



Grain Transportation Report

A weekly publication of the Transportation and Marketing Programs/Transportation Services Division
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Aug. 29, 2013

WEEKLY HIGHLIGHTS

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Mississippi Gulf Corn Inspections Highest in Two Months

For the week ending August 22, **total inspections of grain** (corn, wheat, and soybeans) for export reached 1.22 million metric tons (mmt), down 1 percent from the previous week and 11 percent below the same time last year. Mississippi Gulf grain inspections (.643 mmt), led by a large jump in corn inspections, increased 10 percent from the previous week. Total inspections of grain in the Mississippi Gulf were also the highest since late June. Inspections of corn (.306 mmt) from all major export regions jumped 81 percent from the past week because shipments to Asia increased. Wheat inspections dropped 8 percent from the previous week while soybean inspections decreased 53 percent.

Low Water Reported on Mississippi and Illinois Rivers

The Upper Mississippi River at mile 516 (near Clinton, IA) was closed due to low water on August 26. The U.S. Army Corps of Engineers (Corps) has dredged that site, and had it reopened on August 28. Low water also closed a portion of the Illinois River at mile 267 (near Morris, IL) on August 26. The Corps is dredging that area and should have it reopened by August 29. Barge operators have indicated that demand for barge services is down and these delays are not having a substantial impact on the limited grain movements during the pre-harvest period. On August 29, the St. Louis Gage was 2 feet and dropping, significantly lower than the 18 feet gage recorded nearly 3 weeks ago.

Federal Court Bars L.A. Employee-Driver Mandate

The Los Angeles U.S. District Court permanently barred the port from enforcing its employee-driver mandate. The mandate would have required drayage companies to hire drivers as direct employees, making it possible for unions to organize the drivers. The American Trucking Association fought the provision, arguing that Federal law prohibits State or local governments from regulating motor carriers engaged in interstate commerce. Los Angeles had argued that the provision was necessary for the port to successfully enforce its clean-air program. Los Angeles is a major port for the export of grain and animal feed in containers.

South Dakota Elevators Concerned About CP Plans to Sell Rail Line

Since Canadian Pacific (CP) announced plans to sell the portion of the rail line it acquired from the former Dakota, Minnesota & Eastern Railroad (DM&E) west of Tracy, MN, elevators on the line have been concerned about the future of their rail service. This is the only east-west rail line crossing the State, providing the only rail access to many grain shippers in the middle part of the State. By keeping the entire former DM&E line intact during a sale, as some proponents hope, the entire route has access to large cities and additional rail carriers, providing competition from multiple sources to carry goods farther. However, the portion west of Tracy, MN, does not have any physical connections with any large cities or major railroads other than CP at Tracy. Selling only this portion will result in that section losing competitive options and having to interchange the remaining traffic exclusively with CP. Some experts, however, say that sales of rail lines to smaller railroad firms often lead to better rates because smaller railways have fewer costs than the major railroads.

Snapshots by Sector

Rail

U.S. railroads originated 16,621 **carloads of grain** during the week ending August 17, down 1 percent from last week, 8 percent from last year, and 11 percent from the 3-year average.

During the week ending August 22, average September non-shuttle **secondary railcar bids/offers per car** were \$56 above tariff, up \$56 from last week and \$40.50 higher than last year. Average shuttle bids/offers were \$44 above tariff, up \$95 from last week and \$410.50 higher than last year.

Barge

During the week ending August 24, **barge grain movements** totaled 252,898 tons, 28 percent lower than the previous week and 8 percent lower than the same period last year.

During the week ending August 24, 159 grain barges **moved down river**, down 31 percent from last week; 377 grain barges were **unloaded in New Orleans**, down 1 percent from the previous week.

Ocean

During the week ending August 22, 25 **ocean-going grain vessels** were loaded in the Gulf, down 14 percent from the same period last year. Forty-two vessels are expected to be loaded within the next 10 days, down 13 percent from the same period last year.

During the week ending August 23, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$45 per mt, unchanged from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$24.50 per mt, up 2 percent from the previous week.

Fuel

During the week ending August 26, U.S. average **diesel fuel prices** were 1 cent above the previous week at \$3.91 per gallon—18 cents lower than the same week last year.

Feature Article/Calendar

Mexico Imported Less U.S. Grain and Soybeans During the Second Quarter

Despite moderate transportation costs, Mexico imported less grain and soybeans from the United States during the second quarter of 2013. Between April and June, Mexico imported 1.2 million metric tons (mmt) of corn, 0.72 mmt of wheat, and 0.53 mmt of soybeans—60, 24, and 43 percent less than during the same period last year (Global Agricultural Trade System). This is a continuation of the trend that began during the first quarter, possibly due to high international grain prices and tight U.S. grain stocks (GTR, dated 06/27/13). The expectation that Mexico's domestic 2013/14 grain production would increase due to favorable growing conditions (*FAS GAIN Report #:* [MX3024](#)) could have also contributed to Mexico's declining imports of U.S. grains. However, the Foreign Agricultural Service has revised downward the initial USDA's forecast of the 2013/14 Mexican grain crop, indicating a possible rebound in imports of U.S. grains in the subsequent quarters.

The transportation costs of transporting U.S. corn and soybeans to Mexico by sea and land during the second quarter can be seen in the table below. The transportation cost of seaborne corn and soybeans fell by 5 percent, while the cost of transporting corn and soybeans by land remained unchanged from the previous quarter. Except for seaborne Kansas wheat, trucking, ocean, and barge rates all fell during the quarter. Increased trucking rates for Kansas wheat moving from farms to distant river elevators more than offset the decreases in ocean and barge rates, causing the overall transportation cost for seaborne Kansas wheat to increase by 13 percent. Similarly, an increase in the rail rate more than offset the reduction in trucking rates for the land route, causing the overall transportation cost to

Quarterly costs of transporting U.S. grain to Mexico										
	Water route (to Veracruz)					Land route (to Guadalajara)				
	\$/metric ton					\$/metric ton				
	2012 2 nd qtr.	2013 1 st qtr.	2013 2 nd qtr.	Percent change Yr. to Yr. Qtr. to Qtr.		2012 2 nd qtr.	2013 1 st qtr.	2013 2 nd qtr.	Percent change Yr. to Yr. Qtr. to Qtr.	
Corn										
Origin	IL					IA				
Truck	11.66	10.98	9.46	-18.9	-13.8	5.34	4.16	3.76	-29.6	-9.6
Rail ¹						88.01	87.05	87.50	-0.6	0.5
Ocean ²	18.62	17.89	17.58	-5.6	-1.7					
Barge	16.11	15.27	14.83	-7.9	-2.9					
Total transportation cost	46.39	44.14	41.87	-9.7	-5.1	93.35	91.21	91.26	-2.2	0.1
Farm Value	252.35	276.23	272.43	8.0	-1.4	247.89	278.07	278.86	12.5	0.3
Landed Cost	298.74	320.37	314.30	5.2	-1.9	341.24	369.28	370.12	8.5	0.2
Transport % of landed cost	16	14	13			27	25	25		
Soybeans										
Origin	IL					NE				
Truck	11.66	10.98	9.46	-18.9	-13.8	5.34	4.16	3.76	-29.6	-9.6
Rail ¹						89.89	91.20	91.64	1.9	0.5
Ocean ²	18.62	17.89	17.58	-5.6	-1.7					
Barge	16.11	15.27	14.83	-7.9	-2.9					
Total transportation cost	46.39	44.14	41.87	-9.7	-5.1	95.23	95.36	95.40	0.2	0.0
Farm Value	519.31	535.23	553.61	6.6	3.4	502.16	522.99	536.46	6.8	2.6
Landed Cost	565.70	579.37	595.48	5.3	2.8	597.39	618.35	631.86	5.8	2.2
Transport % of landed cost	8	8	7			16	15	15		
Wheat										
Origin	KS					KS				
Truck*	22.24	26.34	35.77	60.8	35.8	5.34	4.16	3.76	-29.6	-9.6
Rail ¹						84.20	83.19	86.47	2.7	3.9
Ocean ²	18.62	17.89	17.58	-5.6	-1.7					
Barge	10.38	11.92	9.84	-5.2	-17.4					
Total transportation cost	51.24	56.15	63.19	23.3	12.5	89.54	87.35	90.23	0.8	3.3
Farm Value	234.91	280.23	269.33	14.7	-3.9	234.91	280.23	269.33	14.7	-3.9
Landed Cost	286.15	336.38	332.52	16.2	-1.1	324.45	367.58	359.56	10.8	-2.2
Transport % of landed cost	18	17	19			28	24	25		

¹Rail 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

²Source: O'Neil Commodity Consulting

*Truck rates for land route were revised from the previous estimates

increase by 3 percent. In general, quarter-to-quarter farm prices decreased for both corn and wheat, but increased slightly for soybeans. Year-to-year farm prices increased for all grains. The transportation share of the landed cost decreased for seaborne corn and soybeans and increased for wheat. For the land route, the transportation share of the landed cost remained unchanged for corn and soybeans, but increased slightly for wheat. The landed cost for seaborne grain ranged from \$314.30 to \$595.48 per mt (figure 1), and \$359.56 to \$631.86 per mt for grain transported via the land route (figure 2).

