



Grain Transportation Report

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

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August 14, 2014

WEEKLY HIGHLIGHTS

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Weekly Grain Inspections Down Slightly

For the week ending August 7, total inspections of grain (corn, wheat, soybeans) from all major export regions reached 1.53 million metric tons (mmt), down 2 percent from the past week, up 36 percent from last year, and 8 percent above the 3-year average. Total inspections of corn reached .873 million metric tons (mmt), down 22 percent from the past week but 134 percent above this time last year. Corn shipments to Asia decreased notably from the previous week. Inspections of wheat, however, were up 38 percent from the previous week as demand from Asia and South America increased. Soybean inspections jumped 170 percent from the past week on demand from Asia and Latin America. Outstanding export sales of wheat and soybeans also continued to increase. Pacific Northwest grain inspections increased 9 percent from the previous week, but Mississippi Gulf inspections decreased slightly.

ILWU and PNW Grain Handlers Reach Tentative Agreement

Just before midnight Monday evening, the International Longshore Warehouse Union (ILWU) and the Pacific Northwest Grain Handlers Association reached a tentative labor agreement regarding grain operations at seven terminals in the Pacific Northwest. The tentative agreement is subject to ratification from the local ILWU membership. The latest round of bargaining started in July after operations halted at the United Grain Corporation terminal at the Port of Vancouver, WA. On July 7, Governor Jay Inslee removed police escorts for grain inspectors into the facility. Grain inspectors did not feel safe without the escorts, halting inspections, and essentially shutting down all grain operations at the terminal. After the announcement of a tentative agreement, grain inspections resumed at the United Grain terminal on Tuesday. Negotiations have been under the auspices of the Federal Mediation and Conciliation Service (FMCS).

Panama Canal Expansion Progress Report

In its August 5 monthly report, the Panama Canal Authority announced the transfer of the first gates to the new locks complex on the Atlantic side. The gates were moved from the unloading area in the special dock to the lower chamber of the new locks. Eight of the 16 rolling gates for the expansion project are already in Panama, while the remaining 8 are scheduled to arrive in 2 separate shipments from Italy. The expansion program is currently 77 percent complete. The breakdown of the progress report is as follows: Pacific Access Channel—79 percent, Pacific Entrance dredging—100 percent, Gatun Lake and Culebra Cut dredging—84 percent, Atlantic Entrance dredging—100 percent, design and construction of the third set of locks—71 percent, and raising Gatun Lake's maximum operating level—90 percent. At the completion, the Canal's capacity will double, allowing the passage of vessels up to 13,000 TEUs (twenty equivalent units, a measure of container capacity).

Snapshots by Sector

Rail

U.S. railroads originated 19,398 **carloads of grain** during the week ending August 2, down 3 percent from last week, up 22 percent from last year, and 6 percent above the 3-year average.

During the week ending August 7, average August non-shuttle **secondary railcar bids/offers per car** were \$1,825 above tariff, up \$875 from last week and \$1,825 higher than last year. Average shuttle secondary railcar bids/offers per car were \$1,325 above tariff, down \$691.50 from last week and \$1,385.50 higher than last year.

Barge

During the week ending August 9 **barge grain movements** totaled 759,052 tons, 2.5 percent lower than the previous week but 77.5 percent higher than the same period last year.

During the week ending August 9, 501 grain barges **moved down river**, up 2.5 percent from last week; 403 grain barges were **unloaded in New Orleans**, up 1.3 percent from the previous week.

Ocean

During the week ending August 7, 32 **ocean-going grain vessels** were loaded in the Gulf, 14 percent more than the same period last year. Forty-nine vessels are expected to be loaded within the next 10 days, 26 percent more than the same period last year.

During the week ending August 8, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$41.50 per mt, unchanged from the previous week. The cost of shipping from the PNW to Japan was \$22.75 per mt, down 1 percent from the previous week.

Fuel

During the week ending August 11, U.S. average **diesel fuel prices** decreased 1 cent from the previous week to \$3.84 per gallon, down 5 cents from the same week last year.

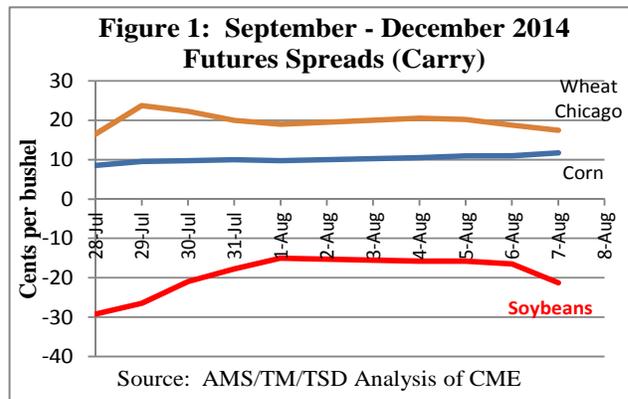
Grain Transportation Update

Despite challenges, grain transportation demand has been relatively strong in 2014. Icy conditions during the early part of the year and flooding in July slowed barge movements on the Upper Mississippi and Illinois River. However, in the past few weeks, barge traffic has remained heavier than average. Although concerns over timely rail delivery linger because graincar loading has not been able to keep up with last year's grain harvest, BNSF Railway has made some improvements in reducing the backlog of its past-due grain railcars. Bulk ocean shipping rates have remained moderate throughout the year and diesel fuel prices have averaged just one cent above the 2013 average. All of this is a backdrop to an expected record crop in the 2014/15 marketing year.

Record Crop Production; Soybean Demand Dominates Fall Outlook for 2014/15

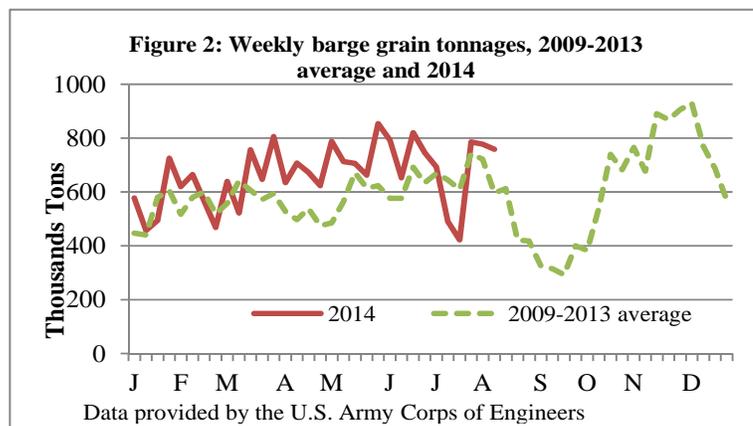
According to the latest World Agricultural Supply and Demand Estimates report from USDA, U.S. farmers are expected to produce a record 19.9 billion bushels (bbu) of corn, soybeans, and wheat in 2014/15 marketing year.

Despite the bumper crop, USDA projects grain exports in 2014/15 to drop to 4.3 bbu, down 8 percent from its estimated 2013/14 exports of 4.7 bbu. Domestic demand is projected to remain almost unchanged or be slightly higher. Analysis of the September and December futures—the carry (the difference in price between the 2 contracts)—indicates that the demand is expected to be strongest for soybeans, followed by corn, and then wheat.¹ Larger carries (e.g. December price is higher than September) means that there may be some incentive to store a portion of the grain at harvest and market it at a later date. The smaller, or negative (sometimes called inverse) carry sends a price signal that demand is stronger in the earlier month than the later, as is shown for soybeans in Figure 1. Because the carry for soybeans is negative this implies more soybeans will be moved sooner than for corn and wheat.



Corps Completes Emergency Dredging On Upper Mississippi River

Figure 2 shows that weekly barge shipments² have been above the 5-year average for most of 2014. Extreme icy conditions reduced barge shipments on the Upper Mississippi and Illinois Rivers during the early part of the year. However, weekly barge tonnages remained above average for most weeks as increases in tonnages from the Ohio and Arkansas Rivers offset the tonnage reduction caused by the ice. A significant decrease in tonnages occurred in July when flooding closed a total of 13 Mississippi River locks from northern Iowa to the confluence of the Illinois River above St. Louis, MO, during a nearly-3-week period from June 27 through July 16. Since the reopening of the river, barge traffic has resumed at above average levels. However, when the flooding receded, large amounts of river-carried sediment created navigation



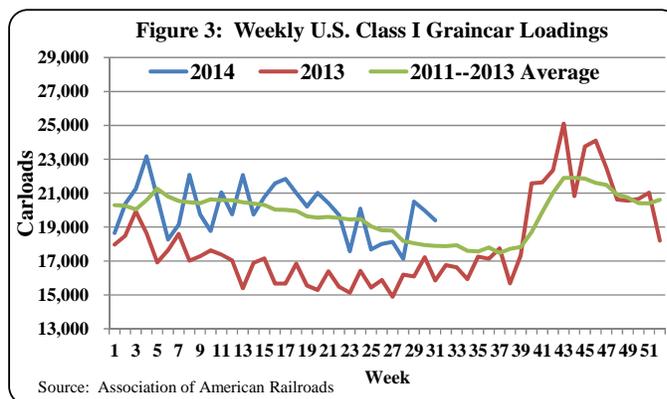
¹ See [December 23, 2010 GTR](#) for more information on carry.

