



Grain Transportation Report

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

Contact Us

April 24, 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
May 1, 2014

Bulk Ocean Freight Rates Fall as Grain Vessel Loading Activity Softens

Ocean freight rates for shipping bulk grains declined to their lowest levels during the past seven and half months amid softened grain vessel loading activity in the U.S. Gulf, Chinese cancellation of soybean cargoes, and low market activity due to the Easter Holiday. As of April 17, the rate for shipping a metric ton of grain from the U.S. Gulf to Japan was \$47.50, down 5 percent from the previous week. The rate for shipping from the Pacific Northwest (PNW) to Japan was \$26.50 per metric ton, down 2 percent from the previous week. The last time the Gulf-to-Japan rate was this low was September 6, 2013. The last time for the lowest PNW-to-Japan rate was August 30 of the same year. Meanwhile, as of the week ending April 17, the number of grain vessels loading or waiting to be loaded in the U.S. Gulf was 50, compared to a weekly average of 75 vessels for the previous 12 weeks. The number of vessels expected within the next 10 days is 40, also less than the expected average of 70 vessels for the previous 12 weeks.

Upper Mississippi River Opens for Season with Ample Barge Supply

On April 16, The U.S. Army Corps of Engineers reported the start of the 2014 Upper Mississippi River navigation season when the first barge tow transited Lock and Dam 2, near Hastings, MN. The earliest date for an upbound tow to reach Lock and Dam 2 was March 4, in 1983, 1984, and 2000. The navigation season was delayed this year due to historic ice thickness on Lake Pepin, south of Red Wing, MN. The average start date of the navigation season is March 22. For the week ending April 12, 838 barges moved upbound through Mississippi River Locks 27, of which 449 were empties and 163 contained fertilizers. Over the past several weeks, barge supply on the Upper Mississippi has increased significantly because of the upbound fertilizer movements and repositioning of empty barges. The increased supply has caused a general decline in barge rates (see figure 8).

Corn Inspections Remain Strong

For the week ending April 17, total inspections of corn (1.53 mmt) for export from all major port regions inspections remained strong, increasing 7 percent from the past week and up over 300 percent from last year. Compared to the previous week, shipments of corn increased to Latin America and Africa. Corn inspections were also 108 percent above the 3-year average. Wheat inspections dropped 31 percent from the previous week. **Total inspections of grain** (corn, wheat, and soybeans) for export reached 2.19 million metric tons (mmt), down 11 percent from the past week, 90 percent above last year, and 15 percent above the 3-year average. Inspections of soybeans, which dropped 49 percent from the past week, continued to fall because of slower demand from China. Outstanding (unshipped) export sales also continued to fall for corn, wheat, and soybeans.

TSA Implements New Technology for TWIC Program

Transportation Security Administration is upgrading its technology to improve reliability, expand capabilities, and more effectively support its mission. During the system upgrade, specific Transportation Worker Identification Credential (TWIC) card services will be temporarily unavailable: services for Card Transfers, Card Replacements and Extended Expiration Date (EED) TWIC are now unavailable through Sunday, May 4th, 2014; and Card Pick-Up, Activation and Personal Identification Number (PIN) Resets will be unavailable from Saturday, April 26th through Sunday, May 4th, 2014. All enrollment sites will be open and available. For more detail visit, www.tsa.gov/twic.

Snapshots by Sector

Rail

U.S. railroads originated 20,760 **carloads of grain** during the week ending April 12, up 5 percent from last week, 21 percent from last year, and 3 percent from the 3-year average.

During the week ending April 17, average May non-shuttle **secondary railcar bids/offers per car** were \$2,500 above tariff, up \$1,725 from last week and \$2,500 higher than last year. Average shuttle secondary railcar bids/offers per car were \$1,500 above tariff, up \$950 from last week and \$1,712.50 higher than last year.

Barge

During the week ending April 19, **barge grain movements** totaled 672,445 tons—5 percent lower than the previous week but 182.8 percent higher than the same period last year.

During the week ending April 19, 441 grain barges **moved down river**, down 2.2 percent from last week; 623 grain barges were **unloaded in New Orleans**, down 7.8 percent from the previous week.

Ocean

During the week ending April 17, 49 **ocean-going grain vessels** were loaded in the Gulf, 69 percent more than the same period last year. Forty vessels are expected to be loaded within the next 10 days, 29 percent more than the same period last year.

Fuel

During the week ending April 21, U.S. average **diesel fuel prices** increased 2 cents from the previous week to \$3.97 per gallon—up 8 cents from with the same week last year.

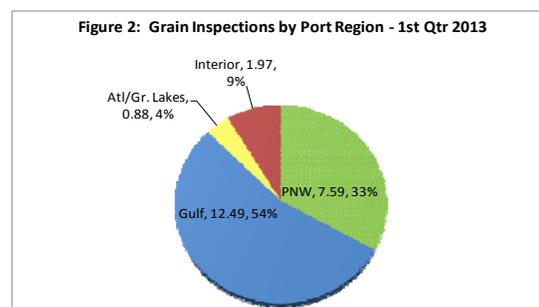
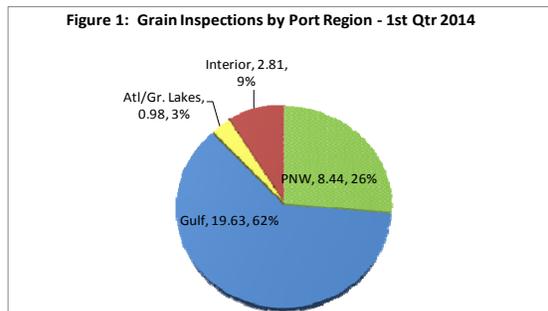
Feature Article/Calendar

First Quarter Grain Export Inspections Highest Since 2011

First quarter 2014 grain (corn, wheat, and soybeans) inspected for export from all U.S. ports totaled 31.88 million metric tons (mmt), up 39 percent from the past year, according to the Grain Inspection, Packers and Stockyards Administration (GIPSA). Inspections were also 12 percent above the 5-year average and the highest since 2011. Inspections of corn for export increased as U.S. production rebounded from the 2012 drought. Increased U.S. production and strong demand boosted first-quarter corn shipments to Asia and Latin America. Soybean inspections also rebounded from last year as shipments to Asia increased 47 percent. According to GIPSA, the Gulf's share of total grain exports rebounded from last year, and the Pacific Northwest (PNW)'s share decreased (*figures 1, 2*).

Gulf Inspections

First-quarter grain inspections at all Gulf ports reached 19.6 mmt, up 57 percent from last year and 13 percent above the 5-year average. The Gulf's share of total first quarter grain inspections was 62 percent compared to 54 percent last year (*figures 1,2*). First-quarter Gulf grain exports increased to Asia and Latin America. As export demand increased, Gulf rail deliveries of grain to port jumped 85 percent from last year during the first quarter (*GTR April 3, 2014*). Increased demand for grain also boosted barge movements on the Mississippi River Locks, up 40 percent from last year during the first quarter. Better navigation conditions on the Illinois, Mississippi, and Ohio Rivers have also begun to help exports. (*GTR April 10, 2014*).



PNW Inspections

First quarter (PNW) grain inspections totaled 8.4 mmt, an increase of 11 percent from last year and 9 percent above the 5-year average. According to GIPSA, the PNW's share of total first-quarter grain inspections was 26 percent, compared to 33 percent for the same period last year (*figures 1, 2*). Total PNW grain shipments, which are destined mainly to Asia, were up significantly from last year. PNW soybean inspections continued to be shipped primarily to China. Japan, Korea, and Taiwan accounted for most of PNW corn inspections. First-quarter rail deliveries of grain to PNW ports increased 27 percent from last year (*GTR April 3, 2014*).

Atlantic and Great Lakes Inspections

First quarter Atlantic and Great Lakes grain inspections increased 11 percent from last year to 0.984 mmt, pushed up by increased corn and soybean shipments through the region. Inspections of grain in the Atlantic and Great Lakes were 47 percent above the 5-year average, and were the highest since 1995 (0.999 mmt). Corn inspections increased significantly as shipments increased to Africa and the Caribbean. Soybean inspections also rebounded from last year, and were shipped mostly to Asia. Wheat inspections in the Atlantic and Great Lakes region were down 86 percent from the first quarter last year as demand from Africa and Latin America dropped.

Interior Inspections

First quarter Interior inspections of grain reached 2.8 mmt, up 44 percent from last year and 9 percent above the 5-year average. The jump in Interior grain inspections was caused by increased demand for corn, soybeans, and wheat. Total corn inspected for export from the Interior, which were shipped mainly to Mexico, increased 86 percent from the previous year. Soybean inspections (1.3 mmt) increased 11 percent from last year, and were destined to Mexico and Asia. Wheat inspections increased 38 percent from last year as shipments to Mexico rebounded.

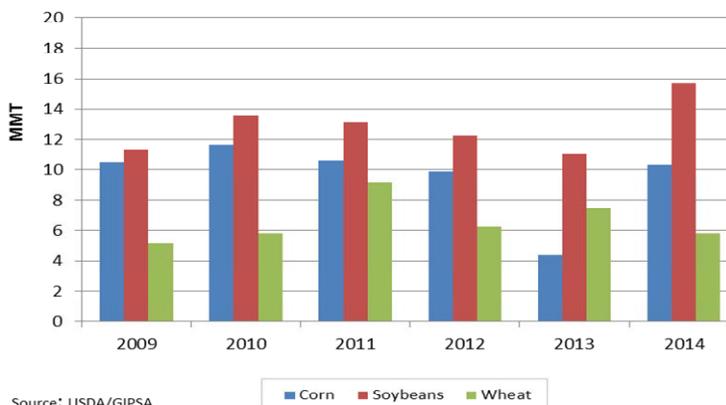
Soybean Inspections

First quarter soybean inspections totaled 15.8 mmt, up 43 percent from last year and 29 percent above the 5-year average (*figure 3*). U.S. soybean shipments to China increased 53 percent during the first quarter 2013 and accounted for 60 percent of total U.S. soybean exports. Gulf inspections of soybeans (9.4 mmt) increased 60 percent from last year and were 23 percent above the 5-year average. PNW soybean inspections, shipped primarily to Asia (4.2 mmt) increased 23 percent from last year and were 33 percent above the 5-year average. Atlantic/Great Lakes soybean inspections (.907 mmt) jumped 58 percent.

Corn Inspections

Increased U.S. production boosted first quarter corn inspections (10.3 mmt) 134 percent above last year (*figure 3*). Total corn inspections were 10 percent above the 5-year average. Higher demand boosted corn shipments to Asia and Latin America. First-quarter corn inspections increased 181 percent from last year in the Gulf and 29 percent in the PNW for the same period.

Figure 3: First Quarter Grain Inspections by Types



Wheat Inspections

First quarter wheat inspections reached 5.8 mmt, down 22 percent from last year and 14 percent below the 5-year average (*figure 3*). U.S. wheat shipments receded as export competition increased and demand from Africa slipped. Wheat shipments destined to Africa decreased notably, but shipments to Asia remained the same. Inspections of wheat decreased 32 percent from last year in the Gulf and 7 percent in the PNW.

Market Outlook

Based on the USDA's April forecast, corn exports for the 2013/14 marketing year are expected to increase 8 percent from the March estimate and be 139 percent above last year. Wheat export projections are unchanged from last month, but 17 percent above the previous year. With increased planted acreage expected this year, the April soybean export forecast is 3 percent above last month and 20 percent above last year. Year-to-date export sales (shipped) of corn, wheat, and soybeans are well above last year (*Table 12*). Johnny.Hill@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
04/23/14	267	377	280	209	212	188
04/16/14	265	295	270	213	224	191

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)

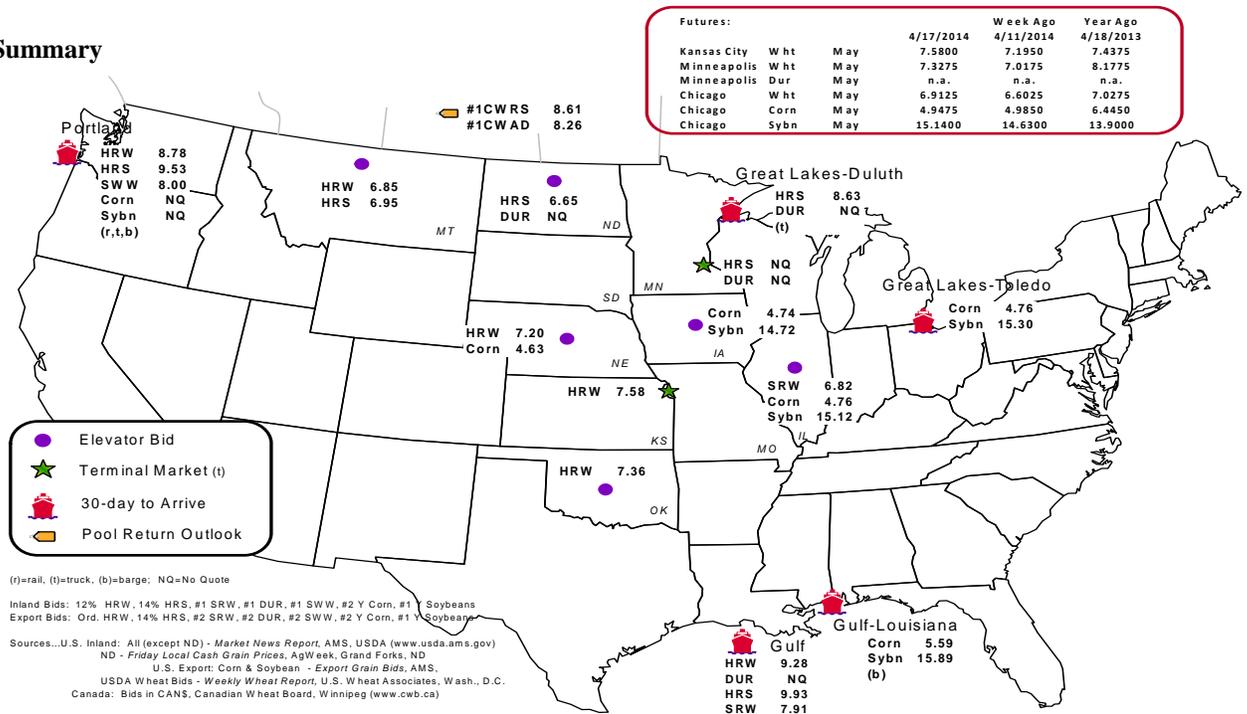
Commodity	Origin--Destination	4/17/2014	4/11/2014
Corn	IL--Gulf	-0.83	-0.80
Corn	NE--Gulf	-0.96	-0.95
Soybean	IA--Gulf	-1.17	-1.16
HRW	KS--Gulf	-1.70	-1.78
HRS	ND--Portland	-2.88	-2.89

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 Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf			
4/16/2014 ^p	766	2,055	5,075	853	8,749	4/12/2014	2,090
4/09/2014 ^r	1,039	2,327	5,823	537	9,726	4/5/2014	1,749
2014 YTD ^r	17,981	26,179	83,615	13,260	141,035	2014 YTD	27,901
2013 YTD ^r	7,890	16,121	59,562	8,132	91,705	2013 YTD	18,420
2014 YTD as % of 2013 YTD	228	162	140	163	154	% change YTD	151
Last 4 weeks as % of 2013 ²	1,227	124	225	718	220	Last 4wks % 2013	137
Last 4 weeks as % of 4-year avg. ²	301	120	149	166	151	Last 4wks % 4 yr	86
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.

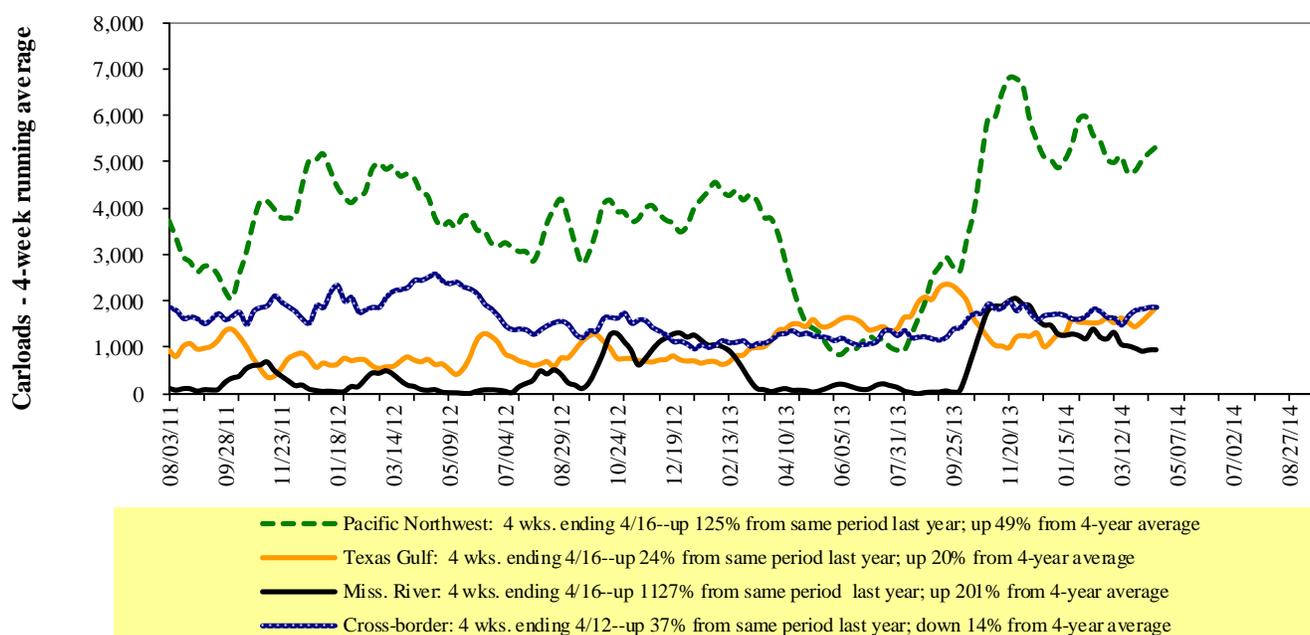
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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

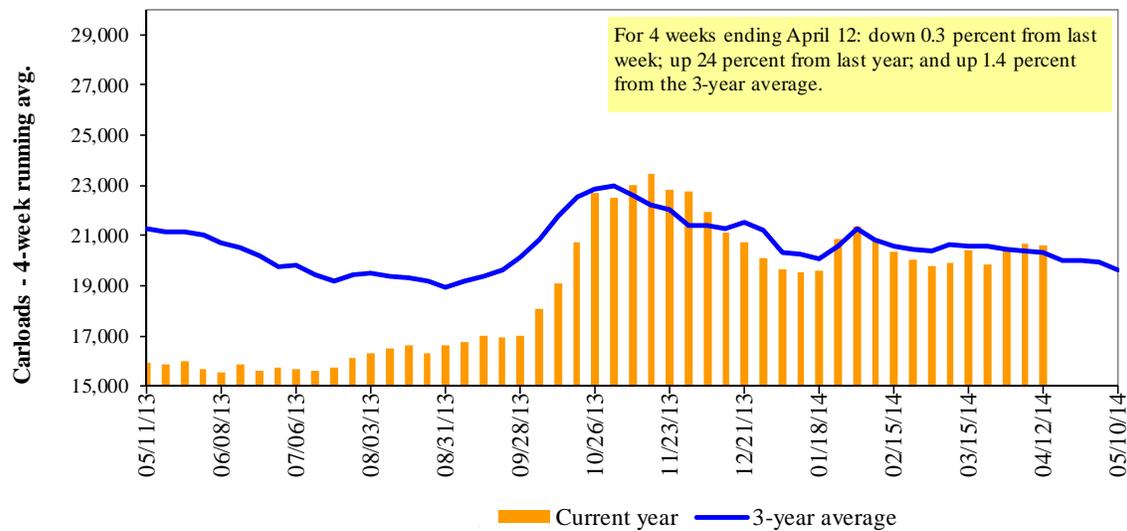
Table 4

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
04/12/14	2,018	3,284	8,304	584	6,570	20,760	5,163	6,097
This week last year	1,372	2,468	8,425	496	4,389	17,150	3,356	6,161
2014 YTD	30,104	45,579	128,512	14,249	87,094	305,538	61,205	72,465
2013 YTD	22,849	37,759	138,452	7,112	57,773	263,945	50,854	80,661
2014 YTD as % of 2013 YTD	132	121	93	200	151	116	120	90
Last 4 weeks as % of 2013	138	135	104	208	145	124	159	98
Last 4 weeks as % of 3-yr avg. ¹	106	118	89	172	112	102	125	107
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							
	May-14	May-13	Jun-14	Jun-13	Jul-14	Jul-13	Aug-14	Aug-13
BNSF ³								
COT grain units	no offer	0	no offer	no bids	no offer	no bids	no offer	no bids
COT grain single-car ⁵	no offer	5	no offer	0	no offer	no bids	no offer	no bids
UP ⁴								
GCAS/Region 1	no offer	no bids	no offer	no bids	no offer	no bids	n/a	n/a
GCAS/Region 2	no offer	no bids	no offer	no bids	no offer	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.

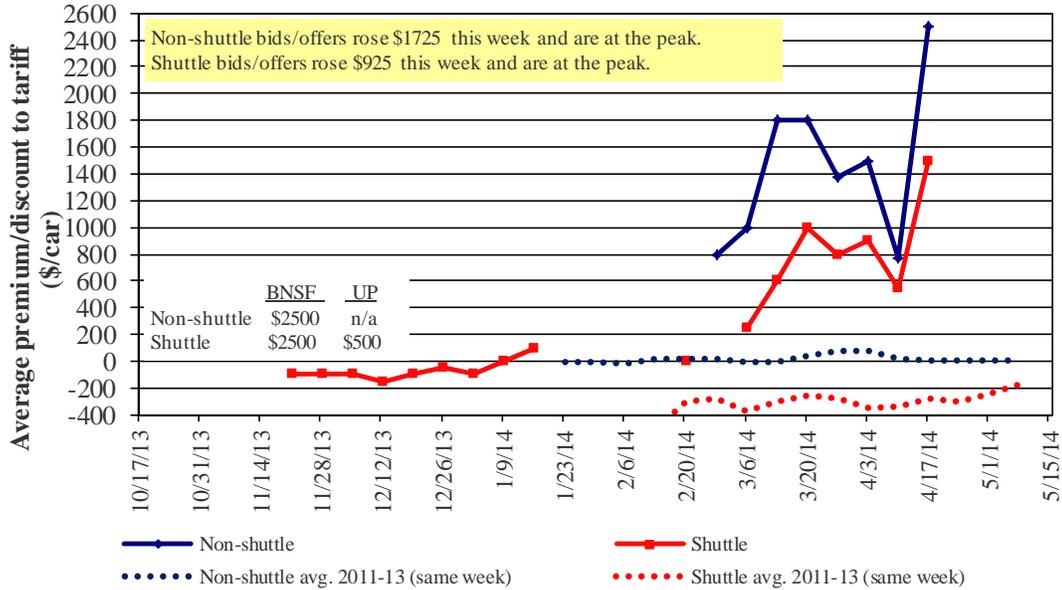
⁵Range is shown because average is not available. Not available = n/a.

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 May 2014, Secondary Market

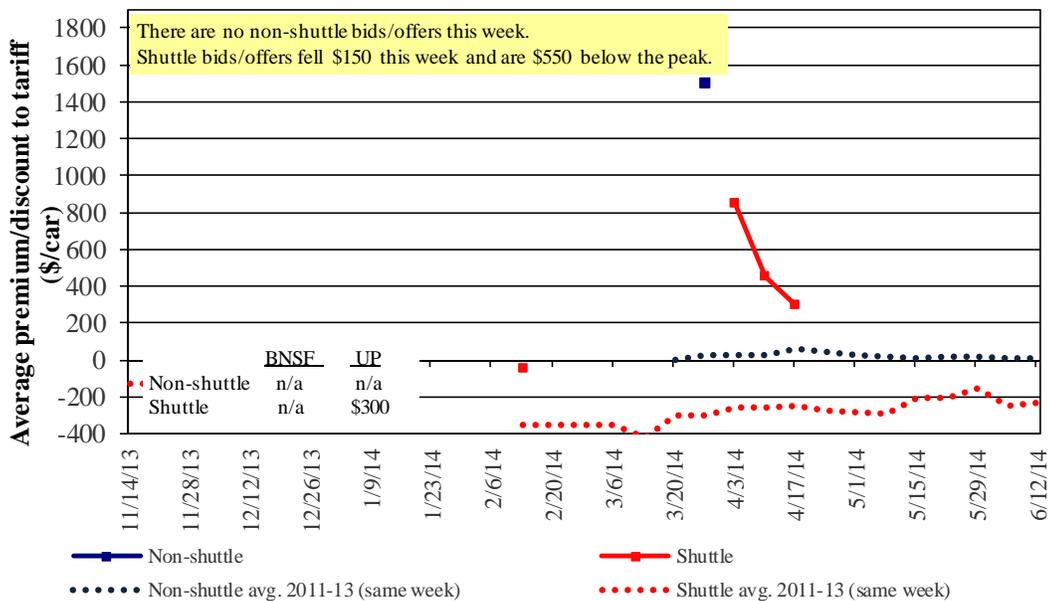


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

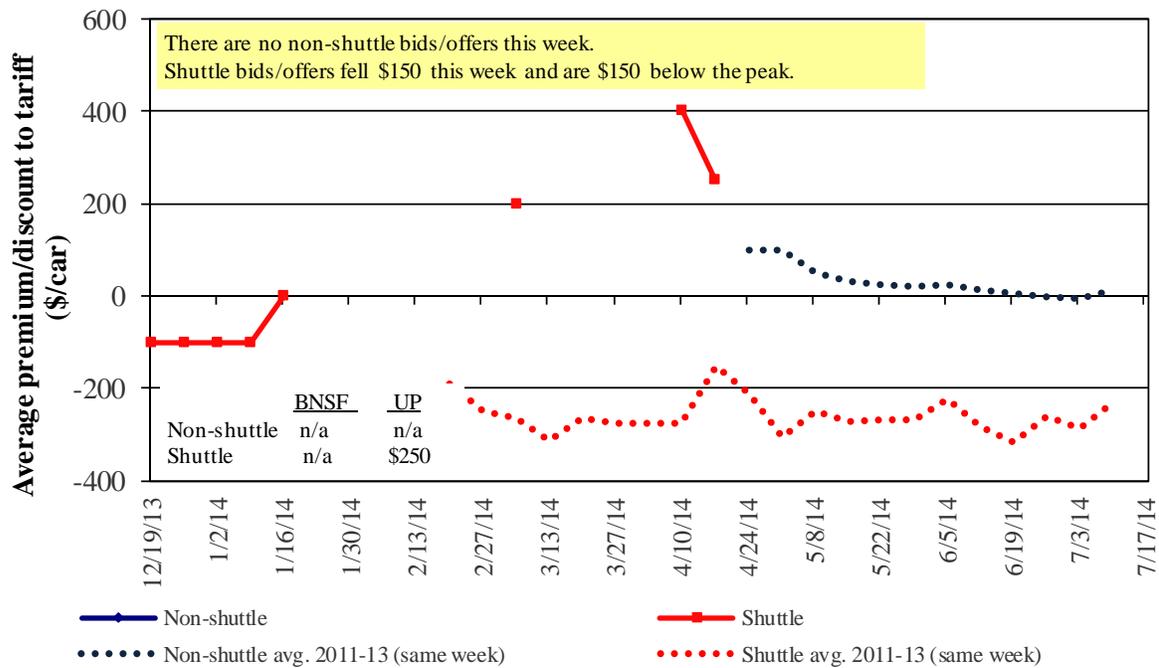


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in July 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					
	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14
Non-shuttle						
BNSF-GF	2,500	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	2,500	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	2,500	n/a	n/a	n/a	1,700	n/a
Change from last week	n/a	n/a	n/a	n/a	-	n/a
Change from same week 2013	2,725	n/a	n/a	n/a	n/a	n/a
UP-Pool	500	300	250	n/a	n/a	1,950
Change from last week	(50)	(150)	(150)	n/a	n/a	(28)
Change from same week 2013	700	450	400	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
4/1/2014	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushe ^l ²	change Y/Y ³
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,191	\$192	\$33.60	\$0.91	1
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$113	\$36.83	\$1.00	1
	Wichita, KS	Los Angeles, CA	\$6,244	\$581	\$67.78	\$1.84	3
	Wichita, KS	New Orleans, LA	\$3,808	\$338	\$41.17	\$1.12	3
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$477	\$62.57	\$1.70	4
	Northwest KS	Galveston-Houston, TX	\$4,076	\$371	\$44.16	\$1.20	3
	Amarillo, TX	Los Angeles, CA	\$4,275	\$516	\$47.57	\$1.29	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,192	\$382	\$35.49	\$0.90	1
	Toledo, OH	Raleigh, NC	\$4,686	\$433	\$50.83	\$1.29	3
	Des Moines, IA	Davenport, IA	\$2,078	\$81	\$21.44	\$0.54	3
	Indianapolis, IN	Atlanta, GA	\$4,061	\$325	\$43.56	\$1.11	3
	Indianapolis, IN	Knoxville, TN	\$3,469	\$209	\$36.52	\$0.93	3
	Des Moines, IA	Little Rock, AR	\$3,218	\$238	\$34.32	\$0.87	1
	Des Moines, IA	Los Angeles, CA	\$5,215	\$693	\$58.67	\$1.49	2
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,424	\$425	\$38.22	\$1.04	-2
	Toledo, OH	Huntsville, AL	\$3,687	\$308	\$39.67	\$1.08	2
	Indianapolis, IN	Raleigh, NC	\$4,756	\$436	\$51.56	\$1.40	3
	Indianapolis, IN	Huntsville, AL	\$3,379	\$209	\$35.63	\$0.97	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,748	\$382	\$41.02	\$1.12	3
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$334	\$39.85	\$1.08	2
	Wichita, KS	Galveston-Houston, TX	\$3,798	\$260	\$40.30	\$1.10	4
	Chicago, IL	Albany, NY	\$3,950	\$406	\$43.26	\$1.18	4
	Grand Forks, ND	Portland, OR	\$5,159	\$578	\$56.97	\$1.55	1
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$602	\$66.39	\$1.81	-1
	Northwest KS	Portland, OR	\$5,043	\$608	\$56.11	\$1.53	2
Corn	Minneapolis, MN	Portland, OR	\$5,000	\$703	\$56.64	\$1.44	3
	Sioux Falls, SD	Tacoma, WA	\$4,960	\$644	\$55.65	\$1.41	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,011	\$382	\$33.70	\$0.86	2
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$375	\$38.58	\$0.98	5
	Des Moines, IA	Amarillo, TX	\$3,590	\$299	\$38.62	\$0.98	1
	Minneapolis, MN	Tacoma, WA	\$5,000	\$698	\$56.58	\$1.44	3
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,400	\$722	\$50.86	\$1.29	3
	Sioux Falls, SD	Tacoma, WA	\$5,520	\$644	\$61.21	\$1.67	2
	Minneapolis, MN	Portland, OR	\$5,530	\$703	\$61.90	\$1.68	2
	Fargo, ND	Tacoma, WA	\$5,430	\$573	\$59.61	\$1.62	3
	Council Bluffs, IA	New Orleans, LA	\$4,175	\$441	\$45.84	\$1.25	4
	Toledo, OH	Huntsville, AL	\$2,862	\$308	\$31.47	\$0.86	3
	Grand Island, NE	Portland, OR	\$5,110	\$622	\$56.92	\$1.55	-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	\$611	\$71.23	\$1.94	1
	OK	Cuautitlan, EM	\$6,156	\$742	\$70.48	\$1.92	-6
	KS	Guadalajara, JA	\$6,741	\$717	\$76.20	\$2.07	-9
	TX	Salinas Victoria, NL	\$3,688	\$280	\$40.54	\$1.10	3
Corn	IA	Guadalajara, JA	\$7,974	\$843	\$90.09	\$2.29	2
	SD	Celaya, GJ	\$7,656	\$800	\$86.40	\$2.19	3
	NE	Queretaro, QA	\$7,317	\$749	\$82.41	\$2.09	1
	SD	Salinas Victoria, NL	\$5,880	\$608	\$66.29	\$1.68	2
	MO	Tlalnepantla, EM	\$6,755	\$728	\$76.46	\$1.94	1
	SD	Torreon, CU	\$6,722	\$670	\$75.52	\$1.92	2
Soybeans	MO	Bojay (Tula), HG	\$7,868	\$711	\$87.66	\$2.38	3
	NE	Guadalajara, JA	\$8,447	\$814	\$94.62	\$2.57	3
	IA	El Castillo, JA	\$8,855	\$795	\$98.60	\$2.68	3
	KS	Torreon, CU	\$6,864	\$505	\$75.28	\$2.05	2
Sorghum	TX	Guadalajara, JA	\$6,953	\$520	\$76.36	\$1.94	6
	NE	Celaya, GJ	\$7,212	\$726	\$81.10	\$2.06	2
	KS	Queretaro, QA	\$6,650	\$456	\$72.60	\$1.84	-3
	NE	Salinas Victoria, NL	\$5,368	\$534	\$60.30	\$1.53	-2
	NE	Torreon, CU	\$6,243	\$596	\$69.88	\$1.77	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.

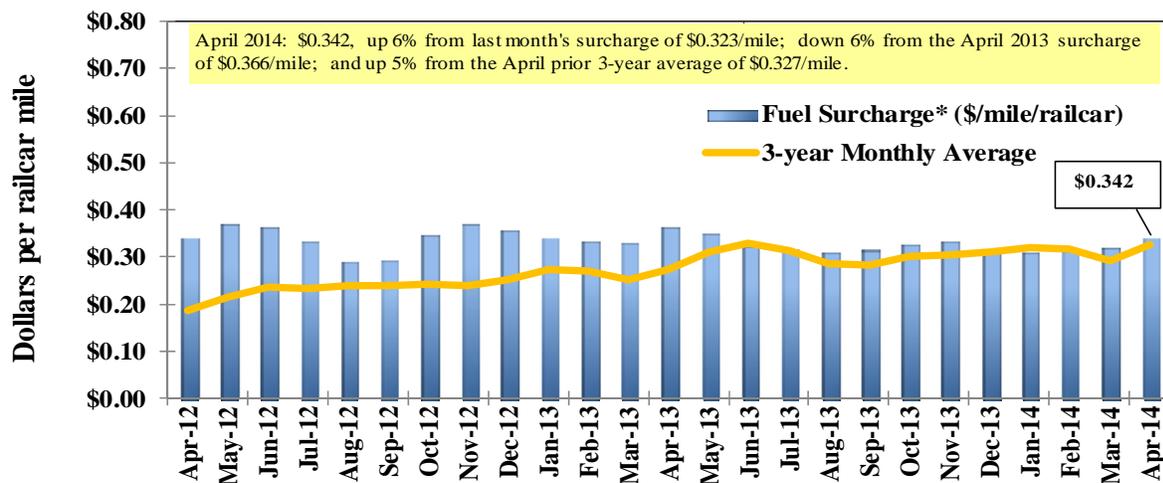
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V. railroad fuel surcharge policy as of 10/01/2009

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.

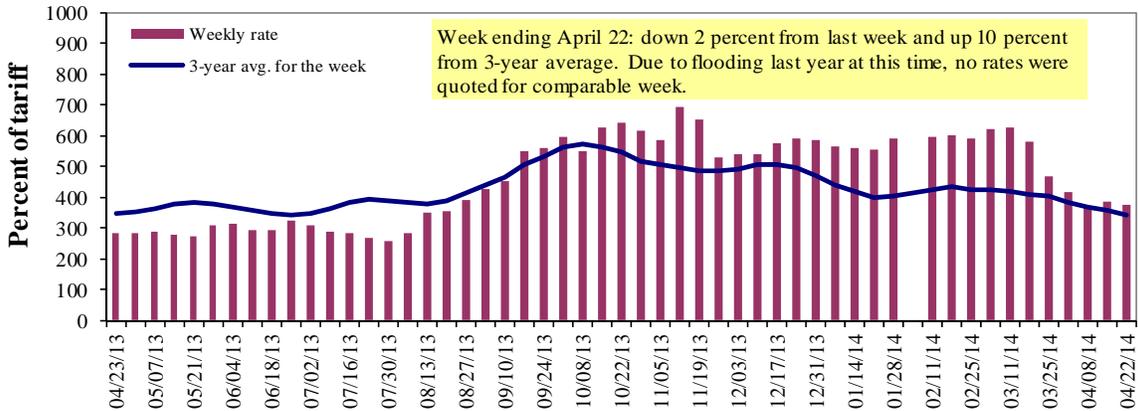
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.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

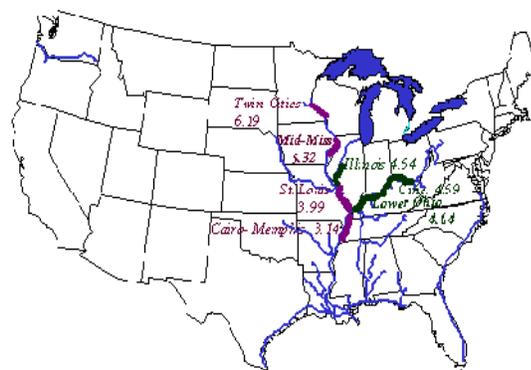
Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate¹	4/22/2014	475	402	377	238	282	282	208
	4/15/2014	--	389	384	264	296	296	216
\$/ton	4/22/2014	29.40	21.39	17.49	9.50	13.23	11.39	6.53
	4/15/2014	--	20.69	17.82	10.53	13.88	11.96	6.78
Current week % change from the same week:								
	Last year	n/a	n/a	n/a	7	44	44	16
	3-year avg. ²	33	23	10	-9	4	4	3
Rate¹	May	457	387	373	238	272	272	207
	July	448	382	372	250	297	297	228

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds; Due to past flooding events, certain data not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9
Benchmark tariff rates



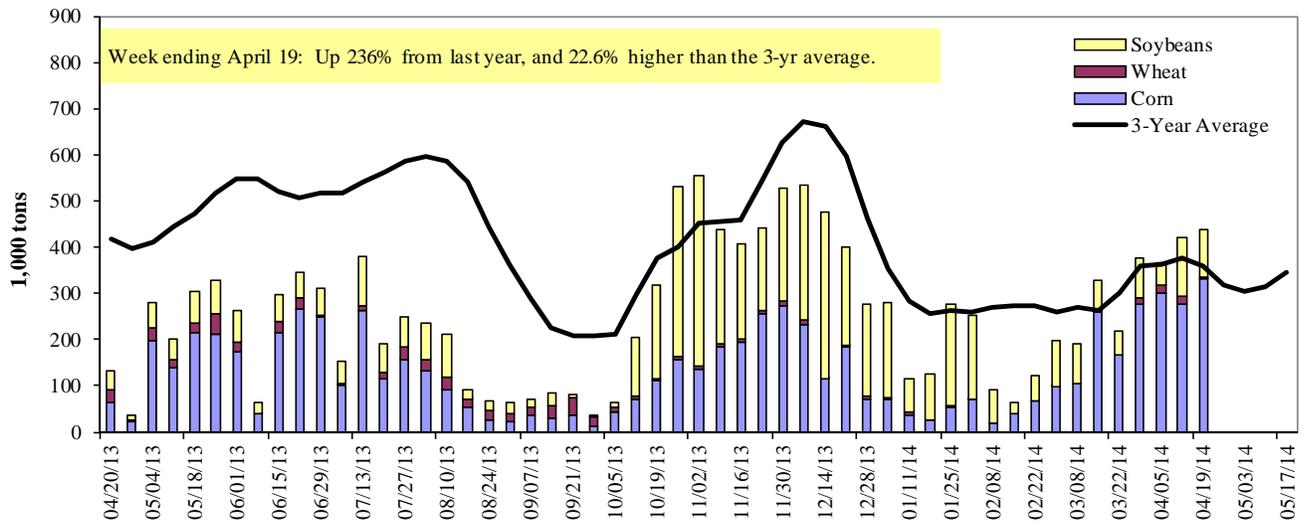
Calculating barge rate per ton:

(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 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 4/19/2014	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	35	0	57	0	92
Winfield, MO (L25)	132	0	64	0	196
Alton, IL (L26)	358	2	92	0	452
Granite City, IL (L27)	332	2	106	0	440
Illinois River (L8)	191	3	6	0	200
Ohio River (L52)	159	14	21	0	193
Arkansas River (L1)	0	34	4	1	39
Weekly total - 2014	491	49	131	1	672
Weekly total - 2013	116	61	56	5	238
2014 YTD ¹	5,559	553	3,791	60	9,963
2013 YTD	1,988	1,332	3,140	90	6,549
2014 as % of 2013 YTD	280	42	121	67	152
Last 4 weeks as % of 2013 ²	331	85	176	58	230
Total 2013	9,504	4,111	10,065	255	23,935

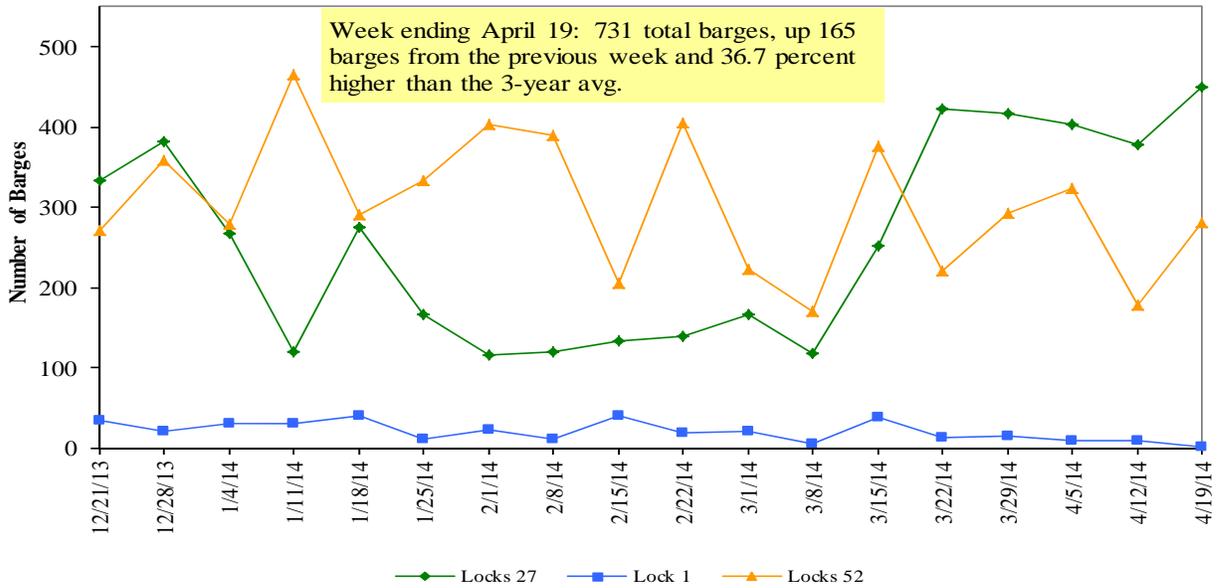
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

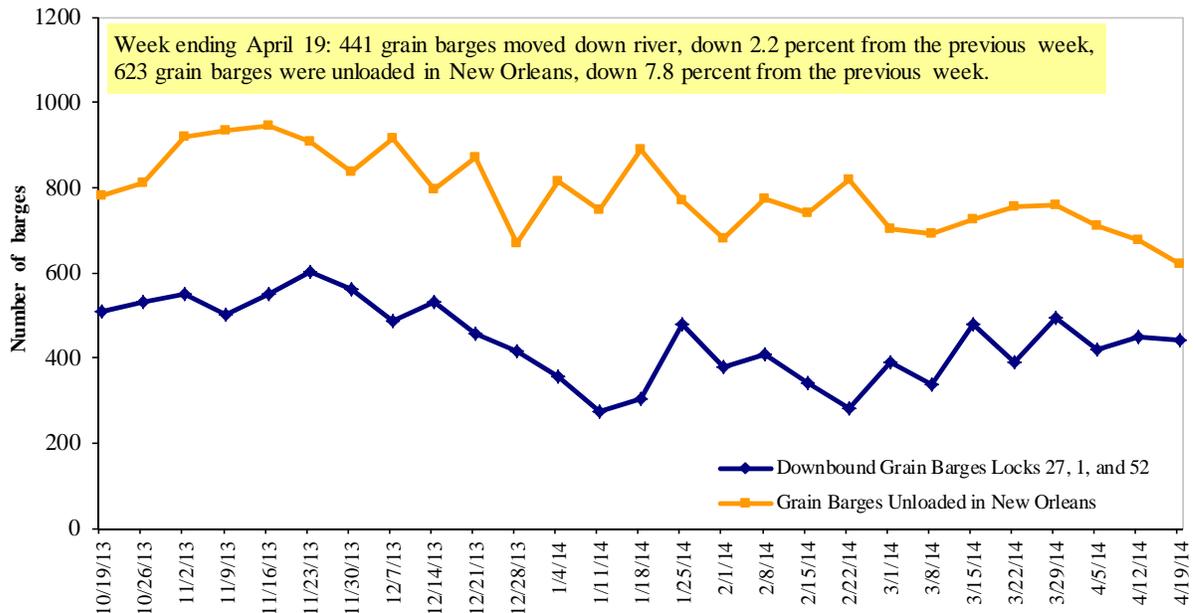
Source: U.S. Army Corps of Engineers

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 4/21/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.070	0.002	0.146
	New England	4.212	-0.008	0.185
	Central Atlantic	4.191	-0.002	0.209
	Lower Atlantic	3.953	0.006	0.091
II	Midwest ²	3.946	0.014	0.078
III	Gulf Coast ³	3.820	0.030	0.018
IV	Rocky Mountain	3.976	0.034	0.130
V	West Coast	4.030	0.049	0.040
	West Coast less California	3.945	0.052	0.060
	California	4.102	0.046	0.023
Total	U.S.	3.971	0.019	0.084

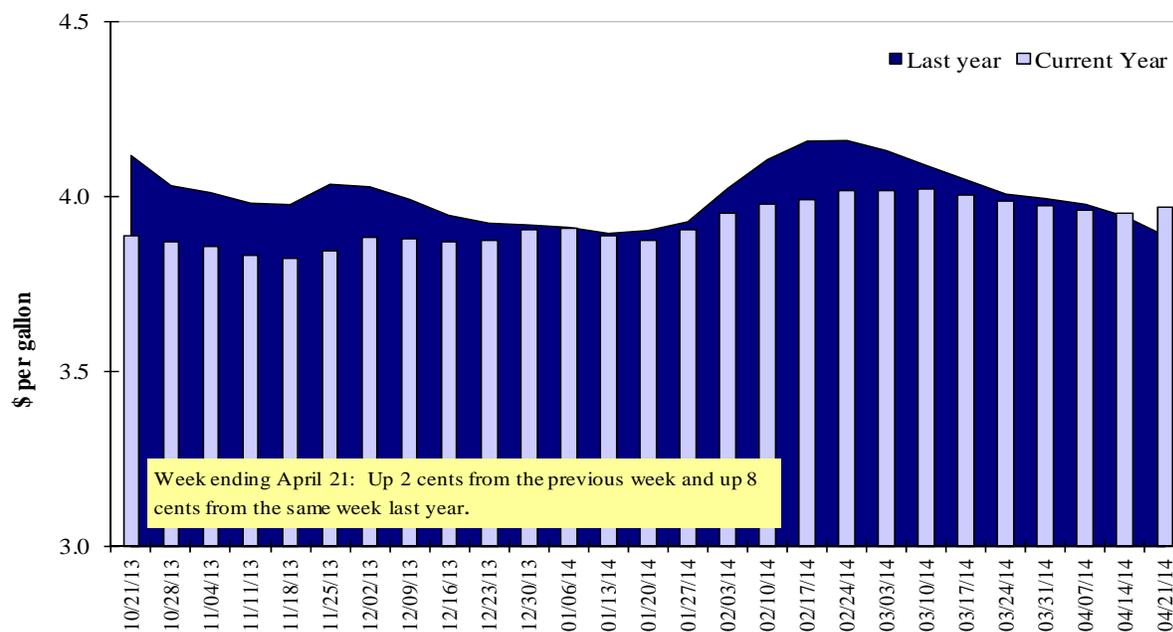
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
4/10/2014	1,624	679	1,362	838	140	4,644	17,442	3,075	25,161
This week year ago	1,856	978	910	475	125	4,345	4,310	2,954	11,609
Cumulative exports-marketing year²									
2013/14 YTD	9,992	6,849	5,312	3,550	395	26,089	25,126	41,534	92,749
2012/13 YTD	8,123	4,203	5,020	4,124	423	21,893	11,796	33,651	67,340
YTD 2013/14 as % of 2012/13	123	163	106	86	93	119	213	123	138
Last 4 wks as % of same period 2012/13	90	83	161	198	112	116	423	128	233
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 4/10/2014	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	9,223	5,623	64	7,000
Mexico	9,350	3,754	149	4,370
China	3,605	2,474	46	2,450
Venezuela	778	583	34	1,158
Taiwan	1,480	447	231	512
Top 5 Importers	24,435	12,881	90	15,490
Total US corn export sales	42,567	16,106	164	18,670
% of Projected	96%	87%		
Change from prior week	602	400		
Top 5 importers' share of U.S. corn export sales	57%	80%		83%
USDA forecast, April 2014	44,529	18,601	139	
Corn Use for Ethanol USDA forecast, April 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 4/10/2014	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	27,658	22,352	24	21,522
Mexico	3,006	2,210	36	2,565
Japan	1,705	1,558	9	1,751
Indonesia	1,973	1,255	57	1,682
Taiwan	1,099	1,046	5	1,120
Top 5 importers	35,441	28,421	25	28,641
Total US soybean export sales	44,609	36,605	22	37,060
% of Projected	104%	102%		
Change from prior week	19	308		
Top 5 importers' share of U.S. soybean export sales	79%	78%		
USDA forecast, April 2014	43,052	35,967	20	

(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 4/10/2014	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	2,846	3,573	(20)	3,544
Nigeria	2,640	2,930	(10)	3,002
Mexico	2,986	2,719	10	2,761
Philippines	2,003	1,875	7	1,965
Egypt	1,487	324	359	1,678
Korea	1,243	1,397	(11)	1,385
Taiwan	952	1,033	(8)	1,038
China	4,259	800	432	743
Brazil	4,066	476	755	527
Colombia	726	599	21	600
Top 10 importers	23,209	15,727	48	17,243
Total US wheat export sales	30,733	26,238	17	26,348
% of Projected	96%	96%		
Change from prior week	438	552		
Top 10 importers' share of U.S. wheat export sales	76%	60%		65%
USDA forecast, April 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/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 04/17/14	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	356	357	100	3,828	3,961	97	107	113	11,585
Corn	337	238	141	2,188	1,195	183	318	141	2,973
Soybeans	0	70	0	4,468	3,617	124	121	97	9,090
Total	693	664	104	10,484	8,773	120	142	116	23,647
Mississippi Gulf									
Wheat	51	200	26	1,435	2,820	51	71	81	9,711
Corn	1,021	1,033	99	10,313	3,357	307	347	213	14,828
Soybeans	41	136	31	9,274	6,545	142	162	90	21,462
Total	1,113	1,369	81	21,023	12,723	165	213	148	46,002
Texas Gulf									
Wheat	89	158	57	2,110	2,039	103	96	80	9,039
Corn	11	0	n/a	185	42	436	1,290	37	255
Soybeans	0	0	n/a	255	122	208	n/a	0	908
Total	100	158	64	2,550	2,204	116	100	76	10,203
Interior									
Wheat	25	35	70	367	275	134	314	118	1,244
Corn	105	133	80	1,639	818	200	189	85	3,943
Soybeans	88	51	173	1,473	1,335	110	491	83	3,212
Total	218	219	100	3,479	2,428	143	225	87	8,399
Great Lakes									
Wheat	0	0	n/a	0	111	0	0	0	884
Corn	0	0	n/a	0	0	n/a	n/a	0	0
Soybeans	0	0	n/a	0	4	0	0	0	699
Total	0	0	n/a	0	115	0	0	0	1,583
Atlantic									
Wheat	0	1	n/a	53	297	18	116	43	645
Corn	53	25	217	159	2	n/a	n/a	1,182	242
Soybeans	10	16	60	950	638	149	216	160	1,652
Total	63	41	153	1,162	938	124	314	172	2,540
U.S. total from ports²									
Wheat	521	751	69	7,792	9,503	82	189	149	33,108
Corn	1,527	1,428	107	14,485	5,415	268	491	231	22,241
Soybeans	139	272	51	16,420	12,262	134	35	37	37,024
Total	2,187	2,451	89	38,698	27,180	142	142	119	92,373

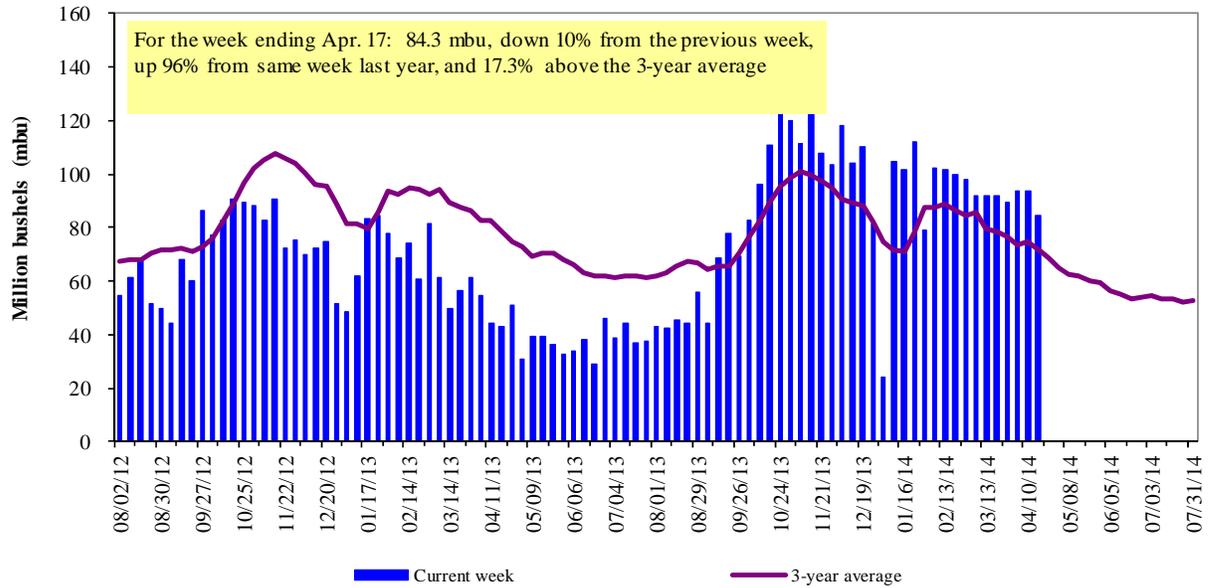
¹ Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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 61 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2013.

Figure 14

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

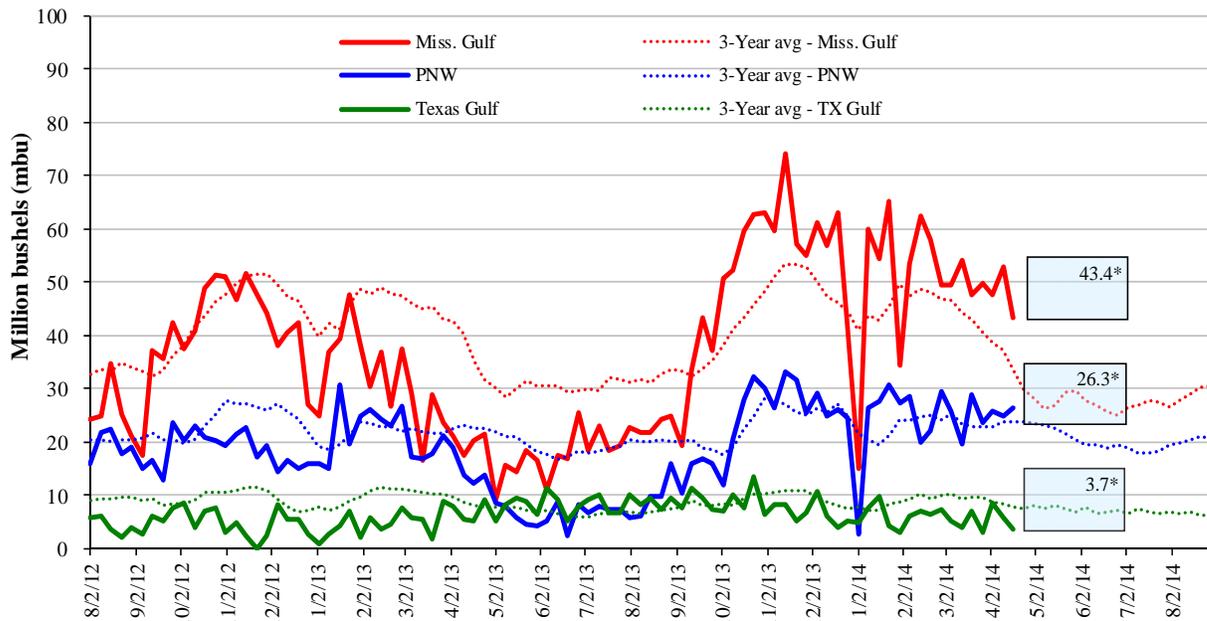


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

<u>Apr. 17: % change from:</u>	<u>MSGulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Last week	down 19	down 36	down 20	up 5
Last year (same week)	up 114	down 30	up 85	up 115
3-yr avg. (4-wk mov. avg.)	up 44	down 53	up 24	up 20

Ocean Transportation

Table 17

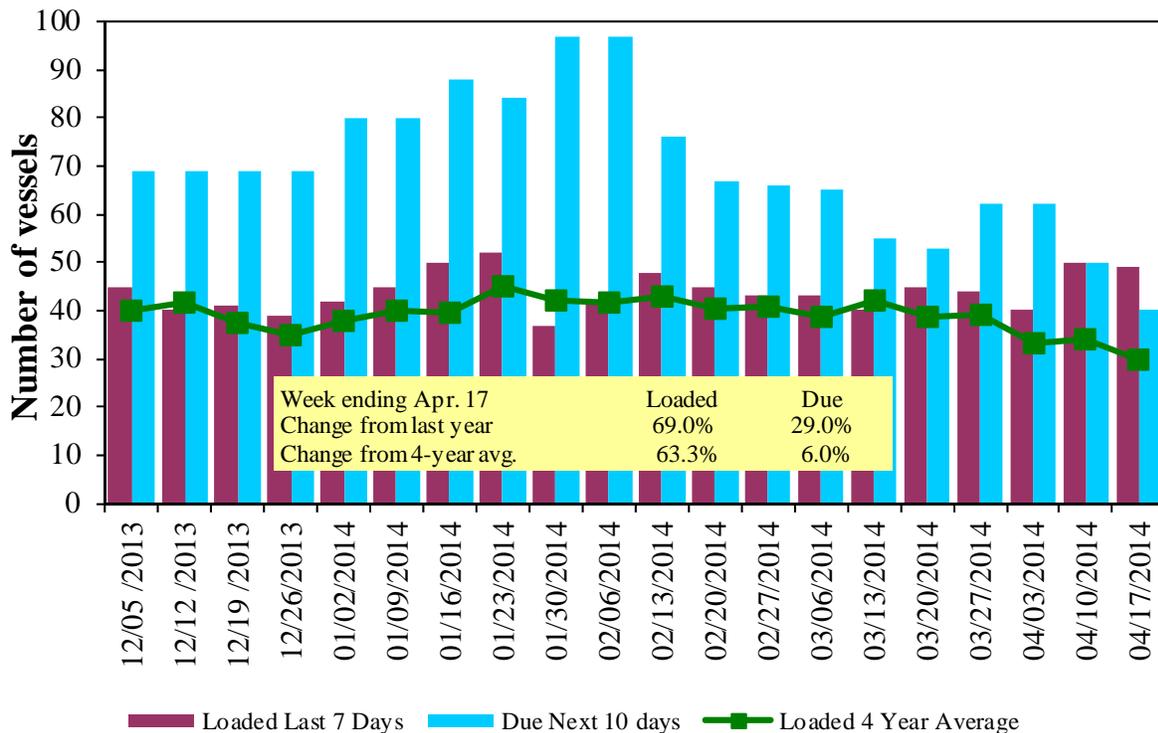
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
4/17/2014	50	49	40	23	n/a
4/10/2014	72	50	50	19	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

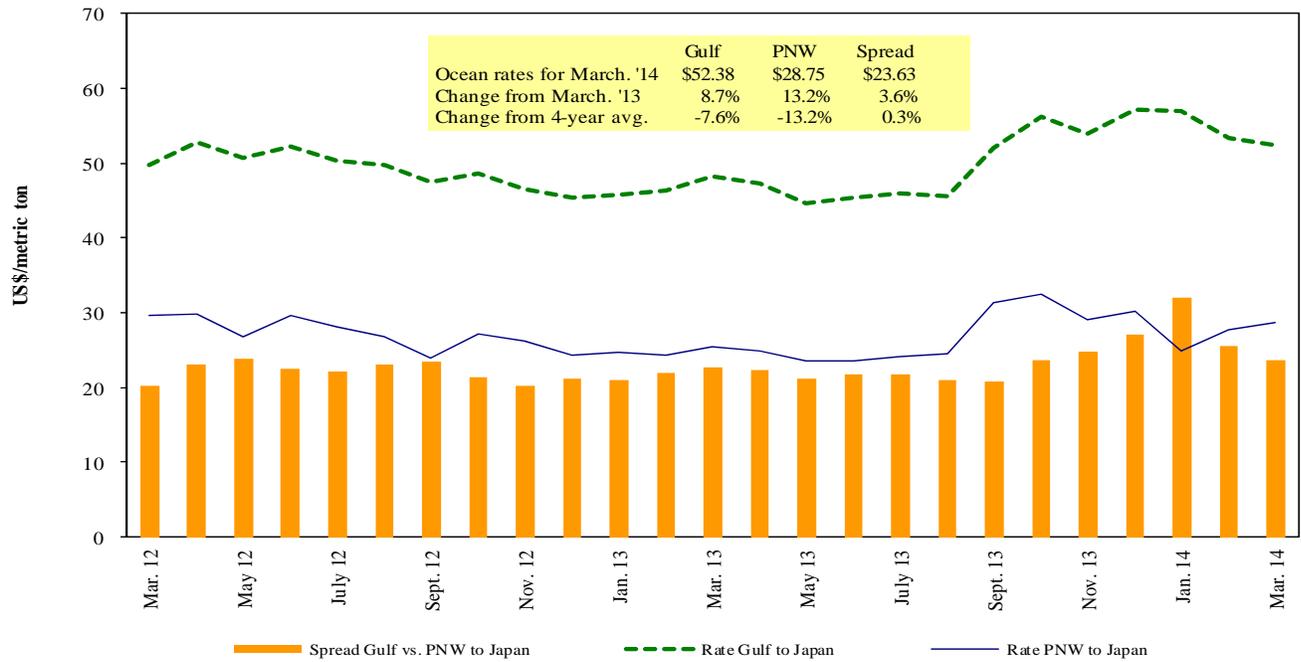


Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

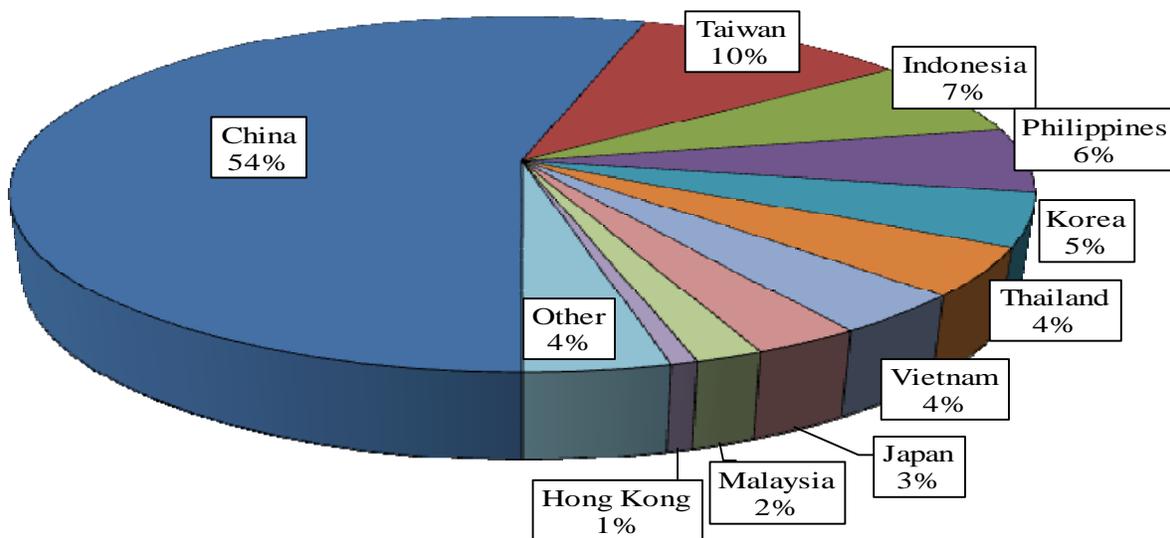
Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 4/19/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Tanzania ¹	Wheat	Mar 24/Apr 4	16,100	133.31
PNW	Bangladesh	Wheat	Apr 22/May 1	13,900	79.44
PNW	Bangladesh	Wheat	Apr 22/May 1	11,150	79.44
Brazil	China	Heavy Grain	Aug 1/5	60,000	40.00
Brazil	China	Heavy Grain	Jul 15/Aug 15	60,000	40.00
Brazil	China	Heavy Grain	May 5/15	60,000	36.00
Brazil	China	Heavy Grain	Apr 15/24	60,000	37.25
Brazil	China	Heavy Grain	Apr 15/30	60,000	38.50
Brazil	China	Heavy Grain	Apr 5/15	60,000	42.75
Brazil	China	Heavy Grain	Apr 15/24	60,000	41.50
Brazil	China	Heavy Grain	Apr 1/30	60,000	42.25
Brazil	Egypt	Heavy Grain	Apr 1/10	68,000	25.00
France	Algeria	Wheat	Apr 5/10	23,000	26.00
River Plate	China	Heavy Grain	Aug 1/31	60,000	44.50
River Plate	China	Heavy Grain	May 1/10	60,000	41.75
River Plate	China	Heavy Grain	Apr 12/30	65,000	43.50
Ukraine	Saudi Arabia	Heavy Grain	Apr 15/25	60,000	21.85

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.

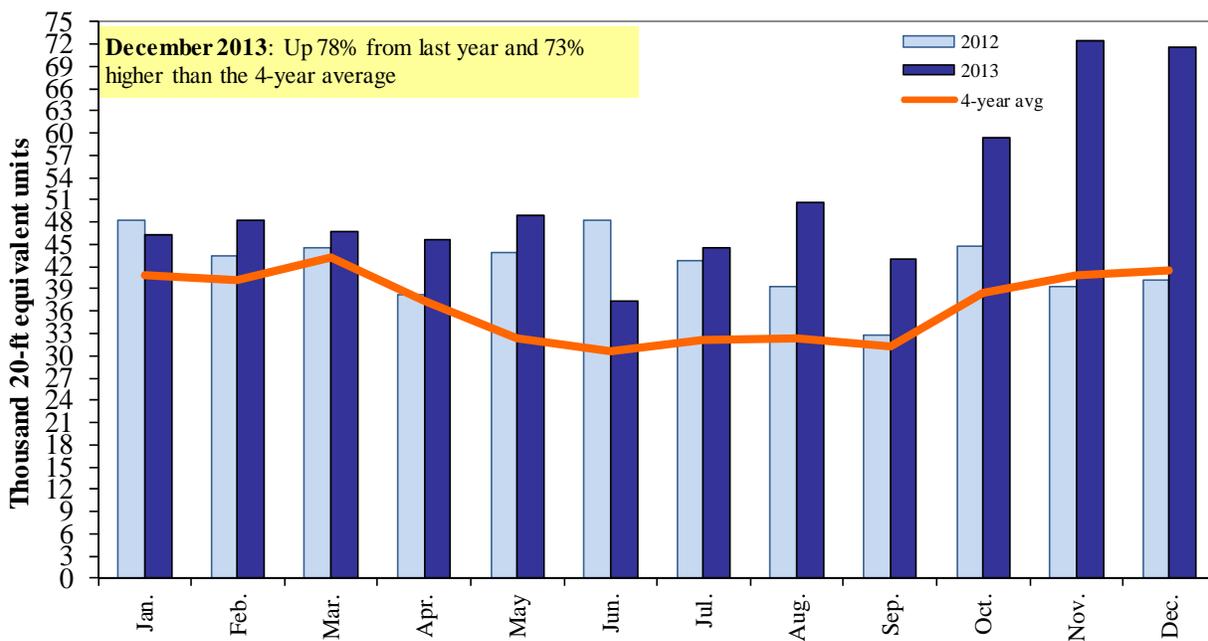
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, December 2013



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

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

Figure 19
Monthly Shipments of Containerized Grain to Asia



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

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

Contacts and Links

Coordinators

Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
Pierre Bahizi	pierre.bahizi@ams.usda.gov	(202) 690 - 0992
Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701

Weekly Highlight Editors

Marina Denicoff	marina.denicoff@ams.usda.gov	(202) 690 - 3244
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690 - 4430

Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 720 - 0119
-------------------------------	--	------------------

Rail Transportation

Marvin Prater	marvin.prater@ams.usda.gov	(540) 361 - 1147
Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Adam Sparger	adam.sparger@ams.usda.gov	(202) 205 - 8701

Barge Transportation

Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 690 - 4430
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374

Truck Transportation

April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
--------------	--	------------------

Grain Exports

Johnny Hill	johnny.hill@ams.usda.gov	(202) 690 - 3295
Marina Denicoff	marina.denicoff@ams.usda.gov	(202) 690 - 3244

Ocean Transportation

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

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. April 24, 2014. Web: <http://dx.doi.org/10.9752/TS056.04-24-2014>

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, audiotope, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD).