



# Grain Transportation Report

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

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September 18, 2014

## WEEKLY HIGHLIGHTS

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#### Mississippi River at St. Louis Unusually High for September.

Above-average rains in the Midwest have elevated levels on the Mississippi River. As of September 18, the Mississippi River gage at St. Louis was at 24 feet, much higher than the 10-year average for September of 7.6 feet. When the St. Louis gage is between 20 and 24.9 feet, the U.S. Army Corps of Engineers, U.S. Coast Guard, and industry representatives set high water “watches” that recommend tow restrictions, tow boat horsepower requirements, and other safety precautions. When the St. Louis gage is between 25 and 29.9 feet, stricter navigation “action plans” are required, and navigation is restricted to daylight hours. However, the National Weather Service forecasts that the St. Louis gage should be below 20 feet by September 21. For more information on water action plans go to [http://www.uscg.mil/d8/westernrivers/docs/Upper\\_Mississippi\\_River\\_Annex.pdf](http://www.uscg.mil/d8/westernrivers/docs/Upper_Mississippi_River_Annex.pdf)

#### Grain Inspections Recede; Corn Inspections Lower

For the week ending September 11, total inspections of grain (corn, wheat, soybeans) from all major export regions reached 1.56 (mmt), down 19 percent from the past week, down 16 percent from last year, but 6 percent above the 3-year average. Total grain inspections decreased as corn inspections dropped 39 percent, the lowest since February 6. Total wheat inspections increased 2 percent from the previous week, and soybean inspections jumped 48 percent as shipments to Asia rebounded. Outstanding export sales (shipped) were up as usual for corn and soybeans at the beginning of the new marketing year (*Table 12*). Compared to last year, however, export sales are down 7 percent for corn and up 10 percent for soybeans. Outstanding sales of wheat were also up from the past week but 17 percent below last year.

#### Gulf Grain Loading Activity Likely to Pick Up

Grain vessel loading indicators are signaling increasing grain loading activity in the U.S. Gulf in the near term. During the week ending September 11, 36 ocean-going grain vessels were loaded in the Gulf, 5 percent less than the same period last year. Sixty-two vessels are expected to be loaded within the next 10 days, 5 percent less than the same period last year. However, the last time that many vessels were loaded in one week was during the week ending 06/05/14, and the last time the number of the expected vessels was that high was during the week ending 04/03/14.

#### USDA Blog on Soybean Competitiveness

GTR subscribers may be interested in a recent [USDA Blog](#) highlighting a new paper AMS put on its agricultural transportation website about U.S. soybean competitiveness and global market share (See: [Eroding U.S. Soybean Competitiveness and Market Shares: What Is the Road Ahead?](#)). The blog also highlights an updated [transportation profile](#) paper for corn. In the future as time allows, additional commodity transportation profiles will be provided on our website for other commodities, such as soybeans, wheat, cotton, rice, livestock and poultry products, fruits and vegetables, and fertilizers.

### Snapshots by Sector

#### **Rail**

U.S. railroads originated 17,118 **carloads of grain** during the week ending September 6, down 12 percent from last week, the same as last year, and 4 percent below the 3-year average.

During the week ending September 11, average September shuttle **secondary railcar bids/offers per car** were \$3,000 above tariff, up \$1,858 from last week and \$2,850 higher than last year. There were no non-shuttle secondary railcar bids/offers.

#### **Barge**

During the week ending September 15 **barge grain movements** totaled 248,650 tons—12.4 percent lower than the previous week but 15.4 percent higher than the same period last year.

During the week ending September 15, 159 grain barges **moved down river**, down 11.2 percent from last week; 638 grain barges were **unloaded in New Orleans**, up 10.8 percent from the previous week.

#### **Ocean**

During the week ending September 12, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$46.50 per mt, unchanged from the previous week. The cost of shipping from the PNW to Japan was \$26 per mt, unchanged from the previous week.

#### **Fuel**

During the week ending September 15, U.S. average **diesel fuel prices** decreased 1 cent from the previous week to \$3.80 per gallon—down 17 cents from the same week last year.

# Feature Article/Calendar

## Soybean Transportation Costs Down; Landed Costs Up and Chinese Imports Down

Although the transportation costs for shipping soybeans to Europe and China fell during the second quarter, the landed costs were pushed up by increased farm prices. China imported fewer soybeans during the second quarter than the same period a year earlier.

The transportation costs of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany, through the U.S. Gulf declined 39 and 41 percent, respectively, during the quarter (table 1). The costs of shipping from the same locations to Shanghai, China, declined by 34 percent (table 2). The costs of shipping from Fargo, ND, and Sioux Falls, SD, to Shanghai through the Pacific Northwest (PNW) decreased slightly by 1 percent.

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

	2013	2014	2014	Percent change		2013	2014	2014	Percent change	
	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>										
	--\$/mt--									
Truck	9.46	13.79	14.59	54.23	5.80	9.46	13.79	14.59	54.23	5.80
Barge	25.59	27.06	30.43	18.91	12.45	17.77	27.06	22.05	24.09	-18.51
Ocean <sup>1</sup>	20.97	23.40	19.40	-7.49	-17.09	20.97	23.40	19.40	-7.49	-17.09
Rail		42.08					30.77			
Total transportation <sup>2</sup>	56.02	106.33	64.42	14.99	-39.42	48.20	95.02	56.04	16.27	-41.02
Farm Value <sup>3</sup>	535.23	475.22	522.99	-2.29	10.05	545.03	485.02	531.56	-2.47	9.60
Landed Cost	591.25	581.55	587.41	-0.65	1.01	593.23	580.04	587.60	-0.95	1.30
Transport % of landed cost	9.47	18.28	10.97			8.13	16.38	9.54		
<b>Brazil</b>										
<b>North MT<sup>4</sup> - Santos<sup>5</sup></b>										
	--\$/mt--									
Truck	112.38	113.35	108.54	-3.42	-4.24	54.19	68.89	66.99	23.62	-2.76
Ocean <sup>6</sup>	29.00	31.00	30.00	3.45	-3.23	29.00	31.00	30.00	3.45	-3.23
Total transportation <sup>2</sup>	141.38	144.35	138.54	-2.01	-4.02	83.19	99.89	96.99	16.59	-2.90
Farm Value <sup>7</sup>	391.58	375.58	464.19	18.54	23.59	461.97	420.52	441.74	-4.38	5.05
Landed Cost	532.96	519.93	602.73	13.09	15.93	545.16	520.41	538.73	-1.18	3.52
Transport % of landed cost	26.53	27.76	22.99			15.26	19.19	18.00		
<b>South GO<sup>4</sup> - Paranagua<sup>5</sup></b>										
	--\$/mt--									
Truck	54.19	68.89	66.99	23.62	-2.76	54.19	68.89	66.99	23.62	-2.76
Ocean <sup>6</sup>	29.00	31.00	30.00	3.45	-3.23	29.00	31.00	30.00	3.45	-3.23
Total transportation <sup>2</sup>	83.19	99.89	96.99	16.59	-2.90	83.19	99.89	96.99	16.59	-2.90
Farm Value <sup>7</sup>	461.97	420.52	441.74	-4.38	5.05	461.97	420.52	441.74	-4.38	5.05
Landed Cost	545.16	520.41	538.73	-1.18	3.52	545.16	520.41	538.73	-1.18	3.52
Transport % of landed cost	15.26	19.19	18.00			15.26	19.19	18.00		

<sup>1</sup>Source: O'Neil Commodity Consulting

<sup>3</sup>Source: USDA/NASS

<sup>4</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>5</sup>Export ports

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

<sup>7</sup>Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

Similarly, transportation costs of soybeans from North Mato Grosso (North MT) and South Goiás (South GO), Brazil, to Hamburg declined by 4 and 3 percent, respectively, during the second quarter. The costs of shipping from the same locations to Shanghai decreased by 7 percent.

The costs of transporting grain through the Gulf were brought down mainly by the decline in bulk ocean freight rates, which have been falling since the beginning of the year (see [GTR, dated 7/24/14](#)). Bulk vessel supply has been outpacing its demand, causing bulk ocean freight rates to decline. In addition, the cost-efficient barge navigation option resumed on the upper sections of the Mississippi River that are closed during the winter season. Soybeans are transported directly on barges to New Orleans instead of being railed to St. Louis and then loaded onto barges, as is done during the annual winter closure of the upper section of the river. The costs of transporting through the PNW were brought down by the decrease in the ocean freight rates, which more than offset the increases in truck and rail tariff rates. Both truck and ocean freight rates decreased in Brazil.

An increase in farm prices pushed up the landed costs of shipping soybeans from the United States and Brazil to both Hamburg and Shanghai during the quarter. The U.S. landed costs ranged from \$587 to \$588 per metric ton (mt) to Europe and \$576 to \$613 per mt to China. The landed costs from Brazil ranged from \$539 to \$603 per mt to

Europe and \$550 to \$611 per mt to China. In the United States, transportation represented between 10 and 11 percent of the landed costs to Europe and 13 to 17 percent of the landed cost to China. Brazil's transportation share of the landed costs to Europe ranged from 18 to 23 percent, and to China ranged from 20 to 24 percent.