² Weekly tonnages are the sum of downbound grain moved through Mississippi River Locks 27, Granite City, IL, Ohio River Locks and Dam 52, Brookport, IL, and Arkansas River Lock and Dam 1, Tichnor, AR.

hazards that stopped barge traffic on the northernmost section of the Upper Mississippi River. There was significant shoaling between Wabasha, MN, and Alma, WI, near Lock 4. In addition, there was shoaling at Winona, MN, near Lock 6. The U.S. Army Corps of Engineers conducted emergency dredging operations to remove the shoaling and the river was reopened on August 7. Overall, the Corps dredged more than 290,000 cubic yards of sediment from the river during nearly a 4-week period, about 30 percent of the typical amount of material removed during an entire year.

Rail Graincar Loadings Sluggish; Concern Over Timely Delivery Lingers

Congestion continues to hinder railcar loadings through August 2; railcar loadings are only slightly above the 3-year average for 2014 despite the 13 percent increase above average in last year's grain harvest. For the first 31 weeks of 2014, U.S. Class I railroads originated 619,786 rail cars of grain, compared to the 3-year average of 613,582 for this period, an increase of only 1 percent (figure 3). Lower-than-expected railcar loadings are reflected in the size of the remaining grain railcar backlog. As of August 7, BNSF Railway has reduced its past due grain railcars to 3,492 cars, an improvement of 4,970 cars since June 26. At this rate, it is expected to clear its backlog in September. On the other hand, it remains unclear whether Canadian Pacific Railway will be able to clear its backlog by October. There is concern among some farmers and grain shippers the amount of past-due grain shipments will interfere with shipping this year's harvest, leaving producers with insufficient grain storage and causing similar rail service problems to those experienced this past year.



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Ocean Freight Rates Continue to be Moderate

Ocean freight rates for shipping bulk commodities, including grain, remained low because cargo demand has not risen to the levels required to soak up the excess vessel supply. As of August 8, the cost of shipping bulk grain from the U.S. Gulf to Japan was \$41.50 per metric ton (mt), a 28-percent decline from January 3. The cost of shipping from the Pacific Northwest was \$22.70 per mt, a 23 percent decline from January 3. As of June, 1,989 new vessels, amounting to 163 million dead weight tons (mdwt), were on the order book. Most of the newly ordered vessels are Panamax, the type usually used to transport grains. The Panamax segment is growing at a record pace. The fleet size is currently 191 mdwt, and growing at 9 percent a year (see [GTR, Dated 07/24/14](#)). Ocean freight rates should continue to remain moderate as long as the excess vessel supply persists.

Lower Crude Oil Prices and Higher Crude Production Help Diesel Fuel Prices Fall

Over the past 6 weeks, U.S. average on-highway diesel fuel prices have decreased 8 cents per gallon. The Energy Information Administration (EIA) reports the market's perception of reduced risk to Iraqi oil exports and news regarding increasing Libyan oil exports contributed to a drop in crude oil spot prices in July, which was \$5 per barrel lower than the June average. In addition, U.S. total crude oil production averaged an estimated 8.5 million barrels per day in July, the highest monthly level of production since April 1987. Lower crude oil prices and higher production help relieve pressure on diesel fuel prices overall. The EIA also reports that diesel fuel prices, which averaged \$3.92 per gallon in 2013, are projected to fall to an average of \$3.89 per gallon in 2014, and \$3.87 per gallon in 2015. GTRContactUs@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
08/13/14	258	342	271	246	186	161
08/06/14	259	294	300	260	186	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	8/8/2014	8/1/2014
Corn	IL--Gulf	-0.92	-1.00
Corn	NE--Gulf	-1.07	-1.13
Soybean	IA--Gulf	-1.92	-1.33
HRW	KS--Gulf	-1.52	-1.65
HRS	ND--Portland	-3.65	-3.72

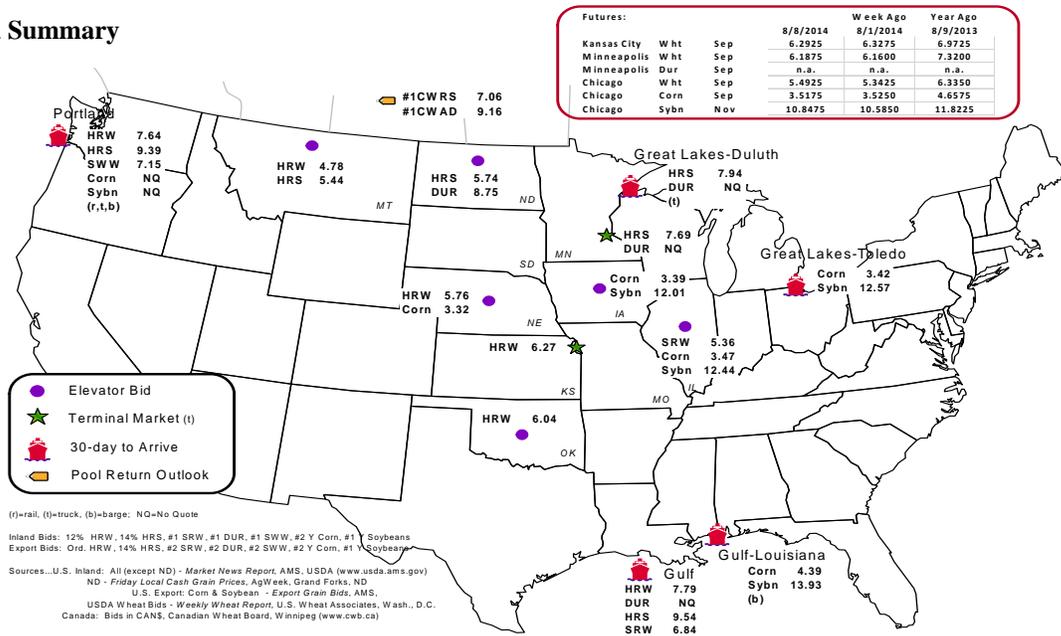
Note: nq = no quote

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			
8/06/2014 ^p	216	1,542	3,492	168	5,418	8/2/2014	1,152
7/30/2014 ^r	117	1,430	3,343	287	5,177	7/26/2014	1,718
2014 YTD ^r	20,787	52,088	142,321	16,959	232,155	2014 YTD	60,121
2013 YTD ^r	9,872	40,739	76,983	9,978	137,572	2013 YTD	37,974
2014 YTD as % of 2013 YTD	211	128	185	170	169	% change YTD	158
Last 4 weeks as % of 2013 ²	141	81	353	163	177	Last 4wks % 2013	128
Last 4 weeks as % of 4-year avg. ²	42	119	116	124	114	Last 4wks % 4 yr	113
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.

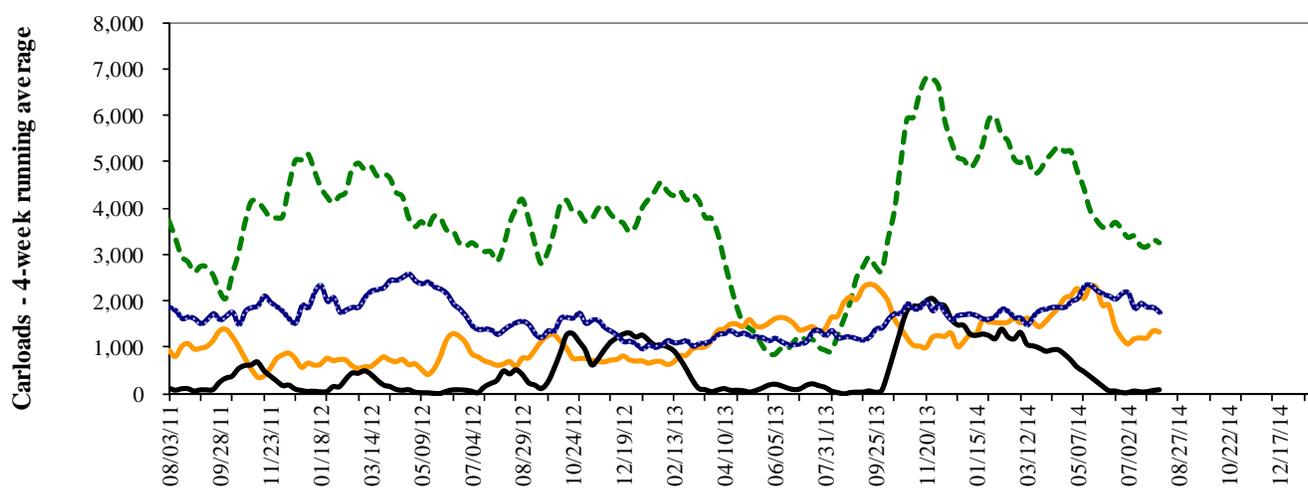
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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 8/06--up 253% from same period last year; up 16% from 4-year average
--- Texas Gulf: 4 wks. ending 8/06--down 19% from same period last year; up 19% from 4-year average
--- Miss. River: 4 wks. ending 8/06--up 41% from same period last year; down 58% from 4-year average
--- Cross-border: 4 wks. ending 8/02--up 28% from same period last year; up 13% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

