United States Department of Agriculture

Grain Transportation Report

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

Contact Us

June 6, 2013

Contents

The next release is June 13, 2013

WEEKLY HIGHLIGHTS

Flood Conditions on Mississippi River Stop Barge Traffic . . .
Parts of the Mississippi River system are experiencing extreme flooding caused by heavy rains that fell during the last week of May. On June 4, the Mississippi River was cresting at 40 feet at the St. Louis gage, the highest level in 18 years. This is a significant reversal of water levels since January of this year when the average daily gage was -3 feet, a difference in water levels of 43 feet. As of June 4, a 5-mile stretch of the Mississippi River in the St. Louis area is closed to navigation. In addition, Mississippi River Locks 16, 17, 18, 20, 21, 22, 25 and 27 (Illinois City, IL to Granite City, IL), are closed. Forecasts by the National Weather Service indicate that the river will begin a slow fall and drop below flood stage (30 feet) at St. Louis by June 12. However, water levels must drop below 25 feet for the Coast Guard to eliminate navigation restrictions.

. . . and Close Railroad Main Lines
BNSF has closed rail main lines north of St. Louis from Gibb, MO, to Keokuk, IA, and south of St. Louis from Crystal, MO, to just north of Chafee, MO. Return-to-service dates for these segments are expected to range from June 12 to 14. Alternate routes around these track segments and through St. Louis have been established. In addition, due to rising Mississippi River levels at Hannibal, MO, which are impacting bridge and main rail line operations, Norfolk Southern is now rerouting shipments normally moving over this route via alternate routes. Customers may see delays of up to 24 hours.

Total Grain Inspections Down; Soybeans Up
For the week ending May 30, **total inspections of grain** (corn, wheat, and soybeans) from all major export regions reached .822 million metric tons (mmt), 14 percent below the past week and 54 percent below last year. Total grain inspections were also 15 percent below the 4-week running average. Soybean inspections (.121 mmt) jumped 34 percent from the previous week and shipments from the Mississippi Gulf jumped 79 percent. Corn inspections dropped 4 percent from the previous week and wheat decreased 17 percent. Outstanding (unshipped) export sales decreased for corn, wheat, and soybeans.

Ocean Freight Rates Continue to Decline Amid New Vessel Delivery
Ocean freight rates for shipping bulk grains continue to fall despite China's 55,000 metric ton booking of grain this past week. Bulk vessel supply continues to rise as more vessels are delivered. As of May 31, the cost of shipping a metric ton of grain from the U.S. Gulf to Japan was $44—down 9 percent from last year. The cost of shipping from the PNW to Japan was $22.50—6 percent less than a year ago. Quoting the SSY fleet data, O'Neil Commodity Consulting put the year-to-date dry-bulk new deliveries at 346 vessels—29.1 million deadweight tons. The new vessels delivered include 51 Capesizes, 113 Panamaxes and 82 Handysizes. The recent discovery of a genetically engineered test wheat field in Oregon has resulted in Japanese and Korean announcements canceling soft white wheat imports from the PNW until the issue is resolved. This may further depress exports and consequently ocean freight rates from the PNW.

Snapshots by Sector

Rail
U.S. railroads originated 16,391 **carloads of grain** during the week ending May 25, up 7 percent from last week, down 22 percent from last year, and 23 percent from the 3-year average.

During the week ending May 30, average June non-shuttle **secondary railcar bids/offers per car** were $6.50 above tariff, down $2 from last week and $10 lower than last year. Average shuttle bids/offers were $25 below tariff, up $50 from last week and $277.50 higher than last year.

Barge
During the week ending June 1, **barge grain movements** totaled 330,304 tons, 22.2 percent lower than the previous week and 46.5 percent lower than the same period last year.

During the week ending June 1, 248 grain barges **moved down river**, down 8.5 percent from last week; 267 grain barges were **unloaded in New Orleans**, down 30 percent from the previous week.

Ocean
During the week ending May 30, 24 **ocean-going grain vessels** were loaded in the Gulf, 17 percent less than the same period last year. Thirty-eight vessels are expected to be loaded within the next 10 days, 7 percent less than the the same period last year.

Fuel
During the week ending June 3, U.S. average **diesel fuel prices** were down 1 cent from the previous week at $3.87 per gallon—2 cents higher than the same week last year.

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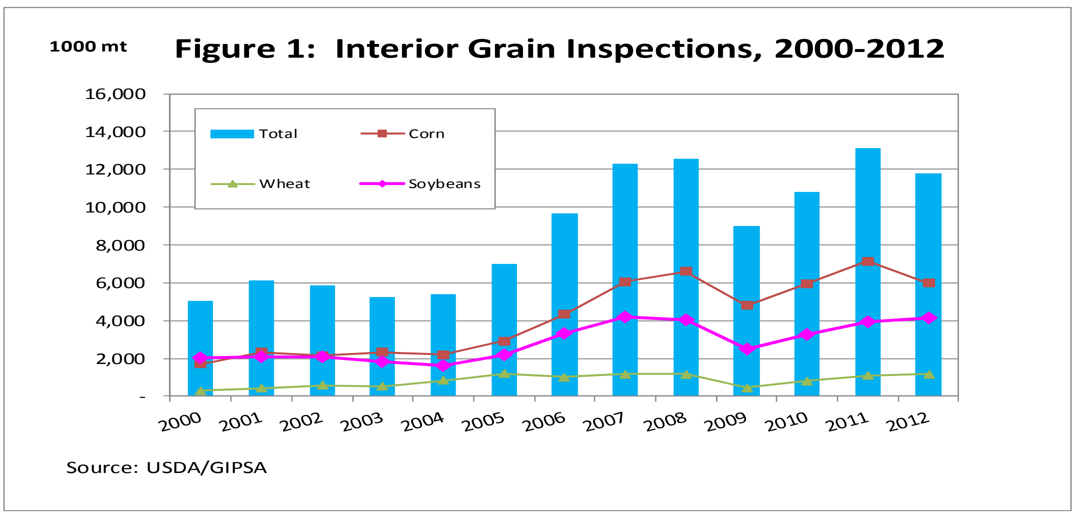
Feature Article/Calendar

Interior Grain Inspections

According to USDA/Grain Inspections Packers and Stockyards Administration (GIPSA), Interior land-based inspections of grain are conducted at several inland locations throughout the United States. Interior grain inspections are usually land-based and shipped primarily by rail to Mexico. A small amount of interior-inspected grain is also transported by truck and by containers to Asia. Interior inspections destined to Asia by containers are primarily soybeans being trans-shipped to the Pacific Northwest or other port regions for export by ocean vessel. In 2012, the Interior accounted for over 55 percent of total grain inspected for export to Mexico. Rail accounted for 94 percent of Interior movements of grain to Mexico. According to GIPSA, containerized inspections of U.S. grain are inspected by request only and are not a significant share (about 4 percent) of total U.S. grain exports.

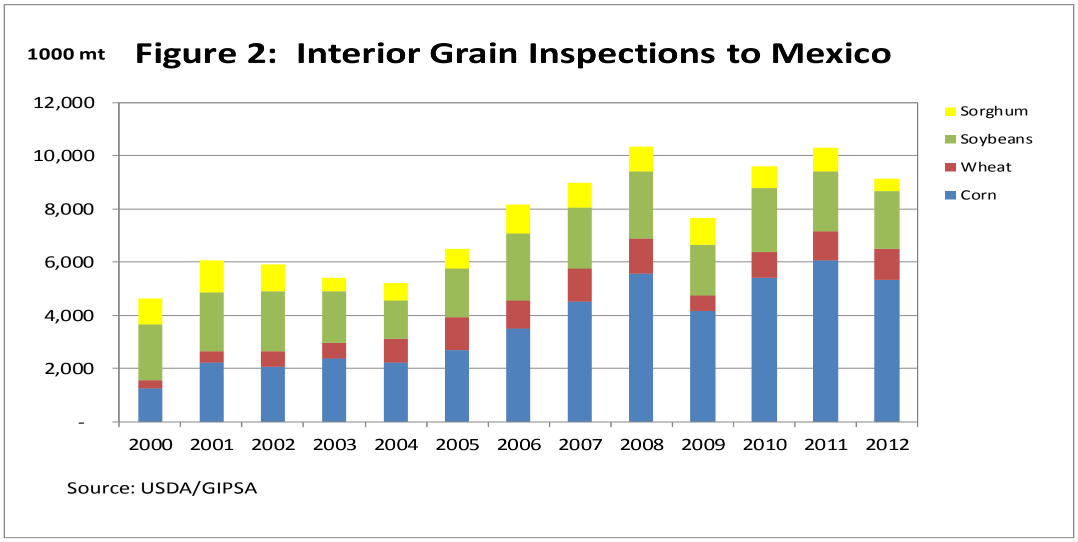
From 2006 to 2012, Interior grain inspections represented 10 percent of total grain inspected for export, compared to 7 percent during the earlier period, from 2003 to 2005. This increase in the Interior's share of total U.S grain exports is primarily due to rising Mexican demand for U.S. grain. In 2012, however, total U.S. Interior grain inspections were reduced from 2011 by the drought-induced drop in corn and soybean production. In conjunction with the decrease in 2012 total Interior grain inspections, Interior grain inspections destined for Mexico decreased 12 percent from 2011 to 9.1 mmt, accounting for 76 percent of total 2012 Interior grain inspections (figures 1 and 2). Grain inspections in the Interior were 3 percent above the 5-year average and represented 12 percent of total grain inspections.



Corn inspections account for the majority of Interior grain exports to Mexico. During the last five years, corn shipments to Mexico from the Interior have accounted for over half of total U.S. grain exports to Mexico (figure 2). Interior corn inspections destined to Mexico averaged about 5.7 mmt in the last five years. Shipments of soybeans and wheat to Mexico for the same period averaged 2.7 and 1.1 mmt, and accounted for 23 and 9 percent of total grain shipments to Mexico, respectively (*see figure 2*). The remaining share of U.S. grain exports to Mexico is shipped from the Mississippi Gulf and Texas Gulf, which have averaged 24 and 18 percent during the last three years.

Brief Facts about 2012 Interior Inspections:

- Total U.S. grain inspections shipped to Mexico were 16.7 mmt, down 3 percent from 2011.
- Total U.S. grain exports to Mexico were above average despite higher transportation costs.
- Shipments to Mexico were down 6 percent from 2011 for corn, but were up 15 percent for wheat and 6 percent for soybeans.
- U.S. soybean exports to Mexico rose on increasing Mexican demand from its poultry and pork industries.
- Interior exports to Mexico were up 3 percent for wheat and down 12 percent for corn, 3 percent for soybeans, and 48 percent for sorghum, compared to 2011.
- Corn shipments (5.3 mmt) made up 58 percent of total interior grain exports to Mexico; wheat (1.1 mmt) was 13 percent, soybeans (2.3 mmt) 24 percent, and sorghum (.45 mmt) 5 percent of total Interior grain inspections.
- Interior corn inspections totaled 6 mmt, 50 percent of total corn inspected for export; wheat (1.2 mmt) accounted for 9 percent of total wheat inspections; soybeans (4.2 mmt) accounted for 35 percent of total soybeans inspections; and sorghum (.454 mmt) accounted for 4 percent of total sorghum inspections.
- Cross-border rail deliveries to port were 6 percent above the 3-year average.



Although year-to-date Interior grain inspections are down significantly from last year, Interior soybean inspections destined for Asia are up 21 percent from this time last year. Asia-bound Interior soybeans are shipped primarily in containers by ocean vessels. According to USDA/Foreign Agricultural Service, soybean exports to Mexico are expected to increase 2.8 percent for the 2012/13 marketing year, but corn exports are expected to decrease. *johnny.hill@ams.usda.gov*

Grain Transportation Indicators

Table 1
Grain Transport Cost Indicators[1]

Week ending	Truck	Rail: Unit Train	Rail: Shuttle	Barge	Ocean: Gulf	Ocean: Pacific
06/05/13	260	236	210	175	197	160
05/29/13	260	234	205	172	201	167

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2
Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

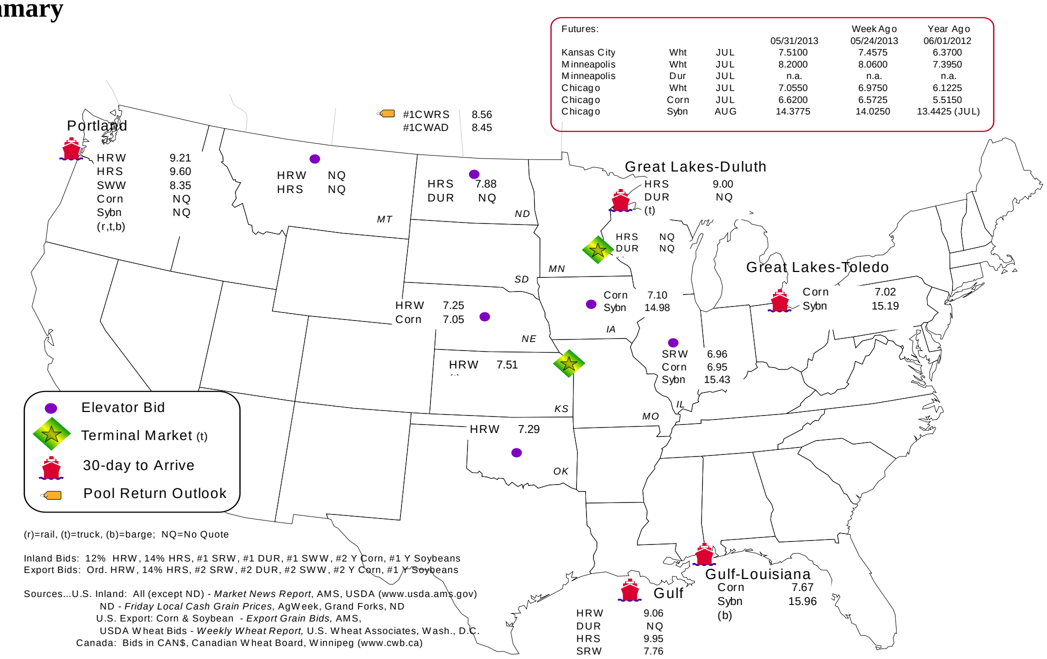
Commodity	Origin--Destination	5/31/2013	5/24/2013
Corn	IL--Gulf	-0.72	-0.73
Corn	NE--Gulf	-0.62	-0.62
Soybean	IA--Gulf	-0.98	-0.91
HRW	KS--Gulf	-1.55	-1.59
HRS	ND--Portland	-1.72	-1.77

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1
Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-Border Mexico[3]
05/29/2013[p]	403	104	814	19	1,340	05/25/13	1,155
05/22/2013[r]	211	1,322	688	120	2,341	05/18/13	1,102
2013 YTD[r]	8,784	23,392	66,271	9,065	107,512	2013 YTD	25,642
2012 YTD[r]	3,604	15,592	94,128	9,682	123,006	2012 YTD	48,371
2013 YTD as % of 2012 YTD	244	150	70	94	87	% change YTD	53
Last 4 weeks as % of 2012[2]	1,895	134	23	41	46	Last 4wks % 2012	51
Last 4 weeks as % of 4-year avg.[2]	76	99	27	38	46	Last 4wks % 4 yr	58
Total 2012	22,604	40,780	199,419	33,724	287,462	Total 2011	97,118
Total 2011	27,358	77,515	191,187	24,088	320,148	Total 2010	90,175

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2011 and prior 4-year average.

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

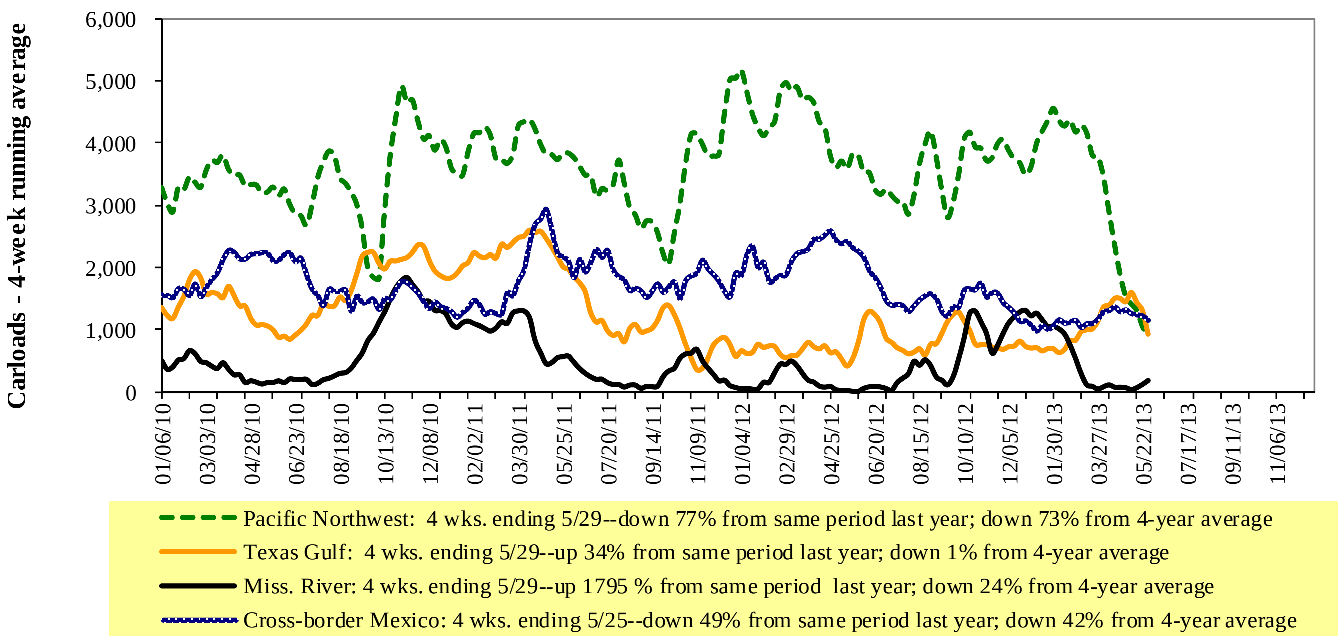
YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

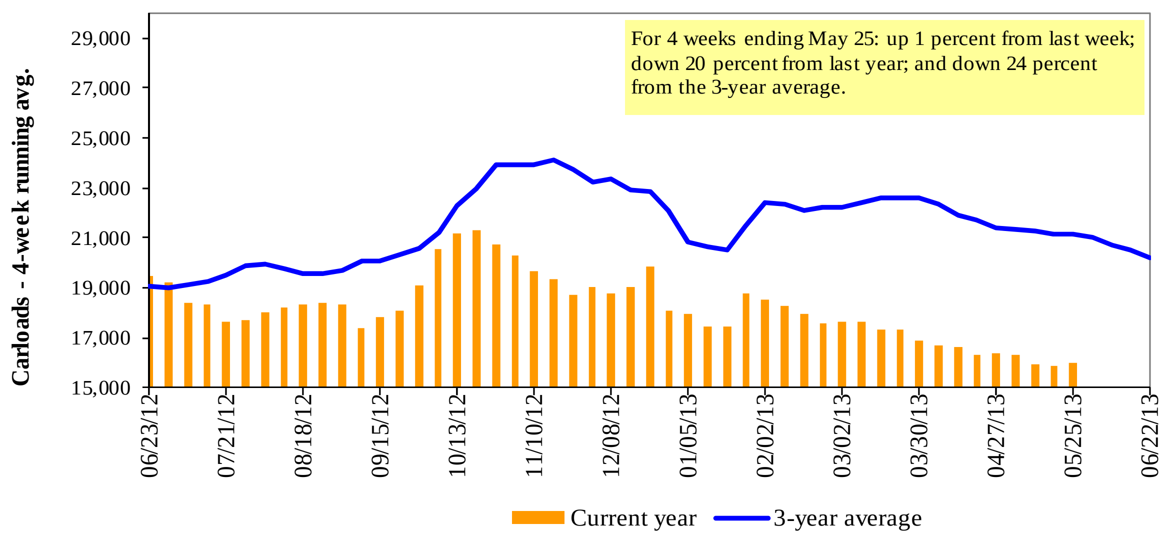
	East		West			U.S. total	Canada	
Week ending	**CSXT**	**NS**	**BNSF**	**KCS**	**UP**		**CN**	**CP**
05/25/13	1,088	2,849	7,929	313	4,212	16,391	2,688	4,850
This week last year	1,677	2,867	10,334	539	5,510	20,927	3,370	2,143
2013 YTD	31,426	53,011	183,381	10,013	81,526	359,357	71,284	111,401
2012 YTD	41,886	59,543	212,513	10,326	107,959	432,227	81,722	101,387
2013 YTD as % of 2012 YTD	75	89	86	97	76	83	87	110
Last 4 weeks as % of 2012	81	96	78	89	75	80	87	129
Last 4 weeks as % of 3-yr avg.[1]	73	88	77	65	73	77	83	101
Total 2012	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266

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

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

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings



Source: Association of American Railroads

Table 5

Railcar Auction Offerings[1] ($/car)[2]

Week ending	Delivery period							
5/30/2013	**Jun-13**	**Jun-12**	**Jul-13**	**Jul-12**	**Aug-13**	**Aug-12**	**Sep-13**	**Sep-12**
BNSF[3]								
COT grain units	no bids	0	no bids	no bids	no bids	no offer	no bids	no offer
COT grain single-car[5]	0 . . 5	0 . . 10	no bids	0 . . 5	no bids	10 . . 12	0 . . 5	no offer
UP[4]								
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a

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

[2]Average premium/discount to tariff, last auction

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

[4]UP - GCAS = Grain Car Allocation System

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

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

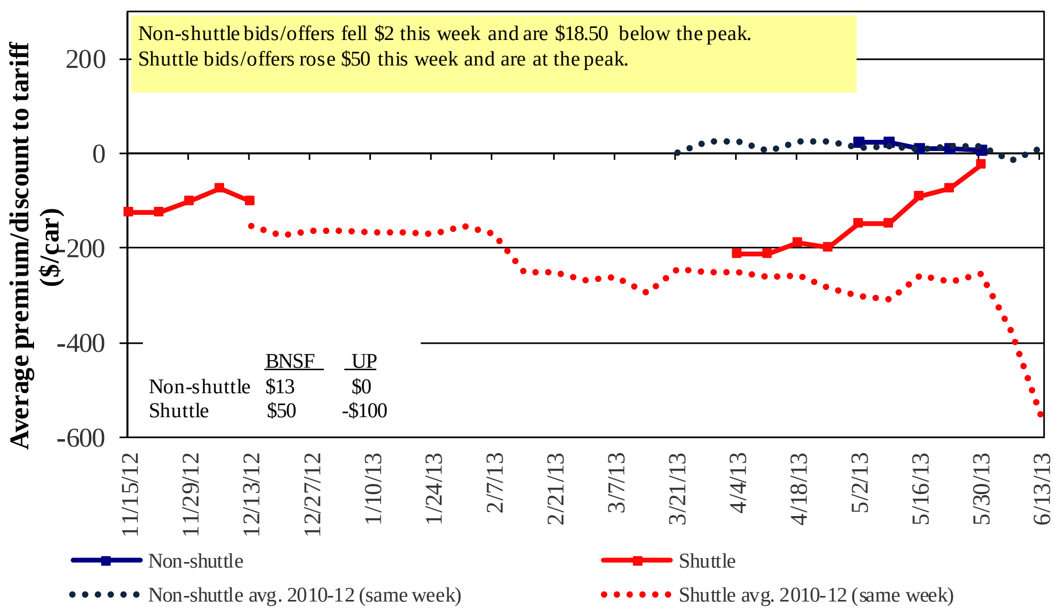
[5]Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

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

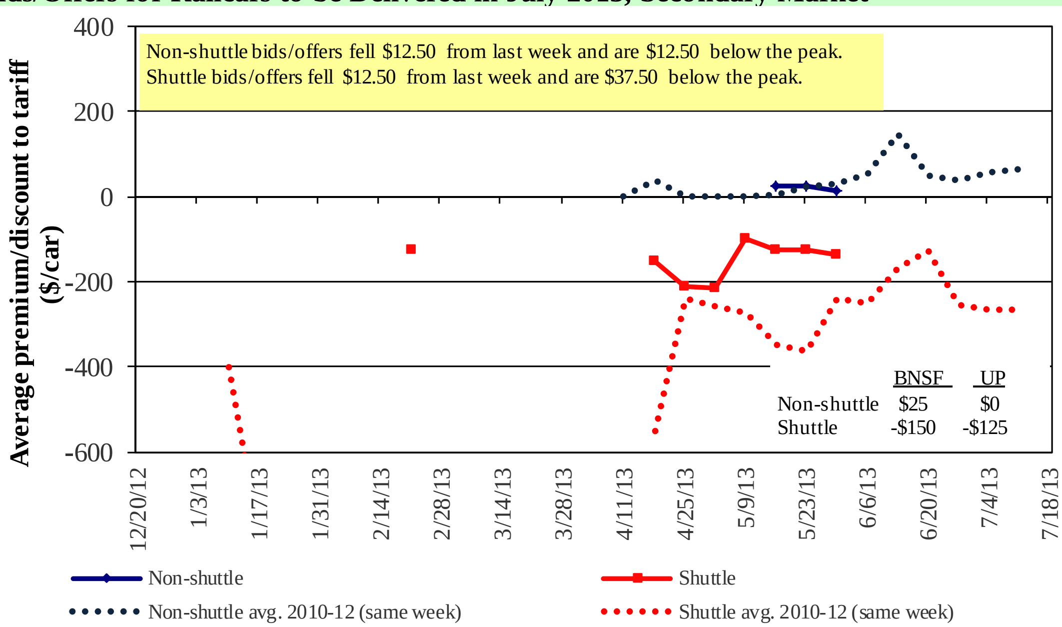


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

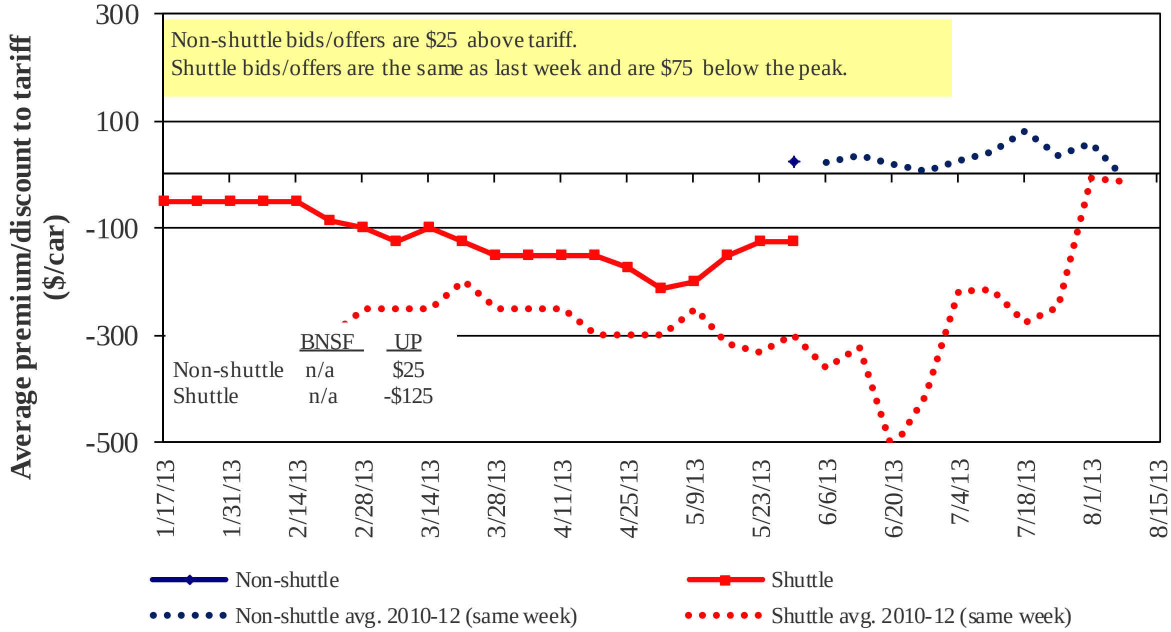


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

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

Week ending	Delivery period					
5/30/2013	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13
Non-shuttle						
BNSF-GF	13	25	n/a	n/a	n/a	n/a
Change from last week	(4)	-	n/a	n/a	n/a	n/a
Change from same week 2012	5	25	n/a	n/a	n/a	n/a
UP-Pool	-	-	25	n/a	n/a	n/a
Change from last week	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	(25)	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	50	(150)	n/a	n/a	n/a	n/a
Change from last week	108	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	267	n/a	n/a	n/a	n/a	n/a
UP-Pool	(100)	(125)	(125)	(125)	n/a	n/a
Change from last week	(8)	-	-	-	n/a	n/a
Change from same week 2012	288	175	175	125	n/a	n/a

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

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

Table 7

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

Effective date: 6/1/2013	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,191	$202	$33.70	$0.92	6
	Grand Forks, ND	Duluth-Superior, MN	$3,543	$119	$36.37	$0.99	8
	Wichita, KS	Los Angeles, CA	$6,244	$612	$68.08	$1.85	3
	Wichita, KS	New Orleans, LA	$3,808	$356	$41.35	$1.13	4
	Sioux Falls, SD	Galveston-Houston, TX	$5,824	$502	$62.82	$1.71	4
	Northwest KS	Galveston-Houston, TX	$4,076	$390	$44.35	$1.21	4
	Amarillo, TX	Los Angeles, CA	$4,275	$543	$47.84	$1.30	3
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,110	$402	$34.88	$0.95	2
	Toledo, OH	Raleigh, NC	$4,508	$450	$49.24	$1.34	2
	Des Moines, IA	Davenport, IA	$2,006	$85	$20.77	$0.57	3
	Indianapolis, IN	Atlanta, GA	$3,920	$338	$42.28	$1.15	2
	Indianapolis, IN	Knoxville, TN	$3,354	$217	$35.46	$0.97	2
	Des Moines, IA	Little Rock, AR	$3,146	$250	$33.73	$0.92	2
	Des Moines, IA	Los Angeles, CA	$5,065	$729	$57.54	$1.57	1
Soybeans	Minneapolis, MN	New Orleans, LA	$3,299	$439	$37.12	$1.01	1
	Toledo, OH	Huntsville, AL	$3,575	$320	$38.68	$1.05	2
	Indianapolis, IN	Raleigh, NC	$4,578	$453	$49.96	$1.36	2
	Indianapolis, IN	Huntsville, AL	$3,267	$217	$34.60	$0.94	2
	Champaign-Urbana, IL	New Orleans, LA	$3,599	$402	$39.74	$1.08	5
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,580	$352	$39.05	$1.06	6
	Wichita, KS	Galveston-Houston, TX	$3,798	$274	$40.44	$1.10	4
	Chicago, IL	Albany, NY	$3,771	$422	$41.64	$1.13	3
	Grand Forks, ND	Portland, OR	$5,061	$608	$56.30	$1.53	4
	Grand Forks, ND	Galveston-Houston, TX	$6,082	$633	$66.69	$1.81	3
	Northwest KS	Portland, OR	$5,043	$640	$56.43	$1.54	4
Corn	Minneapolis, MN	Portland, OR	$4,800	$740	$55.02	$1.50	0
	Sioux Falls, SD	Tacoma, WA	$4,760	$678	$54.00	$1.47	0
	Champaign-Urbana, IL	New Orleans, LA	$2,929	$402	$33.08	$0.90	2
	Lincoln, NE	Galveston-Houston, TX	$3,310	$395	$36.79	$1.00	0
	Des Moines, IA	Amarillo, TX	$3,510	$315	$37.98	$1.03	2
	Minneapolis, MN	Tacoma, WA	$4,800	$734	$54.96	$1.50	0
	Council Bluffs, IA	Stockton, CA	$4,200	$760	$49.25	$1.34	0
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,320	$678	$59.56	$1.62	5
	Minneapolis, MN	Portland, OR	$5,330	$740	$60.28	$1.64	5
	Fargo, ND	Tacoma, WA	$5,230	$603	$57.92	$1.58	5
	Council Bluffs, IA	New Orleans, LA	$3,950	$464	$43.83	$1.19	5
	Toledo, OH	Huntsville, AL	$2,750	$320	$30.48	$0.83	2
	Grand Island, NE	Portland, OR	$4,960	$655	$55.76	$1.52	-3

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

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

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

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

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

Table 8

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

Effective date: 6/1/2013				Fuel			Percent
	Origin		Tariff	surcharge	Tariff plus surcharge per:		change
Commodity	state	Destination region	rate/car[1]	per car[2]	metric ton[3]	bushel[3]	Y/Y[4]
Wheat	MT	Chihuahua, CI	$6,262	$579	$69.90	$1.90	-19
	OK	Cuautitlan, EM	$6,715	$703	$75.80	$2.06	-3
	KS	Guadalajara, JA	$8,293	$679	$91.68	$2.49	9
	TX	Salinas Victoria, NL	$2,872	$265	$32.05	$0.87	-22
Corn	IA	Guadalajara, JA	$7,699	$799	$86.82	$2.20	-1
	SD	Celaya, GJ[5]	$7,356	$757	$82.90	$2.10	n/a
	NE	Queretaro, QA	$7,153	$710	$80.34	$2.04	0
	SD	Salinas Victoria, NL	$5,700	$576	$64.12	$1.63	0
	MO	Tlalnepantla, EM	$6,592	$689	$74.40	$1.89	0
	SD	Torreon, CU	$6,522	$634	$73.12	$1.86	-1
Soybeans	MO	Bojay (Tula), HG	$7,580	$674	$84.34	$2.29	2
	NE	Guadalajara, JA	$8,134	$771	$90.99	$2.47	1
	IA	El Castillo, JA	$8,555	$753	$95.10	$2.59	2
	KS	Torreon, CU	$6,651	$478	$72.84	$1.98	2
Sorghum	TX	Guadalajara, JA	$6,464	$493	$71.08	$1.80	-4
	NE	Celaya, GJ[5]	$6,997	$688	$78.51	$1.99	n/a
	KS	Queretaro, QA	$6,815	$432	$74.04	$1.88	5
	NE	Salinas Victoria, NL	$5,438	$506	$60.73	$1.54	4
	NE	Torreon, CU	$6,153	$564	$68.64	$1.74	0

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

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

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

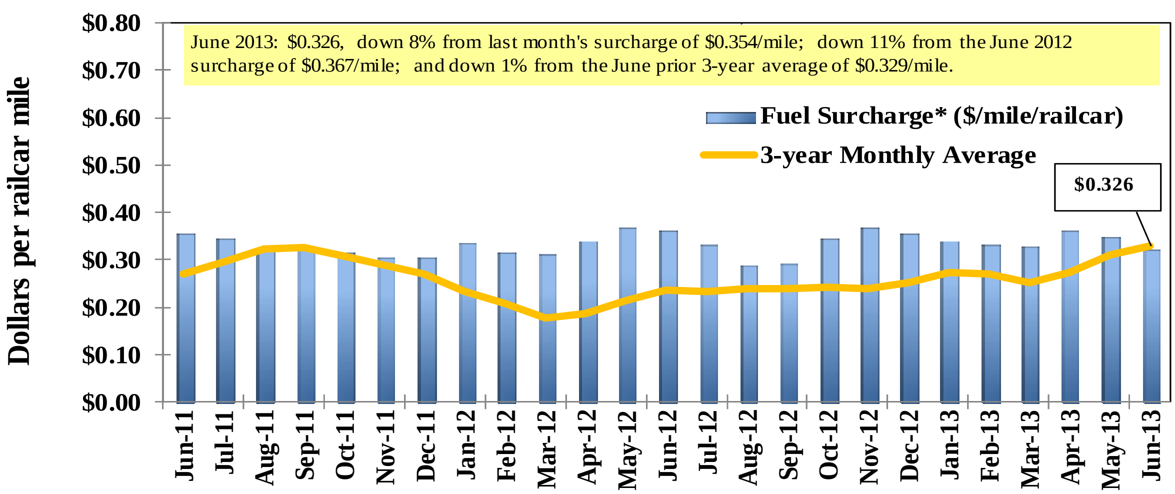
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[5] Beginning 11/1/12, Celaya, GJ, replaced Penjamo, GJ, as the destination.

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]



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

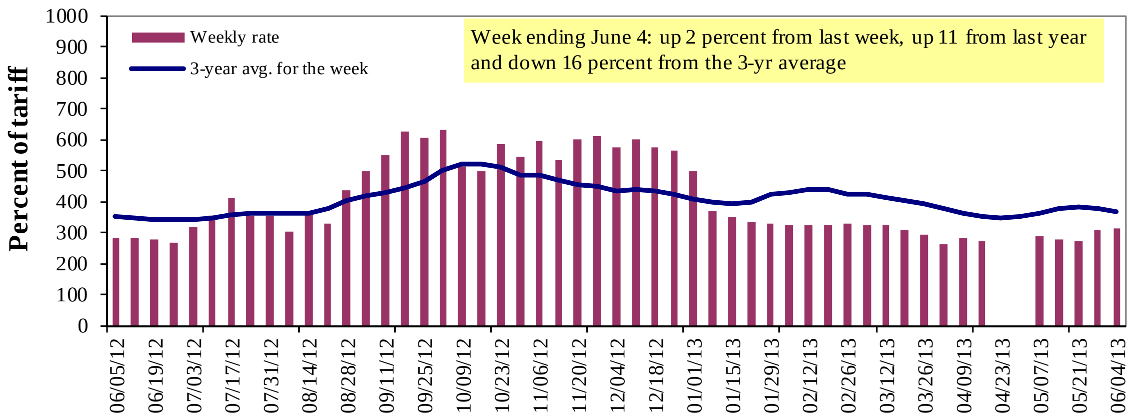
* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

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

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

Barge Transportation

Figure 8
Illinois River Barge Freight Rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9
Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	6/4/2013	397	317	315	222	193	193	182
	5/28/2013	362	297	310	217	190	190	180
$/ton	6/4/2013	24.57	16.86	14.62	8.86	9.05	7.80	5.71
	5/28/2013	22.41	15.80	14.38	8.66	8.91	7.68	5.65
Current week % change from the same week:								
	Last year	2	-1	11	1	-27	-27	-11
	3-year avg. [2]	-11	-16	-15	-18	-42	-42	-26
Rate[1]	July	373	303	290	235	212	212	203
	September	500	458	458	422	472	472	388

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

Source: Transportation & Marketing Programs/AMS/USDA

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

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

Figure 9
Benchmark tariff rates

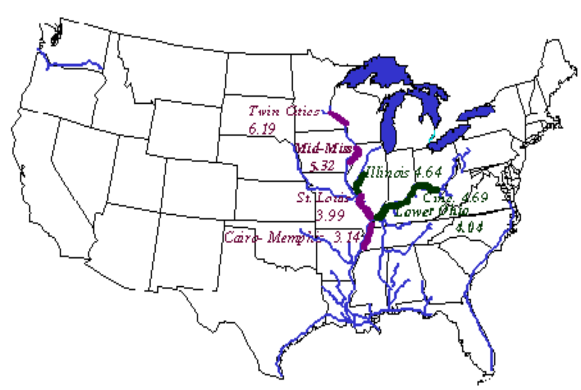
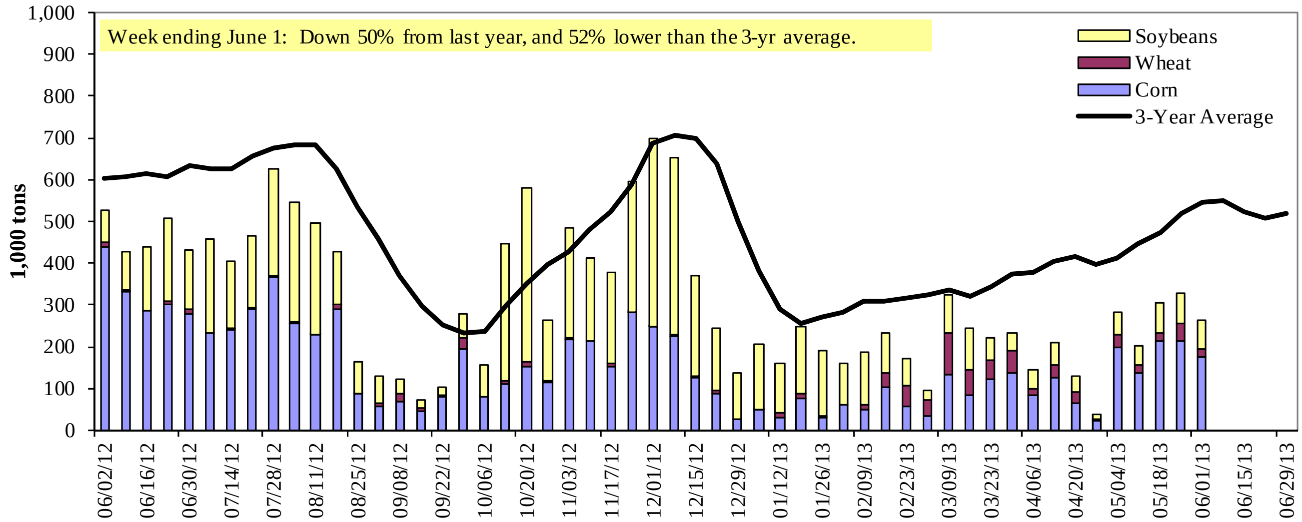


Figure 10

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



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

Week ending 6/01/2013	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	61	13	9	0	83
Winfield, MO (L25)	116	13	33	0	161
Alton, IL (L26)	159	17	57	0	233
Granite City, IL (L27)	174	19	70	0	263
Illinois River (L8)	31	8	22	5	65
Ohio River (L52)	35	5	16	2	58
Arkansas River (L1)	0	10	0	0	10
Weekly total - 2013	209	34	86	2	330
Weekly total - 2012	461	53	104	0	618
2013 YTD[1]	3,229	1,640	3,602	112	8,583
2012 YTD	8,044	817	4,498	134	13,493
2013 as % of 2012 YTD	40	201	80	84	64
Last 4 weeks as % of 2012[2]	56	44	70	60	63
Total 2012	14,837	1,794	12,663	229	29,523

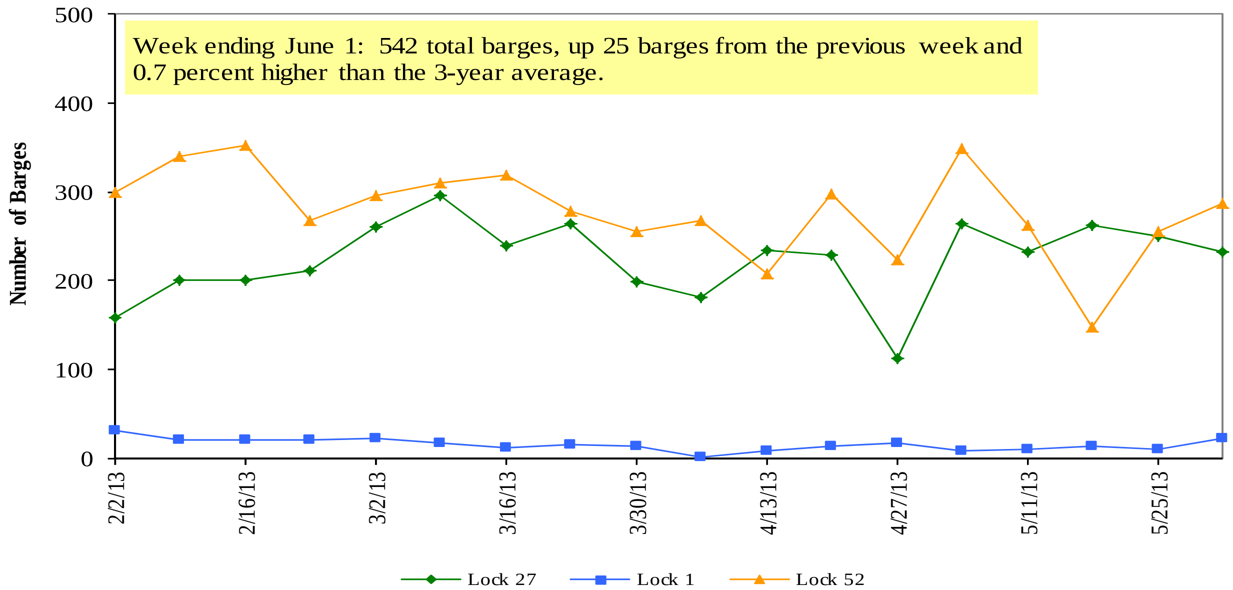
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2012.

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

Figure 11

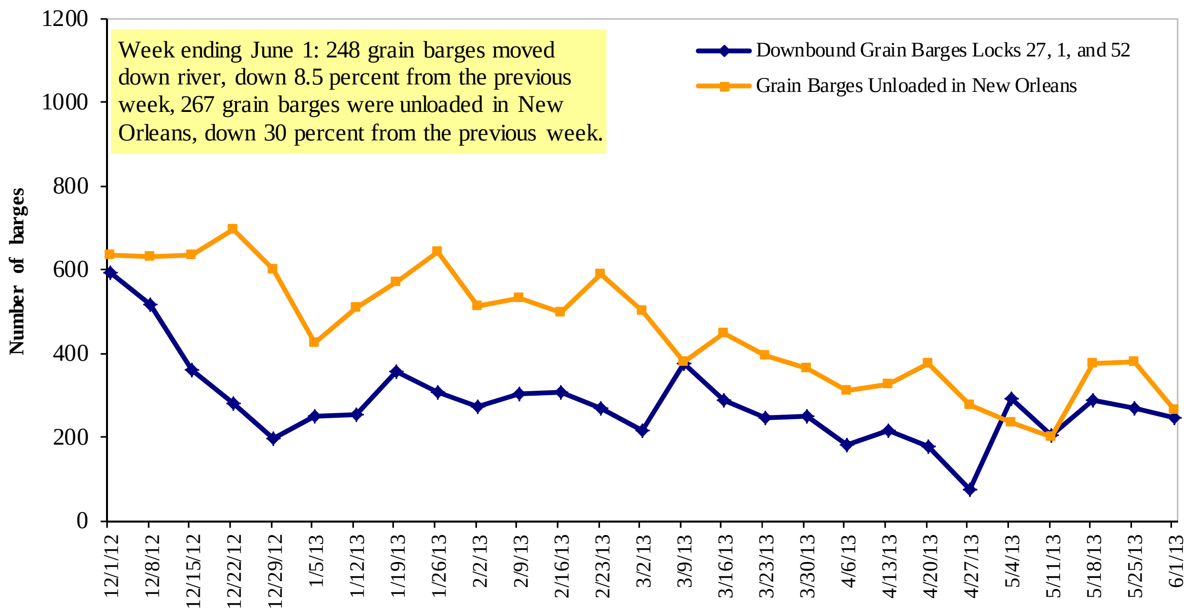
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 6/3/2013 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.855	-0.009	-0.031
	New England	3.984	-0.007	-0.052
	Central Atlantic	3.920	-0.008	-0.048
	Lower Atlantic	3.783	-0.009	-0.014
II	Midwest[2]	3.900	-0.016	0.154
III	Gulf Coast[3]	3.770	-0.005	0.013
IV	Rocky Mountain	3.866	0.003	-0.053
V	West Coast	3.968	-0.018	-0.133
	West Coast less California	3.899	-0.018	-0.123
	California	4.025	-0.019	-0.144
Total	U.S.	3.869	-0.011	0.023

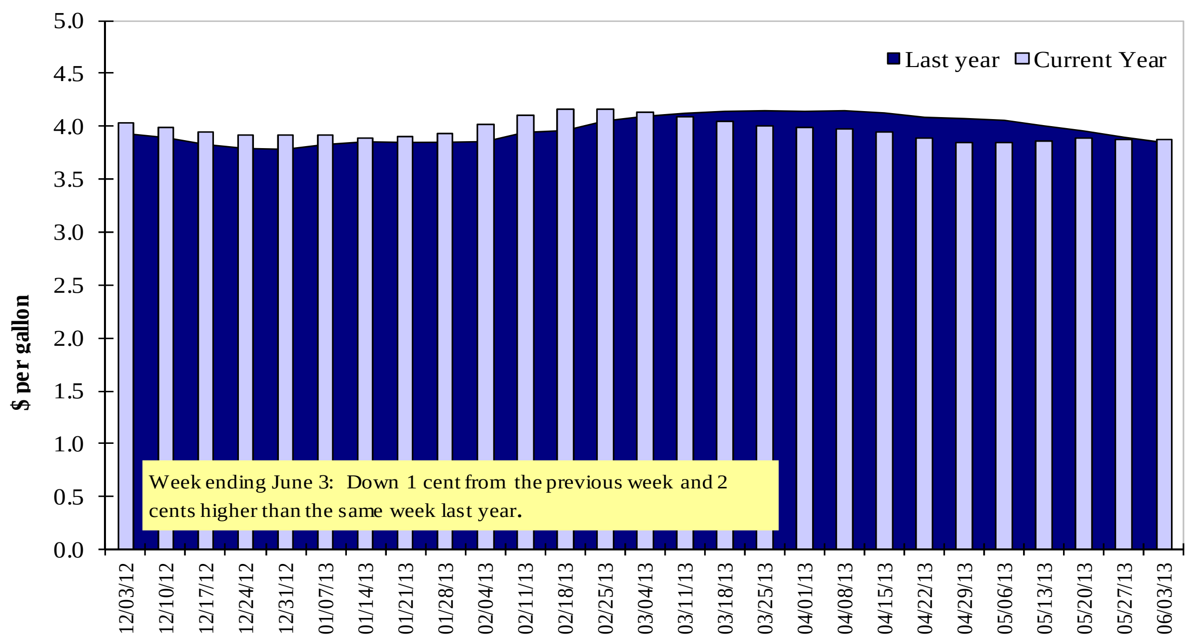
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

	Wheat						Corn	Soybeans	Total
Week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
5/23/2013	762	424	234	123	23	1,567	3,639	1,821	7,027
This week year ago	606	272	542	340	36	1,796	8,204	5,442	15,442
Cumulative exports-marketing year[2]									
2012/13 YTD	9,726	4,945	5,763	4,565	567	25,565	13,637	34,752	73,954
2011/12 YTD	9,648	4,184	6,244	5,556	463	26,097	30,008	30,699	86,804
YTD 2012/13 as % of 2011/12	101	118	92	82	122	98	45	113	85
Last 4 wks as % of same period 2011/12	182	203	67	50	142	124	48	36	53
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306

[1] Current unshipped export sales to date

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

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

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

Table 13

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

Week ending 05/23/2013	Total Commitments[2]			% change	Exports[3]
	2013/14	2012/13	2011/12	current MY	
	Next MY	Current MY	Last MY	from last MY	2011/12
		- 1,000 mt -			- 1,000 mt -
Japan	839	6,129	10,850	(44)	12,367
Mexico	892	4,147	9,357	(56)	9,617
China	1,343	2,474	4,933	(50)	5,414
Korea	2	417	3,791	(89)	3,639
Venezuela	0	757	1,024	(26)	1,332
Top 5 Importers	**3,076**	**13,923**	**29,954**	**(54)**	**32,369**
Total US corn export sales	**4,794**	**17,276**	**38,212**	**(55)**	**39,180**
% of Projected	15%	91%	98%		
Change from prior week	**790**	**86**	**189**		
Top 5 importers' share of U.S. corn export sales	64%	81%	78%		83%
USDA forecast, May 2013	**33,020**	**19,050**	**39,180**	**(51)**	
Corn Use for Ethanol USDA forecast, Ethanol May 2013	**123,190**	**115,570**	**127,000**	**(9)**	

(n) indicates negative number.

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

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

[3]FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm (Carry-over plus Accumulated Exports)

Table 14

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

Week Ending 05/23/2013	Total Commitments[2] 2013/14 Next MY	2012/13 Current MY	2011/12 Last MY	% change current MY from last MY	Exports[3] 2011/12
		- 1,000 mt -			- 1,000 mt -
China	8,524	21,597	22,589	(4)	24,602
Mexico	77	2,472	2,996	(17)	3,180
Japan	133	1,724	1,677	3	1,891
Indonesia	3	1,458	1,386	5	1,741
Egypt	60	677	1,020	(34)	1,292
Top 5 importers	**8,797**	**27,929**	**29,668**	**(6)**	**32,706**
Total US soybean export sales	**10,456**	**36,574**	**36,141**	**1**	**37,060**
% of Projected	26%	100%	98%		
Change from prior week	757	(108)	241		
Top 5 importers' share of U.S. soybean export sales	84%	76%	82%		
USDA forecast, May 2013	**39,460**	**36,740**	**37,060**	**(1)**	

(n) indicates negative number.

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

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

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers[1] of All U.S. Wheat

Week Ending 05/23/2013	Total Commitments[2] 2013/14 Next MY	2012/13 Current MY	2011/12 Last MY	% change current MY from last MY	Exports[3] 2011/12
		- 1,000 mt -			- 1,000 mt -
Japan	292	3,648	3,842	(5)	3,512
Mexico	629	2,826	3,538	(20)	3,496
Nigeria	195	3,166	3,348	(5)	3,248
Philippines	264	1,945	2,089	(7)	2,039
Korea	80	1,410	2,088	(32)	1,983
Egypt	0	1,678	1,010	66	950
Taiwan	49	1,038	975	6	888
Indonesia	0	534	830	(36)	830
Venezuela	139	655	658	(0)	594
China	1,443	799	590	35	572
Top 10 importers	**3,091**	**17,699**	**18,968**	**(7)**	**18,111**
Total US wheat export sales	**5,556**	**27,131**	**27,893**	**(3)**	**28,560**
% of Projected	22%	97%	98%		
Change from prior week	728	36	(7)		
Top 10 importers' share of U.S. wheat export sales	56%	65%	68%		63%
USDA forecast, May 2013	**25,170**	**27,900**	**28,560**	**(2)**	

(n) indicates negative number.

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

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

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

Table 16

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

Port regions	Week ending 05/30/13	Previous Week[1]	Current Week as % of Previous	2013 YTD[1]	2012 YTD[1]	2013 YTD as % of 2012 YTD	Last 4-weeks as % of 2012	Last 4-weeks as % of 3-yr. avg.	Total[1] 2012
Pacific Northwest									
Wheat	114	126	91	5,063	5,847	87	50	50	12,625
Corn	0	0	n/a	1,255	2,894	43	9	7	5,512
Soybeans	0	0	n/a	3,696	4,515	82	2	5	10,347
Total	**114**	**126**	**91**	**10,014**	**13,256**	**76**	**26**	**28**	**28,484**
Mississippi Gulf									
Wheat	106	162	65	3,678	2,785	132	70	115	5,462
Corn	237	270	88	4,686	9,008	52	64	47	18,068
Soybeans	90	50	179	6,877	8,574	80	25	35	24,684
Total	**434**	**483**	**90**	**15,241**	**20,367**	**75**	**56**	**55**	**48,215**
Texas Gulf									
Wheat	178	239	75	3,245	2,082	156	178	134	5,912
Corn	0	0	n/a	101	287	35	312	32	336
Soybeans	0	0	n/a	122	0	n/a	0	0	626
Total	**178**	**239**	**75**	**3,469**	**2,369**	**146**	**180**	**122**	**6,874**
Interior									
Wheat	4	27	13	385	521	74	74	105	1,218
Corn	59	44	134	1,139	3,663	31	84	38	6,115
Soybeans	28	28	98	1,589	1,766	90	45	59	4,204
Total	**91**	**100**	**91**	**3,113**	**5,950**	**52**	**67**	**49**	**11,538**
Great Lakes									
Wheat	0	0	n/a	345	54	639	153	109	481
Corn	0	0	n/a	0	30	0	0	0	56
Soybeans	0	0	n/a	4	42	9	0	0	713
Total	**0**	**0**	**n/a**	**348**	**126**	**277**	**94**	**84**	**1,250**
Atlantic									
Wheat	2	0	n/a	361	116	312	78	89	341
Corn	0	0	n/a	2	80	2	0	0	143
Soybeans	3	11	26	690	465	148	91	133	1,460
Total	**5**	**12**	**45**	**1,053**	**661**	**159**	**74**	**73**	**1,944**
U.S. total from ports[2]									
Wheat	405	555	73	13,078	11,405	115	84	90	26,040
Corn	297	315	94	7,183	15,962	45	45	36	30,230
Soybeans	121	90	134	12,978	15,362	84	22	36	42,035
Total	**822**	**959**	**86**	**33,239**	**42,729**	**78**	**54**	**54**	**98,305**

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

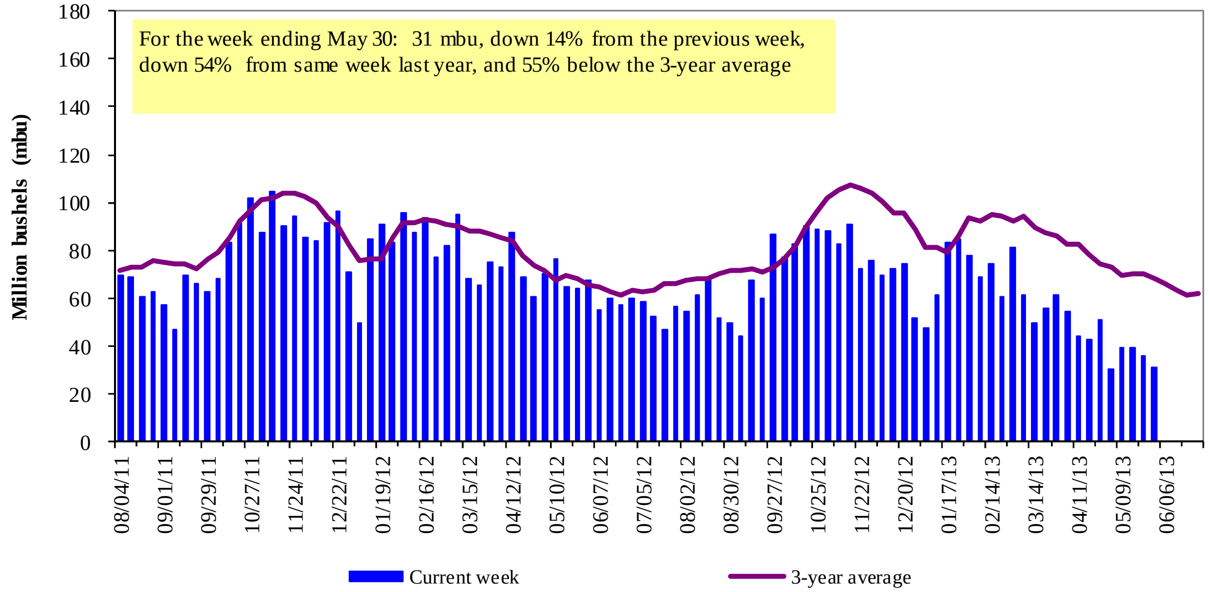
[2] Total includes only port regions shown above; Interior land-based shipments now included.

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

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

Figure 14

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

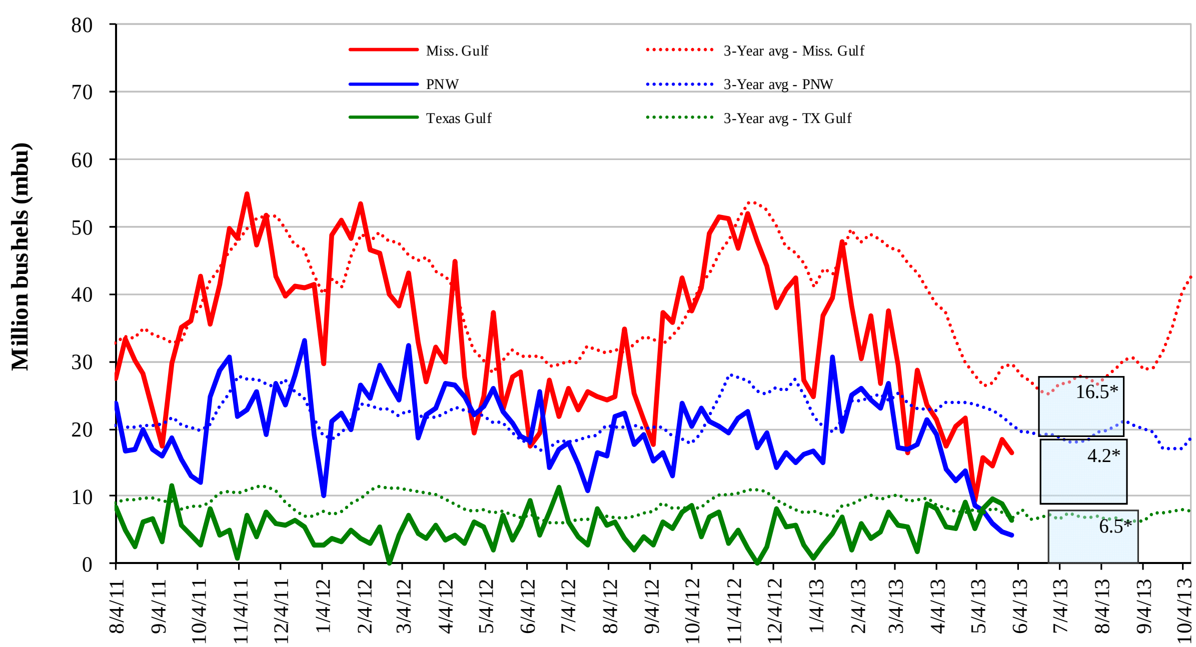


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



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

May 30 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 10	down 25	down 15	down 9
Last year (same week)	down 42	up 16	down 32	down 78
3-yr avg. (4-wk mov. avg.)	down 44	down 5	down 37	down 77

Table 17

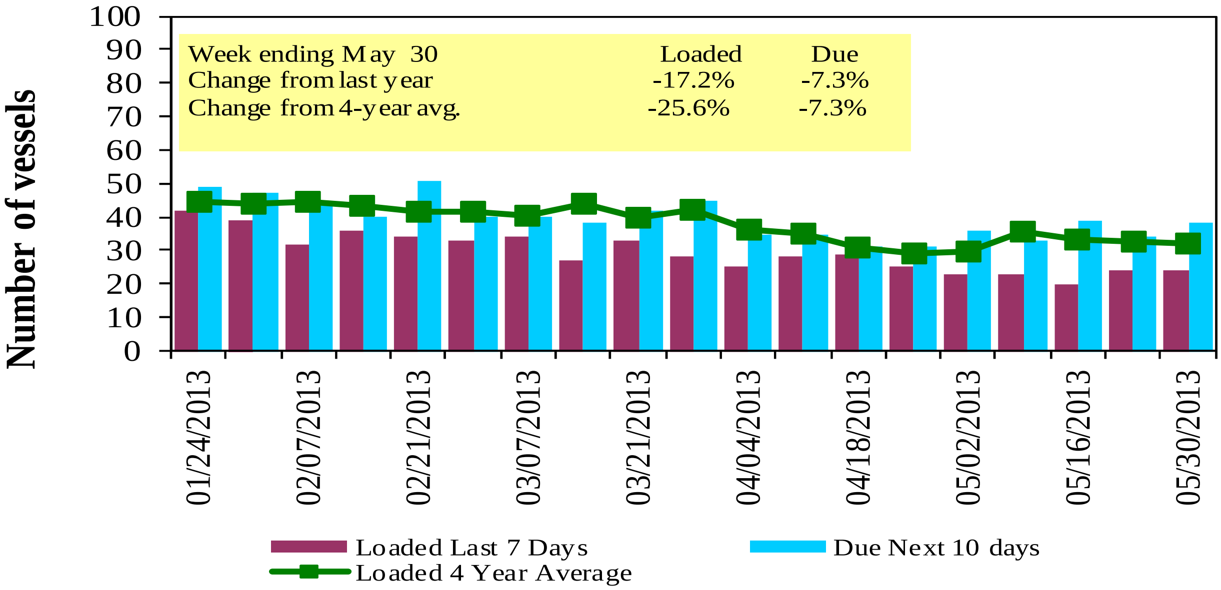
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf In port	Gulf Loaded 7-days	Gulf Due next 10-days	Pacific Northwest In port	Vancouver B.C. In port
5/30/2013	28	24	38	5	n/a
5/23/2013	29	24	34	0	n/a
2012 range	(13..50)	(13..46)	(27..78)	(4..20)	n/a
2012 avg.	28	33	46	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

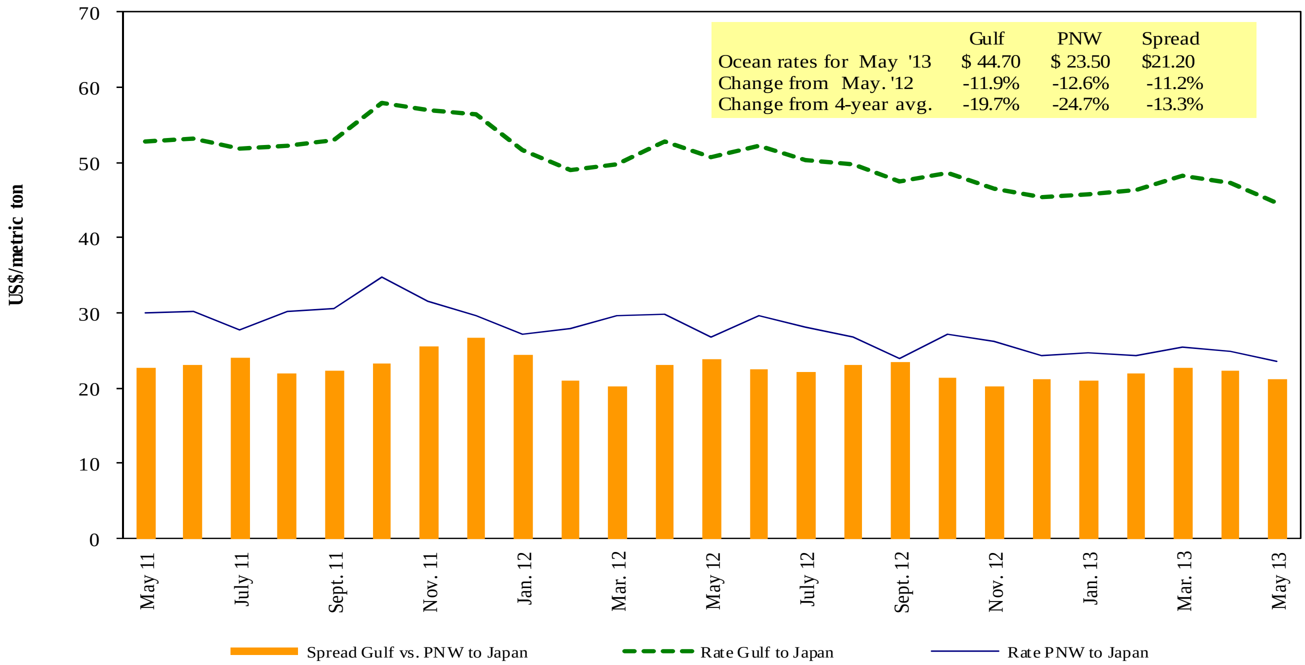
U.S. Gulf[1] Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 06/01/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Jun 1/3	55,000	41.00
U.S. Gulf	China	Heavy Grain	Jan 25/Feb 5	55,000	43.05
U.S. Gulf	Egypt Med	Heavy Grain	Feb 20/Mar 5	60,000	23.25
PNW	Bangladesh[1]	Wheat	Jun 10/20	4,610	98.00
Brazil	China	Heavy Grain	Jul 20/30	60,000	34.50
Brazil	China	Heavy Grain	Jul 1/30	65,000	36.00
Brazil	China	Heavy Grain	Jun 20/30	60,000	37.00
Brazil	China	Heavy Grain	Jun 10/20	60,000	35.50
Brazil	China	Heavy Grain	Jun 7/16	60,000	34.00
Brazil	China	Heavy Grain	Jun 5/15	60,000	32.50
France	Algeria	Wheat	Apr 15/25	30,000	18.75
River Plate	China	Heavy Grain	Jun 1/10	60,000	39.00
River Plate	Japan	Grain	Jun 1/10	60,000	48.00
River Plate	Grain	Soybean Meals	Jun 1/10	40,000	50.00
River Plate	Egypt	Heavy Grain	May 1/10	45,000	40.00

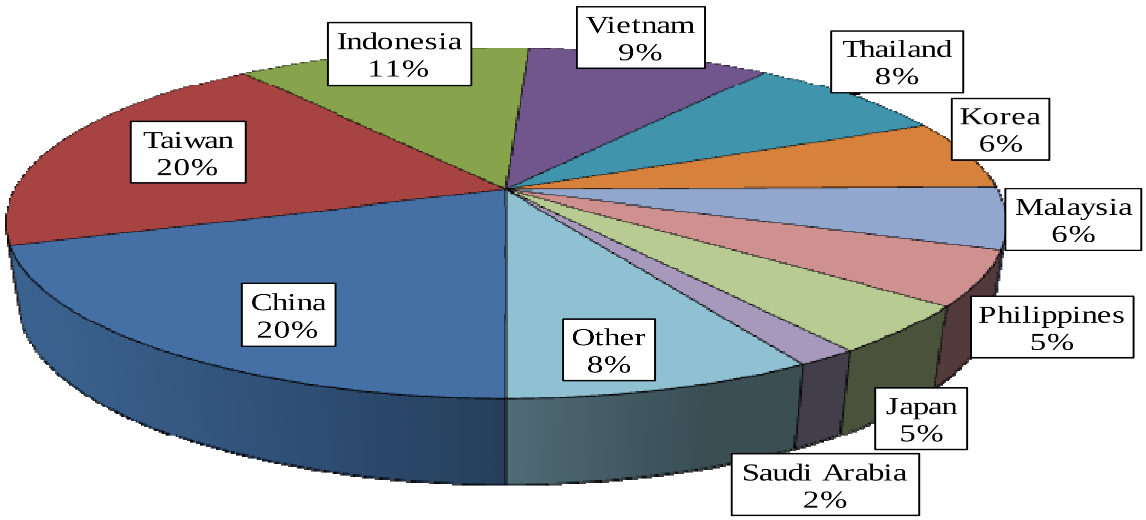
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

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

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

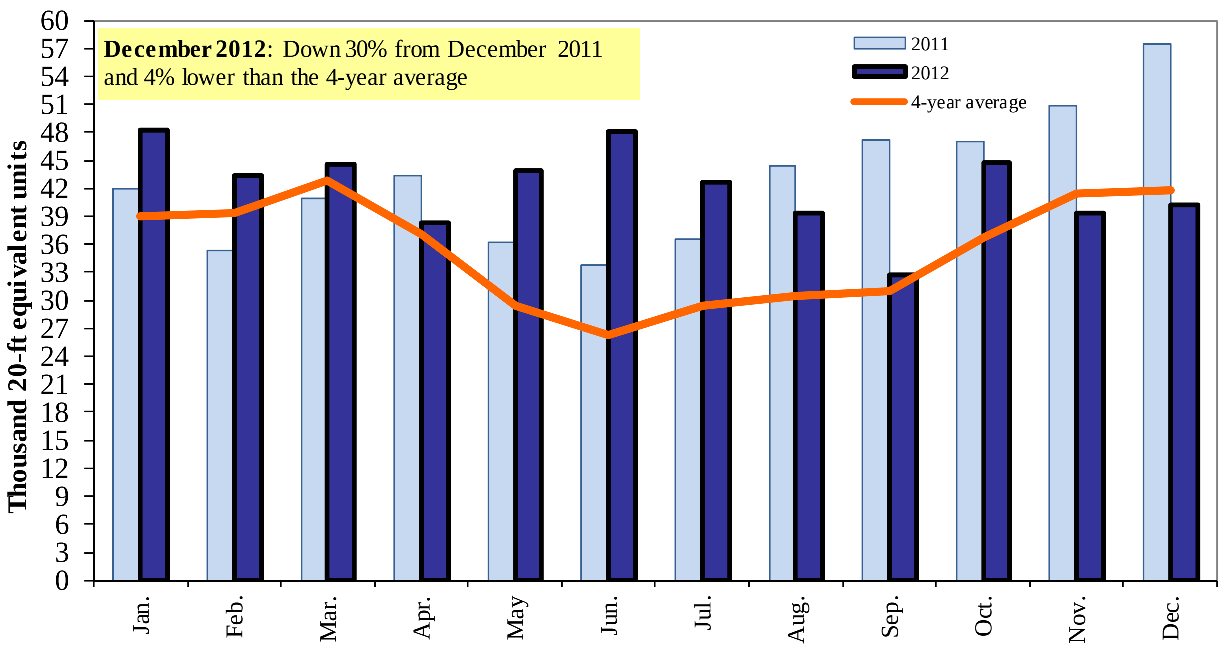
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, December 2012



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

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

Figure 19
Monthly Shipments of Containerized Grain to Asia



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

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

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