



Grain Transportation Report

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

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June 26, 2014

WEEKLY HIGHLIGHTS

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STB Intervenes in Grain Rail Service Problems

On June 20, the Surface Transportation Board (STB) ordered Canadian Pacific Railway and BNSF Railway to submit revised and updated plans to timely resolve their backlogs of grain rail car orders. In addition, the two railroads are required to submit weekly status reports pertaining to grain rail car service until the backlogs are resolved. This decision follows an April 10 public hearing in Washington, DC, as well as regional meetings the STB has been conducting with agricultural stakeholders throughout the country. Despite some initial progress, the STB indicated it remains very concerned about the limited time period until the next harvest, the large quantities of grain yet to be moved, and the railroads' paths toward meeting their commitments. The STB will continue to monitor rail service metrics for all movements and consider other efforts to address rail service issues.

Weekly Grain Inspections Lowest Since January

For the week ending June 19, **total inspections of grain** (corn, wheat, and soybeans) for export from all major export regions reached 1.62 million metric tons (mmt), down 13 percent from the past week, and the lowest since January 2; grain inspections were 110 percent above last year, and 15 percent above the 3-year average. Despite the drop in total grain inspected for export, inspections increased 20 percent from the previous week in the Pacific Northwest and 11 percent in the Texas Gulf, primarily due to an increase in wheat. Total wheat inspections increased 16 percent from the previous week as shipments to Asia increased. Corn and soybeans dropped 15 and 73 percent from the past week. Inspections may increase in the coming weeks based on high **unshipped balances** of corn and the increased barge movements reported this week.

Strong Corn Barge Movements Despite High Upper Mississippi River Levels

As a result of historic levels of rain, high water continues to halt Mississippi River barge traffic in the Minneapolis-St. Paul, MN, area. Barge operators are not offering services there until navigation conditions improve. Due to the high river flows, the Corps of Engineers (Corps) anticipates having to open each of its dams from Lock and Dam 2, in Hastings, MN, to Lock and Dam 10, in Guttenberg, IA. The Corps indicated that pulling the dam gates out of the water would increase the water flows at the downstream dams and reduce flood risk along the northernmost segment of the Upper Mississippi River. However, barge traffic is continuing at a brisk pace on the Upper Mississippi River below the closed area. For the week ending June 21, Mississippi River Locks 27, near St. Louis, recorded the highest downbound tonnages of corn since late November 2011 (see figure 10).

Panama Canal Authority Trains Pilots for the Expanded Canal

In its June 3 monthly canal operations summary, the Panama Canal Authority (ACP) announced the chartering of a Neopanamax vessel for training pilots and tugboat captains who will be assisting in transiting the new lanes of the expanded canal. The vessel will be used for several months to test the new locks and is the type of vessel that can pass through the canal once the expanded canal becomes operational. "Over 70 percent of the Panama Canal pilots have participated in maneuvers with Neopanamax ships," according to the Executive Vice President of Operations. Since 2012, Neopanamax model ships at the Panama Canal's Center for Simulation, Research and Maritime Development have been used to train 186 out of about 280 canal pilots for the expanded canal.

2013 Brazil Soybean Transportation Guide Published

In 2013, Brazil became the top world soybean exporter, surpassing the United States for the first time. U.S. producers decreased planted area in 2013, and a summer drought lowered yields resulting in lower production than expected. The competitive advantage enabled Brazil to achieve record exports, driven by favorable weather, increased agricultural sector efficiency, and strategic infrastructural logistic improvements. A weaker currency, record soybean crop, lower farm prices and ocean rates increased export transportation demand for Brazil soybeans during 2013. For more on Brazil soybean transportation, click [here](#).

Snapshots by Sector

Rail

U.S. railroads originated 20,078 **carloads of grain** during the week ending June 14, up 14 percent from last week, 22 percent from last year, and 4 percent from the 3-year average.

During the week ending June 19, average July non-shuttle **secondary railcar bids/offers per car** were \$400 above tariff, down \$100 from last week and \$396 higher than last year. Average shuttle secondary railcar bids/offers per car were \$637.50 above tariff, up \$637.50 from last week and \$706.50 higher than last year.

Barge

During the week ending June 21 **barge grain movements** totaled 819,900 tons—25.7 percent higher than the previous week and 67 percent higher than the same period last year.

During the week ending June 21, 536 grain barges **moved down river**, up 28.8 percent from last week; 431 grain barges were **unloaded in New Orleans**, down 27.2 percent from the previous week.

Ocean

During the week ending June 19, 32 **ocean-going grain vessels** were loaded in the Gulf, 19 percent more than the same period last year. Thirty-two vessels are expected to be loaded within the next 10 days, 29 percent less than the same period last year.

During the week ending June 13, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$43.50 per mt, down 1 percent from the previous week. The cost of shipping from the PNW to Japan was \$23 per mt, unchanged from the previous week.

Fuel

During the week ending June 23, U.S. average **diesel fuel prices** increased 4 cents from the previous week to \$3.92 per gallon—up 8 cents from the same week last year.

Feature Article/Calendar

Soybean Transportation Costs Mixed In United States and Brazil; China Imports More

The transportation costs of shipping soybeans from the United States and Brazil to Europe and China during the first quarter were mixed. However, the United States exported more soybeans to China during the quarter, compared to the same period a year earlier. The costs of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany, through the Gulf ports increased 40 and 31 percent, respectively (table 1). The costs of shipping from the same locations to Shanghai, China, through the Gulf increased by 30 and 24 percent (table 2). However, the costs were lower to ship soybeans through the Pacific Northwest (PNW) ports to China during the quarter than through the Gulf. The costs of shipping soybeans from Fargo, ND, and Sioux Falls, SD, through the PNW fell by 1 percent during the quarter.

The situation in Brazil was similar to that of the United States. Although it was 4 and 3 percent more

Table 1-Quarterly costs of transporting soybeans from U.S. and Brazil to Hamburg, Germany

	2013	2013	2014	Percent change		2013	2013	2014	Percent change	
	1 st qtr.	4 th qtr.	1 st qtr.	Yr. to Yr.	Qtr. to Qtr.	1 st qtr.	4 th qtr.	1 st qtr.	Yr. to Yr.	Qtr. to Qtr.
United States (via U.S. Gulf)										
	Minneapolis, MN					Davenport, IA				
	--\$/mt--									
Truck	10.98	12.42	13.79	25.59	11.03	10.98	12.42	13.79	25.59	11.03
Barge	11.92	37.73	27.06	127.01	-28.28	11.92	33.90	27.06	127.01	-20.18
Ocean ¹	19.57	26.07	23.40	19.57	-10.24	19.57	26.07	23.40	19.57	-10.24
Rail	36.48		42.08			27.93		30.77		
Total transportation ²	78.95	76.22	106.33	34.68	39.50	70.40	72.39	95.02	34.97	31.26
Farm Value ³	526.66	460.52	475.22	-9.77	3.19	530.33	466.64	485.02	-8.54	3.94
Landed Cost	605.61	536.74	581.55	-3.97	8.35	600.73	539.03	580.04	-3.44	7.61
Transport % of landed cost	13.04	14.20	18.28			11.72	13.43	16.38		
Brazil										
	North MT⁴ - Santos⁵					South GO⁴ - Paranagua⁵				
	--\$/mt--									
Truck	124.03	109.29	113.35	-8.61	3.71	56.16	88.86	68.89	22.67	-22.47
Ocean ⁶	30.00	30.00	31.00	3.33	3.33	30.00	30.00	31.00	3.33	3.33
Total transportation ²	154.03	139.29	144.35	-6.28	3.63	86.16	118.86	99.89	15.94	-15.96
Farm Value ⁷	419.35	445.27	375.58	-10.44	-15.65	445.56	441.17	420.52	-5.62	-4.68
Landed Cost	573.38	584.56	519.93	-9.32	-11.06	531.72	560.03	520.41	-2.13	-7.07
Transport % of landed cost	26.86	23.83	27.76			16.20	21.22	19.19		

¹Source: O'Neil Commodity Consulting

³Source: USDA/NASS

⁴Producing regions: MT= Mato Grosso, GO= Goiás

⁵Export ports

⁶Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

⁷Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

expensive to ship a metric ton of soybeans from North Mato Grosso (North MT) to Hamburg and Shanghai, respectively, it was 14 and 16 percent less expensive to ship from South Goiás (South GO) to the same destinations.

In the United States, rail, barge, and ocean rates fell during the quarter, but truck rates rose. The decreases in the barge and ocean freight rates were not enough to offset the increase in the trucking rates, causing an increase in the transportation cost of shipping through the Gulf ports. Truck rates rose during the quarter due to high demand for trucking service that was partly caused by inadequate rail service to some grain producing areas. The inadequate rail service may have prompted some farmers to switch to truck for delivering grains to river and export elevators (**GTR, dated 5/29/14**). Also, reduced availability of barges due to limited navigation during the extreme winter caused trucking services to be required for delivering fertilizers in barge-served locations. As expected during a typical season, barge rates fell during the first quarter following the

conclusion of the harvest season, while the upper section of the Mississippi River was closed to navigation. The reduction in ocean rates was caused by excess capacity in the bulk shipping market (**GTR, dated 5/1/14**). In Brazil, truck rates increased in North MT but decreased in South GO, and ocean rates increased in both regions.

Table 2-Quarterly costs of transporting soybeans from U.S. and Brazil to Shanghai, China

	2013				2014				2012				2013				2014			
	1 st qtr.		4 th qtr.		1 st qtr.		Yr. to Yr.		Qtr. to Qtr.		1 st qtr.		4 th qtr.		1 st qtr.		Yr. to Yr.		Qtr. to Qtr.	
United States (via U.S. Gulf)																				
Minneapolis, MN										Davenport, IA										
--\$/mt--																				
Truck	10.98	12.42	13.79	25.59	11.03	10.98	12.42	13.79	25.59	11.03	10.98	12.42	13.79	25.59	11.03	10.98	12.42	13.79	25.59	11.03
Barge	11.92	37.73	27.06	127.01	-28.28	11.92	33.90	27.06	127.01	-20.18	11.92	33.90	27.06	127.01	-20.18	11.92	33.90	27.06	127.01	-20.18
Ocean ¹	43.73	54.13	52.39	19.80	-3.21	43.73	54.13	52.39	19.80	-3.21	43.73	54.13	52.39	19.80	-3.21	43.73	54.13	52.39	19.80	-3.21
Rail	36.48		42.08			27.93		30.77			27.93		30.77			27.93		30.77		
Total transportation ²	103.11	104.28	135.32	31.24	29.77	94.56	100.45	124.01	31.14	23.45	94.56	100.45	124.01	31.14	23.45	94.56	100.45	124.01	31.14	23.45
Farm Value ³	526.66	460.52	475.22	-9.77	3.19	530.33	466.64	485.02	-8.54	3.94	530.33	466.64	485.02	-8.54	3.94	530.33	466.64	485.02	-8.54	3.94
Landed Cost	629.77	564.80	610.54	-3.05	8.10	624.89	567.09	609.03	-2.54	7.40	624.89	567.09	609.03	-2.54	7.40	624.89	567.09	609.03	-2.54	7.40
Transport % of landed cost	16.37	18.46	22.16			15.13	17.71	20.36			15.13	17.71	20.36			15.13	17.71	20.36		
Via PNW																				
Fargo, ND										Sioux Falls, SD										
Truck	10.98	12.42	13.79	25.59	11.03	10.98	12.42	13.79	25.59	11.03	10.98	12.42	13.79	25.59	11.03	10.98	12.42	13.79	25.59	11.03
Ocean ¹	23.08	28.62	26.38	14.30	-7.83	23.08	28.62	26.38	14.30	-7.83	23.08	28.62	26.38	14.30	-7.83	23.08	28.62	26.38	14.30	-7.83
Rail	57.47	59.31	59.11	2.85	-0.34	59.06	60.88	60.65	2.69	-0.38	59.06	60.88	60.65	2.69	-0.38	59.06	60.88	60.65	2.69	-0.38
Total transportation ²	91.53	100.35	99.28	8.47	-1.07	93.12	101.92	100.82	8.27	-1.08	93.12	101.92	100.82	8.27	-1.08	93.12	101.92	100.82	8.27	-1.08
Farm Value ³	530.19	456.62	460.52	-13.14	0.85	522.99	456.62	469.09	-10.31	2.73	522.99	456.62	469.09	-10.31	2.73	522.99	456.62	469.09	-10.31	2.73
Landed Cost	621.72	556.97	559.80	-9.96	0.51	616.11	558.54	569.91	-7.50	2.04	616.11	558.54	569.91	-7.50	2.04	616.11	558.54	569.91	-7.50	2.04
Transport % of landed cost	14.72	18.02	17.73			15.11	18.25	17.69			15.11	18.25	17.69			15.11	18.25	17.69		
Brazil																				
North MT⁴ - Santos⁵										South GO⁴ - Paranagua⁵										
--\$/mt--																				
Truck	124.03	109.29	113.35	-8.61	3.71	56.16	88.86	68.89	22.67	-22.47	56.16	88.86	68.89	22.67	-22.47	56.16	88.86	68.89	22.67	-22.47
Ocean ⁶	52.34	42.50	44.83	-14.35	5.48	56.03	46.00	47.22	-15.72	2.65	56.03	46.00	47.22	-15.72	2.65	56.03	46.00	47.22	-15.72	2.65
Total transportation ²	176.37	151.79	158.18	-10.31	4.21	112.19	134.86	116.11	3.49	-13.90	112.19	134.86	116.11	3.49	-13.90	112.19	134.86	116.11	3.49	-13.90
Farm Value ⁷	419.35	445.27	375.58	-10.44	-15.65	445.56	441.17	420.52	-5.62	-4.68	445.56	441.17	420.52	-5.62	-4.68	445.56	441.17	420.52	-5.62	-4.68
Landed Cost	595.72	597.06	533.76	-10.40	-10.60	557.75	576.03	536.63	-3.79	-6.84	557.75	576.03	536.63	-3.79	-6.84	557.75	576.03	536.63	-3.79	-6.84
Transport % of landed cost	29.61	25.42	29.64			20.11	23.41	21.64			20.11	23.41	21.64			20.11	23.41	21.64		

¹Source: O'Neil Commodity Consulting

³Source: USDA/NASS

⁴Producing regions: MT= Mato Grosso, GO = Goiás

⁵Export ports

⁶Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

⁷Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

The year-to-year transportation costs were up in the United States and South GO, Brazil. Although lower than last year, U.S. farm prices were higher than the previous quarter. Brazil's farm prices fell below those of the previous quarter and a year earlier. Due to the relatively robust farm prices, U.S. transportation costs represented a smaller proportion of the landed costs than Brazil's. The transportation share of the landed costs ranged from 16 – 22 percent in the United States and 19 – 30 percent in Brazil.

Market Outlook: China imported about 9.5 million metric tons of U.S. soybeans at a value close to \$5.2 billion during the first quarter (USDA, GATS). This was 47 percent more than the same period last year, and their value was 37 percent greater. China is forecast to import more soybeans during the marketing year (MY) 2014/15 as the Chinese domestic production declines and the Chinese customers become more affluent, supporting an increasing demand for animal and aquatic protein. China's soybean import for MY 2015/15 is forecast at 72 million tons, 6 percent more than MY 2013/14 (**FAS, GAIN Report MX #: CHI4010**). Continued falling ocean freight rates and modest commodity prices could enhance the United States competitiveness in shipping soybeans to China. surajudeen.olowolayemo@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit	Train	Shuttle	Gulf	Pacific
06/25/14	263	264	242	205	195	163
06/18/14	261	239	249	204	197	163

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	6/20/2014	6/13/2014
Corn	IL--Gulf	-0.83	-0.80
Corn	NE--Gulf	-0.90	-0.84
Soybean	IA--Gulf	-0.84	-0.84
HRW	KS--Gulf	-1.62	-1.72
HRS	ND--Portland	-2.37	-2.48