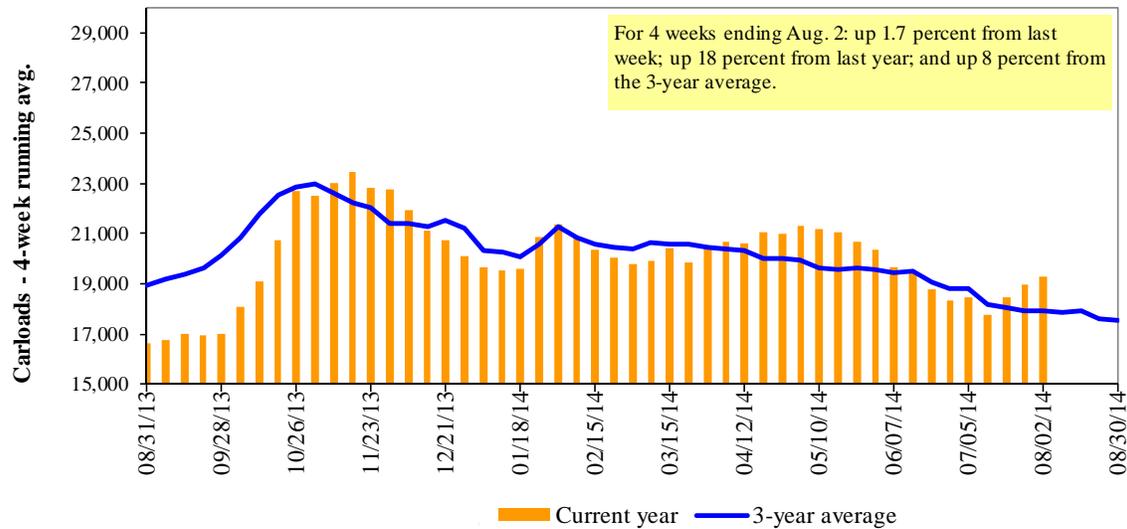
Table 4

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
08/02/14	1,546	3,253	7,942	462	6,195	19,398	4,288	5,125
This week last year	1,271	2,179	8,702	465	3,234	15,851	2,776	4,584
2014 YTD	58,574	91,609	267,629	26,055	175,919	619,786	136,228	162,804
2013 YTD	44,922	78,098	262,795	14,606	117,497	517,918	97,942	159,346
2014 YTD as % of 2013 YTD	130	117	102	178	150	120	139	102
Last 4 weeks as % of 2013	143	125	94	134	157	118	161	96
Last 4 weeks as % of 3-yr avg. ¹	138	109	92	119	127	108	133	97
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															
	Aug-14		Aug-13		Sep-14		Sep-13		Oct-14		Oct-13		Nov-14		Nov-13	
BNSF ³																
COT grain units	no offer	5	no offer	0	3030	9	2492	no offer								
COT grain single-car ⁵	no offer	0	no offer	0	no offer	0 . . 1	336 . . 2201	no offer								
UP ⁴																
GCAS/Region 1	no offer	no bids	527	no bids	no offer	no bids	n/a	n/a								
GCAS/Region 2	no offer	no bids	1255	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.

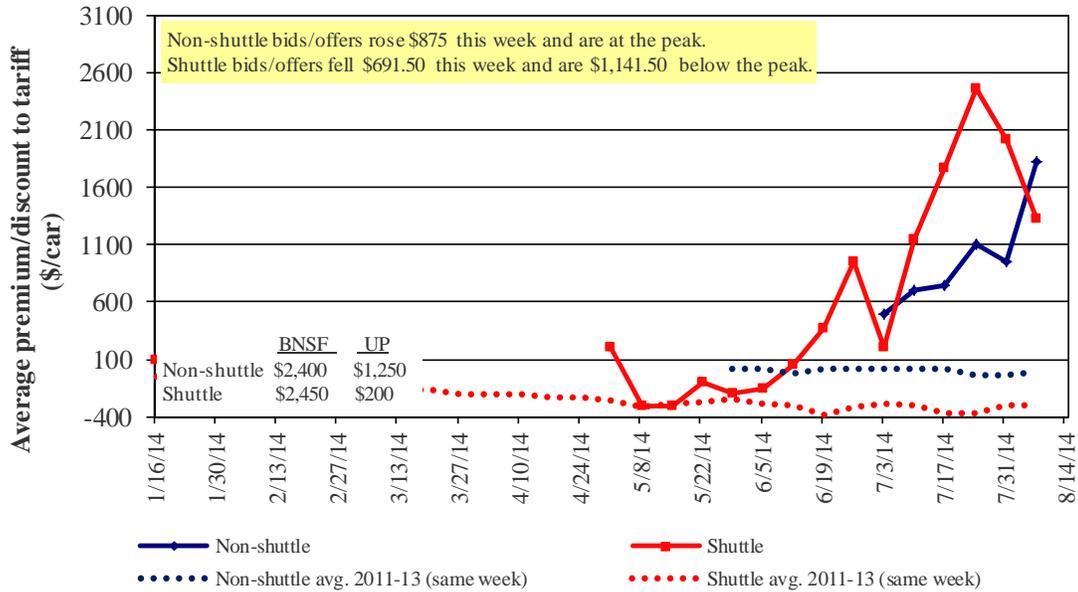
⁵Range is shown because average is not available. Not available = n/a.

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 August 2014, Secondary Market

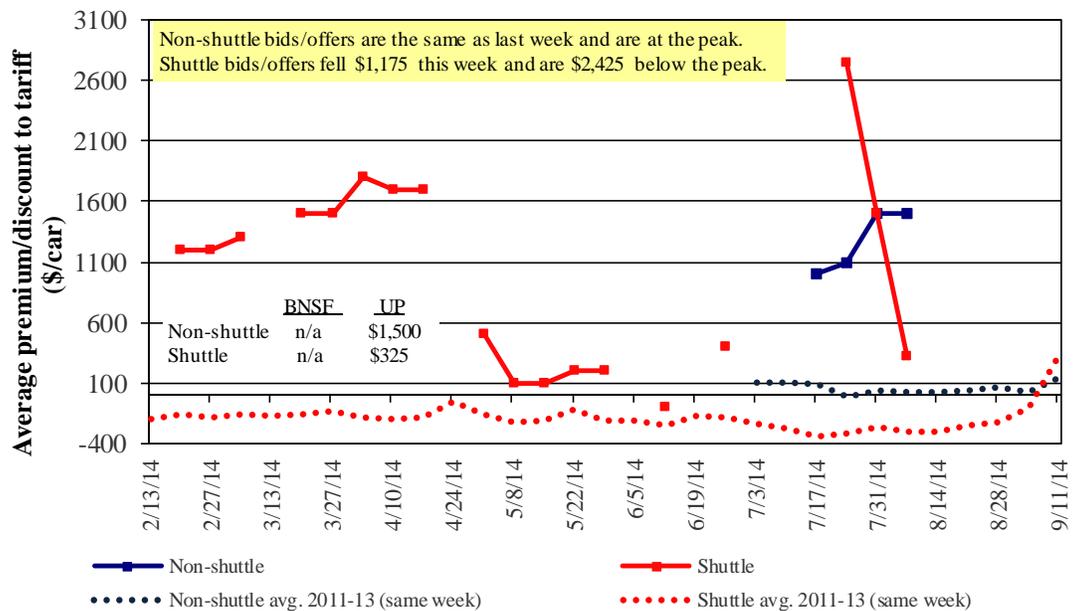


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

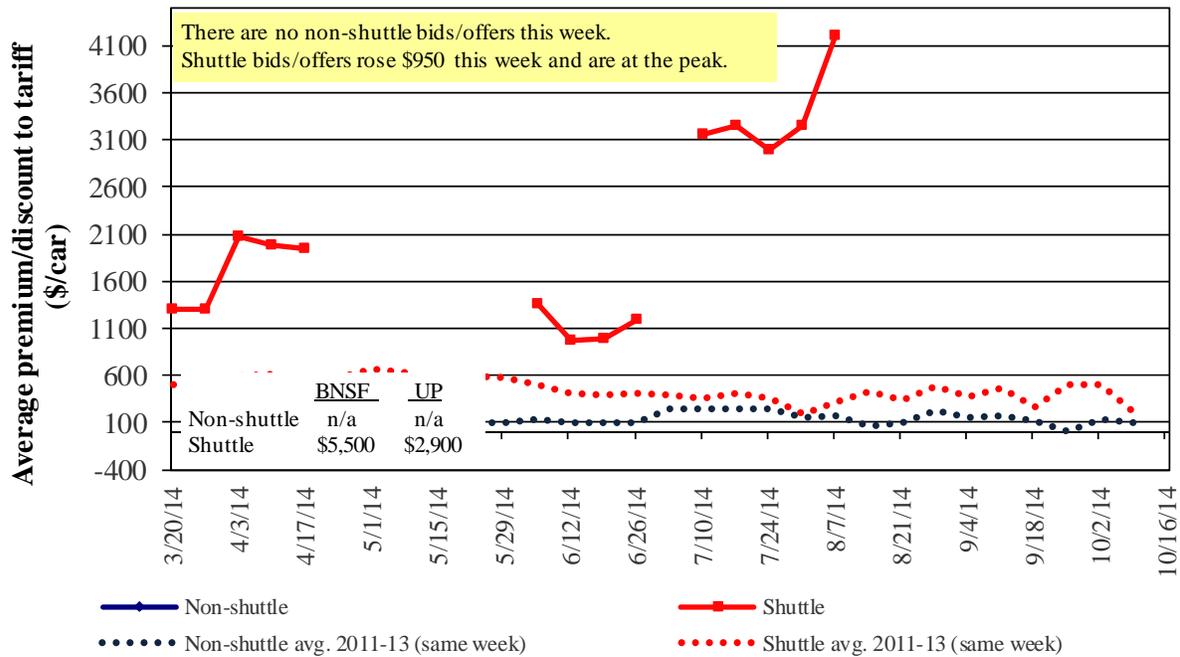


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in October 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					
	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15
Non-shuttle						
BNSF-GF	2,400	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	1,250	1,500	n/a	n/a	n/a	n/a
Change from last week	300	-	n/a	n/a	n/a	n/a
Change from same week 2013	1,250	n/a	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	2,450	n/a	5,500	2,300	1,500	n/a
Change from last week	(83)	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	2,571	n/a	n/a	n/a	n/a	n/a
UP-Pool	200	325	2,900	1,850	1,050	n/a
Change from last week	(1,300)	(1,175)	(350)	(900)	(1,450)	n/a
Change from same week 2013	200	500	2,650	n/a	n/a	n/a

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

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

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments¹

Effective date:			Tariff	Fuel	Tariff plus surcharge per:		Percent
8/1/2014	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushe ²	change Y/Y ³
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,387	\$187	\$35.49	\$0.97	6
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$107	\$36.78	\$1.00	-3
	Wichita, KS	Los Angeles, CA	\$6,244	\$551	\$67.48	\$1.84	0
	Wichita, KS	New Orleans, LA	\$4,026	\$329	\$43.25	\$1.18	6
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$452	\$62.33	\$1.70	0
	Northwest KS	Galveston-Houston, TX	\$4,293	\$361	\$46.21	\$1.26	5
	Amarillo, TX	Los Angeles, CA	\$4,492	\$502	\$49.59	\$1.35	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,192	\$372	\$35.39	\$0.90	3
	Toledo, OH	Raleigh, NC	\$4,686	\$416	\$50.66	\$1.29	4
	Des Moines, IA	Davenport, IA	\$2,078	\$79	\$21.42	\$0.54	4
	Indianapolis, IN	Atlanta, GA	\$4,061	\$312	\$43.43	\$1.10	3
	Indianapolis, IN	Knoxville, TN	\$3,469	\$200	\$36.44	\$0.93	3
	Des Moines, IA	Little Rock, AR	\$3,218	\$232	\$34.26	\$0.87	3
	Des Moines, IA	Los Angeles, CA	\$5,215	\$675	\$58.49	\$1.49	3
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,514	\$402	\$38.89	\$1.06	3
	Toledo, OH	Huntsville, AL	\$3,687	\$295	\$39.55	\$1.08	3
	Indianapolis, IN	Raleigh, NC	\$4,756	\$419	\$51.39	\$1.40	4
	Indianapolis, IN	Huntsville, AL	\$3,379	\$200	\$35.54	\$0.97	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,748	\$372	\$40.92	\$1.11	4
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$317	\$39.67	\$1.08	0
	Wichita, KS	Galveston-Houston, TX	\$3,471	\$247	\$36.92	\$1.00	-8
	Chicago, IL	Albany, NY	\$3,950	\$390	\$43.10	\$1.17	5
	Grand Forks, ND	Portland, OR	\$5,159	\$547	\$56.67	\$1.54	1
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$570	\$66.08	\$1.80	-1
	Northwest KS	Portland, OR	\$5,260	\$592	\$58.11	\$1.58	4
	Minneapolis, MN	Portland, OR	\$5,000	\$666	\$56.27	\$1.43	4
Corn	Sioux Falls, SD	Tacoma, WA	\$4,960	\$610	\$55.31	\$1.41	4
	Champaign-Urbana, IL	New Orleans, LA	\$3,011	\$372	\$33.60	\$0.85	3
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$356	\$38.39	\$0.98	6
	Des Moines, IA	Amarillo, TX	\$3,590	\$291	\$38.54	\$0.98	3
	Minneapolis, MN	Tacoma, WA	\$5,000	\$661	\$56.22	\$1.43	4
	Council Bluffs, IA	Stockton, CA	\$4,400	\$684	\$50.48	\$1.28	5
	Sioux Falls, SD	Tacoma, WA	\$5,520	\$610	\$60.88	\$1.66	4
Soybeans	Minneapolis, MN	Portland, OR	\$5,530	\$666	\$61.53	\$1.67	4
	Fargo, ND	Tacoma, WA	\$5,430	\$543	\$59.31	\$1.61	4
	Council Bluffs, IA	New Orleans, LA	\$4,175	\$429	\$45.72	\$1.24	6
	Toledo, OH	Huntsville, AL	\$2,862	\$295	\$31.35	\$0.85	4
	Grand Island, NE	Portland, OR	\$5,110	\$606	\$56.76	\$1.54	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

Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel surcharge per car ²	Fuel surcharge		Percent change Y/Y ⁴
					Tariff plus surcharge per: metric ton ³	bushel ³	
Wheat	MT	Chihuahua, CI	\$6,460	\$579	\$71.92	\$1.96	2
	OK	Cuautitlan, EM	\$6,315	\$703	\$71.70	\$1.95	-5
	KS	Guadalajara, JA	\$6,899	\$679	\$77.43	\$2.11	-15
	TX	Salinas Victoria, NL	\$3,798	\$265	\$41.51	\$1.13	30
Corn	IA	Guadalajara, JA	\$7,974	\$799	\$89.63	\$2.27	4
	SD	Celaya, GJ	\$7,656	\$757	\$85.97	\$2.18	4
	NE	Queretaro, QA	\$7,353	\$710	\$82.38	\$2.09	3
	SD	Salinas Victoria, NL	\$5,880	\$576	\$65.96	\$1.67	3
	MO	Tlalnepantla, EM	\$6,712	\$689	\$75.62	\$1.92	2
	SD	Torreon, CU	\$6,722	\$634	\$75.16	\$1.91	3
Soybeans	MO	Bojay (Tula), HG	\$7,916	\$674	\$87.77	\$2.39	5
	NE	Guadalajara, JA	\$8,447	\$771	\$94.18	\$2.56	4
	IA	El Castillo, JA	\$8,855	\$753	\$98.17	\$2.67	4
	KS	Torreon, CU	\$6,864	\$478	\$75.01	\$2.04	3
Sorghum	TX	Guadalajara, JA	\$6,953	\$493	\$76.08	\$1.93	7
	NE	Celaya, GJ	\$7,212	\$688	\$80.71	\$2.05	3
	KS	Queretaro, QA	\$6,650	\$432	\$72.36	\$1.84	-2
	NE	Salinas Victoria, NL	\$5,368	\$506	\$60.01	\$1.52	-1
	NE	Torreon, CU	\$6,243	\$564	\$69.56	\$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.

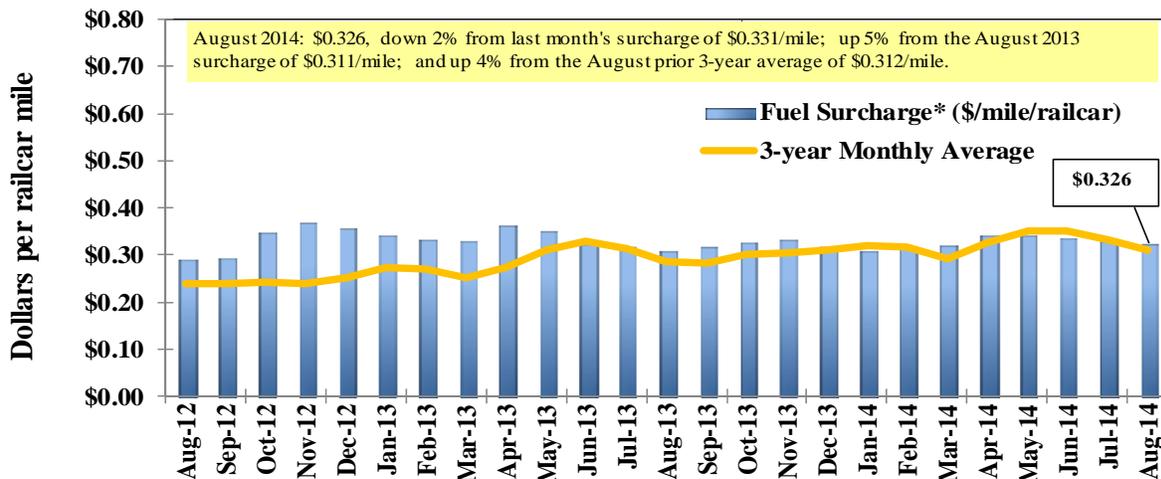
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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.

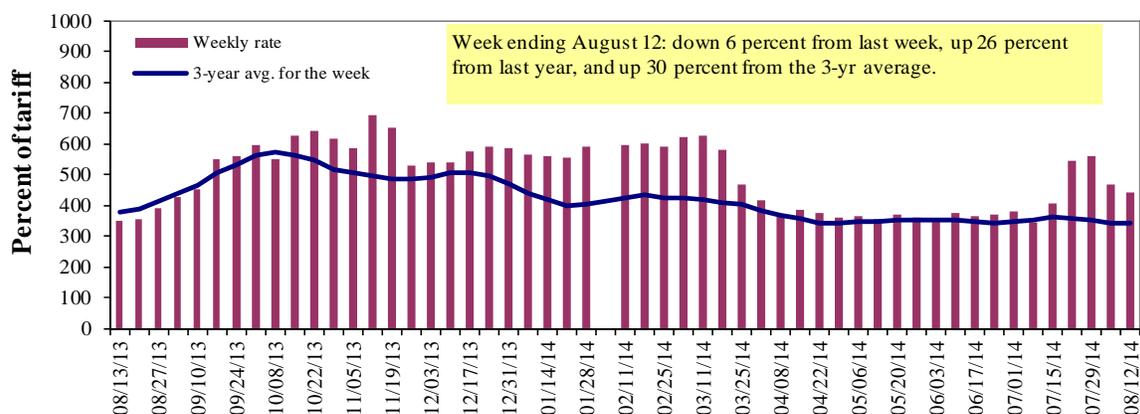
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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	8/12/2014	632	470	442	388	443	443	378
	8/5/2014	-	495	468	418	460	460	388
\$/ton	8/12/2014	39.12	25.00	20.51	15.48	20.78	17.90	11.87
	8/5/2014	-	26.33	21.72	16.68	21.57	18.58	12.18
Current week % change from the same week:								
	Last year	71	33	26	26	23	23	36
	3-year avg. ²	52	28	30	33	37	37	37
Rate¹	September	675	677	663	628	680	680	630
	November	731	663	658	563	652	652	483

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

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:

$(\text{Index} * 1976 \text{ tariff benchmark rate per ton}) / 100$

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

Figure 9

Benchmark tariff rates

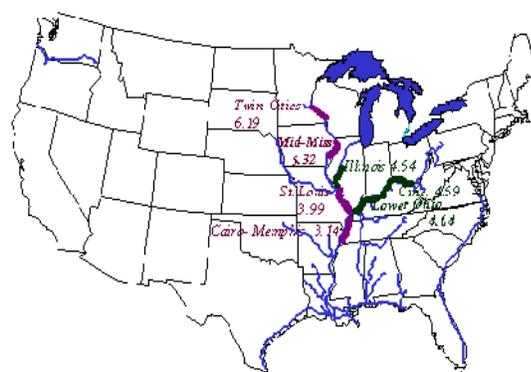
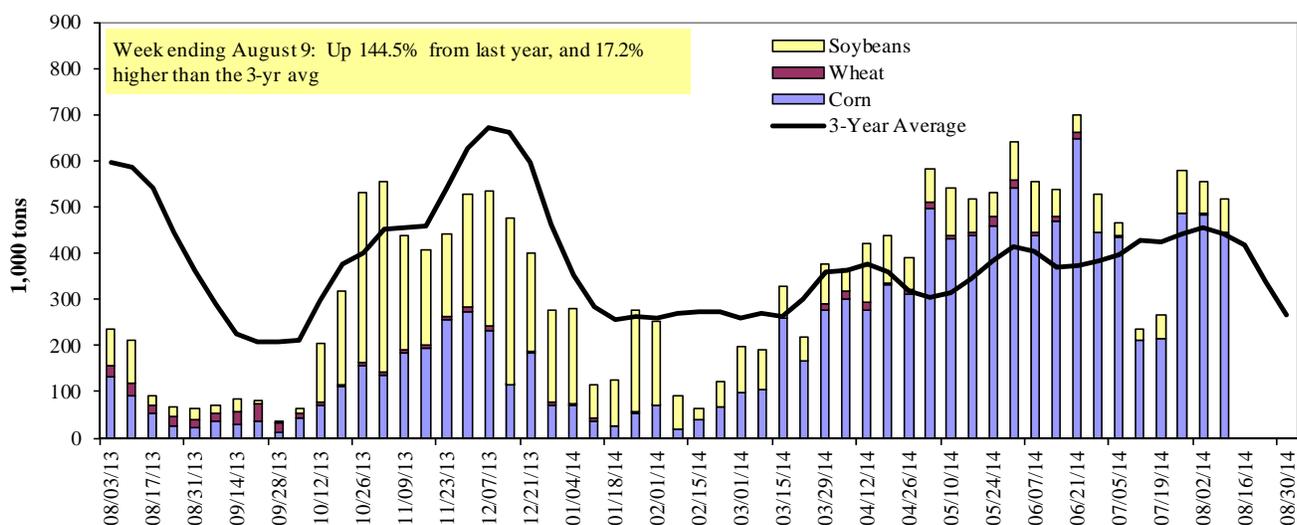


Figure 10

Barge Movements on the Mississippi River¹ (Locks 27 - Granite City, IL)



¹ The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

Week ending 8/9/2014	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	43	0	2	3	47
Winfield, MO (L25)	150	4	28	2	183
Alton, IL (L26)	424	4	72	0	500
Granite City, IL (L27)	441	4	71	0	516
Illinois River (L8)	152	0	38	0	190
Ohio River (L52)	146	64	7	0	217
Arkansas River (L1)	0	27	0	0	27
Weekly total - 2014	587	94	78	0	759
Weekly total - 2013	110	222	94	2	428
2014 YTD ¹	14,464	1,598	5,064	128	21,254
2013 YTD	5,140	2,886	4,428	134	12,588
2014 as % of 2013 YTD	281	55	114	95	169
Last 4 weeks as % of 2013 ²	343	58	95	40	172
Total 2013	9,504	4,111	10,065	255	23,935

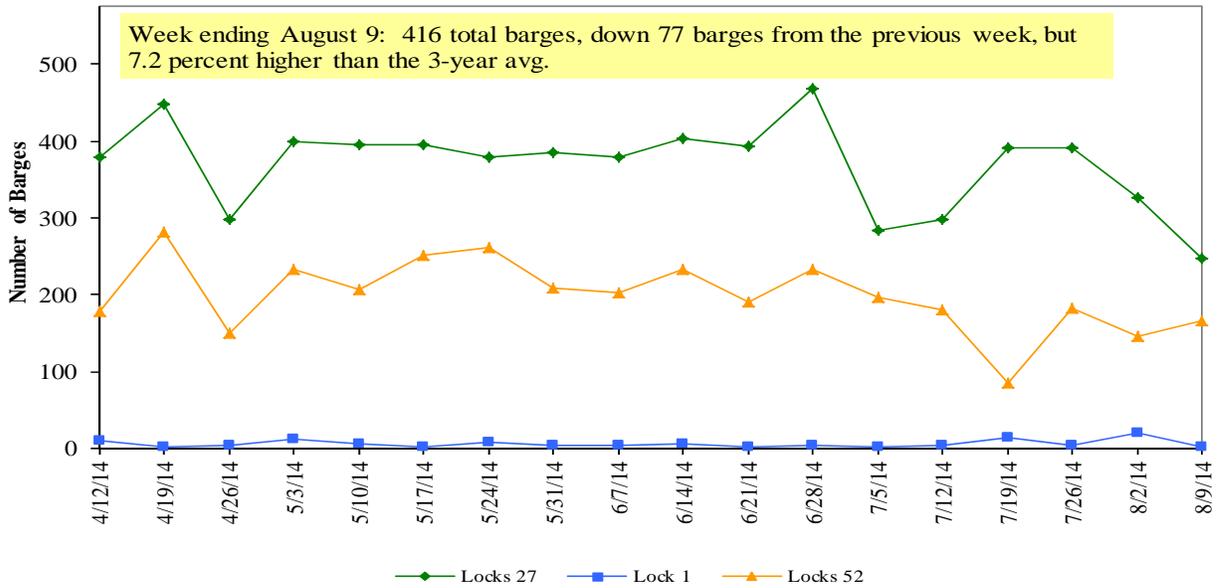
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

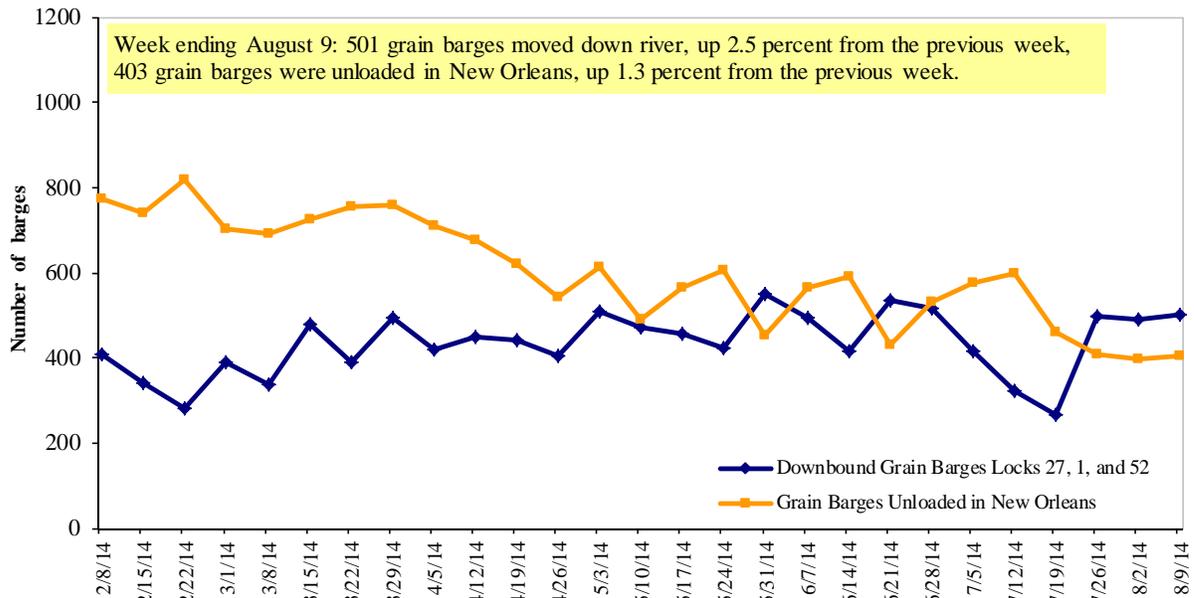
Source: U.S. Army Corps of Engineers

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 8/11/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.887	-0.019	-0.021
	New England	3.982	-0.037	-0.063
	Central Atlantic	3.974	-0.015	0.002
	Lower Atlantic	3.800	-0.017	-0.034
II	Midwest ²	3.787	-0.011	-0.075
III	Gulf Coast ³	3.750	-0.004	-0.074
IV	Rocky Mountain	3.876	-0.001	-0.054
V	West Coast	4.016	0.000	-0.029
	West Coast less California	3.935	0.005	-0.011
	California	4.084	-0.003	-0.044
Total	U.S.	3.843	-0.010	-0.053

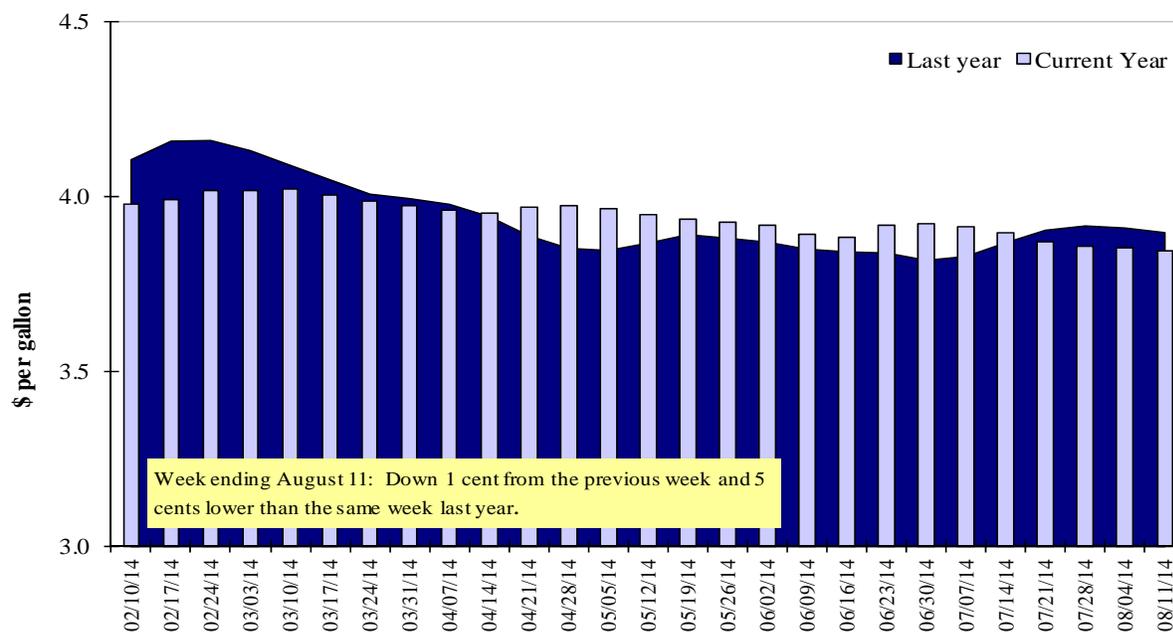
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
7/31/2014	1,893	1,188	2,049	1,085	134	6,349	5,730	2,120	14,199
This week year ago	2,002	3,462	1,440	1,043	100	8,047	2,381	1,326	11,754
Cumulative exports-marketing year²									
2013/14 YTD	1,329	745	1,270	577	53	3,973	43,006	43,999	90,978
2012/13 YTD	2,495	1,836	792	417	32	5,572	16,728	35,843	58,143
YTD 2013/14 as % of 2012/13	53	41	160	138	166	71	257	123	156
Last 4 wks as % of same period 2012/13	88	30	144	100	124	75	292	153	128
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254

¹ Current unshipped export sales to date

² Shipped export sales to date; new marketing year in effect for 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 07/31/2014	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 -
Japan	1,784	11,480	7,355	56	7,000
Mexico	2,343	10,627	4,437	139	4,370
China	5	2,837	2,505	13	2,450
Korea	2	4,568	418	992	416
Taiwan	24	2,042	574	256	512
Top 5 Importers	4,156	31,554	15,289	106	14,748
Total US corn export sales	7,747	48,736	19,109	155	18,690
% of Projected	18%	101%	102%		
Change from prior week	759	121	290		
Top 5 importers' share of U.S. corn export sales	54%	65%	80%		79%
USDA forecast, July 2014	43,180	48,260	18,690	158	
Corn Use for Ethanol USDA forecast, July 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 07/31/2014	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	9,794	28,073	21,599	30	21,522
Mexico	625	3,273	2,600	26	2,565
Japan	289	1,904	1,820	5	1,751
Indonesia	229	2,489	1,648	51	1,682
Taiwan	79	1,325	1,218	9	1,120
Top 5 importers	11,014	37,063	28,885	28	28,641
Total US soybean export sales	17,012	46,119	37,169	24	35,910
% of Projected	37%	105%	104%		
Change from prior week	1,009	95	79		
Top 5 importers' share of U.S. soybean export sales	65%	80%	78%		
USDA forecast, July 2014	45,590	44,090	35,910	23	

(n) indicates negative number.

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

Table 15

Top 10 Importers¹ of All U.S. Wheat

Week Ending 07/31/2014	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	187	3,641	(95)	4,213
Brazil	1,084	1,453	(25)	4,211
Mexico	1,240	1,261	(2)	2,940
Japan	1,070	947	13	2,674
Nigeria	994	895	11	2,629
Philippines	729	622	17	2,013
Korea	634	361	76	1,287
Indonesia	283	210	35	1,076
Taiwan	410	316	30	980
Colombia	210	359	(42)	783
Top 10 importers	6,840	10,064	(32)	22,808
Total US wheat export sales	10,323	13,619	(24)	32,160
% of Projected	42%	42%		
Change from prior week	591	726		
Top 10 importers' share of U.S. wheat export sales	66%	74%		71%
USDA forecast, July 2014	24,490	32,160	(24)	

(n) indicates negative number.

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

Table 16

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

Port regions	Week ending 08/07/14	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	232	80	291	7,779	6,674	117	110	81	11,585
Corn	210	326	64	6,034	1,359	444	2,216	211	2,973
Soybeans	0	0	n/a	4,492	3,762	119	0	0	9,090
Total	442	406	109	18,305	11,795	155	250	118	23,647
Mississippi Gulf									
Wheat	130	120	108	3,033	5,848	52	50	80	9,711
Corn	560	622	90	20,511	6,976	294	210	142	14,828
Soybeans	58	21	281	10,502	7,564	139	124	45	21,462
Total	748	763	98	34,046	20,388	167	129	107	46,002
Texas Gulf									
Wheat	90	169	53	4,194	5,542	76	49	60	9,039
Corn	0	0	n/a	371	148	250	0	0	255
Soybeans	0	0	n/a	258	122	211	n/a	0	908
Total	90	169	53	4,823	5,813	83	48	58	10,203
Interior									
Wheat	17	26	66	756	646	117	236	103	1,244
Corn	103	134	77	3,397	1,615	210	70	105	3,943
Soybeans	44	17	262	2,226	1,767	126	291	53	3,212
Total	164	176	93	6,379	4,029	158	89	90	8,399
Great Lakes									
Wheat	49	0	n/a	301	476	63	152	222	884
Corn	0	0	n/a	94	0	n/a	n/a	125	0
Soybeans	0	0	n/a	51	22	229	n/a	0	699
Total	49	0	n/a	446	498	89	208	158	1,583
Atlantic									
Wheat	37	7	514	303	484	63	135	242	645
Corn	0	30	0	507	2	n/a	n/a	1,243	242
Soybeans	1	1	n/a	996	693	144	n/a	24	1,652
Total	38	38	99	1,806	1,179	153	236	289	2,540
U.S. total from ports²									
Wheat	554	402	138	16,366	19,671	83	70	80	33,108
Corn	873	1,113	78	30,914	10,100	306	291	151	22,241
Soybeans	103	38	270	18,525	13,931	133	138	40	37,024
Total	1,530	1,553	98	65,805	43,702	151	139	104	92,373

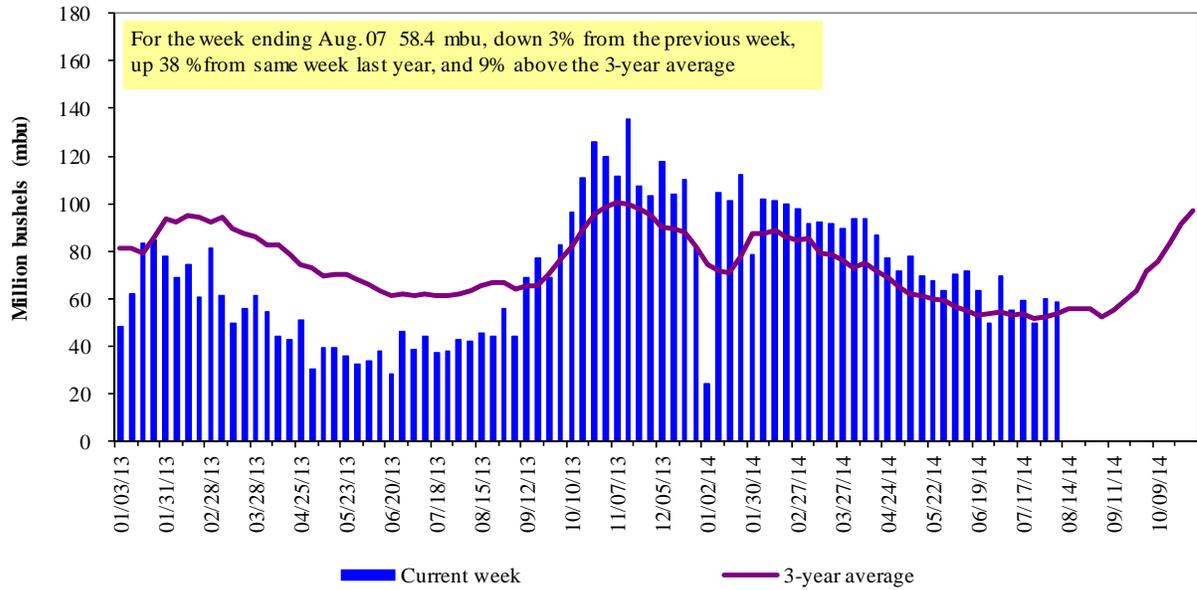
¹Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

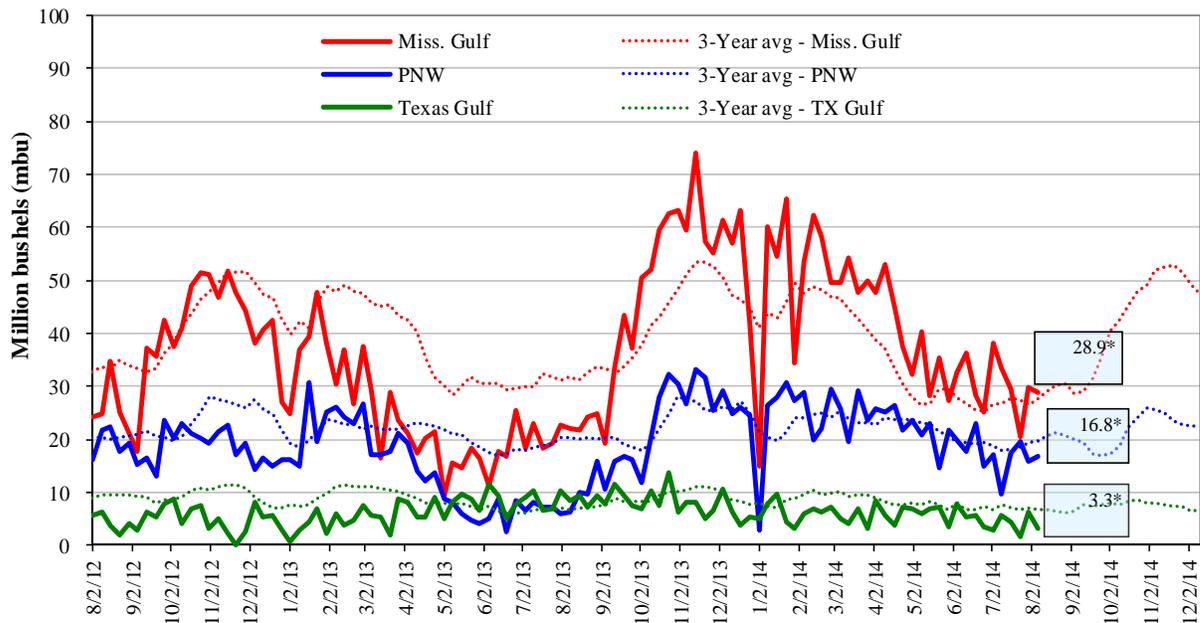


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

Aug 07: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 2	down 47	down 10	up 6
Last year (same week)	up 32	down 61	up 6	up 169
3-yr avg. (4-wk mov. avg.)	up 16	down 51	up 2	up 13

Ocean Transportation

Table 17

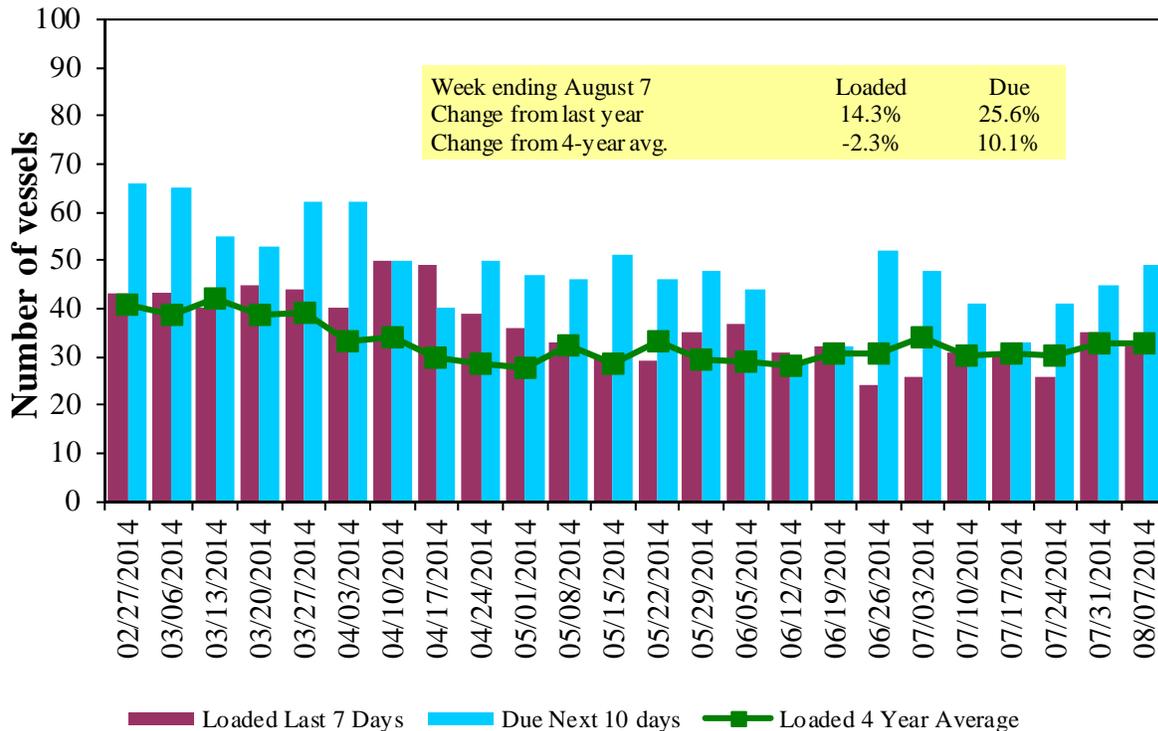
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
8/7/2014	32	32	49	11	n/a
7/31/2014	33	35	45	9	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

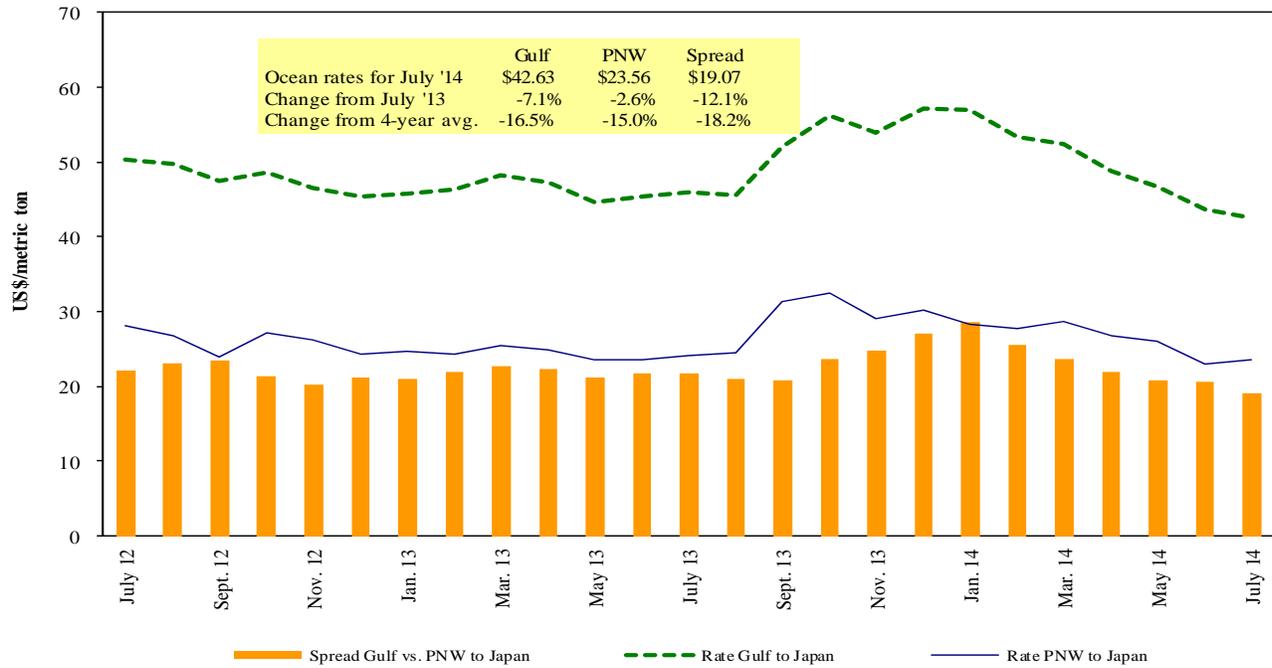


Source: Transportation & Marketing Programs/AMS/USDA

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 08/09/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Grain	Aug 1/10	50,000	49.25
U.S. Gulf	Djibouti ¹	Wheat	Aug 4/14	10,000	103.00
U.S. Gulf	Mexico	Heavy Grain	Aug 2/6	33,000	11.25
PNW	Philippines	Grain	Aug 1/15	65,000	22.50
Brazil	China	Grain	Aug 20/30	60,000	31.50
Brazil	China	Grain	Aug 10/31	60,000	33.25
Brazil	China	Grain	Aug 1/30	65,000	35.50
Brazil	China	Heavy Grain	Aug 11/18	60,000	31.00
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	Heavy Grain	Jul 10/20	60,000	33.75
Germany	Iran	Wheat	Aug 20/Sep 8	65,000	35.00
River Plate	China	Heavy Grain	Aug 1/31	60,000	44.50
River Plate	China	Grain	Jul 20/30	60,000	37.00
Uruguay	Egypt Med	Soybeans	Jul 18/22	25,000	35.00

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

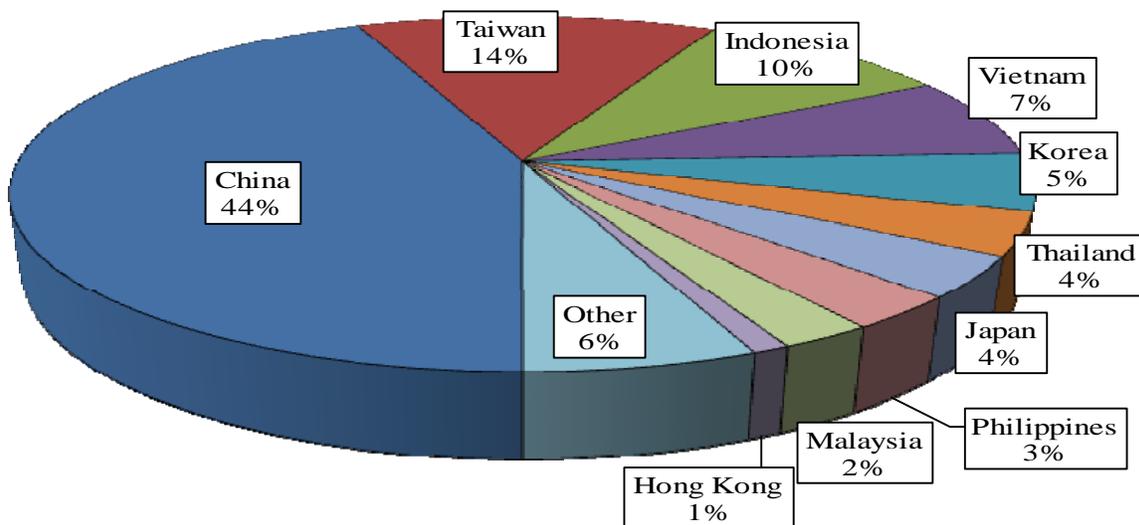
¹ 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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, 2013

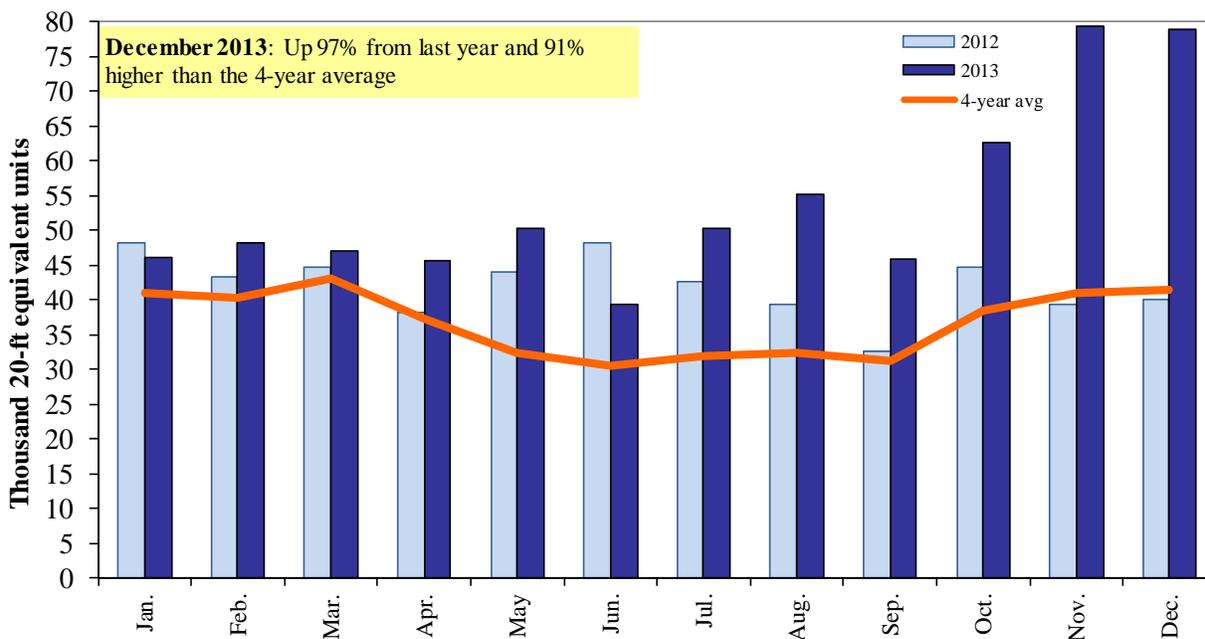


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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