USDA 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

Nov. 21, 2013

Contents

The next release is Nov. 28, 2013

WEEKLY HIGHLIGHTS

Gulf Vessel Loading Activity Continues to be Strong

Grain vessel loading activity in the U.S. Gulf continued to be strong. During the week ending November 14, 56 **ocean-going grain vessels** were loaded in the Gulf, 27 percent more than the same period last year. Sixty-eight vessels are expected to be loaded within the next 10 days, 58 percent more than the same period last year. The last time that many vessels were loaded in one week was during the week ending 11/18/2010, 3 years ago. Meanwhile, the ocean freight rates for shipping bulk grain continued to be moderate and may continue to boost Gulf vessel loading activity. During the week ending November 15, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $53 per mt, down 3 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was $28 per mt, down 7 percent from the previous week.

Weekly Grain Inspections Continue to Rally

For the week ending November 14, **total inspections of grain** (corn, wheat, and soybeans) for export from all major port regions reached a record 3.66 million metric tons (mmt), up 22 percent from the previous week, 50 percent above last year at this time, and 37 percent above the 3-year average. Inspections increased 23 percent in the Pacific Northwest and 24 percent in the Mississippi Gulf. Total soybean inspections were a record 2.38 mmt, with Mississippi Gulf soybean inspections (1.45 mmt) increasing 15 percent, surpassing last week's record. Total corn (.783 mmt) and wheat (.494 mmt) inspections jumped 83 and 45 percent from the previous week. Corn shipments increased to Asia and Mexico, and shipments of wheat increased to Latin America. Outstanding (unshipped) sales of corn were up 5 percent from the past week, but outstanding wheat and soybean sales decreased slightly. Cumulative (shipped) year-to-date export sales remained strong for wheat and corn and were down slightly for soybeans.

November and December Secondary Rail Bids Drop

During the week ending November 14, average November non-shuttle **secondary railcar bids/offers per car** were $425 above tariff, down $100 from last week. Average shuttle bids/offers were $500 above tariff, down $625 from last week. Average December non-shuttle bids/offers per car were $300, down $675 from last week and $287.50 above this time last year. Average December shuttle bids/offers per car were $96, down $454 and $230.50 above this time last year. Despite the sharp drop the last two weeks, all bids/offers remain above 3-year average bids/offers.

Snapshots by Sector

Rail

U.S. railroads originated 23,744 **carloads of grain** during the week ending November 9, up 14 percent from last week, 21 percent from last year, and 11 percent from the 3-year average.

Barge

During the week ending November 16, **barge grain movements** totaled 863,110 tons, 9.2 percent higher than the previous week and 36.2 percent higher than the same period last year.

During the week ending November 16, 549 grain barges **moved down river**, up 9.2 percent from last week; 947 grain barges were **unloaded in New Orleans**, up 1.4 percent from the previous week.

Fuel

During the week ending November 18, U.S. average **diesel fuel prices** decreased 1 cent from the previous week to $3.82 per gallon—15 cents lower than the same week last year.

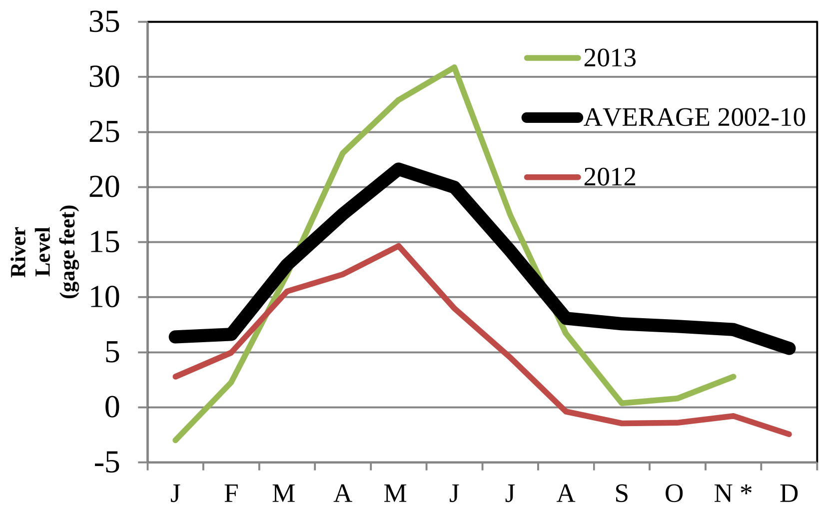
Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* November 21, 2013.
Web: http://dx.doi.org/10.9752/TS056.11-21-2013

Feature Article/Calendar

River Conditions for Harvest

Water Levels: For the week beginning November 17, the Mississippi River gage at St. Louis ranged from 3.5 to 1.5 feet.[1] This is higher than last year when the St. Louis gage was at -0.67 feet during the last half of November and when persistent and deteriorating low water conditions threatened barge movements of agricultural products on the Mississippi River. Figure 1 shows that 2013 river levels started at below average levels and rose to above average levels during the spring. In mid-summer, the river rose above flood level (30 feet) but dropped to below average levels by late summer.

Figure 1 - Mississippi River Water Levels at St. Louis

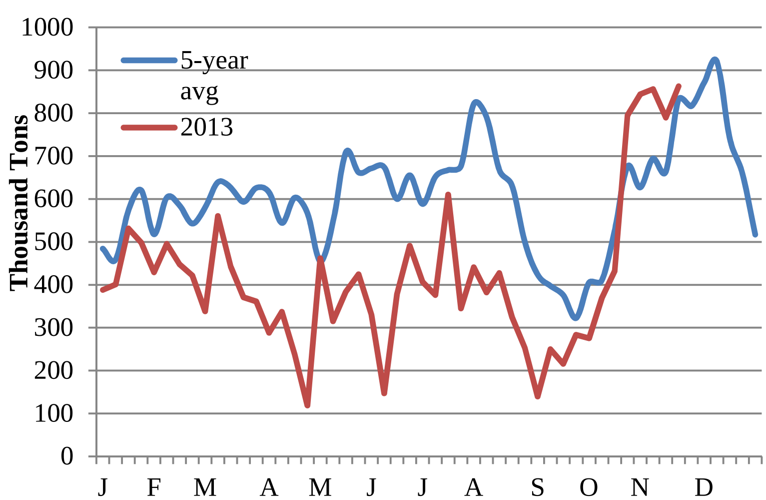


Source: U.S. Army Corps of Engineers

* as of Nov. 19

When the gage is at or above 5 feet at St. Louis, normal navigation conditions exist. Between 5 and 0 feet, low water conditions exist, and may cause barges to be loaded to less than capacity and their movement may be subject to restrictions. Below -5 feet, represents extreme low water conditions and generally prevents passage of most barge traffic.

Figure 2 -Weekly Barge Grain Tonnages[2]



Low Barge Tonnages: Figure 2 shows that during recent weeks, barge tonnages have been above average and are following seasonal trends.[2] However, for most of 2013, barge movements were below average because of less demand for barge service due to last year's drought impacted crops, which reduced exports and depleted stocks.

Rates: Barge rates in 2013 were below average until new crops began to be harvested in the fourth quarter (see table1). Even so, barge rates have still been lower than

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1 River gage is a measurement of the water level to a reference level of zero and is not equal to actual river depth.

2 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 by the U.S. Army Corps of Engineers.

Table 1 - St. Louis to New Orleans Grain Barge Rates				
	1st Quarter (Jan.-Mar.)	**2nd Quarter (Apr.-June)**	**3rd Quarter (July-Sept.)**	**4th Quarter (only through Nov. 19)**
Year	Dollars per Short Ton			
2008	$14.24	$14.40	$19.55	$21.59
2009	$11.53	$7.90	$10.81	$14.56
2010	$9.78	$8.74	$15.84	$17.04
2011	$16.68	$13.21	$14.12	$13.97
2012	$11.37	$9.42	$16.88	$21.59
2013	$10.45	$8.86	$14.24	$22.66
5-yr. avg.	$12.72	$10.73	$15.44	$17.75

Source: USDA-AMS

most of 2012, when navigation was significantly limited by drought conditions. Recent barge rate increases are due to increased demand for newly harvested crops, especially soybeans.

Phase 2 of Rock Pinnacle Removal: Last year, low water and submerged rock formations on the Mississippi River between St. Louis, MO, and Cairo, IL, posed potential navigation hazards. An expedited plan was developed and implemented to remove portions of the pinnacle and shelf rock within the river channel. The initial work as was completed and increased precipitation resulted in elevated river levels, reducing potential navigation hazards.

Currently, the rock formations are not a hazard to navigation; however, the U.S. Army Corps of Engineers has determined that continued demolition of the rock formations is necessary for better general navigation during future extreme low water events that may occur in the future; and in the margins of the navigation channel. Therefore, a second phase of the rock removal is scheduled to begin later this month. The work is expected to last 4–5 months with no major navigation disruptions expected. The project can only be done in low water conditions and will be halted when the river gage at Cape Girardeau, MO, is above 10 feet. As of November 20, the Cape Girardeau gage is 10.7 feet and steady.
Nick.Marathon@ams.usda.gov

Grain Transportation Indicators

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
11/20/13	257	263	236	361	237	199
11/13/13	257	268	263	384	244	213

[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	11/15/2013	11/8/2013
Corn	IL--Gulf	-1.01	-0.94
Corn	NE--Gulf	-1.00	-1.01
Soybean	IA--Gulf	-1.36	-1.38
HRW	KS--Gulf	-1.62	-1.63
HRS	ND--Portland	-2.33	-2.21

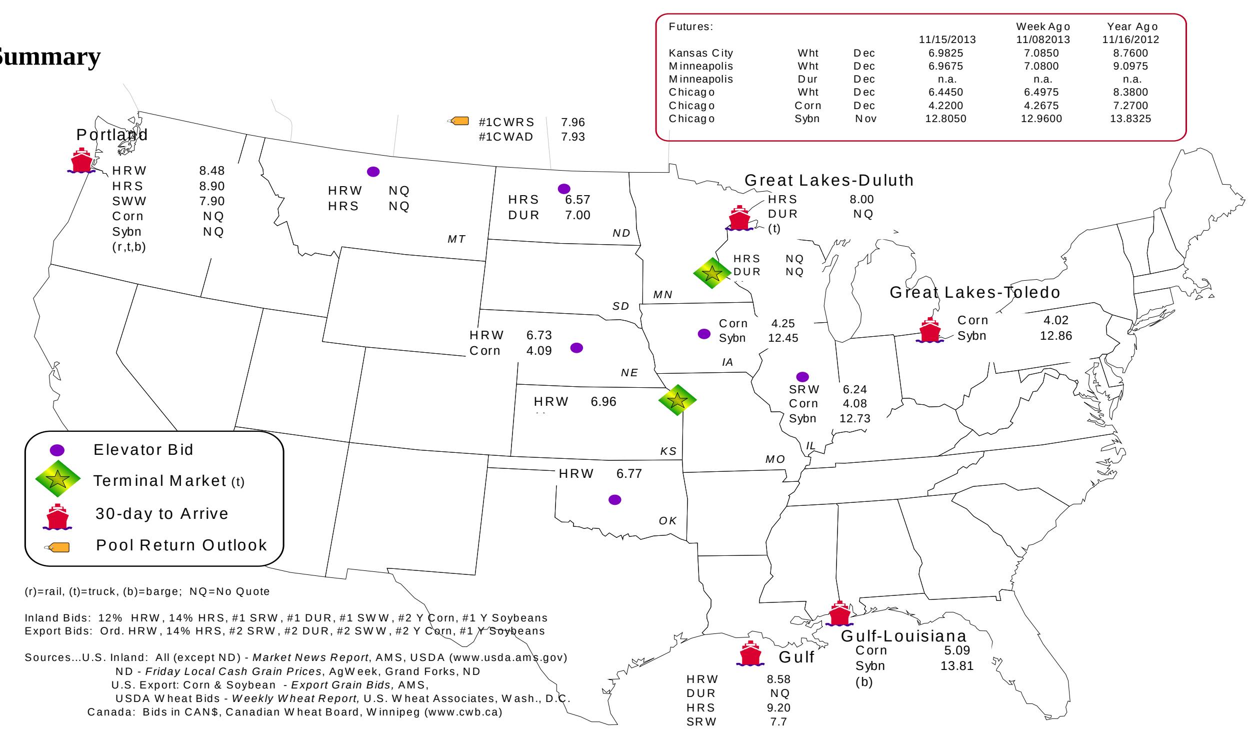
Note: nq = no quote

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

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
11/13/2013[p]	1,948	1,060	7,344	1,209	11,561	11/09/13	2,095
11/06/2013[r]	1,955	1,080	5,837	1,387	10,259	11/02/13	1,340
2013 YTD[r]	21,391	64,596	134,423	18,322	238,732	2013 YTD	59,735
2012 YTD[r]	14,924	36,434	176,686	18,990	247,034	2012 YTD	84,778
2013 YTD as % of 2012 YTD	143	177	76	96	97	% change YTD	70
Last 4 weeks as % of 2012[2]	302	142	171	111	169	Last 4wks % 2012	116
Last 4 weeks as % of 4-year avg.[2]	166	75	152	129	137	Last 4wks % 4 yr	105
Total 2012	22,604	40,780	199,419	42,981	287,462	Total 2012	92,008
Total 2011	27,358	77,515	191,187	24,088	320,148	Total 2011	97,118

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2012 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.

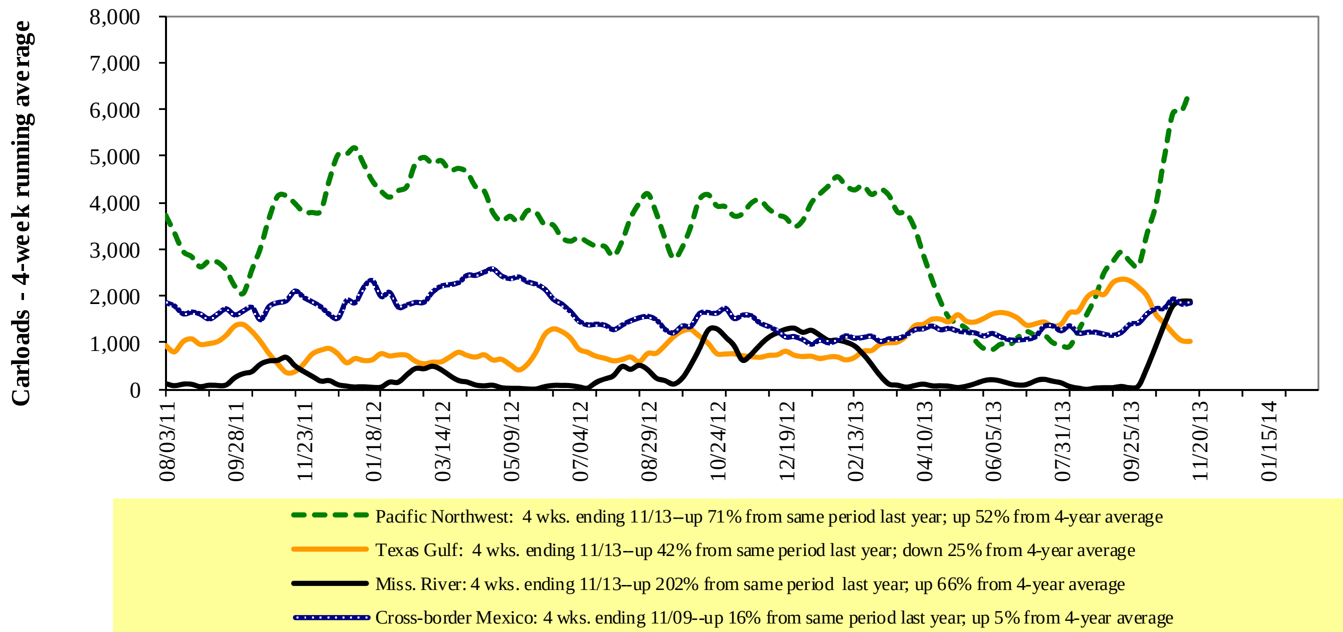
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

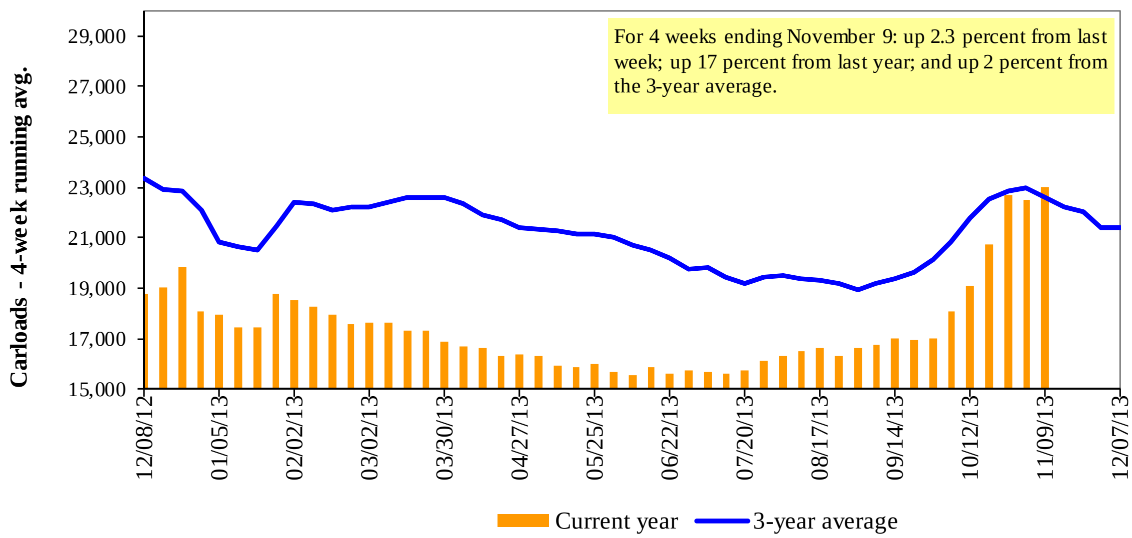
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
11/09/13	2,462	4,390	10,328	994	5,570	23,744	6,240	6,947
This week last year	1,806	3,343	9,815	545	4,068	19,577	4,114	6,091
2013 YTD	69,575	114,120	392,974	28,533	182,431	787,633	158,912	235,975
2012 YTD	74,302	126,000	447,098	23,276	217,863	888,539	175,696	223,970
2013 YTD as % of 2012 YTD	94	91	88	123	84	89	90	105
Last 4 weeks as % of 2012	152	132	91	189	150	117	121	100
Last 4 weeks as % of 3-yr avg.[1]	123	127	87	165	104	103	123	109
Total 2012	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266

[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 11/14/2013	Delivery period							
	Nov-13	Nov-12	Dec-13	Dec-12	Jan-14	Jan-13	Feb-14	Feb-13
BNSF[3]								
COT grain units	no offer	n/a	no offer	no bids	no offer	no bids	no offer	0
COT grain single-car[5]	no offer	n/a	no offer	0	no offer	0	no offer	0 . . 2
UP[4]								
GCAS/Region 1	no offer	n/a	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no offer	n/a	no bids	no bids	no bids	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.

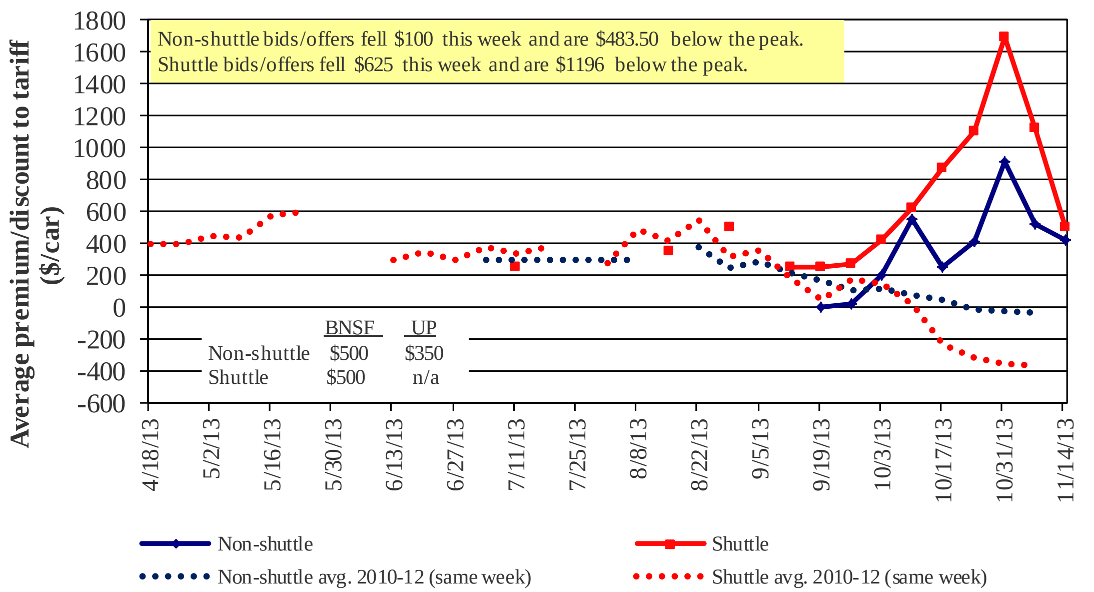
[5]Range is shown because average is not available. Not available = n/a.

