



Grain Transportation Report

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

Contact Us

Feb. 13, 2014

WEEKLY HIGHLIGHTS

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
Feb. 20, 2014

Despite Recent Weather Disruption, Gulf Grain Loading Activity Remains Strong

Despite recent inclement weather in the Gulf region and across the nation, grain loading activity in the U.S. Gulf continues to be strong. As of February 6, 76 **ocean-going grain vessels** were being loaded or waiting to be loaded at the Gulf ports, 42 vessels were loaded in the previous 7 days, and 97 vessels are expected to be loaded within the next 10 days. The number of vessels loading or waiting to be loaded, and the number of vessels expected to be loaded are a record high. The number of vessels loading or waiting to be loaded is 105 percent more than last year, and 56 percent more than the 4-year average. The number of vessels loaded during the previous 7 days is 31 and 1 percent above last year and 4-year average, respectively. The number of expected vessels is 121 percent more than last year and 69 percent more than the 4-year average. The number of expected grain vessels has been consistently high at this level for the past 2 weeks.

STB Sets New Public Hearing for Competitive Switching; NGFA Granted Extension in Grain Rate Regulation Review

The Surface Transportation Board (STB) has rescheduled last October's public hearing in Ex Parte 711 for March 25 and 26 in Washington, D.C. The hearing will allow interested parties to raise issues concerning the National Industrial Transportation League's petition for a revision of the rules governing reciprocal switching between railroads. The proposed rules would provide additional railroad access for shippers located within 30 miles of a railroad interchange. In a separate decision, on February 10, the STB granted a 60-day extension at the request of the National Grain and Feed Association (NGFA) for additional time in the upcoming Ex Parte 665 Rail Transportation of Grain, Rate Regulation Review. This proceeding is seeking public comment on how to make the STB's rate complaint procedures accessible to grain shippers. Under the modified schedule, comments are now due May 12, and replies are due July 11.

Cost Overruns Threaten Work on Panama Canal Expansion

A dispute between Panama Canal Authority (ACP) and a Spanish-led building consortium over a \$1.6 billion cost overrun has put the 2015 completion deadline for the expansion project in doubt. Negotiations broke down between the two parties on February 5. The project was originally estimated to cost \$5.25 billion but may increase close to \$7 billion due to cost overrun. ACP argues that the consortium should pay for the cost since the overruns are caused by events that are typical or "normal" for this kind of construction project. The canal authority maintains that construction work on the project has been suspended, while the spokesperson for the consortium claims work has been slowed, not stopped.

Grain Inspections Rebound

For the week ending February 6, total inspections of grain (corn, wheat, and soybeans) for export from all major port regions reached 2.7 million metric tons (mmt), up 29 percent from the previous week, up 47 percent from the same time last year, and 16 percent above the 3-year average. Inspections increased for each of the three major grains. Total wheat inspections jumped 50 percent as demand from South America and Mexico increased. Total corn and soybean inspections increased 24 and 26 percent, respectively, from the previous week. Mississippi Gulf grain inspections (1.43 mmt) jumped 55 percent as weather conditions improved in the region. Grain shipments from the Mississippi Gulf increased to Asia and Latin America. Outstanding export sales (unshipped) of wheat and corn continued to increase, but soybean sales remained lower.

Snapshots by Sector

Rail

U.S. railroads originated 20,745 **carloads of grain** during the week ending February 1, down 11 percent from last week, up 23 percent from last year, and the same as the 3-year average.

During the week ending February 6, average February non-shuttle **secondary railcar bids/offers per car** were \$900 above tariff, up \$100 from last week and \$900 higher than last year. Average shuttle bids/offers per car were \$1,850 above tariff, up \$704 from last week and \$1,815 higher than last year.

Barge

During the week ending February 8, **barge grain movements** totaled 664,900 tons—7.2 percent higher than the previous week and 34 percent higher than the same period last year.

During the week ending February 8, 408 grain barges **moved down river**, up 8 percent from last week; 774 grain barges were **unloaded in New Orleans**, up 13.5 percent from the previous week.

Ocean

During the week ending February 7, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$55.50 per mt, 2 percent less than the previous week. The cost of shipping from the Pacific Northwest to Japan was \$28 per mt, unchanged from the previous week.

Fuel

During the week ending February 10, U.S. average **diesel fuel prices** increased 3 cents from the previous week to \$3.98 per gallon—down 13 cents from with the same week last year.

Feature Article/Calendar

Grain Transportation Update

Extreme weather conditions have created challenges for interior logistics and the movement of grain to port elevators. The challenges include ice accumulation on the Illinois River and part of the Mississippi river, impacting barge grain movements from the Midwest to Louisiana export elevators. Rail grain deliveries have experienced delays throughout the network. Extreme cold temperatures have resulted in truck mechanical failures, and heavy snowfall has caused route disruptions across much of the country. Despite these interior logistic challenges, grain movements for barge, rail, and export **loading activity**, especially in the Gulf ports, has remained strong. Between the first week of October and first week of February, grain movements are up 23 percent by barge and 13 percent by rail compared to the previous year.

More Exports and Domestic Use Forecast for Grain Transportation

According to the February 2014 World Agricultural Supply and Demand Estimates, production of corn, soybeans, and wheat increased 20.3 percent from 2012/13 (Table 1). Grain exports are forecast to increase 40.1 percent, which would increase the demand for rail and barge transportation. Domestic grain use is forecast to increase 9 percent, with most of the increased transportation demand captured by trucks.

Winter Weather and Repairs Impacting Barge

Cold weather continues to accumulate ice on the Illinois River and parts of the Mississippi River, disrupting the flow of barged grain from the Midwest to Louisiana export elevators. Most of the 326-mile-long Illinois River has been troubled by consistent, freezing temperatures forming ice that has slowed or stopped traffic. The Illinois River flows into the Mississippi River about 33 miles north of St. Louis, MO. The Mississippi River at St. Louis then flows 178 miles south where it joined by the Ohio River at Cairo, IL. Thereafter, the Mississippi River flows 725 miles to Baton Rouge, LA. It is the area from the Illinois River to the Mississippi River at Cairo that is experiencing navigation problems at this time.

Illinois River: Typically, when excess ice is an obstacle, large chunks of it can be moved through the Illinois River locks like a barge. However, this year there are larger-than-normal ice accumulations and not enough water flows to flush the ice down the channel. In addition, Illinois River barge loadings and fleeting operations have been affected by ice accumulations in the slow-moving lake areas of the river. For the first 6 weeks of 2014, Illinois River downbound movements were 805 thousand tons, 29 percent lower than the 3-year average.

St. Louis Area: The U.S. Army Corps of Engineers (Corps) is investigating a series of cable failures in the main lock at the Melvin Price Locks and Dam (replaced Locks and Dam 26) on the Mississippi River, north of St. Louis. The main 1,200-foot lock chamber has been closed since December 28 due to problems with the cables that operate the lock gates. It is still being determined how soon the chamber will return to service, but it could be as late as June 2014. It is important to note, however, the 600-foot auxiliary chamber at the Melvin Price Locks and Dam is still operational. Downstream from Melvin Price Locks and Dam is Locks 27, the last lock for downbound grain on the Mississippi River. Ice has hampered barge operations at Melvin Price and Locks 27. Also, low water has slowed barge movements in the St. Louis harbor area. For the first 6 weeks of 2014, Locks 27 downbound movements of grain were 1.148 million tons, 32 percent lower than the 3-year average.

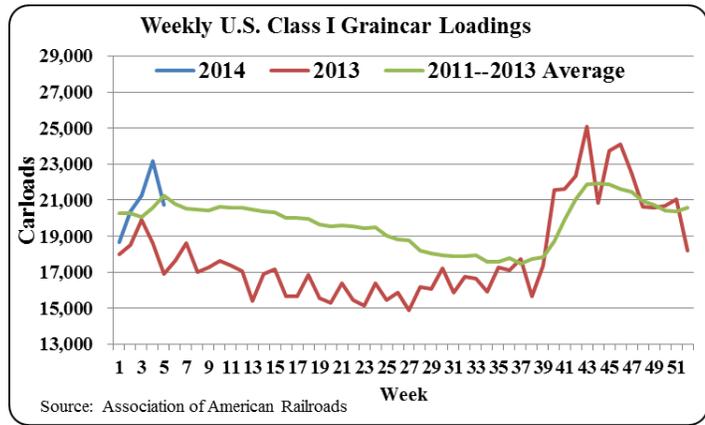
Phase II of Mississippi River Rock Removal Project: Because water levels are low, contractors for the Corps are re-visiting the Thebes, IL, area, south of St. Louis, to make permanent improvements to the navigation channel of the Mississippi River by removing rock formations. Starting in late 2012 and continuing into 2013, the Corps successfully removed submerged rock formations that threatened to block navigation during extremely low water on the Mississippi River. The current rock removal process will be performed in 12- to 16-hour shifts, every day except Sunday. While work is being done, barge traffic around the work sites is restricted to daylight-only movements and tows are limited to 15 barges. However, during certain phases of the project, traffic may be stopped for up to 12 hours a day. Work can only be done when the Cape Girardeau, MO, river gage is near or below 10 feet. On February 13, the 6:00am gage was 8.3 feet.

Ohio River: For the first 6 weeks of the year, Ohio River grain barge movements have not been as affected by the weather as the Upper Mississippi and Illinois River shipments. While the upper reaches of the Ohio are jammed with ice, the problems are in non-grain producing areas and do not affect navigation. Ohio River Locks 52 reported 2.1 million tons of grain for the year so far, 49 percent higher than the 3-year average and significantly higher than Mississippi River Locks 27.

	Corn	Soybeans	Wheat	Total	Y/Y
United States 2013/14 (Projected)					
Production	13,925	3,289	2,130	19,344	20.3%
Exports	1,600	1,510	1,175	4,285	40.1%
Domestic Use	11,700	1,799	1,284	14,783	9.0%
Ending Stocks/Use	11.1%	4.5%	22.7%		
United States 2012/13 (Estimated)					
Production	10,780	3,034	2,266	16,080	-7.9%
Exports	731	1,320	1,007	3,058	-22.8%
Domestic Use	10,379	1,779	1,406	13,564	-2.8%
Ending Stocks/Use	7.4%	4.5%	29.7%		
2011/12					
Production	12,360	3,094	1,999	17,453	
Exports	1,543	1,365	1,051	3,959	
Domestic Use	10,985	1,790	1,180	13,955	
Ending Stocks/Use	7.9%	5.4%	33.3%		

Rail Graincar Loadings Recover in 2013/2014

The combined wheat, soybean, and corn harvest in 2013 was 20 percent higher than in 2012, reflecting a recovery from the severe drought. Total rail graincar loadings between the first week of October and the first week of February are 13 percent higher than during the same period last year. Kansas City Southern graincar loadings are 91 percent higher than the previous year (18,565 carloadings), marking an all-time high for the railroad. Norfolk Southern is also carrying a notable amount of grain (62,795 carloadings), its second highest amount in 15 years. CSX and UP graincar loadings are 44 and 48 percent higher, respectively. Only grain traffic on BNSF is down from the previous



year, loading 11 percent fewer carloads (162,265 carloadings). However, since the beginning of the year, BNSF has been slowly recovering weekly traffic, which has been impaired by ongoing track improvement work. Operations on all railroads have been affected this year by the extreme winter weather, which has intermittently necessitated shorter train lengths and slower speeds, required additional crews and locomotives, canceled some services, and caused delays.

However, since the beginning of the year, BNSF has been slowly recovering weekly traffic, which has been impaired by ongoing track improvement work. Operations on all railroads have been affected this year by the extreme winter weather, which has intermittently necessitated shorter train lengths and slower speeds, required additional crews and locomotives, canceled some services, and caused delays.

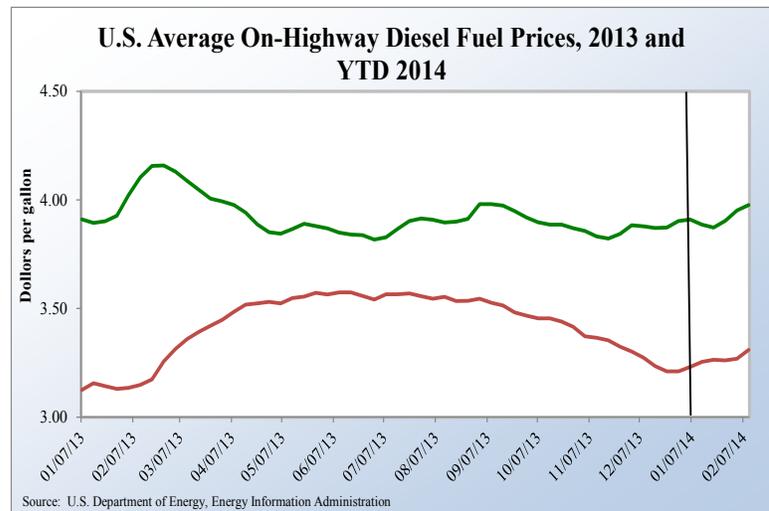
Increased Grain Shipments Pushed Up Ocean Freight Rates

Although still relatively moderate, ocean freight rates for shipping bulk grain are higher than the same period last year. As of February 7, the cost of shipping grain through the U.S. Gulf to Japan was \$55.50 per metric ton (mt)—21 percent more than a year ago and 6 percent above the 4-year average. The cost of shipping from the Pacific Northwest to Japan was \$28 per mt—17 percent more than a year ago, but 7 percent less than the 4-year average. The increase in rates was a spillover from the 3rd and 4th quarters of last year resulting from an increase in grain shipments, especially from the Gulf, and also increases in global shipments of bulk commodities such as coal and iron ore.

Diesel Fuel Prices Above 5-Year Average in 2013; the Harsh Winter has Prices Continuing Higher

U.S. average on-highway diesel fuel prices averaged \$3.92 per gallon in 2013—15 percent above the 5-year average. In fact, diesel prices were well above the 5-year

average throughout the entire year. According to the Energy Information Administration (EIA), since the beginning of 2014, prices have increased 7 cents per gallon because of the severe winter weather. Extreme cold has resulted in truck mechanical failures and heavy snowfall has caused route disruptions across much of the country. Additionally, demand for heating oil has increased significantly during these extreme conditions, prompting the Federal Motor Carrier Safety Administration to extend its regional emergency declarations covering 37 States for the duration of the emergency or through March 1, 2014. These declarations, combined with declarations issued



by the oil producing States of Louisiana and Texas, provide those truck drivers transporting propane and other home heating fuels into the affected States with a temporary exemption from hours-of-service rules. Connecticut has provided an additional declaration for the intrastate transportation of biodiesel, diesel fuel, and gasoline through March 1. Kentucky has provided a declaration for livestock feeds, especially for poultry. Pennsylvania and Virginia have provided declarations for road salt. Logistics Management Solutions reports that capacity for bulk shipments is tight with lead times of 3 to 6 days, and Reuters has reported that deliveries to grain elevators were reduced because of road conditions.

The EIA reports, “Distillate inventories in the Northeast have fallen by 4.8 million barrels (bbl) (19 percent) in the past three weeks (ending January 24), much faster than the 2.1-million-bbl draw typically seen during this time of year.” Heating oil and diesel fuel both are derived from distillate fuel oil causing the demand for one to affect inventories and ultimately the market price of the other. GTRContactUs@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
02/12/14	267	289	293	326	248	199
02/05/14	265	283	263	n/a	253	199

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

*No quote for Illinois River as ice accumulation severely limited barge operations.

Table 2

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

Commodity	Origin--Destination	2/7/2014	1/31/2014
Corn	IL--Gulf	-0.93	-0.97
Corn	NE--Gulf	-0.99	-1.02
Soybean	IA--Gulf	-1.35	-1.40
HRW	KS--Gulf	-1.59	-1.61
HRS	ND--Portland	-3.33	-3.15

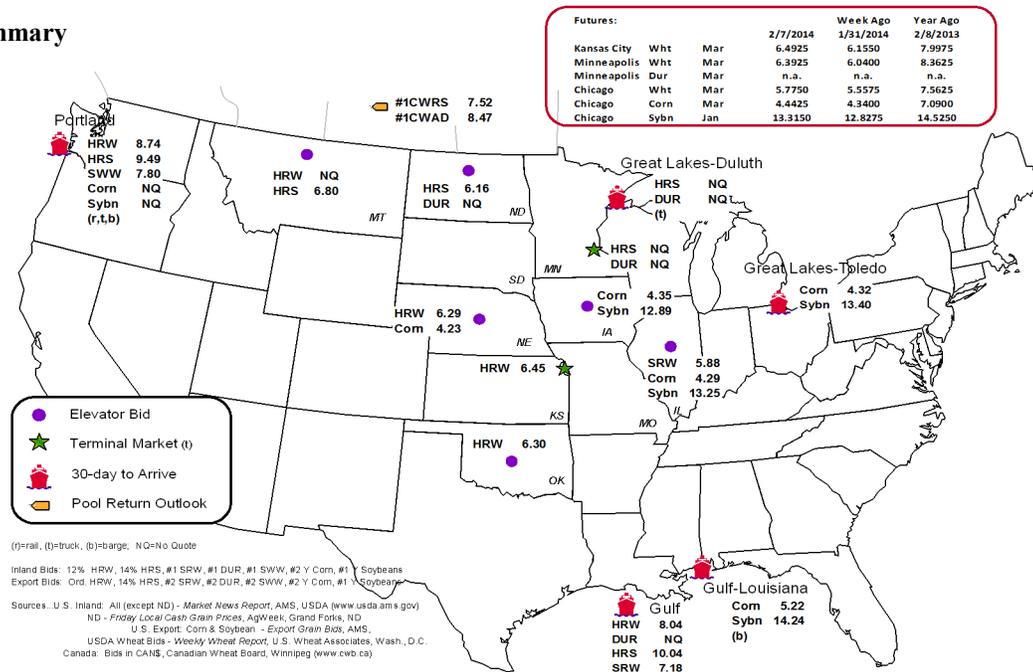
Note: nq = no quote

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
2/05/2014 ^p	788	1,584	4,119	990	7,481	2/1/2014	1,705
1/29/2014 ^r	1,269	1,451	7,069	847	10,636	1/25/2014	1,942
2014 YTD ^f	7,210	9,429	32,687	4,725	54,051	2014 YTD	10,142
2013 YTD ^f	6,266	3,987	25,668	4,508	40,429	2013 YTD	6,417
2014 YTD as % of 2013 YTD	115	236	127	105	134	% change YTD	158
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.

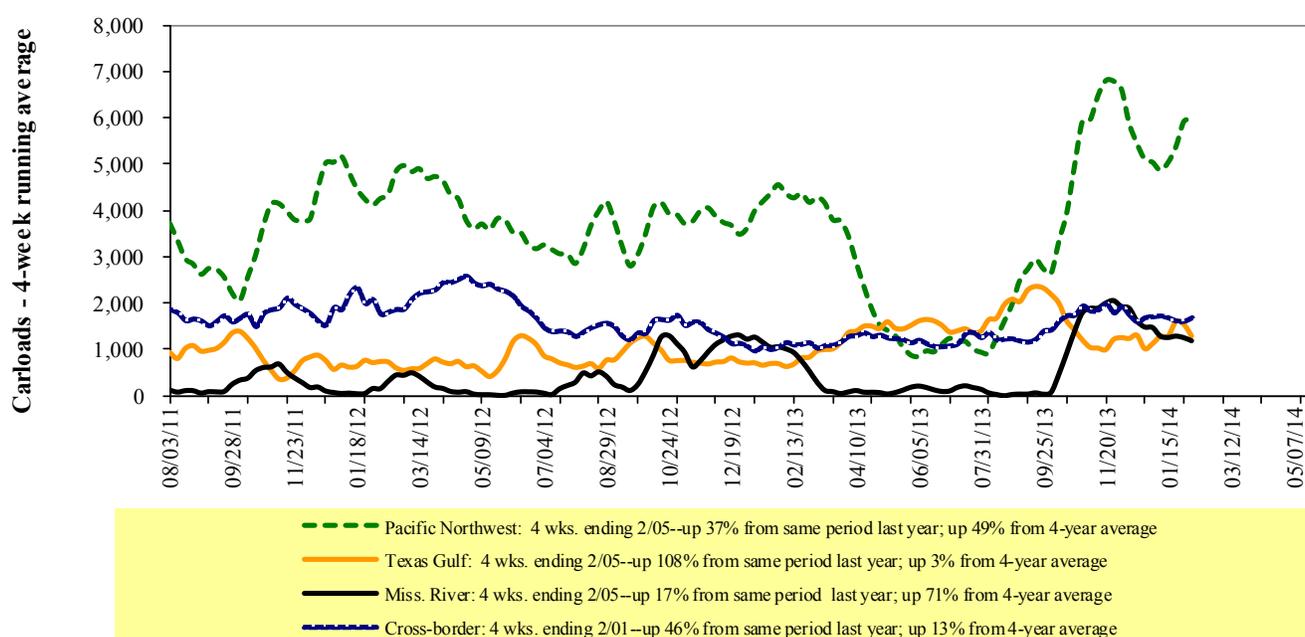
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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

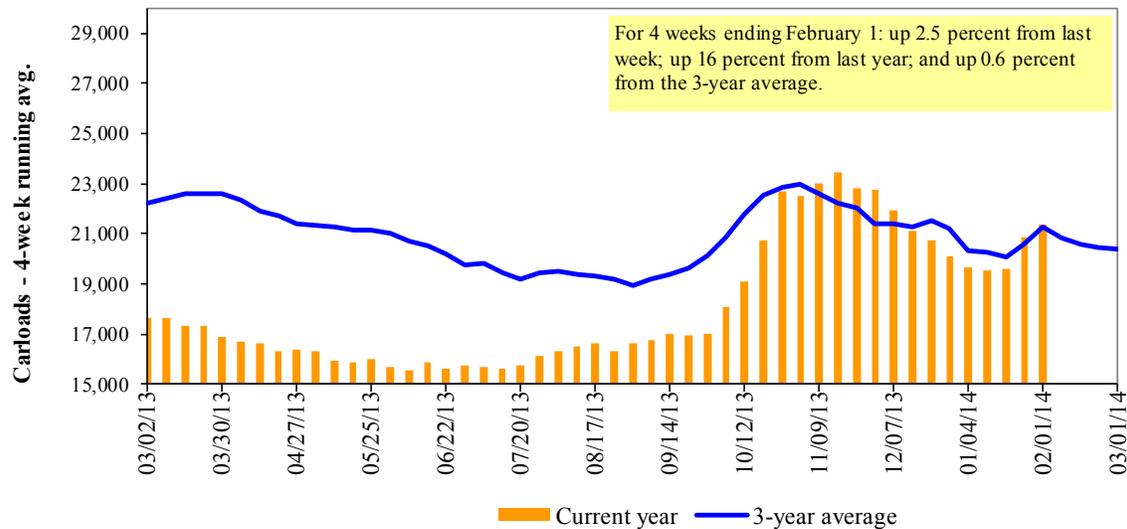
Table 4

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
02/01/14	1,944	2,881	9,217	997	5,706	20,745	3,201	4,747
This week last year	1,695	2,702	8,653	580	3,292	16,922	2,938	5,067
2014 YTD	10,716	15,368	42,828	5,231	30,036	104,179	18,755	23,453
2013 YTD	7,944	13,748	48,770	2,878	18,603	91,943	18,875	28,159
2014 YTD as % of 2013 YTD	135	112	88	182	161	113	99	83
Last 4 weeks as % of 2013	133	111	92	159	166	116	100	84
Last 4 weeks as % of 3-yr avg. ¹	108	107	86	173	124	102	102	94
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							
	Feb-14	Feb-13	Mar-14	Mar-13	Apr-14	Apr-13	May-14	May-13
2/6/2014								
BNSF ³								
COT grain units	no offer	1	no offer	0	379	no bids	278	no bids
COT grain single-car ⁵	no offer	0 . . 15	no offer	no bids	no offer	0	600 . . 612	0
UP ⁴								
GCAS/Region 1	no offer	no bids	no offer	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no offer	no bids	no offer	no bids	76	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.

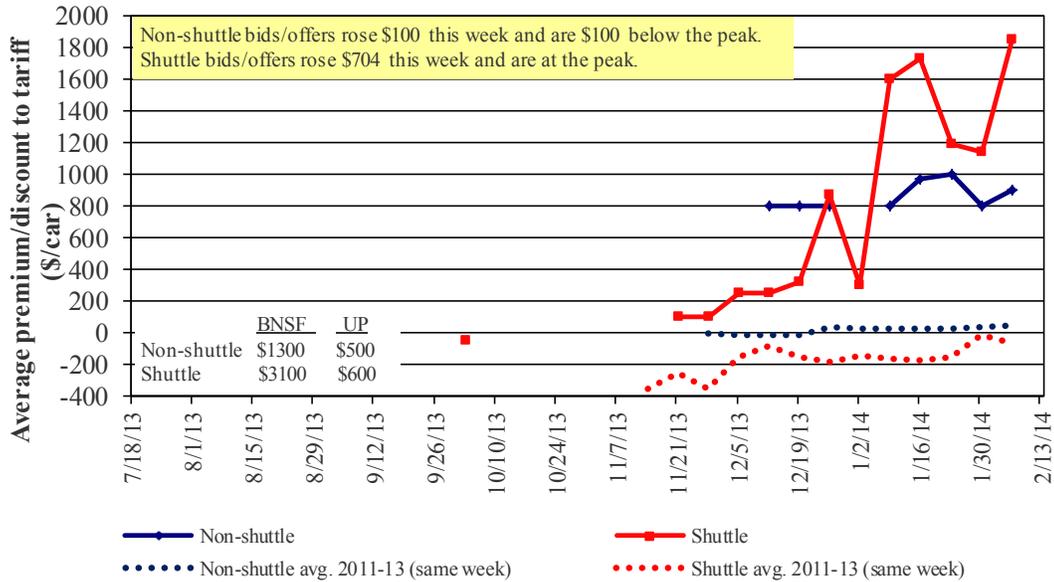
⁵Range is shown because average is not available. Not available = n/a.

