United States Department of Agriculture

Grain Transportation Report

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

Contact Us

October 16, 2014

Contents

The next release is October 23, 2014

WEEKLY HIGHLIGHTS

Gulf Vessel Loading Activity Continues to Increase, Ocean Freight Rates Remain Relatively Stable
Ocean freight rates for shipping bulk grains remained relatively stable despite increased grain vessel loading activity in the U.S. Gulf. Fourty-four ocean-going **grain vessels** were loaded in the week ending October 9, and 79 vessels are expected within the next 10 days. Since the week ending September 25, an average of 43 vessels have been loaded each week, with 71 vessels expected within the next 10 days, compared to 31 vessels loaded each week, and 46 vessels expected during the weeks ending May 5 to September 18. Meanwhile, the excess vessels continue to absorb the increase in vessel demand in the U.S. Gulf, moderating ocean freight rates. During the week ending October 10, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $46 per mt, down 2 percent from the previous week. The cost of shipping from the PNW to Japan was $25 per mt, up 2 percent from the previous week.

Grain Inspections Continue to Rise
For the week ending October 9, **total inspections of grain** (corn, wheat, soybeans) from all major export regions reached 2.86 million metric tons (mmt), up 9 percent from the past week, 16 percent from last year, and 41 percent above the 3-year average. During the last 4 weeks, total inspections of grain were 9 percent above the same time last year and 17 percent above the 3-year average. Total inspections of corn and soybeans increased 7 and 44 percent from the past week. Wheat inspections, however, dropped 38 percent from the previous week as shipments to Asia and Latin America receded. Pacific Northwest (PNW) soybean inspections reached .414 mmt, the highest since February 6, boosting total PNW inspections 36 percent. Mississippi Gulf inspections increased 5 percent from the past week. Outstanding export sales (unshipped) of grain were below last year for wheat and corn, but up 7 percent for soybeans, indicating near-term demand for transportation services may remain strong for soybeans.

Federal Maritime Commission Approves New 2M Carrier Alliance
On October 8, the Federal Maritime Commission approved a vessel sharing agreement, the so-called 2M, between the two largest global ocean container carriers, Maersk Line and Mediterranean Shipping Company. Maersk Line announced the program will begin in January. The Journal of Commerce reported the 2M would involve a total of 185 vessels with an estimated capacity of 2.1 million twenty-foot equivalent units and 21 service routes. Vessel sharing agreements allow carriers to consolidate services around fewer but bigger ships, reducing their per container operating costs.

New Publications: Soybean Transportation Profile
This week, AMS released a new report—the **Soybean Transportation Profile**. The report examines the importance of the freight transportation system to soybean producers and consumers. This publication provides an important transportation perspective during a year in which USDA projects record soybean production and exports. The report presents an overview of the U.S. soybean supply-and-demand factors that have transportation implications.

Railcar Backlog Grows; Bids in Secondary Railcar Market Reach Previous Record High
As the backlog of graincars on BNSF Railway (BNSF) continues to increase for the fourth consecutive week, average bids in the secondary railcar market for BNSF service have climbed back to the record level set in mid-March near the height of BNSF's graincar backlog. Past due graincars on BNSF are now at 5,695 cars, up from 1,898 cars 4 weeks ago. This week's average secondary railcar market shuttle bid for BNSF service reached the previous record high of $5,875 above tariff. However, cycle times on grain shuttles moving to the Pacific Northwest improved to 2.7 shuttle trips per month, the fastest cycle time in three weeks, but down from the peak of 2.9 shuttle trips per month reached the week of September 6.

Snapshots by Sector

Rail
U.S. railroads originated 22,605 **carloads of grain** during the week ending October 4, up 32 percent from last week, 5 percent from last year, and 6 percent from the 3-year average.

During the week ending October 9, average October shuttle **secondary railcar bids/offers per car** were $4,188 above tariff, up $188 from last week and $3,154 higher than last year. There were no non-shuttle secondary railcar bids/offers.

Barge
During the week ending October 11 **barge grain movements** totaled 656,130 tons—29 percent higher than the previous week and 52 percent higher than the same period last year.

During the week ending October 11, 420 grain barges **moved down river**, up 30.8 percent from last week; 909 grain barges were **unloaded in New Orleans**, up 13.2 percent from the previous week.

Fuel
During the week ending October 13, U.S. average **diesel fuel prices** decreased 4 cents from the previous week to $3.70 per gallon—down 19 cents from the same week last year.

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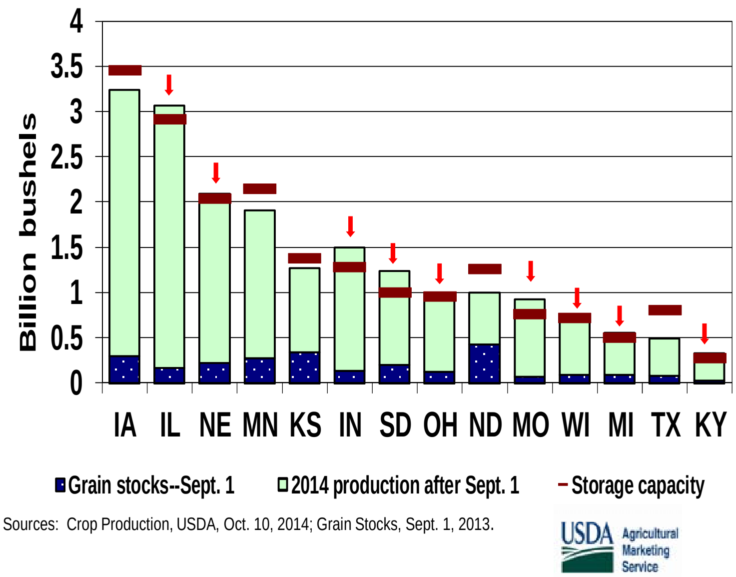
Web: http://dx.doi.org/10.9752/TS056.10-16-2014

Feature Article/Calendar

Storage Shortfall Worsens on Increased Corn Ending Stocks and Grain Production

The amount of grain production and grain stocks expected to exceed permanent grain storage capacity this harvest season has increased to an estimated 952 million bushels (about 5 percent of the expected U.S. record fall harvest). The storage shortfall is expected to impact eight States, which include, in decreasing order of storage capacity shortage, South Dakota, Indiana, Missouri, Illinois, Nebraska, Kentucky, Michigan, and Ohio (see figure). This shortfall estimate is up 37 percent from the September 4 estimate of 694 million bushels and is 18 percent more than the 2010 storage capacity shortage of 805 million bushels. A 50-percent increase in estimated old crop corn in storage on September 1 compared to last year at the same time and a slight rise in estimated record fall crop production contributed to the worsening estimation of the lack of grain storage capacity. Some of the impact could be mitigated by temporary storage; under special circumstances with unusually large crops, USDA sometimes allows emergency and temporary storage of grain that is under government loans, with the storing entity continuing to be financially responsible for the quantity and quality of the grain.

Figure 1: Grain Production, Stocks and Storage



Sources: Crop Production, USDA, Oct. 10, 2014; Grain Stocks, Sept. 1, 2013.

South Dakota could be short of grain storage capacity by 236 million bushels (24 percent of storage capacity); it is estimated to have the greatest grain storage shortage in addition to continued rail service delays due to competition for rail capacity. Indiana could be short by 212 million bushels (17 percent), Missouri by 171 million bushels (23 percent), Illinois by 147 million bushels (5 percent), Nebraska by 58 million bushels (3 percent), Kentucky by 52 million bushels (19 percent), Michigan by 49 million bushels (10 percent), and Ohio by 27 million bushels (3 percent). The red lines in the figure represent the storage capacity of each State; a surplus of storage capacity is shown by a red line above the bar and a shortage of storage capacity shown by a red line inside the bar. Red down arrows show those States with insufficient capacity.

This year's fall harvest is expected to be challenging because of rail service delays, a bumper crop, and limited storage. Rail service delays are expected to continue because of brisk competition for limited rail capacity from oil, coal, intermodal, and automobiles, resulting in rail congestion. These rail service delays also are expected to continue adding to the cost of moving this fall's harvest, which is expected to reach a record 18.8 billion bushels.

According to its October 10 report to the Surface Transportation Board, BNSF had 5,695 grain cars past due an average of 11 days, up 38 percent from the 4,119 it reported the prior week. North Dakota grain cars past due totaled 3,706 and are an average of 12 days late. BNSF also reported 693 past due grain cars in Montana and 470 in South Dakota.

Canadian Pacific (CP) reported on October 10 that its open requests for grain cars were 1,871 and were an average of 24 days late. CP fulfilled 2,386 grain car orders during the week and reported 1,675 new requests. Of the fulfilled orders, only 143 grain car orders were moved on the Rapid City, Pierre & Eastern Railroad (RCP&E) line in South Dakota.

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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
10/15/14	248	246	394	463	206	177
10/08/14	251	390	386	496	210	174

[1]Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = near-month secondary rail market bid and monthly tariff ra with fuel surcharge ($/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	10/10/2014	10/3/2014
Corn	IL--Gulf	-0.89	-1.15
Corn	NE--Gulf	-0.95	-1.15
Soybean	IA--Gulf	-1.82	-1.80
HRW	KS--Gulf	-2.22	-2.22
HRS	ND--Portland	-4.78	-4.82

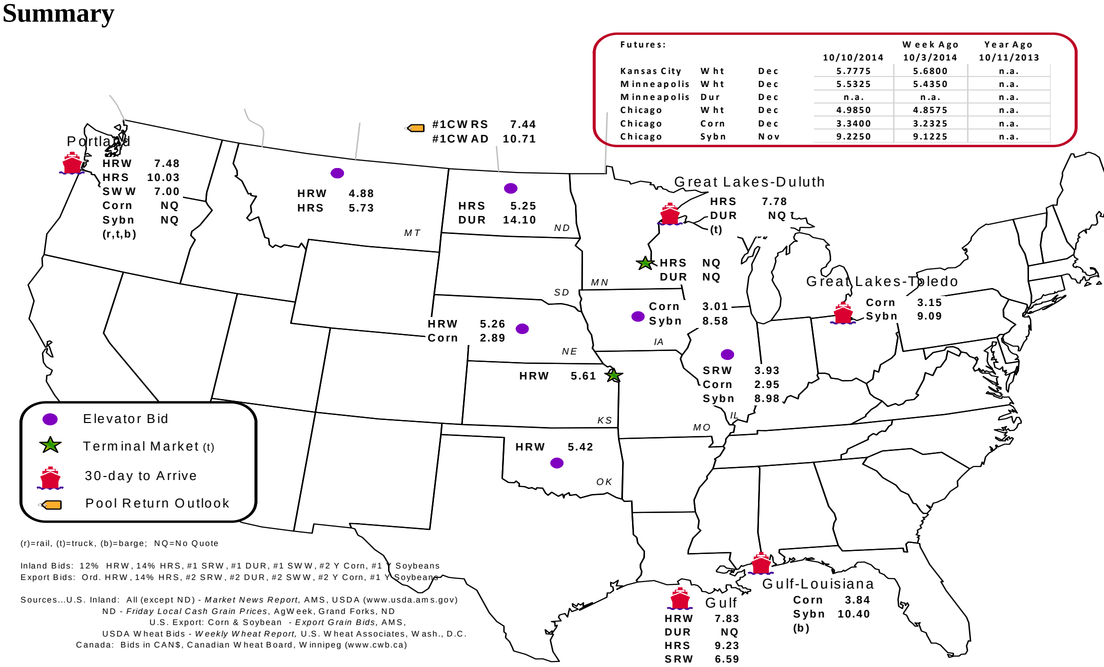
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
10/08/2014[p]	417	817	4,653	408	6,295	10/4/2014	2,152
10/01/2014[r]	54	1,511	2,699	170	4,434	9/27/2014	1,485
2014 YTD[r]	22,672	65,078	175,976	19,556	283,282	2014 YTD	77,722
2013 YTD[r]	11,893	59,349	103,259	11,687	186,188	2013 YTD	50,285
2014 YTD as % of 2013 YTD	191	110	170	167	152	% change YTD	155
Last 4 weeks as % of 2013[2]	45	58	104	62	82	Last 4wks % 2013	118
Last 4 weeks as % of 4-year avg.[2]	30	72	118	61	90	Last 4wks % 4 yr	121
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

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2013 and prior 4-year average.

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

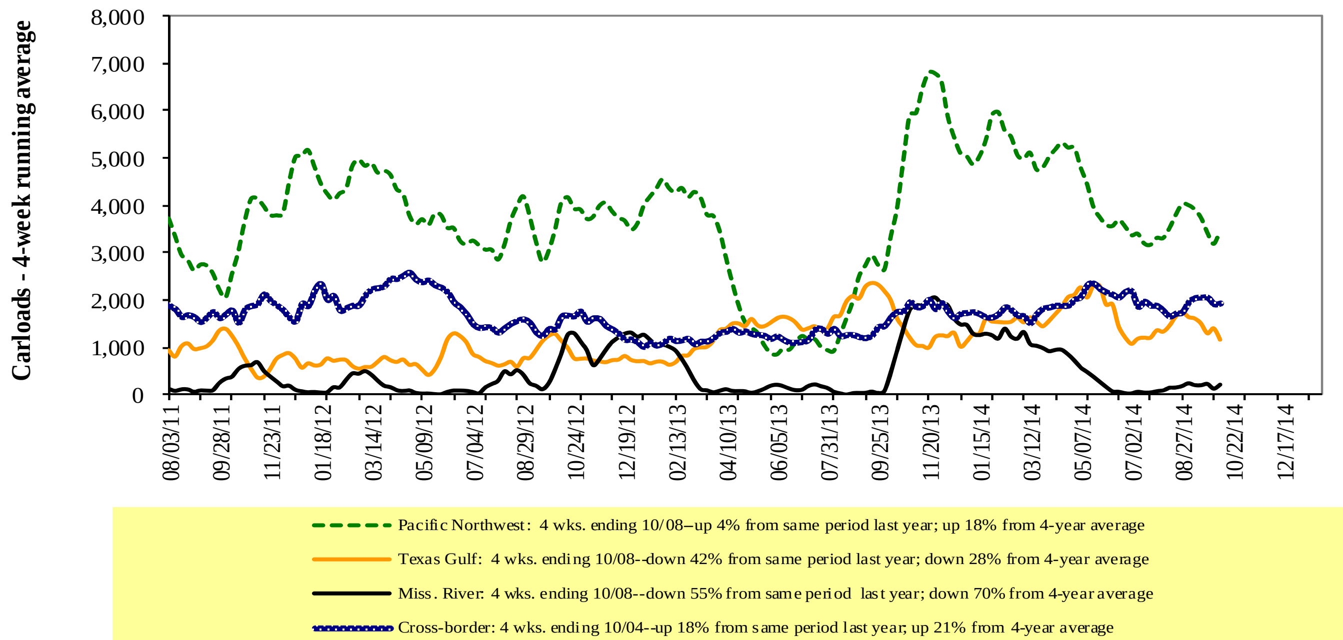
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

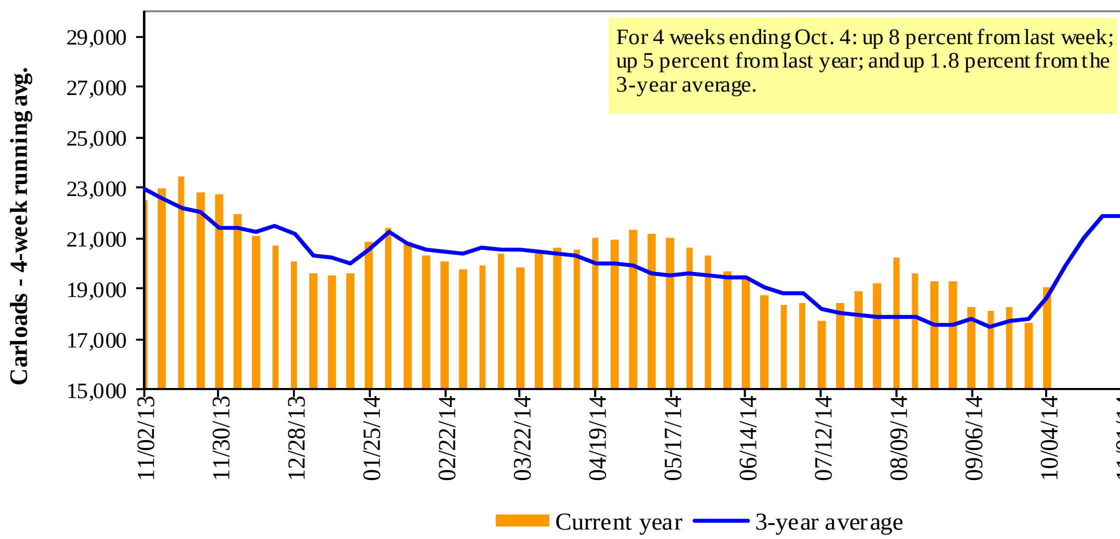
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
10/04/14	2,658	2,788	9,779	1,116	6,264	22,605	4,827	5,590
This week last year	1,806	3,600	9,879	1,018	5,276	21,579	5,431	6,664
2014 YTD	72,344	112,043	348,081	34,468	223,413	790,349	175,289	209,520
2013 YTD	56,351	94,088	344,704	22,879	155,942	673,964	131,996	205,611
2014 YTD as % of 2013 YTD	128	119	101	151	143	117	133	102
Last 4 weeks as % of 2013	102	108	98	112	120	105	91	87
Last 4 weeks as % of 3-yr avg.[1]	124	93	86	129	110	97	101	91
Total 2013	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753

[1]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[1] ($/car)[2]

Week ending 10/9/2014	Delivery period Oct-14	Oct-13	Nov-14	Nov-13	Dec-14	Dec-13	Jan-15	Jan-14
BNSF[3]								
COT grain units	no offer	no offer	no offer	no offer	no offer	no offer	2382	28
COT grain single-car[5]	no offer	no offer	no offer	no offer	no offer	no offer	1553 . . 1851	0 . . 32
UP[4]								
GCAS/Region 1	no offer	32	no offer	1	no offer	no bids	n/a	n/a
GCAS/Region 2	no offer	56	no offer	1	no offer	no bids	n/a	n/a

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

[2]Average premium/discount to tariff, last auction

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

[4]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.

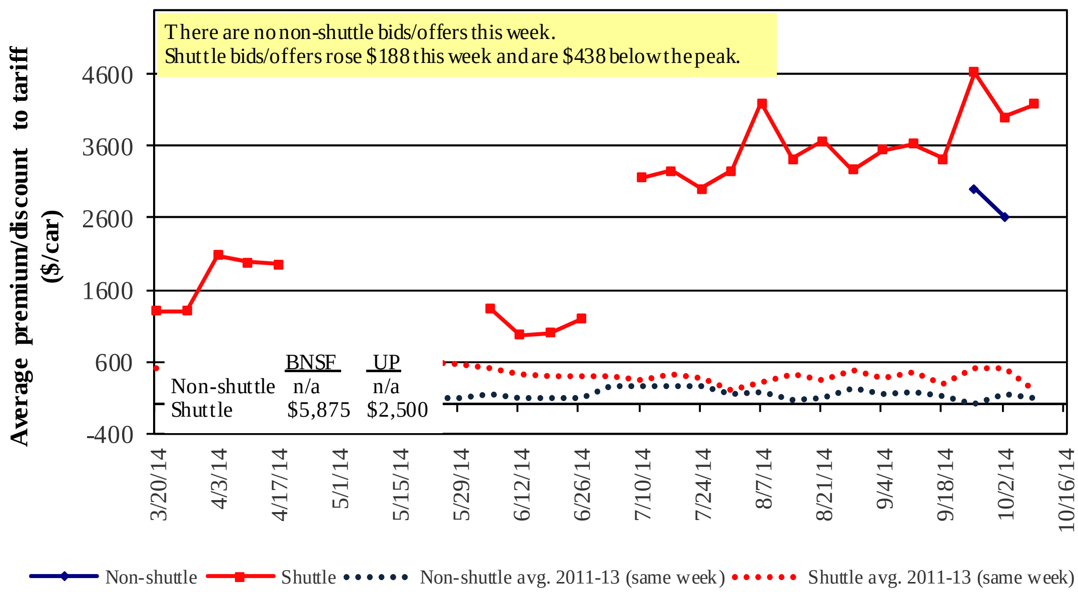
[5]Range is shown because average is not available. Not available = n/a.

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 2014, Secondary Market

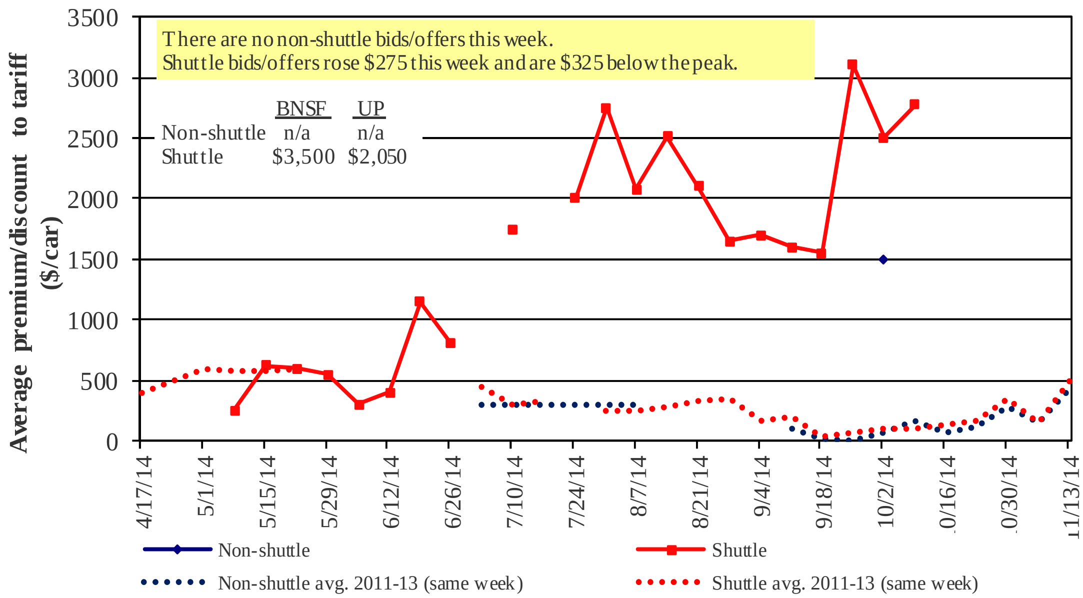


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

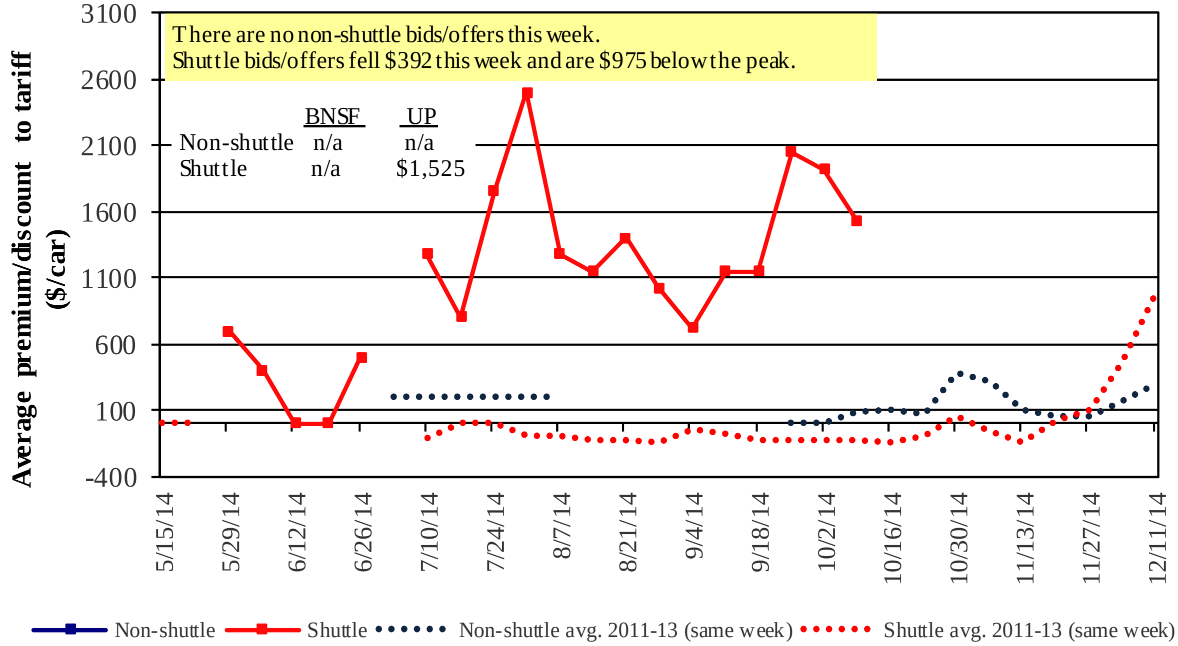


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in December 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)[1]

Week ending 10/9/2014	Delivery period: Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15
Non-shuttle						
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
Shuttle[2]						
BNSF-GF	5,875	3,500	n/a	2,000	n/a	n/a
Change from last week	1,125	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	4,508	2,700	n/a	n/a	n/a	n/a
UP-Pool	2,500	2,050	1,525	n/a	n/a	n/a
Change from last week	(750)	(450)	(392)	n/a	n/a	n/a
Change from same week 2013	1,800	1,600	1,625	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week
[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.
Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool
Sources: Transportation and Marketing Programs/AMS/USDA
Data from James B. Joiner Co., Tradewest Brokerage Co.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 10/1/2014	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,387	$177	$35.39	$0.96	6
	Grand Forks, ND	Duluth-Superior, MN	$3,596	$101	$36.72	$1.00	0
	Wichita, KS	Los Angeles, CA	$6,244	$520	$67.17	$1.83	0
	Wichita, KS	New Orleans, LA	$4,026	$312	$43.07	$1.17	5
	Sioux Falls, SD	Galveston-Houston, TX	$5,824	$427	$62.08	$1.69	0
	Northwest KS	Galveston-Houston, TX	$4,293	$341	$46.02	$1.25	4
	Amarillo, TX	Los Angeles, CA	$4,492	$475	$49.32	$1.34	4
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,328	$352	$36.55	$0.93	3
	Toledo, OH	Raleigh, NC	$4,875	$398	$52.37	$1.33	3
	Des Moines, IA	Davenport, IA	$2,168	$75	$22.27	$0.57	4
	Indianapolis, IN	Atlanta, GA	$4,211	$299	$44.79	$1.14	3
	Indianapolis, IN	Knoxville, TN	$3,593	$192	$37.59	$0.95	3
	Des Moines, IA	Little Rock, AR	$3,308	$219	$35.03	$0.89	2
	Des Moines, IA	Los Angeles, CA	$5,365	$638	$59.61	$1.51	2
Soybeans	Minneapolis, MN	New Orleans, LA	$3,649	$387	$40.08	$1.09	3
	Toledo, OH	Huntsville, AL	$3,807	$283	$40.61	$1.11	3
	Indianapolis, IN	Raleigh, NC	$4,946	$401	$53.10	$1.45	3
	Indianapolis, IN	Huntsville, AL	$3,499	$192	$36.65	$1.00	3
	Champaign-Urbana, IL	New Orleans, LA	$3,974	$352	$42.96	$1.17	5
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,678	$299	$39.50	$1.07	0
	Wichita, KS	Galveston-Houston, TX	$3,471	$233	$36.78	$1.00	-8
	Chicago, IL	Albany, NY	$4,140	$374	$44.82	$1.22	4
	Grand Forks, ND	Portland, OR	$5,159	$517	$56.36	$1.53	-1
	Grand Forks, ND	Galveston-Houston, TX	$6,084	$538	$65.76	$1.79	0
	Northwest KS	Portland, OR	$5,260	$560	$57.79	$1.57	3
Corn	Minneapolis, MN	Portland, OR	$5,000	$629	$55.90	$1.42	-1
	Sioux Falls, SD	Tacoma, WA	$4,960	$576	$54.98	$1.40	-1
	Champaign-Urbana, IL	New Orleans, LA	$3,147	$352	$34.75	$0.88	3
	Lincoln, NE	Galveston-Houston, TX	$3,510	$336	$38.19	$0.97	-1
	Des Moines, IA	Amarillo, TX	$3,690	$275	$39.38	$1.00	2
	Minneapolis, MN	Tacoma, WA	$5,000	$624	$55.85	$1.42	-1
	Council Bluffs, IA	Stockton, CA	$4,400	$646	$50.11	$1.27	-1
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,520	$576	$60.54	$1.65	-1
	Minneapolis, MN	Portland, OR	$5,530	$629	$61.17	$1.66	-1
	Fargo, ND	Tacoma, WA	$5,430	$512	$59.01	$1.61	-1
	Council Bluffs, IA	New Orleans, LA	$4,425	$406	$47.97	$1.31	5
	Toledo, OH	Huntsville, AL	$2,982	$283	$32.42	$0.88	3
	Grand Island, NE	Portland, OR	$5,360	$573	$58.92	$1.60	4

[1]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.

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

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

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

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

Table 8

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

Effective date: 10/1/2014				Fuel			Percent
	Origin		Tariff	surcharge	Tariff plus surcharge per:		change
Commodity	state	Destination region	rate/car[1]	per car[2]	metric ton[3]	bushel[3]	Y/Y[4]
Wheat	MT	Chihuahua, CI	$6,460	$547	$71.59	$1.95	1
	OK	Cuautitlan, EM	$6,565	$664	$73.86	$2.01	2
	KS	Guadalajara, JA	$7,149	$642	$79.60	$2.16	-13
	TX	Salinas Victoria, NL	$3,852	$250	$41.92	$1.14	30
Corn	IA	Guadalajara, JA	$8,049	$754	$89.95	$2.28	0
	SD	Celaya, GJ	$7,656	$715	$85.54	$2.17	-1
	NE	Queretaro, QA	$7,535	$670	$83.84	$2.13	2
	SD	Salinas Victoria, NL	$5,880	$544	$65.63	$1.67	0
	MO	Tlalnepantla, EM	$6,887	$651	$77.02	$1.95	1
	SD	Torreon, CU	$6,722	$599	$74.80	$1.90	0
Soybeans	MO	Bojay (Tula), HG	$8,111	$636	$89.38	$2.43	2
	NE	Guadalajara, JA	$8,572	$728	$95.02	$2.58	1
	IA	El Castillo, JA	$8,855	$711	$97.74	$2.66	0
	KS	Torreon, CU	$6,989	$452	$76.02	$2.07	1
Sorghum	TX	Guadalajara, JA	$6,953	$465	$75.80	$1.92	2
	NE	Celaya, GJ	$7,287	$649	$81.09	$2.06	0
	KS	Queretaro, QA	$6,795	$408	$73.59	$1.87	-3
	NE	Salinas Victoria, NL	$5,500	$478	$61.08	$1.55	-3
	NE	Torreon, CU	$6,318	$533	$70.00	$1.78	-1

[1]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.

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

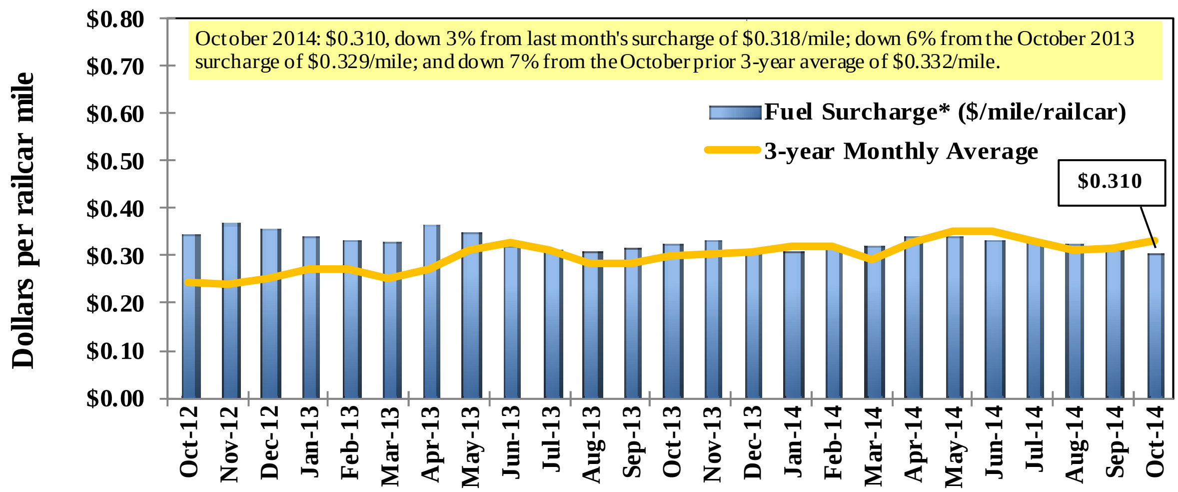
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4]Percentage change year over year calculated using tariff rate plus fuel surchage

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]



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

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

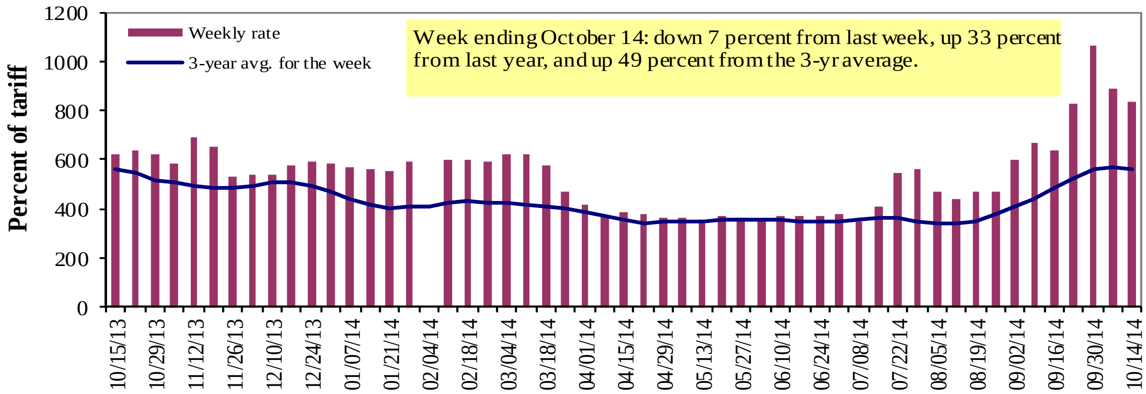
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]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
Rate[1]	10/14/2014	742	837	833	683	808	808	617
	10/7/2014	792	900	892	833	933	933	827
$/ton	10/14/2014	45.93	44.53	38.65	27.25	37.90	32.64	19.37
	10/7/2014	49.02	47.88	41.39	33.24	43.76	37.69	25.97
Current week % change from the same week:								
	Last year	21	34	33	25	28	28	28
	3-year avg. [2]	33	51	49	31	38	38	25
Rate[1]	November	733	750	733	592	708	708	525
	January	-	-	608	467	558	558	433

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds;

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9
Benchmark tariff rates

Calculating barge rate per ton:
(Rate * 1976 tariff benchmark rate per ton)/100

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

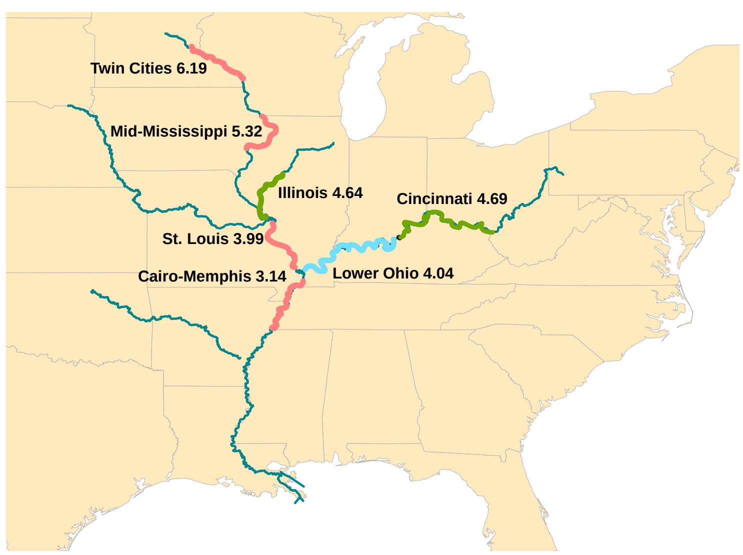
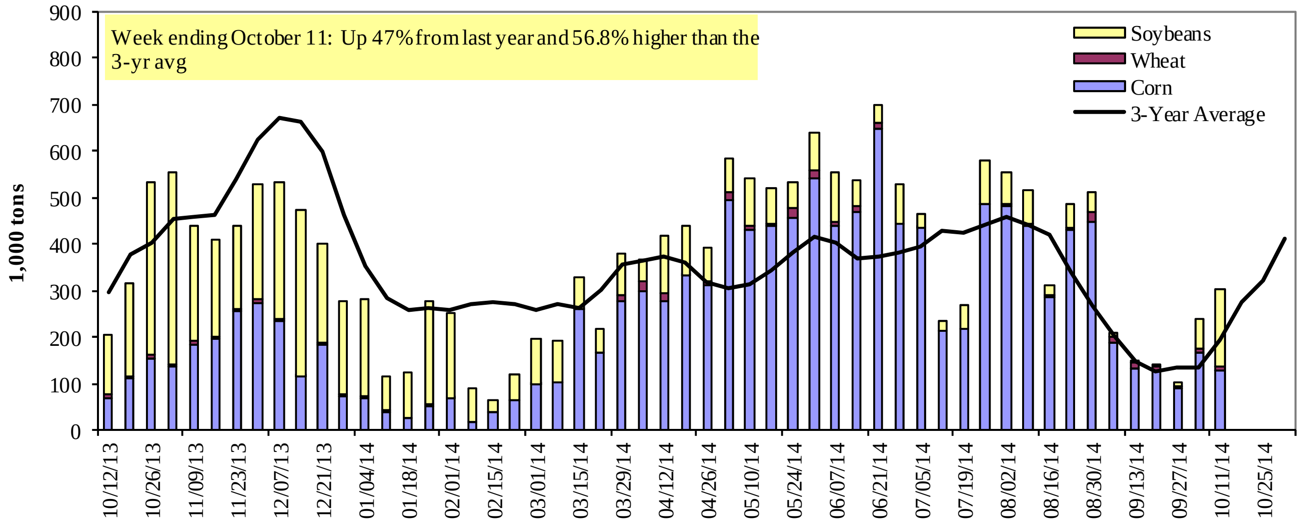


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

Week ending 10/11/2014	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	23	3	39	0	65
Winfield, MO (L25)	93	8	110	0	211
Alton, IL (L26)	149	9	160	0	318
Granite City, IL (L27)	127	9	167	0	304
Illinois River (L8)	74	0	50	0	124
Ohio River (L52)	164	5	111	0	279
Arkansas River (L1)	1	6	62	4	73
Weekly total - 2014	292	20	340	4	656
Weekly total - 2013	212	32	175	13	433
2014 YTD[1]	17,458	2,073	5,810	190	25,531
2013 YTD	6,183	3,877	4,914	157	15,132
2014 as % of 2013 YTD	282	53	118	121	169
Last 4 weeks as % of 2013[2]	151	44	182	242	138
Total 2013	9,504	4,111	10,065	255	23,935

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

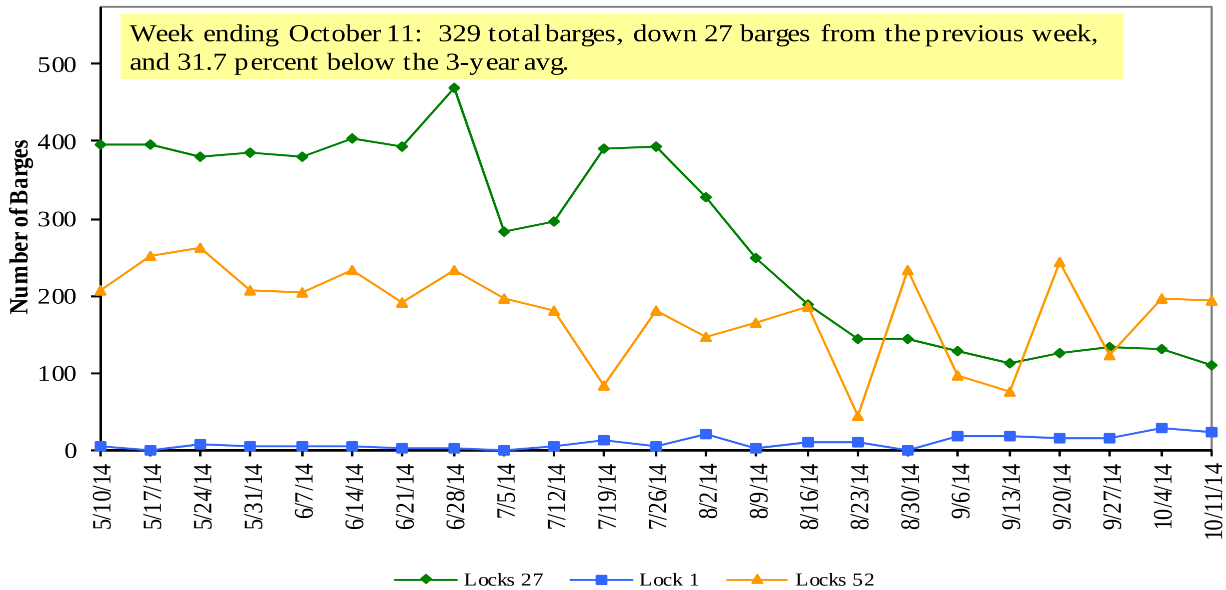
[2] As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

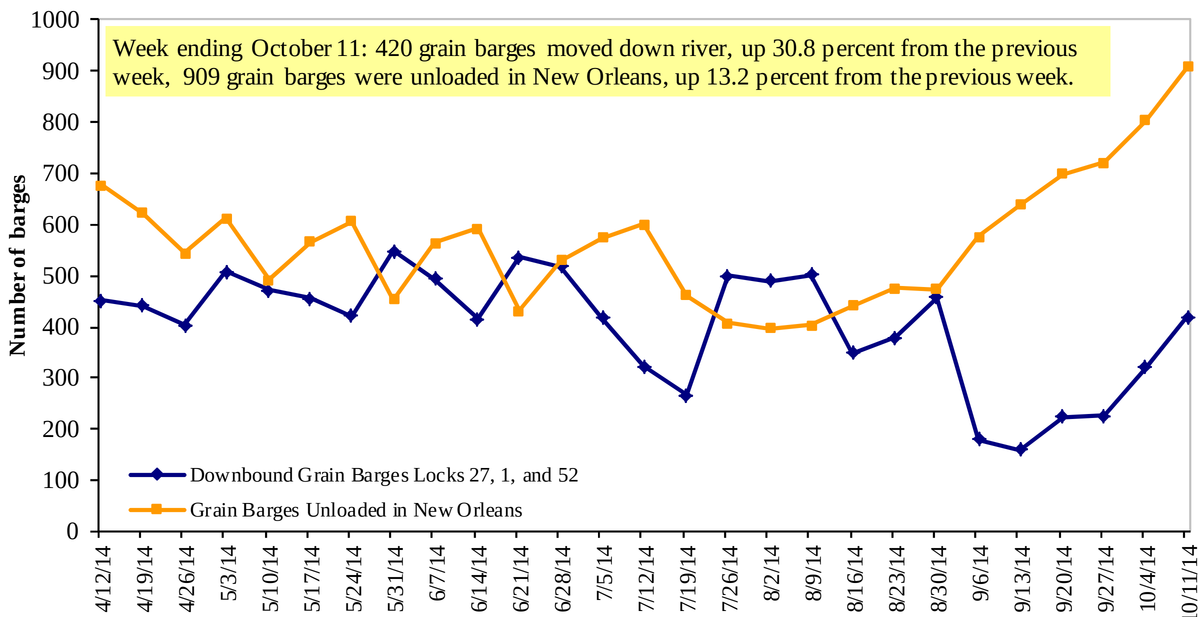
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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[1], Week Ending 10/13/2013 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.714	-0.041	-0.190
	New England	3.815	-0.033	-0.217
	Central Atlantic	3.784	-0.046	-0.179
	Lower Atlantic	3.638	-0.040	-0.199
II	Midwest[2]	3.636	-0.034	-0.218
III	Gulf Coast[3]	3.637	-0.025	-0.160
IV	Rocky Mountain	3.750	-0.037	-0.139
V	West Coast	3.891	-0.042	-0.156
	West Coast less California	3.802	-0.053	-0.137
	California	3.965	-0.033	-0.174
Total	U.S.	3.698	-0.035	-0.188

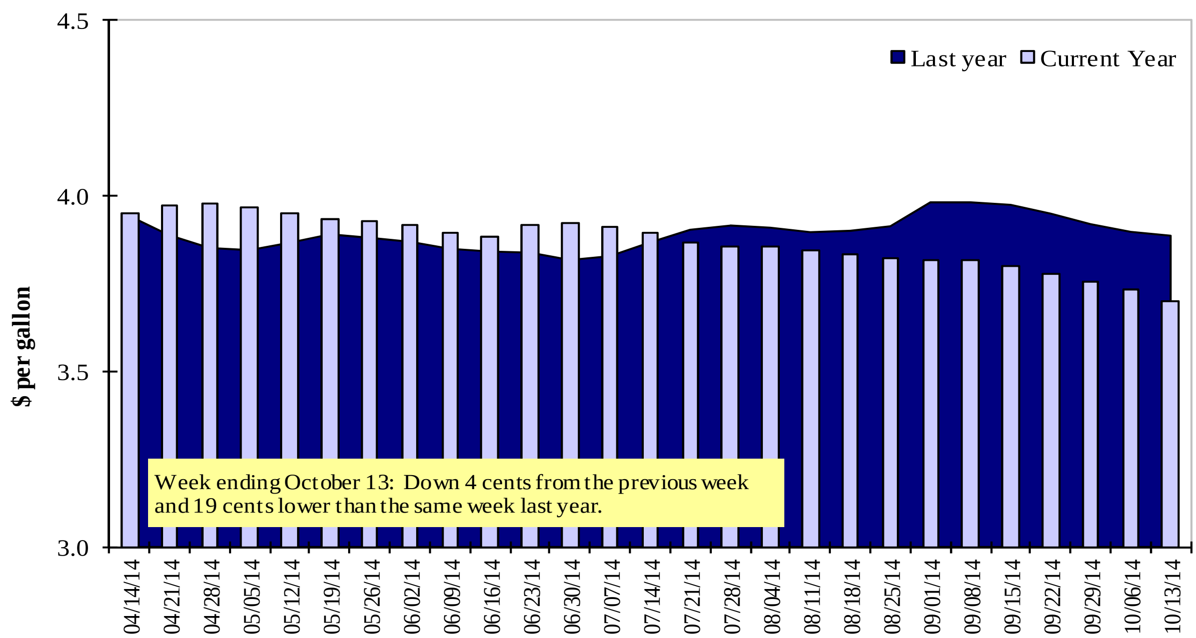
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
10/2/2014	1,506	869	1,443	790	101	4,708	11,243	27,405	43,356
This week year ago	1,605	1,651	1,232	860	86	5,433	13,644	25,668	44,745
Cumulative exports-marketing year[2]									
2014/15 YTD	2,970	1,753	2,902	1,437	170	9,232	4,055	2,342	15,629
2013/14 YTD	5,518	4,272	2,284	1,535	141	13,750	2,333	1,819	17,902
YTD 2014/15 as % of 2013/14	54	41	127	94	121	67	174	129	87
Last 4 wks as % of same period 2013/14	90	58	130	89	103	89	84	105	96
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293

[1] Current unshipped export sales to date

[2] 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)

Table 13

Top 5 Importers[1] of U.S. Corn

Week ending 10/02/2014	Total Commitments[2] 2014/15 Current MY	2013/14 Last MY	% change current MY from last MY	Exports[3] 3-year avg 2011-2013
	- 1,000 mt -			- 1,000 mt -
Japan	2,821	2,212	28	10,079
Mexico	3,860	4,173	(8)	8,145
Korea	414	8	5,011	2,965
China	73	3,664	(98)	3,461
Taiwan	257	236	9	1,238
Top 5 Importers	**7,425**	**10,294**	**(28)**	**25,887**
Total US corn export sales	**15,298**	**15,977**	**(4)**	**34,445**
% of Projected	34%	33%		
Change from prior week	785	1,342		
Top 5 importers' share of U.S. corn export sales	49%	64%		75%
USDA forecast, October 2014	**44,450**	**48,700**	**(9)**	
Corn Use for Ethanol USDA forecast, October 2014	**130,175**	**130,302**	**(0)**	

(n) indicates negative number.

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

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

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

Table 14

Top 5 Importers[1] of U.S. Soybeans

Week Ending 10/02/2014	Total Commitments[2] 2014/15 Current MY	2013/14 Last MY	% change current MY from last MY	Exports[3] 3-yr avg. 2011-13
	- 1,000 mt -			- 1,000 mt -
China	17,193	17,978	(4)	24,211
Mexico	1,068	802	33	2,971
Indonesia	681	430	59	1,895
Japan	544	530	3	1,750
Taiwan	603	555	8	1,055
Top 5 importers	**20,089**	**20,294**	**(1)**	**31,882**
Total US soybean export sales	**29,747**	**27,487**	**8**	**39,169**
% of Projected	64%	61%		
Change from prior week	847	930		
Top 5 importers' share of U.S. soybean export sales	68%	74%		**81%**
USDA forecast, October 2014	**46,270**	**44,820**	**3**	

(n) indicates negative number.

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

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

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers[1] of All U.S. Wheat

Week Ending 10/02/2014	Total Commitments[2] 2014/15 Current MY	2013/14 Last MY	% change current MY from last MY	Exports[3] 3-yr avg 2011-2013
	- 1,000 mt -			- 1,000 mt -
Japan	1,435	1,357	6	3,243
Mexico	1,565	1,847	(15)	3,066
Nigeria	1,503	1,446	4	2,960
Philippines	1,122	989	13	2,006
China	202	3,980	(95)	1,830
Brazil	1,386	2,728	(49)	1,617
Korea	773	751	3	1,552
Taiwan	590	514	15	969
Indonesia	349	444	(21)	813
Colombia	365	431	(15)	610
Top 10 importers	**9,289**	**14,488**	(36)	**18,665**
Total US wheat export sales	**13,940**	**19,183**	**(27)**	**27,696**
% of Projected	55%	60%		
Change from prior week	373	654		
Top 10 importers' share of U.S. wheat export sales	67%	76%		67%
USDA forecast, September 2014	**25,170**	**32,010**	**(21)**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

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

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port regions	Week ending 10/09/14	Previous Week[1]	Current Week as % of Previous	2014 YTD[1]	2013 YTD[1]	2014 YTD as % of 2013 YTD	Last 4-weeks as % of 2013	Last 4-weeks as % of 3-yr. avg.	Total[1] 2013
Pacific Northwest									
Wheat	211	375	56	10,410	9,727	107	76	100	11,585
Corn	0	86	0	7,404	1,382	536	4,050	542	2,973
Soybeans	414	0	n/a	4,921	4,152	119	108	52	9,090
Total	**625**	**460**	**136**	**22,735**	**15,261**	**149**	**101**	**94**	**23,647**
Mississippi Gulf									
Wheat	39	106	37	4,045	8,608	47	36	72	9,711
Corn	769	595	129	25,553	9,933	257	139	122	14,828
Soybeans	944	975	97	14,157	9,993	142	144	165	21,462
Total	**1,752**	**1,677**	**105**	**43,754**	**28,534**	**153**	**119**	**135**	**46,002**
Texas Gulf									
Wheat	151	150	101	5,423	7,636	71	65	85	9,039
Corn	0	0	n/a	510	163	313	1,015	1,400	255
Soybeans	0	0	n/a	265	181	146	12	10	908
Total	**151**	**150**	**101**	**6,198**	**7,979**	**78**	**67**	**85**	**10,203**
Interior									
Wheat	8	16	52	1,147	908	126	178	108	1,244
Corn	84	137	62	4,593	2,329	197	66	126	3,943
Soybeans	101	65	157	2,551	2,129	120	155	54	3,212
Total	**194**	**218**	**89**	**8,290**	**5,367**	**154**	**96**	**92**	**8,399**
Great Lakes									
Wheat	35	32	109	554	671	82	106	136	884
Corn	18	0	n/a	244	0	n/a	n/a	602	0
Soybeans	34	0	n/a	85	92	92	49	38	699
Total	**87**	**32**	**269**	**882**	**763**	**116**	**111**	**111**	**1,583**
Atlantic									
Wheat	0	45	0	512	641	80	300	344	645
Corn	46	41	111	765	107	717	133	320	242
Soybeans	2	2	89	1,006	701	144	267	31	1,652
Total	**48**	**88**	**54**	**2,282**	**1,448**	**158**	**178**	**260**	**2,540**
U.S. total from ports[2]									
Wheat	445	724	62	22,090	28,190	78	66	95	33,108
Corn	917	859	107	39,068	13,914	281	155	141	22,241
Soybeans	1,494	1,041	144	22,984	17,248	133	127	116	37,024
Total	**2,857**	**2,625**	**109**	**84,142**	**59,352**	**142**	**109**	**117**	**92,373**

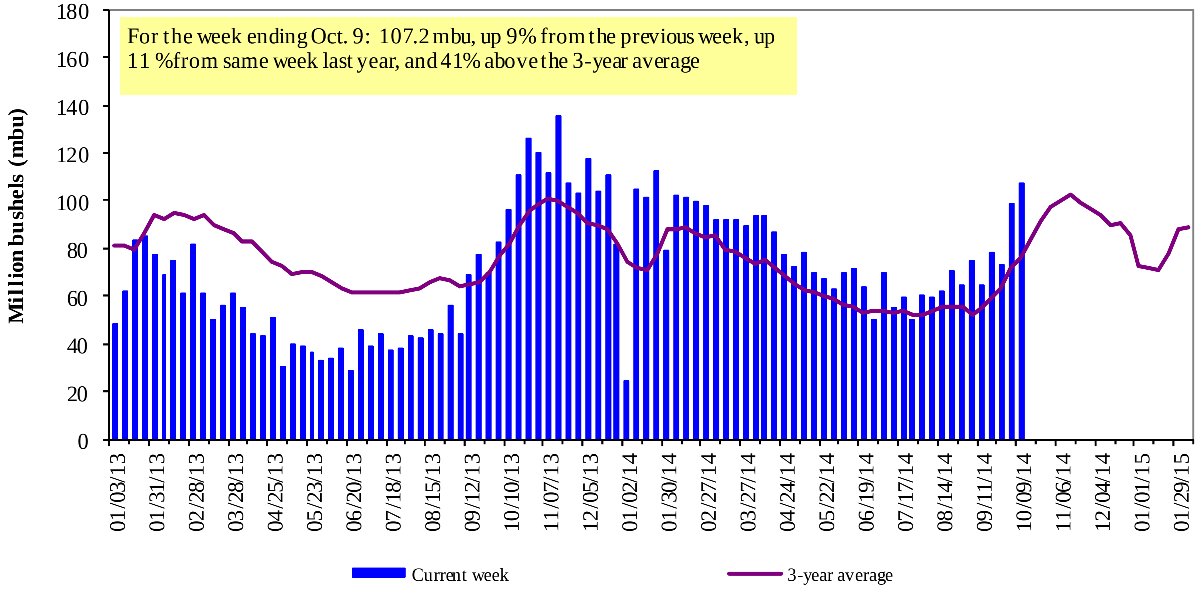
[1] Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

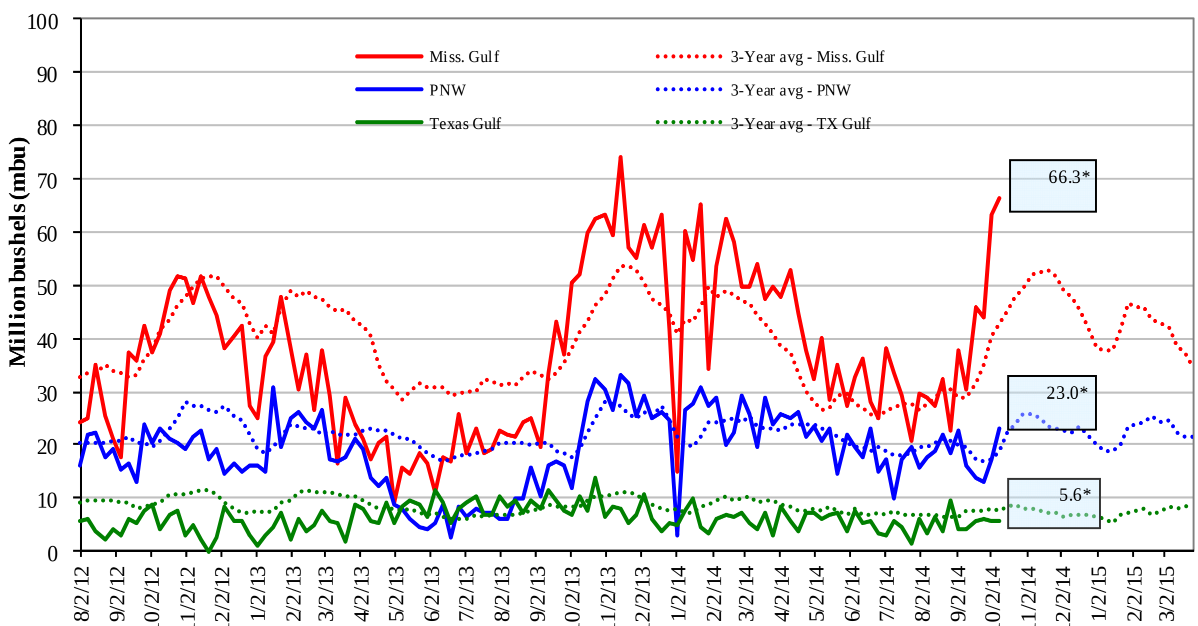


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



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

Oct 09 : % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 5	up 1	up 5	up 34
Last year (same week)	up 27	down 45	up 15	up 12
3-yr avg. (4-wk mov. avg.)	up 63	down 18	up 51	up 1

Ocean Transportation

Table 17

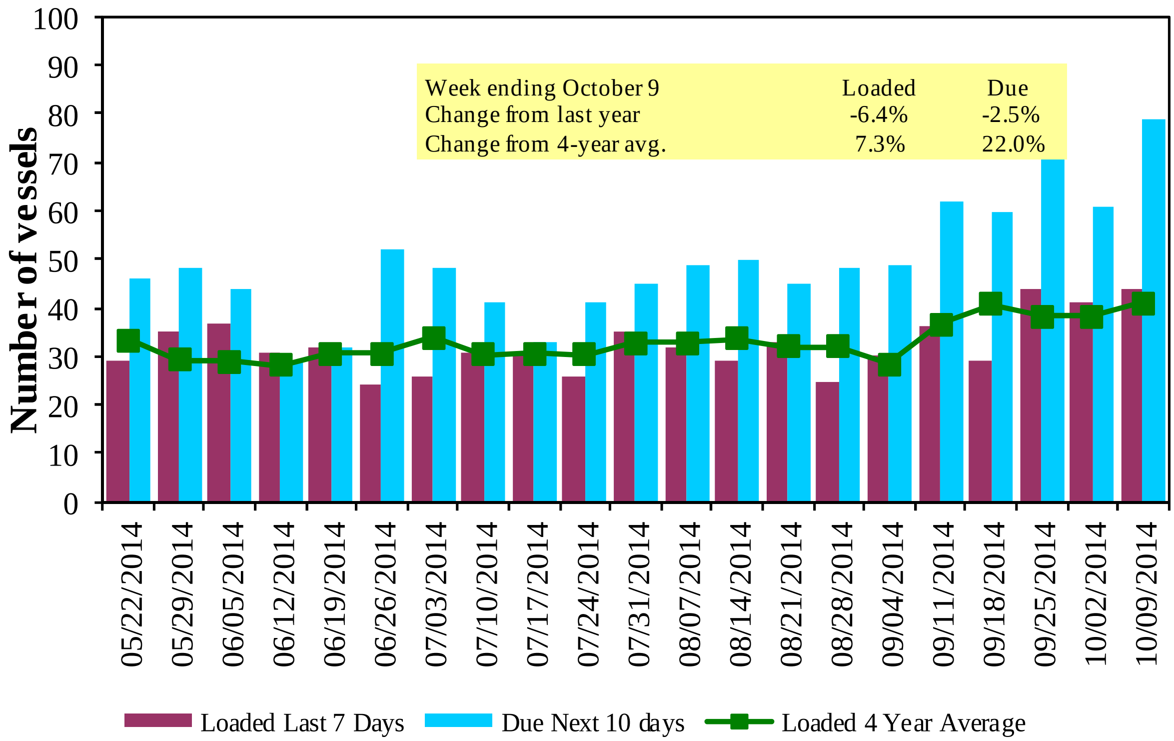
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
10/9/2014	42	44	79	14	n/a
10/2/2014	45	41	61	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

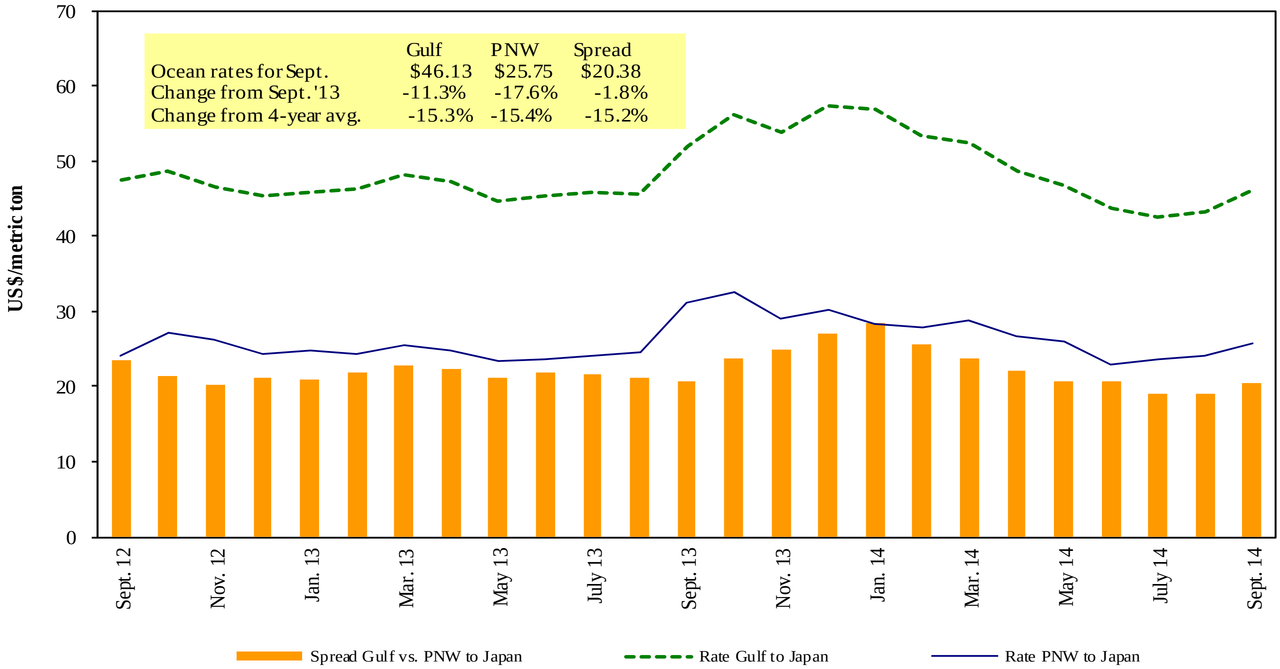
U.S. Gulf[1] Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA
[1]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 10/11/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Nov 1/8	58,000	44.50
U.S. Gulf	China	Heavy Grain	Nov 1/8	58,000	45.00
U.S. Gulf	China	Heavy Grain	Nov 5/15	60,000	45.25
U.S. Gulf	China	Heavy Grain	Nov 1/8	58,000	46.00
U.S. Gulf	China	Heavy Grain	Oct 20/30	58,000	44.00
U.S. Gulf	China	Heavy Grain	Oct 18/26	53,000	44.00
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 1/5	60,000	44.50
U.S. Gulf	Sudan[1]	Sorghum	Nov 20/30	43,440	103.44
PNW	China	Heavy Grain	Nov 1/30	60,000	26.50
PNW	China	Grain	Oct 20/30	60,000	23.00

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

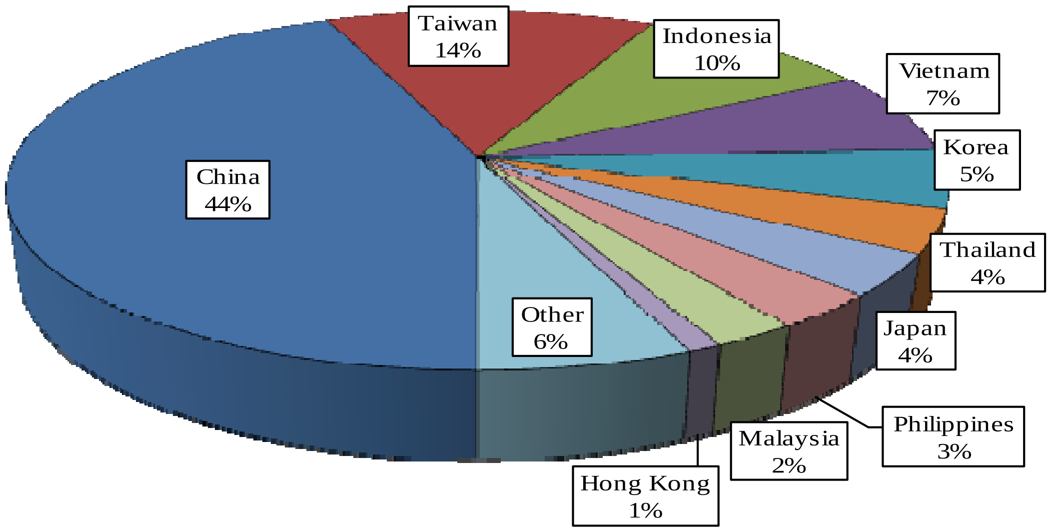
[1]50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 2013, containers were used to transport 10 percent of total U.S. waterborne grain exports, up 2 percentage points from 2012. Approximately 61 percent of U.S. waterborne grain exports in 2013 went to Asia, of which 16 percent were moved in containers. Asia is the top destination for U.S. containerized grain exports—97 percent in 2013.

Figure 18

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

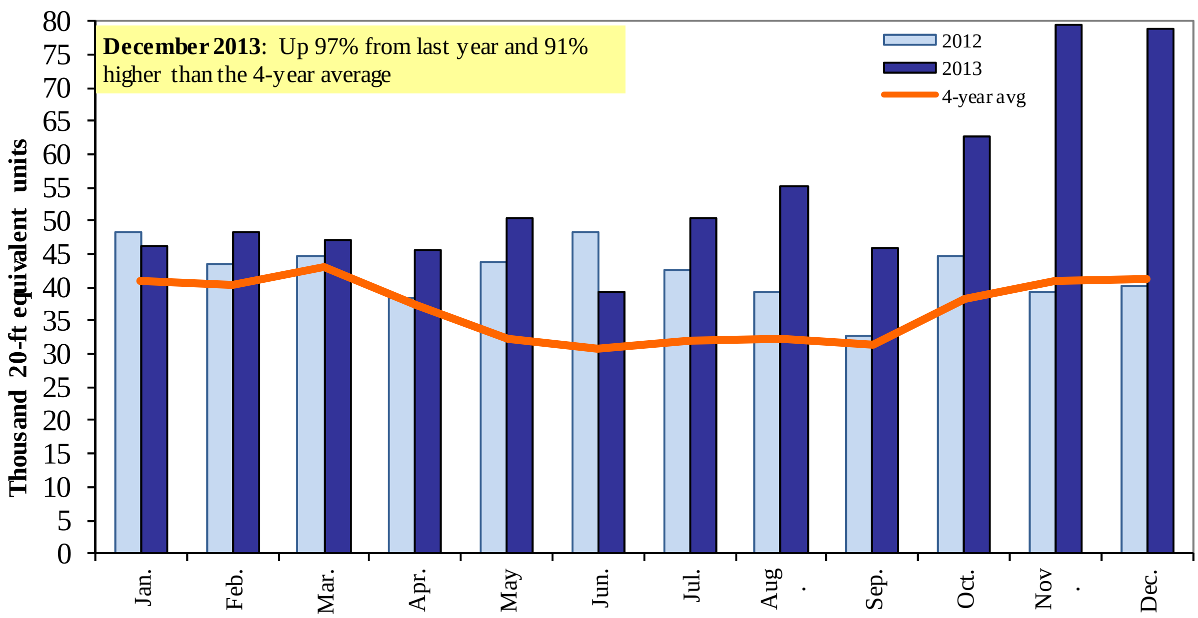


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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