



Grain Transportation Report

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

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Jan. 16, 2014

WEEKLY HIGHLIGHTS

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Ice Continues to Delay Grain Barge Shipments

Heavier-than-normal ice accumulations continue to slow traffic along the Illinois River. Ice is also affecting movements on the upper Ohio River and along the Mississippi River near St. Louis, MO. Barge movements at the La Grange Lock and Dam (IL 8) on the Illinois River were reduced to 17,000 tons of corn and soybeans for the week ending January 11, significantly lower than the same period last year, when grain movements were 195,000 tons. On January 10, barge traffic at IL 8 was stopped due to emergency lock repairs. A limited number of barges have been able to bypass the lock by using the navigable pass of the dam to travel downstream. However, due to the ice, less water is available for navigation from upstream dams, and traffic has stopped at the dam. River levels may rise and allow traffic through the dam before lock repairs are completed, which is expected to be January 17.

Grain Inspections Highest Since Mid-December...

For the week ending January 9, total inspections of grain (corn, wheat, and soybeans) for export from all major port regions reached 2.84 million metric tons (mmt), up 18 percent from the previous week, 87 percent above last year at this time, and 48 percent above the 3-year average. Inspections of grain were the highest since mid-December. Total wheat inspections (.686 mmt) were the highest since October 10, 2013, because of increased shipments to Asia and Latin America. Increased demand for wheat helped boost total shipments of grain through the Mississippi and Texas Gulf. Corn and soybean inspections increased 10 and 5 percent from the past week. Outstanding export sales (unshipped), however, of each of the three major grains continued to decline.

...And Gulf Grain Loading Activity Has Been Strong

In addition to the increased grain inspections, vessel loading activity in the U.S. Gulf continues to be strong. During the week ending January 9, 45 **ocean-going grain vessels** were loaded in the Gulf, 41 percent more than the same period last year. Eighty vessels are expected to be loaded within the next 10 days, 46 percent more than the same period last year. During the previous eight weeks, an average of 43 ocean-going grain vessels was loaded per week, and 73 vessels were expected to be loaded within the next ten days.

Snapshots by Sector

Rail

U.S. railroads originated 18,646 **carloads of grain** during the week ending January 4, up 2 percent from last week, 4 percent from last year, and 4 percent from the 3-year average.

During the week ending January 9, average January shuttle **secondary railcar bids/offers per car** were \$2,000 above tariff, up \$321 from last week, and \$2,063 higher than last year. There were no non-shuttle bids/offers.

Barge

During the week ending January 11, **barge grain movements** totaled 457,476 tons—21 percent lower than the previous week but 14 percent higher than the same period last year.

During the week ending January 11, 274 grain barges **moved down river**, down 23.5 percent from last week; 749 grain barges were **unloaded in New Orleans**, down 8 percent from the previous week.

Ocean

Containerized grain exports to Asia in October reached a record of nearly 60,000 20-foot equivalent units—33 percent higher than the previous year, 55 percent higher than the 4-year average, and 40 percent higher than September movements.

During the week ending January 10, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$57.00 per mt, down 2 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$28.50 per mt, down 3 percent from the previous week.

Fuel

During the week ending January 13, U.S. average **diesel fuel prices** decreased 2 cents from the previous week to \$3.87 per gallon—down 1 cent per gallon from the same week last year.

Feature Article/Calendar

Review of 2013 Grain Barge Shipments

Drought conditions that began in 2012 limited the supply of corn during 2013, resulting in fewer corn shipments on the river system. Additionally, low water and flood conditions during the year brought the total 2013 volumes well below average. Grain barge volume data collected by the U.S. Army Corps of Engineers (Corps) tracks movements through the locking portion of the Mississippi River system; these data are a useful indicator of trends in export activity at the Gulf. About 90 percent of barge shipments that originate on the locking portion of the river system are exported.

Each week, the GTR tracks grain barge movements by summing the amount of downbound grain at Mississippi River Locks 27, Ohio River Locks and Dam 52, and Arkansas River Lock and Dam 1. These points are considered by the U.S. Army Corps of Engineers as best location on each major river to measure tonnage before it moves to the lower Mississippi River.¹ In this way, the GTR provides timely analysis of the movement of grain on the inland waterways.

Year	1st quarter	2d quarter	3d quarter	4th quarter	Annual Total
	1,000 tons				
TOTAL					
2010	576	692	630	762	34,584
2011	570	510	508	746	30,355
2012	631	578	449	613	29,523
2013	437	332	333	739	23,935
3 year avg.	592	593	529	707	31,487
CORN					
2010	332	548	491	364	22,551
2011	331	385	376	440	19,921
2012	354	365	226	196	14,837
2013	120	196	125	297	9,504
3 year avg.	339	433	365	333	19,103
SOYBEANS					
2010	217	111	98	371	10,349
2011	210	88	82	278	8,552
2012	239	160	180	395	12,662
2013	224	76	59	415	10,065
3 year avg.	222	119	120	348	10,521

Data provided by U.S. Army Corps of Engineers

Table 1 shows that in 2013, total grain barge shipments, measured at the places mentioned above, were 23.9 million tons. This was 32 percent lower than the 3-year average. The decline can be attributed to a 101 percent decrease in corn shipments from the 3-year average, as barged soybean tonnage in 2013 was very close to average.

Corn export tonnages have also been reduced by a strong domestic demand, especially from ethanol producers. However, the availability of new crop corn and soybeans from the 2013 harvest significantly increased fourth quarter barge movements to above-average levels. Nevertheless, this was due to larger shipments of soybeans than corn, as 2013 marked the first time annual soybean barge tonnages exceeded corn.²

Typically, the fourth quarter is the busiest quarter for grain barge movements, due to the heavy influence of the harvest season. The busiest corn quarter varies from year to year. For example, the second quarter had the largest weekly average for corn in 2010 and 2012, but the fourth quarter was highest for corn in 2011 and 2013. In all 4 years of the quarterly data shown in Table 1, the highest weekly barge tonnages

¹ Mississippi River Locks 27, also known as Chain of Rocks Locks, Granite City, IL, is the last lock for downbound barges on the Mississippi River. For purposes of measuring downbound tonnages on the Ohio River, the U.S. Army Corps of Engineers collects data at Locks and Dam 52, Brookport, IL, because it is strategically located on the Ohio River near the junction of the Tennessee and Cumberland Rivers. Locks and Dam 53, Grand Chain, IL, is technically the last lock on the Ohio River. Arkansas River Lock and Dam 1, also known as Norrell Lock, Tichnor, AR, is the last lock on the Arkansas River, but traffic must use the White River to connect with the Mississippi River. On the White River, Montgomery Point Lock and Dam, near Tichnor, AR, is used only during low water conditions.

² Data series for the lock tonnages starts in 1988.

for soybeans occurred in the fourth quarter. First-quarter soybean weekly movements are also consistently larger than in other quarters. Overall, quarterly tendencies from 2010 to 2013 were impacted by flooding in 2011, drought conditions in 2012, and a combination of low water and flooding in 2013.

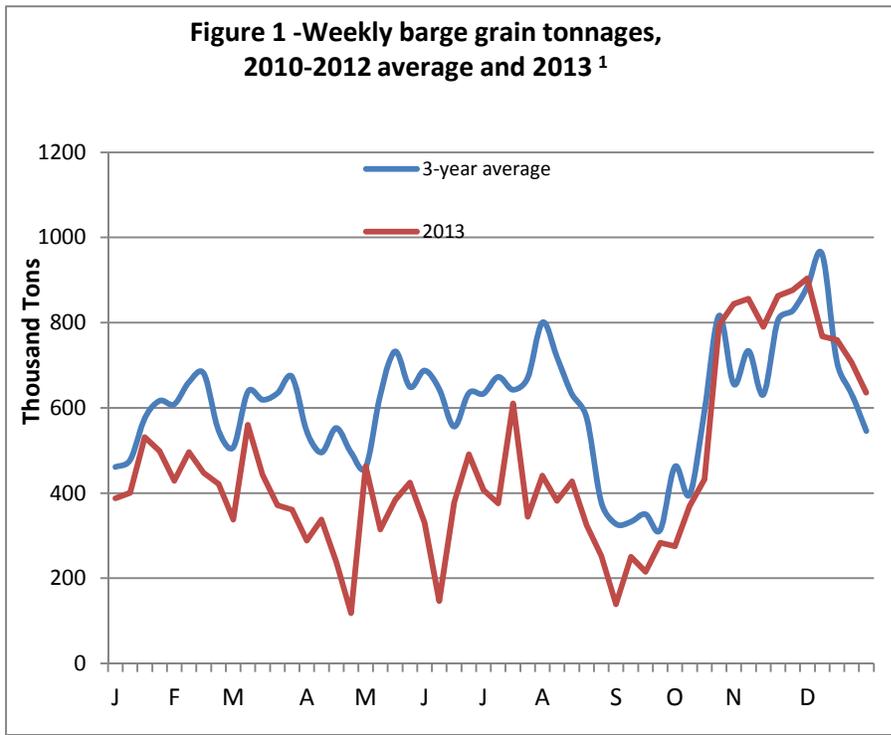


Figure 1 shows that weekly barge shipments were generally below average for most of 2013 due to slow global demand for U.S. grains and the drought-impacted low grain inventories. However, with the onset of harvest, shipments during the second week of November, increased to above-average levels.

Throughout 2013, grain barge rates were slightly below average (see table 2). However, fourth quarter rates increased to above-average levels with the harvest in the major grain producing States.

	1st quarter	2d quarter	3d quarter	4th quarter
2010	247	219	397	427
2011	418	331	354	350
2012	285	236	425	495
2013	245	223	329	528
3-yr average	317	262	392	424

Source: USDA-AMS

During December, barge operators in the St. Louis, MO, area had to contend with low water conditions that reduced the cargo efficiencies of barge transportation. Rates for St. Louis to the Mississippi Gulf were 461 percent of tariff, or \$18.39 per ton for December, 11.6 percent higher than the 3-year average and lower than the average December rate last year when low water was a greater concern.

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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
01/15/14	261	238	299	311	255	202
01/08/14	262	260	285	316	259	209

¹Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

Market Update: U.S. Origins to Export Position Price Spreads (\$/bushel)

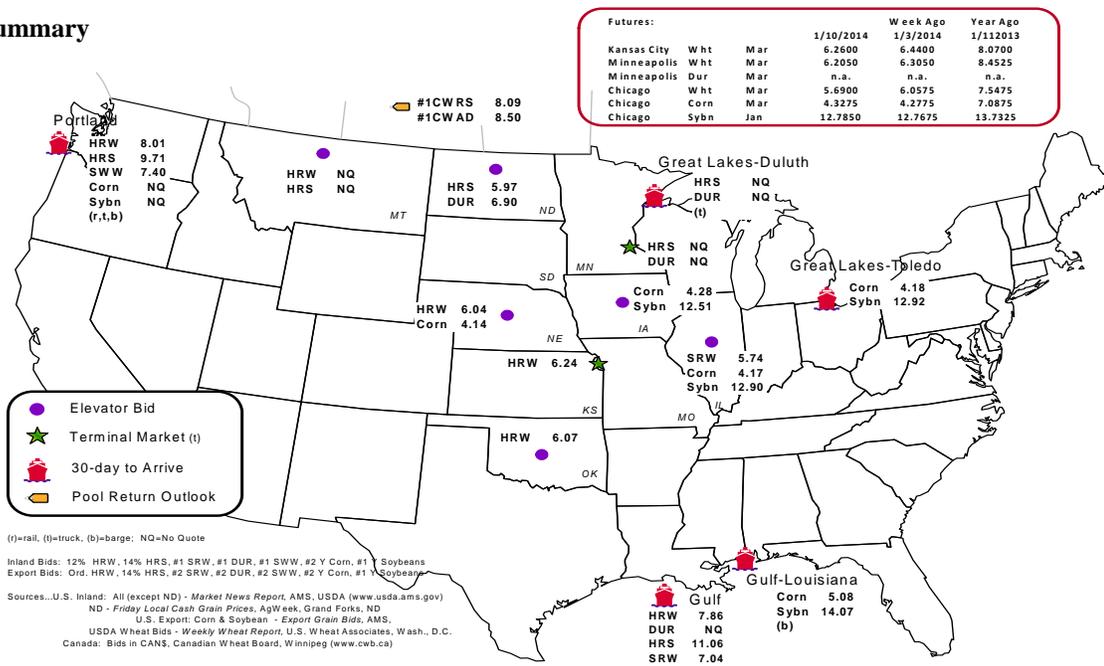
Commodity	Origin--Destination	1/10/2014	1/3/2014
Corn	IL--Gulf	-0.91	-0.95
Corn	NE--Gulf	-0.94	-0.96
Soybean	IA--Gulf	-1.56	-1.51
HRW	KS--Gulf	-1.62	-1.61
HRS	ND--Portland	-3.74	-2.58

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		Pacific	Atlantic &	Total	Week ending	Cross-Border
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico ³
1/08/2014 ^p	1,056	1,615	3,908	704	7,283	1/4/2014	1,408
1/01/2014 ^f	1,403	1,665	4,911	757	8,736	12/28/2014	1,955
2014 YTD ^f	2,459	3,280	8,819	1,461	16,019	2014 YTD	3,363
2013 YTD ^f	2,214	1,456	8,213	1,602	13,485	2013 YTD	1,772
2014 YTD as % of 2013 YTD	111	225	107	91	119	% change YTD	190
Last 4 weeks as % of 2013 ²	102	180	122	98	121	Last 4wks % 2013	177
Last 4 weeks as % of 4-year avg. ²	180	112	125	102	126	Last 4wks % 4 yr	117
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	70,298
Total 2012	22,604	40,780	199,419	24,659	287,462	Total 2012	92,008

¹ Data is incomplete as it is voluntarily provided

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

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

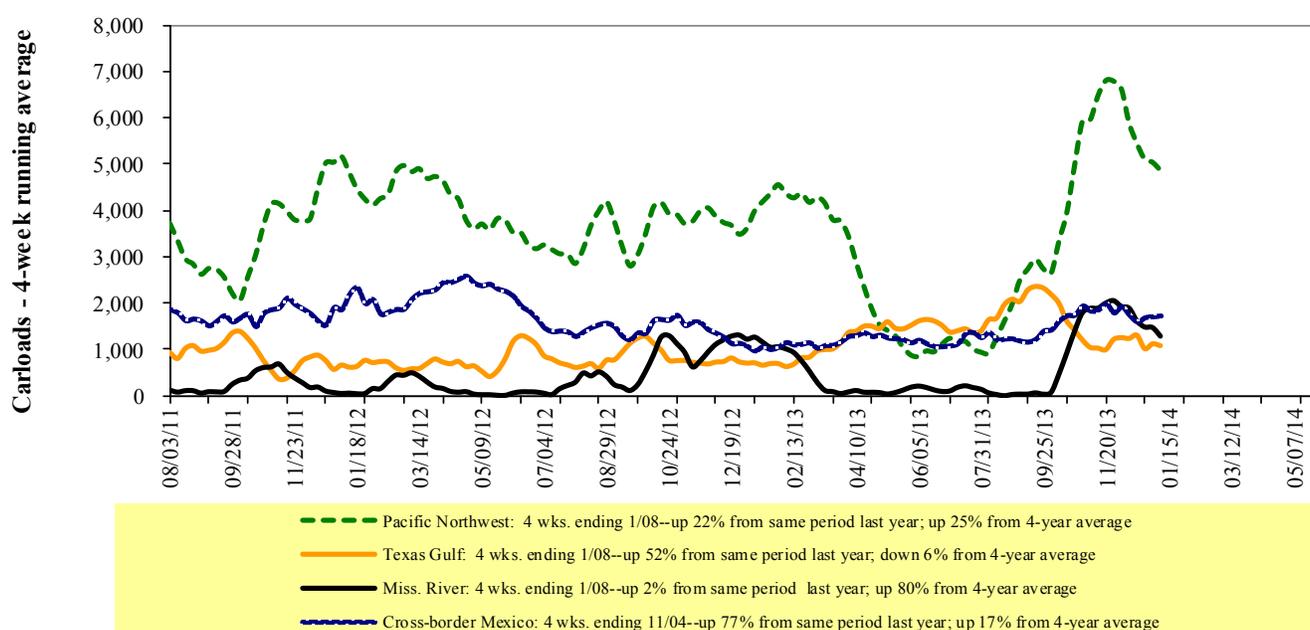
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