Market Outlook: Contrary to the initial outlook, drought conditions in several of Mexico’s growing regions and extremely low water levels in the country’s northern reservoirs are expected to reduce Mexico’s grain production (*FAS GAIN Report #: MX3059*). USDA’s Foreign Agricultural Service has revised downward its official production estimate for Mexico’s corn and wheat for the marketing year 2013/14 to 21.9 mmt and 3.4 mmt, respectively. Production was revised downward due to the expected decline in planted areas caused by low water levels in the country’s reservoirs. As of June 23, the eleven water reservoirs in Sinaloa, the largest corn producing State, contained only 1,567.7 million cubic meters—just 10.2 percent of total capacity and close to 25 percent less than the same period a year earlier. If the low water condition persists, it is very likely that the corn planted area during the upcoming 2013/14 fall/winter cycle may be at least 20 percent below the average planted area of the last few years at 1.13 million hectares (*FAS GAIN Report #: MX3059*). Wheat production was adjusted downward because of the freeze that occurred during March 3 and 4 that adversely affected production in the states of Guanajuato and Michoacán. Due to expected lower production levels, the Foreign Agricultural Service has revised upward Mexico’s corn and wheat imports from USDA’s initial estimate to 7.6 mmt and 4 mmt, respectively. For MY 2013/14, soybean imports are forecast at 3.45 mmt, a 4.5 percent increase from the MY 2012/13 estimate (*FAS GAIN Report #: MX3036*). Strong soybean imports are fueled by growing demand from the domestic poultry and pork sectors, as well as by population growth. Moderate transportation costs are essential for enhancing the competitiveness of U.S. grain exports to Mexico. surajudeen.olowolayemo@ams.usda.gov

Figure 1. Water route shipment costs to Veracruz, Mexico

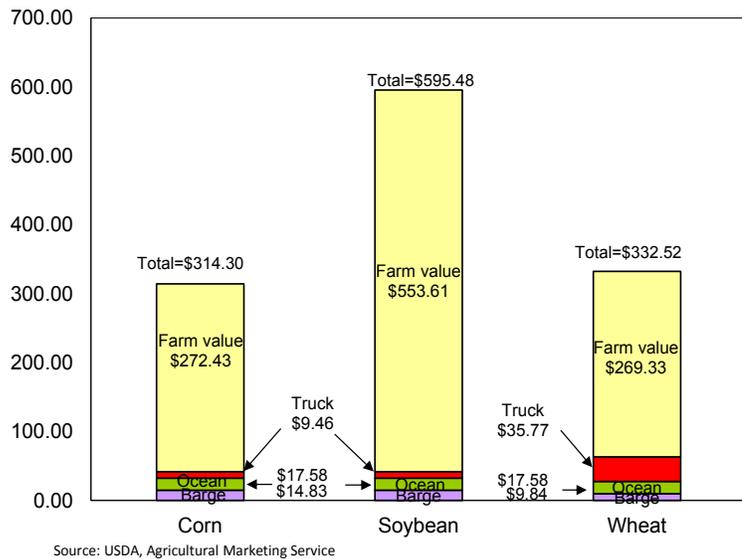
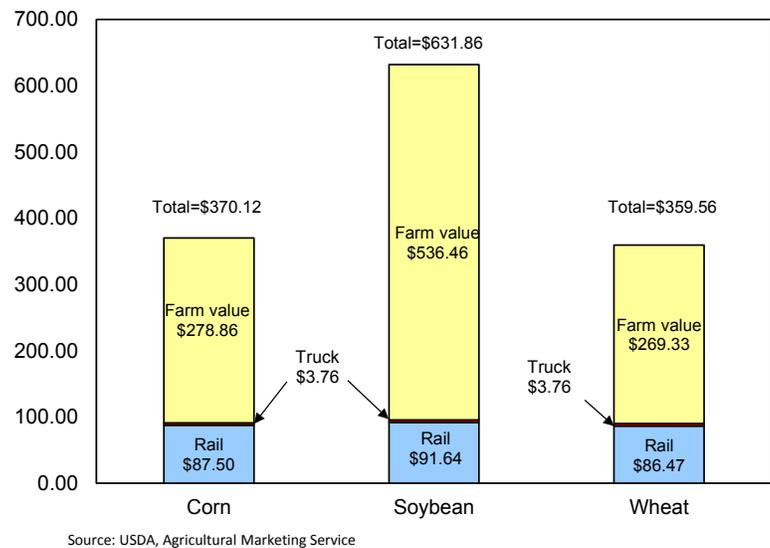


Figure 2. Land route shipment costs to Guadalajara, Mexico



Grain Transportation Indicators

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
08/28/13	263	237	210	218	201	174
08/21/13	262	234	206	197	201	170

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

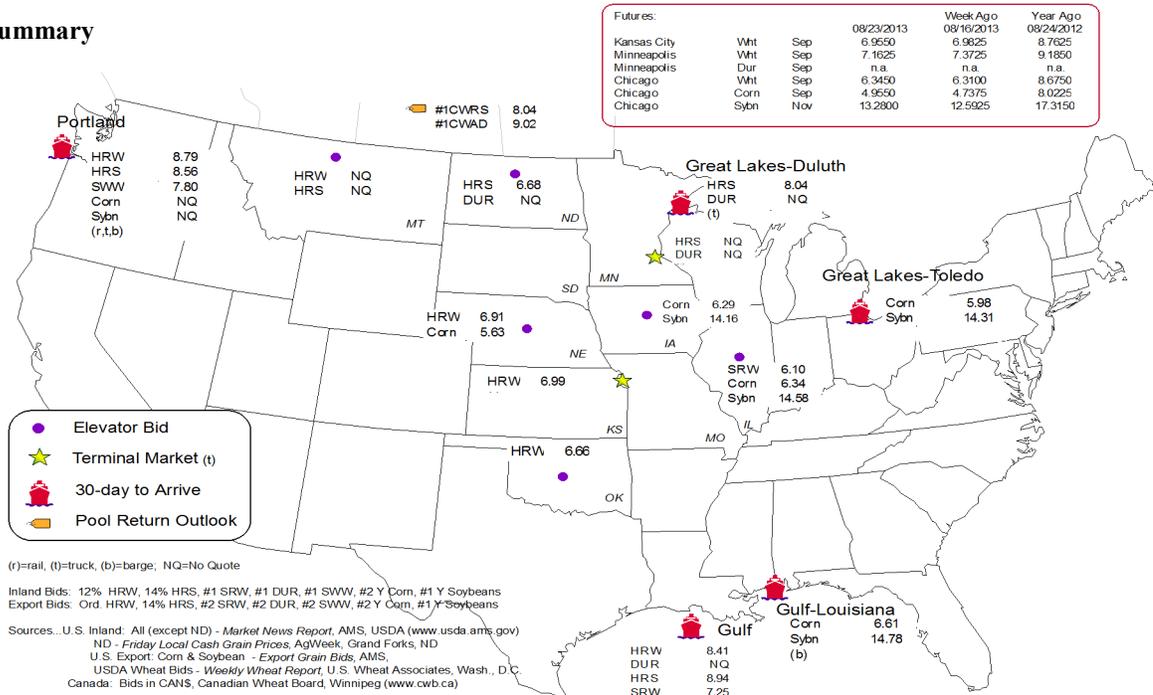
Commodity	Origin--Destination	8/23/2013	8/16/2013
Corn	IL--Gulf	-0.27	0.18
Corn	NE--Gulf	-0.98	-0.30
Soybean	IA--Gulf	-0.62	-0.32
HRW	KS--Gulf	-1.42	-1.52
HRS	ND--Portland	-1.88	-1.76

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				
08/21/2013 ^p	5	909	2,199	0		3,113	08/17/13	1,289
08/14/2013 ^r	0	1,490	1,970	44		3,504	08/10/13	1,110
2013 YTD ^r	9,877	43,138	81,152	10,022		144,189	2013 YTD	40,373
2012 YTD ^r	6,893	25,061	133,733	11,548		177,235	2012 YTD	66,840
2013 YTD as % of 2012 YTD	143	172	61	87		81	% change YTD	60
Last 4 weeks as % of 2012 ²	0	270	44	23		66	Last 4wks % 2012	80
Last 4 weeks as % of 4-year avg. ²	0	164	48	19		68	Last 4wks % 4 yr	80
Total 2012	22,604	40,780	199,419	34,681		287,462	Total 2012	92,008
Total 2011	27,358	77,515	191,187	24,088		320,148	Total 2011	97,118

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2012 and prior 4-year average.

