



Grain Transportation Report

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

Contact Us

Sept. 12, 2013

WEEKLY HIGHLIGHTS

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Port of Vancouver Grain Inspections Continue

A solution to inspection delays caused by labor unrest at the Port of Vancouver two weeks ago has been provided. City police are providing security to State inspectors as they enter the facilities. Previously, Washington State grain inspectors were not entering the east gate at United Grain Corp (UGC) due to unsafe conditions. As a result, grain inspections at the UGC export terminal are expected to continue, as usual.

Total Grain Inspections Recede

For the week ending September 5, total inspections of grain (corn, wheat, and soybeans) for export from all major export regions reached 1.11 million metric tons (mmt), down 25 percent from the previous week and 6 percent below last year at this time. Lower inspections were driven by a 20-percent drop in wheat inspections and a 44-percent decrease in corn inspections. Mississippi Gulf grain inspections decreased 21 percent from the previous week as shipments to South America and Mexico receded. PNW rail deliveries to port increased 14 percent from the past week, but the increase did not offset the decrease in PNW grain inspections, which dropped 43 percent from the previous week.

DOT Announces \$474 Million for 52 TIGER 2013 Projects in 37 States

On September 9, U.S. Transportation Secretary Anthony Foxx announced that 52 transportation projects in 37 states will receive a total of approximately \$474 million from the U.S. Department of Transportation's (DOT) Transportation Investment Generating Economic Recovery (TIGER) 2013 discretionary grant program. Among these, 25 projects funded at \$123.4 million are in rural areas, and include replacing the White River Railroad Bridge in Greene County, Indiana so that standard 286,000 pound railcars can travel at speeds up to 40 miles per hour. Also, projects in several ports will benefit agricultural exports.

Early September Corn Barge Traffic at Mississippi River Locks 27 Dominated by Upbound Traffic.

For the 5-week period from August 4 to September 7, 196,000 tons of upbound corn barges transited Mississippi River Locks 27 (near St. Louis, MO) — 24 percent higher than the amount of upbound corn during the similar period in August –September 2012. During the week ending September 7, 113,300 tons of upbound corn was reported at Locks 27, this is significantly higher than the Locks 27 downbound corn tonnage of 36,000 tons. Upbound corn barge movements indicate new crop being delivered to areas with supply shortages. Higher upbound corn tonnages as compared to downbound tonnages were reported at Mississippi River Locks 15, 25, 26, Illinois River Lock & Dam 8, and Ohio River Locks & Dam 52. Barge operators have reported barge rate increases in recent weeks as low water conditions are returning to the river, and many operators are light loading barges to avoid unsafe navigation.

Snapshots by Sector

Rail

U.S. railroads originated 17,263 **carloads of grain** during the week ending August 31, up 8 percent from last week, down 0.1 percent from last year, and down 9 percent from the 3-year average.

During the week ending September 5, average September non-shuttle **secondary railcar bids/offers per car** were \$75 above tariff, down \$96 from last week and \$62.50 higher than last year. Average shuttle bids/offers were \$200 above tariff, up \$8.50 from last week and \$387.50 higher than last year.

Barge

During the week ending September 7, **barge grain movements** totaled 250,186 tons, 79.6 percent higher than the previous week and 53.6 percent higher than the same period last year.

During the week ending September 7, 171 grain barges **moved down river**, up 92 percent from last week; 462 grain barges were **unloaded in New Orleans**, up 18.2 percent from the previous week.

Ocean

During the week ending September 5, 31 **ocean-going grain vessels** were loaded in the Gulf, up 134 percent from the same period last year. Fifty-seven vessels are expected to be loaded within the next 10 days, down 27 percent from the same period last year.

During the week ending September 6, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$47.50 per mt, up 4 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$27 per mt, up 8 percent from the previous week.

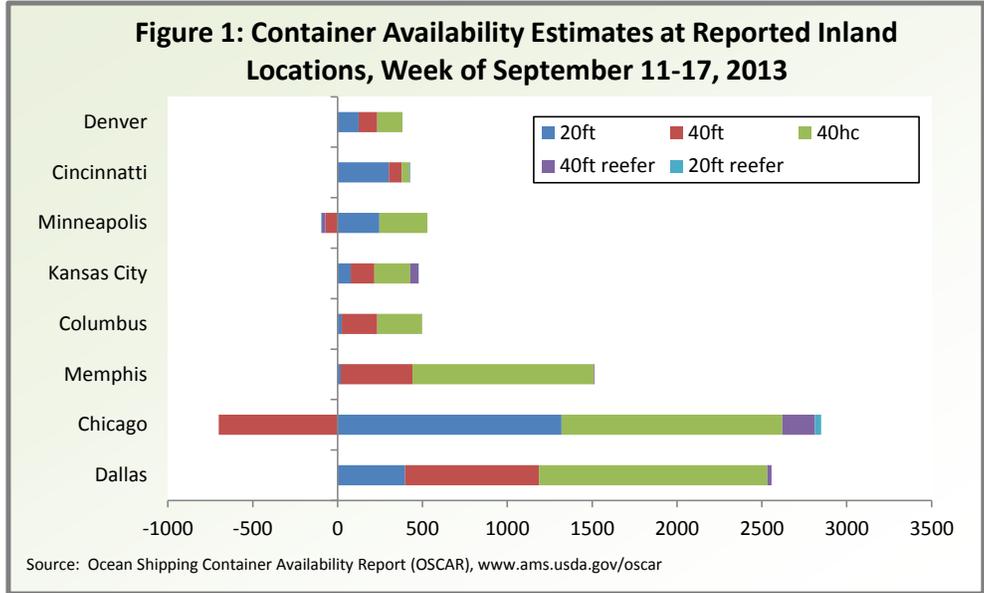
Fuel

During the week ending September 9, U.S. average **diesel fuel prices** were unchanged from the previous week at \$3.98 per gallon—15 cents lower than the same week last year.

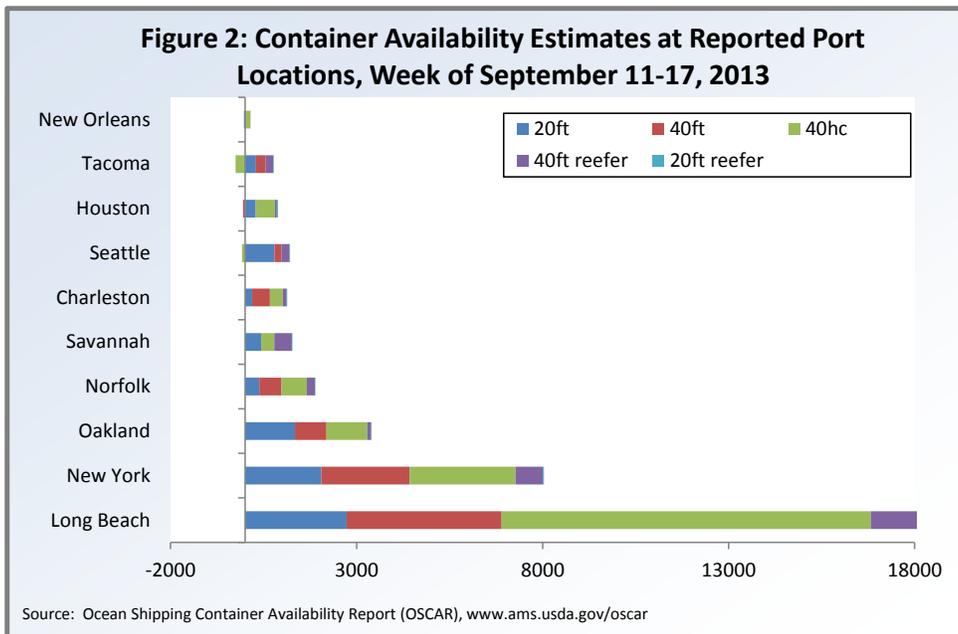
Feature Article/Calendar

USDA’s Ocean Shipping Container Availability Report (OSCAR)

In July 2012, USDA’s Agricultural Marketing Service (AMS) published the first Ocean Shipping Container Availability Report (OSCAR). AMS developed the report because the agricultural export community had expressed a need for market intelligence on ocean shipping container availability. AMS worked closely with the ocean carriers and agricultural shippers to develop this report. OSCAR provides a weekly snapshot of the number of available containers at 18 intermodal locations around the country—8 inland locations and 10 port locations. The report shows the current week’s availability, as well as forecasts by carriers of availability for the following 2 weeks. The report helps U.S. exporters locate available containers for the westbound transpacific trade lanes, especially at inland locations, where container availability can be challenging. OSCAR also encourages ocean carriers to be more transparent about the flow of containers throughout the country.



Currently, six ocean container carries participate in OSCAR—COSCO, Evergreen, Hanjin Shipping, Hapag Lloyd, OOCL, and Yang Ming Transport Corporation. The carriers determine container availability by comparing current supplies at each of the 18 intermodal locations with the demand for



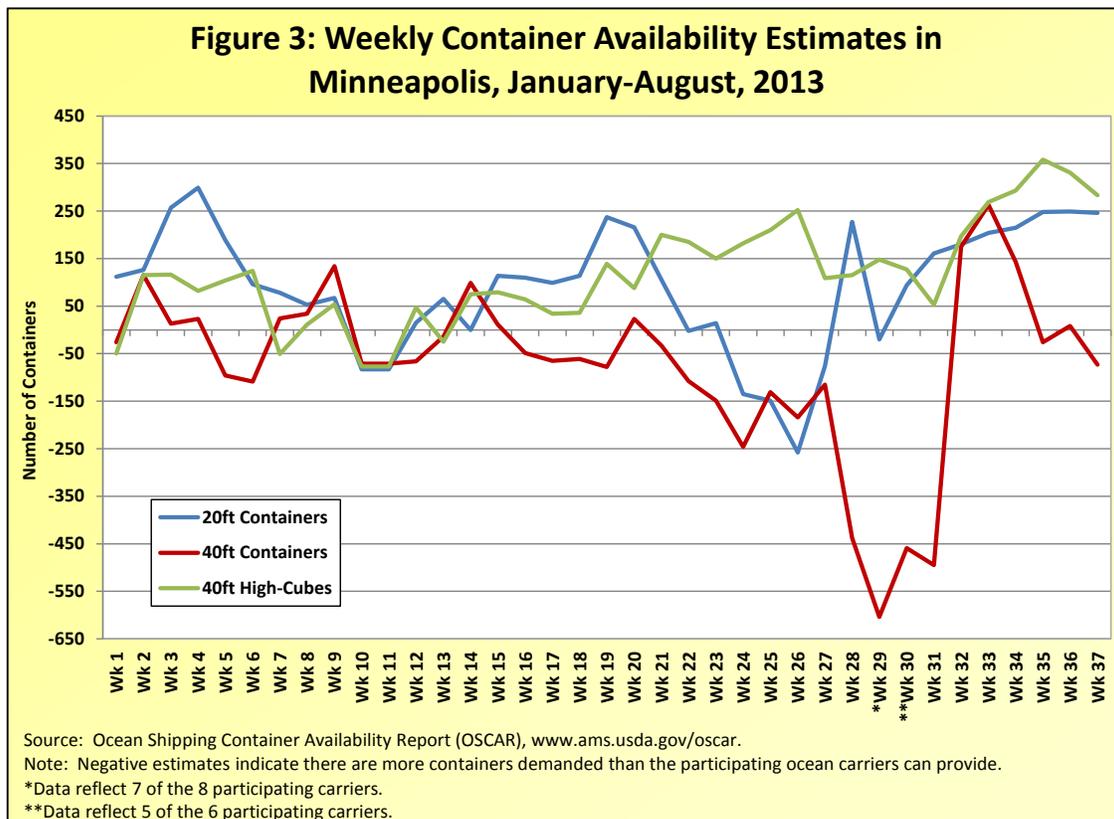
these containers based on up-to-date bookings or reservation information. Positive estimates report the number of containers available for export while negative estimates indicate demand for these containers is greater than supply.

OSCAR data are reported for the five major container types representing all major commodity groups—20ft, 40ft, 40ft high-cube, 40ft refrigerated

and 20ft refrigerated containers (see figures 1 and 2). Container availability estimates represent availability for all export cargo in the transpacific trade lane, not just agricultural products.

Agricultural exporters, including exporters of containerized grain, can use this tool to make more knowledgeable decisions about where they can find containers. More specifically, OSCAR readers use the weekly container availability data in the following ways:

- Exporters can monitor the volatility of container supplies at 18 of the busiest U.S. intermodal transportation hubs (figures 1 and 2). The forecast provides them with an indicator for the number of containers available in the short term.
- During times when container availability is tight, exporters use OSCAR to find containers. For example, at the end of the year when container availability is typically strained, exporters can monitor OSCAR data to see where containers are available and where availability is a challenge.
- OSCAR data helps define the scale of availability at each of the 18 reported locations. Exporters see availability at multiple locations in one report, which provides them with an opportunity to consider locations outside their normal supply chain route.
- Exporters can examine the availability of containers over time (see figure 3) and compare the peaks and valleys in light of market conditions.



Overall, OSCAR is a unique dataset that infuses more transparency into the containerized shipping industry. For more information about OSCAR, visit our website at www.ams.usda.gov/oscar.
april.taylor@ams.usda.gov

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				
09/04/2013 ^P	33	1,208	3,091	165		4,497	08/31/13	1,329
08/28/2013 ^r	111	2,126	2,697	48		4,982	08/24/13	1,046
2013 YTD ^r	10,021	47,920	86,981	10,235		155,157	2013 YTD	42,748
2012 YTD ^r	6,968	26,929	139,625	11,662		185,184	2012 YTD	69,234
2013 YTD as % of 2012 YTD	144	178	62	88		84	% change YTD	62
Last 4 weeks as % of 2012 ²	16	231	70	53		93	Last 4wks % 2012	80
Last 4 weeks as % of 4-year avg. ²	12	159	80	42		93	Last 4wks % 4 yr	80
Total 2012	22,604	40,780	199,419	34,894		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.

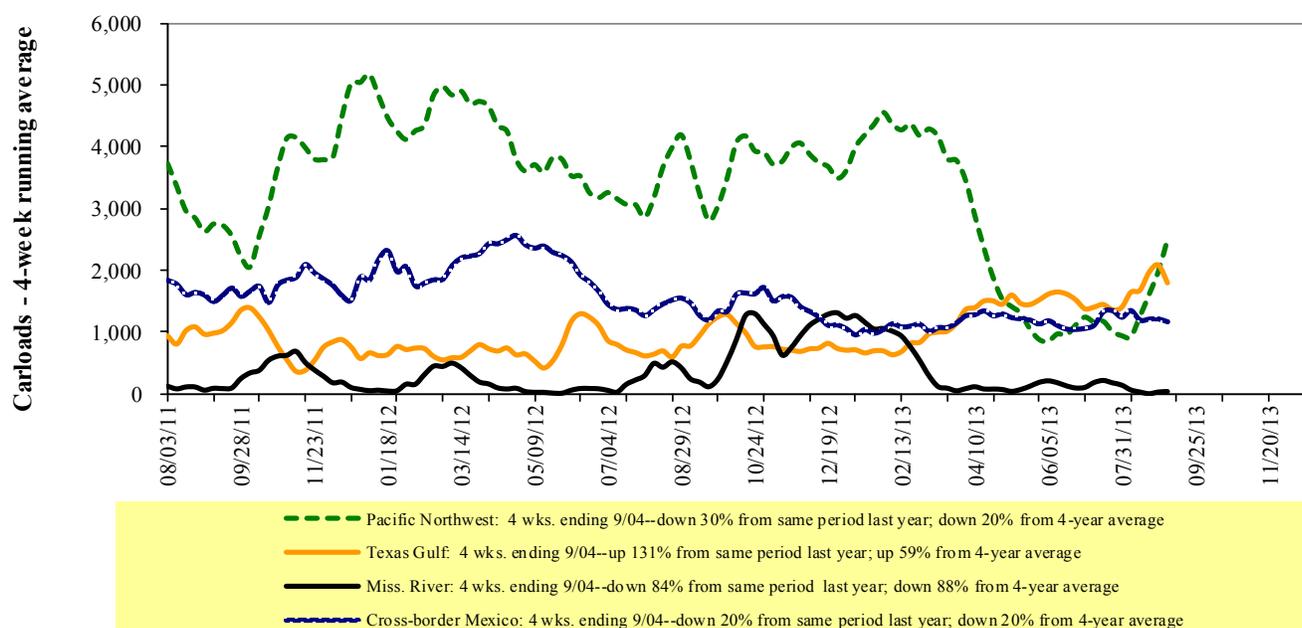
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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

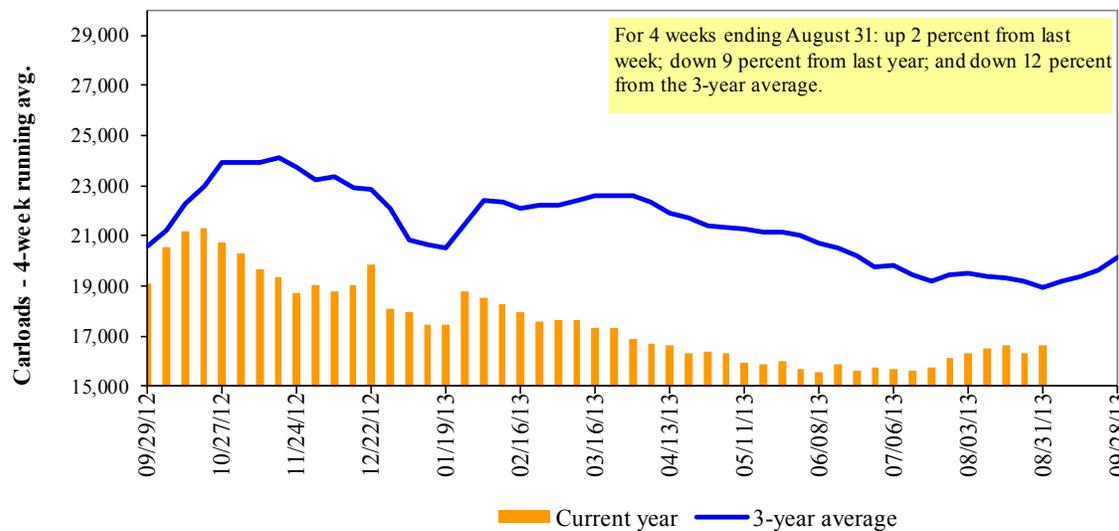
Table 4

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
08/31/13	991	1,634	9,378	921	4,339	17,263	3,767	4,318
This week last year	971	2,280	9,583	588	3,855	17,277	3,647	4,237
2013 YTD	48,870	84,820	298,613	18,290	133,888	584,481	110,882	178,801
2012 YTD	60,283	98,254	338,003	17,708	176,083	690,331	134,325	165,499
2013 YTD as % of 2012 YTD	81	86	88	103	76	85	83	108
Last 4 weeks as % of 2012	97	66	89	184	98	91	85	98
Last 4 weeks as % of 3-yr avg. ¹	80	69	88	157	81	85	91	89
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
9/5/2013								
BNSF ³								
COT grain units	579	no bids	630	0	306	0	108	0
COT grain single-car ⁵	no offer	no bids	101 . . 211	0	50 . . 600	0 . . 3	0 . . 200	0 . . 3
UP ⁴								
GCAS/Region 1	no bids	no bids	1	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	1	no bids	16	1	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.

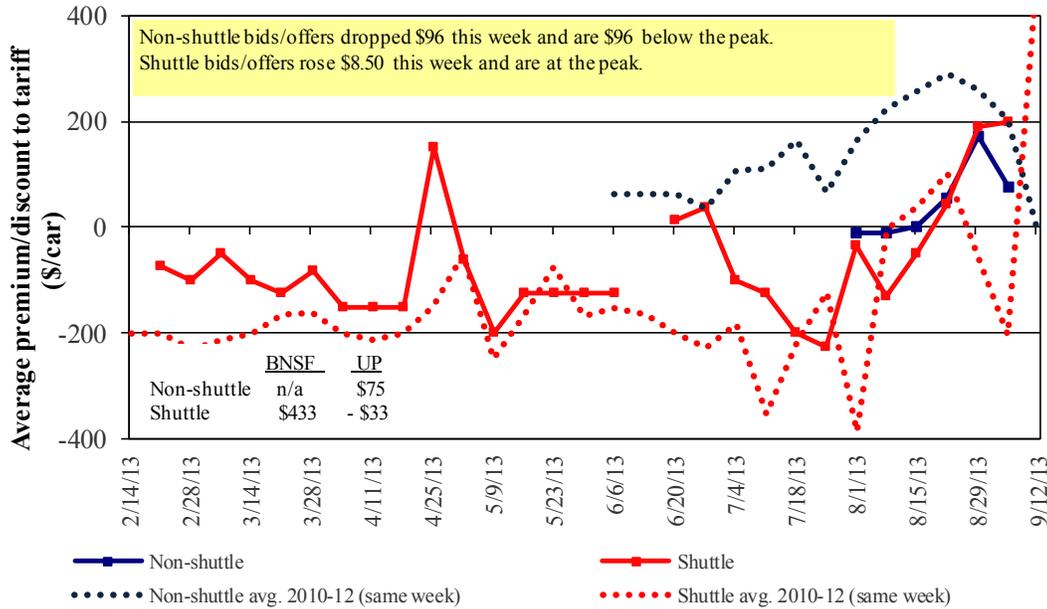
⁵Range is shown because average is not available. Not available = n/a.

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

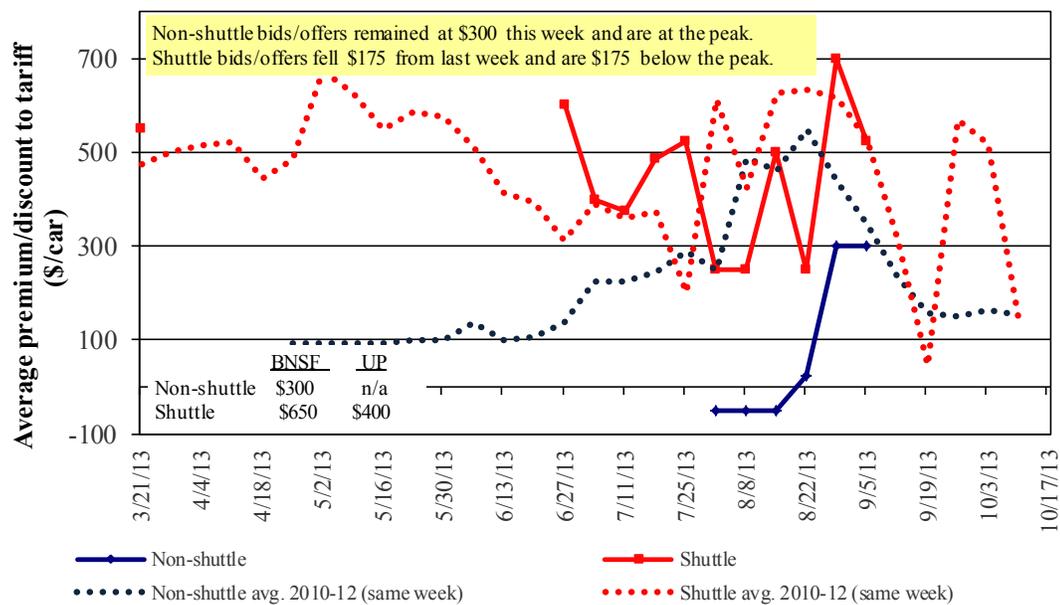


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

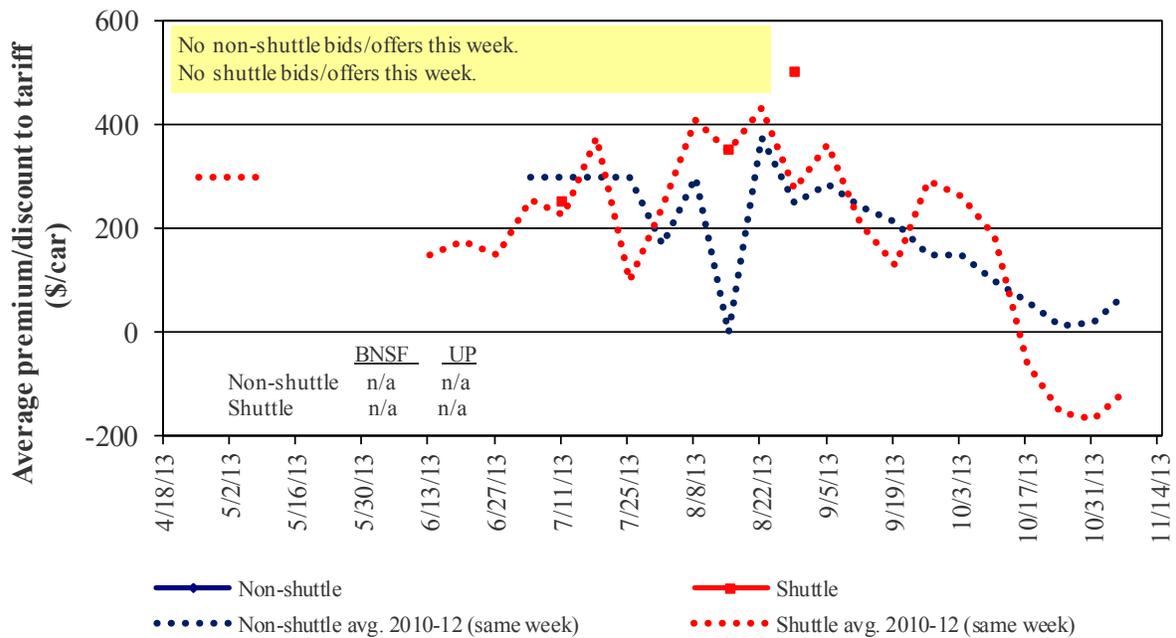


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

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	n/a	300	n/a	n/a	n/a	n/a
Change from last week	n/a	-	n/a	n/a	n/a	n/a
Change from same week 2012	n/a	275	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	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	50	n/a	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	433	650	n/a	n/a	n/a	n/a
Change from last week	150	50	n/a	n/a	n/a	n/a
Change from same week 2012	433	350	n/a	n/a	n/a	n/a
UP-Pool	(33)	400	n/a	n/a	n/a	n/a
Change from last week	(133)	(400)	n/a	n/a	n/a	n/a
Change from same week 2012	342	50	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:						Percent	
9/1/2013	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		change Y/Y ³
					metric ton	bushe ²	
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	Cuatitlan, 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

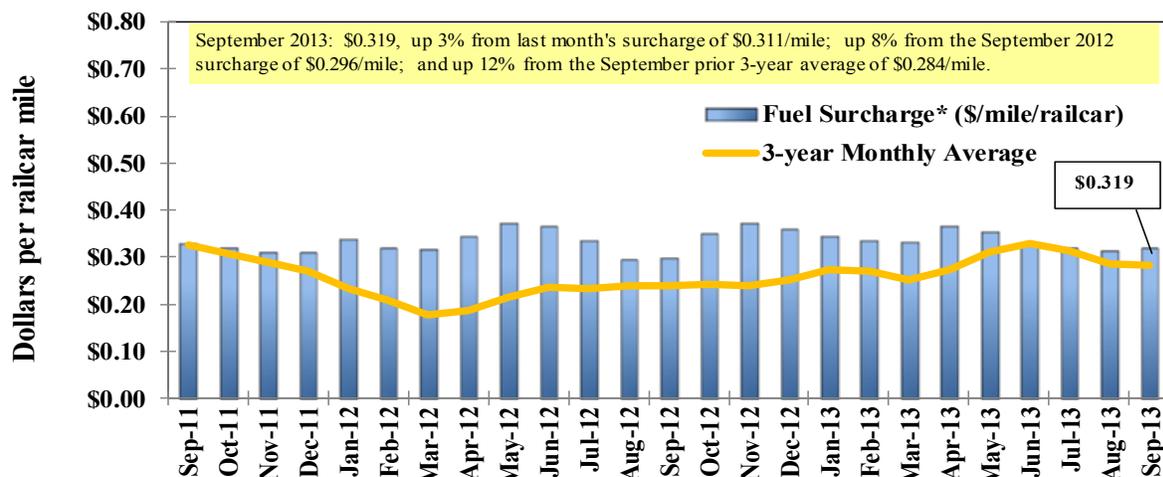
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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.

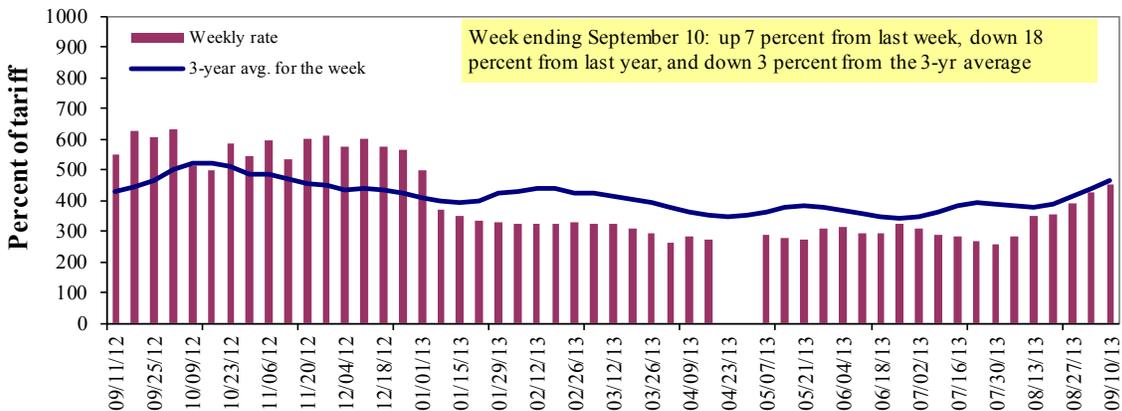
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.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	9/10/2013	447	447	453	442	458	458	425
	9/3/2013	419	421	425	388	431	431	388
\$/ton	9/10/2013	27.67	23.78	21.02	17.64	21.48	18.50	13.35
	9/3/2013	25.94	22.40	19.72	15.48	20.21	17.41	12.18
Current week % change from the same week:								
	Last year	-17	-18	-18	-26	-22	-22	-39
	3-year avg. ²	-7	-5	-3	-4	-9	-9	-9
Rate¹	October	625	607	600	532	633	633	543
	December	--	--	443	345	427	427	323

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

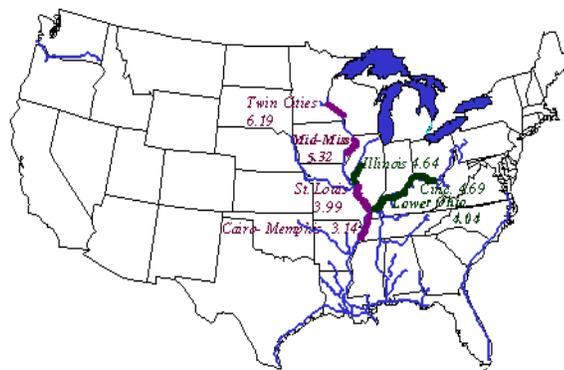
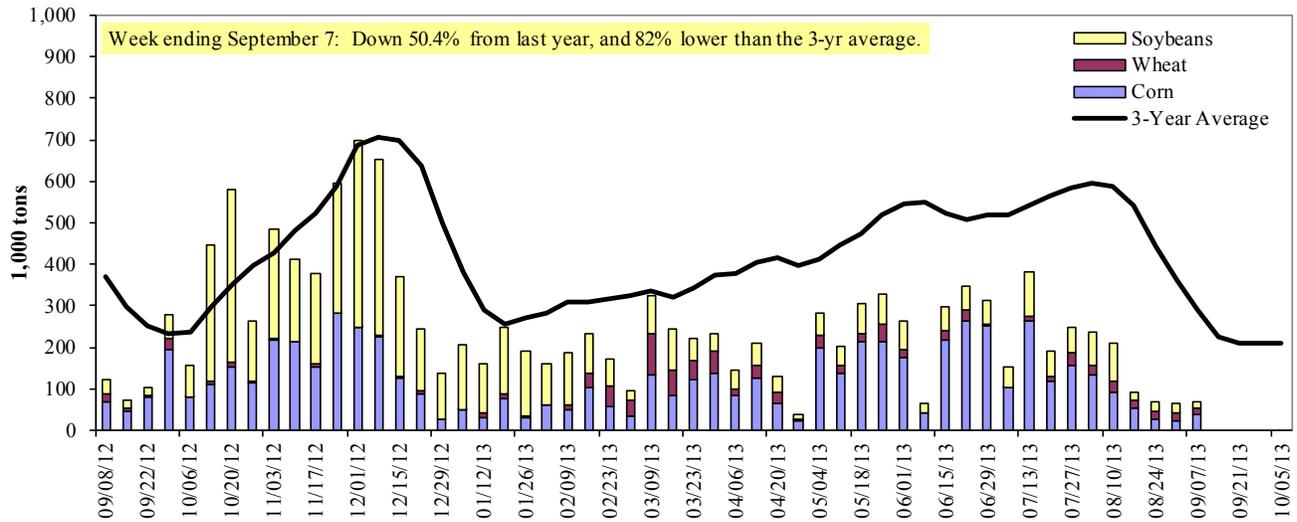


Figure 10

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 9/7/2013	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	5	5	6	0	15
Winfield, MO (L25)	35	11	14	0	59
Alton, IL (L26)	36	17	17	0	70
Granite City, IL (L27)	36	17	17	0	70
Illinois River (L8)					
	2	6	3	0	11
Ohio River (L52)					
	5	58	7	0	69
Arkansas River (L1)					
	13	81	17	0	111
Weekly total - 2013	54	156	41	0	250
Weekly total - 2012	78	23	60	1	163
2013 YTD ¹	5,343	3,505	4,567	139	13,555
2012 YTD	11,844	1,420	7,209	193	20,666
2013 as % of 2012 YTD	45	247	63	72	66
Last 4 weeks as % of 2012 ²	29	491	35	114	79
Total 2012	14,837	1,794	12,663	229	29,523

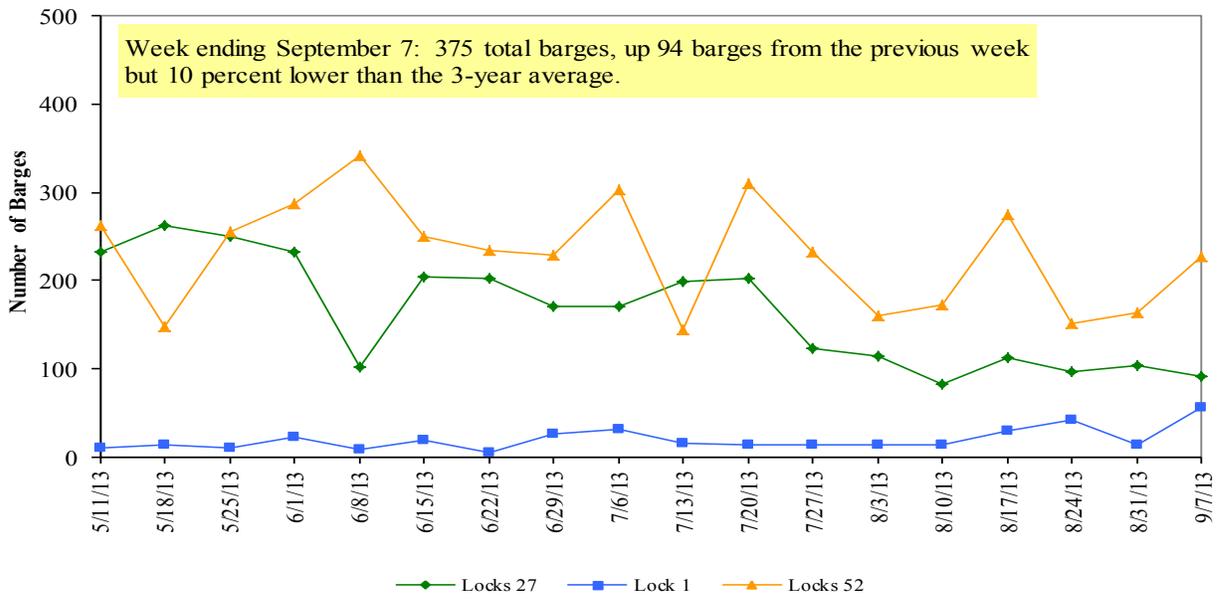
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

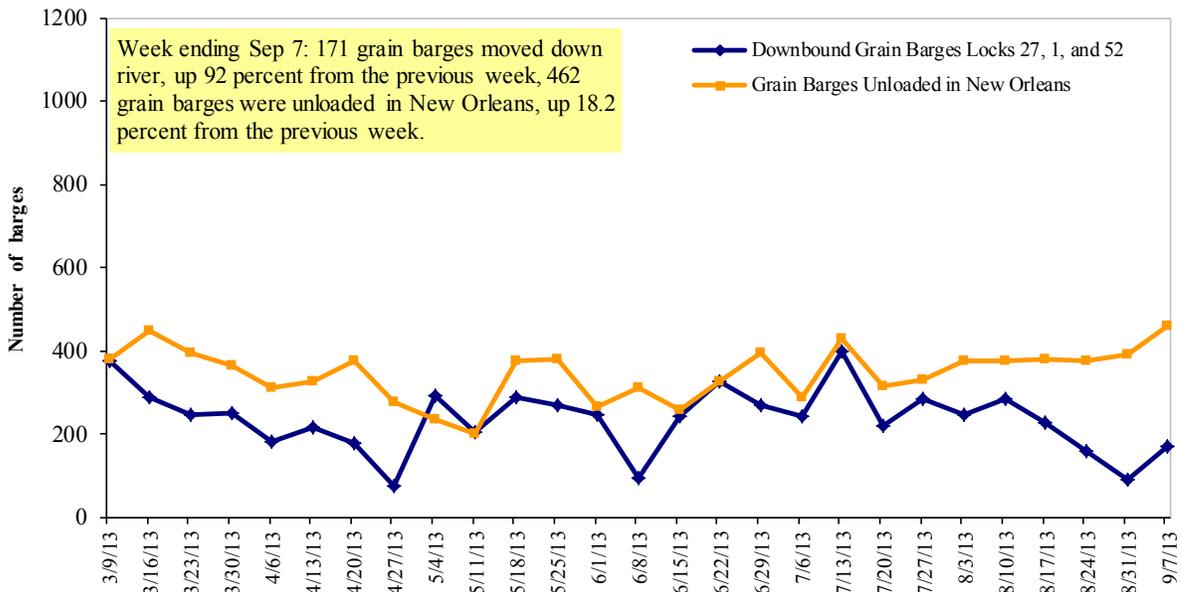
Source: U.S. Army Corps of Engineers

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

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.988	-0.005	-0.125
	New England	4.091	0.004	-0.117
	Central Atlantic	4.056	0.001	-0.119
	Lower Atlantic	3.917	-0.013	-0.132
II	Midwest ²	3.964	-0.003	-0.115
III	Gulf Coast ³	3.898	0.001	-0.123
IV	Rocky Mountain	3.934	-0.003	-0.308
V	West Coast	4.142	0.014	-0.281
	West Coast less California	4.045	0.013	-0.313
	California	4.225	0.015	-0.252
Total	U.S.	3.981	0.000	-0.151

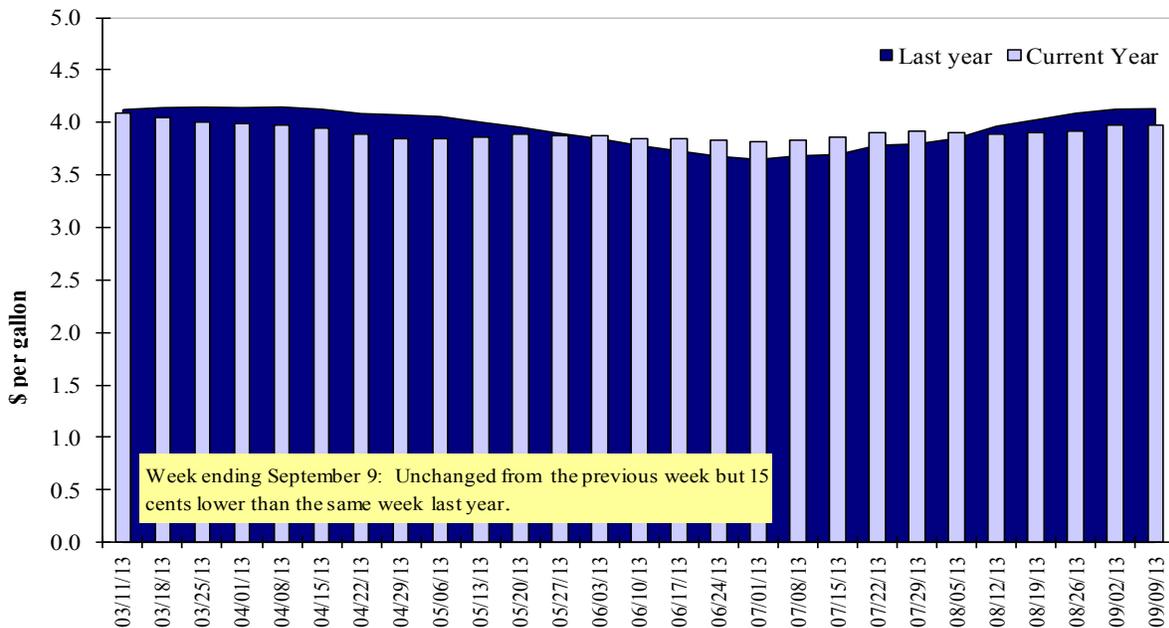
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
8/29/2013	1,689	2,665	1,357	1,084	96	6,890	1,000	961	8,851
This week year ago	1,547	714	1,477	801	115	4,652	1,681	2,088	8,421
Cumulative exports-marketing year²									
2012/13 YTD	3,928	2,902	1,214	798	91	8,933	17,980	36,220	63,133
2011/12 YTD	2,946	969	1,500	1,279	131	6,825	37,900	36,727	81,452
YTD 2012/13 as % of 2011/12	133	299	81	62	n/a	131	47	99	78
Last 4 wks as % of same period 2011/12	114	409	98	137	94	158	93	51	118
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 08/29/2013	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	1,499	7,301	12,411	(41)	12,367
Mexico	2,937	4,519	9,616	(53)	9,617
China	2,994	2,573	5,414	(52)	5,414
Korea	3	419	3,639	(88)	3,639
Venezuela	58	1,174	1,332	(12)	1,332
Top 5 Importers	7,491	15,985	32,411	(51)	32,369
Total US corn export sales	11,575	18,980	39,581	(52)	39,180
% of Projected	37%	105%	101%		
Change from prior week	328	(113)	(104)		
Top 5 importers' share of U.S. corn export sales	65%	84%	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 08/29/2013	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	14,576	21,647	24,662	(12)	24,602
Mexico	558	2,611	3,180	(18)	3,180
Japan	251	1,870	1,890	(1)	1,891
Indonesia	116	1,756	1,740	1	1,741
Egypt	120	677	1,292	(48)	1,292
Top 5 importers	15,620	28,561	32,765	(13)	32,706
Total US soybean export sales	20,550	37,182	38,814	(4)	37,060
% of Projected	55%	104%	105%		
Change from prior week	844	5	5		
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 08/29/2013	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	1,165	1,457	(20)	3,544
Nigeria	1,034	1,413	(27)	3,002
Mexico	1,551	1,567	(1)	2,761
Philippines	674	958	(30)	1,965
Egypt	131	58	125	1,678
Korea	449	782	(43)	1,385
Taiwan	364	441	(17)	1,038
China	3,762	346	988	743
Brazil	2,058	50	4017	527
Colombia	421	274	53	600
Top 10 importers	11,610	7,345	58	17,243
Total US wheat export sales	15,823	11,477	38	26,348
% of Projected	53%	42%		
Change from prior week	668	554		
Top 10 importers' share of U.S. wheat export sales	73%	64%		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 09/05/13	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	246	419	59	7,955	9,718	82	73	98	12,625
Corn	0	10	0	1,371	4,951	28	12	2	5,512
Soybeans	2	2	80	3,701	5,692	65	2	2	10,347
Total	248	432	57	13,026	20,361	64	60	57	28,484
Mississippi Gulf									
Wheat	275	296	93	7,130	4,206	170	458	353	5,462
Corn	193	343	56	7,856	13,383	59	88	50	18,068
Soybeans	47	13	353	7,796	12,327	63	17	26	24,684
Total	515	652	79	22,782	29,915	76	91	80	48,215
Texas Gulf									
Wheat	213	257	83	6,439	4,319	149	270	142	5,912
Corn	0	0	n/a	157	329	48	264	18	336
Soybeans	0	0	n/a	122	5	n/a	n/a	0	626
Total	213	257	83	6,718	4,652	144	270	133	6,874
Interior									
Wheat	16	26	60	715	854	84	108	94	1,218
Corn	57	96	59	1,863	5,132	36	148	61	6,115
Soybeans	3	14	23	1,809	2,865	63	80	19	4,204
Total	76	137	55	4,387	8,852	50	110	52	11,538
Great Lakes									
Wheat	19	0	n/a	523	239	218	82	23	481
Corn	0	0	n/a	0	56	0	0	0	56
Soybeans	0	0	n/a	22	151	15	0	0	713
Total	19	0	n/a	545	447	122	67	21	1,250
Atlantic									
Wheat	36	9	381	549	268	205	202	312	341
Corn	0	0	n/a	2	109	2	0	0	143
Soybeans	5	6	93	704	618	114	36	79	1,460
Total	41	15	273	1,255	994	126	108	141	1,944
U.S. total from ports²									
Wheat	805	1,007	80	23,310	19,604	119	148	141	26,040
Corn	250	449	56	11,250	23,959	47	80	40	30,230
Soybeans	57	36	161	14,154	21,658	65	16	21	42,035
Total	1,112	1,492	75	48,714	65,221	75	88	74	98,305

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

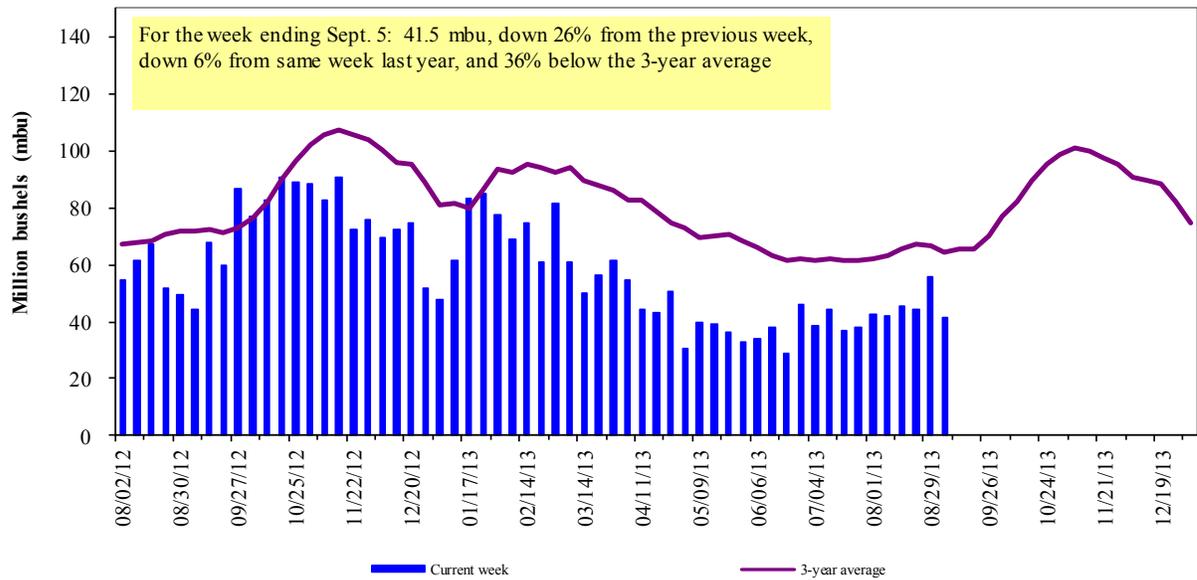
² Total includes only port regions shown above; Interior land-based shipments now included.

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)

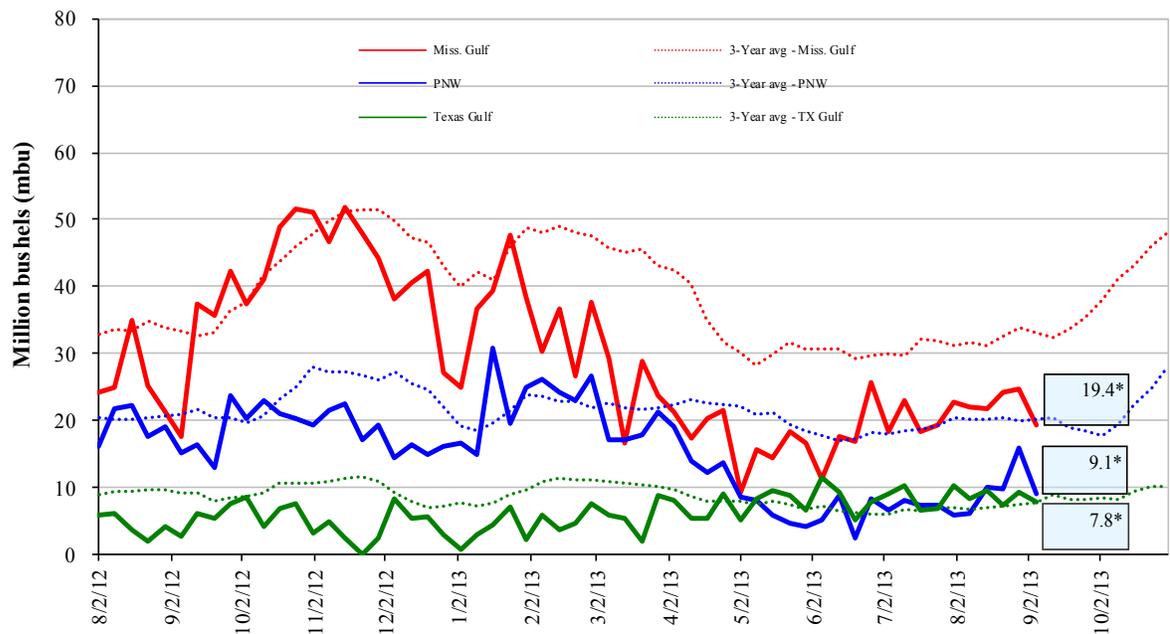


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

Sept. 5 % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	down 22	down 17	down 21	down 43
Last year (same week)	up 10	up 80	up 33	down 40
3-yr avg. (4-wk mov. avg)	down 33	up 21	down 23	down 48

Ocean Transportation

Table 17

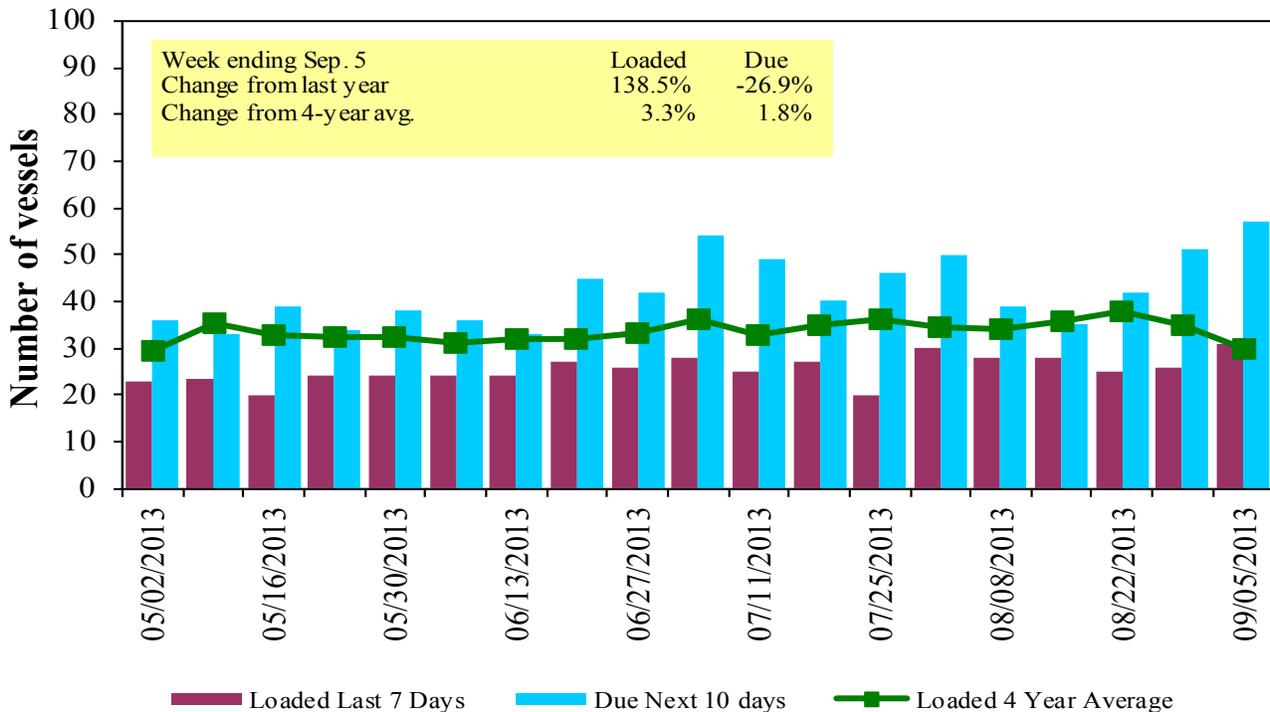
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
9/5/2013	34	31	57	14	n/a
8/29/2013	30	26	51	15	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

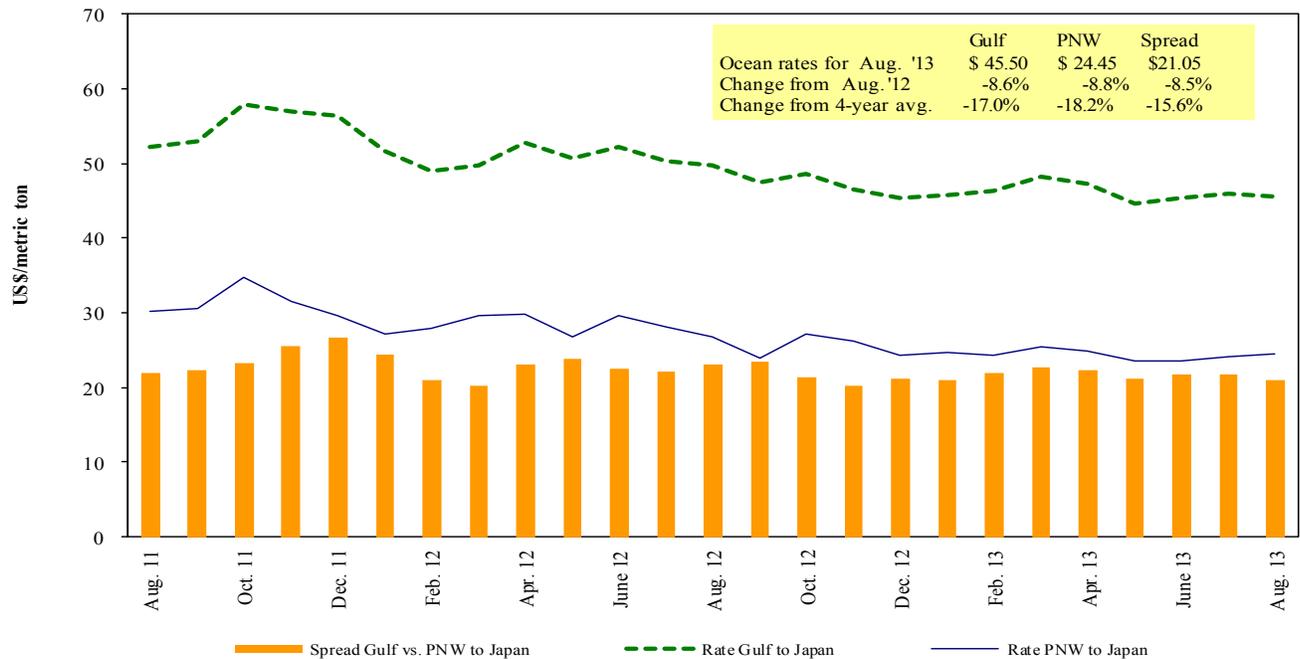


Source: Transportation & Marketing Programs/AMS/USDA

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 09/07/2013

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	Sep 15/25	25,000	23.75
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

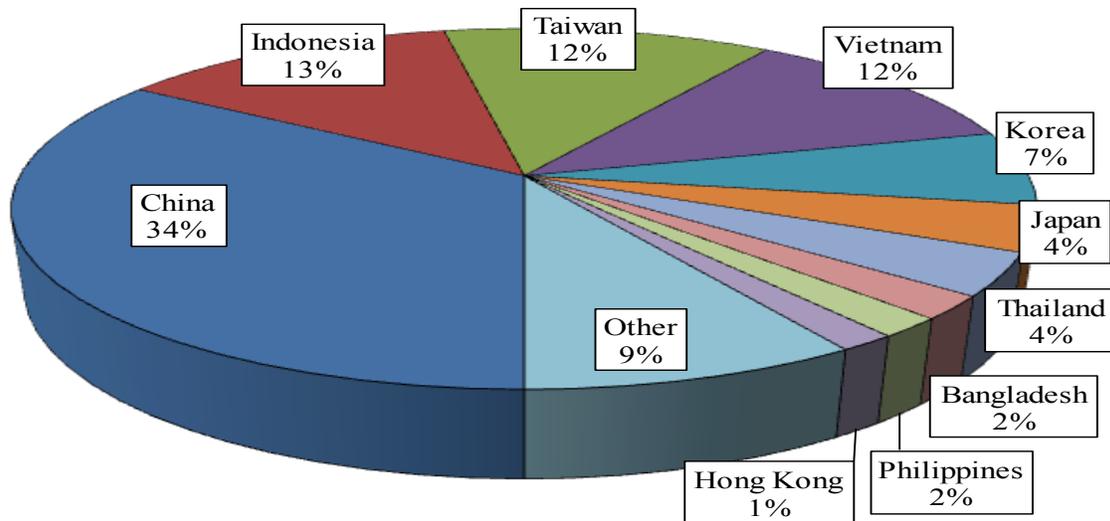
¹50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

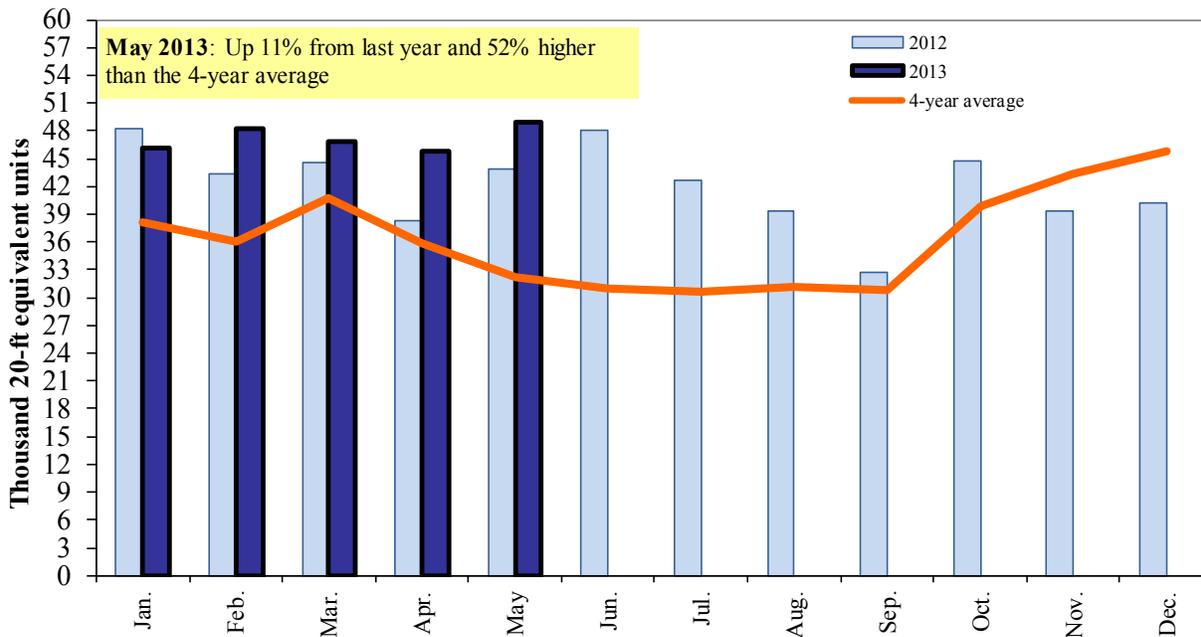


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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