



# Grain Transportation Report

A weekly publication of the  
 Transportation and Marketing Programs/Transportation Services Branch  
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## Contents

Grain  
 Transportation  
 Indicators

Rail  
 Transportation

Barge  
 Transportation

Truck  
 Transportation

Grain Exports

Ocean  
 Transportation

Brazil  
 Transportation

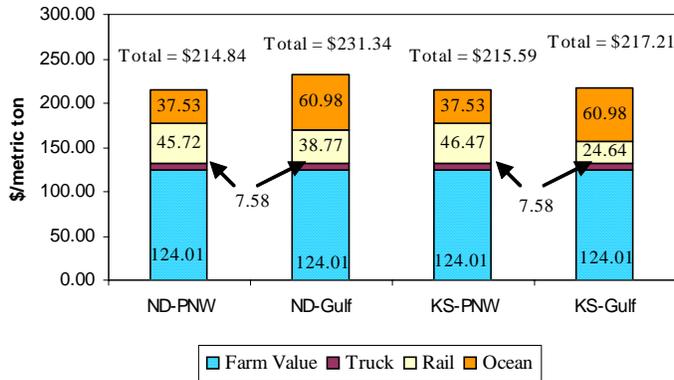
Contacts  
 and  
 Links

Subscription  
 Information

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 The next  
 release is  
 June 2, '05

**Cost of Shipping U.S. Wheat to Japan Decreases.** The cost of transporting wheat from Kansas and North Dakota to Japan through the Pacific Northwest (PNW) and U.S. Gulf decreased slightly during first quarter 2005 (See tables 1, 2). Kansas and North Dakota wheat transportation costs to Japan through the PNW

Cost of shipping wheat from Kansas and North Dakota to Japan, 1st quarter 2005



Source: USDA/AMS, Transportation & Marketing Programs

decreased just under 4.5 percent compared to fourth quarter 2004 (See table 1), while the cost of shipping wheat from both states through the U.S. Gulf to Japan decreased by less than 2 percent (See table 2). First quarter 2005 total transportation costs for shipping wheat to Japan from North Dakota represented just over 42 percent of the landed cost through the PNW and just over 46 percent through the Gulf (See figure). First quarter 2005 total transportation costs for shipping wheat from Kansas to Japan represented just under 43 percent of the landed cost through the PNW and Gulf; with the Gulf being slightly higher.

Ocean freight rates for wheat shipped from the PNW to Japan dropped by almost 9.5 percent compared to fourth quarter, 2004 (See table 1). In comparison, ocean rates for wheat shipped from the Gulf to Japan decreased by less than 1 percent (See table 2). Rail costs for moving North Dakota wheat to the Gulf decreased about 3 percent while the cost of transporting wheat by rail from Kansas to the Gulf increased about 1.5 percent (See table 2). There was no change in the cost of shipping by rail from Kansas and North Dakota to the PNW. The cost of moving wheat by truck to a rail-served grain elevator dropped slightly over 4 percent during first quarter 2005.

	KS			ND		
	2005 1st qtr	2004 4th qtr	Percent change	2005 1st qtr	2004 4th qtr	Percent change
	\$/metric ton					
Truck	7.58	7.90	-4.06	7.58	7.90	-4.06
Rail	46.47	46.47	0.00	45.72	45.72	0.00
Ocean vessel	37.53	41.44	-9.44	37.53	41.44	-9.44
<b>Total</b>	<b>91.58</b>	<b>95.81</b>	<b>-4.42</b>	<b>90.83</b>	<b>95.06</b>	<b>-4.45</b>

	KS			ND		
	2005 1st qtr	2004 4th qtr	Percent change	2005 1st qtr	2004 4th qtr	Percent change
	\$/metric ton					
Truck	7.58	7.90	-4.06	7.58	7.90	-4.06
Rail	24.64	24.27	1.51	38.77	39.97	-2.99
Ocean vessel	60.98	61.55	-0.93	60.98	61.55	-0.93
<b>Total</b>	<b>93.20</b>	<b>93.73</b>	<b>-0.56</b>	<b>107.33</b>	<b>109.42</b>	<b>-1.90</b>

U.S. Japan was cited as the export destination because it normally receives the largest share (over 10 percent) of U.S. wheat. The farm value, which shows the average quarterly price per metric ton for all U.S. wheat, normally accounts for over 50 percent of the total landed cost. Quarterly truck rates per 100 mile hauls are obtained from a Midwest grain survey (See table 11-GTR). Rates for rail shipments of wheat are based on monthly Class 1 railway data (See table 7-GTR). Ocean freight rate data is obtained from the Baltic Exchange. [Johnny.Hill@usda.gov](mailto:Johnny.Hill@usda.gov)

The Wheat Transportation Cost Indicators identify two major transportation routes for wheat and present an estimate of total wheat transportation costs. Transportation cost data for the Wheat Indicators is not differentiated by class of wheat because transportation rates do not vary by wheat class. The indicators use North Dakota and Kansas as the origination points because they are the top two wheat producing states in the

# Grain Transportation Indicators

**Table 1--Grain transport cost indicators\***

Week ending	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
05/25/05	145	43	147	242	191
<b>Compared with last week</b>	↓	↓	↑	↓	↓

\*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car); barge = spot Illinois River basis (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)**

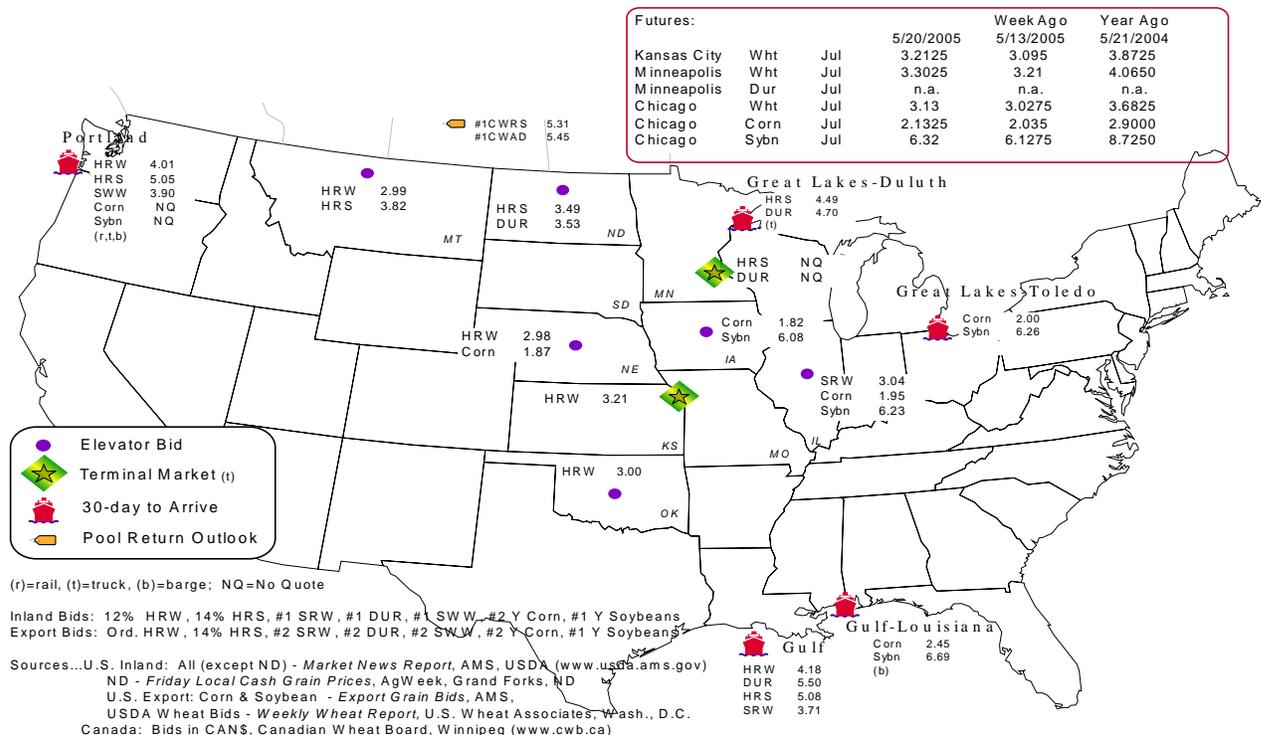
Commodity	Origin--destination	5/20/2005	5/13/2005
Corn	IL--Gulf	-0.50	-0.51
Corn	NE--Gulf	-0.58	-0.59
Soybean	IA--Gulf	-0.61	-0.61
HRW	KS--Gulf	-0.97	-0.96
HRS	ND--Portland	-1.56	-1.51