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

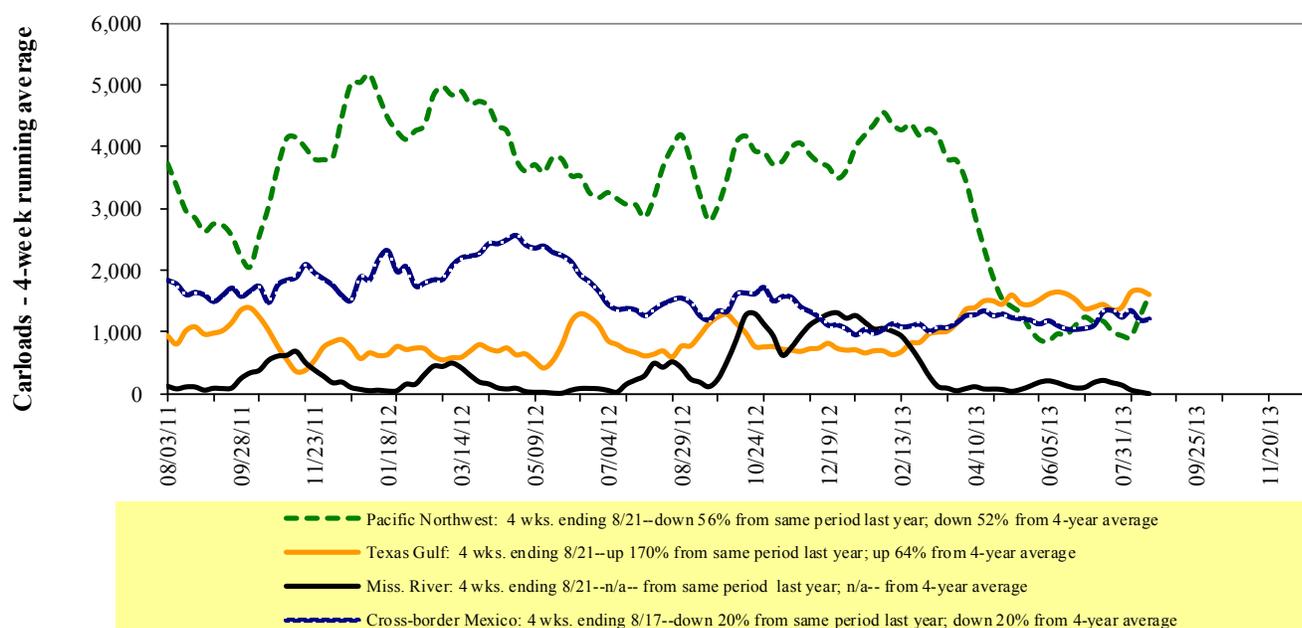
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

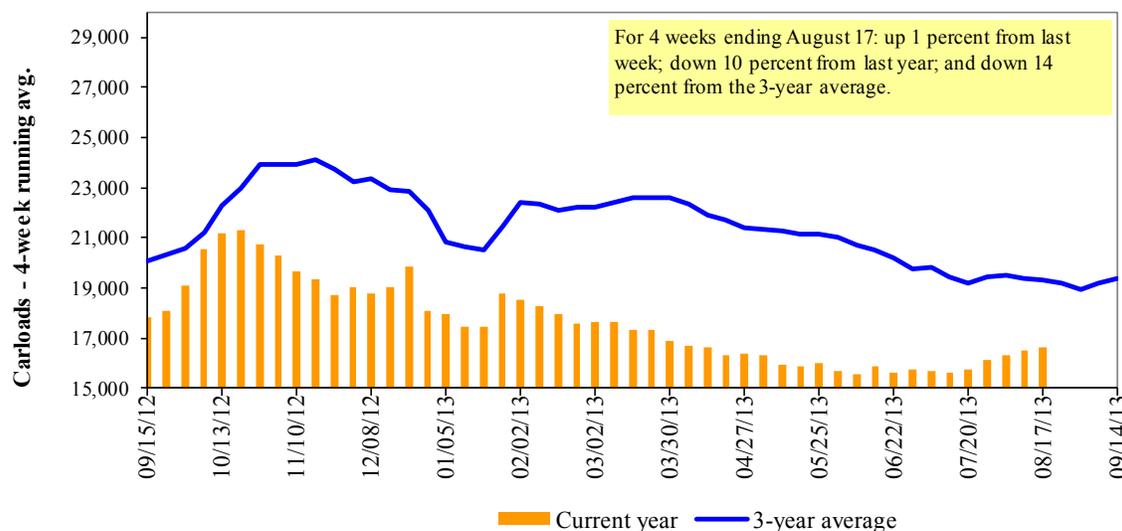
Table 4

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

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
08/17/13	745	1,740	9,031	1,105	4,000	16,621	3,248	5,190
This week last year	950	2,669	10,231	468	3,740	18,058	4,050	5,560
2013 YTD	46,836	81,734	280,517	16,482	125,724	551,293	103,801	169,570
2012 YTD	58,269	93,233	318,189	16,652	167,757	654,100	126,787	156,396
2013 YTD as % of 2012 YTD	80	88	88	99	75	84	82	108
Last 4 weeks as % of 2012	118	78	95	104	81	90	75	106
Last 4 weeks as % of 3-yr avg. ¹	89	83	91	96	76	86	78	95
Total 2012	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266

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

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

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

Source: Association of American Railroads

Table 5

Railcar Auction Offerings¹ (\$/car)²

Week ending	Delivery period							
	Sep-13	Sep-12	Oct-13	Oct-12	Nov-13	Nov-12	Dec-13	Dec-12
BNSF ³								
COT grain units	12	0	14	no bids	8	no offer	4	no offer
COT grain single-car ⁵	15 . . 100	1 . . 10	no offer	0 . . 2	0 . . 22	no offer	0 . . 7	no offer
UP ⁴								
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no bids	no bids	92	no bids	no bids	no bids	n/a	n/a

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

²Average premium/discount to tariff, last auction

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

⁴UP - GCAS = Grain Car Allocation System

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

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

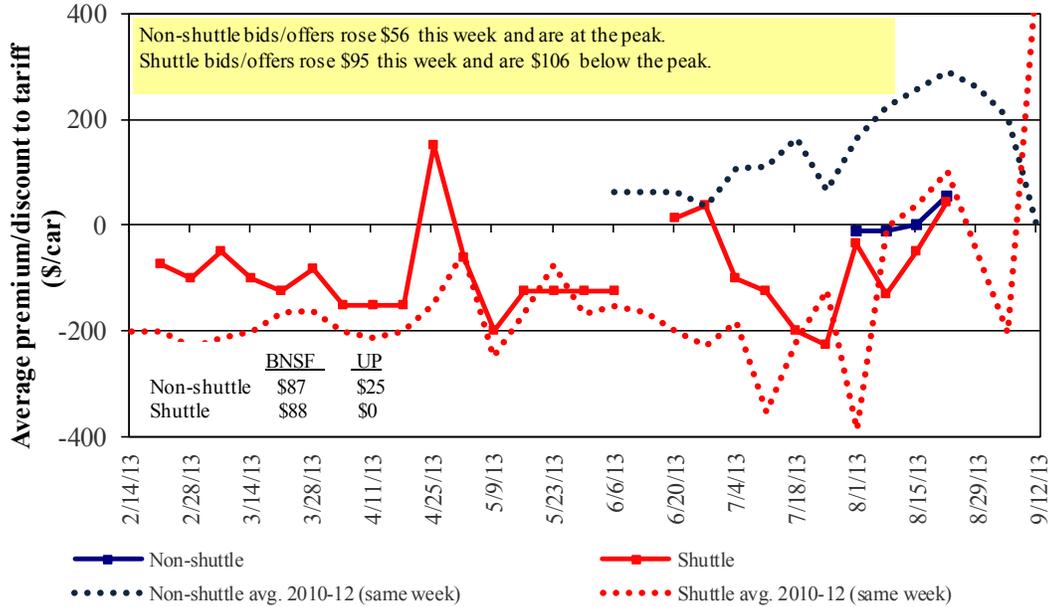
⁵Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

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

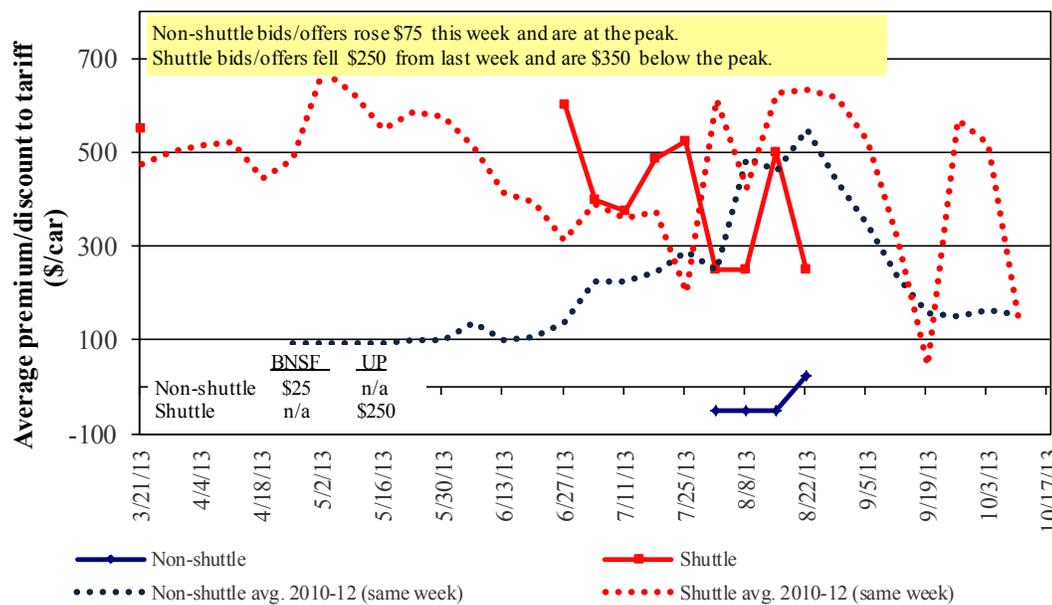


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

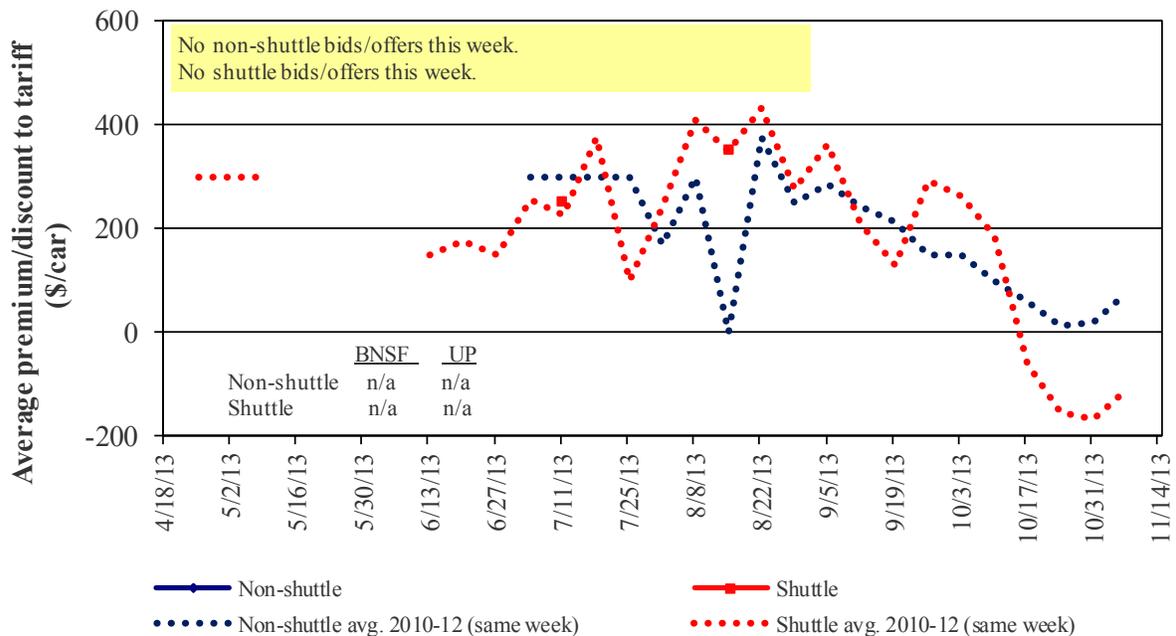


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Railcar Market (\$/car)¹

Week ending	Delivery period					
	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14
Non-shuttle						
BNSF-GF	87	25	n/a	n/a	n/a	n/a
Change from last week	87	75	n/a	n/a	n/a	n/a
Change from same week 2012	62	n/a	n/a	n/a	n/a	n/a
UP-Pool	25	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 2012	19	n/a	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	88	n/a	n/a	n/a	n/a	n/a
Change from last week	115	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	396	n/a	n/a	n/a	n/a	n/a
UP-Pool	-	250	n/a	n/a	n/a	n/a
Change from last week	75	-	n/a	n/a	n/a	n/a
Change from same week 2012	425	-	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
8/1/2013	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushe ²	change Y/Y ³
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,191	\$177	\$33.45	\$0.91	2
	Grand Forks, ND	Duluth-Superior, MN	\$3,707	\$101	\$37.82	\$1.03	8
	Wichita, KS	Los Angeles, CA	\$6,244	\$520	\$67.17	\$1.83	4
	Wichita, KS	New Orleans, LA	\$3,808	\$312	\$40.91	\$1.11	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$427	\$62.08	\$1.69	5
	Northwest KS	Galveston-Houston, TX	\$4,076	\$341	\$43.87	\$1.19	4
	Amarillo, TX	Los Angeles, CA	\$4,275	\$475	\$47.17	\$1.28	4
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,110	\$352	\$34.38	\$0.87	2
	Toledo, OH	Raleigh, NC	\$4,508	\$407	\$48.81	\$1.24	3
	Des Moines, IA	Davenport, IA	\$2,006	\$75	\$20.66	\$0.52	4
	Indianapolis, IN	Atlanta, GA	\$3,920	\$306	\$41.96	\$1.07	3
	Indianapolis, IN	Knoxville, TN	\$3,354	\$196	\$35.25	\$0.90	3
	Des Moines, IA	Little Rock, AR	\$3,146	\$219	\$33.42	\$0.85	2
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,065	\$638	\$56.63	\$1.44	2
	Minneapolis, MN	New Orleans, LA	\$3,399	\$387	\$37.60	\$1.02	8
	Toledo, OH	Huntsville, AL	\$3,575	\$289	\$38.37	\$1.04	3
	Indianapolis, IN	Raleigh, NC	\$4,578	\$410	\$49.53	\$1.35	3
	Indianapolis, IN	Huntsville, AL	\$3,267	\$196	\$34.39	\$0.94	3
Champaign-Urbana, IL	New Orleans, LA	\$3,599	\$352	\$39.24	\$1.07	6	
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$299	\$39.50	\$1.07	6
	Wichita, KS	Galveston-Houston, TX	\$3,798	\$233	\$40.03	\$1.09	5
	Chicago, IL	Albany, NY	\$3,771	\$382	\$41.24	\$1.12	4
	Grand Forks, ND	Portland, OR	\$5,159	\$517	\$56.36	\$1.53	4
	Grand Forks, ND	Galveston-Houston, TX	\$6,181	\$538	\$66.73	\$1.82	4
	Northwest KS	Portland, OR	\$5,043	\$560	\$55.64	\$1.51	3
Corn	Minneapolis, MN	Portland, OR	\$4,800	\$629	\$53.92	\$1.37	1
	Sioux Falls, SD	Tacoma, WA	\$4,760	\$576	\$52.99	\$1.35	1
	Champaign-Urbana, IL	New Orleans, LA	\$2,929	\$352	\$32.58	\$0.83	3
	Lincoln, NE	Galveston-Houston, TX	\$3,310	\$336	\$36.21	\$0.92	1
	Des Moines, IA	Amarillo, TX	\$3,510	\$275	\$37.59	\$0.95	2
	Minneapolis, MN	Tacoma, WA	\$4,800	\$624	\$53.87	\$1.37	1
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,200	\$646	\$48.12	\$1.22	1
	Sioux Falls, SD	Tacoma, WA	\$5,320	\$576	\$58.55	\$1.59	6
	Minneapolis, MN	Portland, OR	\$5,330	\$629	\$59.18	\$1.61	6
	Fargo, ND	Tacoma, WA	\$5,230	\$512	\$57.02	\$1.55	6
	Council Bluffs, IA	New Orleans, LA	\$3,950	\$406	\$43.26	\$1.18	6
	Toledo, OH	Huntsville, AL	\$2,750	\$289	\$30.18	\$0.82	3
Grand Island, NE	Portland, OR	\$4,960	\$573	\$54.94	\$1.50	-2	

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

75-120 cars that meet railroad efficiency requirements.

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

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

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

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

Table 8

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

Effective date: 8/1/2013

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	\$547	\$70.57	\$1.92	-16
	OK	Cuautitlan, EM	\$6,715	\$664	\$75.40	\$2.05	-1
	KS	Guadalajara, JA	\$8,293	\$642	\$91.29	\$2.48	11
	TX	Salinas Victoria, NL	\$2,872	\$250	\$31.90	\$0.87	-21
Corn	IA	Guadalajara, JA	\$7,699	\$754	\$86.37	\$2.19	1
	SD	Celaya, GJ ⁵	\$7,356	\$715	\$82.47	\$2.09	n/a
	NE	Queretaro, QA	\$7,153	\$670	\$79.94	\$2.03	1
	SD	Salinas Victoria, NL	\$5,700	\$544	\$63.80	\$1.62	1
	MO	Tlalnepantla, EM	\$6,592	\$651	\$74.00	\$1.88	1
	SD	Torreon, CU	\$6,522	\$599	\$72.76	\$1.85	0
Soybeans	MO	Bojay (Tula), HG	\$7,580	\$636	\$83.95	\$2.28	3
	NE	Guadalajara, JA	\$8,134	\$728	\$90.55	\$2.46	3
	IA	El Castillo, JA	\$8,555	\$711	\$94.68	\$2.57	4
	KS	Torreon, CU	\$6,651	\$452	\$72.57	\$1.97	4
Sorghum	TX	Guadalajara, JA	\$6,464	\$465	\$70.80	\$1.80	-2
	NE	Celaya, GJ ⁵	\$6,997	\$649	\$78.12	\$1.98	n/a
	KS	Queretaro, QA	\$6,815	\$408	\$73.80	\$1.87	6
	NE	Salinas Victoria, NL	\$5,438	\$478	\$60.44	\$1.53	6
	NE	Torreon, CU	\$6,153	\$533	\$68.32	\$1.73	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

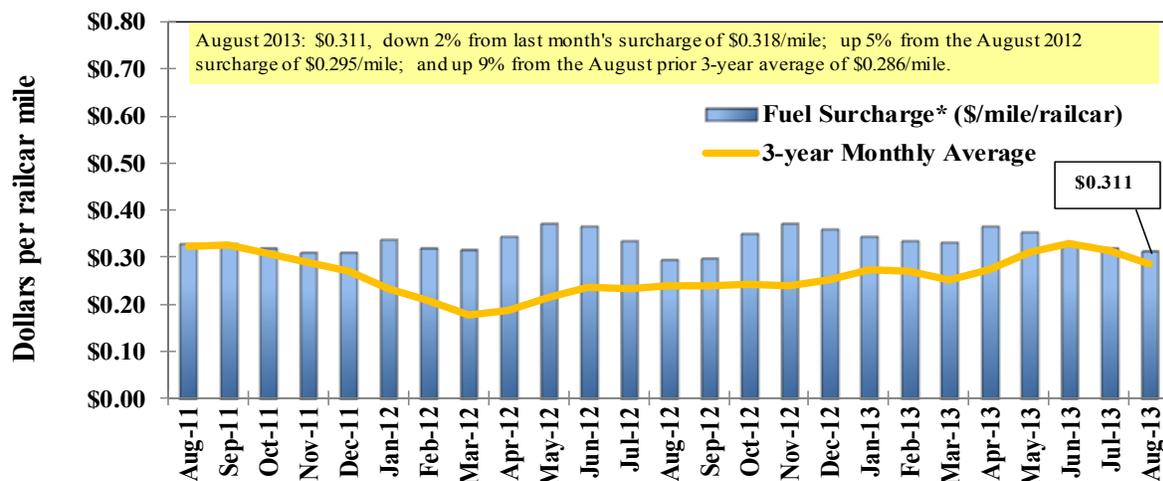
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average¹

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

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

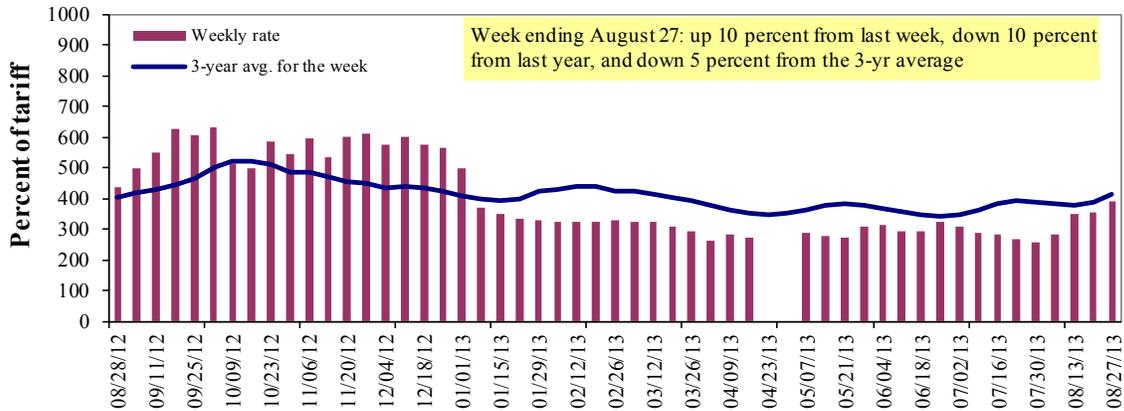
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate¹	8/27/2013	383	383	392	355	392	392	325
	8/20/2013	368	358	355	308	363	363	290
\$/ton	8/27/2013	23.71	20.38	18.19	14.16	18.38	15.84	10.21
	8/20/2013	22.78	19.05	16.47	12.29	17.02	14.67	9.11
Current week % change from the same week:								
	Last year	-10	-7	-10	-29	-10	-10	-38
	3-year avg. ²	-16	-12	-5	-9	-9	-9	-16
Rate¹	September	500	492	492	470	487	487	415
	November	592	535	503	463	483	483	397

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:

(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

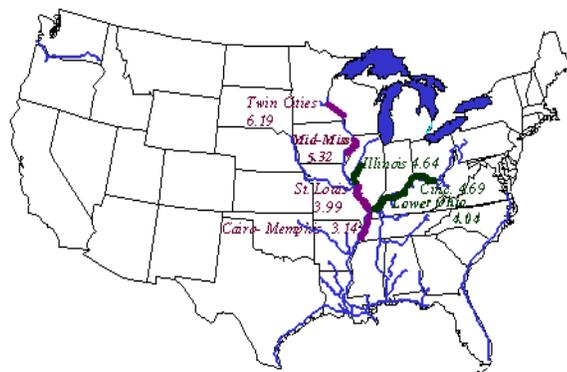
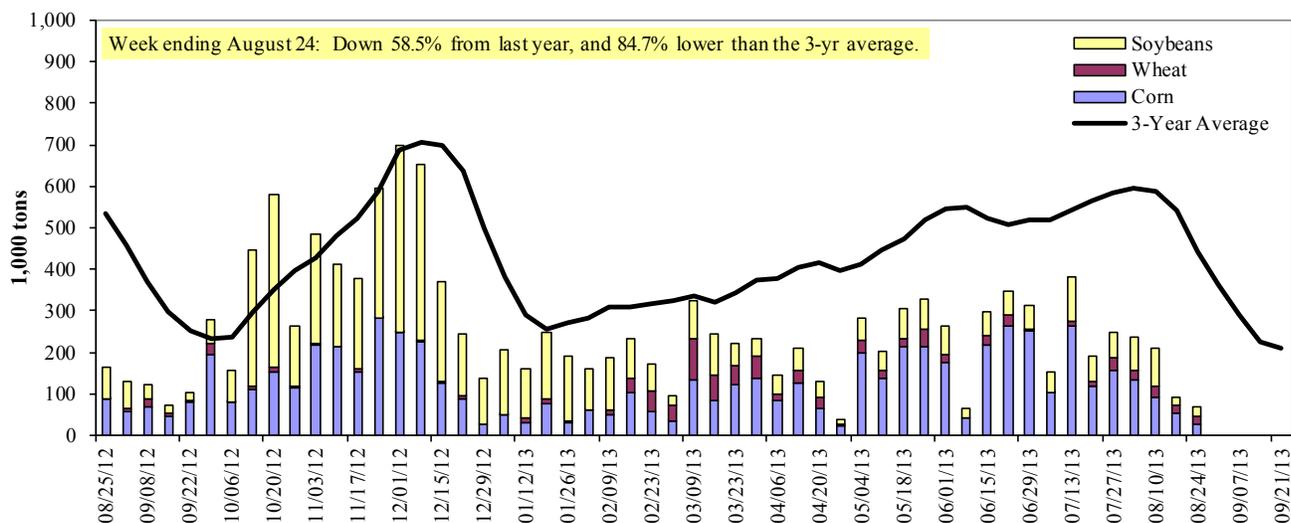


Figure 10

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 8/24/2013	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	6	0	10	0	16
Winfield, MO (L25)	25	14	22	0	62
Alton, IL (L26)	28	20	29	0	77
Granite City, IL (L27)	27	19	22	0	68
Illinois River (L8)	3	5	10	0	18
Ohio River (L52)	2	103	11	5	121
Arkansas River (L1)	4	59	1	0	64
Weekly total - 2013	33	181	34	5	253
Weekly total - 2012	149	29	96	2	275
2013 YTD ¹	5,236	3,296	4,494	139	13,165
2012 YTD	11,641	1,365	7,052	192	20,250
2013 as % of 2012 YTD	45	241	64	73	65
Last 4 weeks as % of 2012 ²	33	485	28	81	65
Total 2012	14,837	1,794	12,663	229	29,523

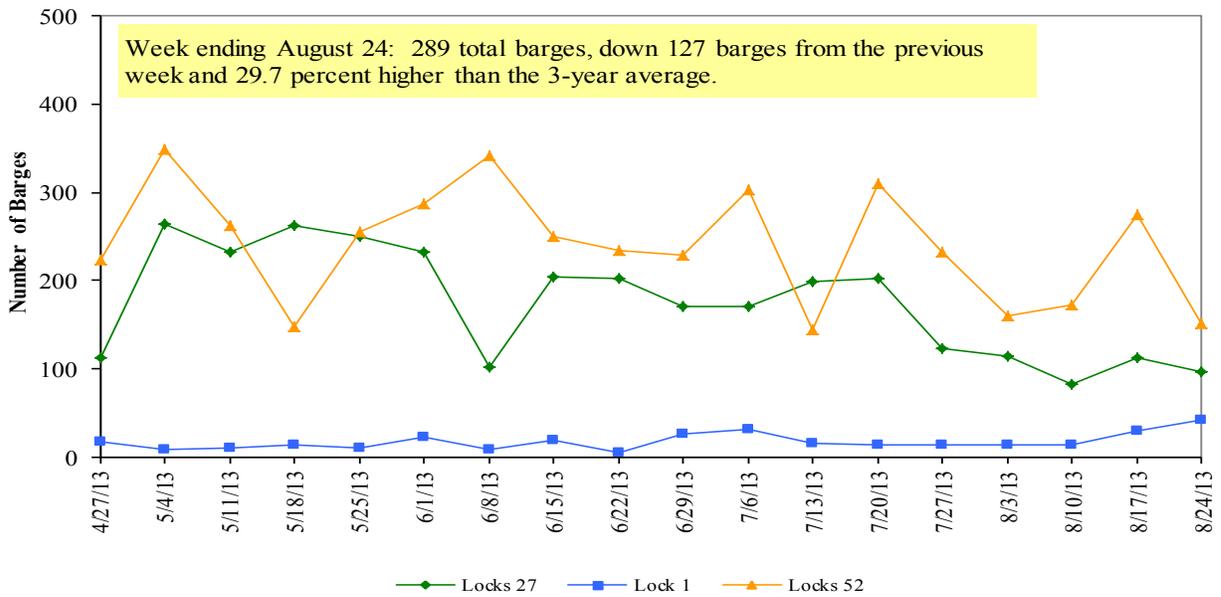
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

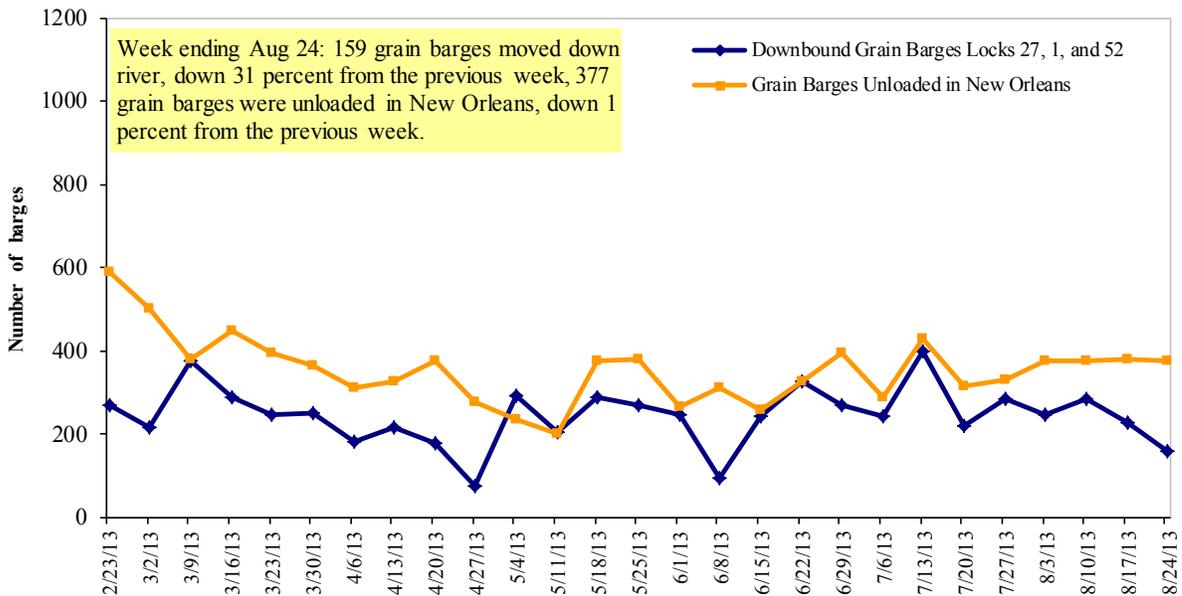
Source: U.S. Army Corps of Engineers

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 8/26/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.925	0.013	-0.147
	New England	4.044	0.008	-0.088
	Central Atlantic	3.980	0.013	-0.149
	Lower Atlantic	3.862	0.014	-0.157
II	Midwest ²	3.884	0.016	-0.166
III	Gulf Coast ³	3.829	0.007	-0.152
IV	Rocky Mountain	3.927	0.007	-0.222
V	West Coast	4.072	0.015	-0.281
	West Coast less California	3.973	0.008	-0.315
	California	4.156	0.022	-0.253
Total	U.S.	3.913	0.013	-0.176

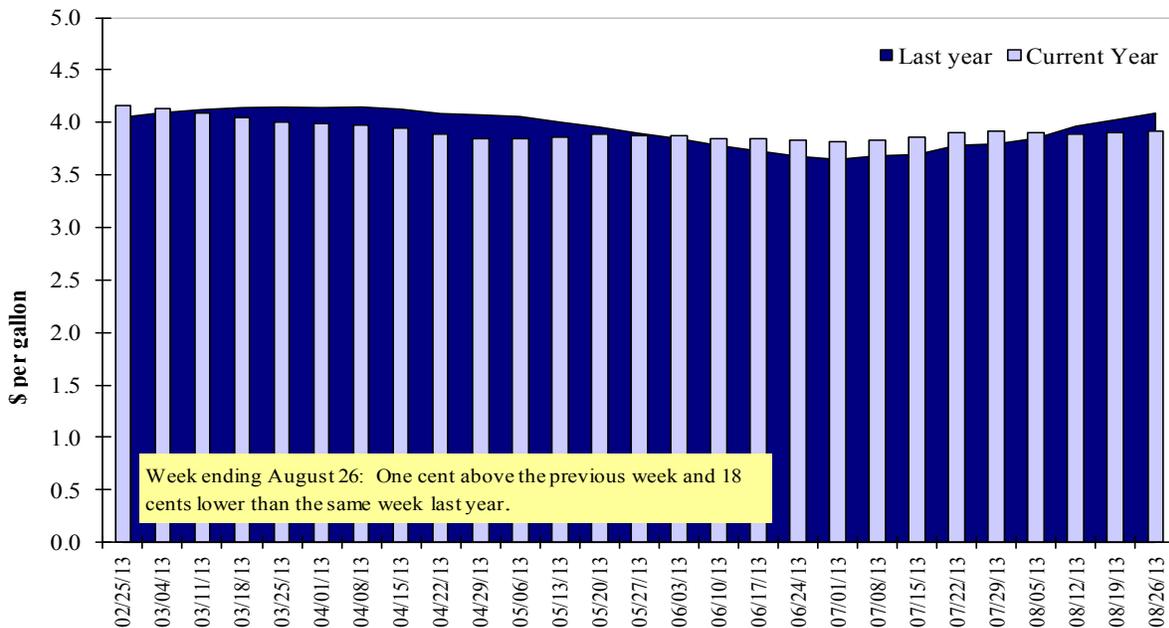
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
8/15/2013	1,829	2,982	1,484	1,035	120	7,450	1,829	1,095	10,374
This week year ago	1,402	617	1,553	1,091	87	4,749	2,427	3,043	10,219
Cumulative exports-marketing year²									
2012/13 YTD	3,143	2,369	965	642	34	7,153	17,279	36,084	60,516
2011/12 YTD	2,579	873	1,179	909	131	5,671	37,292	35,777	78,740
YTD 2012/13 as % of 2011/12	122	271	82	71	n/a	126	46	101	77
Last 4 wks as % of same period 2011/12	137	543	92	97	116	165	89	40	110
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306

¹ Current unshipped export sales to date

² Shipped export sales to date; new marketing year 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 08/15/2013	Total Commitments ²			% change current MY from last MY	Exports ³ 2011/12	
	2013/14 Next MY	2012/13 Current MY	2011/12 Last MY			
		- 1,000 mt -				- 1,000 mt -
Japan	1,305	7,252	12,267	(41)	12,367	
Mexico	2,615	4,502	9,616	(53)	9,617	
China	2,984	2,573	5,363	(52)	5,414	
Korea	3	418	3,739	(89)	3,639	
Venezuela	16	1,174	1,332	(12)	1,332	
Top 5 Importers	6,922	15,919	32,317	(51)	32,369	
Total US corn export sales	10,528	19,108	39,719	(52)	39,180	
% of Projected	34%	105%	101%			
Change from prior week	389	58	108			
Top 5 importers' share of U.S. corn export sales	66%	83%	81%		83%	
USDA forecast, August 2013	31,120	18,160	39,180	(54)		
Corn Use for Ethanol USDA forecast, Ethanol August 2013	124,460	118,110	127,280	(7)		

(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 08/15/2013	Total Commitments ²			% change current MY from last MY	Exports ³ 2011/12
	2013/14 Next MY	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -				- 1,000 mt -
China	13,747	21,647	24,575	(12)	24,602
Mexico	494	2,603	3,195	(19)	3,180
Japan	231	1,858	1,869	(1)	1,891
Indonesia	82	1,756	1,642	7	1,741
Egypt	120	677	1,292	(48)	1,292
Top 5 importers	14,673	28,541	32,572	(12)	32,706
Total US soybean export sales	18,837	37,180	38,819	(4)	37,060
% of Projected	50%	104%	105%		
Change from prior week	926	779	133		
Top 5 importers' share of U.S. soybean export sales	78%	77%	84%		
USDA forecast, August 2013	37,690	35,790	37,060	(3)	

(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 08/15/2013	Total Commitments ²		% change current MY from last MY	Exports ³ 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,032	1,423	(27)	3,544
Nigeria	998	1,030	(3)	3,002
Mexico	1,320	1,348	(2)	2,761
Philippines	667	866	(23)	1,965
Egypt	131	58	125	1,678
Korea	413	733	(44)	1,385
Taiwan	364	344	6	1,038
China	3,754	343	994	743
Brazil	1,783	50	3465	527
Colombia	368	246	50	600
Top 10 importers	10,830	6,442	68	17,243
Total US wheat export sales	14,603	10,420	40	26,348
% of Projected	49%	38%		
Change from prior week	494	469		
Top 10 importers' share of U.S. wheat export sales	74%	62%		65%
USDA forecast, August 2013	29,940	27,420	9	

(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 08/22/13	Previous Week ¹	Current Week as % of Previous	2013 YTD ¹	2012 YTD ¹	2013 YTD as % of 2012 YTD	Last 4-weeks as % of		Total ¹ 2012
							2012	3-yr. avg.	
Pacific Northwest									
Wheat	262	271	97	7,289	8,906	82	58	70	12,625
Corn	2	0	n/a	1,361	4,909	28	13	5	5,512
Soybeans	0	0	n/a	3,696	5,614	66	0	0	10,347
Total	265	271	98	12,347	19,429	64	41	39	28,484
Mississippi Gulf									
Wheat	344	367	94	6,559	4,066	161	319	309	5,462
Corn	257	87	294	7,320	13,088	56	72	48	18,068
Soybeans	42	130	32	7,736	11,723	66	23	34	24,684
Total	643	585	110	21,615	28,877	75	83	76	48,215
Texas Gulf									
Wheat	201	248	81	5,969	4,132	144	209	151	5,912
Corn	0	9	0	157	329	48	93	42	336
Soybeans	0	0	n/a	122	5	n/a	n/a	0	626
Total	201	257	78	6,249	4,465	140	201	139	6,874
Interior									
Wheat	9	18	47	673	809	83	207	110	1,218
Corn	46	73	64	1,734	4,993	35	135	46	6,115
Soybeans	20	7	277	1,794	2,782	64	60	18	4,204
Total	74	98	76	4,201	8,584	49	129	45	11,538
Great Lakes									
Wheat	22	6	374	503	193	261	410	35	481
Corn	0	0	n/a	0	56	0	0	0	56
Soybeans	0	0	n/a	22	150	15	0	0	713
Total	22	6	374	525	399	132	139	29	1,250
Atlantic									
Wheat	13	11	125	507	236	214	1,707	332	341
Corn	0	0	n/a	2	106	2	0	0	143
Soybeans	5	4	131	698	608	115	20	31	1,460
Total	19	15	127	1,207	950	127	207	141	1,944
U.S. total from ports²									
Wheat	850	921	92	21,500	18,342	117	135	131	26,040
Corn	306	169	181	10,575	23,481	45	60	37	30,230
Soybeans	67	141	47	14,069	20,881	67	18	25	42,035
Total	1,223	1,231	99	46,144	62,703	74	75	67	98,305

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

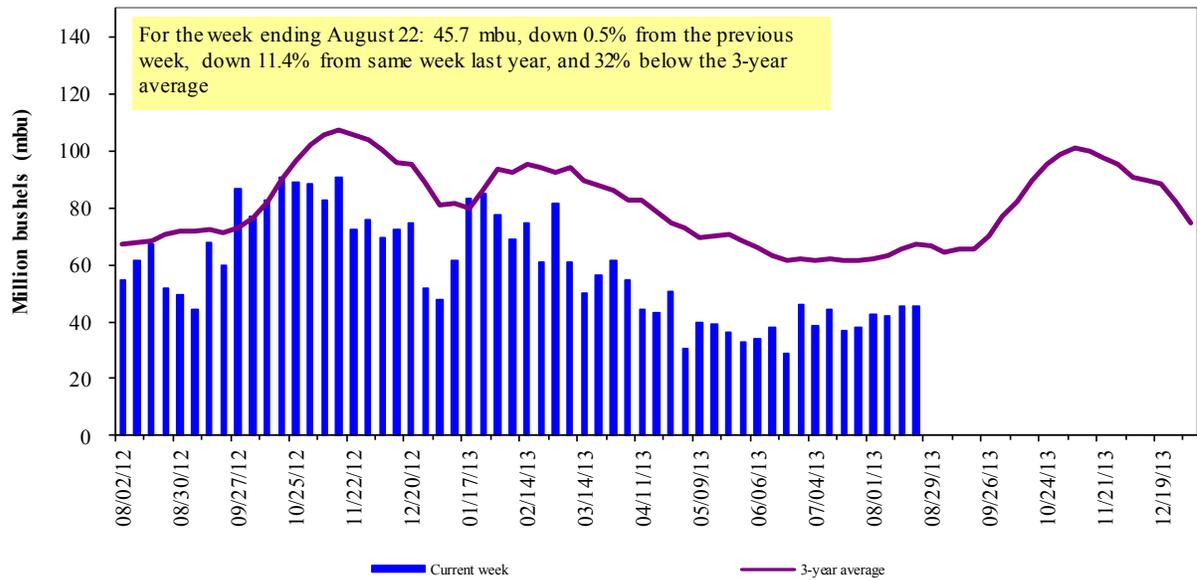
² Total includes only port regions shown above; Interior land-based shipments now included.

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 56 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2012.

Figure 14

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

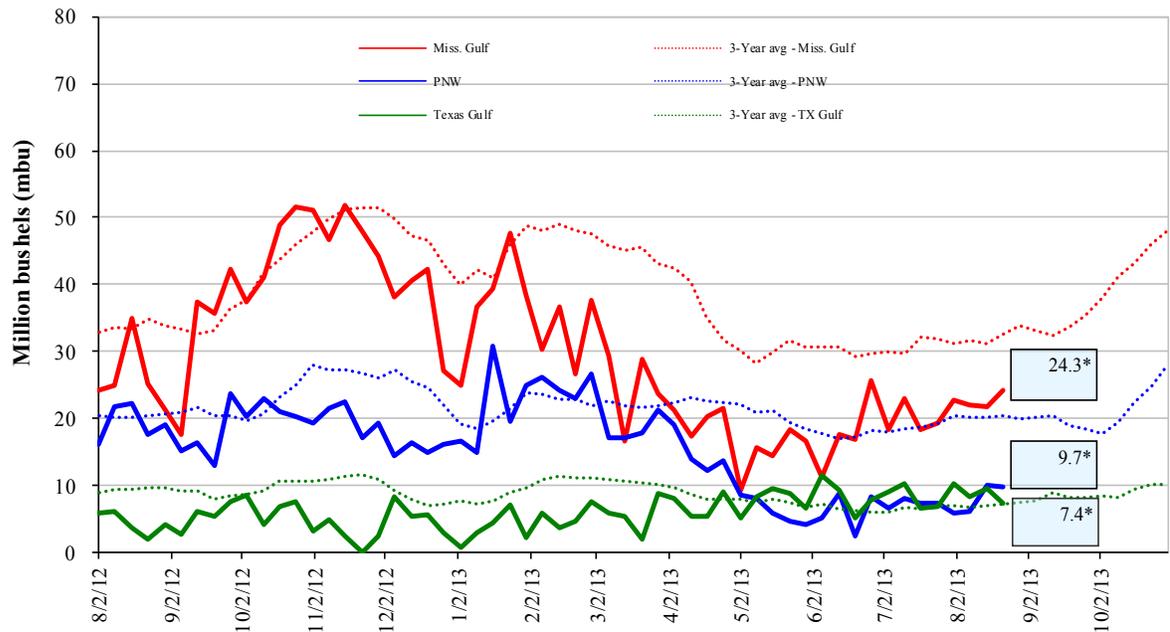


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

Aug. 22 % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	up 12	down 22	up 2	down 2
Last year (same week)	down 4	up 255	up 16	down 45
3-yr avg. (4-wk mov. avg)	down 20	up 15	down 14	down 58

Ocean Transportation

Table 17

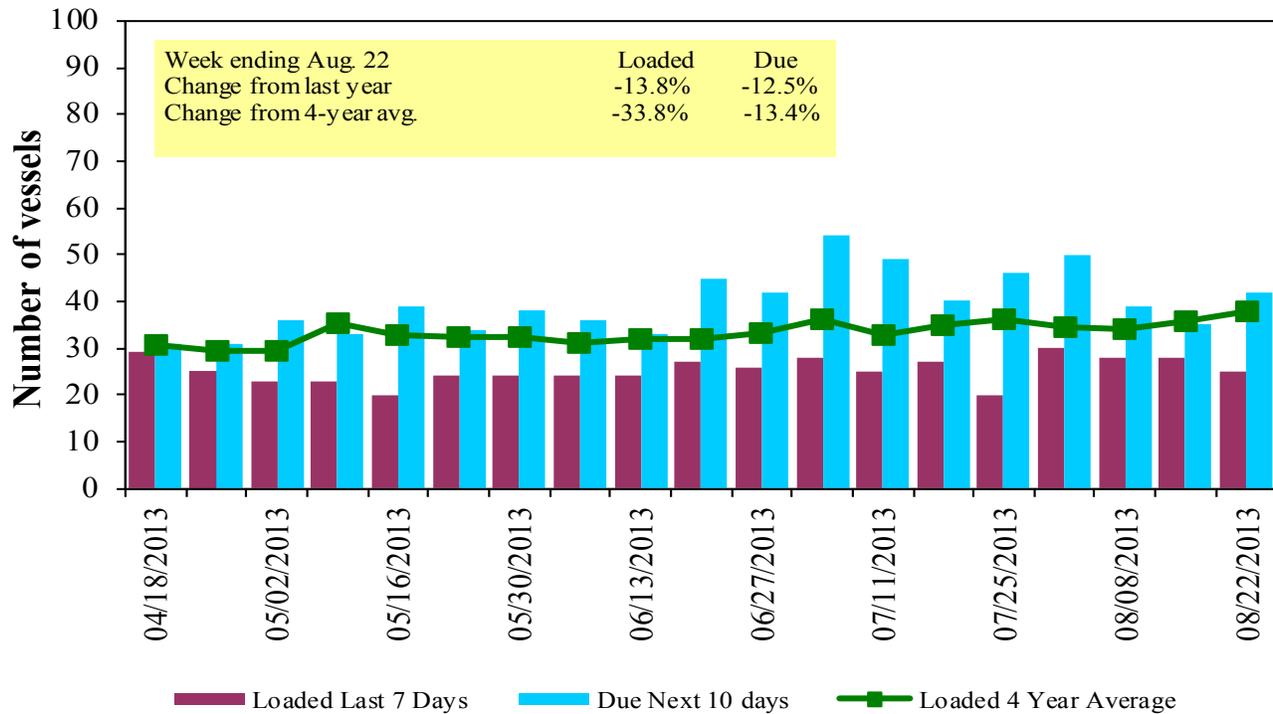
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
8/22/2013	32	25	42	17	n/a
8/15/2013	28	28	35	11	n/a
2012 range	(13..50)	(13..46)	(27..78)	(4..20)	n/a
2012 avg.	28	33	46	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf¹ Vessel Loading Activity

