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Agricultural Marketing Service

February 21, 2013

Grain Transportation Report

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

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Contents

The next release is February 28, 2013

WEEKLY HIGHLIGHTS

USDA's Agricultural Outlook Forum Looks at Transportation Issues

On February 21-22, USDA's 89th annual Agricultural Outlook Forum will feature sessions that center on managing risk in today's agricultural markets. On February 22, the conference will host a session entitled *Outlook for Transportation Risks*. Scheduled topics and speakers include: *Outlook for Transportation Risks on our Inland Waterways*, to be presented by Rick Calhoun, President, Cargill Marine and Terminal; *Challenges for Maintaining Navigable Waterways,* to be presented by Barry Holliday, Executive Director, Dredging Contractors of America; and *The Challenges of Funding our Inland Waterway Infrastructure*, to be presented by Charles Stern, Specialist in Natural Resources Policy, Congressional Research Service. USDA's Bruce Blanton, Director, Transportation Services Division, Agricultural Marketing Service, will be the session moderator. http://www.usda.gov/oce/forum/index.htm

Wheat Inspections Highest Since May 2011

For the week ending February 14, the total amount of wheat inspected for export from all major export regions reached 0.827 million metric tons (mmt), up 30 percent from the past week and the highest since May 19, 2011 (0.850 mmt). The increased wheat inspections were destined primarily for the Middle East. Mississippi Gulf wheat inspections jumped 143 percent from the previous week, accounting for 53 percent of the total wheat inspections. Soybean inspections also increased, reaching 1.10 mmt, up 31 percent from the previous week, helping the 17 percent increase in total grain inspections, which reached 2.17 mmt. Soybean inspections rebounded in both the Pacific Northwest and Mississippi Gulf. Corn inspections dropped 36 percent as shipments to Asia receded. Outstanding (unshipped) export sales of wheat and corn continued at the same pace, but outstanding soybean sales continued to decrease.

Rail Movements for the Last 4 Weeks Are the Lowest Since 1998

Rail movements for the 4-week period ending February 9 were 73,112 carloads, the lowest since 1998. The next lowest carload total for the 4-week period was 82,368, which occurred in 2012. Railcar loadings are down because the 2012 drought resulted in a smaller harvest of grain and oilseeds, pushing grain prices higher. Rail transportation is down because projected export use of grain and oilseeds is down nearly 17 percent. The railroad modal share during 2010 for grain and oilseed exports was 50 percent.

Snapshots by Sector

Rail

U.S. railroads originated 17,631 **carloads of grain** during the week ending February 9, up 4 percent from last week, down 17 percent from last year, and 19 percent lower than the 3-year average.

During the week ending February 14, average February non-shuttle **secondary railcar bids/offers per car** were at tariff, the same as last week. Average shuttle bids/offers were $171 above tariff, up $136 from last week.

Barge

During the week ending February 16, **barge grain movements** totaled 447,468 tons, 9.8 percent lower than the previous week and 34 percent lower than the same period last year.

During the week ending February 16, 306 grain barges **moved down river**, up 0.3 percent from last week; 498 grain barges were **unloaded in New Orleans**, down 6.2 percent from the previous week.

Ocean

During the week ending February 14, 36 **ocean-going grain vessels** were loaded in the Gulf, unchanged from the same period last year. Forty vessels are expected to be loaded within the next 10 days, 5 percent less than the same period last year.

During the week ending February 15, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $46.50 per mt, up 1 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was $24.50 per mt, up 2 percent from the previous week.

Fuel

During the week ending February 18, U.S. average **diesel fuel prices** increased 5 cents from the previous week to $4.16 per gallon—20 cents higher than the same week last year.

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Web: http://dx.doi.org/10.9752/TS056.02-21-2013

Feature Article/Calendar

Fourth Quarter Wheat Transportation Costs Down, but Landed Costs Increase

Transportation costs for wheat shipped to Japan dropped during the fourth quarter of 2012. A large drop in truck rates pushed transportation costs down from the third quarter for wheat shipped from Kansas and North Dakota through the Pacific Northwest (PNW) and Gulf to Japan. The decrease in truck rates was due in part to lower demand for U.S. wheat during this period. Fourth quarter wheat inspections were down 18 percent from the past year as the pace of export sales slowed and competition increased (*see* ***GTR 1-10-13***). Year-to-year transportation costs also decreased for shipping wheat from each state to Japan because of lower ocean freight rates (see tables1 and 2).

Fourth quarter wheat transportation costs from Kansas and North Dakota to Japan through the PNW decreased 3 and 2 percent from the previous quarter, to $90.66 and $92.03 per metric ton (mt), respectively (see table1). Year-to-year transportation costs to the PNW were down as well, dropping 4.3 percent for Kansas and 2.1 percent for North Dakota. The cost of shipping from Kansas and North Dakota to Japan through the Gulf averaged $99.17 and $123.32 per mt, respectively—down 2 percent from the previous quarter for Kansas and 3 percent for North Dakota (see table 2). Year-to-year Gulf transportation costs were down 2 and 5 percent. Fourth quarter total landed cost for shipping wheat to Japan were up for each route, compared to the third quarter and last year. Fourth quarter wheat transportation costs continued to account for 23 to 29 percent of the landed cost (see tables 1, 2).

Table 1: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the PNW

	KS					ND				
Mode	2011 4th qtr	2012 3rd qtr	2012 4th qtr	Year-to-Year change	Quarterly change	2011 4th qtr	2012 3rd qtr	2012 4th qtr	Year-to-Year change	Quarterly change
	$/metric ton			%	%	$/metric ton			%	%
Truck	10.22	13.51	10.86	6.26	-19.62	10.22	13.51	10.86	6.26	-19.62
Rail[1]	52.50	53.71	53.90	2.67	0.35	51.83	53.89	55.27	6.64	2.56
Ocean vessel	31.96	26.31	25.90	-18.96	-1.56	31.96	26.31	25.90	-18.96	-1.56
Transportation Costs	94.68	93.53	90.66	-4.25	-3.07	94.01	93.71	92.03	-2.11	-1.79
Farm Value[2]	246.80	303.63	309.26	25.31	1.85	310.85	297.62	307.30	-1.14	3.25
Total Landed Cost	341.48	397.16	399.92	17.11	0.69	404.86	391.33	399.33	-1.37	2.04
Transport % of landed cost	27.73	23.55	22.67			23.22	23.95	23.05		

Table 2: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the Gulf

	KS					ND				
Mode	2011 4th qtr	2012 3rd qtr	2012 4th qtr	Year-to-Year change	Quarterly change	2011 4th qtr	2012 3rd qtr	2012 4th qtr	Year-to-Year change	Quarterly change
	$/metric ton			%	%	$/metric ton			%	%
Truck	10.22	13.51	10.86	6.26	-19.62	10.22	13.51	10.86	6.26	-19.62
Rail[1]	33.54	38.36	41.51	23.76	8.21	62.40	64.24	65.66	5.22	2.21
Ocean vessel	57.13	49.18	46.80	-18.08	-4.84	57.13	49.18	46.80	-18.08	-4.84
Transportation Costs	100.89	101.05	99.17	-1.70	-1.86	129.75	126.93	123.32	-4.96	-2.84
Farm Value[2]	246.80	303.63	309.26	25.31	1.85	310.85	297.62	307.30	-1.14	3.25
Total Landed Cost	347.69	404.68	408.43	17.47	0.93	440.60	424.55	430.62	-2.27	1.43
Transport % of landed cost	29.02	24.97	24.28			29.45	29.90	28.64		

Source: USDA/AMS/TMP

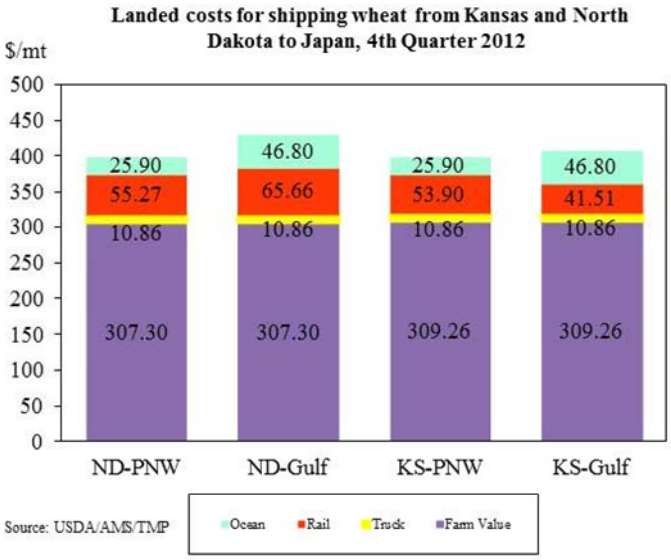
[1] Rail tariff rates include fuel surchrages and revisions for heavy axle railcars and shuttle trains.

[2] Source: USDA/NASS, wheat prices for North Dakota (mainly HRS) and Kansas (mainly HRW)

The total landed cost (farm value plus transportation costs) for shipping wheat to Japan ranged from $399 to $431 per mt. The cost was up 1 percent from the previous quarter when shipping from Kansas through both regions, and up 2 percent for shipping from North Dakota through the PNW and up over 1 percent from the Gulf (see figure below). Higher farm values and rail rates for wheat in each State led to the increase in the total landed costs (see tables 1 and 2).

Ocean rates for wheat shipped from the PNW to Japan decreased 2 percent from the third quarter and were 19 percent below the same time last year (see table). Ocean rates for wheat shipped from the Gulf to Japan dropped 5 percent from the third quarter and 18 percent below last year. Ocean rates for shipping bulk grain from each region continued to decrease as vessel supply increased and demand for bulk shipments continued to lag (*see* ***GTR 1-24-13***).

Fourth quarter rail rates for shipping wheat from Kansas to the PNW remained about the same quarter- to-quarter, but rates to ship wheat from North Dakota to the PNW increased 3 percent quarter-to-quarter. Year-to-year rail rates increased 3 percent from Kansas to the PNW and 7 percent from North Dakota to the PNW, due in part to higher fuel surcharges (see tables). The rates for moving wheat by rail from Kansas to the Gulf increased 8 percent quarter-to-quarter and 24 percent from last year. Rail rates for shipping wheat from North Dakota to the Gulf during the fourth quarter increased 2 percent quarter- to- quarter and 5 percent year-to-year.



Although fourth quarter diesel prices were slightly higher than in the third quarter, the cost of moving wheat from each State by truck to a rail-served grain elevator decreased 20 percent as demand for trucking services decreased. Year-to-year truck rates, however, were up 6 percent, partly because of higher diesel fuel prices.

Wheat Market Outlook

According to USDA's Foreign Agricultural Service, fourth quarter wheat exports to Japan reached 0.6 mmt, down 16 percent from last year, accounting for 14 percent of total wheat exports. U.S. calendar year 2012 wheat exports to Japan totaled 3.37 mmt in 2012, down 9 percent from last year and accounting for 8 percent of total U.S. wheat exports. For the same period, total U.S. wheat exports reached 25.71 mmt, down 22 percent from the past year due to increasing competition from abroad. For the 2012/13 marketing year, which ends May 31, year-to-date cumulative export sales (shipped) for each of the major wheat classes are lower than last year (*See GTR, Table 12*). The February USDA World Agricultural Supply and Demand Estimates report forecast 2012/13 total wheat exports to be unchanged from the January estimate. The forecast, however, varied by class of wheat as lower Soft Red Winter wheat prices continue to attract more demand from world wheat buyers. The forecast for the Hard Red Winter and Hard Red Spring wheat exports was lowered, but the forecast for exports of Soft Red Winter and Soft White Winter wheat was raised. *Johnny.Hill@ams.usda.gov*

Grain Transportation Indicators

Table 1
Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
02/20/13	279	233	219	181	208	174
02/13/13	275	233	213	181	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)

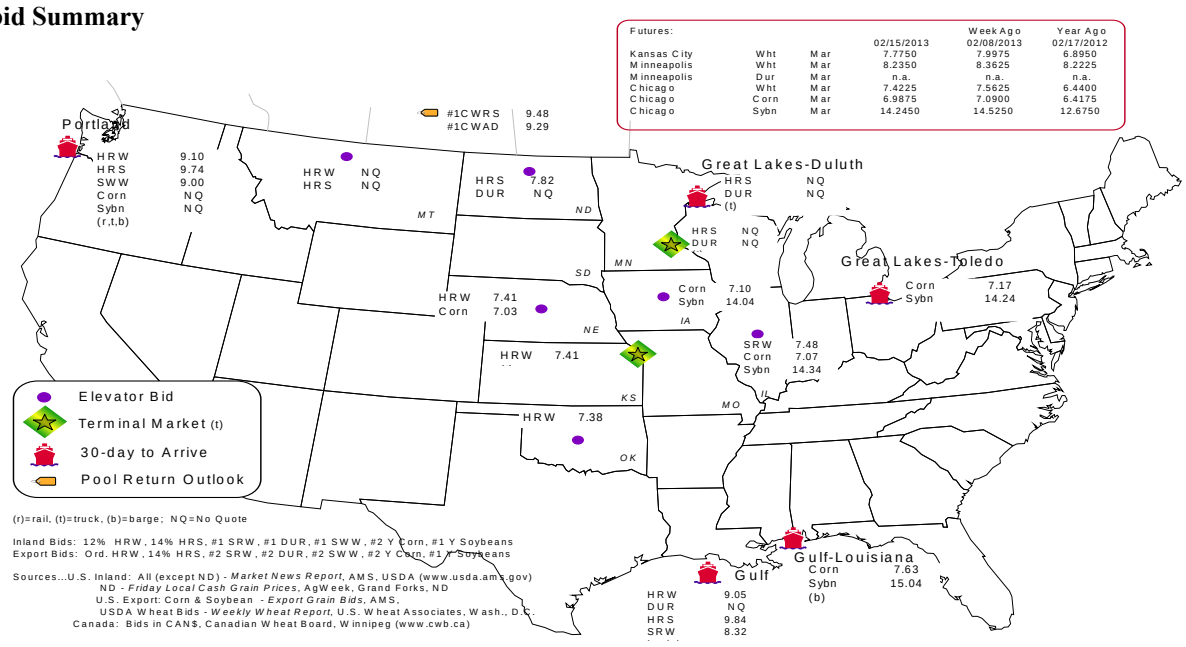
Commodity	Origin--Destination	2/15/2013	2/8/2013
Corn	IL--Gulf	-0.56	-0.52
Corn	NE--Gulf	-0.60	-0.57
Soybean	IA--Gulf	-1.00	-1.00
HRW	KS--Gulf	-1.64	-1.67
HRS	ND--Portland	-1.92	-1.91

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]
02/13/2013[p]	703	604	4,356	1,150	6,813	02/09/13	1,116
02/06/2013[r]	1,020	390	3,641	835	5,886	02/02/13	1,301
2013 YTD[r]	6,969	4,591	29,911	5,658	47,129	2013 YTD	7,533
2012 YTD[r]	1,421	5,231	31,178	3,481	41,311	2012 YTD	13,587
2013 YTD as % of 2012 YTD	490	88	96	163	114	% change YTD	55
Last 4 weeks as % of 2012[2]	299	84	98	156	112	Last 4wks % 2012	61
Last 4 weeks as % of 4-year avg.[2]	124	41	108	118	96	Last 4wks % 4 yr	75
Total 2012	22,604	40,780	199,419	30,317	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

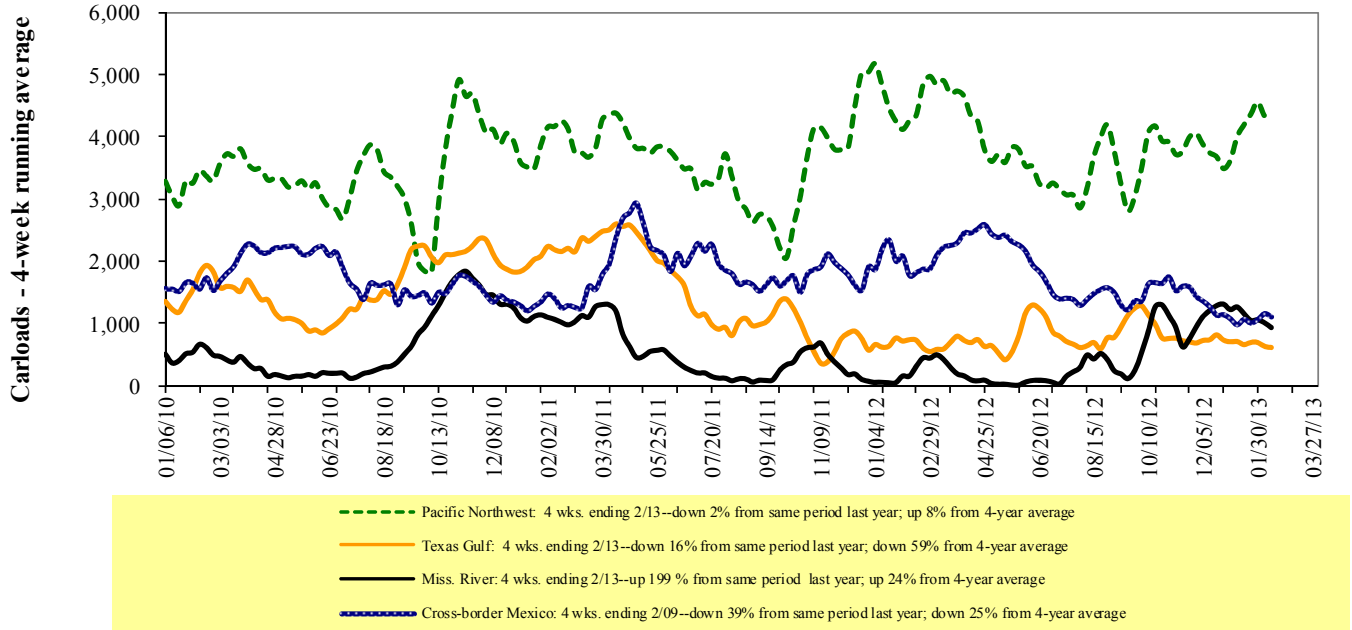
YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available

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)

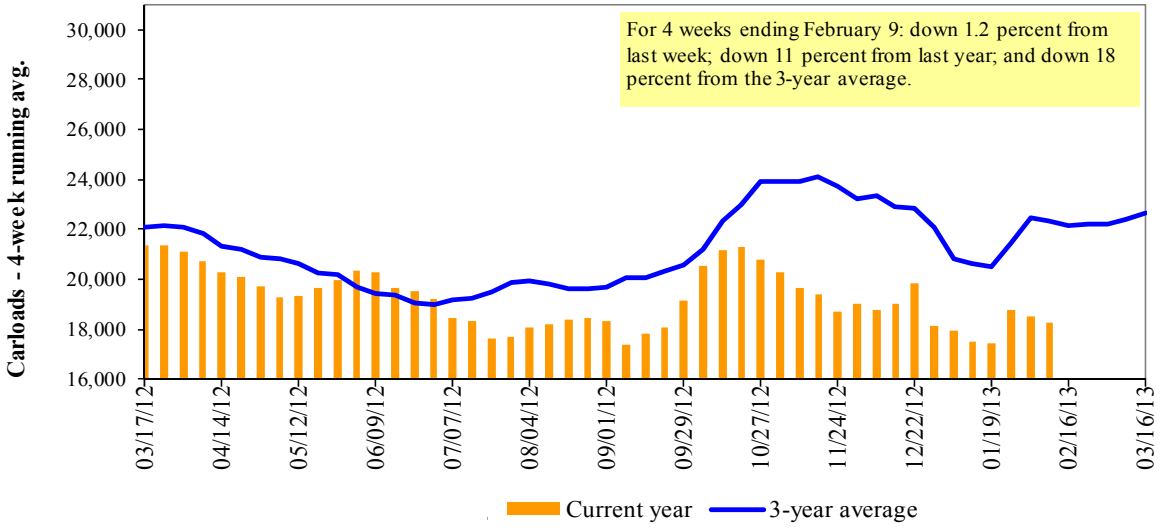
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
02/09/13	1,983	2,360	8,644	365	4,279	17,631	3,960	5,372
This week last year	1,985	3,181	11,027	618	4,527	21,338	4,003	5,370
2013 YTD	9,927	16,108	57,414	3,243	22,882	109,574	22,835	33,531
2012 YTD	12,877	17,856	60,145	3,252	30,421	124,551	22,399	30,886
2013 YTD as % of 2012 YTD	77	90	95	100	75	88	102	109
Last 4 weeks as % of 2012	79	87	97	108	77	89	103	108
Last 4 weeks as % of 3-yr avg.[1]	76	89	88	89	71	83	100	118
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 2/14/2013	Delivery period							
	Feb-13	Feb-12	Mar-13	Mar-12	Apr-13	Apr-12	May-13	May-12
BNSF[3]								
COT grain units	no offer	n/a	0	0	no bids	0	no bids	no bids
COT grain single-car[5]	no offer	n/a	0 . . 10	0 . . 1	no bids	0	no bids	no bids
UP[4]								
GCAS/Region 1	no bids	n/a	no bids	1	no bids	no bids	n/a	no bids
GCAS/Region 2	no bids	n/a	no bids	no bids	no bids	no bids	n/a	no bids

[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.

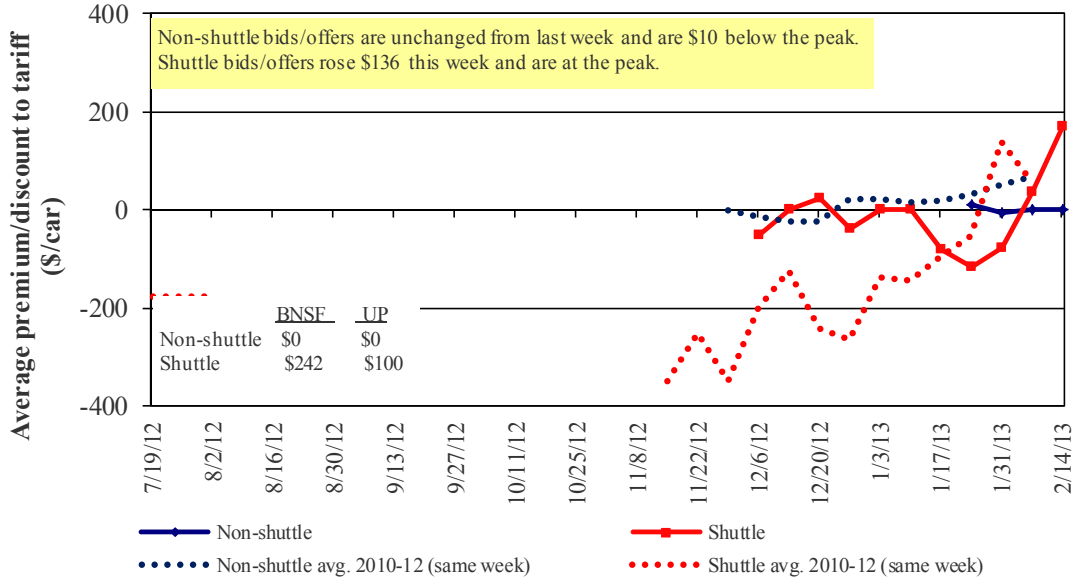
[5]Range is shown because average is not available. Not available = n/a.

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

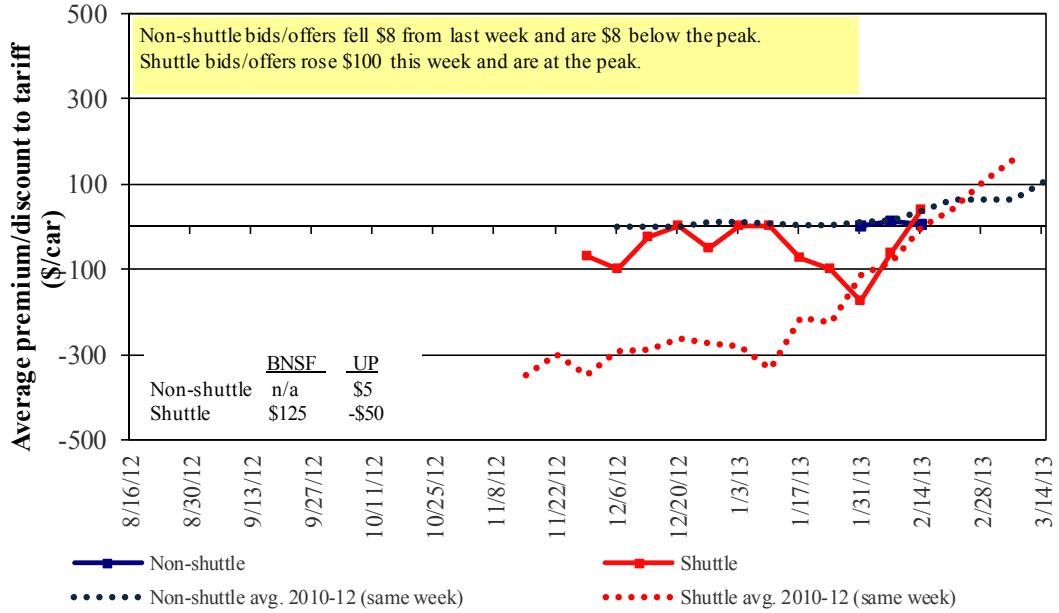


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

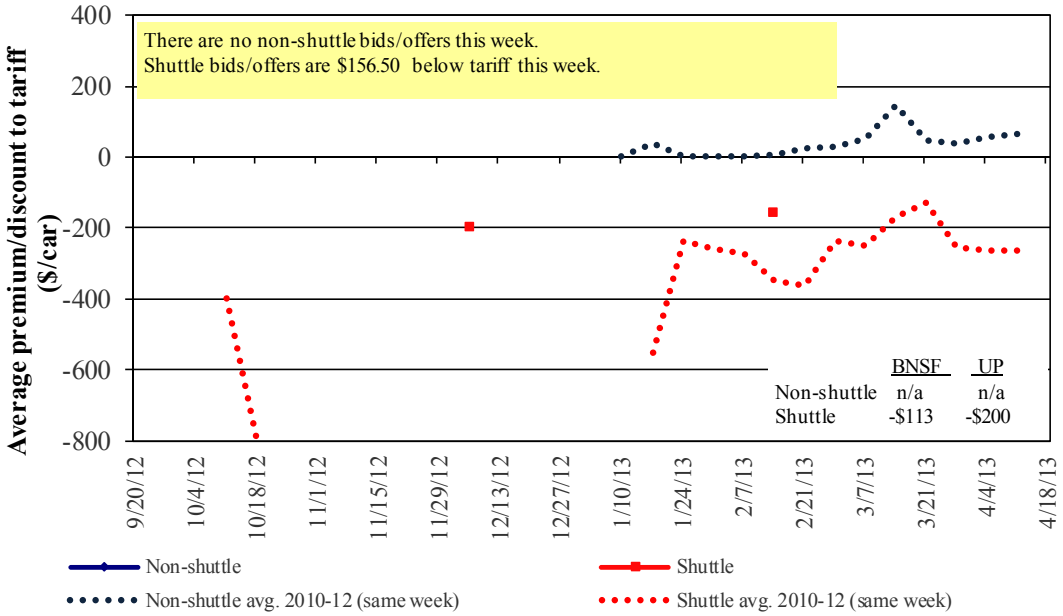


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

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					
2/14/2013	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
Non-shuttle						
BNSF-GF	-	n/a	n/a	n/a	n/a	n/a
Change from last week	13	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	n/a
UP-Pool	-	5	n/a	n/a	n/a	n/a
Change from last week	(13)	(8)	n/a	n/a	n/a	n/a
Change from same week 2011	n/a	5	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	242	125	(113)	n/a	n/a	n/a
Change from last week	159	200	n/a	n/a	n/a	n/a
Change from same week 2011	n/a	358	212	n/a	n/a	n/a
UP-Pool	100	(50)	(200)	n/a	n/a	n/a
Change from last week	113	-	n/a	n/a	n/a	n/a
Change from same week 2011	n/a	188	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

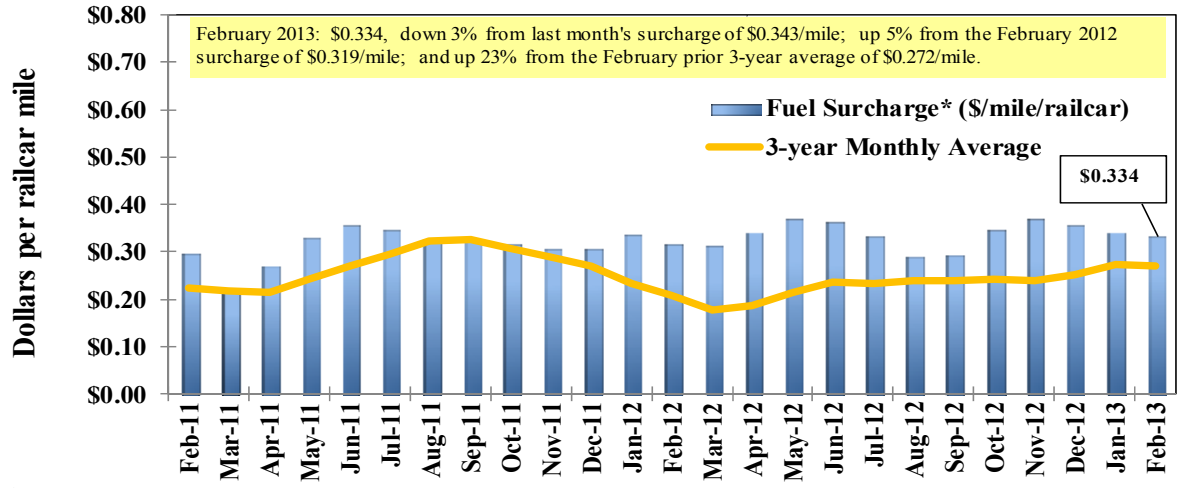
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[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.

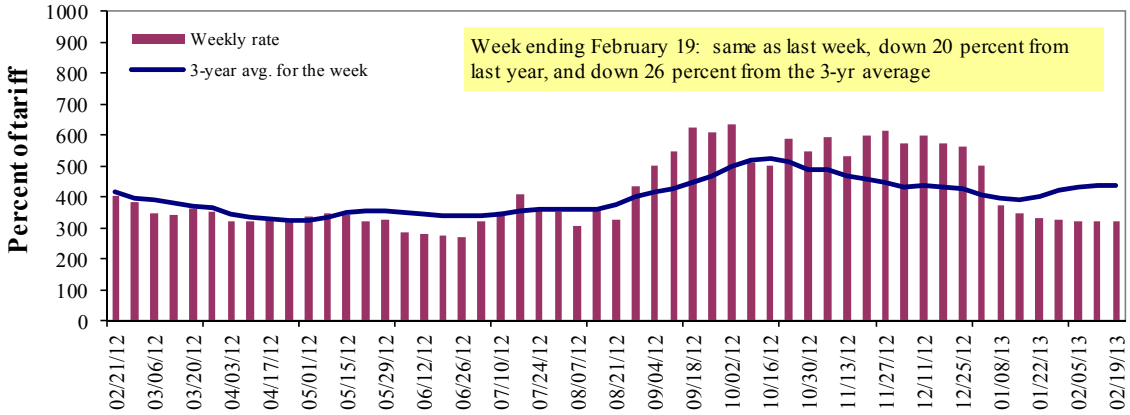
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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]	2/19/2013	-	-	325	250	220	220	185
	2/12/2013	-	-	325	250	215	212	183
$/ton	2/19/2013	-	-	15.08	9.98	10.32	8.89	5.81
	2/12/2013	-	-	15.08	9.98	10.08	8.56	5.75
Current week % change from the same week:								
	Last year	-	-	-20	-17	-36	-36	-28
	3-year avg. [2]	-	-	-26	-27	-40	-40	-37
Rate[1]	March	-	-	315	250	223	223	185
	May	333	305	305	250	223	223	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

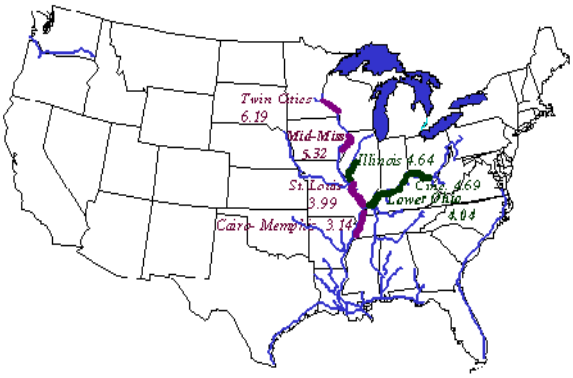
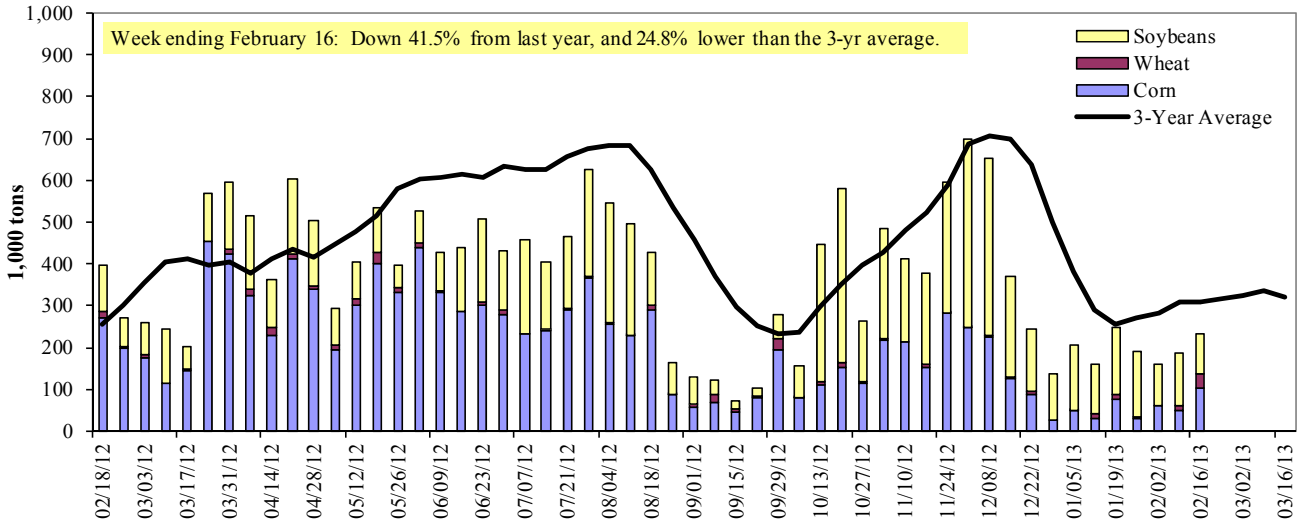


Figure 10

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 2/16/2013	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	3	0	0	3
Alton, IL (L26)	107	44	102	0	253
Granite City, IL (L27)	104	33	96	0	233
Illinois River (L8)	34	32	42	0	108
Ohio River (L52)	33	52	93	7	185
Arkansas River (L1)	0	21	8	0	30
Weekly total - 2013	137	107	198	7	447
Weekly total - 2012	405	34	233	9	681
2013 YTD[1]	592	426	2,129	43	3,191
2012 YTD	2,504	184	1,910	32	4,630
2013 as % of 2012 YTD	24	232	111	-	69
Last 4 weeks as % of 2012[2]	23	26	104	77	66
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.

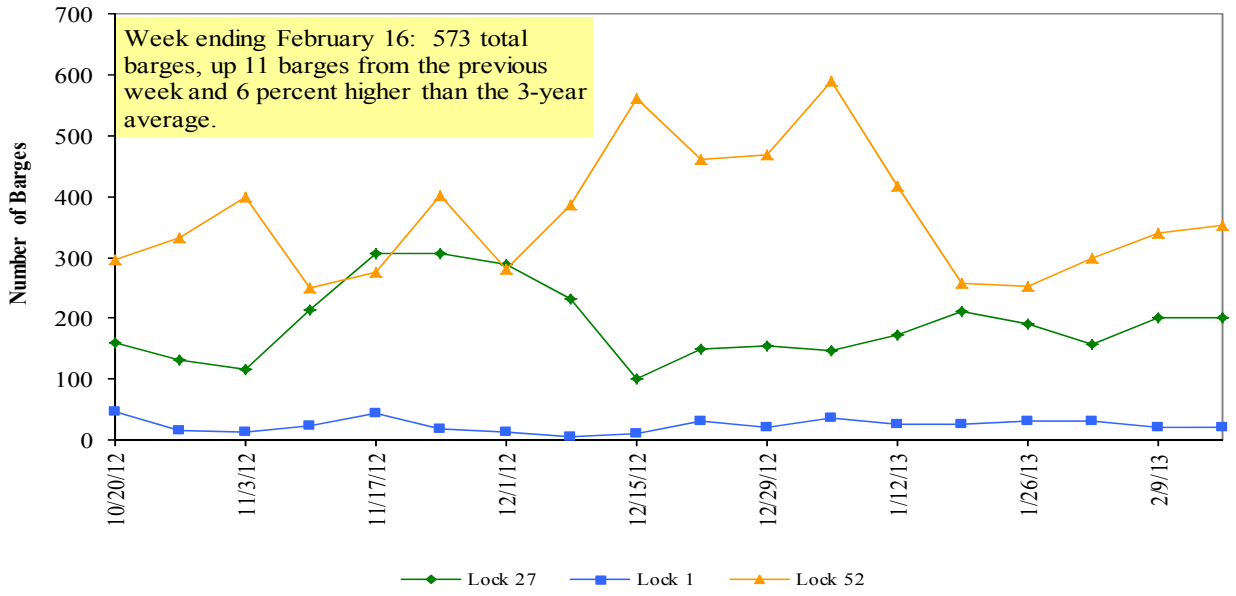
[2] As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers

Figure 11

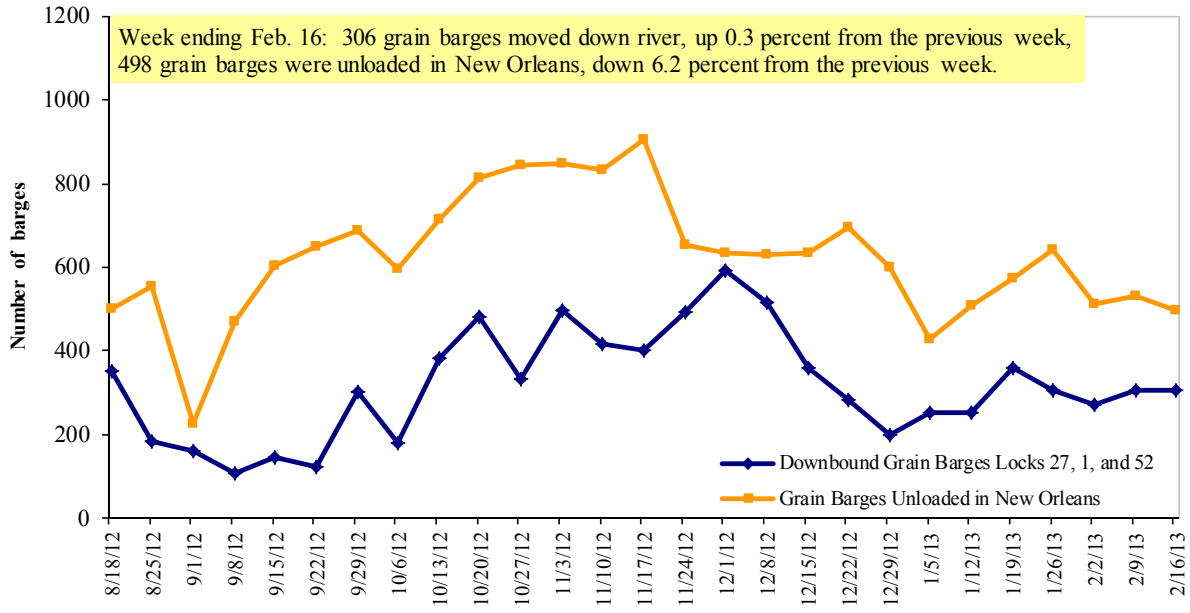
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 2/18/2013 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	4.199	0.047	0.146
	New England	4.334	0.068	0.173
	Central Atlantic	4.254	0.038	0.112
	Lower Atlantic	4.133	0.050	0.167
II	Midwest[2]	4.132	0.052	0.284
III	Gulf Coast[3]	4.068	0.071	0.182
IV	Rocky Mountain	4.032	0.068	0.175
V	West Coast	4.303	0.038	0.139
	West Coast less California	4.236	0.049	0.182
	California	4.361	0.030	0.103
Total	U.S.	4.157	0.053	0.197

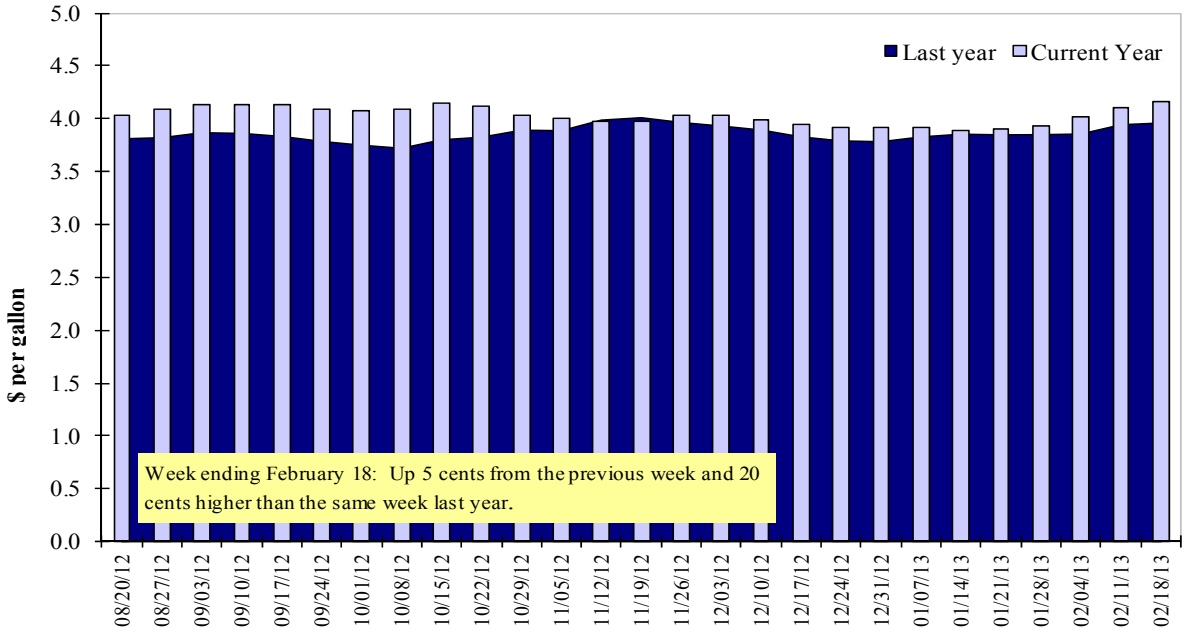
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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]									
2/7/2013	1,826	1,570	1,094	932	81	5,543	5,365	5,845	16,753
This week year ago	1,323	749	1,045	1,775	25	4,916	10,664	6,027	21,607
Cumulative exports-marketing year[2]									
2012/13 YTD	6,160	2,334	3,992	3,267	352	16,105	8,517	28,185	52,807
2011/12 YTD	7,104	2,335	4,564	3,490	386	17,878	18,658	21,200	57,736
YTD 2012/13 as % of 2011/12	87	100	87	94	91	90	46	133	91
Last 4 wks as % of same period 2011/12	136	213	109	57	404	115	53	119	85
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 02/07/2013	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	4,759	7,536	(37)	12,367
Mexico	3,176	7,610	(58)	9,617
China	1,904	3,652	(48)	5,414
Korea	360	2,914	(88)	3,639
Venezuela	375	526	(29)	1,332
Top 5 Importers	**10,575**	**22,238**	**(52)**	**32,369**
Total US corn export sales	**13,882**	**29,323**	**(53)**	**39,180**
% of Projected	61%	75%		
Change from prior week	**225**	**1,006**		
Top 5 importers' share of U.S. corn export sales	76%	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 02/07/2013	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	20,625	18,721	10	24,602
Mexico	1,679	1,847	(9)	3,180
Japan	1,288	1,188	8	1,891
Indonesia	946	958	(1)	1,741
Egypt	600	501	20	1,292
Top 5 importers	**25,138**	**23,215**	**8**	**32,706**
Total US soybean export sales	**34,030**	**27,227**	**25**	**37,060**
% of Projected	93%	73%		
Change from prior week	(193)	368		
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 02/07/2013	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	2,913	3,220	(10)	3,512
Mexico	2,512	3,071	(18)	3,496
Nigeria	2,444	2,620	(7)	3,248
Philippines	1,731	1,800	(4)	2,039
Korea	1,320	1,502	(12)	1,983
Egypt	1,121	256	338	950
Taiwan	890	708	26	888
Indonesia	433	676	(36)	830
Venezuela	544	534	2	594
Iraq	209	572	(63)	572
Top 10 importers	**14,116**	**14,959**	**(6)**	**18,111**
Total US wheat export sales	**21,649**	**22,794**	**(5)**	**28,560**
% of Projected	76%	80%		
Change from prior week	652	420		
Top 10 importers' share of U.S. wheat export sales	65%	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 02/14/13	Previous Week[1]	Current Week as % of Previous	2013 YTD[1]	2012 YTD[1]	2013 YTD as % of 2012 YTD	Last 4-weeks as % of 2012	Last 4-weeks as % of 3-yr. avg.	Total[1] 2012
Pacific Northwest									
Wheat	213	337	63	1,682	1,677	100	81	89	12,625
Corn	65	109	59	549	699	79	77	58	5,512
Soybeans	381	258	148	2,015	1,767	114	116	128	10,347
Total	**658**	**704**	**94**	**4,246**	**4,143**	**102**	**95**	**97**	**28,484**
Mississippi Gulf									
Wheat	439	181	243	1,115	684	163	221	241	5,462
Corn	116	231	50	1,159	3,462	33	38	38	18,068
Soybeans	619	400	155	4,748	4,422	107	98	95	24,684
Total	**1,174**	**811**	**145**	**7,022**	**8,569**	**82**	**84**	**83**	**48,215**
Texas Gulf									
Wheat	103	110	94	610	705	86	99	54	5,912
Corn	0	0	n/a	2	34	6	7	2	336
Soybeans	0	50	0	122	0	n/a	n/a	38	626
Total	**103**	**160**	**65**	**734**	**740**	**99**	**109**	**46**	**6,874**
Interior									
Wheat	14	6	240	145	113	128	258	77	1,218
Corn	59	37	160	302	1,089	28	118	38	6,115
Soybeans	78	54	144	614	624	98	41	106	4,204
Total	**151**	**97**	**156**	**1,062**	**1,826**	**58**	**71**	**65**	**11,538**
Great Lakes									
Wheat	0	0	n/a	2	0	n/a	n/a	100	481
Corn	0	0	n/a	0	14	0	0	0	56
Soybeans	0	1	n/a	2	1	287	369	1,106	713
Total	**0**	**1**	**n/a**	**5**	**15**	**31**	**26**	**54**	**1,250**
Atlantic									
Wheat	58	0	n/a	108	2	6,953	n/a	221	341
Corn	2	0	n/a	2	36	5	13	8	143
Soybeans	22	78	28	422	232	182	208	190	1,460
Total	**82**	**78**	**105**	**532**	**269**	**197**	**258**	**178**	**1,944**
U.S. total from ports[2]									
Wheat	827	634	130	3,663	3,181	115	118	105	26,040
Corn	242	377	64	2,014	5,335	38	41	40	30,230
Soybeans	1,100	839	131	7,923	7,046	112	108	104	42,035
Total	**2,169**	**1,850**	**117**	**13,600**	**15,561**	**87**	**88**	**83**	**98,305**

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

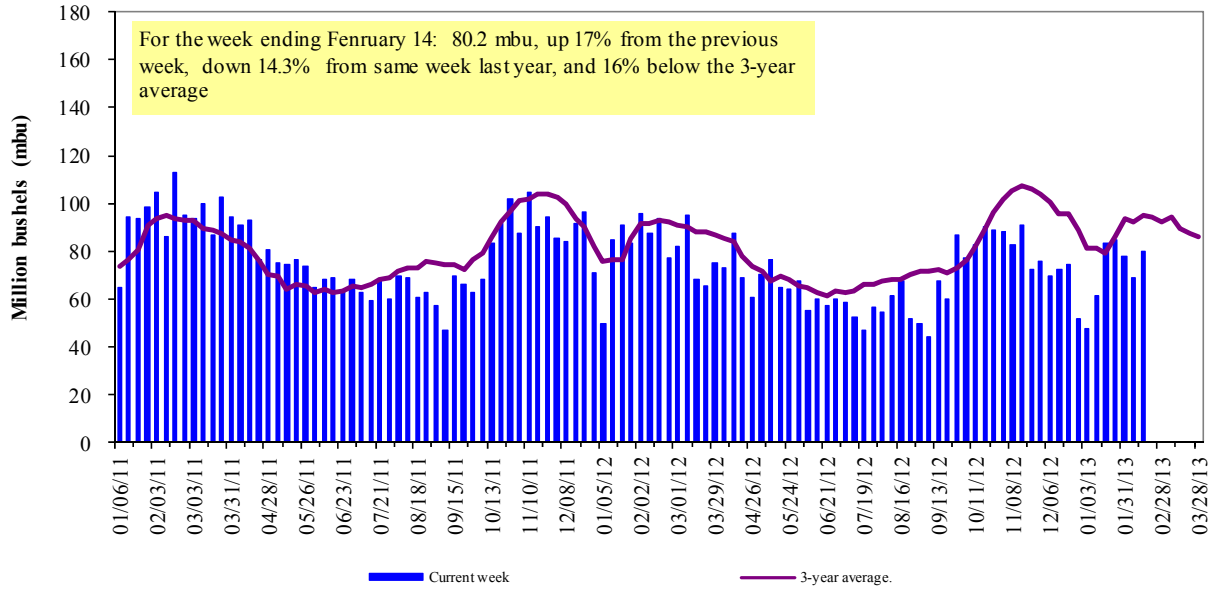
[2] Total includes only port regions shown above; Interior land-based shipments now included.

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)

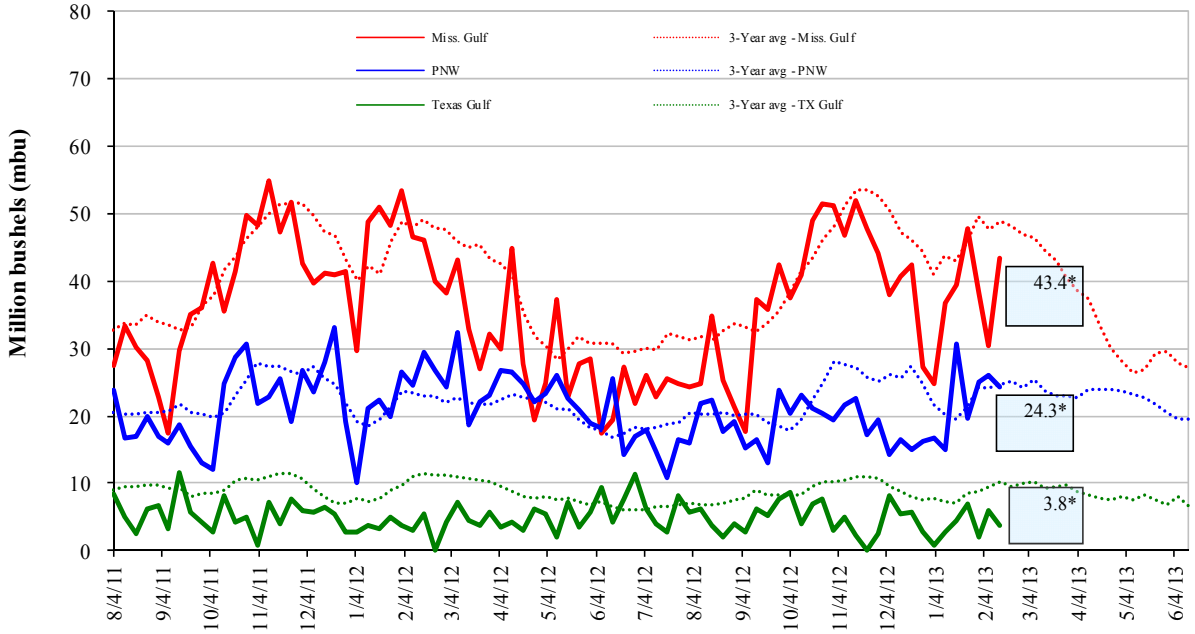


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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 14 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 43	down 35	up 32	down 7
Last year (same week)	down 6	down 31	down 8	up 17
3-yr avg. (4-wk mov. avg.)	down 11	down 63	down 20	up 13

Ocean Transportation

Table 17

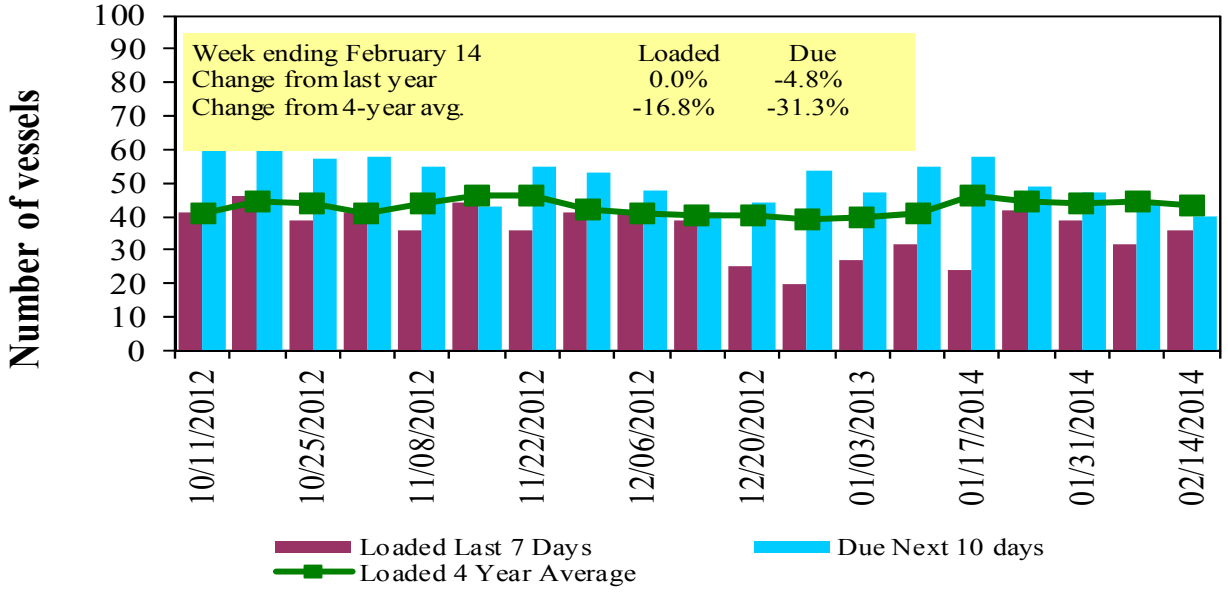
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
2/14/2013	33	36	40	16	n/a
2/7/2013	37	32	44	15	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

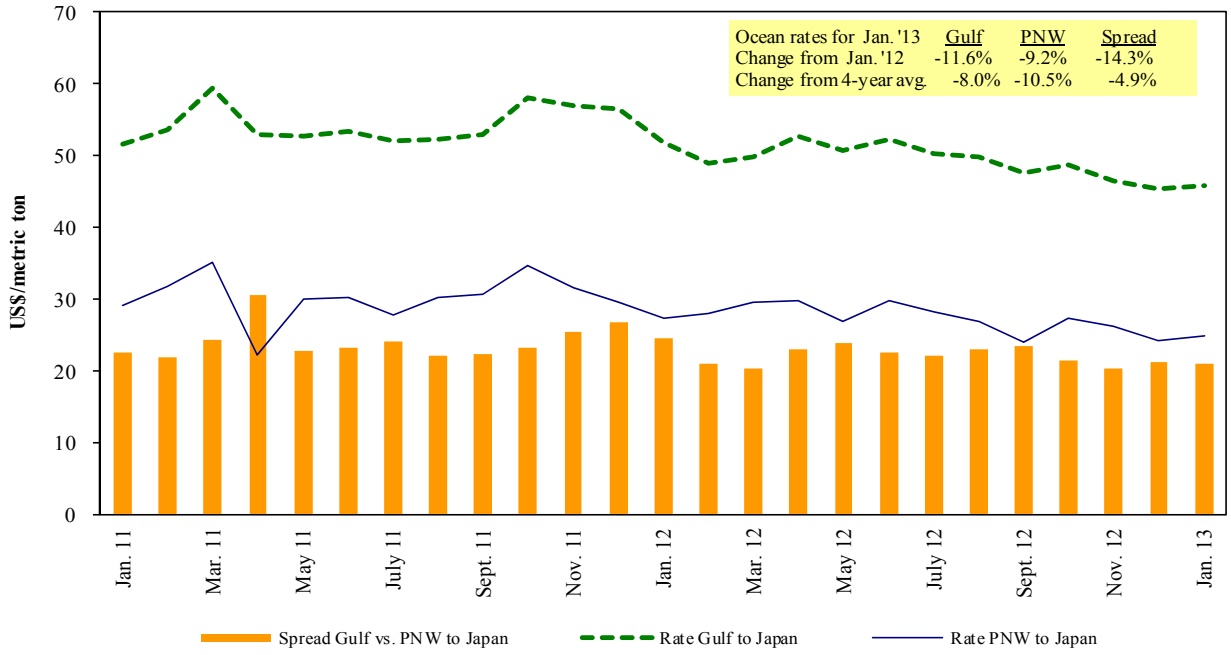
U.S. Gulf[1] Vessel Loading Activity



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 02/16/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	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	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	China	Heavy Grain	Feb 1/5	54,000	20.50
U.S. Gulf	Djibouti[1]	Wheat & Sorghum	Feb 4/14	28,310	124.22
PNW	China	Heavy Grain	Feb 1/5	54,000	20.50
Australia	Italy	Heavy Grain	Feb 10/25	58,000	27.00
Brazil	China	Heavy Grain	Mar 3/12	60,000	35.00
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
France	Algeria	Wheat	Feb 20/25	30,000	18.50
River Plate	Egypt	Heavy Grain	Jan 15/20	60,000	9.50

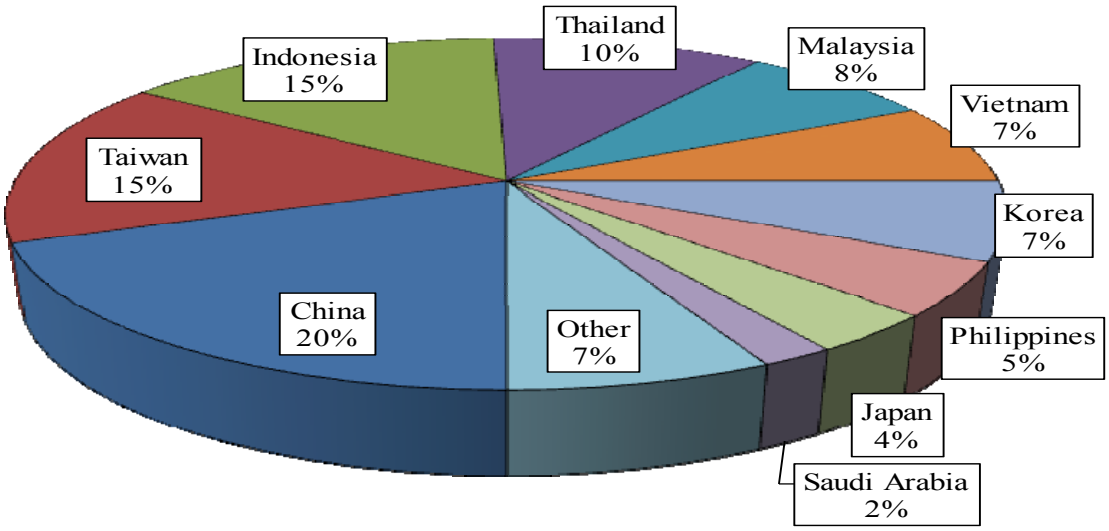
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

[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.

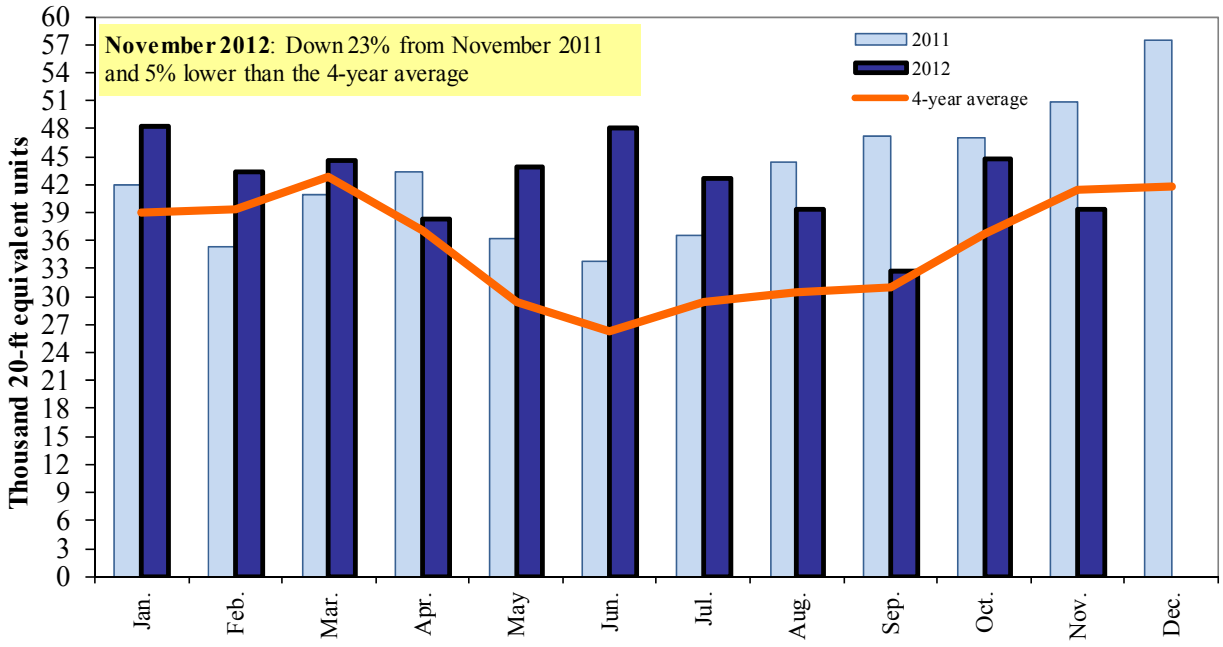
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, November 2012



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.

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