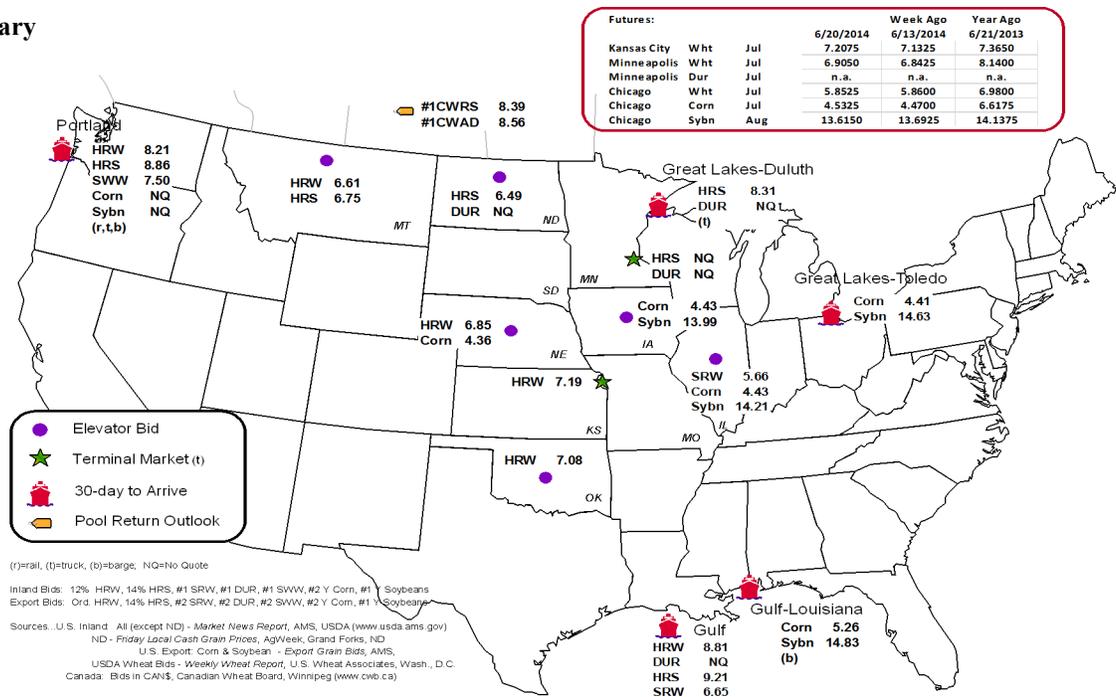
Note: nq = no quote

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)¹

Week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
6/18/2014 ^p	8	1,113	3,650	0	4,771	6/14/2014	1,792
6/11/2014 ^r	14	1,219	3,601	162	4,996	6/7/2014	2,926
2014 YTD ^r	20,193	43,147	119,344	15,727	198,411	2014 YTD	47,458
2013 YTD ^r	8,892	29,747	69,263	9,153	117,055	2013 YTD	28,779
2014 YTD as % of 2013 YTD	227	145	172	172	170	% change YTD	165
Last 4 weeks as % of 2013 ²	34	86	382	756	194	Last 4wks % 2013	191
Last 4 weeks as % of 4-year avg. ²	24	105	136	138	122	Last 4wks % 4 yr	116
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.

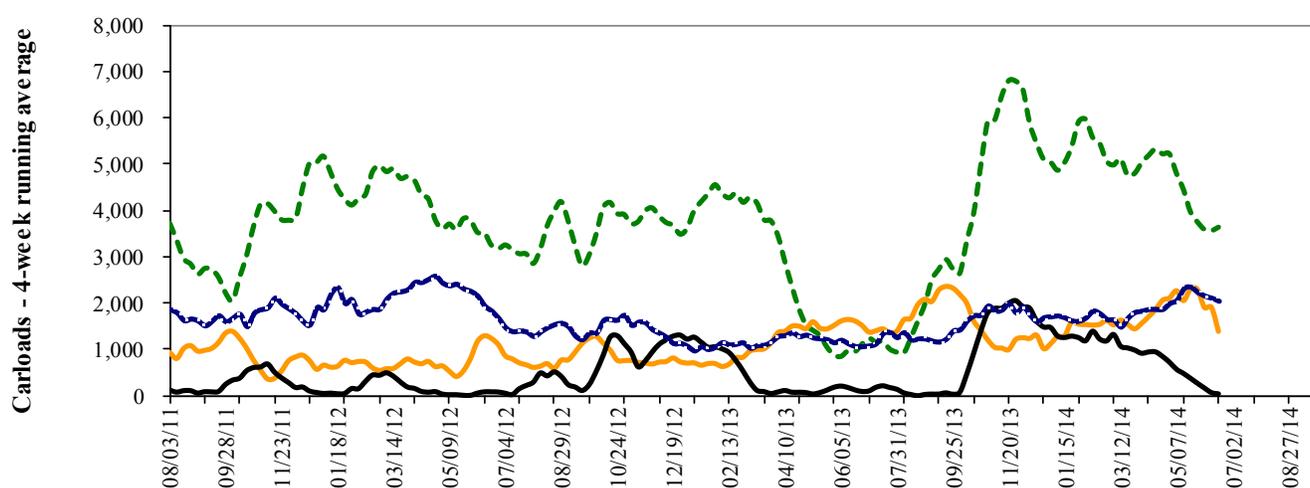
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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



--- Pacific Northwest: 4 wks. ending 6/18--up 282% from same period last year; up 36% from 4-year average
--- Texas Gulf: 4 wks. ending 6/18--down 14% from same period last year; up 5% from 4-year average
--- Miss. River: 4 wks. ending 6/18--down 66% from same period last year; down 76% from 4-year average
--- Cross-border: 4 wks. ending 6/14--up 91% from same period last year; up 16% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

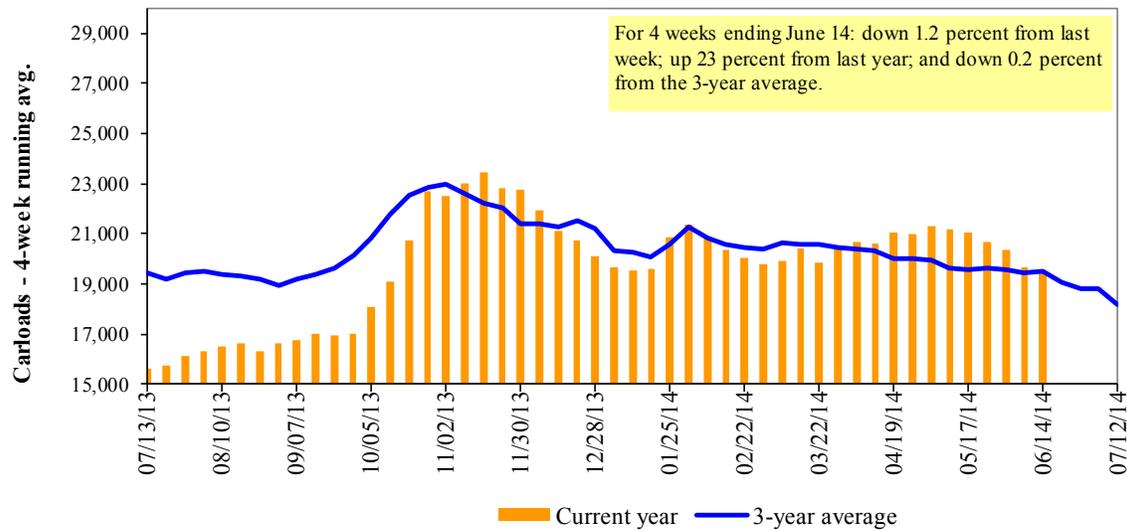
Table 4

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
06/14/14	2,215	3,372	8,481	589	5,421	20,078	5,352	5,899
This week last year	997	3,149	8,070	343	3,852	16,411	2,800	4,707
2014 YTD	45,663	71,953	212,079	21,350	137,935	488,980	105,004	126,305
2013 YTD	35,924	60,830	205,659	11,396	92,563	406,372	78,982	124,389
2014 YTD as % of 2013 YTD	127	118	103	187	149	120	133	102
Last 4 weeks as % of 2013	131	107	113	156	146	123	183	132
Last 4 weeks as % of 3-yr avg. ¹	113	98	96	106	109	102	151	131
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							
	Jul-14	Jul-13	Aug-14	Aug-13	Sep-14	Sep-13	Oct-14	Oct-13
BNSF ³								
COT grain units	no offer	0	no offer	0	902	0	no offer	no offer
COT grain single-car ⁵	no offer	0 . . 5	no offer	0 . . 1	847 . . 1251	0	no offer	no offer
UP ⁴								
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	1	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.

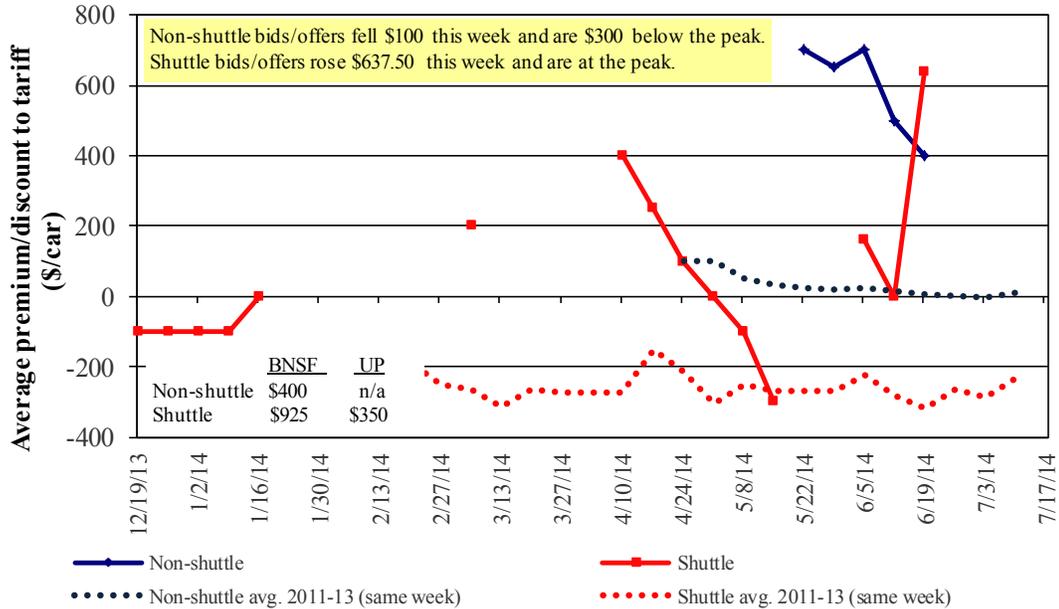
⁵Range is shown because average is not available. Not available = n/a.

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 July 2014, Secondary Market

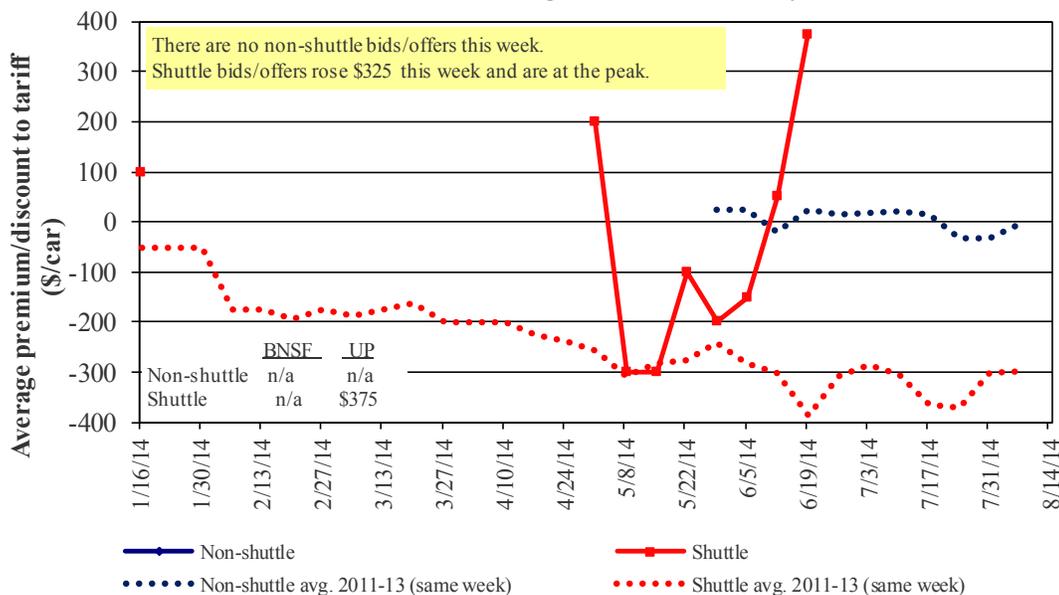


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

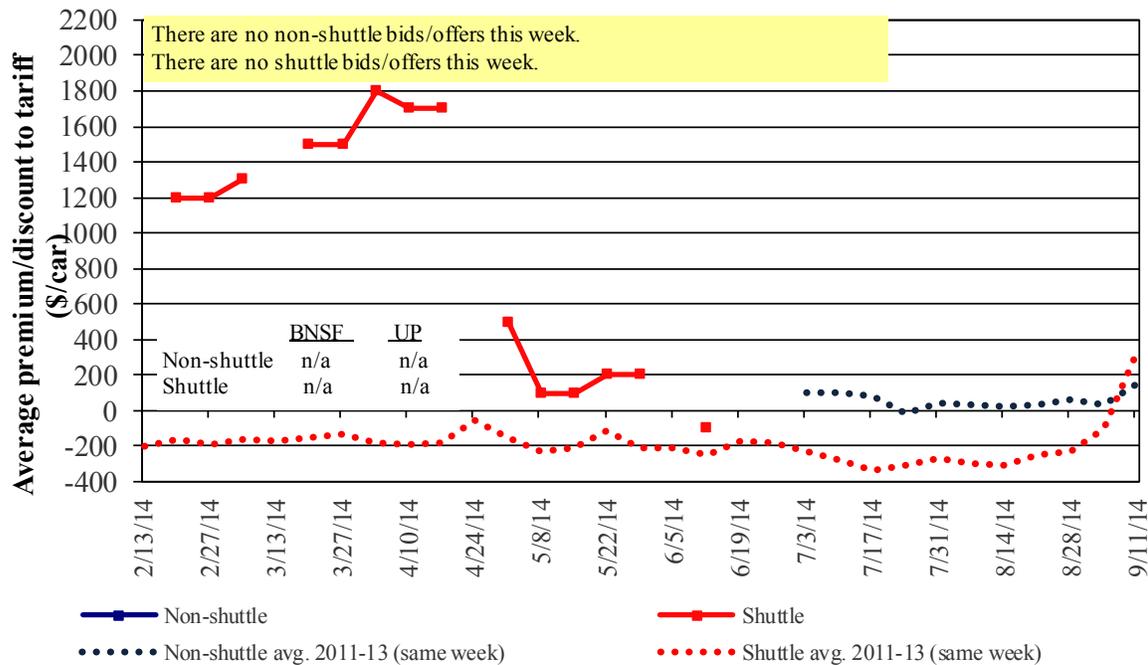


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in September 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					
	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14
Non-shuttle						
BNSF-GF	400	n/a	n/a	n/a	n/a	n/a
Change from last week	(100)	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	392	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	925	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	963	n/a	n/a	n/a	n/a	n/a
UP-Pool	350	375	n/a	1,000	1,150	-
Change from last week	350	325	n/a	25	750	-
Change from same week 2013	450	500	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
6/1/2014	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	\$3,387	\$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
Shuttle Train							
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
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

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: 6/1/2014

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	\$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	Torreón, 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	Torreón, 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	Torreón, CU	\$6,243	\$580	\$69.72	\$1.77	2

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.

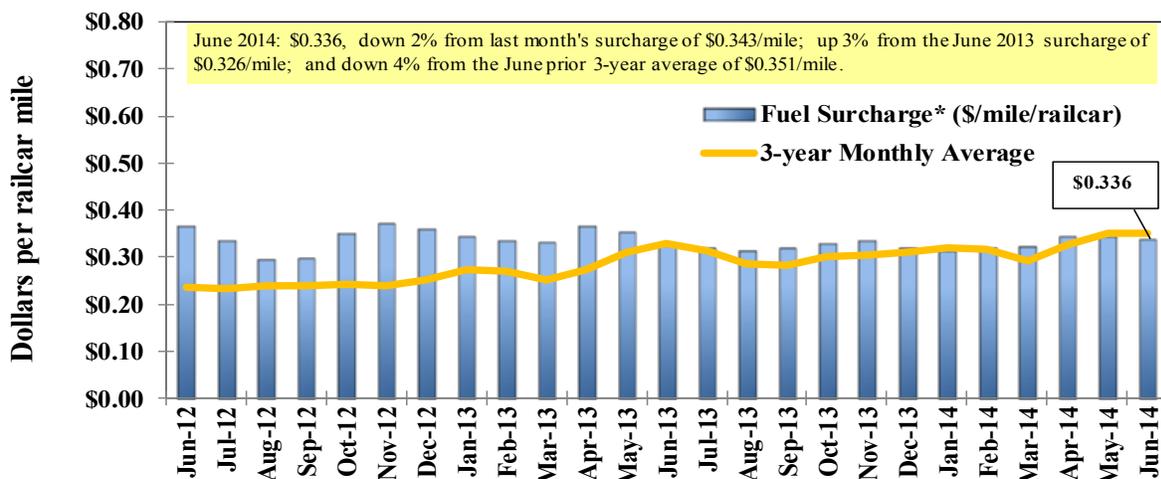
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V. railroad fuel surcharge policy as of 10/01/2009

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.

