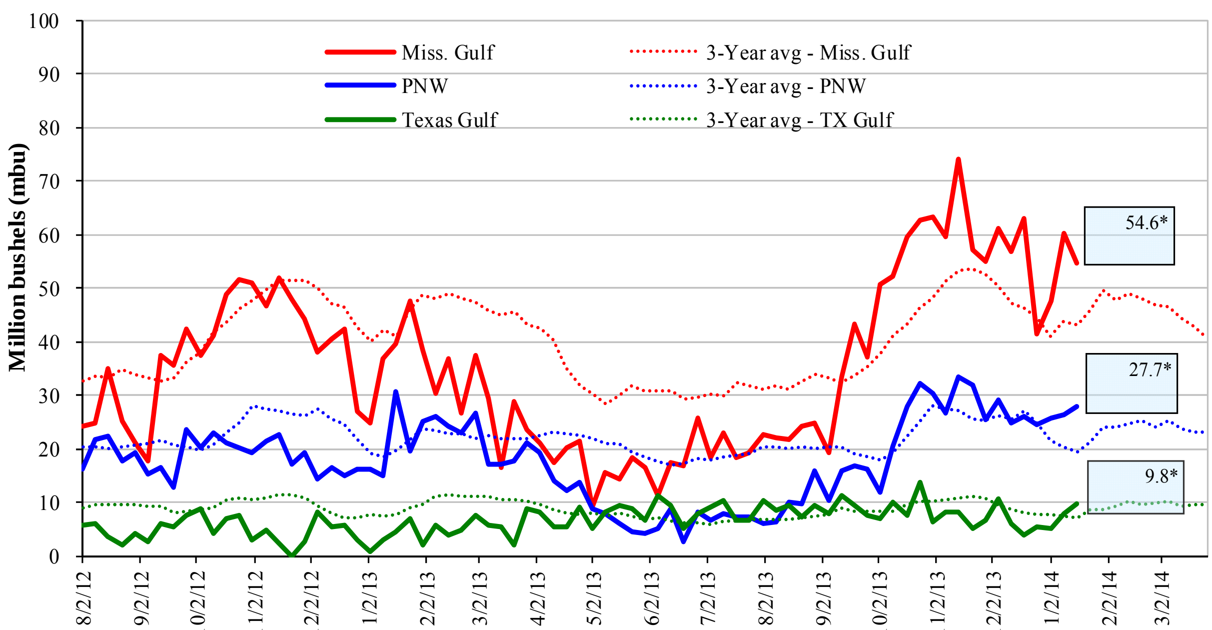


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

Jan. 16: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 10	up 26	down 6	up 5
Last year (same week)	up 38	up 123	up 47	down 10
3-yr avg. (4-wk mov. avg.)	up 44	up 80	up 48	up 9

Ocean Transportation

Table 17

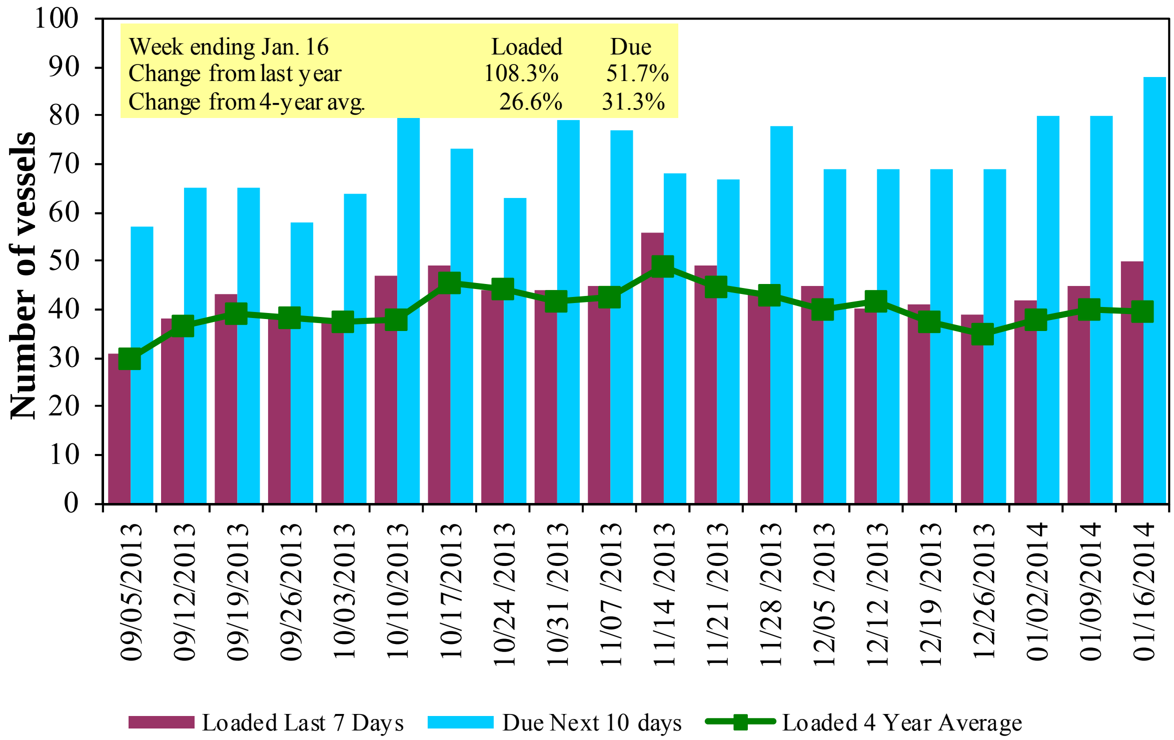
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf In port	Gulf Loaded 7-days	Gulf Due next 10-days	Pacific Northwest In port	Vancouver B.C. In port
1/16/2014	67	50	88	19	n/a
1/9/2014	57	45	80	19	n/a
2013 range	(16..60)	(20..56)	(31..81)	(0..24)	n/a
2013 avg.	32	33	51	12	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf[1] Vessel Loading Activity

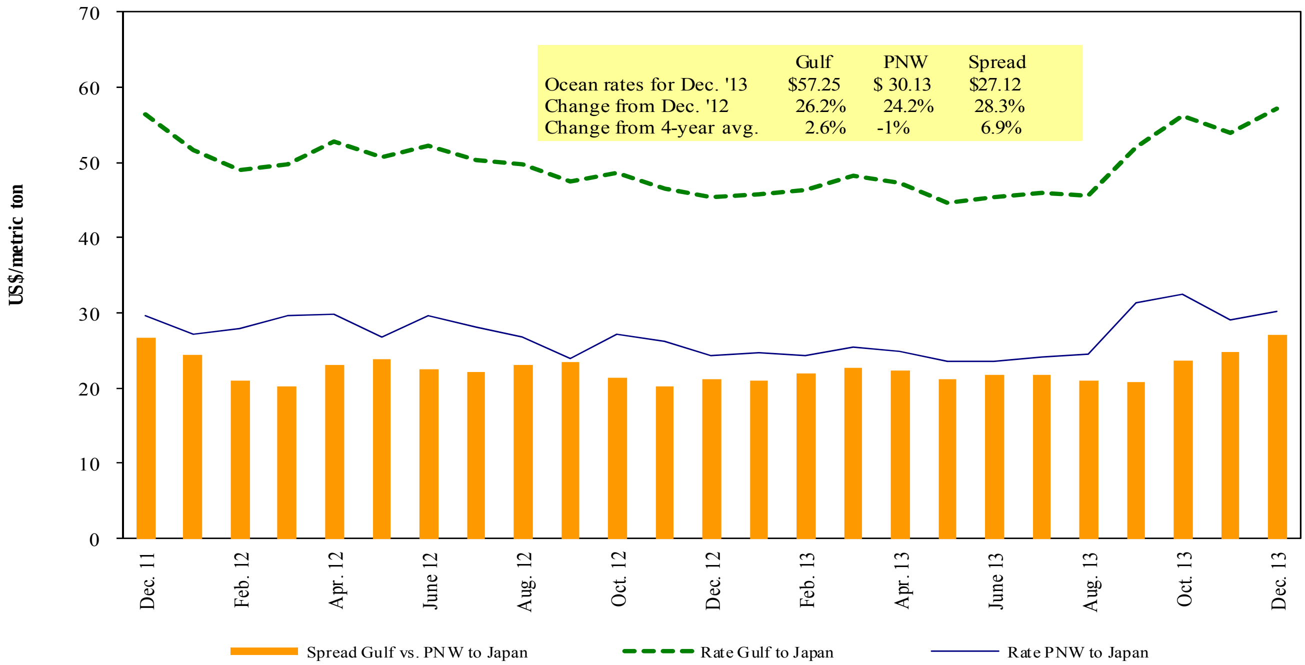


Source:Transportation & Marketing Programs/AMS/USDA

[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 1/18/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 20/30	55,000	53.50
U.S. Gulf	China	Heavy Grain	Jan 15/30	55,000	55.00
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	Jan 1/15	55,000	58.00
U.S. Gulf	China	Heavy Grain	Jan 1/10	60,000	57.50
U.S. Gulf	Djibouti[1]	Wheat	Jan 10/20	35,880	158.85
U.S. Gulf	S. Korea	Heavy Grain	Dec 5/20	58,000	54.00
France	Algeria	Heavy Grain	Dec 10/20	25,000	27.50
France	Algeria	Wheat	Dec 1/5	25,000	26.00
Ukraine	Sp Mediterranean	Grain	Dec 26/31	60,000	17.00
Ukraine	Sp Mediterranean	Grain	Dec 5/9	60,000	15.00

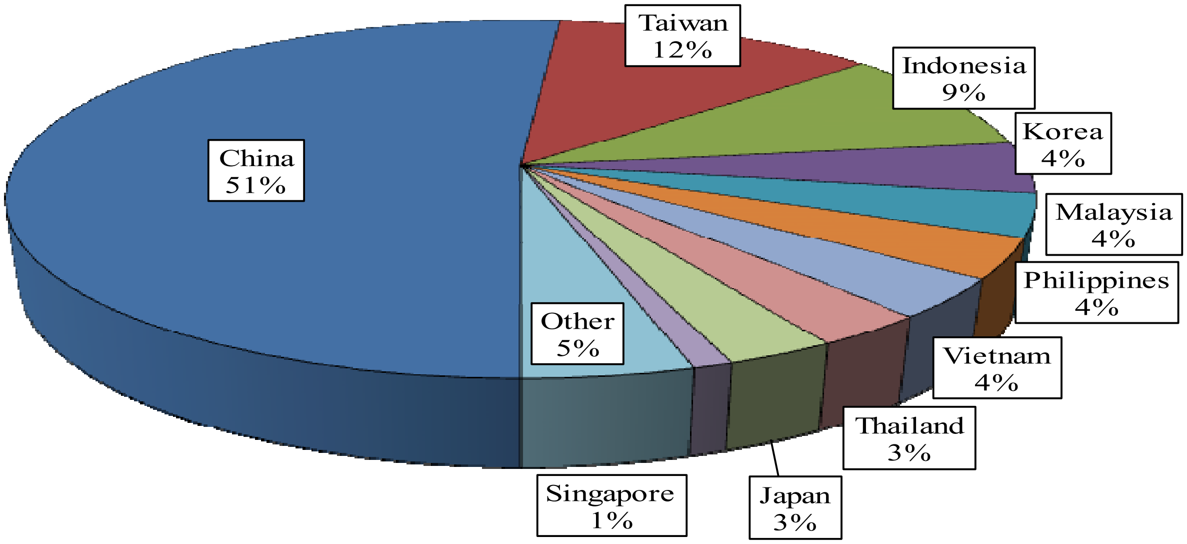
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

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, October 2013

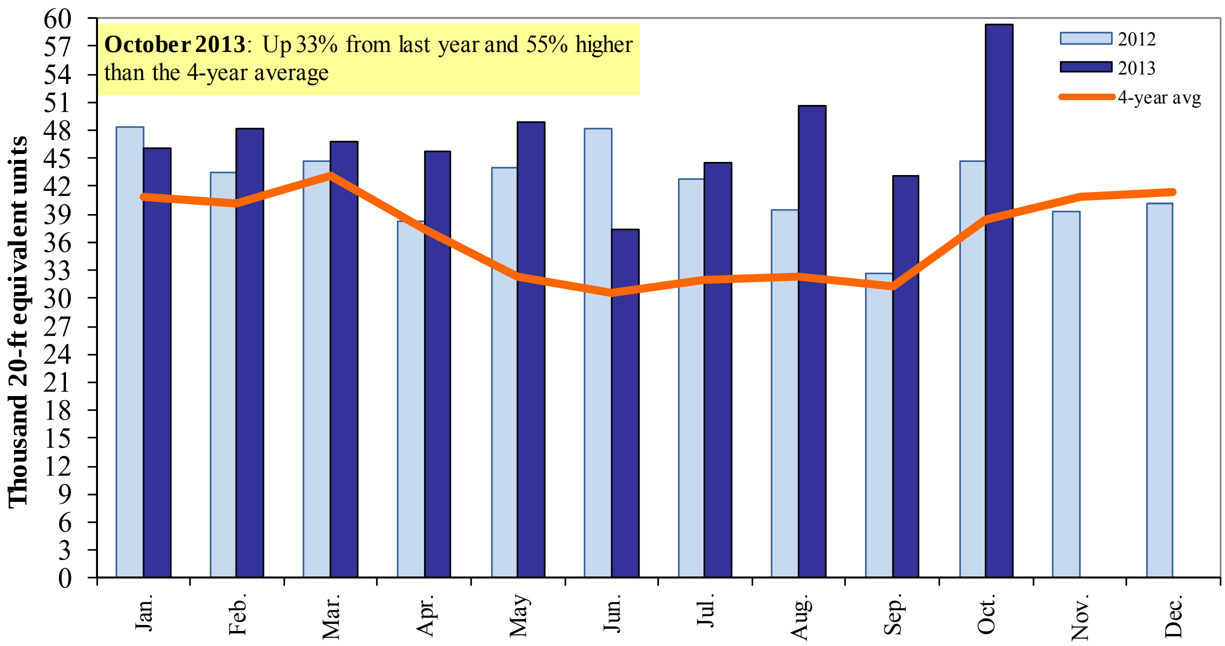


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* January 23, 2014. Web: http://dx.doi.org/10.9752/TS056.01-23-2014