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Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

Data Links

Specialists

Subscription  
Information

The next  
release is  
February 7, 2013



# Grain Transportation Report

A weekly publication of the  
Transportation and Marketing Programs/Transportation Services Division  
[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

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## WEEKLY HIGHLIGHTS

### River Levels Continue to Improve; Accident Slows Lower Mississippi River Traffic

Storms have increased water levels and are projected to increase the Mississippi River gage at St. Louis, MO, to 4.4 feet by February 2, up from the recent low level of -4.4 feet on December 31. The Thebes, IL, gage is projected to increase to 15.2 feet by February 4, up from a recent low of 3.7 feet on January 10. In addition, rock removal efforts continue at Thebes, where the project is 88.5 percent completed. On January 27, a tank barge on the lower Mississippi River struck a railroad bridge near Vicksburg, MS, and began leaking oil. At that time, the Coast Guard closed 16 miles of the Mississippi River so that cleanup crews could conduct oil recovery operations. On January 30, the Coast Guard began allowing northbound traffic at night and southbound traffic during daytime to transit the spill area. As of this morning, the Coast Guard estimates that 19 northbound and 31 southbound tows await passage.

### Corn Inspections Highest Since September; Total Grain Inspections Increase for the Third Week

For the week ending January 24, corn inspections from all major export regions reached .538 million metric tons (mmt), up 82 percent from the past week but 7 less than last year. Inspections of corn were the highest since September 20, 2012 (.632 mmt). Corn inspections jumped 122 percent in the Mississippi Gulf and 75 percent in the Pacific Northwest (PNW), for corn destined mainly to Asia. Wheat and soybean inspections decreased 1 and 17 percent from the previous week, but each was up 12 percent year-to-date. **Total inspections** of grain (corn, wheat, and soybeans) from all major export regions increased for the third consecutive week, reaching 2.25 mmt—almost unchanged from the past week—and 1 percent above last year at this time. Outstanding export sales decreased for corn and soybeans, but increased for wheat, as sales to Japan, Nigeria, Peru, Egypt, and Philippines increased.

### Ships en Route for the S. American Soybean Export Season

Media articles reported last week that ships are on their way to get in line for what promises to be a busy spring for South American soybean exports. Brazil's soybean harvest is under way, and Argentina's follows by the end of March and into April. USDA projects both countries' soybean harvest and exports to increase substantially. In January, USDA projected Brazil's 2012/13 soybean production to reach 82.5 mmt, up 24 percent from last year and 17 percent higher than the previous 3-year average. Brazil's soybean exports are projected to reach 38.4 mmt, up 6 percent from last year and 21 percent higher than the 3-year average. Argentina's 2012/13 soybean production is projected to reach 54 mmt, 35 percent higher than last year and 13 percent above the previous 3-year average. Argentina's exports are projected to reach 11 mmt, up 49 percent from last year and 11 percent higher than the 3-year average. Lack of adequate storage and port infrastructure could create congestion during the peak harvest and export season this year.

## Snapshots by Sector

### Rail

U.S. railroads originated 19,927 **carloads of grain** during the week ending January 19, up 8 percent from last week, down 5 percent from last year, and 13 percent lower than the 3-year average.

During the week ending January 24, average February non-shuttle **secondary railcar bids/offers per car** were \$10 above tariff, \$20 higher than last year. Average shuttle bids/offers were \$115 below tariff, down \$33 from last week, and \$129 higher than last year.

### Barge

During the week ending January 26, **barge grain movements** totaled 498,468 tons, 6 percent lower than the previous week and 20 percent lower than the same period last year.

During the week ending January 26, 307 grain barges **moved down river**, down 14.2 percent from last week; 643 grain barges were **unloaded in New Orleans**, up 12.4 percent from the previous week.

### Ocean

During the week ending January 24, 42 **ocean-going grain vessels** were loaded in the Gulf, 11 percent more than the same period last year. Forty-nine vessels are expected to be loaded within the next 10 days, 8 percent less than the same period last year.

During the week ending January 25, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$46 per mt, unchanged from the previous week. The cost of shipping from the PNW to Japan was \$24 per mt, unchanged from the previous week.

### Fuel

During the week ending January 28, U.S. average **diesel fuel prices** increased 2.5 cent from the previous week to \$3.93 per gallon—8 cents higher than the same week last year.

# Feature Article/Calendar

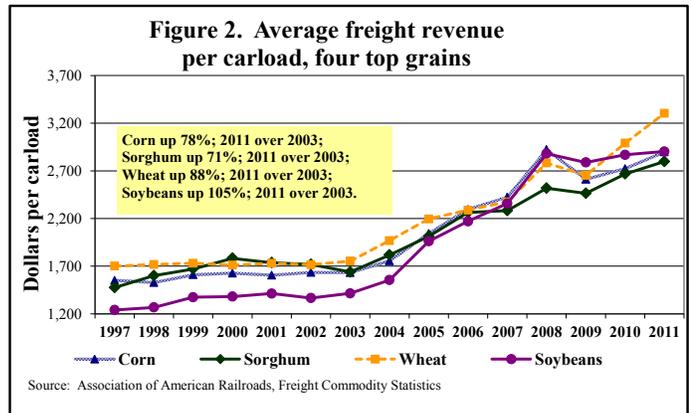
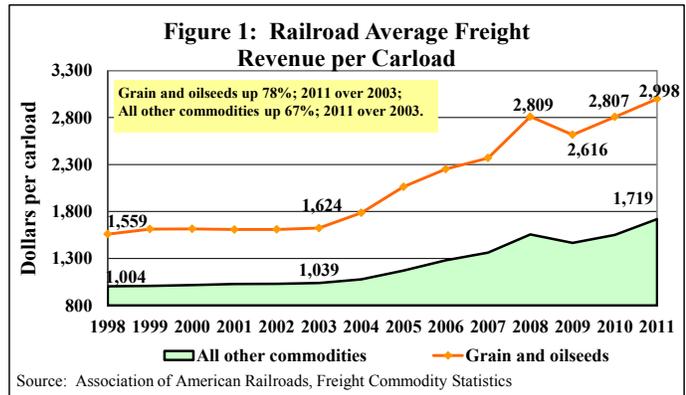
## Grain Rail Tariff Rates Continue To Climb

Since 2003, grain and oilseed rail rate increases have been higher than the increase in railroad costs. Grain and oilseed producers are “price takers” rather than “price makers,” with little control over the price they receive for their products. Producers are frequently unable to pass along cost increases to customers because of the competitive nature of the grain industry. Consequently, increases in transportation costs result in lower producer profit even as commodity prices have had a positive effect on producer profit margins. The lower producer profits reduce the potential benefit to rural economies.

For agricultural shippers located far from markets with no cost-effective alternative, rail is the only transportation available. The rail rate determines the net price the producer receives. Sometimes, however, increases in rail rates may translate into the railroads covering capital improvement expenses and lead to improved rural infrastructure and transportation service.

During 2011, grain rail tariff rates increased to a record high average of \$2,998 per railcar after a decrease to \$2,616 during 2009 (Figure 1). From 2003 to 2011, rail rates increased 78 percent for grain and oilseeds, as all other commodities went up 67 percent.

Of the four major grains and oilseeds, soybean rates, at an average carload rate of \$2,903 during 2011, increased the most, up 105 percent (Figure 2). Wheat had the next largest increase, 88 percent, as well as the highest average carload rates, \$3,303, during 2011. Average corn rates increased 78 percent and averaged \$2,899 per carload. Sorghum had the smallest increase in average rates, 71 percent, and the lowest average rate per carload, \$2,797.



Year	RCAF (unadjusted)
2003	1.013
2004	1.057
2005	1.144
2006	1.199
2007	1.208
2008	1.431
2009	1.218
2010	1.366
2011	1.499

Source: AAR Railroad Cost Indexes

In comparison, railroad costs went up only 48 percent from 2003 to 2011 (Table 1). Had grain rates increased only 48 percent from 2003, average carload rates for grain would have been only \$2,398, \$600 lower than the 2011 average carload rate. An average carload rate of \$2,398 for grain during 2011 could have boosted rural economies by approximately \$1 billion (\$600 x 1.66 million carloads). However, lower average carload rates may have decreased railroad investment in the rail lines serving rural communities.

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# Rail Transportation

Table 3

## Rail Deliveries to Port (carloads)<sup>1</sup>

Week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico <sup>3</sup>
01/23/2013 <sup>P</sup>	965	632	4,498	1,007	7,102	01/19/13	939
01/16/2013 <sup>r</sup>	1,018	553	4,718	488	6,777	01/12/13	1,324
2013 YTD <sup>r</sup>	4,197	2,601	17,429	3,097	27,324	2013 YTD	4,035
2012 YTD <sup>r</sup>	198	3,063	17,000	1,647	21,908	2012 YTD	8,013
2013 YTD as % of 2012 YTD	2,120	85	103	188	125	% change YTD	50
Last 4 weeks as % of 2012 <sup>2</sup>	2,120	85	103	176	120	Last 4wks % 2012	50
Last 4 weeks as % of 4-year avg. <sup>2</sup>	168	51	124	105	117	Last 4wks % 4 yr	63
Total 2012	22,604	40,780	199,419	27,756	287,462	Total 2011	97,118
Total 2011	27,358	77,515	191,187	24,088	320,148	Total 2010	90,175

<sup>1</sup> Data is incomplete as it is voluntarily provided

<sup>2</sup> Compared with same 4-weeks in 2011 and prior 4-year average.

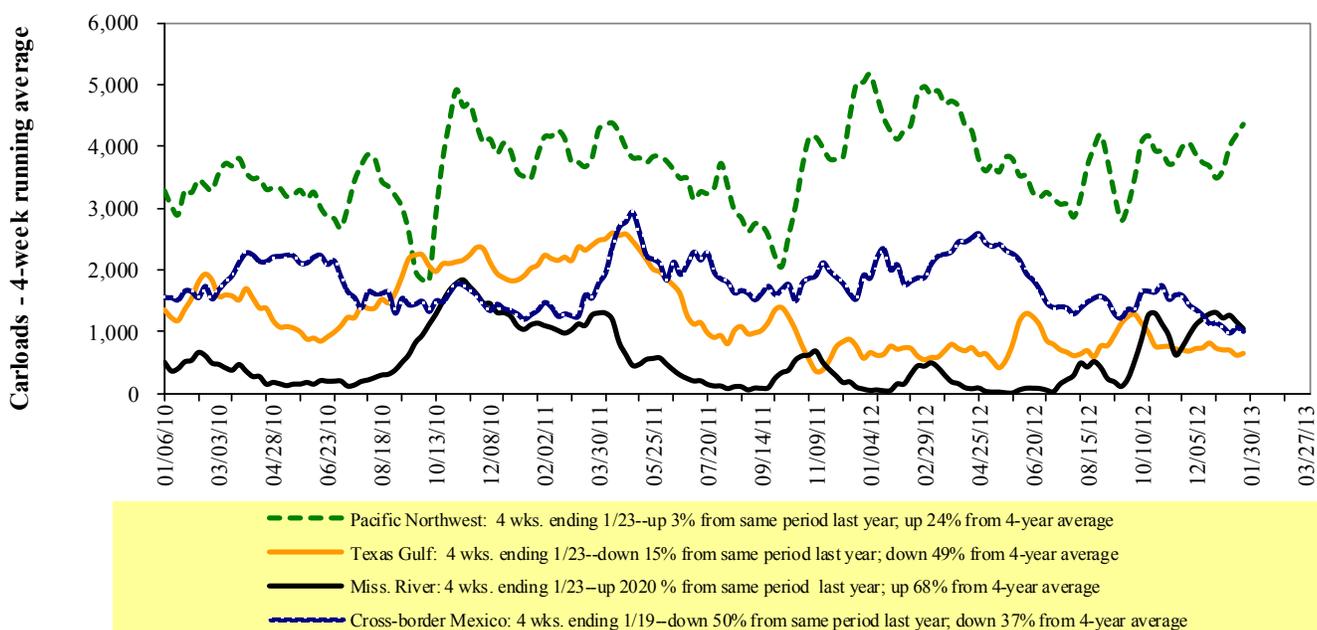
<sup>3</sup> Cross-border weekly data is approximately 15 percent below weekly AAR carloads received by Mexican railroads to reflect within switching between KCSM and FerroMe: YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not 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

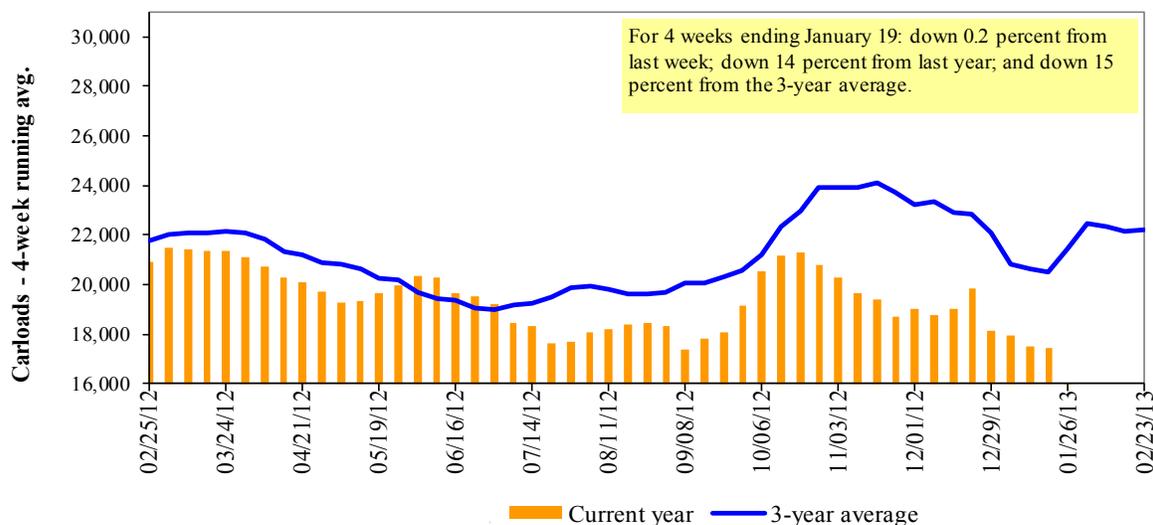
Table 4

**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
01/19/13	1,783	2,818	10,753	686	3,887	19,927	4,740	6,607
This week last year	2,061	2,796	10,087	409	5,562	20,915	2,944	4,528
2013 YTD	5,067	8,571	29,771	1,656	11,324	56,389	12,235	17,384
2012 YTD	6,545	8,689	30,487	1,564	15,813	63,098	10,449	14,276
2013 YTD as % of 2012 YTD	77	99	98	106	72	89	117	122
Last 4 weeks as % of 2012	72	94	95	100	70	86	116	124
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	68	91	91	83	65	82	110	119
Total 2012	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266

<sup>1</sup>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<sup>1</sup> (\$/car)<sup>2</sup>**

Week ending	Delivery period							
	Feb-13	Feb-12	Mar-13	Mar-12	Apr-13	Apr-12	May-13	May-12
BNSF <sup>3</sup>								
COT grain units	no bids	no bids	0	no bids	no bids	no bids	no offer	no bids
COT grain single-car <sup>5</sup>	0 . . 10	0 . . 10	10	10	no bids	no bids	no offer	no bids
UP <sup>4</sup>								
GCAS/Region 1	no bids	1	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction

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

<sup>4</sup>UP - GCAS = Grain Car Allocation System

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

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

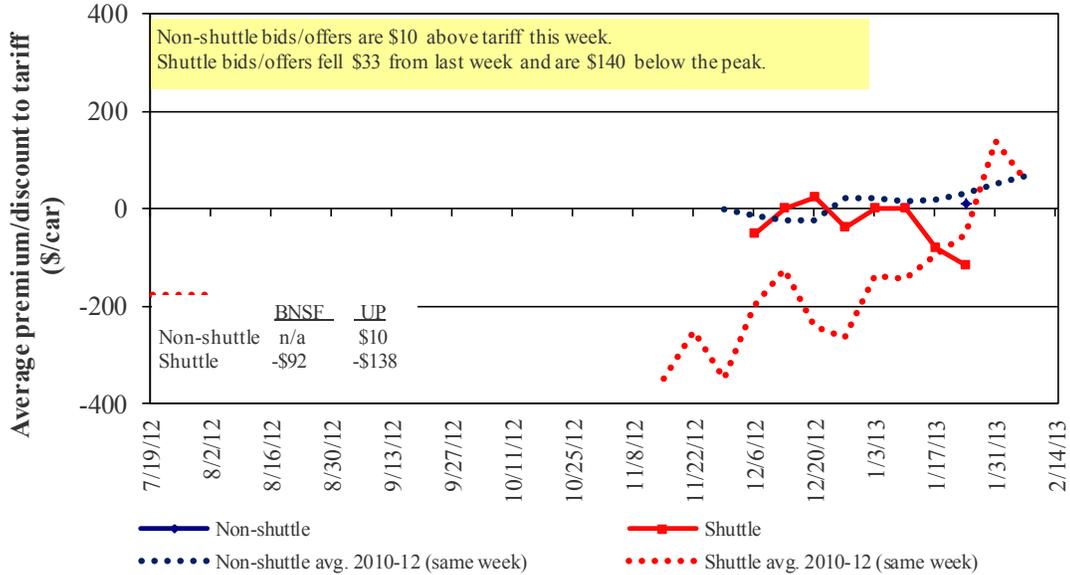
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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**