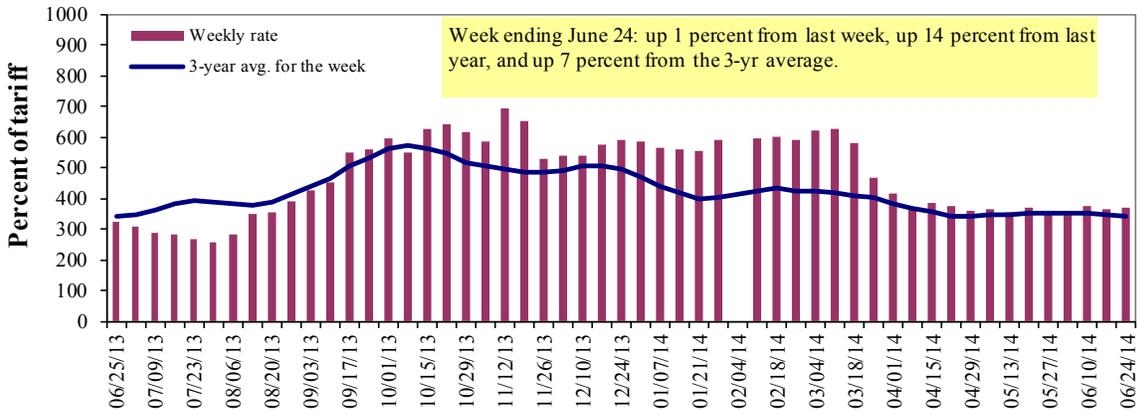
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.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	6/24/2014	-	370	369	249	238	231	214
	6/17/2014	430	367	367	248	227	227	207
\$/ton	6/24/2014	-	19.68	17.12	9.94	11.16	9.33	6.72
	6/17/2014	26.62	19.52	17.03	9.90	10.65	9.17	6.50
Current week % change from the same week:								
	Last year	-	10	14	7	12	9	9
	3-year avg. ²	-	2	7	-6	-17	-19	-9
Rate¹	July	438	368	364	254	251	251	230
	September	569	548	546	501	550	550	466

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds; - no rates reported due to flooding

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:

(Index * 1976 tariff benchmark rate per ton)/100

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

Figure 9
Benchmark tariff rates

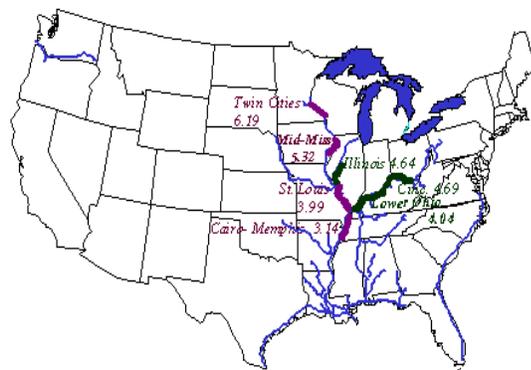
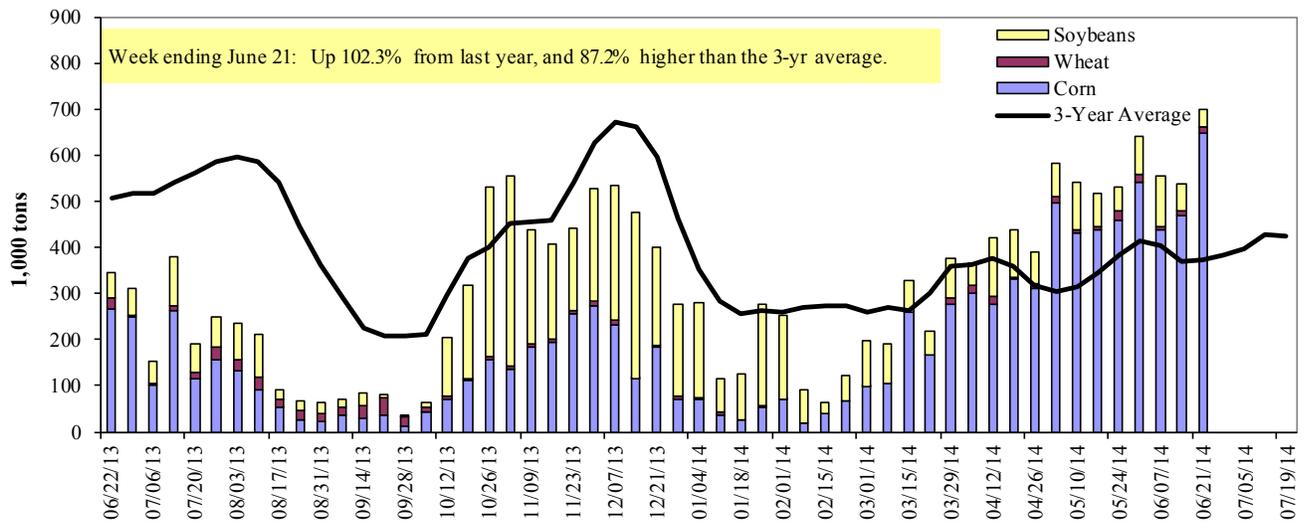


Figure 10

Barge Movements on the Mississippi 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 6/21/2014	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	126	3	23	0	152
Winfield, MO (L25)	267	3	34	0	304
Alton, IL (L26)	591	8	37	2	637
Granite City, IL (L27)	649	13	38	2	701
Illinois River (L8)	178	3	0	2	183
Ohio River (L52)	80	0	9	2	90
Arkansas River (L1)	0	24	1	3	28
Weekly total - 2014	729	36	48	6	820
Weekly total - 2013	305	98	88	0	491
2014 YTD ¹	10,962	919	4,585	111	16,577
2013 YTD	3,839	1,812	3,832	117	9,599
2014 as % of 2013 YTD	286	51	120	95	173
Last 4 weeks as % of 2013 ²	318	70	106	516	232
Total 2013	9,504	4,111	10,065	255	23,935

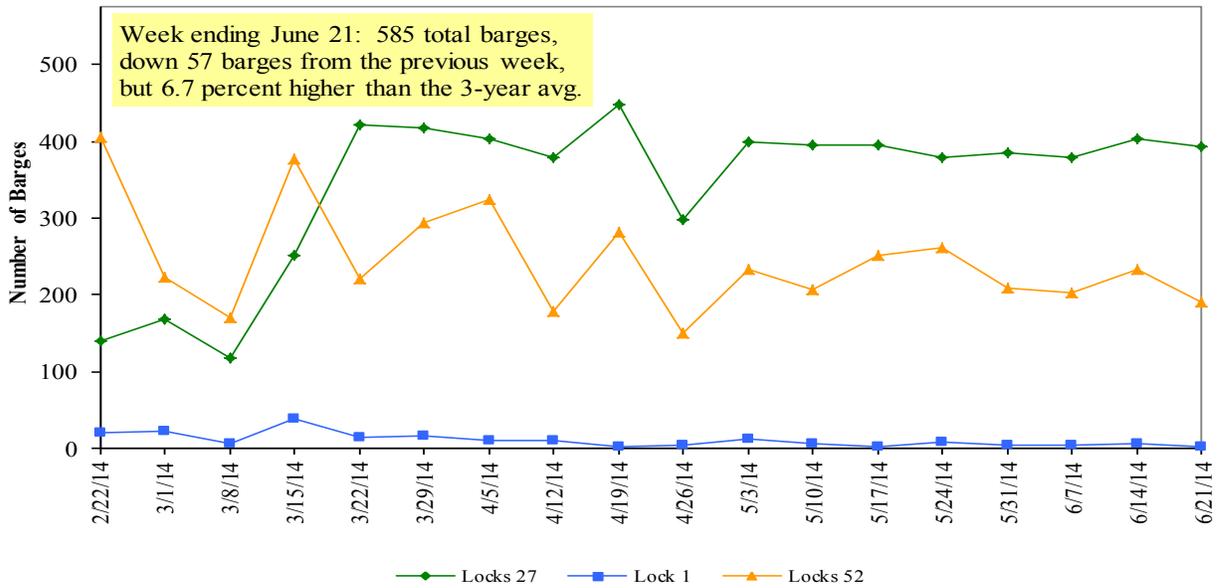
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

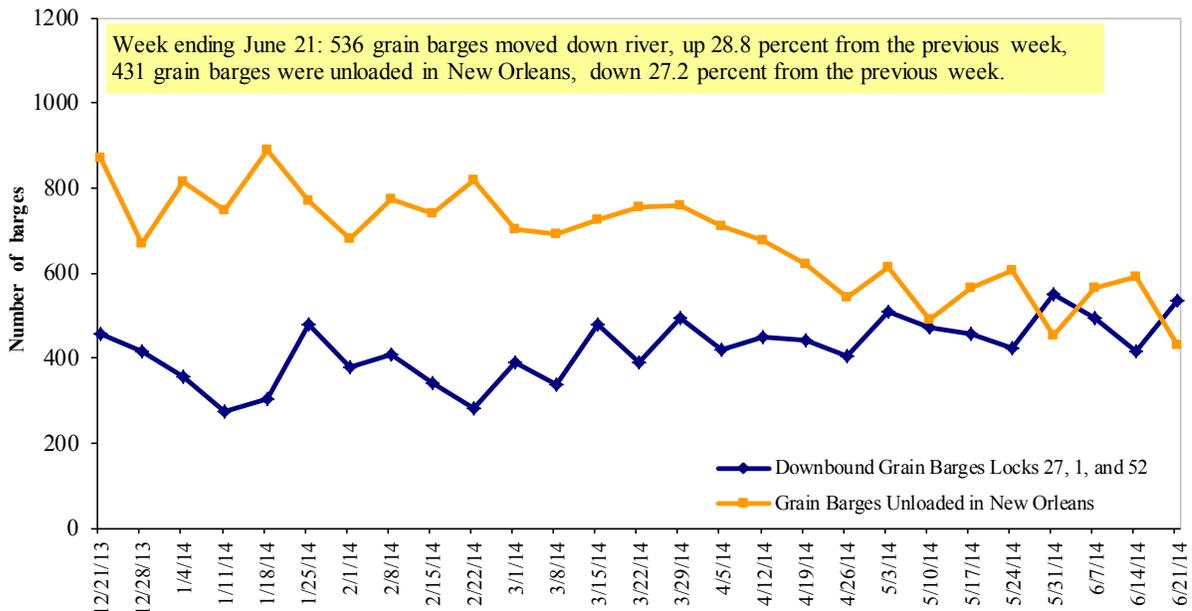
Source: U.S. Army Corps of Engineers

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 6/23/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.985	0.024	0.149
	New England	4.102	0.014	0.118
	Central Atlantic	4.071	0.019	0.169
	Lower Atlantic	3.893	0.030	0.135
II	Midwest ²	3.875	0.040	0.028
III	Gulf Coast ³	3.813	0.043	0.073
IV	Rocky Mountain	3.913	0.021	0.077
V	West Coast	4.053	0.059	0.090
	West Coast less California	3.973	0.070	0.094
	California	4.119	0.050	0.084
Total	U.S.	3.919	0.037	0.081

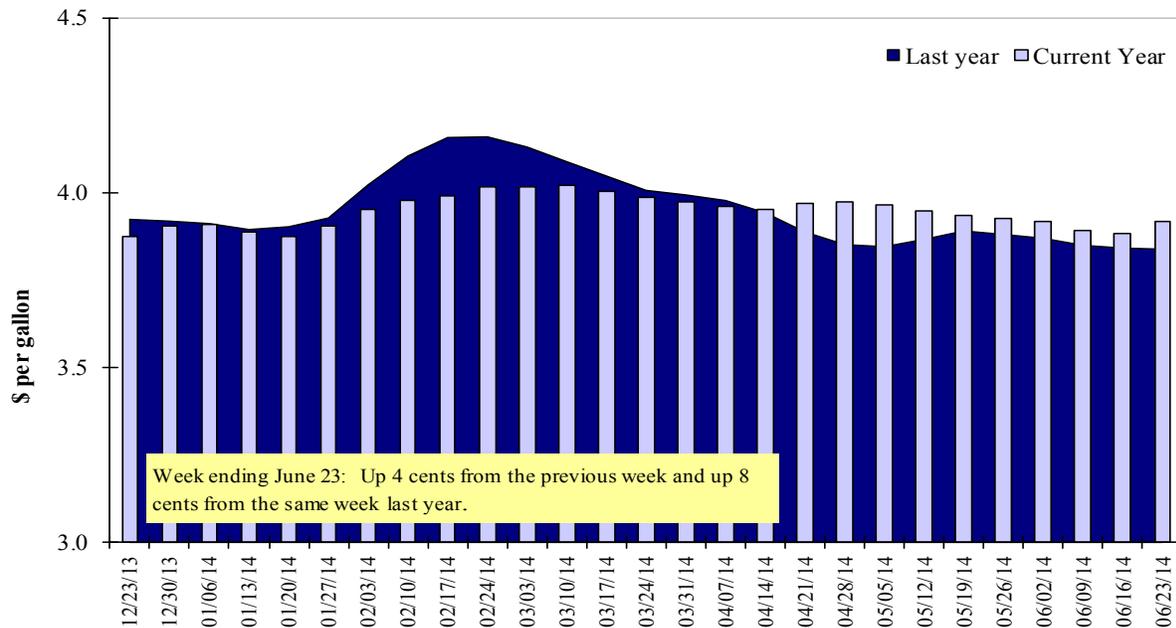
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
6/12/2014	1,773	1,098	2,041	1,013	126	6,050	10,704	1,890	18,644
This week year ago	1,877	2,562	1,384	925	96	6,844	3,046	1,612	11,502
Cumulative exports-marketing year²									
2013/14 YTD	299	96	369	87	2	852	35,963	43,268	80,083
2012/13 YTD	522	248	169	53	3	995	14,552	35,096	50,643
YTD 2013/14 as % of 2012/13	57	39	218	164	67	86	247	123	158
Last 4 wks as % of same period 2012/13	64	26	105	70	94	60	392	126	157
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 begins for wheat

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 06/12/2014	Total Commitments ²			% change current MY from last MY	Exports ³ 2012/13
	2014/15	2013/14	2012/13		
	Next MY	Current MY	Last MY		
		- 1,000 mt -			- 1,000 mt -
Japan	1,154	10,570	6,483	63	7,000
Mexico	1,384	6,868	3,972	73	4,370
China	5	3,049	2,474	23	2,450
Venezuela	0	912	809	13	1,158
Taiwan	0	1,832	468	292	512
Top 5 Importers	2,543	23,231	14,206	64	15,490
Total US corn export sales	3,168	46,667	17,598	165	18,690
% of Projected	7%	97%	94%		
Change from prior week	79	109	133		
Top 5 importers' share of U.S. corn export sales	80%	50%	81%		83%
USDA forecast, June 2014	43,180	48,260	18,690	158	
Corn Use for Ethanol USDA forecast, June 2014	128,270	128,270	118,059	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 06/12/2014	Total Commitments ²			% change current MY from last MY	Exports ³ 2012/13
	2014/15 Next MY	2013/14 Current MY	2012/13 Last MY		
		- 1,000 mt -			- 1,000 mt -
China	5,861	27,598	21,596	28	21,522
Mexico	247	3,222	2,541	27	2,565
Japan	234	1,867	1,757	6	1,751
Indonesia	201	2,267	1,463	55	1,682
Taiwan	28	1,185	1,100	8	1,120
Top 5 importers	6,570	36,139	28,456	27	28,641
Total US soybean export sales	10,021	45,158	36,708	23	35,910
% of Projected	23%	104%	102%		
Change from prior week	403	98	53		
Top 5 importers' share of U.S. soybean export sales	66%	80%	78%		
USDA forecast, June 2014	44,230	43,550	35,910	21	

(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 06/12/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 2013/14
	2014/15 Current MY	2013/14 Last MY		
		- 1,000 mt -		- 1,000 mt -
China	110	1,614	(93)	4,213
Brazil	696	687	1	4,211
Mexico	872	831	5	2,940
Japan	705	643	10	2,674
Nigeria	401	394	2	2,629
Philippines	537	414	30	2,013
Korea	377	178	112	1,287
Indonesia	231	40	479	1,076
Taiwan	164	47	247	980
Colombia	148	199	(26)	783
Top 10 importers	4,240	5,046	(16)	22,808
Total US wheat export sales	6,902	7,840	(12)	32,110
% of Projected	27%	24%		
Change from prior week	373	433		
Top 10 importers' share of U.S. wheat export sales	61%	64%		71%
USDA forecast, June 2014	25,170	32,110	(22)	

(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 06/19/14	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	337	232	145	6,473	5,431	119	162	112	11,585
Corn	222	219	101	4,382	1,256	349	104,060	151	2,973
Soybeans	0	15	0	4,492	3,762	119	55,800	7	9,090
Total	559	466	120	15,346	10,449	147	314	112	23,647
Mississippi Gulf									
Wheat	70	136	51	2,198	4,075	54	77	88	9,711
Corn	628	673	93	16,423	5,216	315	286	188	14,828
Soybeans	24	132	18	10,124	7,155	142	148	91	21,462
Total	721	941	77	28,746	16,446	175	203	151	46,002
Texas Gulf									
Wheat	158	107	147	3,475	3,968	88	52	60	9,039
Corn	0	35	0	346	105	331	3,807	229	255
Soybeans	0	0	n/a	258	122	211	n/a	0	908
Total	158	142	111	4,079	4,195	97	65	71	10,203
Interior									
Wheat	25	17	153	606	460	132	391	87	1,244
Corn	99	155	64	2,683	1,266	212	174	104	3,943
Soybeans	37	70	53	1,980	1,654	120	367	100	3,212
Total	162	242	67	5,269	3,380	156	95	101	8,399
Great Lakes									
Wheat	20	16	128	213	412	52	176	138	884
Corn	0	0	n/a	42	0	n/a	n/a	367	0
Soybeans	0	6	0	51	22	229	112	68	699
Total	20	21	95	306	434	70	185	131	1,583
Atlantic									
Wheat	0	18	1	154	389	40	255	165	645
Corn	0	32	0	374	2	n/a	n/a	878	242
Soybeans	0	3	14	987	692	143	51	37	1,652
Total	1	53	1	1,516	1,083	140	391	227	2,540
U.S. total from ports²									
Wheat	610	525	116	13,120	14,735	89	174	137	33,108
Corn	949	1,114	85	24,249	7,844	309	367	172	22,241
Soybeans	61	226	27	17,892	13,408	133	14	15	37,024
Total	1,621	1,866	87	55,260	35,986	154	105	88	92,373

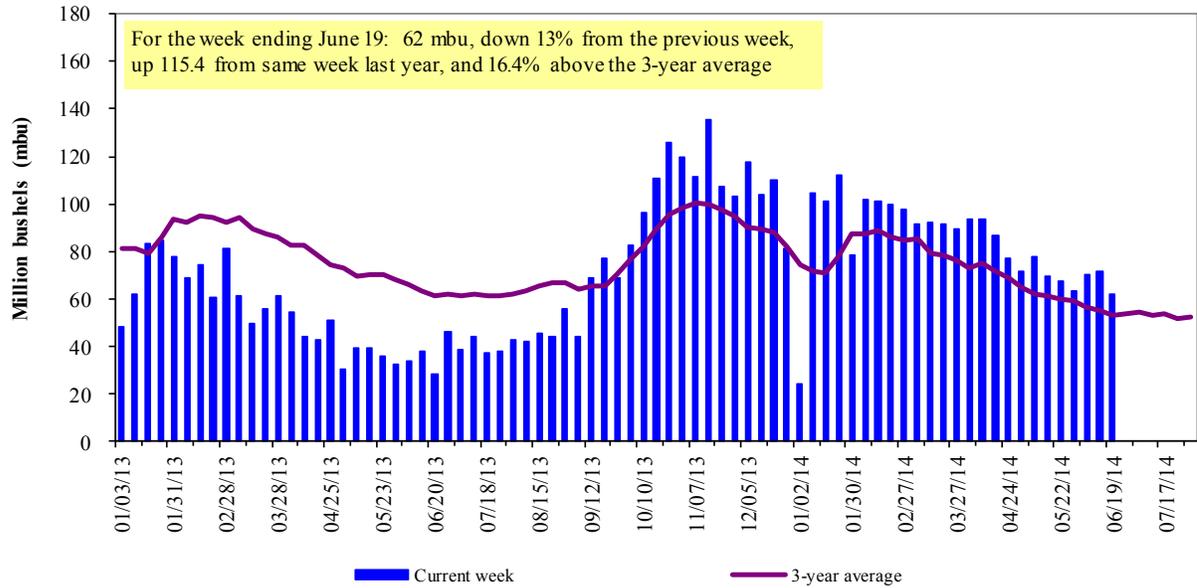
¹Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

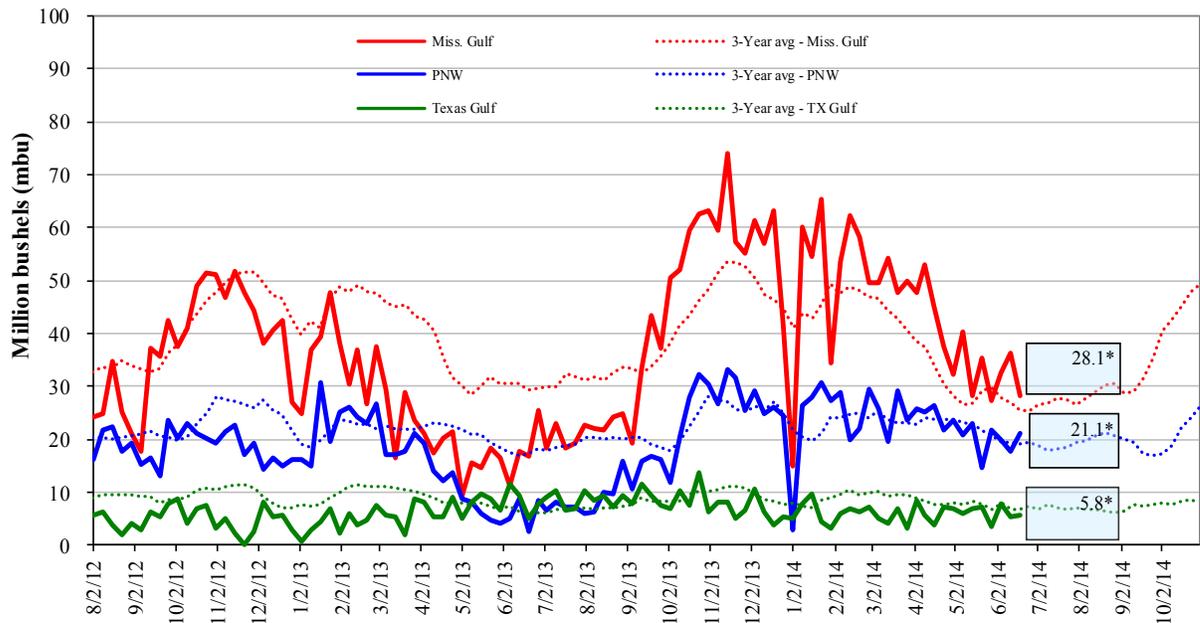


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

June 19: % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	down 23	up 9.3	down 19	up 19
Last year (same week)	up 67	up 12	up 54	up 725
3-yr avg (4-wk mov. avg)	up 34	down 29	up 16	up 69

Ocean Transportation

Table 17

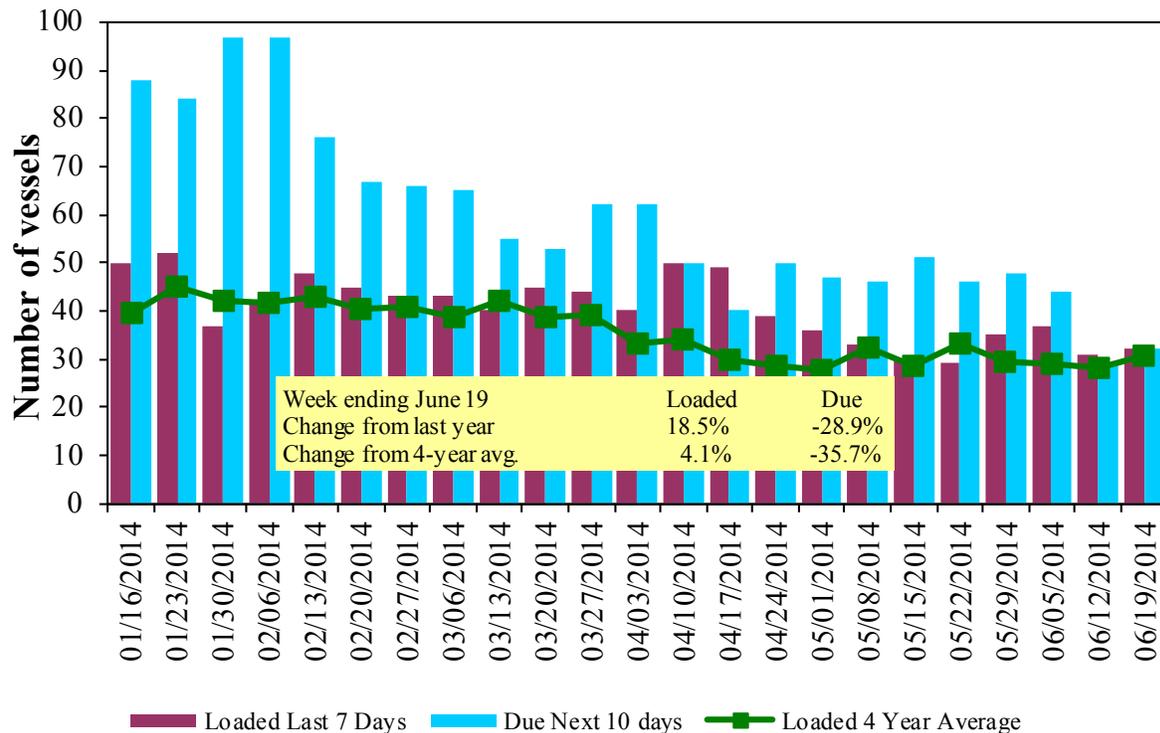
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
6/19/2014	18	32	32	12	n/a
6/12/2014	33	31	29	14	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

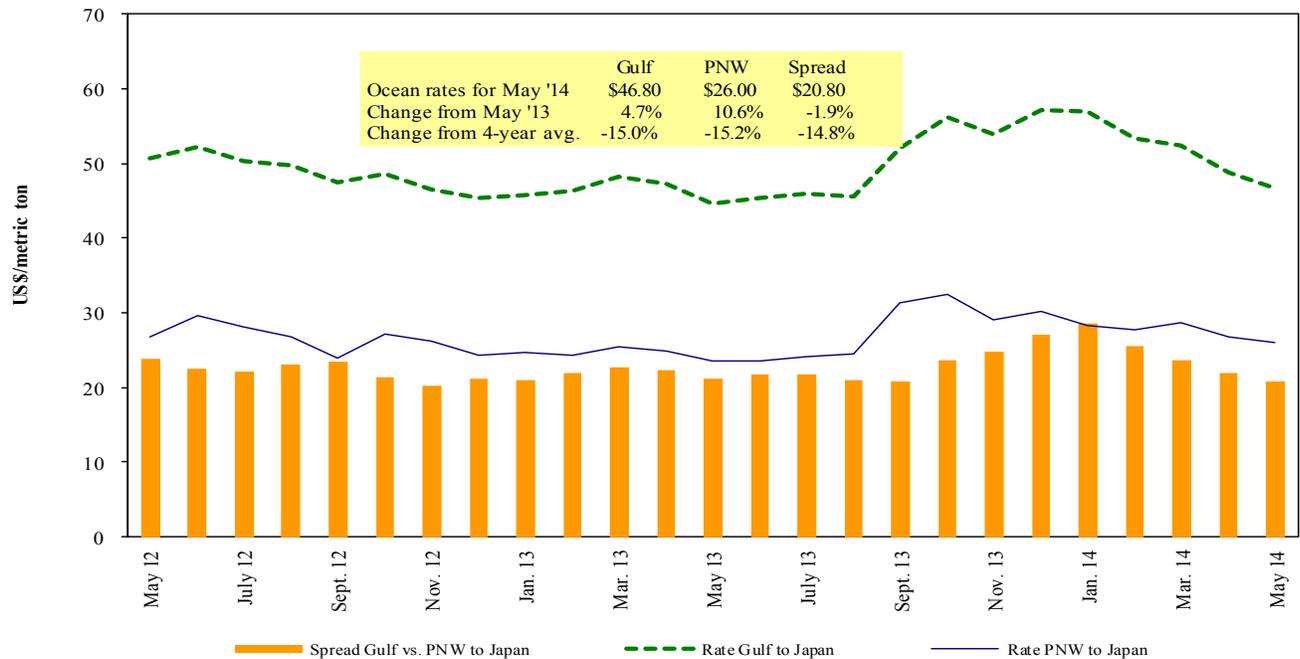
U.S. Gulf¹ Vessel Loading Activity



Source: Transportation & Marketing Programs/AMS/USDA
¹U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 6/21/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jul 1/10	58,000	41.00
U.S. Gulf	China	Grain	Jul 1/7	60,000	43.50
U.S. Gulf	Tanzania ¹	Wheat	Mar 24/Apr 4	16,100	133.31
PNW	Bangladesh	Wheat	Apr 22/May 1	13,900	79.44
Brazil	China	Grain	Aug 1/30	65,000	35.50
Brazil	China	Heavy Grain	Aug 1/5	60,000	40.00
Brazil	China	Grain	Jul 25/31	60,000	31.50
Brazil	China	Heavy Grain	Jul 15/Aug 15	60,000	40.00
Brazil	China	Grain	Jun 20/29	60,000	34.00
Brazil	China	Grain	Jun 15/30	60,000	37.00
Brazil	China	Grain	Jun 19/28	60,000	36.50
Brazil	China	Heavy Grain	Jun15/25	60,000	36.50
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	Romania	SoybeanMeal	Jun 17/20	20,000	40.00
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	Morocco	Corn	Jul 3/5	30,000	29.00
Ukraine	Tunisia	Wheat	May 15/18	25,000	19.00
Ukraine	Saudi Arabia	Heavy Grain	Apr 15/25	60,000	21.85

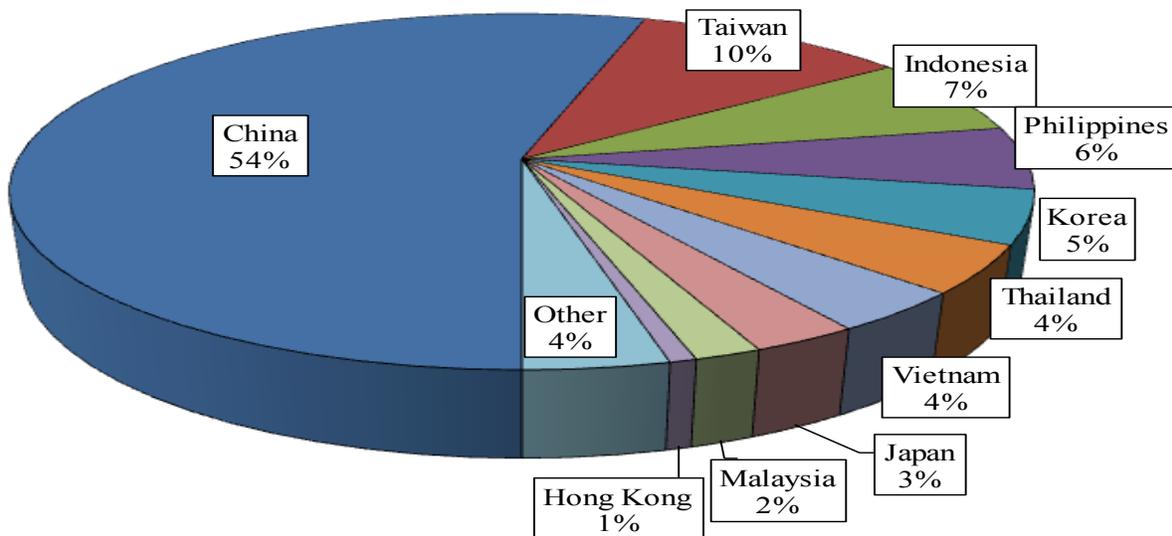
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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.

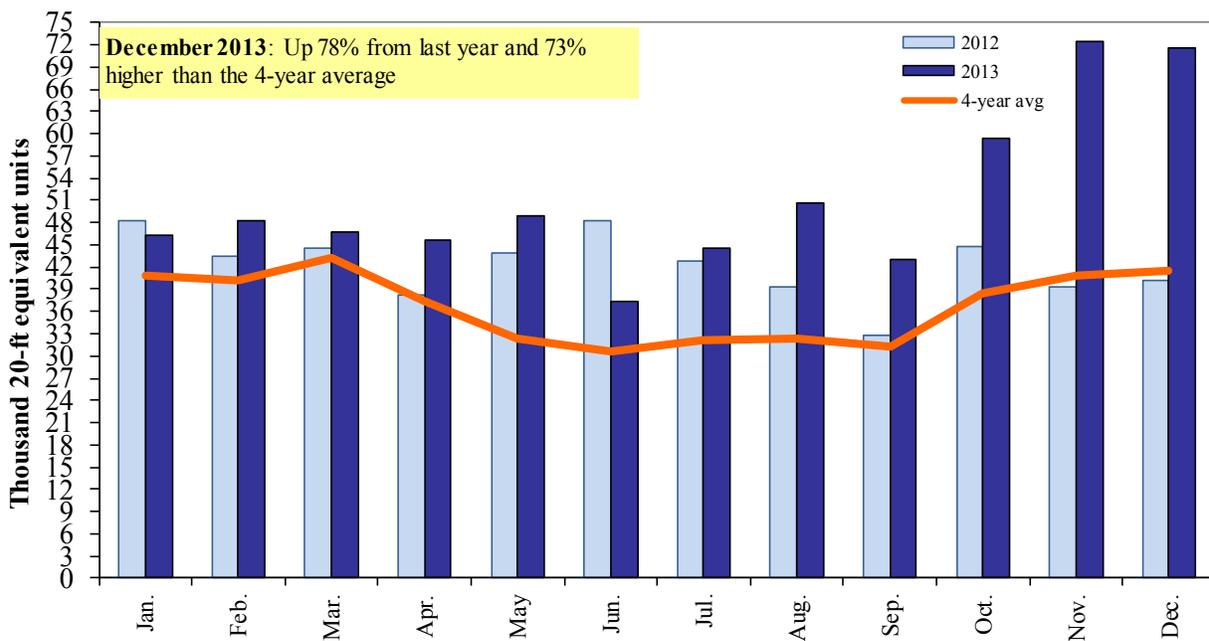
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, December 2013



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

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

Figure 19
Monthly Shipments of Containerized Grain to Asia



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

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

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