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

	2013	2014	2014	Percent change		2012	2014	2014	Percent change	
	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>						<b>Davenport, IA</b>				
	--\$/mt--					--\$/mt--				
Truck	9.46	13.79	14.59	54.23	5.80	9.46	13.79	14.59	54.23	5.80
Barge	25.59	27.06	30.43	18.91	12.45	17.77	27.06	22.05	24.09	-18.51
Ocean <sup>1</sup>	43.47	52.39	44.90	3.29	-14.30	43.47	52.39	44.90	3.29	-14.30
Rail		42.08					30.77			
Total transportation <sup>2</sup>	78.52	135.32	89.92	14.52	-33.55	70.70	124.01	81.54	15.33	-34.25
Farm Value <sup>3</sup>	535.23	475.22	522.99	-2.29	10.05	545.03	485.02	531.56	-2.47	9.60
Landed Cost	613.75	610.54	612.91	-0.14	0.39	615.73	609.03	613.10	-0.43	0.67
Transport % of landed cost	12.79	22.16	14.67			11.48	20.36	13.30		
<b>Via PNW</b>										
<b>Fargo, ND</b>						<b>Sioux Falls, SD</b>				
	--\$/mt--					--\$/mt--				
Truck	9.46	13.79	14.59	54.23	5.80	9.46	13.79	14.59	54.23	5.80
Ocean <sup>1</sup>	22.88	26.38	24.08	5.24	-8.72	22.88	26.38	24.08	5.24	-8.72
Rail	57.77	59.11	59.56	3.10	0.76	58.89	60.65	61.16	3.85	0.84
Total transportation <sup>2</sup>	90.11	99.28	98.23	9.01	-1.06	91.23	100.82	99.83	9.43	-0.98
Farm Value <sup>3</sup>	513.19	460.52	477.67	-6.92	3.72	530.33	469.09	509.51	-3.93	8.62
Landed Cost	603.30	559.80	575.90	-4.54	2.88	621.56	569.91	609.34	-1.97	6.92
Transport % of landed cost	14.94	17.73	17.06			14.68	17.69	16.38		
<b>Brazil</b>										
<b>North MT<sup>4</sup> - Santos<sup>5</sup></b>						<b>South GO<sup>4</sup> - Paranagua<sup>5</sup></b>				
	--\$/mt--					--\$/mt--				
Truck	112.38	113.35	108.54	-3.42	-4.24	54.19	68.89	66.99	23.62	-2.76
Ocean <sup>6</sup>	34.50	44.83	38.07	10.35	-15.08	36.75	47.22	41.13	11.92	-12.90
Total transportation <sup>2</sup>	146.88	158.18	146.61	-0.18	-7.31	90.94	116.11	108.12	18.89	-6.88
Farm Value <sup>7</sup>	391.58	375.58	464.19	18.54	23.59	461.97	420.52	441.74	-4.38	5.05
Landed Cost	538.46	533.76	610.80	13.43	14.43	552.91	536.63	549.86	-0.55	2.47
Transport % of landed cost	27.28	29.64	24.00			16.45	21.64	19.66		

<sup>1</sup>Source: O'Neil Commodity Consulting

<sup>3</sup>Source: USDA/NASS

<sup>4</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>5</sup>Export ports

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

<sup>7</sup>Source: Companhia Nacional de Abastecimento (CONAB) [www.conab.gov.br](http://www.conab.gov.br)

Note: Total may not add exactly due to rounding

**Market Outlook:** China imported 0.13 million metric tons of U.S. soybeans during the second quarter, 34 percent less than the same period a year earlier. However, total Chinese soybean imports for the marketing year (MY) 13/14 are likely to exceed 67 million tons, and reach 72 million tons in MY 14/15 due to a continuing decline in domestic production and expected growth in demand for feed protein and vegetable oil (**USDA, FAS GAIN Report #:CH14027**). Higher profit margins for rice and corn in key production areas continue to erode China's soybean acreage.

During the first quarter of 2014, China's feed production declined due to several reasons including; a series of publicized food safety and public health incidents that reduced animal product consumption, moderate GDP growth, and a reduction in government outlays for meals and entertaining (**USDA, FAS GAIN Report #:CH14027**). All these factors had a cumulative effect on China's livestock product demand, and consequently in growth in feed consumption, which had an adverse impact on soybean imports from countries such as the U.S. However, recent Chinese government purchases of pork for State-held reserve have helped the pork prices rebound in a tight supply market. Poultry and egg prices in China also increased during May. It is expected that rising animal commodity prices in China will encourage the growth in animal production, increasing the demand for appropriate feed resources such as soybean imports. Given the moderate ocean freight rates and soybean prices still below last year, U.S. exports to China should continue to be competitive. [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)

# Grain Transportation Indicators

Table 1

## Grain Transport Cost Indicators<sup>1</sup>

Week ending	Truck	Rail		Barge	Ocean	
	Unit	Train	Shuttle		Gulf	Pacific
09/17/14	255	241	342	352	208	184
09/10/14	256	298	262	371	208	184

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

Source: Transportation & Marketing Programs/AMS/USDA

\*No quote for Illinois River as ice accumulation severely limited barge operations.

Table 2

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

Commodity	Origin--Destination	9/12/2014	9/5/2014
Corn	IL--Gulf	-0.92	-0.88
Corn	NE--Gulf	-1.06	-1.01
Soybean	IA--Gulf	-0.09	0.85
HRW	KS--Gulf	-1.44	-1.56
HRS	ND--Portland	-4.69	-4.80

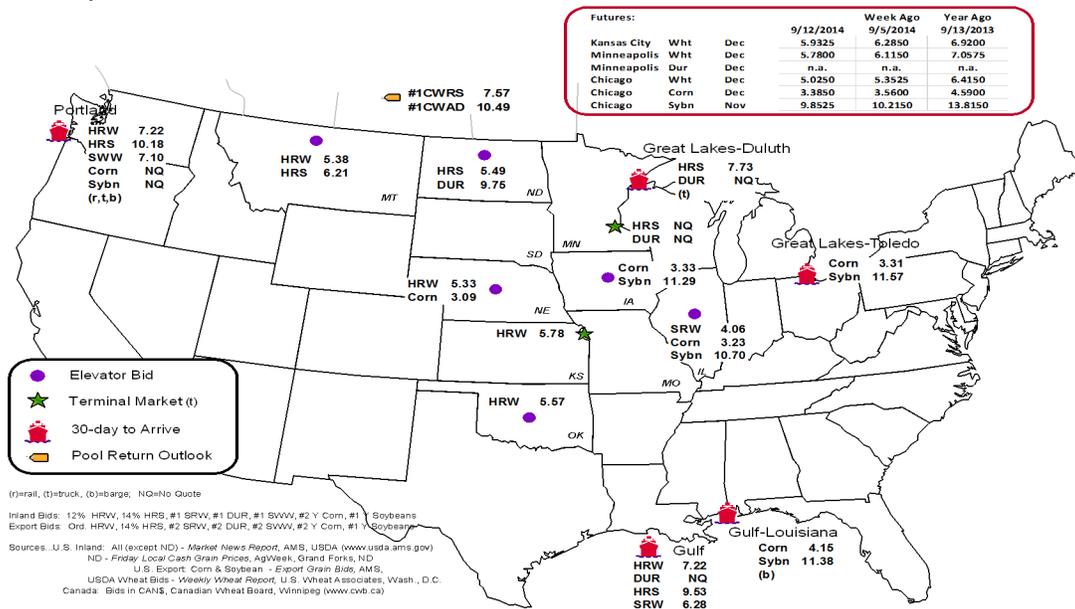
Note: nq = no quote

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)<sup>1</sup>

Week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico <sup>3</sup>
9/10/2014 <sup>p</sup>	81	857	3,508	493	4,939	9/6/2014	2,093
9/03/2014 <sup>r</sup>	450	1,093	3,628	294	5,465	8/30/2014	2,048
2014 YTD <sup>r</sup>	21,828	59,514	162,076	18,670	262,088	2014 YTD	70,031
2013 YTD <sup>r</sup>	10,021	51,362	89,901	10,266	161,550	2013 YTD	43,766
2014 YTD as % of 2013 YTD	218	116	180	182	162	% change YTD	160
Last 4 weeks as % of 2013 <sup>2</sup>	540	61	143	542	114	Last 4wks % 2013	174
Last 4 weeks as % of 4-year avg. <sup>2</sup>	99	90	135	319	123	Last 4wks % 4 yr	145
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	70,298
Total 2012	22,604	40,780	199,419	24,659	287,462	Total 2012	92,008

<sup>1</sup> Data is incomplete as it is voluntarily provided

<sup>2</sup> Compared with same 4-weeks in 2013 and prior 4-year average.

<sup>3</sup> 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

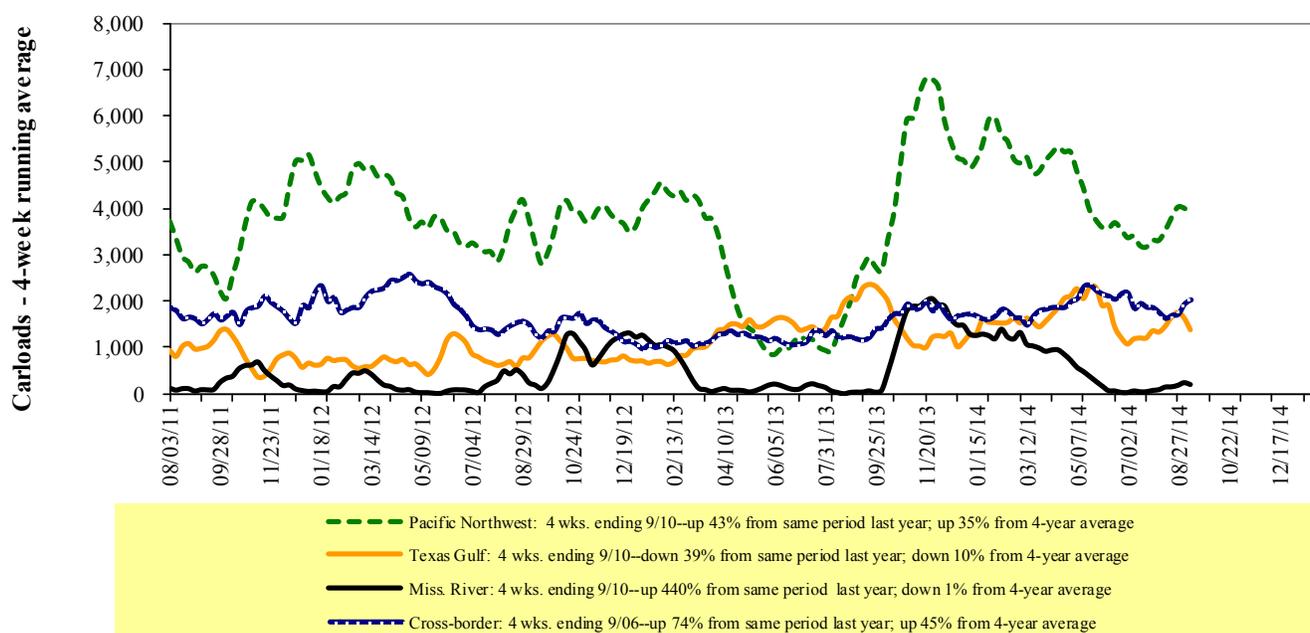
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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

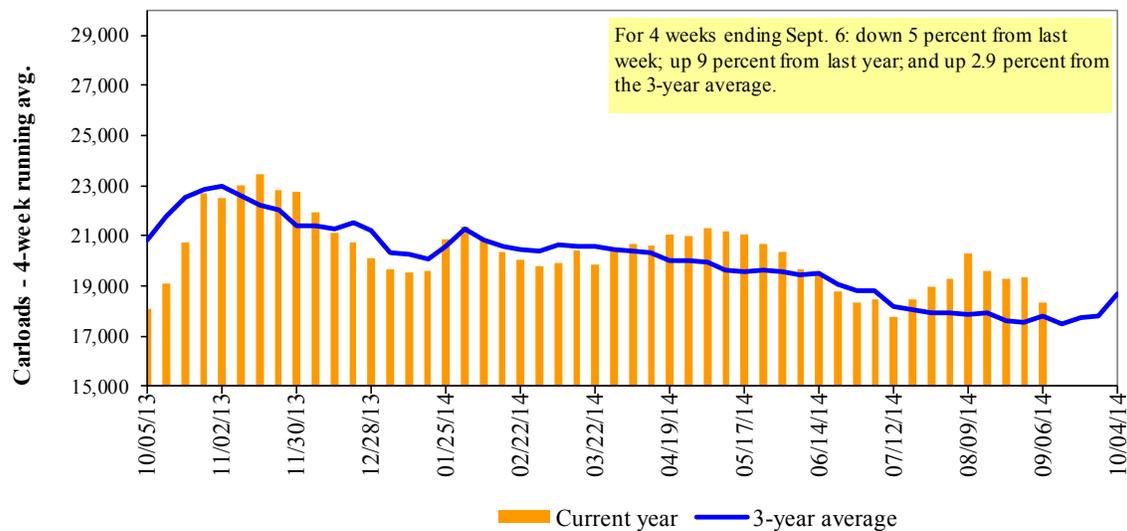
Table 4

**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
09/06/14	1,033	1,785	9,095	699	4,506	17,118	3,819	4,880
This week last year	1,294	1,343	9,510	896	4,088	17,131	3,100	4,054
2014 YTD	66,052	103,506	312,369	30,338	201,941	714,206	158,811	189,748
2013 YTD	50,164	86,163	308,123	19,186	137,976	601,612	113,982	182,855
2014 YTD as % of 2013 YTD	132	120	101	158	146	119	139	104
Last 4 weeks as % of 2013	144	149	94	87	125	109	135	115
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	154	113	92	115	118	105	131	107
Total 2013	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753

<sup>1</sup>As 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 Offerings<sup>1</sup> (\$/car)<sup>2</sup>**

Week ending	Delivery period							
	Sep-14	Sep-13	Oct-14	Oct-13	Nov-14	Nov-13	Dec-14	Dec-13
BNSF <sup>3</sup>								
COT grain units	no offer	n/a	no offer	no offer	no offer	43	no offer	4
COT grain single-car <sup>5</sup>	no offer	n/a	no offer	no offer	no offer	0.3	no offer	1
UP <sup>4</sup>								
GCAS/Region 1	no offer	n/a	1001	1	454	no bids	n/a	no bids
GCAS/Region 2	no offer	n/a	1327	3	727	no bids	n/a	no bids

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction

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

<sup>4</sup>UP - 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.

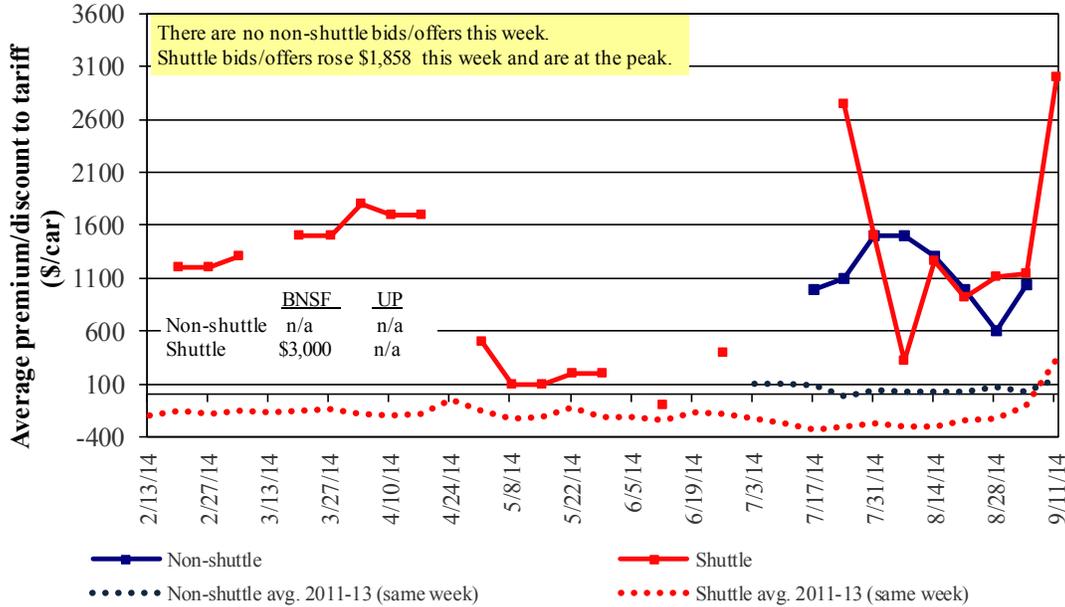
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 2014, Secondary Market**

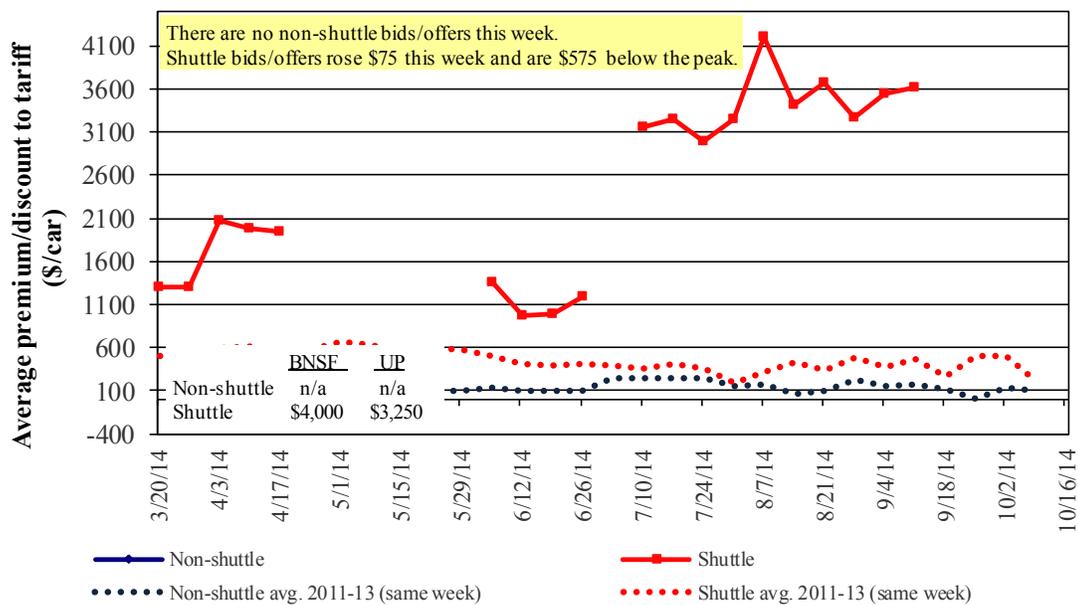


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

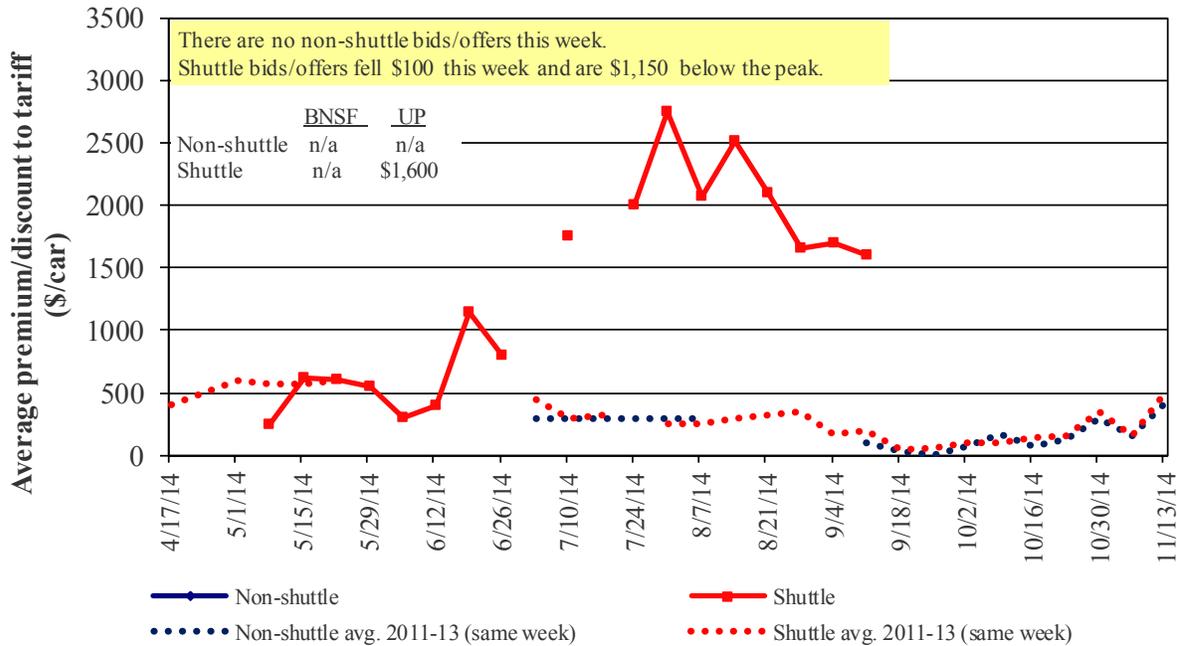


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

**Weekly Secondary Railcar Market (\$/car)<sup>1</sup>**

Week ending	Delivery period					
	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15
<b>Non-shuttle</b>						
BNSF-GF	n/a	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	n/a	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	3,000	4,000	n/a	n/a	n/a	n/a
Change from last week	965	(100)	n/a	n/a	n/a	n/a
Change from same week 2013	2,700	3,000	n/a	n/a	n/a	n/a
UP-Pool	n/a	3,250	1,600	1,150	950	n/a
Change from last week	n/a	250	(100)	425	n/a	n/a
Change from same week 2013	n/a	2,750	1,350	1,200	n/a	n/a

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

<sup>2</sup>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 Shipments<sup>1</sup>**

Effective date:			Tariff	Fuel	Tariff plus surcharge per:		Percent
9/1/2014	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushe <sup>l</sup> <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,387	\$182	\$35.44	\$0.96	6
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$104	\$36.75	\$1.00	-3
	Wichita, KS	Los Angeles, CA	\$6,244	\$536	\$67.32	\$1.83	0
	Wichita, KS	New Orleans, LA	\$4,026	\$320	\$43.16	\$1.17	5
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$440	\$62.20	\$1.69	0
	Northwest KS	Galveston-Houston, TX	\$4,293	\$351	\$46.12	\$1.26	5
	Amarillo, TX	Los Angeles, CA	\$4,492	\$489	\$49.46	\$1.35	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,192	\$362	\$35.29	\$0.90	2
	Toledo, OH	Raleigh, NC	\$4,686	\$416	\$50.66	\$1.29	4
	Des Moines, IA	Davenport, IA	\$2,078	\$77	\$21.40	\$0.54	3
	Indianapolis, IN	Atlanta, GA	\$4,061	\$312	\$43.43	\$1.10	3
	Indianapolis, IN	Knoxville, TN	\$3,469	\$200	\$36.44	\$0.93	3
	Des Moines, IA	Little Rock, AR	\$3,218	\$225	\$34.19	\$0.87	2
	Des Moines, IA	Los Angeles, CA	\$5,215	\$656	\$58.30	\$1.48	3
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,559	\$395	\$39.26	\$1.07	3
	Toledo, OH	Huntsville, AL	\$3,687	\$295	\$39.55	\$1.08	3
	Indianapolis, IN	Raleigh, NC	\$4,756	\$419	\$51.39	\$1.40	4
	Indianapolis, IN	Huntsville, AL	\$3,379	\$200	\$35.54	\$0.97	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,748	\$362	\$40.82	\$1.11	4
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$308	\$39.58	\$1.08	0
	Wichita, KS	Galveston-Houston, TX	\$3,471	\$240	\$36.85	\$1.00	-8
	Chicago, IL	Albany, NY	\$3,950	\$390	\$43.10	\$1.17	5
	Grand Forks, ND	Portland, OR	\$5,159	\$532	\$56.51	\$1.54	0
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$554	\$65.92	\$1.79	0
	Northwest KS	Portland, OR	\$5,260	\$576	\$57.95	\$1.58	4
	Minneapolis, MN	Portland, OR	\$5,000	\$648	\$56.09	\$1.42	4
Corn	Sioux Falls, SD	Tacoma, WA	\$4,960	\$593	\$55.15	\$1.40	4
	Champaign-Urbana, IL	New Orleans, LA	\$3,011	\$362	\$33.50	\$0.85	2
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$346	\$38.29	\$0.97	5
	Des Moines, IA	Amarillo, TX	\$3,590	\$283	\$38.46	\$0.98	2
	Minneapolis, MN	Tacoma, WA	\$5,000	\$643	\$56.03	\$1.42	4
	Council Bluffs, IA	Stockton, CA	\$4,400	\$665	\$50.29	\$1.28	4
	Sioux Falls, SD	Tacoma, WA	\$5,520	\$593	\$60.71	\$1.65	3
Soybeans	Minneapolis, MN	Portland, OR	\$5,530	\$648	\$61.35	\$1.67	3
	Fargo, ND	Tacoma, WA	\$5,430	\$527	\$59.16	\$1.61	3
	Council Bluffs, IA	New Orleans, LA	\$4,175	\$418	\$45.61	\$1.24	5
	Toledo, OH	Huntsville, AL	\$2,862	\$295	\$31.35	\$0.85	4
	Grand Island, NE	Portland, OR	\$5,110	\$589	\$56.60	\$1.54	3

<sup>1</sup>A 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.

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

<sup>3</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: [www.bnsf.com](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://www.uprr.com)

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

Table 8

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

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> / bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$6,460	\$563	\$71.76	\$1.95	1
	OK	Cuautitlan, EM	\$6,315	\$684	\$71.50	\$1.94	-5
	KS	Guadalajara, JA	\$6,899	\$660	\$77.24	\$2.10	-16
	TX	Salinas Victoria, NL	\$3,798	\$258	\$41.44	\$1.13	30
Corn	IA	Guadalajara, JA	\$7,974	\$777	\$89.41	\$2.27	3
	SD	Celaya, GJ	\$7,656	\$736	\$85.75	\$2.18	4
	NE	Queretaro, QA	\$7,353	\$690	\$82.18	\$2.09	3
	SD	Salinas Victoria, NL	\$5,880	\$560	\$65.80	\$1.67	3
	MO	Tlalnepantla, EM	\$6,712	\$670	\$75.43	\$1.91	2
	SD	Torreon, CU	\$6,722	\$617	\$74.98	\$1.90	3
Soybeans	MO	Bojay (Tula), HG	\$7,916	\$655	\$87.58	\$2.38	4
	NE	Guadalajara, JA	\$8,447	\$749	\$93.96	\$2.55	4
	IA	El Castillo, JA	\$8,855	\$732	\$97.95	\$2.66	3
	KS	Torreon, CU	\$6,864	\$465	\$74.88	\$2.04	3
Sorghum	TX	Guadalajara, JA	\$6,953	\$479	\$75.94	\$1.93	7
	NE	Celaya, GJ	\$7,212	\$669	\$80.51	\$2.04	3
	KS	Queretaro, QA	\$6,650	\$420	\$72.24	\$1.83	-2
	NE	Salinas Victoria, NL	\$5,368	\$492	\$59.87	\$1.52	-1
	NE	Torreon, CU	\$6,243	\$549	\$69.40	\$1.76	1

<sup>1</sup>Rates 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.

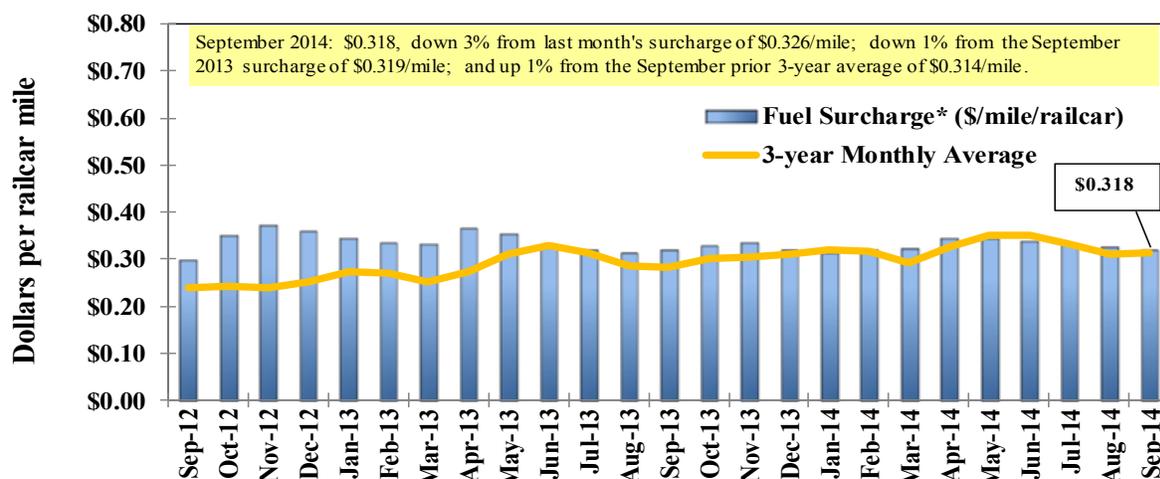
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

<sup>4</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

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

Figure 7

**Railroad Fuel Surcharges, North American Weighted Average<sup>1</sup>**

<sup>1</sup> 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.

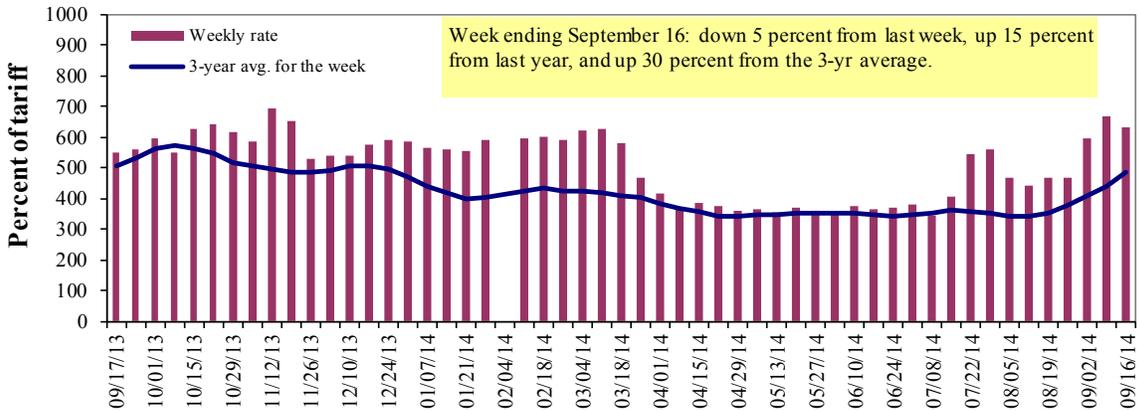
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-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
<b>Rate<sup>1</sup></b>	9/16/2014	550	583	633	658	692	692	642
	9/9/2014	588	575	667	608	642	642	633
<b>\$/ton</b>	9/16/2014	34.05	31.02	29.37	26.25	32.45	27.96	20.16
	9/9/2014	36.40	30.59	30.95	24.26	30.11	25.94	19.88
<b>Current week % change from the same week:</b>								
	Last year	0	5	15	22	10	10	15
	3-year avg. <sup>2</sup>	12	18	30	42	39	39	33
<b>Rate<sup>1</sup></b>	October	728	767	775	775	805	805	762
	December	-	-	610	503	557	557	460

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds;

Source: Transportation & Marketing Programs/AMS/USDA

### Calculating barge rate per ton:

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

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

Figure 9

### Benchmark tariff rates

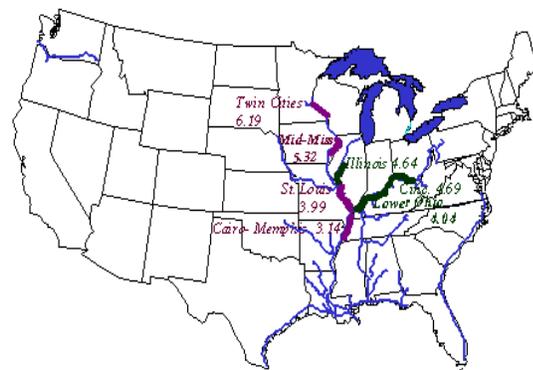
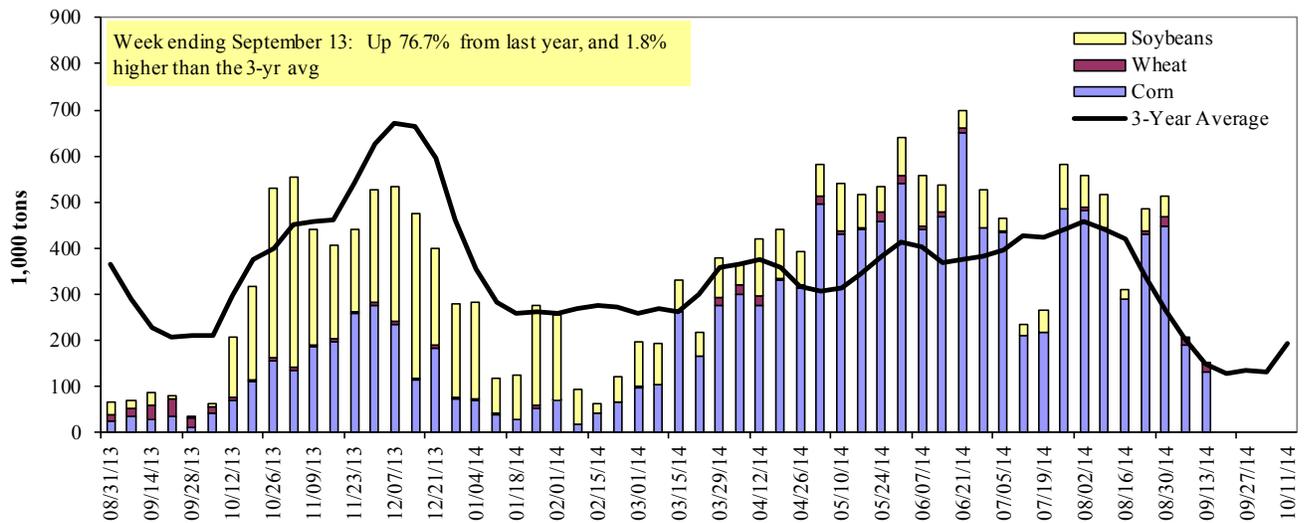


Figure 10

**Barge Movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> 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 9/13/2014	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	66	6	0	0	72
Winfield, MO (L25)	131	11	3	2	146
Alton, IL (L26)	144	14	5	3	165
Granite City, IL (L27)	133	14	5	8	159
<b>Illinois River (L8)</b>	19	2	2	0	22
<b>Ohio River (L52)</b>	54	9	8	0	71
<b>Arkansas River (L1)</b>	1	1	15	0	18
Weekly total - 2014	188	24	28	8	249
Weekly total - 2013	77	97	38	3	216
2014 YTD <sup>1</sup>	16,304	1,953	5,248	155	23,660
2013 YTD	5,421	3,602	4,605	143	13,770
2014 as % of 2013 YTD	301	54	114	109	172
Last 4 weeks as % of 2013 <sup>2</sup>	654	51	109	278	215
Total 2013	9,504	4,111	10,065	255	23,935

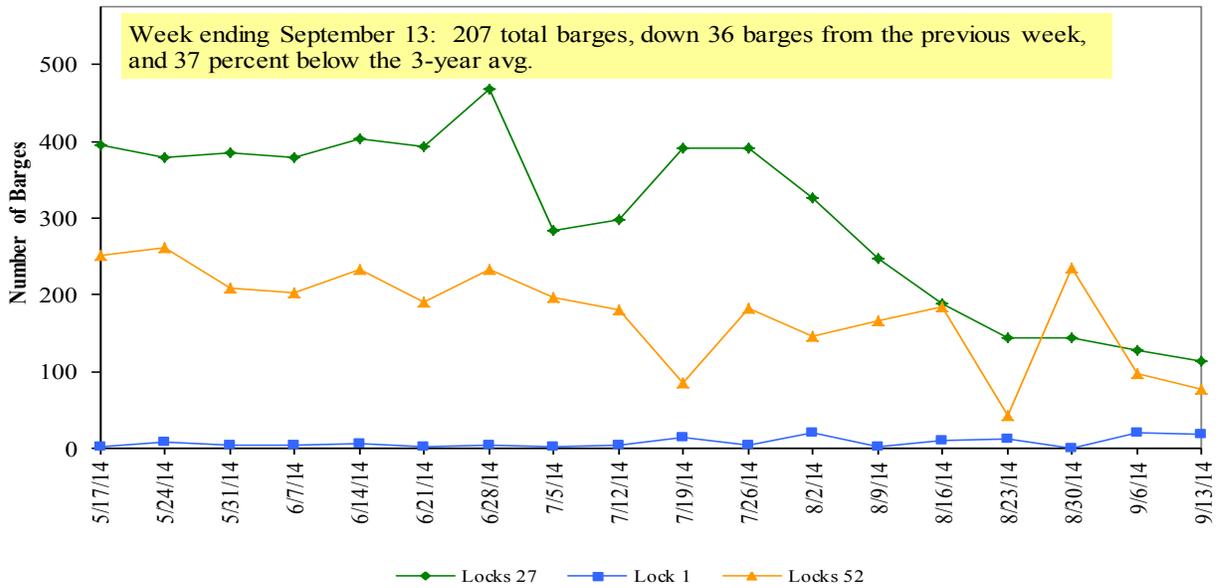
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

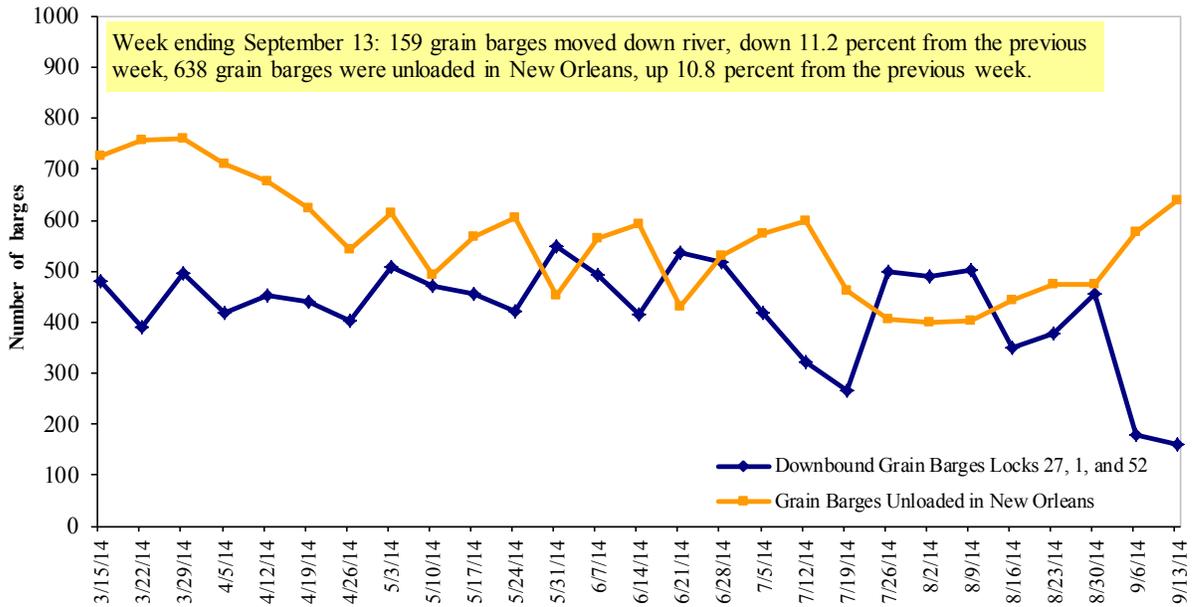
Source: U.S. Army Corps of Engineers

**Figure 11**  
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52**



Source: U.S. Army Corps of Engineers

**Figure 12**  
**Grain Barges for Export in New Orleans Region**



Source: U.S. Army Corps of Engineers and GIPSA

# Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

## Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 9/15/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.825	-0.019	-0.154
	New England	3.911	-0.022	-0.177
	Central Atlantic	3.905	-0.023	-0.139
	Lower Atlantic	3.744	-0.016	-0.166
II	Midwest <sup>2</sup>	3.743	-0.008	-0.214
III	Gulf Coast <sup>3</sup>	3.706	-0.009	-0.183
IV	Rocky Mountain	3.858	-0.011	-0.083
V	West Coast	4.019	-0.015	-0.119
	West Coast less California	3.967	-0.012	-0.065
	California	4.062	-0.017	-0.166
Total	U.S.	3.801	-0.013	-0.173

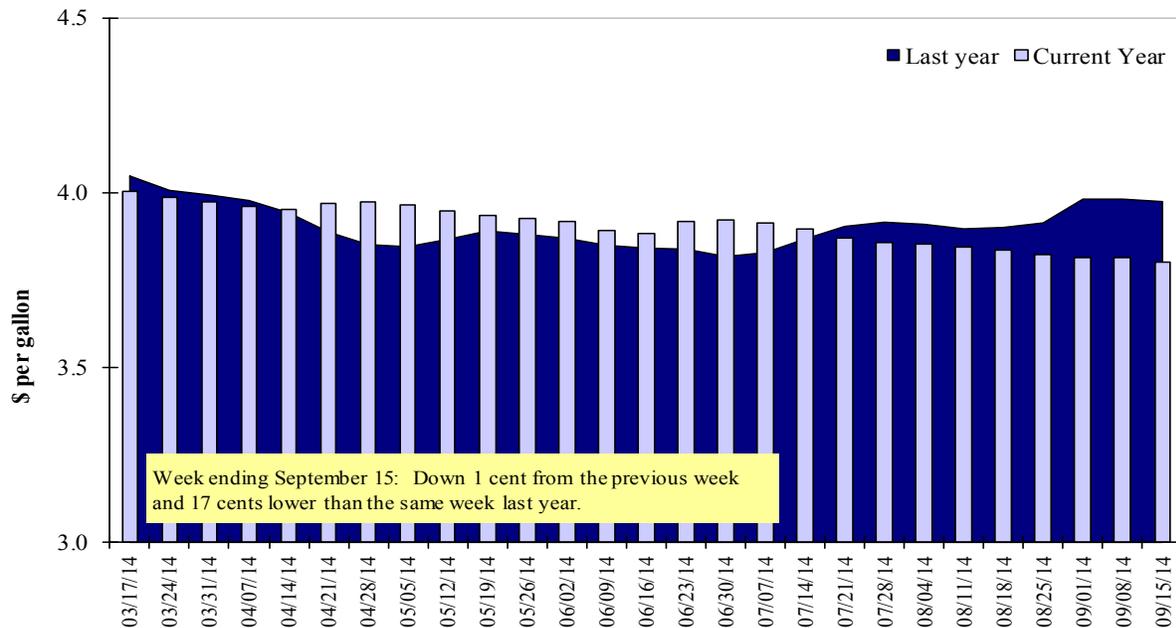
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same as South Central

Source: Energy Information Administration/U.S. Department of Energy ([www.eia.doe.gov](http://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			
<b>Export Balances<sup>1</sup></b>									
9/4/2014	1,534	1,027	1,734	1,009	49	5,353	11,684	23,926	40,963
This week year ago	1,763	2,389	1,286	1,003	81	6,522	12,612	21,896	41,030
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2013/14 YTD	2,227	1,302	2,060	1,036	148	6,773	696	73	7,542
2012/13 YTD	4,173	3,246	1,384	937	106	9,845	171	60	10,076
YTD 2013/14 as % of 2012/13	53	40	149	111	140	69	407	122	75
Last 4 wks as % of same period 2012/13	89	47	140	99	112	85	40	33	43
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254

<sup>1</sup> Current unshipped export sales to date

<sup>2</sup> Shipped export sales to date; new marketing year in effect for corn and soybeans

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](http://www.fas.usda.gov))

Table 13

## Top 5 Importers<sup>1</sup> of U.S. Corn

Week ending 09/04/2014	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-year avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,352	1,867	26	10,079
Mexico	3,069	3,246	(5)	8,145
Korea	218	7	3,249	2,965
China	29	3,123	(99)	3,461
Taiwan	207	130	59	1,238
<b>Top 5 Importers</b>	<b>5,874</b>	<b>8,372</b>	<b>(30)</b>	<b>25,887</b>
<b>Total US corn export sales</b>	<b>12,380</b>	<b>12,783</b>	<b>(3)</b>	<b>34,445</b>
% of Projected	28%	26%		
Change from prior week	1,905	1,209		
<b>Top 5 importers' share of U.S. corn export sales</b>	47%	65%		75%
<b>USDA forecast, September 2014</b>	<b>44,450</b>	<b>48,900</b>	<b>(9)</b>	
<b>Corn Use for Ethanol USDA forecast, September 2014</b>	<b>130,175</b>	<b>130,175</b>	<b>0</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
<http://www.fas.usda.gov/esrquery/>

<sup>3</sup>FAS Marketing Year Ranking Reports - <http://apps.fas.usda.gov/export-sales/myrkaug.htm>; 3-yr average

Table 14

**Top 5 Importers<sup>1</sup> of U.S. Soybeans**

Week Ending 09/04/2014	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg. 2011-13
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	13,335	14,905	(11)	24,211
Mexico	901	642	40	2,971
Indonesia	791	571	38	1,895
Japan	457	381	20	1,750
Taiwan	466	380	23	1,055
<b>Top 5 importers</b>	<b>15,950</b>	<b>16,878</b>	<b>(6)</b>	<b>31,882</b>
<b>Total US soybean export sales</b>	<b>23,999</b>	<b>21,956</b>	<b>9</b>	<b>39,169</b>
% of Projected	52%	49%		
Change from prior week	2,325	1,407		
<b>Top 5 importers' share of U.S. soybean export sales</b>	66%	77%		<b>81%</b>
<b>USDA forecast, September 2014</b>	<b>46,270</b>	<b>44,770</b>	<b>3</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/><sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm). (Carryover plus Accumulated Exports)

Table 15

**Top 10 Importers<sup>1</sup> of All U.S. Wheat**

Week Ending 09/04/2014	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 3-yr avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,265	1,191	6	3,243
Mexico	1,456	1,587	(8)	3,066
Nigeria	1,246	1,132	10	2,960
Philippines	974	778	25	2,006
China	197	3,768	(95)	1,830
Brazil	1,217	2,269	(46)	1,617
Korea	720	500	44	1,552
Taiwan	516	363	42	969
Indonesia	295	345	(15)	813
Colombia	305	425	(28)	610
<b>Top 10 importers</b>	<b>8,191</b>	<b>12,359</b>	<b>(34)</b>	<b>18,665</b>
<b>Total US wheat export sales</b>	<b>12,126</b>	<b>16,367</b>	<b>(26)</b>	<b>27,696</b>
% of Projected	50%	51%		
Change from prior week	690	544		
<b>Top 10 importers' share of U.S. wheat export sales</b>	68%	76%		67%
<b>USDA forecast, September 2014</b>	<b>24,490</b>	<b>32,010</b>	<b>(23)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year = Jun 1 - May 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/><sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://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 09/11/14	Previous Week <sup>1</sup>	Current Week as % of Previous	2014 YTD <sup>1</sup>	2013 YTD <sup>1</sup>	2014 YTD as % of 2013 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2013
							2013	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	252	303	83	9,199	8,341	110	83	79	11,585
Corn	65	266	25	7,075	1,374	515	5,558	578	2,973
Soybeans	0	0	n/a	4,507	3,768	120	242	11	9,090
<b>Total</b>	<b>317</b>	<b>569</b>	<b>56</b>	<b>20,781</b>	<b>13,483</b>	<b>154</b>	<b>138</b>	<b>113</b>	<b>23,647</b>
<b>Mississippi Gulf</b>									
Wheat	76	97	78	3,663	7,556	48	35	71	9,711
Corn	465	721	65	23,216	8,260	281	183	161	14,828
Soybeans	249	155	161	11,064	7,847	141	352	85	21,462
<b>Total</b>	<b>790</b>	<b>972</b>	<b>81</b>	<b>37,942</b>	<b>23,663</b>	<b>160</b>	<b>118</b>	<b>121</b>	<b>46,002</b>
<b>Texas Gulf</b>									
Wheat	87	97	90	4,835	6,771	71	51	70	9,039
Corn	0	16	0	454	157	288	n/a	4,535	255
Soybeans	0	0	n/a	258	122	211	n/a	0	908
<b>Total</b>	<b>87</b>	<b>113</b>	<b>77</b>	<b>5,547</b>	<b>7,051</b>	<b>79</b>	<b>57</b>	<b>78</b>	<b>10,203</b>
<b>Interior</b>									
Wheat	71	47	153	1,050	784	134	153	239	1,244
Corn	104	167	62	4,095	1,937	211	64	182	3,943
Soybeans	17	26	66	2,339	1,833	128	260	46	3,212
<b>Total</b>	<b>192</b>	<b>239</b>	<b>80</b>	<b>7,483</b>	<b>4,553</b>	<b>164</b>	<b>215</b>	<b>153</b>	<b>8,399</b>
<b>Great Lakes</b>									
Wheat	51	13	387	422	547	77	145	110	884
Corn	19	3	630	194	0	n/a	n/a	696	0
Soybeans	0	0	n/a	51	22	229	n/a	0	699
<b>Total</b>	<b>70</b>	<b>16</b>	<b>433</b>	<b>667</b>	<b>569</b>	<b>117</b>	<b>272</b>	<b>179</b>	<b>1,583</b>
<b>Atlantic</b>									
Wheat	36	5	790	409	606	68	83	162	645
Corn	62	0	n/a	636	10	n/a	1,241	1,309	242
Soybeans	1	0	n/a	999	698	143	41	17	1,652
<b>Total</b>	<b>98</b>	<b>5</b>	<b>2,166</b>	<b>2,045</b>	<b>1,315</b>	<b>156</b>	<b>153</b>	<b>247</b>	<b>2,540</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	573	561	102	19,578	24,606	80	64	83	33,108
Corn	715	1,173	61	35,670	11,738	304	260	207	22,241
Soybeans	267	180	148	19,217	14,291	134	286	66	37,024
<b>Total</b>	<b>1,555</b>	<b>1,914</b>	<b>81</b>	<b>74,466</b>	<b>50,634</b>	<b>147</b>	<b>123</b>	<b>119</b>	<b>92,373</b>

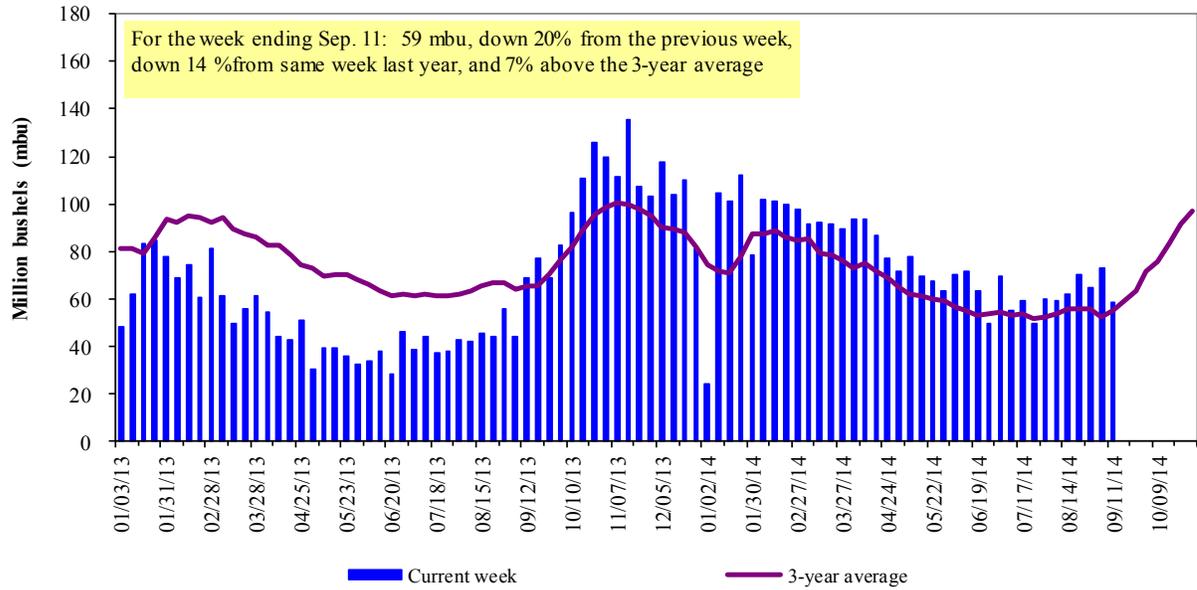
<sup>1</sup>Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 61 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2013.

Figure 14

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

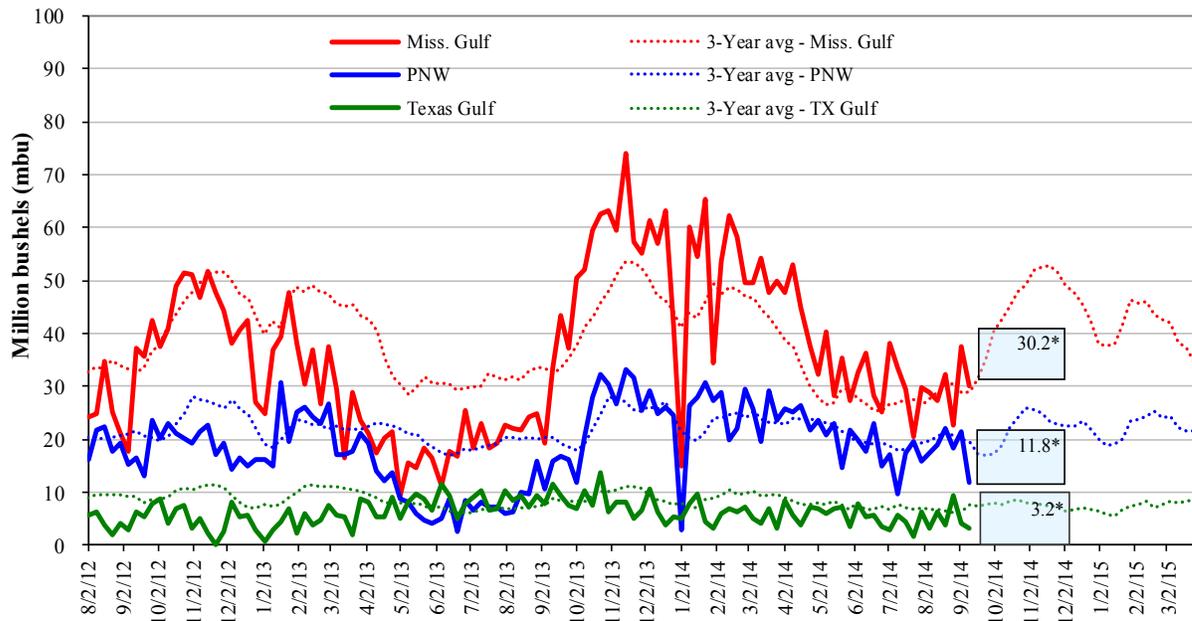


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



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

Sep 11: % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	down 20	down 24	down 20	down 45
Last year (same week)	down 10	down 72	up 26	down 26
3-yr avg (4-wk mov. avg)	up 20	down 51	up 5	down 30

# Ocean Transportation

Table 17

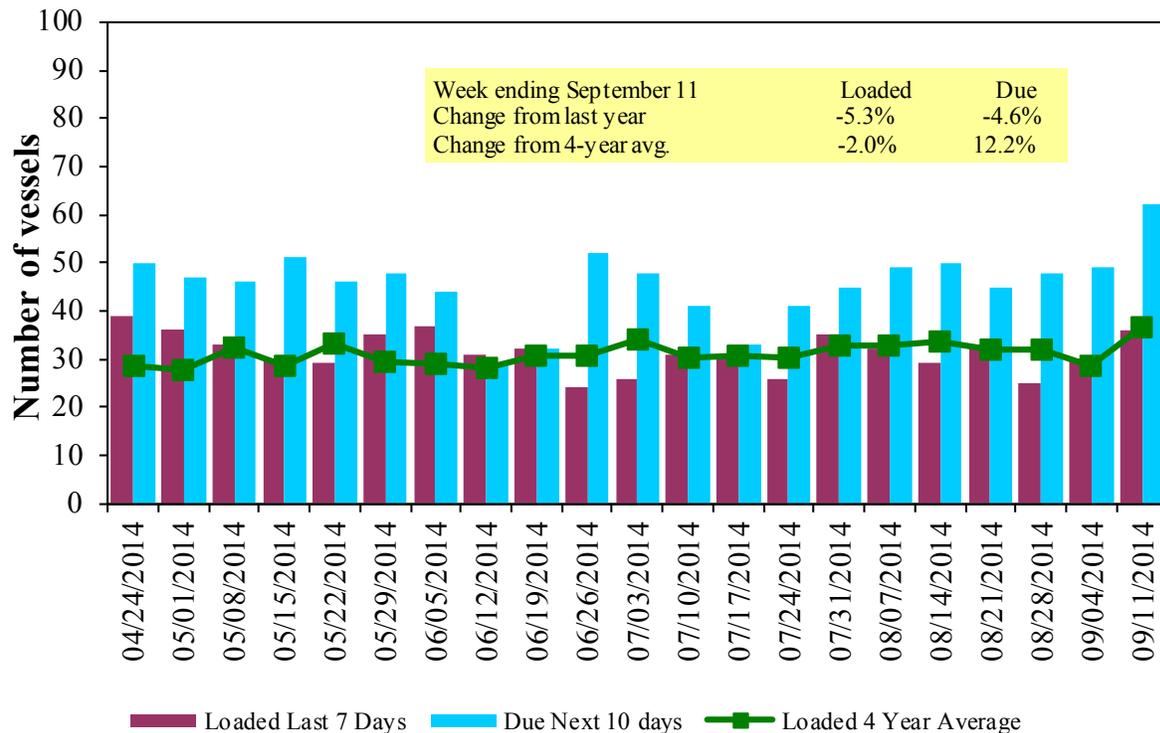
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
9/11/2014	20	36	62	9	n/a
9/4/2014	28	30	49	14	n/a
2013 range	(16..60)	(20..56)	(31..81)	(0..24)	n/a
2013 avg.	32	33	51	12	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

**U.S. Gulf<sup>1</sup> Vessel Loading Activity**

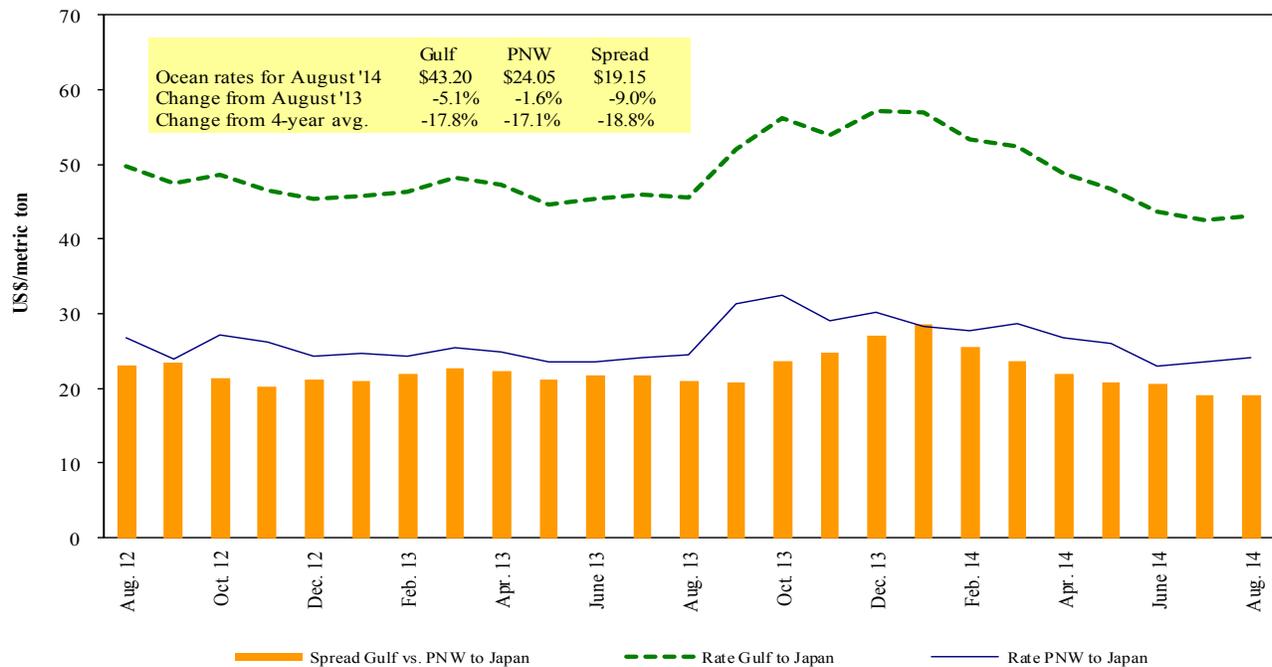


Source: Transportation & Marketing Programs/AMS/USDA

<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

## Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

## Ocean Freight Rates For Selected Shipments, Week Ending 09/13/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Oct 10/20	60,000	45.00
U.S. Gulf	China	Heavy Grain	Oct 1/10	57,000	45.50
U.S. Gulf	China	Heavy Grain	Oct 1/10	60,000	45.50
U.S. Gulf	China	Heavy Grain	Sep 20/ Oct 10	55,000	45.25
U.S. Gulf	Djibouti <sup>1</sup>	Sorghum	Sep 10/24	24,000	106.41
U.S. Gulf	Mexico	Heavy Grain	Aug 2/6	33,000	11.25
PNW	China	Heavy Grain	Nov 1/30	60,000	26.50
PNW	Philippines	Grain	Aug 1/15	65,000	22.50
Brazil	China	Heavy Grain	Sep 1/10	60,000	34.00
Brazil	China	Grain	Aug 20/30	60,000	31.50
Brazil	China	Grain	Aug 10/31	60,000	33.25
Brazil	China	Grain	Aug 1/30	65,000	35.50
Germany	Iran	Wheat	Aug 20/Sep 8	65,000	35.00
River Plate	China	Heavy Grain	Aug 1/31	60,000	44.50
River Plate	Philippines	Soybeanmeal	Sep 20/27	40,000	40.00

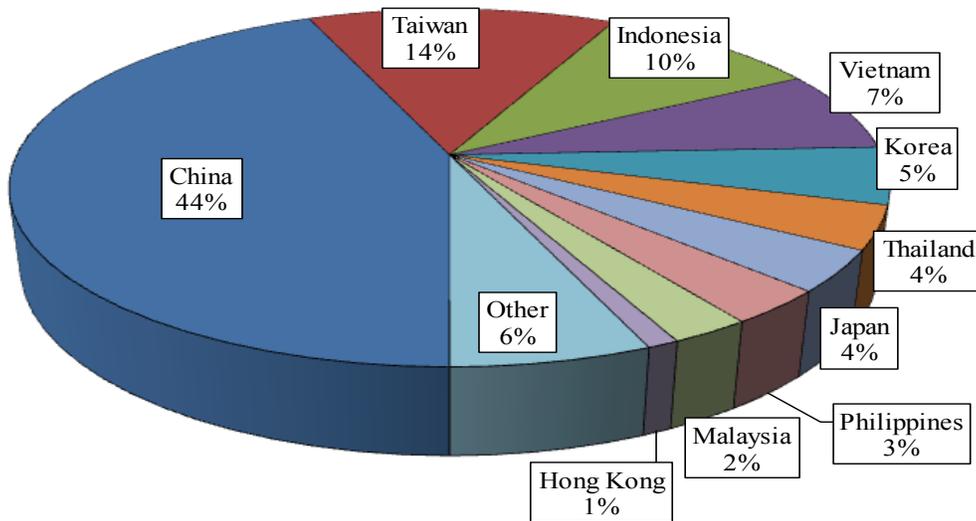
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

Source: Maritime Research Inc. (www.maritime-research.com)

In 2012, containers were used to transport 8 percent of total U.S. waterborne grain exports, up 1 percentage point from 2011. Approximately 66 percent of U.S. waterborne grain exports in 2012 went to Asia, of which 11 percent were moved in containers. Asia is the top destination for U.S. containerized grain exports—96 percent in 2012.

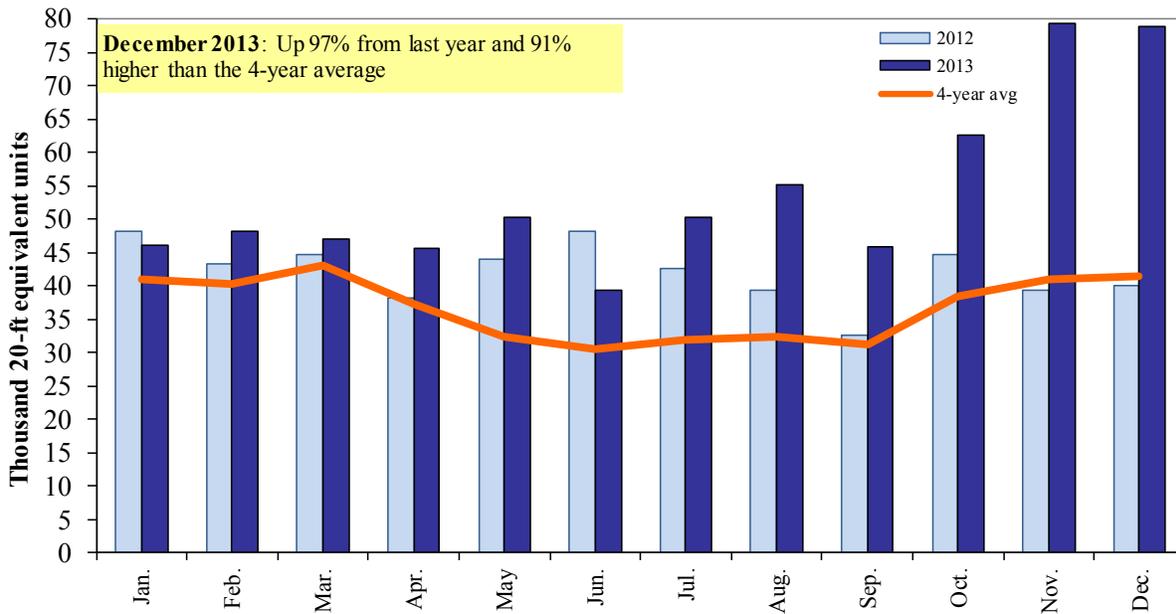
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, 2013**



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

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

**Figure 19**  
**Monthly Shipments of Containerized Grain to Asia**



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

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

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