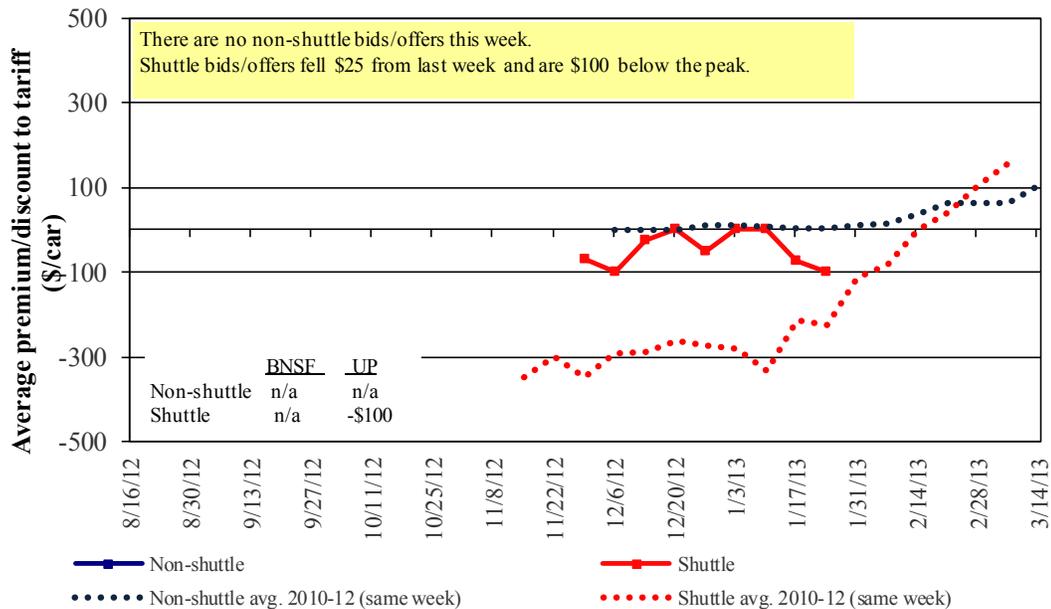


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

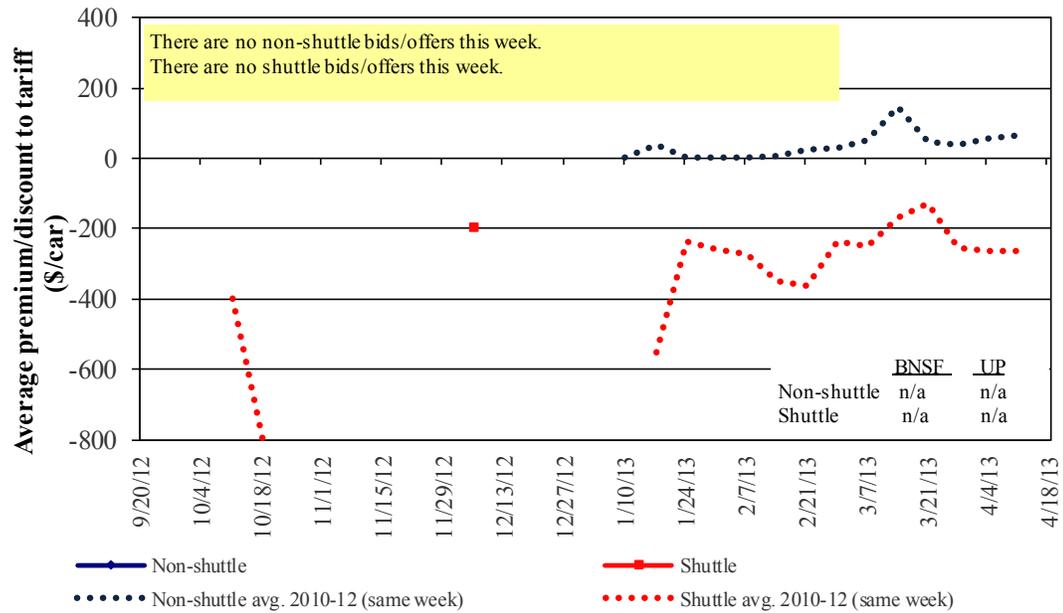


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

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)<sup>1</sup>**

Week ending	Delivery period					
	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13
<b>Non-shuttle</b>						
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 2011	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	10	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 2011	5	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(92)	n/a	n/a	n/a	n/a	n/a
Change from last week	(34)	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	233	n/a	n/a	n/a	n/a	n/a
UP-Pool	(138)	(100)	n/a	n/a	n/a	n/a
Change from last week	(32)	(25)	n/a	n/a	n/a	n/a
Change from same week 2011	25	100	n/a	n/a	n/a	n/a

<sup>1</sup>Average premium/discount to tariff, \$/car-last week

<sup>2</sup>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<sup>1</sup>**

Effective date:						Percent	
1/1/2013	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		change Y/Y <sup>3</sup>
					metric ton	bushe <sup>l</sup> <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,144	\$197	\$33.18	\$0.90	5
	Grand Forks, ND	Duluth-Superior, MN	\$3,543	\$113	\$36.31	\$0.99	14
	Wichita, KS	Los Angeles, CA	\$6,026	\$581	\$65.61	\$1.79	5
	Wichita, KS	New Orleans, LA	\$3,645	\$347	\$39.64	\$1.08	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$477	\$60.08	\$1.64	3
	Northwest KS	Galveston-Houston, TX	\$3,912	\$380	\$42.62	\$1.16	4
	Amarillo, TX	Los Angeles, CA	\$4,112	\$529	\$46.09	\$1.25	4
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,110	\$392	\$34.78	\$0.95	2
	Toledo, OH	Raleigh, NC	\$4,508	\$442	\$49.15	\$1.34	13
	Des Moines, IA	Davenport, IA	\$2,006	\$83	\$20.75	\$0.56	4
	Indianapolis, IN	Atlanta, GA	\$3,920	\$332	\$42.22	\$1.15	15
	Indianapolis, IN	Knoxville, TN	\$3,354	\$213	\$35.42	\$0.96	17
	Des Moines, IA	Little Rock, AR	\$3,154	\$244	\$33.75	\$0.92	3
	Des Moines, IA	Los Angeles, CA	\$5,065	\$711	\$57.36	\$1.56	2
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,674	\$425	\$40.70	\$1.11	5
	Toledo, OH	Huntsville, AL	\$3,575	\$314	\$38.62	\$1.05	2
	Indianapolis, IN	Raleigh, NC	\$4,578	\$445	\$49.88	\$1.36	3
	Indianapolis, IN	Huntsville, AL	\$3,267	\$213	\$34.55	\$0.94	2
	Champaign-Urbana, IL	New Orleans, LA	\$3,599	\$392	\$39.64	\$1.08	5
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$4,639	\$334	\$49.39	\$1.34	40
	Wichita, KS	Galveston-Houston, TX	\$3,634	\$260	\$38.67	\$1.05	15
	Chicago, IL	Albany, NY	\$3,771	\$414	\$41.56	\$1.13	3
	Grand Forks, ND	Portland, OR	\$5,061	\$578	\$55.99	\$1.52	7
	Grand Forks, ND	Galveston-Houston, TX	\$6,082	\$602	\$66.37	\$1.81	6
	Northwest KS	Portland, OR	\$4,880	\$624	\$54.65	\$1.49	3
	Corn	Minneapolis, MN	Portland, OR	\$4,800	\$703	\$54.65	\$1.49
Sioux Falls, SD		Tacoma, WA	\$4,760	\$644	\$53.67	\$1.46	0
Champaign-Urbana, IL		New Orleans, LA	\$2,929	\$392	\$32.98	\$0.90	2
Lincoln, NE		Galveston-Houston, TX	\$3,310	\$375	\$36.60	\$1.00	0
Des Moines, IA		Amarillo, TX	\$3,510	\$307	\$37.90	\$1.03	2
Minneapolis, MN		Tacoma, WA	\$4,800	\$698	\$54.59	\$1.49	0
Council Bluffs, IA		Stockton, CA	\$4,200	\$722	\$48.87	\$1.33	0
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,320	\$644	\$59.23	\$1.61	5
	Minneapolis, MN	Portland, OR	\$5,330	\$703	\$59.91	\$1.63	6
	Fargo, ND	Tacoma, WA	\$5,230	\$573	\$57.62	\$1.57	6
	Council Bluffs, IA	New Orleans, LA	\$3,950	\$452	\$43.72	\$1.19	6
	Toledo, OH	Huntsville, AL	\$2,750	\$314	\$30.42	\$0.83	3
	Grand Island, NE	Portland, OR	\$4,960	\$638	\$55.60	\$1.51	9

<sup>1</sup>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.