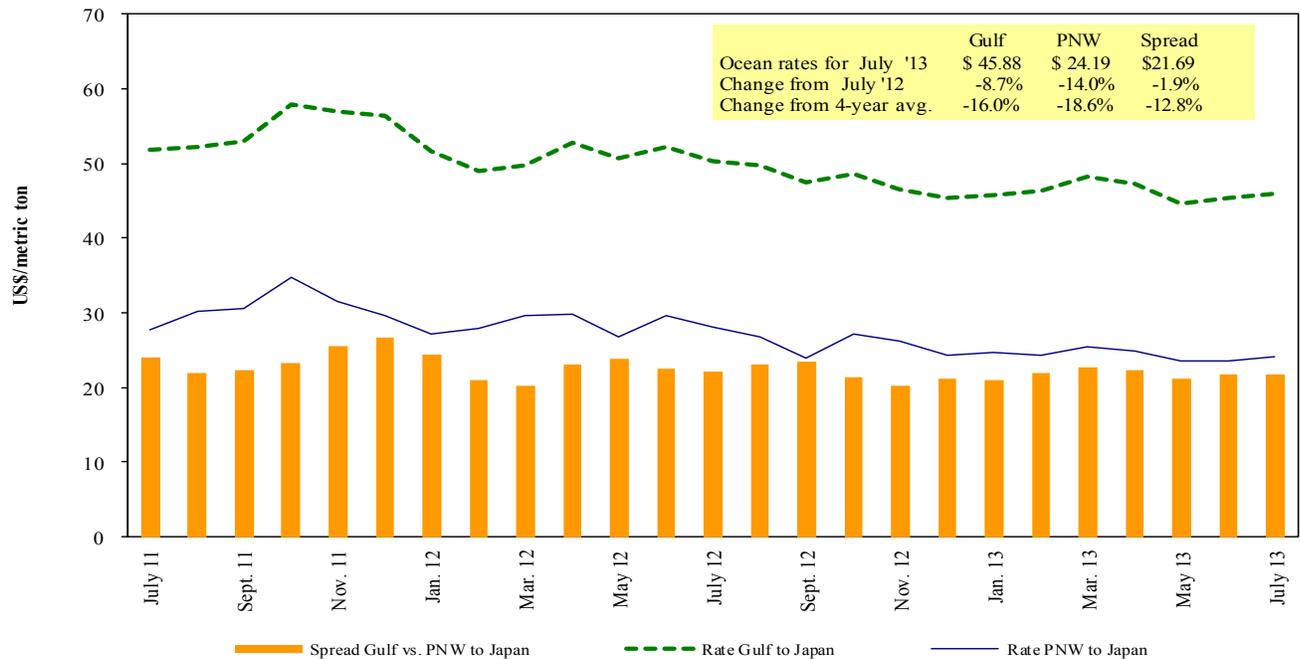


Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 08/24/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Oct 1/Dec 31	55,000	33.00
PNW	Italy	Heavy Grain	Jul 31/Aug 3	70,000	30.50
PNW	Bangladesh ¹	Wheat	Jun 10/20	4,610	98.00
Brazil	China	Heavy Grain	Aug 20/30	60,000	34.25
Brazil	China	Heavy Grain	Aug 1/15	60,000	34.75
Brazil	Indonesia	Grain	Sep 29/Oct 4	73,000	29.10
Brazil	S. Korea	Heavy Grain	Aug 14/19	60,000	35.50
France	Algeria	Wheat	Aug 30/31	30,000	21.00
France	Algeria	Wheat	Aug 25/30	25,000	22.00
France	Saudi Arabia	Barley	Aug 1/5	64,000	29.50
Germany	South Africa	Wheat	Aug 20/25	31,000	33.50
River Plate	China	Heavy Grain	Aug 1/10	60,000	39.50
Russia	Saudi Arabia	Barley	Aug 15/20	60,000	23.75
Ukraine	Kenya	Wheat	July 19/24	35,000	36.50

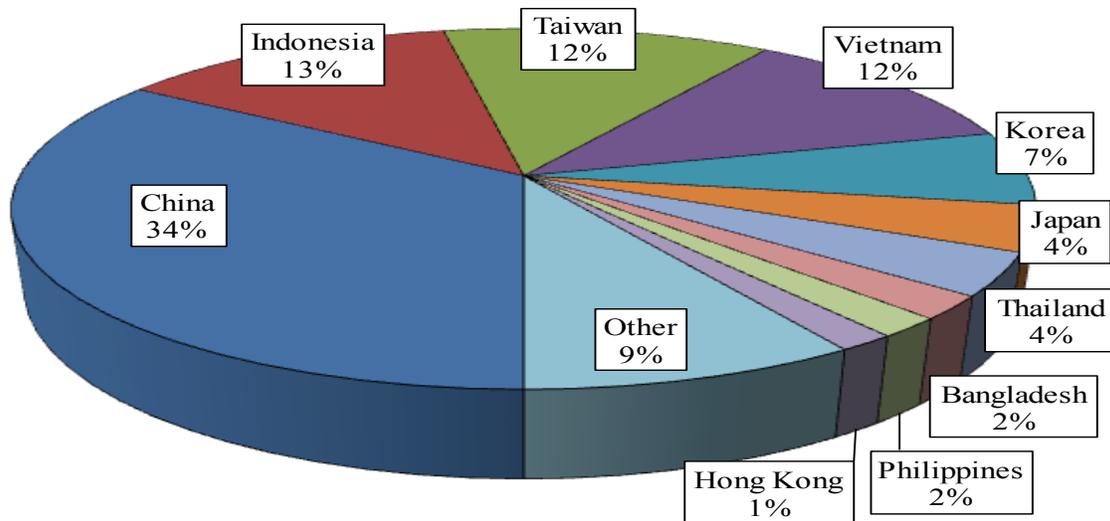
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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.

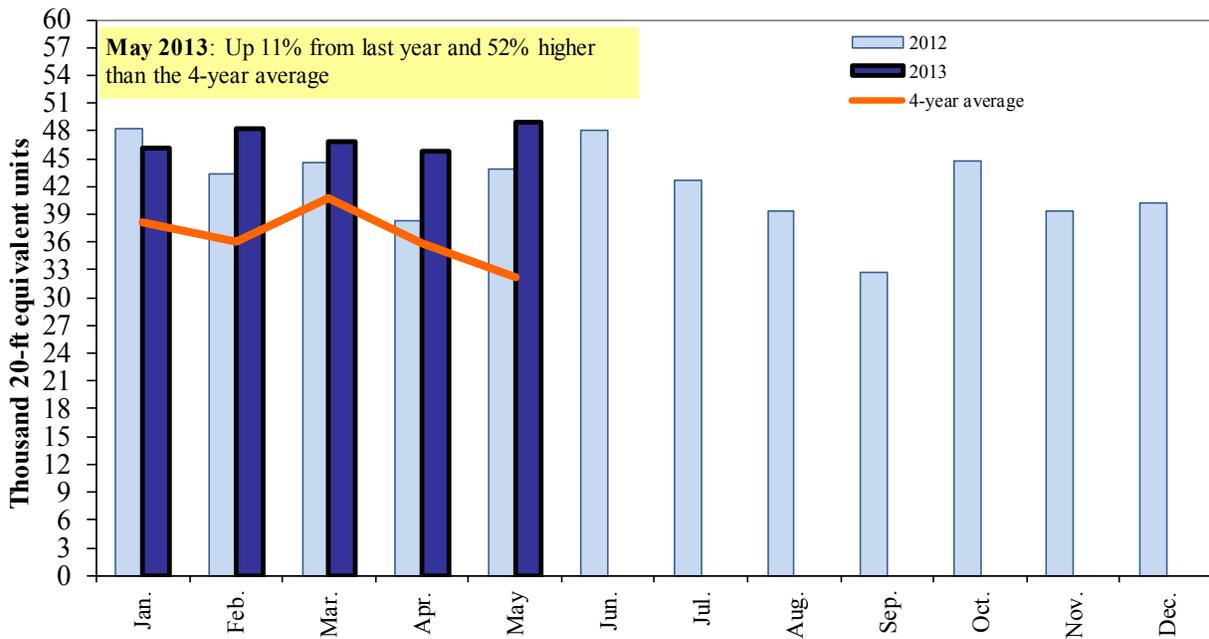
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, May 2013



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

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

Figure 19
Monthly Shipments of Containerized Grain to Asia



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

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

Contacts and Links

Coordinators

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

Weekly Highlight Editors

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

Grain Transportation Indicators

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

Rail Transportation

Marvin Prater marvin.prater@ams.usda.gov (202) 720 - 0299
Johnny Hill johnny.hill@ams.usda.gov (202) 690 - 3295
Adam Sparger adam.sparger@ams.usda.gov (202) 205 - 8701

Barge Transportation

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

Truck Transportation

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

Grain Exports

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

Ocean Transportation

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

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