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 February 2014, Secondary Market

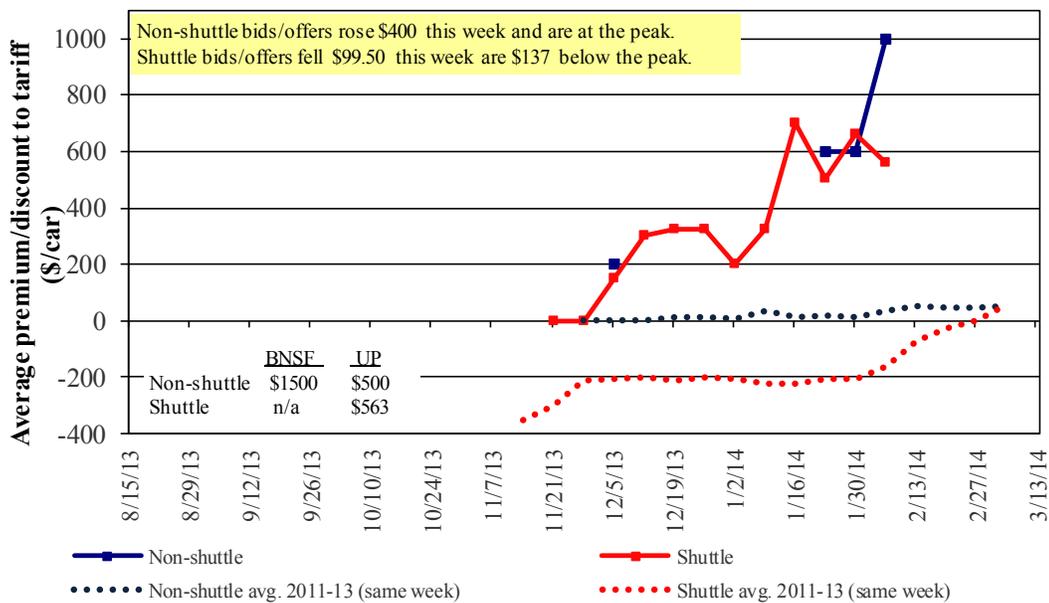


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

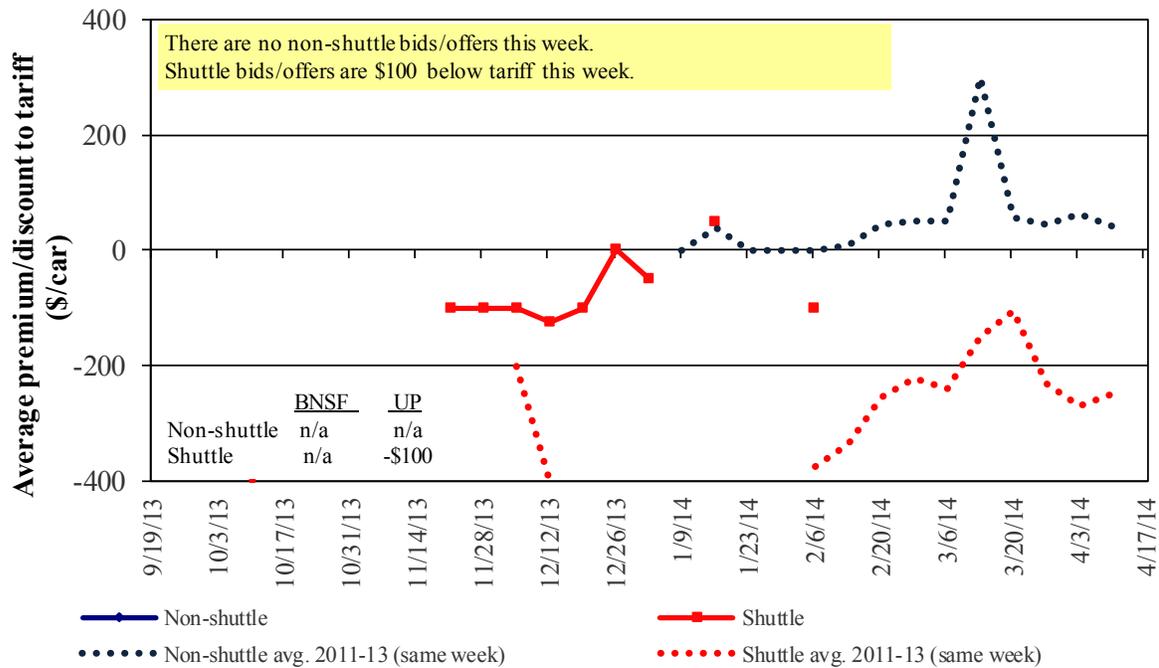


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in April 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					
	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14
Non-shuttle						
BNSF-GF	1,300	1,500	n/a	n/a	n/a	n/a
Change from last week	300	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	1,313	n/a	n/a	n/a	n/a	n/a
UP-Pool	500	500	n/a	n/a	n/a	n/a
Change from last week	(100)	(100)	n/a	n/a	n/a	n/a
Change from same week 2013	487	487	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	3,100	n/a	n/a	n/a	n/a	n/a
Change from last week	1,733	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	3,017	n/a	n/a	n/a	n/a	n/a
UP-Pool	600	563	(100)	n/a	n/a	n/a
Change from last week	(325)	188	n/a	n/a	n/a	n/a
Change from same week 2013	613	613	n/a	n/a	n/a	n/a

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

²Shuttle 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
2/1/2014	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	\$182	\$33.50	\$0.91	1
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$104	\$36.75	\$1.00	1
	Wichita, KS	Los Angeles, CA	\$6,244	\$536	\$67.32	\$1.83	3
	Wichita, KS	New Orleans, LA	\$3,808	\$320	\$41.00	\$1.12	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$440	\$62.20	\$1.69	4
	Northwest KS	Galveston-Houston, TX	\$4,076	\$351	\$43.96	\$1.20	3
	Amarillo, TX	Los Angeles, CA	\$4,275	\$489	\$47.30	\$1.29	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,192	\$362	\$35.29	\$0.90	2
	Toledo, OH	Raleigh, NC	\$4,686	\$416	\$50.66	\$1.29	3
	Des Moines, IA	Davenport, IA	\$2,078	\$77	\$21.40	\$0.54	3
	Indianapolis, IN	Atlanta, GA	\$4,061	\$312	\$43.43	\$1.10	3
	Indianapolis, IN	Knoxville, TN	\$3,469	\$200	\$36.44	\$0.93	3
	Des Moines, IA	Little Rock, AR	\$3,218	\$225	\$34.19	\$0.87	2
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,215	\$656	\$58.30	\$1.48	2
	Minneapolis, MN	New Orleans, LA	\$3,624	\$395	\$39.91	\$1.09	-1
	Toledo, OH	Huntsville, AL	\$3,687	\$295	\$39.55	\$1.08	3
	Indianapolis, IN	Raleigh, NC	\$4,756	\$419	\$51.39	\$1.40	3
	Indianapolis, IN	Huntsville, AL	\$3,379	\$200	\$35.54	\$0.97	3
Champaign-Urbana, IL	New Orleans, LA	\$3,748	\$362	\$40.82	\$1.11	3	
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$308	\$39.58	\$1.08	2
	Wichita, KS	Galveston-Houston, TX	\$3,798	\$240	\$40.10	\$1.09	4
	Chicago, IL	Albany, NY	\$3,950	\$390	\$43.10	\$1.17	4
	Grand Forks, ND	Portland, OR	\$5,159	\$532	\$56.51	\$1.54	1
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$554	\$65.92	\$1.79	0
	Northwest KS	Portland, OR	\$5,043	\$576	\$55.80	\$1.52	2
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$648	\$56.09	\$1.42	3
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$593	\$55.15	\$1.40	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,011	\$362	\$33.50	\$0.85	2
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$346	\$38.29	\$0.97	5
	Des Moines, IA	Amarillo, TX	\$3,590	\$283	\$38.46	\$0.98	2
	Minneapolis, MN	Tacoma, WA	\$5,000	\$643	\$56.03	\$1.42	3
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,400	\$665	\$50.29	\$1.28	3
	Sioux Falls, SD	Tacoma, WA	\$5,520	\$593	\$60.71	\$1.65	3
	Minneapolis, MN	Portland, OR	\$5,530	\$648	\$61.35	\$1.67	3
	Fargo, ND	Tacoma, WA	\$5,430	\$527	\$59.16	\$1.61	3
	Council Bluffs, IA	New Orleans, LA	\$4,175	\$418	\$45.61	\$1.24	5
	Toledo, OH	Huntsville, AL	\$2,862	\$295	\$31.35	\$0.85	3
Grand Island, NE	Portland, OR	\$5,110	\$589	\$56.60	\$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

Effective date: 2/1/2014

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	\$563	\$70.73	\$1.92	-6
	OK	Cuatitlan, EM	\$6,156	\$684	\$69.88	\$1.90	-6
	KS	Guadalajara, JA	\$6,559	\$660	\$73.77	\$2.01	-11
	TX	Salinas Victoria, NL	\$2,898	\$258	\$32.24	\$0.88	-18
Corn	IA	Guadalajara, JA	\$7,974	\$777	\$89.41	\$2.27	3
	SD	Celaya, GJ	\$7,656	\$736	\$85.75	\$2.18	3
	NE	Queretaro, QA	\$7,317	\$690	\$81.81	\$2.08	2
	SD	Salinas Victoria, NL	\$5,880	\$560	\$65.80	\$1.67	2
	MO	Tlalnepantla, EM	\$6,755	\$670	\$75.87	\$1.93	2
	SD	Torreón, CU	\$6,722	\$617	\$74.98	\$1.90	2
Soybeans	MO	Bojay (Tula), HG	\$7,868	\$655	\$87.08	\$2.37	3
	NE	Guadalajara, JA	\$8,447	\$749	\$93.96	\$2.55	3
	IA	El Castillo, JA	\$8,855	\$732	\$97.95	\$2.66	3
	KS	Torreón, CU	\$6,864	\$465	\$74.88	\$2.04	3
Sorghum	TX	Guadalajara, JA	\$6,953	\$479	\$75.94	\$1.93	7
	NE	Celaya, GJ	\$7,212	\$669	\$80.51	\$2.04	2
	KS	Queretaro, QA	\$6,650	\$420	\$72.24	\$1.83	-3
	NE	Salinas Victoria, NL	\$5,368	\$492	\$59.87	\$1.52	-2
	NE	Torreón, CU	\$6,243	\$549	\$69.40	\$1.76	1

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.

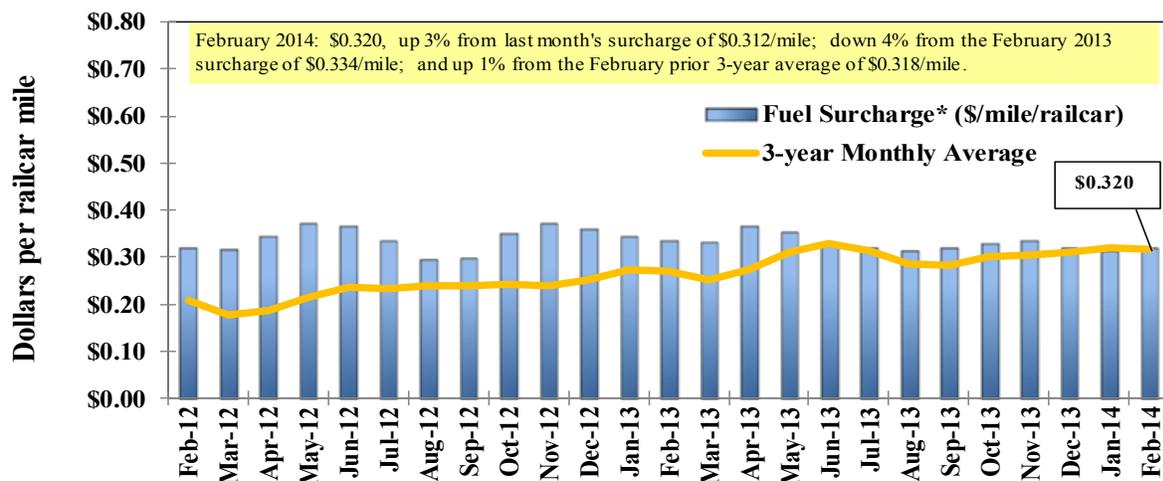
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V. railroad fuel surcharge policy as of 10/01/2009

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.

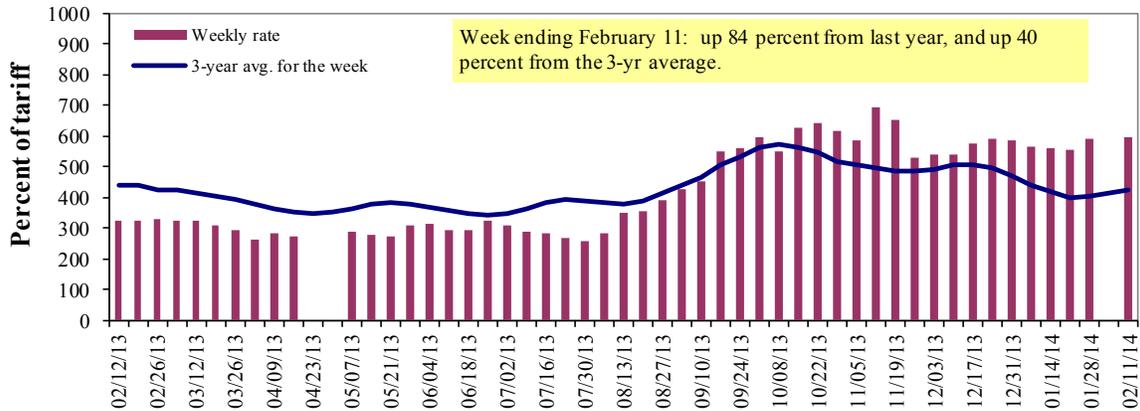
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.esx.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	2/11/2014	--	--	597	457	472	472	315
	2/4/2014	--	--	--	492	492	492	342
\$/ton	2/11/2014	--	--	27.70	18.23	22.14	19.07	9.89
	2/4/2014	--	--	--	19.63	23.07	19.88	10.74
Current week % change from the same week:								
	Last year	--	--	84	83	120	123	72
	3-year avg. ²	--	--	40	33	39	39	14
Rate¹	March	--	463	470	410	417	417	307
	May	440	420	418	317	353	353	272

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds; No rates reported on Illinois River due to ice.

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:

$(\text{Index} * 1976 \text{ tariff benchmark rate per ton}) / 100$

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

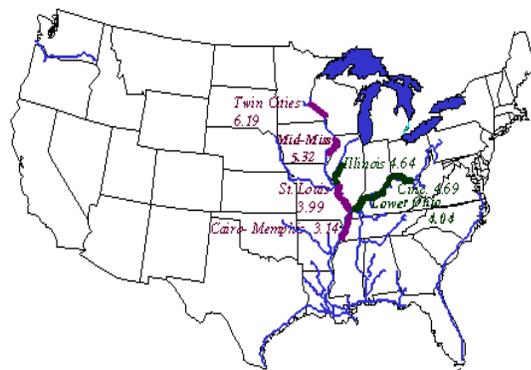
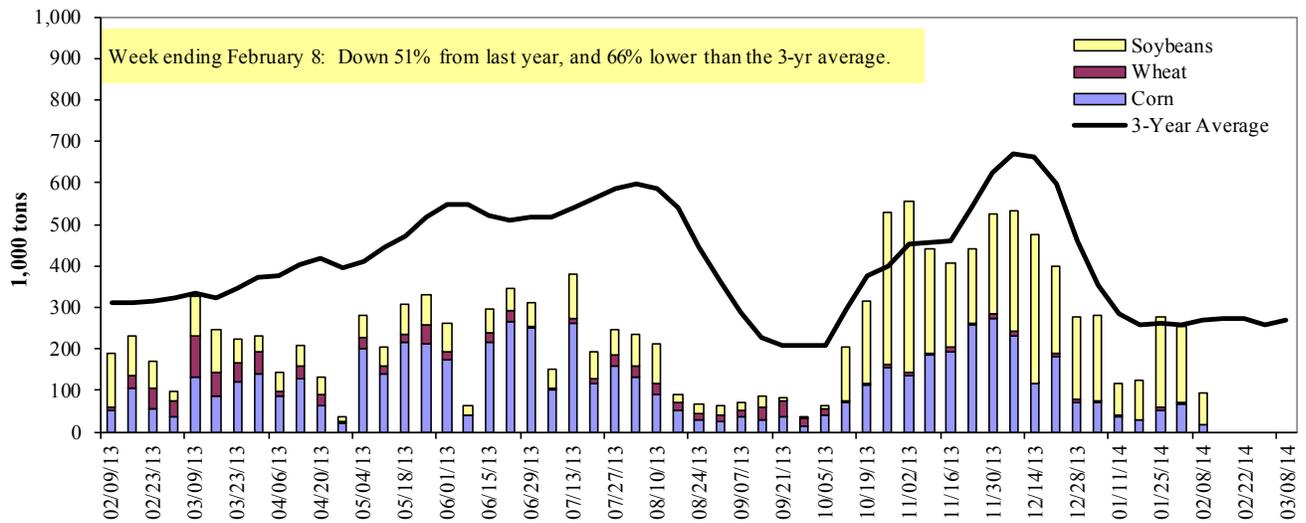


Figure 10

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 2/8/2014	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)	10	0	47	0	57
Granite City, IL (L27)	19	0	73	0	92
Illinois River (L8)	21	0	67	0	88
Ohio River (L52)	226	2	264	0	492
Arkansas River (L1)	6	11	63	1	81
Weekly total - 2014	251	13	400	1	665
Weekly total - 2013	67	93	321	15	496
2014 YTD ¹	1,216	106	2,186	32	3,540
2013 YTD	456	320	1,932	36	2,743
2014 as % of 2013 YTD	267	33	113	89	129
Last 4 weeks as % of 2013 ²	252	21	117	62	128
Total 2013	9,504	4,111	10,065	255	23,935

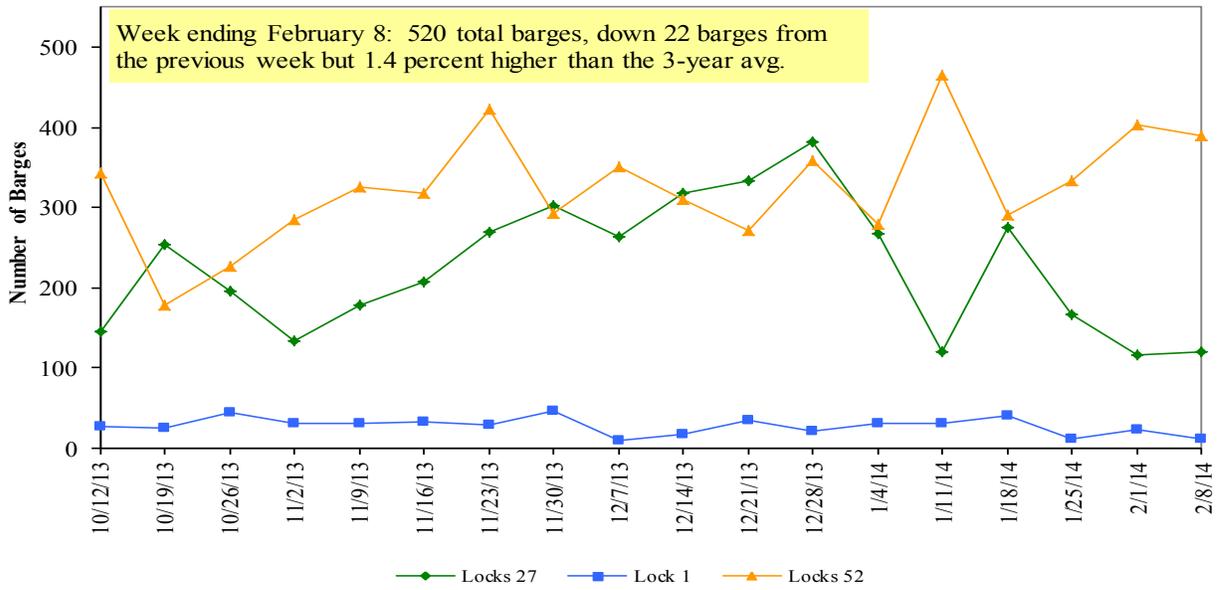
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

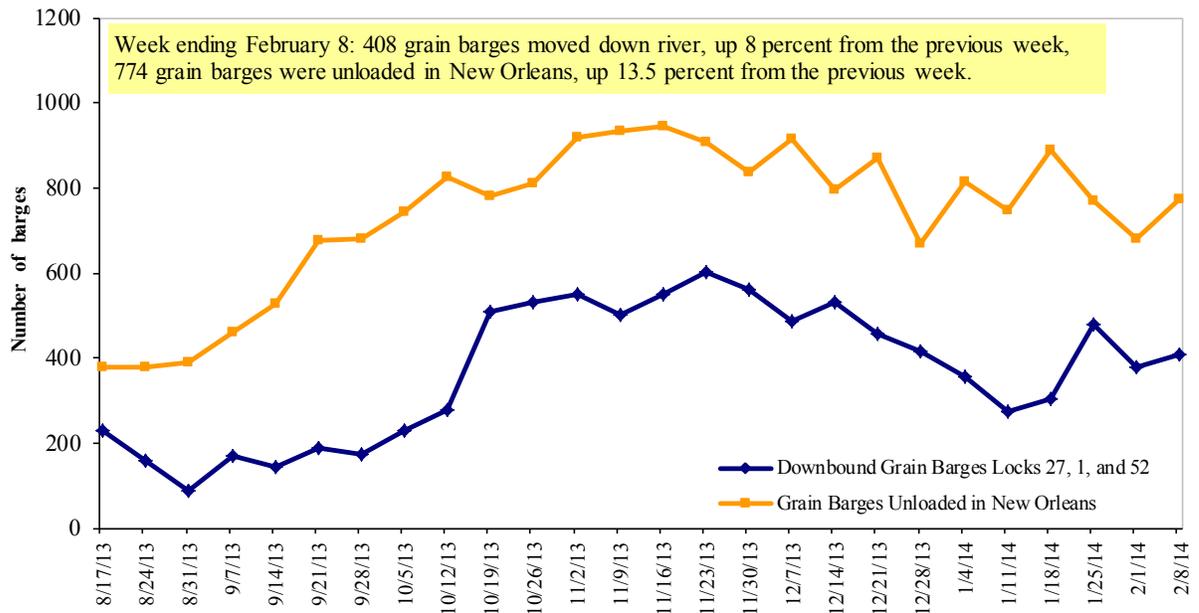
Source: U.S. Army Corps of Engineers

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 2/10/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.116	0.046	-0.036
	New England	4.369	0.064	0.103
	Central Atlantic	4.363	0.082	0.147
	Lower Atlantic	3.884	0.016	-0.199
II	Midwest ²	3.969	0.027	-0.111
III	Gulf Coast ³	3.788	0.013	-0.209
IV	Rocky Mountain	3.868	0.008	-0.096
V	West Coast	3.998	0.004	-0.267
	West Coast less California	3.901	-0.001	-0.286
	California	4.080	0.008	-0.251
Total	U.S.	3.977	0.026	-0.127

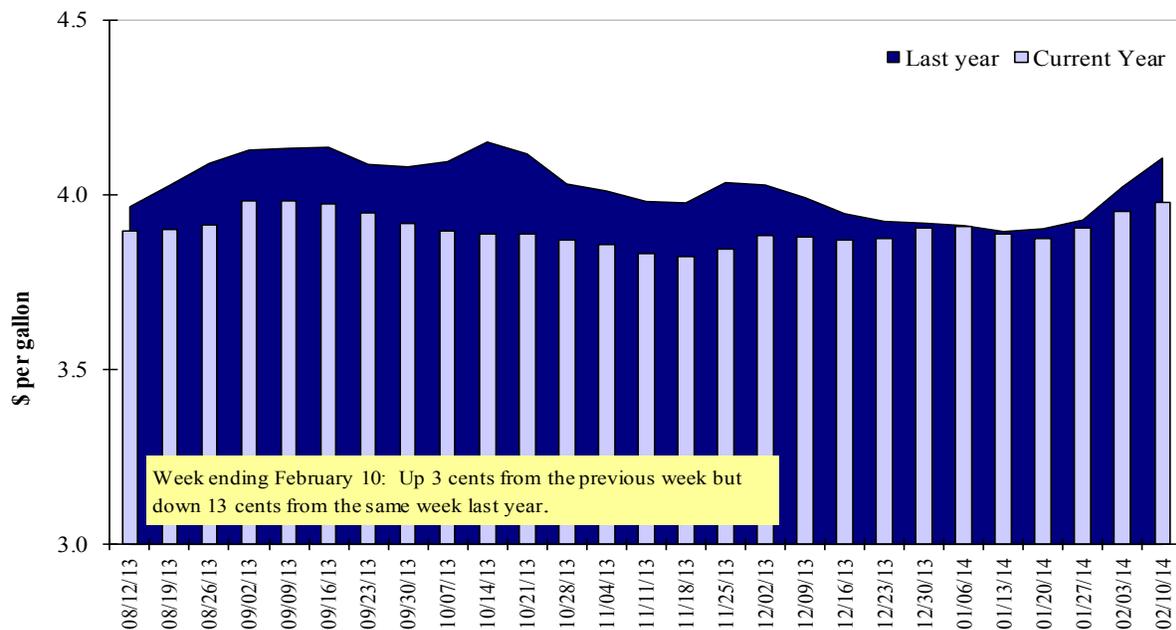
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
1/30/2014	1,768	1,087	1,524	972	176	5,526	18,570	11,428	35,524
This week year ago	1,730	1,504	1,134	994	107	5,468	5,532	6,944	17,944
Cumulative exports-marketing year²									
2013/14 YTD	8,236	5,956	3,962	2,717	297	21,168	14,941	31,595	67,704
2012/13 YTD	6,052	2,173	3,817	3,139	349	15,529	8,124	27,195	50,848
YTD 2013/14 as % of 2012/13	136	274	104	87	85	136	184	116	133
Last 4 wks as % of same period 2012/13	92	67	130	90	148	94	316	189	199
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 1/30/2014	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	7,083	4,582	55	7,000
Mexico	8,181	3,123	162	4,370
China	4,727	1,802	162	2,450
Venezuela	465	375	24	1,158
Taiwan	554	345	60	512
Top 5 Importers	21,009	10,227	105	15,490
Total US corn export sales	33,511	13,656	145	18,670
% of Projected	82%	73%		
Change from prior week	1,637	169		
Top 5 importers' share of U.S. corn export sales	63%	75%		83%
USDA forecast, February 2014	40,712	18,601	119	
Corn Use for Ethanol USDA forecast, February 2014	127,000	118,059	8	

(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/esrquery/>

³FAS 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 1/30/2014	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	27,704	20,856	33	21,522
Mexico	2,221	1,617	37	2,565
Japan	1,322	1,252	6	1,751
Indonesia	1,566	911	72	1,682
Taiwan	951	907	5	1,120
Top 5 importers	33,764	25,541	32	28,641
Total US soybean export sales	43,022	34,139	26	37,060
% of Projected	105%	95%		
Change from prior week	445	813		
Top 5 importers' share of U.S. soybean export sales	78%	75%		
USDA forecast, February 2014	41,144	35,967	14	

(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/esrquery/>³ FAS 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 1/30/2014	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	2,231	2,853	(22)	3,544
Nigeria	2,322	2,350	(1)	3,002
Mexico	2,476	2,475	0	2,761
Philippines	1,606	1,708	(6)	1,965
Egypt	364	223	63	1,678
Korea	1,186	1,294	(8)	1,385
Taiwan	812	888	(9)	1,038
China	4,197	581	623	743
Brazil	3,707	89	4066	527
Colombia	640	472	36	600
Top 10 importers	19,542	12,933	51	17,243
Total US wheat export sales	26,694	20,997	27	26,348
% of Projected	83%	77%		
Change from prior week	589	291		
Top 10 importers' share of U.S. wheat export sales	73%	62%		65%
USDA forecast, February 2014	32,016	27,439	17	

(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/esrquery/>³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

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

Port regions	Week ending 02/06/14	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	234	195	120	1,342	1,051	128	104	105	11,585
Corn	62	128	49	570	376	152	118	97	2,973
Soybeans	481	414	116	2,594	1,442	180	172	188	9,090
Total	778	738	105	4,506	2,869	157	137	138	23,647
Mississippi Gulf									
Wheat	85	34	249	505	495	102	113	101	9,711
Corn	477	271	176	2,426	812	299	223	127	14,828
Soybeans	865	613	141	5,506	3,729	148	139	147	21,462
Total	1,427	918	155	8,436	5,037	167	152	137	46,002
Texas Gulf									
Wheat	115	64	181	663	418	159	135	86	9,039
Corn	30	22	138	112	2	n/a	2,717	241	255
Soybeans	17	0	n/a	203	73	279	256	114	908
Total	161	85	189	977	493	198	168	97	10,203
Interior									
Wheat	36	21	167	130	126	104	119	85	1,244
Corn	103	129	80	619	206	301	140	111	3,943
Soybeans	140	128	109	615	481	128	228	110	3,212
Total	279	278	100	1,365	813	168	62	107	8,399
Great Lakes									
Wheat	0	0	n/a	0	2	0	0	0	884
Corn	0	0	n/a	0	0	n/a	n/a	0	0
Soybeans	0	0	n/a	0	2	0	0	0	699
Total	0	0	n/a	0	4	0	0	0	1,583
Atlantic									
Wheat	0	0	n/a	7	50	15	30	13	645
Corn	8	0	n/a	10	0	n/a	n/a	13	242
Soybeans	65	84	77	453	322	141	127	178	1,652
Total	73	85	86	471	372	126	119	128	2,540
U.S. total from ports²									
Wheat	470	314	150	2,647	2,142	124	140	110	33,108
Corn	680	550	124	3,737	1,396	268	228	107	22,241
Soybeans	1,568	1,240	126	9,371	6,049	155	148	160	37,024
Total	2,718	2,104	129	15,755	9,588	164	160	134	92,373

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

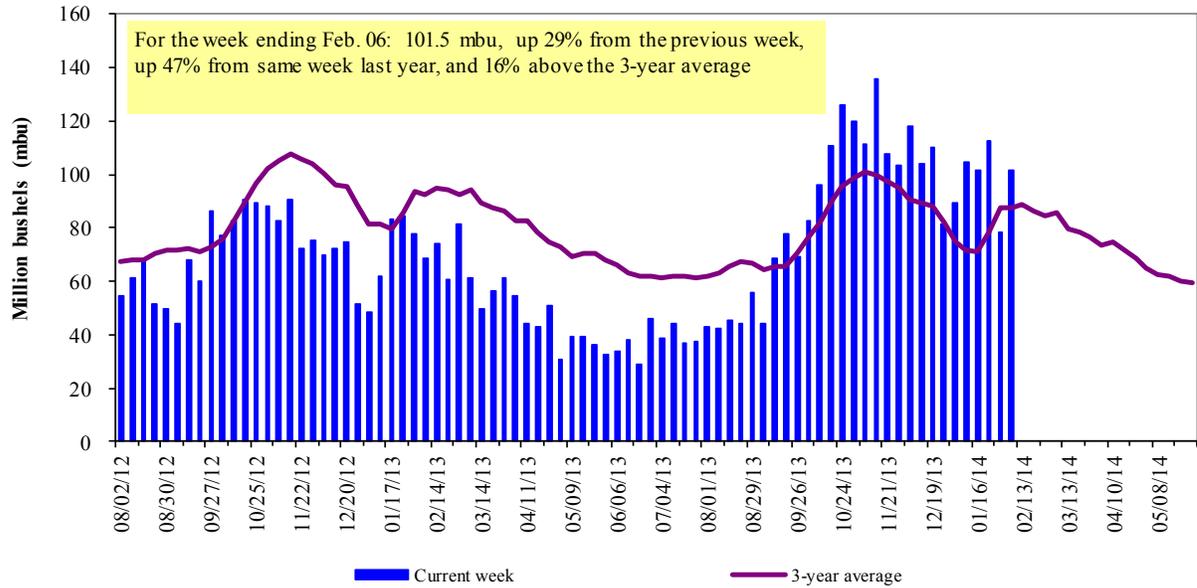
² Total includes only port regions shown above; Interior land-based shipments now included.

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)

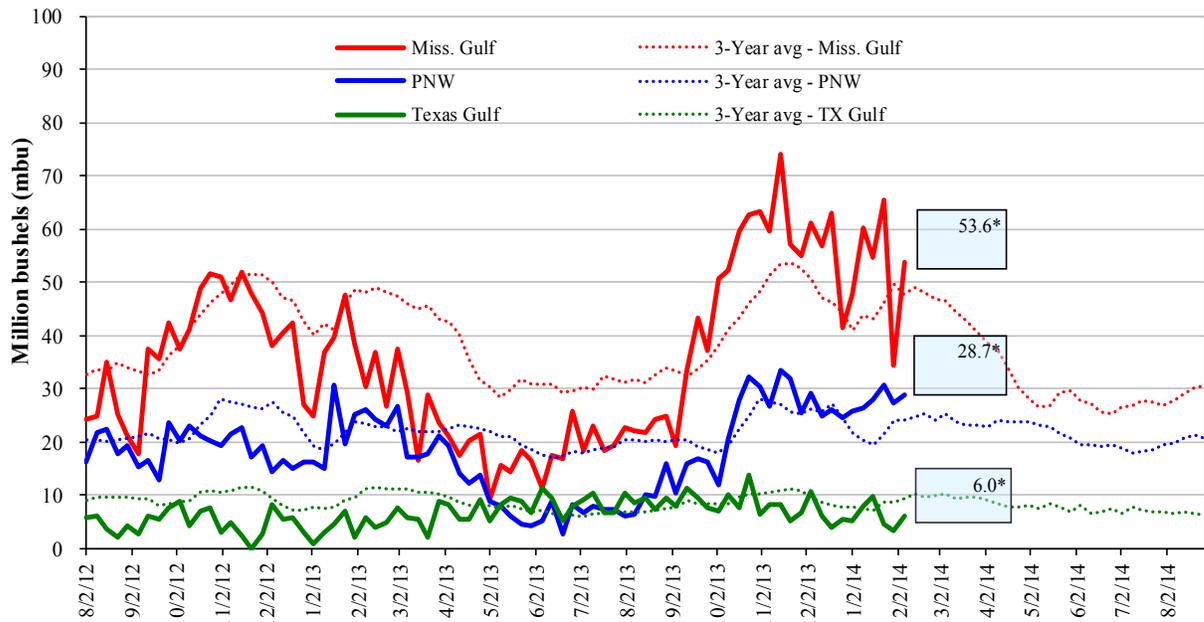


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

Feb. 06: % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	up 56	up 88	up 59	up 5
Last year (same week)	up 77	up 2	up 65	up 10
3-yr avg (4-wk mov. avg)	up 17	down 21	up 12	up 34

Ocean Transportation

Table 17

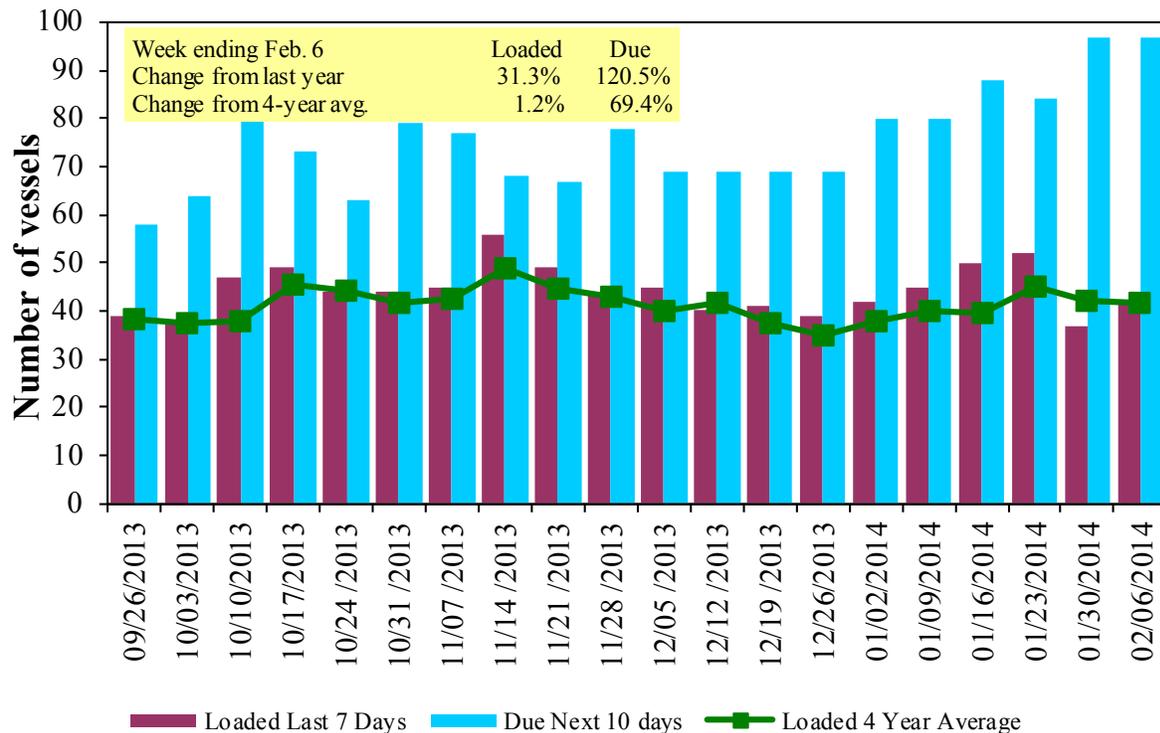
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
2/6/2014	76	42	97	19	n/a
1/30/2014	69	37	97	16	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

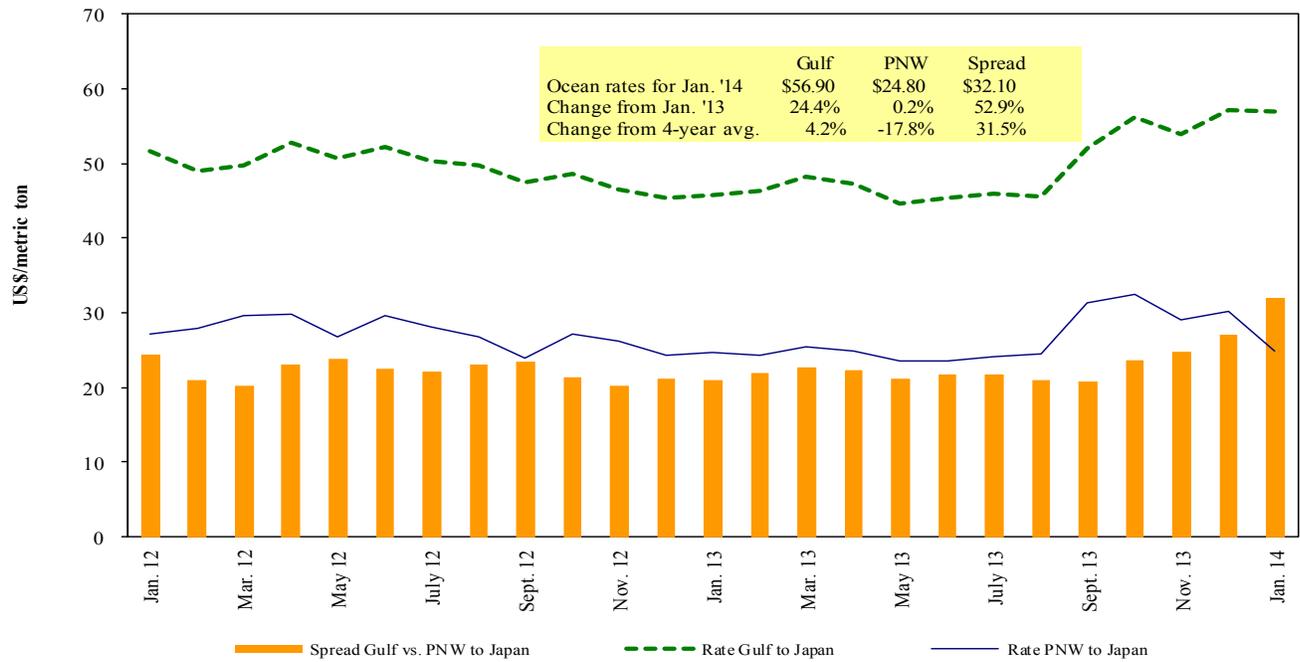
U.S. Gulf¹ Vessel Loading Activity



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

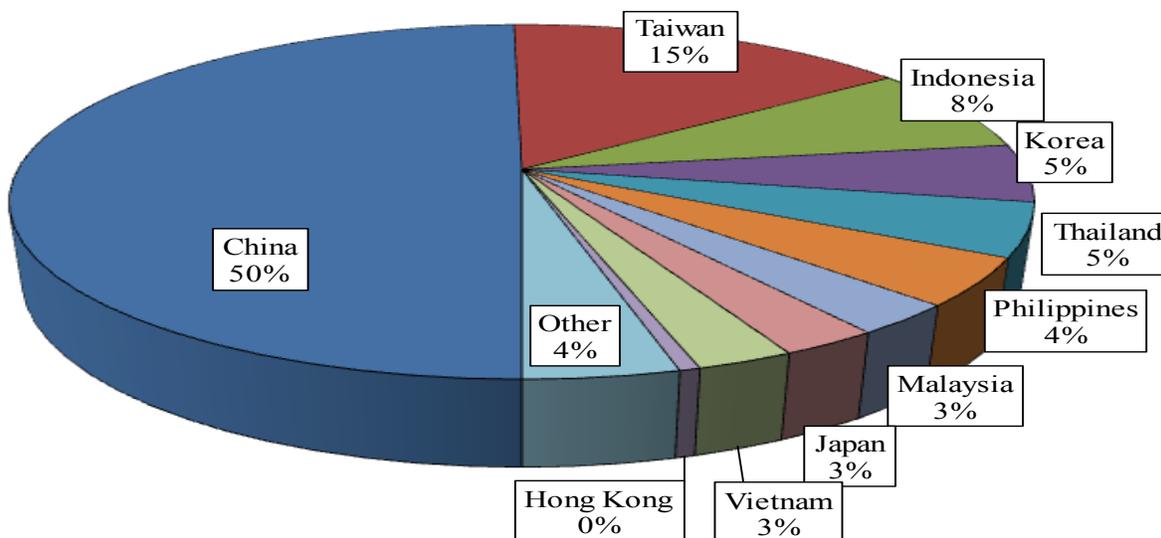
Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 2/8/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Feb 10/15	60,000	52.50
U.S. Gulf	China	Heavy Grain	Feb 1/10	60,000	54.00
U.S. Gulf	China	Heavy Grain	Jan 20/30	55,000	53.50
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	Jan 1/15	55,000	58.00
U.S. Gulf	China	Heavy Grain	Jan 1/10	60,000	57.50
U.S. Gulf	S. Korea	Heavy Grain	Dec 5/20	58,000	54.00
PNW	Nicaragua ¹	Soybean Meal	Feb 10/20	6,000	292.85
Australia	vietnam	Heavy Grain	Feb 15/25	55,000	17.50
Brazil	Rotterdam	Soybean Meal	Jan 20/29	30,000	33.00
France	Algeria	Heavy Grain	Dec 10/20	25,000	27.50
Thailand	Cote d'Ivoire	Rice Bggd	Feb 9/15	-	58.00
Ukraine	Sp Mediterranean	Grain	Dec 26/31	60,000	17.00

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.

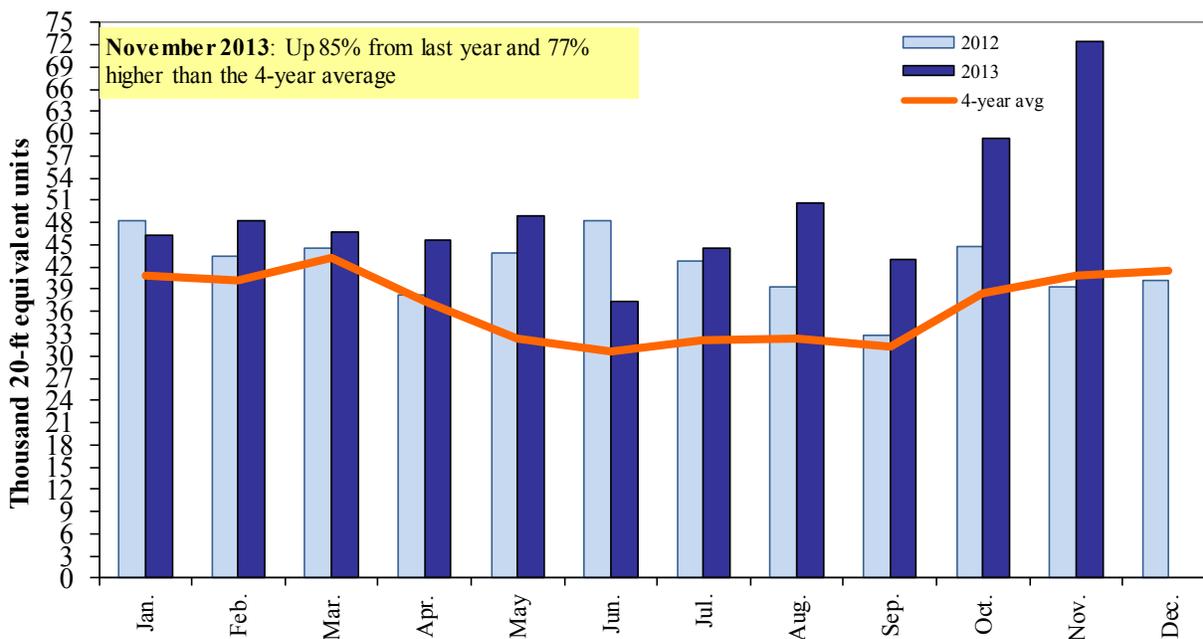
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, November 2013



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 surajudeen.olowolayemo@ams.usda.gov (202) 720 - 0119
(Freight rates and vessels)
April Taylor april.taylor@ams.usda.gov (202) 295 - 7374
(Container movements)

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. February 13, 2014. Web: <http://dx.doi.org/10.9752/TS056.02-13-2014>

The U.S. Department of Agriculture (USDA) prohibits discrimination in all of its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD).