



Grain Transportation Report

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

Contact Us

Sept. 19, 2013

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
Sept. 26, 2013

New Rules to Govern Interchange Agreements

On September 9, the Surface Transportation Board (STB) issued final rules governing interchange agreements for the sale or lease of rail lines by a Class I railroad to a shortline railroad. The parties entering into an agreement must now file information with the STB that includes a list of shippers, carloads, and potential interchanging railroads that are affected by the agreement. In addition, they must file a verification that shippers on the line have been notified, estimates of the sale or lease value with and without the interchange agreement, and a case caption indicating an interchange agreement is present. Interchange agreements have been called "paper barriers" because they limit the incentive or ability of a shortline railroad to interchange traffic with railroads other than the leasing or selling Class I railroad.

Notable Tonnages of Upbound Barged Corn Continue at Mississippi River Locks 27

For the 6-week period from August 4 to September 14, upbound barges transited 252,100 tons of corn through Mississippi River Locks 27 (near St. Louis, MO)—55 percent higher than the amount of upbound corn during the same period last year. During the week ending September 14, 55,900 tons of upbound corn were reported at Locks 27, higher than the Locks 27 downbound corn tonnage of 29,600 tons. Upbound corn barge movements indicate new crop from the earlier harvested south being delivered to areas with supply shortages. Barge rates have been increasing for 5 weeks at most locations as lower water levels limit maximum cargo tonnages per barge.

Grain Inspections Rebound: Wheat Inspections Highest Since August 2007

For the week ending September 12, **total inspections of grain** (corn, wheat, and soybeans) for export from all major export regions reached 1.84 million metric tons (mmt), up 60 percent from the previous week and 3 percent above this time last year. Total grain inspections also increased significantly in each of the three major grain export regions and were 30 percent above the 4-week running average. Total corn, wheat, and soybean inspections increased from the previous week. Wheat inspections (1.25 mmt) jumped 46 percent from the past week and were the highest since August 2007. Wheat shipments destined to Asia, Africa, and Mexico rebounded. Corn inspections (.512 mmt) increased 116 percent from the previous week, and soybeans increased 30 percent. As the new marketing year began, outstanding export sales of corn and soybeans increased from the same time last year.

Gulf Vessel Loading Activity Picking Up

Grain vessel loading activity in the U.S. Gulf appears to be moving in an upward trend. For the week ending September 12, 38 vessels were loaded in the previous 7 days, and 65 vessels are expected to be loaded in the next 10 days. The last time at least this many vessels were loaded in one week was 01/31/13, and the last time at least this many vessels were expected to be loaded was 09/06/12. The 4-week average for vessels loaded during the week ending September 12 were 30 vessels, compared to 26 for the previous 12 weeks. During the same period, the 4-week average for the number of vessels expected to be loaded within the next 10 days were 54 vessels, compared to 42 vessels for the previous 12 weeks.

Snapshots by Sector

Rail

U.S. railroads originated 17,131 **carloads of grain** during the week ending September 7, down 1 percent from last week, up 12 percent from last year, and down 12 percent from the 3-year average.

During the week ending September 12, average September non-shuttle **secondary railcar bids/offers per car** were \$306.50 above tariff, up \$231.50 from last week and \$315.50 higher than last year. Average shuttle bids/offers were \$150 above tariff, down \$50 from last week and \$350 lower than last year.

Barge

During the week ending September 14, **barge grain movements** totaled 215,550 tons, 13.8 percent lower than the previous week and 10.3 percent lower than the same period last year.

During the week ending September 14, 142 grain barges **moved down river**, down 17 percent from last week; 527 grain barges were **unloaded in New Orleans**, up 14 percent from the previous week.

Ocean

During the week ending September 13, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$50.50 per mt, up 6 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$31 per mt, up 15 percent from the previous week.

Fuel

During the week ending September 16, U.S. average **diesel fuel prices** decreased 1 cent from the previous week to \$3.97 per gallon—16 cents lower than the same week last year.

Feature Article/Calendar

Second Quarter Corn and Soybean Landed Costs Up from Last Year

Transportation costs for shipping corn and soybeans to Japan through the U.S. Gulf and Pacific Northwest (PNW) port regions during the second quarter of 2013 decreased from the same period last year. Lower trucking, barge, and ocean rates contributed to lower year-to-year rates in the Gulf and PNW with the exception of rail rates, which increased for corn and soybeans in the PNW (*Tables 1, 2*). Excess vessel supply and weak demand continued to push year-to-year ocean rates down during the second quarter (*GTR, 7/25/13*). Rail rates for shipping corn and soybeans through the PNW increased from quarter to quarter and year to year as fuel surcharges continued to rise. Landed costs for shipping corn and soybeans from the U.S. Gulf and PNW to Japan increased from year to year, driven by higher farm values.

Table 1: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. Gulf

	Corn					Soybeans				
	\$/metric ton		Percent change			\$/metric ton		Percent Change		
	2ndQtr 12	1stQtr 13	2ndQtr 13	Yr. to Yr.	Qtr to Qtr	2ndQtr 12	1stQtr 13	2ndQtr 13	Yr. to Yr.	Qtr to Qtr
Truck	11.66	10.98	9.46	-18.87	-13.84	11.66	10.98	9.46	-18.87	-13.84
Barge	28.18	n/a	25.59	-9.19	n/a	28.18	n/a	25.59	-9.19	n/a
Ocean	50.80	46.73	45.78	-9.88	-2.03	50.80	46.73	45.78	-9.88	-2.03
Total Transportation Cost	90.64	n/a	80.83	-10.82	n/a	90.64	n/a	80.83	-10.82	n/a
Farm Value ¹	240.28	270.46	267.96	11.52	-0.92	502.16	526.66	535.23	6.59	1.63
Total Landed Cost	330.92	n/a	348.79	5.40	n/a	592.80	n/a	616.06	3.92	n/a
Transportation % Landed Cost	27.39	n/a	23.17			15.29	n/a	13.12		

Table 2: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. PNW

	Corn					Soybeans				
	\$/metric ton		Percent change			\$/metric ton		Percent Change		
	2ndQtr 12	1stQtr 13	2ndQtr 13	Yr. to Yr.	Qtr to Qtr	2ndQtr 12	1stQtr 13	2ndQtr 13	Yr. to Yr.	Qtr to Qtr
Truck	11.66	10.98	9.46	-18.87	-13.84	11.66	10.98	9.46	-18.87	-13.84
Rail ²	54.99	54.57	55.08	0.16	0.93	57.24	59.73	60.35	5.43	1.04
Ocean	27.28	24.84	24.00	-12.02	-3.38	27.28	24.84	24.00	-12.02	-3.38
Total Transportation Cost	93.93	90.39	88.54	-5.74	-2.05	96.18	95.55	93.81	-2.46	-1.82
Farm Value ¹	240.28	270.46	267.96	11.52	-0.92	502.16	526.66	535.23	6.59	1.63
Total Landed Cost	334.21	360.85	356.50	6.67	-1.21	598.34	622.21	629.04	5.13	1.10
Transportation % Landed Cost	28.11	25.05	24.84			16.07	15.36	14.91		

Source: USDA/AMS/TMP

n/a = not available

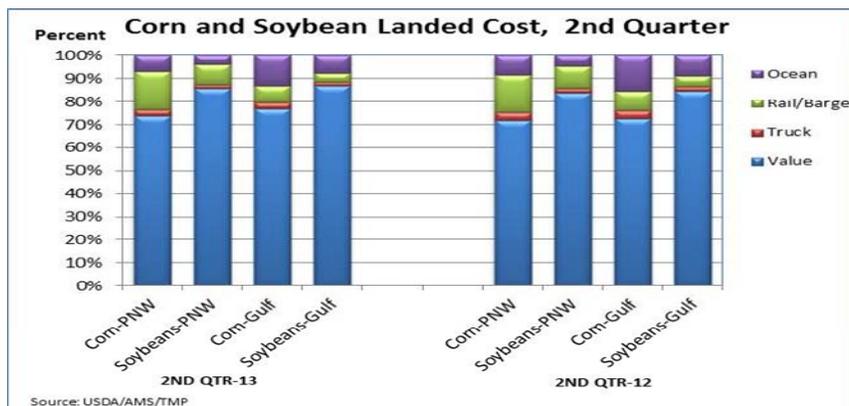
¹ Source: USDA/NASS, Agricultural Prices

² Rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains

U.S. Gulf Costs: Total second quarter transportation costs for shipping corn and soybeans from Minneapolis, MN, through the Gulf to Japan decreased 11 percent year to year (*Table 1*). Lower trucking, barge, and ocean rates were the drivers behind the drop in year-to-year transportation costs. Ocean rates for shipping grain from the Gulf decreased from the first quarter 2013 and from the second quarter last year. Ocean rates continued to fall because demand could not keep up with vessel deliveries (*GTR dated 7/25/13*). During this

period, barge rates dropped as demand for barge services remained stagnant and river levels increased from drought conditions that hampered barge operations.

