



Grain Transportation Report

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

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November 13, 2014

WEEKLY HIGHLIGHTS

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Gulf Grain Vessel Loading Activity Continues to be Strong

Grain vessel loading activity in the U.S. Gulf continues to be strong. During the week ending November 6, 48 **ocean-going grain vessels** were loaded in the Gulf, 52 vessels were loading or waiting to load, and 73 vessels are expected to be loaded within the next 10 days. During the previous 8 weeks, an average of 41 vessels were loaded per week, 41 vessels were loading or waiting to be loaded, and 66 vessels were expected within the next 10 days. During the past few weeks downbound soybean barge **movements** on the Mississippi River have been strong and ocean freight rates for shipping bulk grains have been favorable (see **feature article**).

Panama Canal Lock Maintenance Scheduled, Reduces Transit Capacity

The East Lane of the Gatun Locks on the Panama Canal will be closed for maintenance and repair work on November 14 and 21, 2014. The estimated transit capacity of the Canal due to the maintenance work is 32–34 vessels per day, rather than the normal transit capacity of 38–40 vessels. At this time, no major delays are anticipated.

Corn and Wheat Inspections Rebound

For the week ending November 6, total inspections of grain (corn, wheat, soybeans) from all major export regions reached 3.35 million metric tons (mmt), down 3 percent from the past week, but up 12 percent from last year, and 24 percent above the 3-year average. Despite the drop in total grain inspections, corn (.506 mmt) and wheat (.316 mmt) inspections rebounded, increasing 22 and 47 percent from the past week. Soybean inspections (2.53 mmt) however receded, falling 11 percent from the previous week. Inspections of soybeans remained above the 3-year average.

Rates Fall in Secondary Railcar Market ...

Prior to the start of this year's harvest, secondary rail rates had risen in anticipation of continuing rail congestion. After reaching a high in late September, rates in the secondary railcar market have fallen considerably over the past 6 weeks as weekly graincar loadings have increased, averaging over 22,000 carloads per week since October. During the week ending November 6, average November non-shuttle **secondary railcar bids/offers per car** were \$613 above tariff, down \$488 from last week, down \$2,388 from 6 weeks ago, but \$88 higher than last year. Average shuttle bids/offers per car were \$382 above tariff, down \$594 from last week, down \$4,244 from 6 weeks ago, and \$744 below last year.

...And Barge Rates Decline

As of November 11, barge rates have been declining after reaching late September highs. Large numbers of barges have been unloaded at the Gulf and returned upstream. However, barge rates remain significantly above average for principle origins. Currently, the spot **barge rate** for export grain from St. Louis is \$26.93 per ton, \$6.50 above the 3-year average, down \$1.96 from last week, and down \$14.28 from 6 weeks ago.

Snapshots by Sector

Rail

U.S. railroads originated 23,847 **carloads of grain** during the week ending November 1, up 7 percent from last week, 15 percent from last year, and 12 percent from the 3-year average.

Barge

During the week ending November 8 **barge grain movements** totaled 1,054,335 tons—25.8 percent higher than the previous week and 33.4 percent higher than the same period last year.

During the week ending November 8, 664 grain barges **moved down river**, up 24 percent from last week; 976 grain barges were **unloaded in New Orleans**, up 10.7 percent from the previous week.

Ocean

During the week ending November 6, 48 **ocean-going grain vessels** were loaded in the Gulf, 7 percent more than the same period last year. Seventy-three vessels are expected to be loaded within the next 10 days, 5 percent less than the same period last year.

During the week ending November 7, 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 \$25.00 per mt, down 2 percent from the previous week.

Fuel

During the week ending November 10, U.S. average **diesel fuel prices** increased 5 cents from the previous week to \$3.68 per gallon—down 16 cents from the same week last year.

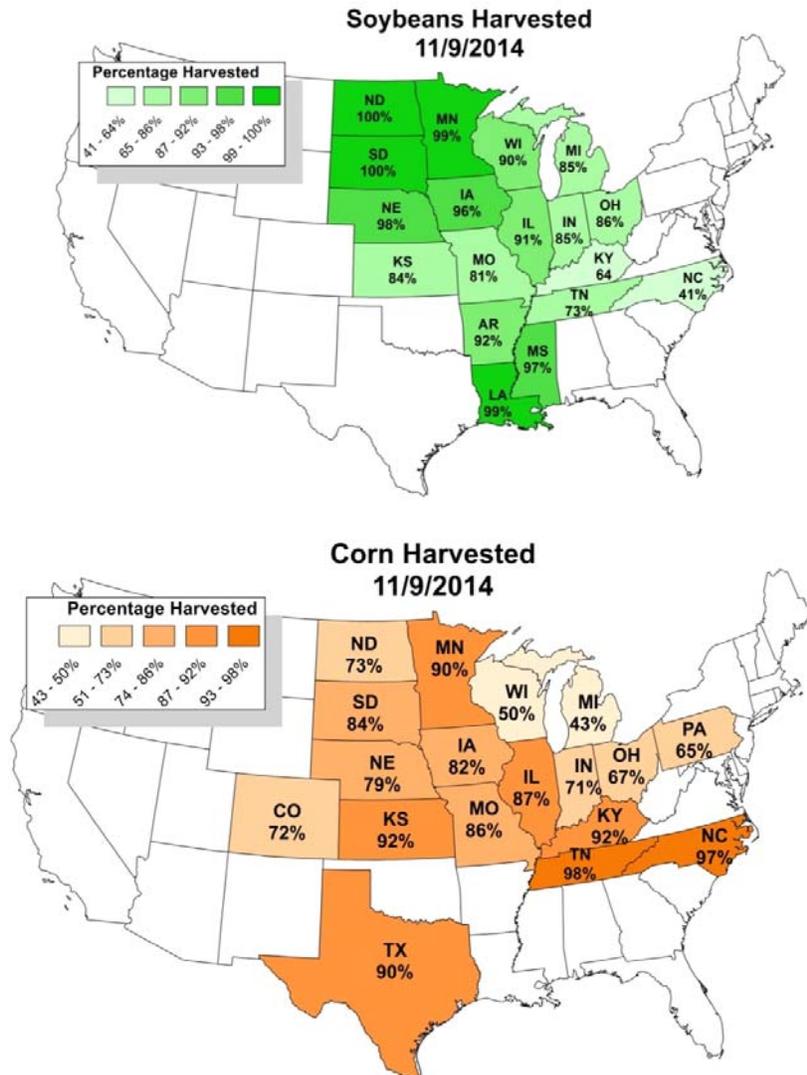
HARVEST PROGRESS AND FALL RIVER TRANSPORTATION OUTLOOK

Soybeans Dominate Fall Barge Traffic; Corn Shipments and Harvest Speed Up

As of November 9, 80 percent of the U.S. corn harvest has been completed, jumping 15 percentage points ahead of last week and now equaling the 5-year average. The soybean harvest is 90 percent complete, 1 point below the 5-year average. The soybean harvest is providing much of the cargo for downbound barges on the Mississippi, Ohio, and Arkansas Rivers. Data provided by the U.S. Army Corps of Engineers show that for the week ending November 8, soybeans represented about 76 percent of downbound grain tonnages; corn was 23 percent. Based on the 5-year average, soybeans are 50 percent and corn is 47 percent of the total downbound tonnages during the fourth quarter. With the increase in the pace of corn harvest, corn barge shipments reached 244,000 tons for the week ending November 8, a 103 percent increase compared to the previous week. The Illinois corn harvest is 87 percent complete, 3 points ahead of the average pace. Iowa corn is 82 percent harvested, increasing 21 points from last week and 1 point below the average pace.

Soybean Harvest Nearly Complete

Illinois, Iowa, and Minnesota are the top three soybean-producing States. Of the three, growers in Illinois have harvested 91 percent of the soybean crop, 2 points behind the average. Iowa growers have harvested 96 percent of the crop, equaling the average pace. In Minnesota, 99 percent of the soybeans have been harvested, 4 points ahead of the average pace. These three States produce 35 percent of the nation's soybeans and portions of each State have access to river transportation. With both corn and soybean harvest nearly complete, the market will turn its attention to the demand side, with record soybean exports and strong domestic use projected by the USDA for 2014/15.



Source: USDA, National Agricultural Statistics Service, Crop Progress

Grain Transportation Update

Grain transportation demand is currently strong, and may remain strong for a while given the projections for record crop production and strong exports for 2014/15. According to the November World Agricultural Supply and Demand Estimates (WASDE) report, grain production is 5 percent higher than last year. Soybean exports are projected to reach a record level and recent weekly soybean export inspections have set a record. Meanwhile, year-to-date rail graincar loadings were up 15 percent from last year, and year-to-date barge tonnages were up 14 percent from the 5-year average. Bulk ocean freight rates remained low amid increasing grain vessel loading activity, and diesel fuel prices continued to fall.

Despite Delayed Harvest, Record Crop Production and Soybean Exports are in Store for 2014/15

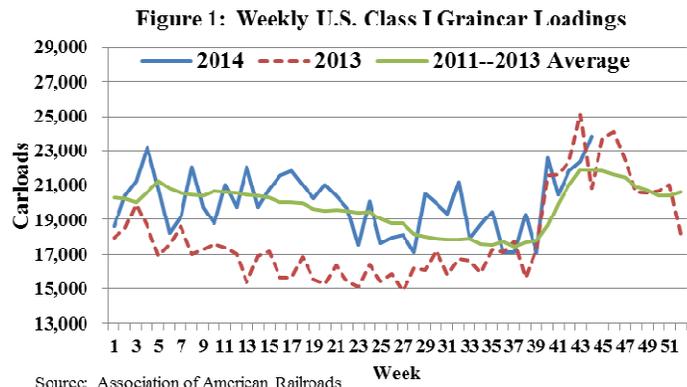
In its November World Agricultural Supply and Demand Estimates (WASDE) report, USDA continues to project a record total production of major grains in 2014/15, reaching almost 20.35 billion bushels, 5 percent higher than last year. (see table 1) This record production is despite the delayed corn and soybean harvest due to rain. In addition,

USDA projects a record level of soybean exports—1.7 billion bushels. The quantity of soybeans projected to move to world markets is almost the same as that of corn, implying that the demand for all transportation modes is likely to be driven by the increased demand for soybeans both in domestic markets and overseas. However, the demand for rail and barge services to move soybeans to ports has been strong and may remain strong until the seasonal decrease in the spring, when the South American harvest begins. In fact, weekly soybean inspections have reached record levels as export sales continue at a strong pace. Increased domestic demand for corn and stable domestic wheat demand is likely to push more demand to trucking. Soybean futures are indicating strong nearby demand for soybeans, with the November futures contract trading higher than the January futures.

	Corn	Soybeans	Wheat	Total	Y/Y
United States 2014/15 (Projected)					
Production	14,407	3,913	2,026	20,346	5%
Exports	1,750	1,700	925	4,375	-7%
Domestic Use	11,910	1,883	1,216	15,009	3%
Ending Stocks/Use	15%	13%	30%		
United States 2013/14 (Estimated)					
Production	13,925	3,289	2,135	19,349	21%
Exports	1,917	1,620	1,176	4,713	54%
Domestic Use	11,629	1,754	1,256	14,639	8%
Ending Stocks/Use	9%	4%	24%		
2012/13					
Production	10,755	3,034	2,252	16,041	
Exports	730	1,320	1,012	3,062	
Domestic Use	10,353	1,779	1,388	13,520	
Ending Stocks/Use	7%	5%	30%		

Year-to-Date Rail Graincar Loadings Up 15 Percent; Congestion Remains on Network

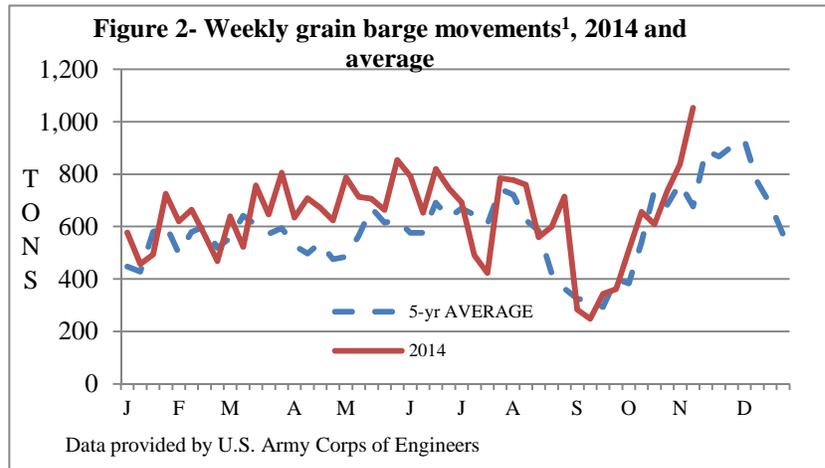
Through November 1 (Week 44), year-to-date graincar loadings were 878,825 on U.S.-owned Class I railroads, up 15 percent from 763,889 at this time last year. During Week 44, Class I graincar loadings were 23,847 (see figure 1). BNSF Railway (BNSF) year-to-date graincar loadings are up only 1 percent, but the last 4 weeks are 4 percent higher than the same time last year, possibly contributing to the recent fall in secondary railcar rates. Canadian Pacific (CP) year-to-date graincar loadings are also up 1 percent, but the last 4 weeks are down 8 percent from the same period in 2013 (see [table 4 inside the GTR](#)). Graincar



backlogs on each railroad have been increasing over the past several weeks, reaching 6,793 cars past due for BNSF and 2,754 cars for CP. Congestion during the fall peak is normal following harvest, but shippers are afraid of a repeat to last year with prolonged congestion lasting into 2015 and grain backlogs increasing to the same levels as last year, with over 15,000 cars past due.

2014 Fall Barge Situation

Year-to-date grain barge tonnages¹ are 14 percent higher than the 5-year average and the highest since 2010. Figure 2 shows weekly tonnages were above or at average levels for most of the year, except when flooding reduced traffic during week 29. As of November 8, year-to-date movements are 28.8 million tons and with two months to go in the year, movements are 20 percent higher than last year's annual total.



Current river levels are adequate for navigation; however, river maintenance projects are causing some delays. The U.S. Army Corps of Engineers and the Coast Guard have imposed river restrictions during daylight hours along a 3-mile section of the lower Mississippi River near Fair Landing, AR, and 30 miles south of Helena, AR. The restrictions are necessary to allow barge traffic to safely pass while important repairs are made in the Fair Landing area. The 2- to 3-week project, which started on November 7, is part of the annual bank protection (revetment) program to repair banks in the Fair Landing area that were damaged during the 2011 flood. Revetment operations primarily consist of the placement of concrete mats that stabilize the river bank and maintain the proper navigation channel alignment. Bank stabilization projects typically are conducted between August and December when river levels are their lowest. Another area for the lower Mississippi River revetment work is in the Sarah Island, MS, area. Work there is likely to start in late November and take 4 days to complete.

Ocean Freight Rates Remain Low Amid Increasing Grain Shipments

Ocean freight rates for shipping bulk commodities, including grain, have remained low despite increased grain shipments because cargo demand has not risen to the levels required to soak up the excess vessel supply. As of November 7, the cost of shipping bulk grain from the U.S. Gulf to Japan was \$45.50 per metric ton (mt), a 22-percent decline from January 3. The cost of shipping from the Pacific Northwest was \$25 per mt, a 15 percent decline from January 3. Meanwhile, grain loading activity in the U.S. Gulf continued to be strong. During the past six weeks, an average of 43 ocean-going grain vessels was loaded per week, while 49 vessels were either being loaded or waiting to be loaded. An additional 67 vessels are expected to be loaded in the next 10 days. Ocean freight rates should continue to remain moderate as the scheduled deliveries of new vessels between now and 2015 materialize (see [GTR, dated 10/30/14](#))

Diesel Fuel Experiences Long Streak of Falling Prices

As of the week ending November 3, diesel fuel prices fell to \$3.62 per gallon, the lowest since February 2011. Prices had fallen by 30 cents per gallon during the previous 18 weeks. The softening of the crude oil market has had the biggest impact on diesel prices. In some markets, crude prices have fallen as much as \$24 per barrel over the past several months. The Energy Information Administration reports that, "the return of Libyan oil production to the market, combined with the weakening outlook for global oil demand, has put downward pressure on prices." However, during the week ending November 10, diesel prices increased 5 cents per gallon to \$3.68 after a jump of 16 cents per gallon in the Midwest region, an 8 cent jump in the Rocky Mountain region, a 3 cent increase in the Gulf, and an increase of less than a penny in the West Coast less California region; prices in the other regions continued the decreasing trend. National diesel prices remain 16 cents lower than last year.

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¹ As measured by downbound tonnages at Mississippi River Locks 27, Ohio River Locks and Dam 52, and Arkansas River Lock and Dam 1. Data is provided to the USDA by the U.S. Army Corps of Engineers

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
11/12/14	247	279	231	426	203	177
11/05/14	243	306	256	472	206	181

¹Indicator: 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)

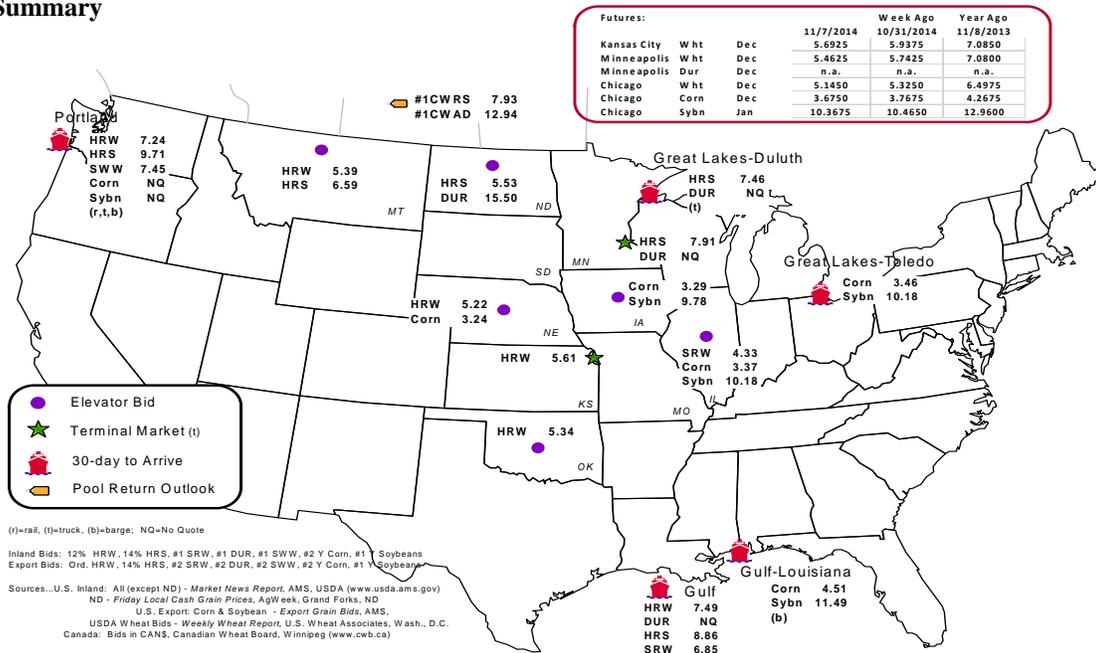
Commodity	Origin--Destination	11/7/2014	10/31/2014
Corn	IL--Gulf	-1.14	-1.18
Corn	NE--Gulf	-1.27	-1.23
Soybean	IA--Gulf	-1.71	-1.79
HRW	KS--Gulf	-1.88	-2.00
HRS	ND--Portland	-4.18	-4.47

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		Pacific	Atlantic &	Total	Week ending	Cross-Border
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico ³
11/05/2014 ^p	1,972	571	8,756	1,285	12,584	11/1/2014	1,504
10/29/2014 ^r	1,967	1,443	6,308	1,028	10,746	10/25/2014	1,851
2014 YTD ^r	31,268	70,069	206,129	23,993	331,459	2014 YTD	84,614
2013 YTD ^r	19,443	63,536	127,079	17,113	227,171	2013 YTD	57,640
2014 YTD as % of 2013 YTD	161	110	162	140	146	% change YTD	147
Last 4 weeks as % of 2013 ²	96	105	127	82	113	Last 4wks % 2013	94
Last 4 weeks as % of 4-year avg. ²	137	102	161	107	142	Last 4wks % 4 yr	98
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 approximately 15 percent below the Association of American Railroads reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

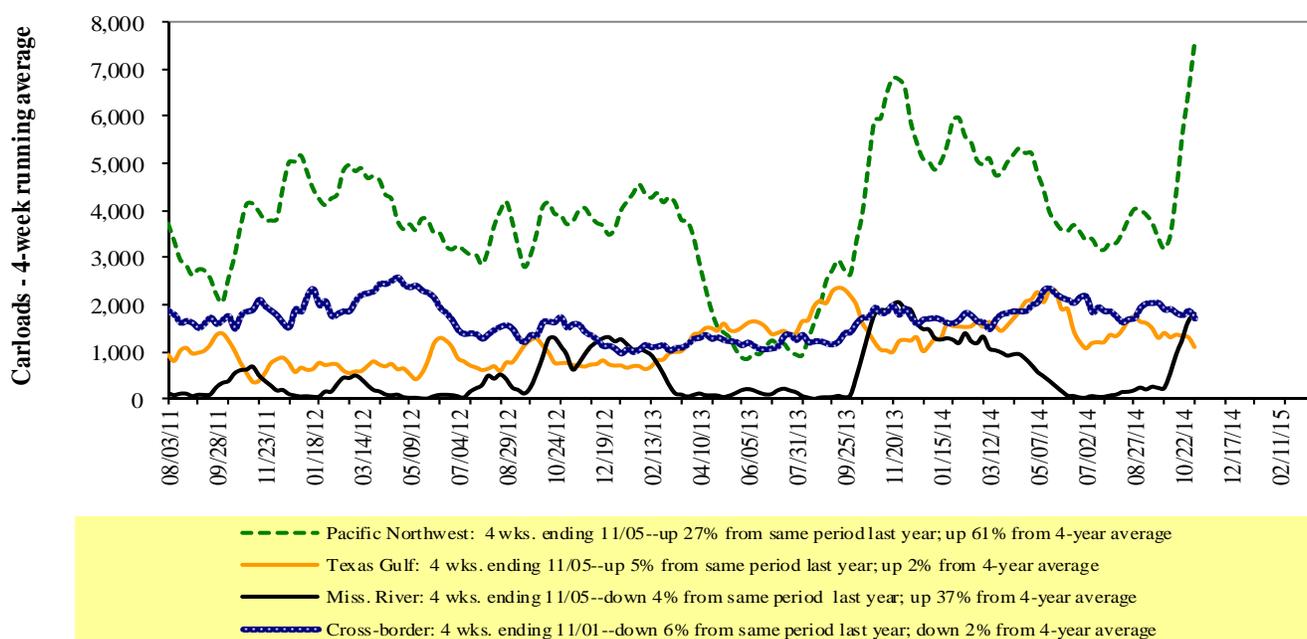
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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

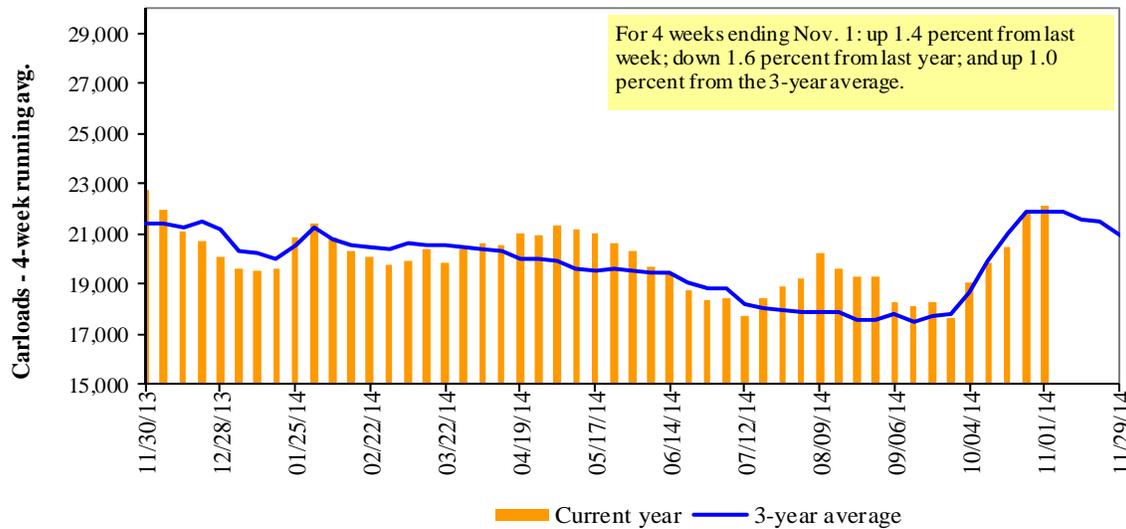
Table 4

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
11/01/14	2,831	3,034	9,869	1,428	6,685	23,847	5,529	5,195
This week last year	2,924	3,932	7,692	1,026	5,259	20,833	5,447	6,379
2014 YTD	81,844	123,790	387,666	39,347	246,178	878,825	197,192	230,982
2013 YTD	67,113	109,730	382,646	27,539	176,861	763,889	152,672	229,028
2014 YTD as % of 2013 YTD	122	113	101	143	139	115	129	101
Last 4 weeks as % of 2013	88	75	104	105	109	98	106	92
Last 4 weeks as % of 3-yr avg. ¹	103	84	97	144	117	102	116	91
Total 2013	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753

¹As a percent of the same period in 2009 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3**Total Weekly U.S. Class I Railroad Grain Car Loadings**

Source: Association of American Railroads

Table 5

Railcar Auction Offerings¹ (\$/car)²

Week ending	Delivery period							
	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	no offer	no offer	no offer	no offer
COT grain single-car ⁵	no offer	no offer	no offer	no offer	no offer	no offer	no offer	no offer
UP ⁴								
GCAS/Region 1	no offer	305	no offer	31	no offer	1	n/a	n/a
GCAS/Region 2	no offer	410	no offer	63	no offer	1	n/a	n/a

