



Grain Transportation Report

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

Contact Us

Feb. 20, 2014

WEEKLY HIGHLIGHTS

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Data Links

Specialists

Subscription
Information

The next
release is
Feb. 27, 2014

Cold Temperatures Continue to Slow Grain Barge Movements and...

Although some areas of the Midwest have experienced temperature increases, ice accumulations continue to slow barge operations. Illinois River grain movements for the first 7 weeks of the year were 968 thousand tons, 31 percent lower than the 3-year average. However, Ohio River grain movements were 2.474 million tons, 41 percent higher than the 3-year average. Delays are also occurring at the rock-removal site on the Mississippi River near Thebes, IL. During the current phase of the Thebes project, maximum tow sizes have been reduced to allow safe navigation while the rock removal is underway.

...Impact Rail Volume

U.S. railroads originated 18,265 **carloads of grain** during the week ending February 8, down 12 percent from last week, up 4 percent from last year, and 8 percent below the 3-year average. This was the smallest weekly volume transported by rail (excluding the week of December 25) since the harvest got underway at the beginning of October. All railroads have been experiencing severe winter weather with subzero temperatures and heavy snow. Weather conditions have compounded disruptions, interfered with equipment operations, and contributed to delays.

South American Grain Export Season Could Make U.S. Gulf More Competitive

As the South America grain export season kicks in, 75 to 100 drybulk vessels are reported ballasting to the region to take advantage of the opportunity. The consequent increase in the queue, loading delays and inefficiencies will absorb a lot of capacity and put upward pressure on the rates. According to a February 14 *Transportation Report* by O'Neil Commodity Consulting, rates may increase by as much as \$3.00 per metric ton over the next 3 or 4 weeks. Recent Panamax fixtures between Brazil and China are between \$38.50 and \$39.50 per mt, and the spread between U.S. Gulf and South America has narrowed to \$10 to 10.50 per mt, making the Gulf a little more competitive to Asia.

Corn Inspections Up for Second Consecutive Week

For the week ending February 13, total inspections of corn for export from all major port regions increased for the second consecutive week, reaching .813 million metric tons (mmt). Inspections of corn were up 20 percent from the past week and 25 percent from the 3-year average. Corn inspections also increased 20 percent in the Mississippi Gulf and 156 percent in the Pacific Northwest, as demand from Asia and Latin America remained steady. Total wheat inspections (.281 mmt), however, dropped 42 percent from the past week and soybean inspections (1.53 mmt) decreased 3 percent. Total inspections of grain (corn, wheat, and soybeans) from all major port regions reached 2.63 mmt, down 4 percent from the previous week, up 32 percent from the same time last year, and 11 percent above the 3-year average.

Snapshots by Sector

Rail

During the week ending February 13, average February shuttle **secondary railcar bids/offers per car** were \$1,550 above tariff, down \$300 from last week and \$1,379 higher than last year. There were no non-shuttle bids/offers.

Barge

During the week ending February 15, **barge grain movements** totaled 568,304 tons—14.5 percent lower than the previous week but 27 percent higher than the same period last year.

During the week ending February 15, 342 grain barges **moved down river**, down 16 percent from last week; 739 grain barges were **unloaded in New Orleans**, down 4.5 percent from the previous week.

Ocean

During the week ending February 13, 48 **ocean-going grain vessels** were loaded in the Gulf, 33 percent more than the same period last year. Seventy-six vessels are expected to be loaded within the next 10 days, 90 percent more than the same period last year.

During the week ending February 14, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$52 per mt, down 6 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$27 per mt, down 4 percent from the previous week.

Fuel

During the week ending February 17, U.S. average **diesel fuel prices** increased 1 cent from the previous week to \$3.99 per gallon—down 17 cents from with the same week last year.

Feature Article/Calendar

Fourth Quarter Wheat Transportation Costs Increase; Landed Costs Mixed

Transportation costs for wheat shipped to Japan increased during the fourth quarter of 2013. Higher ocean rates caused transportation costs to rise from the third quarter for wheat shipped from Kansas and North Dakota through the Pacific Northwest (PNW) and the Gulf to Japan. Truck rates were down 7 percent quarter - to - quarter as trucking activity decreased. Year-to-year transportation costs also increased for shipping wheat from each state to Japan, primarily because of higher ocean freight and trucking rates (see tables 1 and 2). Total fourth quarter inspections of wheat for export were up 37 percent from the past year as the pace of export sales increased and competition decreased (*see GTR 1-23-14*).

Fourth quarter transportation costs to ship from Kansas and North Dakota to Japan through the PNW increased 3 and 4 percent from the previous quarter to \$98.95 and \$99.67 per metric ton (mt), respectively (see table 1). Year-to-year transportation costs to the PNW increased as well, up 9 percent for Kansas and up 8 percent for North Dakota. The cost of shipping from Kansas and North Dakota to Japan through the Gulf averaged \$108.54 and \$134.46 per mt, respectively - up 7 percent from the previous quarter for Kansas and up 6 percent for North Dakota (see table 2). Year-to-year Gulf transportation costs were down 10 and 9 percent. Quarter-to-quarter total landed costs for shipping wheat to Japan were up for each route from Kansas but down for North Dakota. Fourth quarter wheat transportation costs accounted for 28 to 36 percent of the landed cost (see tables 1 and 2).

Table 1: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the PNW

Mode	KS					ND				
	2012	2013	2013	Year-to-Year	Quarterly	2012	2013	2013	Year-to-Year	Quarterly
	4th qtr	3rd qtr	4th qtr	change	change	4th qtr	3rd qtr	4th qtr	change	change
	\$/metric ton					\$/metric ton				
Truck	10.86	13.39	12.42	14.36	-7.24	10.86	13.39	12.42	14.36	-7.24
Rail ¹	53.90	55.75	55.95	3.80	0.36	55.27	56.14	56.67	2.53	0.94
Ocean vessel	25.90	26.63	30.58	18.07	14.83	25.90	26.63	30.58	18.07	14.83
Transportation Costs	90.66	95.77	98.95	9.14	3.32	92.03	96.16	99.67	8.30	3.65
Farm Value ²	309.26	255.61	259.17	-16.20	1.39	307.30	259.66	234.55	-23.67	-9.67
Total Landed Cost	399.92	351.38	358.12	-10.45	1.92	399.33	355.82	334.22	-16.30	-6.07
Transport % of landed cost	22.67	27.26	27.63			23.05	27.02	29.82		

Table 2: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the Gulf

Mode	KS					ND				
	2012	2013	2013	Year-to-Year	Quarterly	2012	2013	2013	Year-to-Year	Quarterly
	4th qtr	3rd qtr	4th qtr	change	change	4th qtr	3rd qtr	4th qtr	change	change
	\$/metric ton					\$/metric ton				
Truck	10.86	13.39	12.42	14.36	-7.24	10.86	13.39	12.42	14.36	-7.24
Rail ¹	41.51	40.08	40.16	-3.25	0.20	65.66	66.18	66.08	0.64	-0.15
Ocean vessel	46.80	47.79	55.96	19.57	17.10	46.80	47.79	55.96	19.57	17.10
Transportation Costs	99.17	101.26	108.54	9.45	7.19	123.32	127.36	134.46	9.03	5.57
Farm Value ²	309.26	255.61	259.17	-16.20	1.39	307.30	259.66	234.55	-23.67	-9.67
Total Landed Cost	408.43	356.87	367.71	-9.97	3.04	430.62	387.02	369.01	-14.31	-4.65
Transport % of landed cost	24.28	28.37	29.52			28.64	32.91	36.44		

Source: USDA/AMS/TMP

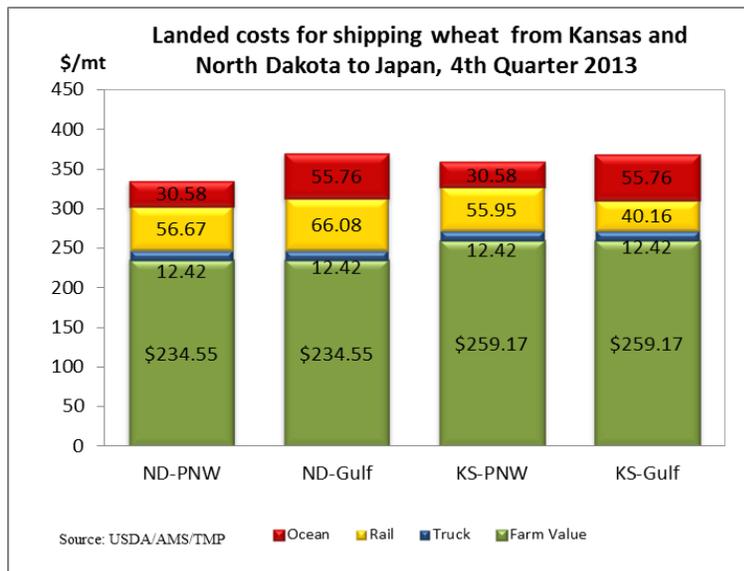
¹ Rail tariff rates include fuel surcharges and revisions for heavy axle railcars and shuttle trains.

² Source: USDA/NASS, wheat prices for North Dakota (mainly HRS) and Kansas (mainly HRW)

The total landed cost (farm value plus transportation costs) for shipping wheat to Japan ranged from \$334 to \$369 per mt. The cost was up 2 percent from the previous quarter when shipping from Kansas through the PNW and up 3 percent through the Gulf. Quarter-to-quarter landed costs for shipping wheat from North Dakota to Japan decreased 6 percent from the PNW and 5 percent from the Gulf (see figure below). Unlike previous quarters, total landed costs for shipping wheat from Kansas and North Dakota through the Gulf were similar (see figure). Higher ocean rates and slightly higher farm values caused landed costs to increase for shipping wheat from Kansas to Japan quarter-to-quarter. Increased ocean rates, however, could not offset the drop in North Dakota landed costs; caused by lower farm values (tables 1 and 2). Year-

to-year landed costs for shipping wheat to Japan were down notably for each route because of the drop in farm values.

Ocean rates for wheat shipped from the PNW to Japan increased 15 percent from the third quarter and were up 18 percent from last year at this time (see table). Ocean rates for wheat shipped from the Gulf to Japan increased 17 percent from the third quarter and 20 percent above last year. Ocean rates began to increase as grain exports started to increase during the third quarter and China increased iron ore imports (see [GTR 2-06-14](#)).



Fourth quarter rail rates for shipping wheat from Kansas and North Dakota to the PNW increased slightly quarter-to-quarter. Year-to-year rail rates increased 4 percent from Kansas to the PNW and 3 percent from North Dakota to the PNW, due in part to higher fuel surcharges (see tables). The rates for moving wheat by rail from Kansas and North Dakota to the Gulf remained steady quarter-to-quarter. Compared to last year, Gulf rail rates decreased 3 percent from Kansas but remained steady from North Dakota.

Fourth quarter truck rates for moving wheat from each State by truck to a rail-served grain elevator

decreased 7 percent quarter-to-quarter, as demand for trucking services decreased. Year-to-year fourth quarter truck rates, however, were up 14 percent, because of increasing demand for wheat during the fourth quarter 2013.

Wheat Market Outlook

According to USDA, fourth quarter wheat exports to Japan reached 0.59 mmt, unchanged from last year, and accounted for 10 percent of total fourth quarter wheat exports. U.S. calendar year 2013 wheat exports to Japan totaled 3.1 mmt, down 8 percent from last year, and accounted for 9 percent of total U.S. wheat exports. For the same period, total U.S. wheat exports reached 33 mmt, up 28 percent from the past year due to increased demand and less competition for U.S. wheat. For the 2013/14 marketing year, which ends May 31, year-to-date cumulative export sales (shipped) for each of the major wheat classes are above last year, with the exception of soft white wheat and durum (See [GTR, Table 12](#)). The February USDA World Agricultural Supply and Demand Estimates report forecasts 2013/14 wheat exports to increase 4 percent from the January estimate. The forecast for the Hard Red Winter, Hard Red Spring, and Soft Red Winter wheat exports was raised, but the forecast for exports of Soft White and Durum wheat was lowered.

Johnny.Hill@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit	Train	Shuttle	Gulf	Pacific
02/19/14	268	239	272	333	233	191
02/12/14	267	289	293	326	248	199

¹Indicator: 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

*No quote for Illinois River as ice accumulation severely limited barge operations.

Table 2

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

Commodity	Origin--Destination	2/14/2014	2/7/2014
Corn	IL--Gulf	-0.95	-0.93
Corn	NE--Gulf	-1.04	-0.99
Soybean	IA--Gulf	-1.43	-1.35
HRW	KS--Gulf	-1.67	-1.59
HRS	ND--Portland	-3.28	-3.33

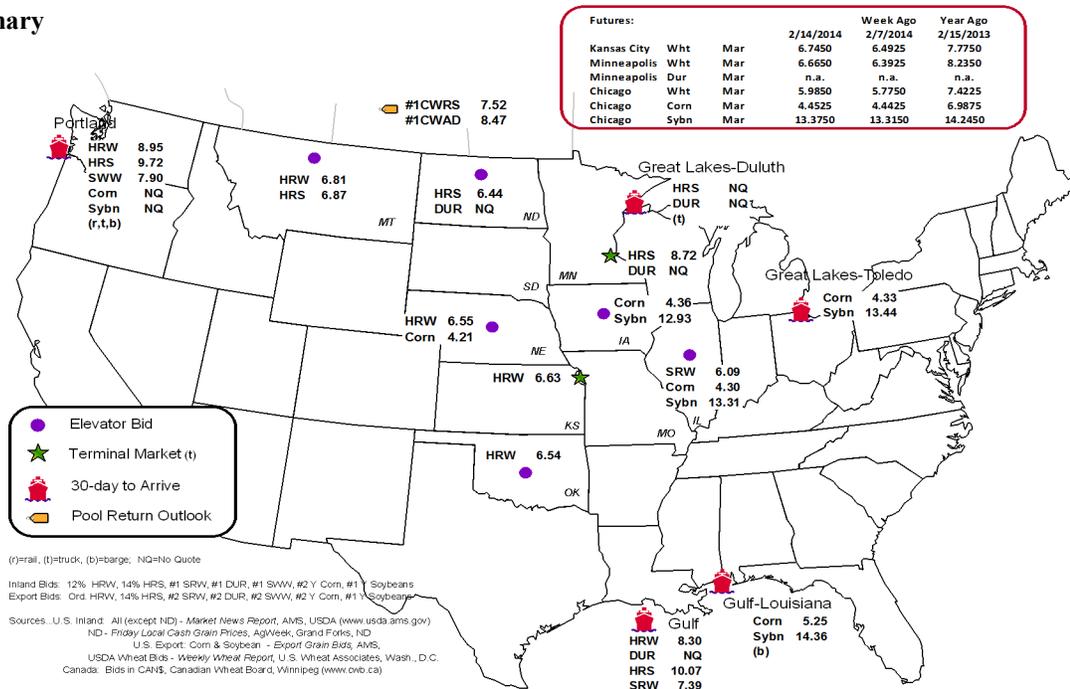
Note: nq = no quote

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		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
2/12/2014 ^P	1,931	1,341	4,649	944	8,865	2/8/2014	2,188
2/05/2014 ^r	788	1,584	4,119	990	7,481	1/1/2014	1,705
2014 YTD ^r	9,141	10,770	37,336	5,669	62,916	2014 YTD	12,330
2013 YTD ^r	6,969	4,863	30,024	5,658	47,514	2013 YTD	7,533
2014 YTD as % of 2013 YTD	131	221	124	100	132	% change YTD	164
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 approximately 15 percent below the Association of American Railroads reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex

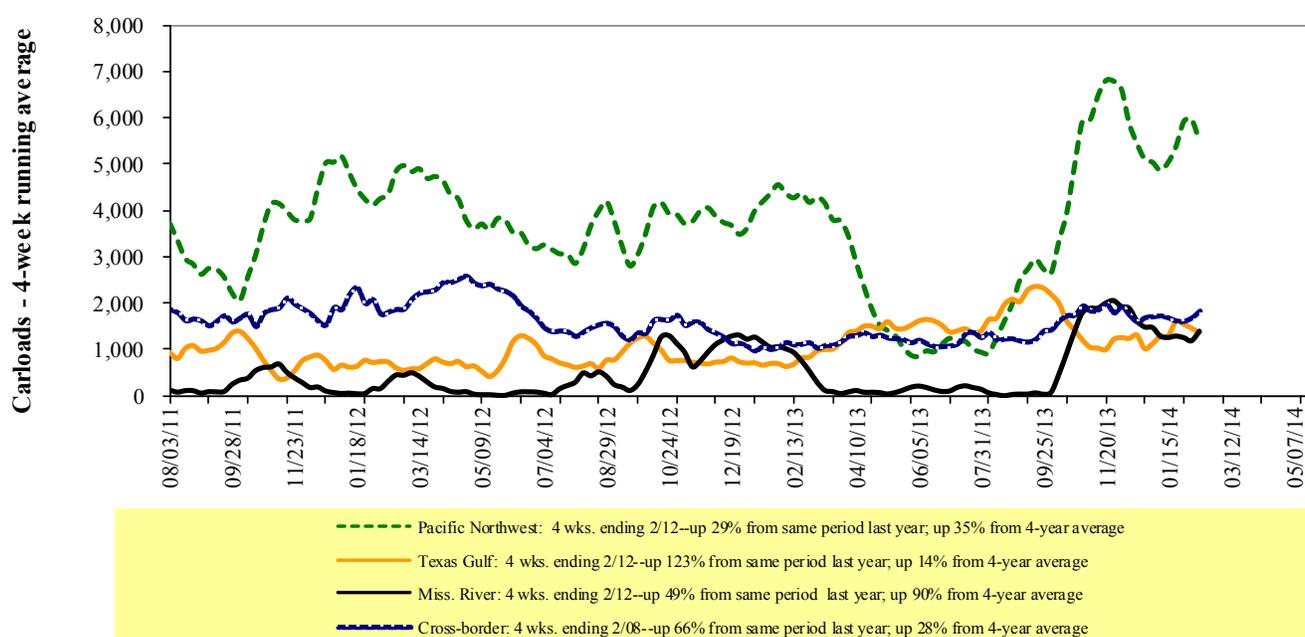
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

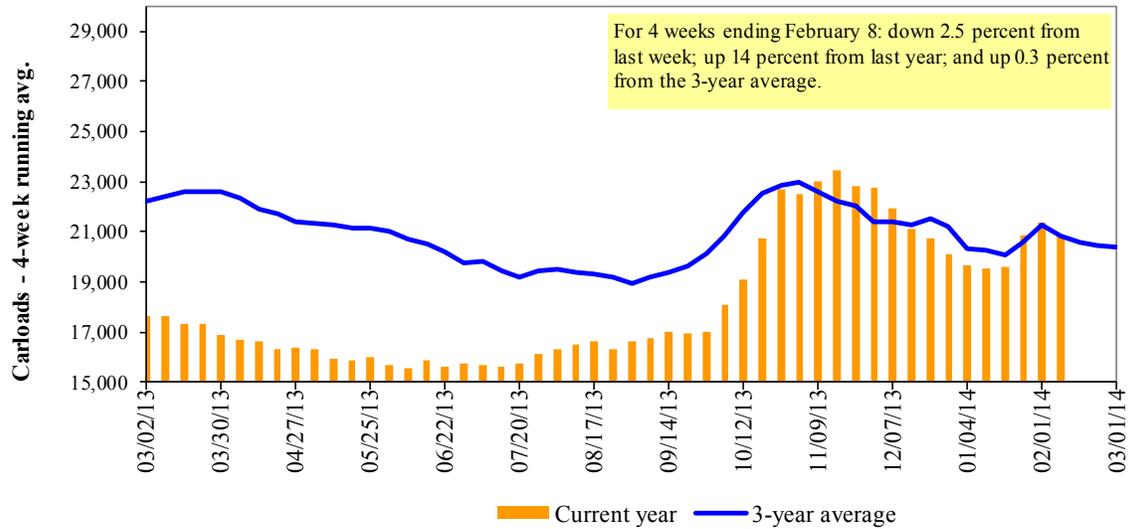
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
02/08/14	1,894	2,341	8,028	938	5,064	18,265	3,904	4,919
This week last year	1,983	2,360	8,644	365	4,279	17,631	3,960	5,372
2014 YTD	12,610	17,709	50,856	6,169	35,100	122,444	22,659	28,372
2013 YTD	9,927	16,108	57,414	3,243	22,882	109,574	22,835	33,531
2014 YTD as % of 2013 YTD	127	110	89	190	153	112	99	85
Last 4 weeks as % of 2013	131	112	92	177	154	114	100	86
Last 4 weeks as % of 3-yr avg. ¹	111	104	85	179	121	101	102	95
Total 2013	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753

¹As 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 Offerings¹ (\$/car)²

Week ending	Delivery period							
	Feb-14	Feb-13	Mar-14	Mar-13	Apr-14	Apr-13	May-14	May-13
2/13/2014								
BNSF ³								
COT grain units	no offer	no offer	no offer	0	no offer	no bids	no offer	no bids
COT grain single-car ⁵	no offer	no offer	no offer	0 . . 10	no offer	no bids	no offer	no bids
UP ⁴								
GCAS/Region 1	no offer	no bids	no offer	no bids	227	no bids	n/a	n/a
GCAS/Region 2	no offer	no bids	no offer	no bids	1	no bids	n/a	n/a

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

²Average premium/discount to tariff, last auction

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

⁴UP - 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.

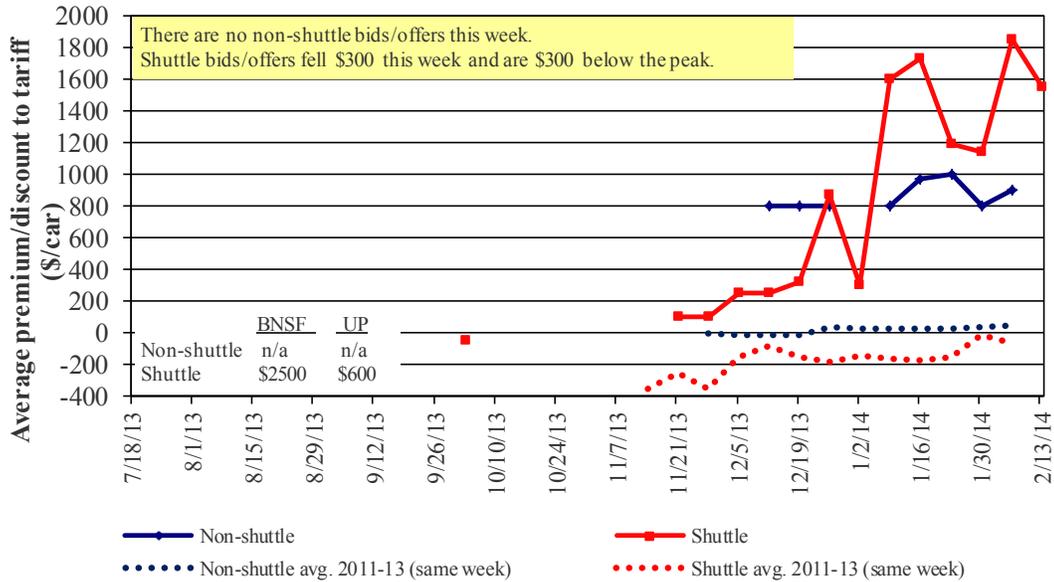
⁵Range is shown because average is not available. Not available = n/a.

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

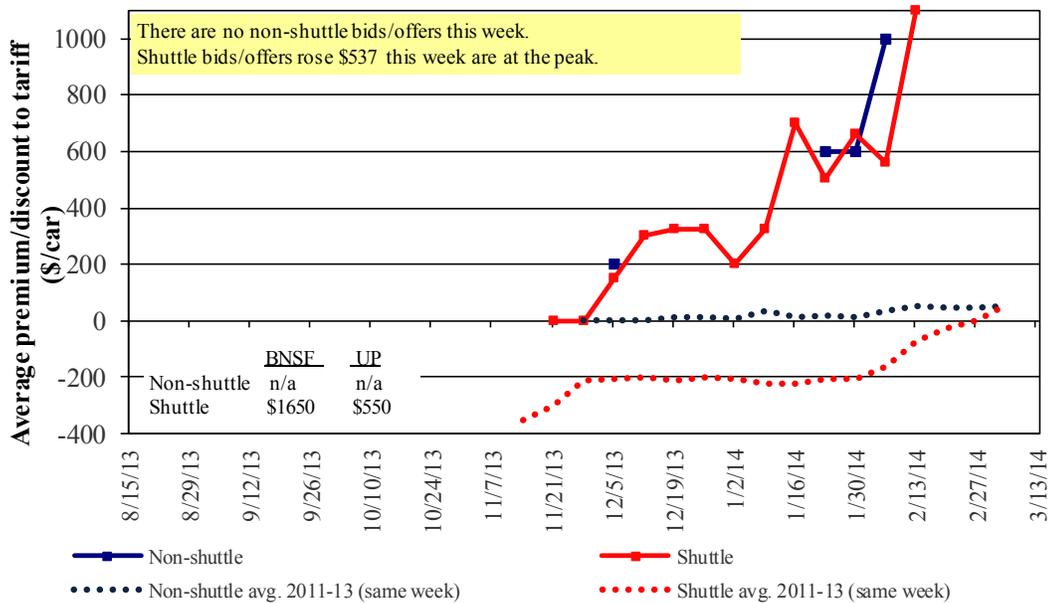


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

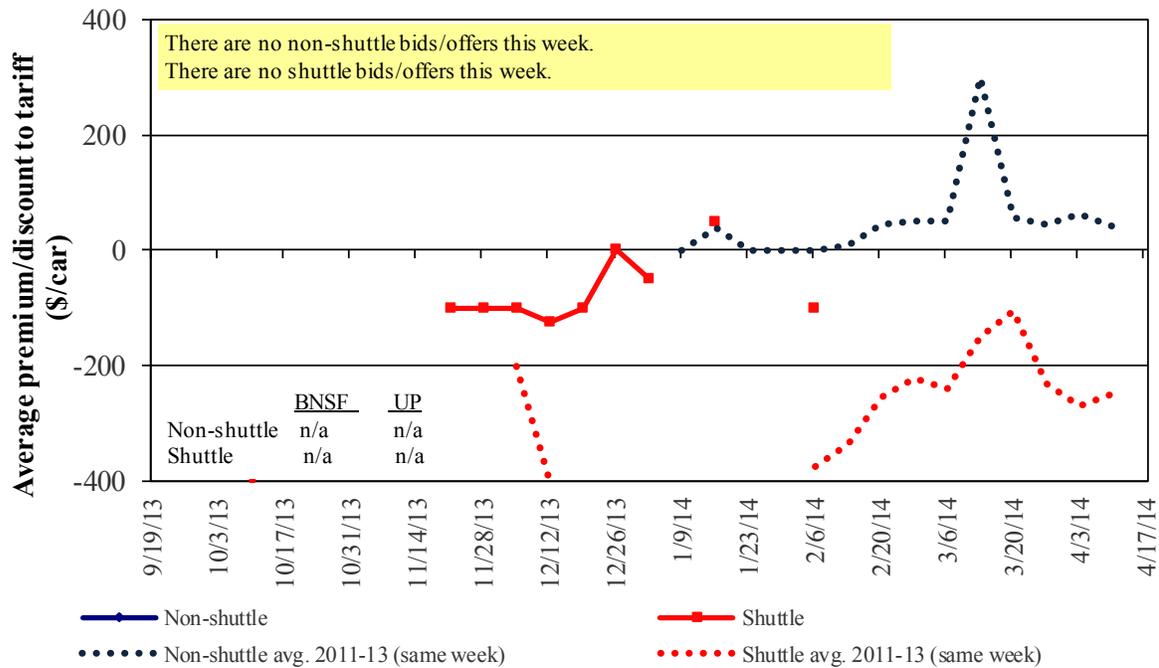


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

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					
	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14
Non-shuttle						
BNSF-GF	n/a	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
UP-Pool	n/a	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
Shuttle²						
BNSF-GF	2,500	1,650	n/a	n/a	n/a	n/a
Change from last week	(600)	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	2,258	1,525	n/a	n/a	n/a	n/a
UP-Pool	600	550	n/a	n/a	(50)	n/a
Change from last week	-	(13)	n/a	n/a	n/a	n/a
Change from same week 2013	500	600	n/a	n/a	n/a	n/a

¹Average premium/discount to tariff, \$/car-last week

²Shuttle 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 Shipments¹

Effective date:				Fuel	Tariff plus surcharge per:		Percent
2/1/2014	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushe ²	change Y/Y ³
Unit train							
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	1
	Wichita, KS	Los Angeles, CA	\$6,244	\$536	\$67.32	\$1.83	3
	Wichita, KS	New Orleans, LA	\$3,808	\$320	\$41.00	\$1.12	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$440	\$62.20	\$1.69	4
	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	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,192	\$362	\$35.29	\$0.90	2
	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	2
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,215	\$656	\$58.30	\$1.48	2
	Minneapolis, MN	New Orleans, LA	\$3,624	\$395	\$39.91	\$1.09	-1
	Toledo, OH	Huntsville, AL	\$3,687	\$295	\$39.55	\$1.08	3
	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	
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$308	\$39.58	\$1.08	2
	Wichita, KS	Galveston-Houston, TX	\$3,798	\$240	\$40.10	\$1.09	4
	Chicago, IL	Albany, NY	\$3,950	\$390	\$43.10	\$1.17	4
	Grand Forks, ND	Portland, OR	\$5,159	\$532	\$56.51	\$1.54	1
	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	2
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$648	\$56.09	\$1.42	3
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$593	\$55.15	\$1.40	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,011	\$362	\$33.50	\$0.85	2
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$346	\$38.29	\$0.97	5
	Des Moines, IA	Amarillo, TX	\$3,590	\$283	\$38.46	\$0.98	2
	Minneapolis, MN	Tacoma, WA	\$5,000	\$643	\$56.03	\$1.42	3
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,400	\$665	\$50.29	\$1.28	3
	Sioux Falls, SD	Tacoma, WA	\$5,520	\$593	\$60.71	\$1.65	3
	Minneapolis, MN	Portland, OR	\$5,530	\$648	\$61.35	\$1.67	3
	Fargo, ND	Tacoma, WA	\$5,430	\$527	\$59.16	\$1.61	3
	Council Bluffs, IA	New Orleans, LA	\$4,175	\$418	\$45.61	\$1.24	5
	Toledo, OH	Huntsville, AL	\$2,862	\$295	\$31.35	\$0.85	3
Grand Island, NE	Portland, OR	\$5,110	\$589	\$56.60	\$1.54	-2	

¹A 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.

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

³Percentage change year over year calculated using tariff rate plus fuel surcharge

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

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

Table 8

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

Effective date: 2/1/2014

Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel		Percent change Y/Y ⁴	
				surcharge per car ²	Tariff plus surcharge per: metric ton ³ bushel ³		
Wheat	MT	Chihuahua, CI	\$6,360	\$563	\$70.73	\$1.92	-6
	OK	Cuautitlan, EM	\$6,156	\$684	\$69.88	\$1.90	-6
	KS	Guadalajara, JA	\$6,559	\$660	\$73.77	\$2.01	-11
	TX	Salinas Victoria, NL	\$2,898	\$258	\$32.24	\$0.88	-18
Corn	IA	Guadalajara, JA	\$7,974	\$777	\$89.41	\$2.27	3
	SD	Celaya, GJ	\$7,656	\$736	\$85.75	\$2.18	3
	NE	Queretaro, QA	\$7,317	\$690	\$81.81	\$2.08	2
	SD	Salinas Victoria, NL	\$5,880	\$560	\$65.80	\$1.67	2
	MO	Tlalnepantla, EM	\$6,755	\$670	\$75.87	\$1.93	2
	SD	Torreón, CU	\$6,722	\$617	\$74.98	\$1.90	2
Soybeans	MO	Bojay (Tula), HG	\$7,868	\$655	\$87.08	\$2.37	3
	NE	Guadalajara, JA	\$8,447	\$749	\$93.96	\$2.55	3
	IA	El Castillo, JA	\$8,855	\$732	\$97.95	\$2.66	3
	KS	Torreón, CU	\$6,864	\$465	\$74.88	\$2.04	3
Sorghum	TX	Guadalajara, JA	\$6,953	\$479	\$75.94	\$1.93	7
	NE	Celaya, GJ	\$7,212	\$669	\$80.51	\$2.04	2
	KS	Queretaro, QA	\$6,650	\$420	\$72.24	\$1.83	-3
	NE	Salinas Victoria, NL	\$5,368	\$492	\$59.87	\$1.52	-2
	NE	Torreón, CU	\$6,243	\$549	\$69.40	\$1.76	1

¹Rates 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.

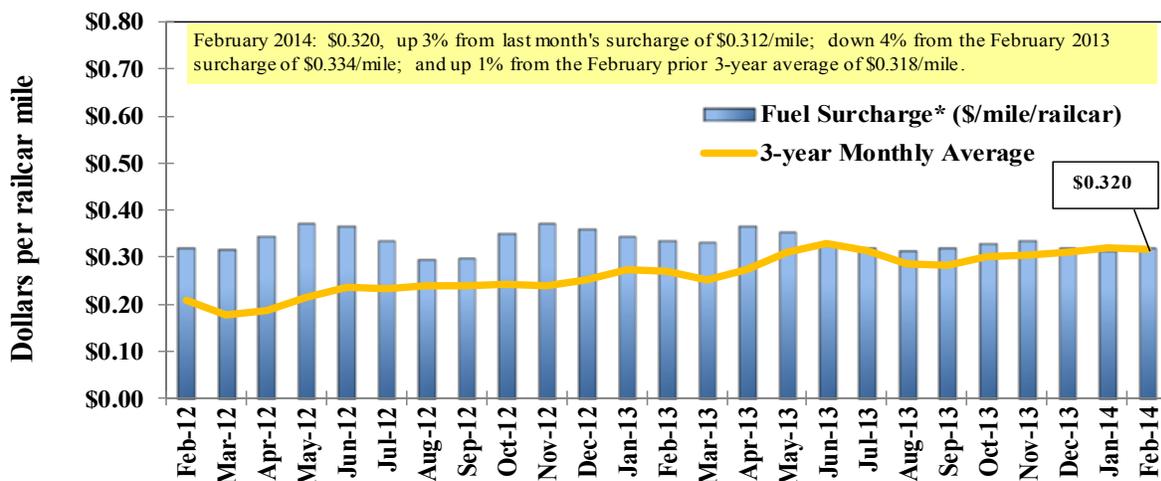
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V. railroad fuel surcharge policy as of 10/01/2009

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

⁴Percentage 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 Average¹

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.

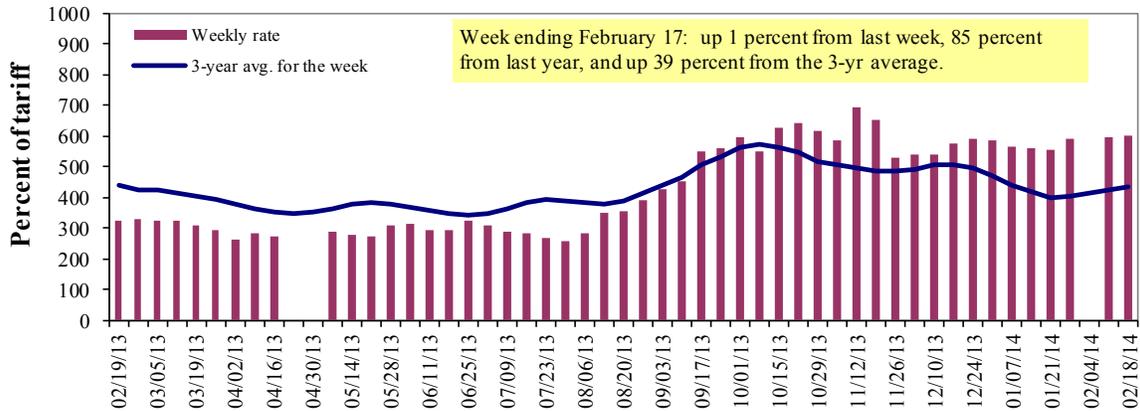
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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
Rate¹	2/18/2014	--	--	600	463	457	457	308
	2/11/2014	--	--	597	457	472	472	315
\$/ton	2/18/2014	--	--	27.84	18.47	21.43	18.46	9.67
	2/11/2014	--	--	27.70	18.23	22.14	19.07	9.89
Current week % change from the same week:								
	Last year	--	--	85	85	108	108	67
	3-year avg. ²	--	--	39	34	32	32	9
Rate¹	March	--	473	470	385	403	403	292
	May	445	417	410	342	365	365	277

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds; No rates reported on Illinois River due to ice.

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

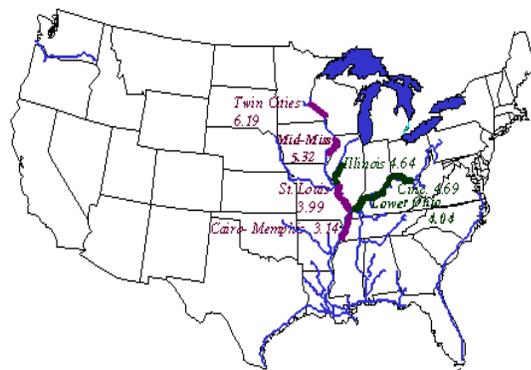
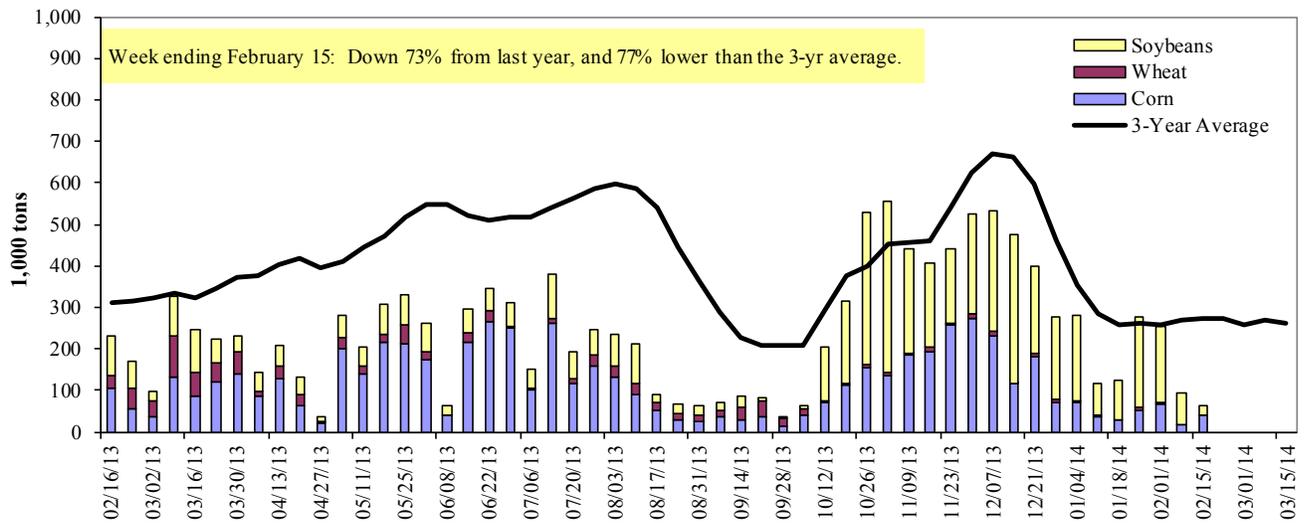


Figure 10

Barge Movements on the Mississippi River¹ (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 2/15/2014	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)	59	0	66	0	126
Granite City, IL (L27)	41	0	88	0	128
Illinois River (L8)	41	0	22	0	63
Ohio River (L52)	268	7	101	0	376
Arkansas River (L1)	0	11	51	1	64
Weekly total - 2014	309	18	240	1	568
Weekly total - 2013	137	107	198	7	447
2014 YTD ¹	1,525	125	2,426	33	4,108
2013 YTD	592	426	2,129	43	3,191
2014 as % of 2013 YTD	257	29	114	78	129
Last 4 weeks as % of 2013 ²	285	18	126	27	138
Total 2013	9,504	4,111	10,065	255	23,935

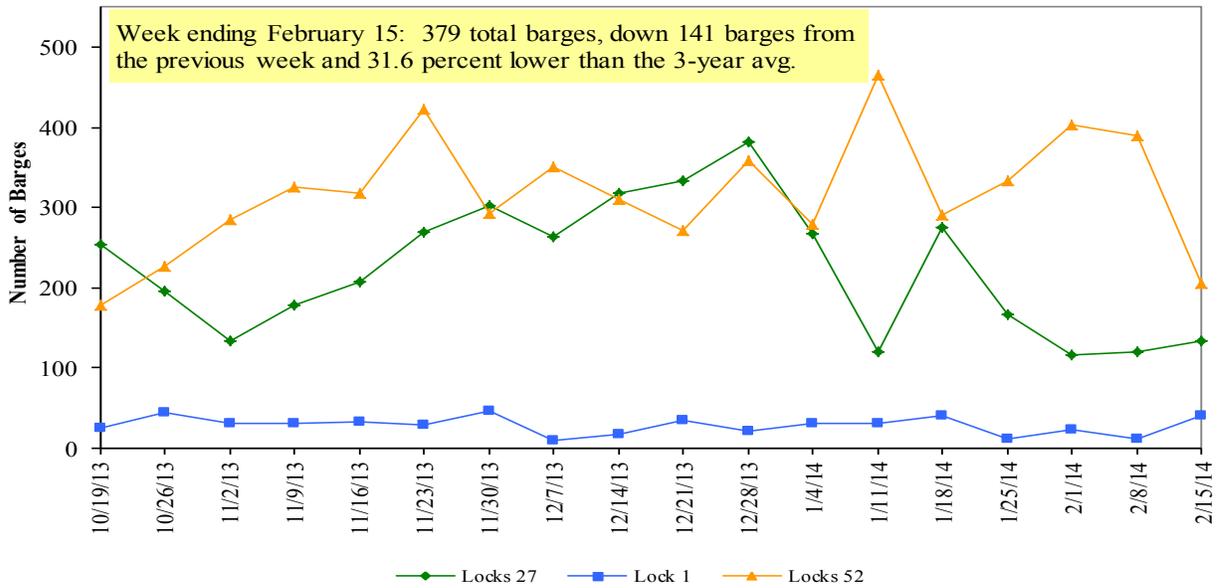
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

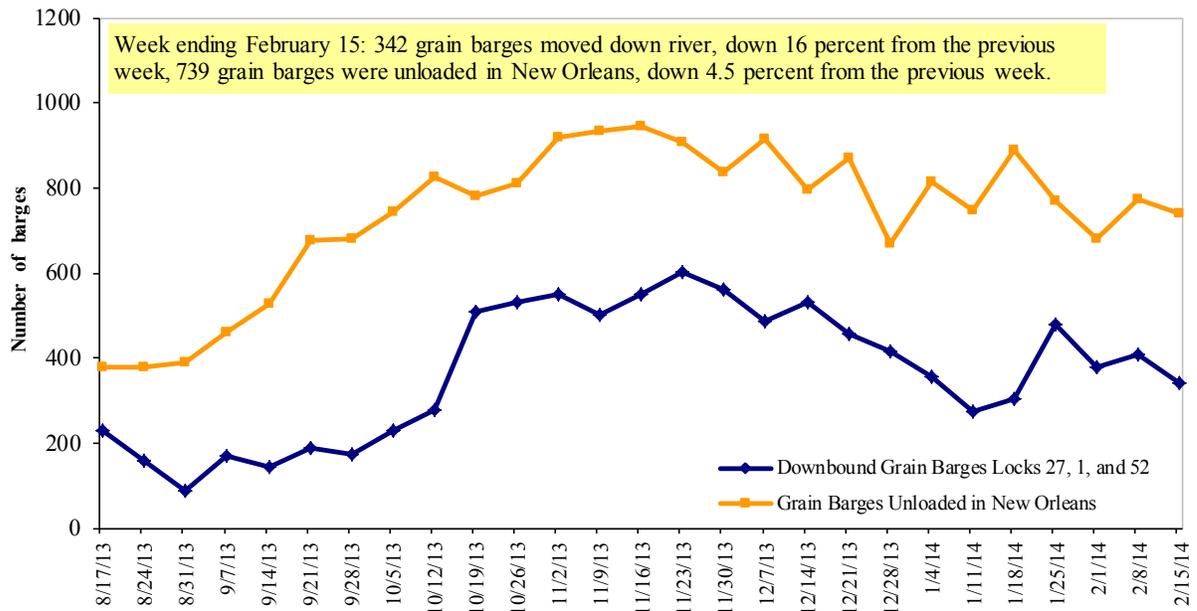
Source: U.S. Army Corps of Engineers

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 Prices¹, Week Ending 2/17/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.129	0.013	-0.070
	New England	4.373	0.004	0.039
	Central Atlantic	4.357	-0.006	0.103
	Lower Atlantic	3.913	0.029	-0.220
II	Midwest ²	3.993	0.024	-0.139
III	Gulf Coast ³	3.783	-0.005	-0.285
IV	Rocky Mountain	3.905	0.037	-0.127
V	West Coast	4.000	0.002	-0.303
	West Coast less California	3.911	0.010	-0.325
	California	4.075	-0.005	-0.286
Total	U.S.	3.989	0.012	-0.168

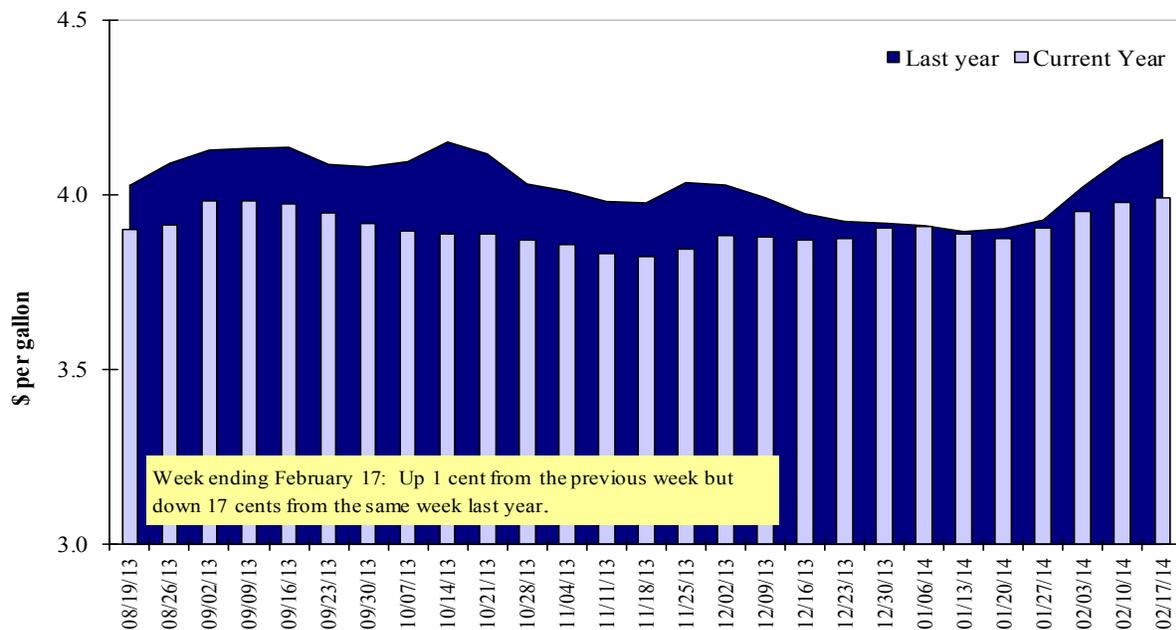
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same 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

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

Week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances¹									
2/6/2014	1,727	1,212	1,569	1,036	176	5,720	18,887	10,107	34,714
This week year ago	1,826	1,570	1,094	972	81	5,543	5,365	5,845	16,753
Cumulative exports-marketing year²									
2013/14 YTD	8,419	6,023	4,045	2,788	297	21,572	15,717	33,089	70,378
2012/13 YTD	6,160	2,334	3,992	3,267	352	16,105	8,517	28,185	52,807
YTD 2013/14 as % of 2012/13	137	258	101	85	84	134	185	117	133
Last 4 wks as % of same period 2012/13	91	68	138	102	206	96	335	205	211
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 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 Importers¹ of U.S. Corn

Week ending 2/06/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	7,192	4,759	51	7,000
Mexico	8,325	3,176	162	4,370
China	4,322	1,904	127	2,450
Venezuela	519	375	38	1,158
Taiwan	957	346	176	512
Top 5 Importers	21,315	10,561	102	15,490
Total US corn export sales	34,604	13,882	149	18,670
% of Projected	85%	75%		
Change from prior week	1,094	225		
Top 5 importers' share of U.S. corn export sales	62%	76%		83%
USDA forecast, February 2014	40,712	18,601	119	
Corn Use for Ethanol USDA forecast, February 2014	127,000	118,059	8	

(n) indicates negative number.

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

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

³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/my/fi_rpt.htm (Carry-over plus Accumulated Exports)

Table 14

Top 5 Importers¹ of U.S. Soybeans

Week Ending 2/06/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	28,025	20,625	36	21,522
Mexico	2,285	1,679	36	2,565
Japan	1,225	1,288	(5)	1,751
Indonesia	1,581	946	67	1,682
Taiwan	950	946	0	1,120
Top 5 importers	34,067	25,483	34	28,641
Total US soybean export sales	43,196	34,030	27	37,060
% of Projected	105%	95%		
Change from prior week	174	(109)		
Top 5 importers' share of U.S. soybean export sales	79%	75%		
USDA forecast, February 2014	41,144	35,967	14	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/>³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

Week Ending 2/06/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,425	2,913	(17)	3,544
Nigeria	2,443	2,444	(0)	3,002
Mexico	2,510	2,512	(0)	2,761
Philippines	1,635	1,731	(6)	1,965
Egypt	448	223	101	1,678
Korea	1,175	1,320	(11)	1,385
Taiwan	811	890	(9)	1,038
China	4,197	636	560	743
Brazil	3,735	89	4096	527
Colombia	693	478	45	600
Top 10 importers	20,072	13,236	52	17,243
Total US wheat export sales	27,291	21,649	26	26,348
% of Projected	85%	79%		
Change from prior week	597	652		
Top 10 importers' share of U.S. wheat export sales	74%	61%		65%
USDA forecast, February 2014	32,016	27,439	17	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/>³FAS 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 02/13/14	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		Total ¹ 2013
							2013	3-yr. avg.	
Pacific Northwest									
Wheat	55	245	22	1,408	1,600	88	73	85	11,585
Corn	160	62	256	729	550	133	113	83	2,973
Soybeans	272	481	57	2,867	2,081	138	146	171	9,090
Total	487	789	62	5,004	4,231	118	111	121	23,647
Mississippi Gulf									
Wheat	44	85	52	549	935	59	71	90	9,711
Corn	570	477	120	2,996	1,159	259	200	108	14,828
Soybeans	1,044	865	121	6,550	4,748	138	131	124	21,462
Total	1,659	1,427	116	10,095	6,842	148	137	116	46,002
Texas Gulf									
Wheat	136	115	119	799	631	127	115	77	9,039
Corn	0	30	0	112	2	n/a	3,692	233	255
Soybeans	52	17	315	255	122	208	110	88	908
Total	188	161	117	1,166	756	154	129	86	10,203
Interior									
Wheat	14	38	37	146	148	98	88	91	1,244
Corn	79	103	76	698	308	227	125	108	3,943
Soybeans	77	152	51	703	626	112	240	105	3,212
Total	169	292	58	1,547	1,082	143	100	105	8,399
Great Lakes									
Wheat	0	0	n/a	0	2	0	0	0	884
Corn	0	0	n/a	0	0	n/a	n/a	0	0
Soybeans	0	0	n/a	0	2	0	0	0	699
Total	0	0	n/a	0	5	0	0	0	1,583
Atlantic									
Wheat	31	0	n/a	31	108	29	0	0	645
Corn	5	8	57	15	2	787	n/a	3	242
Soybeans	85	69	124	3,515	422	833	102	152	1,652
Total	121	77	158	3,562	532	670	88	110	2,540
U.S. total from ports²									
Wheat	281	483	58	2,933	3,425	86	125	98	33,108
Corn	813	680	120	4,550	2,020	225	240	113	22,241
Soybeans	1,531	1,583	97	13,890	8,002	174	148	160	37,024
Total	2,625	2,746	96	21,373	13,447	159	159	133	92,373

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

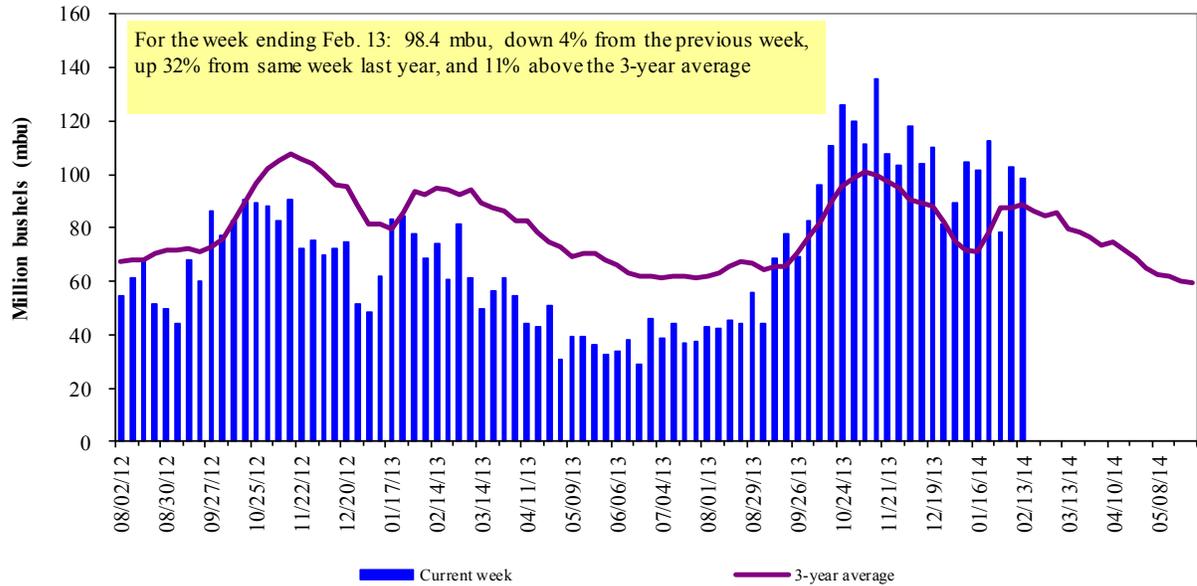
² Total includes only port regions shown above; Interior land-based shipments now included.

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 61 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2013.

Figure 14

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

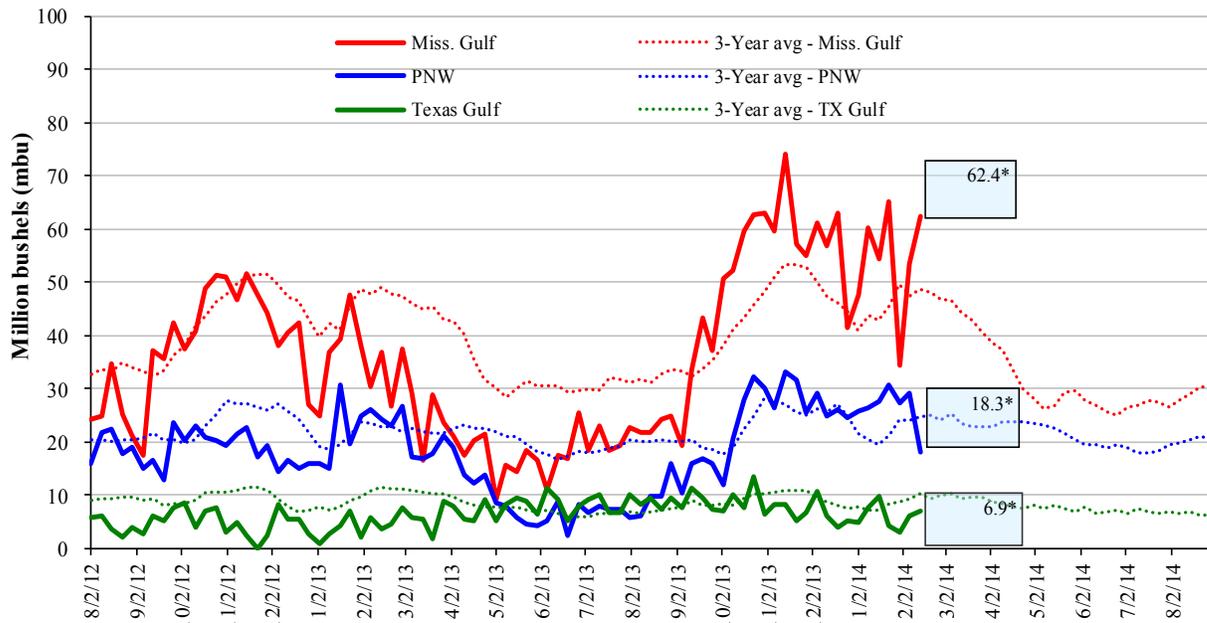


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



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

Feb. 13: % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	up 16	up 15	up 16	down 37
Last year (same week)	up 70	up 82	up 71	down 25
3-yr avg. (4-wk mov. avg)	up 36	down 15	up 28	down 34

Ocean Transportation

Table 17

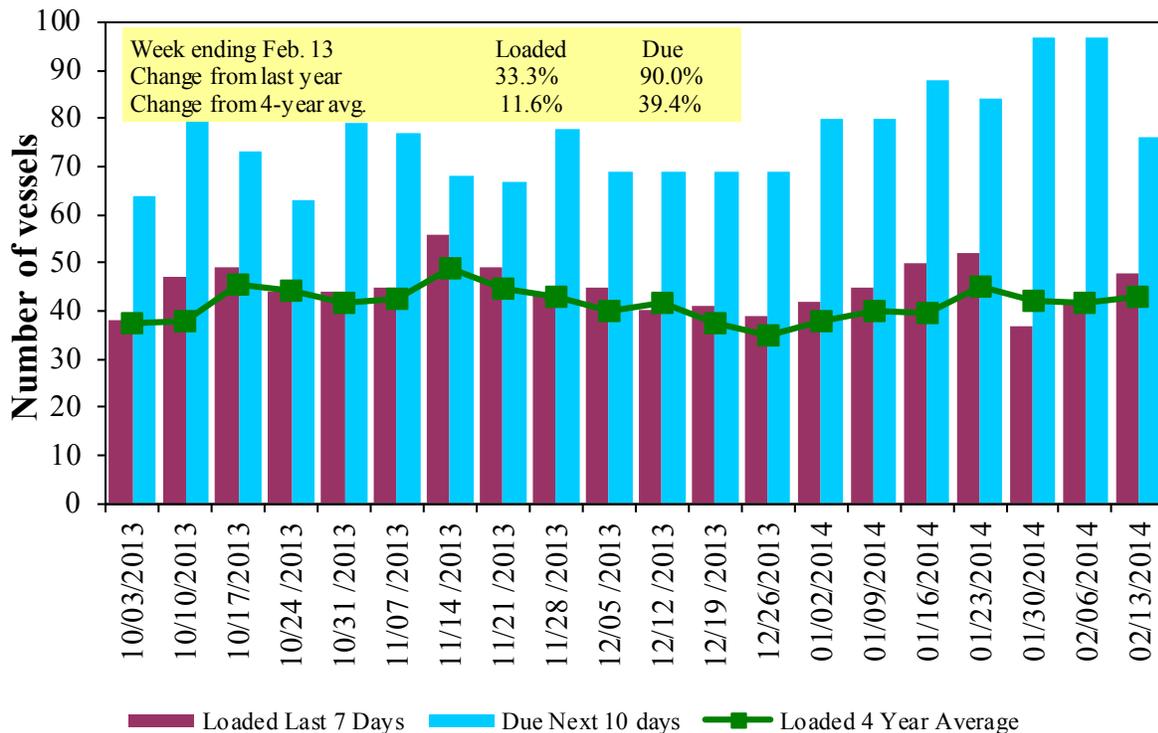
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
2/13/2014	87	48	76	21	n/a
2/6/2014	76	42	97	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. Gulf¹ Vessel Loading Activity

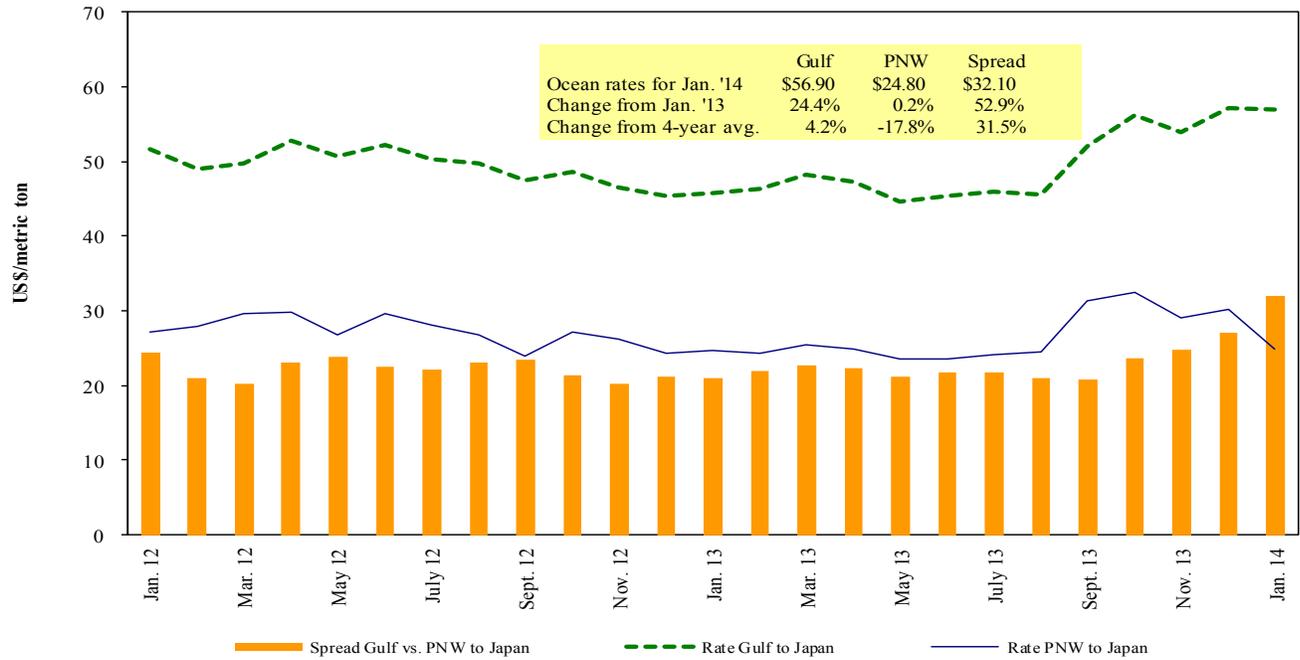


Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

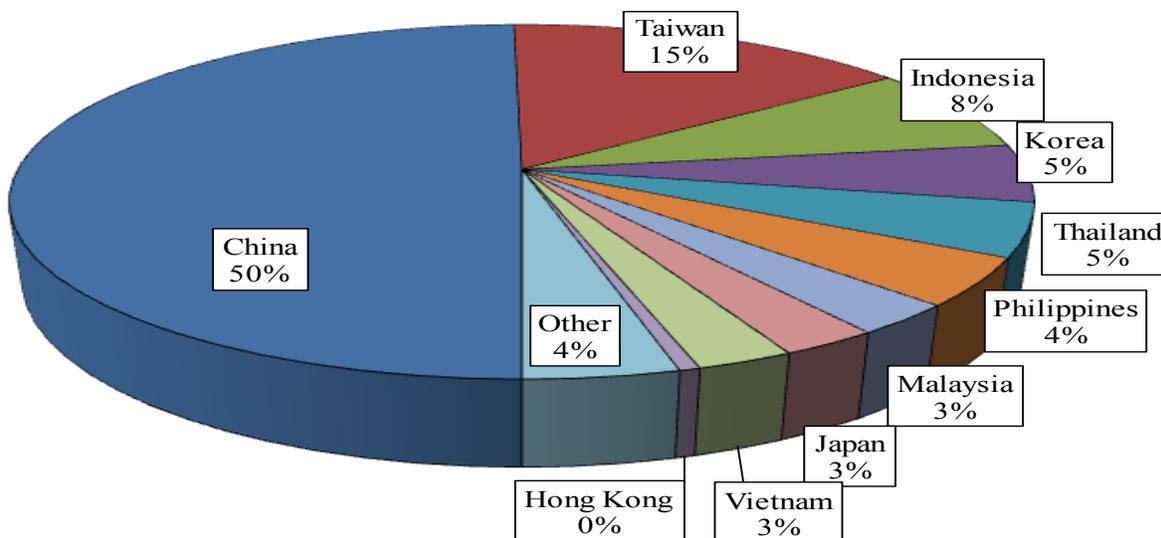
Ocean Freight Rates For Selected Shipments, Week Ending 2/15/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Feb 15/25	55,000	49.00
U.S. Gulf	China	Heavy Grain	Feb 10/15	60,000	52.50
U.S. Gulf	China	Heavy Grain	Feb 1/10	60,000	54.00
U.S. Gulf	China	Heavy Grain	Jan 20/30	55,000	53.50
U.S. Gulf	China	Heavy Grain	Jan 15/30	55,000	47.50
U.S. Gulf	China	Heavy Grain	Jan 31	58,000	56.50
U.S. Gulf	S. Korea	Heavy Grain	Feb 11/20	54,000	50.50
U.S. Gulf	S. Korea	Heavy Grain	Dec 5/20	58,000	54.00
PNW	Nicaragua ¹	Soybean Meal	Feb 10/20	6,000	292.85
Australia	vietnam	Heavy Grain	Feb 15/25	55,000	17.50
Brazil	China	Heavy Grain	Mar 1/10	60,000	38.50
Brazil	China	Heavy Grain	Mar 3/7	60,000	40.00
Brazil	China	Heavy Grain	Mar 5/15	60,000	40.50
Brazil	China	Heavy Grain	Mar 10/20	60,000	39.50
Brazil	Rotterdam	Soybean Meal	Jan 20/29	30,000	33.00
Thailand	Cote d'Ivoire	Rice Bggd	Feb 9/15	-	58.00

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

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.

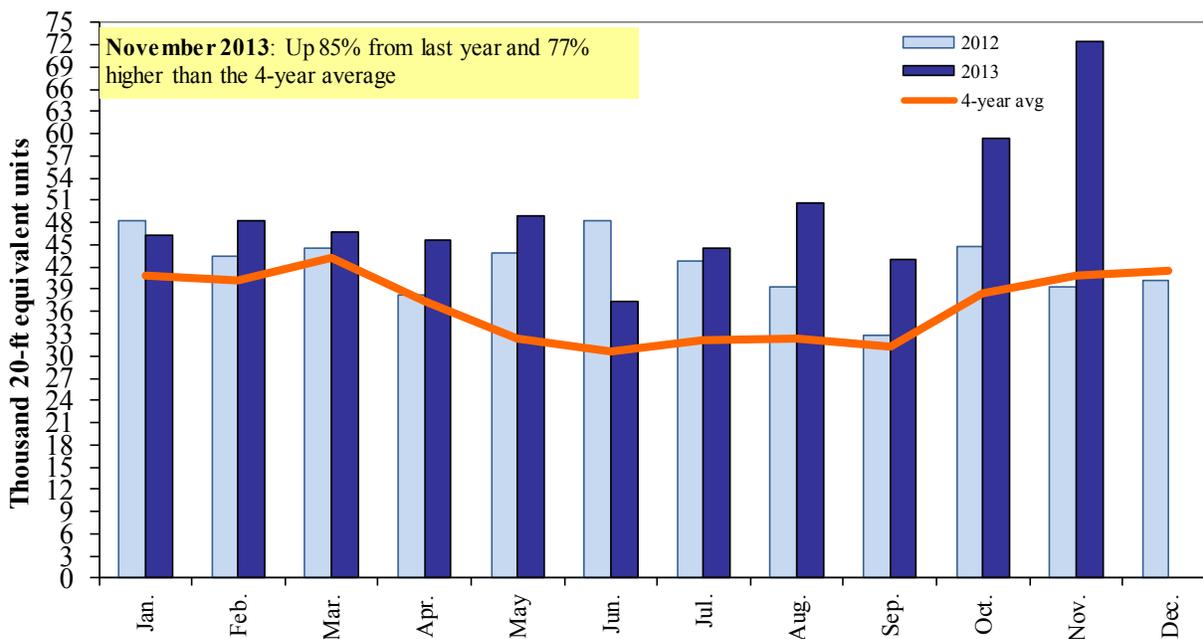
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, November 2013



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.

Contacts and Links

Coordinators

Surajudeen (Deen) Olowolayemo surajudeen.olowolayemo@ams.usda.gov (202) 720 - 0119
Pierre Bahizi pierre.bahizi@ams.usda.gov (202) 690 - 0992
Adam Sparger adam.sparger@ams.usda.gov (202) 205 - 8701

Weekly Highlight Editors

Marina Denicoff marina.denicoff@ams.usda.gov (202) 690 - 3244
Surajudeen (Deen) Olowolayemo surajudeen.olowolayemo@ams.usda.gov (202) 720 - 0119
April Taylor april.taylor@ams.usda.gov (202) 295 - 7374
Nicholas Marathon nick.marathon@ams.usda.gov (202) 690 - 4430

Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo surajudeen.olowolayemo@ams.usda.gov (202) 720 - 0119

Rail Transportation

Marvin Prater marvin.prater@ams.usda.gov (540) 361 - 1147
Johnny Hill johnny.hill@ams.usda.gov (202) 690 - 3295
Adam Sparger adam.sparger@ams.usda.gov (202) 205 - 8701

Barge Transportation

Nicholas Marathon nick.marathon@ams.usda.gov (202) 690 - 4430
April Taylor april.taylor@ams.usda.gov (202) 295 - 7374

Truck Transportation

April Taylor april.taylor@ams.usda.gov (202) 295 - 7374

Grain Exports

Johnny Hill johnny.hill@ams.usda.gov (202) 690 - 3295
Marina Denicoff marina.denicoff@ams.usda.gov (202) 690 - 3244

Ocean Transportation

Surajudeen (Deen) Olowolayemo surajudeen.olowolayemo@ams.usda.gov (202) 720 - 0119
(Freight rates and vessels)
April Taylor april.taylor@ams.usda.gov (202) 295 - 7374
(Container movements)

Subscription Information: Send relevant information to GTRContactUs@ams.usda.gov for an electronic copy (*printed copies are also available upon request*).

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. February 20, 2014. Web: <http://dx.doi.org/10.9752/TS056.02-20-2014>

The U.S. Department of Agriculture (USDA) prohibits discrimination in all of its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD).