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 23, 2014

Contents

The next release is October 30, 2014

WEEKLY HIGHLIGHTS

Missouri Allows Heavier-Than-Normal-Truckloads of Grain

On October 15, Governor Jay Nixon announced that the Missouri Department of Transportation, at the request of the Missouri Department of Agriculture, has agreed to allow 10 percent heavier than normal truckloads of corn, soybeans, and other grain crops on Missouri's non-Interstate highways for the next 60 days. "Many farmers are seeing record harvests this year, but heavy rains over the past few weeks are making it harder for them to get these valuable crops out of the fields," said Gov. Nixon. "With the prime harvest season under way, this emergency waiver will provide timely and much-needed relief to farmers affected by these conditions. Without action to help them harvest more quickly, many Missouri farmers faced the possibility of real financial hardship—despite producing strong yields of corn, soybeans, and other crops.

Higher Soybean Shipment Increases Grain Inspections

For the week ending October 16, **total inspections of grain** (corn, wheat, and soybeans) from all major export regions reached 3.25 million metric tons (mmt), up 11 percent from the past week, 10 percent from last year, and 46 percent above the 3-year average. The increase was boosted by higher shipment of soybeans, which increased 38 percent at all port regions. Soybean inspections increased 70 percent in the Pacific Northwest and 17 percent in the Mississippi Gulf. Soybeans bound for China accounted for 68 percent of total soybean inspections. Corn inspections dropped 23 percent from the past week, while wheat decreased 1 percent. Outstanding (unshipped) export sales increased from the previous week for corn, indicating a possible increase for corn inspections for the upcoming week. Outstanding sales, however, decreased for soybeans and wheat.

Barge Rates Drop From September Highs; Barge Unloads in the Gulf Above Average

On September 30, export grain barge rates at principle inland origins averaged 76 to 123 percent higher than the 5-year average. Rates had escalated in anticipation of a record harvest of corn and soybeans. However, rain has delayed the harvest during October and has lessened any new demand for barge services. As of October 21, barge rates are 38 to 61 percent higher than average at major origins. The lower Illinois River barge rate for October 21 was 873 percent of tariff ($40.51 per ton), $9 less per ton than the September 30 rate of 1,067 percent of tariff ($49.51 per ton). The number of grain barges unloaded in the Gulf has averaged 874 per week during October, 33 percent higher than the 5-year average.

Snapshots by Sector

Rail

U.S. railroads originated 20,430 **carloads of grain** during the week ending October 11, down 10 percent from last week, 6 percent from last year, and 5 percent from the 3-year average.

During the week ending October 16, average November non-shuttle **secondary railcar bids/offers per car** were $2,150 above tariff, $1,900 higher than last year. Average shuttle bids/offers per car were $2,173 above tariff, down $602 from last week and $1,298 higher than last year.

Barge

During the week ending October 18, **barge grain movements** totaled 609,099 tons—7.2 percent lower than the previous week and 23.4 percent lower than the same period last year.

During the week ending October 18, 381 grain barges **moved down river**, down 9.3 percent from last week; 909 grain barges were **unloaded in New Orleans**, unchanged from the previous week.

Ocean

During the week ending October 16, 45 **ocean-going grain vessels** were loaded in the Gulf, 8 percent less than the same period last year. Sixty-six vessels are expected to be loaded within the next 10 days, 10 percent less than the same period last year.

During the week ending October 17, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $45.50 per mt, down 1 percent from the previous week. The cost of shipping from the PNW to Japan was $24.50 per mt, down 2 percent from the previous week.

Fuel

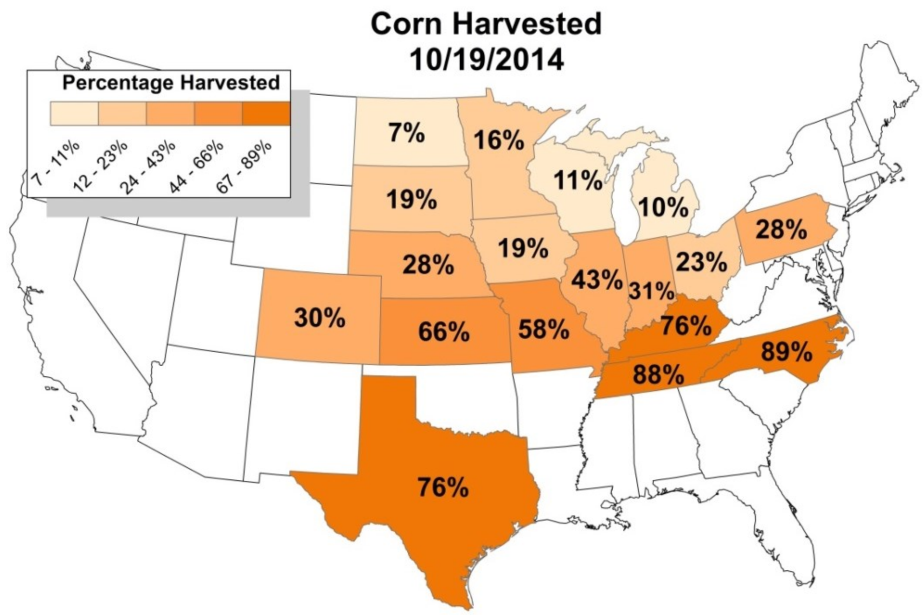
During the week ending October 20, U.S. average **diesel fuel prices** decreased 4 cents from the previous week to $3.66 per gallon—down 23 cents from the same week last year.

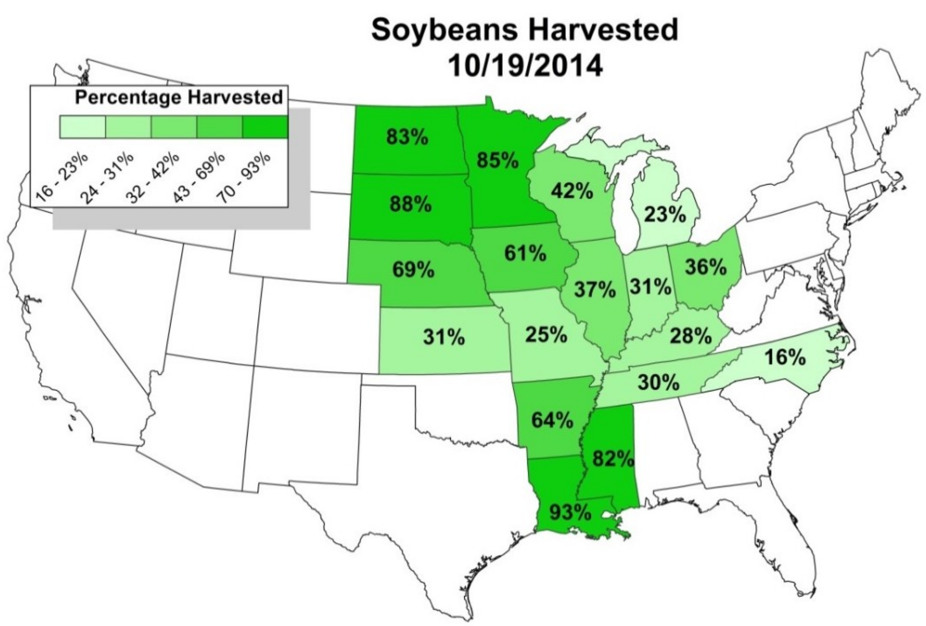
Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* October 23, 2014.
Web: http://dx.doi.org/10.9752/TS056.10-23-2014

HARVEST PROGRESS

Rains Continue to Slow Harvest

For the week ending October 19, 53 percent of soybean crop and 31 percent of the corn crop have been harvested. Persistent rains have delayed the harvest for much of the central portions of the U.S. The soybean harvest is 8 percentage points behind last year and 13 points behind the 5-year average. In ascending order, Mississippi, Minnesota, North Carolina, Louisiana, Arkansas, South Dakota, and North Dakota are 1 to 12 percentage points ahead of each State's 5-year average soybean harvest pace. Nationally, the corn harvest is 7 percentage points behind last year and 22 points behind the 5-year average. Of the major corn-producing States, only Tennessee is ahead of its average corn harvest pace. The excessive rainfall has not caused any notable delays for barge traffic; river levels are well below flood stage. A period of dry weather could quicken the harvest pace and increase the demand for transportation services.





Feature Article/Calendar

Corn and Soybeans Boost Third Quarter Grain Inspections

Total inspections of wheat, corn, and soybeans for export from all U.S. ports reached 22.1 million metric tons (mmt) during the third quarter of 2014, up 20 percent from this time last year and slightly above the 5-year average (*see table*). Third quarter inspections were down 12 percent from the second quarter 2014 according to the Grain Inspection, Packers and Stockyards Administration (GIPSA). Third quarter inspections of all grain destined to Asia and Mexico were up from last year. Third quarter corn inspections rebounded from last year's low levels, as shipments to Asia and Latin America increased. Wheat inspections, however, dropped significantly as world export competition intensified and U.S. supplies tightened. According to the October World Agricultural Supply and Demand Estimates (WASDE), corn and wheat exports are expected to decrease from last year for the 2014/15 marketing year, but soybeans are expected to increase.

Third quarter U.S. Gulf grain inspections totaled 12.7 mmt up 2 percent from last year and 4 percent below the 5-year average (*see table*). The Gulf's share of total exports was down from last year, mainly due to lower wheat inspections. Third-quarter rail deliveries of grain to the U.S. Gulf ports decreased 20 percent from last year as deliveries to Texas ports dropped 25 percent. Barge movements on the Mississippi River locks were down 15 percent from last year during the third quarter because of lower wheat and soybean movements. Ocean rates decreased 3 percent from the second quarter in the U.S. Gulf and 4 percent in the Pacific Northwest (PNW). The third quarter ocean rate spread also decreased from the same time last year.

Total Third Quarter Grain Inspections By Port Regions, 2007-2014

(Includes Total, Corn, Soybeans, and Wheat)

Year	PNW	% of Average	U.S. Gulf	% of Average	Atlantic/Great Lakes	% of Average	Interior	% of Average	U.S. Total[1]	% of Average
				1000 Metric Tons						
2007	5,927	99%	17,030	129%	2,112	288%	2,668	125%	27,737	126%
2008	6,775	114%	14,334	109%	847	115%	2,441	115%	24,484	111%
2009	6,396	107%	14,670	112%	948	129%	1,843	87%	23,857	109%
2010	7,168	120%	15,294	116%	1,182	161%	2,103	99%	25,747	117%
2011	6,328	106%	11,880	90%	553	75%	2,763	130%	21,524	98%
2012	6,079	102%	11,546	88%	464	63%	2,280	107%	20,370	93%
2013	3,815	64%	12,376	94%	520	71%	1,657	78%	18,368	84%
2014	5,864	98%	12,661	96%	1,076	147%	2,462	116%	22,064	100%
2009-2013 Avg.	5,957		13,153		733		2,129		21,973	

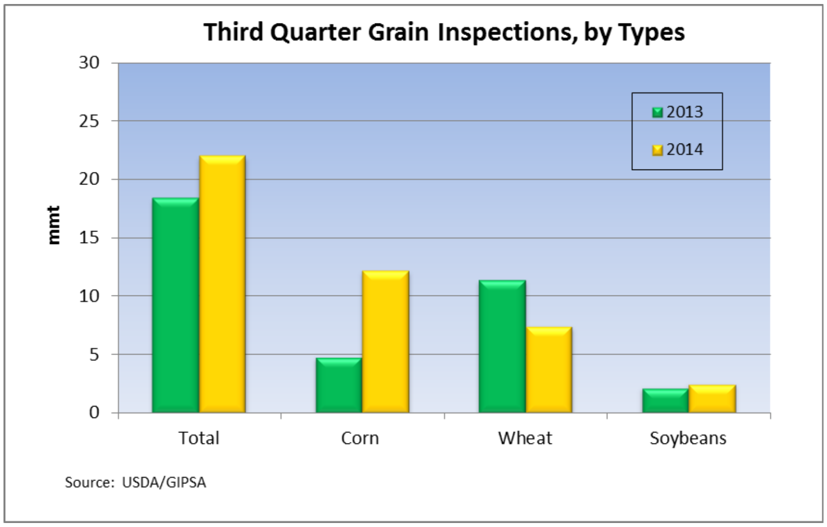
Source: USDA/GIPSA

[1]Total includes Interior inspections

Total PNW grain inspections reached 5.9 mmt, up 54 percent from last year but 2 percent below the 5-year average (see figure 1). The increase was helped by a 90-percent jump in rail deliveries of grain to PNW ports. Corn inspections in the PNW were significantly higher than last year and 42 percent above the 5-year average. PNW soybean inspections increased 83 percent from last year, but wheat inspections dropped 16 percent. Third quarter Atlantic/Great Lakes grain inspections totaled 1.1 mmt, up 107 percent from last year and 47 percent above the 5-year average. Interior grain inspections increased 49 percent from last year to 2.5 mmt as corn, soybean, and wheat inspected for export to Mexico rebounded.

Corn and Soybean Inspections Rebound

U.S. corn inspections (12.2 mmt) rebounded during the third quarter, increasing 154 percent from last year and 23 percent from the 5-year average (*see figure*). Corn inspections increased at all major port regions during the third quarter as supplies remained high and prices low. Gulf corn inspections for the quarter increased from 3.7 mmt last year to 7.4 mmt while PNW corn inspections increased to 2.7 mmt, compared to .098 mmt last year. Last year corn inspections were the lowest on record due to lower crop production caused by the drought a year earlier (see **GTR, dated 11/14/13**). Total shipments of corn increased to Asia and Latin America—.178 mmt compared to .015 mmt last year. Atlantic/Great Lakes corn inspections increased to .487 mmt from last year's record low of .039 mmt. Corn inspections in the region were the highest since 2006.



Soybean inspections reached 2.5 mmt during the third quarter, up 14 percent from last year, but 36 percent below the 5-year average (*see figure*). Shipments of soybeans to Asia accounted for 52 percent of all U.S. soybeans inspected for export during the third quarter, with shipments to China accounting for 38 percent of total soybean exports destined for Asia. Soybean inspections were strong during the first quarter of 2014 but started falling during the second quarter. Interior (inland-based) soybean inspections increased 19 percent from last year during the third quarter. During September 2014, outstanding (unshipped) soybean export sales averaged 26 mmt, 10 percent above the same time last year.

Wheat Inspections Lowest Since 2009
According to GIPSA, third quarter wheat inspections at all ports totaled 7.4 mmt, down 35 percent from last year and 10 percent below the 5-year average (see *figure*). Wheat inspections were the lowest since 2009. As U.S. supplies became tighter and competition increased worldwide (EU, Canada, Ukraine), third-quarter wheat exports to Latin America and Africa decreased from last year. Third-quarter wheat inspections in the U.S. Gulf reached 3.2 mmt, down 53 percent from last year and 20 percent below average. PNW wheat inspections totaled 3.1 mmt, down 16 percent from last year and 9 percent below average.

Market Outlook
According to WASDE, corn and wheat exports are forecast to decrease 8 and 21 percent from last year for 2014/15, but soybean exports are projected to increase 3 percent. According to the Foreign Agricultural Service, export sales are strong for corn and soybeans due to the larger harvest and increased demand. Cumulative (shipped) export sales of corn and soybeans (***Table 12***) are also up, increasing 113 and 109 percent, respectively, from last year. *Johnny.Hill@ams.usda.gov*

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
10/22/14	245	364	308	485	203	174
10/15/14	248	246	394	463	206	177

[1]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	10/17/2014	10/10/2014
Corn	IL--Gulf	-0.96	-0.89
Corn	NE--Gulf	-0.98	-0.95
Soybean	IA--Gulf	-1.84	-1.82
HRW	KS--Gulf	-2.07	-2.22
HRS	ND--Portland	-4.71	-4.78

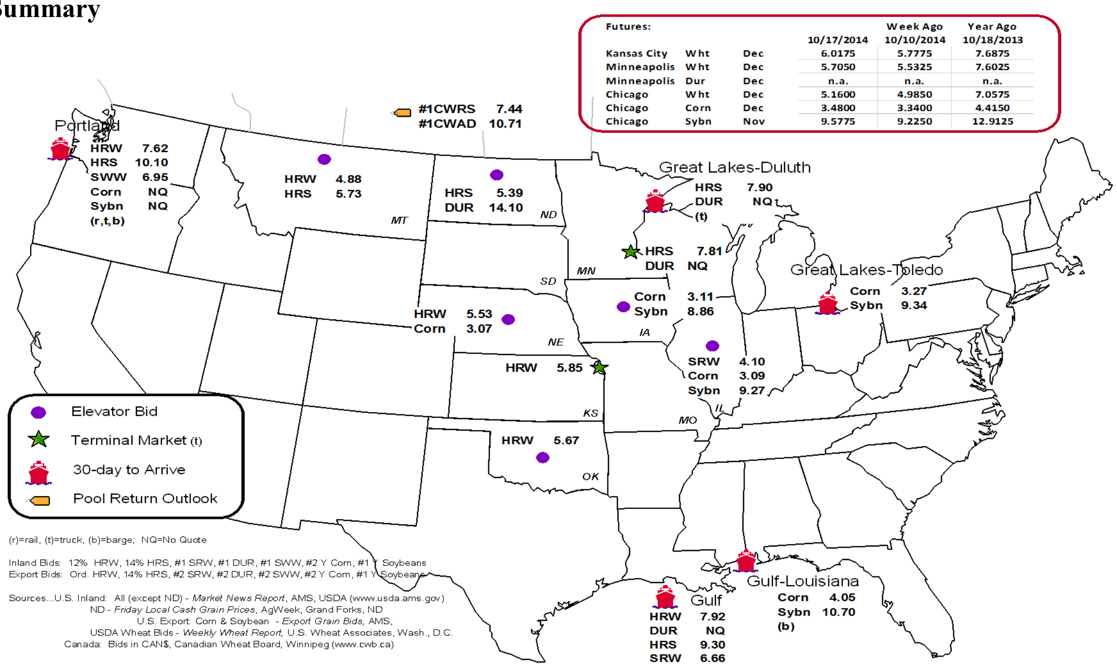
Note: nq = no quote

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]
10/15/2014[p]	1,865	1,259	6,948	1,085	11,157	10/11/2014	1,879
10/08/2014[r]	1,360	1,401	4,648	408	7,817	10/4/2014	2,152
2014 YTD[r]	25,895	66,921	182,919	20,641	296,376	2014 YTD	79,601
2013 YTD[r]	13,822	60,479	108,741	13,033	196,075	2013 YTD	52,275
2014 YTD as % of 2013 YTD	187	111	168	158	151	% change YTD	152
Last 4 weeks as % of 2013[2]	103	80	110	64	98	Last 4wks % 2013	105
Last 4 weeks as % of 4-year avg.[2]	95	93	123	79	108	Last 4wks % 4 yr	114
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.

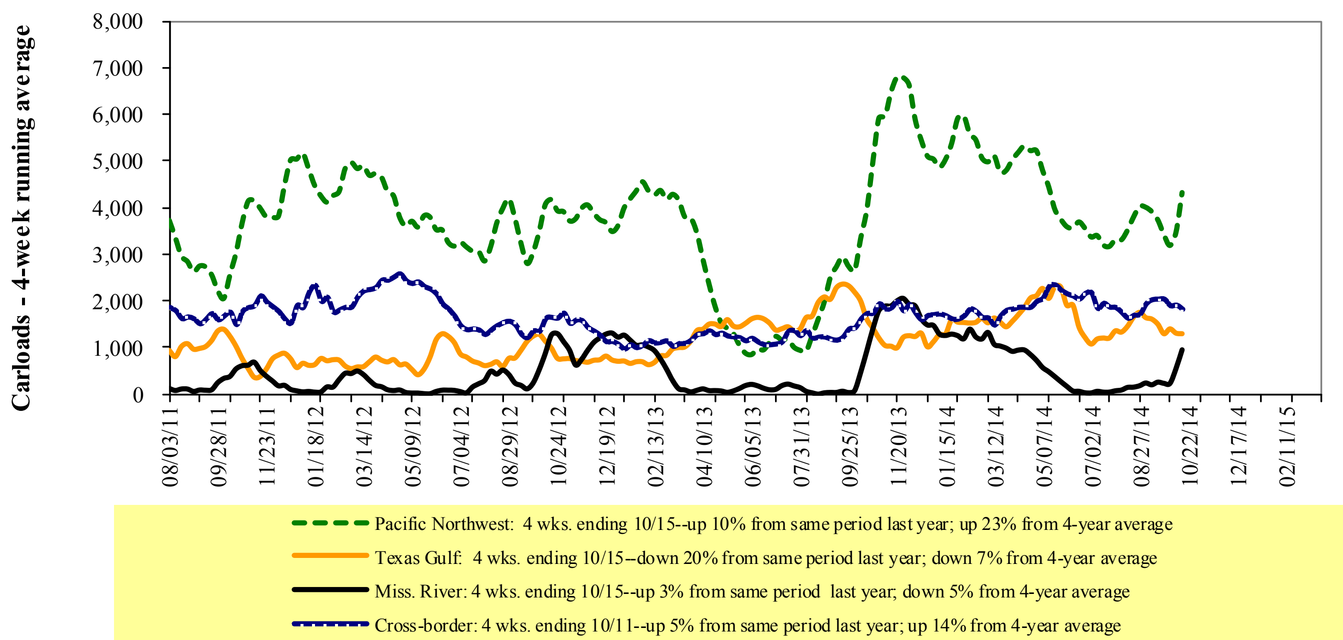
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

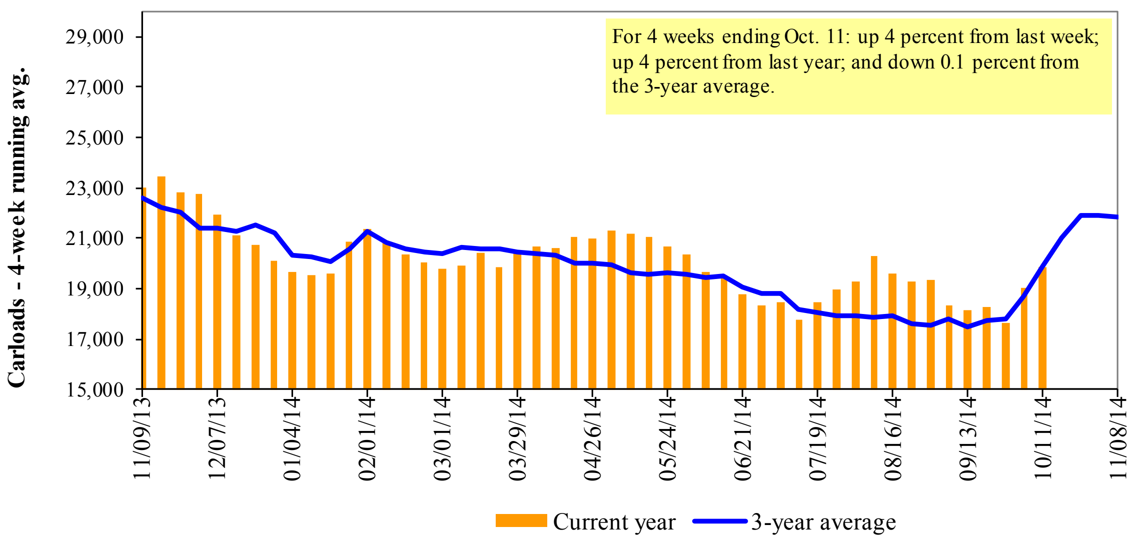
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
10/11/14	1,909	2,413	9,707	1,172	5,229	20,430	5,368	5,626
This week last year	1,995	3,196	10,460	1,178	4,804	21,633	5,596	5,722
2014 YTD	74,253	114,456	357,788	35,640	228,642	810,779	180,657	215,146
2013 YTD	58,346	97,284	355,164	24,057	160,746	695,597	137,592	211,333
2014 YTD as % of 2013 YTD	127	118	101	148	142	117	131	102
Last 4 weeks as % of 2013	100	91	99	112	122	104	92	87
Last 4 weeks as % of 3-yr avg.[1]	113	84	88	142	111	97	103	92
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	Delivery period							
10/16/2014	Nov-14	Nov-13	Dec-14	Dec-13	Jan-15	Jan-14	Feb-15	Feb-14
BNSF[3]								
COT grain units	no offer	no offer	no offer	no offer	2102	96	2037	66
COT grain single-car[5]	no offer	no offer	no offer	no offer	1125 . . 2800	17 . . 101	1067 . . 1718	0 . . 15
UP[4]								
GCAS/Region 1	no offer	1	no offer	no bids	no offer	no bids	n/a	n/a
GCAS/Region 2	no offer	77	no offer	no bids	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.

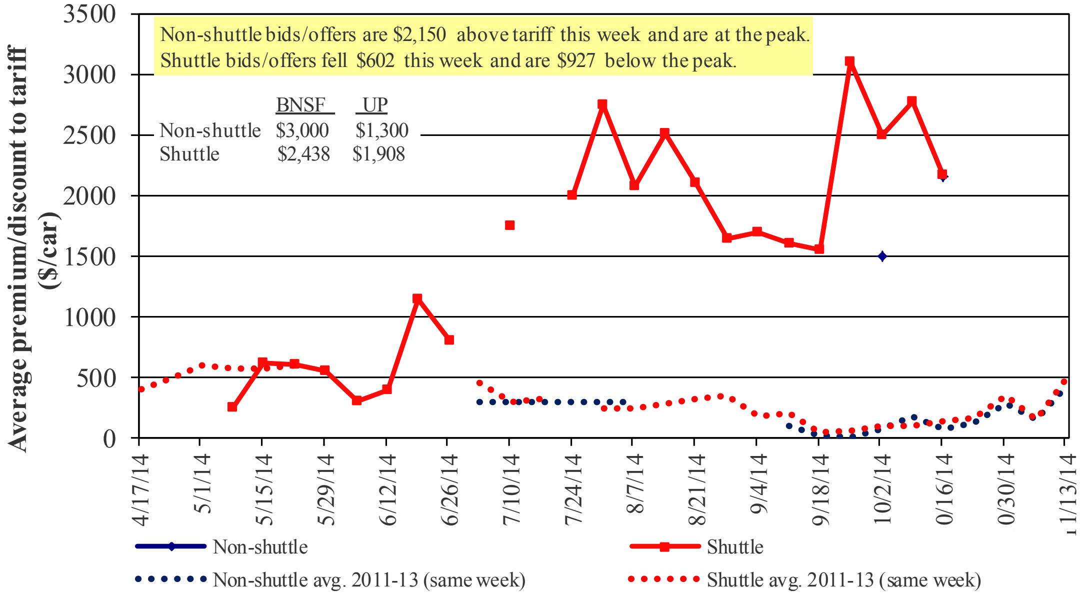
[5]Range is shown because average is not available. Not available = n/a.

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 November 2014, Secondary Market

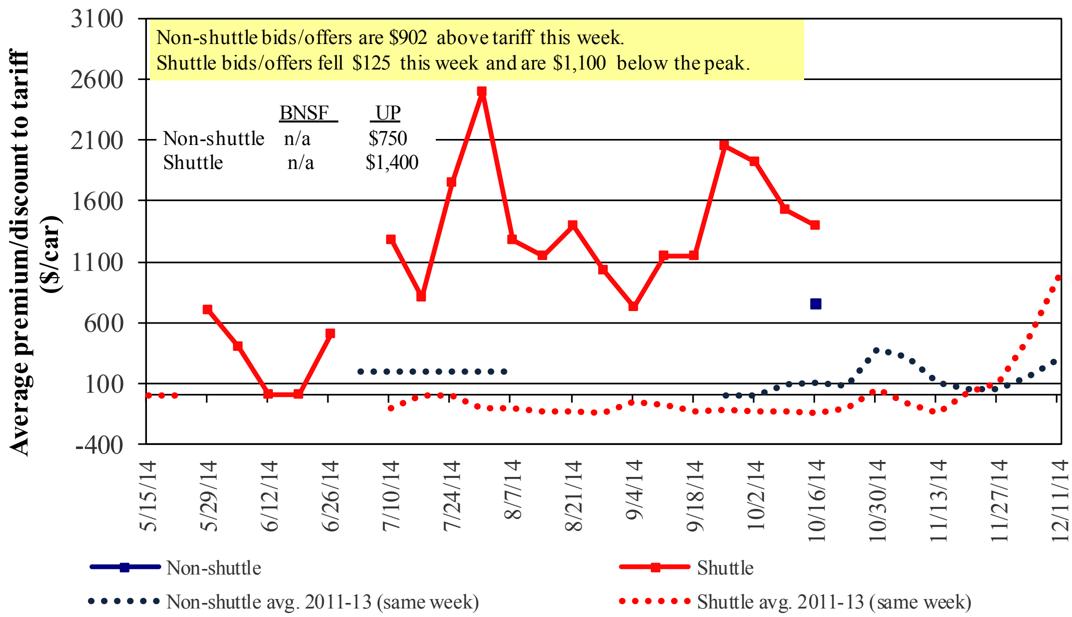


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

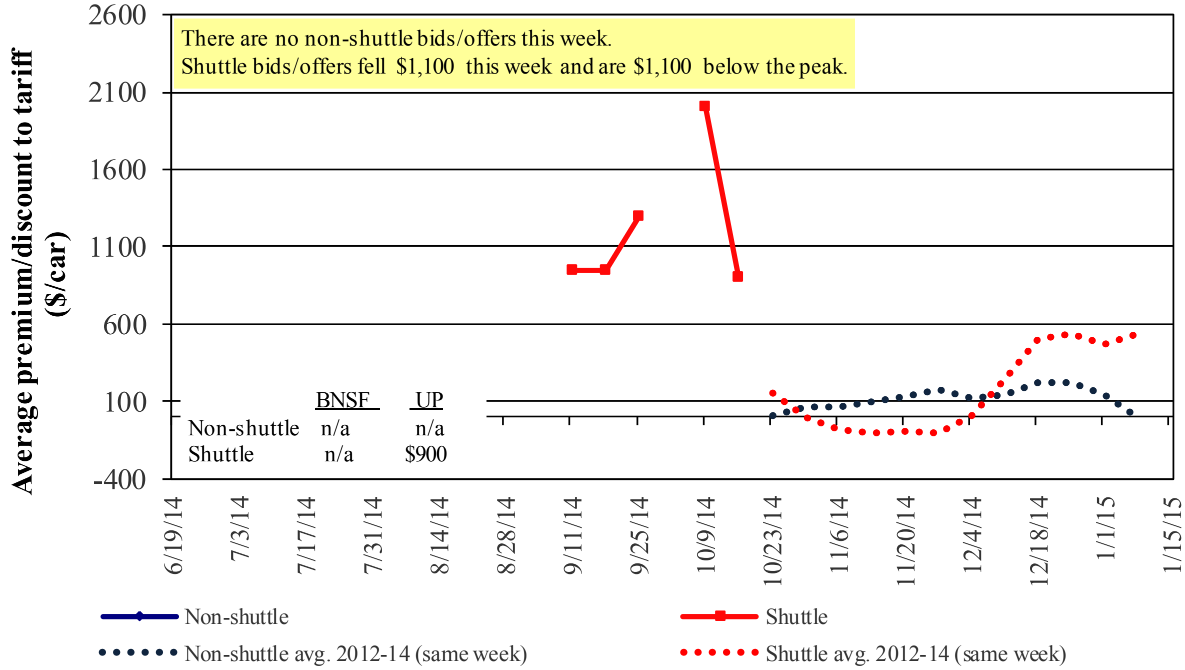


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in January 2015, Secondary Market



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Railcar Market ($/car)[1]

Week ending	Delivery period					
10/16/2014	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15
Non-shuttle						
BNSF-GF	3,000	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	2,600	n/a	n/a	n/a	n/a	n/a
UP-Pool	1,300	750	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	1,200	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	2,438	n/a	n/a	n/a	n/a	n/a
Change from last week	(1,062)	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	1,213	n/a	n/a	n/a	n/a	n/a
UP-Pool	1,908	1,400	900	400	n/a	n/a
Change from last week	(142)	(125)	n/a	n/a	n/a	n/a
Change from same week 2013	1,383	1,325	n/a	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week

[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from James B. Joiner Co., Tradewest Brokerage Co.

Table 7

Tariff Rail Rates for Unit and Shuttle Train 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

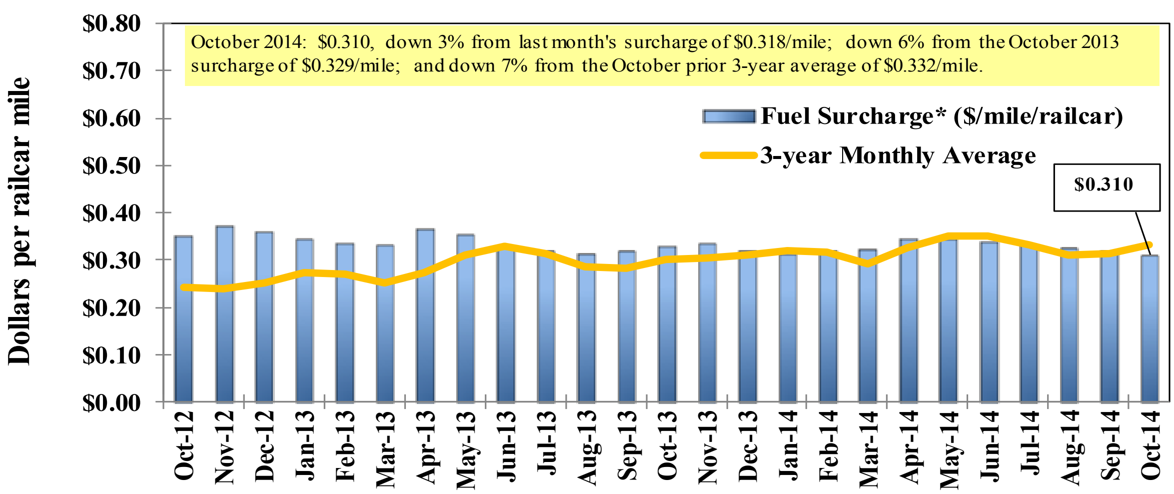
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[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.

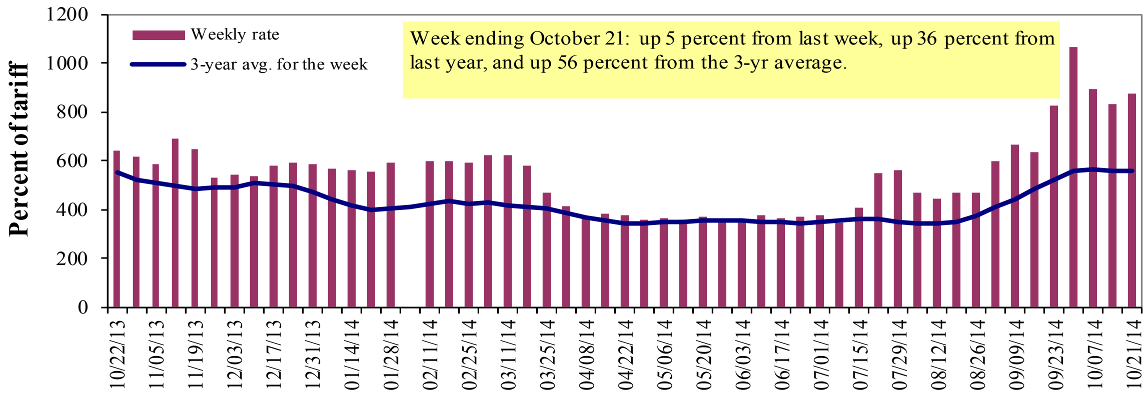
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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]	10/21/2014	794	856	873	731	888	888	650
	10/14/2014	742	837	833	683	808	808	617
$/ton	10/21/2014	49.15	45.54	40.51	29.17	41.65	35.88	20.41
	10/14/2014	45.93	44.53	38.65	27.25	37.90	32.64	19.37
Current week % change from the same week:								
	Last year	29	36	36	29	28	28	27
	3-year avg. [2]	38	53	56	42	54	54	34
Rate[1]	November	775	788	756	625	744	767	558
	January	-	-	600	469	520	545	431

[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

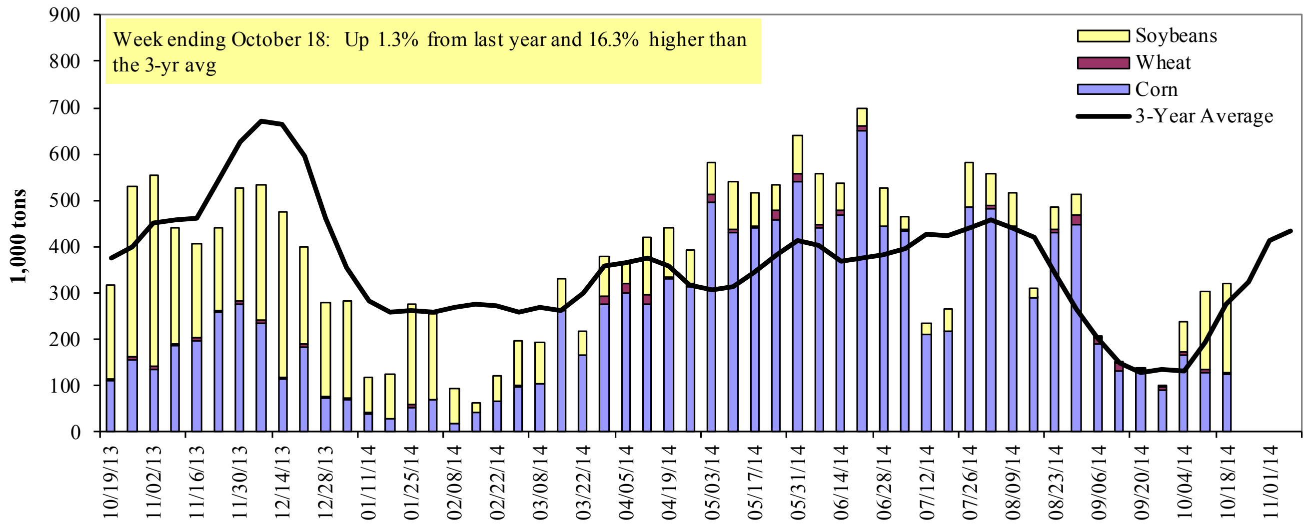
Figure 9
Benchmark tariff rates

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 10/18/2014	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	6	2	171	0	179
Winfield, MO (L25)	44	3	127	0	174
Alton, IL (L26)	106	3	179	0	288
Granite City, IL (L27)	125	3	193	0	321
Illinois River (L8)	24	0	25	0	49
Ohio River (L52)	117	0	123	0	239
Arkansas River (L1)	0	10	35	4	49
Weekly total - 2014	242	13	350	4	609
Weekly total - 2013	293	33	450	20	795
2014 YTD[1]	17,700	2,086	6,160	195	26,140
2013 YTD	6,476	3,910	5,364	177	15,927
2014 as % of 2013 YTD	273	53	115	110	164
Last 4 weeks as % of 2013[2]	125	42	121	87	114
Total 2013	9,504	4,111	10,065	255	23,935

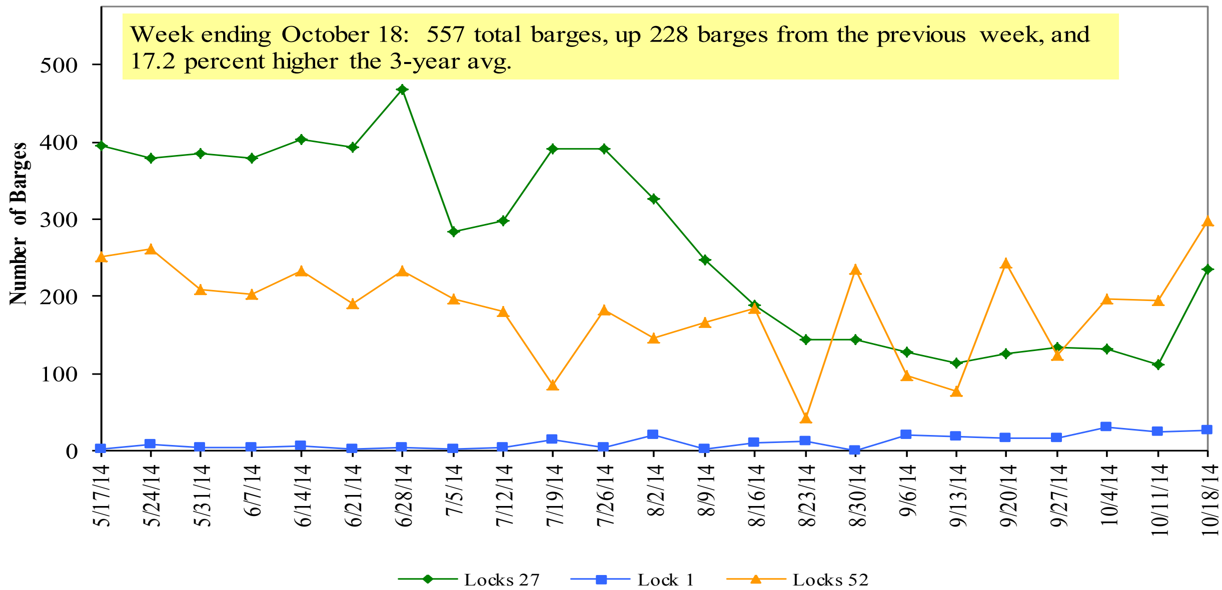
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[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

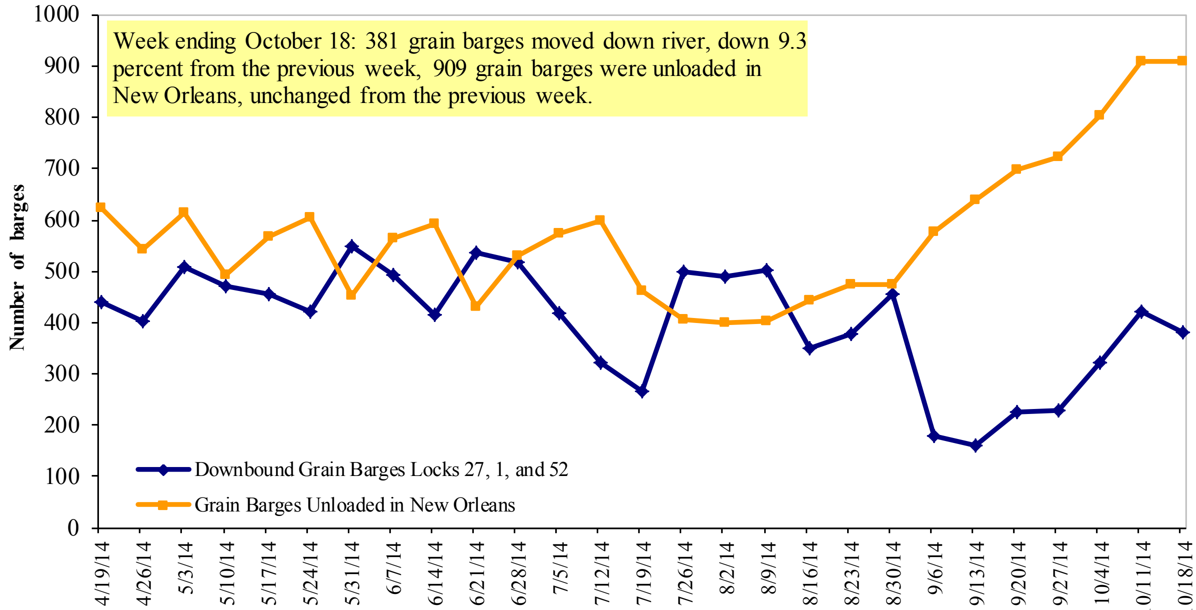
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 10/20/2013 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.665	-0.049	-0.240
	New England	3.751	-0.064	-0.281
	Central Atlantic	3.737	-0.047	-0.224
	Lower Atlantic	3.590	-0.048	-0.250
II	Midwest[2]	3.606	-0.030	-0.247
III	Gulf Coast[3]	3.589	-0.048	-0.211
IV	Rocky Mountain	3.738	-0.012	-0.137
V	West Coast	3.835	-0.056	-0.214
	West Coast less California	3.742	-0.060	-0.212
	California	3.913	-0.052	-0.216
Total	U.S.	3.656	-0.042	-0.230

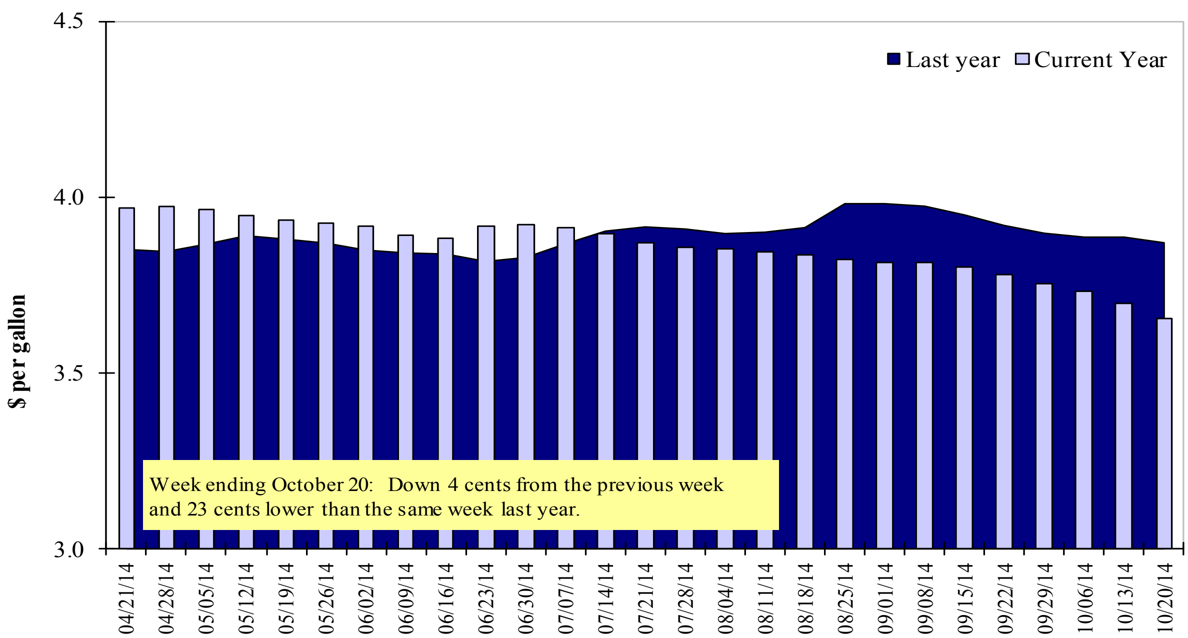
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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]									
10/9/2014	1,502	882	1,396	791	106	4,677	12,265	26,812	43,754
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	3,146	1,790	3,046	1,533	203	9,717	4,957	3,795	18,469
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	57	42	133	100	144	71	212	209	103
Last 4 wks as % of same period 2013/14	92	56	124	90	114	88	85	106	98
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 10/09/2014	**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	3,036	2,212	37	10,079
Mexico	4,932	4,173	18	8,145
Korea	414	8	5,012	2,965
China	73	3,664	(98)	3,461
Taiwan	261	236	10	1,238
Top 5 Importers	**8,715**	**10,294**	**(15)**	**25,887**
Total US corn export sales	**17,221**	**15,977**	**8**	**34,445**
% of Projected	39%	33%		
Change from prior week	1,923	*		
Top 5 importers' share of U.S. corn export sales	51%	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 10/09/2014	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	17,902	17,978	(0)	24,211
Mexico	1,115	802	39	2,971
Indonesia	703	430	64	1,895
Japan	592	530	12	1,750
Taiwan	680	555	22	1,055
Top 5 importers	**20,992**	**20,294**	**3**	**31,882**
Total US soybean export sales	**30,607**	**27,487**	**11**	**39,169**
% of Projected	66%	61%		
Change from prior week	860	*		
Top 5 importers' share of U.S. soybean export sales	69%	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)

*No Data during the Federal Government Lapse in Funding, October 2013.

Table 15

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

Week Ending 10/09/2014	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	1,520	1,357	12	3,243
Mexico	1,586	1,847	(14)	3,066
Nigeria	1,611	1,446	11	2,960
Philippines	1,183	989	20	2,006
China	202	3,980	(95)	1,830
Brazil	1,440	2,728	(47)	1,617
Korea	779	751	4	1,552
Taiwan	591	514	15	969
Indonesia	349	444	(21)	813
Colombia	387	431	(10)	610
Top 10 importers	**9,647**	**14,488**	(33)	**18,665**
Total US wheat export sales	**14,394**	**19,183**	**(25)**	**27,696**
% of Projected	57%	60%		
Change from prior week	454	*		
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 10/16/14	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	205	211	97	10,615	9,861	108	95	113	11,585
Corn	0	0	n/a	7,404	1,384	535	2,726	1,754	2,973
Soybeans	702	414	170	5,623	4,777	118	111	86	9,090
Total	**907**	**625**	**145**	**23,642**	**16,021**	**148**	**112**	**106**	**23,647**
Mississippi Gulf									
Wheat	55	39	139	4,099	8,846	46	39	72	9,711
Corn	548	769	71	26,101	10,568	247	114	119	14,828
Soybeans	1,103	940	117	15,257	10,699	143	154	164	21,462
Total	**1,706**	**1,749**	**98**	**45,457**	**30,113**	**151**	**119**	**136**	**46,002**
Texas Gulf									
Wheat	89	151	59	5,512	7,783	71	70	89	9,039
Corn	0	0	n/a	510	163	313	n/a	250	255
Soybeans	0	0	n/a	265	240	110	0	0	908
Total	**89**	**151**	**59**	**6,287**	**8,186**	**77**	**63**	**77**	**10,203**
Interior									
Wheat	70	42	167	1,260	927	136	114	192	1,244
Corn	103	84	122	4,695	2,453	191	79	105	3,943
Soybeans	137	118	115	2,717	2,246	121	122	69	3,212
Total	**310**	**245**	**127**	**8,672**	**5,626**	**154**	**204**	**95**	**8,399**
Great Lakes									
Wheat	22	35	61	575	671	86	191	214	884
Corn	11	18	60	254	0	n/a	n/a	1,395	0
Soybeans	126	34	368	210	159	132	117	125	699
Total	**158**	**87**	**181**	**1,040**	**830**	**125**	**165**	**177**	**1,583**
Atlantic									
Wheat	34	0	n/a	546	641	85	250	298	645
Corn	42	46	92	807	136	595	117	251	242
Soybeans	8	2	424	1,013	753	135	23	23	1,652
Total	**84**	**48**	**176**	**2,366**	**1,529**	**155**	**114**	**168**	**2,540**
U.S. total from ports[2]									
Wheat	475	479	99	22,608	28,729	79	79	107	33,108
Corn	704	917	77	39,771	14,703	270	122	130	22,241
Soybeans	2,075	1,508	138	25,085	18,874	133	130	122	37,024
Total	**3,254**	**2,905**	**112**	**87,464**	**62,307**	**140**	**112**	**121**	**92,373**

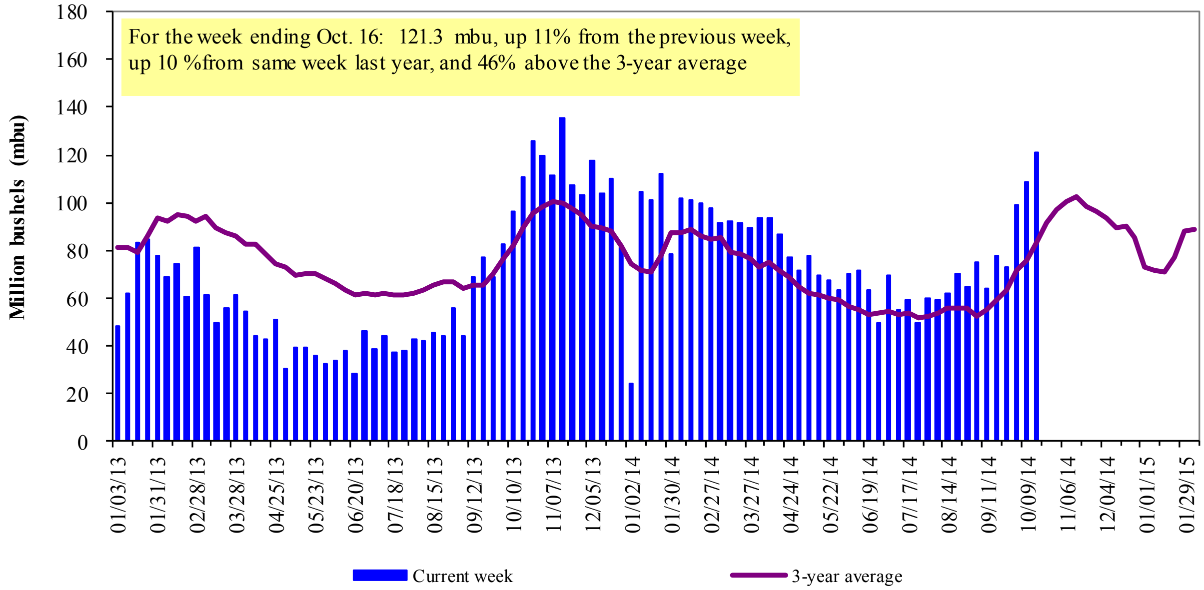
[1] Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

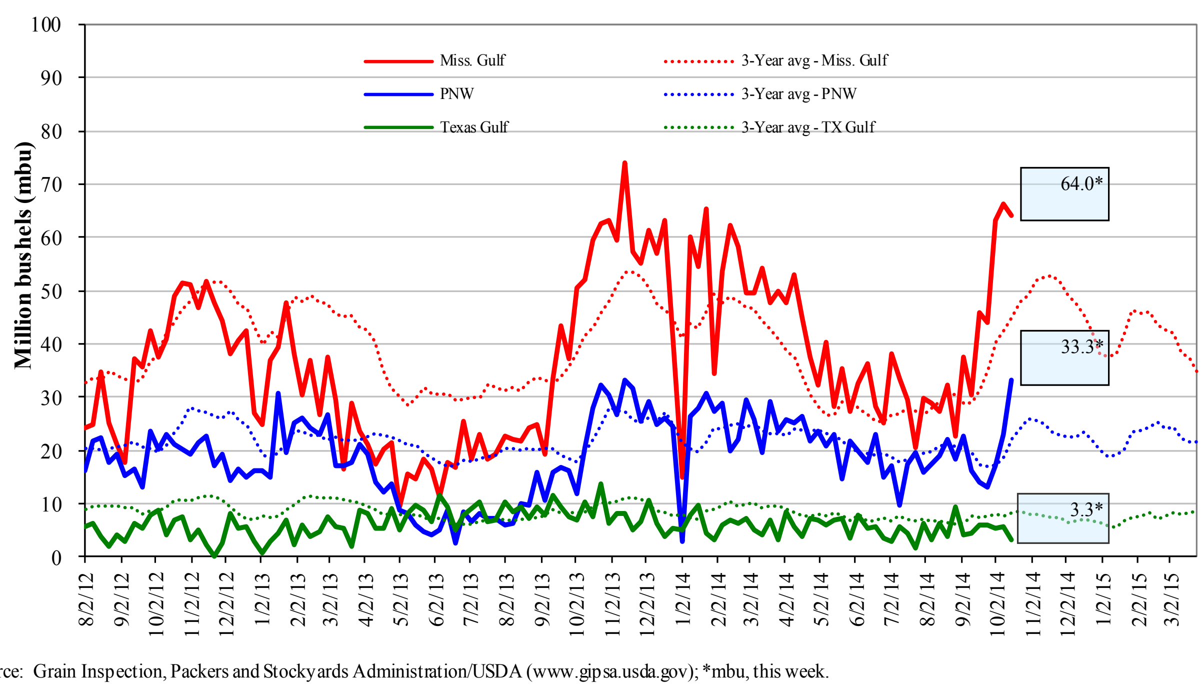


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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 16 : % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 3	down 41	down 6	up 45
Last year (same week)	up 8	down 57	up 0.2	up 19
3-yr avg. (4-wk mov. avg.)	up 46	down 50	up 34	up 29

Ocean Transportation

Table 17

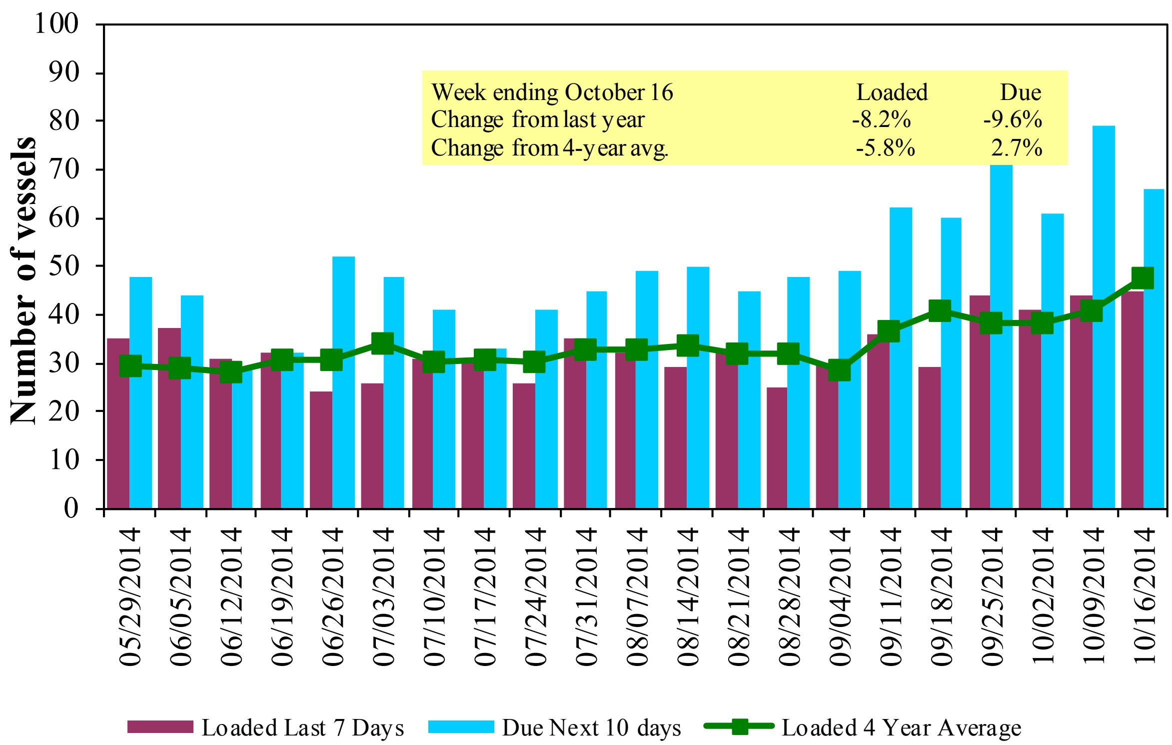
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
10/16/2014	50	45	66	12	n/a
10/9/2014	42	44	79	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

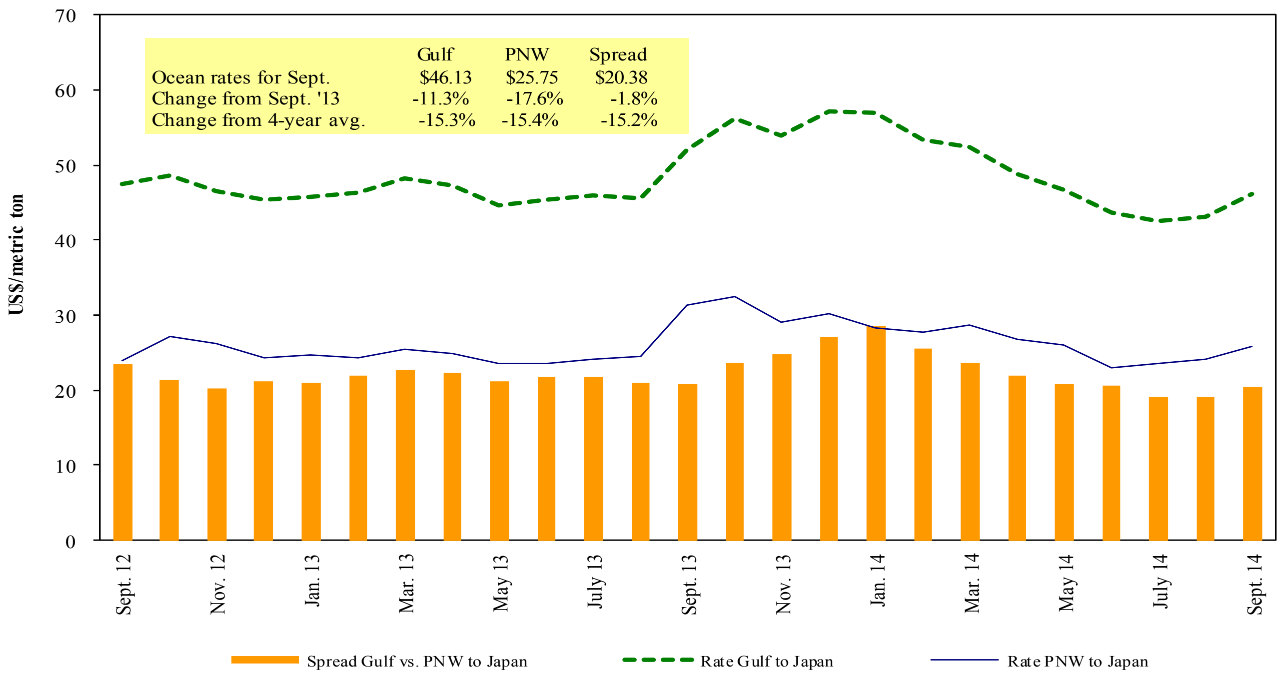


Source:Transportation & Marketing Programs/AMS/USDA

[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 10/18/2014

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	55,000	42.15
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

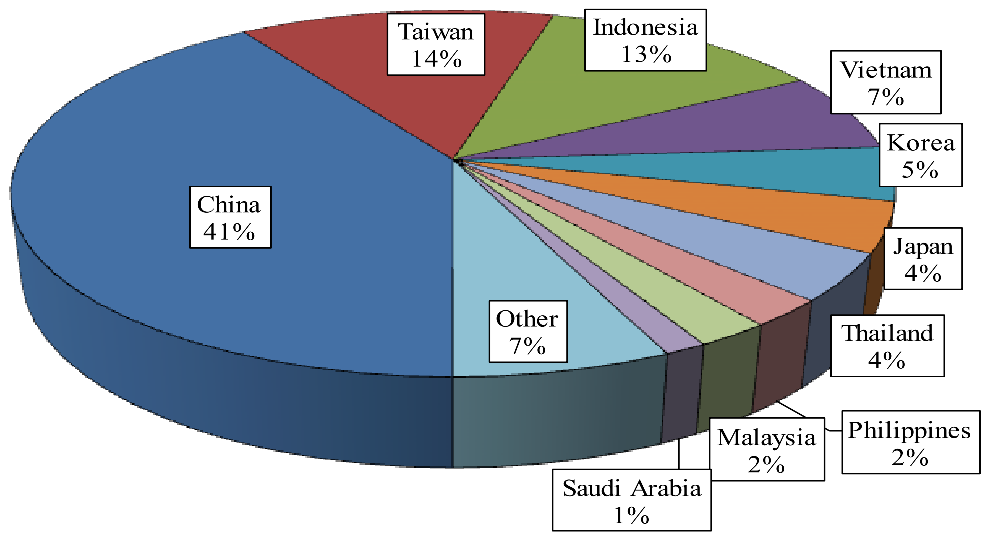
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

[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.

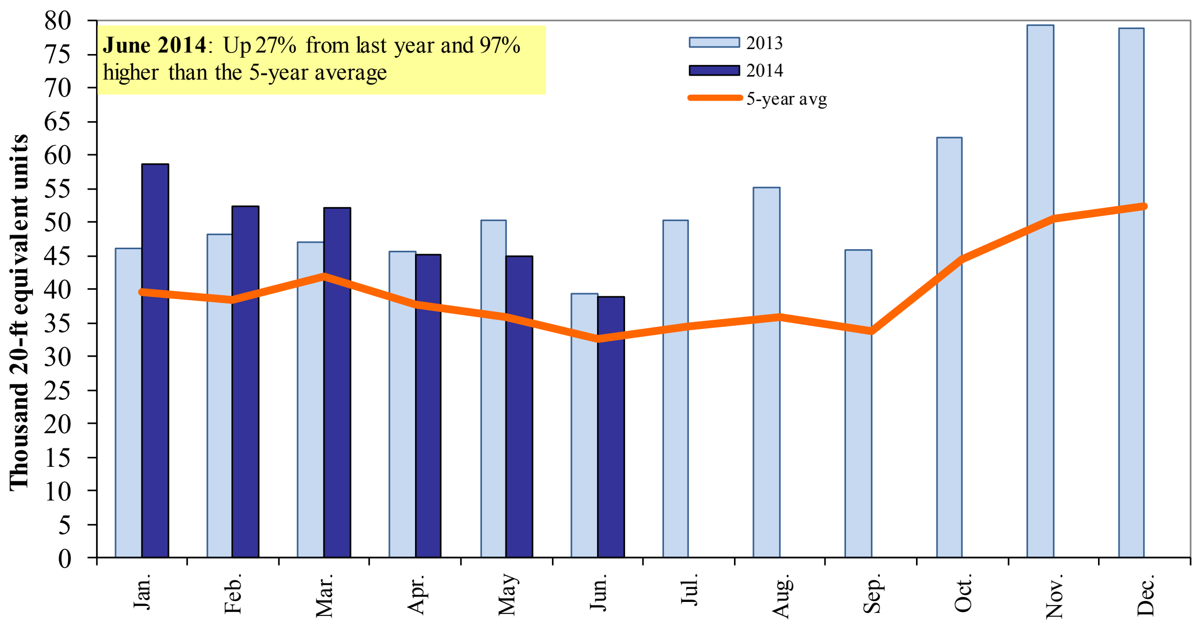
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, January-June, 2014



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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