



Grain Transportation Report

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

Contact Us

May 9, 2013

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
May 16, 2013

Surface Transportation Board finds UP Tariff Provisions Unreasonable

On April 30, the Surface Transportation Board (STB) denied Union Pacific's (UP) request to find certain tariff provisions reasonable for toxic-by-inhalation hazardous (TIH) commodities, such as anhydrous ammonia. UP's tariff provisions had required TIH shippers to indemnify UP for all liabilities not caused by the sole negligence or fault of UP. UP had petitioned the STB for a declaratory order to find these tariff provisions reasonable. However, the STB found the language of the tariff provisions overly broad, possibly making TIH shippers responsible for accidents beyond their control. The STB also stated UP had not provided adequate support for the tariff requirements.

Second PNW Grain Elevator Locks Out Union; Protestors Try to Block Ship at Kalama

On Saturday, May 4, the Columbia Grain Elevator at the Port of Portland, OR, locked out International Longshore and Warehouse Union (ILWU) dockworkers, alleging workers were "purposefully slowing down operations." Columbia Grain is the second member of the Pacific Northwest Grain Handlers Association to lock out workers. United Grain Corp locked out union employees at the Port of Vancouver, WA, in February due to an alleged sabotage of elevator equipment. Nine boats with longshore union supporters tried to block a grain ship at the Port of Kalama on Tuesday morning, causing the Coast Guard to board one boat and issue warnings to all the others. The grain ship that was blocked had loaded at United Grain in Vancouver and was headed to Kalama for more grain.

Total Grain Inspections Reach Low for the Year

For the week ending May 2, total inspections of all major grains (corn, wheat, and soybeans) reached .794 million metric tons (mmt), down 41 percent from the past week but 57 percent below last year this time. Weekly grain inspections are the lowest on record since January 6, 2000. Inspections in the Mississippi Gulf (.244 mmt) dropped 57 percent from the previous week, and were 30 percent below last year during the last 4 weeks. Pacific Northwest (.237 mmt) inspections decreased 37 percent from the past week but inspections increased slightly in the Interior and 237 percent in the Great Lakes. Wheat and corn inspections dropped 45 and 44 percent from the past week, and soybeans decreased 24 percent as shipments to Asia receded.

Snapshots by Sector

Rail

U.S. railroads originated 15,672 **carloads of grain** during the week ending April 27, down 20 percent from last year, and 27 percent lower than the 3-year average.

During the week ending May 2, average May non-shuttle **secondary railcar bids/offers per car** were at tariff, unchanged from last week and \$19 lower than last year. Average shuttle bids/offers were \$117.50 below tariff, down \$13 from last week and \$154.50 higher than last year.

Barge

During the week ending May 4, **barge grain movements** totaled 462,248 tons, 291 percent higher than the previous week but 20 percent lower than the same period last year.

During the week ending May 4, 291 grain barges **moved down river**, up 283 percent from last week; 234 grain barges were **unloaded in New Orleans**, down 15.8 percent from the previous week.

Ocean

During the week ending May 2, 23 **ocean-going grain vessels** were loaded in the Gulf, 8 percent less than the same period last year. Thirty-six vessels are expected to be loaded within the next 10 days, unchanged from the same period last year.

During the week ending May 3, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$45 per mt, 3 percent lower than the previous week. The cost of shipping from the Pacific Northwest to Japan was \$24 per mt, 2 percent lower than the previous week.

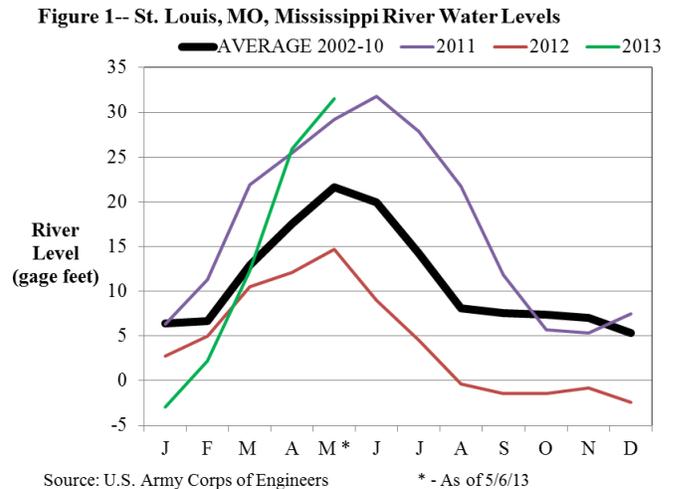
Fuel

During the week ending May 6, U.S. average **diesel fuel prices** were down 1 cent from the previous week at \$3.85 per gallon—21 cents lower than the same week last year.

Feature Article/Calendar

Spring Flood 2013 Continues to Cause Navigation Issues

Beginning in February, persistent rains throughout the central portion of the country began to increase river water levels in the region. By the end of March, low water levels that existed for much of 2012 began to rise, reaching the flood levels that had occurred in 2011 (see figure 1). In mid-April, a few days of torrential rains caused severe flooding on the Mississippi and Illinois River. For several days during the second half of April, high water closed 12 locks on the Mississippi and Illinois Rivers. Currently, all Mississippi Locks are open, but restrictions exist at 3 locks on the Illinois River. The major concern on the Illinois River is the damage caused by several barges that struck the Marseilles Dam on April 18. Grain barge movements are slowly beginning to recover as the river levels continue to recede. During the worst of the flood, the Illinois River barge rate quotes were mostly suspended. Grain basis along the Illinois and Mississippi rivers continued to drop during the 2 weeks of flooding, but are recovering as barge service improves.



Marseilles Dam

The U.S. Army Corps of Engineers will implement a drawdown of the Illinois River at Marseilles Dam starting May 10 to begin repair of damage from a flood-related accident that occurred on April 18. The drawdown is expected to continue for approximately 7 days. Navigation in the Marseilles area will probably be restricted or prohibited during the drawdown period.

In 2011, 963,680 tons of grain moved through the Marseilles Lock, located 244.6 miles above the confluence of the Illinois River with the Mississippi River at Grafton, IL. In comparison, 7.9 million tons of grain moved through the La Grange Lock, the last lock located 164 miles further down the river from Marseilles.

River Levels

As of May 8, water levels on the Upper Mississippi, Illinois, and Lower Ohio Rivers have crested and continue to fall. The Lower Mississippi River continues to rise slightly and the southernmost crest is expected to occur in New Orleans on or about May 21. The National Weather Service reports significant Mississippi River flooding along the borders of Missouri and Illinois, and Illinois River flooding from Havana, IL, to the confluence with the Mississippi River.

National Weather Service River Forecast as of 5/8/2013, 8:28 pm (CDT)

River	Location	8-May	9-May	10-May	11-May	Crest Height	Forecast Crest Date	Flood Level
		Forecast gage height in feet						
Lower MS	Memphis	33.3	33.3	33.5	33.5	33.5	5/10 am	34
Lower MS	Greenville	47.0	47.2	47.4	47.5	48.5	5/15 am	48
Lower MS	Vicksburg	42.2	42.4	42.7	42.9	43.5	5/16 am	43
Lower MS	Baton Rouge	33.8	33.9	34.1	34.3	35.5	5/19 pm	35
Lower MS	New Orleans	13.0	13.0	13.1	13.2	14.5	5/21 am	17

<http://www.srh.noaa.gov/lmrfc/?n=lmrfc-mississippiandohioriverforecast>

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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
05/08/13	258	233	204	160	201	170
05/01/13	258	233	204	n/a	208	174

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

Table 2

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

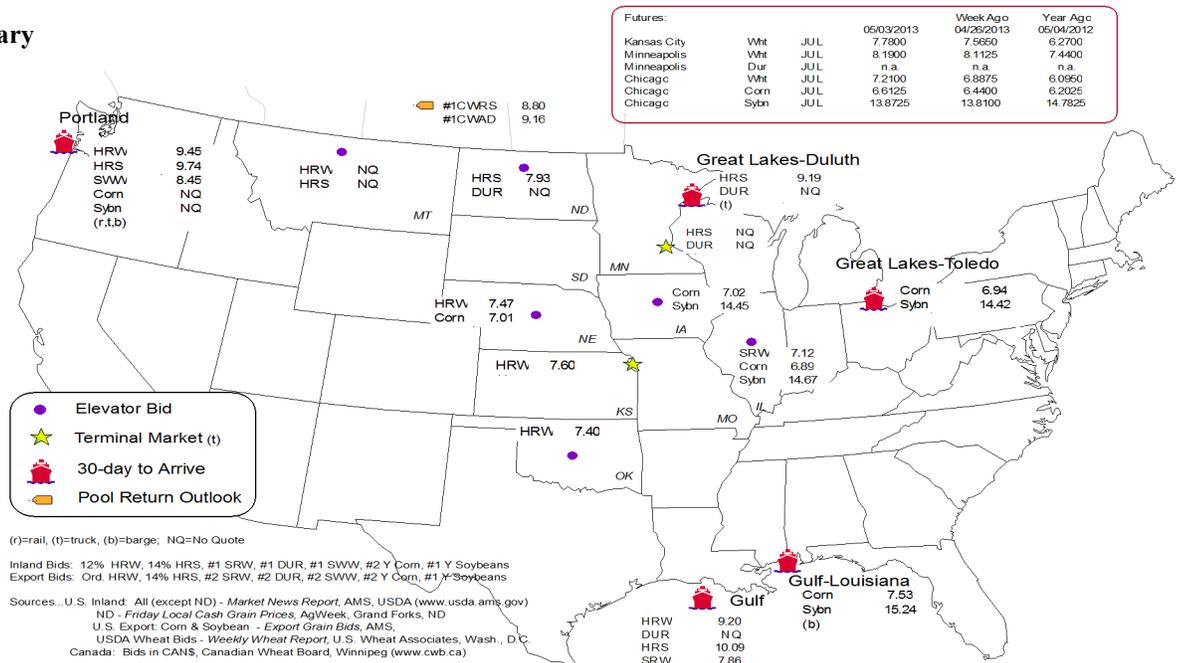
Commodity	Origin--Destination	5/3/2013	4/26/2013
Corn	IL--Gulf	-0.64	-0.64
Corn	NE--Gulf	-0.52	-0.54
Soybean	IA--Gulf	-0.79	-0.92
HRW	KS--Gulf	-1.60	-1.53
HRS	ND--Portland	-1.81	-1.84

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				
05/01/2013 ^p	155	1,280	1,502	91		3,028	04/27/13	1,428
04/24/2013 ^r	0	1,389	1,685	355		3,429	04/20/13	1,172
2013 YTD ^r	8,045	18,790	62,749	8,578		98,162	2013 YTD	21,020
2012 YTD ^r	3,565	12,402	78,951	8,507		103,425	2012 YTD	39,314
2013 YTD as % of 2012 YTD	226	152	79	101		95	% change YTD	53
Last 4 weeks as % of 2012 ²	188	212	43	40		67	Last 4wks % 2012	54
Last 4 weeks as % of 4-year avg. ²	34	115	52	38		66	Last 4wks % 4 yr	60
Total 2012	22,604	40,780	199,419	33,237		287,462	Total 2011	97,118
Total 2011	27,358	77,515	191,187	24,088		320,148	Total 2010	90,175

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2011 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.

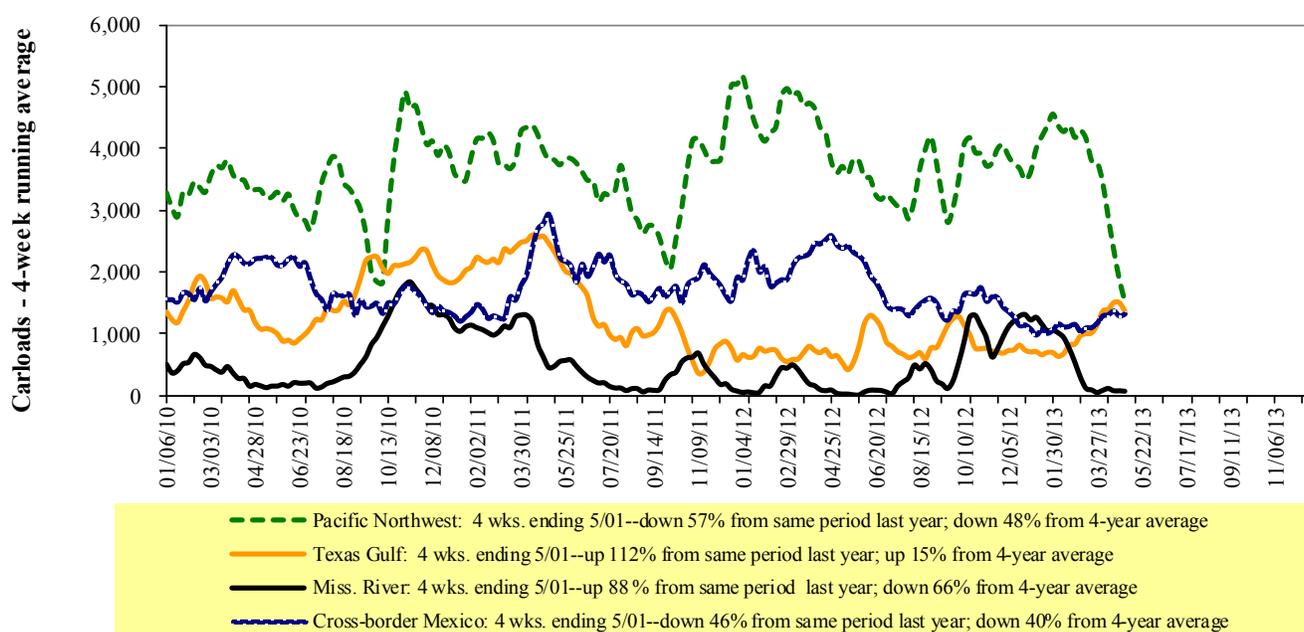
YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available

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

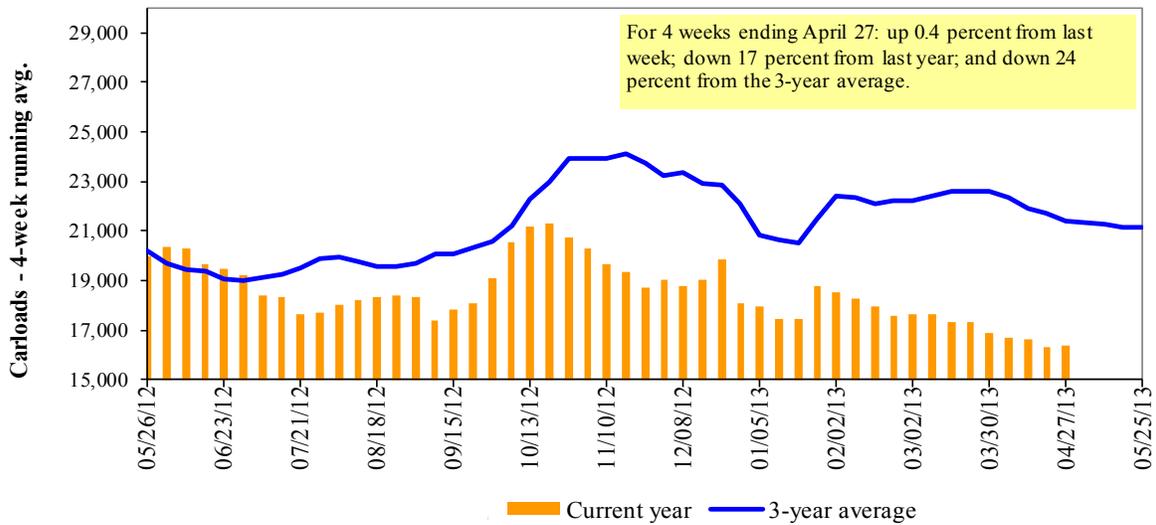
Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
04/27/13	1,198	2,482	7,318	404	4,270	15,672	3,389	5,310
This week last year	1,114	2,954	9,863	519	5,215	19,665	3,696	4,387
2013 YTD	25,888	42,381	153,083	8,139	65,796	295,287	58,122	91,737
2012 YTD	35,025	48,521	173,756	8,223	86,848	352,373	66,640	86,171
2013 YTD as % of 2012 YTD	74	87	88	99	76	84	87	106
Last 4 weeks as % of 2012	94	86	81	101	80	83	80	129
Last 4 weeks as % of 3-yr avg. ¹	79	81	75	82	74	76	84	113
Total 2012	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266

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							
	May-13	May-12	Jun-13	Jun-12	Jul-13	Jul-12	Aug-13	Aug-12
BNSF ³								
COT grain units	no bids	0	no bids	no bids	no bids	no bids	no bids	no bids
COT grain single-car ⁵	0	0	0	0	0	0	no bids	0 . . 10
UP ⁴								
GCAS/Region 1	no bids	no bids	no bids	1	no offer	no bids	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	no bids	no offer	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.

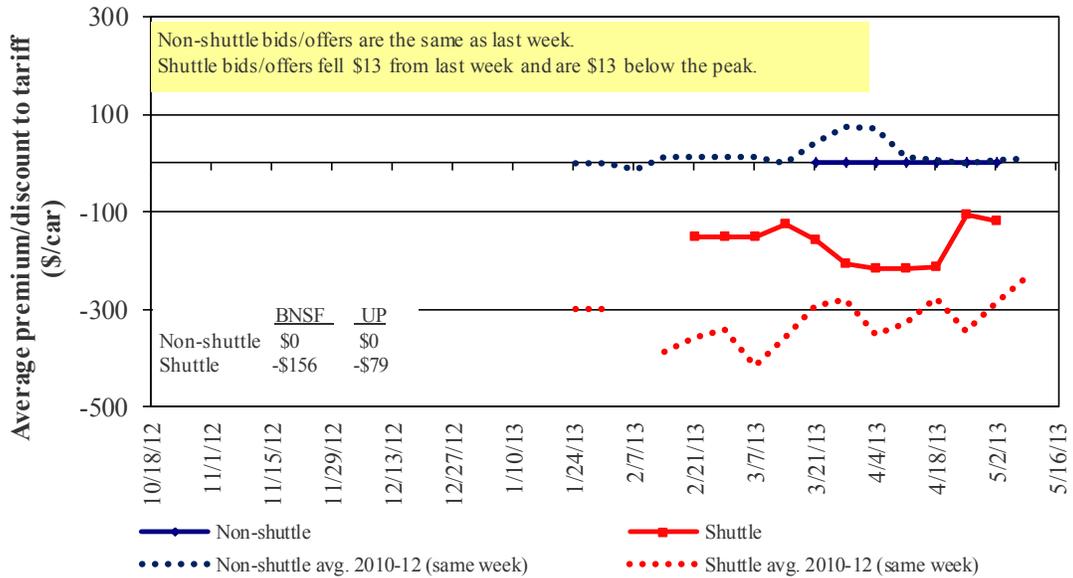
⁵Range is shown because average is not available. Not available = n/a.

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 May 2013, Secondary Market

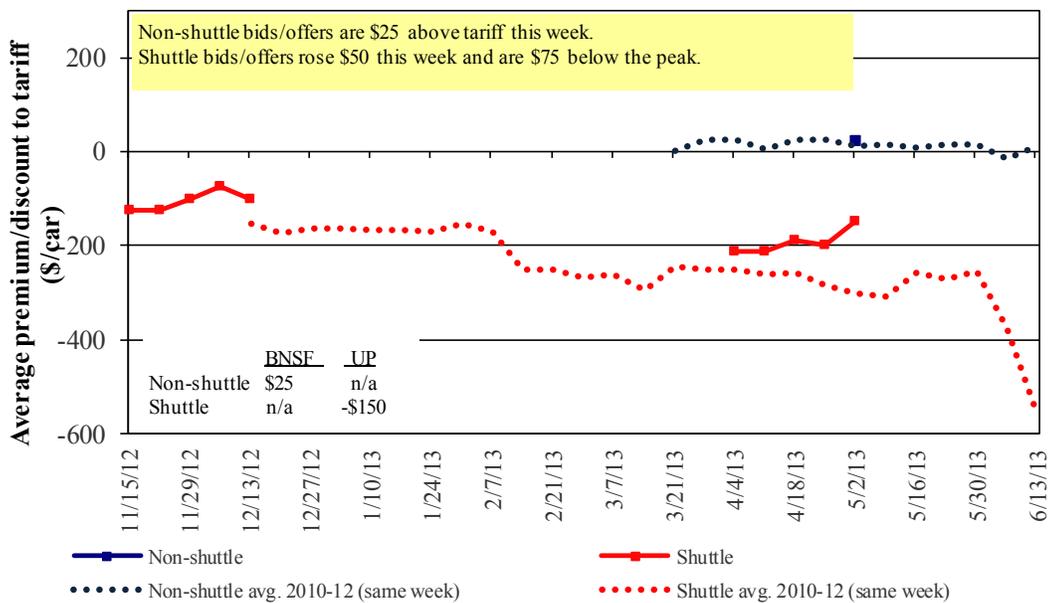


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

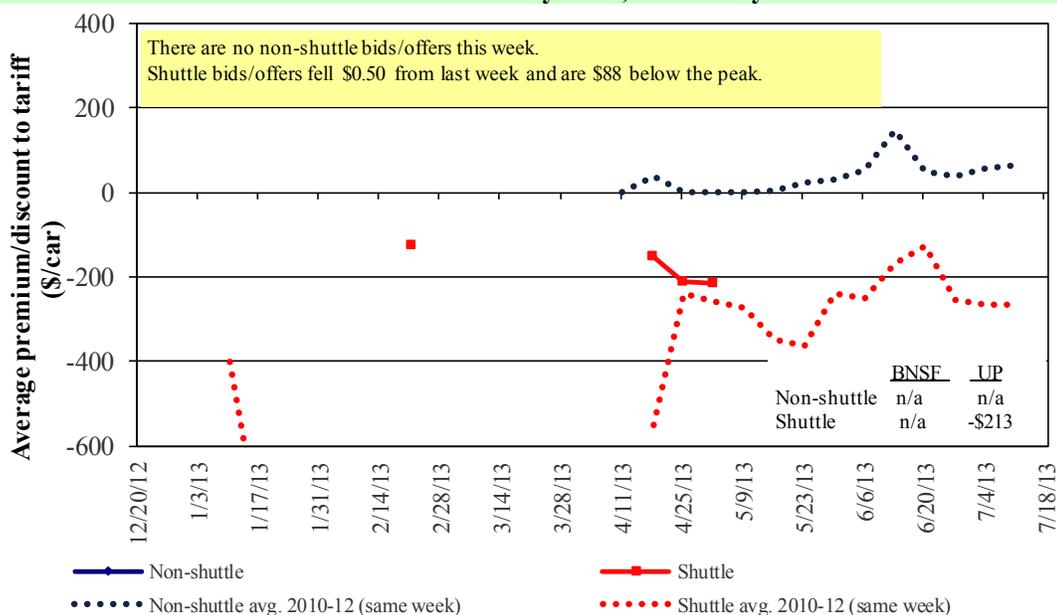
Bids/Offers for Railcars to be Delivered in June 2013, Secondary Market



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 July 2013, 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					
	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13
Non-shuttle						
BNSF-GF	-	25	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	(18)	25	n/a	n/a	n/a	n/a
UP-Pool	-	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	(20)	n/a	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	(156)	n/a	n/a	n/a	n/a	n/a
Change from last week	(89)	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	88	n/a	n/a	n/a	n/a	n/a
UP-Pool	(79)	(150)	(213)	(213)	(63)	n/a
Change from last week	63	25	(38)	(38)	(213)	n/a
Change from same week 2012	221	225	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:						Percent	
5/1/2013	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		change Y/Y ³
					metric ton	bushe ²	
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,144	\$202	\$33.23	\$0.90	5
	Grand Forks, ND	Duluth-Superior, MN	\$3,543	\$119	\$36.37	\$0.99	8
	Wichita, KS	Los Angeles, CA	\$6,026	\$612	\$65.92	\$1.79	2
	Wichita, KS	New Orleans, LA	\$3,645	\$356	\$39.73	\$1.08	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$502	\$60.33	\$1.64	0
	Northwest KS	Galveston-Houston, TX	\$3,912	\$390	\$42.72	\$1.16	3
	Amarillo, TX	Los Angeles, CA	\$4,112	\$543	\$46.22	\$1.26	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,110	\$402	\$34.88	\$0.95	2
	Toledo, OH	Raleigh, NC	\$4,508	\$450	\$49.24	\$1.34	2
	Des Moines, IA	Davenport, IA	\$2,006	\$85	\$20.77	\$0.57	3
	Indianapolis, IN	Atlanta, GA	\$3,920	\$338	\$42.28	\$1.15	2
	Indianapolis, IN	Knoxville, TN	\$3,354	\$217	\$35.46	\$0.97	2
	Des Moines, IA	Little Rock, AR	\$3,154	\$250	\$33.81	\$0.92	2
	Des Moines, IA	Los Angeles, CA	\$5,065	\$729	\$57.54	\$1.57	1
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,299	\$439	\$37.12	\$1.01	-1
	Toledo, OH	Huntsville, AL	\$3,575	\$320	\$38.68	\$1.05	2
	Indianapolis, IN	Raleigh, NC	\$4,578	\$453	\$49.96	\$1.36	2
	Indianapolis, IN	Huntsville, AL	\$3,267	\$217	\$34.60	\$0.94	2
	Champaign-Urbana, IL	New Orleans, LA	\$3,599	\$402	\$39.74	\$1.08	5
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,580	\$352	\$39.05	\$1.06	6
	Wichita, KS	Galveston-Houston, TX	\$3,634	\$274	\$38.81	\$1.06	11
	Chicago, IL	Albany, NY	\$3,771	\$422	\$41.64	\$1.13	3
	Grand Forks, ND	Portland, OR	\$5,061	\$608	\$56.30	\$1.53	4
	Grand Forks, ND	Galveston-Houston, TX	\$6,082	\$633	\$66.69	\$1.81	3
	Northwest KS	Portland, OR	\$4,880	\$640	\$54.81	\$1.49	3
	Corn	Minneapolis, MN	Portland, OR	\$4,800	\$740	\$55.02	\$1.50
Sioux Falls, SD		Tacoma, WA	\$4,760	\$678	\$54.00	\$1.47	0
Champaign-Urbana, IL		New Orleans, LA	\$2,929	\$402	\$33.08	\$0.90	2
Lincoln, NE		Galveston-Houston, TX	\$3,310	\$395	\$36.79	\$1.00	0
Des Moines, IA		Amarillo, TX	\$3,510	\$315	\$37.98	\$1.03	2
Minneapolis, MN		Tacoma, WA	\$4,800	\$734	\$54.96	\$1.50	0
Council Bluffs, IA		Stockton, CA	\$4,200	\$760	\$49.25	\$1.34	0
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,320	\$678	\$59.56	\$1.62	5
	Minneapolis, MN	Portland, OR	\$5,330	\$740	\$60.28	\$1.64	5
	Fargo, ND	Tacoma, WA	\$5,230	\$603	\$57.92	\$1.58	5
	Council Bluffs, IA	New Orleans, LA	\$3,500	\$464	\$39.36	\$1.07	-5
	Toledo, OH	Huntsville, AL	\$2,750	\$320	\$30.48	\$0.83	2
	Grand Island, NE	Portland, OR	\$4,800	\$655	\$54.17	\$1.47	-6

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

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	\$6,262	\$643	\$70.55	\$1.92	-18
	OK	Cuatitlan, EM	\$6,552	\$781	\$74.93	\$2.04	-4
	KS	Guadalajara, JA	\$7,444	\$755	\$83.77	\$2.28	0
	TX	Salinas Victoria, NL	\$3,553	\$294	\$39.31	\$1.07	-4
Corn	IA	Guadalajara, JA	\$7,699	\$888	\$87.73	\$2.23	0
	SD	Celaya, GJ ⁵	\$7,356	\$842	\$83.76	\$2.13	n/a
	NE	Queretaro, QA	\$7,153	\$788	\$81.15	\$2.06	1
	SD	Salinas Victoria, NL	\$5,700	\$640	\$64.78	\$1.64	1
	MO	Tlalnepantla, EM	\$6,592	\$766	\$75.18	\$1.91	1
	SD	Torreon, CU	\$6,522	\$705	\$73.84	\$1.87	0
Soybeans	MO	Bojay (Tula), HG	\$7,580	\$749	\$85.10	\$2.31	7
	NE	Guadalajara, JA	\$8,134	\$856	\$91.86	\$2.50	2
	IA	El Castillo, JA	\$8,555	\$836	\$95.96	\$2.61	3
	KS	Torreon, CU	\$6,651	\$531	\$73.39	\$2.00	3
Sorghum	TX	Guadalajara, JA	\$6,464	\$548	\$71.64	\$1.82	-3
	NE	Celaya, GJ ⁵	\$6,997	\$764	\$79.29	\$2.01	n/a
	KS	Queretaro, QA	\$6,815	\$480	\$74.53	\$1.89	5
	NE	Salinas Victoria, NL	\$5,438	\$562	\$61.30	\$1.56	5
	NE	Torreon, CU	\$6,153	\$627	\$69.28	\$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

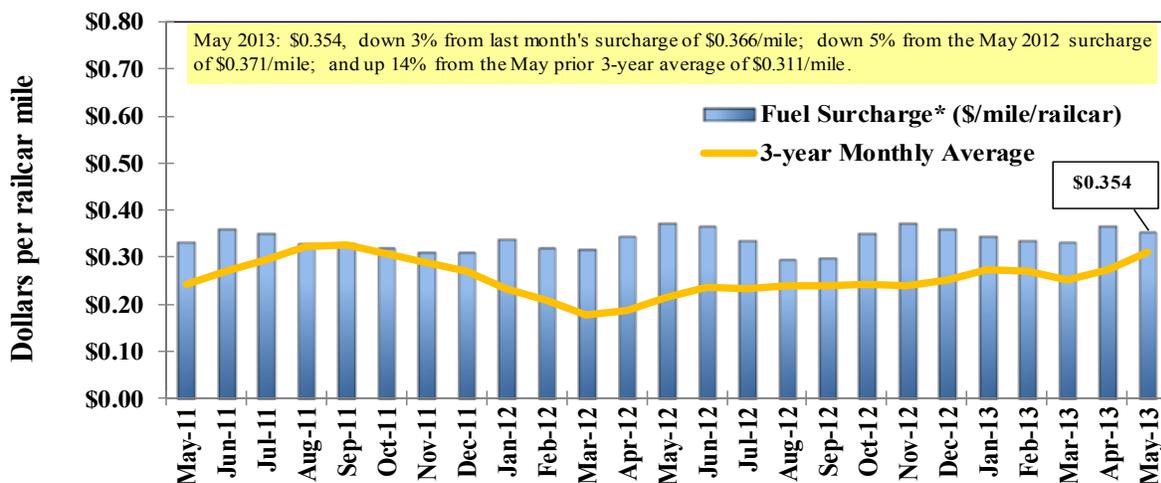
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

⁴Percentage change year over year calculated using tariff rate plus fuel surcharge

⁵Beginning 11/1/12, Celaya, GJ, replaced Penjamo, GJ, as the destination.

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.

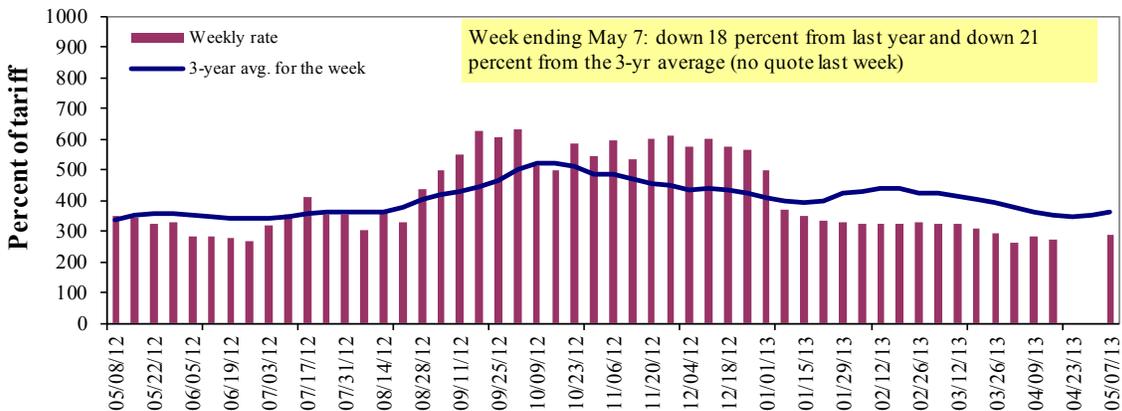
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

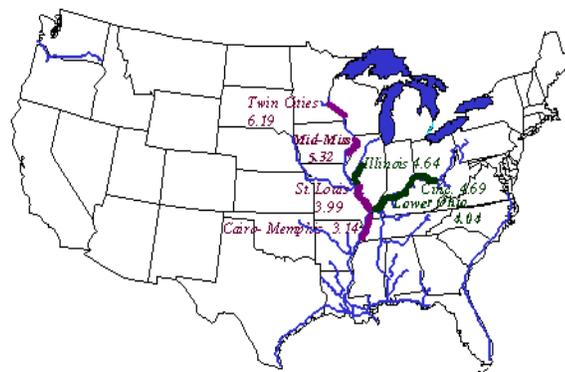
Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate¹	5/7/2013	388	305	288	220	190	190	180
	4/30/2013	425	313	n/a	220	193	193	180
\$/ton	5/7/2013	24.02	16.23	13.36	8.78	8.91	7.68	5.65
	4/30/2013	26.31	16.65	n/a	8.78	9.05	7.80	5.65
Current week % change from the same week:								
	Last year	-12	-17	-18	-9	-32	-32	-14
	3-year avg. ²	-14	-20	-21	-15	-30	-30	-2
Rate¹	June	360	285	263	230	190	190	180
	August	413	333	325	318	325	325	295

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9
Benchmark tariff rates



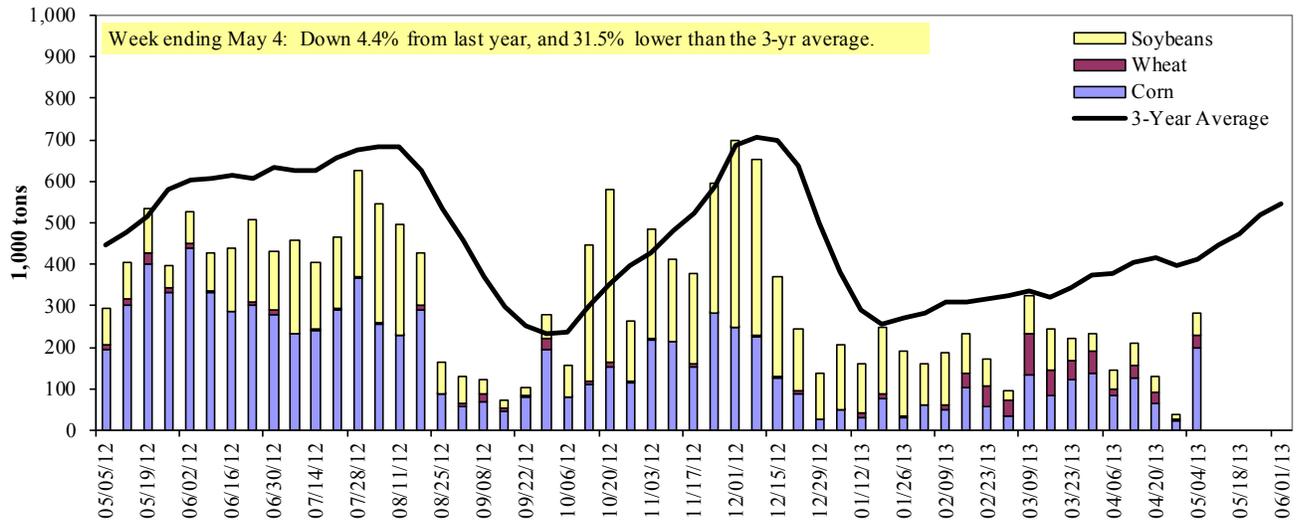
Calculating barge rate per ton:

(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 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 5/04/2013	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	182	19	14	0	214
Winfield, MO (L25)	211	33	42	13	298
Alton, IL (L26)	214	28	58	13	313
Granite City, IL (L27)	199	28	54	13	293
Illinois River (L8)	0	0	6	0	6
Ohio River (L52)	91	4	43	0	138
Arkansas River (L1)	0	27	4	0	31
Weekly total - 2013	290	58	101	13	462
Weekly total - 2012	367	36	172	4	579
2013 YTD ¹	2,320	1,433	3,274	103	7,129
2012 YTD	6,413	633	4,029	119	11,194
2013 as % of 2012 YTD	36	226	81	87	64
Last 4 weeks as % of 2012 ²	43	41	38	77	49
Total 2012	14,837	1,794	12,663	229	29,523

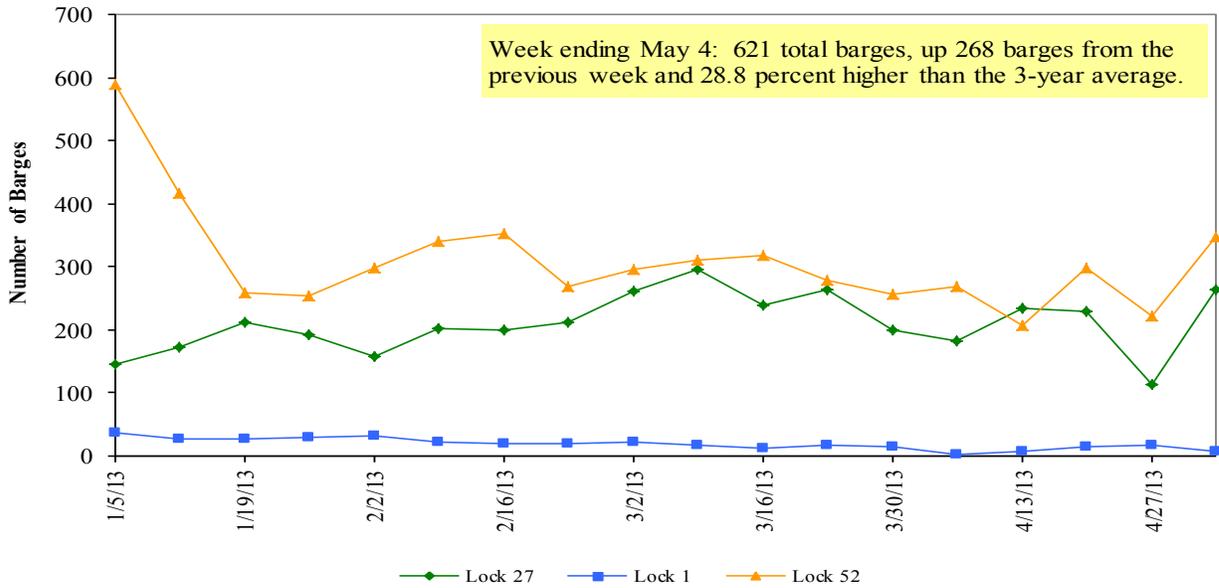
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2012. - no movements due to flooding

Note: Total may not add exactly, due to rounding

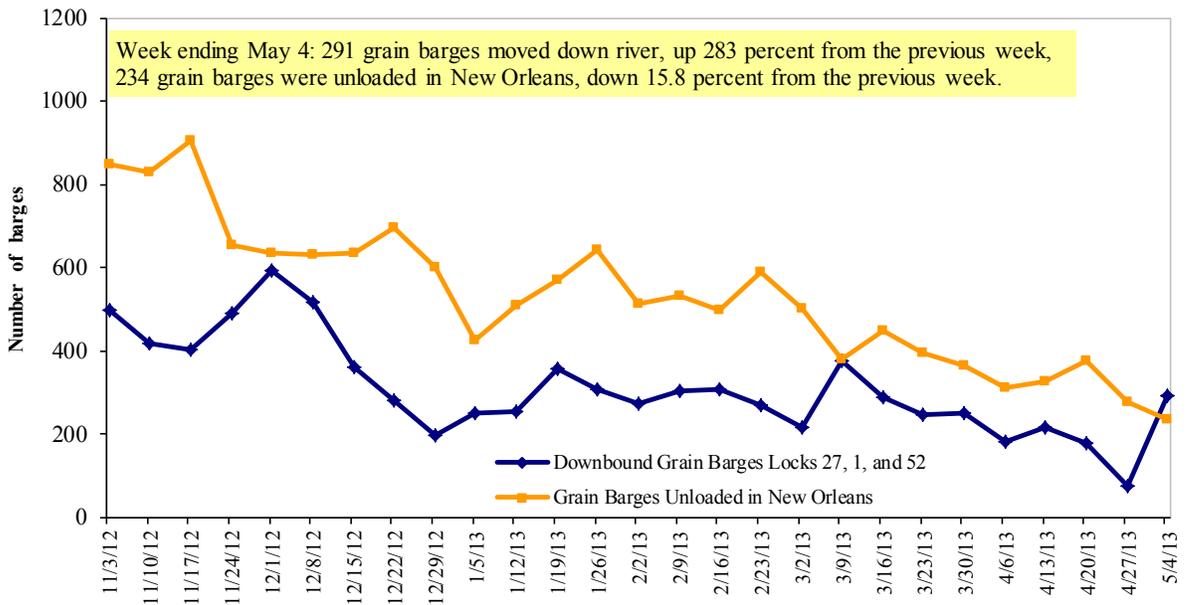
Source: U.S. Army Corps of Engineers

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 5/6/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.863	-0.023	-0.245
	New England	3.986	-0.007	-0.246
	Central Atlantic	3.911	-0.023	-0.283
	Lower Atlantic	3.804	-0.027	-0.217
II	Midwest ²	3.868	0.029	-0.094
III	Gulf Coast ³	3.735	-0.022	-0.227
IV	Rocky Mountain	3.804	-0.006	-0.243
V	West Coast	3.923	-0.026	-0.389
	West Coast less California	3.830	-0.003	-0.396
	California	4.001	-0.046	-0.384
Total	U.S.	3.845	-0.006	-0.212

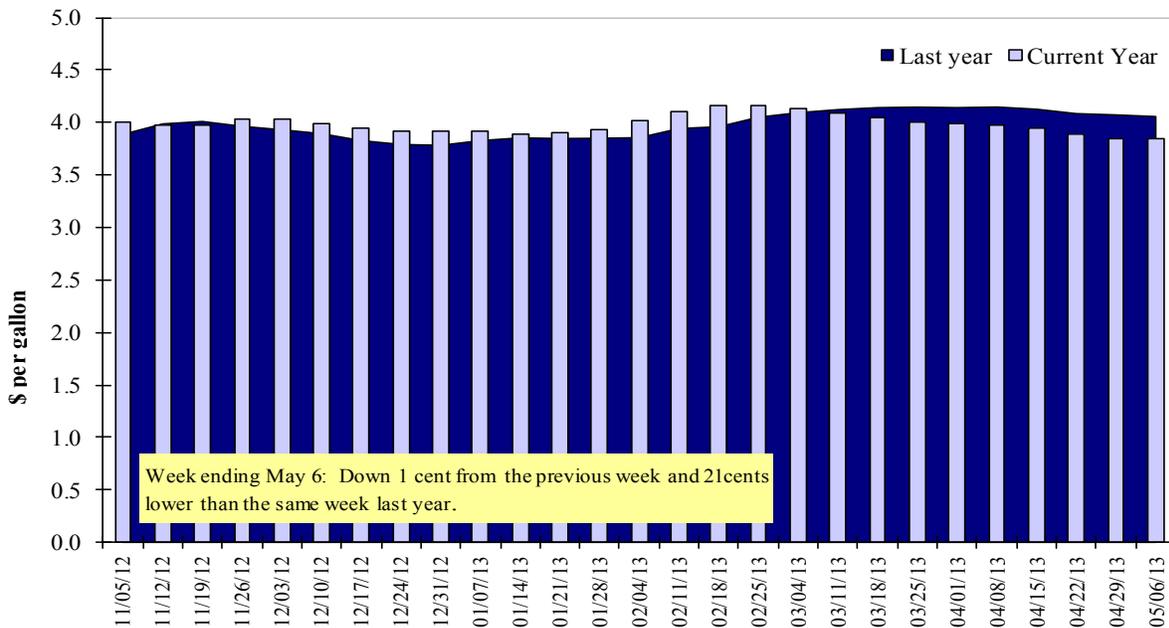
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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			
Export Balances¹									
4/25/2013	1,471	720	658	300	99	3,248	4,228	2,090	9,566
This week year ago	1,202	904	889	610	24	3,628	10,163	4,904	18,695
Cumulative exports-marketing year²									
2012/13 YTD	8,708	4,519	5,321	4,285	447	23,280	12,522	34,200	70,002
2011/12 YTD	8,808	3,447	5,802	5,151	447	23,655	27,140	29,114	79,909
YTD 2012/13 as % of 2011/12	99	131	92	83	100	98	46	117	88
Last 4 wks as % of same period 2011/12	142	100	95	72	408	110	42	53	58
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306

¹ Current unshipped export sales to date

² Shipped export sales to date; new marketing year begins 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 04/25/2013	Total Commitments ²		% change current MY from last MY	Exports ³ 2011/12
	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	5,840	10,364	(44)	12,367
Mexico	3,901	9,139	(57)	9,617
China	2,474	4,523	(45)	5,414
Korea	359	3,654	(90)	3,639
Venezuela	605	833	(27)	1,332
Top 5 Importers	13,178	28,513	(54)	32,369
Total US corn export sales	16,750	37,303	(55)	39,180
% of Projected	82%	95%		
Change from prior week	329	1,332		
Top 5 importers' share of U.S. corn export sales	79%	76%		83%
USDA forecast, April 2013	20,320	39,180	(48)	
Corn Use for Ethanol USDA forecast, Ethanol April 2013	115,570	127,000	(9)	

(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 Importers¹ of U.S. Soybeans

Week Ending 04/25/2013	Total Commitments ²		% change current MY from last MY	Exports ³ 2011/12
	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	21,795	21,799	(0)	24,602
Mexico	2,344	2,706	(13)	3,180
Japan	1,590	1,590	0	1,891
Indonesia	1,370	1,332	3	1,741
Egypt	677	818	(17)	1,292
Top 5 importers	27,775	28,244	(2)	32,706
Total US soybean export sales	36,289	34,018	7	37,060
% of Projected	99%	92%		
Change from prior week	(142)	598		
Top 5 importers' share of U.S. soybean export sales	77%	83%		
USDA forecast, April 2013	36,740	37,060	(1)	

(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/³ FAS 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 04/25/2013	Total Commitments ²		% change current MY from last MY	Exports ³ 2011/12
	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	3,677	3,709	(1)	3,512
Mexico	2,740	3,485	(21)	3,496
Nigeria	2,949	3,208	(8)	3,248
Philippines	1,835	1,989	(8)	2,039
Korea	1,401	1,986	(29)	1,983
Egypt	1,615	935	73	950
Taiwan	1,035	958	8	888
Indonesia	435	826	(47)	830
Venezuela	633	652	(3)	594
Iraq	209	572	(63)	572
Top 10 importers	16,529	18,321	(10)	18,111
Total US wheat export sales	26,528	27,283	(3)	28,560
% of Projected	95%	96%		
Change from prior week	219	257		
Top 10 importers' share of U.S. wheat export sales	62%	67%		63%
USDA forecast, April 2013	27,900	28,560	(2)	

(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/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 05/02/13	Previous Week ¹	Current Week as % of Previous	2013 YTD ¹	2012 YTD ¹	2013 YTD as % of 2012 YTD	Last 4-weeks as % of		Total ¹ 2012
							2012	3-yr. avg.	
Pacific Northwest									
Wheat	171	307	56	4,520	4,927	92	84	107	12,625
Corn	0	0	n/a	1,195	2,464	48	14	10	5,512
Soybeans	66	66	100	3,683	4,000	92	59	53	10,347
Total	237	373	63	9,399	11,392	83	62	63	28,484
Mississippi Gulf									
Wheat	75	258	29	3,152	2,162	146	150	164	5,462
Corn	118	224	53	3,699	7,811	47	54	49	18,068
Soybeans	51	90	57	6,687	8,088	83	51	52	24,684
Total	244	572	43	13,539	18,062	75	70	68	48,215
Texas Gulf									
Wheat	106	217	49	2,340	1,744	134	166	106	5,912
Corn	0	29	0	72	279	26	39	23	336
Soybeans	0	0	n/a	122	0	n/a	n/a	0	626
Total	106	247	43	2,534	2,023	125	148	92	6,874
Interior									
Wheat	20	15	134	309	435	71	31	68	1,218
Corn	47	40	119	906	3,149	29	110	29	6,115
Soybeans	50	60	83	1,445	1,630	89	38	68	4,204
Total	117	115	102	2,659	5,214	51	51	44	11,538
Great Lakes									
Wheat	82	24	337	218	38	578	442	89	481
Corn	0	0	n/a	0	30	0	0	0	56
Soybeans	0	0	n/a	4	22	17	0	0	713
Total	82	24	337	221	90	247	199	83	1,250
Atlantic									
Wheat	0	0	n/a	298	88	338	2	4	341
Corn	0	0	n/a	2	66	3	0	0	143
Soybeans	7	15	51	660	437	151	135	113	1,460
Total	8	15	53	960	592	162	31	45	1,944
U.S. total from ports²									
Wheat	453	821	55	10,837	9,394	115	110	114	26,040
Corn	166	294	56	5,874	13,801	43	38	35	30,230
Soybeans	175	231	76	12,602	14,177	89	57	57	42,035
Total	794	1,346	59	29,312	37,372	78	68	65	98,305

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

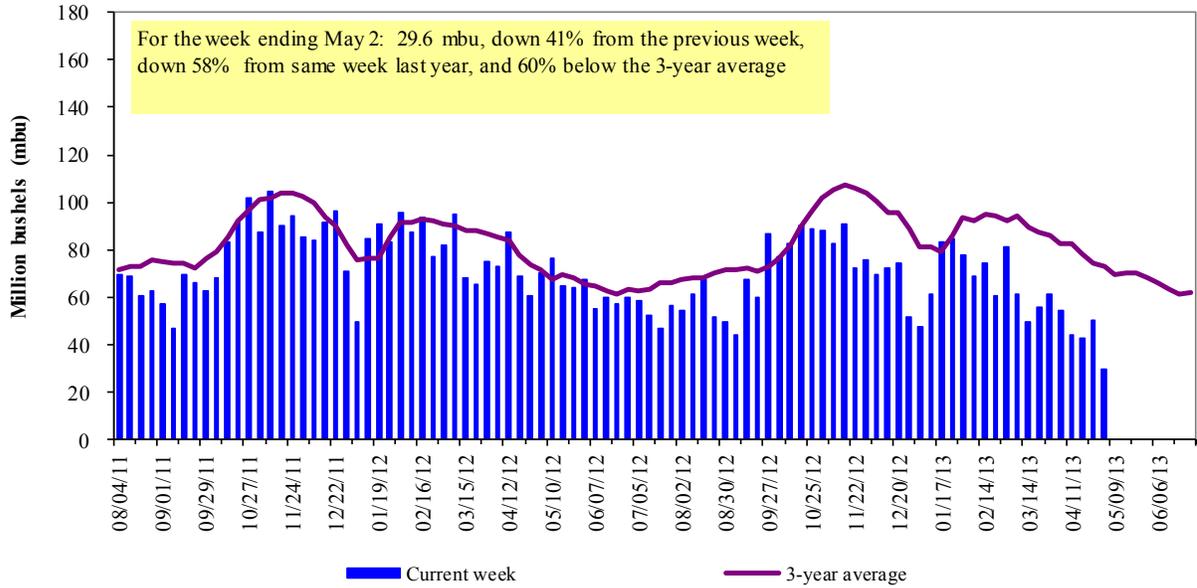
² Total includes only port regions shown above; Interior land-based shipments now included.

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)

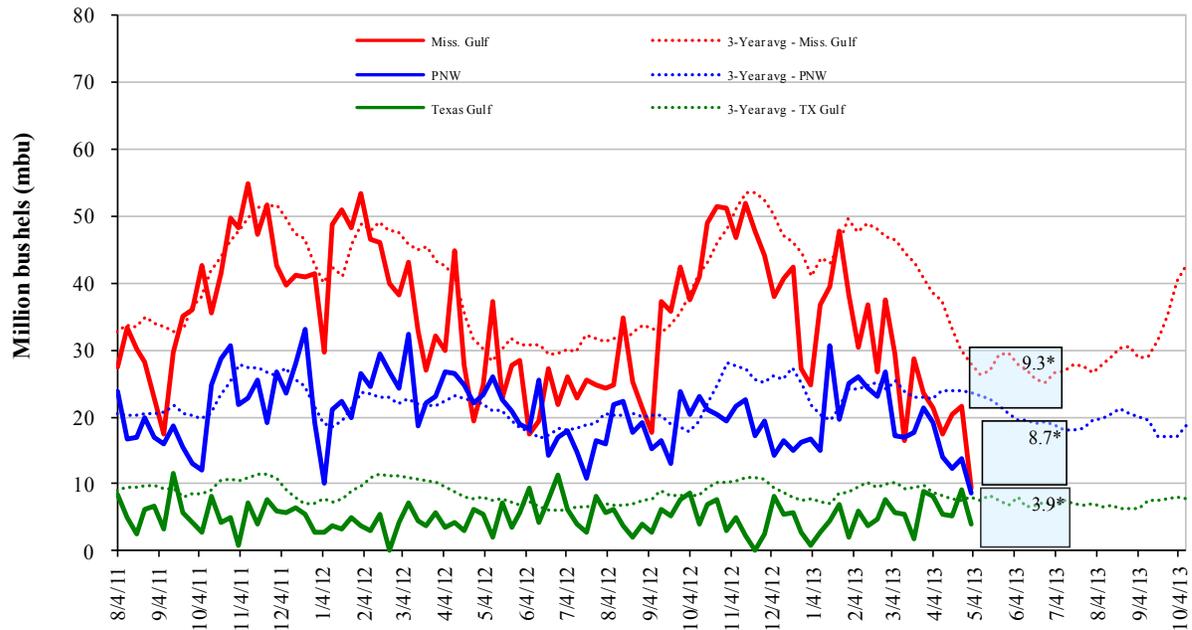


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

May 2 % change from:	MSGulf	TX Gulf	US Gulf	PNW
Last week	down 57	down 57	down 57	down 37
Last year (same week)	down 63	down 30	down 57	down 63
3-yr avg (4-wk mov. avg)	down 67	down 52	down 64	down 62

Ocean Transportation

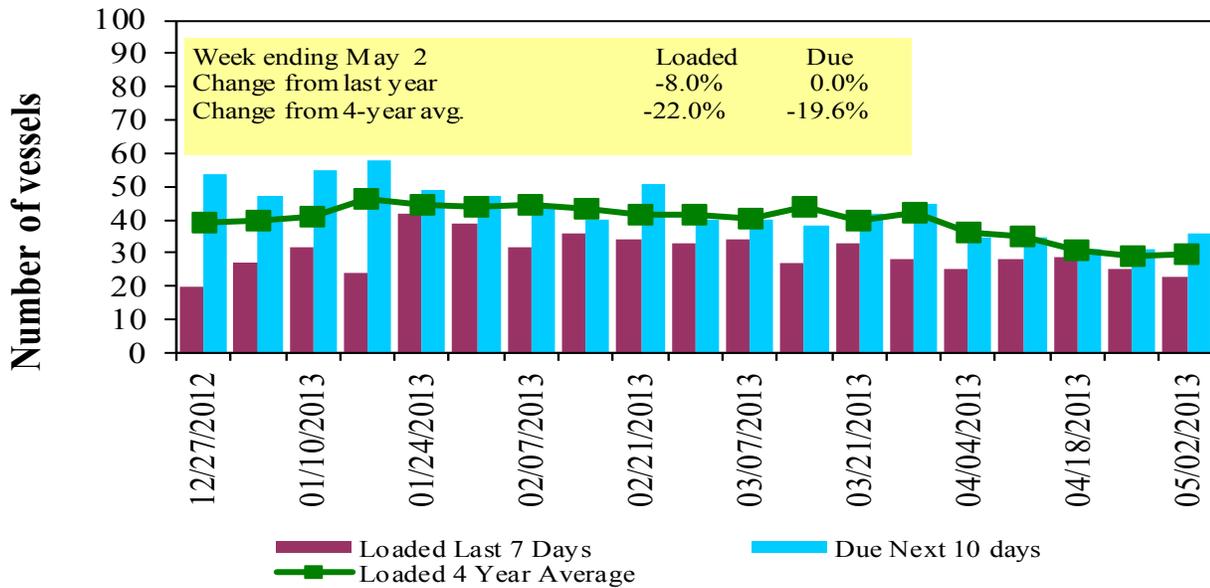
Table 17

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
5/2/2013	27	23	36	6	n/a
4/25/2013	16	25	31	6	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

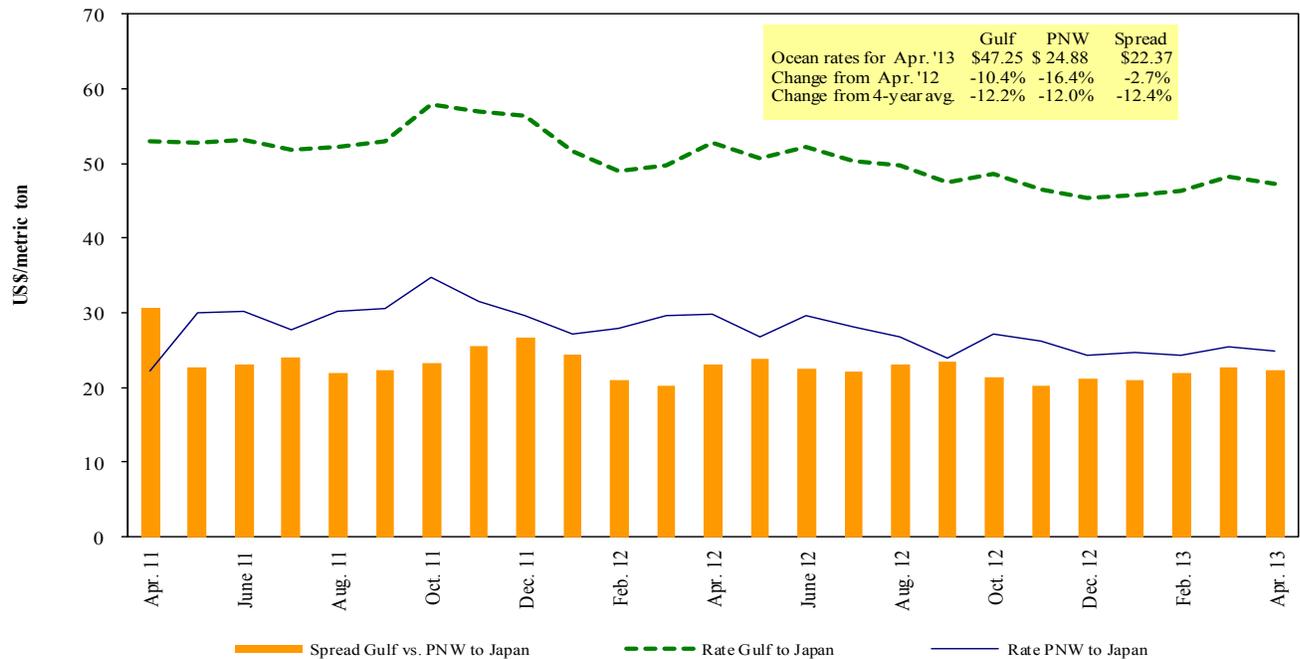
Figure 16
U.S. Gulf^d Vessel Loading Activity



Source: Transportation & Marketing Programs/AMS/USDA

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 05/04/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 25/Feb 5	55,000	43.05
U.S. Gulf	China	Heavy Grain	Jan 25/Feb5	55,000	43.05
U.S. Gulf	China	Heavy Grain	Feb 1/5	54,000	20.50
U.S. Gulf	Egypt Med	Heavy Grain	Feb 20/Mar 5	60,000	23.25
U.S. Gulf	Ethiopia ¹	Wheat	Mar 11/21	21,000	44.62
PNW	China	Heavy Grain	Feb 1/5	54,000	20.50
Australia	Italy	Heavy Grain	Feb 10/25	58,000	27.00
Brazil	China	Heavy Grain	Jul 1/30	65,000	36.00
Brazil	China	Heavy Grain	May 20/29	65,000	36.00
Brazil	China	Heavy Grain	May 1/10	60,000	38.00
Brazil	China	Grain	May 1/10	55,000	40.00
Brazil	China	Heavy Grain	May 1/10	60,000	40.50
Brazil	China	Heavy Grain	Apr 10/15	60,000	43.00
Brazi	China	Heavy Grain	May 1/5	60,000	35.35
France	Algeria	Wheat	Apr 15/25	30,000	18.75
France	Algeria	Wheat	Mar 20/30	30,000	19.75
River Plate	Egypt	Heavy Grain	May 1/10	45,000	40.00
River Plate	Egypt Med	Heavy Grain	Apr 8/12	60,000	32.00

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

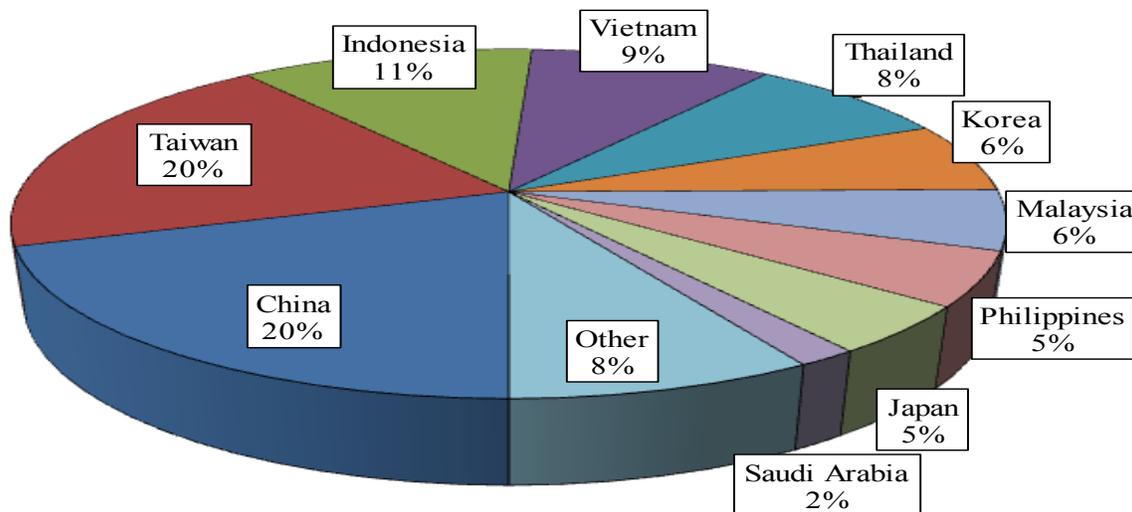
¹50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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, December 2012

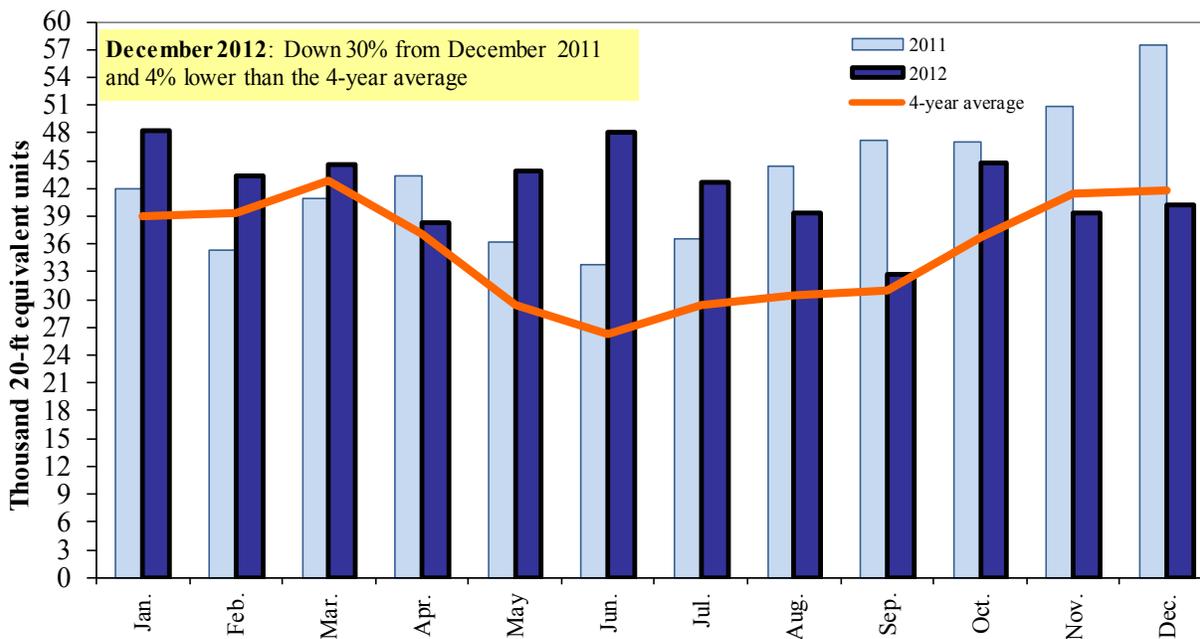


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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