



# Grain Transportation Report

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

Contact Us

Sept. 26, 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  
Oct. 3, 2013

### Atypical Upbound Barge Corn Movements Continue

The unusual transportation pattern of upbound corn movements continues. During the 7 weeks ending September 21, upbound barges moved 324,000 tons of corn through Mississippi River Locks 27 (near St. Louis, MO)—71 percent higher than the amount of upbound corn during the same period last year. At Locks 27, 71,900 tons of upbound corn were reported during the week ending September 21, more than double the downbound corn movements of 34,700 tons. Upbound corn barge movements indicate the earlier new crop from the South may be moving to the late corn-harvest northern areas which have supply shortages. Both downbound and upbound barge rates have been increasing at most locations. Downbound grain barge rates have been increasing as lower water levels limit maximum cargo volume per barge. Upbound rates have been increasing for non-grain commodities as more upbound barges are transporting grain.

### Grain Inspections Up for Second Consecutive Week

For the week ending September 19, **total inspections of grain** (corn, wheat, and soybeans) for export from all major port regions reached 2.07 million metric tons (mmt), up 12 percent from the previous week and 30 percent above this time last year. Total grain inspections were up for the second consecutive week and continued above the 3-year average (figure 14). Total soybean inspections (.458 mmt), increased the most—513 percent from the past week. Inspections of soybeans were the highest since March 21, and were boosted by increased purchases from China. Mississippi Gulf (1.15 mmt) grain inspections increased 31 percent from the past week, with a 749-percent jump in soybean inspections. Wheat and corn inspections were down 9 percent from the previous week but each remained above their 4-week running averages. Outstanding export sales were also down from the past week for corn and wheat but up for soybeans, as weekly export sales outpaced shipments.

### New Intermodal Terminal in Decatur, IL, to Facilitate Containerized Grain Exports

Archer Daniels Midland Company (ADM) opened a new intermodal container facility in Decatur, IL, on September 19. The container facility has the capacity to handle 50,000 containers a year with a possible expansion up to 150,000. It has direct rail access to Canadian National, Norfolk Southern, and CSX. Currently, there are few inland container facilities capable of serving grain shippers' needs due to the considerable distance between metropolitan areas where containerized imports are unloaded and rural grain export facilities. However, the new Decatur facility is a welcome addition and should give grain producers in the region expanded opportunities to market grains overseas through containerized exports.

### Gulf Vessel Loading Activity Continues to be Strong

Grain vessel loading activity in the U.S. Gulf continues to be strong. For the week ending September 19, 43 **ocean going grain vessels** were loaded in the previous 7 days. The last time this many vessels were loaded in one week was 11/15/12. The number of vessels expected to be loaded within the next 10 days remained high—65 vessels for 2 consecutive weeks. The last time this many vessels were expected to be loaded was 09/06/12.

## Snapshots by Sector

### Rail

U.S. railroads originated 17,744 **carloads of grain** during the week ending September 14, up 4 percent from last week, down 10 percent from last year, and down 8 percent from the 3-year average.

During the week ending September 19, average October non-shuttle **secondary railcar bids/offers per car** were \$200 above tariff, down \$200 from last week and \$183 higher than last year. Average shuttle bids/offers were \$612.50 above tariff, down \$137.50 from last week and \$227 higher than last year.

### Barge

During the week ending September 21, **barge grain movements** totaled 283,300 tons, 31.4 percent higher than the previous week and 51.7 percent higher than the same period last year.

During the week ending September 21, 189 grain barges **moved down river**, up 33 percent from last week; 676 grain barges were **unloaded in New Orleans**, up 28.3 percent from the previous week.

### Ocean

During the week ending September 20, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$52 per mt, up 3 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$32 per mt, up 3 percent from the previous week.

### Fuel

During the week ending September 23, U.S. average **diesel fuel prices** decreased 3 cents from the previous week to \$3.95 per gallon—14 cents lower than the same week last year.

# Feature Article/Calendar

## Soybean Transportation Costs Declined Amid Strong International Prices

The transportation costs of shipping soybeans from the United States and Brazil fell during the second quarter while soybean prices remained relatively strong. The transportation costs of shipping soybeans from Minneapolis, MN, and Davenport, IA, through the Gulf ports to Hamburg, Germany, decreased by 29 and 32 percent, respectively (table 1). Shipping from the same locations to Shanghai, China, cost 24 and 25 percent less, respectively, than the previous quarter (table 2). Quarter-to-quarter costs fell about 2 percent for shipping from either Fargo, ND, or Sioux Falls, SD, through Pacific Northwest ports to Shanghai. The costs of shipping from North Mato Grosso (MT) and South Goiás, Brazil, to Hamburg declined 8 and 4 percent, respectively, during the quarter. Shipping from the same locations to Shanghai also cost about 17 and 19 percent less, respectively, than the previous quarter.

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

	2012 2 <sup>nd</sup> qtr.	2013 1 <sup>st</sup> qtr.	2013 2 <sup>nd</sup> qtr.	Percent change		2012 2 <sup>nd</sup> qtr.	2013 1 <sup>st</sup> qtr.	2013 2 <sup>nd</sup> qtr.	Percent change	
	United States (via U.S. Gulf)									
	Minneapolis, MN --\$/mt--					Davenport, IA --\$/mt--				
				Yr. to Yr.	Qtr. to Qtr.				Yr. to Yr.	Qtr. to Qtr.
Truck	11.66	10.98	9.46	-18.87	-13.84	11.66	10.98	9.46	-18.87	-13.84
Barge	28.18	11.92	25.59	-9.19	114.68	20.23	11.92	17.77	-12.16	49.08
Ocean <sup>1</sup>	20.76	19.57	20.97	1.01	7.15	20.76	19.57	20.97	1.01	7.15
Rail	-	36.48	-	-	-	-	27.93	-	-	-
Total transportation <sup>2</sup>	60.60	78.95	56.02	-7.56	-29.04	52.65	70.40	48.20	-8.45	-31.53
Farm Value <sup>3</sup>	502.16	526.66	535.23	6.59	1.63	503.39	530.33	545.03	8.27	2.77
Landed Cost	562.76	605.61	591.25	5.06	-2.37	556.04	600.73	593.23	6.69	-1.25
Transport % of landed cost	10.77	13.04	9.47			9.47	11.72	8.13		
	Brazil									
	North MT <sup>4</sup> - Santos <sup>5</sup> --\$/mt--					South GO <sup>4</sup> - Paranagua <sup>5</sup> --\$/mt--				
				Yr. to Yr.	Qtr. to Qtr.				Yr. to Yr.	Qtr. to Qtr.
Truck	110.07	124.03	112.38	2.10	-9.39	50.51	56.16	54.19	7.29	-3.51
Ocean <sup>6</sup>	35.00	30.00	29.00	-17.14	-3.33	35.00	30.00	29.00	-17.14	-3.33
Total transportation <sup>2</sup>	145.07	154.03	141.38	-2.54	-8.21	85.51	86.16	83.19	-2.71	-3.45
Farm Value <sup>7</sup>	448.29	419.35	391.58	-12.65	-6.62	428.40	445.56	461.97	7.84	3.68
Landed Cost	593.36	573.38	532.96	-10.18	-7.05	513.91	531.72	545.16	6.08	2.53
Transport % of landed cost	24.45	26.86	26.53			16.64	16.20	15.26		

<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

Transportation costs from Minneapolis and Davenport declined as the cost-efficient barge navigation option resumed on the upper sections of the Mississippi River that were closed during the winter season. Soybeans were transported directly on barges to New Orleans instead of being railed to St. Louis and then loaded onto barges as was done during the winter closure of the upper section of the river. Truck rates also declined during the quarter. Brazil's transportation costs fell due to decreases in truck and ocean freight rates.

Meanwhile, soybean prices remained robust with the exception of Fargo, ND, where the soybean farm prices fell about 3 percent during the quarter. Farm prices also increased in South Goiás, Brazil, but decreased in North Mato Grosso. The transportation share of the landed costs generally decreased both in

the United States and Brazil. It ranged from 8–15 percent in the United States and 15–27 percent in Brazil.

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

	2012	2013	2013	Percent change		2012	2013	2013	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	11.66	10.98	9.46	-18.87	-13.84	11.66	10.98	9.46	-18.87	-13.84
Barge	28.18	11.92	25.59	-9.19	114.68	20.23	11.92	17.77	-12.16	49.08
Ocean <sup>1</sup>	49.07	43.73	43.47	-11.41	-0.59	49.07	43.73	43.47	-11.41	-0.59
Rail	-	36.48	-	-	-	-	27.93	-	-	-
Total transportation <sup>2</sup>	88.91	103.11	78.52	-11.69	-23.85	80.96	94.56	70.70	-12.67	-25.23
Farm Value <sup>3</sup>	502.16	526.66	535.23	6.59	1.63	503.39	530.33	545.03	8.27	2.77
Landed Cost	591.07	629.77	613.75	3.84	-2.54	584.35	624.89	615.73	5.37	-1.47
Transport % of landed cost	15.04	16.37	12.79			13.85	15.13	11.48		
<b>Via PNW</b>										
	<b>Fargo, ND</b>					<b>Sioux Falls, SD</b>				
Truck	11.66	10.98	9.46	-18.87	-13.84	11.66	10.98	9.46	-18.87	-13.84
Ocean <sup>1</sup>	25.71	23.08	22.88	-11.01	-0.87	25.71	23.08	22.88	-11.01	-0.87
Rail	54.89	57.47	57.77	5.25	0.52	56.73	59.06	58.89	3.81	-0.29
Total transportation <sup>2</sup>	92.26	91.53	90.11	-2.33	-1.55	94.10	93.12	91.23	-3.05	-2.03
Farm Value <sup>3</sup>	493.59	530.19	513.19	3.97	-3.21	496.04	522.99	530.33	6.91	1.40
Landed Cost	585.85	621.72	603.30	2.98	-2.96	590.14	616.11	621.56	5.32	0.88
Transport % of landed cost	15.75	14.72	14.94			15.95	15.11	14.68		
<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	110.07	124.03	112.38	2.10	-9.39	50.51	56.16	54.19	7.29	-3.51
Ocean <sup>6</sup>	51.35	52.34	34.50	-32.81	-34.08	57.63	56.03	36.75	-36.23	-34.41
Total transportation <sup>2</sup>	161.42	176.37	146.88	-9.01	-16.72	108.14	112.19	90.94	-15.91	-18.94
Farm Value <sup>7</sup>	448.29	419.35	391.58	-12.65	-6.62	428.40	445.56	461.97	7.84	3.68
Landed Cost	609.71	595.72	538.46	-11.69	-9.61	536.54	557.75	552.91	3.05	-0.87
Transport % of landed cost	26.47	29.61	27.28			20.16	20.11	16.45		

<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 approximately 0.2 million metric tons of U.S. soybeans during April-June—90 percent less than the same period last year. High international prices of soybeans have contributed to slow imports that began in late 2012. Total Chinese soybean imports during marketing year (MY) 2012/13 are estimated at 59.5 million tons, with 10.5 million tons imported in the last 2 months of the year. USDA Foreign Agricultural Service forecasts the MY13/14 Chinese total soybean imports at 67.5 million tons. This is based on the expectation that China will continue to purchase soybeans to maintain sufficient stock levels, given appropriate supply and price conditions (*USDA, FAS GAIN Report # CH13035*). According to a September 10, DTN article, eight Chinese crushing companies signed contracts in Davenport, IA, to purchase 177.4 million bushels of U.S. soybeans at a value close to \$2.8 billion. [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)

# Grain Transportation Indicators

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

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
09/25/13	266	240	235	310	233	227
09/18/13	267	252	215	306	226	220

<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

Table 2

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

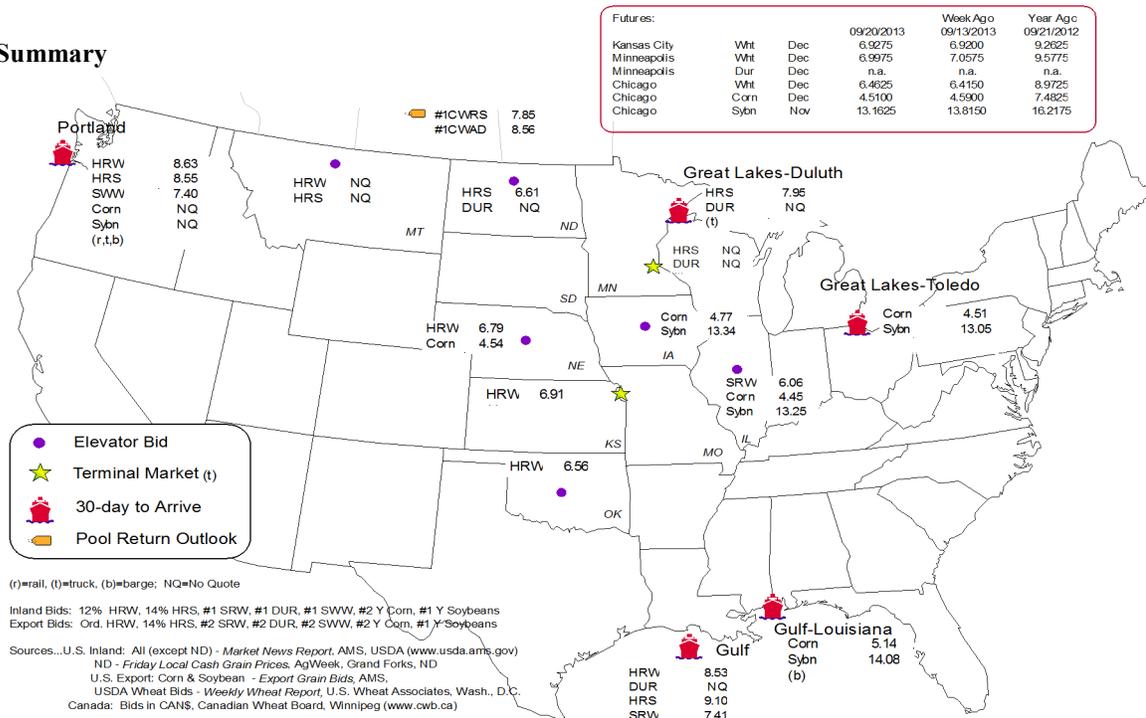
Commodity	Origin--Destination	9/20/2013	9/13/2013
Corn	IL--Gulf	0.69	-0.57
Corn	NE--Gulf	0.60	-0.54
Soybean	IA--Gulf	0.74	-0.58
HRW	KS--Gulf	1.62	-1.50
HRS	ND--Portland	1.94	-2.02

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 Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf				
09/18/2013 <sup>p</sup>	110	2,663	3,067	68		5,908	09/14/13	1,540
09/11/2013 <sup>r</sup>	0	2,484	2,915	31		5,430	08/07/13	1,018
2013 YTD <sup>r</sup>	10,131	54,025	92,967	10,334		167,457	2013 YTD	45,306
2012 YTD <sup>r</sup>	7,351	29,587	144,949	12,053		193,940	2012 YTD	71,737
2013 YTD as % of 2012 YTD	138	183	64	86		86	% change YTD	63
Last 4 weeks as % of 2012 <sup>2</sup>	55	209	105	62		130	Last 4wks % 2012	101
Last 4 weeks as % of 4-year avg. <sup>2</sup>	18	172	113	43		120	Last 4wks % 4 yr	84
Total 2012	22,604	40,780	199,419	34,993		287,462	Total 2012	92,008
Total 2011	27,358	77,515	191,187	24,088		320,148	Total 2011	97,118

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

<sup>2</sup> Compared with same 4-weeks in 2012 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.

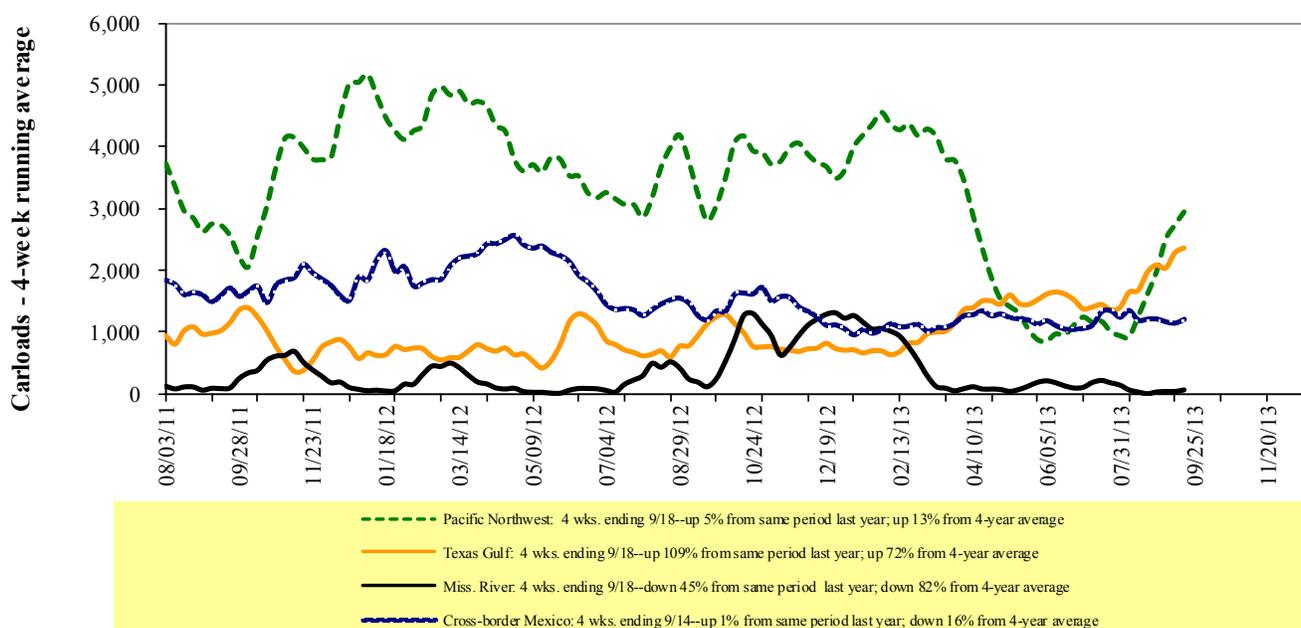
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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

