United States Department of Agriculture
Agricultural Marketing Service

February 14, 2013

Grain Transportation Report

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

Contact Us

Contents

The next release is February 21, 2013

WEEKLY HIGHLIGHTS

Wheat and Corn Inspections Rebound

For the week ending February 7, total inspections of wheat and corn rebounded, reaching 0.612 and 0.368 million metric tons (mmt). Inspections of wheat increased 46 percent from the past week as shipments to Asia, Nigeria, and South America increased. Corn inspections jumped 128 percent as shipments to Asia increased. Outstanding sales of wheat and corn remained steady, with each averaging 5.5 mmt. **Total grain inspections** (corn, wheat, and soybeans) reached 1.80 mmt, down 15 percent from the past week and 23 percent below last year at this time. The rebound in wheat and corn exports, however, was offset by the drop in total soybean inspections (0.816 mmt), down 46 percent from the previous week and the lowest since January 3 (0.877 mmt).

Rising River Levels Bring Extended Dredging Season to an End

On February 5, the U.S. Army Corps of Engineers (Corps) stopped sediment dredging operations along the Mississippi River between Cairo, IL, and St. Louis, MO, for the season. The Corps-owned dredging equipment is on standby status until needed. The dredging season usually ends in early December, but was extended to maintain the shipping channel during the period of low-water levels. Recent water levels have increased since earlier this winter. Low water also required the removal of rock formations at Thebes and Grand Tower, IL. Although the rock removal is almost complete, the work has been temporarily suspended because of high water, currents, and debris. Without additional rain, river hydrograph forecasts by the Corps indicate the river flows will sustain navigation through mid-March. On March 17, the Corps has scheduled to start navigation flow releases on the Missouri River, which could help increase water levels on the Mississippi River at St. Louis.

Diesel Fuel Prices Increase 21 Cents in 4 Weeks

During the week ending February 11, U.S. average **diesel fuel prices** increased 8 cents from the previous week to $4.10 per gallon—the highest price since October 2012. Over the past 4 weeks, prices have increased 21 cents per gallon. Crude oil futures contract prices have been increasing since the beginning of the year over concerns of refinery performance and the closure of one refinery in New York Harbor. Brent Crude Oil Spot Prices have also been increasing over the past couple of weeks. Both situations put upward pressure on diesel fuel prices. However, the Energy Information Administration reported in its most recent Short-Term Energy Outlook that retail prices of diesel fuel are forecast to fall to $3.92 per gallon in 2013, from an average price of $3.97 in 2012.

Snapshots by Sector

Rail

U.S. railroads originated 16,922 **carloads of grain** during the week ending February 2, down 9 percent from last week, 15 percent from last year, and 26 percent lower than the 3-year average.

During the week ending February 7, average February non-shuttle **secondary railcar bids/offers per car** were at tariff, up $6.50 from last week and $6 lower than last year. Average shuttle bids/offers were $35 above tariff, up $112 from last week and $235 higher than last year.

Barge

During the week ending February 9, **barge grain movements** totaled 495,873 tons, 16 percent higher than the previous week but 39 percent lower than the same period last year.

During the week ending February 9, 305 grain barges **moved down river**, up 11.7 percent from last week; 531 grain barges were **unloaded in New Orleans**, up 3.5 percent from the previous week.

Ocean

During the week ending February 7, 32 **ocean-going grain vessels** were loaded in the Gulf, 14 percent less than the same period last year. Forty-four vessels are expected to be loaded within the next 10 days, 6 percent less than the same period last year.

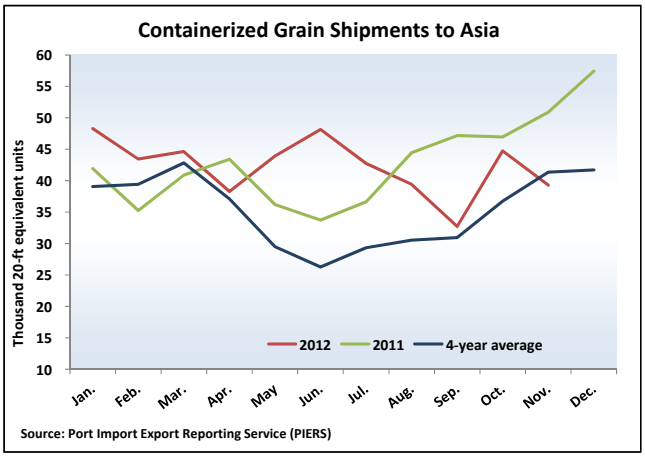
During the week ending February 8, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $46 per mt, unchanged from the previous week. The cost of shipping from the Pacific Northwest to Japan was $24 per mt, unchanged from the previous week.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* February 14, 2013.
Web: http://dx.doi.org/10.9752/TS056.02-14-2013

Feature Article/Calendar

U.S. Containerized Grain Update

Despite an overall slow year for U.S. grain exports in 2012, containerized grain exports to Asia remained above the 4-year average until November, when shipments fell to 5 percent below average. Total containerized grain exports through November 2012 were 2 percent higher than the same time in 2011. Summer movements of distillers grains, in particular, were strong due to the pent-up demand in China after the anti-dumping case against the United States in 2011 was settled in early 2012. By fall, the reduced U.S. corn crop, the start of the Chinese fall corn harvest, and other—frequently less expensive—feed sources from other countries caused demand in China for U.S. distillers grains to fall.



In 2012, exporters were also encouraged to use more containers due to good container availability, as well as relatively low ocean freight rates. Container rates were competitive with bulk transportation in 2012. Both bulk and container freight markets have offered low rates because of overcapacity in the market and slow demand in the major world trade lanes. According to Drewry's Container Freight Rate Insights Report, from March to December 2012, container rates averaged between $70 and $76 per metric ton for shipments from Chicago to China, down 20 percent from the spring of last year.

Distillers Grains Remain Top Containerized Grain

The 2012 U.S. drought caused a significant reduction in corn production, which led to higher corn prices. As a result, ethanol production and the co-production of distillers grains (DDGS) decreased in the summer. Total DDGS exports also fell. According to the Foreign Agricultural Service U.S. Trade data, DDGS exports January-November 2012, were 3 percent lower than the previous year. Top destination markets for DDGS, such as Mexico, Canada, and Vietnam, saw year-over-year decreases in shipments of U.S. DDGS. However, other Asian markets, such as China, Korea, Japan, and the Philippines, together comprise more than 40 percent of U.S. DDGS exports and experienced year-over-year increases. These increases were due to the pent-up demand in China for DDGS after the Chinese anti-dumping case against the United States, and due to continued need for the feed supplement for livestock production in these countries. The export boom during the summer pushed China to the top

Table 1: U.S. Containerized Grain Exports, Jan-Nov 2012

HTS Codes	Commodity	Metric Tons	TEU	Share
230330	Distillers grains	2,543,438	198,457	37%
120100	Soybeans	2,164,507	133,873	31%
230990	Animal feed	690,258	54,136	10%
100590	Corn	671,774	39,075	10%
120810	Soybean meal	375,475	28,343	5%
	Other	496,785	32,488	7%
	Total	**6,942,236**	**486,371**	**100%**

Source: Port Import Export Reporting Service (PIERS)

Table 2: U.S. DDGS Exports

	2010	2011	Jan - Nov 2011	Jan - Nov 2012
DDGS Exports	*Metric Tons*			
U.S. Total	9,027,043	7,635,747	7,068,533	6,889,905
Waterborne	2,212,168	4,224,771	3,892,447	4,329,835
Containerized	991,133	2,404,527	2,171,011	2,543,438
% Waterborne	25%	55%	55%	63%
% of Total Containerized	11%	31%	31%	37%

Sources:
Total Export data: Foreign Agricultural Service, U.S. Trade Data
Waterborne and Containerized data: Port Import Export Reporting Service (PIERS)

Note: DDGS data defined using HTS code 230330; however, PIERS may categorize DDGS exports under additional HTS codes causing waterborne and containerized data above to be slightly underestimated.

of the destination markets for U.S. DDGS in 2012—nearly 55 percent of containerized DDGS were destined for China, but as mentioned previously, Chinese demand moderated by the fall. Overall through the year, these Asian markets helped increase the waterborne containerized share of DDGS shipments, while total exports of DDGS decreased due to reductions in exports to Mexico and Canada.

DDGS remain the top grain commodity moved in containers. In fact, the use of containers continues to grow for DDGS exports. In 2010, 11 percent of DDGS exports were moved in containers. By the end of 2012, 59 percent of waterborne movements and 37 percent of total DDGS exports were moved in containers (see tables above).

Moving Forward

The seasonal shutdown of manufacturing in China during the celebration of the Chinese New Year (February 10, 2013), which sometimes lasts for several weeks, will begin to affect ocean shipping schedules in late February, therefore container supplies in late February or early March, particularly at inland locations, could be affected.

On the other hand in an unrelated development, a new non-hazardous classification for DDGS could make logistics easier for DDGS exports. On January 1, DDGS were officially classified by the International Maritime Organization (IMO) as non-hazardous cargo. Previously, the cargo had no classification with the IMO, but was considered hazardous for fear the oil and moisture contents may be combustible. The new classification will make shipping DDGS easier because shipments will no longer be limited to conveyances with appropriate fire suppressing equipment on board.

april.taylor@ams.usda.gov

Grain Transportation Indicators

Table 1
Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
02/13/13	275	233	213	181	206	170
02/06/13	270	233	208	179	206	170

[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)

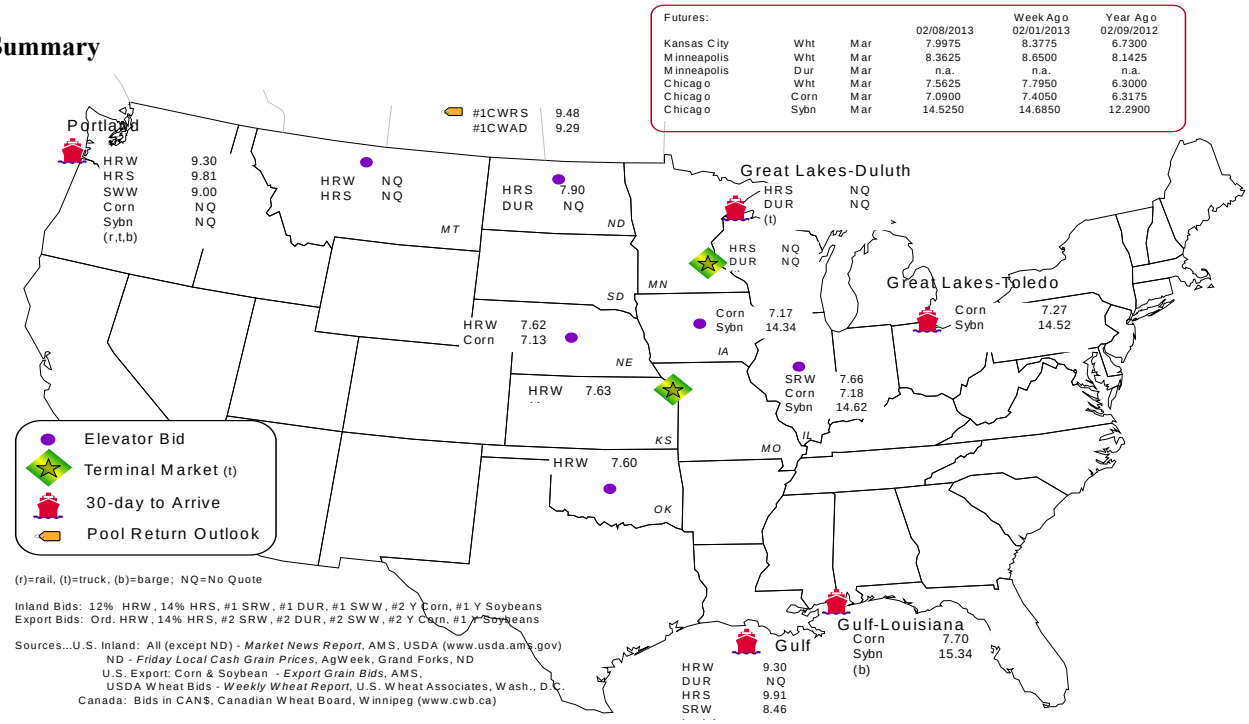
Commodity	Origin--Destination	2/8/2013	2/1/2013
Corn	IL--Gulf	-0.52	-0.52
Corn	NE--Gulf	-0.57	-0.49
Soybean	IA--Gulf	-1.00	-1.02
HRW	KS--Gulf	-1.67	-1.42
HRS	ND--Portland	-1.91	-1.85

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1
Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
02/06/2013[p]	1,020	390	3,641	835	5,886	02/02/13	1,301
01/30/2013[r]	1,049	813	4,477	576	6,915	01/26/13	1,081
2013 YTD[r]	6,266	3,987	25,555	4,508	40,316	2013 YTD	6,417
2012 YTD[r]	791	4,569	26,581	2,636	34,577	2012 YTD	11,314
2013 YTD as % of 2012 YTD	792	87	96	171	117	% change YTD	57
Last 4 weeks as % of 2012[2]	656	86	102	153	119	Last 4wks % 2012	65
Last 4 weeks as % of 4-year avg.[2]	141	45	112	96	99	Last 4wks % 4 yr	76
Total 2012	22,604	40,780	199,419	29,167	287,462	Total 2011	97,118
Total 2011	27,358	77,515	191,187	24,088	320,148	Total 2010	90,175

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2011 and prior 4-year average.

[3] Cross- border weekly data is aproximately 15 percent below weekly AAR carloads received by Mexican railroads to reflect within switching between KCSM and FerroMe

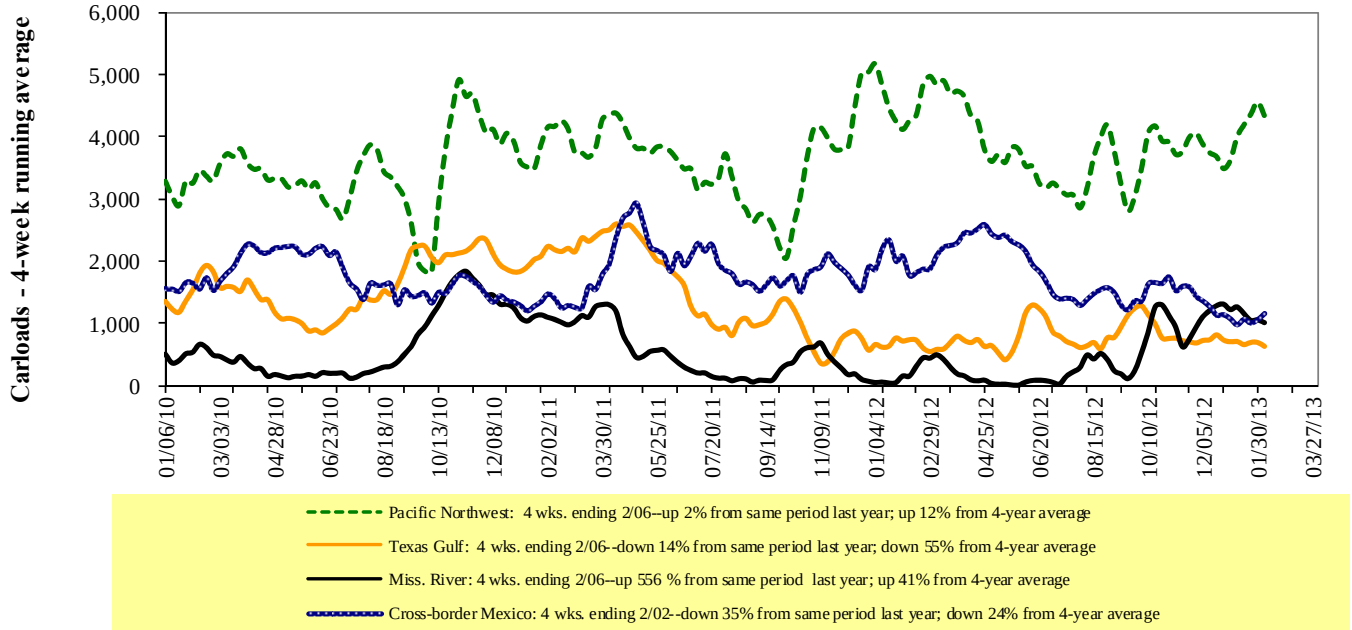
YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available

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)

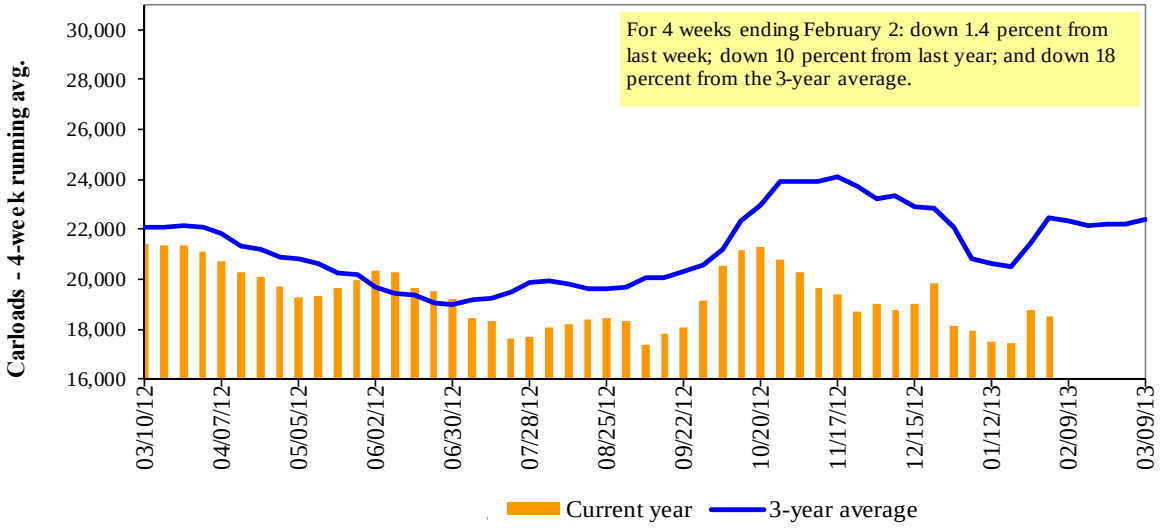
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
02/02/13	1,695	2,702	8,653	580	3,292	16,922	2,938	5,067
This week last year	1,911	3,102	9,596	400	4,987	19,996	4,538	5,302
2013 YTD	7,944	13,748	48,770	2,878	18,603	91,943	18,875	28,159
2012 YTD	10,892	14,675	49,118	2,634	25,894	103,213	18,396	25,516
2013 YTD as % of 2012 YTD	73	94	99	109	72	89	103	110
Last 4 weeks as % of 2012	74	96	100	120	71	90	102	110
Last 4 weeks as % of 3-yr avg.[1]	71	94	90	100	66	83	97	117
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	Delivery period							
2/7/2013	Feb-13	Feb-12	Mar-13	Mar-12	Apr-13	Apr-12	May-13	May-12
BNSF[3]								
COT grain units	1	no bids	0	no bids	no bids	no bids	no bids	no bids
COT grain single-car[5]	0 . . 15	6	no bids	0	0	0	0	no bids
UP[4]								
GCAS/Region 1	no bids	1	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no bids	no bids	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.

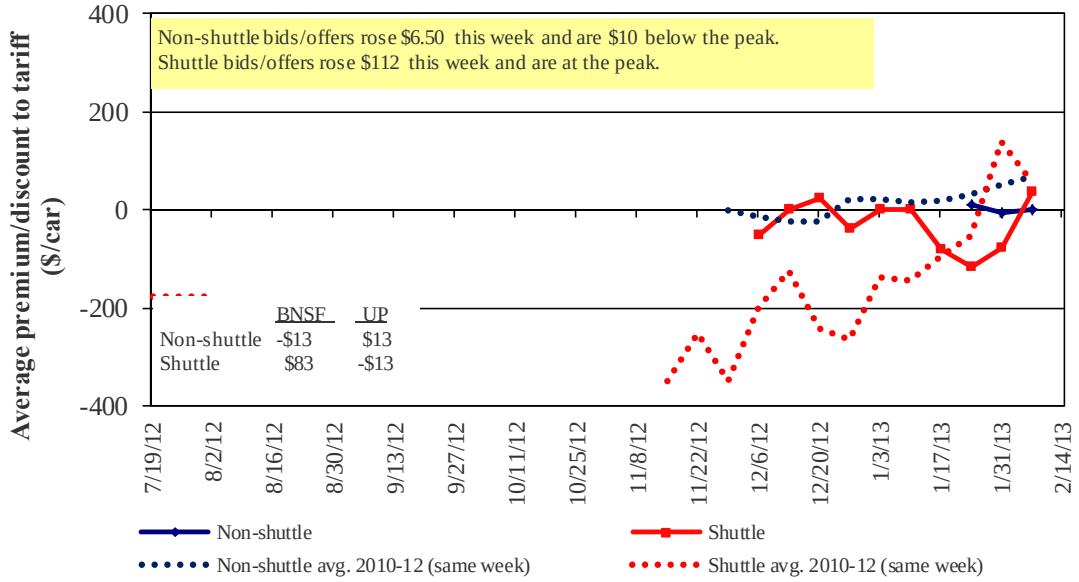
[5]Range is shown because average is not available. Not available = n/a.

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 February 2013, Secondary Market

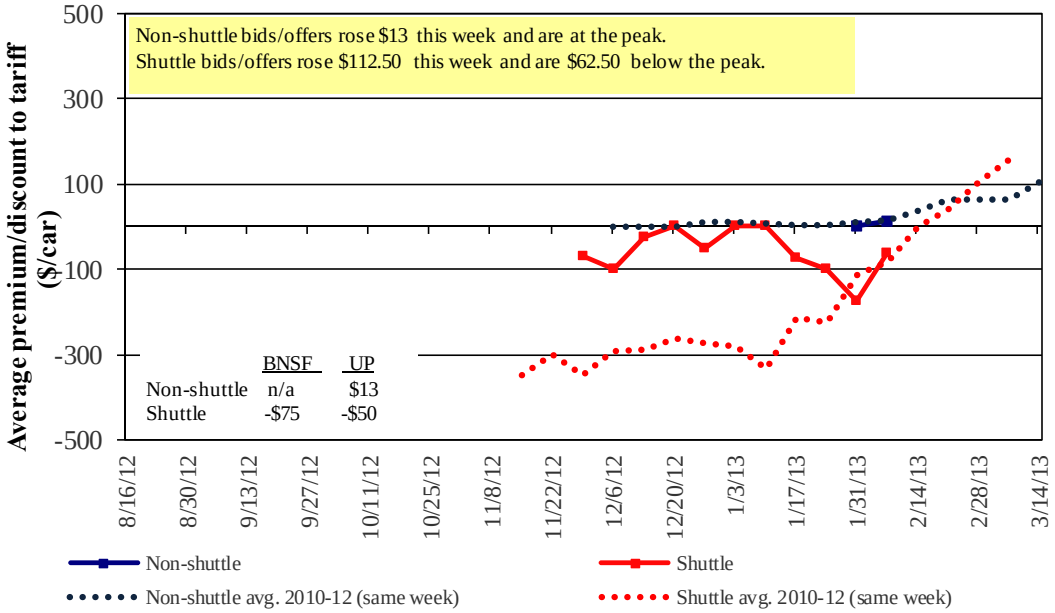


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

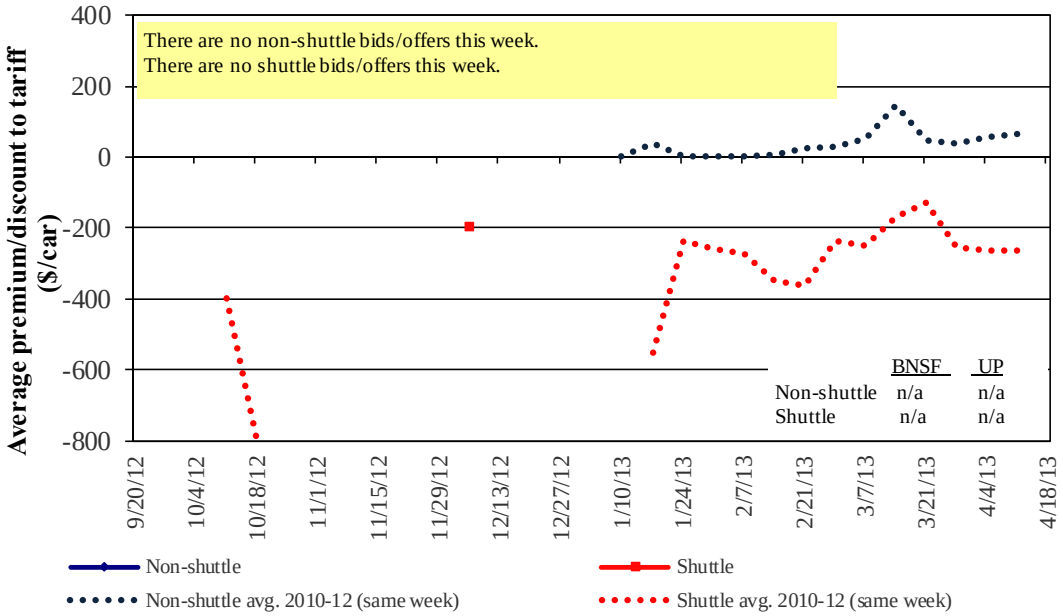


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in April 2013, 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					
2/7/2013	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
Non-shuttle						
BNSF-GF	(13)	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 2011	-	n/a	n/a	n/a	n/a	n/a
UP-Pool	13	13	n/a	n/a	n/a	n/a
Change from last week	13	13	n/a	n/a	n/a	n/a
Change from same week 2011	(12)	13	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	83	(75)	n/a	n/a	n/a	n/a
Change from last week	137	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	308	225	n/a	n/a	n/a	n/a
UP-Pool	(13)	(50)	n/a	n/a	n/a	n/a
Change from last week	87	125	n/a	n/a	n/a	n/a
Change from same week 2011	162	200	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 Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 2/1/2013	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	$3,144	$192	$33.13	$0.90	5
	Grand Forks, ND	Duluth-Superior, MN	$3,543	$110	$36.28	$0.99	9
	Wichita, KS	Los Angeles, CA	$6,026	$566	$65.46	$1.78	3
	Wichita, KS	New Orleans, LA	$3,645	$338	$39.56	$1.08	4
	Sioux Falls, SD	Galveston-Houston, TX	$5,573	$465	$59.96	$1.63	0
	Northwest KS	Galveston-Houston, TX	$3,912	$371	$42.53	$1.16	4
	Amarillo, TX	Los Angeles, CA	$4,112	$516	$45.95	$1.25	4
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,110	$382	$34.68	$0.94	3
	Toledo, OH	Raleigh, NC	$4,508	$433	$49.07	$1.34	3
	Des Moines, IA	Davenport, IA	$2,006	$81	$20.72	$0.56	4
	Indianapolis, IN	Atlanta, GA	$3,920	$325	$42.15	$1.15	3
	Indianapolis, IN	Knoxville, TN	$3,354	$209	$35.38	$0.96	3
	Des Moines, IA	Little Rock, AR	$3,154	$238	$33.68	$0.92	3
	Des Moines, IA	Los Angeles, CA	$5,065	$693	$57.18	$1.56	2
Soybeans	Minneapolis, MN	New Orleans, LA	$3,659	$417	$40.48	$1.10	5
	Toledo, OH	Huntsville, AL	$3,575	$308	$38.56	$1.05	3
	Indianapolis, IN	Raleigh, NC	$4,578	$436	$49.79	$1.36	3
	Indianapolis, IN	Huntsville, AL	$3,267	$209	$34.51	$0.94	3
	Champaign-Urbana, IL	New Orleans, LA	$3,599	$382	$39.54	$1.08	6
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$4,639	$326	$49.30	$1.34	36
	Wichita, KS	Galveston-Houston, TX	$3,634	$253	$38.60	$1.05	11
	Chicago, IL	Albany, NY	$3,771	$406	$41.48	$1.13	4
	Grand Forks, ND	Portland, OR	$5,061	$562	$55.84	$1.52	5
	Grand Forks, ND	Galveston-Houston, TX	$6,082	$586	$66.21	$1.80	4
	Northwest KS	Portland, OR	$4,880	$608	$54.49	$1.48	3
Corn	Minneapolis, MN	Portland, OR	$4,800	$685	$54.47	$1.48	1
	Sioux Falls, SD	Tacoma, WA	$4,760	$627	$53.50	$1.46	1
	Champaign-Urbana, IL	New Orleans, LA	$2,929	$382	$32.88	$0.89	3
	Lincoln, NE	Galveston-Houston, TX	$3,310	$366	$36.50	$0.99	1
	Des Moines, IA	Amarillo, TX	$3,510	$299	$37.83	$1.03	3
	Minneapolis, MN	Tacoma, WA	$4,800	$679	$54.41	$1.48	1
	Council Bluffs, IA	Stockton, CA	$4,200	$703	$48.69	$1.33	1
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,320	$627	$59.06	$1.61	6
	Minneapolis, MN	Portland, OR	$5,330	$685	$59.73	$1.63	6
	Fargo, ND	Tacoma, WA	$5,230	$558	$57.47	$1.56	6
	Council Bluffs, IA	New Orleans, LA	$3,950	$441	$43.60	$1.19	6
	Toledo, OH	Huntsville, AL	$2,750	$308	$30.36	$0.83	3
	Grand Island, NE	Portland, OR	$5,195	$622	$57.77	$1.57	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: 2/1/2013							
				Fuel	Tariff plus surcharge per:		Percent
Commodity	Origin state	Destination region	Tariff rate/car[1]	surcharge per car[2]	metric ton[3]	bushel[3]	change Y/Y[4]
Wheat	MT	Chihuahua, CI	$6,762	$595	$75.17	$2.04	-11
	OK	Cuautitlan, EM	$6,552	$723	$74.33	$2.02	-2
	KS	Guadalajara, JA	$7,444	$698	$83.19	$2.26	-2
	TX	Salinas Victoria, NL	$3,553	$272	$39.09	$1.06	-3
Corn	IA	Guadalajara, JA	$7,699	$821	$87.05	$2.21	-1
	SD	Celaya, GJ[5]	$7,356	$778	$83.12	$2.11	n/a
	NE	Queretaro, QA	$7,153	$729	$80.54	$2.04	1
	SD	Salinas Victoria, NL	$5,700	$592	$64.29	$1.63	1
	MO	Tlalnepantla, EM	$6,592	$709	$74.59	$1.89	4
	SD	Torreon, CU	$6,522	$652	$73.30	$1.86	0
Soybeans	MO	Bojay (Tula), HG	$7,580	$693	$84.53	$2.30	8
	NE	Guadalajara, JA	$8,134	$792	$91.20	$2.48	2
	IA	El Castillo, JA	$8,555	$774	$95.32	$2.59	4
	KS	Torreon, CU	$6,651	$491	$72.98	$1.98	2
Sorghum	TX	Guadalajara, JA	$6,464	$507	$71.22	$1.81	-2
	NE	Celaya, GJ[5]	$6,997	$707	$78.71	$2.00	n/a
	KS	Queretaro, QA	$6,815	$444	$74.17	$1.88	6
	NE	Salinas Victoria, NL	$5,438	$520	$60.87	$1.54	6
	NE	Torreon, CU	$6,153	$580	$68.80	$1.75	0

[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

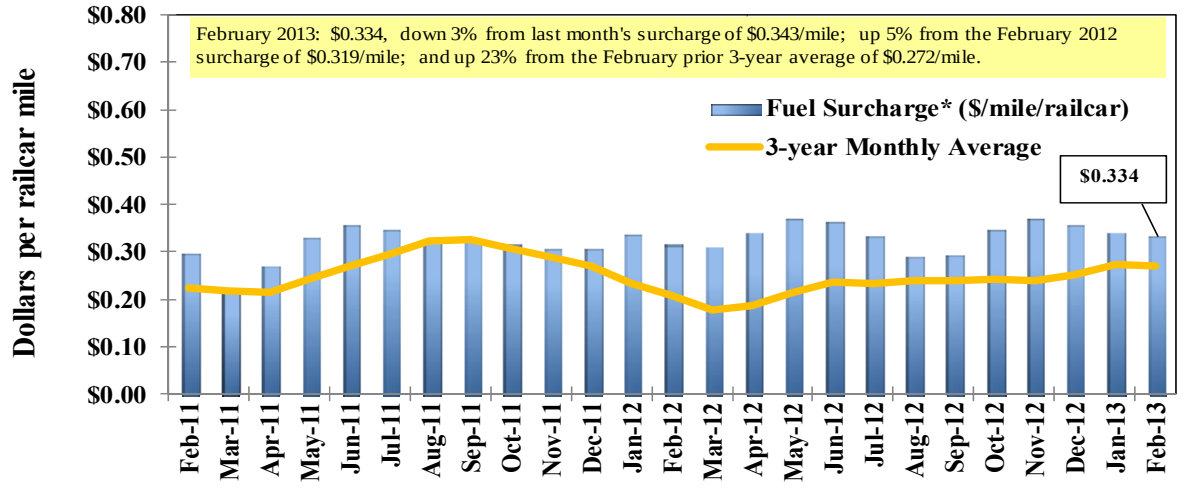
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[5] Beginning 11/1/12, Celaya, GJ, replaced Penjamo, GJ, as the destination.

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.

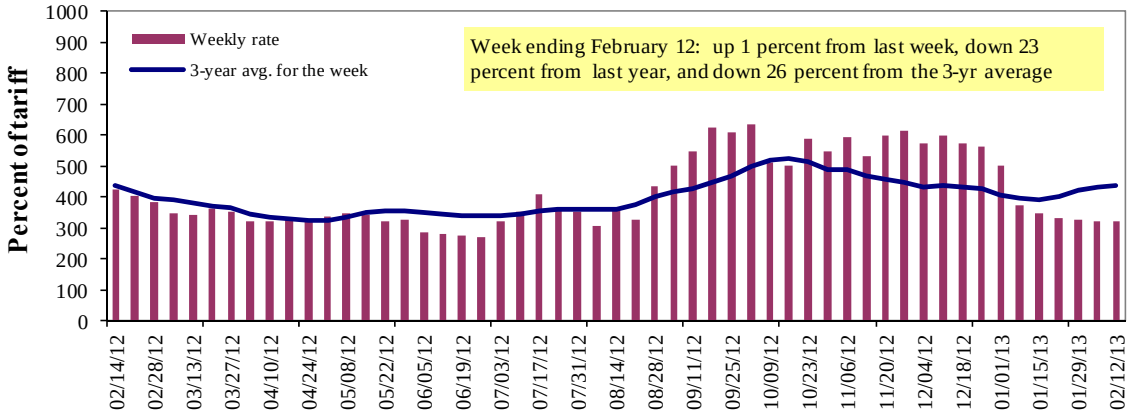
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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]	2/12/2013	-	-	325	250	215	212	183
	2/5/2013	-	-	323	248	208	208	192
$/ton	2/12/2013	-	-	15.08	9.98	10.08	8.56	5.75
	2/5/2013	-	-	14.99	9.90	9.76	8.40	6.03
Current week % change from the same week:								
	Last year	-	-	-23	-26	-41	-42	-33
	3-year avg. [2]	-	-	-26	-28	-42	-43	-38
Rate[1]	March	-	-	313	250	215	215	185
	May	350	308	302	247	217	215	185

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds: - closed for winter or no rates

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

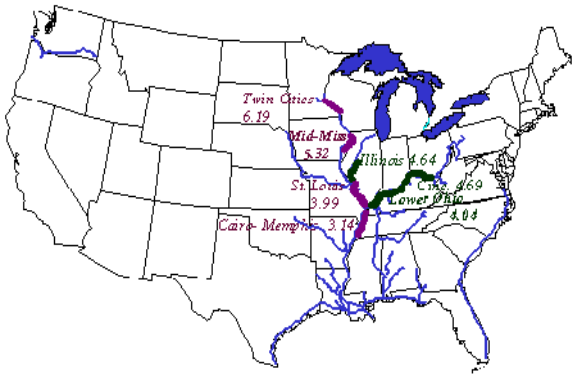
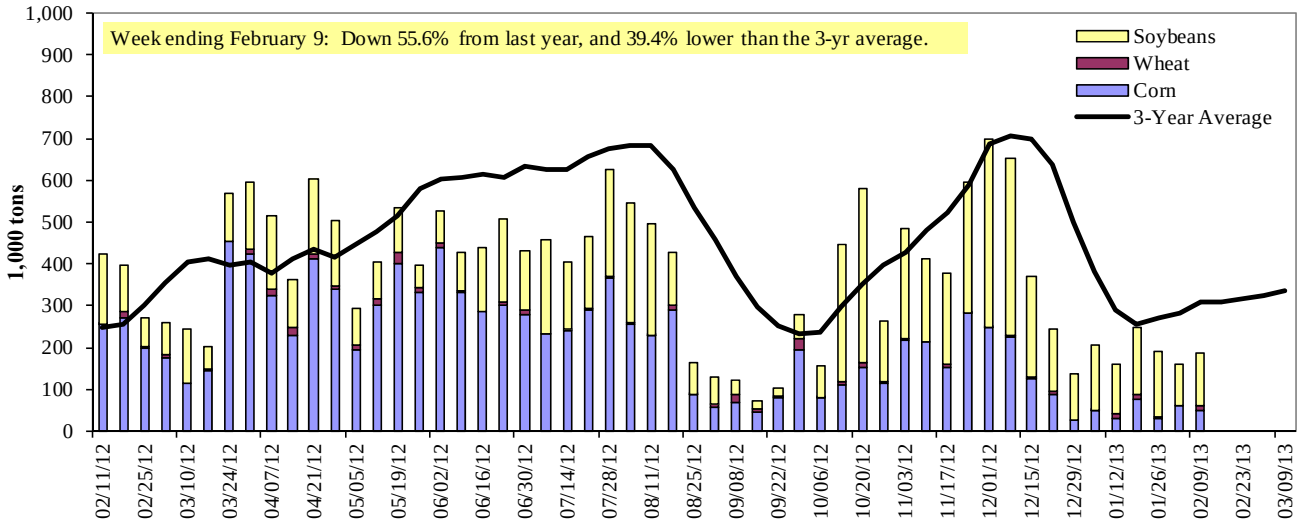


Figure 10

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 2/9/2013	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	0	0	0
Alton, IL (L26)	42	14	120	0	177
Granite City, IL (L27)	50	11	127	0	188
Illinois River (L8)	74	27	110	0	211
Ohio River (L52)	17	52	177	15	262
Arkansas River (L1)	0	29	17	0	46
Weekly total - 2013	67	93	321	15	496
Weekly total - 2012	432	24	345	10	811
2013 YTD[1]	456	320	1,932	36	2,743
2012 YTD	2,099	151	1,676	23	3,949
2013 as % of 2012 YTD	22	213	115	-	69
Last 4 weeks as % of 2012[2]	23	26	110	133	69
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.

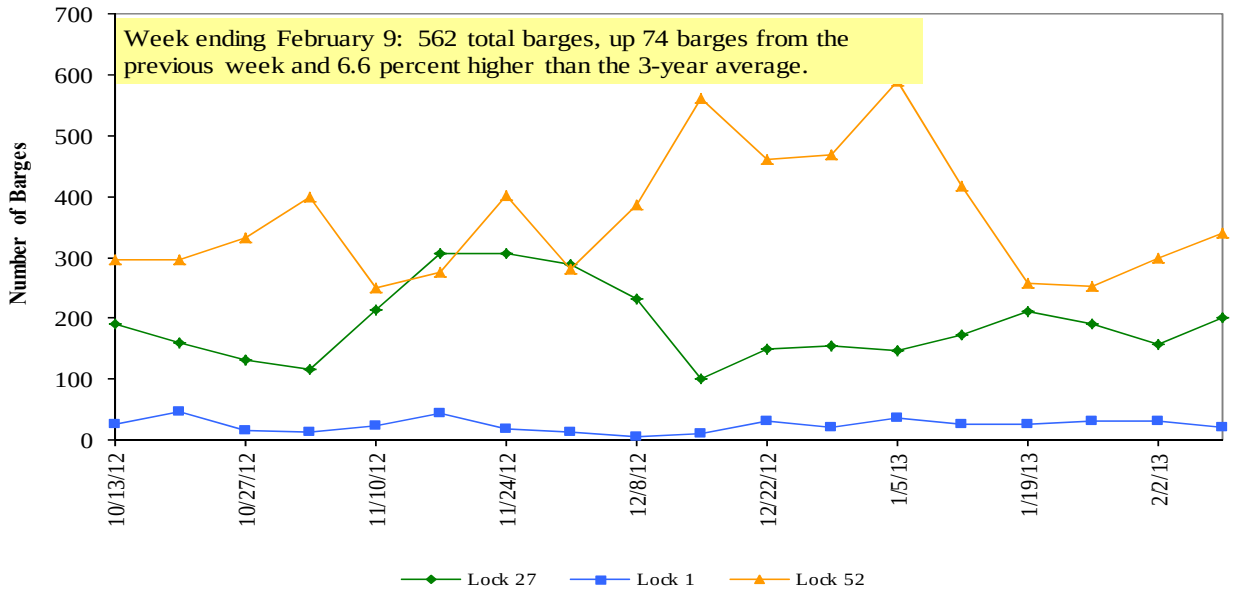
[2] As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

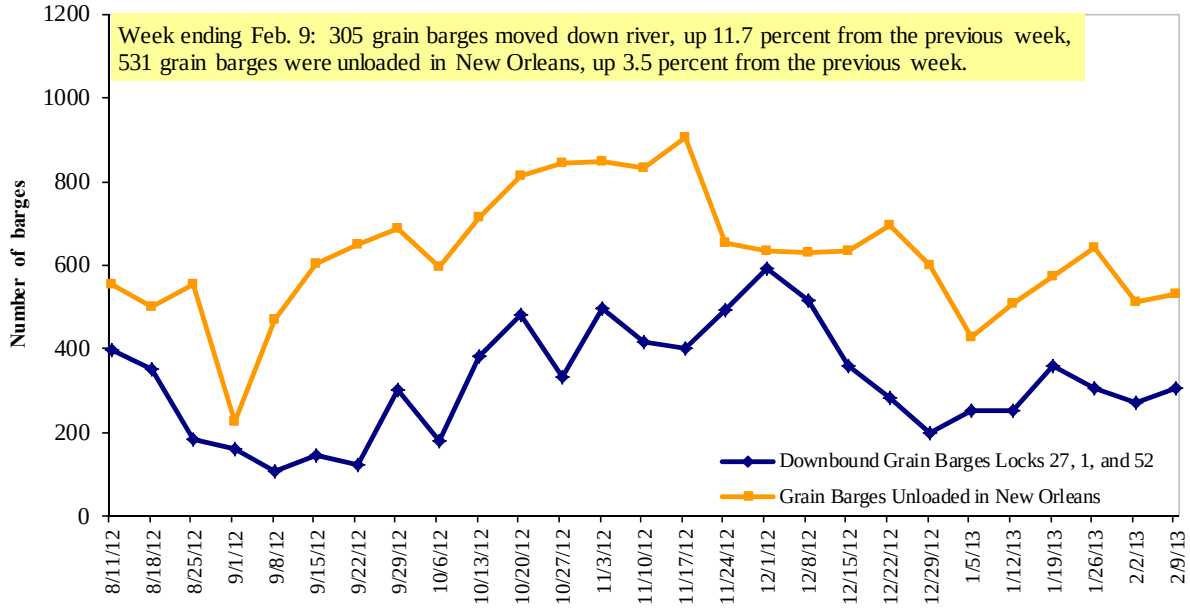
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 2/11/2013 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	4.152	0.064	0.124
	New England	4.266	0.029	0.116
	Central Atlantic	4.216	0.051	0.088
	Lower Atlantic	4.083	0.082	0.153
II	Midwest[2]	4.080	0.102	0.223
III	Gulf Coast[3]	3.997	0.056	0.137
IV	Rocky Mountain	3.964	0.120	0.123
V	West Coast	4.265	0.099	0.144
	West Coast less California	4.187	0.111	0.170
	California	4.331	0.089	0.122
Total	U.S.	4.104	0.082	0.161

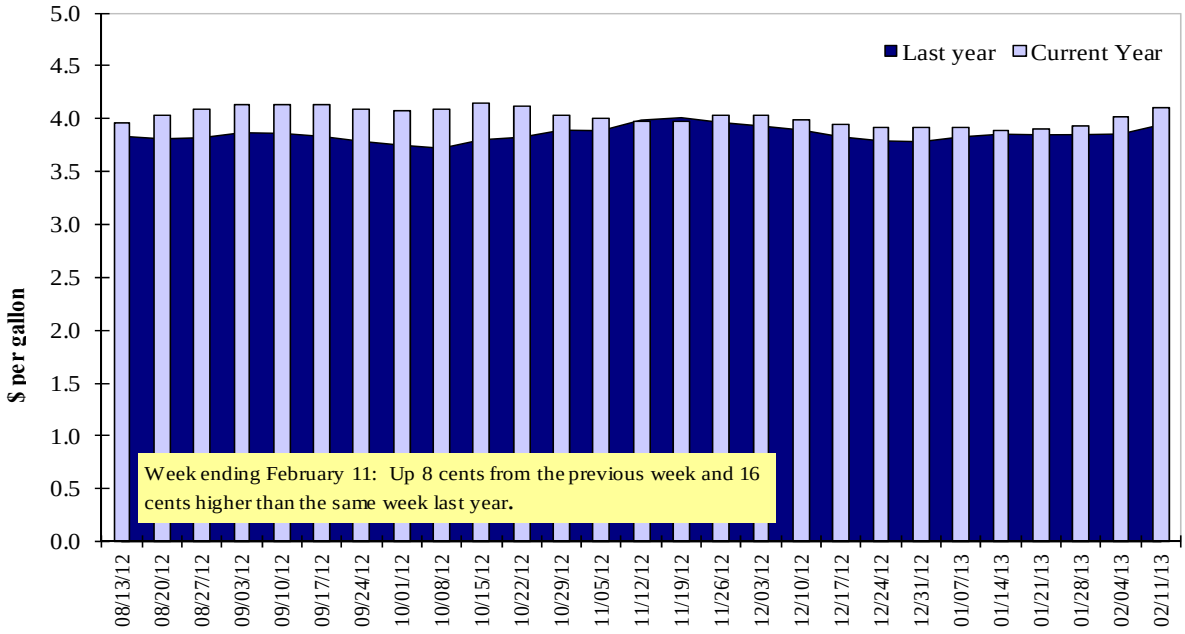
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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]									
1/31/2013	1,730	1,504	1,134	994	107	5,468	5,532	6,944	17,944
This week year ago	1,396	734	1,120	1,694	31	4,975	10,345	6,592	21,912
Cumulative exports-marketing year[2]									
2012/13 YTD	6,052	2,172	3,817	3,139	349	15,529	8,124	27,278	50,931
2011/12 YTD	6,977	2,280	4,433	3,331	379	17,399	17,972	20,267	55,638
YTD 2012/13 as % of 2011/12	87	95	86	94	92	89	45	135	92
Last 4 wks as % of same period 2011/12	129	219	104	64	347	116	56	122	90
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306

[1] Current unshipped export sales to date

[2] Shipped export sales to date; new marketing year begins 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 01/31/2013	Total Commitments[2] 2012/13 Current MY	2011/12 Last MY	% change current MY from last MY	Exports[3] 2011/12
	- 1,000 mt -			- 1,000 mt -
Japan	4,582	7,427	(38)	12,367
Mexico	3,123	7,195	(57)	9,617
China	1,802	3,653	(51)	5,414
Korea	359	2,864	(87)	3,639
Venezuela	375	516	(27)	1,332
Top 5 Importers	**10,241**	**21,655**	**(53)**	**32,369**
Total US corn export sales	**13,656**	**28,317**	**(52)**	**39,180**
% of Projected	60%	72%		
Change from prior week	**169**	**694**		
Top 5 importers' share of U.S. corn export sales	75%	76%		83%
USDA forecast, February 2013	**22,860**	**39,180**	**(42)**	
Corn Use for Ethanol USDA forecast, Ethanol February 2013	**114,300**	**127,000**	**(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 (Carry-over plus Accumulated Exports)

Table 14

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

Week Ending 01/31/2013	Total Commitments[2] 2012/13 Current MY	2011/12 Last MY	% change current MY from last MY	Exports[3] 2011/12
	-1,000 mt -			- 1,000 mt -
China	20,856	18,514	13	24,602
Mexico	1,617	1,804	(10)	3,180
Japan	1,252	1,164	8	1,891
Indonesia	911	878	4	1,741
Egypt	604	501	21	1,292
Top 5 importers	**25,238**	**22,859**	**10**	**32,706**
Total US soybean export sales	**34,223**	**26,859**	**27**	**37,060**
% of Projected	93%	72%		
Change from prior week	820	603		
Top 5 importers' share of U.S. soybean export sales	74%	85%		
USDA forecast, February 2013	**36,610**	**37,060**	**(1)**	

(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 01/31/2013	Total Commitments[2] 2012/13 Current MY	2011/12 Last MY	% change current MY from last MY	Exports[3] 2011/12
	-1,000 mt -			- 1,000 mt -
Japan	2,853	3,132	(9)	3,512
Mexico	2,475	3,042	(19)	3,496
Nigeria	2,350	2,610	(10)	3,248
Philippines	1,708	1,800	(5)	2,039
Korea	1,294	1,421	(9)	1,983
Egypt	1,118	247	353	950
Taiwan	888	708	25	888
Indonesia	368	656	(44)	830
Venezuela	532	530	0	594
Iraq	209	572	(63)	572
Top 10 importers	**13,795**	**14,719**	**(6)**	**18,111**
Total US wheat export sales	**20,997**	**22,374**	**(6)**	**28,560**
% of Projected	73%	78%		
Change from prior week	291	708		
Top 10 importers' share of U.S. wheat export sales	66%	66%		63%
USDA forecast, February 2012	**28,580**	**28,560**	**0.1**	

(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 02/07/13	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	337	170	198	1,469	1,299	113	111	118	12,625
Corn	109	55	199	485	587	83	65	61	5,512
Soybeans	253	454	56	1,635	1,465	112	132	118	10,347
Total	**699**	**679**	**103**	**3,589**	**3,352**	**107**	**109**	**106**	**28,484**
Mississippi Gulf									
Wheat	181	155	116	676	604	112	124	131	5,462
Corn	231	58	396	1,043	2,907	36	41	44	18,068
Soybeans	400	825	48	4,129	3,845	107	100	103	24,684
Total	**811**	**1,039**	**78**	**5,848**	**7,355**	**80**	**79**	**83**	**48,215**
Texas Gulf									
Wheat	88	58	153	485	590	82	92	54	5,912
Corn	0	0	n/a	2	1	161	n/a	2	336
Soybeans	50	0	n/a	122	0	n/a	n/a	57	626
Total	**138**	**58**	**238**	**609**	**591**	**103**	**122**	**50**	**6,874**
Interior									
Wheat	6	8	69	131	74	178	185	128	1,218
Corn	28	48	58	234	908	26	114	37	6,115
Soybeans	37	162	23	518	541	96	42	106	4,204
Total	**71**	**219**	**32**	**884**	**1,523**	**58**	**146**	**70**	**11,538**
Great Lakes									
Wheat	0	0	n/a	2	0	n/a	n/a	166	481
Corn	0	0	n/a	0	14	0	0	0	56
Soybeans	0	0	n/a	2	0	593	n/a	0	713
Total	**0**	**0**	**n/a**	**5**	**15**	**32**	**29**	**68**	**1,250**
Atlantic									
Wheat	0	26	0	50	2	3,230	7,671	102	341
Corn	0	0	n/a	0	31	0	0	0	143
Soybeans	77	83	93	399	205	195	172	180	1,460
Total	**77**	**109**	**71**	**449**	**237**	**189**	**185**	**148**	**1,944**
U.S. total from ports[2]									
Wheat	612	418	146	2,814	2,569	110	114	100	26,040
Corn	368	161	228	1,764	4,448	40	42	44	30,230
Soybeans	816	1,524	54	6,806	6,056	112	113	107	42,035
Total	**1,796**	**2,103**	**85**	**11,384**	**13,073**	**87**	**89**	**86**	**98,305**

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

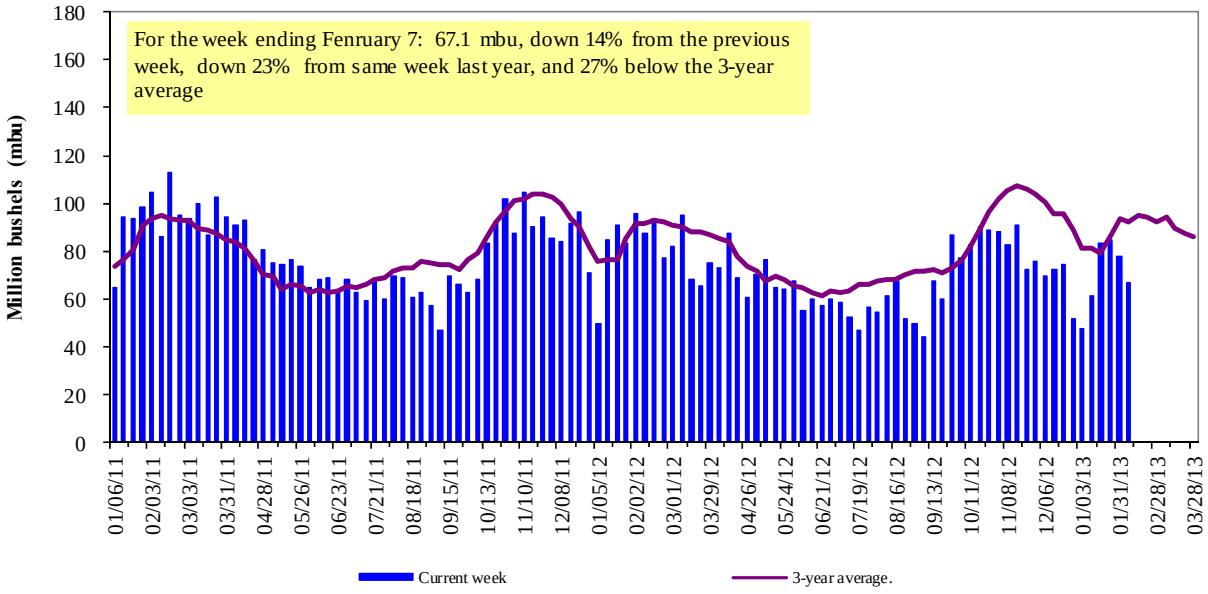
[2] Total includes only port regions shown above; Interior land-based shipments now included.

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)

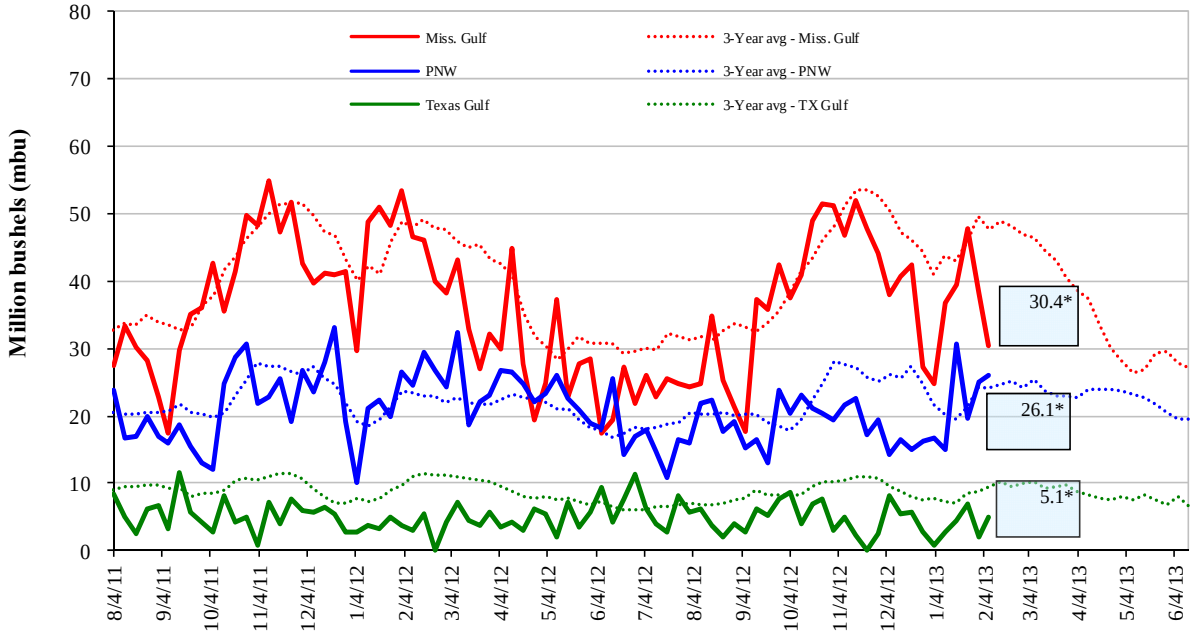


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

Februay 7 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 21	up 138	down 12	up 4
Last year (same week)	down 35	up 66	down 28	up 7
3-yr avg. (4-wk mov. avg.)	down 36	down 46	down 38	up 8

Ocean Transportation

Table 17

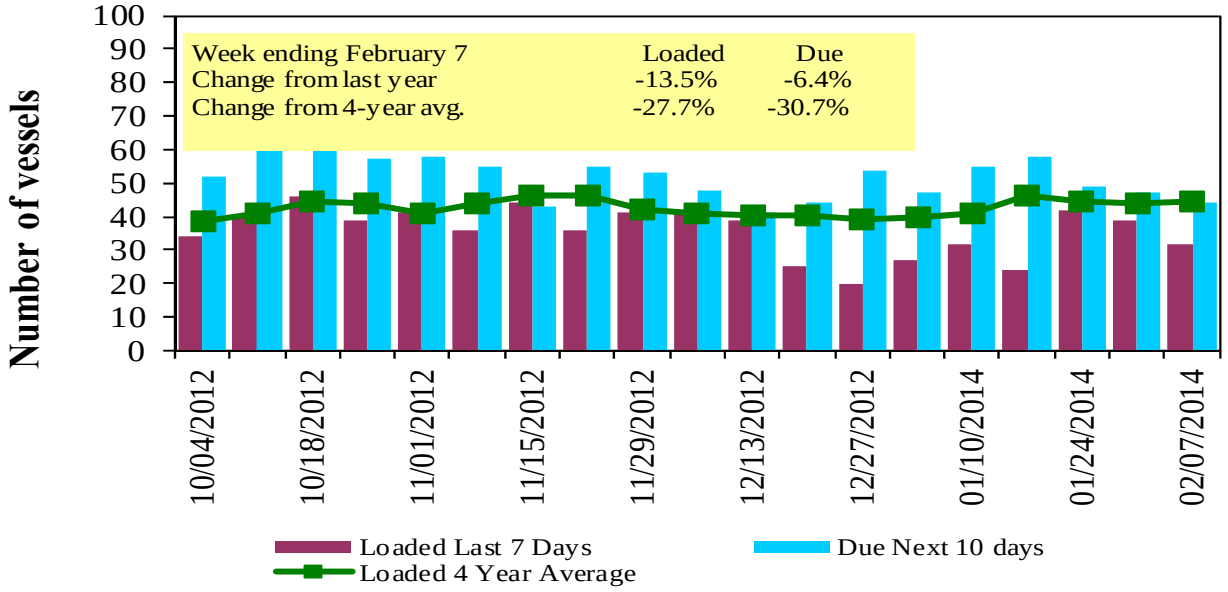
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
2/7/2013	37	32	44	15	n/a
1/31/2013	33	39	47	18	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

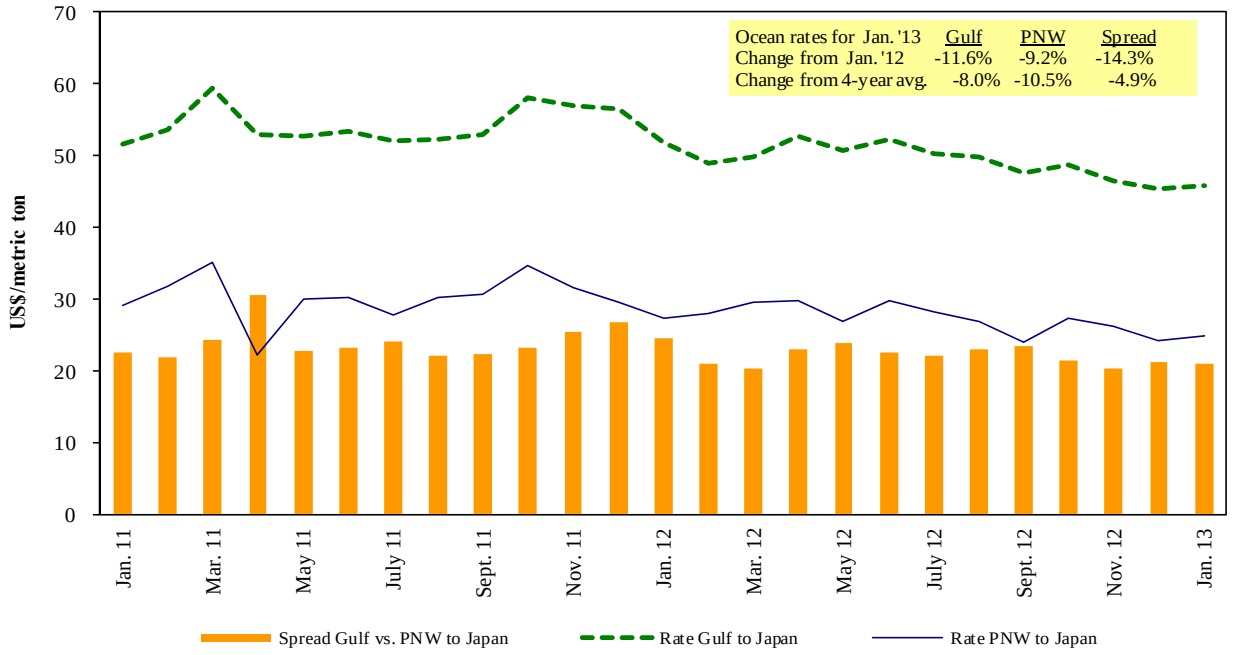
U.S. Gulf[1] Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 02/09/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 25/Fe 5	55,000	43.05
U.S. Gulf	China	Heavy Grain	Jan 15/25	55,000	42.75
U.S. Gulf	China	Heavy Grain	Jan 10/18	55,000	43.00
U.S. Gulf	China	Heavy Grain	Jan 10/15	65,000	43.00
U.S. Gulf	China	Heavy Grain	Dec 5/10	55,000	42.50
U.S. Gulf	China	Heavy Grain	Jan 25/Feb5	55,000	43.05
U.S. Gulf	Egypt Med	Heavy Grain	Feb 20/Mar 5	60,000	23.25
U.S. Gulf	Jordan[1]	Wheat	Jan 7/10	45,000	85.85
U.S. Gulf	China	Heavy Grain	Feb 1/5	54,000	20.50
PNW	China	Heavy Grain	Feb 1/5	54,000	20.50
PNW	Spain Mediterranean	Heavy Grain	Nov 30/Dec 3	50,000	11.00
Australia	Italy	Heavy Grain	Feb 10/25	58,000	27.00
Brazi	China	Heavy Grain	May 1/5	60,000	35.35
Brazil	China	Heavy Grain	Feb 19/22	60,000	34.50
Brazil	China	Heavy Grain	Feb 10/19	60,000	35.50
Brazil	China	Heavy Grain	Feb 8/23	60,000	35.50
Brazil	Portugal	Heavy Grain	Dec 10/20	60,000	19.50
River Plate	Egypt	Heavy Grain	Jan 15/20	60,000	9.50
Ukraine	Rotterdam	Rapeseed	Dec 8/17	60,000	14.80

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

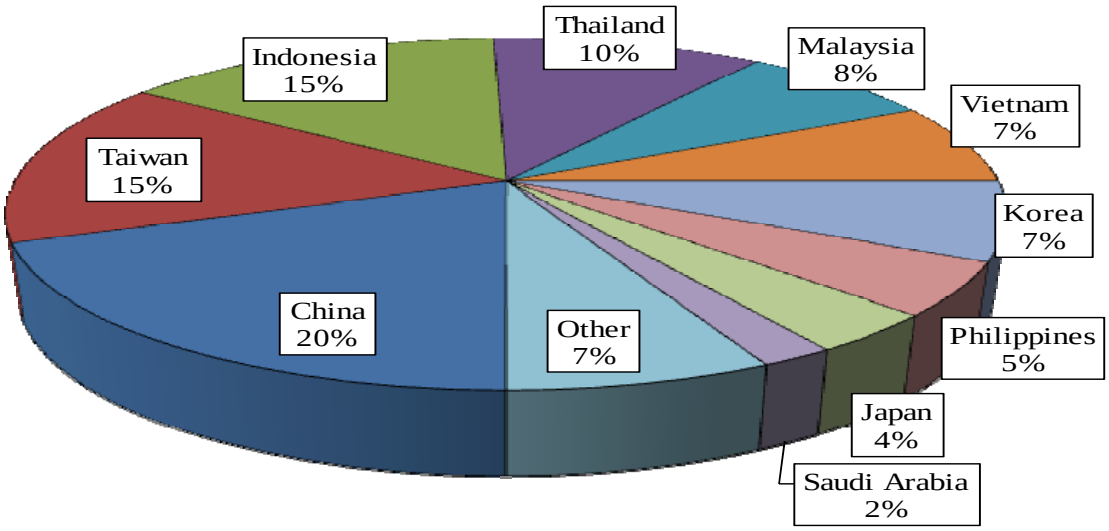
[1]50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 2011, containers were used to transport 7 percent of total U.S. waterborne grain exports, up 2 percentage points from 2010. Approximately 11 percent of U.S. waterborne grain exports in 2011 went to Asia in containers, up 4 percentage points from 2010. Asia is the top destination for U.S. containerized grain exports—96 percent in 2011.

Figure 18

Top 10 Destination Markets for U.S. Containerized Grain Exports, November 2012

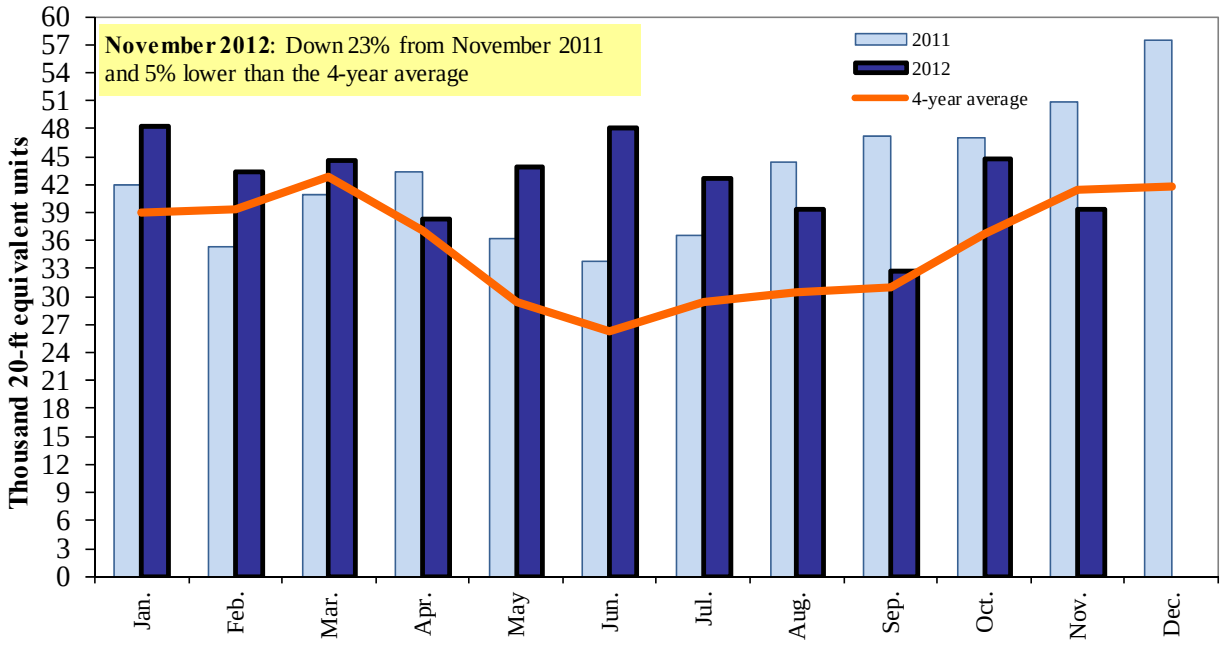


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Economics Assistants

Daniel O'Neil, Jr.	daniel.oneil@ams.usda.gov	(202) 720 - 0194

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.* February 14, 2013. Web: http://dx.doi.org/10.9752/TS056.02-14-2013