



Grain Transportation Report

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

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Sept. 5, 2013

WEEKLY HIGHLIGHTS

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Data Links

Specialists

Subscription
Information

The next
release is
Sept. 12, 2013

August Corn Barge Traffic at Mississippi River Locks 27 down from Last Year

For the 4-week period from August 4 to 31, 82,900 tons of upbound corn barges transited Mississippi River Locks 27 (near St. Louis, MO)—44 percent less than the amount of upbound corn during the similar period in August 2012. Upbound corn barge movements indicate new crop being delivered to areas with supply shortages. Downbound corn at Locks 27 during August 4 to 31 was 193,548 tons, 240 percent less than similar period in August 2012. The lower downbound tonnages indicates a lack of corn being supplied by Upper Mississippi River terminals. It is interesting to note that during the week of August 24 to 31, more corn went upbound (53,900 tons) at Locks 27 than downbound (23,572 tons).

PNW Labor Tensions Continue as Harvest Season Approaches

As the U.S. Midwest grain harvest approaches, exporters are closely watching the labor tensions that continue in Seattle and Vancouver, WA, and Portland, OR. The Columbia Grain elevator in Portland and the United Grain elevator in Vancouver remain locked out to International Longshore and Warehouse Union (ILWU) members. Union representatives have been picketing these terminals since the lockouts began earlier this year. Additionally, ILWU workers in Seattle are protesting tunnel construction taking place near Terminal 46 where they claim jurisdiction over four jobs facilitating debris removal via barge. Last week an administrative law judge with the National Labor Relations Board came to a decision over two electrical jobs at the Port of Portland where the ILWU claimed jurisdiction over the International Brotherhood of Electrical Workers (IBEW). The judge ruled in favor of the IBEW. Ongoing protests make the ports vulnerable to periodic shutdowns and slowdowns.

Total Grain Inspections Highest Since March

For the week ending August 29, **total inspections of grain** (corn, wheat, and soybeans) for export from all major export regions reached 1.48 million metric tons (mmt), up 24 percent from the previous week and 10 percent greater than last year at this time. Weekly inspections of grain were the highest since late March and were 17 percent above the 4-week running average. Pacific Northwest (PNW) grain inspections increased 56 percent from the previous week and were the highest since early April. PNW rail deliveries of grain to port are approaching normal levels; they have increased 21 percent from the past week. Total corn inspections (.444 mmt) increased 57 percent from the past week while wheat inspections increased 17 percent (.992 mmt). Soybean inspections, dropped for the second consecutive week as the market continues to feel pressures from tight supplies and competition from South America.

Railcar Markets Heat Up

Both the primary and secondary railcar markets strengthened considerably during the week ending August 29. Producers preparing for the fall harvest are securing railcars in anticipation of tight rail capacity for both shuttle and non-shuttle service between now and December. Not since the July–September period of 2010 have bids in the primary market topped \$200 per car as they have for September 2013 contracts. Similarly, not since the July–August period of 2011 have non-shuttle bids approached \$300 per car as they have for October contracts. Weekly rail deliveries of grain may soon return to average after last year’s drought-stricken harvest reduced overall transportation demand, leaving surplus rail capacity and weakening the railcar markets.

Snapshots by Sector

Rail

U.S. railroads originated 15,925 **carloads of grain** during the week ending August 24, down 4 percent from last week, 16 percent from last year, and 19 percent from the 3-year average.

During the week ending August 29, average September non-shuttle **secondary railcar bids/offers per car** were \$171 above tariff, up \$115 from last week and \$152.50 higher than last year. Average shuttle bids/offers were \$191.50 above tariff, up \$147.50 from last week and \$588.50 higher than last year.

Barge

During the week ending August 31, **barge grain movements** totaled 139,294 tons, 45 percent lower than the previous week and the same period last year.

During the week ending August 31, 89 grain barges **moved down river**, down 44 percent from last week; 391 grain barges were **unloaded in New Orleans**, up 3.7 percent from the previous week.

Ocean

During the week ending August 29, 26 **ocean-going grain vessels** were loaded in the Gulf, down 10 percent from the same period last year. Fifty-one vessels are expected to be loaded within the next 10 days, down 2 percent from the same period last year.

During the week ending August 30, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$45.50 per mt, up 1 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$25 per mt, up 2 percent from the previous week.

Fuel

During the week ending September 2, U.S. average **diesel fuel prices** were up 7 cents from the previous week to \$3.98 per gallon, 15 cents lower than the same week last year.

Feature Article/Calendar

Second Quarter Wheat Transportation and Landed Costs Down

Transportation costs for shipping U.S. wheat from Kansas and North Dakota to Japan through the Pacific Northwest (PNW) and U.S. Gulf decreased slightly during the second quarter 2013. Truck rates and ocean rates continued to fall for shipping wheat through the PNW and U.S. Gulf (see tables 1 and 2). The cost to ship wheat from Kansas and North Dakota through the PNW decreased 2 and 1 percent quarter to quarter, but rates dropped 4 and 3 percent from year to year. The cost to ship wheat through the Gulf from Kansas and North Dakota decreased 2 percent quarter to quarter. Year-to-year transportation costs from Kansas and North Dakota through the Gulf decreased 4 percent. The total landed costs for shipping wheat from the PNW and Gulf to Japan were also down from quarter to quarter. Higher year-to-year farm values pushed landed cost up notably from last year for shipping from Kansas through the PNW and Gulf, but lower farm values pushed year-to-year landed costs down slightly for shipping from North Dakota.

Table 1: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the PNW

Mode	KS					ND				
	2012 2nd qtr	2013 1st qtr	2013 2nd qtr	Year-to-Year change	Quarterly change	2012 2nd qtr	2013 1st qtr	2013 2nd qtr	Year-to-Year change	Quarterly change
	\$/metric ton			%	%	\$/metric ton			%	%
Truck	11.66	10.98	9.46	-18.87	-13.84	11.66	10.98	9.46	-18.87	-13.84
Rail ¹	53.51	54.49	55.41	3.55	1.69	53.97	55.17	56.35	4.41	2.14
Ocean vessel	27.28	24.84	24.00	-12.02	-3.38	27.28	24.84	24.00	-12.02	-3.38
Transportation Costs	92.45	90.31	88.87	-3.87	-1.59	92.91	90.99	89.81	-3.34	-1.30
Farm Value ²	234.91	280.23	269.33	14.65	-3.89	283.78	295.05	285.01	0.43	-3.40
Total Landed Cost	327.36	370.54	358.20	9.42	-3.33	376.69	386.04	374.82	-0.50	-2.91
Transport % of landed cost	28.24	24.37	24.81			24.66	23.57	23.96		

Table 2: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the Gulf

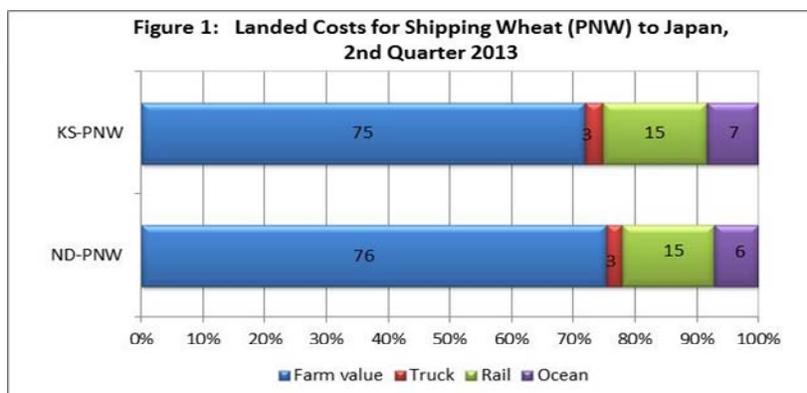
Mode	KS					ND				
	2012 2nd qtr	2013 1st qtr	2013 2nd qtr	Year-to-Year change	Quarterly change	2012 2nd qtr	2013 1st qtr	2013 2nd qtr	Year-to-Year change	Quarterly change
	\$/metric ton			%	%	\$/metric ton			%	%
Truck	11.66	10.98	9.46	-18.87	-13.84	11.66	10.98	9.46	-18.87	-13.84
Rail ¹	36.22	38.60	39.38	8.72	2.02	64.37	66.21	66.74	3.68	0.80
Ocean vessel	50.88	46.73	45.78	-10.02	-2.03	50.88	46.73	45.78	-10.02	-2.03
Transportation Costs	98.76	96.31	94.62	-4.19	-1.75	126.91	123.92	121.98	-3.88	-1.57
Farm Value ²	234.91	280.23	269.33	14.65	-3.89	283.78	295.05	285.01	0.43	-3.40
Total Landed Cost	333.67	376.54	363.95	9.07	-3.34	410.69	418.97	406.99	-0.90	-2.86
Transport % of landed cost	29.60	25.58	26.00			30.90	29.58	29.97		

Source: USDA/AMS/TMP

¹ Rail tariff rates include fuel surcharges and revisions for heavy axle railcars and shuttle trains.

² Source: USDA/NASS, wheat prices for North Dakota (mainly HRS) and Kansas (mainly HRW)

PNW Cost Analysis: The total landed cost to ship from each State through the PNW ranged from \$358 to \$375 per metric ton (mt) during the second quarter (see table 1). Compared to the previous quarter, PNW total landed costs (farm value plus transportation costs) for shipping wheat to Japan decreased 3 percent from each state (see table). Year-to-year landed costs, however, were up 9 percent from Kansas and down about 1 percent for shipping from North Dakota. Farm values averaged about 75 percent of the landed cost for shipping from Kansas and 76 percent from North Dakota, below last year's shares (see figure 1).

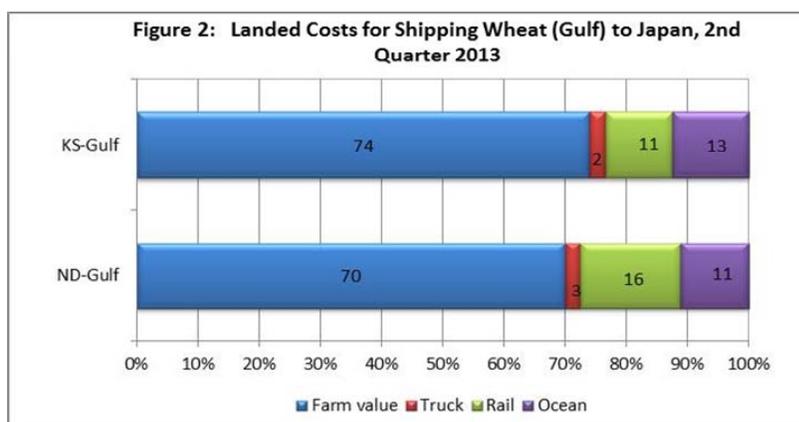


Ocean rates for shipping grain from the PNW to Japan continued to decrease, falling 3 percent from quarter to quarter and 12 percent year to year, mostly because of slow demand for bulk shipments and increased vessel supply. PNW quarter-to-quarter rail rates for shipping wheat from each State to the PNW increased 2 percent from

Kansas and North Dakota. Year-to-year rail rates increased 4 percent for Kansas and North Dakota because of the rise in fuel surcharges. Truck rates dropped 14 percent from quarter to quarter because of decreasing demand for grain trucking services and 19 percent from last year. Second quarter PNW transportation costs represented 24 to 25 percent of the total landed costs (see table 1).

Gulf Cost Analysis: The total landed cost to ship wheat from Kansas and North Dakota through the Gulf during the second quarter decreased 3 percent from the first quarter. Year-to-year landed costs increased 9 percent for shipping wheat from Kansas and decreased slightly from North Dakota (see table 2). The total landed cost to ship from each State through the Gulf was \$364 to \$407/mt. Compared to last year, wheat farm value's share of the landed cost increased to 74 percent for Kansas and 70 percent for North Dakota (see figure 2).

Ocean rates for shipping wheat to Japan from the Gulf decreased 2 percent from the previous quarter but dropped 10 percent from last year. Rail rates to the Gulf from Kansas and North Dakota increased 2 and 1 percent from quarter to quarter and 9 and 4 percent year to year. Second quarter Gulf transportation costs were 26 to 30 percent of the total landed costs, up slightly from the previous quarter but below last year (see table 2).



PNW vs. Gulf Cost Comparison: Compared to the previous quarter, rates to ship wheat by rail to each port region increased slightly as fuel surcharges continued to rise. Rail rates also continued to increase notably from last year in the PNW and Gulf (see tables 1 and 2). Quarter-to-quarter ocean rates decreased slightly for shipping through the Gulf and from the PNW, but year-to-year ocean rates were down significantly. The total landed costs to ship wheat from North Dakota continued to surpass Kansas' landed costs (figures 1, 2).

According to the USDA, second quarter wheat inspected for export to Japan totaled .673 million metric tons (mmt), 17 percent below the second quarter last year and 34 percent below the first quarter of 2013. Second quarter wheat exports to Japan accounted for 8 percent of total second quarter wheat exports (8.1 mmt). During the second quarter of 2013, Japan was the third largest importer of U.S. wheat, behind Brazil and Nigeria. U.S. wheat exports are expected to increase in 2013/14 partly because of stronger demand from China and South America. johnny.hill@ams.usda.gov

Grain Transportation Indicators

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
09/04/13	267	244	217	236	203	177
08/28/13	263	237	210	218	201	174

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

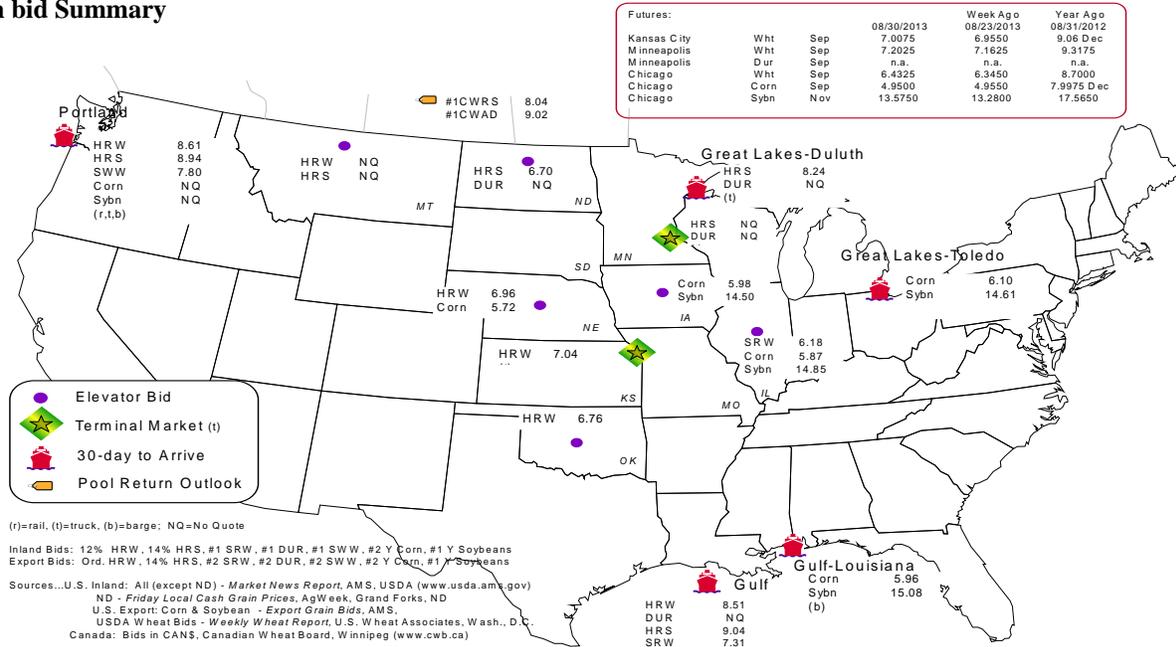
Commodity	Origin--Destination	8/30/2013	8/23/2013
Corn	IL--Gulf	-0.09	-0.27
Corn	NE--Gulf	-0.24	-0.98
Soybean	IA--Gulf	-0.58	-0.62
HRW	KS--Gulf	-1.47	-1.42
HRS	ND--Portland	-2.24	-1.88

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
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico ³
08/28/2013 ^p	111	2,126	2,697	48	4,982	08/24/13	1,046
08/21/2013 ^r	5	2,357	2,222	0	4,584	08/17/13	1,289
2013 YTD ^r	9,988	46,712	83,890	10,070	150,660	2013 YTD	41,419
2012 YTD ^r	6,894	26,133	137,022	11,587	181,636	2012 YTD	67,866
2013 YTD as % of 2012 YTD	145	179	61	87	83	% change YTD	61
Last 4 weeks as % of 2012 ²	7	271	51	28	80	Last 4wks % 2012	79
Last 4 weeks as % of 4-year avg. ²	10	199	62	20	88	Last 4wks % 4 yr	84
Total 2012	22,604	40,780	199,419	34,729	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.

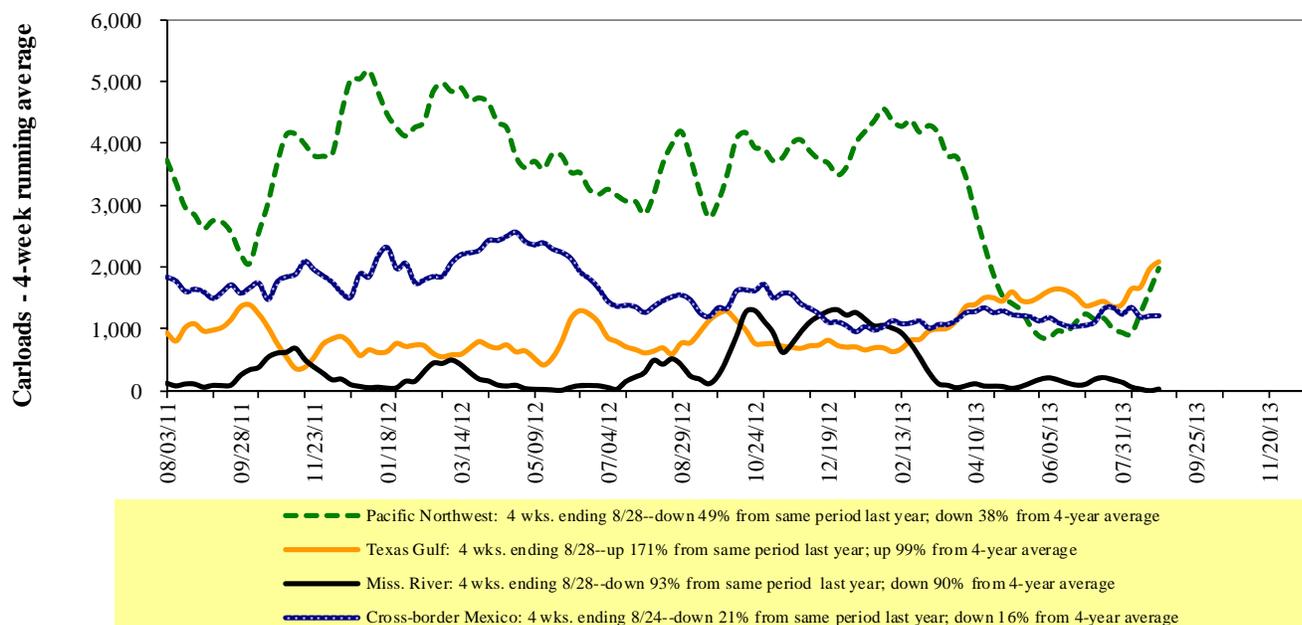
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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

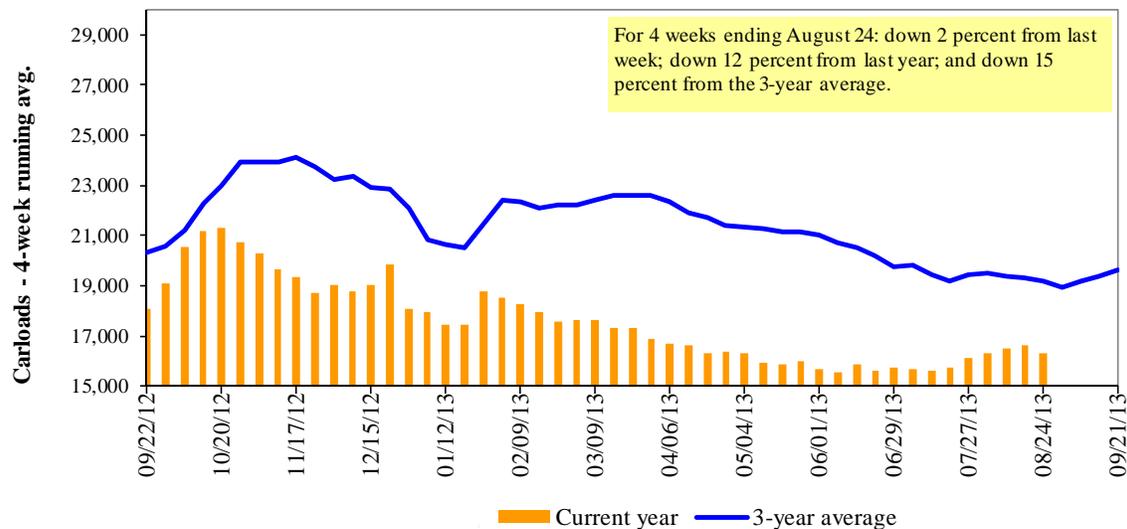
Table 4

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
08/24/13	1,043	1,452	8,718	887	3,825	15,925	3,314	4,913
This week last year	1,043	2,741	10,231	468	4,471	18,954	3,891	4,866
2013 YTD	47,879	83,186	289,235	17,369	129,549	567,218	107,115	174,483
2012 YTD	59,312	95,974	328,420	17,120	172,228	673,054	130,678	161,262
2013 YTD as % of 2012 YTD	81	87	88	101	75	84	82	108
Last 4 weeks as % of 2012	108	67	88	151	92	88	78	94
Last 4 weeks as % of 3-yr avg. ¹	85	73	91	135	77	86	84	90
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	225	0	no offer	0	195	no bids	43	no offer
COT grain single-car ⁵	351. .356	0. . 6	no offer	0. . 23	30. .217	no offer	10. . 233	no offer
UP ⁴								
GCAS/Region 1	no bids	no bids	1	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	76	no bids	173	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.

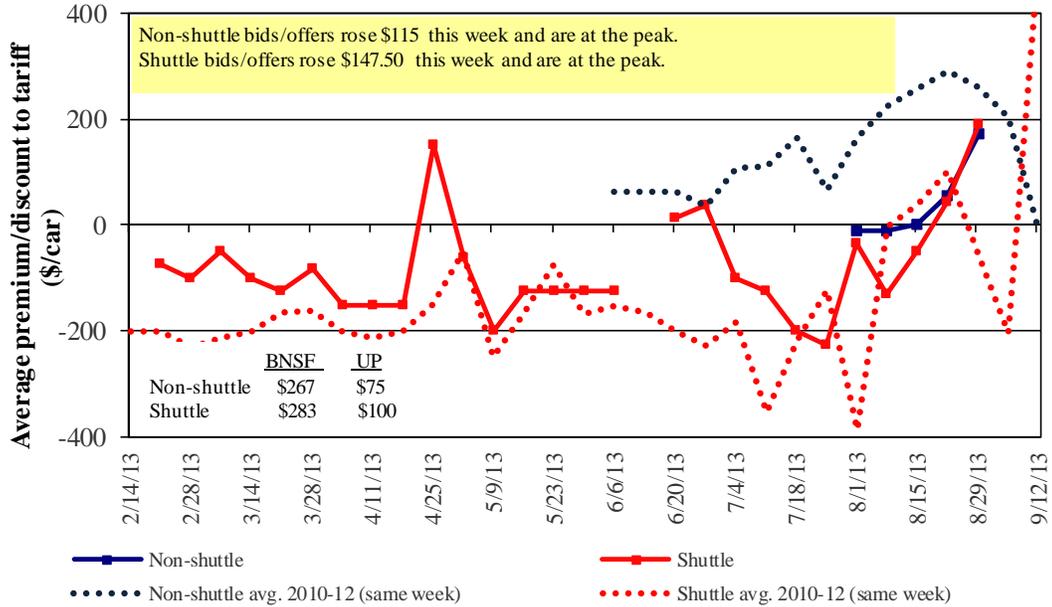
⁵Range is shown because average is not available. Not available = n/a.

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

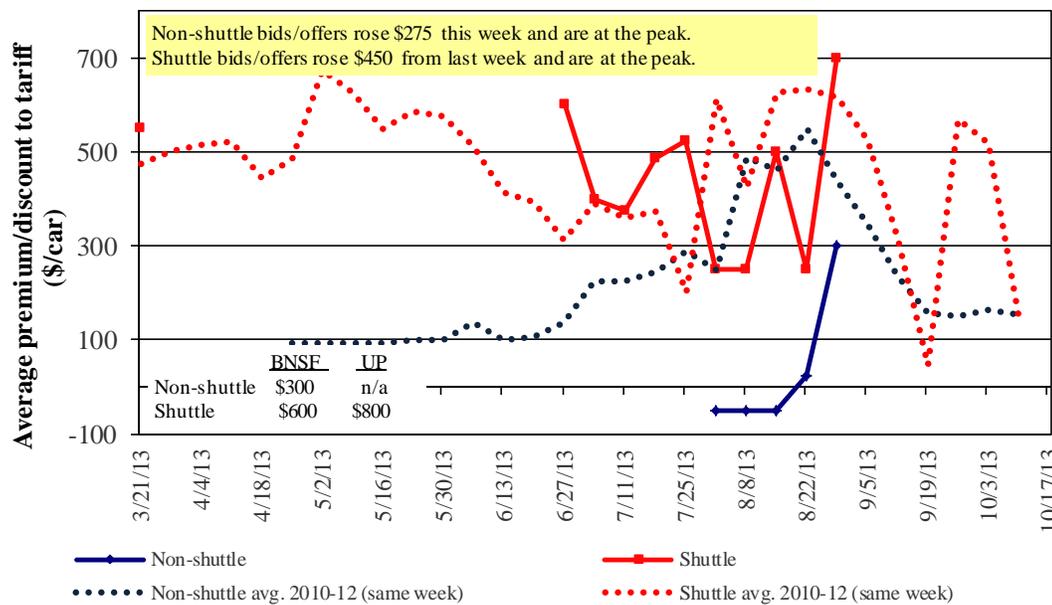


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

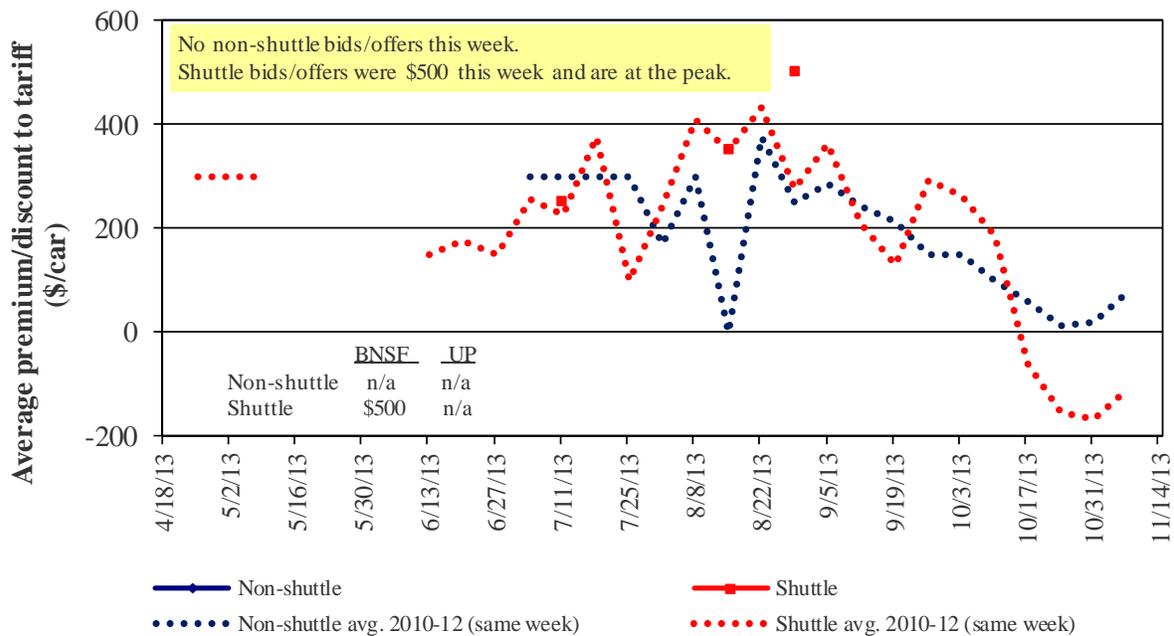


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

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	267	300	n/a	n/a	n/a	n/a
Change from last week	180	275	n/a	n/a	n/a	n/a
Change from same week 2012	230	n/a	n/a	n/a	n/a	n/a
UP-Pool	75	n/a	n/a	n/a	n/a	n/a
Change from last week	50	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	75	n/a	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	283	600	500	n/a	n/a	n/a
Change from last week	195	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	527	n/a	n/a	n/a	n/a	n/a
UP-Pool	100	800	n/a	n/a	n/a	n/a
Change from last week	100	550	n/a	n/a	n/a	n/a
Change from same week 2012	650	525	n/a	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:				Fuel	Tariff plus surcharge per:		Percent
9/1/2013	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	\$182	\$33.50	\$0.91	2
	Grand Forks, ND	Duluth-Superior, MN	\$3,701	\$104	\$37.79	\$1.03	5
	Wichita, KS	Los Angeles, CA	\$6,244	\$536	\$67.32	\$1.83	4
	Wichita, KS	New Orleans, LA	\$3,808	\$320	\$41.00	\$1.12	5
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$440	\$62.20	\$1.69	5
	Northwest KS	Galveston-Houston, TX	\$4,076	\$351	\$43.96	\$1.20	5
	Amarillo, TX	Los Angeles, CA	\$4,275	\$489	\$47.30	\$1.29	4
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,110	\$362	\$34.48	\$0.88	3
	Toledo, OH	Raleigh, NC	\$4,508	\$407	\$48.81	\$1.24	3
	Des Moines, IA	Davenport, IA	\$2,006	\$77	\$20.68	\$0.53	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	\$225	\$33.48	\$0.85	3
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,065	\$656	\$56.82	\$1.44	2
	Minneapolis, MN	New Orleans, LA	\$3,444	\$395	\$38.12	\$1.04	9
	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	\$362	\$39.34	\$1.07	7	
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$308	\$39.58	\$1.08	6
	Wichita, KS	Galveston-Houston, TX	\$3,798	\$240	\$40.10	\$1.09	5
	Chicago, IL	Albany, NY	\$3,771	\$382	\$41.24	\$1.12	4
	Grand Forks, ND	Portland, OR	\$5,159	\$532	\$56.51	\$1.54	5
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$554	\$65.92	\$1.79	3
	Northwest KS	Portland, OR	\$5,043	\$576	\$55.80	\$1.52	4
Corn	Minneapolis, MN	Portland, OR	\$4,800	\$648	\$54.10	\$1.37	1
	Sioux Falls, SD	Tacoma, WA	\$4,760	\$593	\$53.16	\$1.35	1
	Champaign-Urbana, IL	New Orleans, LA	\$2,929	\$362	\$32.68	\$0.83	3
	Lincoln, NE	Galveston-Houston, TX	\$3,310	\$346	\$36.30	\$0.92	1
	Des Moines, IA	Amarillo, TX	\$3,510	\$283	\$37.67	\$0.96	3
	Minneapolis, MN	Tacoma, WA	\$4,800	\$643	\$54.05	\$1.37	1
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,200	\$665	\$48.31	\$1.23	2
	Sioux Falls, SD	Tacoma, WA	\$5,320	\$593	\$58.72	\$1.60	6
	Minneapolis, MN	Portland, OR	\$5,330	\$648	\$59.36	\$1.62	7
	Fargo, ND	Tacoma, WA	\$5,230	\$527	\$57.17	\$1.56	7
	Council Bluffs, IA	New Orleans, LA	\$3,950	\$418	\$43.37	\$1.18	15
	Toledo, OH	Huntsville, AL	\$2,750	\$289	\$30.18	\$0.82	3
Grand Island, NE	Portland, OR	\$4,960	\$589	\$55.11	\$1.50	5	

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: 9/1/2013

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	\$563	\$70.73	\$1.92	-16
	OK	Cuautitlan, EM	\$6,715	\$684	\$75.60	\$2.06	-1
	KS	Guadalajara, JA	\$8,293	\$660	\$91.48	\$2.49	12
	TX	Salinas Victoria, NL	\$2,872	\$258	\$31.97	\$0.87	-21
Corn	IA	Guadalajara, JA	\$7,699	\$777	\$86.60	\$2.20	1
	SD	Celaya, GJ ⁵	\$7,356	\$736	\$82.69	\$2.10	n/a
	NE	Queretaro, QA	\$7,153	\$690	\$80.14	\$2.03	2
	SD	Salinas Victoria, NL	\$5,700	\$560	\$63.96	\$1.62	-11
	MO	Tlalnepantla, EM	\$6,592	\$670	\$74.20	\$1.88	2
	SD	Torreon, CU	\$6,522	\$617	\$72.94	\$1.85	1
Soybeans	MO	Bojay (Tula), HG	\$7,580	\$655	\$84.14	\$2.29	4
	NE	Guadalajara, JA	\$8,134	\$749	\$90.77	\$2.47	4
	IA	El Castillo, JA	\$8,555	\$732	\$94.89	\$2.58	4
	KS	Torreon, CU	\$6,651	\$465	\$72.71	\$1.98	4
Sorghum	TX	Guadalajara, JA	\$6,464	\$479	\$70.94	\$1.80	-2
	NE	Celaya, GJ ⁵	\$6,997	\$669	\$78.32	\$1.99	n/a
	KS	Queretaro, QA	\$6,815	\$420	\$73.92	\$1.88	6
	NE	Salinas Victoria, NL	\$5,438	\$492	\$60.58	\$1.54	6
	NE	Torreon, CU	\$6,153	\$549	\$68.48	\$1.74	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

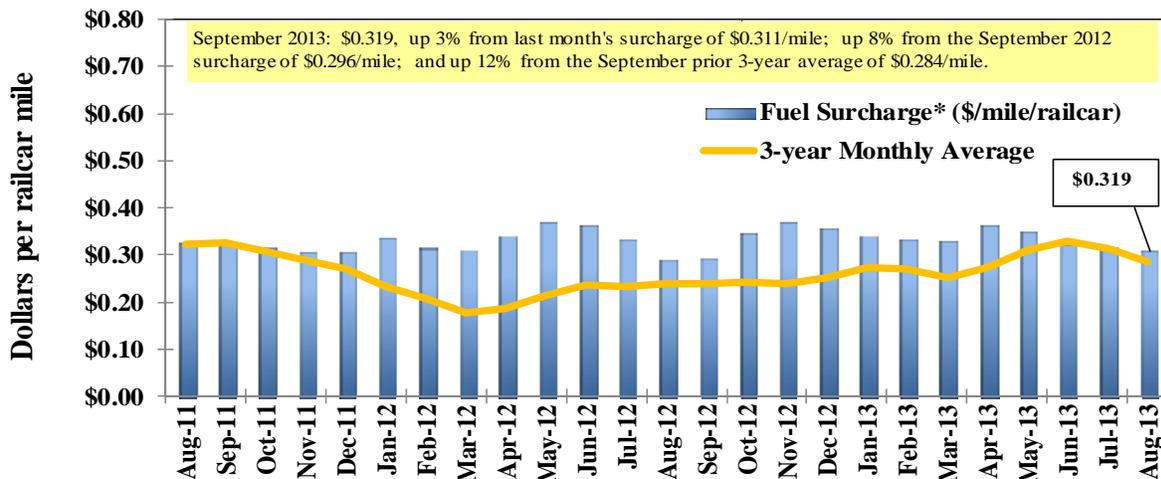
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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.

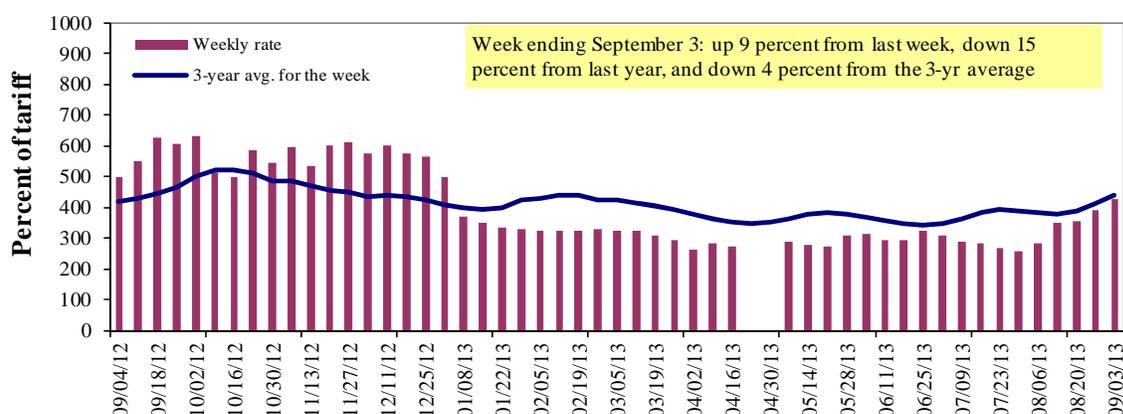
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.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	9/3/2013	419	421	425	388	431	431	388
	8/27/2013	383	383	392	355	392	392	325
\$/ton	9/3/2013	25.94	22.40	19.72	15.48	20.21	17.41	12.18
	8/27/2013	23.71	20.38	18.19	14.16	18.38	15.84	10.21
Current week % change from the same week:								
	Last year	-12	-15	-15	-27	-13	-13	-34
	3-year avg. ²	-9	-5	-4	-9	-8	-8	-10
Rate¹	October	619	593	596	555	606	606	515
	December	--	--	436	350	426	426	316

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

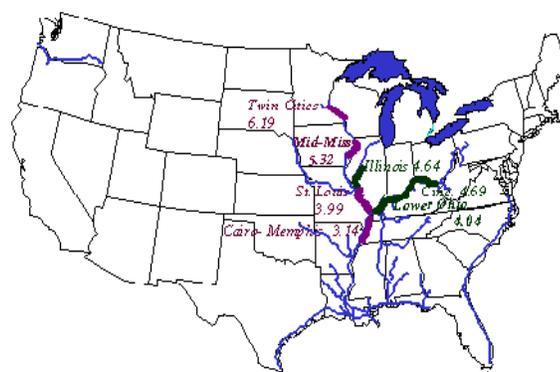
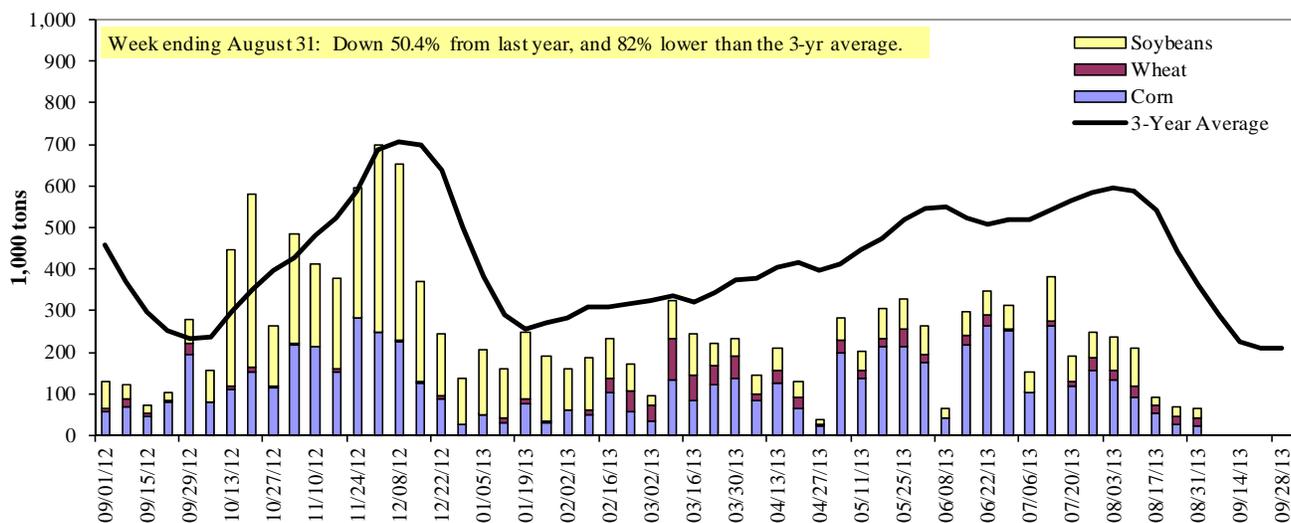


Figure 10

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 8/31/2013	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	16	14	6	0	36
Winfield, MO (L25)	9	8	11	0	28
Alton, IL (L26)	19	14	19	0	52
Granite City, IL (L27)	24	16	25	0	64
Illinois River (L8)	2	0	6	0	8
Ohio River (L52)	10	31	7	0	48
Arkansas River (L1)	20	7	0	0	27
Weekly total - 2013	53	54	32	0	139
Weekly total - 2012	125	32	97	0	254
2013 YTD ¹	5,289	3,350	4,526	139	13,305
2012 YTD	11,766	1,397	7,149	192	20,503
2013 as % of 2012 YTD	45	240	63	73	65
Last 4 weeks as % of 2012 ²	29	449	30	211	68
Total 2012	14,837	1,794	12,663	229	29,523

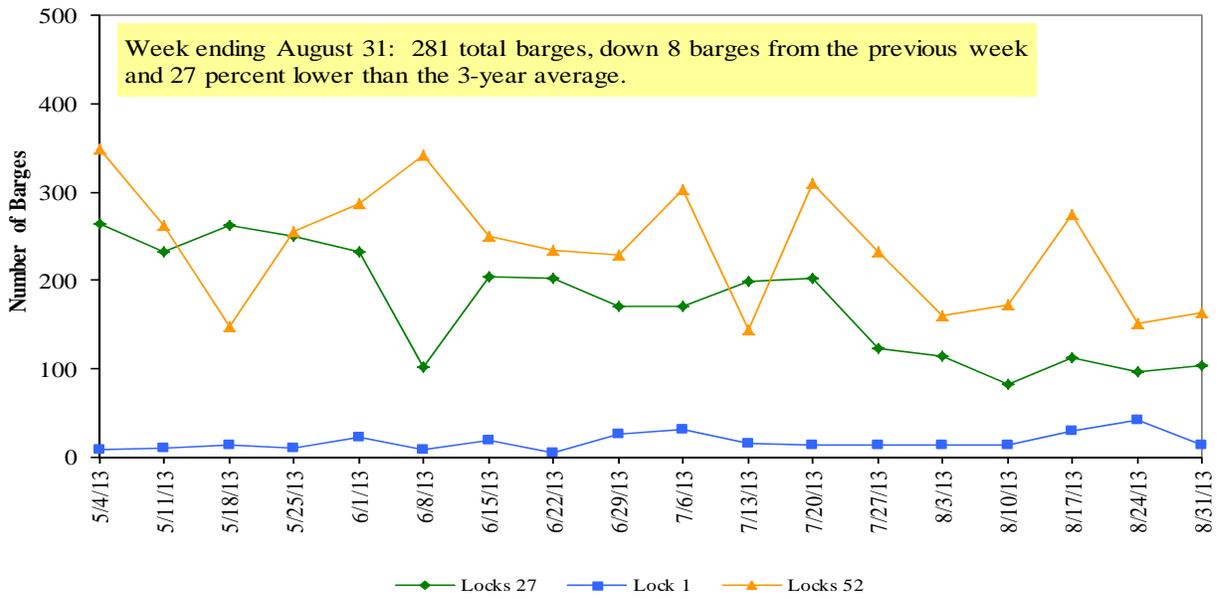
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

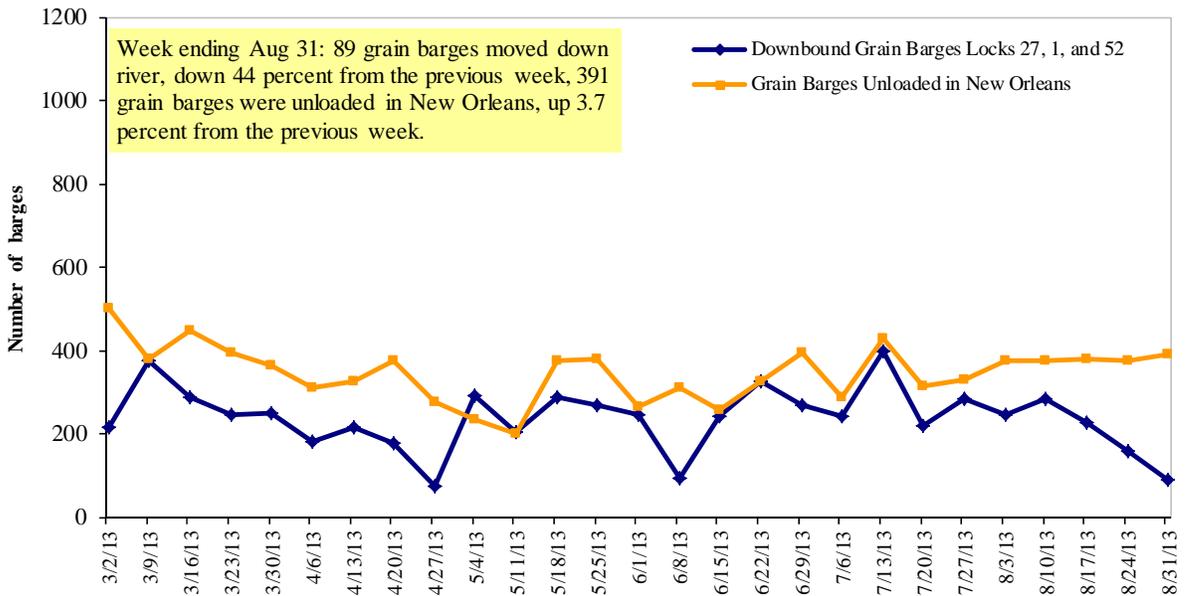
Source: U.S. Army Corps of Engineers

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 9/2/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.993	0.068	-0.111
	New England	4.087	0.043	-0.107
	Central Atlantic	4.055	0.075	-0.098
	Lower Atlantic	3.930	0.068	-0.121
II	Midwest ²	3.967	0.083	-0.105
III	Gulf Coast ³	3.897	0.068	-0.129
IV	Rocky Mountain	3.937	0.010	-0.280
V	West Coast	4.128	0.056	-0.296
	West Coast less California	4.032	0.059	-0.311
	California	4.210	0.054	-0.283
Total	U.S.	3.981	0.068	-0.146

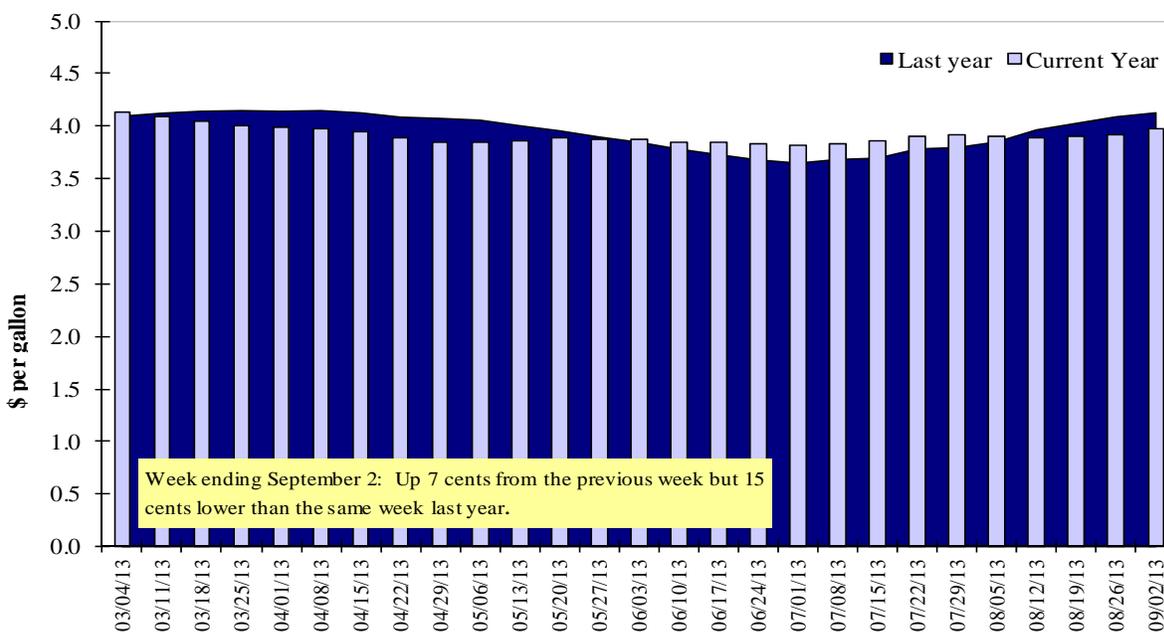
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
8/22/2013	1,684	2,749	1,474	1,154	116	7,177	1,485	1,016	9,678
This week year ago	1,502	646	1,564	879	107	4,698	2,021	2,497	9,216
Cumulative exports-marketing year²									
2012/13 YTD	3,523	2,650	1,069	684	52	7,978	17,608	36,160	61,746
2011/12 YTD	2,729	904	1,294	1,167	131	6,225	37,664	36,312	80,201
YTD 2012/13 as % of 2011/12	129	293	83	59	40	128	47	100	77
Last 4 wks as % of same period 2011/12	123	483	94	123	102	162	94	47	116
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 08/22/2013	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	1,443	7,270	12,387	(41)	12,367
Mexico	2,932	4,503	9,620	(53)	9,617
China	2,991	2,573	5,420	(53)	5,414
Korea	3	419	3,699	(89)	3,639
Venezuela	31	1,174	1,332	(12)	1,332
Top 5 Importers	7,400	15,939	32,458	(51)	32,369
Total US corn export sales	11,246	19,093	39,685	(52)	39,180
% of Projected	36%	105%	101%		
Change from prior week	719	(15)	(34)		
Top 5 importers' share of U.S. corn export sales	66%	83%	82%		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 08/22/2013	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	13,976	21,647	24,646	(12)	24,602
Mexico	570	2,604	3,197	(19)	3,180
Japan	251	1,869	1,889	(1)	1,891
Indonesia	85	1,756	1,668	5	1,741
Egypt	120	677	1,292	(48)	1,292
Top 5 importers	15,001	28,553	32,692	(13)	32,706
Total US soybean export sales	19,706	37,176	38,809	(4)	37,060
% of Projected	52%	104%	105%		
Change from prior week	869	(3)	(10)		
Top 5 importers' share of U.S. soybean export sales	76%	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 08/22/2013	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	1,163	1,430	(19)	3,544
Nigeria	1,034	1,154	(10)	3,002
Mexico	1,458	1,457	0	2,761
Philippines	671	889	(25)	1,965
Egypt	131	58	125	1,678
Korea	416	780	(47)	1,385
Taiwan	366	439	(17)	1,038
China	3,756	343	994	743
Brazil	1,871	50	3643	527
Colombia	368	268	38	600
Top 10 importers	11,235	6,867	64	17,243
Total US wheat export sales	15,154	10,923	39	26,348
% of Projected	51%	40%		
Change from prior week	551	503		
Top 10 importers' share of U.S. wheat export sales	74%	63%		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 08/29/13	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	400	262	153	7,690	9,362	82	64	84	12,625
Corn	10	2	416	1,371	4,910	28	26	7	5,512
Soybeans	2	0	n/a	3,699	5,679	65	1	1	10,347
Total	413	265	156	12,759	19,950	64	51	51	28,484
Mississippi Gulf									
Wheat	296	344	86	6,855	4,189	164	377	327	5,462
Corn	343	257	133	7,663	13,230	58	82	51	18,068
Soybeans	13	42	32	7,749	12,027	64	20	29	24,684
Total	652	643	101	22,267	29,446	76	87	77	48,215
Texas Gulf									
Wheat	257	201	128	6,226	4,243	147	234	152	5,912
Corn	0	0	n/a	157	329	48	27	14	336
Soybeans	0	0	n/a	122	5	n/a	n/a	0	626
Total	257	201	128	6,506	4,576	142	218	139	6,874
Interior									
Wheat	26	8	315	699	812	86	135	135	1,218
Corn	91	23	402	1,801	5,071	36	139	57	6,115
Soybeans	17	17	104	1,809	2,826	64	72	20	4,204
Total	135	48	282	4,309	8,709	49	195	53	11,538
Great Lakes									
Wheat	0	22	0	503	193	261	410	27	481
Corn	0	0	n/a	0	56	0	0	0	56
Soybeans	0	0	n/a	22	151	15	0	0	713
Total	0	22	0	525	400	131	136	23	1,250
Atlantic									
Wheat	13	11	123	517	237	218	2,114	415	341
Corn	0	0	n/a	2	106	2	0	0	143
Soybeans	6	0	n/a	699	616	113	19	32	1,460
Total	19	11	171	1,218	958	127	135	113	1,944
U.S. total from ports²									
Wheat	992	847	117	22,490	19,035	118	139	137	26,040
Corn	444	282	157	10,995	23,701	46	72	41	30,230
Soybeans	39	59	65	14,100	21,304	66	17	22	42,035
Total	1,475	1,188	124	47,584	64,040	74	82	71	98,305

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

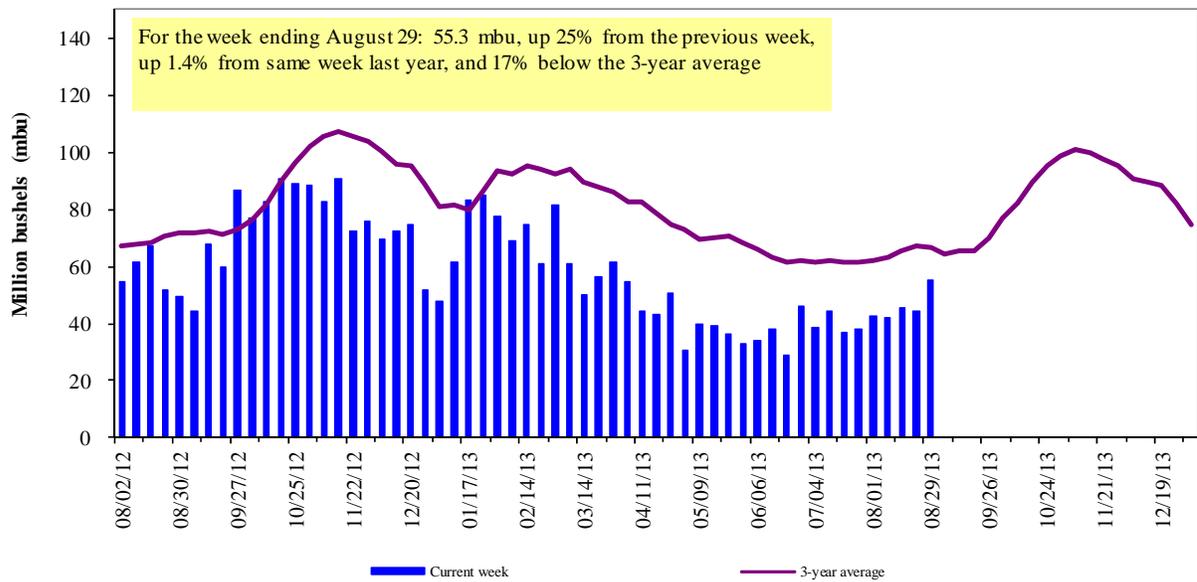
² Total includes only port regions shown above; Interior land-based shipments now included.

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)

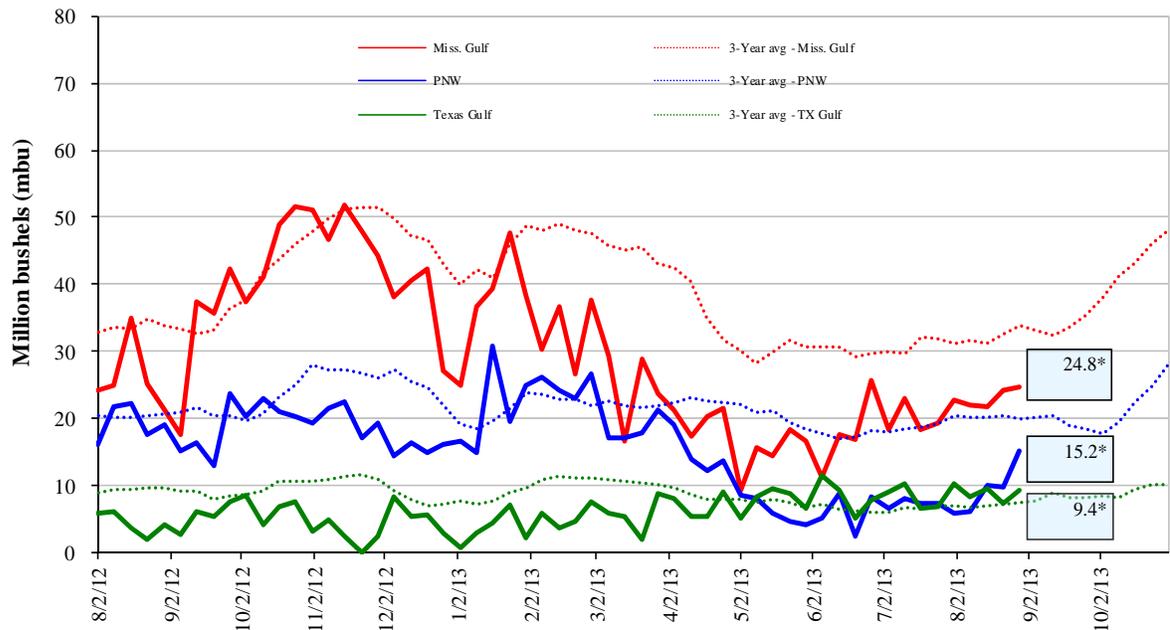


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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. 29 % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	up 2	up 28	up 8	up 56
Last year (same week)	up 17	up 131	up 35	down 21
3-yr avg. (4-wk mov. avg.)	down 19	up 50	down 7	down 20

Ocean Transportation

Table 17

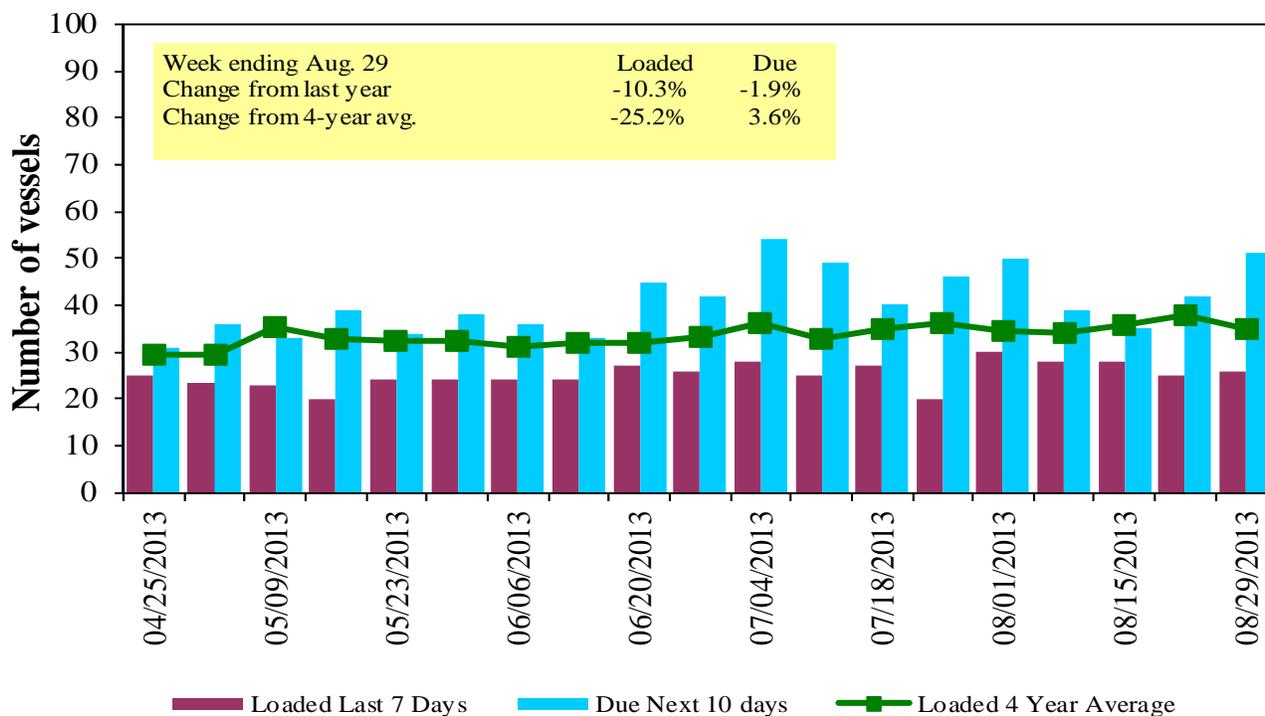
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
8/29/2013	30	26	51	15	n/a
8/22/2013	32	25	42	17	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

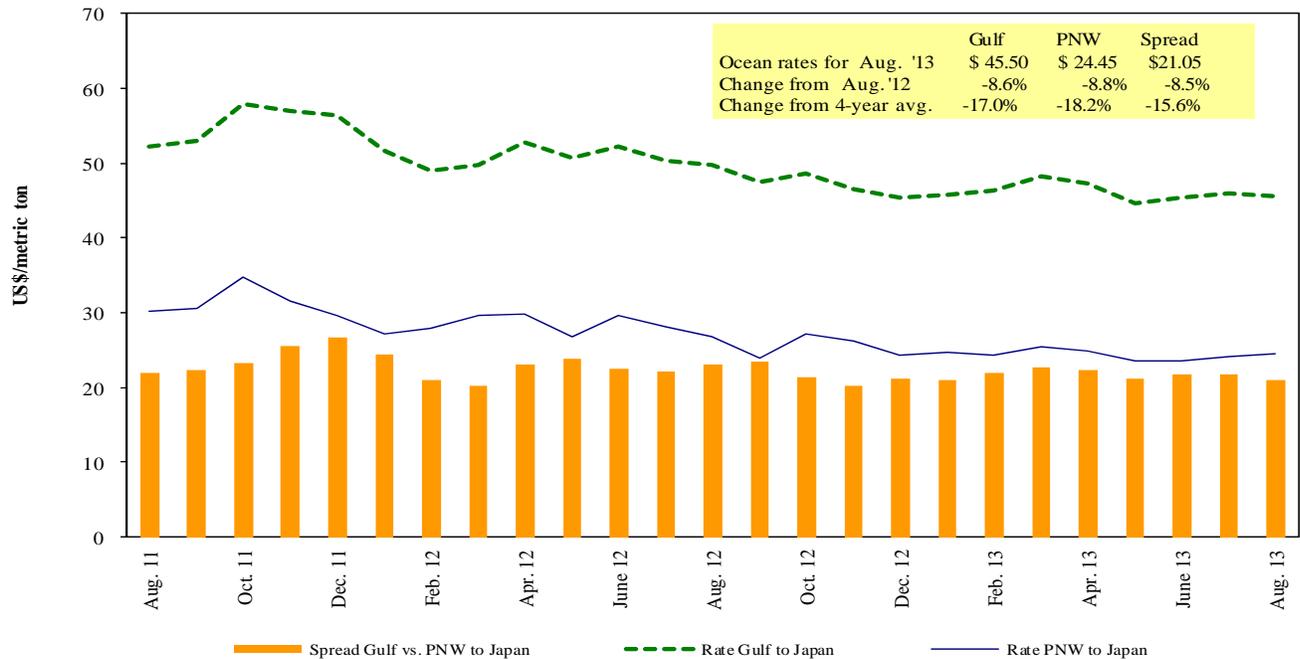


Source: Transportation & Marketing Programs/AMS/USDA

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 08/31/2013

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

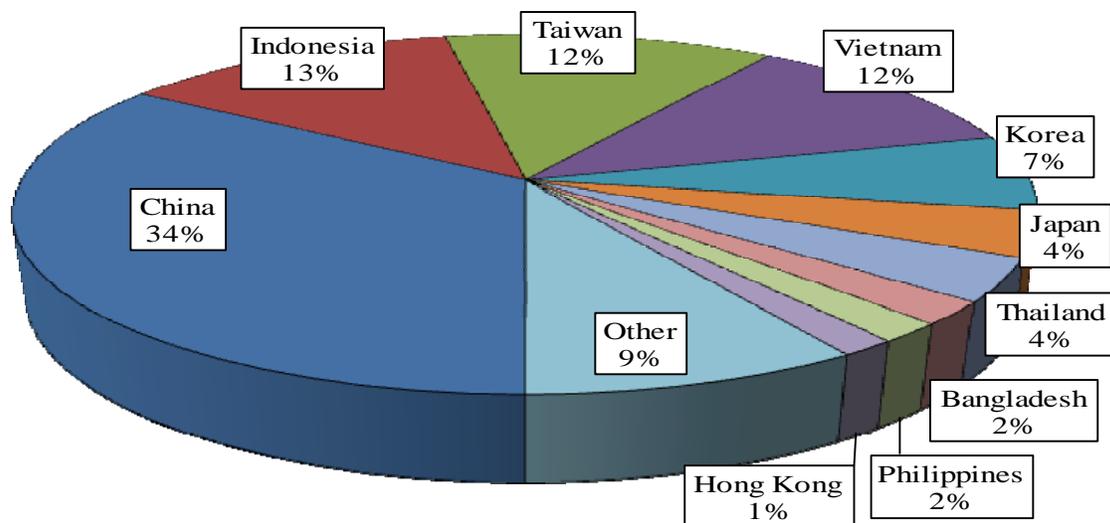
¹50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

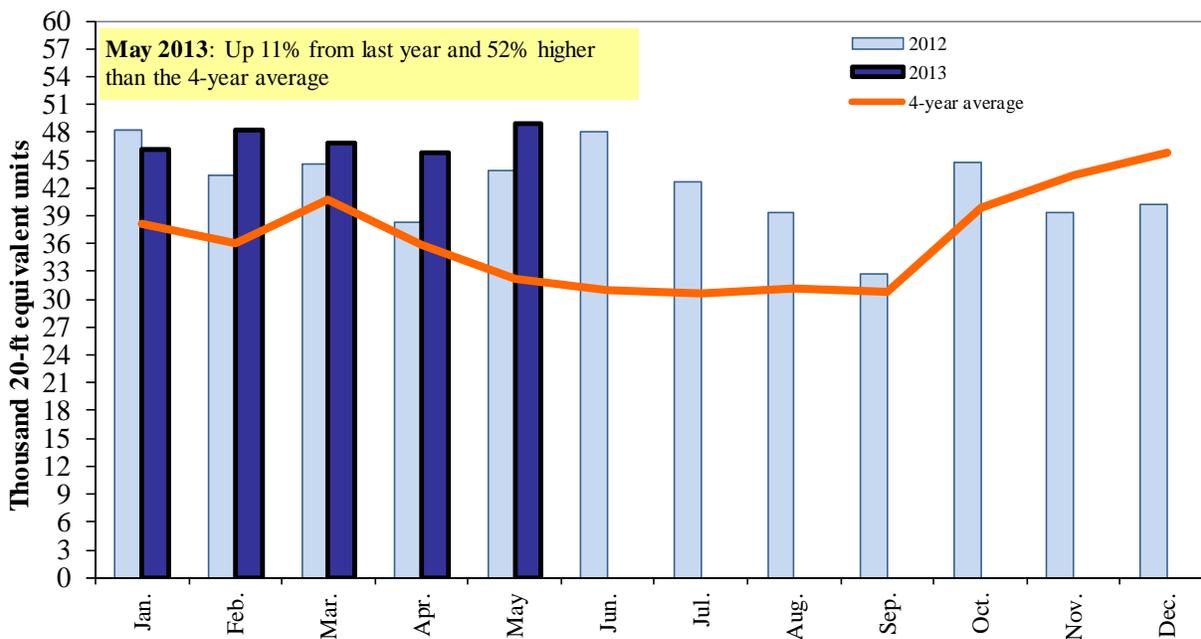


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

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