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)\***

Week ending	Mississippi Gulf	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
05/18/2005 <sup>p</sup>	22	1,149	1,793	4,454	141	7,559
05/11/2005 <sup>r</sup>	118	1,076	1,261	4,513	74	7,042
2005 YTD	5,518	33,670	33,844	90,477	7,072	170,581
2004 YTD	3,881	45,824	20,271	84,063	3,633	157,672
2005 as % of 2004	142	73	167	108	195	108
Total 2004	10,475	92,073	67,992	209,625	10,986	391,151
Total 2003**	14,843	88,194	48,805	157,125	20,509	329,476

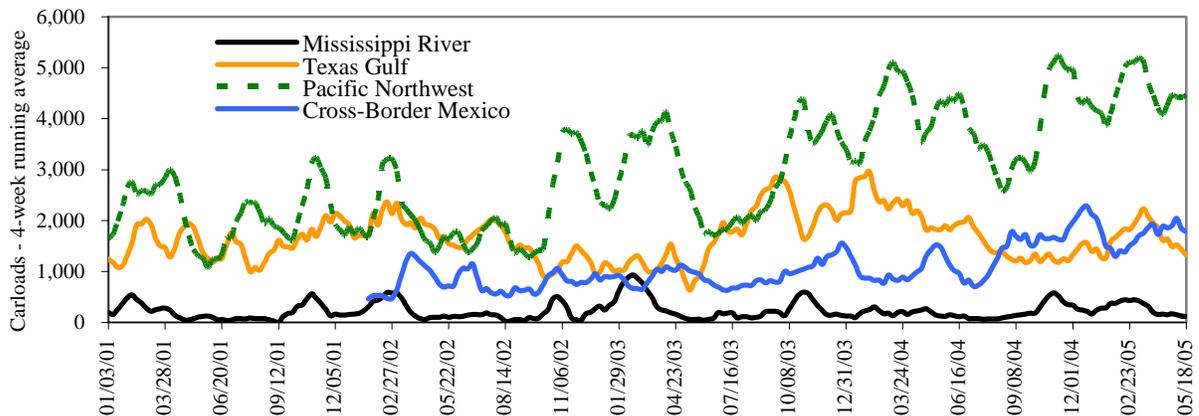
(\*) Incomplete Data; as of 9/22/04, Cross-Border movements included; (\*\*) Excludes 53rd week; YTD = year-to-date; p = preliminary data;

r = revised data

Source: Transportation & Marketing Programs/AMS/USDA

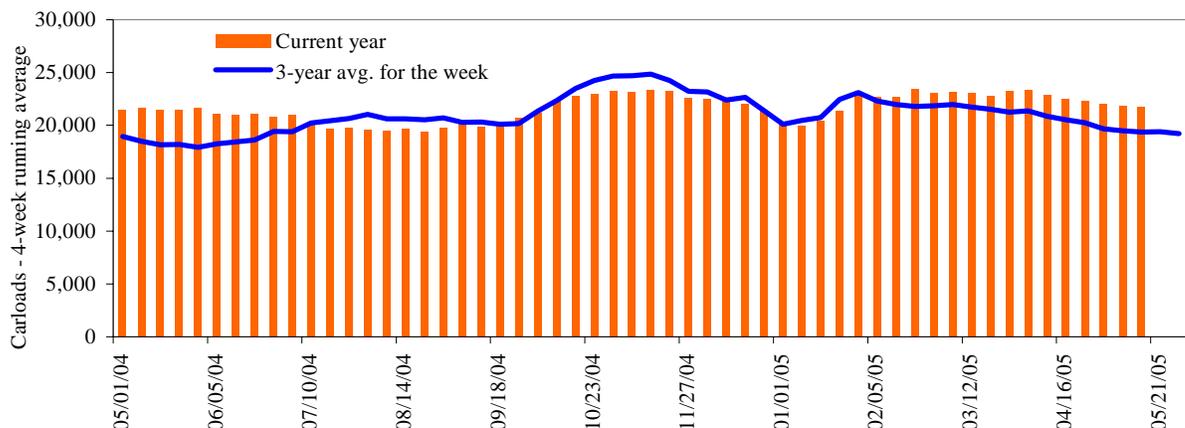
Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2  
**Rail deliveries to port**



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3  
**Total weekly U.S. grain car loadings for Class I railroads**



**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
05/14/05	2,604	2,972	9,119	348	6,314	21,357	3,814	4,431
This week last year	2,676	3,215	8,304	359	7,381	21,935	4,422	4,196
2005 YTD	57,739	64,945	179,675	12,021	115,210	429,590	84,185	76,195
2004 YTD	55,296	62,630	175,439	9,902	127,220	430,487	90,633	68,790
2005 as % of 2004	104	104	102	121	91	100	93	111
Total 2004	142,206	169,650	458,587	27,618	327,510	1,125,571	237,664	210,060

Source: Association of American Railroads (www.aar.org); YTD = year-to-date

**Table 5--Rail car auction offerings, week ending 5/21/05 (\$/car)\***

Delivery for:	Jul. 05	Aug. 05	Sep. 05
BNSF <sup>1</sup>			
COT/N. grain	\$46	\$134	\$144
COT/S. grain	\$65	\$79	\$142
UP <sup>2</sup>			
GCAS/Region 1	\$6	no offer	no offer
GCAS/Region 2	\$29	no offer	no offer

\*Average premium/discount to tariff, last auction

<sup>1</sup>BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

<sup>2</sup>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.

Source: Transportation & Marketing Programs/AMS/USDA

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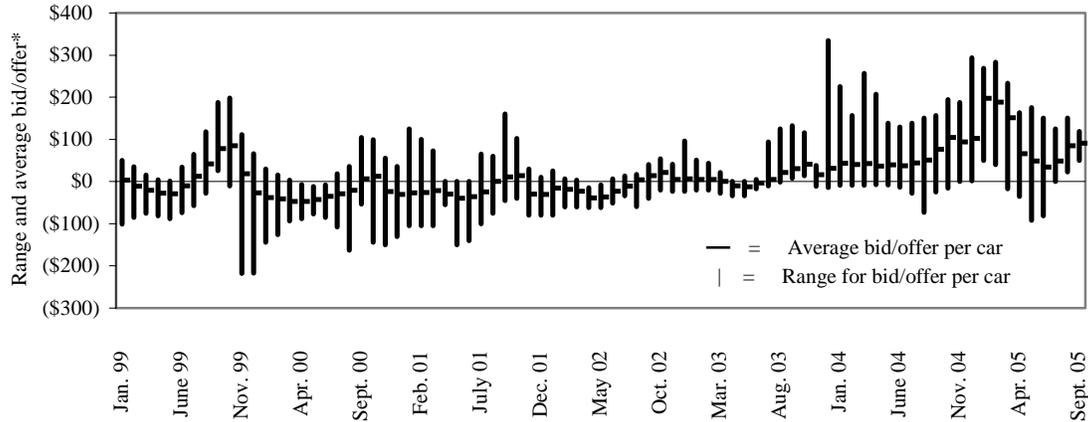
Rail service may be ordered directly from the railroad via **action** for guaranteed service or tariff for nonguaranteed service or through the secondary market.

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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

**Secondary rail car market, delivery month-year**



\*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

**Average bid/offer** is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

**Range for bid/offer** shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

**Table 6--Weekly secondary rail car market, week ending 5/21/05 (\$/car)\***

	Delivery period			
	Jun-05	Jul-05	Aug-05	Sep-05
BNSF-GF	-\$23	\$46	\$97	\$119
Change from last week	-\$44	-\$13	-\$1	\$19
UP-Pool	-\$81	\$32	\$88	\$106
Change from last week	-\$24	-\$3	\$5	-\$7

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

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

Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

**Table 7--Tariff rail rates for unit and shuttle train shipments\***

<b>Effective date:</b>					
5/2/2005	<b>Origin region</b>	<b>Destination region</b>	<b>Rate/car</b>	<b>Rate/metric ton</b>	<b>Rate/bushel**</b>
<b><u>Unit train*</u></b>					
Wheat	Chicago, IL	Albany, NY	\$1,861	\$20.51	\$0.56
	Kansas City, MO	Galveston, TX	\$1,920	\$21.16	\$0.58
	South Central, KS	Galveston, TX	\$2,335	\$25.74	\$0.70
	Minneapolis, MN	Houston, TX	\$2,420	\$26.68	\$0.73
	St. Louis, MO	Houston, TX	\$2,245	\$24.75	\$0.67
	South Central, ND	Houston, TX	\$3,484	\$38.40	\$1.05
	Minneapolis, MN	Portland, OR	\$4,198	\$46.27	\$1.26
	South Central, ND	Portland, OR	\$4,198	\$46.27	\$1.26
	Northwest, KS	Portland, OR	\$4,266	\$47.02	\$1.28
	Chicago, IL	Richmond, VA	\$2,002	\$22.07	\$0.60
Corn	Chicago, IL	Baton Rouge, LA	\$2,510	\$27.67	\$0.70
	Council Bluffs, IA	Baton Rouge, LA	\$2,370	\$26.12	\$0.66
	Kansas City, MO	Dalhart, TX	\$1,965	\$21.66	\$0.55
	Minneapolis, MN	Portland, OR	\$3,600	\$39.68	\$1.01
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.50
	Columbus, OH	Raleigh, NC	\$1,700	\$18.74	\$0.48
	Council Bluffs, IA	Stockton, CA	\$3,606	\$39.75	\$1.01
Soybeans	Chicago, IL	Baton Rouge, LA	\$2,455	\$27.06	\$0.74
	Council Bluffs, IA	Baton Rouge, LA	\$2,315	\$25.52	\$0.69
	Minneapolis, MN	Portland, OR	\$3,610	\$39.79	\$1.08
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.54
	Chicago, IL	Raleigh, NC	\$2,391	\$26.36	\$0.72
<b><u>Shuttle Train*</u></b>					
Wheat	St. Louis, MO	Houston, TX	\$1,895	\$20.89	\$0.57
	Minneapolis, MN	Portland, OR	\$3,948	\$43.52	\$1.18
Corn	Fremont, NE	Houston, TX	\$2,665	\$29.38	\$0.75
	Minneapolis, MN	Portland, OR	\$3,450	\$38.03	\$0.97
Soybeans	Council Bluffs, IA	Houston, TX	\$2,785	\$30.70	\$0.84
	Minneapolis, MN	Portland, OR	\$3,410	\$37.59	\$1.02

\*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

\*\*Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

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

**Table 8--Tariff rail rates for U.S. bulk grain shipments to the U.S.-Mexico border**

Effective date:						
5/2/2005	Origin state	Border crossing region	Train size	Rate/car <sup>1</sup>	Rate/metric ton	Rate/bushel**
Wheat	KS	Brownsville, TX	Shuttle	\$2,742	\$28.02	\$0.76
	ND	Eagle Pass, TX	Shuttle	\$5,399	\$55.17	\$1.50
	OK	El Paso, TX	Shuttle	\$2,155	\$22.02	\$0.60
	OK	El Paso, TX	Unit	\$2,241	\$22.90	\$0.62
	AR	Laredo, TX	Unit	\$2,165	\$22.12	\$0.60
	IL	Laredo, TX	Shuttle	\$2,970	\$30.35	\$0.83
	MT	Laredo, TX	Shuttle	\$4,298*	\$58.14	\$1.58
	TX	Laredo, TX	Shuttle	\$2,056	\$21.01	\$0.57
	MO	Laredo, TX	Unit	\$2,622	\$26.79	\$0.73
	WI	Laredo, TX	Unit	\$3,188	\$32.57	\$0.89
Corn	NE	Brownsville, TX	Shuttle	\$3,104	\$31.72	\$0.80
	NE	Brownsville, TX	Unit	\$3,537*	\$36.14	\$0.92
	IA	Eagle Pass, TX	Shuttle	\$3,334	\$34.07	\$0.86
	MO	Eagle Pass, TX	Shuttle	\$3,040*	\$31.06	\$0.79
	NE	Eagle Pass, TX	Shuttle	\$3,440*	\$35.15	\$0.89
	IA	Laredo, TX	Unit	\$3,258	\$33.29	\$0.84
Soybean	IA	Brownsville, TX	Shuttle	\$2,880	\$29.43	\$0.80
	MN	Brownsville, TX	Shuttle	\$3,176	\$32.45	\$0.88
	NE	Brownsville, TX	Shuttle	\$2,688	\$27.47	\$0.75
	NE	Eagle Pass, TX	Shuttle	\$2,765	\$28.25	\$0.77
	IA	Laredo, TX	Unit	\$2,918	\$29.82	\$0.81

A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

<sup>1</sup>Rates are based upon published tariff rates for high-capacity rail cars.

\*High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

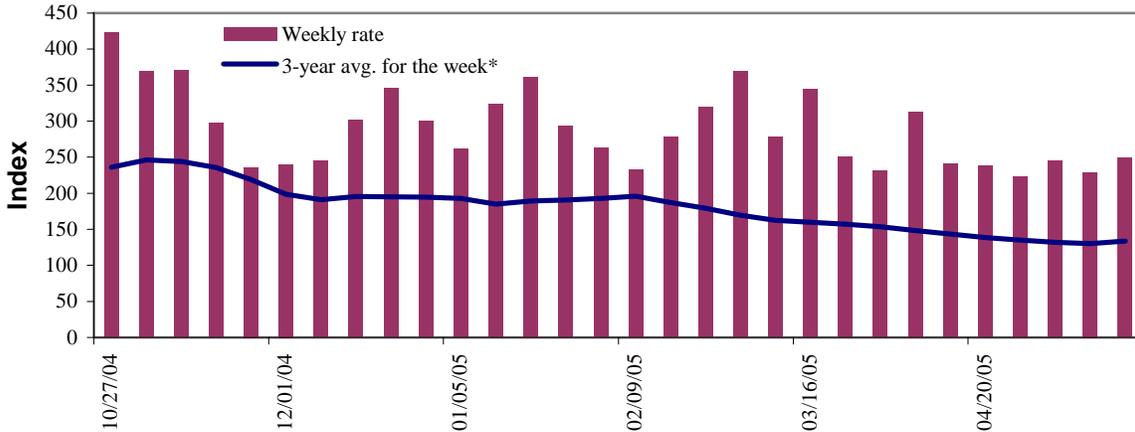
\*\*Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

# Barge Transportation

Figure 5

**Illinois River barge rate index - quotes**



Note: Index = percent of tariff rate; \*4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market bids** are indicators of grain transport supply and demand.

**Table 9--Barge rate quotes: southbound barge freight**

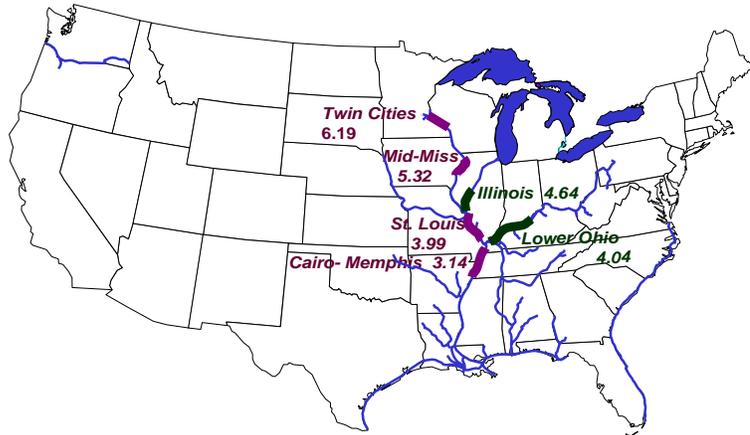
Location	5/18/2005	5/11/2005	June '05	Aug. '05
Twin Cities	258	252	271	305
Mid-Mississippi	252	231	256	289
Illinois River	249	229	258	279
St. Louis	185	195	198	258
Lower Ohio	179	186	204	264
Cairo-Memphis	165	167	183	253

Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Benchmark tariff rates**



**Calculating barge rate per ton:**

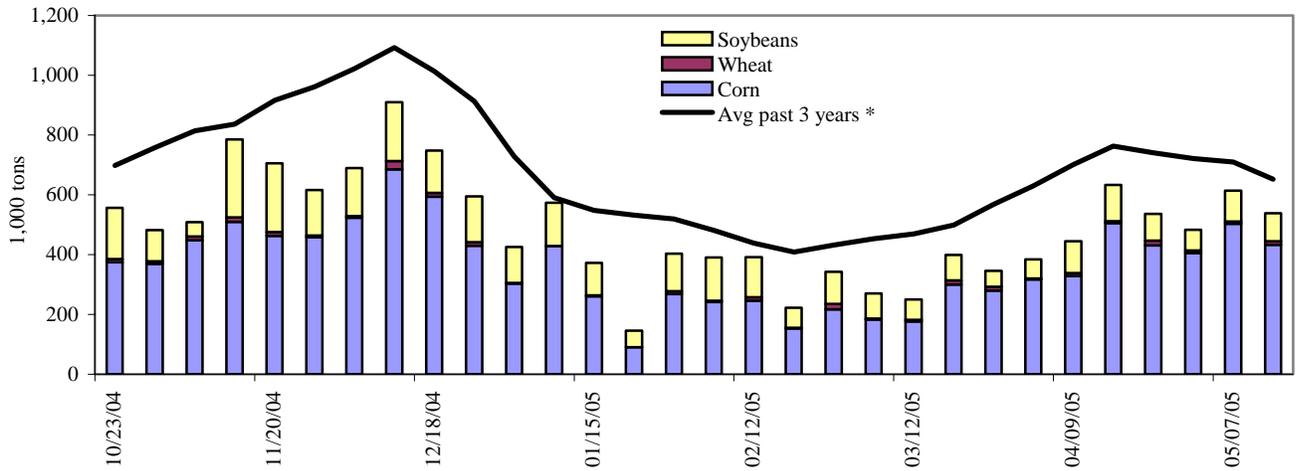
(Index \* 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8).

Figure 7

**Barge movements on the Mississippi River (Locks 27 - Granite City, IL)**



\* 4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

**Table 10--Barge grain movements (1,000 tons)**

Week ending 5/14/2005	Corn	Wheat	Soybean	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	118	2	31	0	151
Winfield, MO (L25)	219	8	53	2	281
Alton, IL (L26)	426	8	91	2	526
Granite City, IL (L27)	433	12	93	6	544
<b>Illinois River (L8)</b>	211	0	33	0	245
<b>Ohio River (L52)</b>	66	5	15	0	86
<b>Arkansas River (L1)</b>	0	34	4	13	51
2005 YTD	7,518	567	3,029	285	11,400
2004 YTD	8,653	990	2,080	314	12,037
2005 as % of 2004 YTD	87	57	146	91	95
Total 2004	26,235	2,701	6,784	843	36,563

YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1.

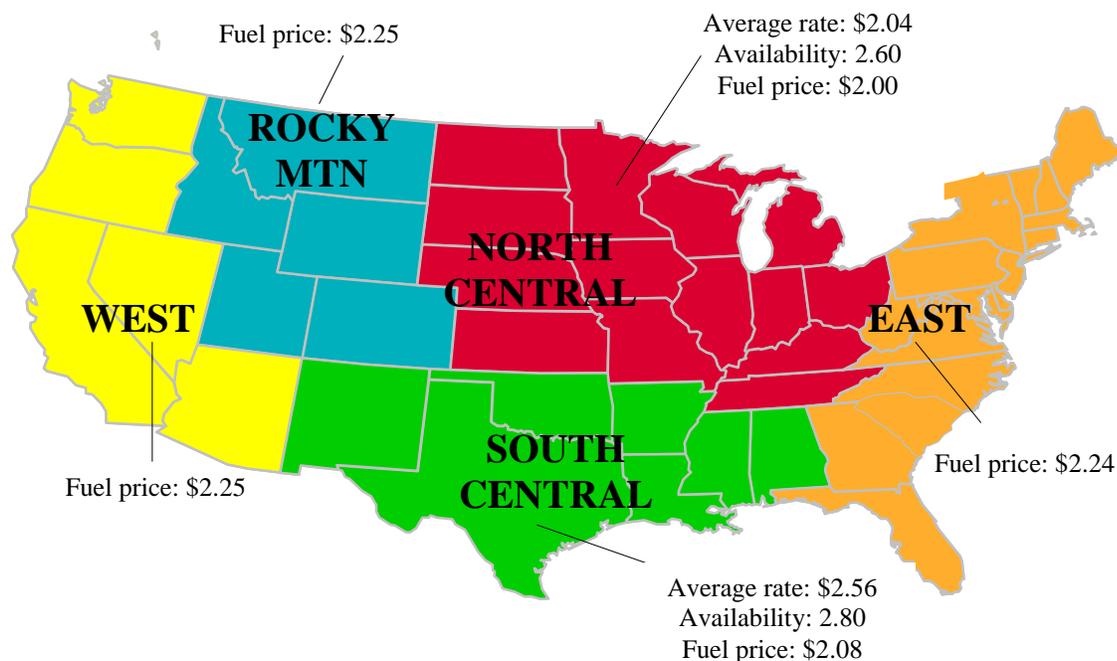
"Other" refers to oats, barley, sorghum, and rye.

Source: U.S. Army Corp of Engineers ([www.mvr.usace.army.mil/mvrirmi/omni/webreports/default.asp](http://www.mvr.usace.army.mil/mvrirmi/omni/webreports/default.asp))

Note: Total may not add exactly, due to rounding

# Truck Transportation

Figure 8  
U.S. grain truck market advisory, 1st quarter 2005\*



\*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles

Note: Fuel prices are a quarterly average (unit per gallon)

Fuel price data source: Energy Information Administration, U.S. Department of Energy, [www.eia.doe.gov](http://www.eia.doe.gov)

Table 11--U.S. grain truck market overview, 1<sup>st</sup> quarter 2005

Region/commodity*	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	Rate per mile			Rating compared to same quarter last year		
				1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
<b>National average<sup>1</sup></b>	<b>2.91</b>	<b>1.96</b>	<b>1.73</b>	<b>2.6</b>	<b>2.6</b>	<b>2.9</b>
<b>North Central region<sup>2</sup></b>	2.65	1.89	1.59	2.6	2.8	3.1
Corn	3.25	2.37	2.01	2.9	2.4	3.1
Wheat	1.52	1.44	1.39	2.6	2.9	2.9
Soybean	3.25	2.37	2.01	2.7	2.7	3.2
<b>South Central region<sup>2</sup></b>	3.34	2.25	2.08	2.8	2.1	2.4
Corn	3.02	2.19	1.98	2.8	2.0	2.0
Wheat	3.13	2.18	2.08	3.0	2.3	2.7
Soybean	4.71	2.32	2.06	2.3	2.0	2.3

Rates are based on trucks with 80,000 lb weight limit

\*Commodity averages based on truck rates for top producing states based on National Agricultural Statistics Service/USDA

<sup>1</sup>National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.

<sup>2</sup>Commodity rates per mile include the average of the top 3 producing states within the region.

Source: Transportation and Marketing Programs/AMS/USDA

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The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

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**Table 12--Retail on-highway diesel prices\*, week ending 05/23/05 (US\$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.181	-0.023	0.474
	New England	2.338	-0.042	0.532
	Central Atlantic	2.292	-0.023	0.493
	Lower Atlantic	2.119	-0.022	0.461
II	Midwest	2.097	-0.032	0.410
III	Gulf Coast	2.112	-0.029	0.441
IV	Rocky Mountain	2.207	-0.060	0.252
V	West Coast	2.339	-0.058	0.141
	California	2.373	-0.059	0.107
Total	U.S.	2.156	-0.033	0.395

\*Diesel fuel prices include all taxes.

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

# Grain Exports

**Table 13--U.S. export balances (1,000 metric tons)**

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
5/12/2005	788	121	823	352	104	2,188	7,136	1,714	11,038
This week year ago	1,110	287	689	397	79	2,561	9,781	1,323	13,665
Cumulative exports-crop year 2/									
2004/05 YTD	9,047	3,185	7,681	4,650	640	25,203	31,813	27,054	84,070
2003/04 YTD	12,205	3,674	6,550	4,736	1,041	28,206	33,754	22,693	84,653
2004/05 as % of 2003/04	74	87	117	98	61	89	94	119	99
2003/04 Total	12,697	3,785	6,928	4,889	1,053	29,353	47,704	24,102	101,159
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231

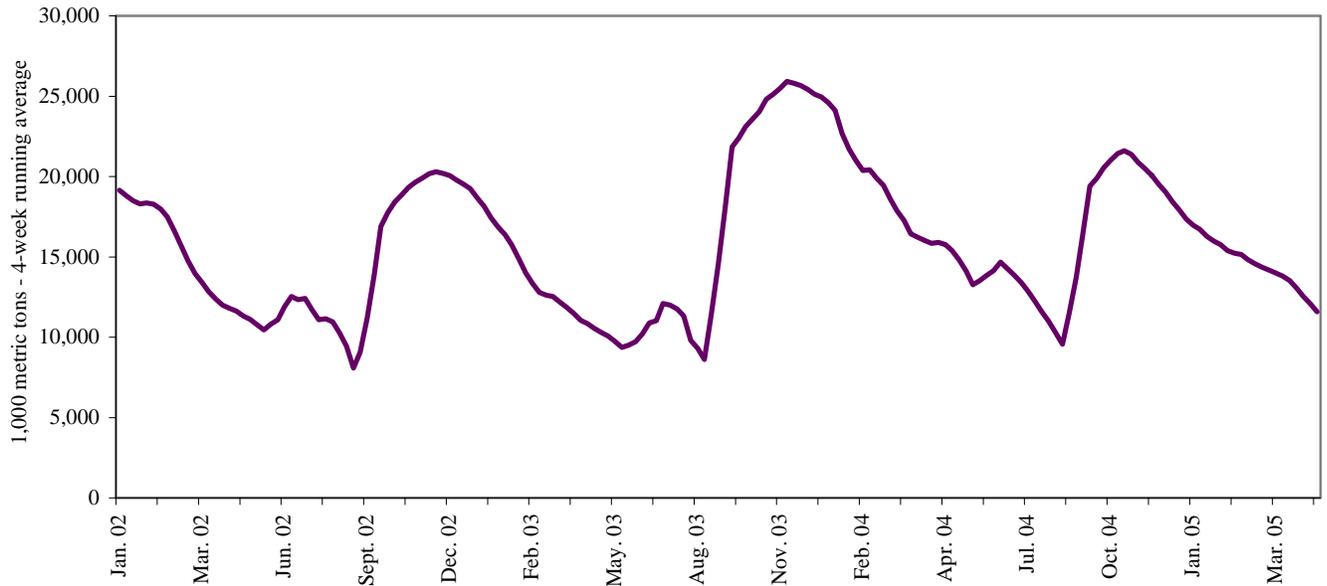
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for corn and soybean sales

Source: Foreign Agricultural Service/USDA ([www.fas.usda.gov](http://www.fas.usda.gov))

Figure 9

## U.S. grain, unshipped export balance, including wheat, corn, and soybean sales



Source: Foreign Agricultural Service/USDA ([www.fas.usda.gov](http://www.fas.usda.gov))

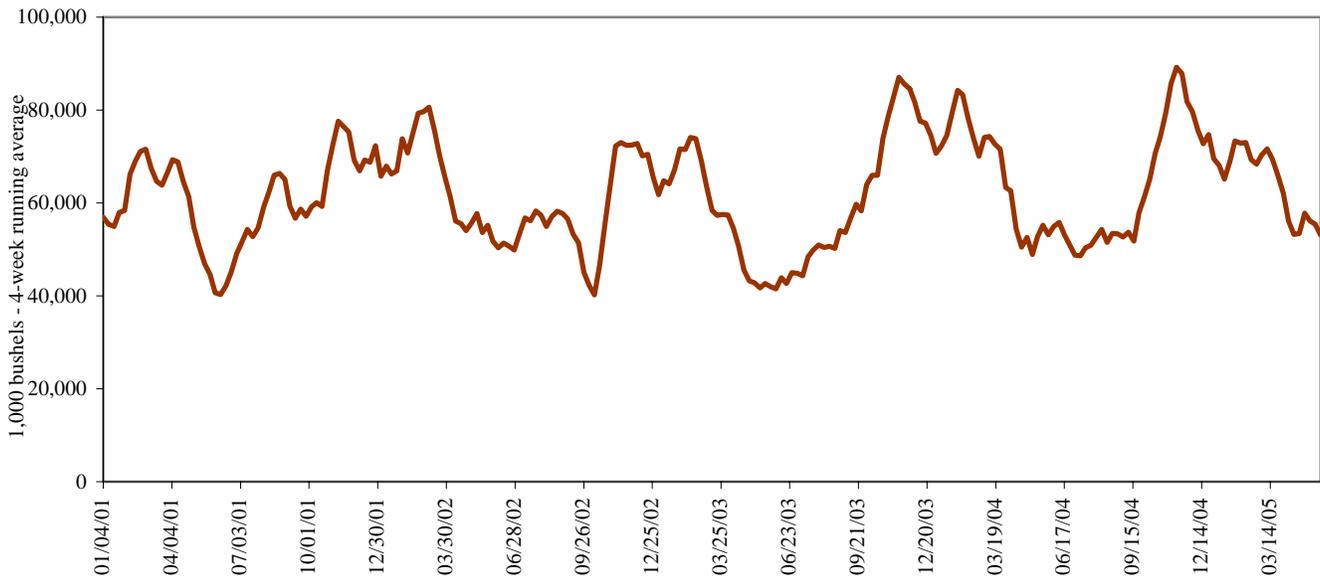
**Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)**

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
05/19/05	106	297	35	69	541	237	63	22	0	438	847	85
2005 YTD	4,130	3,569	3,083	2,046	10,394	7,434	2,270	262	6	10,782	19,874	2,538
2004 YTD	4,428	4,077	1,711	2,949	12,309	5,677	3,882	49	14	10,217	20,935	3,946
2005 as % of 2004	93	88	180	69	84	131	58	531	43	106	95	64
2004 Total *	12,121	9,741	4,753	7,154	32,851	15,540	7,936	131	23	26,615	55,546	8,089

Source: Federal Grain Inspection Service/USDA ([www.usda.gov/gipsa](http://www.usda.gov/gipsa)); YTD: year-to-date; \* includes 53rd week

The United States exports approximately one-quarter of the grain it produces. On average, it 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 55 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2004.

Figure 10  
**U.S. grain inspected for export (wheat, corn, and soybeans)**



Source: Federal Grain Inspection Service/USDA ([www.usda.gov/gipsa](http://www.usda.gov/gipsa))

# Ocean Transportation

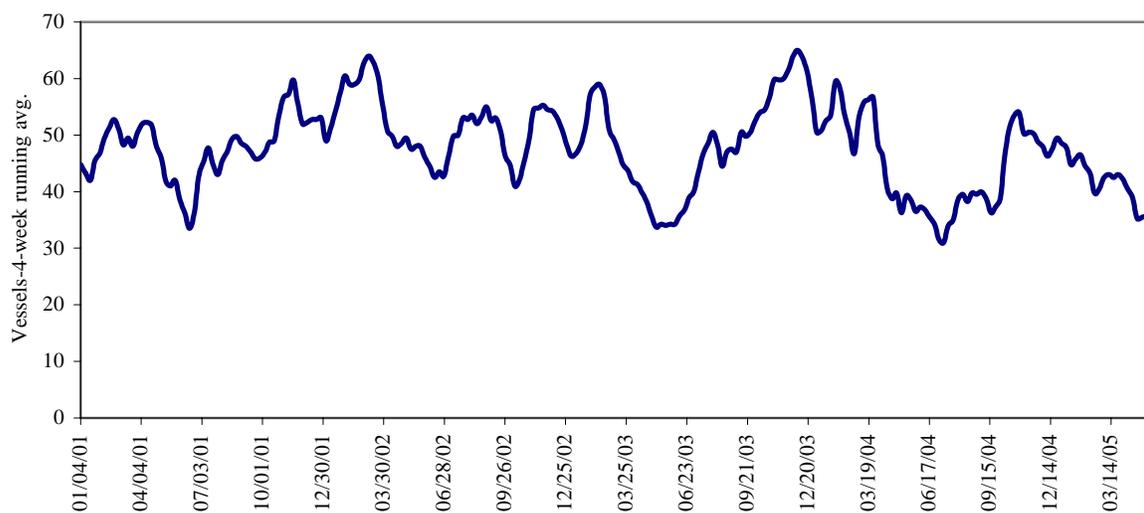
**Table 15--Weekly port region grain ocean vessel activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
5/19/2005	17	33	50	7	5
5/12/2005	11	29	45	7	3
2004 range	(10..43)	(25..73)	(38..96)	(4..16)	(0..18)
2004 avg.	24	45	61	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11

**Gulf Port grain vessel loading (past 7 days)**



Source: Transportation & Marketing Programs/AMS/USDA

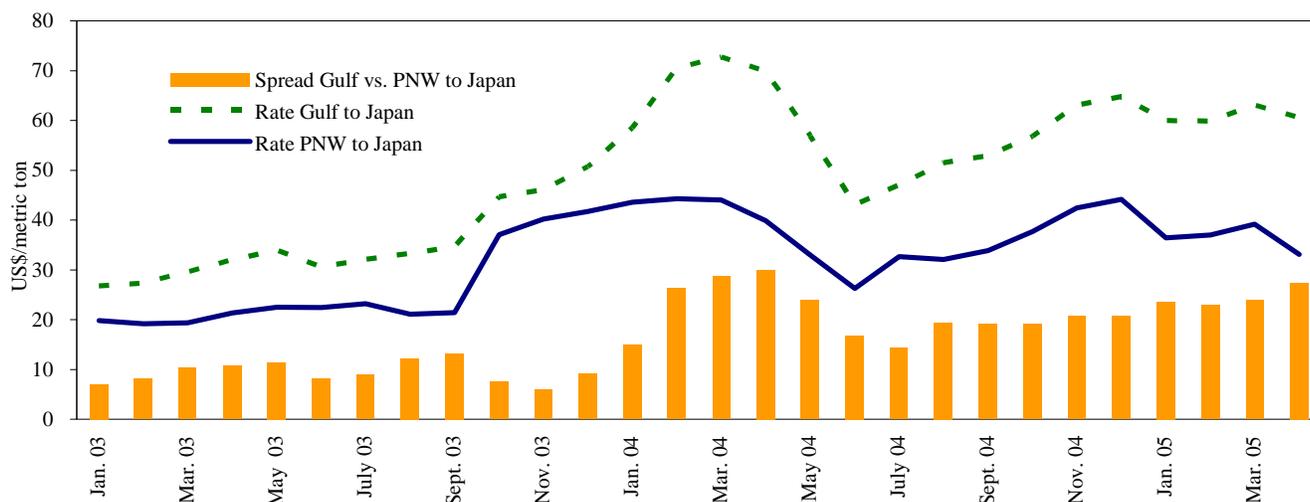
**Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)**

Countries/ regions	2005 1st qtr	2004 1st qtr	Percent change	Countries/ regions	2005 1st qtr	2004 1st qtr	Percent change
<b>Gulf to</b>				<b>Pacific NW to</b>			
Japan	\$60.18	\$73.75	-18	Japan	---	---	---
China	\$57.50	\$46.63	23				
Taiwan	---	\$68.00	---	<b>Argentina/Brazil to</b>			
N. Africa	\$48.00	\$46.25	4	N. Africa	\$59.25	\$61.07	-3
Med. Sea	---	\$46.50	---	China	---	---	---

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

Figure 12

**Grain vessel rates, U.S. to Japan**



Source: Baltic Exchange (www.balticexchange.com)

**Table 17--Ocean freight rates for selected shipments, week ending 05/21/05**

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Djibouti*	Wheat	Jun 1/10	22,740	89.29
U.S. Gulf	Honduras	Wheat	May 11/21	9,330	39.99
U.S. Gulf	Eritrea	Wheat	May 12/22	4,240	78.00
U.S. Gulf	Ethiopia	Wheat & Sorghum	Apr 21/ May 1	43,700	77.00
U.S. Gulf	Nicaragua	Wheat	May 10/20	11,399	53.13
U.S. Gulf	Nicaragua	Wheat	May 10/20	3,790	49.00
PNW	Kenya	Wheatflour	Mar 5/15	34,000	74.00
Ukraine	Morocco	Wheat	May 9/10	24,000	27.50
River Plate	Poland	Hvy Grain	Apr 20/30	30,000	64.00

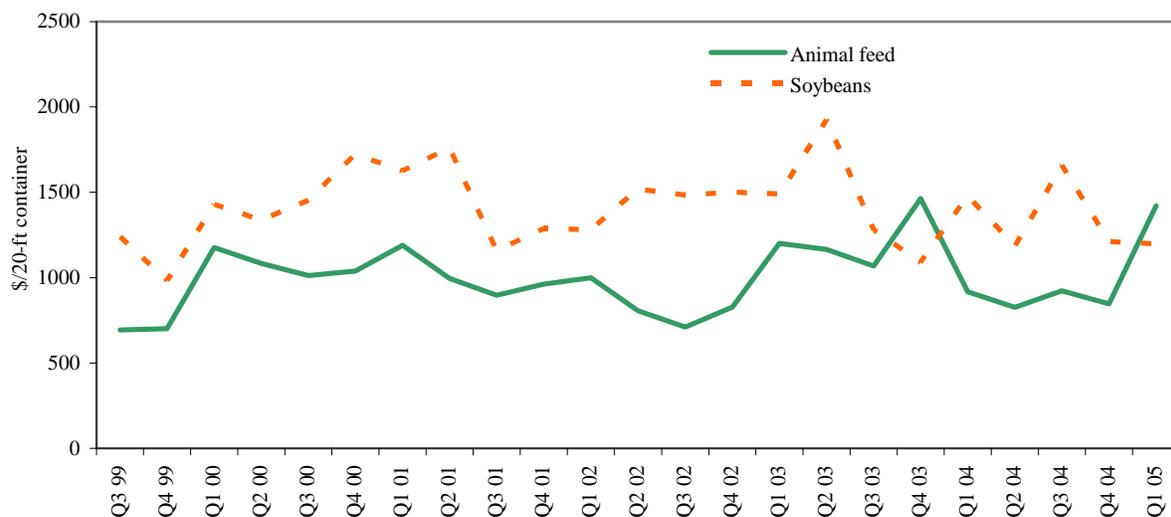
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

\*Most food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

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

Figure 13

**Weighted average rates<sup>1</sup> for containerized shipments of animal feed and soybeans to selected Asian countries**



<sup>1</sup>Animal Feed: Busan-Korea (22%), Kaohsiung-Taiwan (28%), Tokyo-Japan (38%), Hong Kong (9%), Bangkok-Thailand (3%) and soybeans: Busan-Korea (1%), Keelung-Taiwan (81%), Tokyo-Japan (12%), Bangkok-Thailand (4%), Hong Kong (1%) Quarter 1, 2005.

Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

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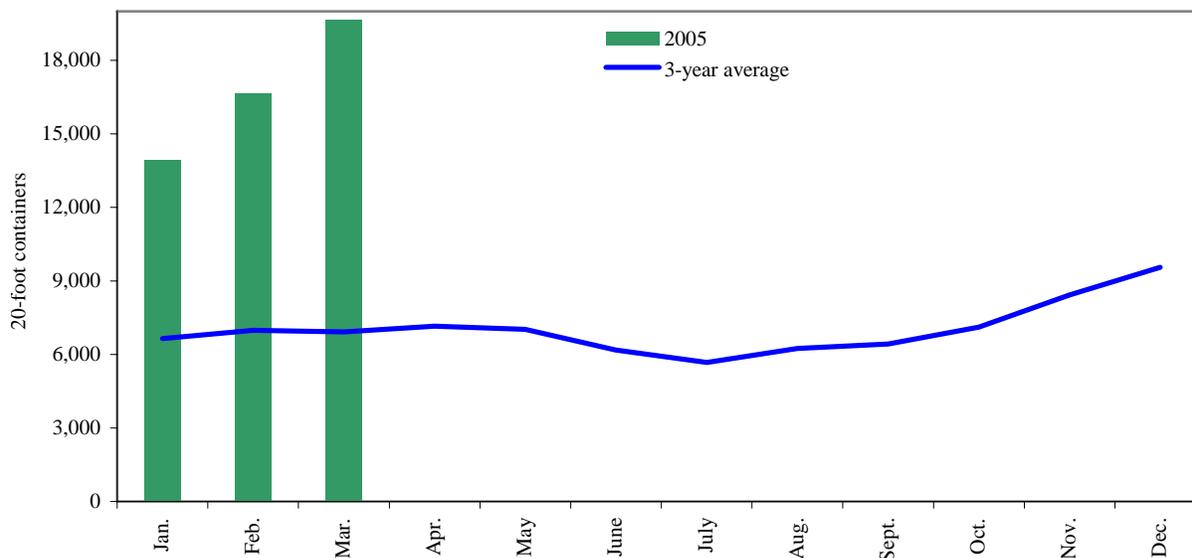
Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

The percentage of U.S. grain exported in containers was 3 percent in 2004.

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Figure 14

**Monthly shipments of containerized grain to Asia for 2005 compared with a 3-year average**

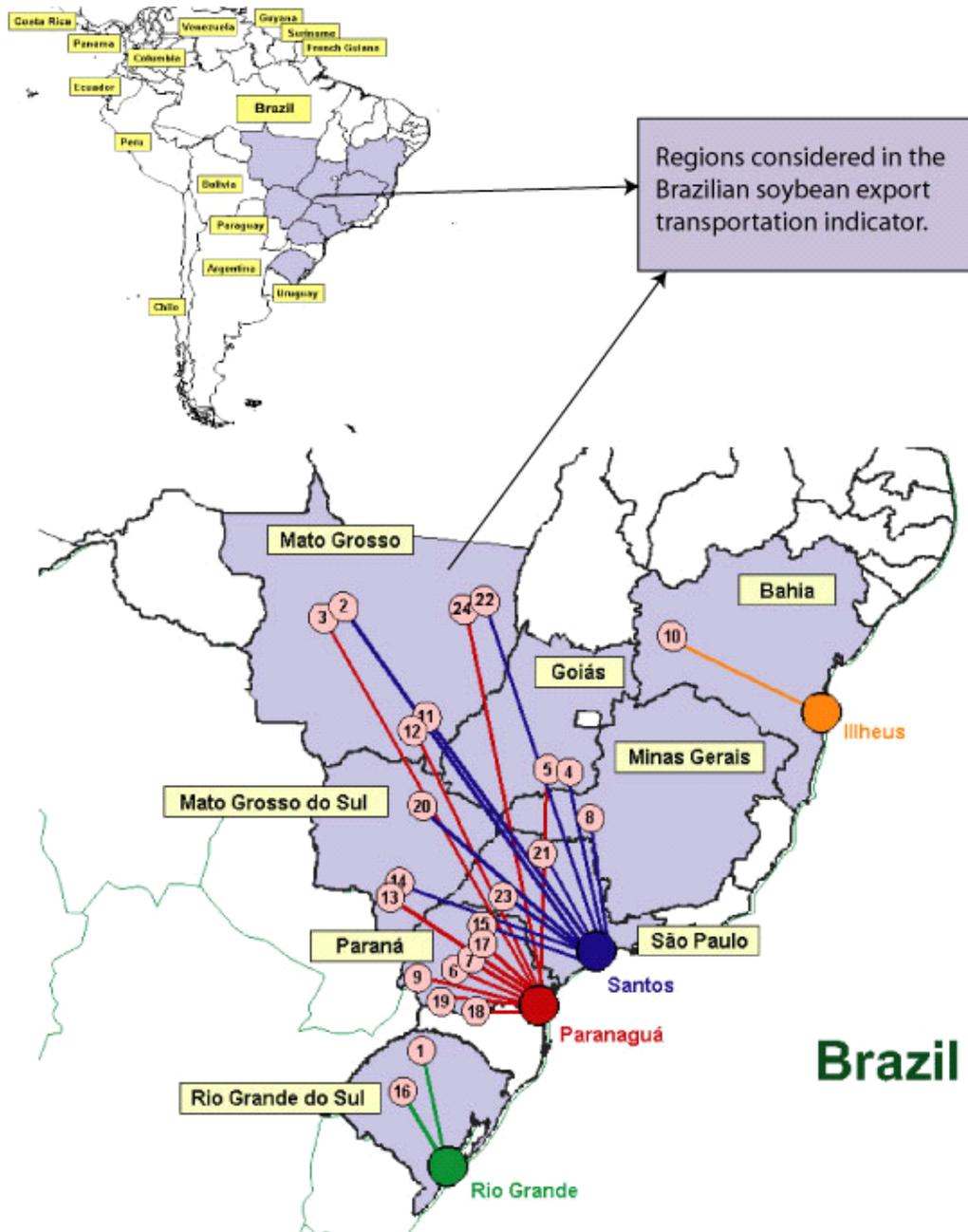


Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

Note: PIERS data is available with a lag of approximately 40 days

# Brazil Transportation

Figure 15  
Routes and Regions considered in the Brazilian soybean export transportation indicator<sup>1</sup>



<sup>1</sup>Regions comprised 84 percent of Brazilian soybean production, 2003  
Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

**Table 18--Truck rates for selected Brazilian soybean export transportation routes, 1st quarter 2005**

Route #	Origin <sup>1</sup> (reference city)	Destination	Distance (miles) <sup>2</sup>	Weight(%) <sup>3</sup>	Freight price (per 100 miles) <sup>4</sup>
1	Northwest RS <sup>5</sup> (Cruz Alta)	Rio Grande	288	16.6	4.46
2	North MT(Sorriso)	Santos	1190	10.1	5.86
3	North MT(Sorriso)	Paranaguá	1262	9.5	5.54
4	South GO(Rio Verde)	Santos	587	7.0	4.40
5	South GO(Rio Verde)	Paranaguá	726	5.6	3.79
6	North Center PR(Londrina)	Paranaguá	268	4.4	7.19
7	Western Center PR(Mamborê)	Paranaguá	311	3.9	5.22
8	Triangle MG(Uberaba)	Santos	339	3.8	7.28
9	West PR(Assis Chateaubriand)	Paranaguá	377	3.7	5.83
10	West Extreme BA(São Desidério)	Ilhéus	544	3.6	6.53
11	Southeast MT(Primavera do Leste)	Santos	901	3.6	6.18
12	Southeast MT(Primavera do Leste)	Paranaguá	975	3.3	6.22
13	Southwest MS(Maracaju)	Paranaguá	612	3.1	5.78
14	Southwest MS(Maracaju)	Santos	652	2.9	5.84
15	West PR(Assis Chateaubriand)	Santos	550	2.5	6.18
16	Western Center RS(Tupanciretã)	Rio Grande	273	2.4	5.03
17	Southwest PR(Chopinzinho)	Paranaguá	291	2.3	6.00
18	Eastern Center PR(Castro)	Paranaguá	130	2.3	10.20
19	South Center PR(Guarapuava)	Paranaguá	204	2.1	8.39
20	North Center MS(São Gabriel do Oeste)	Santos	720	2.0	5.39
21	Ribeirão Preto SP(Guairá)	Santos	314	1.5	6.38
22	Northeast MT(Canarana)	Santos	950	1.4	6.66
23	Assis SP(Palmital)	Santos	285	1.2	6.16
24	Northeast MT(Canarana)	Paranaguá	1075	1.2	5.90
	<b>Average</b>		<b>626</b>	<b>100</b>	<b>5.67</b>

<sup>1</sup>Although each origin region comprises several cities, the main city is considered as a reference to establish the freight price

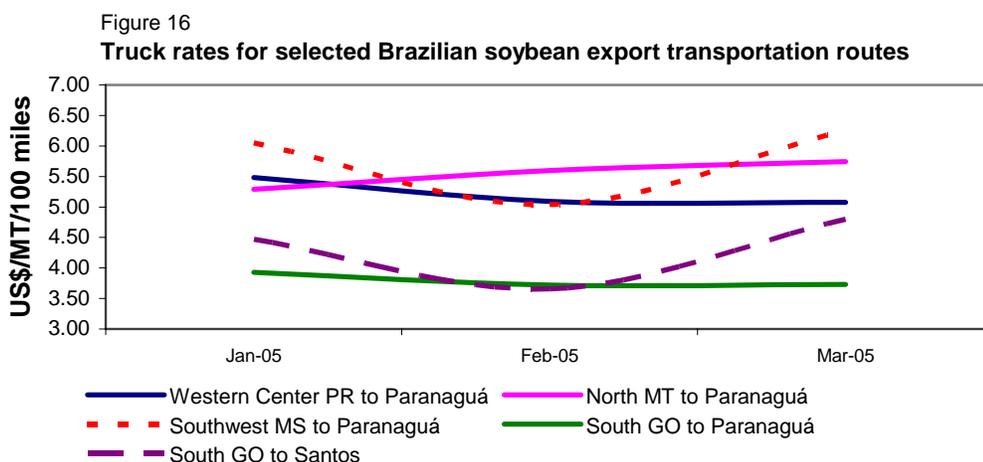
<sup>2</sup>Distance from the main city of the considered region to the mentioned ports

<sup>3</sup>The weight is directly proportional to the amount of production in each region

<sup>4</sup>US\$ per metric ton (average monthly exchange rate from "Banco Central do Brasil" was used to convert Brazilian reais to the U.S. dollar)

<sup>5</sup>RS = Rio Grande Do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná, MG = Minas Gerais, BA = Bahia, MS = Mato Grosso Do Sul, SP = São Paulo

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



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

**Table 19--Monthly Brazilian soybean export truck transportation cost index**

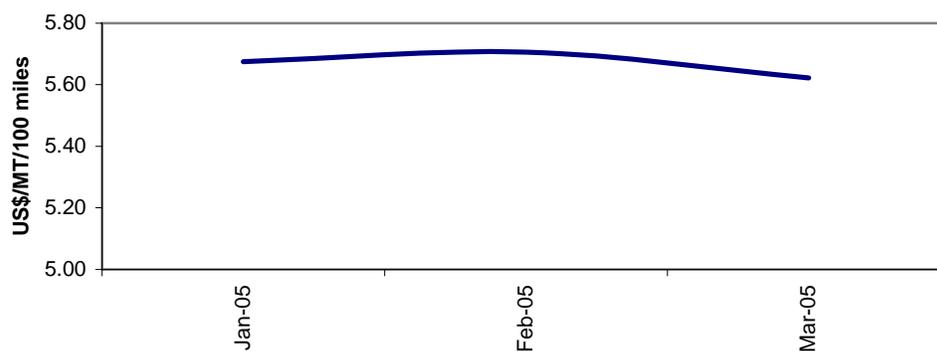
Month	Freight price* (per 100 miles)	Index variation (%) (Base: prior month)	Index value (Base: Jan. 05 = 100)
Jan. 05	5.67		100.00
Feb. 05	5.71	0.5	100.54
Mar. 05	5.62	-1.5	99.08

\*weighted average and quoted in US\$ per metric ton

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

Figure 17

**Brazilian soybean export truck transportation weighted average prices, 2005**



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

**Table 20--Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Hamburg, Germany (US\$/metric ton)\***

Ports	2005 1st qtr
Santos	\$45.53
Paranagua	\$44.64
Rio Grande	\$44.20

\*correspond to the average actual values negotiated between shippers and carriers and weighted according to the magnitude of the shipped volumes

Source: Sistema de Informações de Fretes, SIFRECA, ESALQ/USP (University of São Paulo, Brazil)

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## Related Websites

*Agricultural Container Indicators*  
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