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 2013, Secondary Market

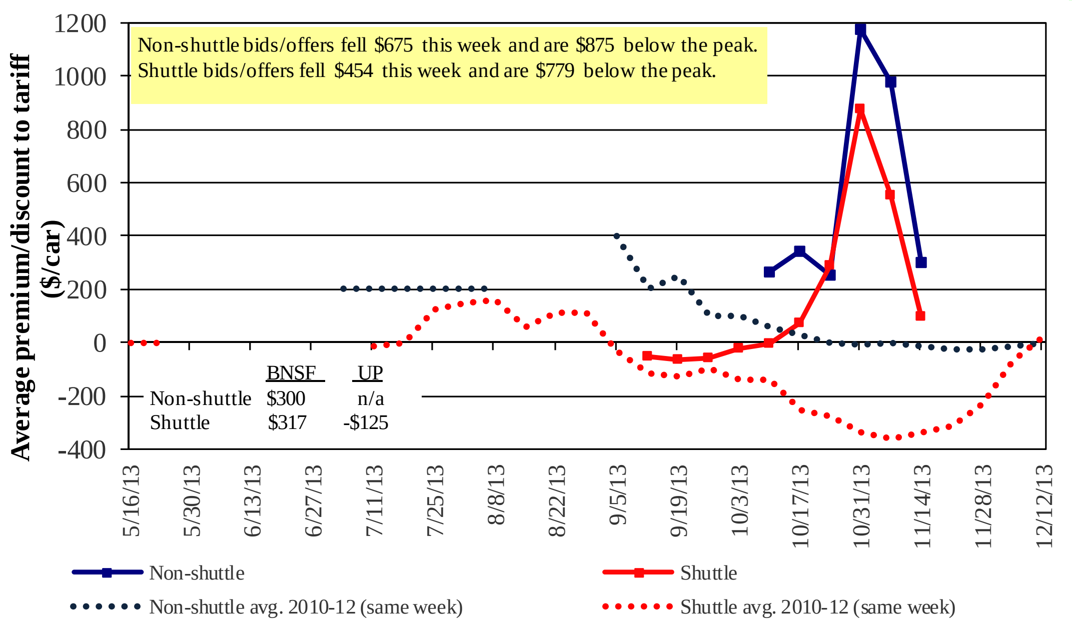


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

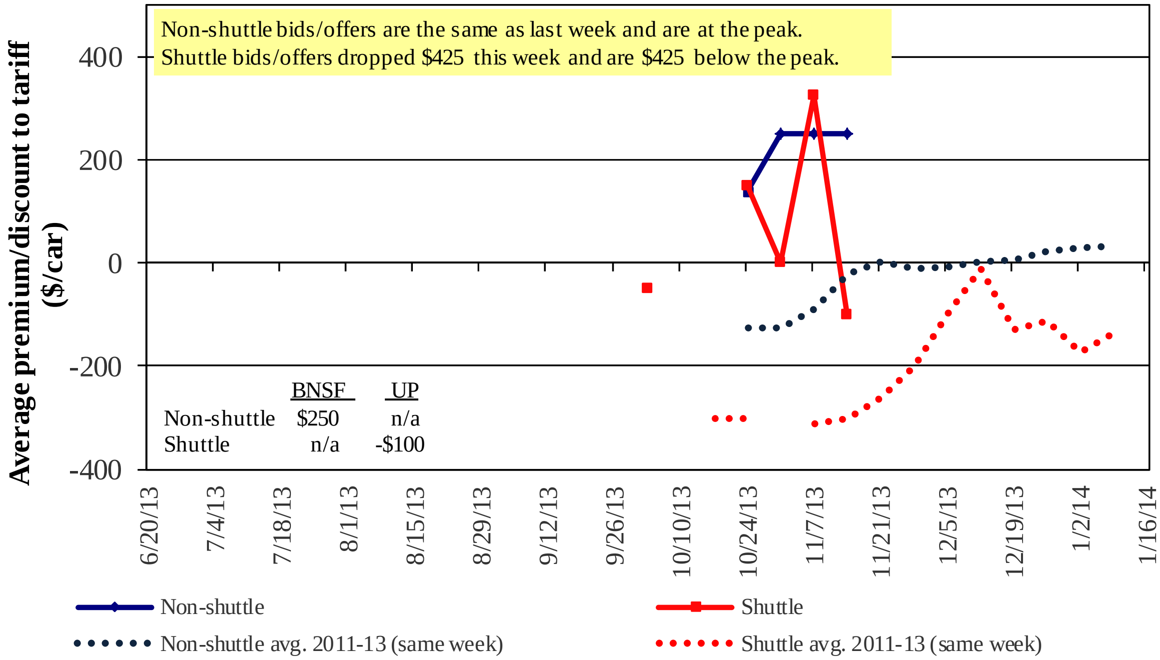


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in January 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	**Delivery period**					
11/14/2013	**Nov-13**	**Dec-13**	**Jan-14**	**Feb-14**	**Mar-14**	**Apr-14**
Non-shuttle						
BNSF-GF	500	300	250	n/a	n/a	n/a
Change from last week	(200)	(675)	-	n/a	n/a	n/a
Change from same week 2012	n/a	275	n/a	n/a	n/a	n/a
UP-Pool	350	n/a	n/a	n/a	n/a	n/a
Change from last week	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	500	317	n/a	n/a	n/a	n/a
Change from last week	(1,250)	(483)	n/a	n/a	n/a	n/a
Change from same week 2012	n/a	455	n/a	n/a	n/a	n/a
UP-Pool	n/a	(125)	(100)	n/a	n/a	n/a
Change from last week	n/a	(425)	-	n/a	n/a	n/a
Change from same week 2012	n/a	6	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: 11/1/2013	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	$3,191	$192	$33.60	$0.91	1
	Grand Forks, ND	Duluth-Superior, MN	$3,596	$110	$36.80	$1.00	4
	Wichita, KS	Los Angeles, CA	$6,244	$566	$67.63	$1.84	2
	Wichita, KS	New Orleans, LA	$3,808	$338	$41.17	$1.12	3
	Sioux Falls, SD	Galveston-Houston, TX	$5,824	$465	$62.45	$1.70	3
	Northwest KS	Galveston-Houston, TX	$4,076	$371	$44.16	$1.20	3
	Amarillo, TX	Los Angeles, CA	$4,275	$516	$47.57	$1.29	3
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,192	$382	$35.49	$0.90	1
	Toledo, OH	Raleigh, NC	$4,686	$433	$50.83	$1.29	3
	Des Moines, IA	Davenport, IA	$2,078	$81	$21.44	$0.54	3
	Indianapolis, IN	Atlanta, GA	$4,061	$325	$43.56	$1.11	3
	Indianapolis, IN	Knoxville, TN	$3,469	$209	$36.52	$0.93	3
	Des Moines, IA	Little Rock, AR	$3,218	$238	$34.32	$0.87	1
	Des Moines, IA	Los Angeles, CA	$5,215	$693	$58.67	$1.49	2
Soybeans	Minneapolis, MN	New Orleans, LA	$3,459	$417	$38.49	$1.05	1
	Toledo, OH	Huntsville, AL	$3,687	$308	$39.67	$1.08	2
	Indianapolis, IN	Raleigh, NC	$4,756	$436	$51.56	$1.40	3
	Indianapolis, IN	Huntsville, AL	$3,379	$209	$35.63	$0.97	3
	Champaign-Urbana, IL	New Orleans, LA	$3,748	$382	$41.02	$1.12	3
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,678	$326	$39.76	$1.08	4
	Wichita, KS	Galveston-Houston, TX	$3,798	$253	$40.23	$1.09	3
	Chicago, IL	Albany, NY	$3,950	$406	$43.26	$1.18	3
	Grand Forks, ND	Portland, OR	$5,159	$562	$56.82	$1.55	2
	Grand Forks, ND	Galveston-Houston, TX	$6,084	$586	$66.23	$1.80	1
	Northwest KS	Portland, OR	$5,043	$608	$56.11	$1.53	4
Corn	Minneapolis, MN	Portland, OR	$5,000	$685	$56.45	$1.43	2
	Sioux Falls, SD	Tacoma, WA	$4,960	$627	$55.48	$1.41	2
	Champaign-Urbana, IL	New Orleans, LA	$3,011	$382	$33.70	$0.86	4
	Lincoln, NE	Galveston-Houston, TX	$3,510	$366	$38.49	$0.98	4
	Des Moines, IA	Amarillo, TX	$3,590	$299	$38.62	$0.98	4
	Minneapolis, MN	Tacoma, WA	$5,000	$679	$56.40	$1.43	2
	Council Bluffs, IA	Stockton, CA	$4,400	$703	$50.67	$1.29	2
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,520	$627	$61.04	$1.66	2
	Minneapolis, MN	Portland, OR	$5,530	$685	$61.72	$1.68	2
	Fargo, ND	Tacoma, WA	$5,430	$558	$59.46	$1.62	2
	Council Bluffs, IA	New Orleans, LA	$4,175	$441	$45.84	$1.25	6
	Toledo, OH	Huntsville, AL	$2,862	$308	$31.47	$0.86	3
	Grand Island, NE	Portland, OR	$5,110	$622	$56.92	$1.55	2

[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: 11/1/2013				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	$6,360	$595	$71.06	$1.93	-17
	OK	Cuautitlan, EM	$6,357	$723	$72.33	$1.97	-7
	KS	Guadalajara, JA	$8,293	$698	$91.87	$2.50	9
	TX	Salinas Victoria, NL	$2,898	$272	$32.39	$0.88	-22
Corn	IA	Guadalajara, JA	$7,974	$821	$89.86	$2.28	2
	SD	Celaya, GJ	$7,656	$778	$86.18	$2.19	3
	NE	Queretaro, QA	$7,317	$729	$82.21	$2.09	1
	SD	Salinas Victoria, NL	$5,880	$592	$66.12	$1.68	2
	MO	Tlalnepantla, EM	$6,755	$709	$76.26	$1.94	1
	SD	Torreon, CU	$6,722	$652	$75.34	$1.91	2
Soybeans	MO	Bojay (Tula), HG	$7,868	$693	$87.46	$2.38	3
	NE	Guadalajara, JA	$8,447	$792	$94.40	$2.57	3
	IA	El Castillo, JA	$8,855	$774	$98.38	$2.67	2
	KS	Torreon, CU	$6,864	$491	$75.15	$2.04	2
Sorghum	TX	Guadalajara, JA	$6,764	$507	$74.29	$1.89	1
	NE	Celaya, GJ	$7,272	$707	$81.52	$2.07	3
	KS	Queretaro, QA	$7,005	$444	$76.11	$1.93	7
	NE	Salinas Victoria, NL	$5,628	$520	$62.81	$1.59	7
	NE	Torreon, CU	$6,328	$580	$70.59	$1.79	3

[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

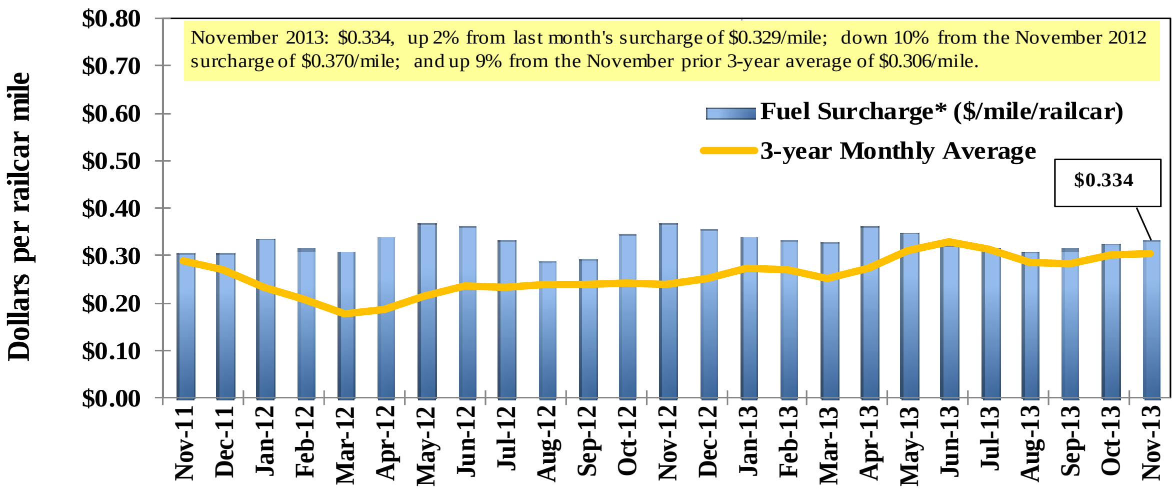
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[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.

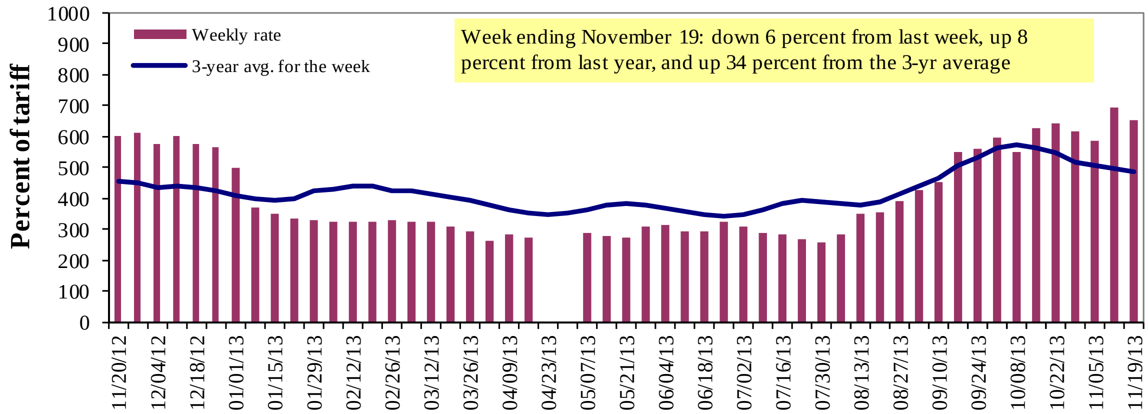
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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]	11/19/2013	520	545	650	617	700	700	558
	11/12/2013	475	537	692	600	750	750	567
$/ton	11/19/2013	32.19	28.99	30.16	24.62	32.83	28.28	17.52
	11/12/2013	29.40	28.57	32.11	23.94	35.18	30.30	17.80
Current week % change from the same week:								
	Last year	-17	-9	8	16	31	31	46
	3-year avg. [2]	-9	10	34	42	56	56	55
Rate[1]	December	--	--	533	467	508	508	375
	February	--	--	458	387	435	435	320

[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

Calculating barge rate per ton:
(Index * 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 (see figure 9).

Figure 9

Benchmark tariff rates

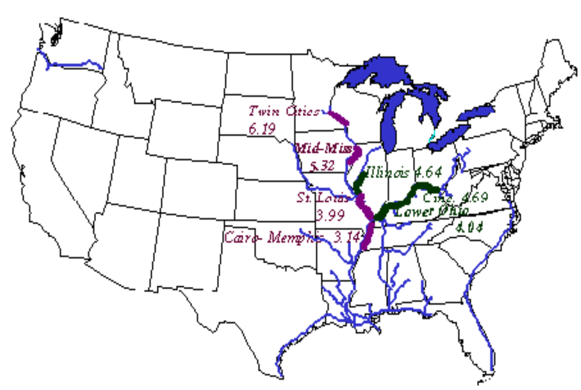
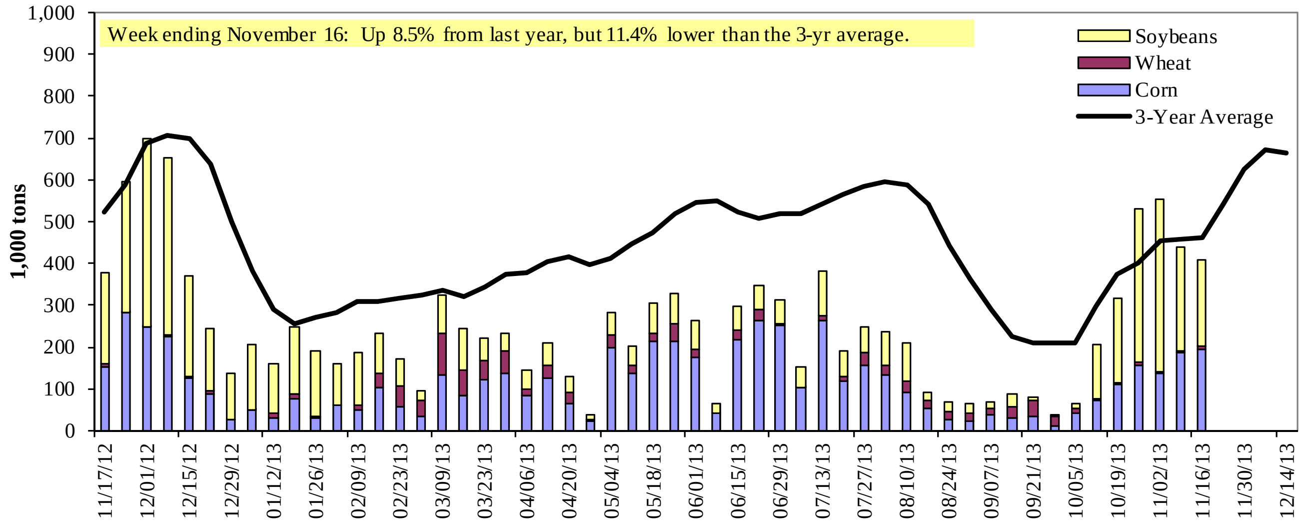


Figure 10

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 11/16/2013	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	44	3	128	0	175
Winfield, MO (L25)	81	8	174	0	263
Alton, IL (L26)	229	8	192	0	429
Granite City, IL (L27)	195	8	205	0	407
Illinois River (L8)	142	0	33	0	175
Ohio River (L52)	164	0	193	14	370
Arkansas River (L1)	1	17	66	1	86
Weekly total - 2013	360	25	463	15	863
Weekly total - 2012	205	15	414	0	634
2013 YTD[1]	7,610	3,987	7,471	214	19,282
2012 YTD	13,557	1,684	10,278	224	25,744
2013 as % of 2012 YTD	56	237	73	95	75
Last 4 weeks as % of 2012[2]	136	142	124	311	129
Total 2012	14,837	1,794	12,663	229	29,523

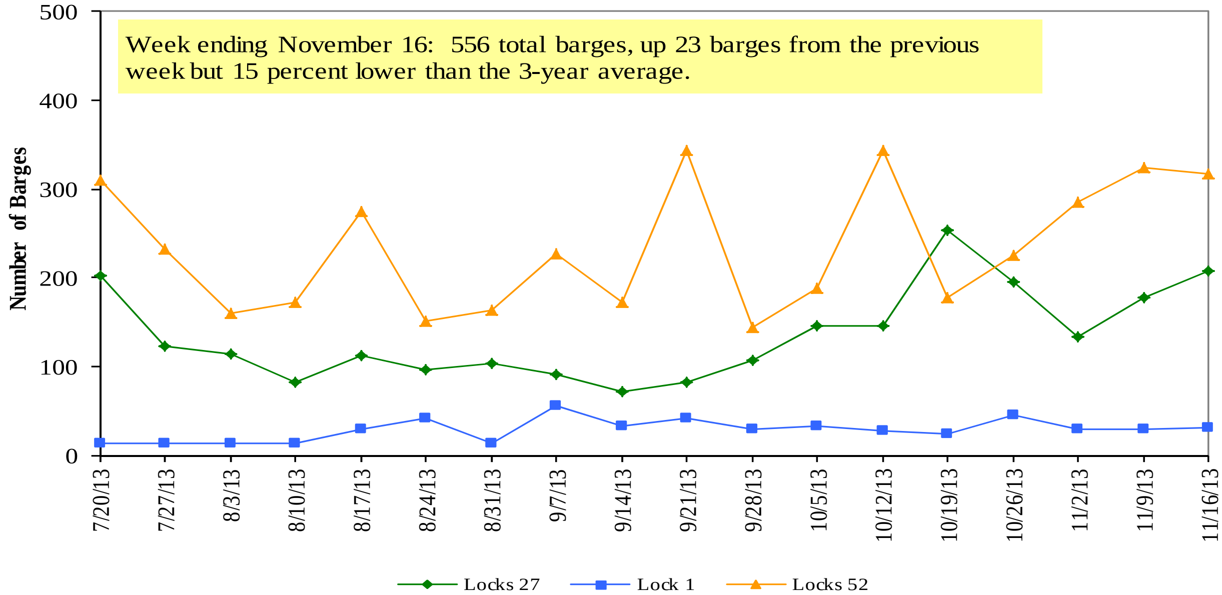
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding
Source: U.S. Army Corps of Engineers

Figure 11

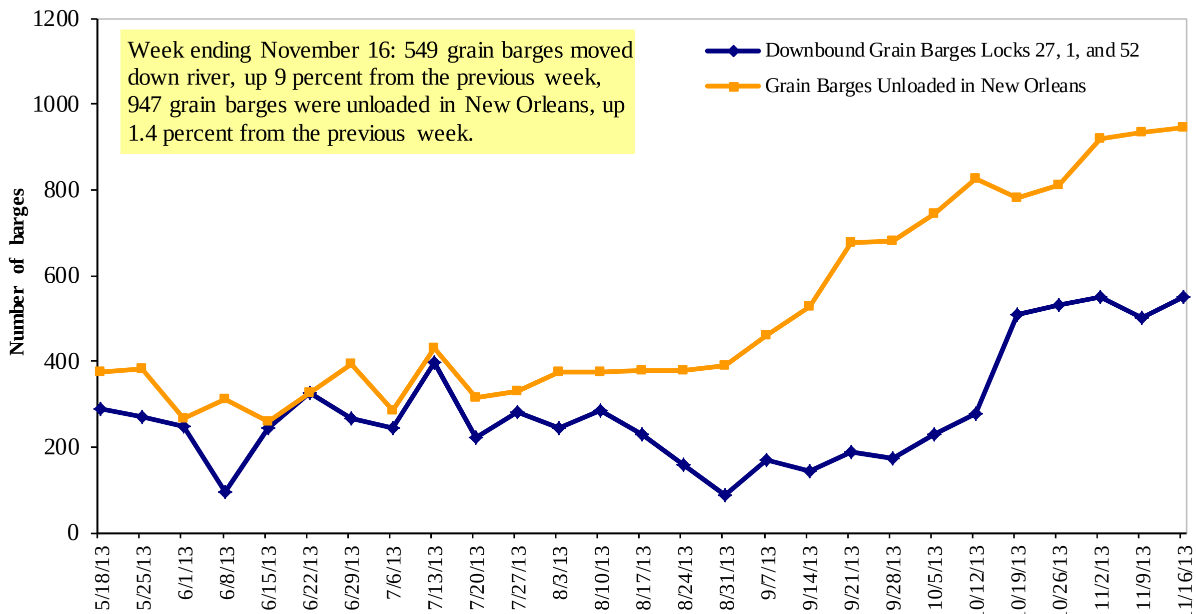
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 11/18/2013 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.841	-0.014	-0.211
	New England	3.981	-0.010	-0.216
	Central Atlantic	3.890	-0.013	-0.281
	Lower Atlantic	3.779	-0.014	-0.156
II	Midwest[2]	3.794	-0.004	-0.115
III	Gulf Coast[3]	3.745	-0.007	-0.120
IV	Rocky Mountain	3.836	0.000	-0.223
V	West Coast	3.954	-0.022	-0.140
	West Coast less California	3.872	-0.009	-0.166
	California	4.022	-0.033	-0.120
Total	U.S.	3.822	-0.010	-0.154

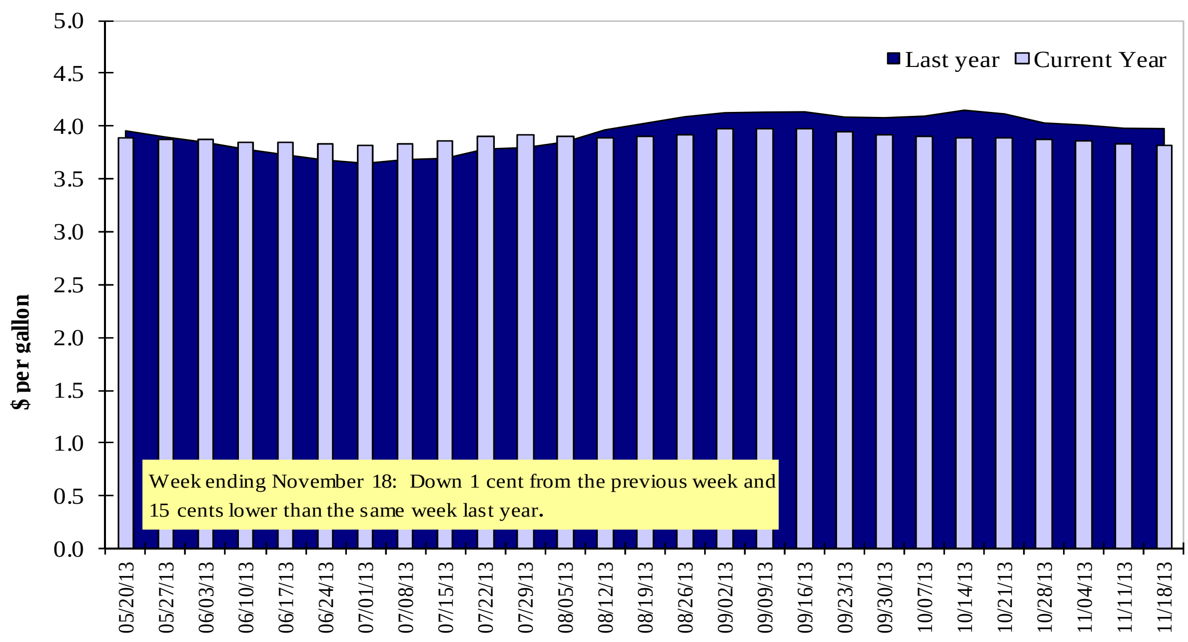
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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]									
11/7/2013	1,537	1,161	1,390	963	79	5,130	17,883	22,929	45,942
This week year ago	1,421	610	1,215	836	47	4,129	6,829	14,882	25,840
Cumulative exports-marketing year[2]									
2013/14 YTD	6,393	4,953	2,665	1,873	181	16,066	5,602	11,167	32,835
2012/13 YTD	4,489	1,526	2,739	2,062	284	11,101	4,343	11,620	27,064
YTD 2013/14 as % of 2012/13	142	325	97	91	64	145	129	96	121
Last 4 wks as % of same period 2012/13	112	211	110	111	168	127	237	165	178
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254

[1] Current unshipped export sales to date

[2] Shipped export sales to date; new marketing year in 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 11/07/2013	Total Commitments[2] 2013/14 Current MY	2012/13 Last MY	% change current MY from last MY	Exports[3] 2012/13
	- 1,000 mt -			- 1,000 mt -
Japan	3,684	3,244	14	7,000
Mexico	6,385	2,716	135	4,370
China	4,847	1,021	375	2,450
Venezuela	227	194	17	1,158
Taiwan	363	205	77	512
Top 5 Importers	**15,505**	**7,380**	**110**	**15,490**
Total US corn export sales	**23,454**	**11,172**	**110**	**18,670**
% of Projected	66%	60%		
Change from prior week	1,203	104		
Top 5 importers' share of U.S. corn export sales	66%	66%		83%
USDA forecast, November 2013	**35,620**	**18,601**	**91**	
Corn Use for Ethanol USDA forecast, November 2013	**124,460**	**118,110**	**5**	

(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 (Carry-over plus Accumulated Exports)

Table 14

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

Week Ending 11/07/2013	Total Commitments[2] 2013/14 Current MY	2012/13 Last MY	% change current MY from last MY	Exports[3] 2012/13
	- 1,000 mt -			- 1,000 mt -
China	21,815	16,370	33	21,522
Mexico	1,180	1,046	13	2,565
Japan	813	759	7	1,751
Indonesia	573	461	24	1,682
Taiwan	787	638	23	1,120
Top 5 importers	**25,168**	**19,274**	**31**	**28,641**
Total US soybean export sales	**34,096**	**26,501**	**29**	**37,060**
% of Projected	86%	74%		
Change from prior week	849	560		
Top 5 importers' share of U.S. soybean export sales	74%	73%		
USDA forecast, November 2013	**39,510**	**35,960**	**10**	

(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 11/07/2013	Total Commitments[2] 2013/14 Current MY	2012/13 Last MY	% change current MY from last MY	Exports[3] 2012/13
	- 1,000 mt -			- 1,000 mt -
Japan	1,434	1,963	(27)	3,544
Nigeria	1,653	1,851	(11)	3,002
Mexico	2,013	1,419	42	2,761
Philippines	1,178	1,385	(15)	1,965
Egypt	150	58	159	1,678
Korea	836	1,075	(22)	1,385
Taiwan	609	657	(7)	1,038
China	4,026	410	883	743
Brazil	3,151	46	6749	527
Colombia	439	382	15	600
Top 10 importers	**15,489**	**9,245**	**68**	**17,243**
Total US wheat export sales	**21,196**	**15,230**	**39**	**26,348**
% of Projected	71%	56%		
Change from prior week	288	315		
Top 10 importers' share of U.S. wheat export sales	73%	61%		65%
USDA forecast, November 2013	**29,940**	**27,420**	**9**	

(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 11/14/13	Previous Week[1]	Current Week as % of Previous	2013 YTD[1]	2012 YTD[1]	2013 YTD as % of 2012 YTD	Last 4-weeks as % of 2012	Last 4-weeks as % of 3-yr. avg.	Total[1] 2012
Pacific Northwest									
Wheat	132	90	147	10,408	11,614	90	106	82	12,625
Corn	187	1	15,640	1,575	5,180	30	109	40	5,512
Soybeans	575	633	91	7,358	9,031	81	164	170	10,347
Total	**894**	**725**	**123**	**19,341**	**25,826**	**75**	**146**	**124**	**28,484**
Mississippi Gulf									
Wheat	136	115	118	9,205	5,046	182	114	121	5,462
Corn	405	234	173	12,259	16,790	73	182	111	18,068
Soybeans	1,447	1,256	115	15,597	19,929	78	117	129	24,684
Total	**1,989**	**1,605**	**124**	**37,061**	**41,766**	**89**	**128**	**124**	**48,215**
Texas Gulf									
Wheat	168	118	142	8,284	5,403	153	197	109	5,912
Corn	0	0	n/a	163	336	49	n/a	0	336
Soybeans	55	106	52	713	459	155	212	184	626
Total	**223**	**225**	**99**	**9,160**	**6,198**	**148**	**204**	**121**	**6,874**
Interior									
Wheat	6	8	76	958	1,102	87	151	34	1,218
Corn	188	161	117	3,142	5,868	54	123	137	6,115
Soybeans	107	124	86	2,795	3,848	73	191	147	4,204
Total	**301**	**293**	**103**	**6,895**	**10,818**	**64**	**41**	**131**	**11,538**
Great Lakes									
Wheat	52	5	1,076	737	444	166	91	62	481
Corn	0	0	n/a	0	56	0	n/a	0	56
Soybeans	49	64	76	441	561	79	117	140	713
Total	**101**	**69**	**146**	**1,178**	**1,061**	**111**	**111**	**110**	**1,250**
Atlantic									
Wheat	0	4	0	645	341	189	n/a	27	341
Corn	2	32	6	225	139	162	2,664	347	143
Soybeans	146	50	293	1,031	951	108	115	116	1,460
Total	**148**	**87**	**171**	**1,902**	**1,430**	**133**	**151**	**131**	**1,944**
U.S. total from ports[2]									
Wheat	494	341	145	30,237	23,950	126	123	92	26,040
Corn	783	428	183	17,364	28,369	61	191	101	30,230
Soybeans	2,379	2,233	107	27,935	34,780	80	133	142	42,035
Total	**3,655**	**3,003**	**122**	**75,537**	**87,098**	**87**	**140**	**124**	**98,305**

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

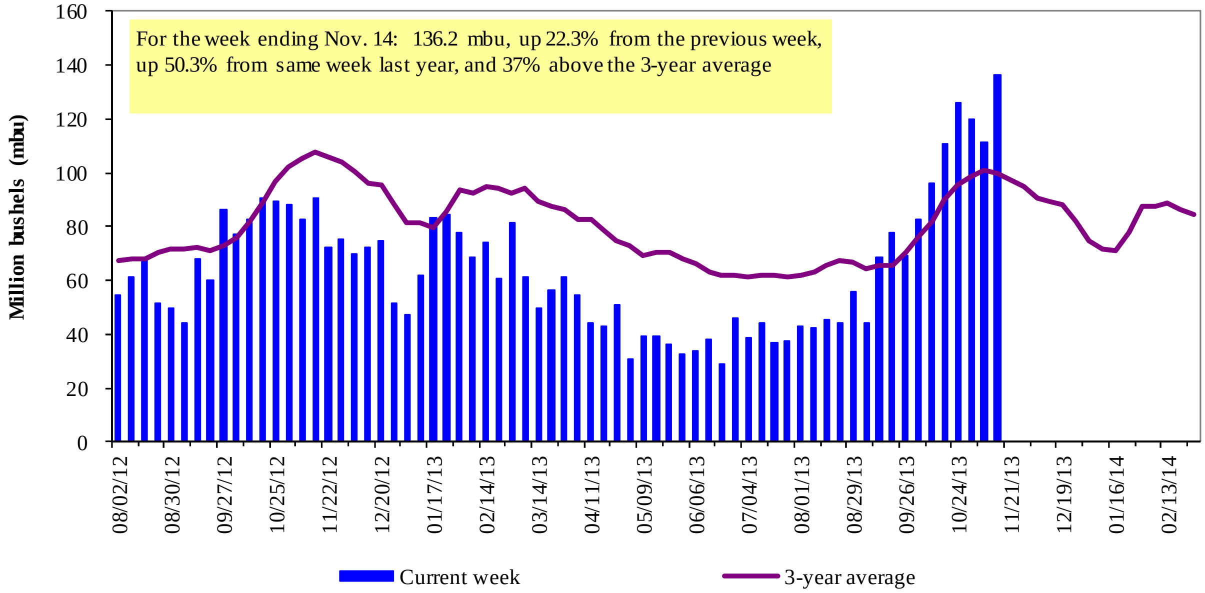
[2] Total includes only port regions shown above; Interior land-based shipments now included.

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 56 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2012.

Figure 14

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

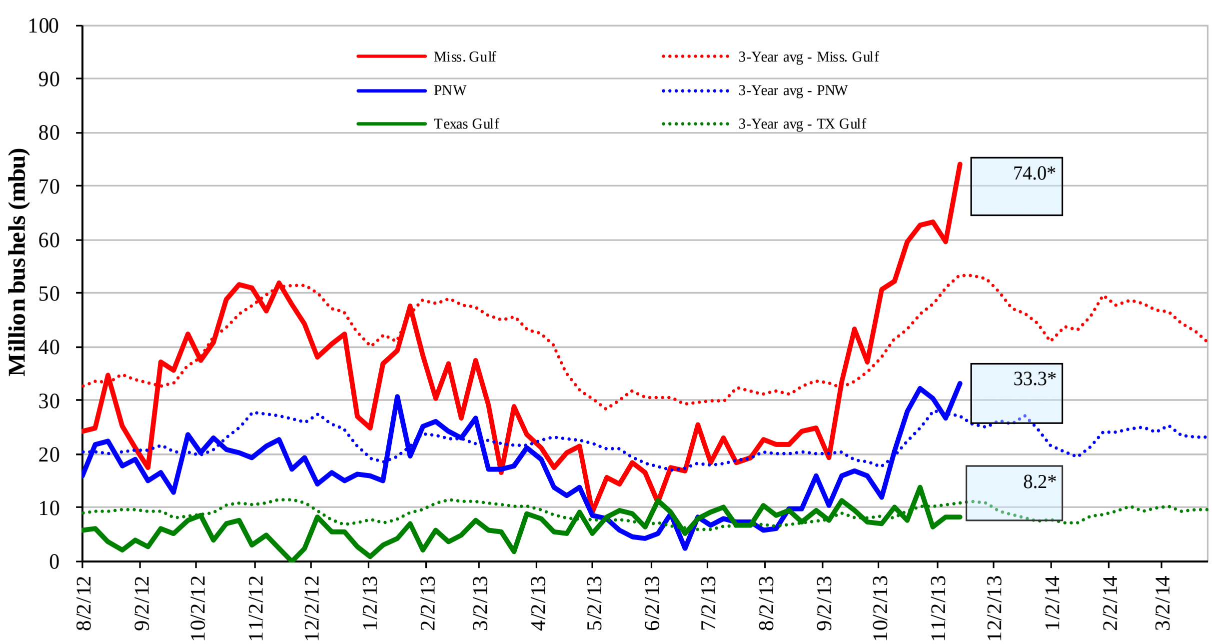


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

Nov. 14: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 24	down 1	up 21	up 25
Last year (same week)	up 43	up 248	up 52	up 47
3-yr avg. (4-wk mov. avg.)	up 41	up 7	up 37	up 34

Ocean Transportation

Table 17

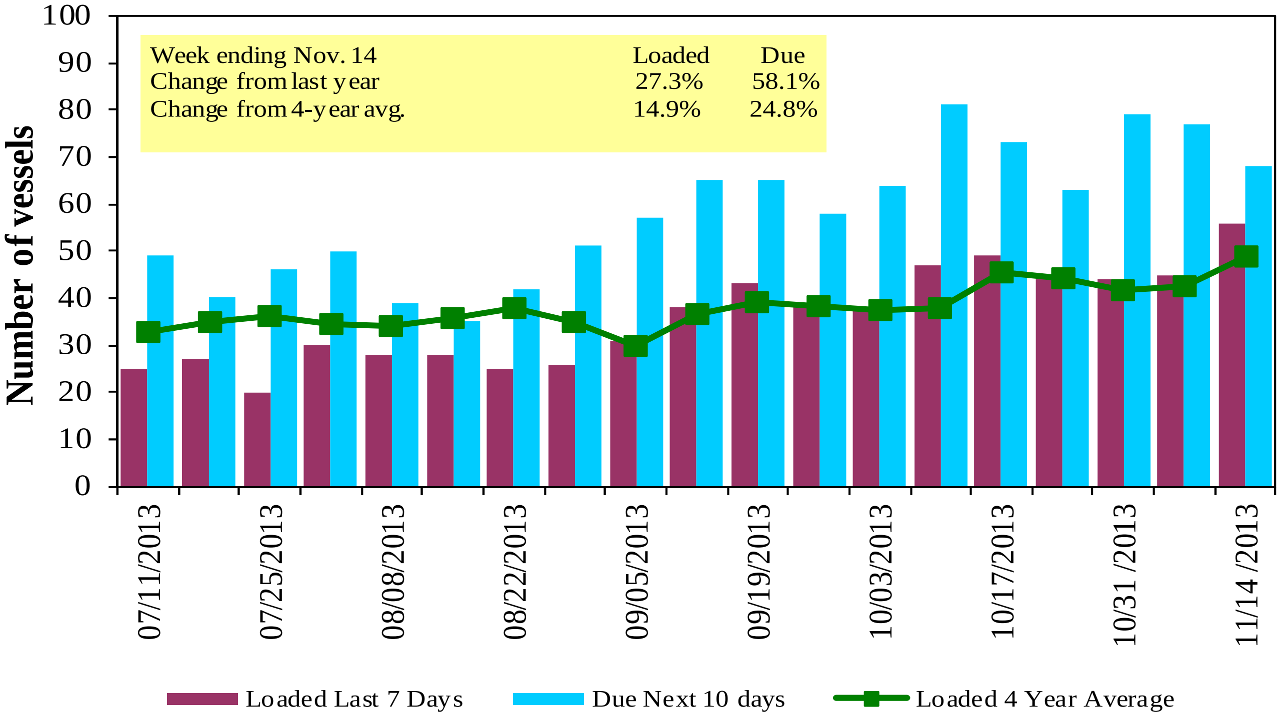
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
11/14/2013	44	56	68	20	n/a
11/7/2013	46	45	77	20	n/a
2012 range	(13..50)	(13..46)	(27..78)	(4..20)	n/a
2012 avg.	28	33	46	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf[1] Vessel Loading Activity

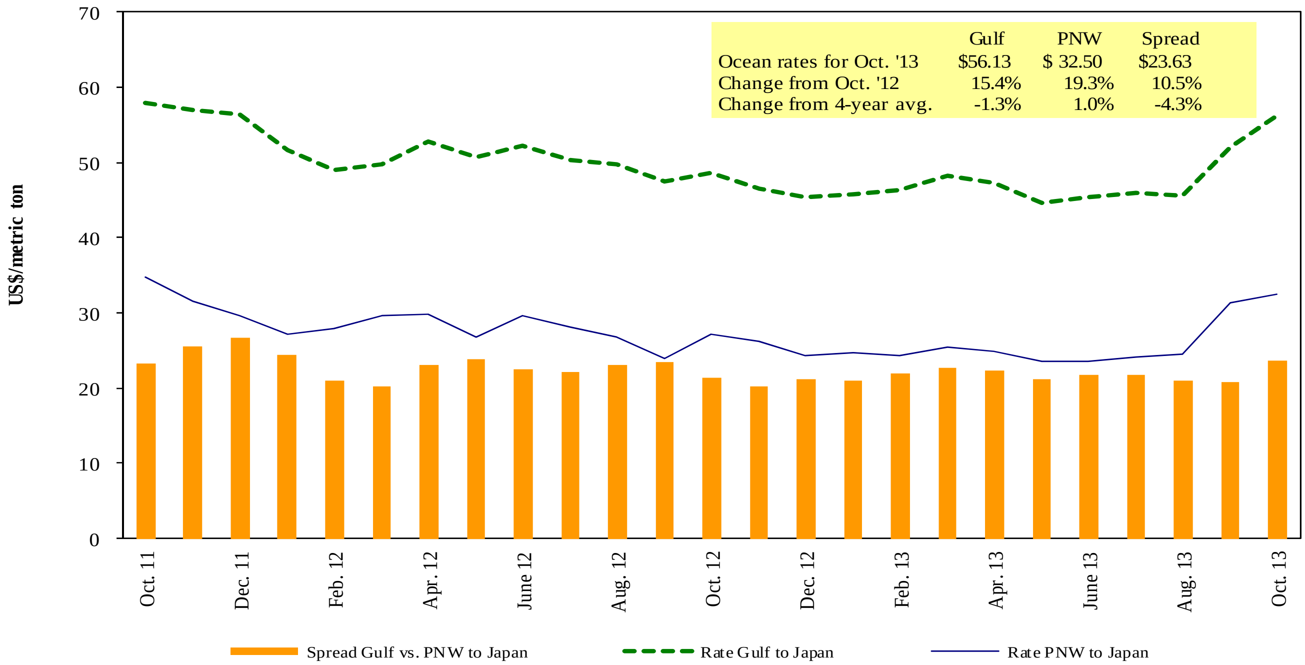


Source:Transportation & Marketing Programs/AMS/USDA

[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 11/16/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Dec 10/20	55,000	49.00
U.S. Gulf	China	Heavy Grain	Dec 1/10	60,000	51.00
U.S. Gulf	China	Heavy Grain	Dec 1/5	55,000	45.00
U.S. Gulf	China	Heavy Grain	Nov 20/30	60,000	52.00
U.S. Gulf	China	Heavy Grain	Nov 15/25	55,000	53.25
U.S. Gulf	China	Heavy Grain	Nov 10/20	55,000	52.50
U.S. Gulf	China	Heavy Grain	Nov 10/20	55,000	53.00
U.S. Gulf	China	Heavy Grain	Nov 15/18	55,000	54.25
U.S. Gulf	China	Heavy Grain	Nov-Dec	55,000	49.50
U.S. Gulf	China	Heavy Grain	Oct 1/Dec 31	55,000	33.00
U.S. Gulf	Djibouti[1]	Wheat	Nov 4/14	23,300	126.92
U.S. Gulf	S. Korea	Heavy Grain	Nov 19/20	60,000	53.50
Atlantic	China	Heavy Grain	Nov 20/25	55,000	50.25
Brazil	Indonesia	Grain	Sep 29/Oct 4	73,000	29.10
Brazil	Morocco	Corn	Oct 25/Nov 5	29,000	20.50
Brazil	Morocco	Corn	Sep 25/30	30,000	20.00
France	Algeria	Wheat	Sep 20/30	25,000	25.00
Mexico	Algeria	Wheat	Nov 15/30	55,000	34.00
Ukraine	Italy	Corn	Oct 30/31	25,000	26.00

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

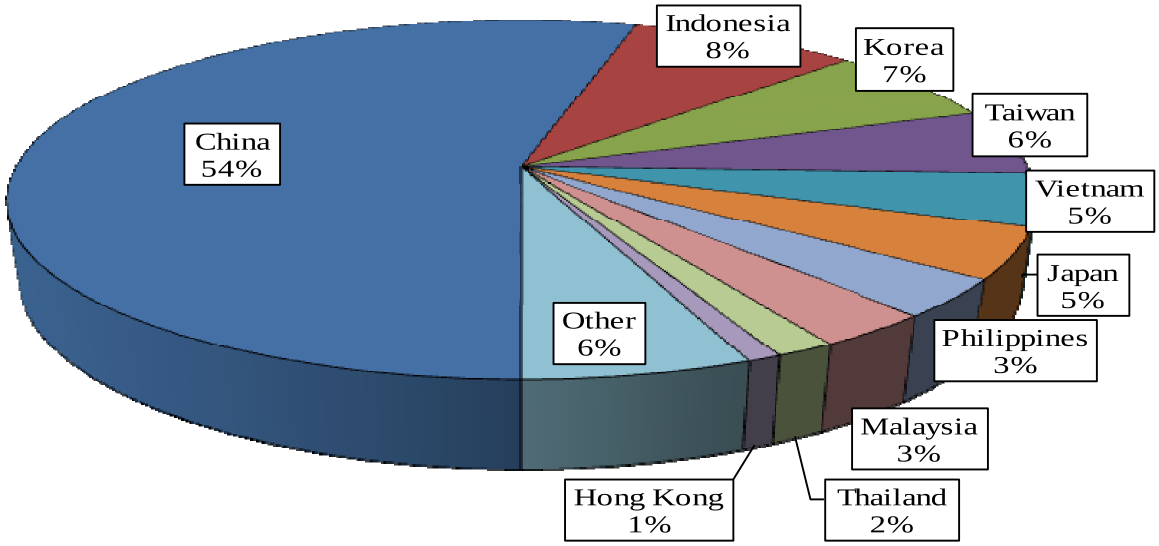
[1]50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

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

Figure 18

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

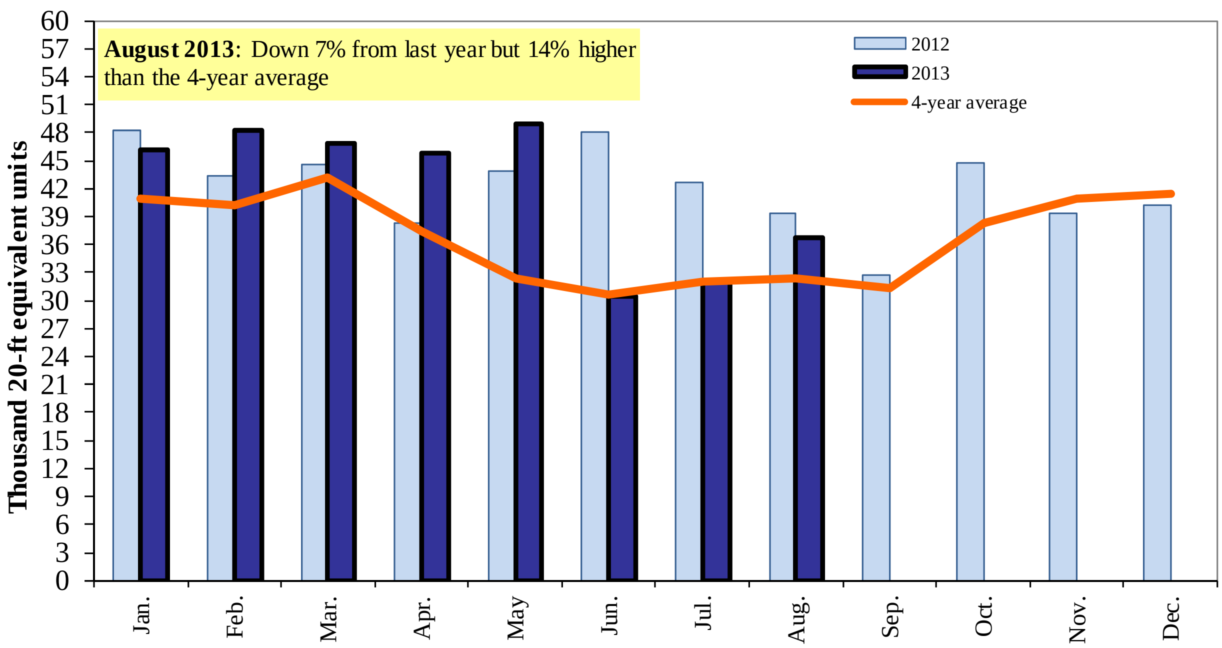


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

Monthly Shipments of Containerized Grain to Asia



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

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

Contacts and Links

Coordinators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
Pierre Bahizi	pierre.bahizi@ams.usda.gov	(202) 690 - 0992
Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701
Weekly Highlight Editors		
Marina Denicoff	marina.denicoff@ams.usda.gov	(202) 690 - 3244
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690 - 4430
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
Rail Transportation		
Marvin Prater	marvin.prater@ams.usda.gov	(202) 720 - 0299
Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701
Barge Transportation		
Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690 - 4430
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
Truck Transportation		
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
Grain Exports		
Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Marina Denicoff	marina.denicoff@ams.usda.gov	(202) 690 - 3244
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
April Taylor (Container movements)	april.taylor@ams.usda.gov	(202) 295 - 7374

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

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