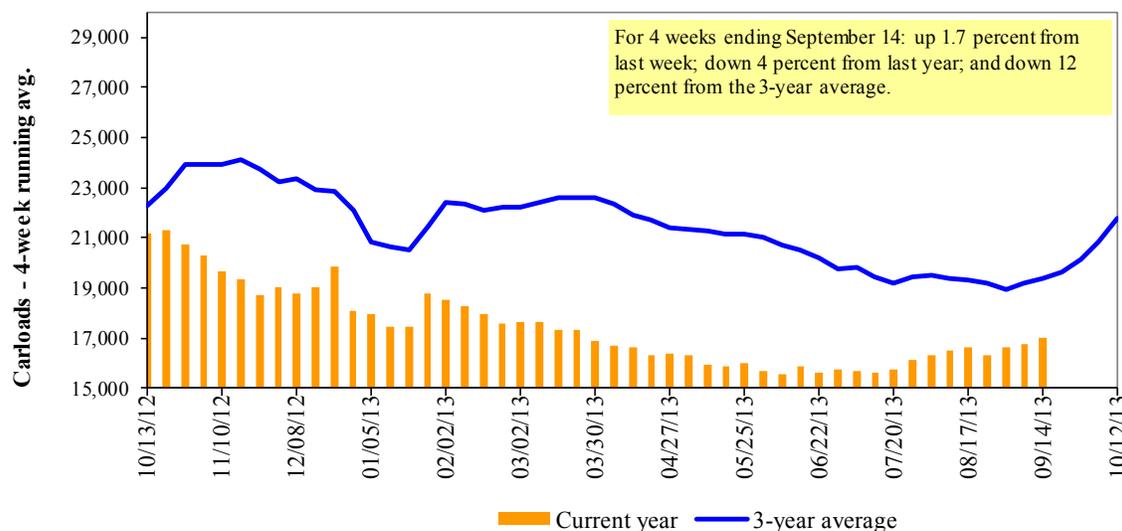
Table 4

**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
09/14/13	1,114	1,235	9,908	853	4,634	17,744	4,410	4,752
This week last year	889	2,216	11,551	667	4,346	19,669	4,312	5,653
2013 YTD	51,278	87,398	318,031	20,039	142,610	619,356	118,392	187,607
2012 YTD	61,652	102,549	358,118	19,148	183,830	725,297	141,640	176,247
2013 YTD as % of 2012 YTD	83	85	89	105	78	85	84	106
Last 4 weeks as % of 2012	131	61	94	143	105	96	98	91
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	101	60	91	142	81	87	103	91
Total 2012	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266

<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								
	9/19/2013	Oct-13	Oct-12	Nov-13	Nov-12	Dec-13	Dec-12	Jan-14	Jan-13
BNSF <sup>3</sup>									
COT grain units		no offer	0	43	no bids	4	no bids	0	no offer
COT grain single-car <sup>5</sup>		no offer	0..6	0..3	0..10	1	0..2	0..7	no offer
UP <sup>4</sup>									
GCAS/Region 1		1	1	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2		3	no bids	n/a	n/a				

<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.

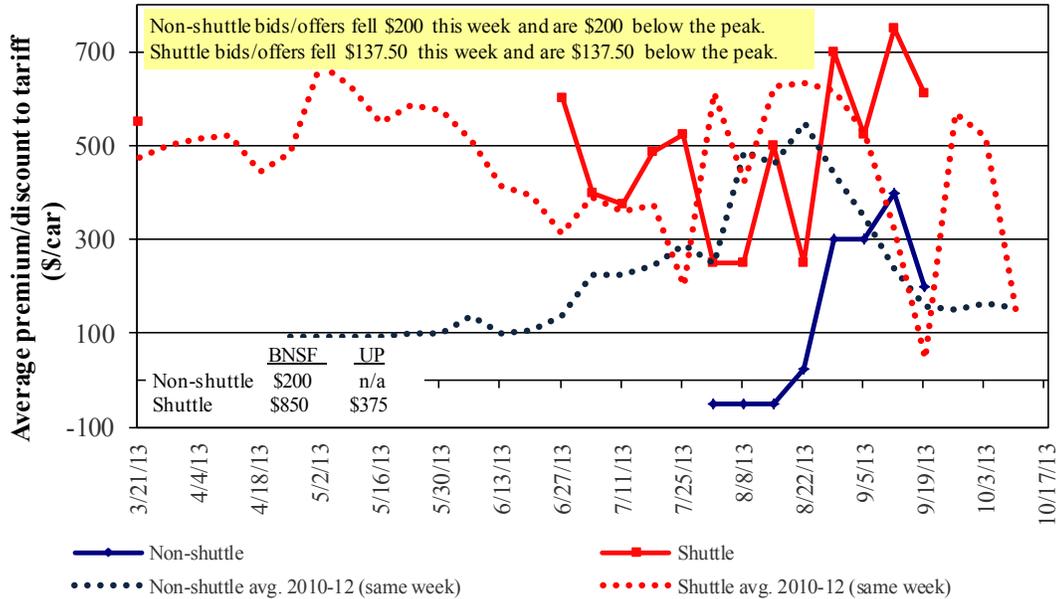
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 October 2013, Secondary Market**

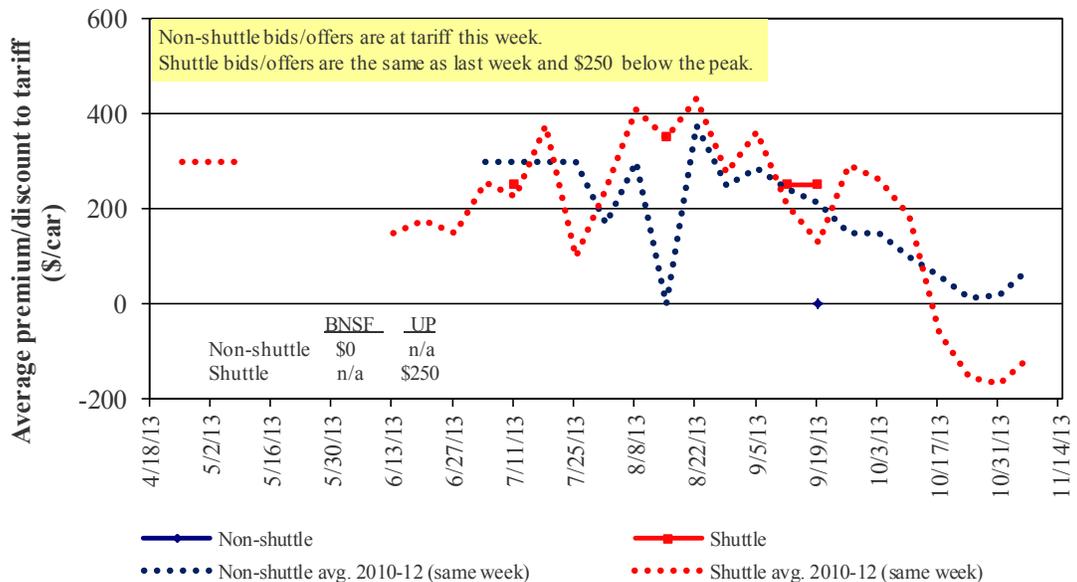


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

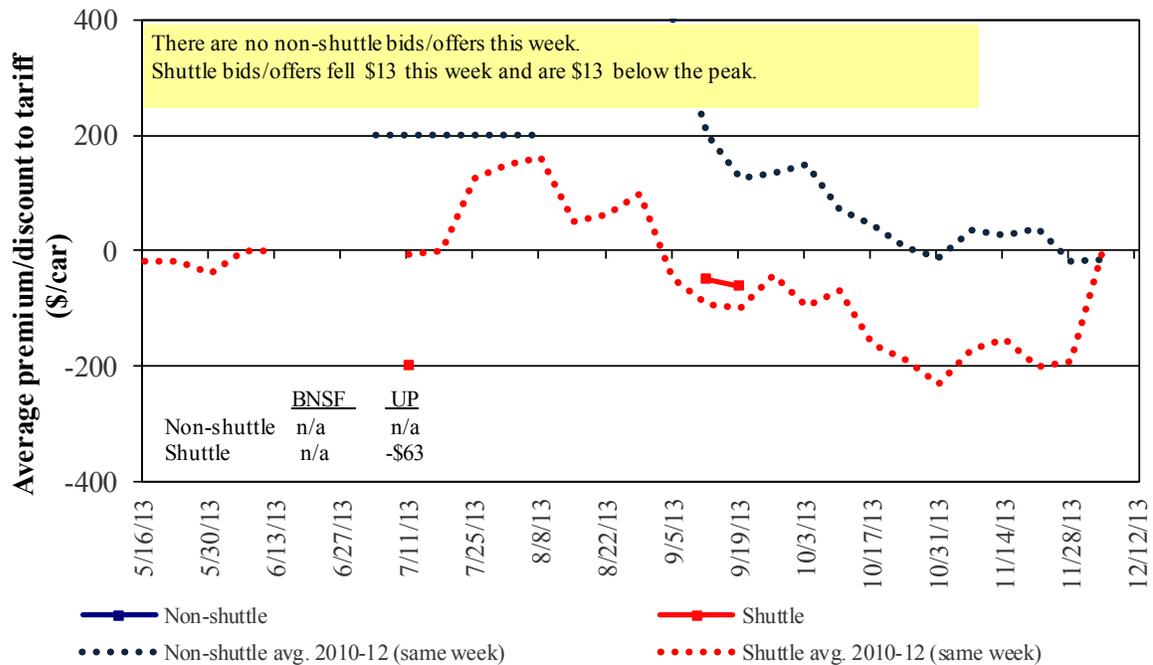


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in December 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)<sup>1</sup>**

Week ending	Delivery period					
	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14
<b>Non-shuttle</b>						
BNSF-GF	200	-	n/a	n/a	n/a	n/a
Change from last week	(200)	-	n/a	n/a	n/a	n/a
Change from same week 2012	175	-	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 2012	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	850	n/a	n/a	n/a	n/a	n/a
Change from last week	(150)	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	392	n/a	n/a	n/a	n/a	n/a
UP-Pool	375	250	(63)	n/a	n/a	n/a
Change from last week	(125)	-	(13)	n/a	n/a	n/a
Change from same week 2012	62	275	(13)	n/a	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:						Percent	
9/1/2013	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		change Y/Y <sup>3</sup>
					metric ton	bushe <sup>2</sup>	
<b>Unit train</b>							
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	
<b>Shuttle Train</b>							
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
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
Council Bluffs, IA		Stockton, CA	\$4,200	\$665	\$48.31	\$1.23	2
Soybeans	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

<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**

Effective date: 9/1/2013

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	\$6,360	\$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 <sup>5</sup>	\$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 <sup>5</sup>	\$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

<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

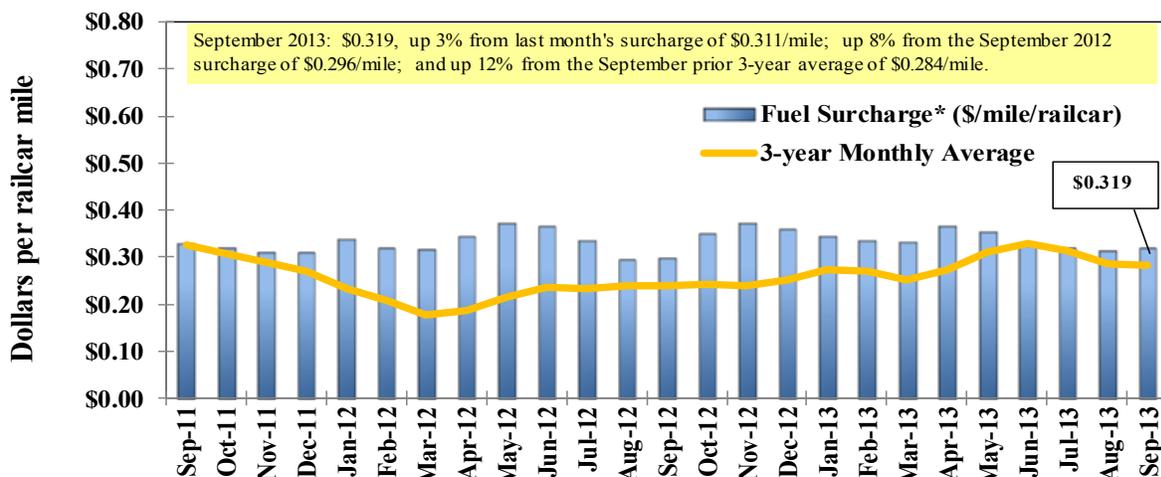
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

<sup>5</sup>Beginning 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 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.

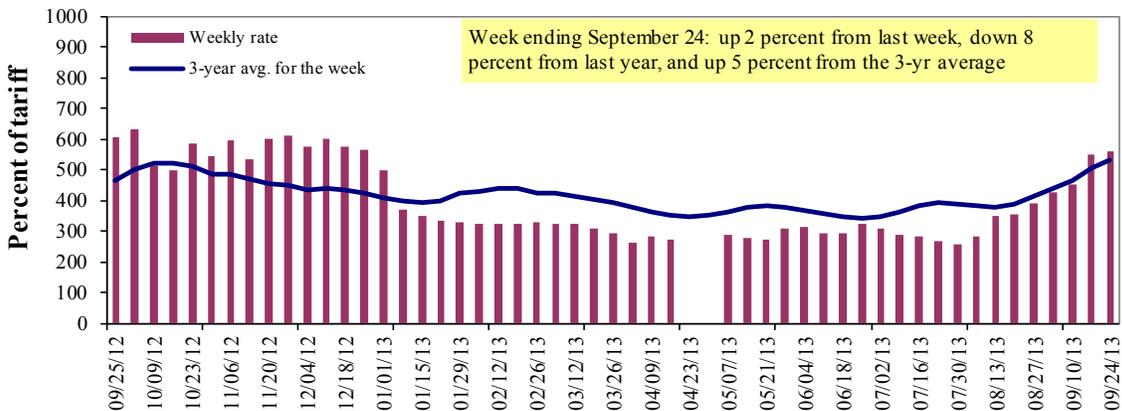
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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>	9/24/2013	555	570	558	592	675	675	617
	9/17/2013	550	555	550	538	630	630	558
<b>\$/ton</b>	9/24/2013	34.35	30.32	25.89	23.62	31.66	27.27	19.37
	9/17/2013	34.05	29.53	25.52	21.47	29.55	25.45	17.52
<b>Current week % change from the same week:</b>								
	Last year	-10	-6	-8	-1	8	8	9
	3-year avg. <sup>2</sup>	2	5	5	18	21	21	21
<b>Rate<sup>1</sup></b>	October	612	615	613	612	708	708	587
	December	--	--	450	353	397	422	323

<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

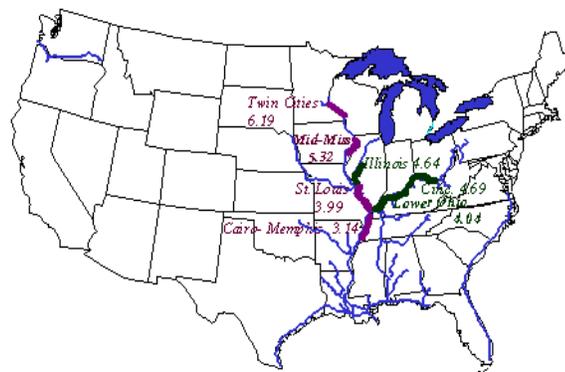
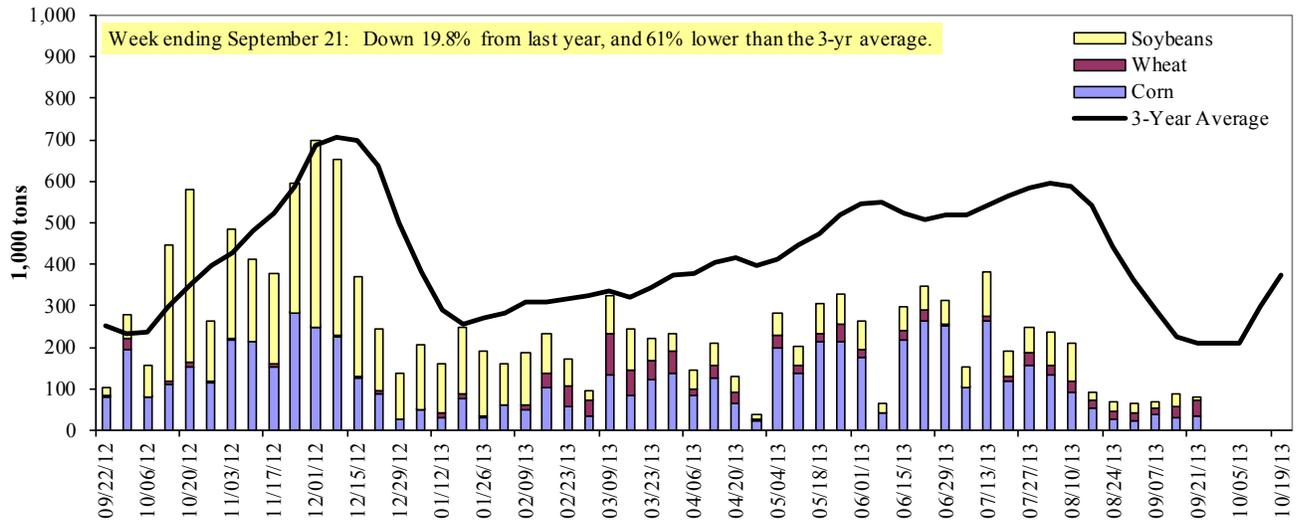


Figure 10

**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 9/21/2013	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	28	0	0	28
Winfield, MO (L25)	6	51	2	0	59
Alton, IL (L26)	32	40	2	0	73
Granite City, IL (L27)	35	38	8	0	81
<b>Illinois River (L8)</b>	25	2	0	0	27
<b>Ohio River (L52)</b>	34	37	3	0	75
<b>Arkansas River (L1)</b>	69	34	25	0	127
Weekly total - 2013	138	109	36	0	283
Weekly total - 2012	89	35	63	0	187
2013 YTD <sup>1</sup>	5,558	3,712	4,641	143	14,054
2012 YTD	12,041	1,485	7,373	195	21,093
2013 as % of 2012 YTD	46	250	63	73	67
Last 4 weeks as % of 2012 <sup>2</sup>	80	348	46	102	105
Total 2012	14,837	1,794	12,663	229	29,523

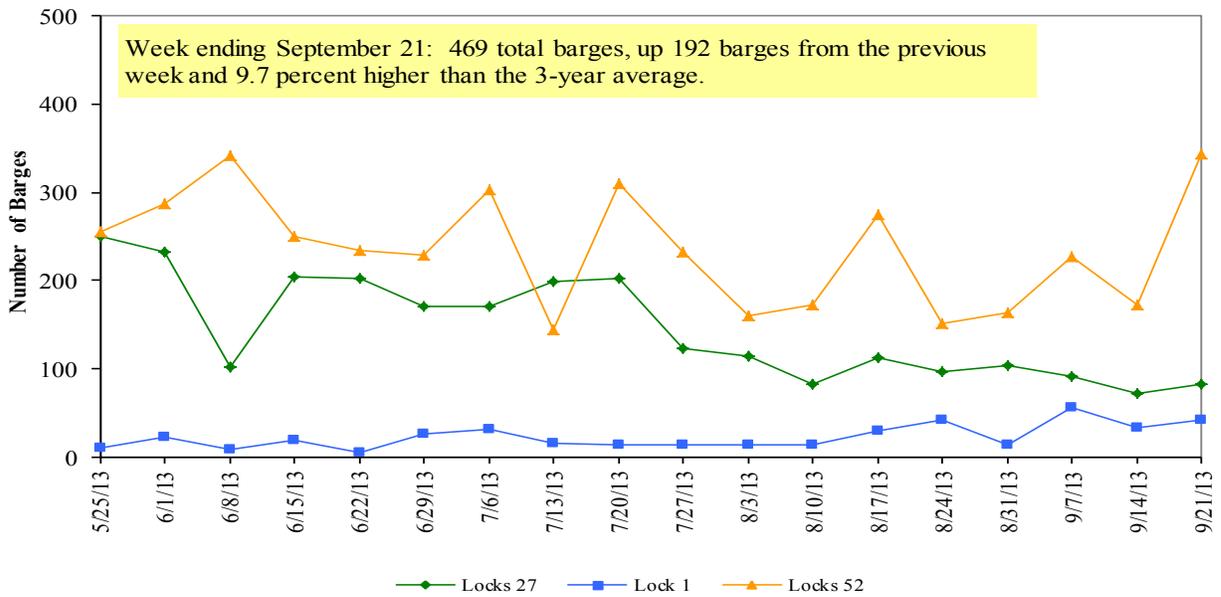
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

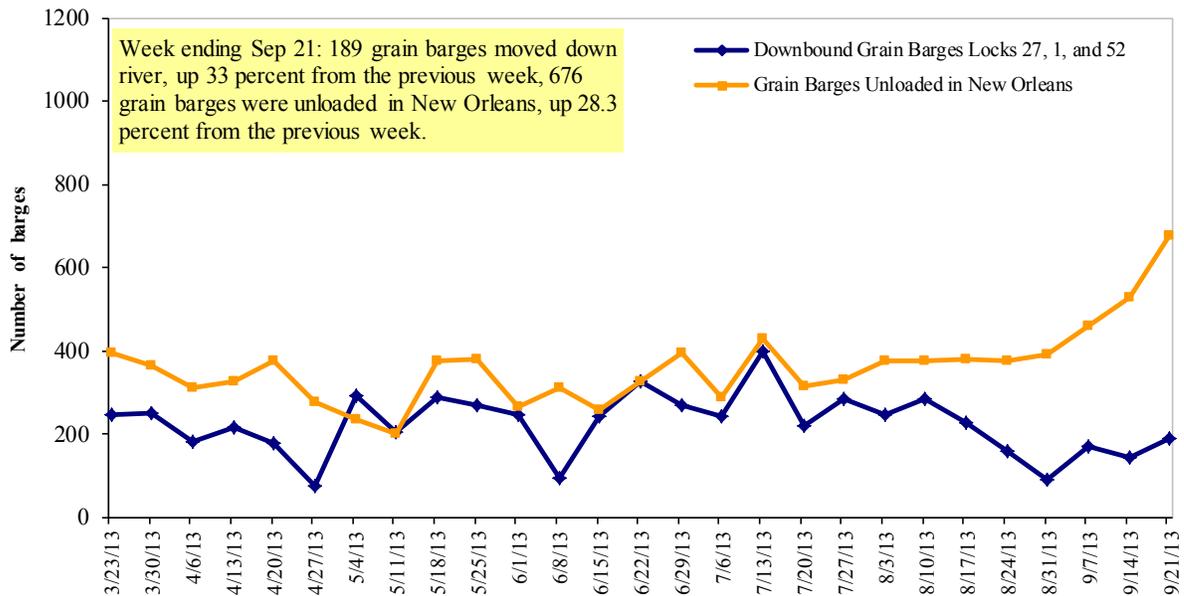
Source: U.S. Army Corps of Engineers

**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 Prices<sup>1</sup>, Week Ending 9/23/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.956	-0.023	-0.136
	New England	4.071	-0.017	-0.120
	Central Atlantic	4.015	-0.029	-0.155
	Lower Atlantic	3.890	-0.020	-0.125
II	Midwest <sup>2</sup>	3.929	-0.028	-0.088
III	Gulf Coast <sup>3</sup>	3.862	-0.027	-0.133
IV	Rocky Mountain	3.943	0.002	-0.285
V	West Coast	4.111	-0.027	-0.212
	West Coast less California	3.995	-0.037	-0.254
	California	4.209	-0.019	-0.177
Total	U.S.	3.949	-0.025	-0.137

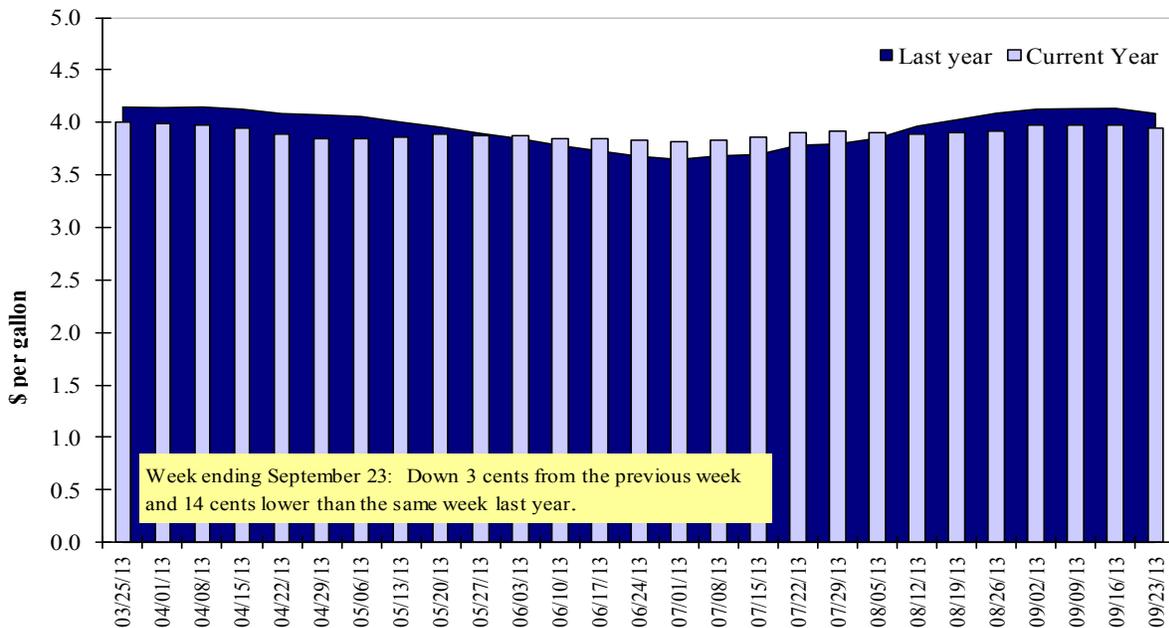
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
9/12/2013	1,649	2,057	1,292	932	93	6,022	12,531	22,745	41,298
This week year ago	1,458	684	1,202	824	92	4,260	9,113	20,825	34,198
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2013/14 YTD	4,629	3,640	1,567	1,108	106	11,049	690	134	11,873
2012/13 YTD	3,287	1,152	2,020	1,469	161	8,089	989	547	9,625
YTD 2013/14 as % of 2012/13	141	316	78	75	n/a	137	70	24	123
Last 4 wks as % of same period 2012/13	116	360	113	127	105	156	76	56	74
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 09/12/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,975	2,328	(15)	7,000
Mexico	3,382	2,471	37	4,370
China	3,188	1,061	201	2,450
Venezuela	109	117	(7)	1,158
Taiwan	166	141	18	512
<b>Top 5 Importers</b>	<b>8,820</b>	<b>6,117</b>	<b>44</b>	<b>15,490</b>
<b>Total US corn export sales</b>	<b>13,221</b>	<b>10,102</b>	<b>31</b>	<b>18,670</b>
% of Projected	42%	54%		
Change from prior week	437	70		
<b>Top 5 importers' share of U.S. corn export sales</b>	67%	61%		83%
<b>USDA forecast, September 2013</b>	<b>31,120</b>	<b>18,670</b>	<b>67</b>	
<b>Corn Use for Ethanol USDA forecast, September 2013</b>	<b>124,460</b>	<b>118,110</b>	<b>5</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) (Carry-over plus Accumulated Exports)

Table 14

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

Week Ending 09/12/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2012/13 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	15,034	13,356	13	21,522
Mexico	702	688	2	2,565
Japan	404	457	(12)	1,751
Indonesia	273	195	40	1,682
Taiwan	418	357	17	1,120
<b>Top 5 importers</b>	<b>16,831</b>	<b>15,054</b>	<b>12</b>	<b>28,641</b>
<b>Total US soybean export sales</b>	<b>22,880</b>	<b>21,372</b>	<b>7</b>	<b>37,060</b>
% of Projected	61%	60%		
Change from prior week	923	647		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>74%</b>	<b>70%</b>		
<b>USDA forecast, September 2013</b>	<b>37,290</b>	<b>35,790</b>	<b>4</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 09/12/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,236	1,582	(22)	3,544
Nigeria	1,291	1,465	(12)	3,002
Mexico	1,681	1,781	(6)	2,761
Philippines	823	1,029	(20)	1,965
Egypt	131	58	125	1,678
Korea	523	788	(34)	1,385
Taiwan	365	496	(26)	1,038
China	3,762	408	821	743
Brazil	2,390	46	5095	527
Colombia	428	307	39	600
<b>Top 10 importers</b>	<b>12,630</b>	<b>7,961</b>	<b>59</b>	<b>17,243</b>
<b>Total US wheat export sales</b>	<b>17,071</b>	<b>12,348</b>	<b>38</b>	<b>26,348</b>
% of Projected	57%	45%		
Change from prior week	704	489		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>74%</b>	<b>64%</b>		<b>65%</b>
<b>USDA forecast, August 2013</b>	<b>29,940</b>	<b>27,420</b>	<b>9</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 09/19/13	Previous Week <sup>1</sup>	Current Week as % of Previous	2013 YTD <sup>1</sup>	2012 YTD <sup>1</sup>	2013 YTD as % of 2012 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2012
							2012	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	436	431	101	8,860	10,464	85	101	120	12,625
Corn	3	2	138	1,376	5,003	27	15	4	5,512
Soybeans	2	2	111	3,704	5,692	65	10	6	10,347
<b>Total</b>	<b>441</b>	<b>435</b>	<b>101</b>	<b>13,940</b>	<b>21,158</b>	<b>66</b>	<b>92</b>	<b>86</b>	<b>28,484</b>
<b>Mississippi Gulf</b>									
Wheat	370	427	87	7,926	4,433	179	372	356	5,462
Corn	355	404	88	8,615	14,523	59	90	68	18,068
Soybeans	430	51	849	8,276	12,868	64	47	54	24,684
<b>Total</b>	<b>1,154</b>	<b>881</b>	<b>131</b>	<b>24,817</b>	<b>31,824</b>	<b>78</b>	<b>109</b>	<b>97</b>	<b>48,215</b>
<b>Texas Gulf</b>									
Wheat	252	311	81	7,002	4,630	151	207	138	5,912
Corn	6	0	n/a	163	329	50	1,973	10	336
Soybeans	0	0	n/a	122	5	n/a	n/a	0	626
<b>Total</b>	<b>258</b>	<b>311</b>	<b>83</b>	<b>7,287</b>	<b>4,963</b>	<b>147</b>	<b>208</b>	<b>128</b>	<b>6,874</b>
<b>Interior</b>									
Wheat	50	69	72	834	910	92	134	173	1,218
Corn	81	86	95	2,018	5,273	38	161	74	6,115
Soybeans	24	22	108	1,857	2,928	63	90	34	4,204
<b>Total</b>	<b>155</b>	<b>177</b>	<b>88</b>	<b>4,709</b>	<b>9,110</b>	<b>52</b>	<b>160</b>	<b>76</b>	<b>11,538</b>
<b>Great Lakes</b>									
Wheat	44	24	181	591	296	200	85	38	481
Corn	0	0	n/a	0	56	0	n/a	0	56
Soybeans	0	0	n/a	22	152	15	0	0	713
<b>Total</b>	<b>44</b>	<b>24</b>	<b>181</b>	<b>614</b>	<b>504</b>	<b>122</b>	<b>84</b>	<b>36</b>	<b>1,250</b>
<b>Atlantic</b>									
Wheat	0	3	8	607	291	208	188	352	341
Corn	12	8	152	22	127	17	93	107	143
Soybeans	2	0	n/a	700	629	111	33	42	1,460
<b>Total</b>	<b>14</b>	<b>11</b>	<b>130</b>	<b>1,328</b>	<b>1,047</b>	<b>127</b>	<b>134</b>	<b>202</b>	<b>1,944</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	1,153	1,265	91	25,819	21,023	123	161	154	26,040
Corn	456	500	91	12,193	25,311	48	90	59	30,230
Soybeans	458	75	613	14,682	22,273	66	45	46	42,035
<b>Total</b>	<b>2,067</b>	<b>1,840</b>	<b>112</b>	<b>52,695</b>	<b>68,607</b>	<b>77</b>	<b>112</b>	<b>95</b>	<b>98,305</b>

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

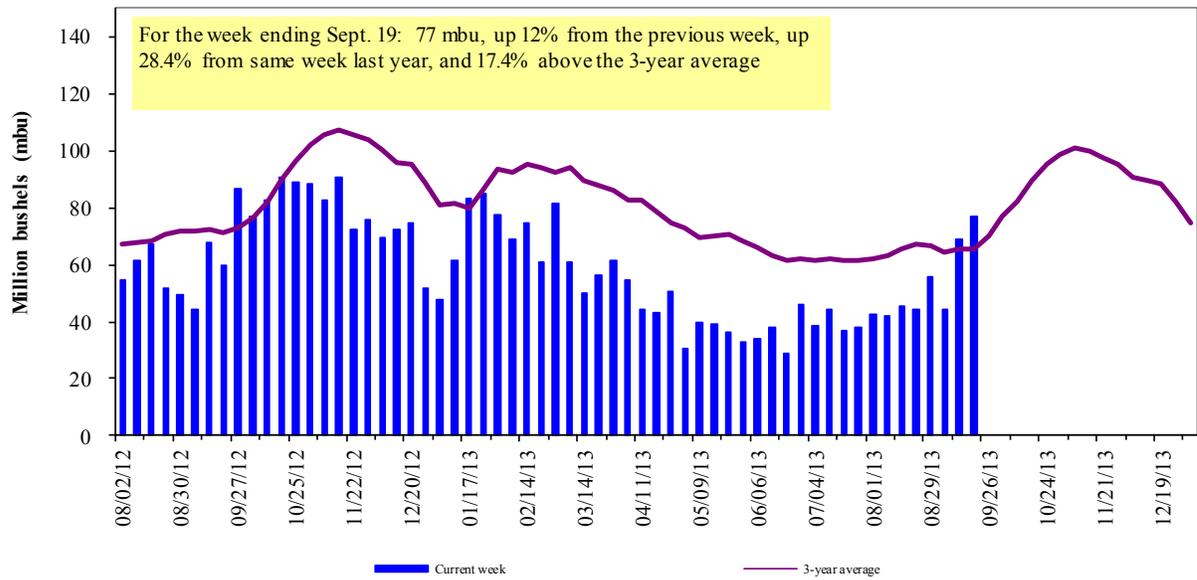
<sup>2</sup> Total includes only port regions shown above; Interior land-based shipments now included.

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

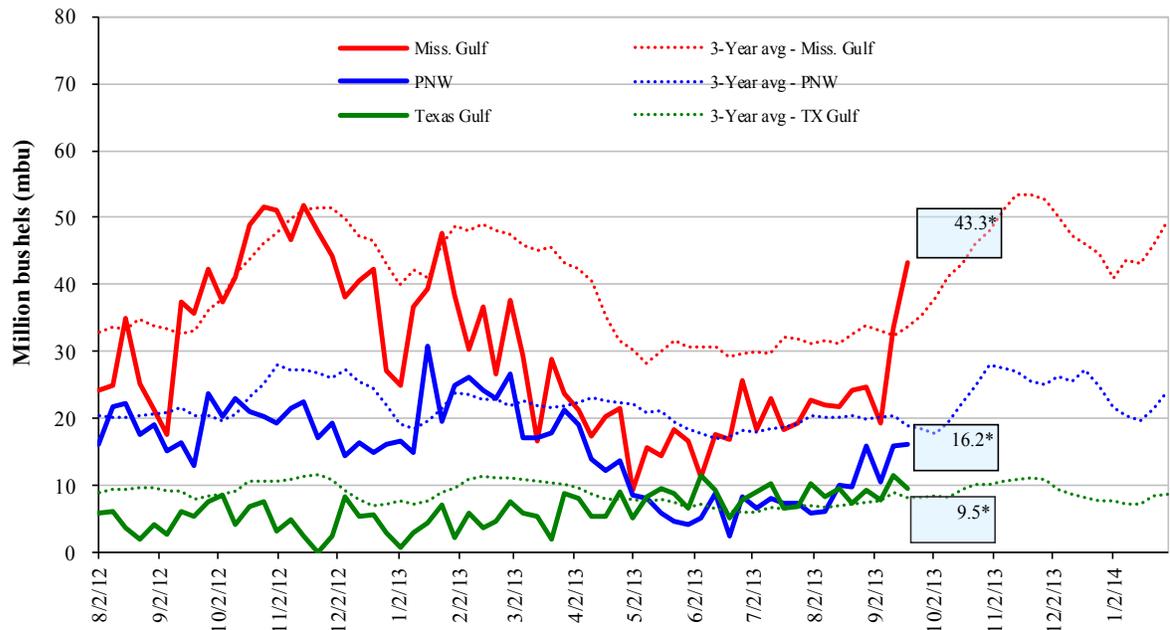


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

Sept. 19 % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	up 30	down 17	up 18	up 1.4
Last year (same week)	up 21	up 79	up 29	up 25
3-yr avg (4-wk mov. avg)	up 38	up 27	up 36	up 14

# Ocean Transportation

Table 17

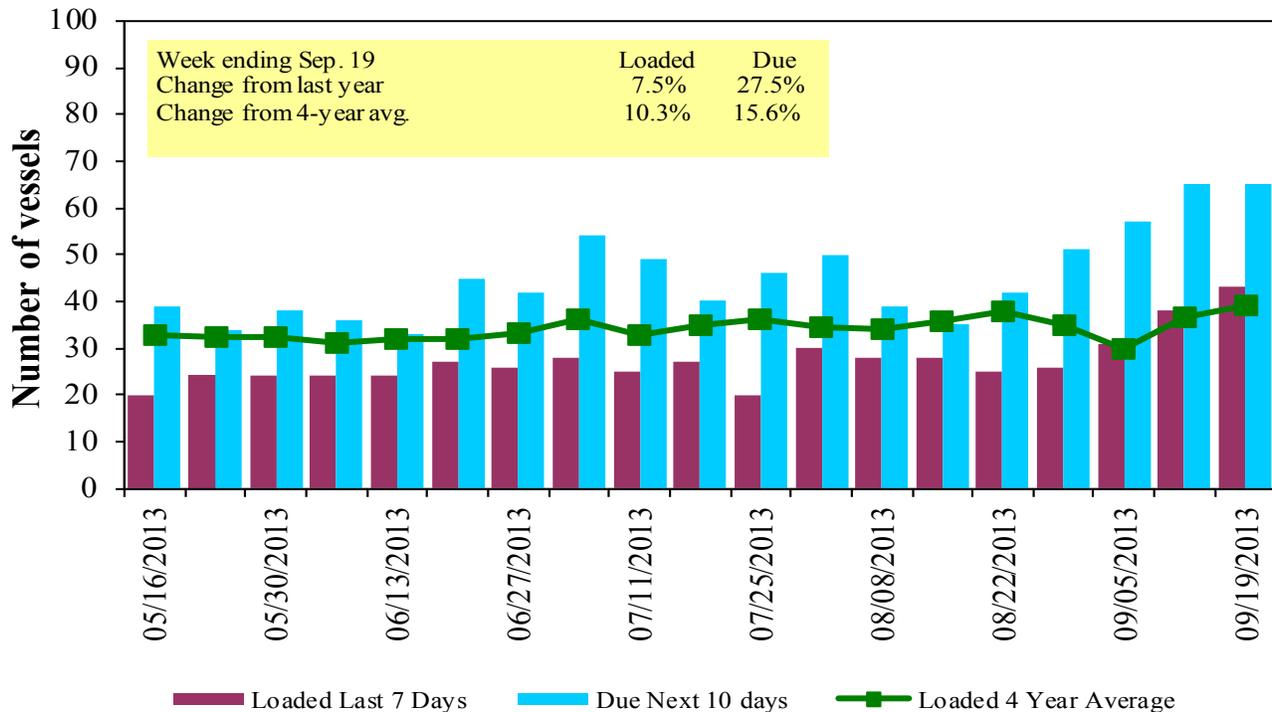
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
9/19/2013	22	43	65	17	n/a
9/12/2013	27	38	65	14	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. Gulf<sup>1</sup> Vessel Loading Activity**

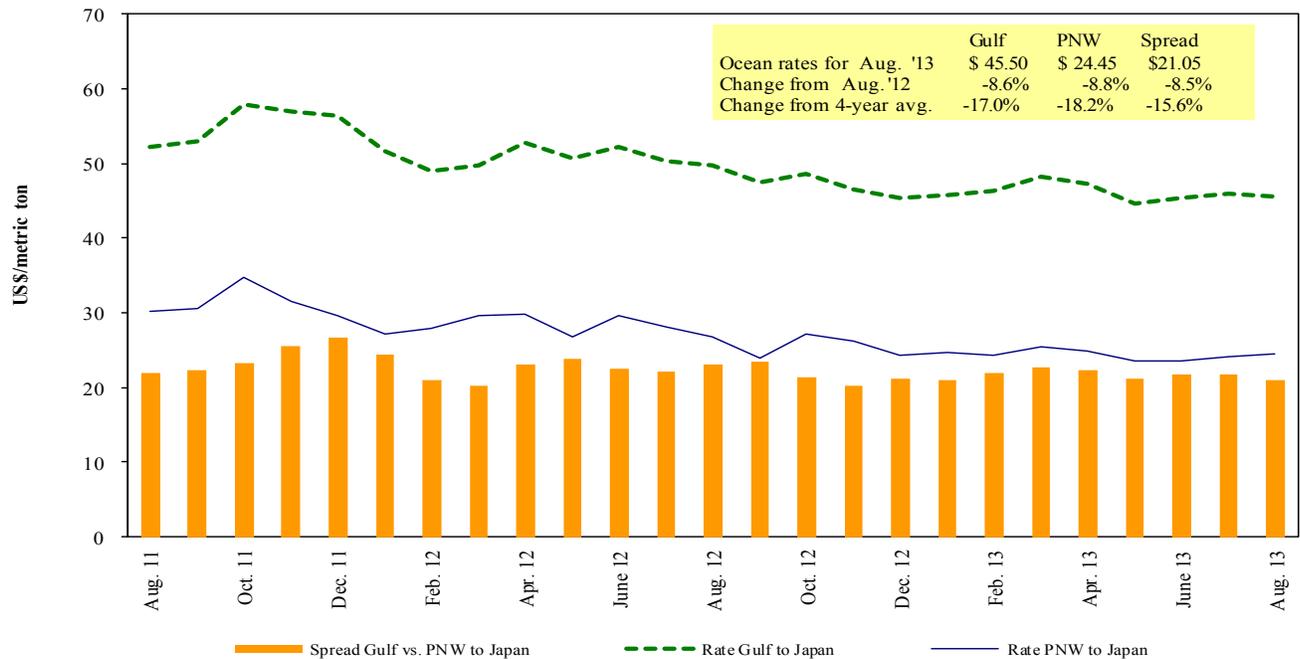


Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 17

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



Source: O'Neil Commodity Consulting

Table 18

## Ocean Freight Rates For Selected Shipments, Week Ending 09/21/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Nov-Dec	55,000	49.50
U.S. Gulf	China	Heavy Grain	Oct 1/Dec 31	55,000	33.00
U.S. Gulf	Djibouti <sup>1</sup>	Wheat	Nov 4/14	23,300	126.92
PNW	Italy	Heavy Grain	Jul 31/Aug 3	70,000	30.50
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	Morocco	Corn	Sep 25/30	30,000	20.00
Brazil	S. Korea	Heavy Grain	Aug 14/19	60,000	35.50
France	Algeria	Wheat	Sep 20/30	25,000	25.00
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

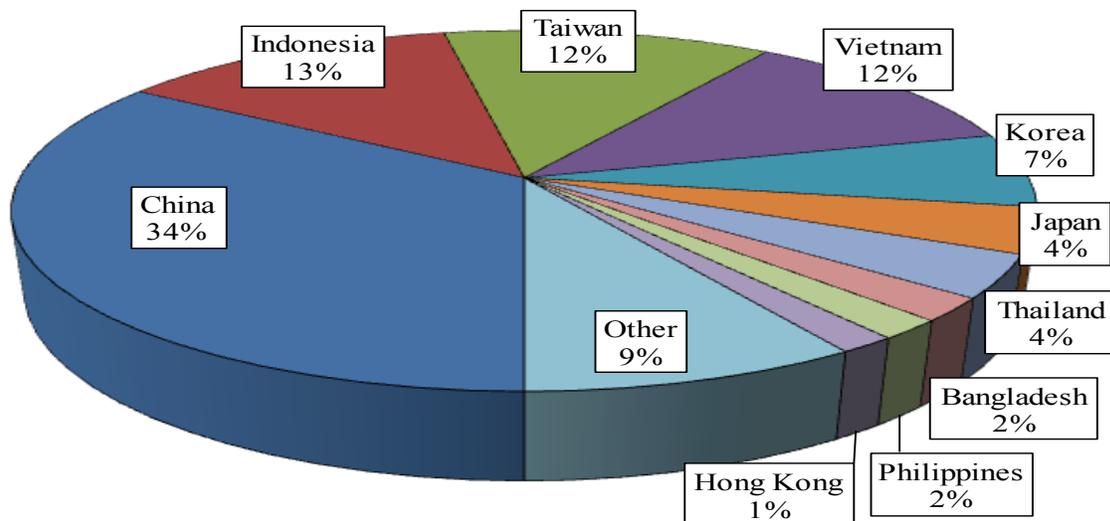
<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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, May 2013**

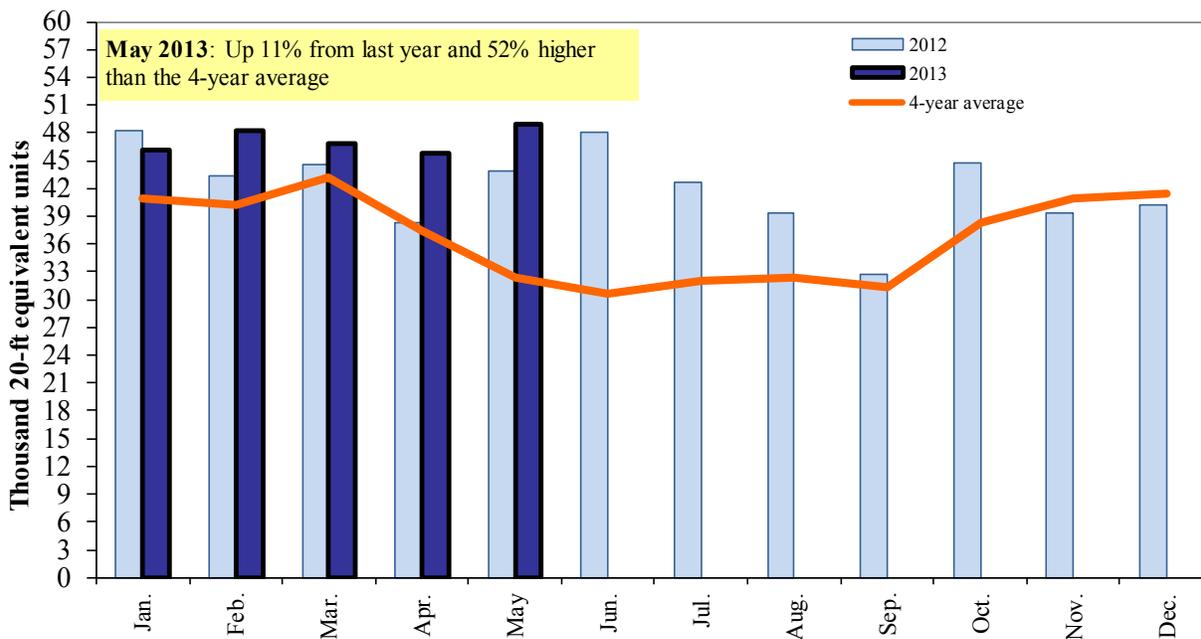


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



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

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

# Contacts and Links

## Coordinators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
Pierre Bahizi	<a href="mailto:pierre.bahizi@ams.usda.gov">pierre.bahizi@ams.usda.gov</a>	(202) 690 - 0992
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Weekly Highlight Editors

Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 690 - 3244
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374
Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430

## Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
-------------------------------	--	------------------

## Rail Transportation

Marvin Prater	<a href="mailto:marvin.prater@ams.usda.gov">marvin.prater@ams.usda.gov</a>	(202) 720 - 0299
Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Barge Transportation

Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374

## Truck Transportation

April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374
--------------	--	------------------

## Grain Exports

Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 690 - 3244

## Ocean Transportation

Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor (Container movements)	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374

**Subscription Information:** Send relevant information to [GTRContactUs@ams.usda.gov](mailto:GTRContactUs@ams.usda.gov) for an electronic copy (*printed copies are also available upon request*).

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. September 26, 2013. Web: <http://dx.doi.org/10.9752/TS056.09-26-2013>

The U.S. Department of Agriculture (USDA) prohibits discrimination in all of its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD).