



# Grain Transportation Report

A weekly publication of the Transportation and Marketing Programs/Transportation Services Division  
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May 29, 2014

## WEEKLY HIGHLIGHTS

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### Grain Loading Activity Slows; Vessel Activity Outlook is Mixed

For the 5 consecutive weeks, ending May 22, grain vessel loading activity has slowed in the U.S Gulf and Pacific Northwest (PNW). Only 39 **ocean-going grain vessels** were loading or waiting to be loaded during the week ending May 22, compared to 88 during the peak week ending February 27. Just 29 vessels were loaded during the previous 7 days, compared to the highest of 52 during the week ending January 23. Forty-six vessels are expected to be loaded in the next 10 days—compared to 97 during the two consecutive weeks ending on January 30 and February 6. In the PNW, only 6 grain vessels were loading compared to 26 vessels during the peak week ending on February 20. The slowdown in vessel loading activity can be attributed to many factors including reduced grain exports, typical seasonal slow-down and scheduled maintenance at some of the export elevators. Vessel activity outlook is mixed: U.S. wheat exports are projected lower, soybean exports are typically lower this time of year because of the abundant new-crop Brazilian soybeans; however, corn export activity is expected to remain strong the rest of the marketing year as **unshipped balances** remain high.

### STB Announces Montana Meeting on Rail Service Issues

On June 11, representatives from the Surface Transportation Board's (STB) Rail Customer and Public Assistance Program will be conducting informal and confidential meetings with railroad shippers in Malta, MT, regarding ongoing railroad service issues. This meeting is part of a series connected with the STB hearing *United States Rail Service Issues*, EP 724. Shippers wishing to participate are encouraged to contact the STB by the close of business on Monday, June 9. STB representatives will also be available to meet with shippers at the North American Rail Shippers Association's Annual Meeting on May 28-30 in San Francisco, CA, for confidential, informal consultations. [See the STB announcement for details.](#)

### Mississippi Gulf Corn Inspections Remain Strong Despite Drop in Total

For the week ending May 22, **total inspections of grain** (corn, wheat, and soybeans) for export from all major port regions reached 1.75 million metric tons (mmt), down 4 percent from the past week, 82 percent above last year, and 10 percent above the 3-year average. Wheat and soybean inspections decreased 14 and 48 percent from the past week, but corn inspections increased 9 percent as shipments to Asia and Latin America rebounded. Despite the drop in total inspections of grain, inspections in the Mississippi Gulf remained strong, increasing 24 percent from the previous week and 87 percent above the same time last year. Corn inspections in the Mississippi Gulf jumped 40 percent from the past week and accounted for 90 percent of total grain inspected in the region. Pacific Northwest grain inspections decreased 36 percent from the past week, the lowest since January 2.

### Port of Seattle and Puget Sound Clean Air ScRAPs Program Starts Today

The Port of Seattle and the Puget Sound Clean Air Agency launched a new truck scrapping and replacement program on May 27, 2014, called ScRAPs 2 (Seaport Truck Scrapping and Replacements for Air in Puget Sound). The program's goal is to help truckers calling on Port of Seattle terminals to have model-year 2007 or newer engines, or meet 2007 federal emissions standards, which are aimed at reducing air emissions from port-related activities. ScRAPs is partially funded by federal and state grants, and is expected to provide up to \$20,000 to owners who scrap old drayage trucks and replace them with trucks with model-year 2007 or newer engines. The current level of funding will provide incentives for approximately 180 trucks. This project is expected to run through mid-2015, or until funds are depleted. For more information on ScRAPs, visit: <http://www.portseattle.org/Environmental/Air/Seaport-Air-Quality/Pages/Clean-Trucks.aspx>.

## Snapshots by Sector

### **Rail**

U.S. railroads originated 21,016 **carloads of grain** during the week ending May 17, up 4 percent from last week, 38 percent from last year, and 10 percent from the 3-year average.

During the week ending May 22, average June non-shuttle **secondary railcar bids/offers per car** were \$75 above tariff, down \$375 from last week and \$67 higher than last year. Average shuttle secondary railcar bids/offers per car were \$225 above tariff, up \$413 from last week and \$300 higher than last year.

### **Barge**

During the week ending May 24 **barge grain movements** totaled 663,166 tons—6 percent lower than the previous week but 56 percent higher than the same period last year.

During the week ending May 24, 422 grain barges **moved down river**, down 7.5 percent from last week; 606 grain barges were **unloaded in New Orleans**, up 7 percent from the previous week.

### **Fuel**

During the week ending May 26, U.S. average **diesel fuel prices** decreased 1 cent from the previous week to \$3.93 per gallon, up 5 cents from the same week last year.

# Feature Article/Calendar

## Transportation Costs Decline; Exports to Mexico Increase

The transportation costs of shipping grain to Mexico were generally lower during the first quarter of 2014 than the previous quarter. The transportation costs of transporting waterborne corn, soybeans, and wheat declined by 3, 3, and 1 percent, respectively (table below). The costs of transporting corn and soybeans by the land route increased by just 1 percent. However, the cost of transporting wheat decreased by 13 percent, which resulted from a quarter-to-quarter drop in truck costs of 24 percent and rail costs by 12 percent. Grain shipments to Mexico also increased during the quarter.

Quarterly costs of transporting U.S. grain to Guadalajara, Mexico										
	Water route (to Veracruz)					Land route (to Guadalajara)				
	\$/metric ton					\$/metric ton				
	2013 1 <sup>st</sup> qtr.	2013 4 <sup>th</sup> qtr.	2014 1 <sup>st</sup> qtr.	Percent change Yr. to Yr.	Qtr. to Qtr.	2013 1 <sup>st</sup> qtr.	2013 4 <sup>th</sup> qtr.	2014 1 <sup>st</sup> qtr.	Percent change Yr. to Yr.	Qtr. to Qtr.
<b>Corn</b>										
<b>Origin</b>	<b>IL</b>					<b>IA</b>				
Truck	10.86	12.42	13.79	27.0	11.0	3.47	4.56	3.47	0.0	-23.9
Rail <sup>1</sup>						87.65	87.65	89.33	1.9	1.9
Ocean <sup>2</sup>	16.73	17.13	17.53	4.8	2.3					
Barge	29.26	30.38	27.06	-7.5	-10.9					
Total transportation cost	56.85	59.93	58.38	2.7	-2.6	91.12	92.21	92.80	1.8	0.6
Farm Value	271.51	178.07	175.71	-35.3	-1.3	272.43	175.32	175.97	-35.4	0.4
Landed Cost	328.36	238.00	234.09	-28.7	-1.6	363.55	267.53	268.77	-26.1	0.5
Transport % of landed cost	17	25	25			25	34	35		
<b>Soybeans</b>										
<b>Origin</b>	<b>IL</b>					<b>NE</b>				
Truck	10.86	12.42	13.79	27.0	11.0	3.47	4.56	3.47	0.0	-23.9
Rail <sup>1</sup>						91.79	91.79	93.89	2.3	2.3
Ocean <sup>2</sup>	16.73	17.13	17.53	4.8	2.3					
Barge	29.26	30.38	27.06	-7.5	-10.9					
Total transportation cost	56.85	59.93	58.38	2.7	-2.6	95.26	96.35	97.36	2.2	1.0
Farm Value	531.56	475.22	493.59	-7.1	3.9	516.86	460.52	481.34	-6.9	4.5
Landed Cost	588.41	535.15	551.97	-6.2	3.1	612.12	556.87	578.70	-5.5	3.9
Transport % of landed cost	10	11	11			16	17	17		
<b>Wheat</b>										
<b>Origin</b>	<b>KS</b>					<b>KS</b>				
Truck	26.85	28.06	29.59	10.2	5.5	3.47	4.56	3.47	0.0	-23.9
Rail <sup>1</sup>						83.71	83.71	73.70	-12.0	-12.0
Ocean <sup>2</sup>	16.73	17.33	17.53	4.8	1.2					
Barge	23.79	22.96	20.67	-13.1	-10.0					
Total transportation cost	67.37	68.35	67.79	0.6	-0.8	87.18	88.27	77.17	-11.5	-12.6
Farm Value	309.26	259.17	249.61	-19.3	-3.7	309.26	259.17	249.61	-19.3	-3.7
Landed Cost	376.63	327.52	317.40	-15.7	-3.1	396.44	347.44	326.78	-17.6	-5.9
Transport % of landed cost	18	21	21			22	25	24		

<sup>1</sup>Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges. Origins are modified from past tables. Rail rates for water route were revised from previous estimates

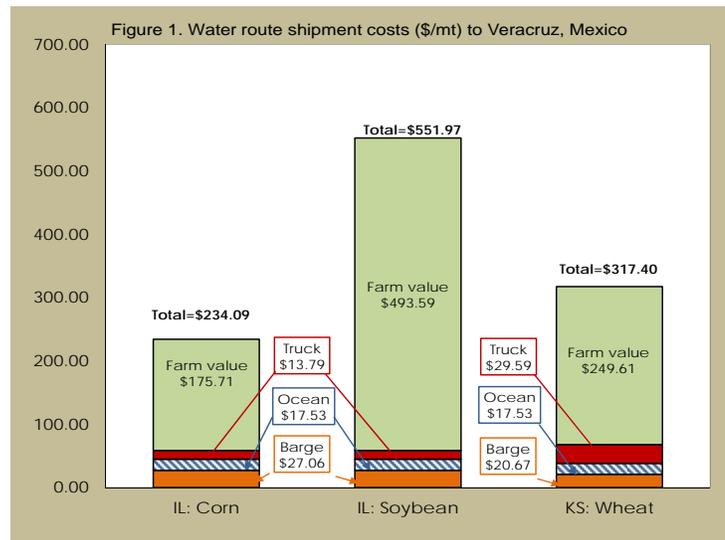
<sup>2</sup>Source: O'Neil Commodity Consulting

Regarding the water route, the decrease in transportation costs was due to a significant reduction in barge rates that more than offset increases in truck and ocean rates. The increase in truck rates was due to high demand for trucking activity during the quarter. Numerous reports of inadequate rail service in Montana, North Dakota, South Dakota, and Minnesota during the quarter may have increased the demand for truck service to deliver grains to river and export elevators. In addition, trucks were used heavily for fertilizer movements from barge-served locations due to barges' reduced reliability and operability during the extreme winter, which increased competition and raised prices for truck service. Although very modest,

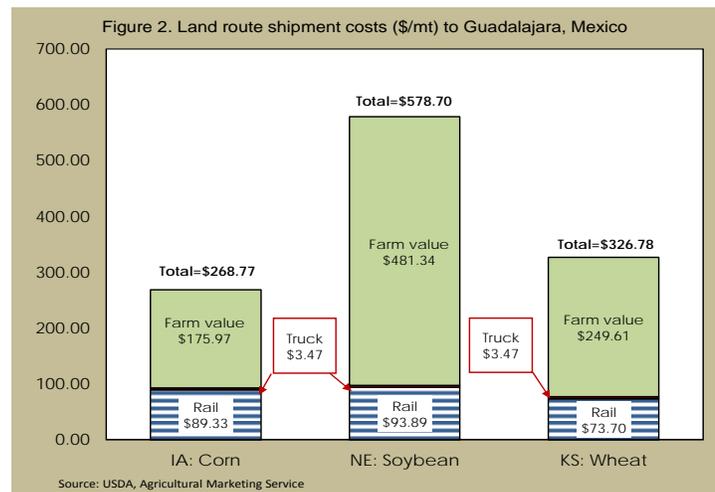
ocean rates inched up because of increased shipments to Mexico during the quarter. Barge rates decreased during the quarter, which is typical during the winter quarter due to lower demand for barge services.

For the land route, truck rates declined during the quarter as inadequate rail service reduced the amount of grain shipped through rail-serviced elevators, reducing trucking demand at these locations. While the tariff rail rates for moving corn and soybean increased marginally, tariff rail rates for moving wheat declined substantially, causing the transportation cost of wheat to fall.

Along with the transportation costs, the farm prices for Illinois corn and Kansas wheat decreased during the quarter, reducing the total landed costs. The price of Illinois and Nebraska soybeans increased, raising their landed costs. The price of Illinois corn and the landed cost remained relatively stable during the quarter. However, the year-to-year prices and landed costs were lower for all grains. The landed costs for the water route ranged from \$234 to \$552 per mt (figure 1), and \$269 to \$579 per mt for the land route (figure 2).



**Market Outlook:** During January and March, 2.7 million metric tons (mmt) of U.S. corn were exported to Mexico, a 102 percent increase over the same period last year (**FAS, GATS**). Wheat exports to Mexico also increased by 12 percent to 0.69 mmt. The prices of both commodities fell from the previous year, causing the value of exports not to increase as much as quantities. The value of corn exports increased by 83 percent, while the value of wheat exports declined by 4 percent. During the same period, 0.93 mmt of soybeans were exported to Mexico at a value of \$493 million, a 19 and 9 percent increase, respectively, over last year. Mexico is forecast to import 11.50 mmt of corn during the marketing year (MY) 2013/14 (**FAS, GAIN Report #: 4020**). This is slightly over twice the amount of corn imported in the previous year. Mexico is also forecast to import 4.3 mmt of wheat during the MY 2013/14. Most of Mexico’s corn and wheat imports is expected to come from the United States. Given the current relatively low commodity prices and bulk ocean freight rates, U.S. grain shipments to Mexico should remain competitive, at least in the near term. [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)



# Grain Transportation Indicators

Table 1

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

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
05/28/14	263	244	225	200	210	184
05/21/14	264	265	208	207	212	188

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

Source: Transportation & Marketing Programs/AMS/USDA

\* 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	5/23/2014	5/16/2014
Corn	IL--Gulf	-0.80	-0.81
Corn	NE--Gulf	-0.90	-0.90
Soybean	IA--Gulf	-1.05	-1.01
HRW	KS--Gulf	-1.66	-1.70
HRS	ND--Portland	-2.31	-2.48

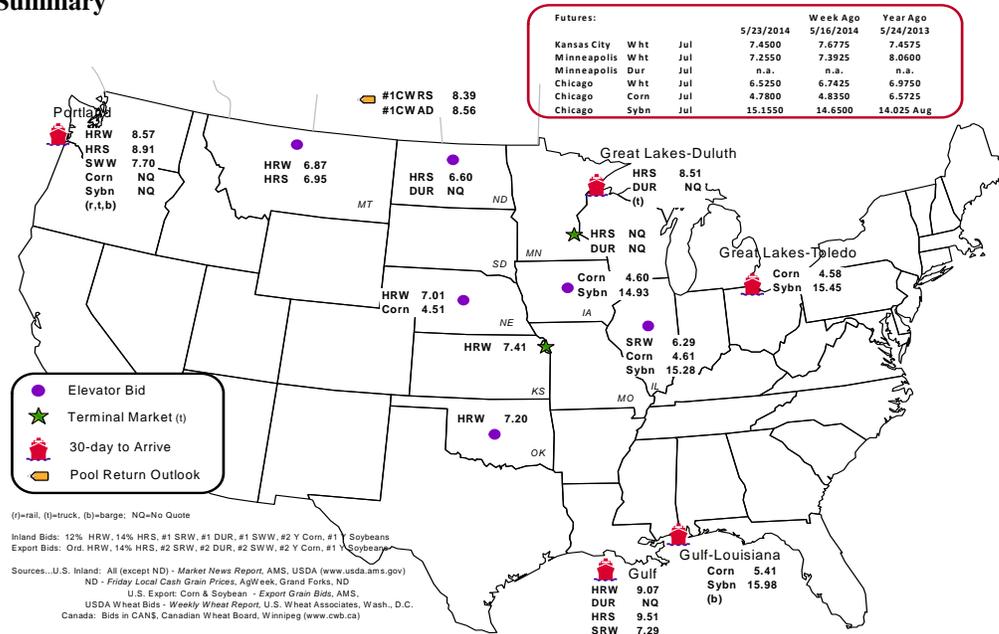
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1

## Grain bid Summary



# Rail Transportation

Table 3

## Rail Deliveries to Port (carloads)<sup>1</sup>

Week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
5/21/2014 <sup>p</sup>	111	2,894	3,356	229	6,590	5/17/2014	2,041
5/14/2014 <sup>r</sup>	408	1,200	3,704	225	5,537	5/10/2014	3,109
2014 YTD <sup>r</sup>	20,021	37,287	104,788	14,918	177,014	2014 YTD	39,245
2013 YTD <sup>r</sup>	8,381	23,288	65,457	9,046	106,172	2013 YTD	24,487
2014 YTD as % of 2013 YTD	239	160	160	165	167	% change YTD	160
Last 4 weeks as % of 2013 <sup>2</sup>	308	154	377	212	249	Last 4wks % 2013	193
Last 4 weeks as % of 4-year avg. <sup>2</sup>	177	176	133	98	144	Last 4wks % 4 yr	119
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

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

<sup>2</sup> Compared with same 4-weeks in 2013 and prior 4-year average.

<sup>3</sup> Cross-border weekly data is approximately 15 percent below the Association of American Railroads reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

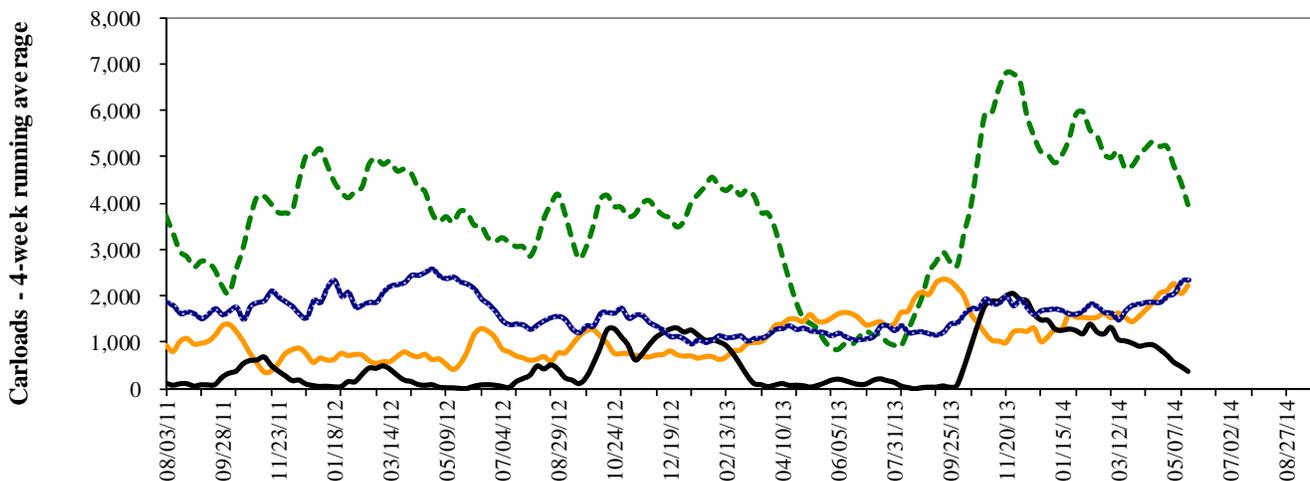
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 29 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

## Rail Deliveries to Port



--- Pacific Northwest: 4 wks. ending 5/21--up 277% from same period last year; up 33% from 4-year average  
--- Texas Gulf: 4 wks. ending 5/21--up 54% from same period last year; up 76% from 4-year average  
--- Miss. River: 4 wks. ending 5/21--up 208% from same period last year; up 77% from 4-year average  
--- Cross-border: 4 wks. ending 5/17--up 93% from same period last year; up 19% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

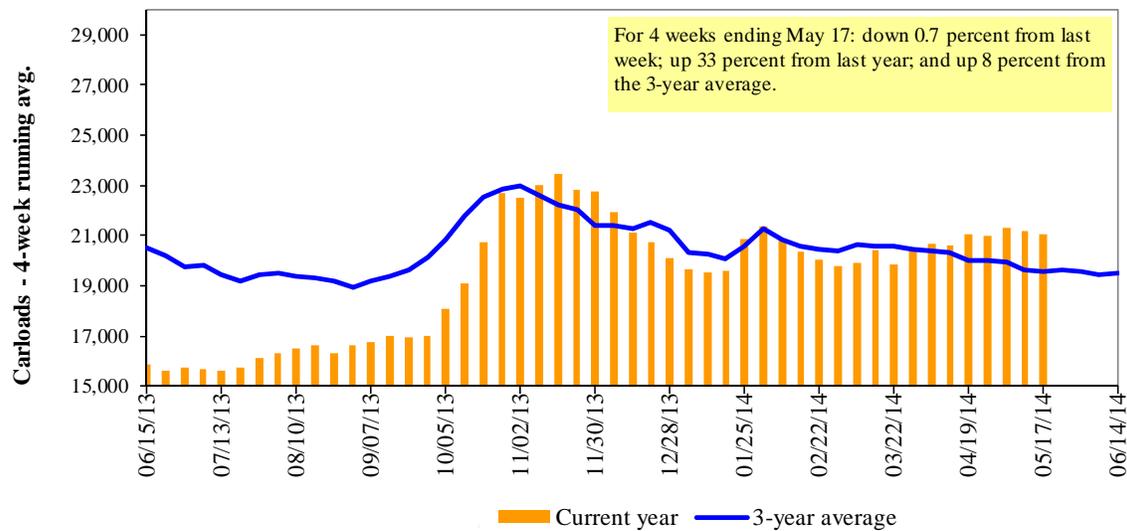
Table 4

**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
05/17/14	2,000	2,712	10,097	592	5,615	21,016	4,350	5,518
This week last year	1,513	2,747	6,743	430	3,848	15,281	2,954	3,911
2014 YTD	38,373	60,534	177,906	18,702	115,704	411,219	86,039	102,789
2013 YTD	30,338	50,162	175,452	9,700	77,314	342,966	68,596	106,551
2014 YTD as % of 2013 YTD	126	121	101	193	150	120	125	96
Last 4 weeks as % of 2013	114	118	133	174	144	133	142	122
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	99	106	103	148	114	108	126	123
Total 2013	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753

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

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

**Figure 3****Total Weekly U.S. Class I Railroad Grain Car Loadings**

Source: Association of American Railroads

Table 5

**Railcar Auction Offerings<sup>1</sup> (\$/car)<sup>2</sup>**

Week ending	Delivery period							
	Jun-14	Jun-13	Jul-14	Jul-13	Aug-14	Aug-13	Sep-14	Sep-13
BNSF <sup>3</sup>								
COT grain units	no offer	no bids	no offer	no bids	no offer	no bids	no offer	no bids
COT grain single-car <sup>5</sup>	no offer	0 . . 10	no offer	0	no offer	0	no offer	0
UP <sup>4</sup>								
GCAS/Region 1	no offer	no bids	no offer	no bids	no offer	no bids	n/a	n/a
GCAS/Region 2	no offer	no bids	no offer	no bids	no offer	no bids	n/a	n/a

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction

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

<sup>4</sup>UP - GCAS = Grain Car Allocation System

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

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

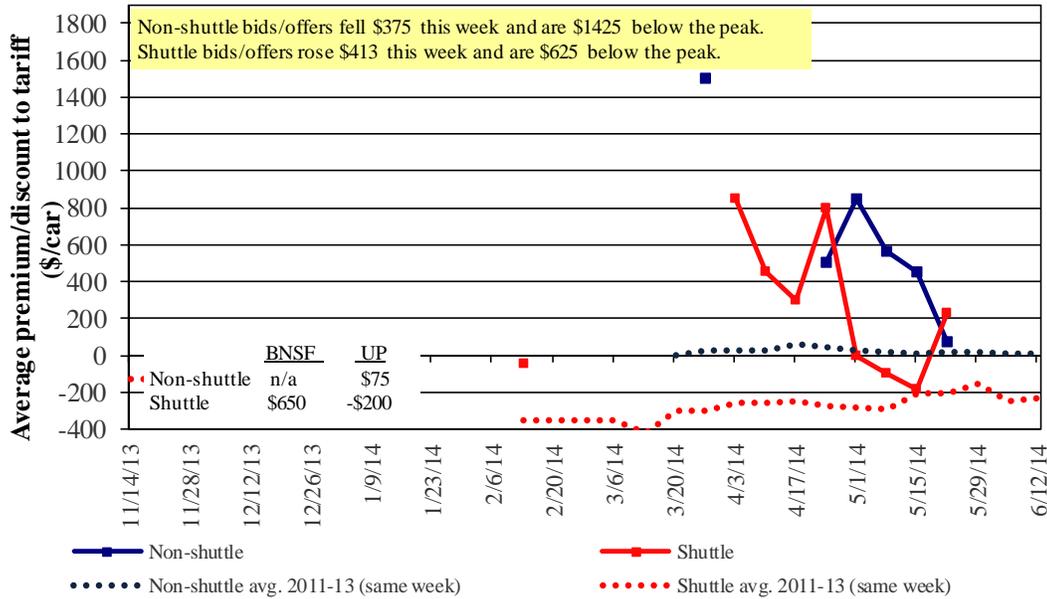
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

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

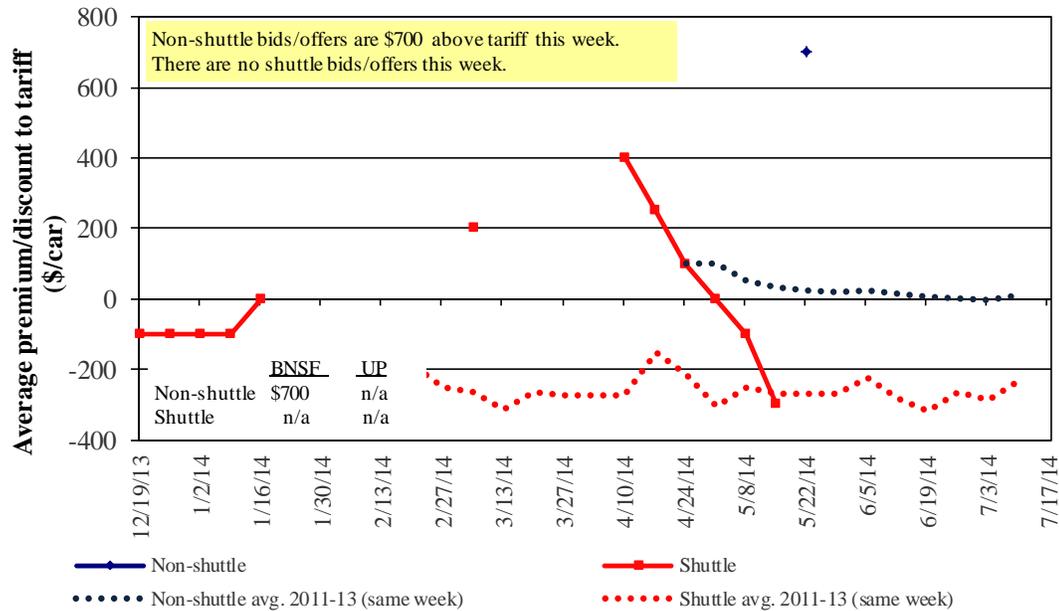


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

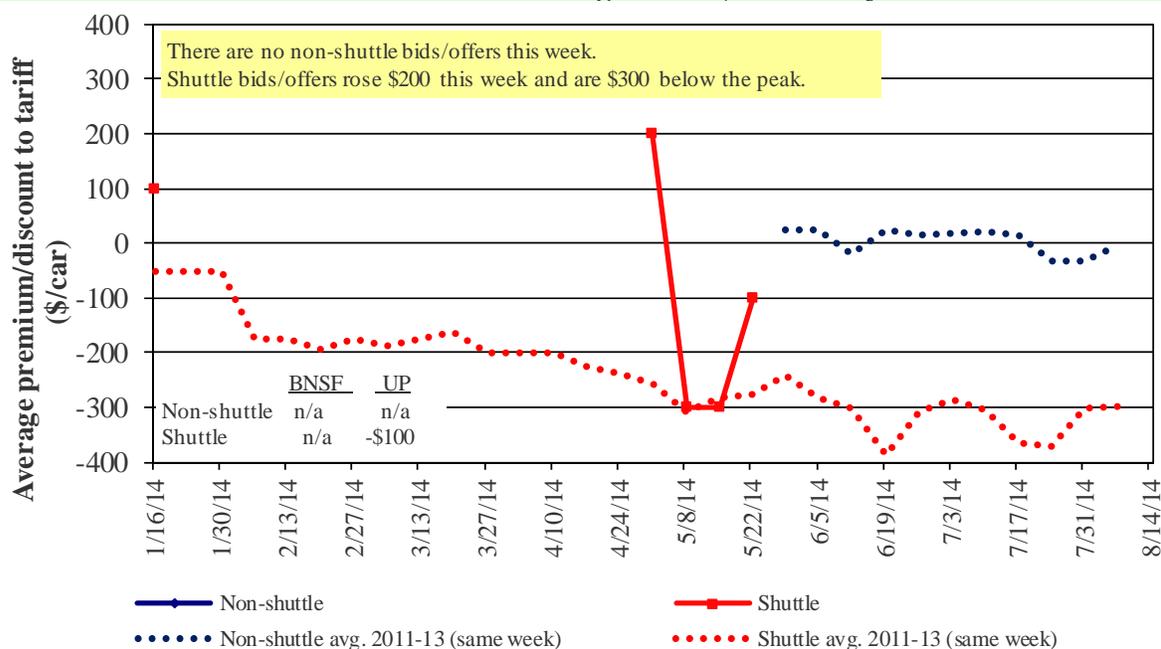
**Bids/Offers for Railcars to be Delivered in July 2014, Secondary Market**



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 August 2014, Secondary Market**

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

**Weekly Secondary Railcar Market (\$/car)<sup>1</sup>**

Week ending	Delivery period					
	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14
<b>5/22/2014</b>						
<b>Non-shuttle</b>						
BNSF-GF	n/a	700	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	675	n/a	n/a	n/a	n/a
UP-Pool	75	n/a	n/a	n/a	n/a	n/a
Change from last week	(25)	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	75	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	650	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	708	n/a	n/a	n/a	n/a	n/a
UP-Pool	(200)	n/a	(100)	200	n/a	600
Change from last week	(12)	n/a	200	100	n/a	(25)
Change from same week 2013	(108)	n/a	25	325	n/a	n/a

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

<sup>2</sup>Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from James B. Joiner Co., Tradewest Brokerage Co.

Table 7

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

Effective date:				Fuel	Tariff plus surcharge per:		Percent
6/1/2014	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushe <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,387	\$192	\$35.54	\$0.97	6
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$110	\$36.80	\$1.00	2
	Wichita, KS	Los Angeles, CA	\$6,244	\$566	\$67.63	\$1.84	0
	Wichita, KS	New Orleans, LA	\$4,026	\$338	\$43.34	\$1.18	5
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$465	\$62.45	\$1.70	0
	Northwest KS	Galveston-Houston, TX	\$4,293	\$371	\$46.31	\$1.26	5
	Amarillo, TX	Los Angeles, CA	\$4,492	\$516	\$49.73	\$1.35	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,192	\$382	\$35.49	\$0.90	3
	Toledo, OH	Raleigh, NC	\$4,686	\$433	\$50.83	\$1.29	4
	Des Moines, IA	Davenport, IA	\$2,078	\$81	\$21.44	\$0.54	4
	Indianapolis, IN	Atlanta, GA	\$4,061	\$325	\$43.56	\$1.11	3
	Indianapolis, IN	Knoxville, TN	\$3,469	\$209	\$36.52	\$0.93	3
	Des Moines, IA	Little Rock, AR	\$3,218	\$238	\$34.32	\$0.87	2
	Des Moines, IA	Los Angeles, CA	\$5,215	\$693	\$58.67	\$1.49	3
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,414	\$417	\$38.04	\$1.04	3
	Toledo, OH	Huntsville, AL	\$3,687	\$308	\$39.67	\$1.08	3
	Indianapolis, IN	Raleigh, NC	\$4,756	\$436	\$51.56	\$1.40	4
	Indianapolis, IN	Huntsville, AL	\$3,379	\$209	\$35.63	\$0.97	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,748	\$382	\$41.02	\$1.12	4
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$326	\$39.76	\$1.08	3
	Wichita, KS	Galveston-Houston, TX	\$3,798	\$253	\$40.23	\$1.09	0
	Chicago, IL	Albany, NY	\$3,950	\$406	\$43.26	\$1.18	4
	Grand Forks, ND	Portland, OR	\$5,159	\$562	\$56.82	\$1.55	2
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$586	\$66.23	\$1.80	0
	Northwest KS	Portland, OR	\$5,043	\$608	\$56.11	\$1.53	0
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$685	\$56.45	\$1.43	4
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$627	\$55.48	\$1.41	4
	Champaign-Urbana, IL	New Orleans, LA	\$3,011	\$382	\$33.70	\$0.86	3
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$366	\$38.49	\$0.98	6
	Des Moines, IA	Amarillo, TX	\$3,590	\$299	\$38.62	\$0.98	2
	Minneapolis, MN	Tacoma, WA	\$5,000	\$679	\$56.40	\$1.43	4
	Council Bluffs, IA	Stockton, CA	\$4,400	\$703	\$50.67	\$1.29	4
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,520	\$627	\$61.04	\$1.66	4
	Minneapolis, MN	Portland, OR	\$5,530	\$685	\$61.72	\$1.68	4
	Fargo, ND	Tacoma, WA	\$5,430	\$558	\$59.46	\$1.62	4
	Council Bluffs, IA	New Orleans, LA	\$4,175	\$441	\$45.84	\$1.25	5
	Toledo, OH	Huntsville, AL	\$2,862	\$308	\$31.47	\$0.86	4
	Grand Island, NE	Portland, OR	\$5,110	\$622	\$56.92	\$1.55	3

<sup>1</sup>A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of

75-120 cars that meet railroad efficiency requirements.

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

<sup>3</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: www.bnsf.com, 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: 6/1/2014

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$6,360	\$595	\$71.06	\$1.93	2
	OK	Cuautitlan, EM	\$6,265	\$723	\$71.39	\$1.94	-6
	KS	Guadalajara, JA	\$6,849	\$698	\$77.11	\$2.10	-16
	TX	Salinas Victoria, NL	\$3,798	\$272	\$41.59	\$1.13	30
Corn	IA	Guadalajara, JA	\$7,974	\$821	\$89.86	\$2.28	3
	SD	Celaya, GJ	\$7,656	\$778	\$86.18	\$2.19	4
	NE	Queretaro, QA	\$7,353	\$729	\$82.59	\$2.10	3
	SD	Salinas Victoria, NL	\$5,880	\$592	\$66.12	\$1.68	3
	MO	Tlalnepantla, EM	\$6,792	\$709	\$76.63	\$1.94	3
	SD	Torreon, CU	\$6,722	\$652	\$75.34	\$1.91	3
Soybeans	MO	Bojay (Tula), HG	\$7,868	\$693	\$87.46	\$2.38	4
	NE	Guadalajara, JA	\$8,447	\$792	\$94.40	\$2.57	4
	IA	El Castillo, JA	\$8,855	\$774	\$98.38	\$2.67	3
	KS	Torreon, CU	\$6,864	\$491	\$75.15	\$2.04	3
Sorghum	TX	Guadalajara, JA	\$6,953	\$507	\$76.22	\$1.93	7
	NE	Celaya, GJ	\$7,212	\$707	\$80.91	\$2.05	3
	KS	Queretaro, QA	\$6,650	\$444	\$72.48	\$1.84	-2
	NE	Salinas Victoria, NL	\$5,368	\$520	\$60.15	\$1.53	-1
	NE	Torreon, CU	\$6,243	\$580	\$69.72	\$1.77	2

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

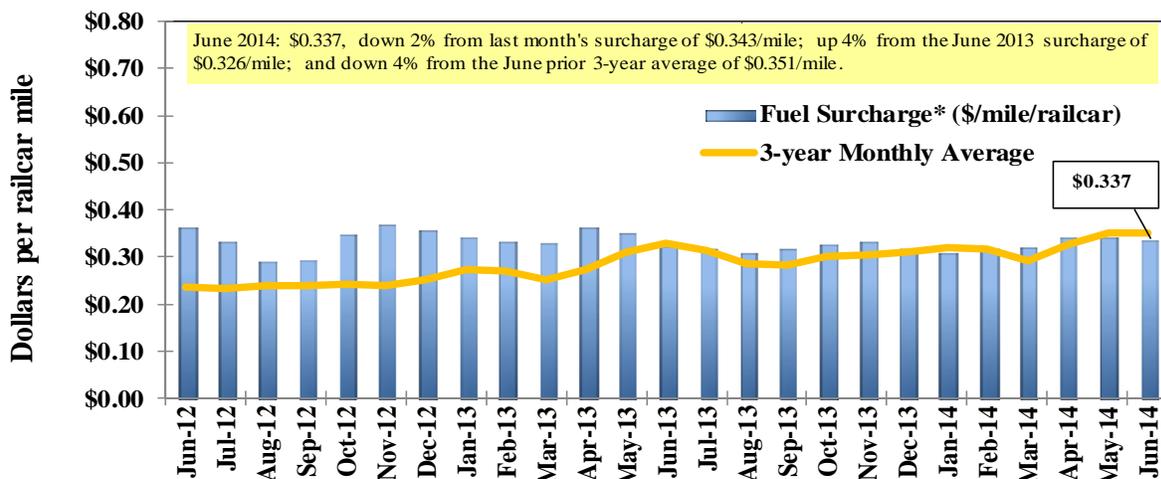
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

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

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

Figure 7

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

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

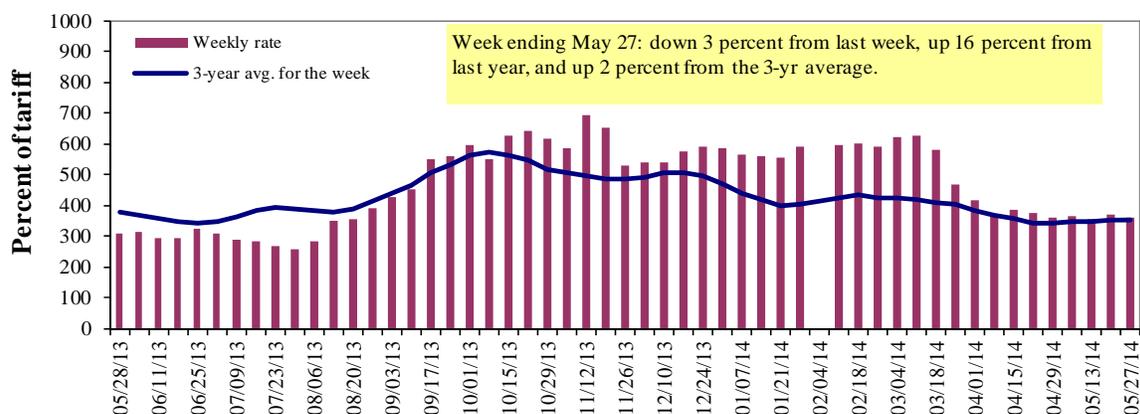
\* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

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

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

# Barge Transportation

Figure 8  
**Illinois River Barge Freight Rate<sup>1,2</sup>**



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

Source: Transportation & Marketing Programs/AMS/USDA

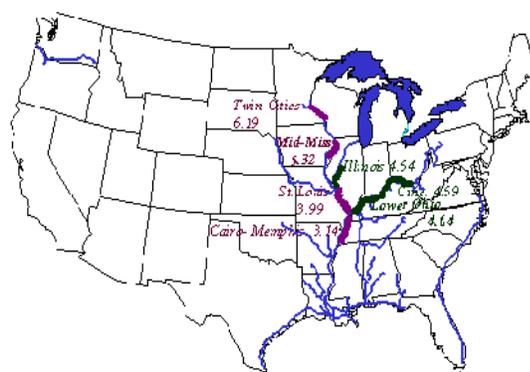
Table 9  
**Weekly Barge Freight Rates: Southbound Only**

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	5/27/2014	447	360	360	238	232	232	200
	5/20/2014	463	368	373	243	230	230	200
<b>\$/ton</b>	5/27/2014	27.67	19.15	16.70	9.50	10.88	9.37	6.28
	5/20/2014	28.66	19.58	17.31	9.70	10.79	9.29	6.28
<b>Current week % change from the same week:</b>								
	Last year	24	21	16	10	22	22	11
	3-year avg. <sup>2</sup>	1	-4	2	-10	-22	-22	-13
<b>Rate<sup>1</sup></b>	June	443	360	360	240	232	232	208
	August	475	408	397	348	383	383	320

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; Due to past flooding events, certain data not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9  
**Benchmark tariff rates**

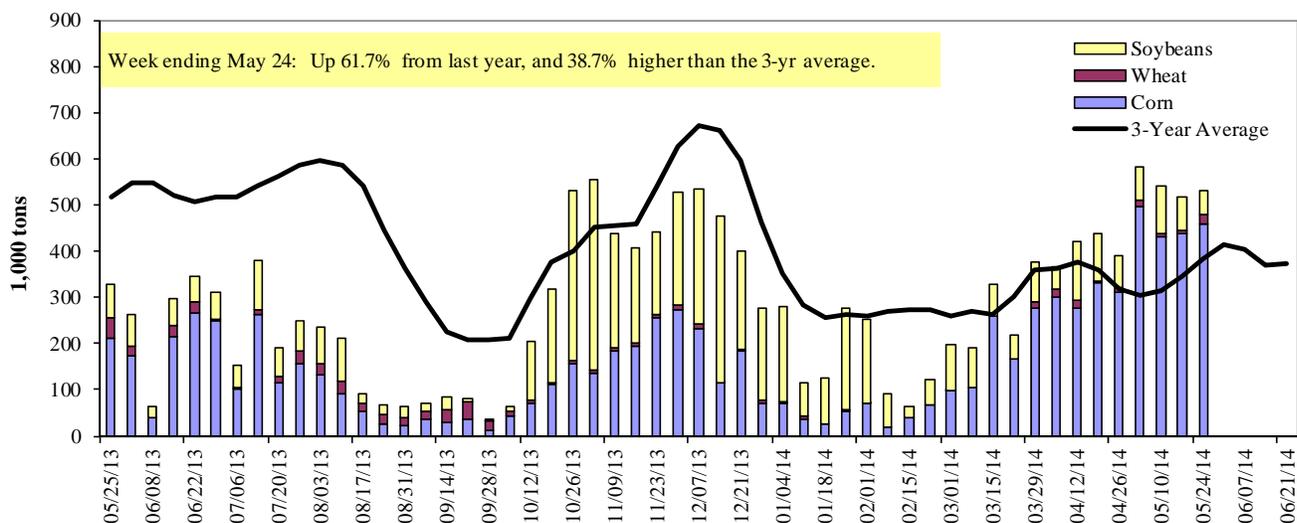


**Calculating barge rate per ton:**  
 (Index \* 1976 tariff benchmark rate per ton)/100

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 River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

**Barge Grain Movements (1,000 tons)**

Week ending 5/24/2014	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	193	8	26	0	226
Winfield, MO (L25)	245	8	37	5	294
Alton, IL (L26)	471	19	54	6	550
Granite City, IL (L27)	458	21	53	6	537
<b>Illinois River (L8)</b>	303	10	2	2	315
<b>Ohio River (L52)</b>	111	0	5	0	116
<b>Arkansas River (L1)</b>	0	8	0	1	10
Weekly total - 2014	569	29	58	8	663
Weekly total - 2013	251	80	89	4	425
2014 YTD <sup>1</sup>	8,354	776	4,251	77	13,458
2013 YTD	3,020	1,607	3,517	110	8,253
2014 as % of 2013 YTD	277	48	121	70	163
Last 4 weeks as % of 2013 <sup>2</sup>	232	84	107	53	181
<b>Total 2013</b>	<b>9,504</b>	<b>4,111</b>	<b>10,065</b>	<b>255</b>	<b>23,935</b>

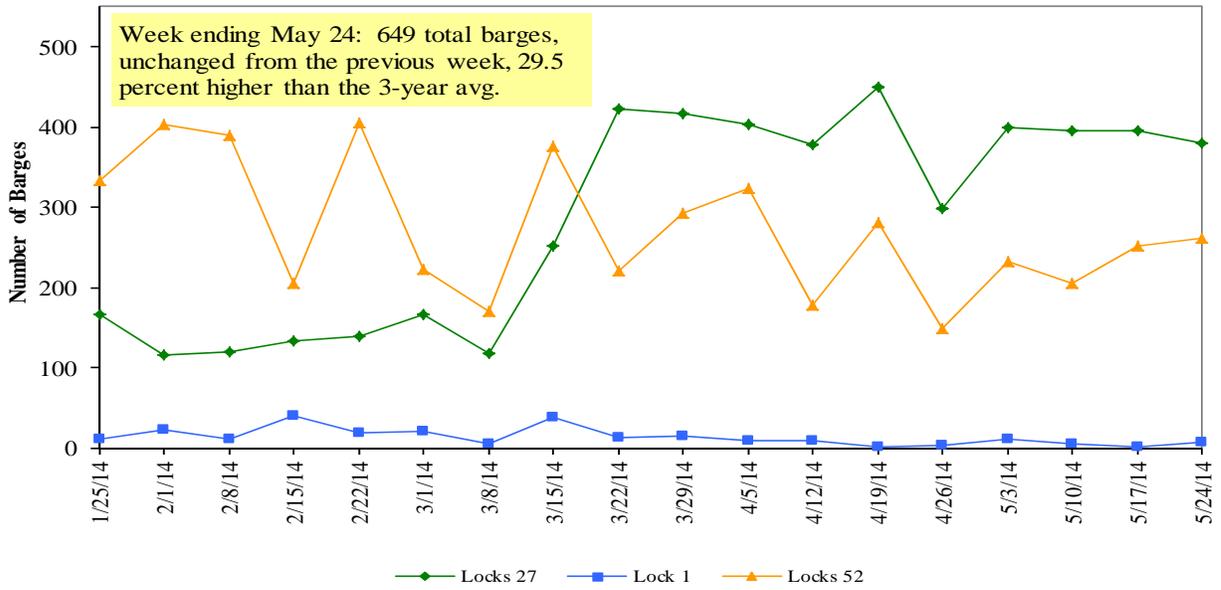
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

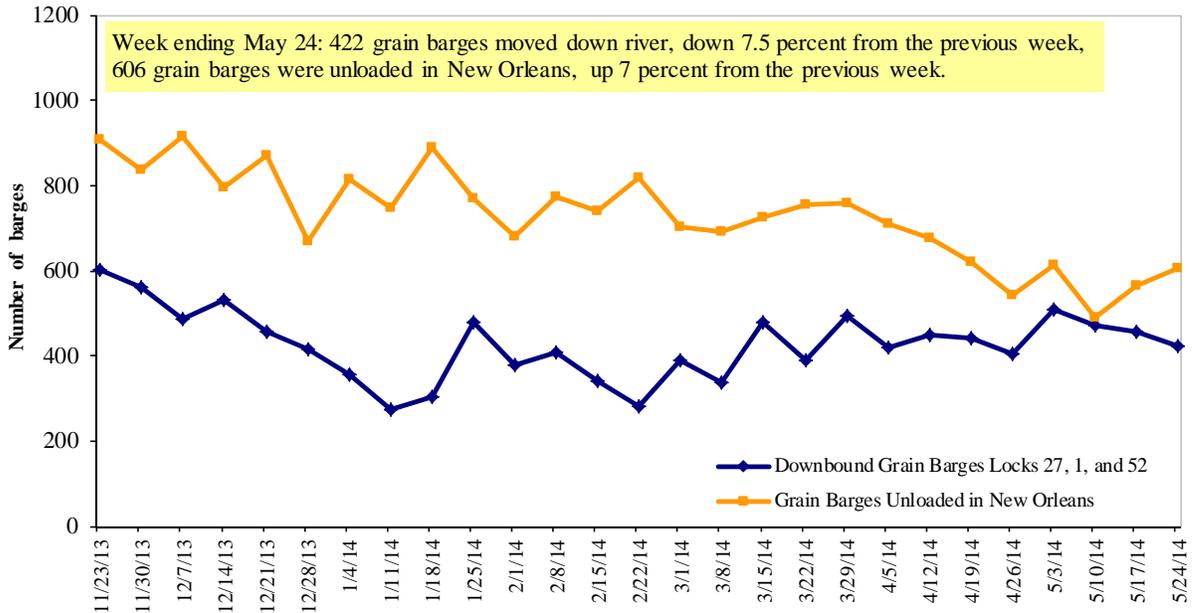
Source: U.S. Army Corps of Engineers

**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<sup>1</sup>, Week Ending 5/26/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.022	-0.005	0.158
	New England	4.130	-0.009	0.139
	Central Atlantic	4.127	-0.009	0.199
	Lower Atlantic	3.916	-0.003	0.124
II	Midwest <sup>2</sup>	3.884	-0.017	-0.032
III	Gulf Coast <sup>3</sup>	3.783	-0.008	0.008
IV	Rocky Mountain	3.946	-0.008	0.083
V	West Coast	4.027	0.002	0.041
	West Coast less California	3.929	0.006	0.012
	California	4.109	-0.001	0.065
Total	U.S.	3.925	-0.009	0.045

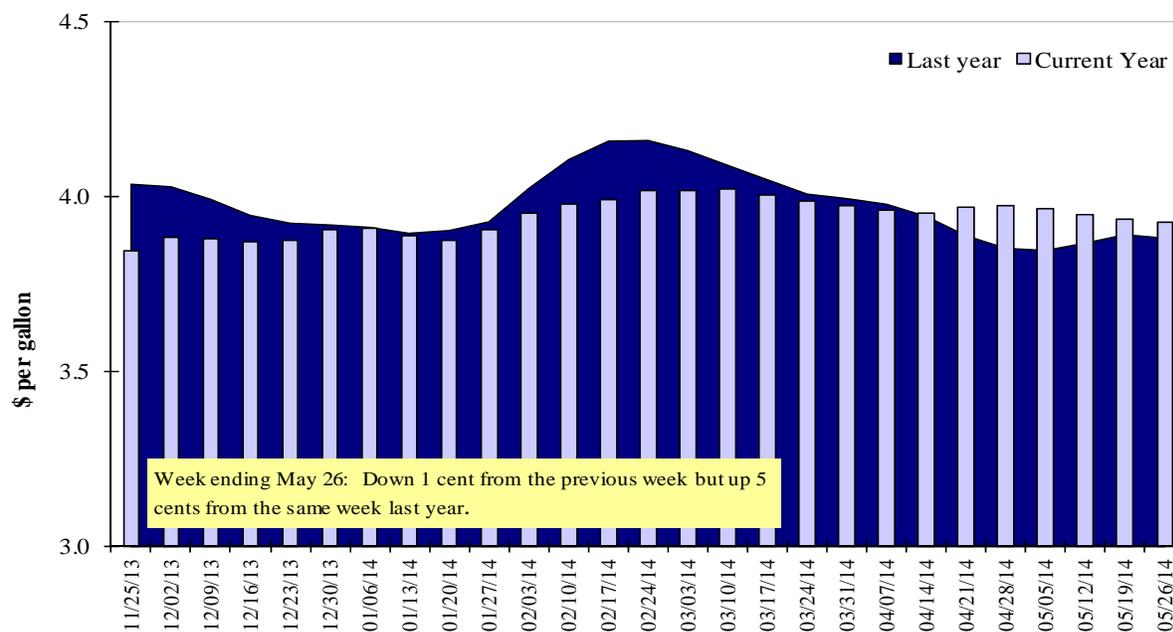
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same as South Central

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

Figure 13

## Weekly Diesel Fuel Prices, U.S. Average



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

# Grain Exports

Table 12

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

Week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
5/15/2014	896	399	1,002	466	85	2,848	13,576	2,276	18,700
This week year ago	1,062	528	317	155	62	2,123	3,908	2,042	8,073
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2013/14 YTD	11,102	7,162	6,121	4,111	447	28,942	31,444	42,596	102,982
2012/13 YTD	9,439	4,837	5,706	4,482	510	24,972	13,282	34,640	72,894
YTD 2013/14 as % of 2012/13	118	148	107	92	88	116	237	123	141
Last 4 wks as % of same period 2012/13	107	95	368	357	173	163	377	119	255
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254

<sup>1</sup> Current unshipped export sales to date

<sup>2</sup> Shipped export sales to date; new marketing year in effect for corn and soybeans

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

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

Table 13

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

Week ending 05/15/2014	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2014/15 Next MY	2013/14 Current MY	2012/13 Last MY		
		- 1,000 mt -			- 1,000 mt -
Japan	1,153	9,954	6,062	64	7,000
Mexico	1,246	9,808	4,101	139	4,370
China	3	3,256	2,474	32	2,450
Venezuela	0	844	727	16	1,158
Taiwan	0	1,688	453	273	512
<b>Top 5 Importers</b>	<b>2,401</b>	<b>25,550</b>	<b>13,816</b>	<b>85</b>	<b>15,490</b>
<b>Total US corn export sales</b>	<b>2,873</b>	<b>45,020</b>	<b>17,190</b>	<b>162</b>	<b>18,690</b>
% of Projected	7%	93%	92%		
Change from prior week	<b>63</b>	508	105		
<b>Top 5 importers' share of U.S. corn export sales</b>	84%	57%	80%		83%
<b>USDA forecast, May 2014</b>	<b>43,180</b>	<b>48,260</b>	<b>18,690</b>	<b>158</b>	
<b>Corn Use for Ethanol USDA forecast, May 2014</b>	<b>128,270</b>	<b>128,270</b>	<b>118,059</b>	<b>9</b>	

(n) indicates negative number.

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

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

<sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm) (Carry-over plus Accumulated Exports)

Table 14

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

Week Ending 05/15/2014	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2012/13	
	2014/15 Next MY	2013/14 Current MY	2012/13 Last MY			
		- 1,000 mt -				- 1,000 mt -
China	5,130	27,597	21,804	27	21,522	
Mexico	176	3,107	2,461	26	2,565	
Japan	207	1,777	1,649	8	1,751	
Indonesia	172	2,186	1,452	50	1,682	
Taiwan	7	1,107	1,070	3	1,120	
<b>Top 5 importers</b>	<b>5,692</b>	<b>35,774</b>	<b>28,437</b>	<b>26</b>	<b>28,641</b>	
<b>Total US soybean export sales</b>	<b>8,567</b>	<b>44,872</b>	<b>36,682</b>	<b>22</b>	<b>35,910</b>	
% of Projected	19%	103%	102%			
Change from prior week	451	164	184			
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>66%</b>	<b>80%</b>	<b>78%</b>			
<b>USDA forecast, May 2014</b>	<b>44,230</b>	<b>43,550</b>	<b>35,910</b>	<b>21</b>		

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
<http://www.fas.usda.gov/esrquery/><sup>3</sup>FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm). (Carryover plus Accumulated Exports)

Table 15

**Top 10 Importers<sup>1</sup> of All U.S. Wheat**

Week Ending 05/15/2014	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2012/13	
	2014/15 Next MY	2013/14 Current MY	2012/13 Last MY			
		- 1,000 mt -				- 1,000 mt -
Japan	80	3,078	3,630	(15)	3,544	
Nigeria	135	2,676	3,088	(13)	3,002	
Mexico	477	3,100	2,870	8	2,761	
Philippines	301	2,161	1,945	11	1,965	
Egypt	0	1,678	324	418	1,678	
Korea	233	1,328	1,402	(5)	1,385	
Taiwan	80	1,079	1,038	4	1,038	
China	15	4,272	808	429	743	
Brazil	105	4,294	527	715	527	
Colombia	70	763	672	13	600	
<b>Top 10 importers</b>	<b>1,495</b>	<b>24,428</b>	<b>16,303</b>	<b>50</b>	<b>17,243</b>	
<b>Total US wheat export sales</b>	<b>3,536</b>	<b>31,790</b>	<b>27,096</b>	<b>17</b>	<b>27,420</b>	
% of Projected	14%	99%	99%			
Change from prior week	210	142	239			
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>42%</b>	<b>77%</b>	<b>60%</b>		<b>63%</b>	
<b>USDA forecast, May 2014</b>	<b>25,860</b>	<b>32,250</b>	<b>27,420</b>	<b>18</b>		

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year = Jun 1 - May 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
<http://www.fas.usda.gov/esrquery/><sup>3</sup>FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm).

Table 16

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

Port regions	Week ending 05/22/14	Previous Week <sup>1</sup>	Current Week as % of Previous	2014 YTD <sup>1</sup>	2013 YTD <sup>1</sup>	2014 YTD as % of 2013 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2013
							2013	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	258	295	88	5,390	4,867	111	167	104	11,585
Corn	131	311	42	3,363	1,255	268	1,743	201	2,973
Soybeans	0	0	n/a	4,476	3,762	119	6	3	9,090
<b>Total</b>	<b>389</b>	<b>606</b>	<b>64</b>	<b>13,230</b>	<b>9,884</b>	<b>134</b>	<b>239</b>	<b>116</b>	<b>23,647</b>
<b>Mississippi Gulf</b>									
Wheat	52	56	92	1,794	3,572	50	52	55	9,711
Corn	807	577	140	13,956	4,449	314	341	205	14,828
Soybeans	42	96	44	9,782	6,787	144	243	105	21,462
<b>Total</b>	<b>902</b>	<b>730</b>	<b>124</b>	<b>25,532</b>	<b>14,808</b>	<b>172</b>	<b>223</b>	<b>151</b>	<b>46,002</b>
<b>Texas Gulf</b>									
Wheat	130	185	71	2,938	3,089	95	86	83	9,039
Corn	64	0	n/a	279	101	276	51	43	255
Soybeans	0	0	n/a	258	122	211	n/a	352	908
<b>Total</b>	<b>194</b>	<b>185</b>	<b>105</b>	<b>3,475</b>	<b>3,312</b>	<b>105</b>	<b>84</b>	<b>80</b>	<b>10,203</b>
<b>Interior</b>									
Wheat	32	26	125	537	382	141	169	160	1,244
Corn	92	118	78	2,196	1,081	203	185	87	3,943
Soybeans	49	73	67	1,786	1,561	114	398	81	3,212
<b>Total</b>	<b>173</b>	<b>217</b>	<b>80</b>	<b>4,519</b>	<b>3,024</b>	<b>149</b>	<b>159</b>	<b>92</b>	<b>8,399</b>
<b>Great Lakes</b>									
Wheat	32	62	51	106	345	31	32	45	884
Corn	19	0	n/a	42	0	n/a	n/a	0	0
Soybeans	0	4	0	30	4	804	n/a	167	699
<b>Total</b>	<b>51</b>	<b>66</b>	<b>77</b>	<b>177</b>	<b>348</b>	<b>51</b>	<b>54</b>	<b>68</b>	<b>1,583</b>
<b>Atlantic</b>									
Wheat	31	0	n/a	107	359	30	38	27	645
Corn	5	17	26	269	2	n/a	n/a	640	242
Soybeans	1	4	33	978	680	144	85	90	1,652
<b>Total</b>	<b>37</b>	<b>22</b>	<b>170</b>	<b>1,354</b>	<b>1,041</b>	<b>130</b>	<b>169</b>	<b>118</b>	<b>2,540</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	535	623	86	10,872	12,613	86	185	146	33,108
Corn	1,118	1,023	109	20,106	6,888	292	398	187	22,241
Soybeans	93	179	52	17,310	12,916	134	15	16	37,024
<b>Total</b>	<b>1,746</b>	<b>1,825</b>	<b>96</b>	<b>48,288</b>	<b>32,417</b>	<b>149</b>	<b>113</b>	<b>94</b>	<b>92,373</b>

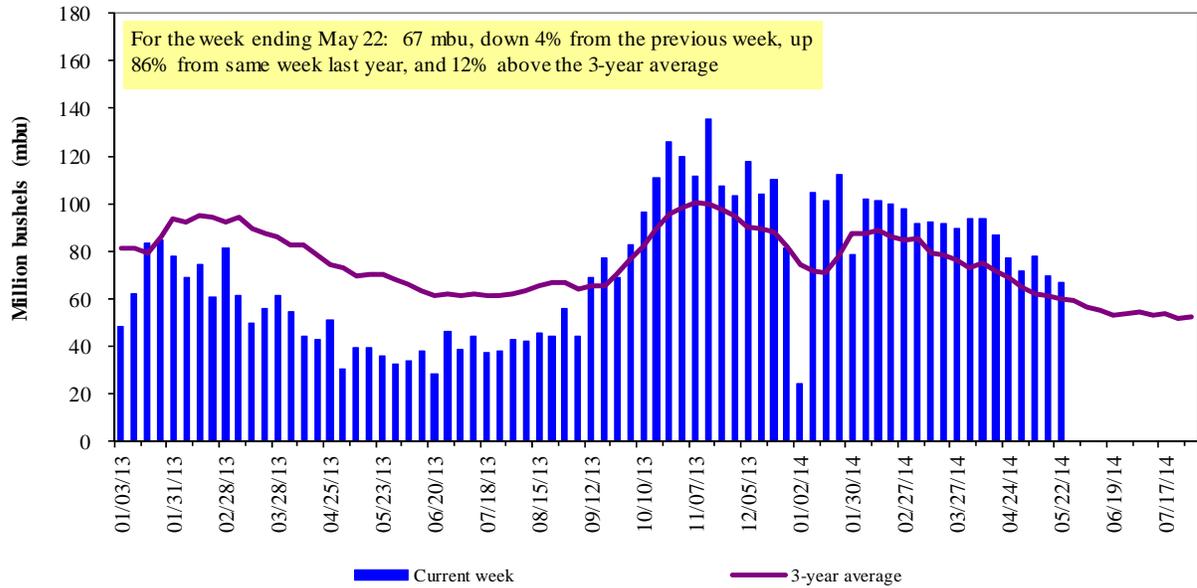
<sup>1</sup>Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 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)**

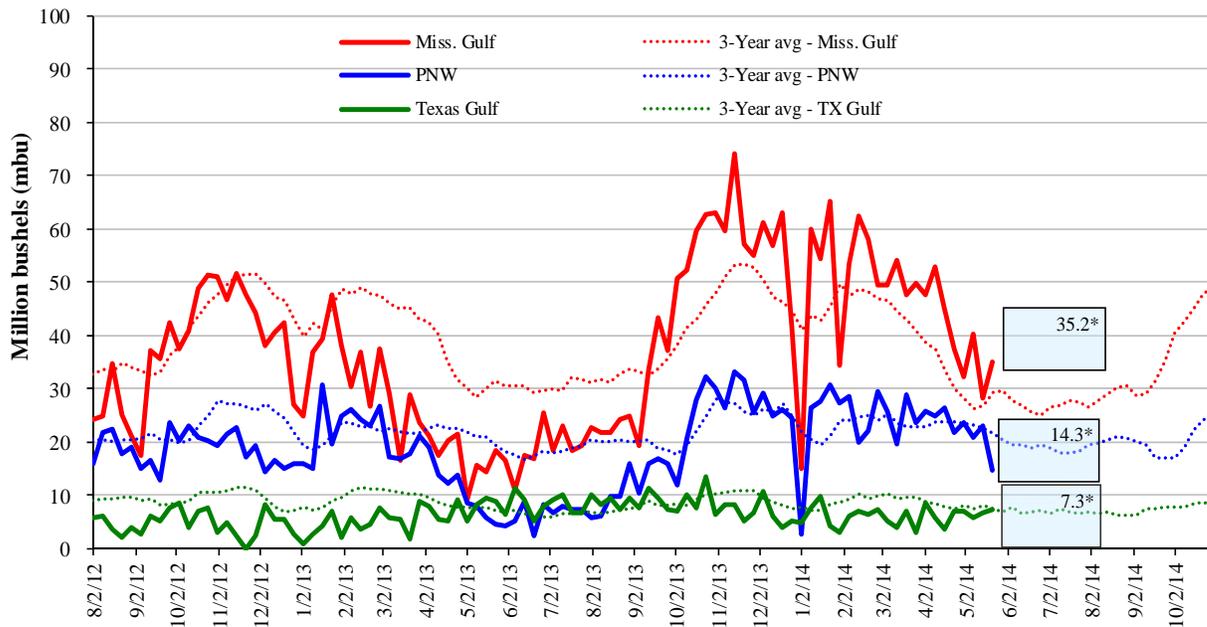


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



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

<u>May 22: % change from:</u>	<u>MSGulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Last week	up 25	up 8	up 21	down 37
Last year (same week)	up 91	down 17	up 56	up 217
3-yr avg. (4-wk mov. avg.)	up 52	down 9	up 36	down 10

# Ocean Transportation

Table 17

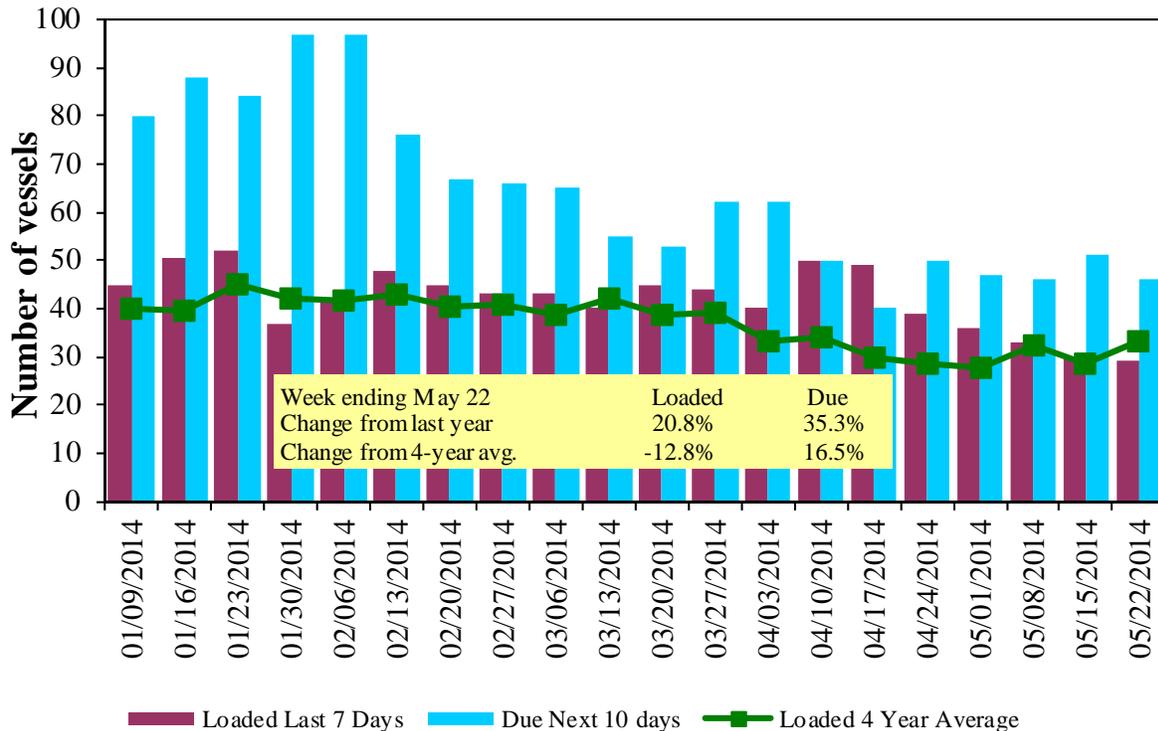
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
5/22/2014	39	29	46	6	n/a
5/15/2014	42	30	51	7	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<sup>1</sup> Vessel Loading Activity**

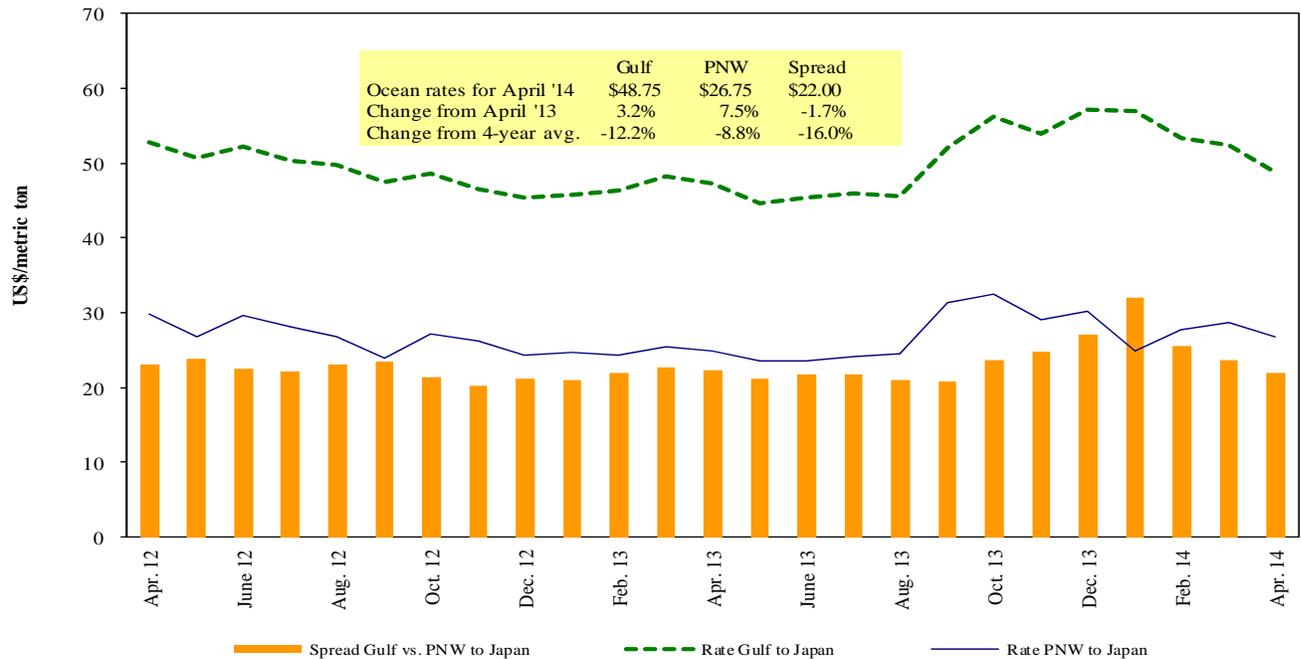


Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 17

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



Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 5/24/2014**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Tanzania <sup>1</sup>	Wheat	Mar 24/Apr 4	16,100	133.31
PNW	Bangladesh	Wheat	Apr 22/May 1	13,900	79.44
Brazil	China	Heavy Grain	Aug 1/5	60,000	40.00
Brazil	China	Heavy Grain	Jul 15/Aug 15	60,000	40.00
Brazil	China	Grain	Jun 19/28	60,000	36.50
Brazil	China	Heavy Grain	Jun 15/25	60,000	36.50
Brazil	China	Heavy Grain	Jun 10/15	60,000	38.00
Brazil	China	Grain	May 20/29	60,000	36.50
Brazil	China	Heavy Grain	May 20/30	60,000	38.50
France	Algeria	Wheat	May 9/12	23,750	23.50
France	Algeria	Wheat	Apr 5/10	23,000	26.00
Hamburg	Iran	Wheat	May 16/28	60,000	38.00
River Plate	China	Heavy Grain	Aug 1/31	60,000	44.50
River Plate	China	Grain	Jun 3/12	60,000	44.00
River Plate	Italy	SoybeanMeal	May 15/25	28,000	29.50
Ukraine	Tunisia	Wheat	May 15/18	25,000	19.00
Ukraine	Saudi Arabia	Heavy Grain	Apr 15/25	60,000	21.85

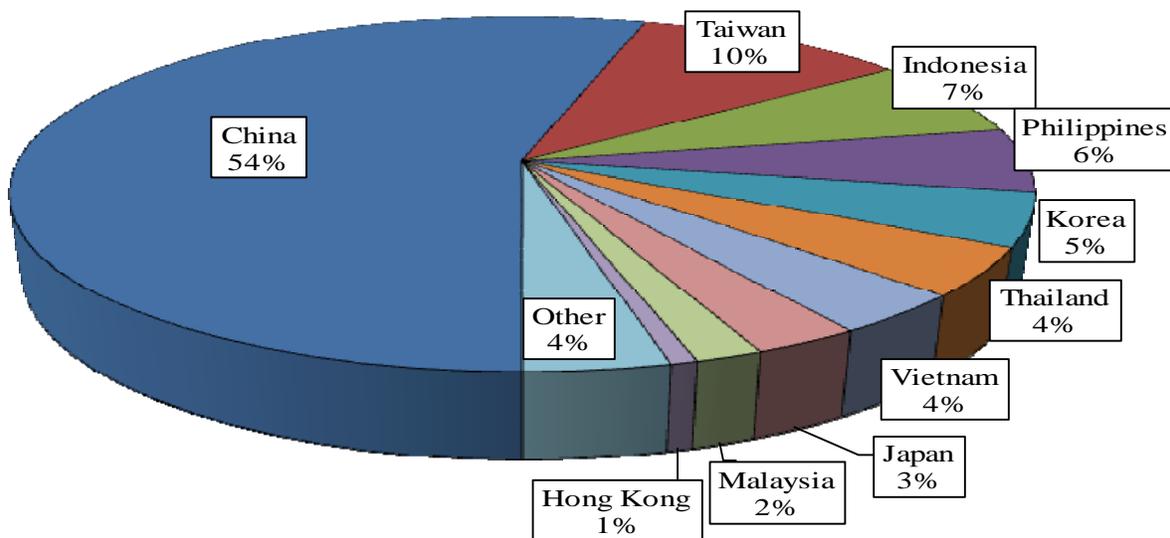
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

<sup>1</sup> 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

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

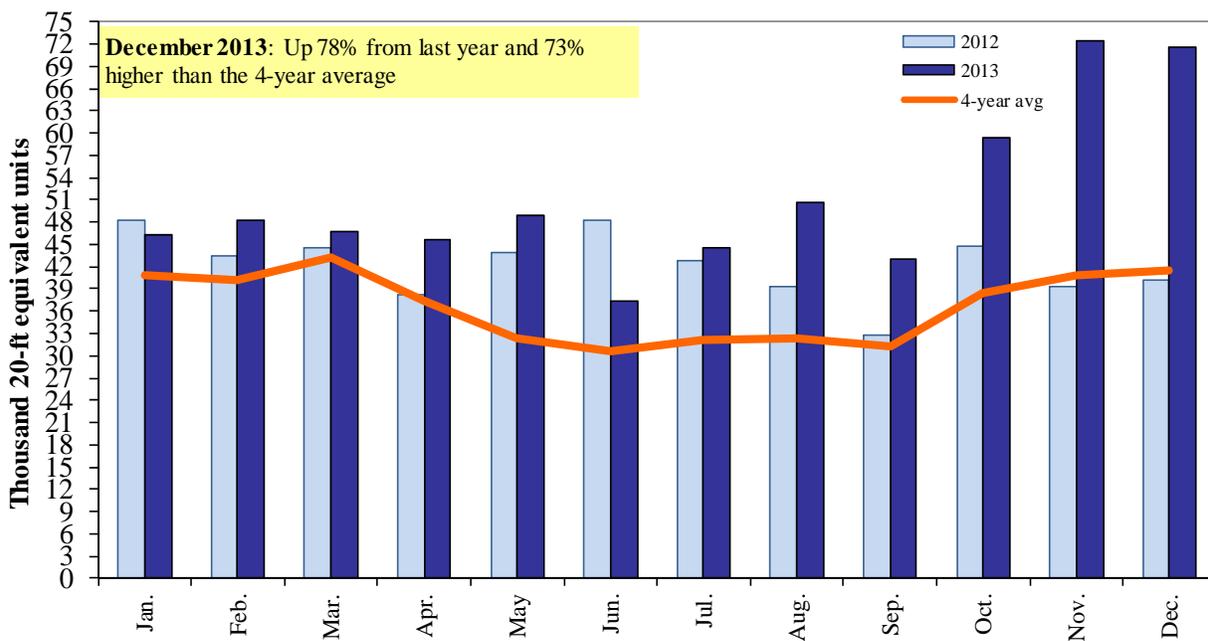
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, December 2013**



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](mailto:surajudeen.olowolayemo@ams.usda.gov) (202) 720 - 0119  
Pierre Bahizi [pierre.bahizi@ams.usda.gov](mailto:pierre.bahizi@ams.usda.gov) (202) 690 - 0992  
Adam Sparger [adam.sparger@ams.usda.gov](mailto:adam.sparger@ams.usda.gov) (202) 205 - 8701

## Weekly Highlight Editors

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

## Grain Transportation Indicators

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

## Rail Transportation

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

## Barge Transportation

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

## Truck Transportation

April Taylor [april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov) (202) 295 - 7374

## Grain Exports

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

## Ocean Transportation

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

**Subscription Information:** Send relevant information to [GTRContactUs@ams.usda.gov](mailto: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*. May 29, 2014. Web: <http://dx.doi.org/10.9752/TS056.05-29-2014>

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