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

²Average premium/discount to tariff, last auction

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

⁴UP - GCAS = Grain Car Allocation System

 Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

 Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

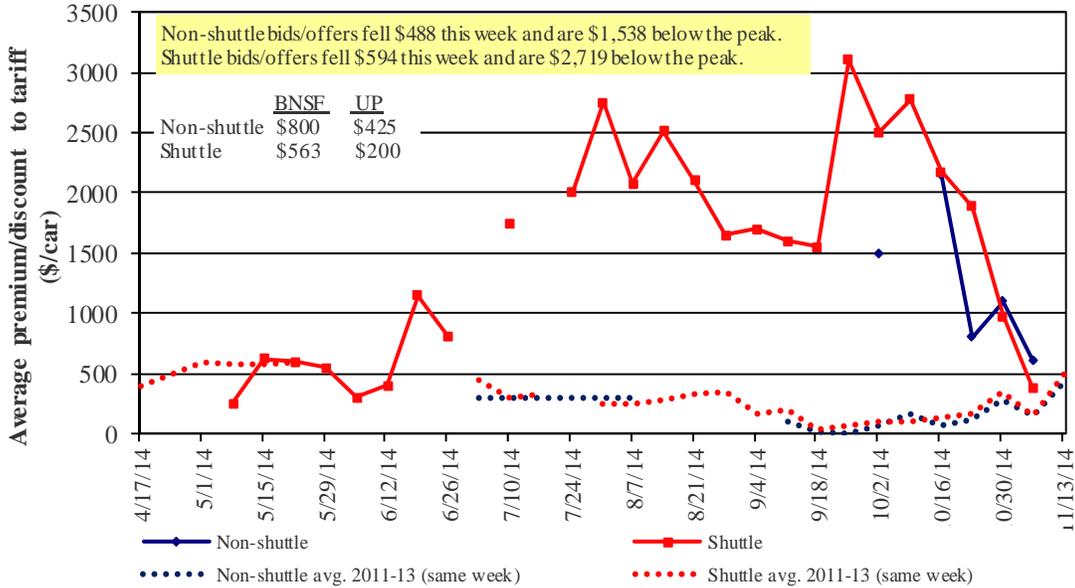
⁵Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

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

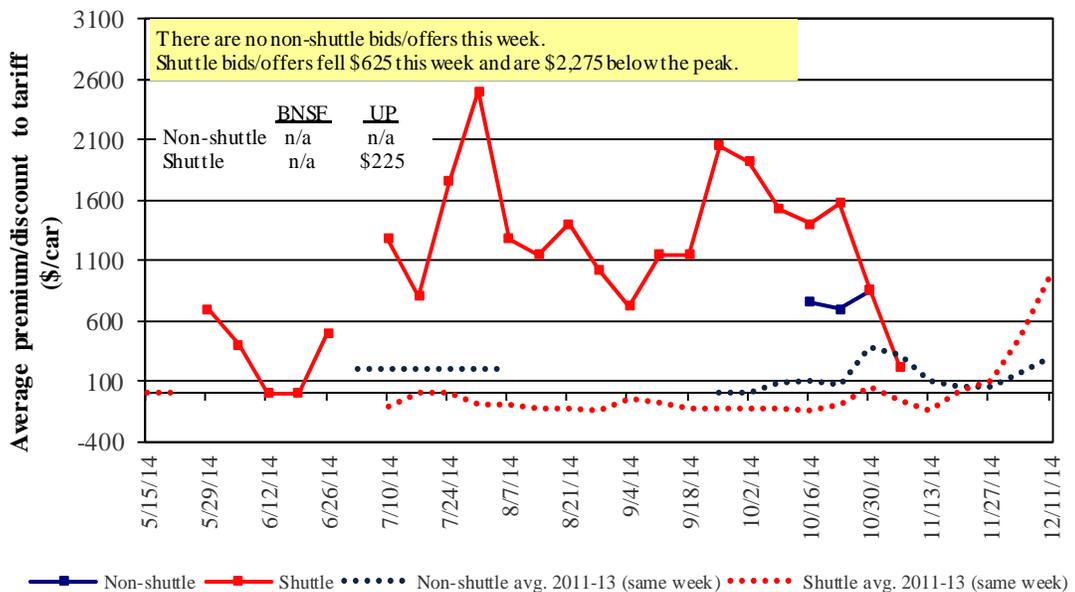


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

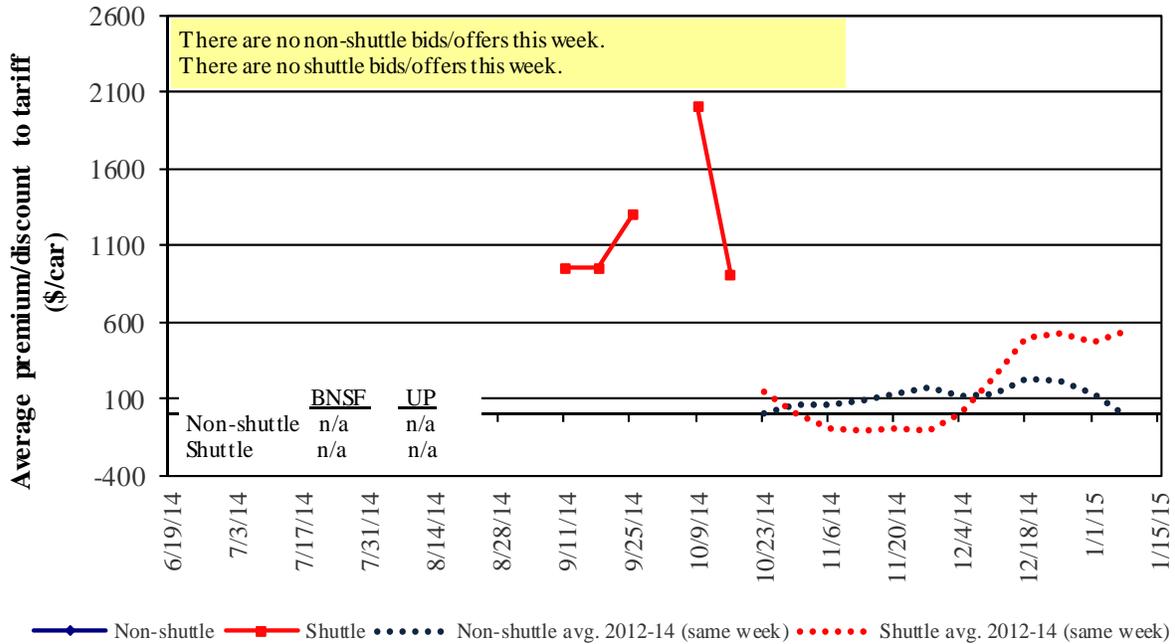


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

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					
	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15
Non-shuttle						
BNSF-GF	800	n/a	n/a	n/a	n/a	n/a
Change from last week	(700)	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	100	n/a	n/a	n/a	n/a	n/a
UP-Pool	425	n/a	n/a	n/a	n/a	n/a
Change from last week	(275)	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	75	n/a	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	563	n/a	n/a	n/a	n/a	n/a
Change from last week	(887)	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	(1,187)	n/a	n/a	n/a	n/a	n/a
UP-Pool	200	225	n/a	n/a	n/a	n/a
Change from last week	(300)	(625)	n/a	n/a	n/a	n/a
Change from same week 2013	(300)	(75)	n/a	n/a	n/a	n/a

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

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

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments¹

Effective date:			Tariff	Fuel	Tariff plus surcharge per:		Percent
11/1/2014	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushel ²	change Y/Y ³
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,387	\$172	\$35.34	\$0.96	5
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$98	\$36.69	\$1.00	0
	Wichita, KS	Los Angeles, CA	\$6,244	\$505	\$67.02	\$1.82	-1
	Wichita, KS	New Orleans, LA	\$4,026	\$303	\$42.99	\$1.17	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$414	\$61.95	\$1.69	-1
	Northwest KS	Galveston-Houston, TX	\$4,293	\$332	\$45.92	\$1.25	4
	Amarillo, TX	Los Angeles, CA	\$4,492	\$461	\$49.19	\$1.34	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,328	\$342	\$36.45	\$0.93	3
	Toledo, OH	Raleigh, NC	\$4,875	\$390	\$52.28	\$1.33	3
	Des Moines, IA	Davenport, IA	\$2,168	\$72	\$22.25	\$0.57	4
	Indianapolis, IN	Atlanta, GA	\$4,211	\$293	\$44.72	\$1.14	3
	Indianapolis, IN	Knoxville, TN	\$3,593	\$188	\$37.54	\$0.95	3
	Des Moines, IA	Little Rock, AR	\$3,308	\$213	\$34.96	\$0.89	2
	Des Moines, IA	Los Angeles, CA	\$5,365	\$620	\$59.43	\$1.51	1
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,699	\$372	\$40.43	\$1.10	5
	Toledo, OH	Huntsville, AL	\$3,807	\$277	\$40.55	\$1.10	2
	Indianapolis, IN	Raleigh, NC	\$4,946	\$392	\$53.01	\$1.44	3
	Indianapolis, IN	Huntsville, AL	\$3,499	\$188	\$36.61	\$1.00	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,974	\$342	\$42.86	\$1.17	4
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$290	\$39.41	\$1.07	-1
	Wichita, KS	Galveston-Houston, TX	\$3,471	\$226	\$36.71	\$1.00	-9
	Chicago, IL	Albany, NY	\$4,140	\$365	\$44.74	\$1.22	3
	Grand Forks, ND	Portland, OR	\$5,159	\$502	\$56.21	\$1.53	-1
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$522	\$65.60	\$1.79	-1
	Northwest KS	Portland, OR	\$5,260	\$544	\$57.63	\$1.57	3
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$611	\$55.72	\$1.42	-1
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$559	\$54.81	\$1.39	-1
	Champaign-Urbana, IL	New Orleans, LA	\$3,147	\$342	\$34.65	\$0.88	3
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$326	\$38.09	\$0.97	-1
	Des Moines, IA	Amarillo, TX	\$3,690	\$268	\$39.30	\$1.00	2
	Minneapolis, MN	Tacoma, WA	\$5,000	\$606	\$55.67	\$1.41	-1
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,400	\$627	\$49.92	\$1.27	-1
	Sioux Falls, SD	Tacoma, WA	\$5,520	\$559	\$60.37	\$1.64	-1
	Minneapolis, MN	Portland, OR	\$5,530	\$611	\$60.98	\$1.66	-1
	Fargo, ND	Tacoma, WA	\$5,430	\$497	\$58.86	\$1.60	-1
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$394	\$47.86	\$1.30	4
	Toledo, OH	Huntsville, AL	\$2,982	\$277	\$32.36	\$0.88	3
	Grand Island, NE	Portland, OR	\$5,360	\$557	\$58.75	\$1.60	3

¹A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

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

³Percentage change year over year calculated using tariff rate plus fuel surcharge

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

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

Table 8

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

Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel		Percent change Y/Y ⁴	
				surcharges per car ²	Tariff plus surcharge per: metric ton ³ bushel ³		
Wheat	MT	Chihuahua, CI	\$6,760	\$531	\$74.49	\$2.03	5
	OK	Cuautitlan, EM	\$6,465	\$644	\$72.64	\$1.97	0
	KS	Guadalajara, JA	\$7,049	\$623	\$78.39	\$2.13	-15
	TX	Salinas Victoria, NL	\$3,852	\$243	\$41.84	\$1.14	29
Corn	IA	Guadalajara, JA	\$8,049	\$732	\$89.72	\$2.28	0
	SD	Celaya, GJ	\$7,656	\$694	\$85.32	\$2.17	-1
	NE	Queretaro, QA	\$7,535	\$650	\$83.64	\$2.12	2
	SD	Salinas Victoria, NL	\$5,880	\$528	\$65.47	\$1.66	-1
	MO	Tlalnepantla, EM	\$6,887	\$632	\$76.82	\$1.95	1
	SD	Torreon, CU	\$6,722	\$581	\$74.62	\$1.89	-1
Soybeans	MO	Bojay (Tula), HG	\$8,111	\$618	\$89.19	\$2.42	2
	NE	Guadalajara, JA	\$8,572	\$707	\$94.80	\$2.58	0
	IA	El Castillo, JA	\$8,855	\$690	\$97.53	\$2.65	-1
	KS	Torreon, CU	\$6,989	\$438	\$75.88	\$2.06	1
Sorghum	TX	Guadalajara, JA	\$6,953	\$452	\$75.66	\$1.92	2
	NE	Celaya, GJ	\$7,287	\$630	\$80.89	\$2.05	-1
	KS	Queretaro, QA	\$6,795	\$396	\$73.47	\$1.86	-3
	NE	Salinas Victoria, NL	\$5,500	\$464	\$60.93	\$1.55	-3
	NE	Torreon, CU	\$6,318	\$517	\$69.84	\$1.77	-1

¹Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.

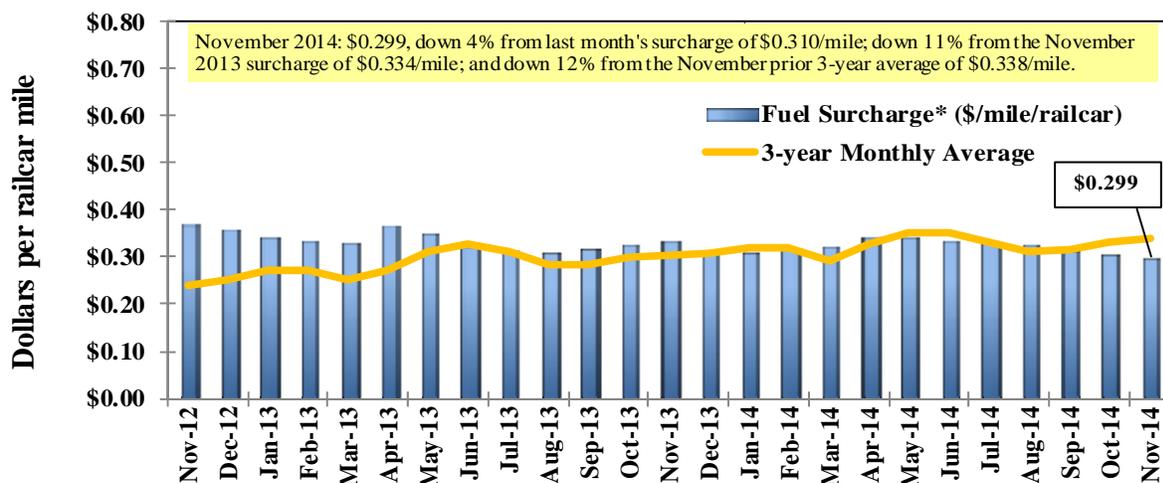
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

⁴Percentage change year over year calculated using tariff rate plus fuel surcharge

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average¹

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

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

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

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate¹	11/11/2014	642	725	767	675	733	733	542
	11/4/2014	725	878	850	724	894	894	629
\$/ton	11/11/2014	39.74	38.57	35.59	26.93	34.38	29.61	17.02
	11/4/2014	44.88	46.71	39.44	28.89	41.93	36.12	19.75
Current week % change from the same week:								
	Last year	35	35	11	13	-2	-2	-4
	3-year avg. ²	19	37	38	32	33	33	18
Rate¹	December	-	-	605	467	517	517	383
	February	-	-	538	413	472	472	357

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds;

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

Benchmark tariff rates

Calculating barge rate per ton:

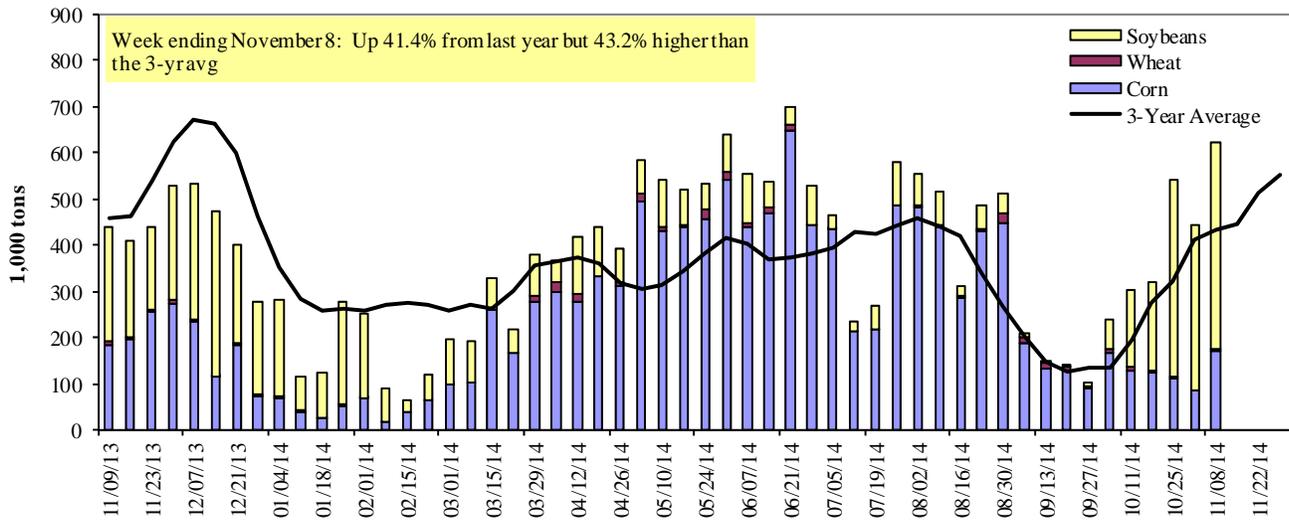
(Rate * 1976 tariff benchmark rate per ton)/100

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 River¹ (Locks 27 - Granite City, IL)



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

Week ending 11/08/2014	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	38	0	150	0	188
Winfield, MO (L25)	111	0	339	2	451
Alton, IL (L26)	157	3	417	0	577
Granite City, IL (L27)	171	3	448	0	623
Illinois River (L8)	59	3	63	0	125
Ohio River (L52)	73	2	293	0	367
Arkansas River (L1)	0	3	62	0	64
Weekly total - 2014	244	8	803	0	1,054
Weekly total - 2013	308	14	458	11	791
2014 YTD ¹	18,255	2,109	8,190	216	28,770
2013 YTD	7,250	3,962	7,008	199	18,419
2014 as % of 2013 YTD	252	53	117	109	156
Last 4 weeks as % of 2013 ²	75	43	114	63	99
Total 2013	9,504	4,111	10,065	255	23,935

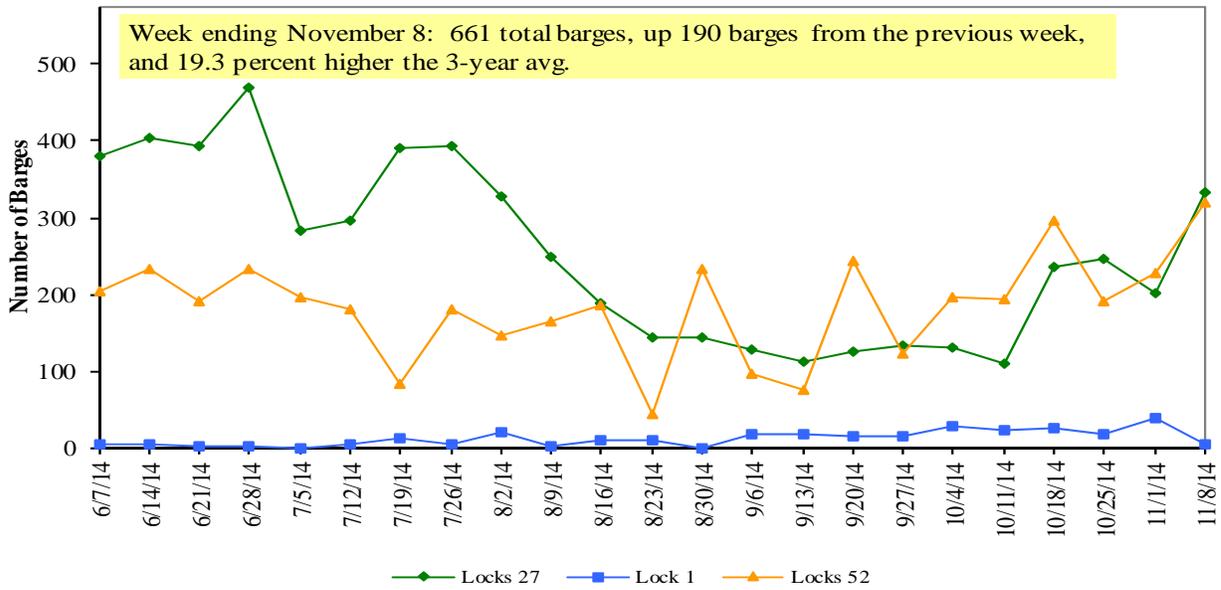
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

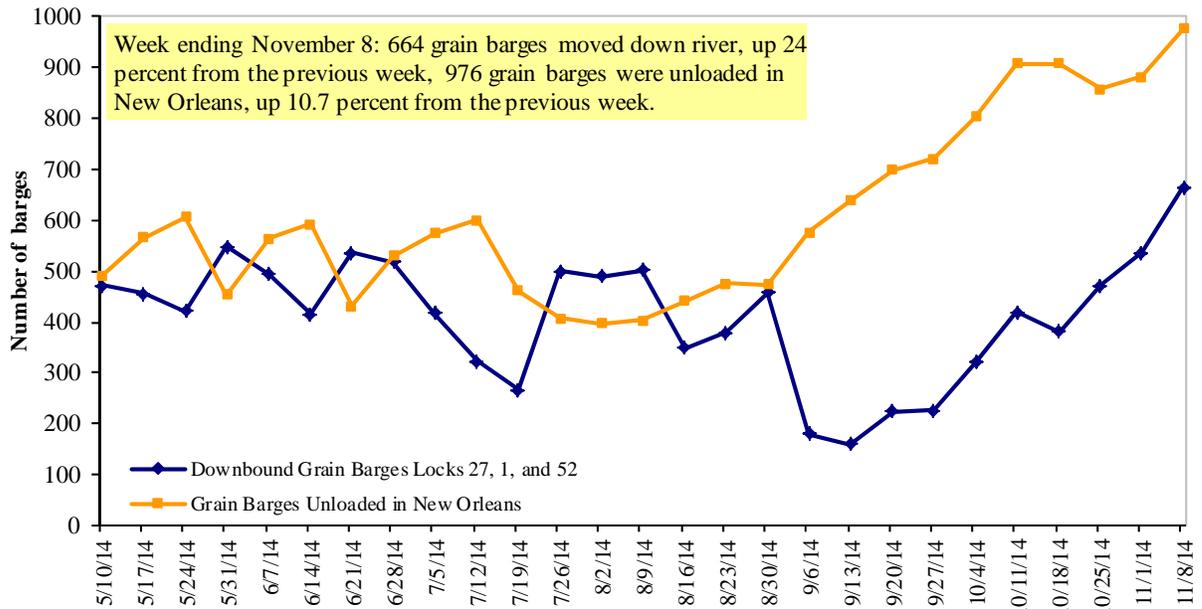
Source: U.S. Army Corps of Engineers

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 Prices¹, Week Ending 11/10/2014 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.568	-0.029	-0.287
	New England	3.659	-0.028	-0.332
	Central Atlantic	3.634	-0.021	-0.269
	Lower Atlantic	3.497	-0.036	-0.296
II	Midwest ²	3.788	0.164	-0.010
III	Gulf Coast ³	3.562	0.030	-0.190
IV	Rocky Mountain	3.796	0.083	-0.040
V	West Coast	3.782	-0.007	-0.194
	West Coast less California	3.712	0.008	-0.169
	California	3.841	-0.020	-0.214
Total	U.S.	3.677	0.054	-0.155

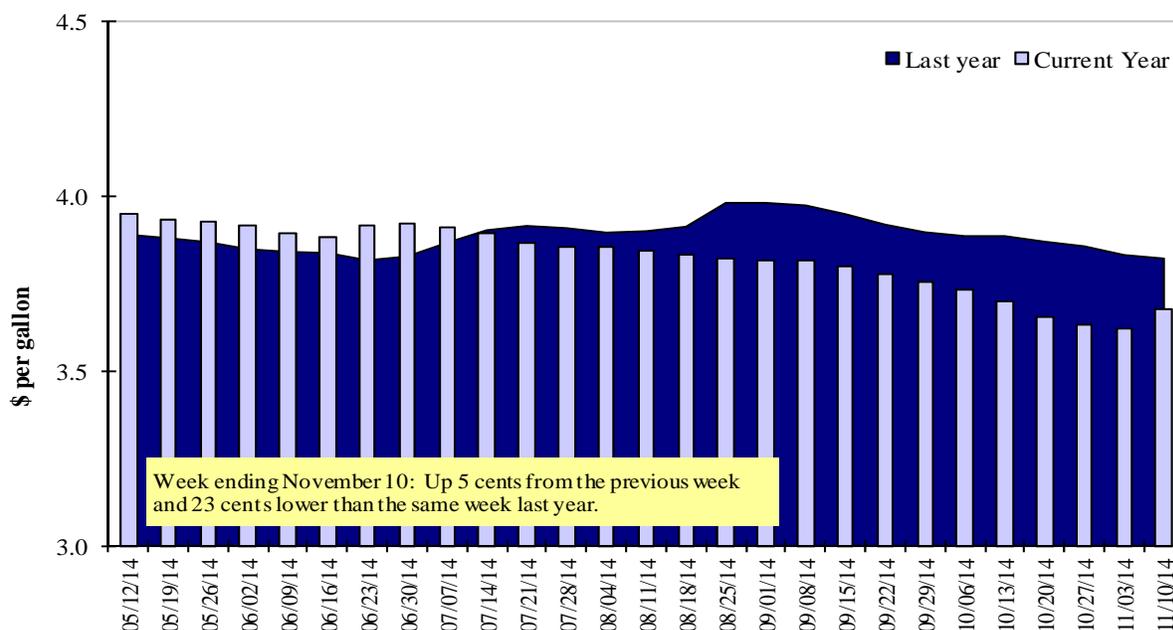
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same as South Central

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

Week ending	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
Export Balances¹									
10/30/2014	1,509	928	1,453	854	84	4,828	12,313	25,275	42,416
This week year ago	1,606	1,201	1,390	949	79	5,225	17,114	24,146	46,485
Cumulative exports-marketing year²									
2014/15 YTD	3,412	1,917	3,336	1,676	235	10,576	6,907	10,370	27,853
2013/14 YTD	6,242	4,864	2,568	1,828	181	15,683	4,841	9,081	29,605
YTD 2014/15 as % of 2013/14	55	39	130	92	130	67	143	114	94
Last 4 wks as % of same period 2013/14	94	76	99	84	121	90	72	110	94
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 Importers¹ of U.S. Corn

Week ending 10/30/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 3-year avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
- 1,000 mt -				
Japan	3,278	3,457	(5)	10,079
Mexico	5,084	6,084	(16)	8,145
Korea	549	318	73	2,965
Colombia	1,635	838	95	3,461
Taiwan	307	298	3	1,238
Top 5 Importers	10,854	10,994	(1)	25,887
Total US corn export sales	19,220	21,955	(12)	34,445
% of Projected	43%	45%		
Change from prior week*	478	1,601		
Top 5 importers' share of U.S. corn export sales	56%	50%		75%
USDA forecast, November 2014	44,450	48,700	(9)	
Corn Use for Ethanol USDA forecast, November 2014	130,810	130,302	0.4	

(n) indicates negative number.

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

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

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

Table 14

Top 5 Importers¹ of U.S. Soybeans

Week Ending 10/30/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg. 2011-13
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	22,194	21,148	5	24,211
Mexico	1,443	1,117	29	2,971
Indonesia	734	782	(6)	1,895
Japan	718	780	(8)	1,750
Taiwan	825	758	9	1,055
Top 5 importers	25,914	24,586	5	31,882
Total US soybean export sales	35,645	33,226	7	39,169
% of Projected	76%	74%		
Change from prior week*	1,610	997		
Top 5 importers' share of U.S. soybean export sales	73%	74%		81%
USDA forecast, November 2014	46,810	44,820	4	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/>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 1-23, 2013.

Table 15

Top 10 Importers¹ of All U.S. Wheat

Week Ending 10/30/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,726	1,454	19	3,243
Mexico	1,702	1,994	(15)	3,066
Nigeria	1,652	1,568	5	2,960
Philippines	1,356	1,177	15	2,006
China	205	4,028	(95)	1,830
Brazil	1,492	3,149	(53)	1,617
Korea	864	833	4	1,552
Taiwan	612	605	1	969
Indonesia	349	502	(31)	813
Colombia	394	439	(10)	610
Top 10 importers	10,352	15,749	(34)	18,665
Total US wheat export sales	15,404	20,908	(26)	27,696
% of Projected	61%	65%		
Change from prior week*	271	417		
Top 10 importers' share of U.S. wheat export sales	67%	75%		67%
USDA forecast, November 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 11/06/14	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		Total ¹ 2013
							2013	3-yr. avg.	
Pacific Northwest									
Wheat	112	75	150	10,914	10,276	106	94	80	11,585
Corn	0	0	n/a	7,470	1,388	538	1,041	38	2,973
Soybeans	822	826	100	8,036	6,783	118	118	162	9,090
Total	935	901	104	26,421	18,447	143	116	135	23,647
Mississippi Gulf									
Wheat	29	36	81	4,224	9,070	47	39	44	9,711
Corn	414	359	115	27,430	11,854	231	98	123	14,828
Soybeans	1,202	1,575	76	19,264	14,150	136	123	136	21,462
Total	1,646	1,970	84	50,918	35,073	145	110	126	46,002
Texas Gulf									
Wheat	110	40	272	5,725	8,138	70	60	77	9,039
Corn	0	0	n/a	510	163	313	n/a	0	255
Soybeans	150	65	233	543	658	83	58	103	908
Total	260	105	248	6,778	8,959	76	59	84	10,203
Interior									
Wheat	10	9	102	1,226	952	129	107	49	1,244
Corn	91	48	191	4,907	2,954	166	78	54	3,943
Soybeans	174	172	102	3,237	2,688	120	88	130	3,212
Total	275	229	120	9,369	6,594	142	85	87	8,399
Great Lakes									
Wheat	55	55	101	716	685	105	1,158	293	884
Corn	0	6	0	275	0	n/a	n/a	0	0
Soybeans	73	118	62	432	392	110	116	163	699
Total	129	179	72	1,423	1,078	132	172	202	1,583
Atlantic									
Wheat	0	0	n/a	546	645	85	785	887	645
Corn	1	2	40	817	223	366	45	89	242
Soybeans	104	80	130	1,247	886	141	130	152	1,652
Total	105	82	128	2,610	1,754	149	107	148	2,540
U.S. total from ports²									
Wheat	316	216	147	23,351	29,765	78	78	78	33,108
Corn	506	415	122	41,409	16,582	250	88	99	22,241
Soybeans	2,527	2,835	89	32,759	25,557	128	117	143	37,024
Total	3,349	3,466	97	97,519	71,904	136	106	124	92,373

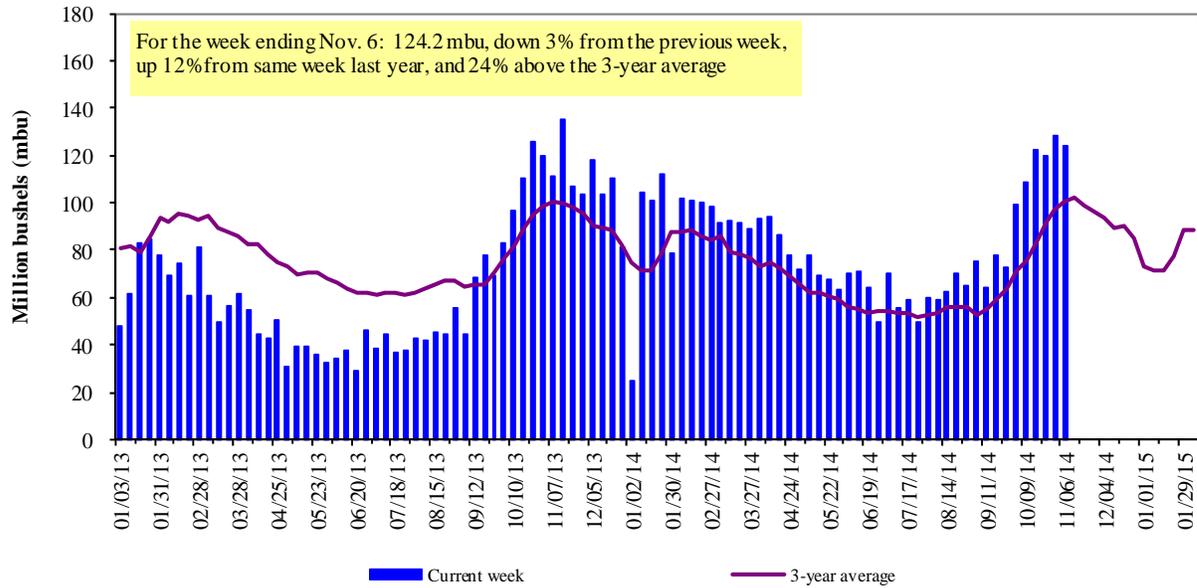
¹ Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

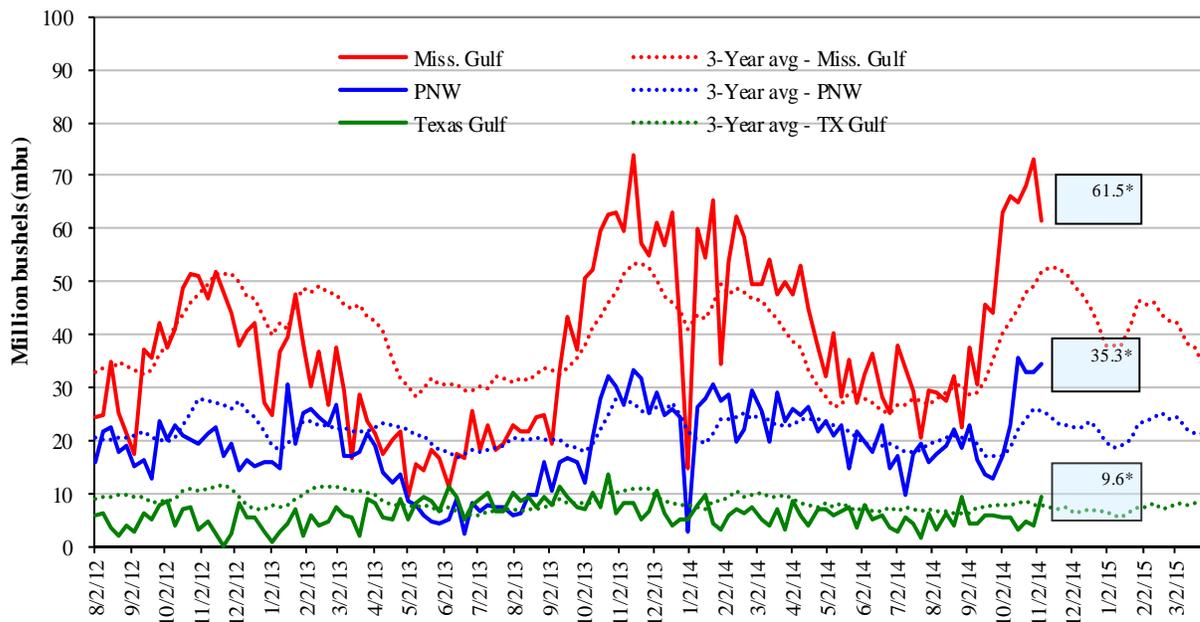


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



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

<u>Nov 6 : % change from:</u>	<u>MS Gulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Last week	down 16	up 148	down 8	up 4
Last year (same week)	up 3	up 16	up 5	up 29
3-yr avg. (4-wk mov. avg.)	up 16	up 51	up 20	up 45

Ocean Transportation

Table 17

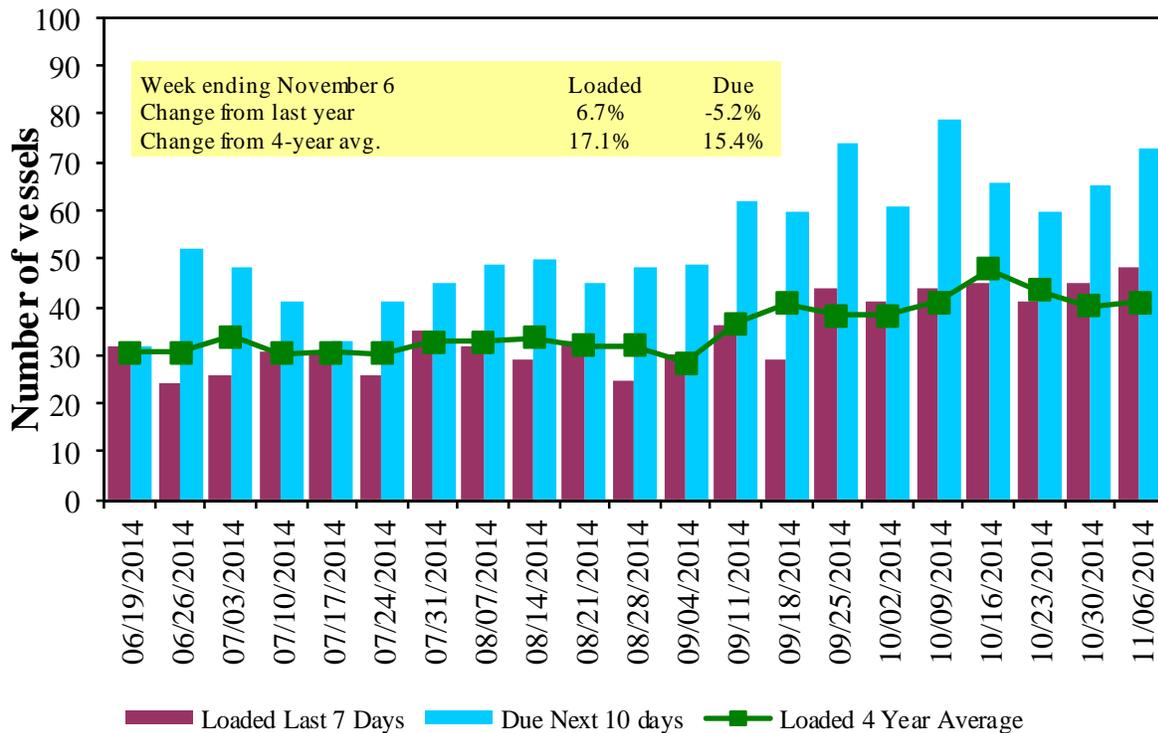
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
11/6/2014	52	48	73	13	n/a
10/30/2014	48	45	65	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

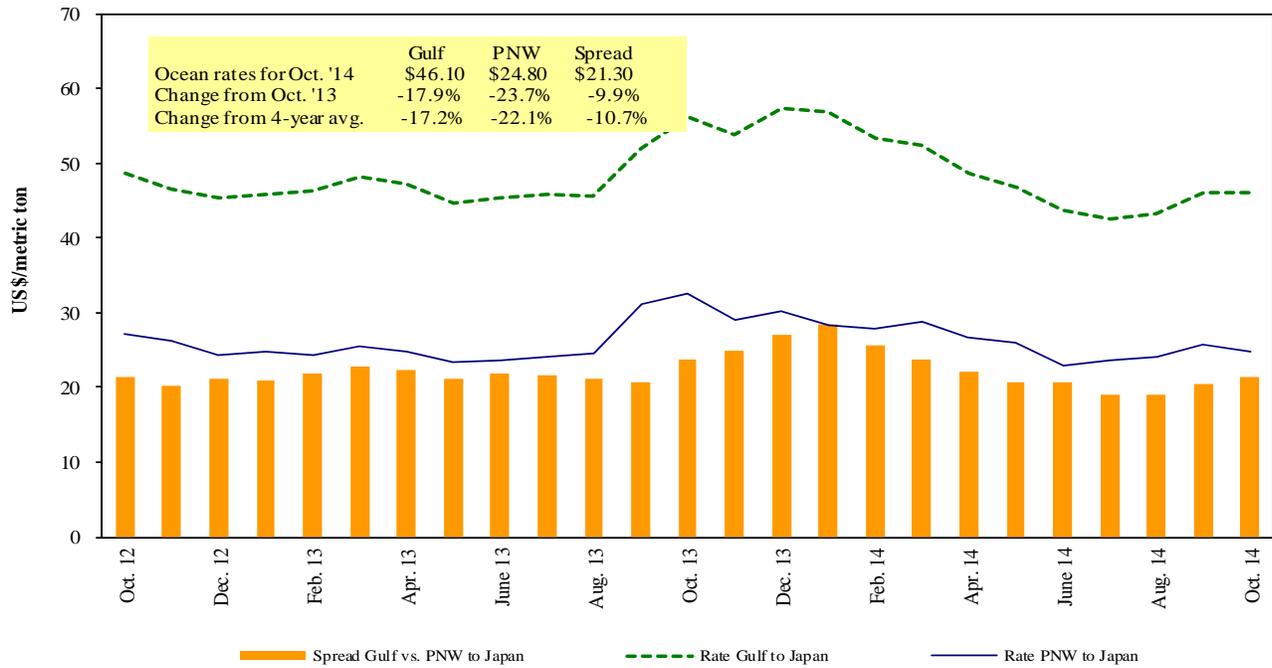
U.S. Gulf¹ Vessel Loading Activity



Source: Transportation & Marketing Programs/AMS/USDA
¹U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 11/08/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Nov 20/30	60,000	
U.S. Gulf	China	Heavy Grain	Nov 15/25	55,000	44.75
U.S. Gulf	China	Heavy Grain	Nov 10/20	60,000	44.25
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	Brazil	Wheat	Nov 8/14	25,000	22.00
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

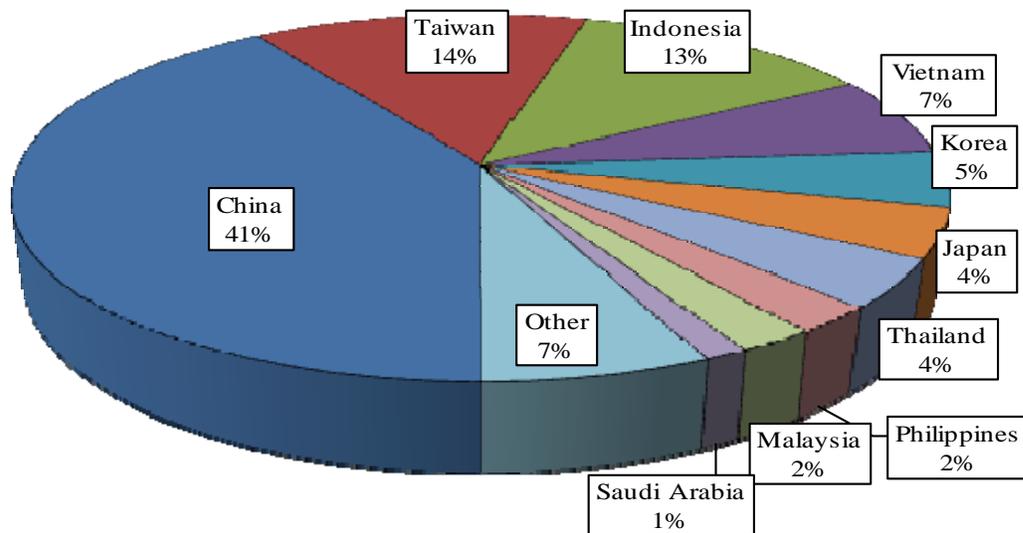
¹50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 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

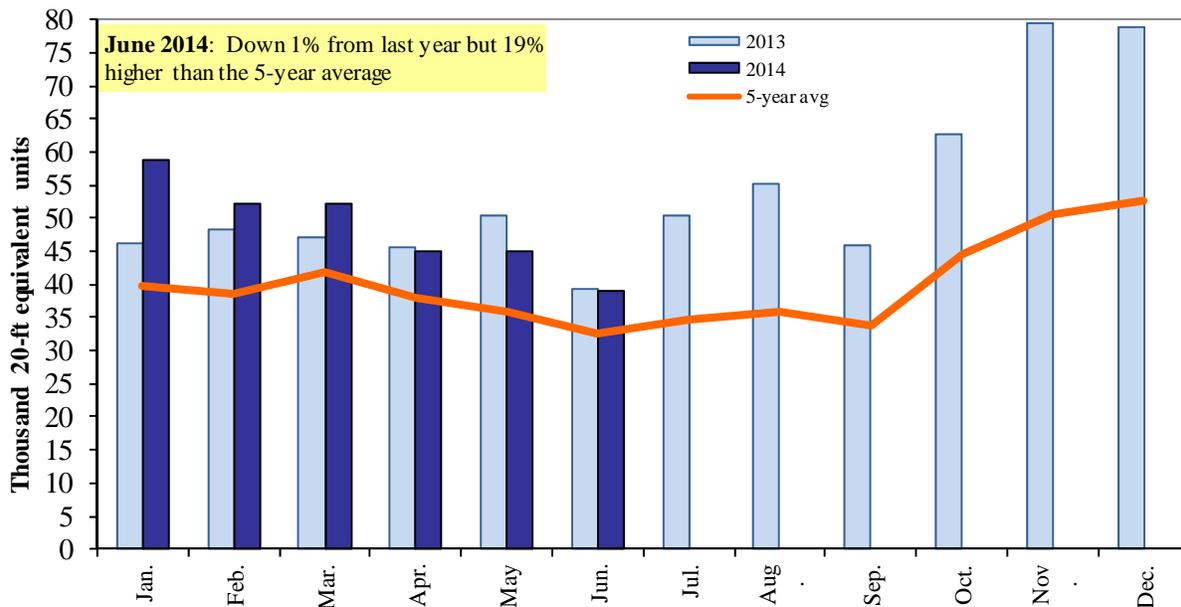


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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,

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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Barge Transportation

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