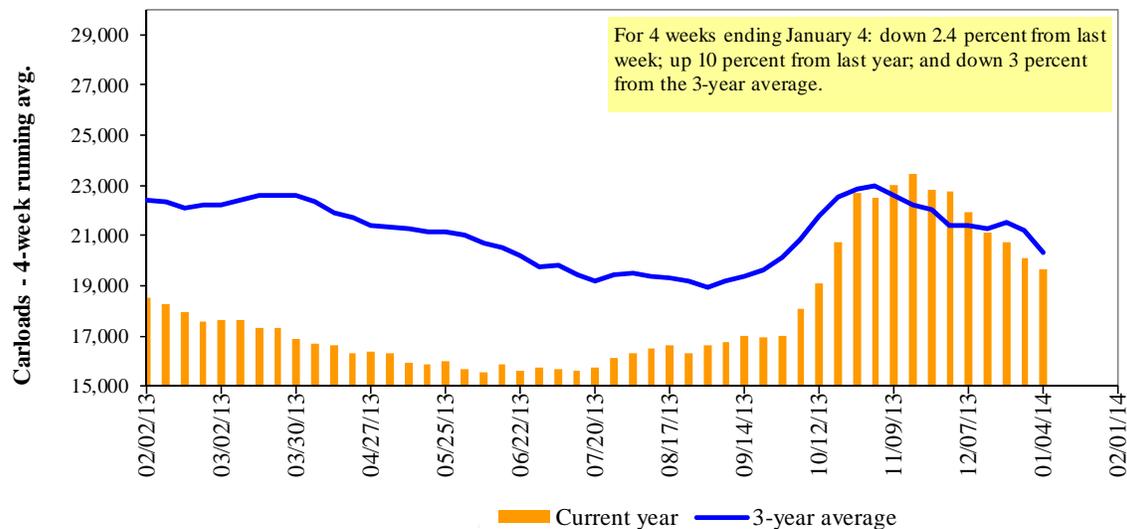
Table 4

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
01/04/14	2,208	3,110	7,016	1,013	5,299	18,646	3,585	4,136
This week last year	1,553	2,699	9,793	230	3,697	17,972	3,693	5,202
2014 YTD	2,208	3,110	7,016	1,013	5,299	18,646	3,585	4,136
2013 YTD	1,553	2,699	9,793	230	3,697	17,972	3,693	5,202
2014 YTD as % of 2013 YTD	142	115	72	440	143	104	97	80
Last 4 weeks as % of 2013	148	119	83	248	143	109	96	80
Last 4 weeks as % of 3-yr avg. ¹	109	110	78	201	110	96	101	89
Total 2013	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753

¹As a percent of the same period in 2009 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3**Total Weekly U.S. Class I Railroad Grain Car Loadings**

Source: Association of American Railroads

Table 5

Railcar Auction Offerings¹ (\$/car)²

Week ending	Delivery period							
	Jan-14	Jan-13	Feb-14	Feb-13	Mar-14	Mar-13	Apr-14	Apr-13
1/9/2014								
BNSF ³								
COT grain units	no offer	5	no offer	0	no offer	no bids	379	no bids
COT grain single-car ⁵	no offer	0 . . 2	no offer	0	no offer	no bids	52 . . 252	0
UP ⁴								
GCAS/Region 1	no offer	no bids	1	no bids	1	no bids	n/a	n/a
GCAS/Region 2	no offer	no bids	83	no bids	1	no bids	n/a	n/a

¹Auction offerings are for single-car and unit train shipments only.

²Average premium/discount to tariff, last auction

³BNSF - COT = Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

⁴UP - GCAS = Grain Car Allocation System

 Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

 Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

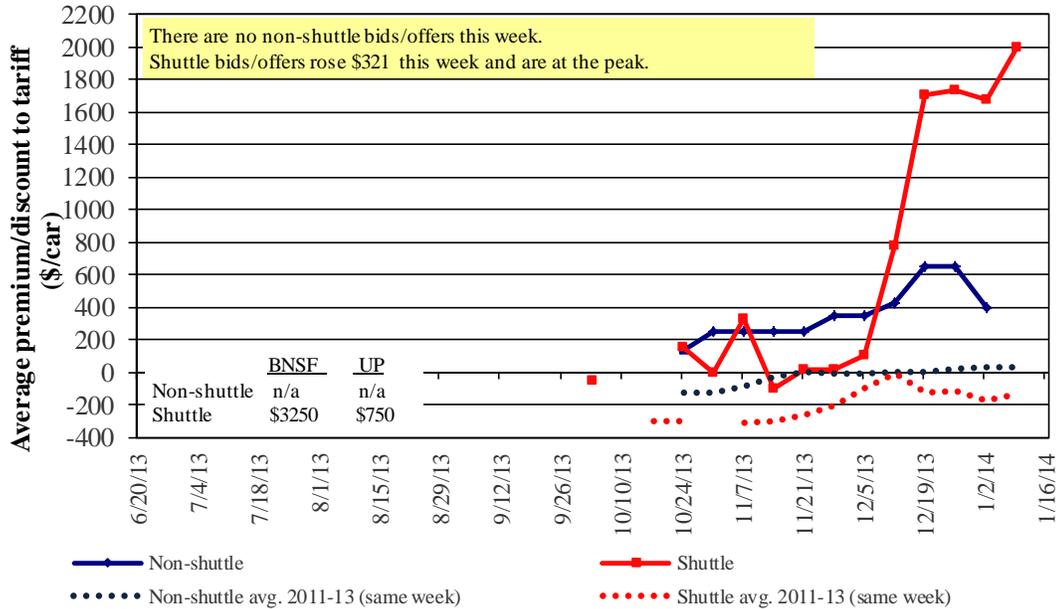
⁵Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

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

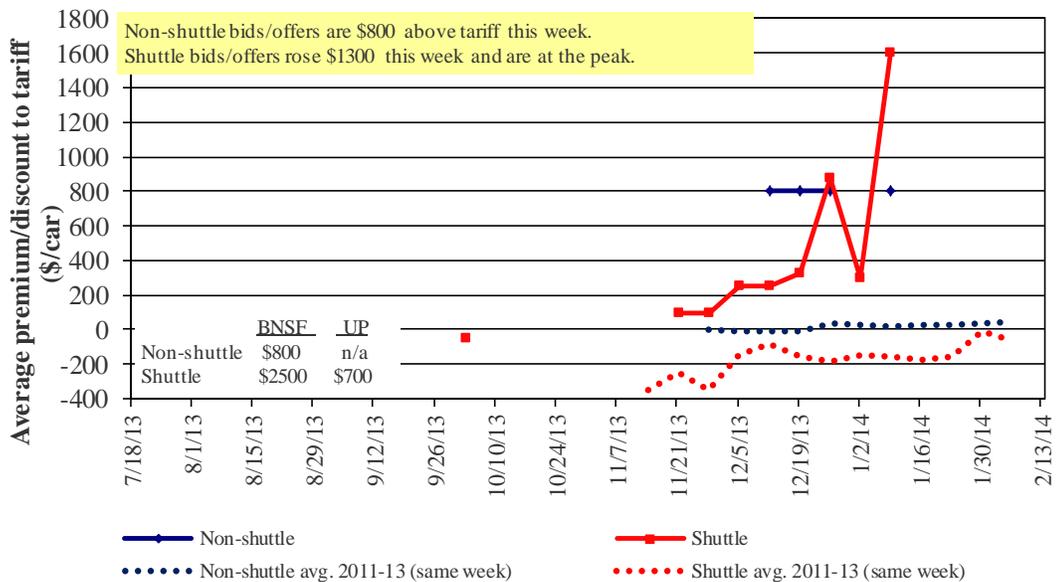


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

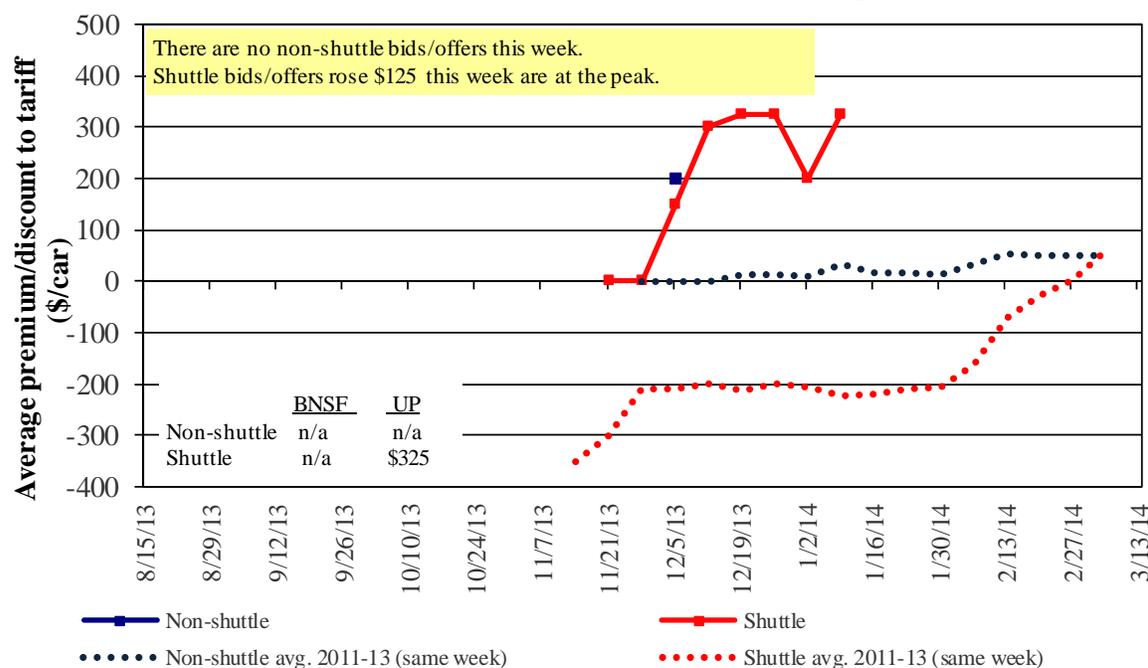


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

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					
	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
Non-shuttle						
BNSF-GF	n/a	800	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	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
Shuttle²						
BNSF-GF	3,250	2,500	n/a	n/a	n/a	n/a
Change from last week	417	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	3,350	n/a	n/a	n/a	n/a	n/a
UP-Pool	750	700	325	n/a	-	(100)
Change from last week	225	400	125	n/a	100	-
Change from same week 2013	775	700	325	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 Shipments¹

Effective date:				Fuel	Tariff plus surcharge per:		Percent
1/1/2014	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushe ²	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
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,400	\$646	\$50.11	\$1.27	3
	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

¹A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of

75-120 cars that meet railroad efficiency requirements.

²Approximate load per car = 111 short tons (100.7 metric tons): corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

³Percentage change year over year calculated using tariff rate plus fuel surcharge

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

*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico

Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel		Percent change Y/Y ⁴	
				surcharge per car ²	Tariff plus surcharge per: metric ton ³ bushel ³		
Wheat	MT	Chihuahua, CI	\$6,360	\$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

¹Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75–110 cars that meet railroad efficiency requirements.

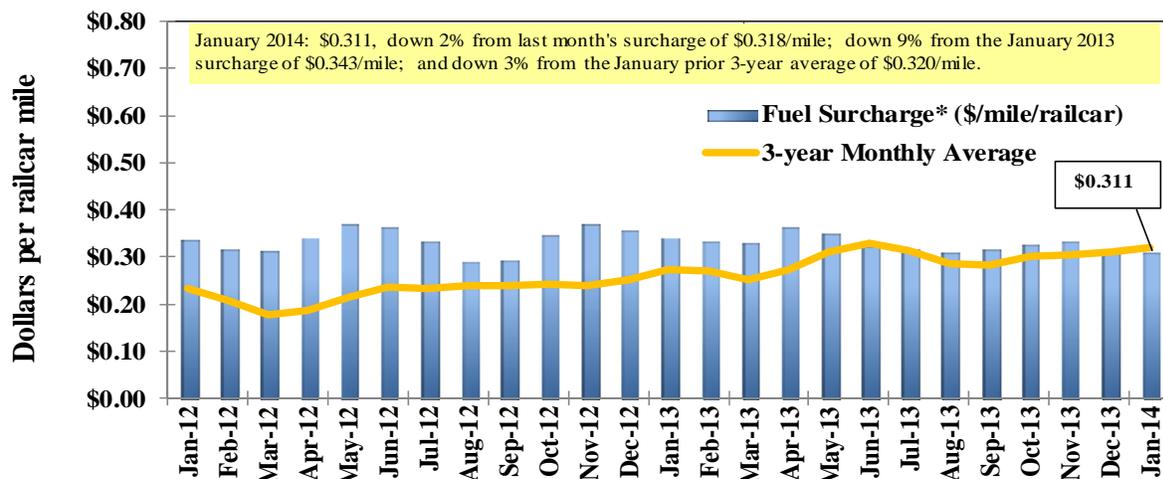
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V. railroad fuel surcharge policy as of 10/01/2009

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

⁴Percentage change year over year calculated using tariff rate plus fuel surcharge

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average¹

¹ Weighted by each Class I railroad's proportion of grain traffic for the prior year.

* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

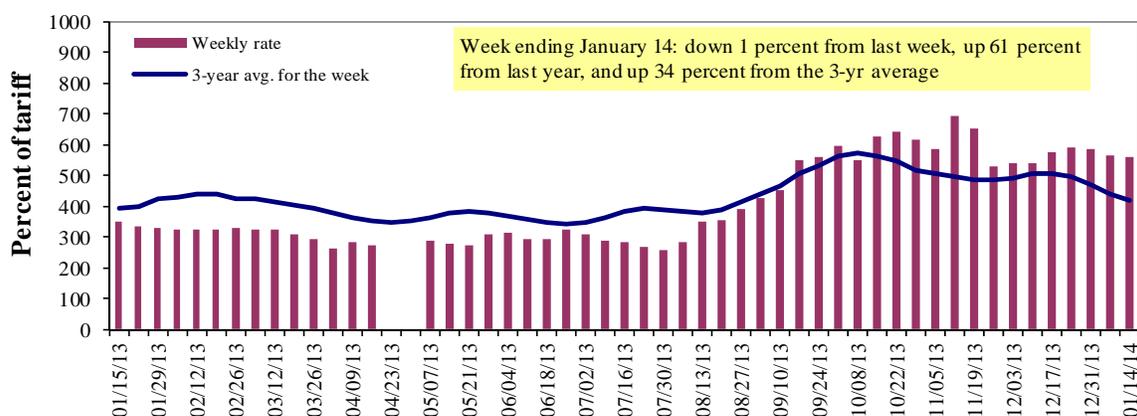
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate¹	1/14/2014	--	--	560	385	395	395	260
	1/7/2014	--	--	568	425	412	412	270
\$/ton	1/14/2014	--	--	25.98	15.36	18.53	15.96	8.16
	1/7/2014	--	--	26.36	16.96	19.32	16.64	8.48
Current week % change from the same week:								
	Last year	--	--	61	36	60	60	33
	3-year avg. ²	--	--	34	14	10	10	-2
Rate¹	February	--	--	430	362	370	370	257
	April	423	385	363	322	347	347	250

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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

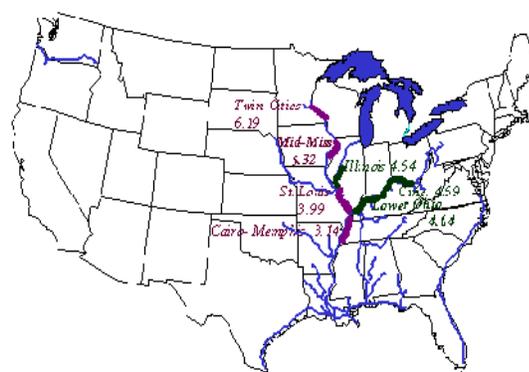
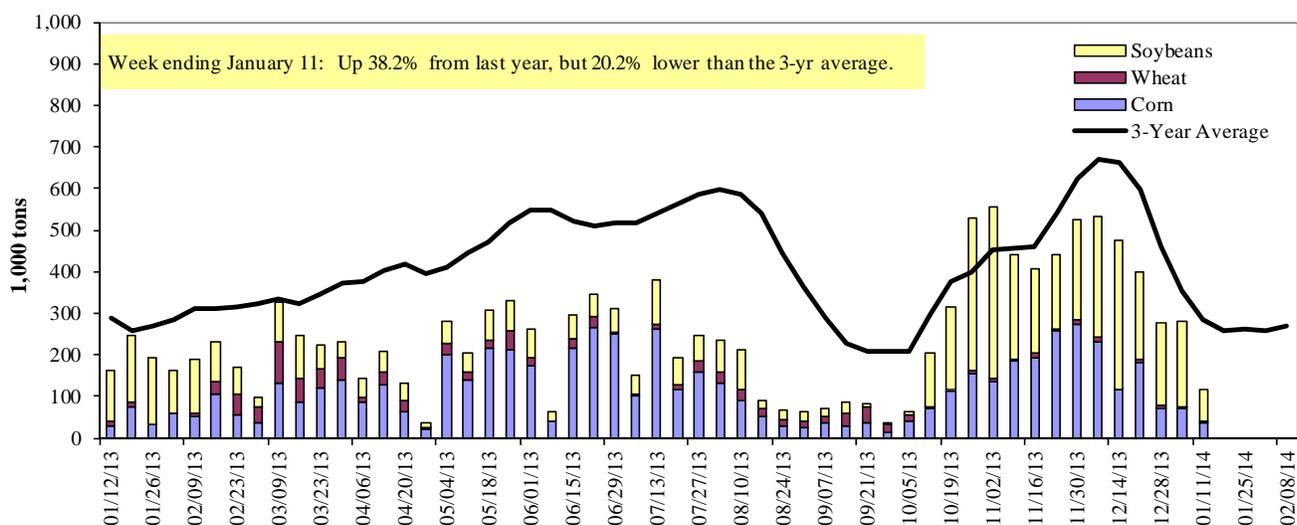


Figure 10

Barge Movements on the Mississippi River¹ (Locks 27 - Granite City, IL)



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

Week ending 1/11/2014	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	2	0	14	0	15
Alton, IL (L26)	38	4	67	5	114
Granite City, IL (L27)	38	4	75	5	122
Illinois River (L8)					
	0	0	12	0	12
Ohio River (L52)					
	117	25	166	3	311
Arkansas River (L1)					
	0	4	21	0	25
Weekly total - 2014	155	33	261	8	457
Weekly total - 2013	48	55	296	2	401
2014 YTD ¹	342	55	625	13	1,035
2013 YTD	109	76	598	5	789
2014 as % of 2013 YTD	314	72	105	244	131
Last 4 weeks as % of 2013 ²	286	86	122	749	153
Total 2013	9,504	4,111	10,065	255	23,935

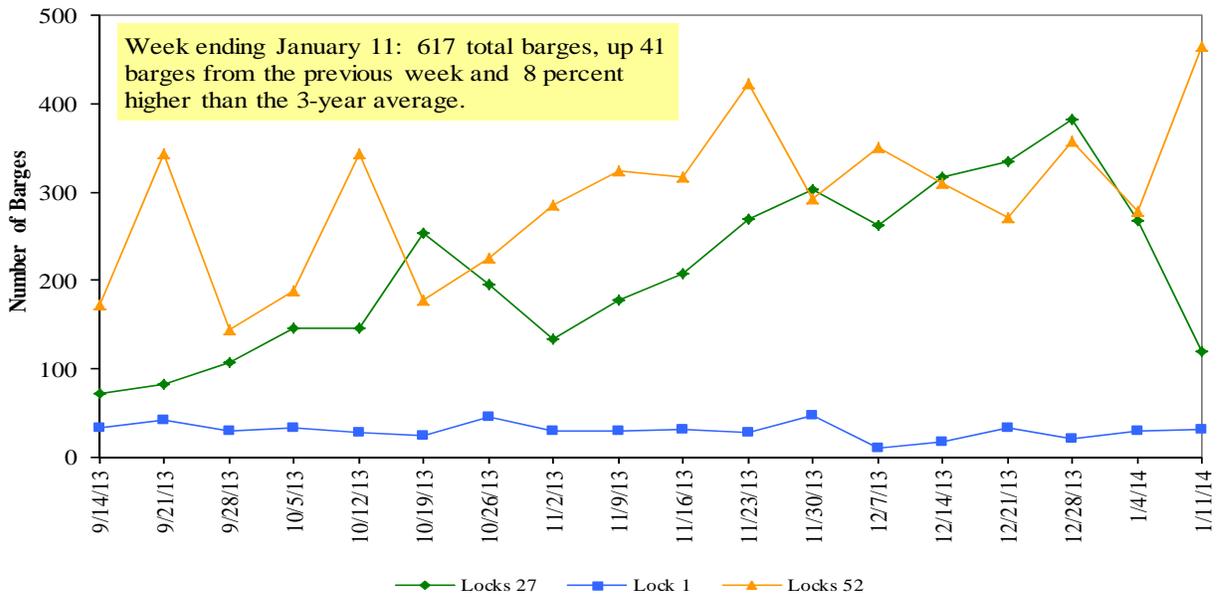
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

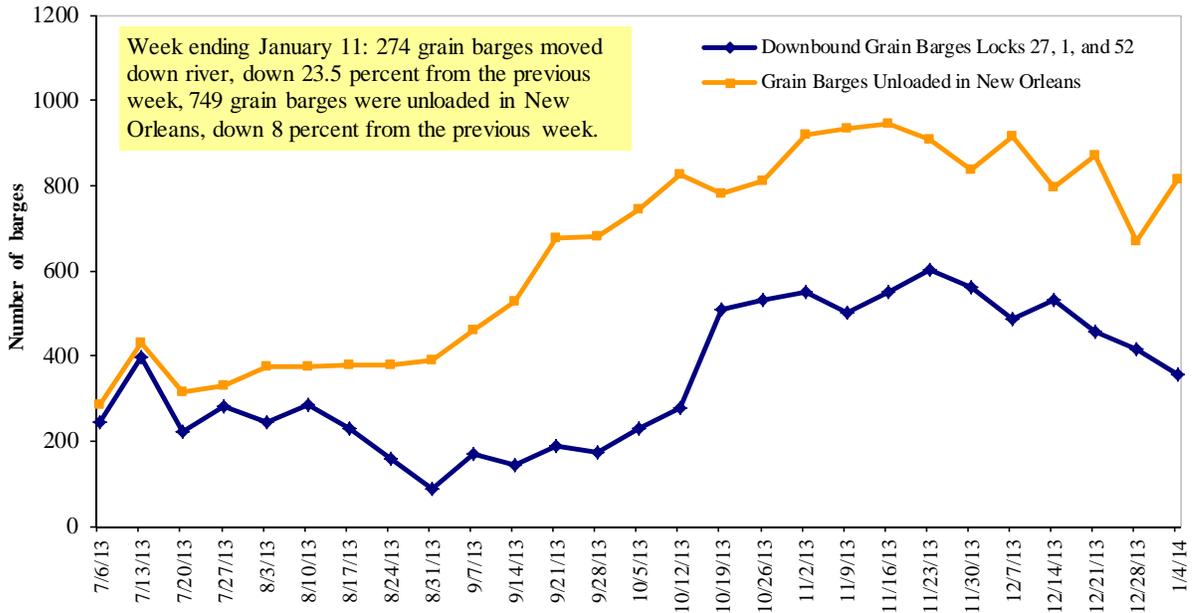
Source: U.S. Army Corps of Engineers

Figure 11
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12
Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices¹, Week Ending 1/13/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.940	-0.010	-0.062
	New England	4.107	-0.008	-0.061
	Central Atlantic	4.045	-0.001	-0.049
	Lower Atlantic	3.831	-0.016	-0.070
II	Midwest ²	3.854	-0.034	0.020
III	Gulf Coast ³	3.780	-0.022	-0.044
IV	Rocky Mountain	3.886	-0.015	0.225
V	West Coast	3.996	-0.038	0.008
	West Coast less California	3.891	-0.043	-0.009
	California	4.085	-0.034	0.022
Total	U.S.	3.886	-0.024	-0.008

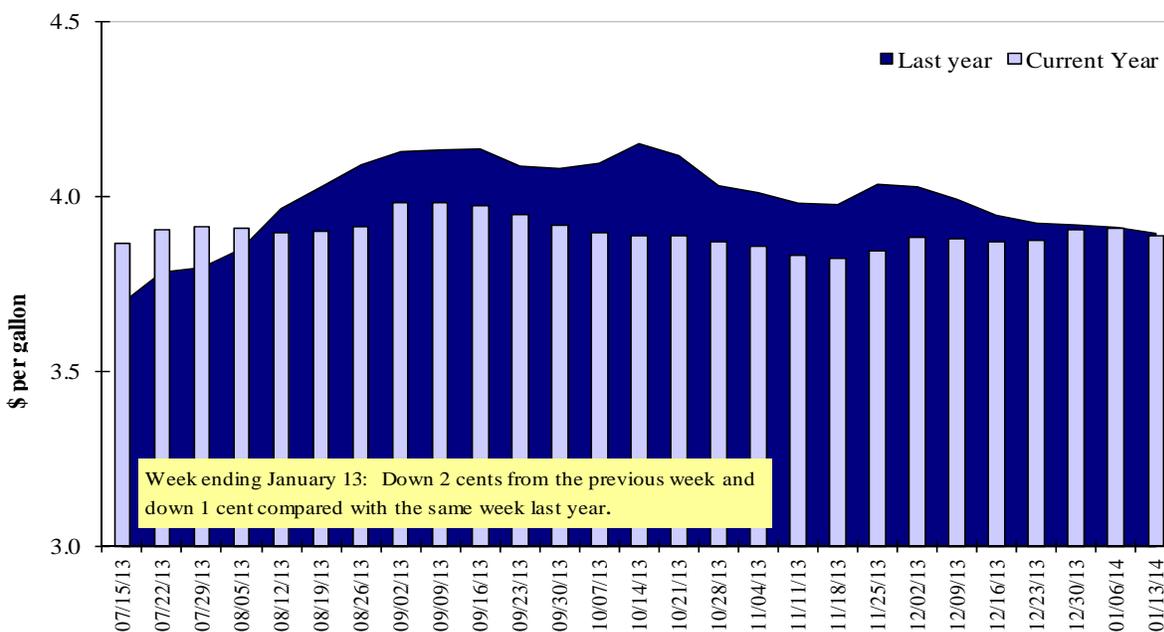
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same as South Central

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

Week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances¹									
1/2/2014	1,562	1,136	1,452	866	133	5,149	16,743	15,720	37,612
This week year ago	1,843	1,330	1,200	1,220	107	5,701	6,079	8,912	20,692
Cumulative exports-marketing year²									
2013/14 YTD	7,619	5,550	3,508	2,484	281	19,441	11,900	25,064	56,405
2012/13 YTD	5,430	1,806	3,463	2,587	318	13,603	6,690	22,179	42,472
YTD 2013/14 as % of 2012/13	140	307	101	96	88	143	178	113	133
Last 4 wks as % of same period 2012/13	88	91	131	77	117	94	286	194	194
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 effect for corn and soybeans

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

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

Table 13

Top 5 Importers¹ of U.S. Corn

Week ending 1/2/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	5,060	4,185	21	7,000
Mexico	7,819	2,916	168	4,370
China	5,139	1,359	278	2,450
Venezuela	409	283	44	1,158
Taiwan	566	286	98	512
Top 5 Importers	18,992	9,029	110	15,490
Total US corn export sales	28,643	12,769	124	18,670
% of Projected	78%	69%		
Change from prior week	104	13		
Top 5 importers' share of U.S. corn export sales	66%	71%		83%
USDA forecast, January 2014	36,896	18,601	98	
Corn Use for Ethanol USDA forecast, January 2014	127,000	118,059	8	

(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 Importers¹ of U.S. Soybeans

Week Ending 1/2/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	26,108	18,812	39	21,522
Mexico	1,825	1,371	33	2,565
Japan	1,106	1,091	1	1,751
Indonesia	1,174	734	60	1,682
Taiwan	915	802	14	1,120
Top 5 importers	31,128	22,809	36	28,641
Total US soybean export sales	40,783	31,091	31	37,060
% of Projected	100%	86%		
Change from prior week	155	322		
Top 5 importers' share of U.S. soybean export sales	76%	73%		
USDA forecast, January 2014	40,736	35,967	13	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esquery/>³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

Week Ending 1/2/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 2012/13
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,896	2,641	(28)	3,544
Nigeria	2,141	2,197	(3)	3,002
Mexico	2,308	2,318	(0)	2,761
Philippines	1,418	1,613	(12)	1,965
Egypt	150	223	(33)	1,678
Korea	966	1,283	(25)	1,385
Taiwan	736	796	(8)	1,038
China	4,137	465	789	743
Brazil	3,508	80	4286	527
Colombia	579	439	32	600
Top 10 importers	17,837	12,055	48	17,243
Total US wheat export sales	24,590	19,304	27	26,348
% of Projected	80%	70%		
Change from prior week	111	227		
Top 10 importers' share of U.S. wheat export sales	73%	62%		65%
USDA forecast, January 2014	30,654	27,439	12	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esquery/>³FAS 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 01/09/14	Previous Week ¹	Current Week as % of Previous	2014 YTD ¹	2013 YTD ¹	2014 YTD as % of 2013 YTD	Last 4-weeks as % of		Total ¹ 2013
							2013	3-yr. avg.	
Pacific Northwest									
Wheat	233	253	92	486	219	222	158	133	11,585
Corn	4	129	3	133	150	89	234	128	2,973
Soybeans	472	313	151	785	465	169	129	121	9,090
Total	708	696	102	1,404	833	168	158	127	23,647
Mississippi Gulf									
Wheat	275	18	1,539	293	107	273	78	80	9,711
Corn	421	257	164	677	198	342	204	102	14,828
Soybeans	919	1,006	91	1,925	1,360	142	148	166	21,462
Total	1,615	1,281	126	2,895	1,665	174	154	138	46,002
Texas Gulf									
Wheat	126	84	149	211	102	207	135	78	9,018
Corn	26	0	n/a	26	0	n/a	n/a	51	255
Soybeans	57	51	111	108	0	n/a	109	87	908
Total	210	136	154	345	102	339	136	77	10,181
Interior									
Wheat	28	15	184	43	52	84	132	134	1,244
Corn	87	103	84	190	46	409	153	142	3,943
Soybeans	92	86	107	178	147	121	231	118	3,212
Total	207	204	101	411	246	167	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	0	n/a	0	1	n/a	84	97	699
Total	0	0	n/a	0	1	n/a	119	117	1,583
Atlantic									
Wheat	24	0	n/a	24	0	n/a	n/a	0	645
Corn	1	2	64	3	0	n/a	n/a	118	242
Soybeans	78	82	96	160	100	160	127	193	1,652
Total	104	84	124	187	100	187	132	166	2,540
U.S. total from ports²									
Wheat	686	371	185	1,057	480	220	153	119	33,087
Corn	539	491	110	1,030	394	261	231	109	22,241
Soybeans	1,618	1,538	105	3,156	2,072	152	138	149	37,024
Total	2,843	2,400	118	5,243	2,946	178	156	130	92,351

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

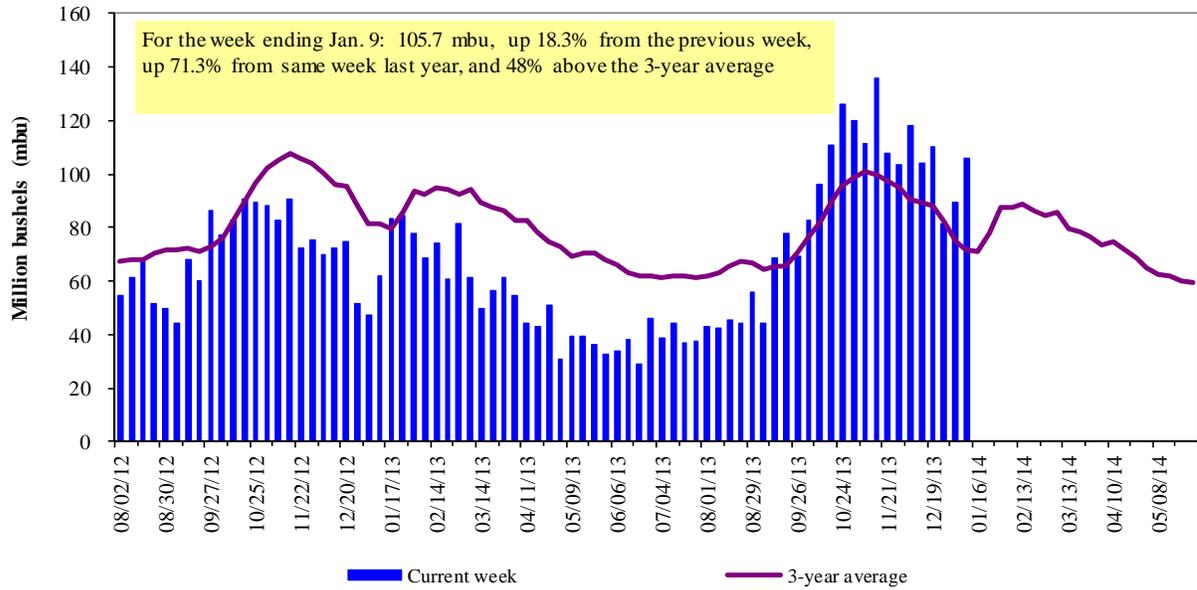
² Total includes only port regions shown above; Interior land-based shipments now included.

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)

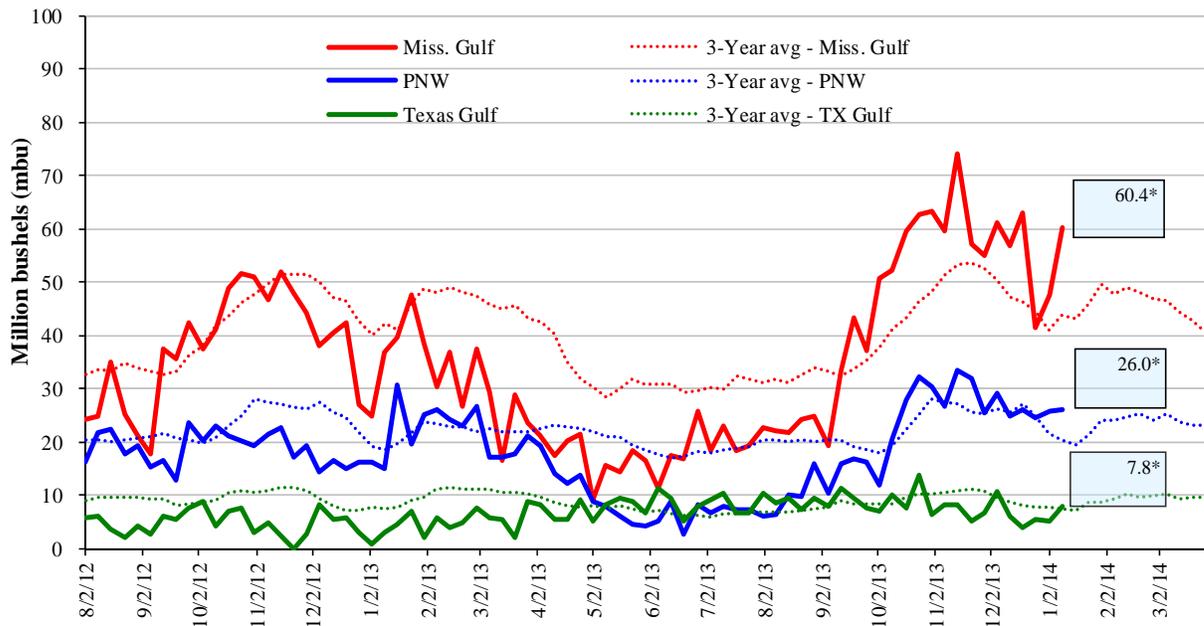


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); *mbu, this week.

Jan. 9 : % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	up 26	up 56	up 29	up 0.5
Last year (same week)	up 64	up 168	up 72	up 74
3-yr avg. (4-wk mov. avg.)	up 60	up 31	up 56	up 34

Ocean Transportation

Table 17

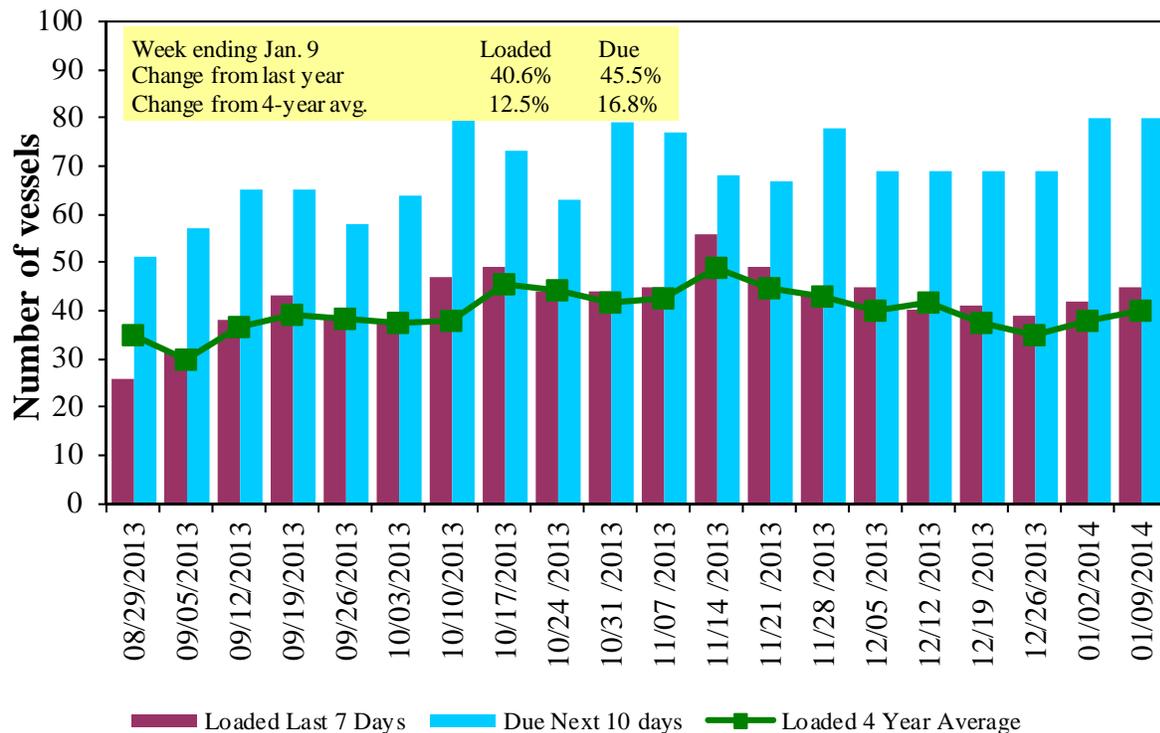
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
1/9/2014	57	45	80	19	n/a
1/2/2014	64	42	80	13	n/a
2013 range	(16..60)	(20..56)	(31..81)	(0..24)	n/a
2013 avg.	32	33	51	12	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf¹ Vessel Loading Activity

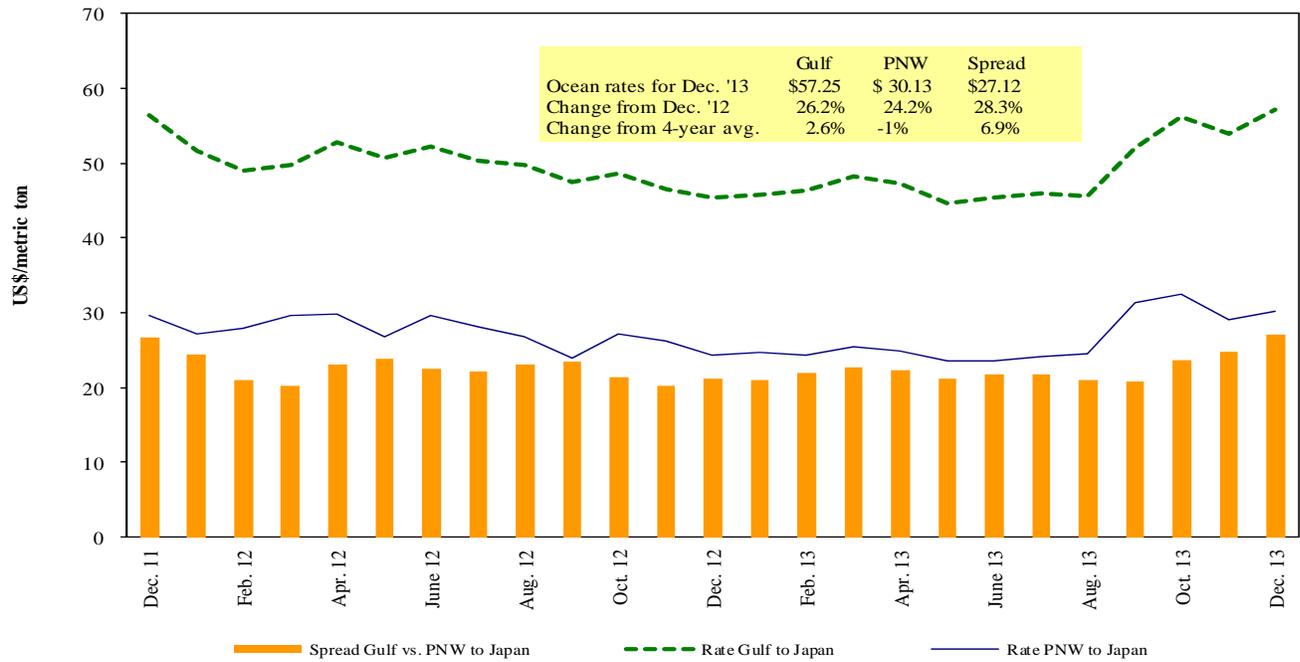


Source: Transportation & Marketing Programs/AMS/USDA

¹U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 1/11/2014

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	55.00
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	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	Jan 10/20	35,880	158.85
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	Sp Mediterranean	Grain	Dec 26/31	60,000	17.00
Ukraine	Sp Mediterranean	Grain	Dec 5/9	60,000	15.00

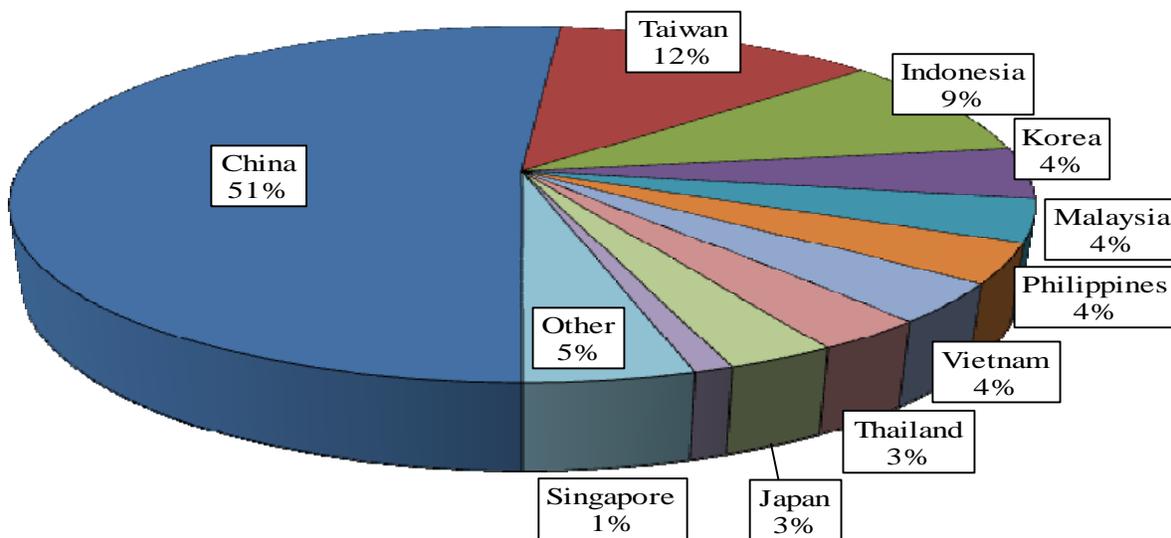
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

¹50 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.

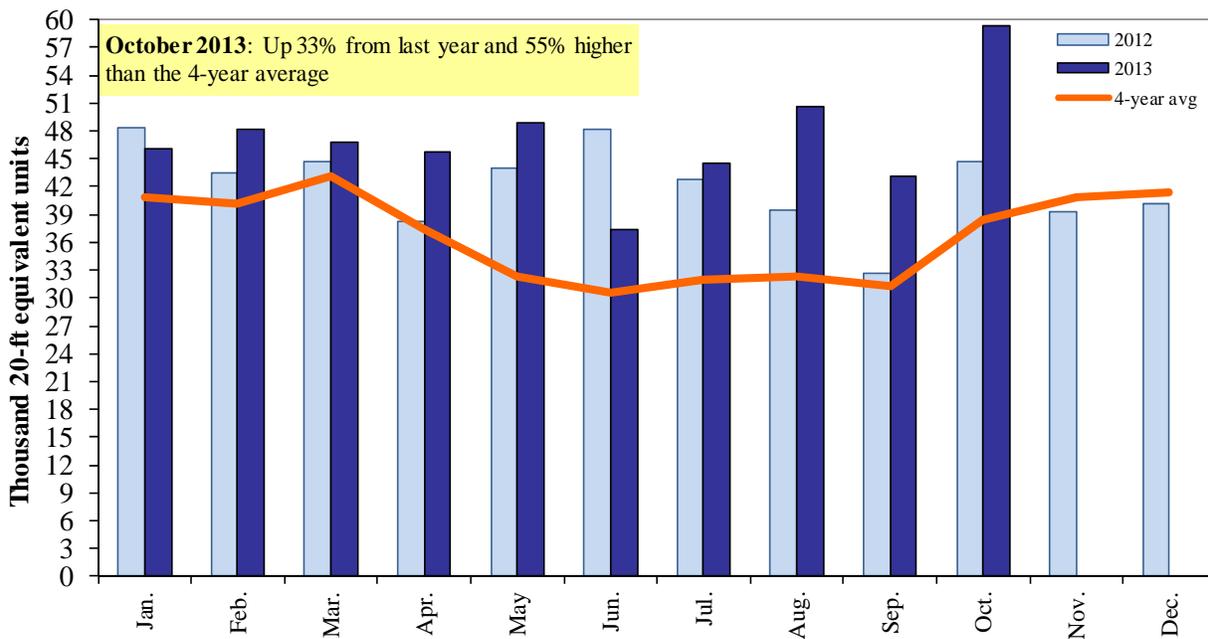
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, October 2013



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.

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