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

<sup>3</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: [www.bnsf.com](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://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: 1/1/2013

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$6,762	\$611	\$75.34	\$2.05	-12
	OK	Cuatitlan, EM	\$6,552	\$742	\$74.53	\$2.03	-2
	KS	Guadalajara, JA	\$7,444	\$717	\$83.39	\$2.27	-2
	TX	Salinas Victoria, NL	\$3,553	\$280	\$39.16	\$1.06	-3
Corn	IA	Guadalajara, JA	\$7,699	\$843	\$87.28	\$2.21	-1
	SD	Celaya, GJ <sup>5</sup>	\$7,356	\$800	\$83.33	\$2.11	n/a
	NE	Queretaro, QA	\$7,153	\$749	\$80.74	\$2.05	1
	SD	Salinas Victoria, NL	\$5,700	\$608	\$64.45	\$1.64	1
	MO	Tlalnepantla, EM	\$6,592	\$728	\$74.79	\$1.90	4
	SD	Torreon, CU	\$6,522	\$670	\$73.48	\$1.86	0
Soybeans	MO	Bojay (Tula), HG	\$7,580	\$711	\$84.72	\$2.30	6
	NE	Guadalajara, JA	\$8,134	\$814	\$91.42	\$2.49	1
	IA	El Castillo, JA	\$8,555	\$795	\$95.53	\$2.60	4
	KS	Torreon, CU	\$6,651	\$505	\$73.11	\$1.99	2
Sorghum	TX	Guadalajara, JA	\$6,464	\$520	\$71.36	\$1.81	-2
	NE	Celaya, GJ <sup>5</sup>	\$6,997	\$726	\$78.90	\$2.00	n/a
	KS	Queretaro, QA	\$6,815	\$456	\$74.29	\$1.89	5
	NE	Salinas Victoria, NL	\$5,438	\$534	\$61.01	\$1.55	6
	NE	Torreon, CU	\$6,153	\$596	\$68.96	\$1.75	0

<sup>1</sup>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.

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

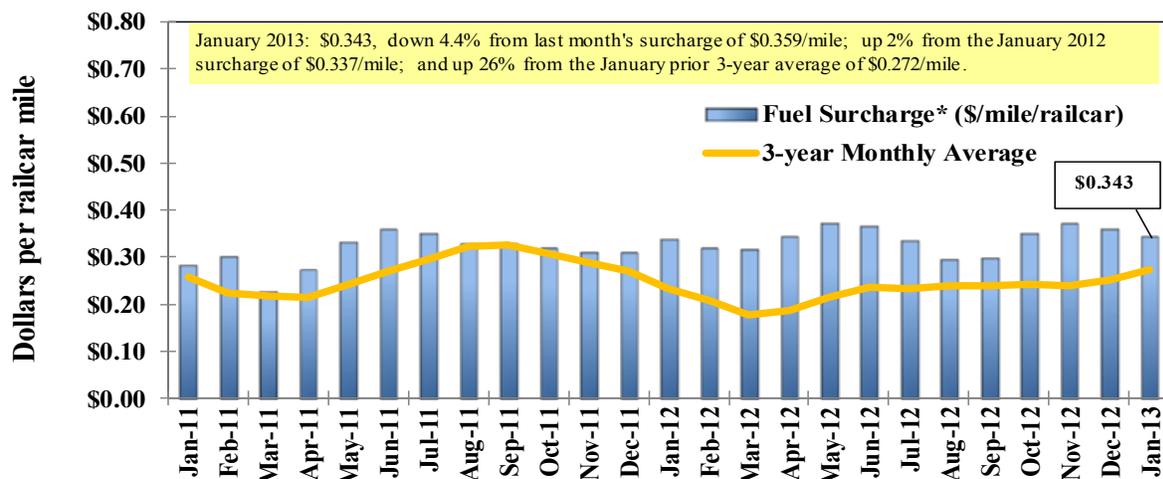
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<sup>4</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

<sup>5</sup>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<sup>1</sup>**

<sup>1</sup> 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.

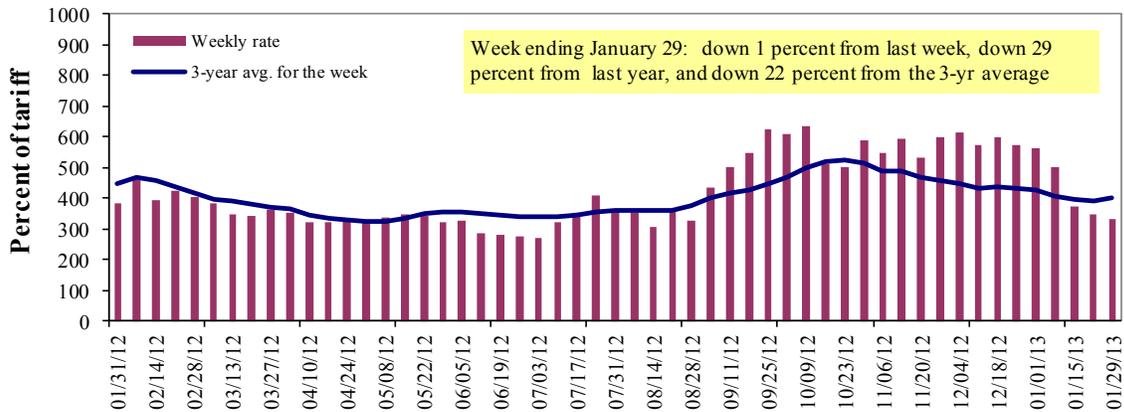
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

# Barge Transportation

Figure 8

## Illinois River Barge Freight Rate<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

### Weekly Barge Freight Rates: Southbound Only

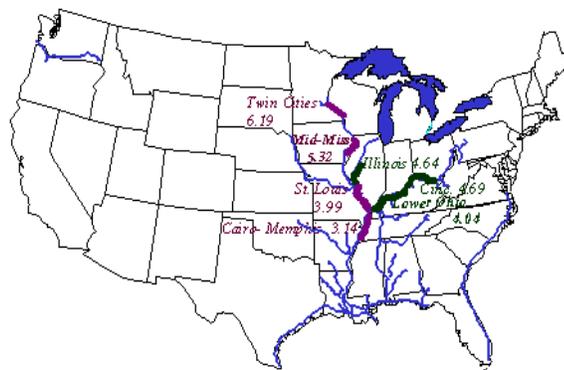
		Twin Cities	Mid- Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo- Memphis
<b>Rate<sup>1</sup></b>	1/29/2013	-	-	330	273	225	225	183
	1/22/2013	-	-	333	280	232	232	187
<b>\$/ton</b>	1/29/2013	-	-	15.31	10.89	10.55	9.09	5.75
	1/22/2013	-	-	15.45	11.17	10.88	9.37	5.87
<b>Current week % change from the same week:</b>								
	Last year	-	-	-29	-24	-42	-42	-33
	3-year avg. <sup>2</sup>	-	-	-22	-19	-39	-39	-36
<b>Rate<sup>1</sup></b>	February	-	-	328	273	220	220	183
	April	388	320	305	260	218	218	178

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

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9

### Benchmark tariff rates



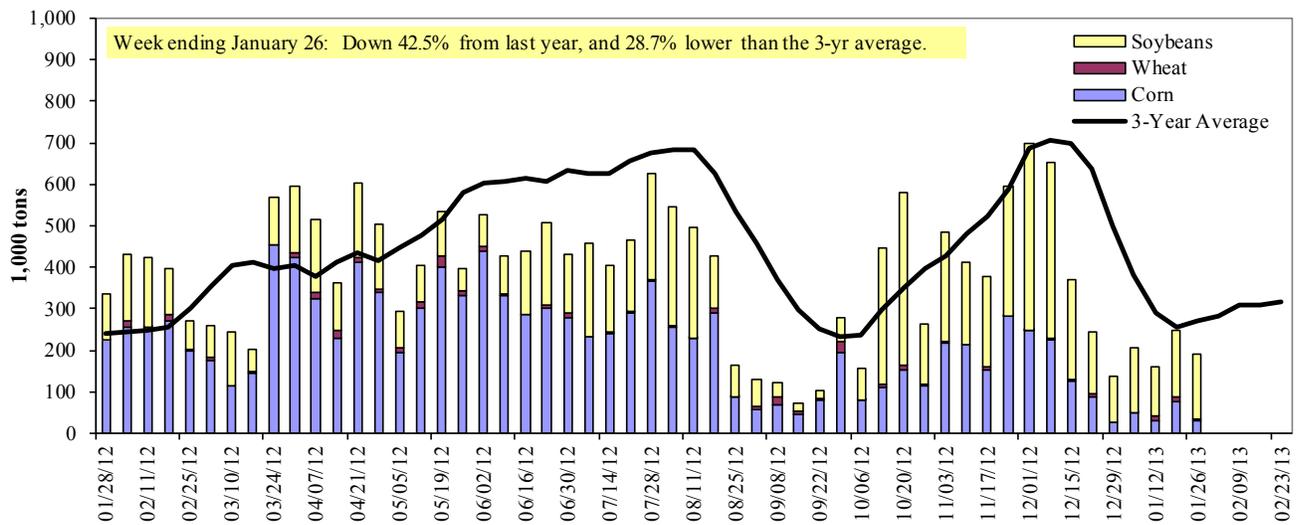
### Calculating barge rate per ton:

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

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

Figure 10

**Barge Movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)**



<sup>1</sup> 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 1/26/2013	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	2	9	0	11
Alton, IL (L26)	34	2	152	0	187
Granite City, IL (L27)	32	2	158	0	192
<b>Illinois River (L8)</b>	42	0	126	0	168
<b>Ohio River (L52)</b>	28	44	212	0	284
<b>Arkansas River (L1)</b>	0	11	11	0	22
Weekly total - 2013	60	56	382	0	498
Weekly total - 2012	342	16	257	5	621
2013 YTD <sup>1</sup>	298	187	1,315	19	1,819
2012 YTD	1,293	99	1,018	7	2,417
2013 as % of 2012 YTD	23	189	129	-	75
Last 4 weeks as % of 2012 <sup>2</sup>	23	26	129	285	75
<b>Total 2012</b>	<b>14,837</b>	<b>1,794</b>	<b>12,663</b>	<b>229</b>	<b>29,523</b>

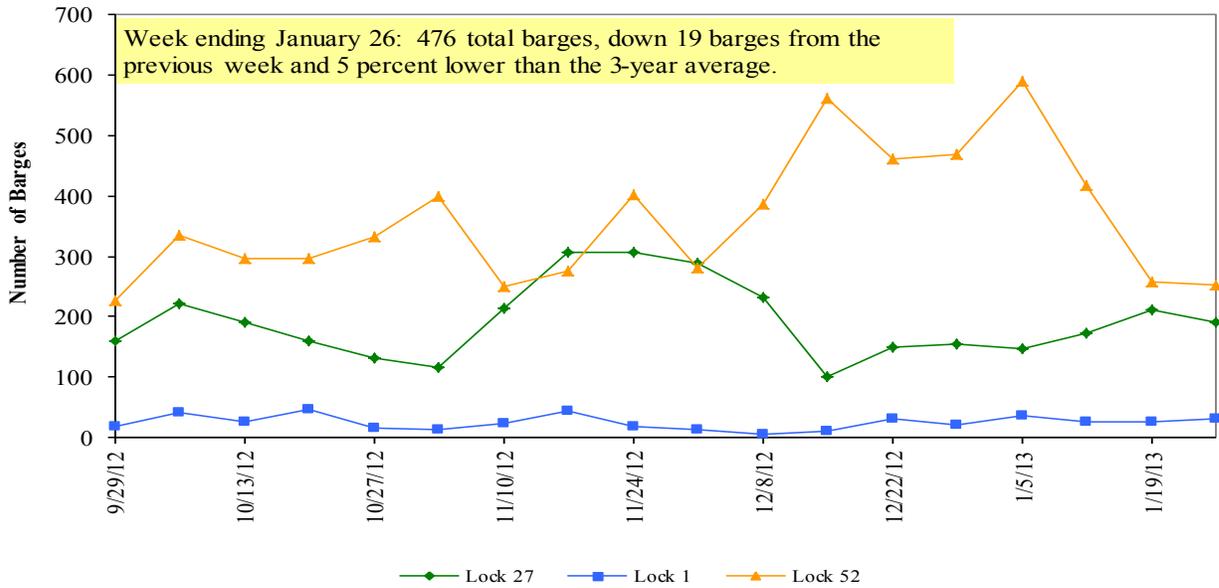
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

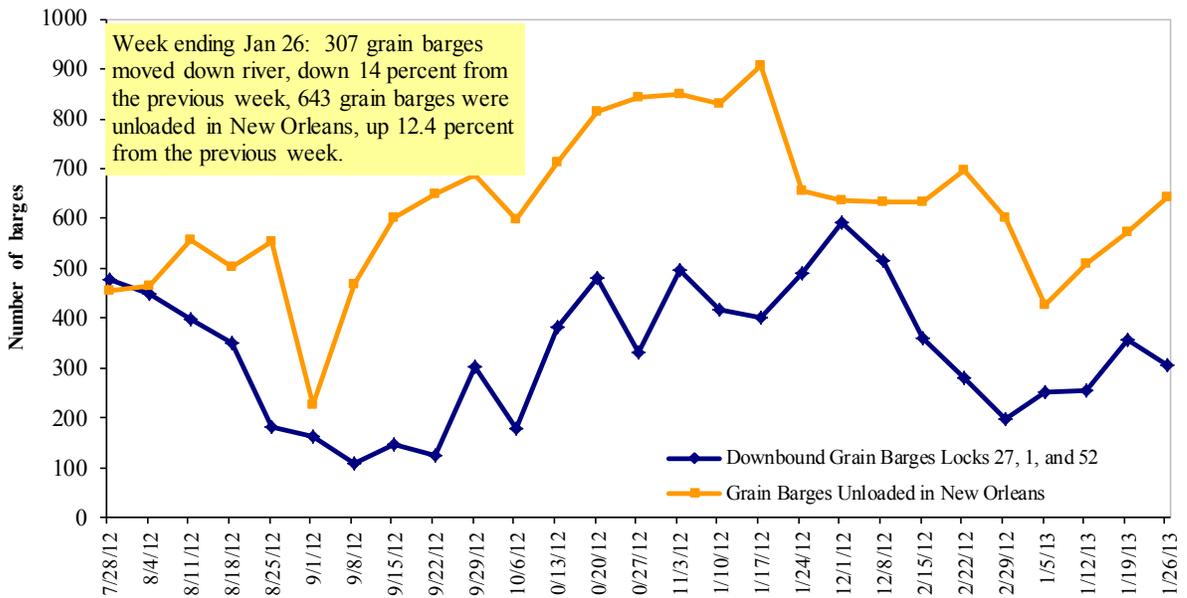
Source: U.S. Army Corps of Engineers

**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<sup>1</sup>, Week Ending 1/28/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.023	0.023	0.078
	New England	4.181	0.023	0.093
	Central Atlantic	4.106	0.017	0.066
	Lower Atlantic	3.931	0.027	0.083
II	Midwest <sup>2</sup>	3.866	0.021	0.132
III	Gulf Coast <sup>3</sup>	3.845	0.014	0.069
IV	Rocky Mountain	3.736	0.058	-0.080
V	West Coast	4.049	0.045	0.016
	West Coast less California	3.946	0.035	0.016
	California	4.137	0.055	0.017
Total	U.S.	3.927	0.025	0.077

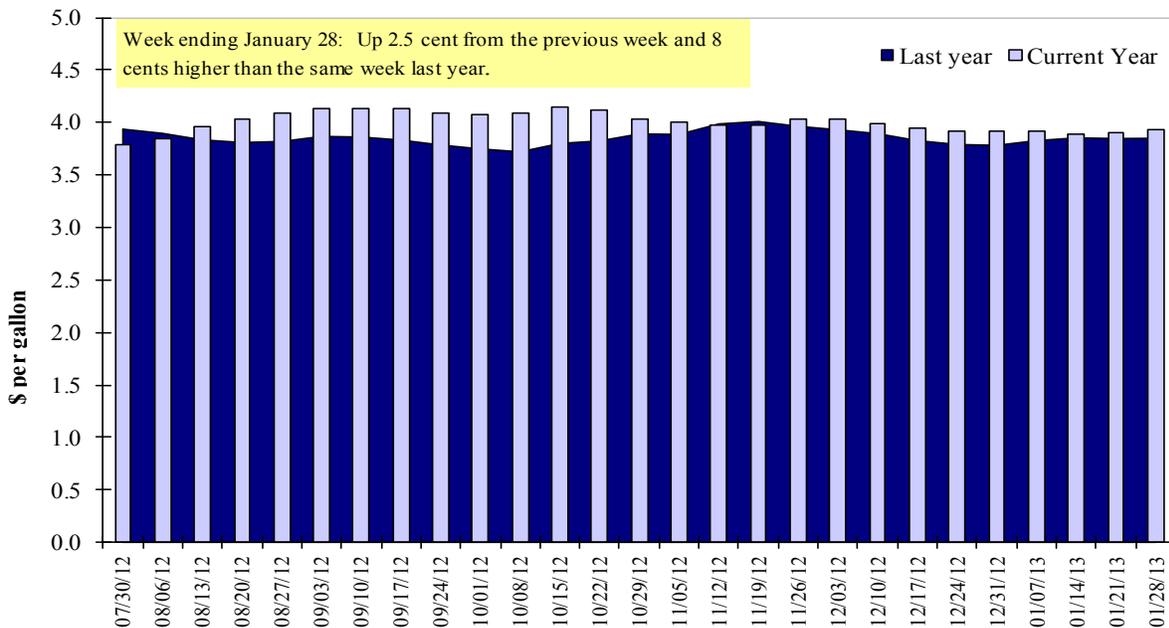
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same as South Central

Source: Energy Information Administration/U.S. Department of Energy ([www.eia.doe.gov](http://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			
<b>Export Balances<sup>1</sup></b>									
1/17/2013	1,897	1,680	1,202	1,077	109	5,965	5,994	8,352	20,311
This week year ago	1,346	629	1,219	1,443	30	4,667	10,497	7,873	23,037
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2012/13 YTD	5,709	1,879	3,656	2,885	318	14,448	7,306	24,665	46,419
2011/12 YTD	6,545	2,176	4,167	3,217	375	16,481	16,214	18,137	50,832
YTD 2012/13 as % of 2011/12	87	86	88	90	85	88	45	136	91
Last 4 wks as % of same period 2011/12	137	230	100	83	358	125	58	115	91
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

<sup>1</sup> Current unshipped export sales to date

<sup>2</sup> 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](http://www.fas.usda.gov))

Table 13

## Top 5 Importers<sup>1</sup> of U.S. Corn

Week ending 01/17/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	4,352	6,768	(36)	12,367
Mexico	3,077	6,521	(53)	9,617
China	1,585	3,534	(55)	5,414
Korea	422	2,779	(85)	3,639
Venezuela	283	343	(17)	1,332
<b>Top 5 Importers</b>	<b>9,719</b>	<b>19,945</b>	<b>(51)</b>	<b>32,369</b>
<b>Total US corn export sales</b>	<b>13,355</b>	<b>26,711</b>	<b>(50)</b>	<b>39,180</b>
% of Projected	55%	68%		
Change from prior week	<b>193</b>	<b>958</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	73%	75%		83%
<b>USDA forecast, January 2013</b>	<b>24,130</b>	<b>39,180</b>	<b>(38)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol January 2013</b>	<b>114,300</b>	<b>127,000</b>	<b>(10)</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.

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

<sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm) (Carry-over plus Accumulated Exports)

Table 14

**Top 5 Importers<sup>1</sup> of U.S. Soybeans**

Week Ending 01/17/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	19,867	17,930	11	24,602
Mexico	1,553	1,791	(13)	3,180
Japan	1,201	1,064	13	1,891
Indonesia	764	867	(12)	1,741
Egypt	547	445	23	1,292
<b>Top 5 importers</b>	<b>23,932</b>	<b>22,097</b>	<b>8</b>	<b>32,706</b>
<b>Total US soybean export sales</b>	<b>33,017</b>	<b>26,011</b>	<b>27</b>	<b>37,060</b>
% of Projected	90%	70%		
Change from prior week	383	466		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>72%</b>	<b>85%</b>		
<b>USDA forecast, January 2013</b>	<b>36,610</b>	<b>37,060</b>	<b>(1)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year (MY) = Sep 1 - Aug 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/><sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm). (Carryover plus Accumulated Exports)

Table 15

**Top 10 Importers<sup>1</sup> of All U.S. Wheat**

Week Ending 01/17/2013	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,751	2,926	(6)	3,512
Mexico	2,412	2,889	(17)	3,496
Nigeria	2,297	2,504	(8)	3,248
Philippines	1,701	1,799	(5)	2,039
Korea	1,292	1,419	(9)	1,983
Egypt	1,071	247	334	950
Taiwan	810	705	15	888
Indonesia	368	650	(43)	830
Venezuela	532	481	11	594
Iraq	209	572	(63)	572
<b>Top 10 importers</b>	<b>13,442</b>	<b>14,191</b>	<b>(5)</b>	<b>18,111</b>
<b>Total US wheat export sales</b>	<b>20,413</b>	<b>21,147</b>	<b>(3)</b>	<b>28,560</b>
% of Projected	71%	74%		
Change from prior week	573	605		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>66%</b>	<b>67%</b>		<b>63%</b>
<b>USDA forecast, January 2012</b>	<b>28,580</b>	<b>28,560</b>	<b>0.1</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://www.fas.usda.gov); Marketing year = Jun 1 - May 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/><sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://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 01/24/13	Previous Week <sup>1</sup>	Current Week as % of Previous	2013 YTD <sup>1</sup>	2012 YTD <sup>1</sup>	2013 YTD as % of 2012 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2012
							2012	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	220	441	50	962	725	133	133	113	12,625
Corn	109	62	175	320	311	103	103	65	5,512
Soybeans	195	329	59	923	944	98	98	97	10,347
<b>Total</b>	<b>525</b>	<b>833</b>	<b>63</b>	<b>2,206</b>	<b>1,980</b>	<b>111</b>	<b>111</b>	<b>96</b>	<b>28,484</b>
<b>Mississippi Gulf</b>									
Wheat	165	68	242	340	415	82	82	96	5,462
Corn	392	176	222	766	1,768	43	43	45	18,068
Soybeans	726	818	89	2,868	2,534	113	113	102	24,684
<b>Total</b>	<b>1,283</b>	<b>1,063</b>	<b>121</b>	<b>3,974</b>	<b>4,717</b>	<b>84</b>	<b>84</b>	<b>82</b>	<b>48,215</b>
<b>Texas Gulf</b>									
Wheat	164	73	226	338	405	84	84	58	5,912
Corn	2	0	n/a	2	1	161	161	3	336
Soybeans	25	47	54	73	0	n/a	n/a	26	626
<b>Total</b>	<b>192</b>	<b>120</b>	<b>160</b>	<b>413</b>	<b>406</b>	<b>102</b>	<b>102</b>	<b>45</b>	<b>6,874</b>
<b>Interior</b>									
Wheat	31	32	99	115	41	283	192	182	1,218
Corn	34	57	60	136	561	24	112	31	6,115
Soybeans	49	116	42	311	362	86	46	100	4,204
<b>Total</b>	<b>114</b>	<b>205</b>	<b>56</b>	<b>562</b>	<b>963</b>	<b>58</b>	<b>283</b>	<b>69</b>	<b>11,538</b>
<b>Great Lakes</b>									
Wheat	2	0	n/a	2	0	n/a	n/a	300	481
Corn	0	0	n/a	0	14	0	0	0	56
Soybeans	0	0	n/a	1	0	n/a	n/a	0	708
<b>Total</b>	<b>2</b>	<b>0</b>	<b>n/a</b>	<b>3</b>	<b>14</b>	<b>22</b>	<b>22</b>	<b>56</b>	<b>1,245</b>
<b>Atlantic</b>									
Wheat	24	0	n/a	24	2	1,554	1,554	37	341
Corn	0	0	n/a	0	21	0	0	0	143
Soybeans	112	25	453	235	113	208	208	146	1,460
<b>Total</b>	<b>137</b>	<b>25</b>	<b>551</b>	<b>259</b>	<b>135</b>	<b>192</b>	<b>192</b>	<b>102</b>	<b>1,944</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	607	614	99	1,782	1,587	112	112	93	26,040
Corn	538	295	182	1,225	2,675	46	46	45	30,230
Soybeans	1,108	1,336	83	4,411	3,953	112	112	98	42,030
<b>Total</b>	<b>2,253</b>	<b>2,245</b>	<b>100</b>	<b>7,418</b>	<b>8,215</b>	<b>90</b>	<b>90</b>	<b>81</b>	<b>98,300</b>

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

<sup>2</sup> 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](http://www.gipsa.usda.gov)); YTD= year-to-date; n/a = not applicable

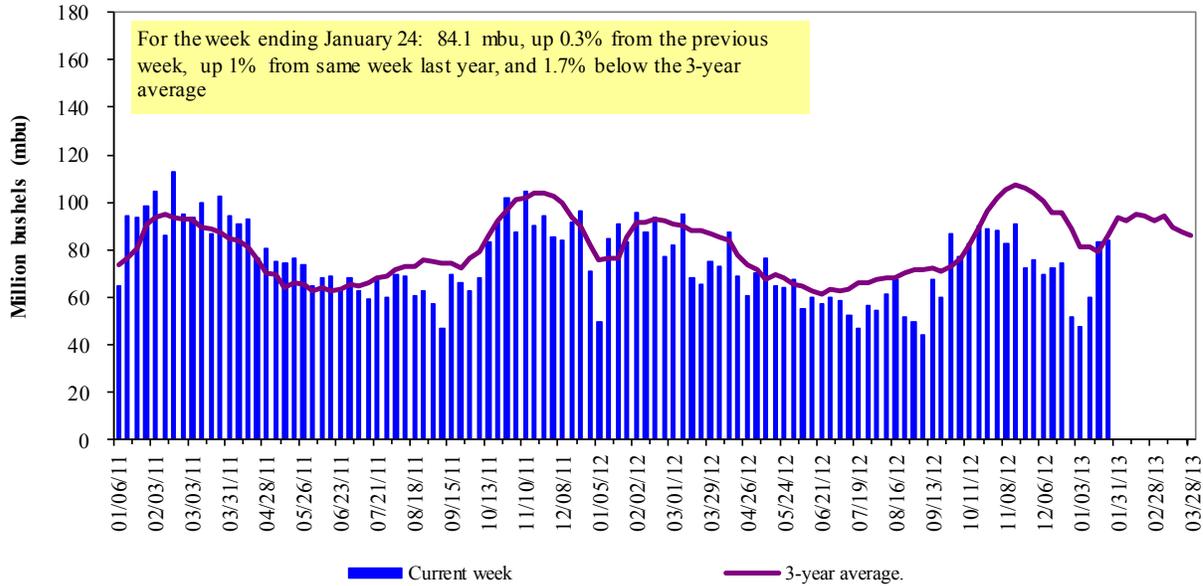
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The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 56 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2012.

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Figure 14

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

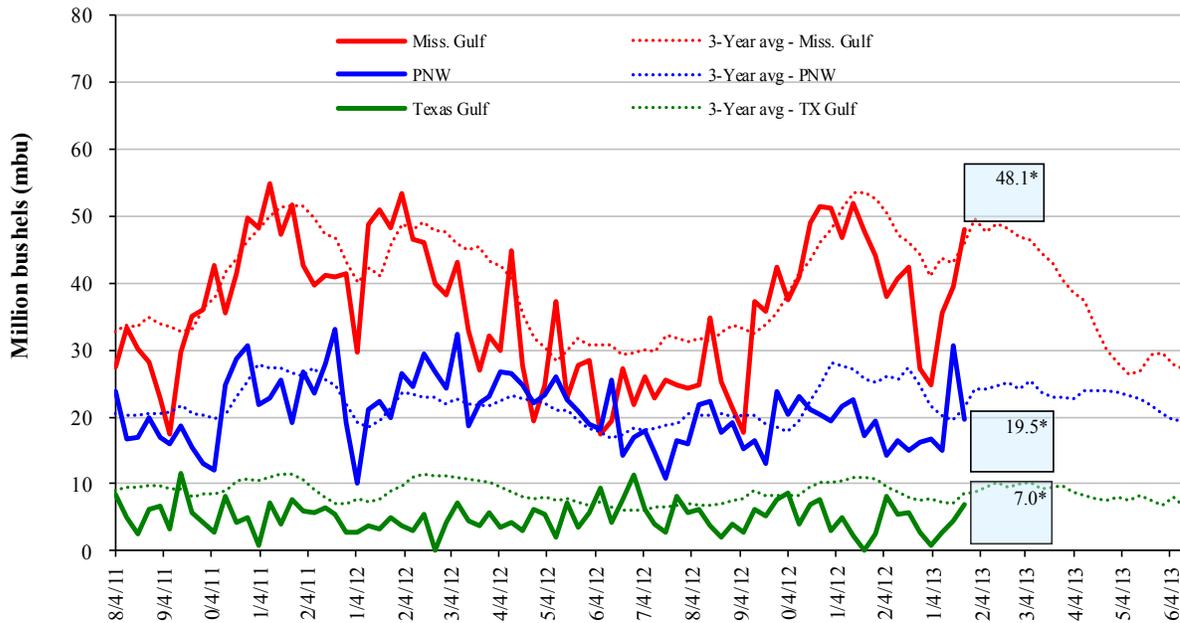


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



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

January 24 % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	up 22	up 60	up 26	down 36
Last year (same week)	down 0.3	up 38	up 3.4	up 2.2
3-yr avg (4-wk mov. avg)	up 5	down 18	up 2	down 19

# Ocean Transportation

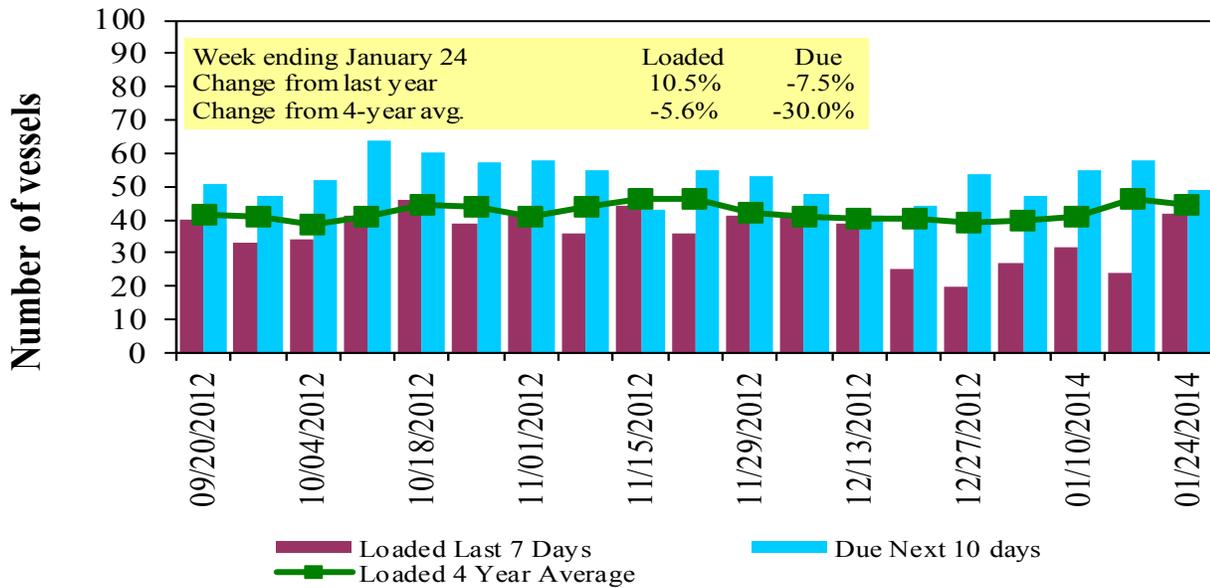
Table 17

**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
1/24/2013	40	42	49	13	n/a
1/17/2013	38	24	58	16	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

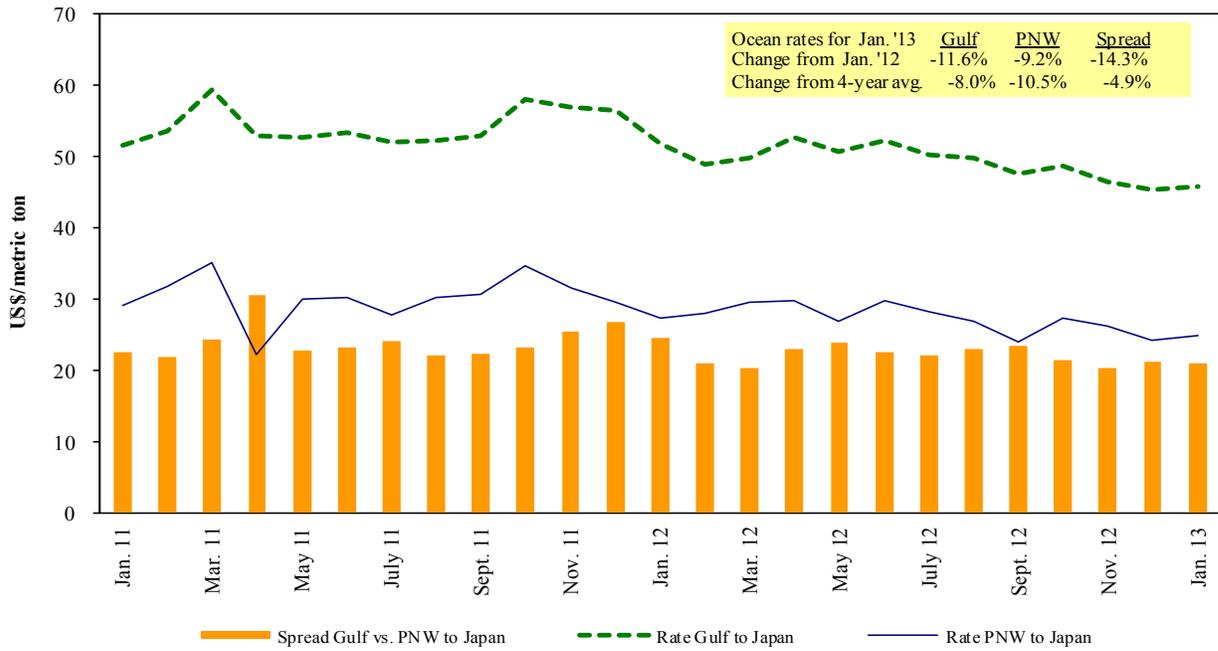
**Figure 16**  
**U.S. Gulf<sup>d</sup> Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA

Figure 17

**Grain Vessel Rates, U.S. to Japan**



Source: O'Neil Commodity Consulting

Table 18

**Qegcp'Ht gli j v'TcvguHqt 'Ugrgevgf 'Uj kr o gpwu 'Y ggnlGpf lpi '23484235''**

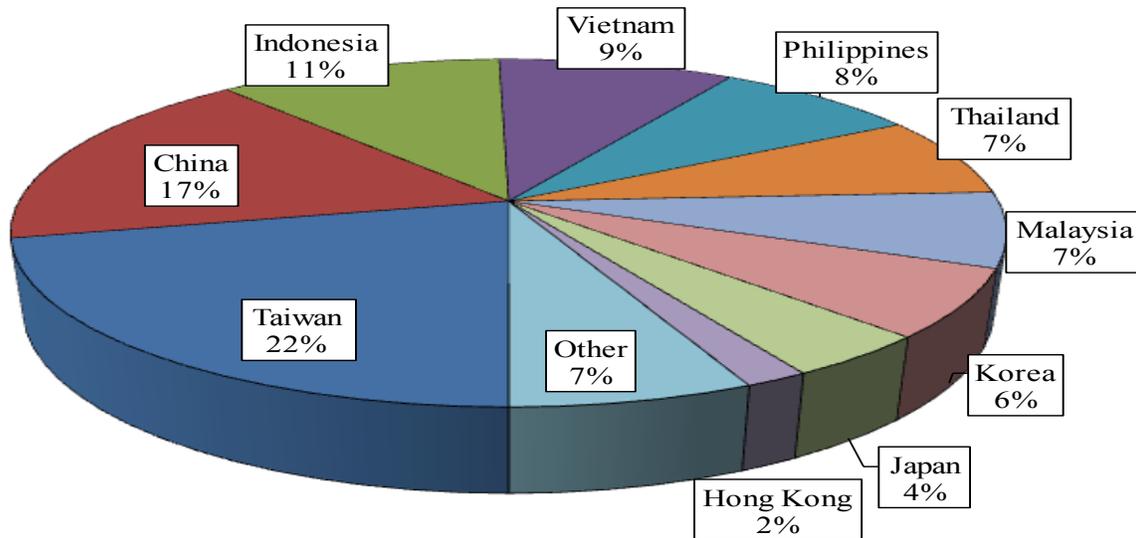
Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 25/Fe 5	55,000	43.05
U.S. Gulf	China	Heavy Grain	Jan 15/25	55,000	42.75
U.S. Gulf	China	Heavy Grain	Jan 10/18	55,000	43.00
U.S. Gulf	China	Heavy Grain	Jan 10/15	65,000	43.00
U.S. Gulf	China	Heavy Grain	Dec 5/10	55,000	42.50
U.S. Gulf	China	Heavy Grain	Nov 20/30	55,000	43.00
U.S. Gulf	China	Heavy Grain	Nov 15/25	55,000	49.00
U.S. Gulf	China	Heavy Grain	Nov 10/20	55,000	46.00
U.S. Gulf	China	Heavy Grain	Nov 9/19	55,000	48.00
U.S. Gulf	China	Heavy Grain	Nov 5/10	55,000	46.00
U.S. Gulf	China	Heavy Grain	Jan 25/Feb5	55,000	43.05
U.S. Gulf	Jordan <sup>1</sup>	Wheat	Jan 7/10	45,000	85.85
U.S. Gulf	China	Heavy Grain	Feb 1/5	54,000	20.50
PNW	China	Heavy Grain	Feb 1/5	54,000	20.50
PNW	Spain Mediterranean	Heavy Grain	Nov 30/Dec 3	50,000	11.00
Brazil	China	Heavy Grain	Feb 10/19	60,000	35.50
Brazil	Portugal	Heavy Grain	Dec 10/20	60,000	19.50
Brazil	Portugal	Heavy Grain	Nov 10/20	60,000	15.50
Brazil	Algeria	Wheat	Nov 2/7	25,000	22.00
France	Algeria	Wheat	Nov 7/9	40,000	25.00
River Plate	Egypt	Heavy Grain	Jan 15/20	60,000	9.50
Ukraine	Rotterdam	Rapeseed	Dec 8/17	60,000	14.80

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

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, October 2012**

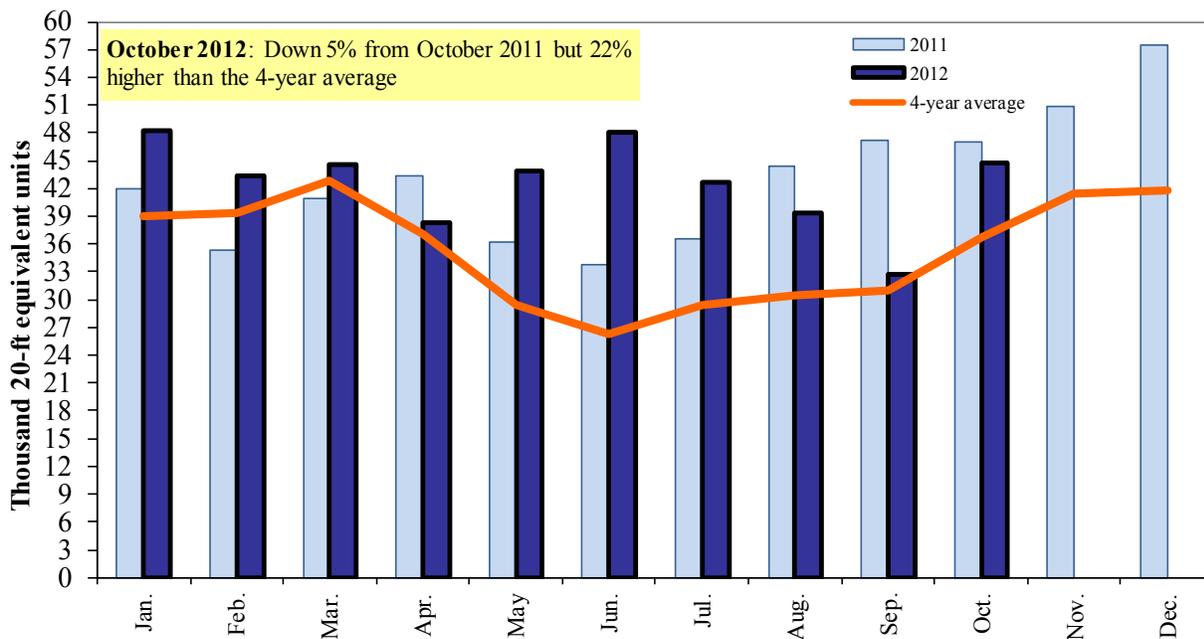


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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