USDA 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

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June 27, 2013

Contents

The next release is July 3, 2013

WEEKLY HIGHLIGHTS

Gulf Grain Loading Activity Slowly Picking Up…

There are indications that grain loading activity for ocean-going vessels in the U.S. Gulf could increase slightly in the coming weeks. For the week ending June 20, 45 grain vessels are expected to be loaded within the next 10 days. Although this is only 5 percent above the same period last year, it is 29 percent more than the average number of expected vessels during the past 11 weeks. The number of expected vessels within the next 10 days averaged only 35 vessels during the previous 11 weeks. The last time more than 40 vessels were expected was during the week ending March 28. In addition, the weekly grain barge movement for the locking section of the Mississippi River during the week ending June 22 totaled 491,199 tons—below average but the highest movement since early March.

… However, Sections of the Upper Mississippi River Are Likely to Close Due to Flooding

The U.S. Army Corps of Engineers is expecting to close two locks on the Mississippi River due to rising river levels. On Thursday, June 27, Lock 17 at New Boston, IL, is expected to close to all river traffic. Lock 16 at Muscatine, IA, is expected to close Friday, June 28. The closures are necessary as the Mississippi River overtops lock gates, making the locks inoperable. Weather forecasts indicate the possibility of heavy rainfall this week that may contribute to additional navigation disruptions.

Diesel Fuel Prices Decrease for Fifth Straight Week

During the week ending June 24, U.S. average **diesel fuel prices** stayed at $3.84 per gallon—16 cents higher than the same week last year. Over the past 5 weeks, prices have decreased 5 cents from $3.89 for the week ending May 20. The price is the lowest since July of last year, when it was $3.80 for the week ending July 30. The latest Short-term Energy Outlook from the Department of Energy stated that diesel is projected to average $3.83 per gallon this summer. It also noted that petroleum product prices are highly uncertain and that futures and options contracts are highly volatile.

Soybean Inspections Highest Since April

For the week ending June 20, total inspections of soybeans for export reached .213 million metric tons (mmt), up 194 percent from the past week, 1 percent above last year at this time, and 76 percent above the 4-week running average. This is the highest level of soybean inspections since April 25 (.231 mmt). Soybeans inspected in the Mississippi Gulf drove the large increase in total soybean inspections, which were led by increased shipments to Asia. Wheat and corn inspections dropped 32 and 57 percent, pushing **total inspections of grain** (corn, wheat, and soybeans) from all major export regions down to .764 mmt, one of the lowest on record. Total grain inspections were 24 percent below the previous week and 49 percent below this time last year. Outstanding export sales are down slightly from the past week for each of the major grains.

Snapshots by Sector

Rail

U.S. railroads originated 16,411 **carloads of grain** during the week ending June 15, up 9 percent from last week, down 12 percent from last year, and 20 percent from the 3-year average.

During the week ending June 20, average July non-shuttle **secondary railcar bids/offers per car** were $4 above tariff, up $10.50 from last week and $4 lower than last year. Average shuttle bids/offers were $69 below tariff, down $111 from last week and $456 higher than last year.

Barge

During the week ending June 22, **barge grain movements** totaled 491,199 tons, 26 percent higher than the previous week but 15 percent lower than same period last year.

During the week ending June 22, 310 grain barges **moved down river**, up 28 percent from last week; 328 grain barges were **unloaded in New Orleans**, up 26 percent from the previous week.

Ocean

During the week ending June 20, 27 **ocean-going grain vessels** were loaded in the Gulf, 16 percent less than the same period last year. Forty-five vessels are expected to be loaded within the next 10 days, 5 percent more than the the same period last year.

During the week ending June 21, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $46 per mt, up 1 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was $24 per mt, unchanged from the previous week.

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Feature Article/Calendar

Mexico's First Quarter Grain Imports Decline; Transportation Costs Mixed

Mexico imported less U.S. grain during the first quarter, than the same period a year earlier. This could be caused by many factors, including relatively high international grain prices, tight U.S. grain stocks, and a potential for increased domestic 2013/14 grain production in Mexico. From January to March, Mexico imported 0.94 million metric tons (mmt) of corn—69 percent less than during the same period a year ago. Mexico imported 0.61 mmt of wheat and 0.78 mmt of soybeans—44 and 5 percent below their respective levels a year ago. The value of U.S. corn and wheat exports to Mexico also declined compared to last year as higher U.S. farm prices were not enough to offset the reduction in the quantity exported. Higher soybean prices more than offset the decline in quantity, increasing soybean export values. First quarter transportation costs of U.S. grain to Mexico were mixed; the cost of transporting to Vera Cruz declined and the cost of transporting to Guadalajara remained relatively unchanged (see table).

Quarterly costs of transporting U.S. grain to Mexico

	Water route (to Veracruz) $/metric ton					Land route (to Guadalajara) $/metric ton				
	2012 1st qtr.	2012 4th qtr.	2013 1st qtr.	Percent change Yr. to Yr.	Qtr. to Qtr.	2012 1st qtr.	2012 4th qtr.	2013 1st qtr.	Percent change Yr. to Yr.	Qtr. to Qtr.
Corn										
Origin			IL					IA		
Truck	9.14	10.86	10.98	20.1	1.1	3.58	3.47	4.16	16.2	19.9
Rail [1]						87.78	87.65	87.05	-0.8	-0.7
Ocean[2]	18.37	16.73	17.89	-2.6	6.9					
Barge	19.38	29.26	15.27	-21.2	-47.8					
Total transportation cost	46.89	56.85	44.14	-5.9	-22.4	91.36	91.12	91.21	-0.2	0.1
Farm Value	248.81	271.51	276.23	11.0	1.7	241.98	272.43	278.07	14.9	2.1
Landed Cost	295.70	328.36	320.37	8.3	-2.4	333.34	363.55	369.28	10.8	1.6
Transport % of landed cost	16	17	14			27	25	25		
Soybeans										
Origin			IL					NE		
Truck	9.14	10.86	10.98	20.1	1.1	3.58	3.47	4.16	16.2	19.9
Rail [1]						89.88	91.79	91.20	1.5	-0.6
Ocean[2]	18.37	16.73	17.89	-2.6	6.9					
Barge	19.38	29.26	15.27	-21.2	-47.8					
Total transportation cost	46.89	56.85	44.14	-5.9	-22.4	93.46	95.26	95.36	2.0	0.1
Farm Value	460.52	531.56	535.23	16.2	0.7	440.92	516.86	522.99	18.6	1.2
Landed Cost	507.41	588.41	579.37	14.2	-1.5	534.38	612.12	618.35	15.7	1.0
Transport % of landed cost	9	10	8			17	16	15		
Wheat										
Origin			KS					KS		
Truck*	18.44	26.85	26.34	42.8	-1.9	3.58	3.47	4.16	16.2	19.9
Rail [1]						84.71	83.71	83.19	-1.8	-0.6
Ocean[2]	18.37	16.73	17.89	-2.6	6.9					
Barge	12.53	23.79	11.92	-4.9	-49.9					
Total transportation cost	49.34	67.37	56.15	13.8	-16.7	88.29	87.18	87.35	-1.1	0.2
Farm Value	249.61	309.26	280.23	12.3	-9.4	249.61	309.26	280.23	12.3	-9.4
Landed Cost	298.95	376.63	336.38	12.5	-10.7	337.90	396.44	367.58	8.8	-7.3
Transport % of landed cost	17	18	17			26	22	24		

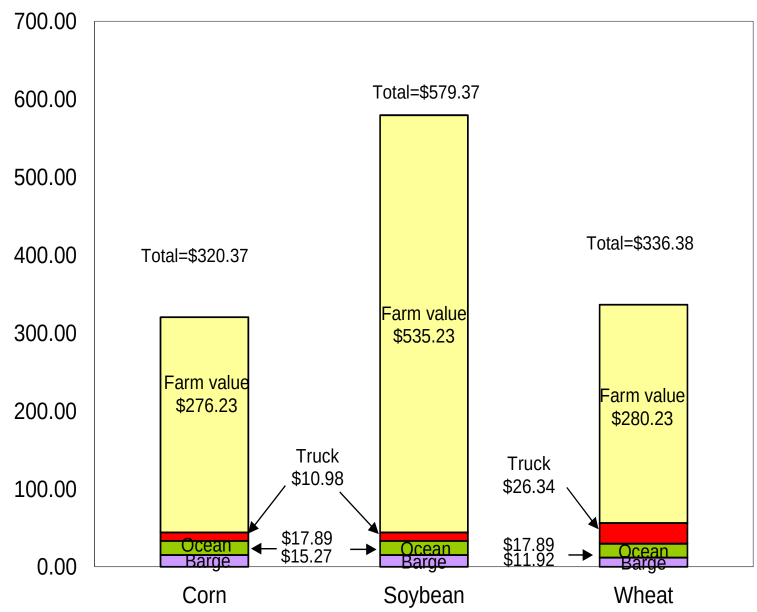
[1] Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges. Origins are modified from past tables. Rail rates for water route were revised from previous estimates

[2] Source: O'Neil Commodity Consulting

The total cost of transporting corn, soybeans, and wheat by land routes remained relatively unchanged during the quarter. The cost of shipping corn and soybeans via water to Veracruz decreased by 22 percent during the quarter. The cost of shipping wheat decreased by 17 percent. The decrease in seaborne transportation costs was mainly due to declining barge rates that more than offset increases in truck and ocean rates. After experiencing drought-induced low water levels for the second half of 2013, river levels began to increase significantly during the first quarter of 2013. This allowed barge operators to utilize barges more efficiently; however, a drought-reduced corn crop and a lower demand for barge services suppressed rates for most of the first quarter.

The year-to-year transportation cost decreased for seaborne corn and soybeans and increased for wheat. On the other hand, the year-to-year transportation cost increased slightly for soybeans transported overland. Farm prices for corn and soybeans increased over the previous quarter and a year ago; wheat prices were lower than last quarter but higher than last year. As farm prices increased, the transportation share of the landed costs declined for seaborne grain movements (see table). The landed costs for seaborne grain ranged from $320.37 to $579.37 per mt (figure 1), and from $367.58 to $618.35 per mt for the land route (figure 2).

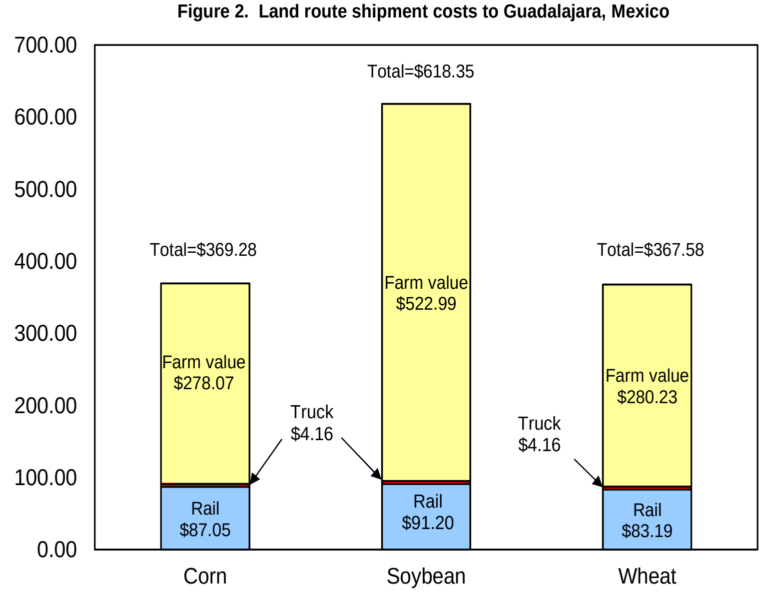
Figure 1. Water route shipment costs to Veracruz, Mexico



Source: USDA, Agricultural Marketing Service

Market Outlook:
Improved weather conditions and new rules for the largest domestic support program are expected to increase Mexican corn and wheat production over that of the last few years (FAS GAIN Report #:MX3024). However, livestock grazing and forest areas could prevent a large expansion of planted area for corn and other basic grains. It is unlikely that livestock and forest areas will be reduced to accommodate increased planting areas for corn and other grains. Other structural problems hampering productivity include a high degree of land fragmentation, as well as transportation, storage, and marketing issues. These problems continue to cause unnecessarily high costs and bottlenecks in the Mexican grain sector (**FAS GAIN Report #:MX3024**).

Figure 2. Land route shipment costs to Guadalajara, Mexico



Source: USDA, Agricultural Marketing Service

While total Mexican corn consumption is forecast to increase by 2.6 percent during marketing year 2013/14, corn imports are forecast to increase by only 1.3 percent as stocks are being rebuilt. Similarly, total Mexican wheat consumption is forecast to increase by 2.2 percent, and total wheat imports are forecast to decline to 4.0 mmt. However, both U.S. corn and wheat continue to enjoy a competitive advantage over domestically-produced grains as nearly all imports from the United States arrive by rail or ship, while most internal movements of Mexican crops are moved by higher-cost trucking. In addition, Mexico prefers U.S. yellow corn for cornstarch production. According to the Foreign Agricultural Service, 90 to 95 percent of Mexican cornstarch is produced with imported U.S. corn—approximately 2.5 mmt of yellow corn is dedicated to cornstarch annually. Mexico also produces fewer bread varieties of wheat (hard red winter and hard red spring) as it prefers to import these varieties from the United States. Population growth and the need to support the livestock sector should continue to fuel Mexican demand for U.S. grains.
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Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

Week ending	Truck	Rail: Unit Train	Rail: Shuttle	Barge	Ocean: Gulf	Ocean: Pacific
06/26/13	258	236	208	179	206	170
06/19/13	258	236	215	164	203	170

[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	6/21/2013	6/14/2013
Corn	IL--Gulf	-0.58	-0.60
Corn	NE--Gulf	-0.51	-0.43
Soybean	IA--Gulf	-0.80	-0.89
HRW	KS--Gulf	-1.40	-1.55
HRS	ND--Portland	-1.82	-1.74

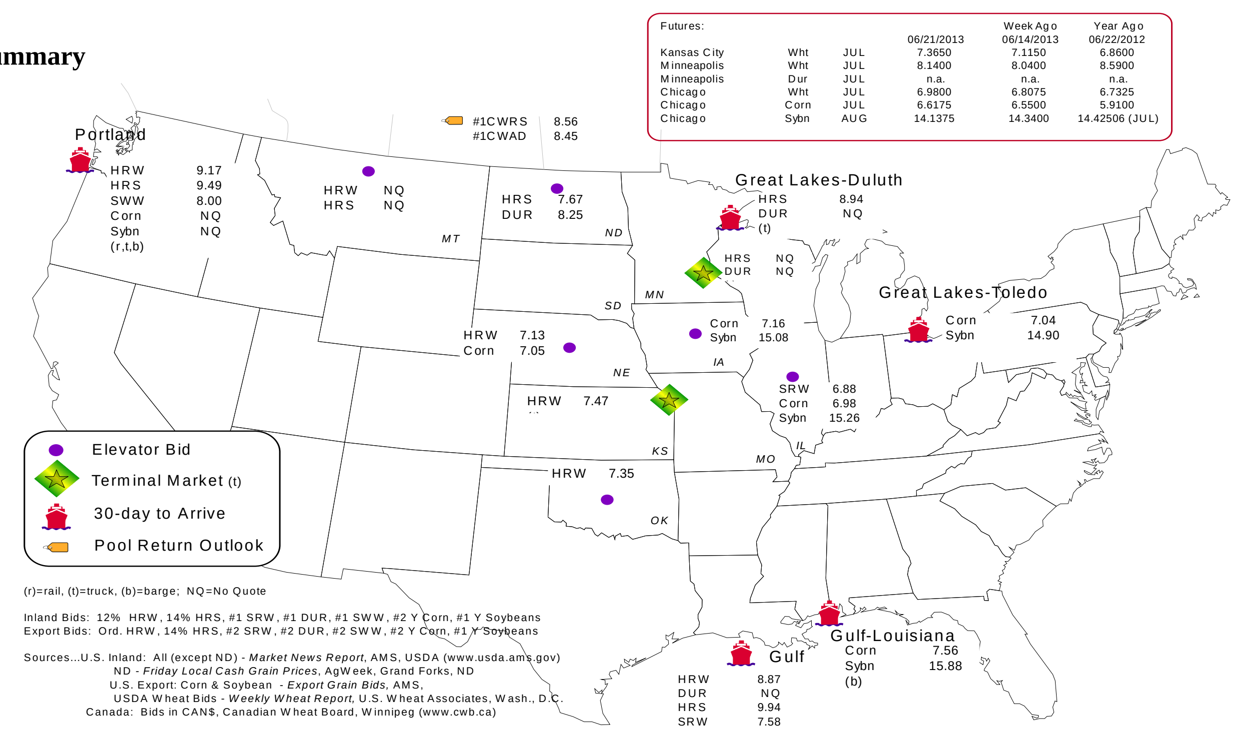
Note: nq = no quote

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]
06/19/2013[p]	4	707	619	0	1,330	06/15/13	862
06/12/2013[r]	0	878	1,386	0	2,264	06/08/13	868
2013 YTD[r]	8,892	28,869	69,258	9,153	116,172	2013 YTD	28,779
2012 YTD[r]	3,929	18,867	103,422	10,179	136,397	2012 YTD	53,689
2013 YTD as % of 2012 YTD	226	153	67	90	85	% change YTD	54
Last 4 weeks as % of 2012[2]	149	113	29	16	53	Last 4wks % 2012	58
Last 4 weeks as % of 4-year avg.[2]	67	123	33	11	56	Last 4wks % 4 yr	56
Total 2012	22,604	40,780	199,419	33,812	287,462	Total 2012	92,008
Total 2011	27,358	77,515	191,187	24,088	320,148	Total 2011	97,118

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2012 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.

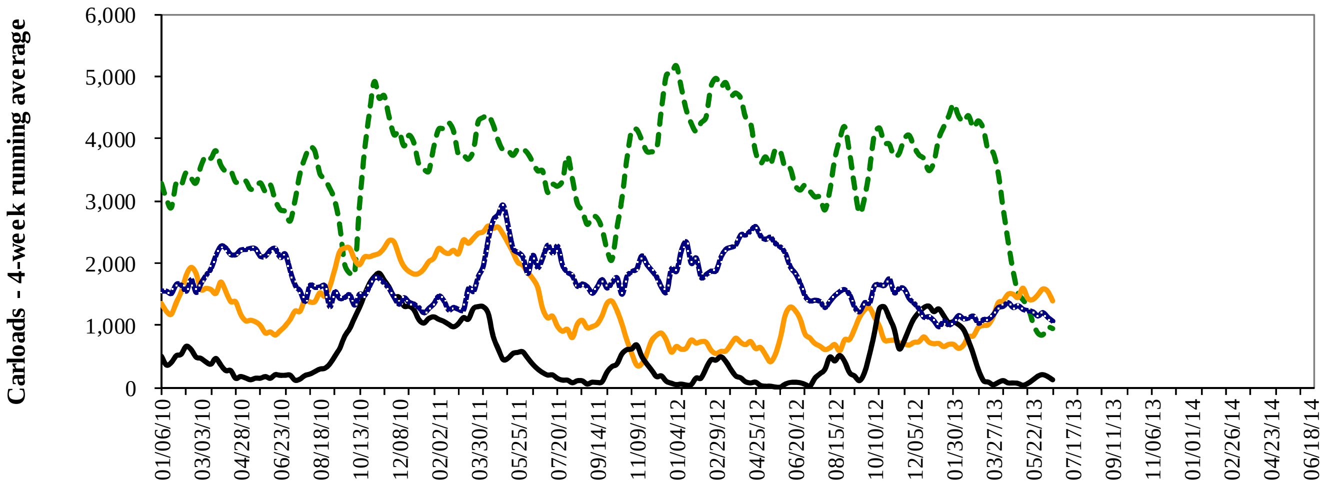
YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available

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



Pacific Northwest: 4 wks. ending 6/19--down 71% from same period last year; down 67% from 4-year average

Texas Gulf: 4 wks. ending 6/19--up 13% from same period last year; up 23% from 4-year average

Miss. River: 4 wks. ending 6/19--up 49 % from same period last year; down 37% from 4-year average

Cross-border Mexico: 4 wks. ending 6/15--down 42% from same period last year; down 44% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

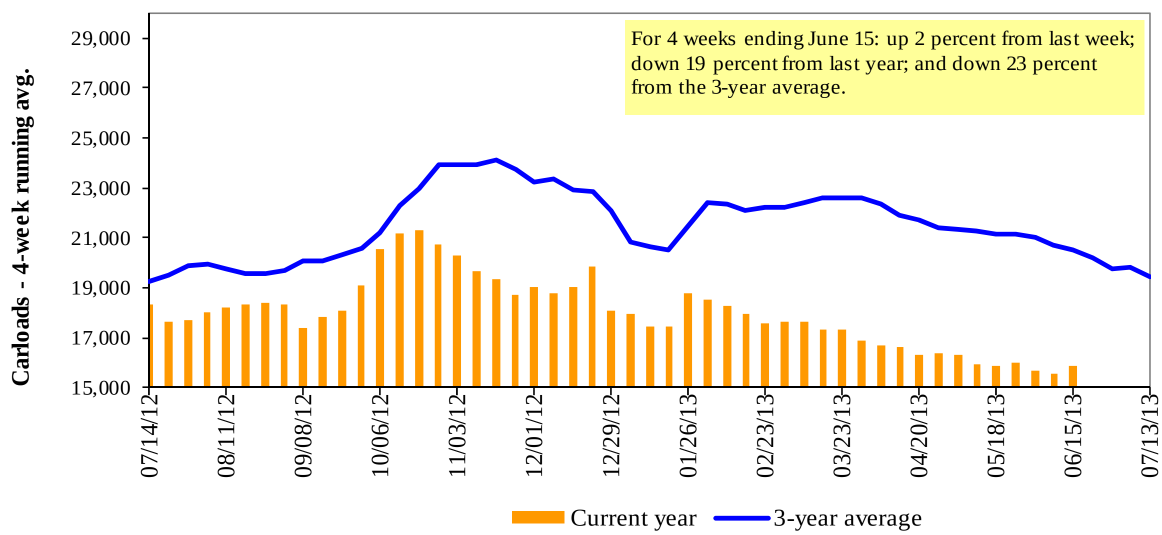
	East		West			U.S. total	Canada	
Week ending	**CSXT**	**NS**	**BNSF**	**KCS**	**UP**		**CN**	**CP**
06/15/13	997	3,149	8,070	343	3,852	16,411	2,800	4,707
This week last year	1,670	2,835	8,444	564	5,137	18,650	3,705	4,722
2013 YTD	35,924	60,830	205,659	11,396	92,563	406,372	78,982	124,389
2012 YTD	47,081	67,963	238,210	12,207	124,481	489,942	92,246	113,444
2013 YTD as % of 2012 YTD	76	90	86	93	74	83	86	110
Last 4 weeks as % of 2012	81	95	84	70	69	81	75	126
Last 4 weeks as % of 3-yr avg.[1]	76	89	81	60	71	78	76	97
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							
6/20/2013	**Jul-13**	**Jul-12**	**Aug-13**	**Aug-12**	**Sep-13**	**Sep-12**	**Oct-13**	**Oct-12**
BNSF[3]								
COT grain units	0	0	0	no bids	0	3	no offer	no offer
COT grain single-car[5]	0 . . 5	10	0 . . 1	0 . . 12	0	50 . . 57	no offer	no offer
UP[4]								
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	1	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	no bids	1	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.

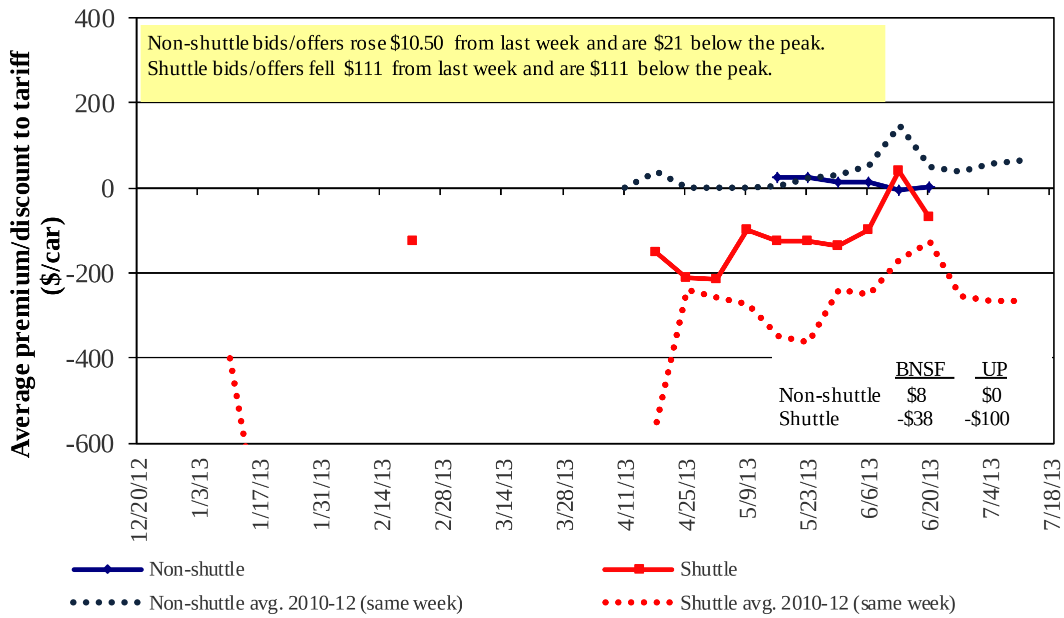
[5]Range is shown because average is not available. Not available = n/a.

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 July 2013, Secondary Market

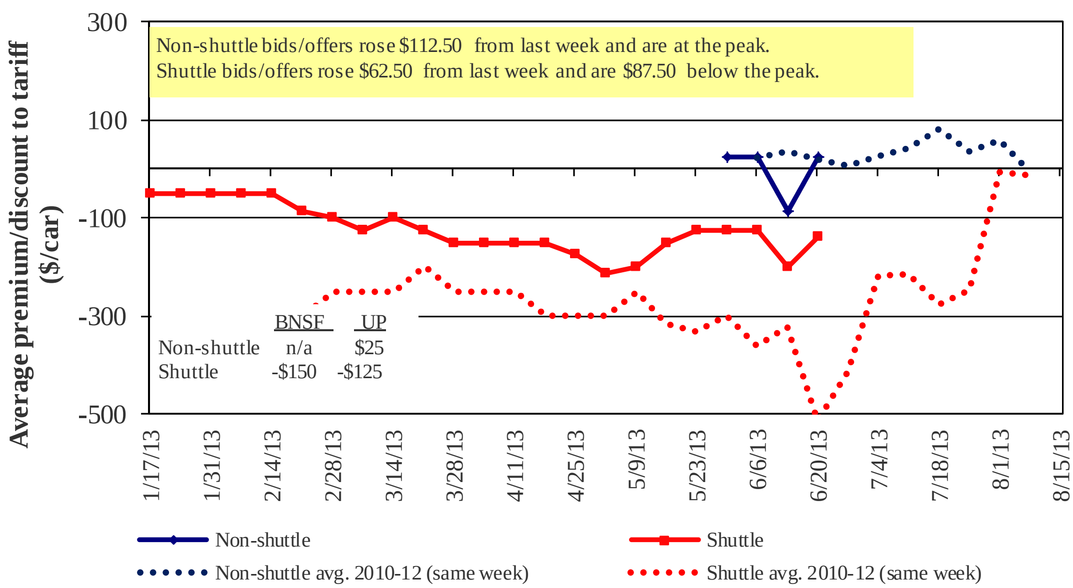


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

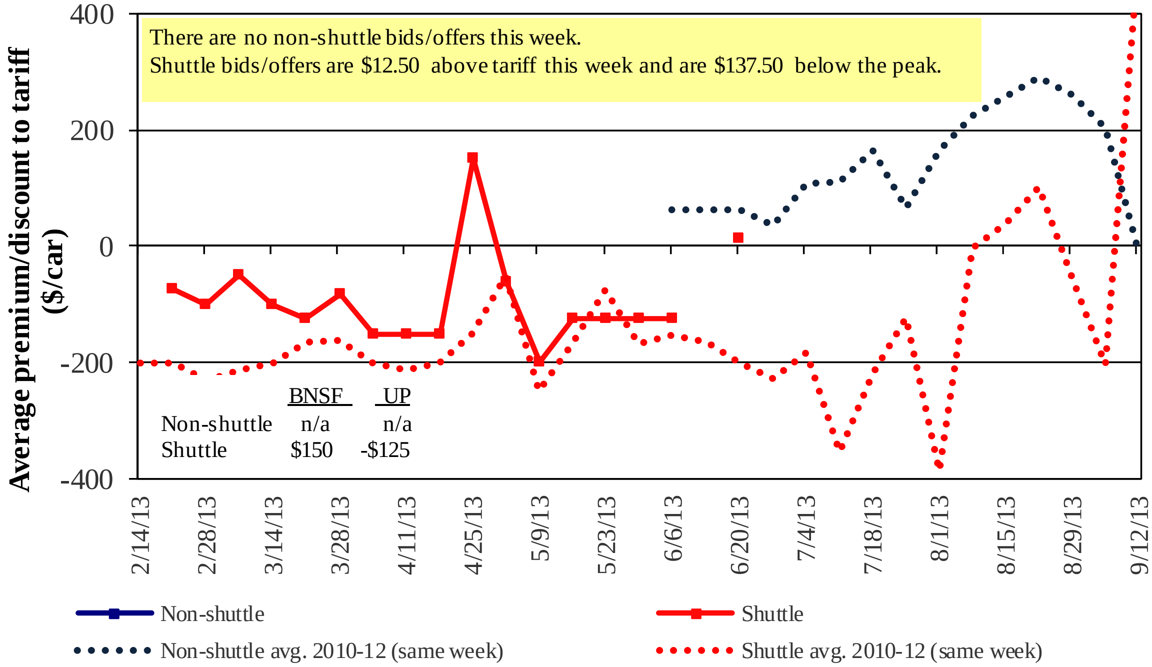


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in September 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**					
6/20/2013	**Jul-13**	**Aug-13**	**Sep-13**	**Oct-13**	**Nov-13**	**Dec-13**
Non-shuttle						
BNSF-GF	8	n/a	n/a	n/a	n/a	n/a
Change from last week	21	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	5	n/a	n/a	n/a	n/a	n/a
UP-Pool	-	25	n/a	n/a	n/a	n/a
Change from last week	-	-	n/a	n/a	n/a	n/a
Change from same week 2012	(13)	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	(38)	(150)	150	n/a	n/a	n/a
Change from last week	(80)	50	n/a	n/a	n/a	n/a
Change from same week 2012	n/a	n/a	300	n/a	n/a	n/a
UP-Pool	(100)	(125)	(125)	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 2012	425	400	300	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 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

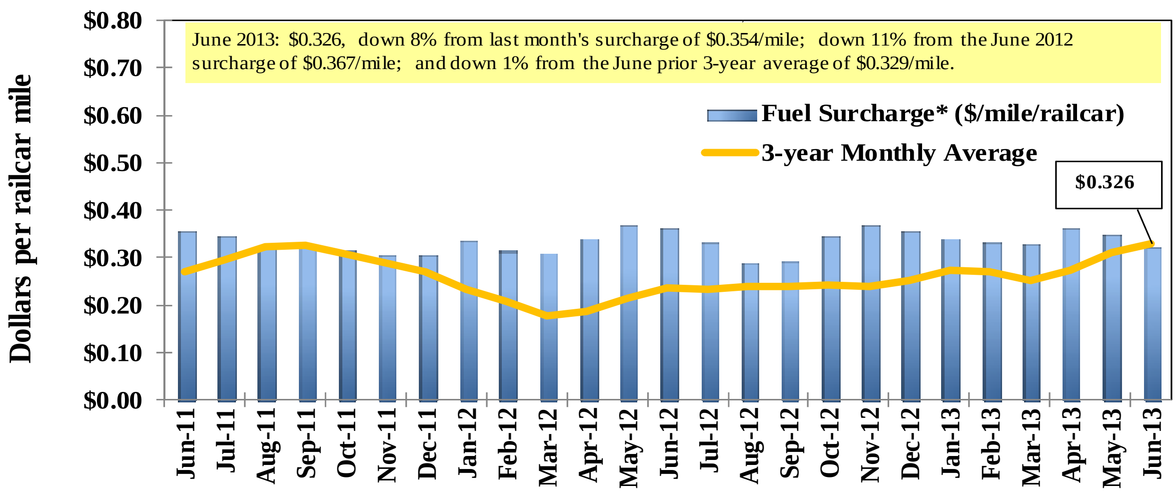
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[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.

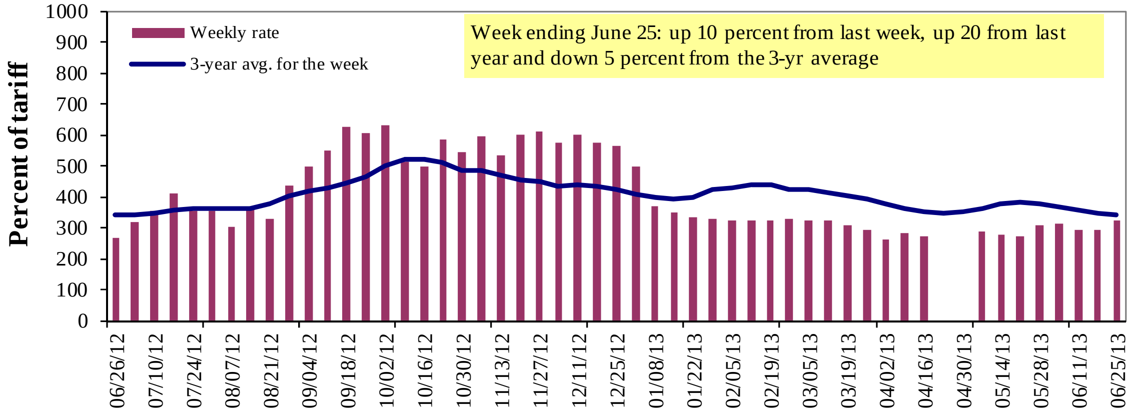
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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]	6/25/2013	387	335	323	233	212	212	197
	6/18/2013	360	300	295	220	190	190	193
$/ton	6/25/2013	23.96	17.82	14.99	9.30	9.94	8.56	6.19
	6/18/2013	22.28	15.96	13.69	8.78	8.91	7.68	6.06
Current week % change from the same week:								
	Last year	3	9	20	-2	-15	-18	0
	3-year avg. [2]	-10	-7	-5	-9	-30	-30	-16
Rate[1]	July	377	315	307	245	220	220	208
	September	465	447	443	407	442	442	387

[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

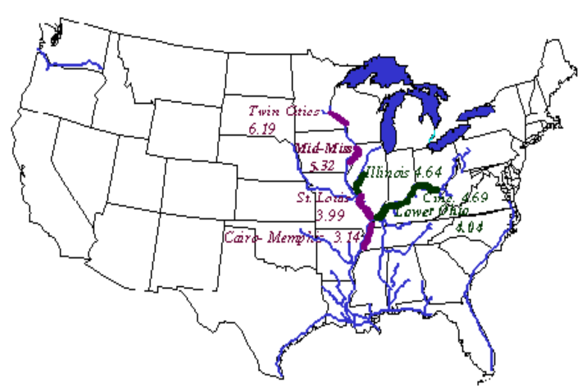
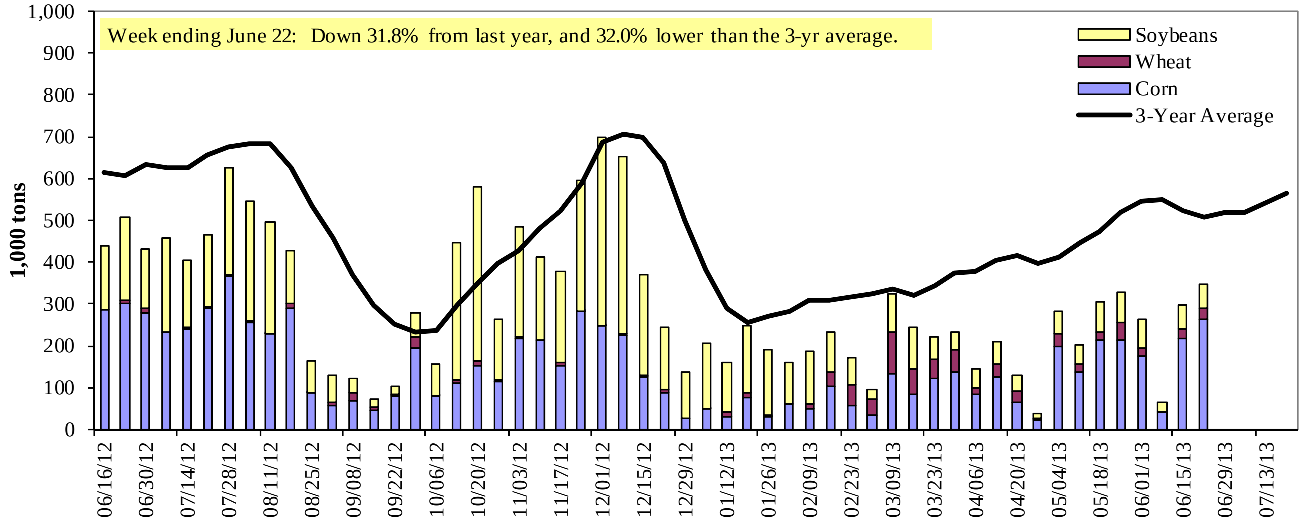


Figure 10

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 6/22/2013	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	51	6	23	0	80
Winfield, MO (L25)	90	9	22	0	121
Alton, IL (L26)	201	14	34	0	249
Granite City, IL (L27)	265	26	55	0	345
Illinois River (L8)	111	0	14	0	125
Ohio River (L52)	40	22	34	0	96
Arkansas River (L1)	0	50	0	0	50
Weekly total - 2013	305	98	88	0	491
Weekly total - 2012	307	42	214	19	581
2013 YTD[1]	3,839	1,812	3,832	117	9,599
2012 YTD	9,029	986	5,027	157	15,199
2013 as % of 2012 YTD	43	184	76	74	63
Last 4 weeks as % of 2012[2]	57	46	50	28	58
Total 2012	14,837	1,794	12,663	229	29,523

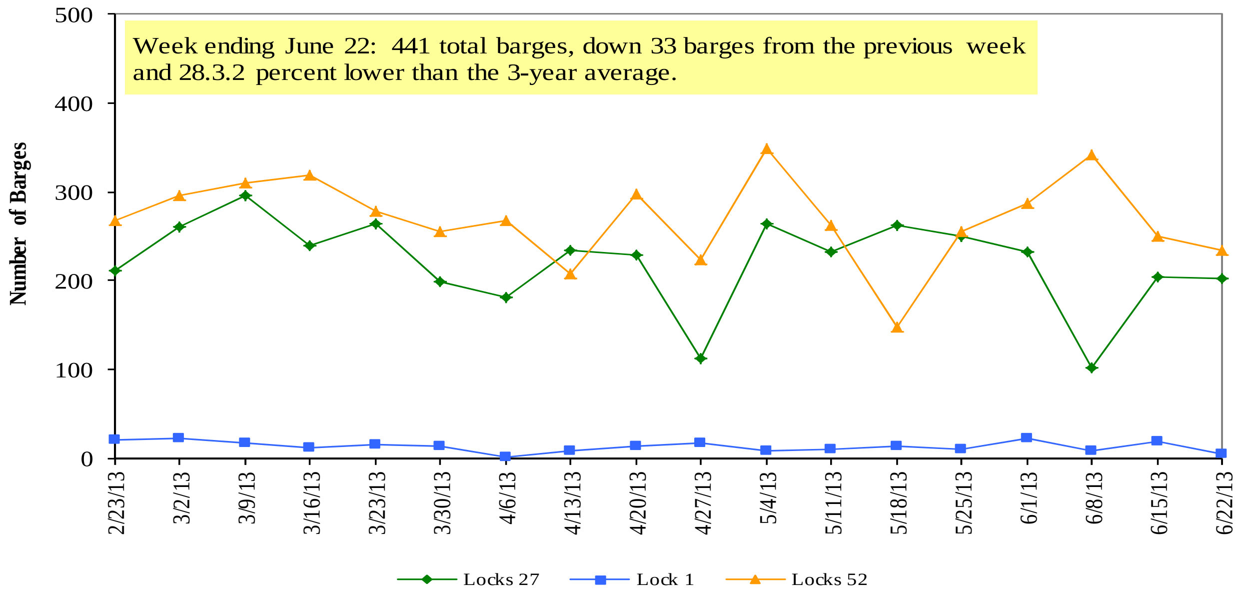
[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[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

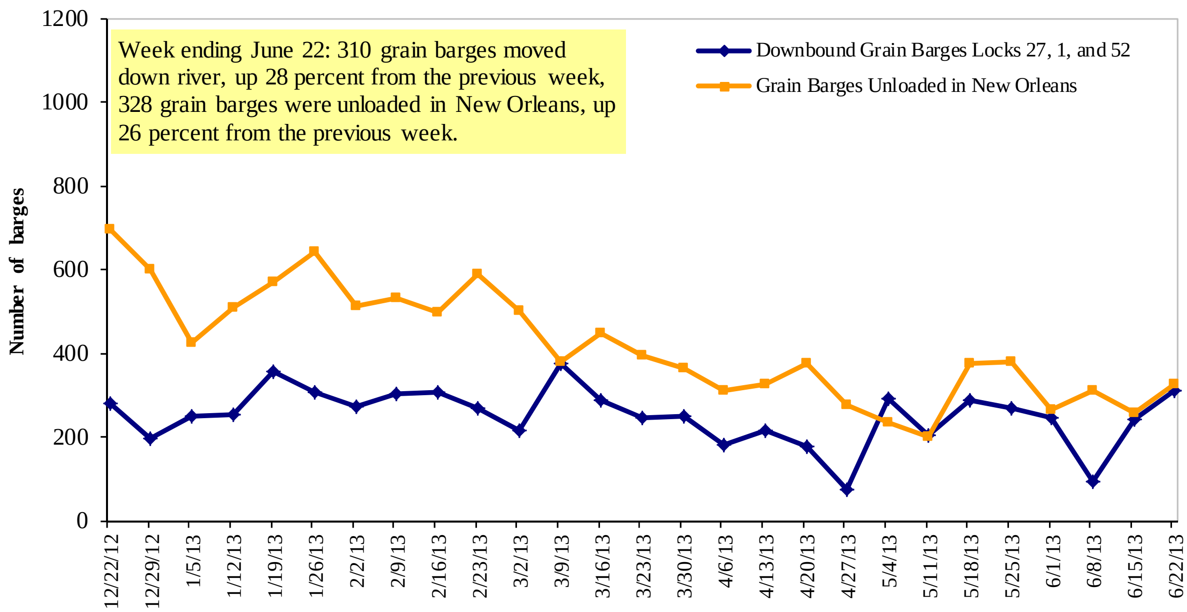
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 6/24/2013 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.836	0.001	0.118
	New England	3.984	0.004	0.111
	Central Atlantic	3.902	-0.008	0.085
	Lower Atlantic	3.758	0.006	0.142
II	Midwest[2]	3.847	-0.012	0.241
III	Gulf Coast[3]	3.740	-0.001	0.139
IV	Rocky Mountain	3.836	-0.012	0.057
V	West Coast	3.963	0.009	0.124
	West Coast less California	3.879	0.005	0.121
	California	4.035	0.013	0.127
Total	U.S.	3.838	-0.003	0.160

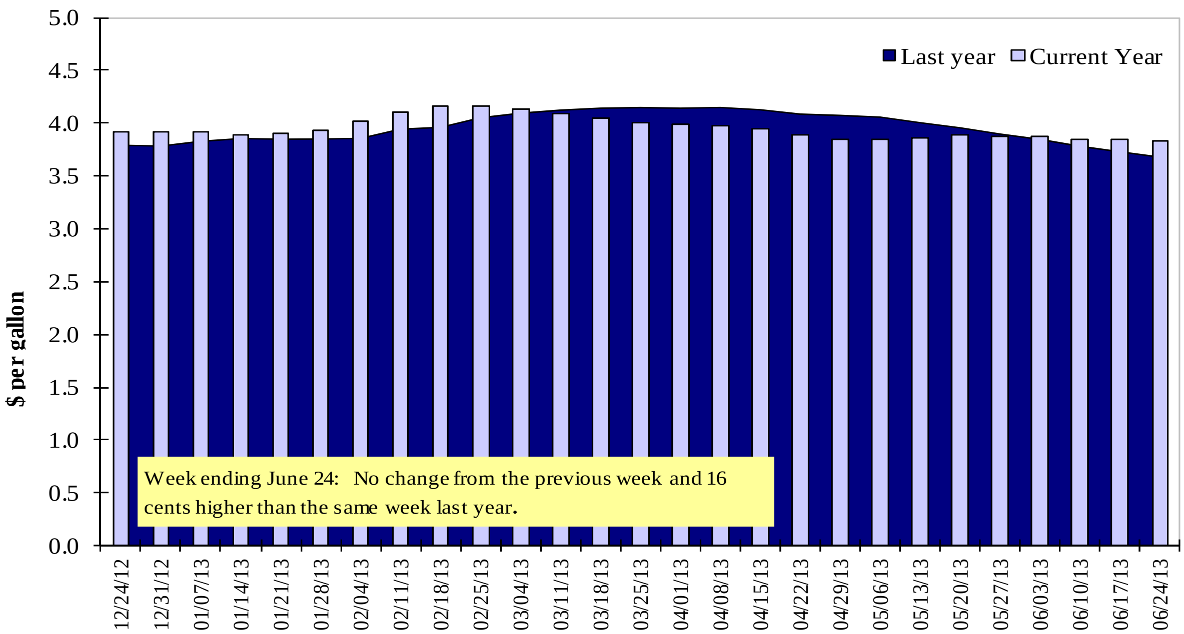
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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]									
6/13/2013	1,877	2,562	1,384	925	96	6,844	3,046	1,612	11,502
This week year ago	1,723	896	1,361	994	154	5,128	6,840	5,002	16,970
Cumulative exports-marketing year[2]									
2012/13 YTD	522	248	169	53	3	995	14,552	35,096	50,643
2011/12 YTD	506	240	326	190	0	1,262	31,887	31,925	65,074
YTD 2012/13 as % of 2011/12	103	103	52	28	n/a	79	46	110	78
Last 4 wks as % of same period 2011/12	76	166	57	49	32	80	49	34	54
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 in in effect for wheat

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 06/13/2013	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	857	6,483	11,076	(41)	12,367
Mexico	1,069	4,203	9,446	(56)	9,617
China	1,355	2,474	5,036	(51)	5,414
Korea	3	418	3,791	(89)	3,639
Venezuela	0	809	1,090	(26)	1,332
Top 5 Importers	**3,283**	**14,387**	**30,438**	**(53)**	**32,369**
Total US corn export sales	**4,990**	**17,598**	**38,727**	**(55)**	**39,180**
% of Projected	15%	99%	99%		
Change from prior week	**77**	**133**	**171**		
Top 5 importers' share of U.S. corn export sales	66%	82%	79%		83%
USDA forecast, June 2013	**33,020**	**17,780**	**39,180**	**(55)**	
Corn Use for Ethanol USDA forecast, Ethanol June 2013	**124,460**	**118,110**	**127,280**	**(7)**	

(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 06/13/2013	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	9,473	21,596	22,828	(5)	24,602
Mexico	167	2,541	3,098	(18)	3,180
Japan	135	1,757	1,800	(2)	1,891
Indonesia	11	1,463	1,478	(1)	1,741
Egypt	60	677	1,151	(41)	1,292
Top 5 importers	**9,846**	**28,033**	**30,355**	**(8)**	**32,706**
Total US soybean export sales	**11,601**	**36,808**	**36,927**	**(0.3)**	**37,060**
% of Projected	29%	102%	100%		
Change from prior week	109	153	140		
Top 5 importers' share of U.S. soybean export sales	85%	76%	82%		
USDA forecast, June 2013	**39,460**	**36,200**	**37,060**	**(2)**	

(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 06/13/2013	Total Commitments[2] 2013/14 Current MY	2012/13 Last MY	% change current MY from last MY	Exports[3] 2012/13
	- 1,000 mt -			- 1,000 mt -
Japan	643	747	(14)	3,544
Nigeria	394	435	(9)	3,002
Mexico	831	862	(4)	2,761
Philippines	414	423	(2)	1,965
Egypt	63	0		1,678
Korea	178	372	(52)	1,385
Taiwan	47	285	(83)	1,038
China	1,614	339	376	743
Venezuela	176	232	(24)	631
Colombia	199	124	60	600
Top 10 importers	**4,558**	**3,818**	**19**	**17,347**
Total US wheat export sales	**7,840**	**6,390**	**23**	**26,348**
% of Projected	30%	23%		
Change from prior week	433	842		
Top 10 importers' share of U.S. wheat export sales	58%	60%		66%
USDA forecast, June 2013	**26,540**	**27,490**	**(3)**	

(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 06/20/13	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	70	242	29	5,513	6,666	83	69	60	12,625
Corn	0	0	n/a	1,255	3,724	34	0	0	5,512
Soybeans	0	0	n/a	3,696	4,902	75	0	0	10,347
Total	**70**	**242**	**29**	**10,464**	**15,292**	**68**	**28**	**28**	**28,484**
Mississippi Gulf									
Wheat	166	93	178	4,075	3,276	124	103	136	5,462
Corn	111	308	36	5,216	10,325	51	58	41	18,068
Soybeans	163	56	291	7,144	9,194	78	58	82	24,684
Total	**440**	**457**	**96**	**16,435**	**22,795**	**72**	**67**	**61**	**48,215**
Texas Gulf									
Wheat	141	250	56	3,947	2,803	141	122	134	5,912
Corn	0	3	0	105	295	35	42	5	336
Soybeans	0	0	n/a	122	5	n/a	0	0	626
Total	**141**	**253**	**56**	**4,173**	**3,103**	**134**	**120**	**120**	**6,874**
Interior									
Wheat	25	4	663	460	639	72	33	92	1,218
Corn	38	37	100	1,265	4,147	31	92	33	6,115
Soybeans	48	12	385	1,656	2,136	78	36	41	4,204
Total	**110**	**54**	**206**	**3,381**	**6,922**	**49**	**66**	**41**	**11,538**
Great Lakes									
Wheat	0	0	n/a	412	112	368	116	114	481
Corn	0	0	n/a	0	37	0	0	0	56
Soybeans	0	0	n/a	22	107	21	28	85	713
Total	**0**	**0**	**n/a**	**434**	**256**	**169**	**66**	**97**	**1,250**
Atlantic									
Wheat	0	0	n/a	389	217	179	30	46	341
Corn	0	0	n/a	2	80	2	n/a	0	143
Soybeans	3	4	68	0	495	0	42	62	1,460
Total	**3**	**4**	**67**	**391**	**793**	**49**	**33**	**43**	**1,944**
U.S. total from ports[2]									
Wheat	402	588	68	14,795	13,714	108	92	97	26,040
Corn	149	348	43	7,843	18,609	42	36	28	30,230
Soybeans	213	72	294	12,641	16,838	75	35	52	42,035
Total	**764**	**1,009**	**76**	**35,279**	**49,161**	**72**	**56**	**55**	**98,305**

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

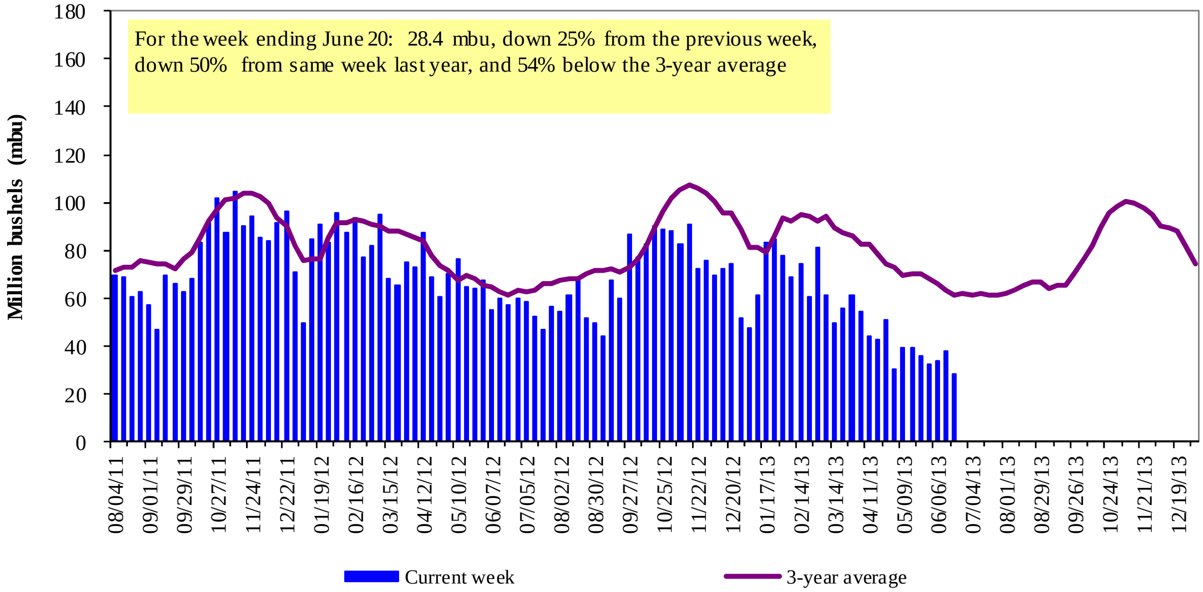
[2] Total includes only port regions shown above; Interior land-based shipments now included.

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)

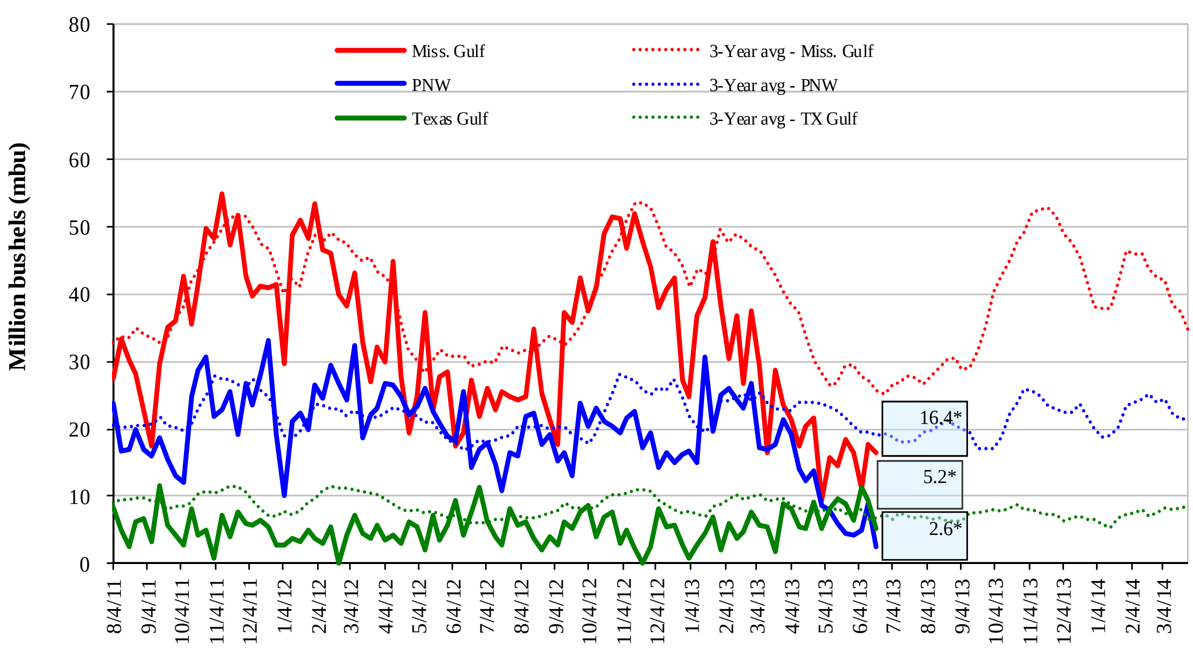


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

June 20 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 6	down 44	down 20	down 71
Last year (same week)	down 39	down 33	down 38	down 82
3-yr avg. (4-wk mov. avg.)	down 36	down 24	down 34	down 85

Ocean Transportation

Table 17

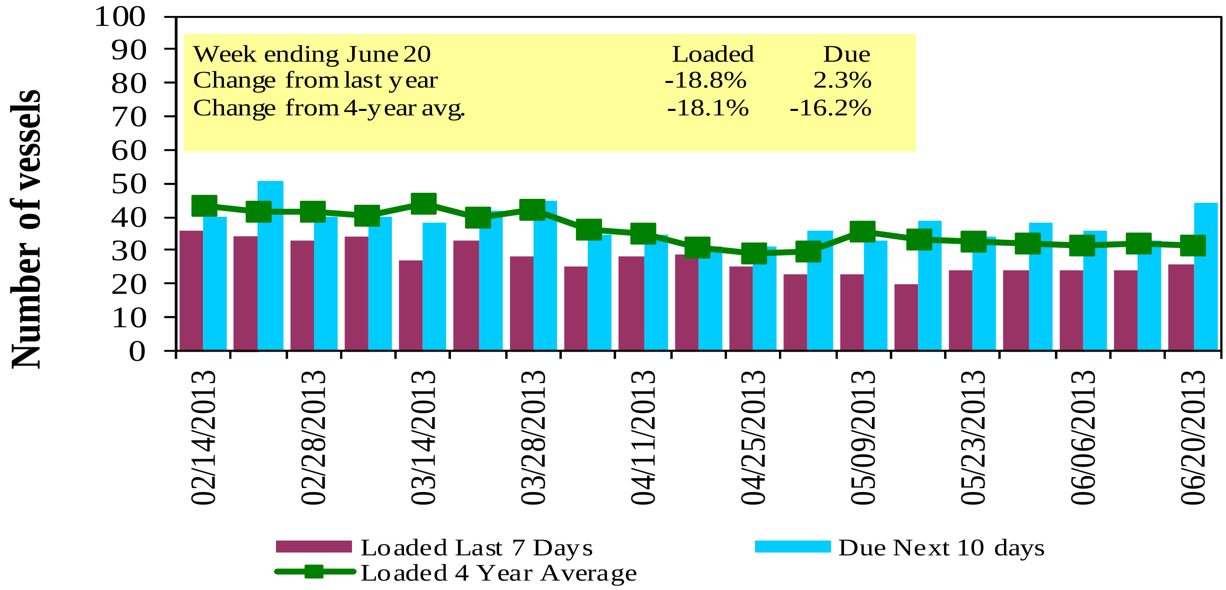
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
6/20/2013	17	26	44	8	n/a
6/13/2013	26	24	33	5	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

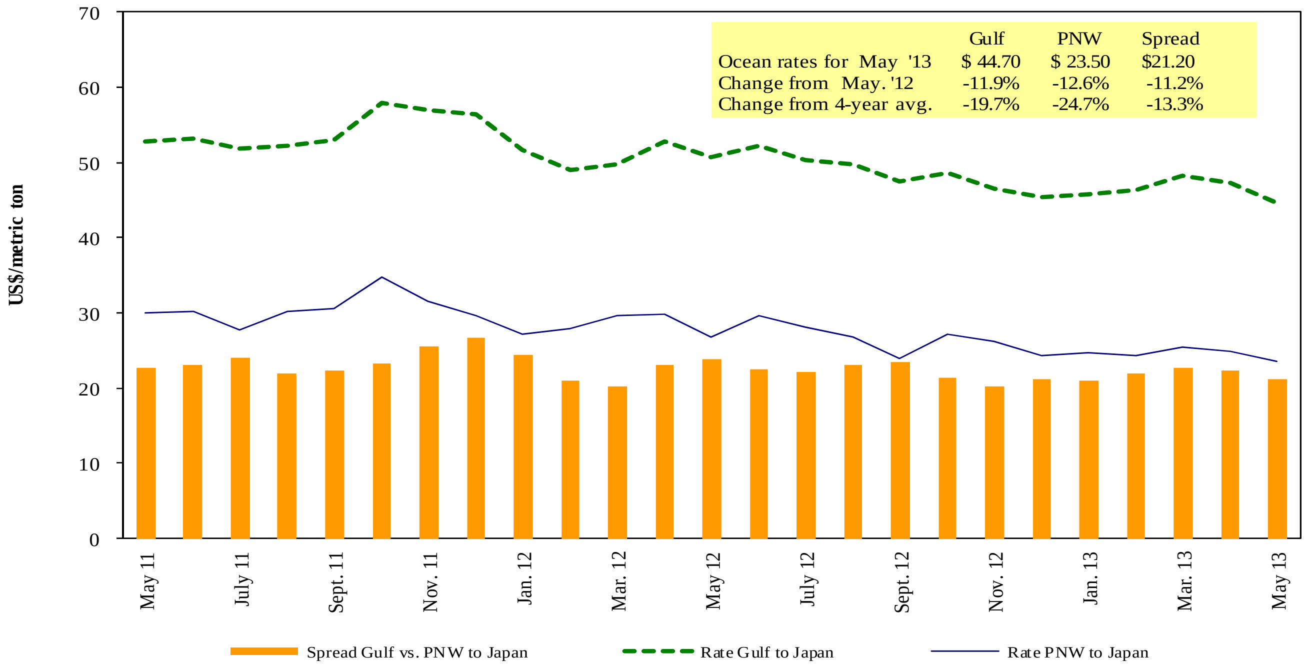
U.S. Gulf[1] Vessel Loading Activity



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 06/22/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Oct 1/Dec 31	55,000	33.00
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 1/10	60,000	34.00
Brazil	China	Heavy Grain	Jun 25/Jul 5	60,000	32.50
Brazil	China	Heavy Grain	June 25/30	60,000	32.50
Brazil	China	Heavy Grain	Jul 1/30	65,000	36.00
Brazil	China	Heavy Grain	Jun 20/30	60,000	37.00
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	Jul 1/10	50,000	33.00
River Plate	Egypt	Heavy Grain	May 1/10	45,000	40.00
Ukraine	Iran	Wheat	Jun 10/18	60,000	32.50

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

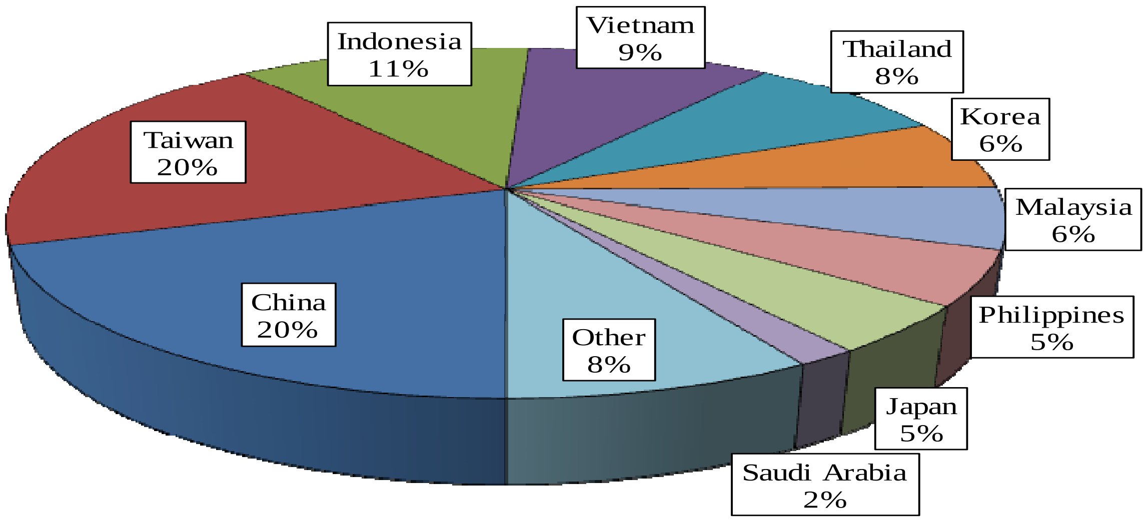
[1]50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

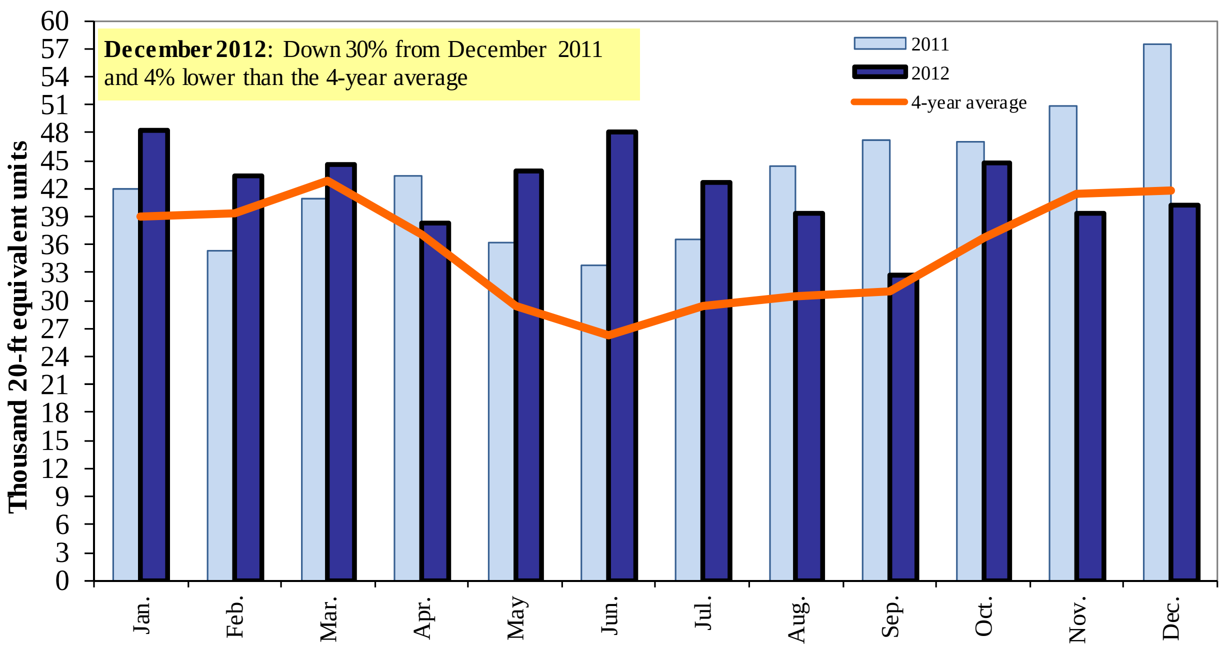


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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