USDA United States Department of Agriculture

Grain Transportation Report

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

Contact Us

Jan. 9, 2014

Contents

The next release is Jan. 16, 2014

WEEKLY HIGHLIGHTS

Increased Demand for Soybeans Drive Exports Higher
For the week ending January 2, total inspections of grain (corn, wheat, and soybeans) for export from all major port regions reached 2.40 million metric tons (mmt), up 10 percent from the previous week, 87 percent above last year this time, and 21 percent above the 3-year average. Increased demand for soybeans help the increase in total inspections of grain for export. Soybean inspections (1.54 mmt) were 31 percent above the previous week. Wheat inspections (.371) were up slightly, but corn inspections (.491 mmt) dropped 22 percent as shipments to Asia and Latin America decreased. Grain inspections increased 6 percent in the Pacific Northwest; 16 percent in the Mississippi Gulf; and 25 percent in the Interior. Outstanding export sales were down for each of the three major grains.

Cold Weather Slows River Traffic
The Mississippi River in the St. Louis area and the Illinois River have experienced extreme cold temperatures that have produced larger than normal amounts of ice accumulations that have slowed the movement of grain by barges. Illinois River barge loadings and fleeting operations have been impacted by ice accumulations in the slow-moving lake areas of the river. Also, ice has been a logistical problem for the movement of barges in the strategically important St. Louis Harbor. Barge traffic has further been impacted by low water conditions that reduce the cargo capacity of individual barges. However, barge traffic on most of the Ohio River and Lower Mississippi River below Cairo, IL, has not been adversely impacted by the cold temperatures or low water conditions.

High Premiums and Service Issues Frustrate Grain Shipments by Rail
A new record was set in the secondary railcar market with an average of $2,833 per car for shuttle service on BNSF Railway. This follows the previous record highs for BNSF shuttle service—$2,825 a month ago and $2,517 in October. Payments in the secondary railcar market are in addition to BNSF shuttle tariffs and fuel surcharges, which currently total between $4,000 and $6,000 per car on key grain routes. In addition, some shippers are finding that even with the high premiums, they must still wait 3 to 5 days for their loaded graincars to be picked up by the railroad. There are some complaints that sufficient locomotives are not available to haul grain because they are being used to haul crude oil from the growing shale-oil business instead.

Snapshots by Sector

Rail
U.S. railroads originated 18,201 **carloads of grain** during the week ending December 28, down 14 percent from last week, up 37 percent from last year, and down 3 percent from the 3-year average.

During the week ending January 2, average January non-shuttle **secondary railcar bids/offers per car** were $400 above tariff, down $250 from last week, and $387.50 higher than last year. Average shuttle bids/offers were $1,679 per car above tariff, down $52.50 from last week, and $1,677 higher than last year.

Barge
During the week ending January 4, **barge grain movements** totaled 577,800 tons—9 percent lower than the previous week but 49 percent higher than the same period last year.

During the week ending January 4, 358 grain barges **moved down river**, down 14 percent from last week; 814 grain barges were **unloaded in New Orleans**, up 21.3 percent from the previous week.

Ocean
During the week ending January 2, 42 **ocean-going grain vessels** were loaded in the Gulf, 44 percent more than the same period last year. Seventy-nine vessels are expected to be loaded within the next 10 days, 47 percent more than the same period last year.

During the week ending January 3, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $58.00 per mt, unchanged from the previous week. The cost of shipping from the Pacific Northwest to Japan was $29.50 per mt, unchanged from the previous week.

Fuel
During the week ending January 6, U.S. average **diesel fuel prices** increased 1 cent from the previous week to $3.91 per gallon—unchanged compared with the same week last year.

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* January 9, 2014.
Web: http://dx.doi.org/10.9752/TS056.01-09-2014

Feature Article/Calendar

As Soybean Prices Fall, Transportation's Share of Landed Costs Rises

Prices received by farmers for soybeans generally decreased in the United States and Brazil during the 3rd quarter. Due to the fall in prices and increased transportation costs, transportation's share of the landed costs increased. Soybean prices fell by 2 to 4 percent in the United States and by 12 percent in South Goiás (South GO), Brazil (tables 1 and 2).

The transportation cost of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany through the U.S. Gulf increased 18 and 25 percent, respectively, during the quarter (table 1). The cost of shipping from the same locations to Shanghai, China, increased 11 and 15 percent, respectively, during the quarter (table 2). The cost of shipping from Fargo, ND, and Sioux Falls, SD, through the Pacific Northwest (PNW) increased 6 and 7 percent during the quarter. In Brazil, the transportation cost of shipping from North Mato Grosso (North MT) and South GO to Hamburg increased by 5 and 22 percent (table 1), while the cost of shipping to Shanghai increased by 5 and 21 percent, respectively (table 2).

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

	2012 3rd qtr.	2013 2nd qtr.	2013 3rd qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2012 3rd qtr.	2013 2nd qtr.	2013 3rd qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					**Davenport, IA --$/mt--**				
Truck	13.51	9.46	13.38	-0.96	41.44	13.51	9.46	13.38	-0.96	41.44
Barge	32.34	25.59	27.93	-13.64	9.14	24.86	17.77	21.94	-11.75	23.47
Ocean[1]	21.81	20.97	24.85	13.94	18.50	21.81	20.97	24.85	13.94	18.50
Total transportation[2]	67.66	56.02	66.16	-2.22	18.10	60.18	48.20	60.17	-0.02	24.83
Farm Value[3]	562.42	535.23	521.76	-7.23	-2.52	565.85	545.03	529.11	-6.49	-2.92
Landed Cost	630.08	591.25	587.92	-6.69	-0.56	626.03	593.23	589.28	-5.87	-0.67
Transport % of landed cost	10.74	9.47	11.25			9.61	8.13	10.21		
	Brazil									
	North MT[4] - Santos[5] --$/mt--					**South GO[4] - Paranagua[5] --$/mt--**				
Truck	109.73	112.38	119.90	9.27	6.69	53.01	54.19	73.09	37.88	34.88
Ocean[6]	32.00	29.00	29.00	-9.38	0.00	34.30	29.00	29.00	-15.45	0.00
Total transportation[2]	141.73	141.38	148.90	5.06	5.32	87.31	83.19	102.09	16.93	22.72
Farm Value [7]	570.66	391.58	404.93	-29.04	3.41	566.91	461.97	405.90	-28.40	-12.14
Landed Cost	712.39	532.96	553.83	-22.26	3.92	654.22	545.16	507.99	-22.35	-6.82
Transport % of landed cost	19.90	26.53	26.89			13.35	15.26	20.10		

[1]Source: O'Neil Commodity Consulting

[3]Source: USDA/NASS

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

[5]Export ports

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

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

Note: Total may not add exactly due to rounding

The transportation costs in the United States were pushed up by increased truck, barge, and ocean rates. The increases in truck and barge rates are partially due to higher seasonal demand for trucking and barging services during the harvest season (see *GTR, dated 11/28/13*). In addition, diesel prices were slightly higher during the quarter. The increase in bulk ocean freight rates was driven by a global increase in bulk shipments of commodities such as iron ore, coal, and grain (see *GTR, dated 11/07/13*). Brazil's transportation costs were pushed up by higher truck rates.

Year-to-year transportation costs fell in the United States for shipments through the Gulf and increased for shipments through the PNW. They also increased in Brazil, with the exception of shipments from North MT to

Shanghai, where the transportation cost decreased by 4 percent over the year. The transportation share of landed costs ranged from 10 to16 percent in the United States and 21 to 28 in Brazil. Higher transportation costs and reduced soybean prices caused transportation's share of the landed costs to decrease both in the United States and Brazil.

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

	2012 3rd qtr.	2013 2nd qtr.	2013 3rd qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.	2012 3rd qtr.	2013 2nd qtr.	2013 3rd qtr.	Percent change Yr. to Yr.	Percent change Qtr. to Qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					**Davenport, IA** --$/mt--				
Truck	13.51	9.46	13.38	-0.96	41.44	13.51	9.46	13.38	-0.96	41.44
Barge	32.34	25.59	27.93	-13.64	9.14	24.86	17.77	21.94	-11.75	23.47
Ocean[1]	46.82	43.47	45.71	-2.37	5.15	46.82	43.47	45.71	-2.37	5.15
Total transportation[2]	92.67	78.52	87.02	-6.10	10.83	85.19	70.70	81.03	-4.88	14.61
Farm Value[3]	562.42	535.23	521.76	-7.23	-2.52	565.85	545.03	529.11	-6.49	-2.92
Landed Cost	655.09	613.75	608.78	-7.07	-0.81	651.04	615.73	610.14	-6.28	-0.91
Transport % of landed cost	14.15	12.79	14.29			13.09	11.48	13.28		
	Fargo, ND					**Sioux Falls, SD**				
Truck	13.51	9.46	13.38	-0.96	41.44	13.51	9.46	13.38	-0.96	41.44
Ocean[1]	23.88	22.88	25.15	5.32	9.92	23.88	22.88	25.15	5.32	9.92
Rail	53.95	57.77	57.12	5.88	-1.13	55.66	58.89	58.67	5.41	-0.37
Total transportation[2]	91.34	90.11	95.65	4.72	6.15	93.05	91.23	97.20	4.46	6.54
Farm Value[3]	542.58	513.19	491.14	-9.48	-4.30	552.38	530.33	508.29	-7.98	-4.16
Landed Cost	633.92	603.30	586.79	-7.43	-2.74	645.43	621.56	605.49	-6.19	-2.59
Transport % of landed cost	14.41	14.94	16.30			14.42	14.68	16.05		
	Brazil									
	North MT[4] - Santos[5] --$/mt--					**South GO[4] - Paranagua[5]** --$/mt--				
Truck	109.73	112.38	119.90	9.27	6.69	53.01	54.19	73.09	37.88	34.88
Ocean[6]	50.42	34.50	34.50	-31.57	0.00	55.42	36.75	36.75	-33.69	0.00
Total transportation[2]	160.15	146.88	154.40	-3.59	5.12	108.43	90.94	109.84	1.30	20.78
Farm Value[7]	570.66	391.58	404.93	-29.04	3.41	566.91	461.97	405.90	-28.40	-12.14
Landed Cost	730.81	538.46	559.33	-23.46	3.88	675.34	552.91	515.74	-23.63	-6.72
Transport % of landed cost	21.91	27.28	27.60			16.06	16.45	21.30		

[1]Source: O'Neil Commodity Consulting
[3]Source: USDA/NASS
[4]Producing regions: MT= Mato Grosso, GO = Goiás
[5]Export ports
[6]Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS
[7]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Note: Total may not add exactly due to rounding

Market Outlook: China imported significantly less soybeans from the United States during the third quarter—71 percent less than a year ago. However, Chinese soybean imports from the U.S. between January and October totaled 13.25 million metric tons (mmt), only 27 percent less than the previous year. The value of soybeans imported during this period was $7.4 billion—26 percent less than a year ago. USDA's Foreign Agricultural Service forecasts the MY13/14 Chinese total soybean imports at 67.5 mmt based on the expectation that China will continue to purchase soybeans to maintain sufficient stock levels, given appropriate supply and price conditions (***GTR, dated 09/26/13***).

From January to October, 1.8 mmt of U.S. soybeans were exported to Europe—9 percent more than a year ago. The value of the exports was $1.8 billion—10 percent more than the previous year. Although the transportation cost increased during the third quarter, lower soybean prices could boost increased demand and exports. For more on Brazil soybean transportation, see *Soybean Transportation Indicator Reports*.
surajudeen.olowolayemo@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
01/08/14	262	260	285	316	259	209
01/01/14	262	274	287	326	259	209

[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	1/3/2014	12/27/2013
Corn	IL--Gulf	-0.95	-0.91
Corn	NE--Gulf	-0.96	-0.95
Soybean	IA--Gulf	-1.51	-1.56
HRW	KS--Gulf	-1.61	n/a
HRS	ND--Portland	-2.58	n/a

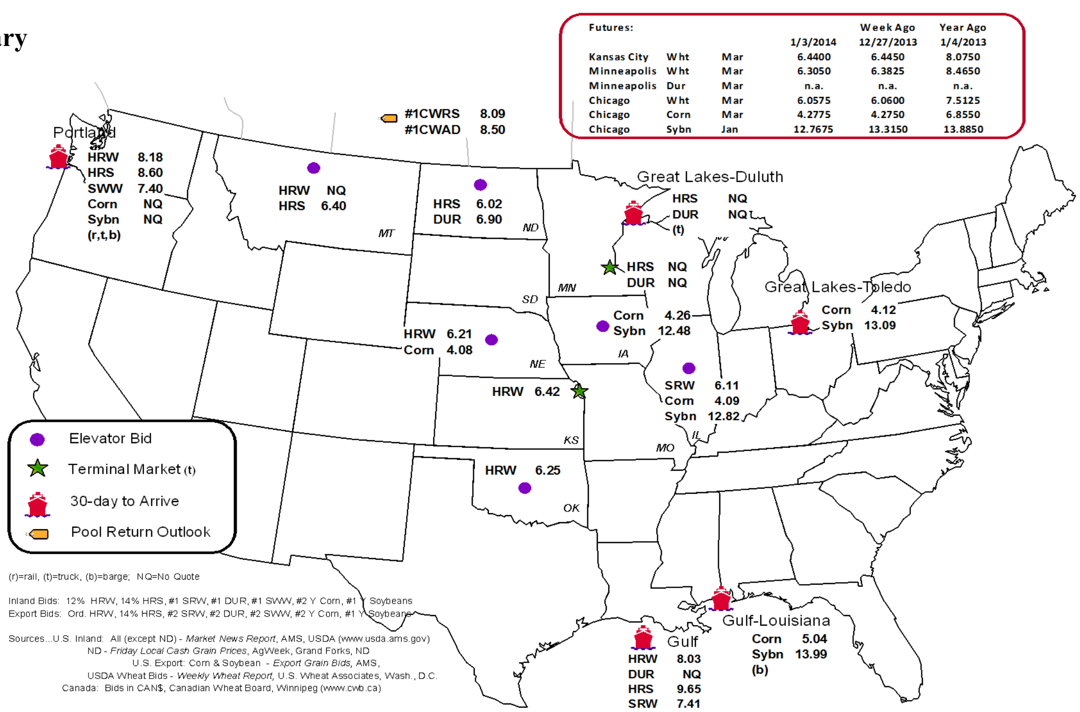
Note: nq = no quote

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]
1/01/2014[p]	1,403	1,652	4,911	757	8,723	12/28/13	1,955
12/25/2013[r]	1,474	489	5,124	715	7,802	12/21/13	1,797
2014 YTD[r]	1,403	1,652	4,911	757	8,723	2013 YTD	70,298
2013 YTD[r]	1,015	816	3,690	893	6,414	2012 YTD	92,008
2014 YTD as % of 2013 YTD	138	202	133	85	136	% change YTD	76
Last 4 weeks as % of 2013[2]	120	159	139	104	133	Last 4wks % 2012	159
Last 4 weeks as % of 4-year avg.[2]	197	99	125	119	128	Last 4wks % 4 yr	119
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2012	92,008
Total 2012	22,604	40,780	199,419	24,659	287,462	Total 2011	97,118

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2013 and prior 4-year average.

[3] Cross- border weekly data is aproximately 15 percent below the Association of American Railroads reported weekly carloads received by Mexican railroads to reflect switching between KCSM and FerroMex.

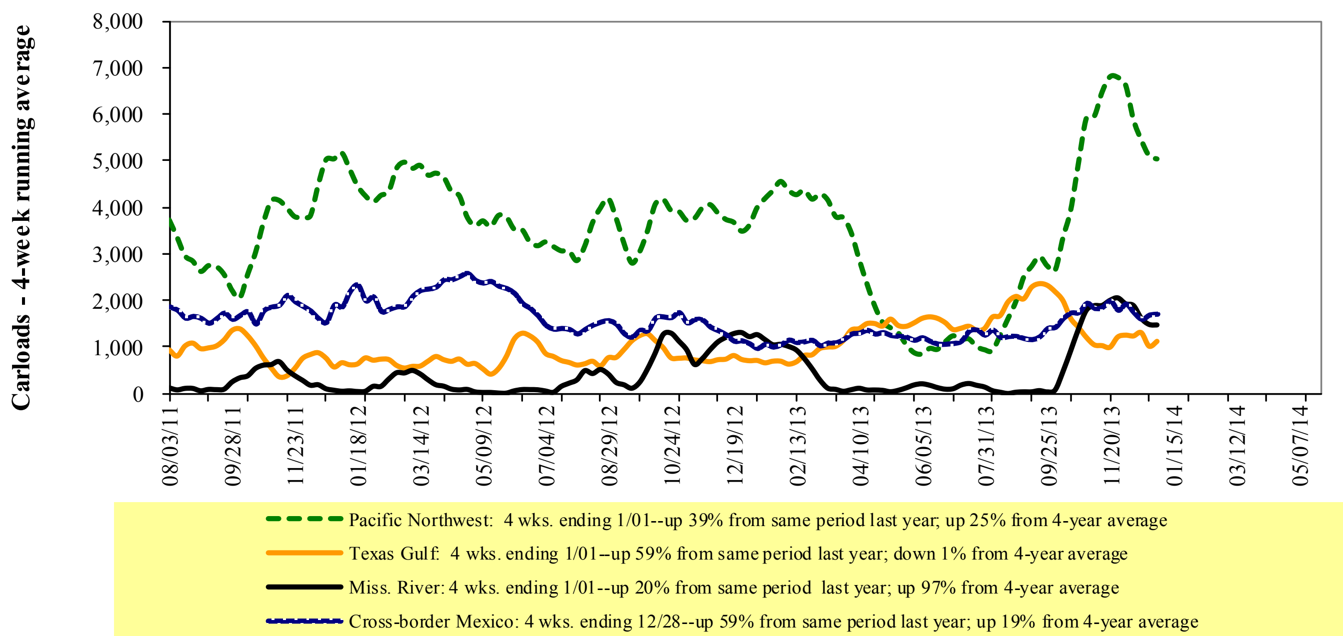
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 29 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

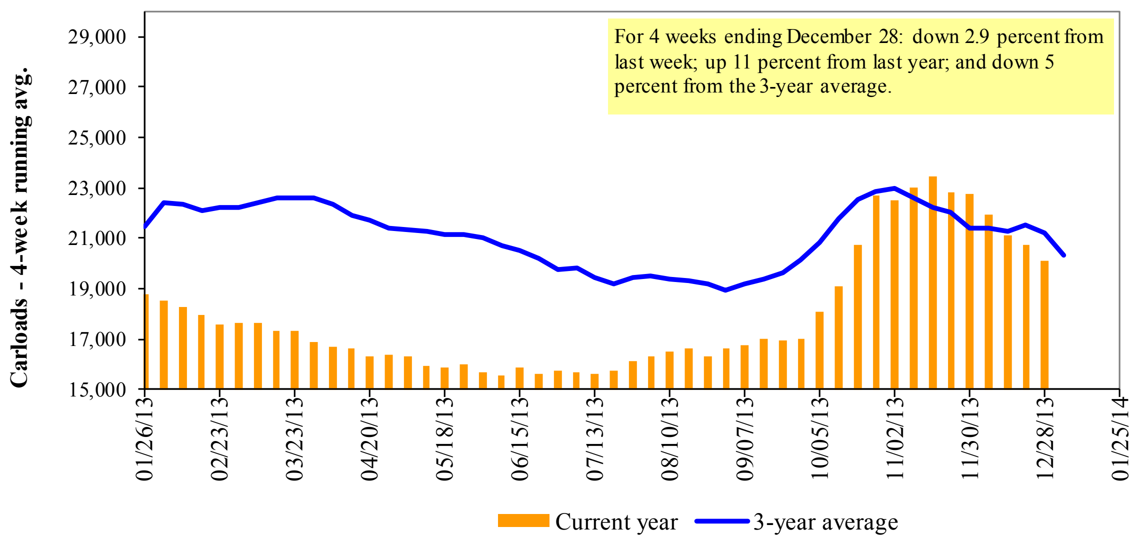
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
12/28/13	1,751	3,145	7,326	642	5,337	18,201	3,047	4,288
This week last year	980	1,883	7,502	309	2,654	13,328	3,586	4,348
2013 YTD	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753
2012 YTD	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266
2013 YTD as % of 2012 YTD	101	95	88	128	91	92	93	102
Last 4 weeks as % of 2012	151	120	86	203	140	111	102	80
Last 4 weeks as % of 3-yr avg.[1]	114	117	81	188	112	99	106	91
Total 2013	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753

[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 1/2/2014	Jan-14	Jan-13	Feb-14	Feb-13	Mar-14	Mar-13	Apr-14	Apr-13
	Delivery period							
BNSF[3]								
COT grain units	no offer	no bids	no offer	no bids	no offer	no bids	262	no bids
COT grain single-car[5]	no offer	0 . . 152	no offer	0	no offer	0	27 . . 150	0
UP[4]								
GCAS/Region 1	1	no bids	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	297	no bids	76	no bids	11	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.

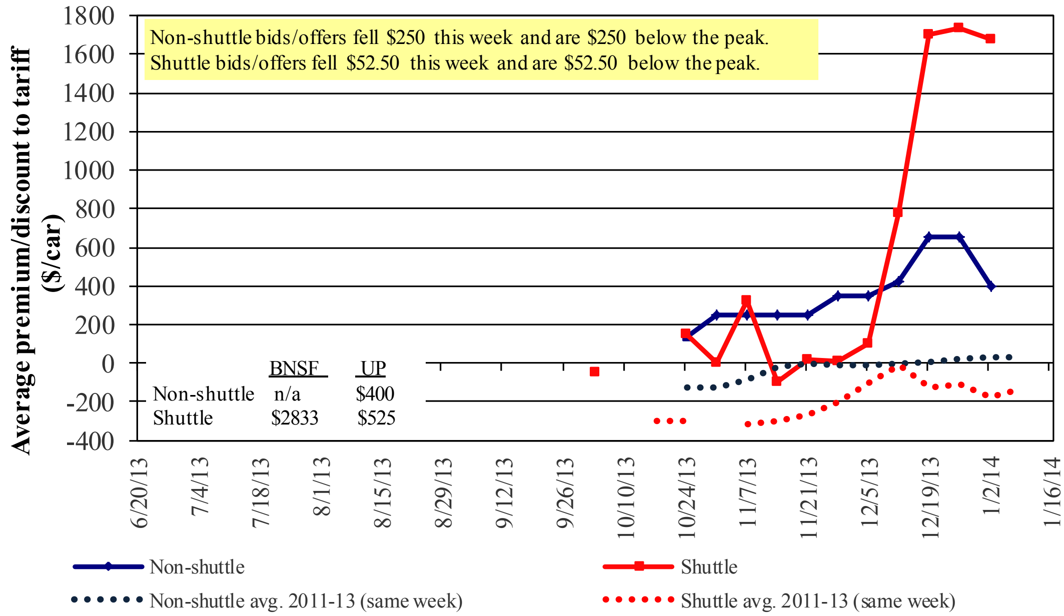
[5]Range is shown because average is not available. Not available = n/a.

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 January 2014, Secondary Market

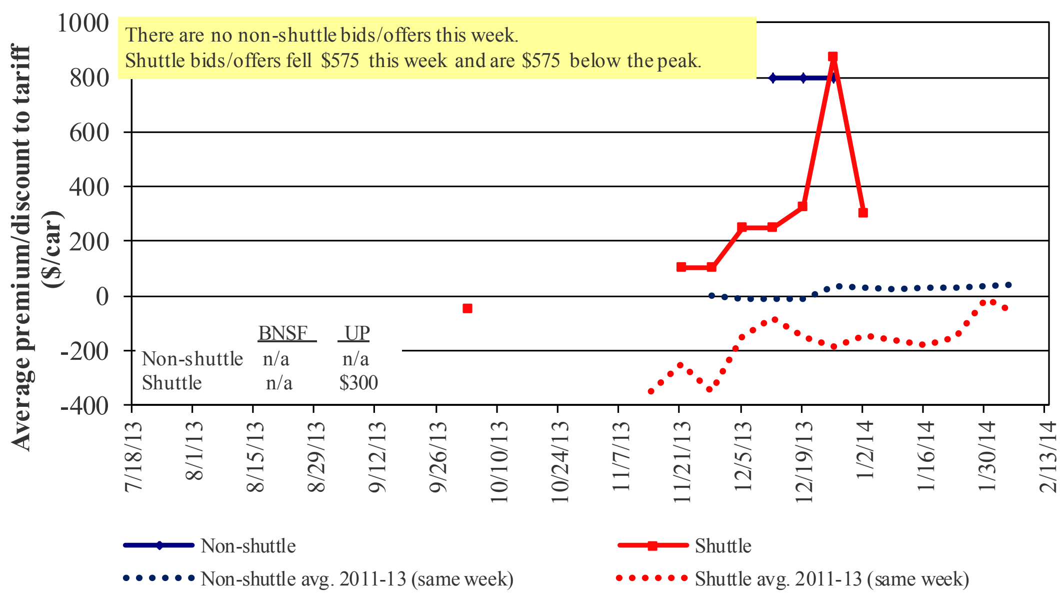


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in February 2014, Secondary Market

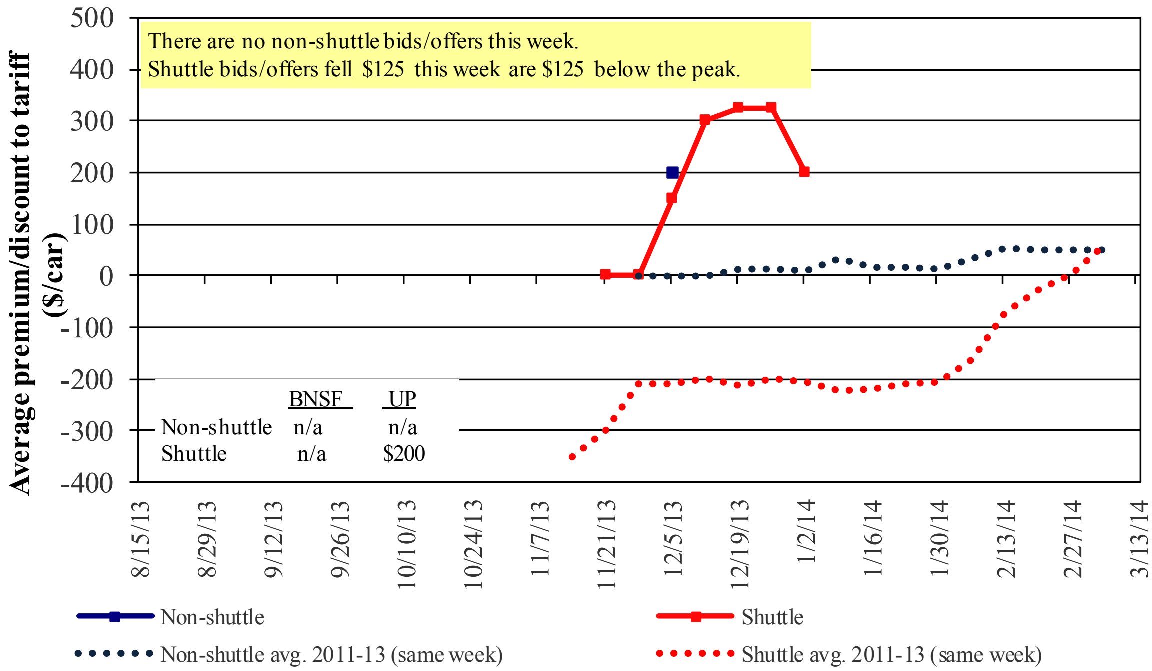


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in March 2014, Secondary Market



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Railcar Market ($/car)[1]

Week ending	Delivery period					
1/2/2014	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
Non-shuttle						
BNSF-GF	n/a	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	400	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 2013	400	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	2,833	n/a	n/a	n/a	n/a	n/a
Change from last week	433	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	2,904	n/a	n/a	n/a	n/a	n/a
UP-Pool	525	300	200	(50)	(100)	(100)
Change from last week	(538)	(150)	50	(50)	(50)	-
Change from same week 2013	450	300	200	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week

[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from James B. Joiner Co., Tradewest Brokerage Co.

Table 7

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

Effective date: 1/1/2014	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,191	$177	$33.45	$0.91	1
	Grand Forks, ND	Duluth-Superior, MN	$3,596	$101	$36.72	$1.00	1
	Wichita, KS	Los Angeles, CA	$6,244	$520	$67.17	$1.83	2
	Wichita, KS	New Orleans, LA	$3,808	$312	$40.91	$1.11	3
	Sioux Falls, SD	Galveston-Houston, TX	$5,824	$427	$62.08	$1.69	3
	Northwest KS	Galveston-Houston, TX	$4,076	$341	$43.87	$1.19	3
	Amarillo, TX	Los Angeles, CA	$4,275	$475	$47.17	$1.28	2
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,192	$352	$35.19	$0.89	1
	Toledo, OH	Raleigh, NC	$4,686	$398	$50.49	$1.28	3
	Des Moines, IA	Davenport, IA	$2,078	$75	$21.38	$0.54	3
	Indianapolis, IN	Atlanta, GA	$4,061	$299	$43.30	$1.10	3
	Indianapolis, IN	Knoxville, TN	$3,469	$192	$36.35	$0.92	3
	Des Moines, IA	Little Rock, AR	$3,218	$219	$34.13	$0.87	1
	Des Moines, IA	Los Angeles, CA	$5,215	$638	$58.12	$1.48	1
Soybeans	Minneapolis, MN	New Orleans, LA	$3,624	$387	$39.83	$1.08	-2
	Toledo, OH	Huntsville, AL	$3,687	$283	$39.42	$1.07	2
	Indianapolis, IN	Raleigh, NC	$4,756	$401	$51.21	$1.39	3
	Indianapolis, IN	Huntsville, AL	$3,379	$192	$35.46	$0.97	3
	Champaign-Urbana, IL	New Orleans, LA	$3,748	$352	$40.72	$1.11	3
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,678	$299	$39.50	$1.07	2
	Wichita, KS	Galveston-Houston, TX	$3,798	$233	$40.03	$1.09	4
	Chicago, IL	Albany, NY	$3,950	$374	$42.93	$1.17	3
	Grand Forks, ND	Portland, OR	$5,159	$517	$56.36	$1.53	1
	Grand Forks, ND	Galveston-Houston, TX	$6,084	$538	$65.76	$1.79	-1
	Northwest KS	Portland, OR	$5,043	$560	$55.64	$1.51	2
Corn	Minneapolis, MN	Portland, OR	$5,000	$629	$55.90	$1.42	2
	Sioux Falls, SD	Tacoma, WA	$4,960	$576	$54.98	$1.40	2
	Champaign-Urbana, IL	New Orleans, LA	$3,011	$352	$33.40	$0.85	1
	Lincoln, NE	Galveston-Houston, TX	$3,510	$336	$38.19	$0.97	4
	Des Moines, IA	Amarillo, TX	$3,590	$275	$38.39	$0.98	1
	Minneapolis, MN	Tacoma, WA	$5,000	$624	$55.85	$1.42	2
	Council Bluffs, IA	Stockton, CA	$4,400	$646	$50.11	$1.27	3
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,520	$576	$60.54	$1.65	2
	Minneapolis, MN	Portland, OR	$5,530	$629	$61.17	$1.66	2
	Fargo, ND	Tacoma, WA	$5,430	$512	$59.01	$1.61	2
	Council Bluffs, IA	New Orleans, LA	$4,175	$406	$45.49	$1.24	4
	Toledo, OH	Huntsville, AL	$2,862	$283	$31.23	$0.85	3
	Grand Island, NE	Portland, OR	$5,110	$573	$56.43	$1.54	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: 1/1/2014				Fuel			Percent
	Origin		Tariff	surcharge	Tariff plus surcharge per:		change
Commodity	state	Destination region	rate/car[1]	per car[2]	metric ton[3]	bushel[3]	Y/Y[4]
Wheat	MT	Chihuahua, CI	$6,360	$547	$70.57	$1.92	-6
	OK	Cuautitlan, EM	$6,156	$664	$69.68	$1.89	-7
	KS	Guadalajara, JA	$6,559	$642	$73.57	$2.00	-12
	TX	Salinas Victoria, NL	$2,898	$250	$32.16	$0.87	-18
Corn	IA	Guadalajara, JA	$7,974	$754	$89.18	$2.26	2
	SD	Celaya, GJ	$7,656	$715	$85.54	$2.17	3
	NE	Queretaro, QA	$7,317	$670	$81.61	$2.07	1
	SD	Salinas Victoria, NL	$5,880	$544	$65.63	$1.67	2
	MO	Tlalnepantla, EM	$6,755	$651	$75.67	$1.92	1
	SD	Torreon, CU	$6,722	$599	$74.80	$1.90	2
Soybeans	MO	Bojay (Tula), HG	$7,868	$636	$86.89	$2.36	3
	NE	Guadalajara, JA	$8,447	$728	$93.74	$2.55	3
	IA	El Castillo, JA	$8,855	$711	$97.74	$2.66	2
	KS	Torreon, CU	$6,864	$452	$74.74	$2.03	2
Sorghum	TX	Guadalajara, JA	$6,953	$465	$75.80	$1.92	6
	NE	Celaya, GJ	$7,212	$649	$80.32	$2.04	2
	KS	Queretaro, QA	$6,650	$408	$72.11	$1.83	-3
	NE	Salinas Victoria, NL	$5,368	$478	$59.72	$1.52	-2
	NE	Torreon, CU	$6,243	$533	$69.24	$1.76	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

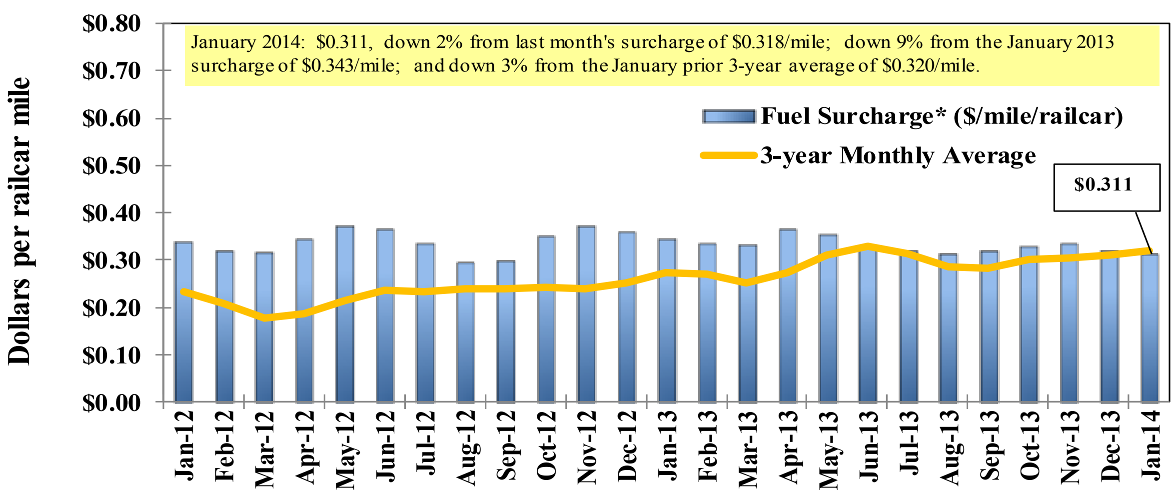
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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.

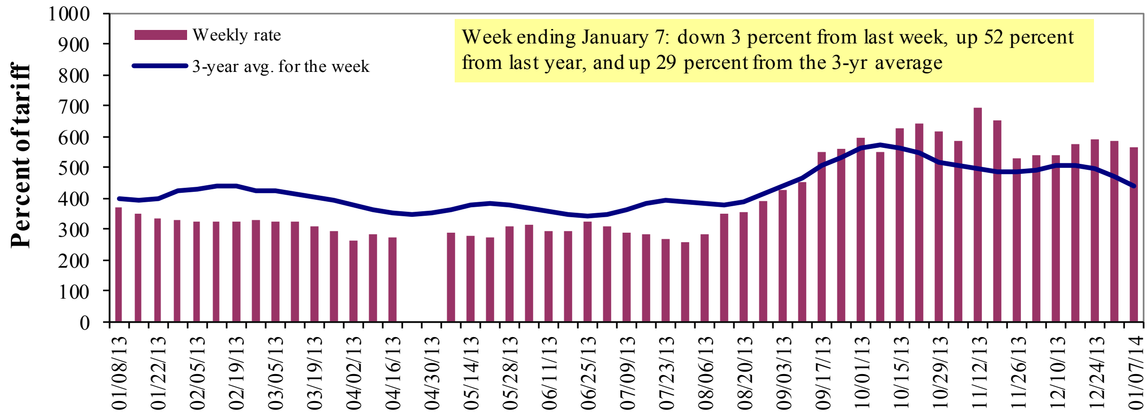
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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]	1/7/2014	--	--	568	425	412	412	270
	12/31/2013	--	--	587	450	433	433	298
$/ton	1/7/2014	--	--	26.36	16.96	19.32	16.64	8.48
	12/31/2013	--	--	27.24	17.96	20.31	17.49	9.36
Current week % change from the same week:								
	Last year	--	--	52	25	50	50	40
	3-year avg. [2]	--	--	29	21	11	11	-3
Rate[1]	February	--	--	478	382	392	392	267
	April	430	380	360	333	340	340	258

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Figure 9

Benchmark tariff rates

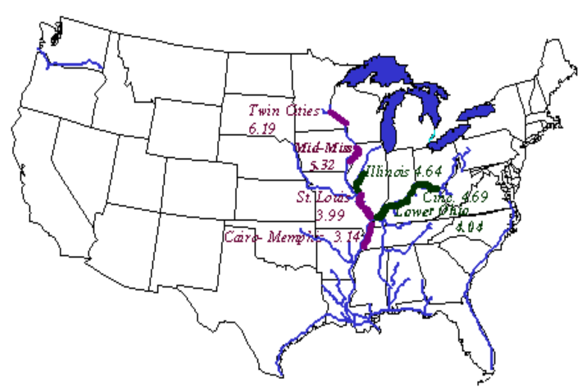
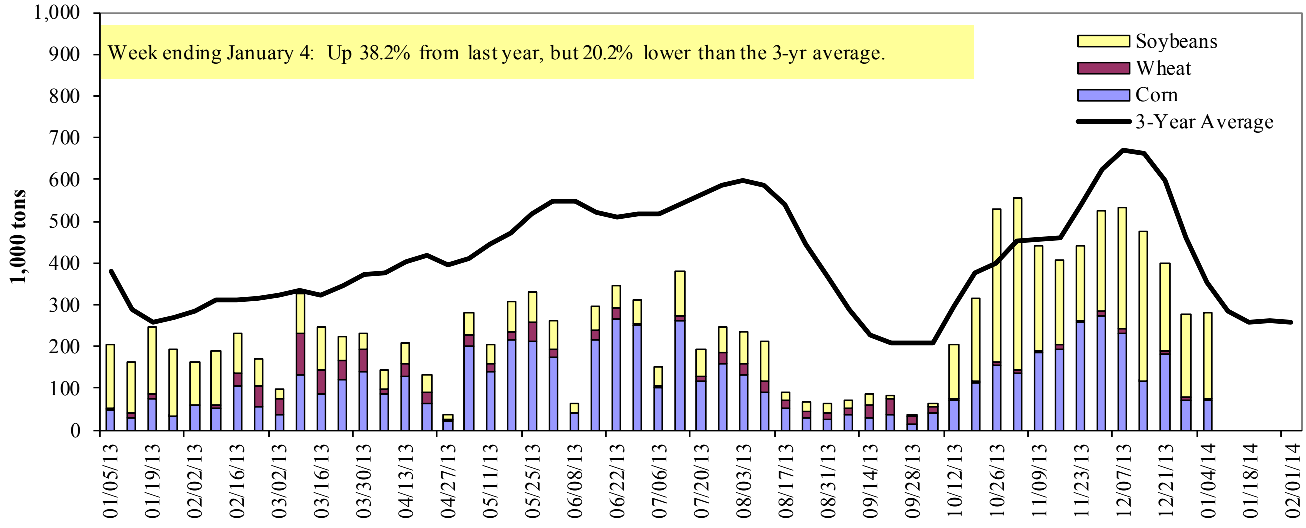


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

Week ending 1/4/2014	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)	86	3	185	0	274
Granite City, IL (L27)	71	3	208	0	282
Illinois River (L8)	59	4	143	5	210
Ohio River (L52)	116	10	123	4	252
Arkansas River (L1)	0	8	34	1	43
Weekly total - 2014	187	22	364	5	578
Weekly total - 2013	61	22	302	4	388
2014 YTD[1]	187	22	364	5	578
2013 YTD	61	22	302	4	388
2014 as % of 2013 YTD	308	101	120	140	149
Last 4 weeks as % of 2013[2]	223	110	137	625	158
Total 2013	9,504	4,111	10,065	255	23,935

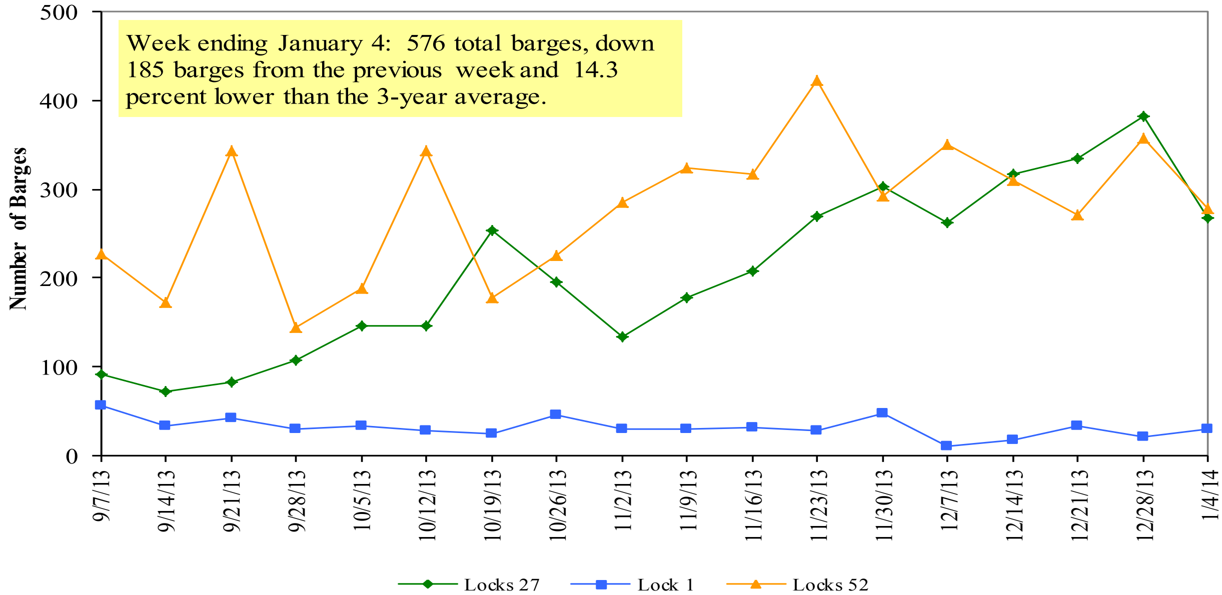
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2013.

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

Figure 11

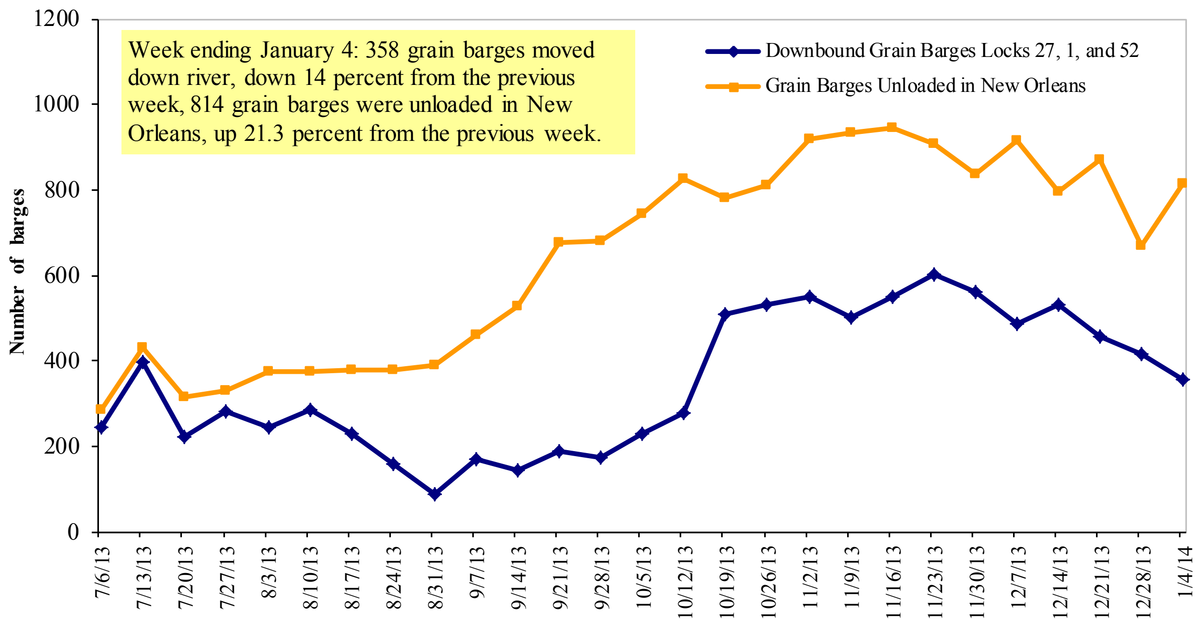
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 1/6/2013 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.950	0.007	-0.056
	New England	4.115	0.004	-0.038
	Central Atlantic	4.046	0.030	-0.061
	Lower Atlantic	3.847	-0.009	-0.055
II	Midwest[2]	3.888	0.001	0.018
III	Gulf Coast[3]	3.802	0.013	-0.035
IV	Rocky Mountain	3.901	0.012	0.213
V	West Coast	4.034	0.009	0.046
	West Coast less California	3.934	0.004	0.016
	California	4.119	0.015	0.071
Total	U.S.	3.910	0.007	-0.001

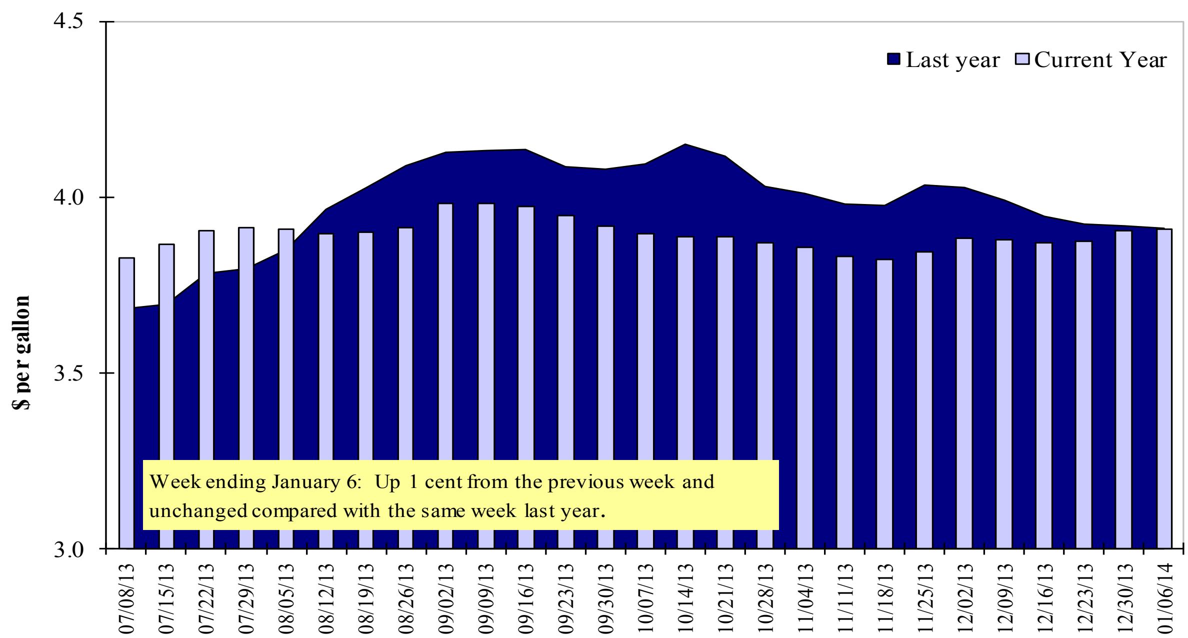
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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)

Week ending	Wheat HRW	SRW	HRS	SWW	DUR	All wheat	Corn	Soybeans	Total
Export Balances[1]									
12/26/2013	1,661	1,145	1,583	952	133	5,475	17,191	17,240	39,906
This week year ago	1,802	1,278	1,285	1,260	107	5,731	6,173	9,767	21,671
Cumulative exports-marketing year[2]									
2013/14 YTD	7,470	5,536	3,355	2,395	249	19,005	11,348	23,388	53,741
2012/13 YTD	5,399	1,777	3,354	2,498	318	13,345	6,583	21,002	40,930
YTD 2013/14 as % of 2012/13	138	312	100	96	78	142	172	111	131
Last 4 wks as % of same period 2012/13	89	86	125	76	105	94	285	188	191
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254

[1] Current unshipped export sales to date

[2] Shipped export sales to date; new marketing year in in effect for corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

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

Table 13

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

Week ending 12/26/2013	Total Commitments[2] 2013/14 Current MY	2012/13 Last MY	% change current MY from last MY	Exports[3] 2012/13
	- 1,000 mt -			- 1,000 mt -
Japan	4,959	4,185	18	7,000
Mexico	7,748	2,916	166	4,370
China	5,184	1,359	281	2,450
Venezuela	409	277	47	1,158
Taiwan	564	271	108	512
Top 5 Importers	**18,864**	**9,009**	**109**	**15,490**
Total US corn export sales	**28,539**	**12,756**	**124**	**18,670**
% of Projected	77%	69%		
Change from prior week	(43)	56		
Top 5 importers' share of U.S. corn export sales	66%	71%		83%
USDA forecast, December 2013	**36,896**	**18,601**	**98**	
Corn Use for Ethanol USDA forecast, December 2013	**125,730**	**118,059**	**6**	

(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 12/26/2013	**Total Commitments[2] 2013/14 Current MY**	**2012/13 Last MY**	**% change current MY from last MY**	**Exports[3] 2012/13**
	- 1,000 mt -			- 1,000 mt -
China	25,720	19,053	35	21,522
Mexico	1,830	1,302	41	2,565
Japan	1,089	1,087	0	1,751
Indonesia	1,152	721	60	1,682
Taiwan	912	764	19	1,120
Top 5 importers	**30,702**	**22,927**	**34**	**28,641**
Total US soybean export sales	**40,628**	**30,769**	**32**	**37,060**
% of Projected	101%	86%		
Change from prior week	867	435		
Top 5 importers' share of U.S. soybean export sales	76%	75%		
USDA forecast, December 2013	**40,191**	**35,967**	**12**	

(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 12/26/2013	**Total Commitments[2] 2013/14 Current MY**	**2012/13 Last MY**	**% change current MY from last MY**	**Exports[3] 2012/13**
	- 1,000 mt -			- 1,000 mt -
Japan	1,874	2,643	(29)	3,544
Nigeria	2,141	2,166	(1)	3,002
Mexico	2,296	2,311	(1)	2,761
Philippines	1,356	1,563	(13)	1,965
Egypt	150	223	(33)	1,678
Korea	965	1,270	(24)	1,385
Taiwan	734	806	(9)	1,038
China	4,137	465	789	743
Brazil	3,478	70	4869	527
Colombia	578	454	27	600
Top 10 importers	**17,709**	**11,970**	**48**	**17,243**
Total US wheat export sales	**24,479**	**19,077**	**28**	**26,348**
% of Projected	82%	70%		
Change from prior week	249	400		
Top 10 importers' share of U.S. wheat export sales	72%	63%		65%
USDA forecast, December 2013	**29,973**	**27,439**	**9**	

(n) indicates negative number.

[1] Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

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

Port regions	Week ending 01/02/14	Previous Week[1]	Current Week as % of Previous	2014 YTD[1]	2013 YTD[1]	2014 YTD as % of 2013 YTD	Last 4-weeks as % of: 2013	Last 4-weeks as % of: 3-yr. avg.	Total[1] 2013
Pacific Northwest									
Wheat	253	227	112	253	84	303	158	133	11,585
Corn	129	169	77	129	86	150	234	128	2,973
Soybeans	313	260	120	313	262	120	129	121	9,090
Total	**696**	**655**	**106**	**696**	**432**	**161**	**158**	**127**	**23,647**
Mississippi Gulf									
Wheat	18	15	118	18	49	36	78	80	9,711
Corn	257	331	78	257	58	446	204	102	14,828
Soybeans	1,006	760	132	1,006	566	178	148	166	21,462
Total	**1,281**	**1,106**	**116**	**1,281**	**673**	**190**	**154**	**138**	**46,002**
Texas Gulf									
Wheat	84	111	76	84	23	369	135	78	9,018
Corn	0	31	0	0	0	n/a	n/a	51	255
Soybeans	51	0	n/a	51	0	n/a	109	87	908
Total	**136**	**142**	**96**	**136**	**23**	**594**	**136**	**77**	**10,181**
Interior									
Wheat	15	13	120	15	33	46	132	134	1,244
Corn	103	98	105	103	5	n/a	137	142	3,943
Soybeans	86	52	165	86	51	167	238	118	3,212
Total	**204**	**163**	**125**	**204**	**90**	**227**	**119**	**132**	**8,399**
Great Lakes									
Wheat	0	0	n/a	0	0	n/a	232	184	884
Corn	0	0	n/a	0	0	n/a	n/a	0	0
Soybeans	0	25	0	0	0	n/a	84	97	699
Total	**0**	**25**	**0**	**0**	**0**	**n/a**	**119**	**117**	**1,583**
Atlantic									
Wheat	0	0	n/a	0	0	n/a	n/a	0	645
Corn	2	4	44	2	0	n/a	n/a	118	242
Soybeans	82	80	103	82	64	128	127	193	1,652
Total	**84**	**84**	**100**	**84**	**64**	**131**	**132**	**166**	**2,540**
U.S. total from ports[2]									
Wheat	371	365	102	371	189	197	137	106	33,087
Corn	491	634	78	491	149	329	238	112	22,241
Soybeans	1,538	1,177	131	1,538	943	163	139	151	37,024
Total	**2,400**	**2,175**	**110**	**2,400**	**1,281**	**187**	**156**	**130**	**92,351**

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

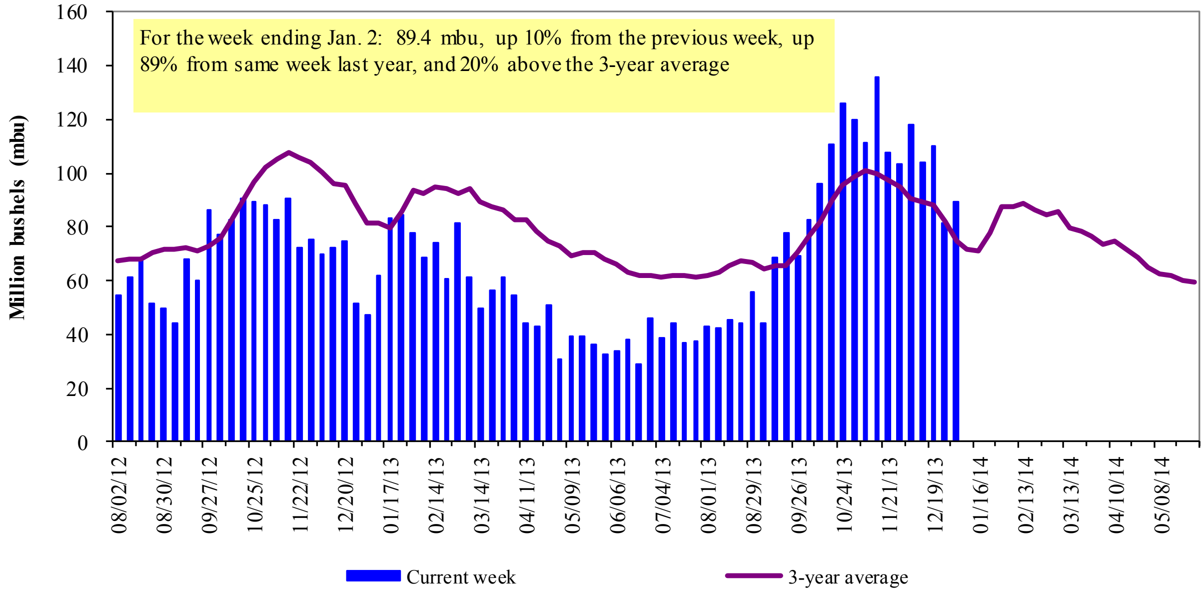
[2] Total includes only port regions shown above; Interior land-based shipments now included.

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)

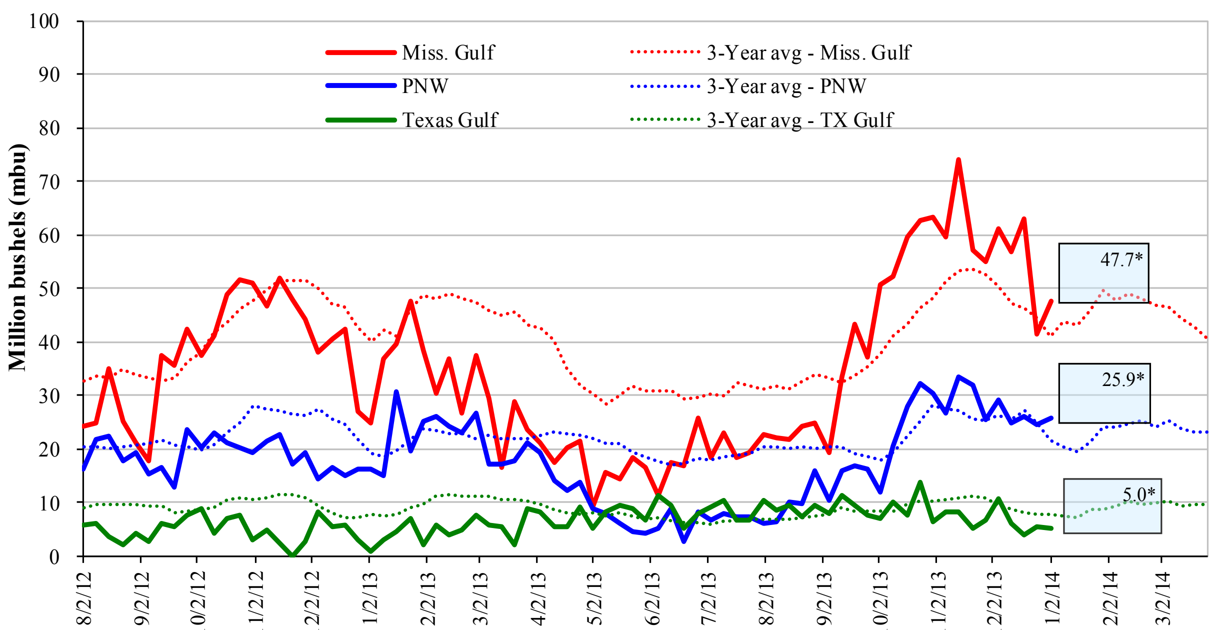


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

Jan. 2 : % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 15	down 6	up 13	up 6
Last year (same week)	up 92	up 394	up 105	up 61
3-yr avg. (4-wk mov. avg.)	up 25	down 24	up 18	up 85

Ocean Transportation

Table 17

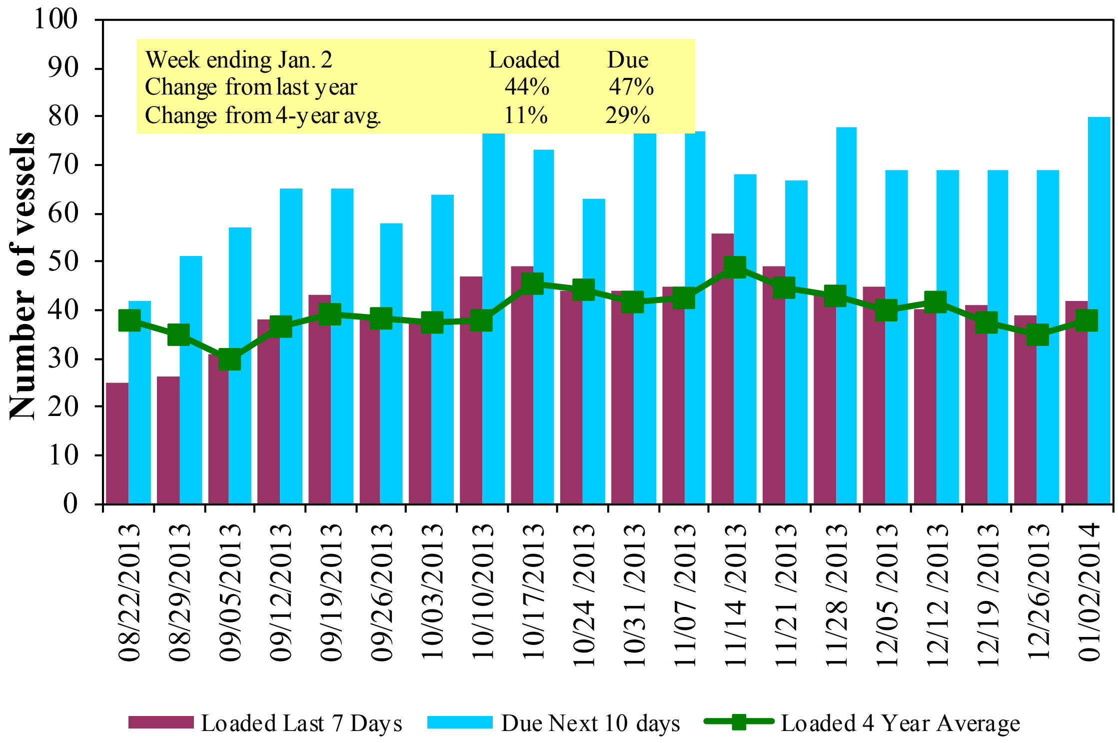
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
1/2/2014	64	42	79	13	n/a
12/26/2013	48	39	69	22	n/a
2012 range	(13..50)	(13..46)	(27..78)	(4..20)	n/a
2012 avg.	28	33	46	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

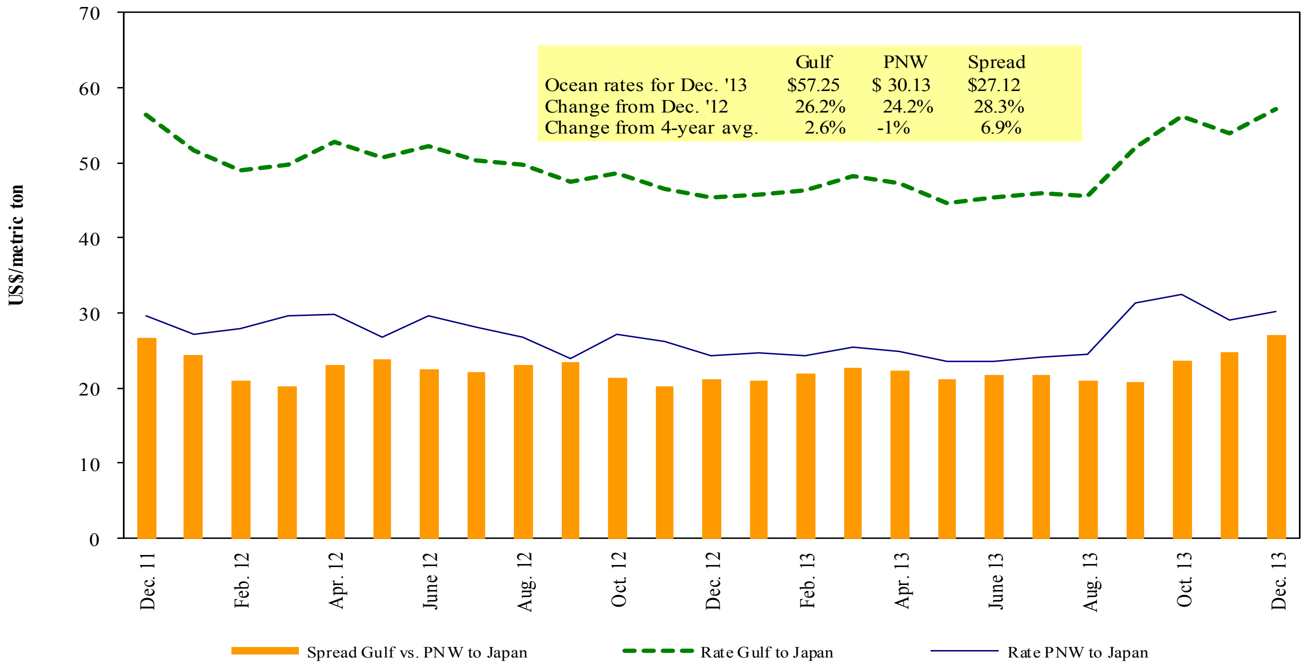
U.S. Gulf[1] Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA
[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 1/4/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 15/30	55,000	47.50
U.S. Gulf	China	Heavy Grain	31-Jan	58,000	56.50
U.S. Gulf	China	Heavy Grain	Dec 15/25	60,000	54.00
U.S. Gulf	China	Heavy Grain	Dec 10/20	55,000	49.00
U.S. Gulf	China	Heavy Grain	Dec 1/10	60,000	51.00
U.S. Gulf	China	Heavy Grain	Dec 1/5	55,000	45.00
U.S. Gulf	Djibouti[1]	Wheat	Jan 10/20	35,880	158.85
U.S. Gulf	China	Heavy Grain	Nov-Dec	55,000	49.50
U.S. Gulf	China	Heavy Grain	Jan 1/15	55,000	58.00
U.S. Gulf	China	Heavy Grain	Jan 1/10	60,000	57.50
U.S. Gulf	Djibouti[1]	Wheat	Dec 16/26	35,880	125.62
U.S. Gulf	S. Korea	Heavy Grain	Dec 5/20	58,000	54.00
France	Algeria	Heavy Grain	Dec 10/20	25,000	27.50
France	Algeria	Wheat	Dec 1/5	25,000	26.00
Ukraine	Italy	Corn	Oct 30/31	25,000	26.00
Ukraine	Sp Mediterranean	Grain	Dec 26/31	60,000	17.00
Ukraine	Sp Mediterranean	Grain	Dec 5/9	60,000	15.00

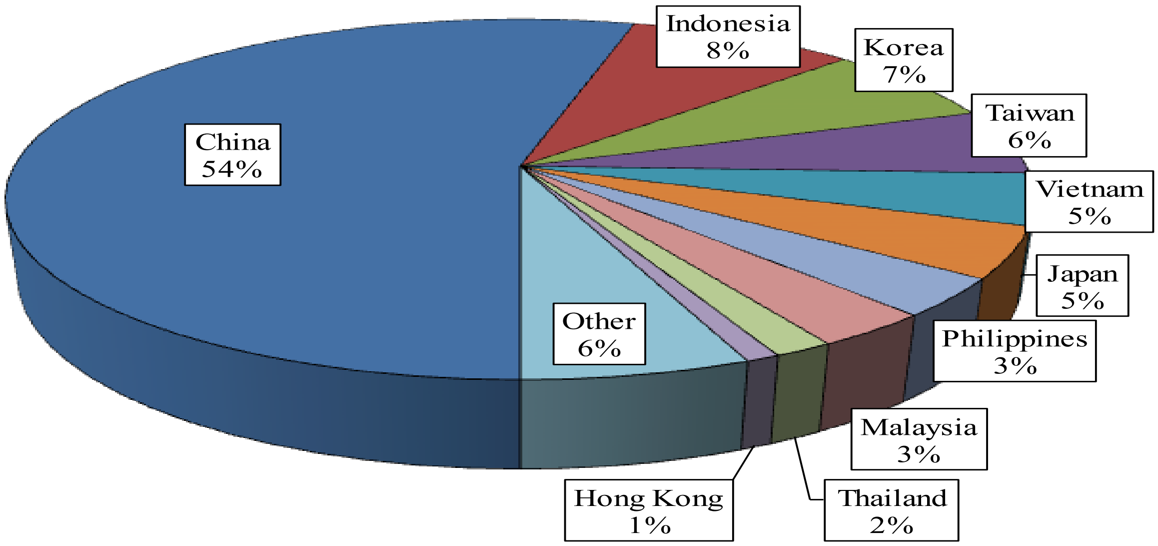
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

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

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

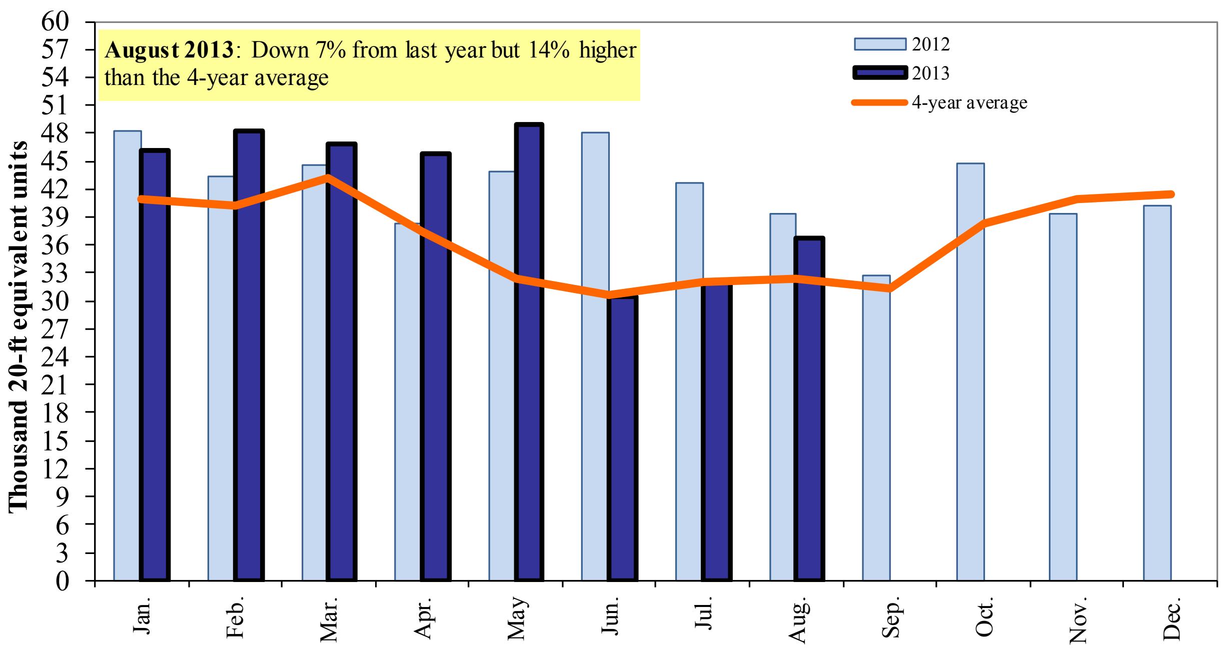
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, August 2013



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

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

Figure 19
Monthly Shipments of Containerized Grain to Asia



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

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

Contacts and Links

Coordinators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
Pierre Bahizi	pierre.bahizi@ams.usda.gov	(202) 690 - 0992
Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701
Weekly Highlight Editors		
Marina Denicoff	marina.denicoff@ams.usda.gov	(202) 690 - 3244
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690 - 4430
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
Rail Transportation		
Marvin Prater	marvin.prater@ams.usda.gov	(540) 361 - 1147
Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701
Barge Transportation		
Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690 - 4430
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
Truck Transportation		
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
Grain Exports		
Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Marina Denicoff	marina.denicoff@ams.usda.gov	(202) 690 - 3244
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
April Taylor (Container movements)	april.taylor@ams.usda.gov	(202) 295 - 7374

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report.* January 9, 2014. Web: http://dx.doi.org/10.9752/TS056.01-09-2014