



Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
www.ams.usda.gov/GTR

Contact Us

December 4, 2014

WEEKLY HIGHLIGHTS

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Data Links

Specialists

Subscription
Information

The next
release is
December 11, 2014

Canadian Government Extends Grain Hauling Mandate

On Saturday, November 29, the Canadian government extended a mandate for the movement of grain by rail through the end of March 2015. The extended mandate sets minimum weekly volume shipments of grain that Canadian Pacific Railway and Canadian National Railway must move. The Canadian government first issued a mandate in March 2014, requiring the two railroads to move 500,000 metric tons (mt) of grain per week or face penalties. The weekly mandate was raised to 536,260 mt in August with an expiration date set for the end of November. The new weekly minimum will be 345,000 mt through December, with varying levels thereafter. The mandate is designed to ensure Canada's grain crop is moved in a timely fashion.

Above Average Grain Barge Tonnages Continue With Early Winter Ice Accumulations

During November, downbound barge grain tonnages on the locking portion of the river system during reached 4 million tons, 20 percent higher than the 5-year average. The number of empty barges going up Mississippi River Locks 27 for the week ending November 29 was 42 percent higher than the previous week. This indicates a continued demand for barges on portions of the Upper Mississippi River for early December as long as weather and repair closures permit. Earlier-than-normal ice accumulations have stopped or stalled barge traffic above Mississippi River Lock 11, Dubuque, IA, but traffic on the remainder of the upper section of the river below Lock 11 continues for now. Currently, the river is closed for repairs at Mississippi River Lock 5A, Fountain City, WI.

Corn Inspections Increase, but Soybeans Lead Total Grain Inspections Down

For the week ending November 27, **total inspections of grain** (corn, wheat, and soybeans) from all major export regions dropped after several record-reaching weeks, to 2.9 million metric tons (mmt), down 26 percent from the previous week, but higher than the same week last year and the 3-year average. Grain export inspections typically trend down during this time of year and pick back up again in January (see GTR figure 14). This week's drop was mainly due to a 1 mmt drop in soybean inspections. Corn inspections reached 0.744 mmt, up 44 percent from the previous week, but were not enough to offset a drop in wheat and soybean exports. The drop in weekly soybean inspections is likely to be temporary; **weekly export sales** of soybeans increased by 1 mmt from the previous week.

Snapshots by Sector

Export Sales

During the week ending November 20, **unshipped balances** of wheat, corn, and soybeans totaled 38.3 mmt, down 18 percent from the same time last year. **Corn** weekly net export sales reached 944,900 mt, up 4 percent from the last week; **soybean** sales were 1.5 mmt, 1 mmt higher than last week and up 34 percent higher from the 4-week average, and **wheat** sales were 431,500 mt, up 16 percent.

Rail

U.S. railroads originated 22,724 **carloads of grain** during the week ending November 22, down 3 percent from last week, up 1 percent from last year, and 6 percent higher than the 3-year average.

During the week ending November 27, average December non-shuttle **secondary railcar bids/offers per car** were \$225 above tariff, down \$59 from last week and \$50 higher than last year. Average shuttle bids/offers per car were \$63 below tariff, up \$50 from last week and \$725 lower than last year.

Barge

During the week ending November 29 **barge grain movements** totaled 926,350 tons—4.3 percent lower than the previous week but 2.4 percent higher than the same period last year.

During the week ending November 29, 596 grain barges **moved down river**, down 2 percent from last week; 915 grain barges were **unloaded in New Orleans**, down 3.5 percent from the previous week.

Ocean

During the week ending November 27, 51 **ocean-going grain vessels** were loaded in the Gulf, 19 percent more than the same period last year. Sixty vessels are expected to be loaded within the next 10 days, 23 percent less than the same period last year.

Fuel

During the week ending December 1, U.S. average **diesel fuel prices** decreased 2 cents from the previous week to \$3.61 per gallon—down 28 cents from the same week last year.

Feature Article/Calendar

Soybean Transportation Costs Mixed As Lower Prices Pushed Down Landed Costs

The transportation costs of shipping soybeans to China and Europe were mixed from the United States but declined from Brazil during the third quarter. The transportation costs of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Europe through the U.S. Gulf increased by 13 and 17 percent (see table 1), and the cost of shipping to China increased by 7 and 9 percent (see table 2), from to the previous quarter. The costs of shipping from Fargo, ND, and Sioux Falls, SD, to China through the Pacific Northwest (PNW) decreased by 4 percent from both locations. The transportation costs of shipping soybeans from Brazil to Europe and China also decreased during the quarter.

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

	2013	2014	2014	Percent change		2013	2014	2014	Percent change	
	3 rd qtr.	2 nd qtr.	3 rd qtr.	Yr. to Yr.	Qtr. to Qtr.	3 rd qtr.	2 nd qtr.	3 rd qtr.	Yr. to Yr.	Qtr. to Qtr.
United States (via U.S. Gulf)										
Minneapolis, MN					Davenport, IA					
	--\$/mt--					--\$/mt--				
Truck	13.38	14.59	11.70	-12.56	-19.81	13.38	14.59	11.70	-12.56	-19.81
Barge	27.93	30.43	41.96	50.23	37.89	21.94	22.05	34.42	56.88	56.10
Ocean ¹	24.85	19.40	19.32	-22.25	-0.41	24.85	19.40	19.32	-22.25	-0.41
Rail										
Total transportation ²	66.16	64.42	72.98	10.31	13.29	60.17	56.04	65.44	8.76	16.77
Farm Value ³	521.76	522.99	455.62	-12.68	-12.88	529.11	531.56	445.82	-15.74	-16.13
Landed Cost	587.92	587.41	528.60	-10.09	-10.01	589.28	587.60	511.26	-13.24	-12.99
Transport % of landed cost	11.25	10.97	13.81			10.21	9.54	12.80		
Brazil										
North MT⁴ - Santos⁵					South GO⁴ - Paranagua⁵					
	--\$/mt--					--\$/mt--				
Truck	119.90	108.54	102.78	-14.28	-5.31	73.09	66.99	57.26	-21.66	-14.52
Ocean ⁶	29.00	30.00	26.00	-10.34	-13.33	29.00	30.00	28.00	-3.45	-6.67
Total transportation ²	148.90	138.54	128.78	-13.51	-7.04	102.09	96.99	85.26	-16.49	-12.09
Farm Value ⁷	404.93	464.19	398.98	-1.47	-14.05	405.90	441.74	394.07	-2.91	-10.79
Landed Cost	553.83	602.73	527.76	-4.71	-12.44	507.99	538.73	479.33	-5.64	-11.03
Transport % of landed cost	26.89	22.99	24.40			20.10	18.00	17.79		

¹Source: O'Neil Commodity Consulting

³Source: USDA/NASS

⁴Producing regions: MT= Mato Grosso, GO = Goiás

⁵Export ports

⁶Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

⁷Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

In the United States, increases in barge rates offset decreases in truck and ocean freight rates, causing overall transportation costs to increase. Lower truck rates could be due partly to the decrease in diesel fuel rates during the quarter. Ocean freight rates for shipping bulk commodities, including grains, fell during the quarter due to excess vessel supply in the market (see [GTR, dated 10/30/14](#)). However, market anticipation of a record harvest and the increase in demand for barge services pushed up barge rates. Similarly, truck and ocean rates decreased in Brazil during the quarter. Soybean farm prices fell in Brazil and the United States, causing the landed costs of soybeans to fall in both countries. Lower soybean prices caused the transportation share of the landed costs to increase in the United States, but caused mixed results in Brazil. The U.S. transportation share of landed costs ranged from 13 to 14

percent to Europe and 17 to 19 percent to China. Brazil's transportation share of the landed costs ranged from 18 to 24 percent to Europe and 19 to 26 percent to China. Year-to-year transportation costs increased for the Gulf routes in the United States but decreased for shipments through the PNW and Brazil. However, landed costs decreased year to year in the United States and Brazil due to lower farm prices.

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

	2013	2014	2014	Percent change		2013	2014	2014	Percent change	
	3 rd qtr.	2 nd qtr.	3 rd qtr.	Yr. to Yr.	Qtr. to Qtr.	3 rd qtr.	2 nd qtr.	3 rd qtr.	Yr. to Yr.	Qtr. to Qtr.
United States (via U.S. Gulf)										
	Minneapolis, MN					Davenport, IA				
	--\$/mt--									
Truck	13.38	14.59	11.70	-12.56	-19.81	13.38	14.59	11.70	-12.56	-19.81
Barge	27.93	30.43	41.96	50.23	37.89	21.94	22.05	34.42	56.88	56.10
Ocean ¹	45.71	44.90	42.93	-6.08	-4.39	45.71	44.90	42.93	-6.08	-4.39
Rail										
Total transportation ²	87.02	89.92	96.59	11.00	7.42	81.03	81.54	89.05	9.90	9.21
Farm Value ³	521.76	522.99	455.62	-12.68	-12.88	529.11	531.56	445.82	-15.74	-16.13
Landed Cost	608.78	612.91	552.21	-9.29	-9.90	610.14	613.10	534.87	-12.34	-12.76
Transport % of landed cost	14.29	14.67	17.49			13.28	13.30	16.65		
Via PNW										
	Fargo, ND					Sioux Falls, SD				
	--\$/mt--									
Truck	13.38	14.59	11.70	-12.56	-19.81	13.38	14.59	11.70	-12.56	-19.81
Ocean ¹	25.15	24.08	23.48	-6.64	-2.49	25.15	24.08	23.48	-6.64	-2.49
Rail	57.12	59.56	59.31	3.83	-0.42	58.67	61.16	60.88	3.77	-0.46
Total transportation ²	95.65	98.23	94.49	-1.21	-3.81	97.20	99.83	96.06	-1.17	-3.78
Farm Value ³	491.14	477.67	398.06	-18.95	-16.67	508.29	509.51	422.31	-16.92	-17.11
Landed Cost	586.79	575.90	492.55	-16.06	-14.47	605.49	609.34	518.37	-14.39	-14.93
Transport % of landed cost	16.30	17.06	19.18			16.05	16.38	18.53		
Brazil										
	North MT⁴ - Santos⁵					South GO⁴ - Paranagua⁵				
	--\$/mt--									
Truck	119.90	108.54	102.78	-14.28	-5.31	73.09	66.99	57.26	-21.66	-14.52
Ocean ⁶	34.50	38.07	34.00	-1.45	-10.69	36.75	41.13	36.00	-2.04	-12.47
Total transportation ²	154.40	146.61	136.78	-11.41	-6.70	109.84	108.12	93.26	-15.09	-13.74
Farm Value ⁷	404.93	464.19	398.98	-1.47	-14.05	405.90	441.87	394.07	-2.91	-10.82
Landed Cost	559.33	610.80	535.76	-4.21	-12.29	515.74	549.99	487.33	-5.51	-11.39
Transport % of landed cost	27.60	24.00	25.53			21.30	19.66	19.14		

¹Source: O'Neil Commodity Consulting

³Source: USDA/NASS

⁴Producing regions: MT= Mato Grosso, GO = Goiás

⁵Export ports

⁶Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

⁷Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

Market Outlook: China imported 1.12 million metric tons (mmt) of U.S. soybeans during July – September, a 33-percent increase over the same period a year ago (FAS, GATS). The United States exported .42 mmt of soybeans to Europe during the same period, a 213-percent increase from a year earlier. According to USDA's Foreign Agricultural Service, China's soybean imports for marketing year (MY) 2013/14 are estimated at 69 million tons, of which about 17 million tons will be imported during the fourth quarter ([FAS, GAIN Report #: CH140446](#)). China's soybean imports for MY 2014/15 are forecast at a record 72 million tons. The growth in soybean imports is driven by high demand for protein meal and a lower supply of domestic soybeans to satisfy the demand. Lower farm prices and sustained ocean freight rates could keep U.S. soybeans attractive to Chinese consumers. For more on Brazil soybean transportation, see [Brazil Soybean Transportation Indicator Reports](#). surajudeen.olowolayemo@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
12/03/14	242	257	211	319	n/a	n/a
11/26/14	243	261	210	306	195	170

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)

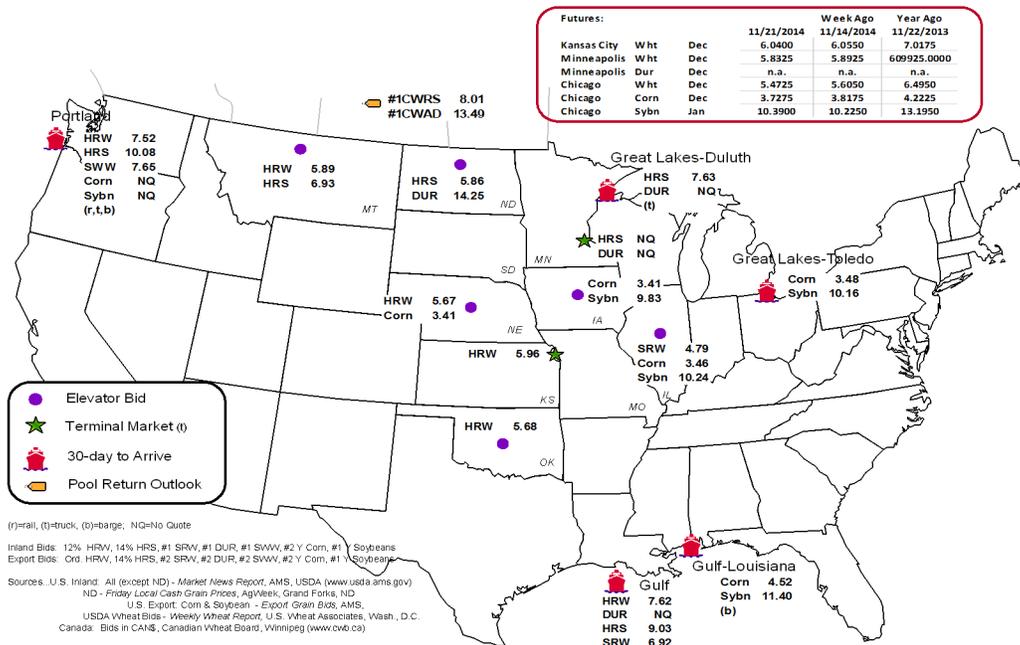
Commodity	Origin--Destination	11/28/2014	11/21/2014
Corn	IL--Gulf	n/a	-1.06
Corn	NE--Gulf	n/a	-1.11
Soybean	IA--Gulf	n/a	-1.57
HRW	KS--Gulf	n/a	-1.66
HRS	ND--Portland	n/a	-4.22

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



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)¹

Week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
11/26/2014 ^p	2,401	1,668	7,363	962	12,394	11/22/2014	2,584
11/19/2014 ^r	1,453	1,080	5,892	1,024	9,449	11/15/2014	2,096
2014 YTD ^r	37,209	75,243	226,664	26,997	366,113	2014 YTD	90,639
2013 YTD ^r	25,707	67,318	148,402	20,811	262,238	2013 YTD	63,500
2014 YTD as % of 2013 YTD	145	112	153	130	140	% change YTD	143
Last 4 weeks as % of 2013 ²	96	118	108	84	104	Last 4wks % 2013	105
Last 4 weeks as % of 4-year avg. ²	162	114	154	103	143	Last 4wks % 4 yr	112
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.

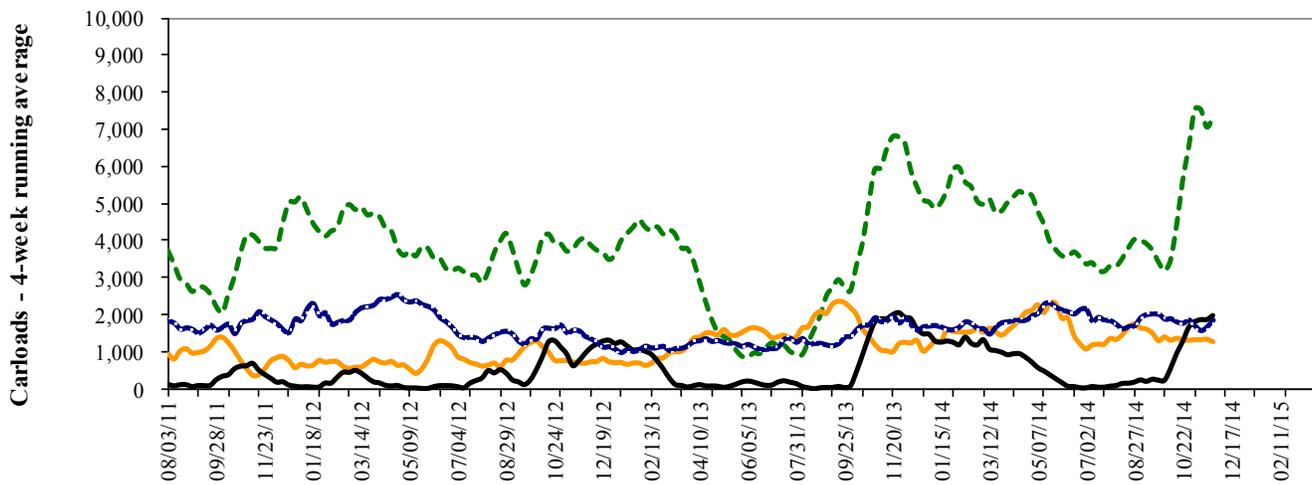
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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



--- Pacific Northwest: 4 wks. ending 11/26--up 8% from same period last year; up 54% from 4-year average
--- Texas Gulf: 4 wks. ending 11/26--up 18% from same period last year; up 14% from 4-year average
--- Miss. River: 4 wks. ending 11/26--down 4% from same period last year; up 62% from 4-year average
--- Cross-border: 4 wks. ending 11/22-- up 5% from same period last year; up 12% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

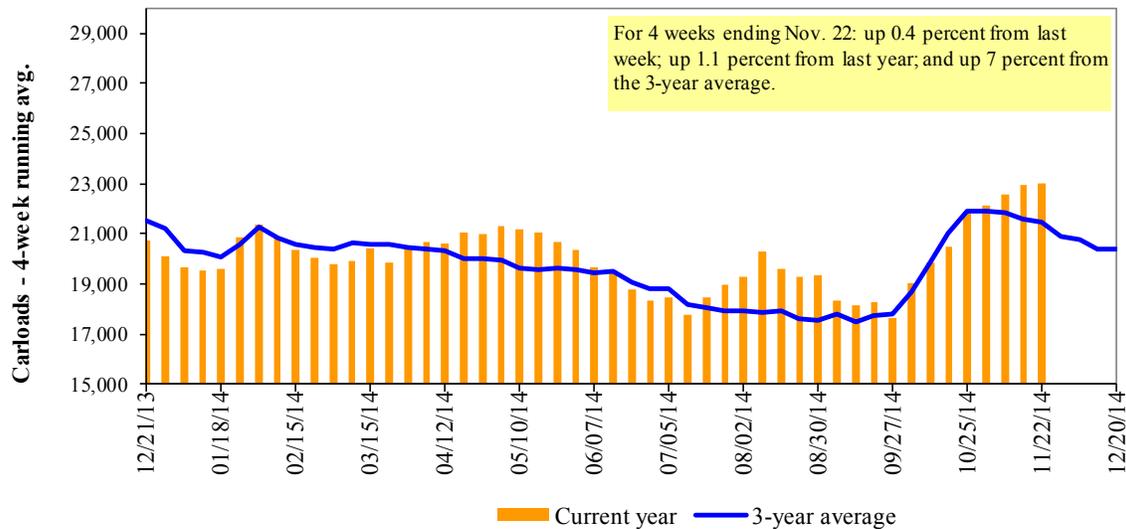
Table 4

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
11/22/14	2,189	3,432	10,290	998	5,815	22,724	5,477	5,468
This week last year	2,667	4,135	9,240	747	5,704	22,493	4,387	6,409
2014 YTD	88,917	134,471	418,755	42,300	262,689	947,132	214,020	246,575
2013 YTD	75,068	122,328	411,856	30,420	194,558	834,230	168,695	248,405
2014 YTD as % of 2013 YTD	118	110	102	139	135	114	127	99
Last 4 weeks as % of 2013	91	83	111	112	101	101	104	81
Last 4 weeks as % of 3-yr avg. ¹	104	101	104	158	125	110	123	85
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							
	Dec-14	Dec-13	Jan-15	Jan-14	Feb-15	Feb-14	Mar-15	Mar-14
BNSF ³								
COT grain units	no offer	no offer	no offer	no offer	no offer	no offer	no offer	153
COT grain single-car ⁵	no offer	no offer	no offer	no offer	no offer	no offer	no offer	0 .. 104
UP ⁴								
GCAS/Region 1	no offer	no bids	no offer	no bids	no offer	no bids	n/a	n/a
GCAS/Region 2	no offer	no bids	no offer	no bids	no offer	no bids	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.

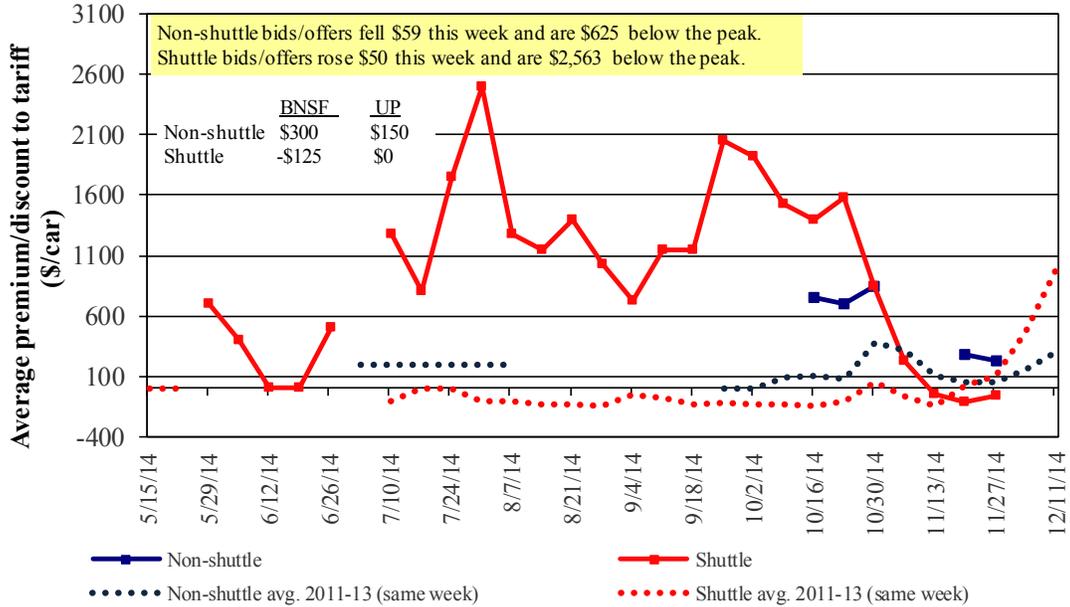
⁵Range is shown because average is not available. Not available = n/a.

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 December 2014, Secondary Market

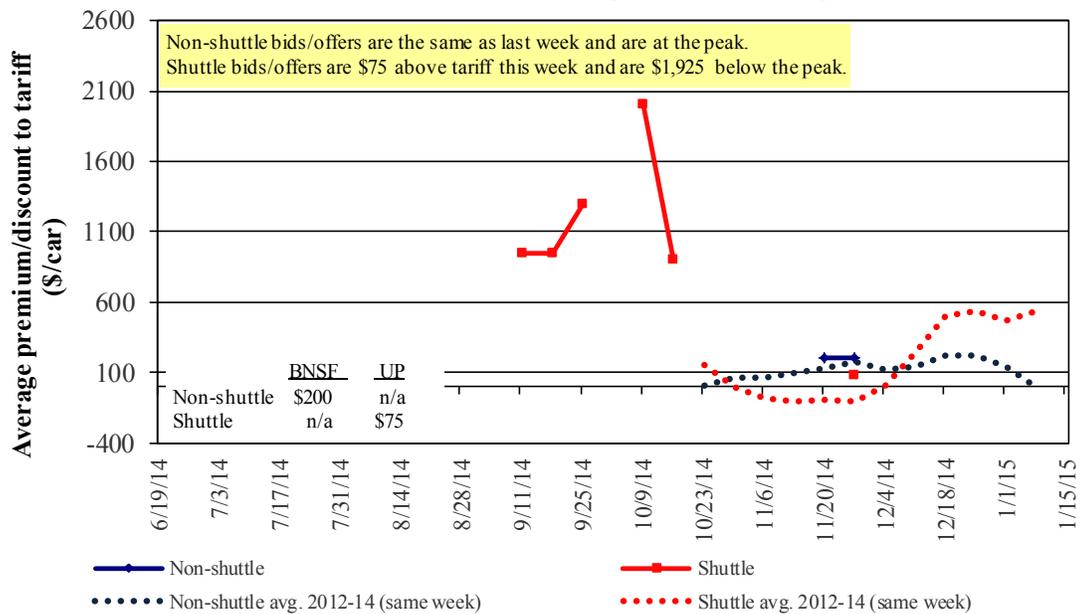


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

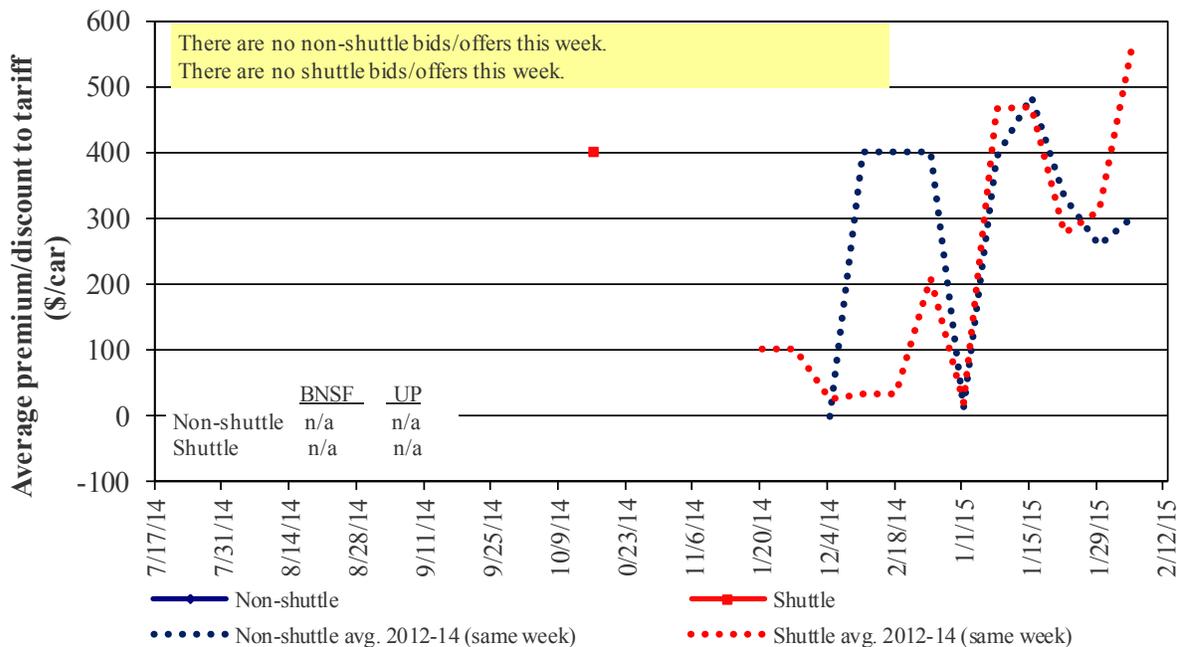


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in February 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					
	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15
Non-shuttle						
BNSF-GF	300	200	n/a	n/a	n/a	n/a
Change from last week	(67)	-	n/a	n/a	n/a	n/a
Change from same week 2013	-	(150)	n/a	n/a	n/a	n/a
UP-Pool	150	n/a	n/a	n/a	n/a	n/a
Change from last week	(50)	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
Shuttle²						
BNSF-GF	(125)	n/a	n/a	n/a	n/a	n/a
Change from last week	(25)	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	(1,400)	n/a	n/a	n/a	n/a	n/a
UP-Pool	-	75	n/a	n/a	n/a	n/a
Change from last week	125	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	(50)	62	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
12/1/2014	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushe ^l ²	change Y/Y ³
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,387	\$162	\$35.24	\$0.96	5
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$89	\$36.60	\$1.00	0
	Wichita, KS	Los Angeles, CA	\$6,244	\$459	\$66.56	\$1.81	-1
	Wichita, KS	New Orleans, LA	\$4,026	\$285	\$42.81	\$1.17	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$377	\$61.58	\$1.68	-1
	Northwest KS	Galveston-Houston, TX	\$4,293	\$312	\$45.73	\$1.24	4
	Amarillo, TX	Los Angeles, CA	\$4,492	\$434	\$48.92	\$1.33	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,328	\$322	\$36.25	\$0.92	3
	Toledo, OH	Raleigh, NC	\$4,875	\$372	\$52.11	\$1.32	3
	Des Moines, IA	Davenport, IA	\$2,168	\$68	\$22.21	\$0.56	4
	Indianapolis, IN	Atlanta, GA	\$4,211	\$280	\$44.59	\$1.13	3
	Indianapolis, IN	Knoxville, TN	\$3,593	\$179	\$37.46	\$0.95	3
	Des Moines, IA	Little Rock, AR	\$3,308	\$200	\$34.84	\$0.88	2
	Des Moines, IA	Los Angeles, CA	\$5,365	\$583	\$59.07	\$1.50	1
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,839	\$350	\$41.60	\$1.13	5
	Toledo, OH	Huntsville, AL	\$3,807	\$264	\$40.43	\$1.10	2
	Indianapolis, IN	Raleigh, NC	\$4,946	\$375	\$52.84	\$1.44	3
	Indianapolis, IN	Huntsville, AL	\$3,499	\$179	\$36.53	\$0.99	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,974	\$322	\$42.66	\$1.16	5
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$264	\$39.15	\$1.07	-1
	Wichita, KS	Galveston-Houston, TX	\$3,471	\$206	\$36.51	\$0.99	-9
	Chicago, IL	Albany, NY	\$4,140	\$349	\$44.58	\$1.21	3
	Grand Forks, ND	Portland, OR	\$5,159	\$456	\$55.76	\$1.52	-1
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$475	\$65.13	\$1.77	-1
	Northwest KS	Portland, OR	\$5,260	\$512	\$57.32	\$1.56	3
	Minneapolis, MN	Portland, OR	\$5,000	\$555	\$55.17	\$1.40	-2
Corn	Sioux Falls, SD	Tacoma, WA	\$4,960	\$509	\$54.30	\$1.38	-2
	Champaign-Urbana, IL	New Orleans, LA	\$3,147	\$322	\$34.45	\$0.88	3
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$296	\$37.80	\$0.96	-1
	Des Moines, IA	Amarillo, TX	\$3,690	\$252	\$39.14	\$0.99	2
	Minneapolis, MN	Tacoma, WA	\$5,000	\$551	\$55.12	\$1.40	-2
	Council Bluffs, IA	Stockton, CA	\$4,400	\$570	\$49.35	\$1.25	-2
	Sioux Falls, SD	Tacoma, WA	\$5,520	\$509	\$59.87	\$1.63	-1
Soybeans	Minneapolis, MN	Portland, OR	\$5,530	\$555	\$60.43	\$1.64	-1
	Fargo, ND	Tacoma, WA	\$5,430	\$452	\$58.41	\$1.59	-1
	Council Bluffs, IA	New Orleans, LA	\$4,425	\$371	\$47.63	\$1.30	4
	Toledo, OH	Huntsville, AL	\$2,982	\$264	\$32.24	\$0.88	3
	Grand Island, NE	Portland, OR	\$5,360	\$524	\$58.43	\$1.59	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	
				surcharge per car ²	Tariff plus surcharge per: metric ton ³ / bushel ³		
Wheat	MT	Chihuahua, CI	\$6,760	\$482	\$74.00	\$2.01	5
	OK	Cuautitlan, EM	\$6,465	\$586	\$72.04	\$1.96	3
	KS	Guadalajara, JA	\$7,049	\$566	\$77.81	\$2.12	5
	TX	Salinas Victoria, NL	\$3,885	\$221	\$41.95	\$1.14	30
Corn	IA	Guadalajara, JA	\$8,049	\$666	\$89.04	\$2.26	0
	SD	Celaya, GJ	\$7,656	\$631	\$84.68	\$2.15	-1
	NE	Queretaro, QA	\$7,535	\$591	\$83.03	\$2.11	1
	SD	Salinas Victoria, NL	\$5,880	\$480	\$64.98	\$1.65	-1
	MO	Tlalnepantla, EM	\$6,887	\$575	\$76.24	\$1.93	0
	SD	Torreon, CU	\$6,722	\$529	\$74.08	\$1.88	-1
Soybeans	MO	Bojay (Tula), HG	\$8,111	\$562	\$88.61	\$2.41	2
	NE	Guadalajara, JA	\$8,572	\$642	\$94.14	\$2.56	0
	IA	El Castillo, JA	\$8,855	\$627	\$96.89	\$2.63	-1
	KS	Torreon, CU	\$6,989	\$398	\$75.48	\$2.05	1
Sorghum	TX	Guadalajara, JA	\$6,953	\$411	\$75.24	\$1.91	2
	NE	Celaya, GJ	\$7,287	\$573	\$80.31	\$2.04	-1
	KS	Queretaro, QA	\$6,795	\$360	\$73.10	\$1.86	-4
	NE	Salinas Victoria, NL	\$5,500	\$422	\$60.50	\$1.54	-3
	NE	Torreon, CU	\$6,318	\$470	\$69.36	\$1.76	-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.

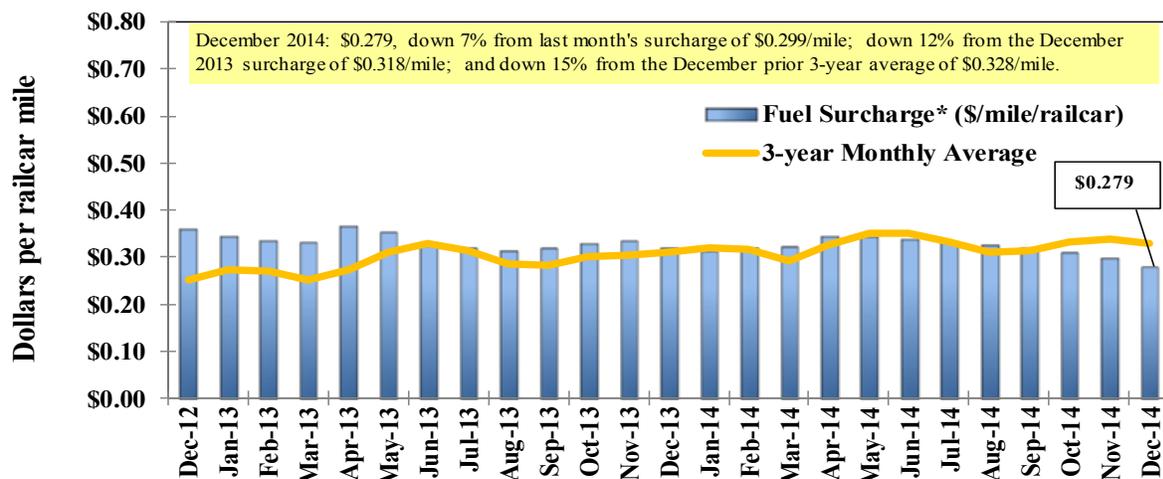
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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.esx.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	12/2/2014	-	-	575	394	448	448	338
	11/25/2014	-	675	550	425	538	538	375
\$/ton	12/2/2014	-	-	26.68	15.72	21.01	18.10	10.61
	11/25/2014	-	35.91	25.52	16.96	25.23	21.74	11.78
Current week % change from the same week:								
	Last year	-	-	6	-15	-17	-17	0
	3-year avg. ²	-	-	7	-14	-13	-13	-10
Rate¹	January	-	-	575	388	439	439	331
	March	-	513	458	350	392	392	300

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:

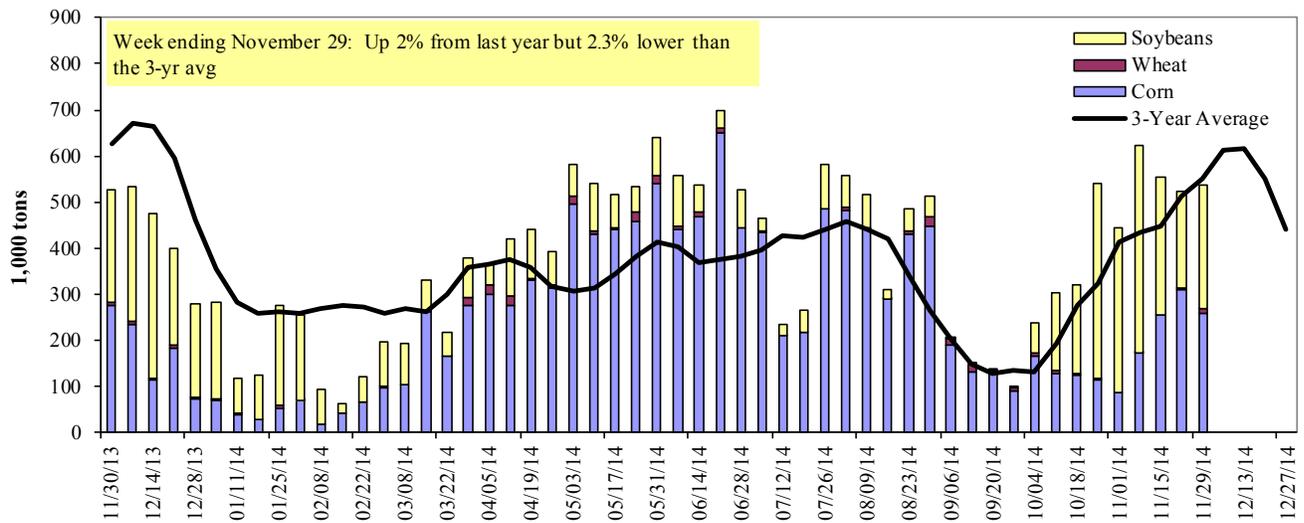
(Rate * 1976 tariff benchmark rate per ton)/100

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 11/29/2014	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	72	2	198	0	271
Winfield, MO (L25)	161	0	171	0	333
Alton, IL (L26)	276	13	269	0	558
Granite City, IL (L27)	257	13	268	0	538
Illinois River (L8)	59	13	14	0	86
Ohio River (L52)	94	0	192	0	286
Arkansas River (L1)	0	4	97	1	102
Weekly total - 2014	351	17	557	1	926
Weekly total - 2013	419	20	462	5	905
2014 YTD ¹	19,358	2,131	10,015	221	31,725
2013 YTD	8,419	4,021	8,400	224	21,063
2014 as % of 2013 YTD	230	53	119	99	151
Last 4 weeks as % of 2013 ²	91	41	142	13	117
Total 2013	9,504	4,111	10,065	255	23,935

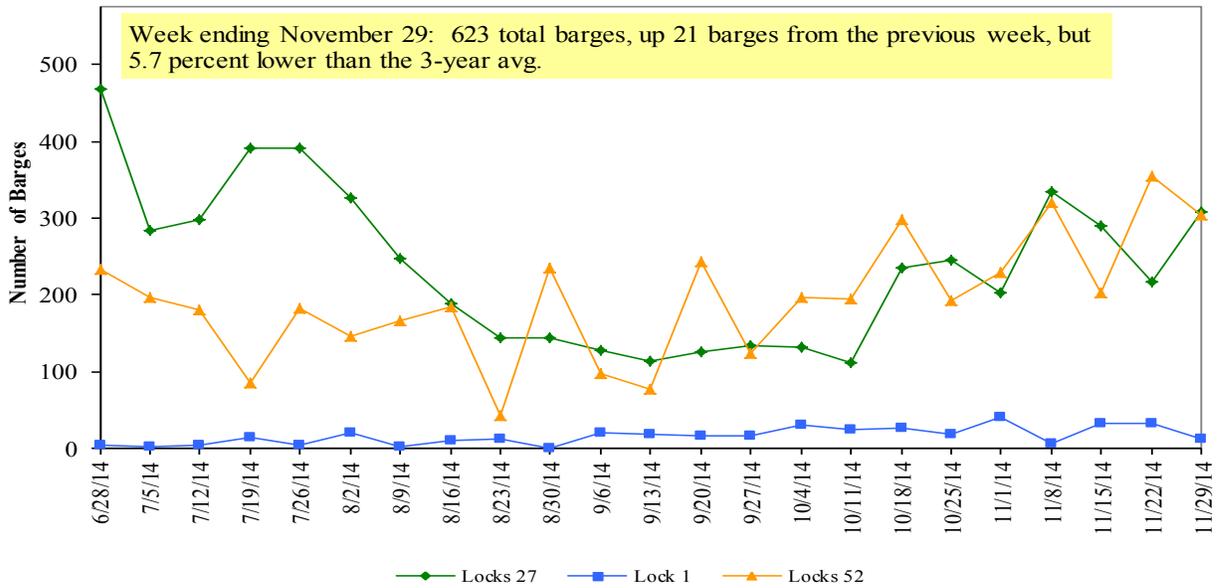
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

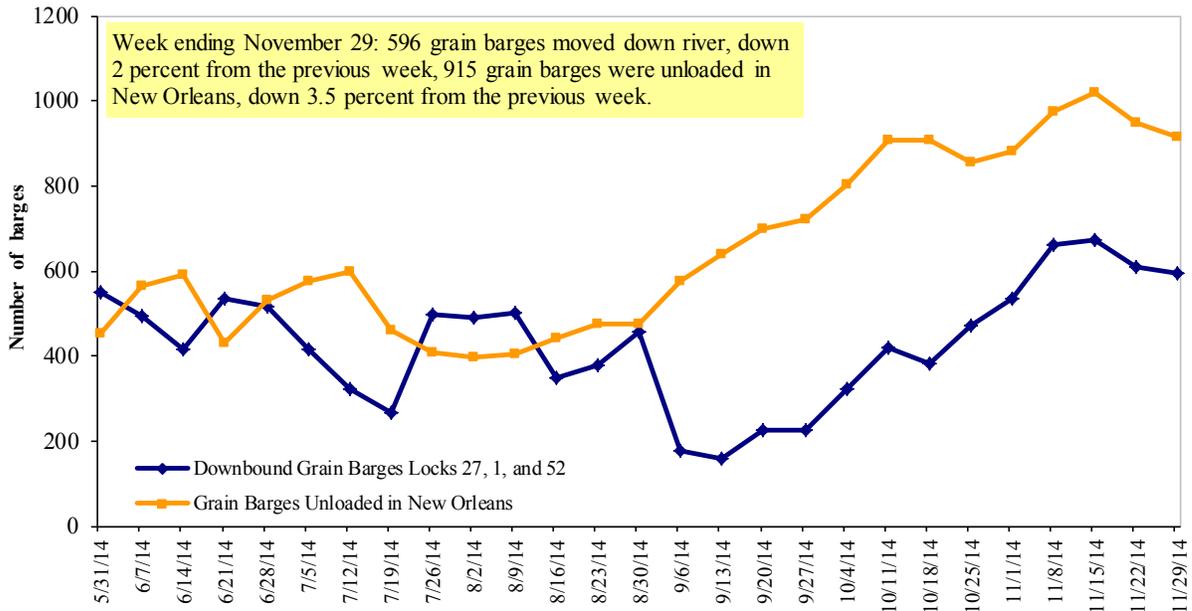
Source: U.S. Army Corps of Engineers

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 12/1/2014 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.509	-0.011	-0.397
	New England	3.587	-0.018	-0.453
	Central Atlantic	3.590	-0.008	-0.359
	Lower Atlantic	3.429	-0.012	-0.419
II	Midwest ²	3.702	-0.041	-0.177
III	Gulf Coast ³	3.501	-0.010	-0.279
IV	Rocky Mountain	3.727	-0.013	-0.131
V	West Coast	3.692	-0.029	-0.306
	West Coast less California	3.651	-0.031	-0.278
	California	3.726	-0.027	-0.330
Total	U.S.	3.605	-0.023	-0.278

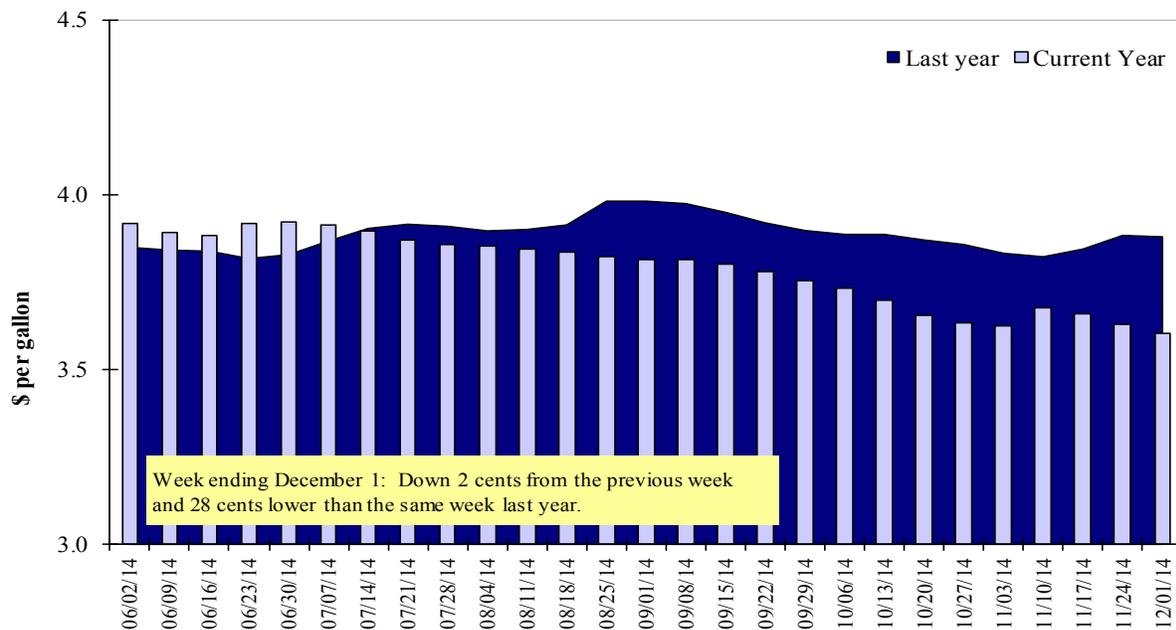
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances¹									
11/20/2014	1,478	893	1,600	921	135	5,027	13,068	20,191	38,286
This week year ago	1,537	1,204	1,647	957	83	5,428	18,347	21,379	45,154
Cumulative exports-marketing year²									
2014/15 YTD	3,721	2,071	3,640	1,854	302	11,587	8,511	15,716	35,814
2013/14 YTD	6,785	5,154	2,763	2,037	210	16,949	6,583	13,490	37,022
YTD 2014/15 as % of 2013/14	55	40	132	91	143	68	129	117	97
Last 4 wks as % of same period 2013/14	96	83	101	91	122	94	69	112	92
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 11/20/2014	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 -			- 1,000 mt -
Japan	4,068	4,234	(4)	10,079
Mexico	5,352	6,754	(21)	8,145
Korea	554	647	(14)	2,965
Colombia	1,785	921	94	3,461
Taiwan	535	390	37	1,238
Top 5 Importers	12,294	12,946	(5)	25,887
Total US corn export sales	21,579	24,931	(13)	34,445
% of Projected	49%	51%		
Change from prior week	945	1,005		
Top 5 importers' share of U.S. corn export sales	57%	52%		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.

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 Importers¹ of U.S. Soybeans

Week Ending 11/20/2014	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	24,266	23,960	1	24,211
Mexico	1,697	1,430	19	2,971
Indonesia	807	876	(8)	1,895
Japan	860	873	(1)	1,750
Taiwan	894	819	9	1,055
Top 5 importers	28,524	27,959	2	31,882
Total US soybean export sales	38,688	36,712	5	39,169
% of Projected	83%	82%		
Change from prior week*	1,486	1,406		
Top 5 importers' share of U.S. soybean export sales	74%	76%		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)

Table 15

Top 10 Importers¹ of All U.S. Wheat

Week Ending 11/20/2014	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	1,935	1,618	20	3,243
Mexico	1,785	2,102	(15)	3,066
Nigeria	1,680	1,850	(9)	2,960
Philippines	1,430	1,253	14	2,006
China	205	4,085	(95)	1,830
Brazil	1,522	3,228	(53)	1,617
Korea	961	916	5	1,552
Taiwan	697	610	14	969
Indonesia	398	545	(27)	813
Colombia	419	441	(5)	610
Top 10 importers	11,031	16,647	(34)	18,665
Total US wheat export sales	16,614	22,376	(26)	27,696
% of Projected	66%	70%		
Change from prior week*	432	562		
Top 10 importers' share of U.S. wheat export sales	66%	74%		67%
USDA forecast, November 2014	25,170	32,010	(21)	

(n) indicates negative number.

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

Table 16

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

Port regions	Week ending 11/27/14	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	90	355	25	11,402	10,665	107	124	103	11,571
Corn	49	33	150	7,540	2,123	355	11	13	2,967
Soybeans	393	761	52	10,009	8,044	124	147	203	9,079
Total	532	1,148	46	28,950	20,832	139	112	134	23,618
Mississippi Gulf									
Wheat	62	24	253	4,305	9,408	46	25	34	9,700
Corn	577	394	147	28,665	13,040	220	118	118	14,803
Soybeans	1,184	1,605	74	23,994	17,558	137	127	154	21,436
Total	1,823	2,023	90	56,963	40,006	142	118	138	45,939
Texas Gulf									
Wheat	70	60	116	5,902	8,542	69	55	76	9,028
Corn	39	0	n/a	547	163	337	n/a	100	255
Soybeans	30	129	23	701	787	89	131	220	907
Total	138	189	73	7,151	9,492	75	83	113	10,190
Interior									
Wheat	9	21	42	1,278	983	130	114	84	1,242
Corn	78	83	94	5,164	3,436	150	75	66	3,936
Soybeans	116	133	87	3,676	2,914	126	76	199	3,208
Total	203	237	86	10,118	7,333	138	153	112	8,386
Great Lakes									
Wheat	26	10	267	751	744	101	140	168	883
Corn	0	7	0	281	0	n/a	n/a	254	0
Soybeans	73	62	118	657	555	118	131	242	698
Total	99	79	126	1,689	1,299	130	136	220	1,581
Atlantic									
Wheat	17	0	n/a	563	644	87	405	165	644
Corn	0	0	n/a	816	228	357	2	5	242
Soybeans	54	204	26	1,604	1,217	132	121	136	1,650
Total	71	205	35	2,984	2,089	143	114	131	2,536
U.S. total from ports²									
Wheat	273	470	58	24,201	30,987	78	75	82	33,069
Corn	744	517	144	43,013	18,989	227	76	86	22,202
Soybeans	1,849	2,894	64	40,641	31,076	131	134	157	36,980
Total	2,866	3,881	74	107,856	81,052	133	113	131	92,251

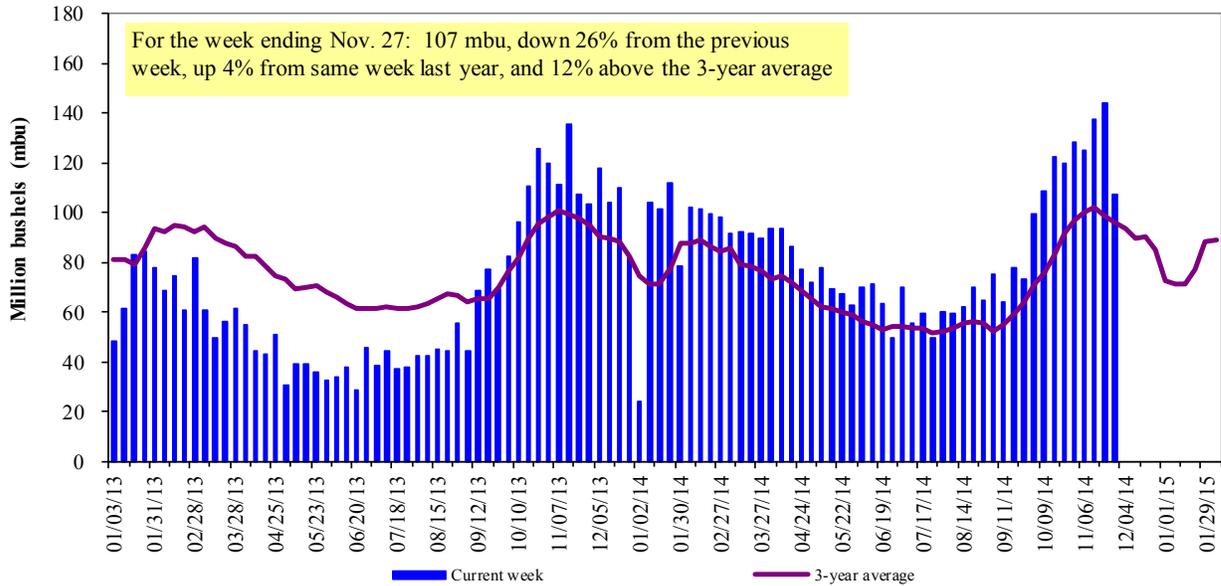
¹Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)

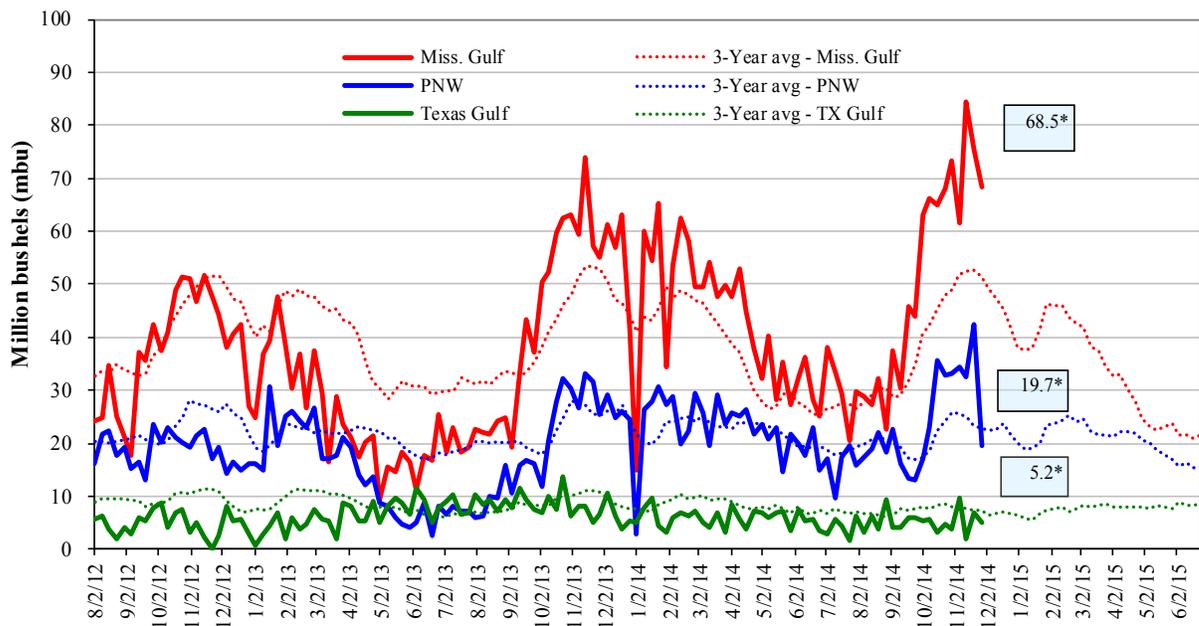


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

Nov 27: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 9	down 26	down 10.5	down 54
Last year (same week)	up 25	down 23	up 19	down 23
3-yr avg. (4-wk mov. avg.)	up 30	down 2	up 27	down 17

Ocean Transportation

Table 17

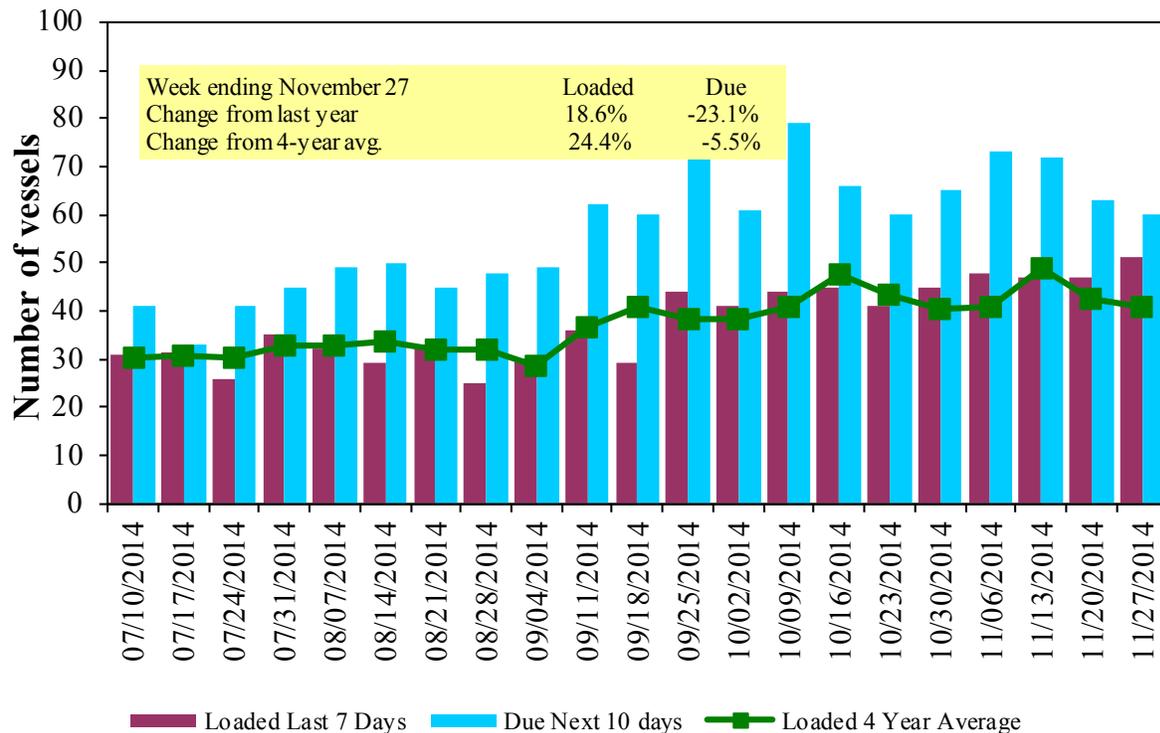
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
11/27/2014	39	51	60	n/a	n/a
11/20/2014	43	47	63	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

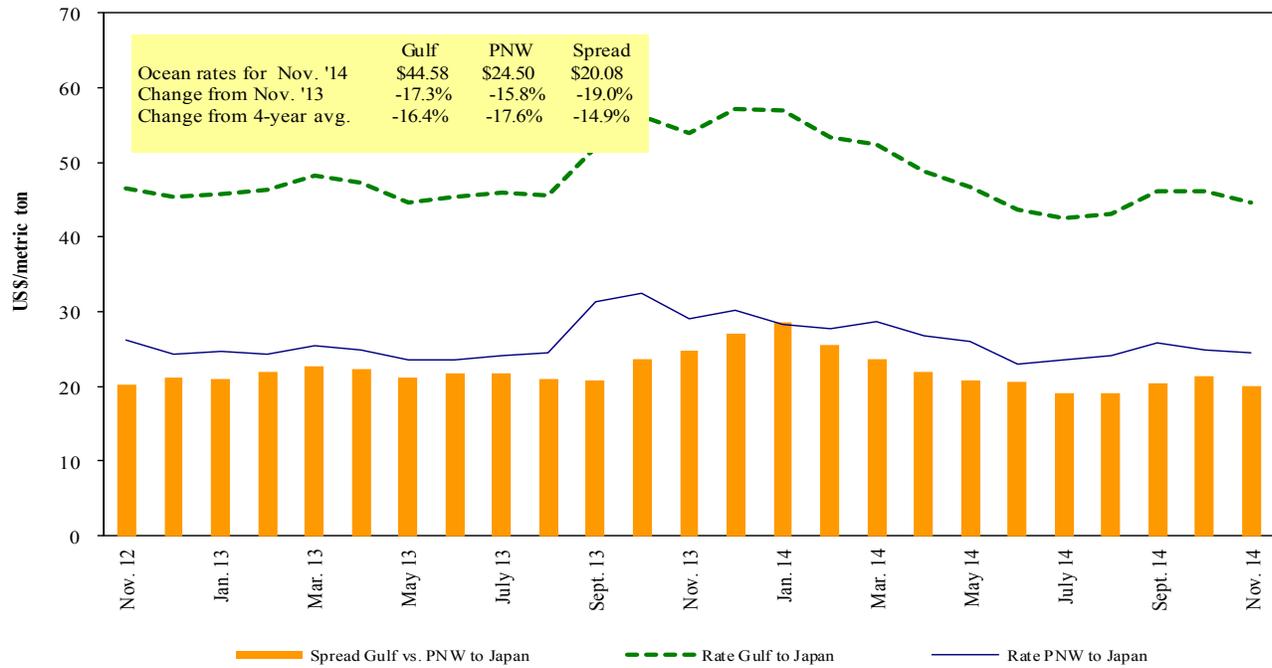
U.S. Gulf¹ Vessel Loading Activity



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 11/29/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Dec 15/20	55,000	50.00
U.S. Gulf	China	Heavy Grain	Dec 10/17	55,000	41.75
U.S. Gulf	China	Heavy Grain	Dec 10/20	60,000	41.25
U.S. Gulf	China	Heavy Grain	Nov 25/30	60,000	43.00
U.S. Gulf	China	Heavy Grain	Nov 20/30	60,000	44.75
U.S. Gulf	China	Heavy Grain	Nov 15/25	55,000	44.25
U.S. Gulf	China	Heavy Grain	Nov 10/20	60,000	44.25
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	Brazil	Wheat	Nov 8/14	25,000	22.00
U.S. Gulf	Djibouti ¹	Wheat/Sorghum	Nov 20/30	22,000	68.50
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

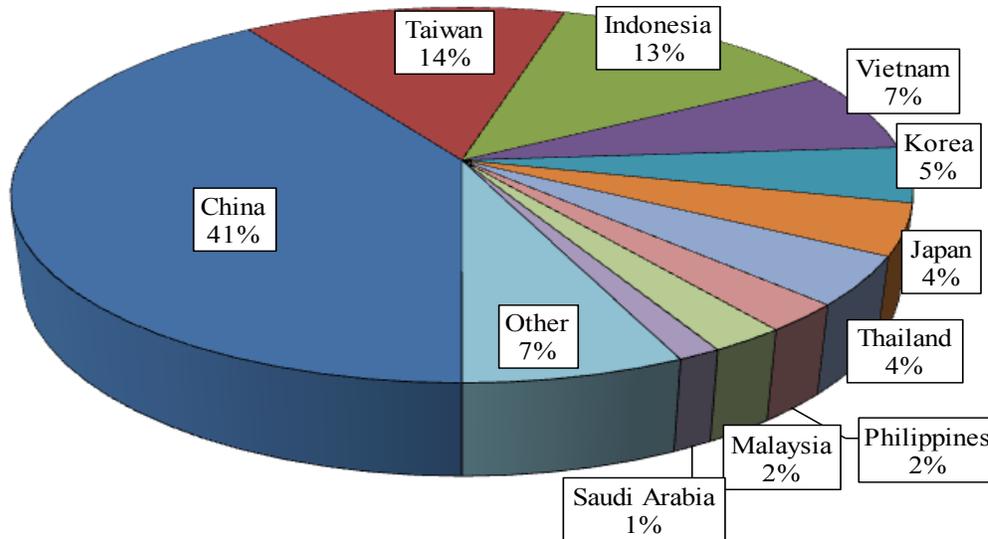
¹ 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

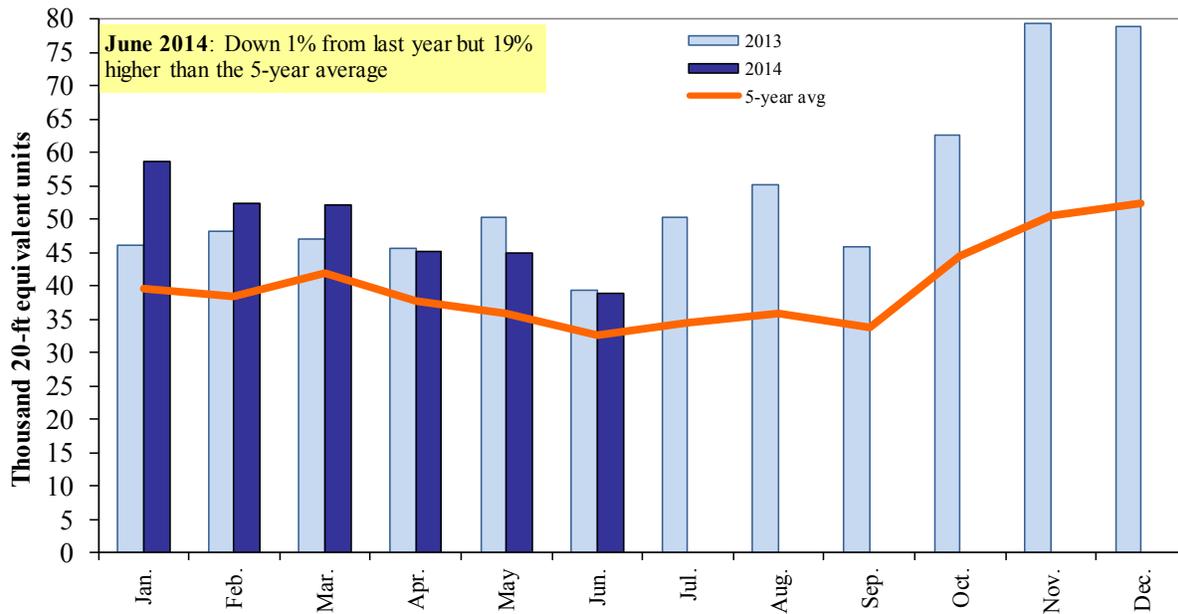


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

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 (540) 361 - 1147
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 surajudeen.olowolayemo@ams.usda.gov (202) 720 - 0119
(Freight rates and vessels)
April Taylor april.taylor@ams.usda.gov (202) 295 - 7374
(Container movements)

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. December 4, 2014. Web: <http://dx.doi.org/10.9752/TS056.12-04-2014>

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