Compared with the second quarter 2012, the total landed costs for shipping from the U.S. Gulf to Japan increased 5 percent for corn and 4 percent for soybeans,



Source: USDA/AMS/TMP

driven up primarily by higher farm values. The Gulf total landed costs ranged from \$349 to \$616 per metric ton (mt). Corn and soybean farm values accounted for 77 and 87 percent of the landed cost for shipping from the Gulf, up from this time last year (see figure). Transportation costs for shipping corn from the Gulf to Japan accounted for 23 percent of the total landed cost during the second quarter, down from the same time last year. The transportation costs share of the landed cost for soybeans was 13 percent below this time last year (*Table 1*).

Pacific Northwest Costs: Total transportation costs for shipping grain from Minneapolis, MN, to Japan via the PNW dropped 2 percent for corn and soybeans quarter to quarter (*Table 2*). Rail rates for shipping corn and soybeans to the PNW increased slightly quarter to quarter. PNW ocean rates dropped 3 percent quarter to quarter. The decrease in transportation costs was caused primarily by the large drop in trucking rates. Lower trucking rates were the result of a drop in demand for grain trucking services. Year-to-year transportation costs for shipping corn and soybeans to the PNW decreased 6 percent for corn and 3 percent for soybeans. Year-to-year rail rates for shipping grain to the PNW were unchanged for corn but up more than 5 percent for soybeans. PNW ocean rates decreased 12 percent from year to year.

Higher farm values pushed year-to-year total landed costs up 7 percent for shipping corn through the PNW and 5 percent for shipping soybeans. The landed costs ranged from \$357 to \$629 per mt (*Table 2*). Transportation costs for corn shipped through the PNW accounted for about 25 percent of the total landed cost during the second quarter, above the previous quarter but below last year. Second quarter transportation costs for soybeans shipped through the PNW accounted for 15 percent of the total landed cost, below the previous quarter and last year. Soybean farm values were the second highest on record during the second quarter, accounting for 85 percent of the total landed cost in the PNW (*see figure*).

johnny.hill@ams.usda.gov

Grain Transportation Indicators

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
09/18/13	267	252	215	306	226	220
09/11/13	267	237	217	252	212	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

Table 2

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

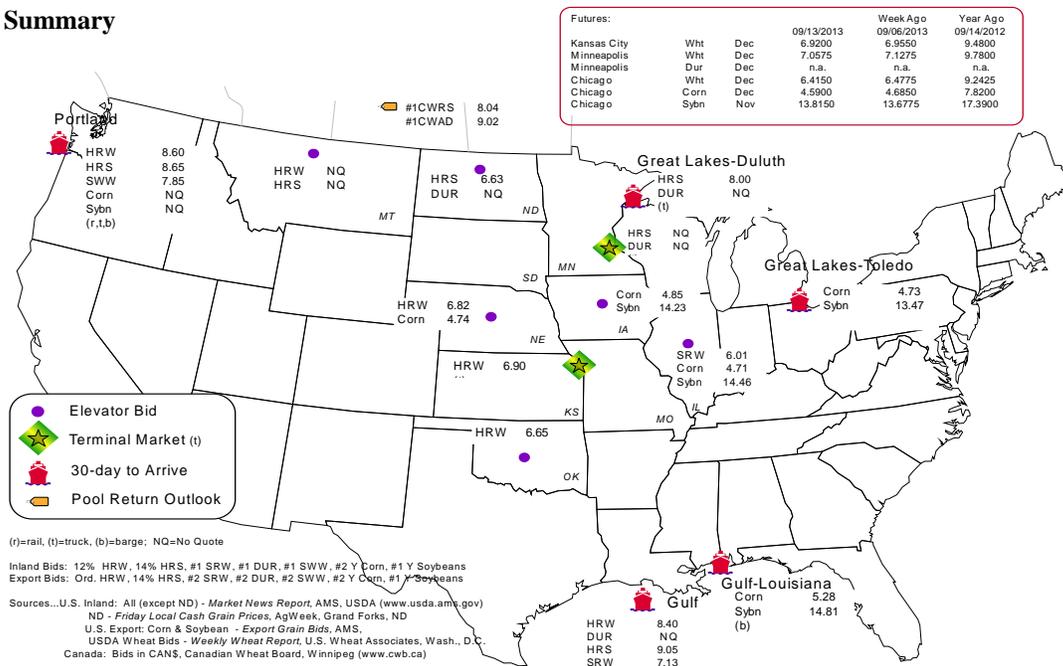
Commodity	Origin--Destination	9/13/2013	9/6/2013
Corn	IL--Gulf	-0.57	0.05
Corn	NE--Gulf	-0.54	-0.10
Soybean	IA--Gulf	-0.58	-0.23
HRW	KS--Gulf	-1.50	-1.58
HRS	ND--Portland	-2.02	-2.15

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1
Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)¹

Week ending	Mississippi		Pacific	Atlantic &		Total	Week ending	Cross-Border Mexico ³
	Gulf	Texas Gulf	Northwest	East Gulf				
09/11/2013 ^p	0	2,473	2,789	31		5,293	09/07/13	1,018
09/04/2013 ^r	33	2,166	3,095	165		5,459	08/31/13	1,329
2013 YTD ^r	10,021	51,351	89,774	10,266		161,412	2013 YTD	43,766
2012 YTD ^r	7,018	28,259	142,005	11,819		189,101	2012 YTD	70,435
2013 YTD as % of 2012 YTD	143	182	63	87		85	% change YTD	62
Last 4 weeks as % of 2012 ²	20	242	86	47		115	Last 4wks % 2012	91
Last 4 weeks as % of 4-year avg. ²	12	178	95	39		110	Last 4wks % 4 yr	80
Total 2012	22,604	40,780	199,419	34,925		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 approximately 15 percent below the Association of American Railroads reported weekly carloads received by Mexican railroads to reflect switching between KCSM and Ferromex.

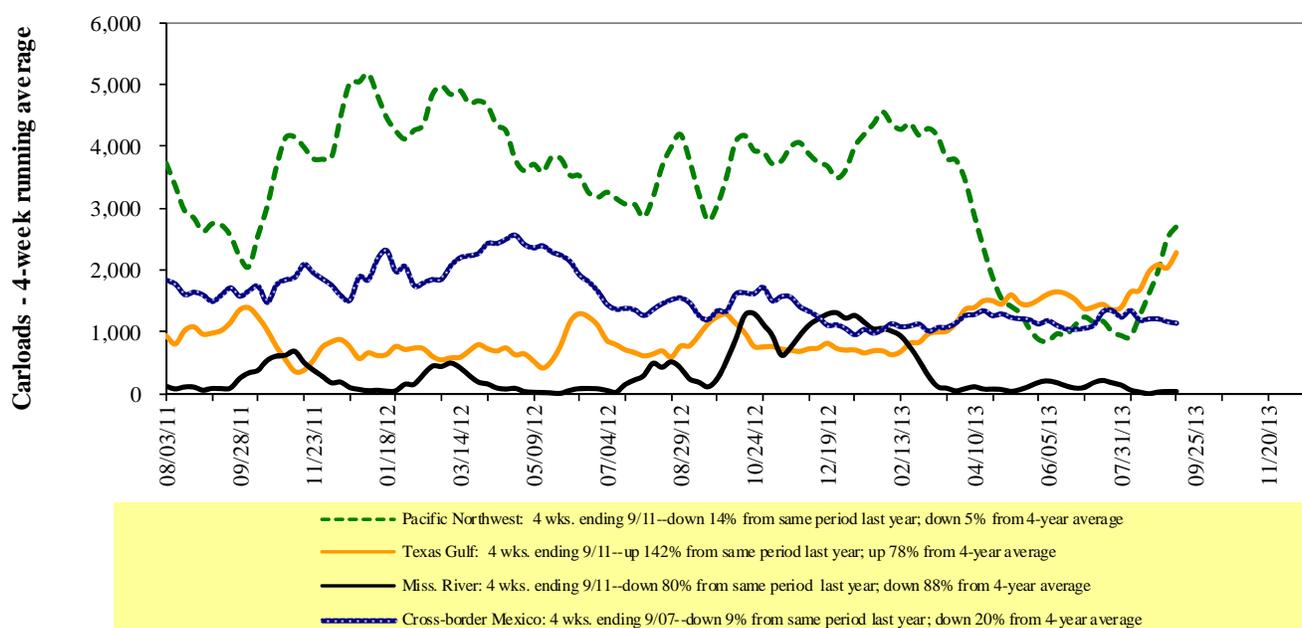
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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

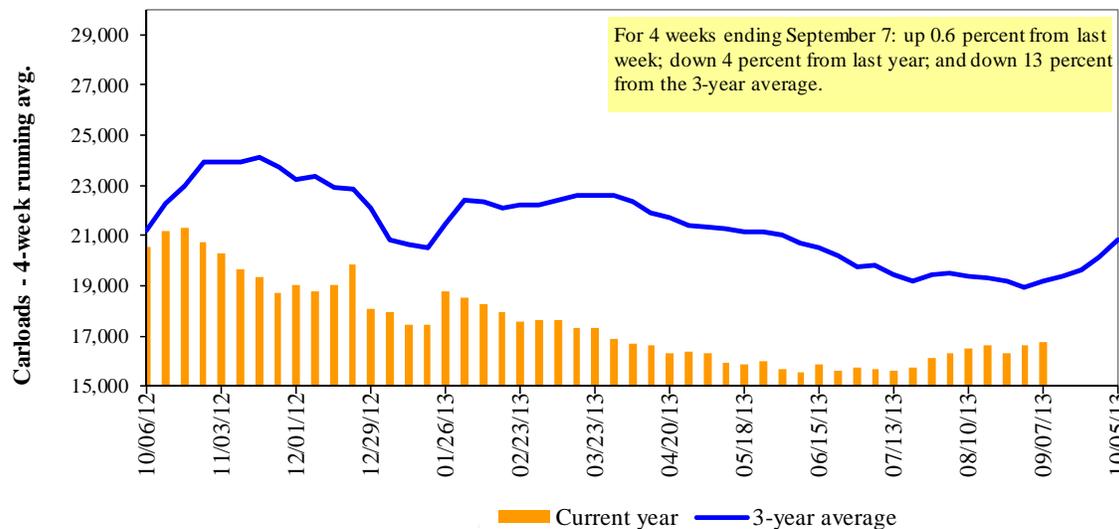
Table 4

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
09/07/13	1,294	1,343	9,510	896	4,088	17,131	3,100	4,054
This week last year	480	2,079	8,564	773	3,401	15,297	3,003	5,095
2013 YTD	50,164	86,163	308,123	19,186	137,976	601,612	113,982	182,855
2012 YTD	60,763	100,333	346,567	18,481	179,484	705,628	137,328	170,594
2013 YTD as % of 2012 YTD	83	86	89	104	77	85	83	107
Last 4 weeks as % of 2012	118	63	95	166	105	96	92	94
Last 4 weeks as % of 3-yr avg. ¹	96	66	91	172	79	87	96	90
Total 2012	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266

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							
	Sep-13	Sep-12	Oct-13	Oct-12	Nov-13	Nov-12	Dec-13	Dec-12
BNSF ³								
COT grain units	no offer	no offer	no offer	0	217	0	105	0
COT grain single-car ⁵	no offer	no offer	0 . . 437	0 . . 26	0 . . 233	0	0 . . 51	0
UP ⁴								
GCAS/Region 1	no bids	no offer	1	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no bids	no offer	26	54	no bids	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.

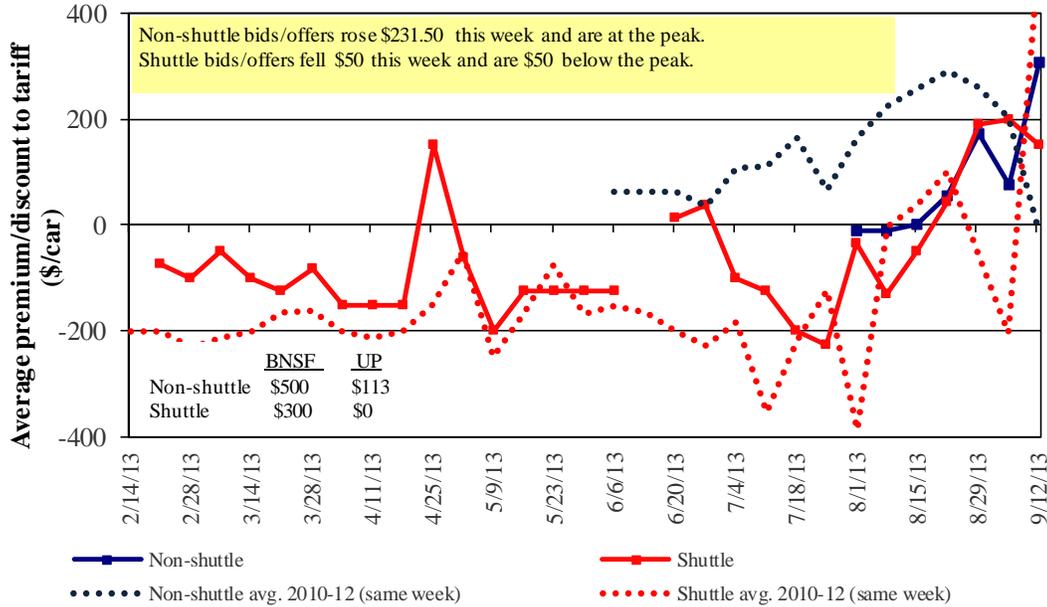
⁵Range is shown because average is not available. Not available = n/a.

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 September 2013, Secondary Market

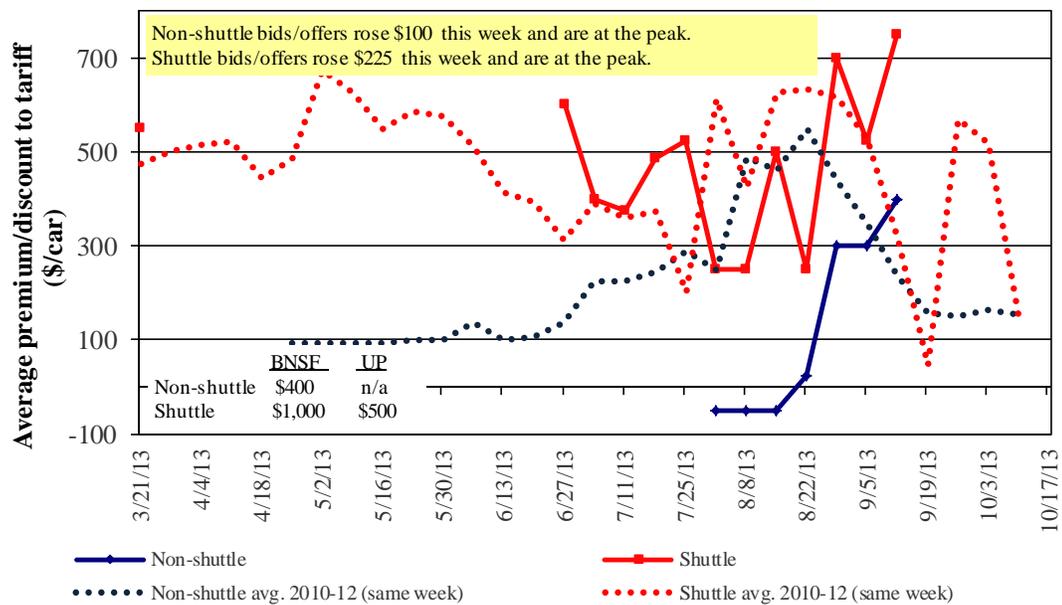


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

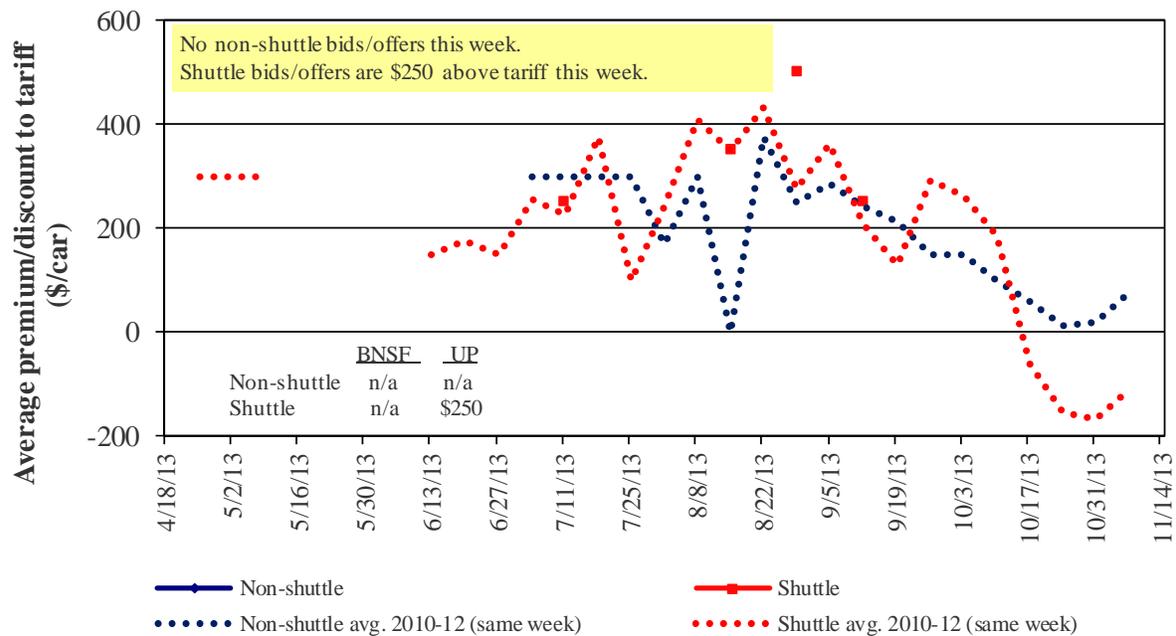


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in November 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					
	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14
Non-shuttle						
BNSF-GF	500	400	n/a	n/a	n/a	n/a
Change from last week	n/a	100	n/a	n/a	n/a	n/a
Change from same week 2012	500	387	n/a	n/a	n/a	n/a
UP-Pool	113	n/a	n/a	n/a	n/a	n/a
Change from last week	38	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	131	n/a	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	300	1,000	n/a	n/a	n/a	n/a
Change from last week	(133)	350	n/a	n/a	n/a	n/a
Change from same week 2012	(200)	475	n/a	n/a	n/a	n/a
UP-Pool	-	500	250	(50)	n/a	n/a
Change from last week	33	100	n/a	n/a	n/a	n/a
Change from same week 2012	n/a	100	100	(100)	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
9/1/2013	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushe ²	change Y/Y ³
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,191	\$182	\$33.50	\$0.91	2
	Grand Forks, ND	Duluth-Superior, MN	\$3,701	\$104	\$37.79	\$1.03	5
	Wichita, KS	Los Angeles, CA	\$6,244	\$536	\$67.32	\$1.83	4
	Wichita, KS	New Orleans, LA	\$3,808	\$320	\$41.00	\$1.12	5
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$440	\$62.20	\$1.69	5
	Northwest KS	Galveston-Houston, TX	\$4,076	\$351	\$43.96	\$1.20	5
	Amarillo, TX	Los Angeles, CA	\$4,275	\$489	\$47.30	\$1.29	4
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,110	\$362	\$34.48	\$0.88	3
	Toledo, OH	Raleigh, NC	\$4,508	\$407	\$48.81	\$1.24	3
	Des Moines, IA	Davenport, IA	\$2,006	\$77	\$20.68	\$0.53	4
	Indianapolis, IN	Atlanta, GA	\$3,920	\$306	\$41.96	\$1.07	3
	Indianapolis, IN	Knoxville, TN	\$3,354	\$196	\$35.25	\$0.90	3
	Des Moines, IA	Little Rock, AR	\$3,146	\$225	\$33.48	\$0.85	3
	Des Moines, IA	Los Angeles, CA	\$5,065	\$656	\$56.82	\$1.44	2
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,444	\$395	\$38.12	\$1.04	9
	Toledo, OH	Huntsville, AL	\$3,575	\$289	\$38.37	\$1.04	3
	Indianapolis, IN	Raleigh, NC	\$4,578	\$410	\$49.53	\$1.35	3
	Indianapolis, IN	Huntsville, AL	\$3,267	\$196	\$34.39	\$0.94	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,599	\$362	\$39.34	\$1.07	7
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$308	\$39.58	\$1.08	6
	Wichita, KS	Galveston-Houston, TX	\$3,798	\$240	\$40.10	\$1.09	5
	Chicago, IL	Albany, NY	\$3,771	\$382	\$41.24	\$1.12	4
	Grand Forks, ND	Portland, OR	\$5,159	\$532	\$56.51	\$1.54	5
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$554	\$65.92	\$1.79	3
Corn	Northwest KS	Portland, OR	\$5,043	\$576	\$55.80	\$1.52	4
	Minneapolis, MN	Portland, OR	\$4,800	\$648	\$54.10	\$1.37	1
	Sioux Falls, SD	Tacoma, WA	\$4,760	\$593	\$53.16	\$1.35	1
	Champaign-Urbana, IL	New Orleans, LA	\$2,929	\$362	\$32.68	\$0.83	3
	Lincoln, NE	Galveston-Houston, TX	\$3,310	\$346	\$36.30	\$0.92	1
	Des Moines, IA	Amarillo, TX	\$3,510	\$283	\$37.67	\$0.96	3
	Minneapolis, MN	Tacoma, WA	\$4,800	\$643	\$54.05	\$1.37	1
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,200	\$665	\$48.31	\$1.23	2
	Sioux Falls, SD	Tacoma, WA	\$5,320	\$593	\$58.72	\$1.60	6
	Minneapolis, MN	Portland, OR	\$5,330	\$648	\$59.36	\$1.62	7
	Fargo, ND	Tacoma, WA	\$5,230	\$527	\$57.17	\$1.56	7
	Council Bluffs, IA	New Orleans, LA	\$3,950	\$418	\$43.37	\$1.18	15
	Toledo, OH	Huntsville, AL	\$2,750	\$289	\$30.18	\$0.82	3
	Grand Island, NE	Portland, OR	\$4,960	\$589	\$55.11	\$1.50	5

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	\$563	\$70.73	\$1.92	-16
	OK	Cuautitlan, EM	\$6,715	\$684	\$75.60	\$2.06	-1
	KS	Guadalajara, JA	\$8,293	\$660	\$91.48	\$2.49	12
	TX	Salinas Victoria, NL	\$2,872	\$258	\$31.97	\$0.87	-21
Corn	IA	Guadalajara, JA	\$7,699	\$777	\$86.60	\$2.20	1
	SD	Celaya, GJ ⁵	\$7,356	\$736	\$82.69	\$2.10	n/a
	NE	Queretaro, QA	\$7,153	\$690	\$80.14	\$2.03	2
	SD	Salinas Victoria, NL	\$5,700	\$560	\$63.96	\$1.62	-11
	MO	Tlalnepantla, EM	\$6,592	\$670	\$74.20	\$1.88	2
	SD	Torreon, CU	\$6,522	\$617	\$72.94	\$1.85	1
Soybeans	MO	Bojay (Tula), HG	\$7,580	\$655	\$84.14	\$2.29	4
	NE	Guadalajara, JA	\$8,134	\$749	\$90.77	\$2.47	4
	IA	El Castillo, JA	\$8,555	\$732	\$94.89	\$2.58	4
	KS	Torreon, CU	\$6,651	\$465	\$72.71	\$1.98	4
Sorghum	TX	Guadalajara, JA	\$6,464	\$479	\$70.94	\$1.80	-2
	NE	Celaya, GJ ⁵	\$6,997	\$669	\$78.32	\$1.99	n/a
	KS	Queretaro, QA	\$6,815	\$420	\$73.92	\$1.88	6
	NE	Salinas Victoria, NL	\$5,438	\$492	\$60.58	\$1.54	6
	NE	Torreon, CU	\$6,153	\$549	\$68.48	\$1.74	2

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

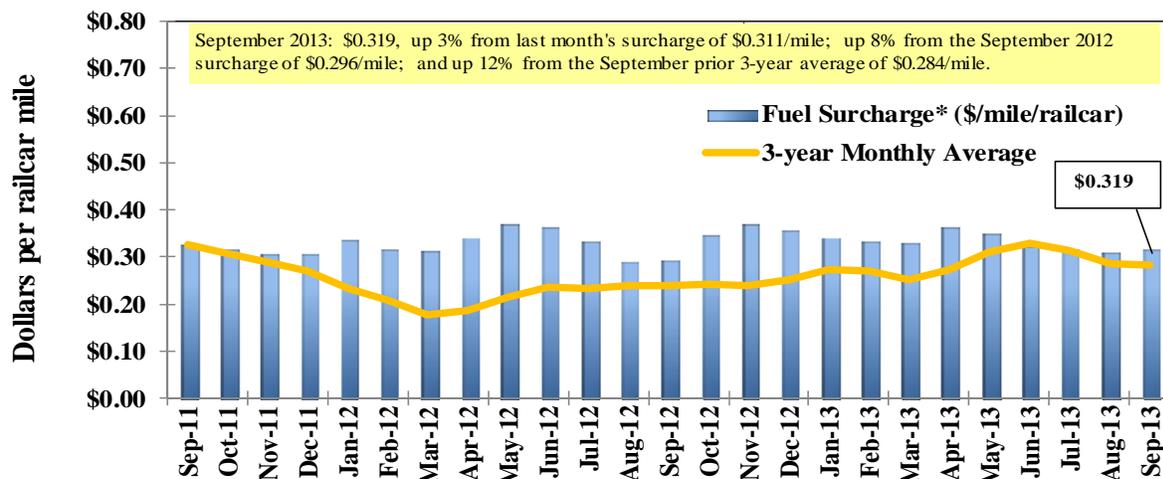
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

⁴Percentage change year over year calculated using tariff rate plus fuel surcharge

⁵Beginning 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 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.

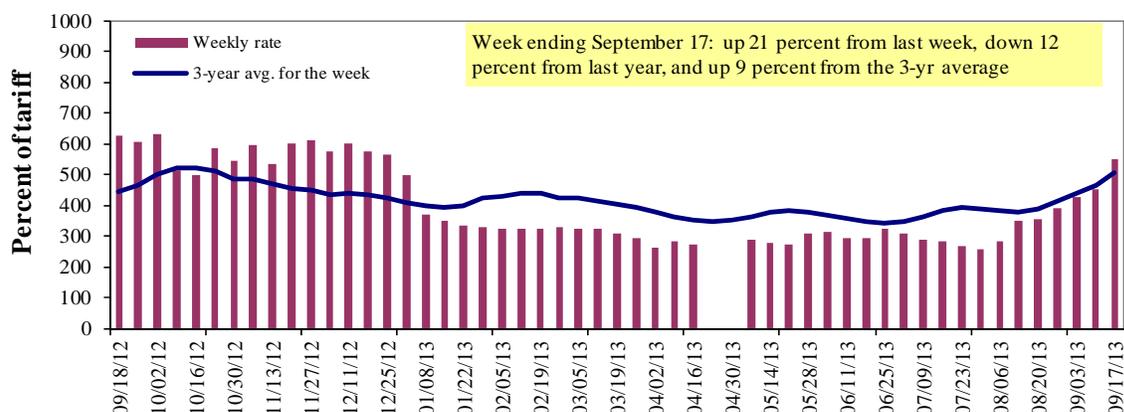
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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	9/17/2013	550	555	550	538	630	630	558
	9/10/2013	447	447	453	442	458	458	425
\$/ton	9/17/2013	34.05	29.53	25.52	21.47	29.55	25.45	17.52
	9/10/2013	27.67	23.78	21.02	17.64	21.48	18.50	13.35
Current week % change from the same week:								
	Last year	-8	-7	-12	-12	1	1	-26
	3-year avg. ²	8	9	9	11	18	18	11
Rate¹	October	625	617	612	590	680	680	577
	December	--	--	452	355	432	432	287

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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

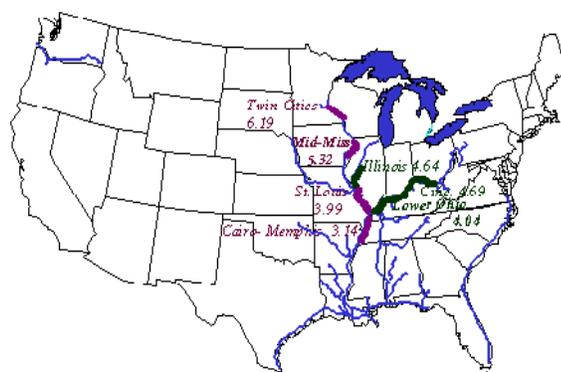
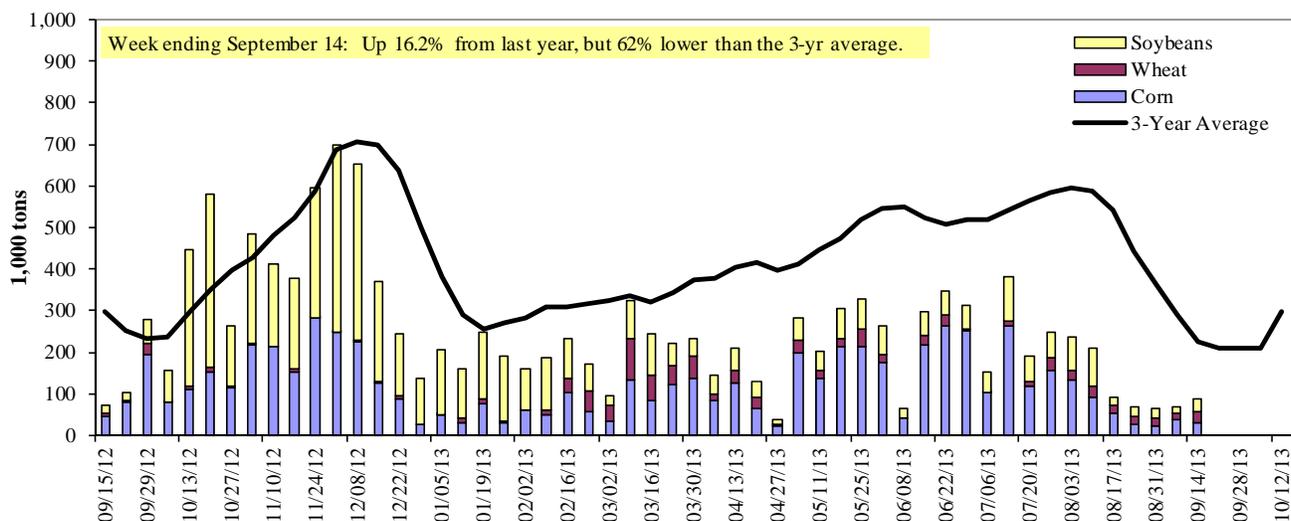


Figure 10

Barge Movements on the Mississippi 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 9/14/2013	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	22	3	0	25
Winfield, MO (L25)	16	28	16	0	60
Alton, IL (L26)	19	30	22	0	70
Granite City, IL (L27)	30	28	28	0	86
Illinois River (L8)	25	0	6	0	32
Ohio River (L52)	13	30	10	3	55
Arkansas River (L1)	35	39	0	0	74
Weekly total - 2013	77	97	38	3	216
Weekly total - 2012	107	30	101	2	240
2013 YTD ¹	5,421	3,602	4,605	143	13,770
2012 YTD	11,951	1,450	7,310	195	20,906
2013 as % of 2012 YTD	45	248	63	73	66
Last 4 weeks as % of 2012 ²	47	429	41	178	92
Total 2012	14,837	1,794	12,663	229	29,523

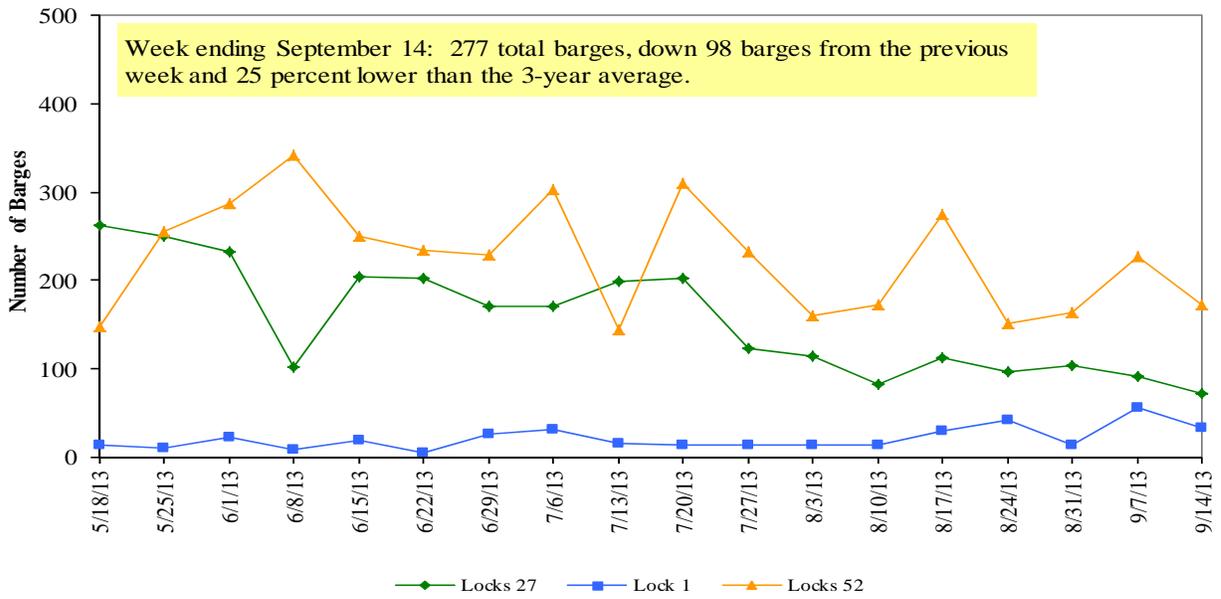
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

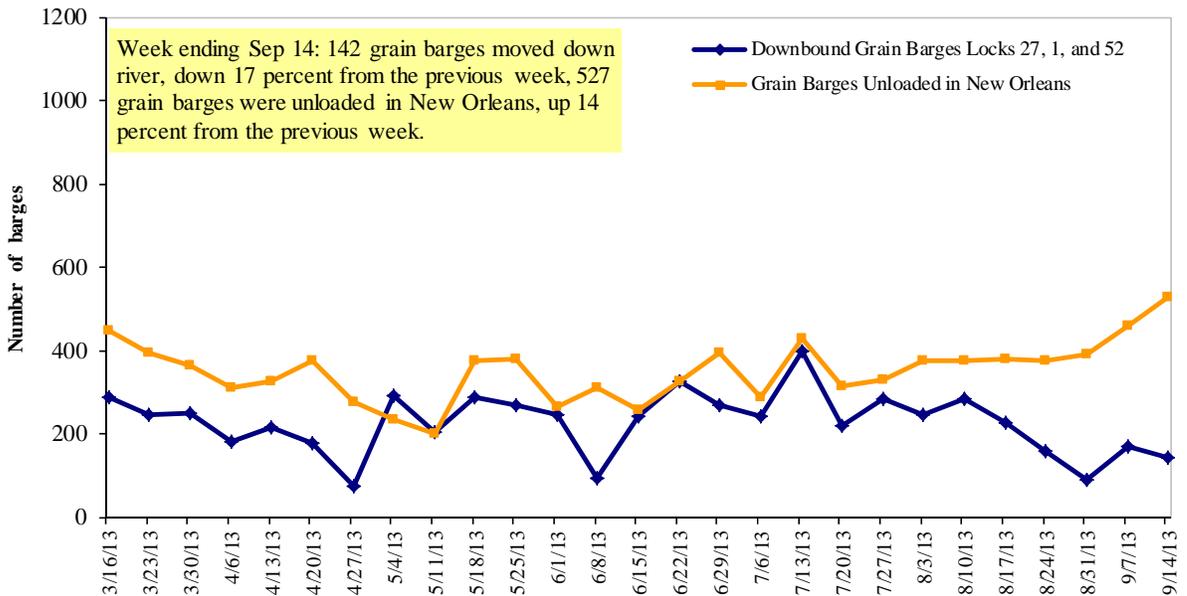
Source: U.S. Army Corps of Engineers

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 Prices¹, Week Ending 9/16/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.979	-0.009	-0.146
	New England	4.088	-0.003	-0.127
	Central Atlantic	4.044	-0.012	-0.152
	Lower Atlantic	3.910	-0.007	-0.146
II	Midwest ²	3.957	-0.007	-0.123
III	Gulf Coast ³	3.889	-0.009	-0.139
IV	Rocky Mountain	3.941	0.007	-0.315
V	West Coast	4.138	-0.004	-0.261
	West Coast less California	4.032	-0.013	-0.289
	California	4.228	0.003	-0.238
Total	U.S.	3.974	-0.007	-0.161

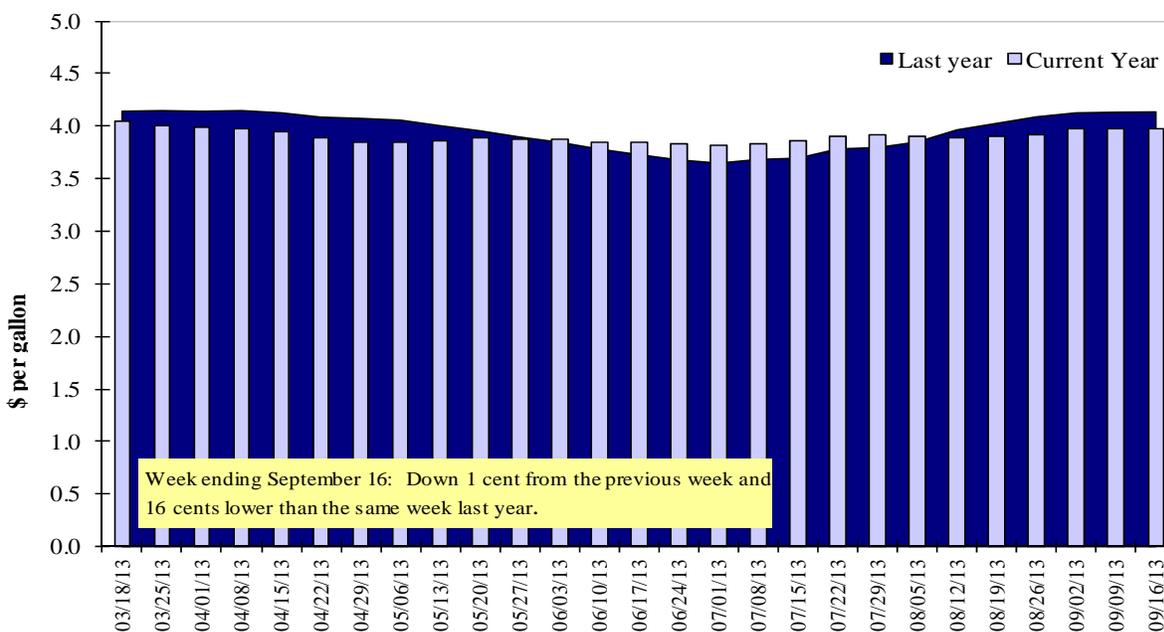
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
9/5/2013	1,763	2,389	1,286	1,003	81	6,522	12,612	21,896	41,030
This week year ago	1,477	731	1,400	835	105	4,547	9,783	20,385	34,715
Cumulative exports-marketing year²									
2013/14 YTD	4,173	3,246	1,384	937	106	9,845	171	60	10,076
2012/13 YTD	3,083	1,041	1,708	1,339	142	7,313	249	339	7,901
YTD 2013/14 as % of 2012/13	135	312	81	70	n/a	135	69	18	128
Last 4 wks as % of same period 2012/13	118	369	100	128	98	154	43	31	50
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 09/05/2013	Total Commitments ²		% change current MY from last MY	Exports ³ 2011/12
	2013/14 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,867	2,150	(13)	7,000
Mexico	3,246	2,415	34	4,370
China	3,123	1,035	202	2,450
Venezuela	94	104	(10)	1,158
Taiwan	130	127	3	512
Top 5 Importers	8,460	5,831	45	15,490
Total US corn export sales	12,783	10,032	27	18,670
% of Projected	41%	54%		
Change from prior week	1,209	1,882		
Top 5 importers' share of U.S. corn export sales	66%	58%		83%
USDA forecast, September 2013	31,120	18,670	67	
Corn Use for Ethanol USDA forecast, September 2013	124,460	118,110	5	

(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 09/05/2013	Total Commitments ²		% change current MY from last MY	Exports ³ 2011/12
	2012/13 Current MY	2012/13 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	14,905	13,119	14	21,522
Mexico	642	657	(2)	2,565
Japan	381	411	(7)	1,751
Indonesia	232	155	50	1,682
Taiwan	380	322	18	1,120
Top 5 importers	16,539	14,663	13	28,641
Total US soybean export sales	21,956	20,725	6	37,060
% of Projected	59%	58%		
Change from prior week	1,407	2,645		
Top 5 importers' share of U.S. soybean export sales	75%	71%		
USDA forecast, September 2013	37,290	35,790	4	

(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 09/05/2013	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	1,191	1,495	(20)	3,544
Nigeria	1,132	1,429	(21)	3,002
Mexico	1,587	1,653	(4)	2,761
Philippines	778	1,005	(23)	1,965
Egypt	131	58	125	1,678
Korea	500	784	(36)	1,385
Taiwan	363	496	(27)	1,038
China	3,768	404	834	743
Brazil	2,269	50	4438	527
Colombia	425	306	39	600
Top 10 importers	12,144	7,678	58	17,243
Total US wheat export sales	16,367	11,859	38	26,348
% of Projected	55%	43%		
Change from prior week	544	382		
Top 10 importers' share of U.S. wheat export sales	74%	65%		65%
USDA forecast, August 2013	29,940	27,420	9	

(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 09/12/13	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		Total ¹ 2012
							2012	3-yr. avg.	
Pacific Northwest									
Wheat	431	246	175	8,386	10,167	82	81	99	12,625
Corn	1	0	n/a	1,372	4,951	28	30	3	5,512
Soybeans	2	2	92	3,702	5,692	65	4	3	10,347
Total	434	248	175	13,460	20,809	65	74	66	28,484
Mississippi Gulf									
Wheat	427	275	155	7,556	4,303	176	474	382	5,462
Corn	404	193	209	8,260	14,015	59	99	66	18,068
Soybeans	51	47	108	7,847	12,569	62	13	18	24,684
Total	881	515	171	23,663	30,887	77	100	89	48,215
Texas Gulf									
Wheat	311	213	146	6,750	4,486	150	241	130	5,912
Corn	0	0	n/a	157	329	48	0	0	336
Soybeans	0	0	n/a	122	5	n/a	n/a	0	626
Total	311	213	146	7,030	4,819	146	239	120	6,874
Interior									
Wheat	58	15	381	772	895	86	142	127	1,218
Corn	100	44	229	1,951	5,208	37	154	65	6,115
Soybeans	24	5	467	1,835	2,895	63	94	28	4,204
Total	182	64	284	4,558	8,998	51	119	61	11,538
Great Lakes									
Wheat	24	19	127	547	266	206	90	30	481
Corn	0	0	n/a	0	56	0	0	0	56
Soybeans	0	0	n/a	22	152	15	0	0	713
Total	24	19	127	569	473	120	76	29	1,250
Atlantic									
Wheat	3	90	3	606	291	209	204	404	341
Corn	7	0	n/a	9	120	8	49	51	143
Soybeans	0	5	0	698	619	113	30	35	1,460
Total	10	95	10	1,314	1,030	128	142	218	1,944
U.S. total from ports²									
Wheat	1,254	859	146	24,617	20,407	121	154	141	26,040
Corn	512	237	216	11,749	24,679	48	94	52	30,230
Soybeans	77	59	130	14,226	21,931	65	15	18	42,035
Total	1,842	1,155	160	50,593	67,017	75	100	82	98,305

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

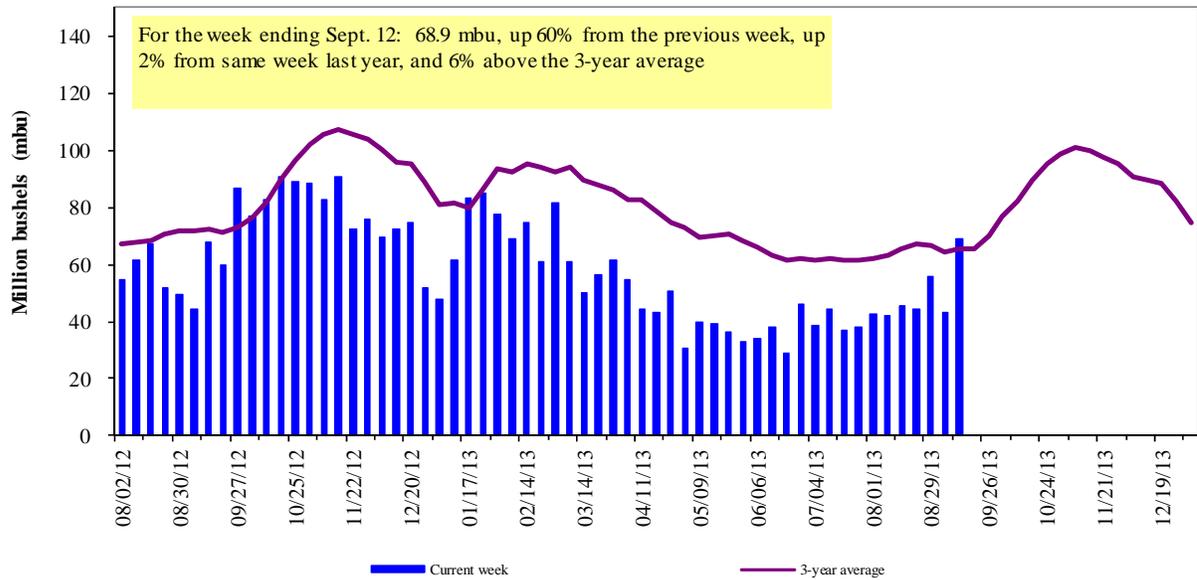
² Total includes only port regions shown above; Interior land-based shipments now included.

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)

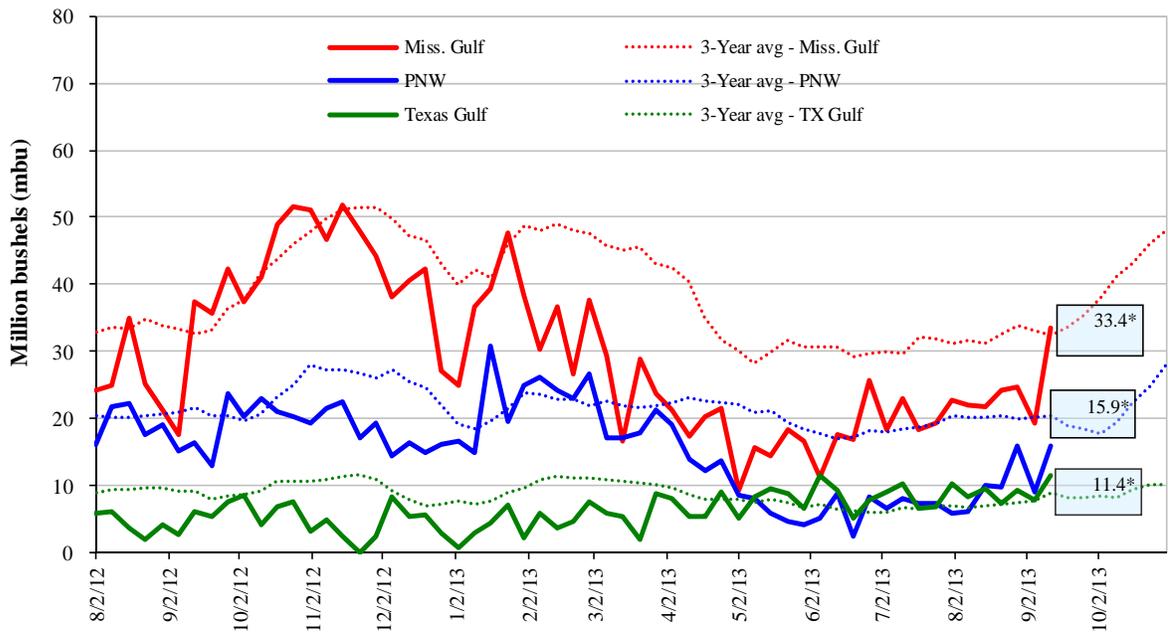


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



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

<u>Sept. 12 % change from:</u>	<u>MSGulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Last week	up 72	up 46	up 65	up 75
Last year (same week)	down 11	up 86	up 3	down 3
3-yr avg. (4-wk mov. avg.)	up 15	up 51	up 23	down 11

Ocean Transportation

Table 17

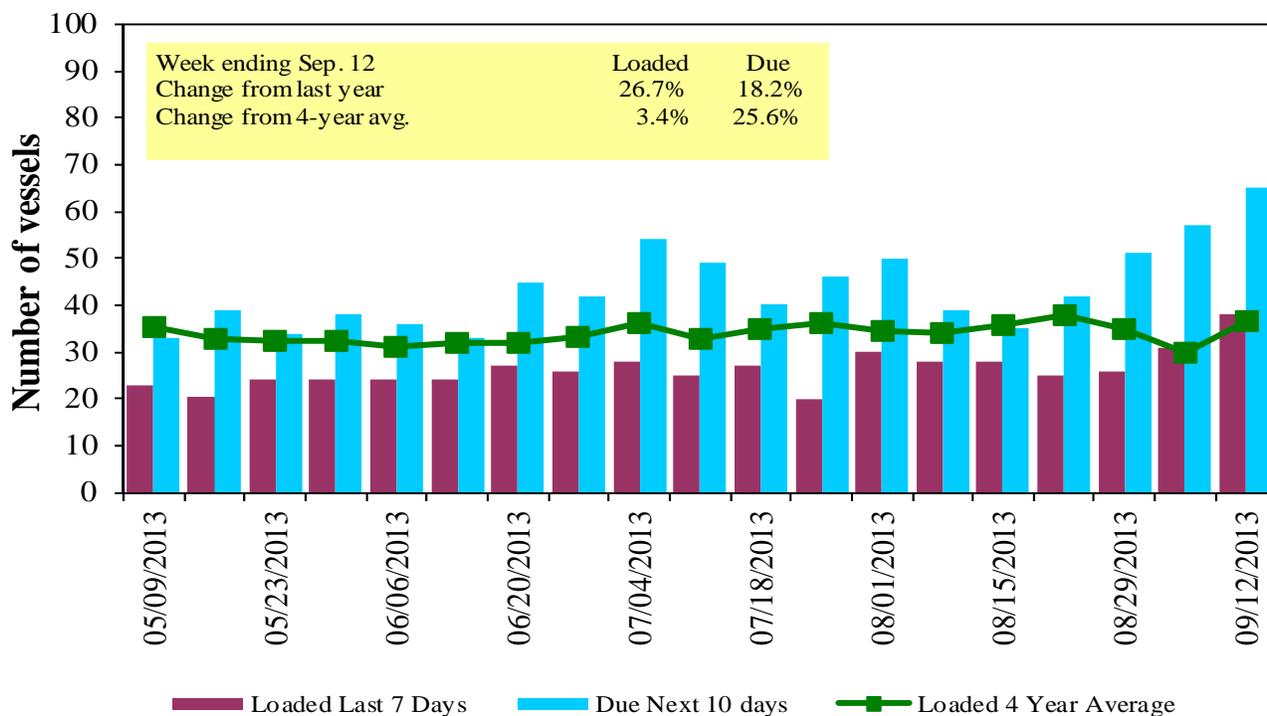
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
9/12/2013	27	38	65	14	n/a
9/5/2013	34	31	57	14	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. Gulf¹ Vessel Loading Activity

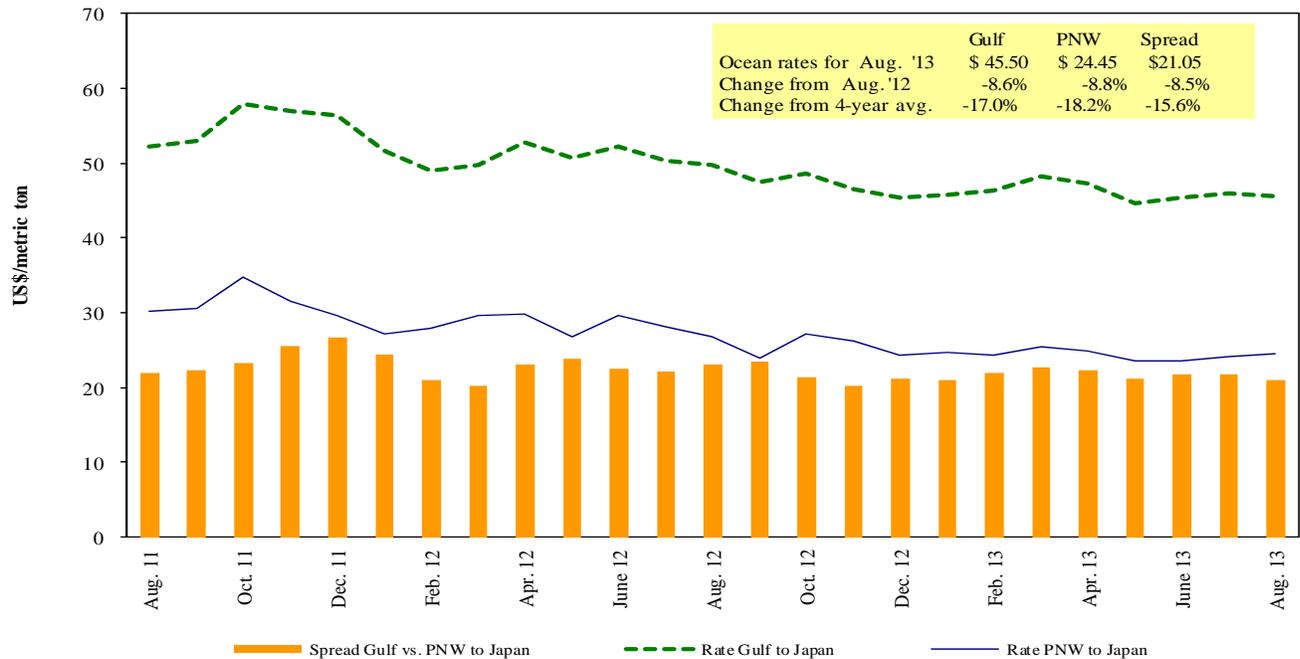


Source: Transportation & Marketing Programs/AMS/USDA

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 09/14/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Nov-Dec	55,000	49.50
U.S. Gulf	China	Heavy Grain	Oct 1/Dec 31	55,000	33.00
PNW	Italy	Heavy Grain	Jul 31/Aug 3	70,000	30.50
PNW	Bangladesh ¹	Wheat	Jun 10/20	4,610	98.00
Brazil	China	Heavy Grain	Aug 20/30	60,000	34.25
Brazil	China	Heavy Grain	Aug 1/15	60,000	34.75
Brazil	Indonesia	Grain	Sep 29/Oct 4	73,000	29.10
Brazil	S. Korea	Heavy Grain	Aug 14/19	60,000	35.50
France	Algeria	Wheat	Sep 20/30	25,000	25.00
France	Algeria	Wheat	Sep 15/25	25,000	23.75
France	Algeria	Wheat	Aug 30/31	30,000	21.00
France	Algeria	Wheat	Aug 25/30	25,000	22.00
France	Saudi Arabia	Barley	Aug 1/5	64,000	29.50
Germany	South Africa	Wheat	Aug 20/25	31,000	33.50
River Plate	China	Heavy Grain	Aug 1/10	60,000	39.50
Russia	Saudi Arabia	Barley	Aug 15/20	60,000	23.75
Ukraine	Kenya	Wheat	July 19/24	35,000	36.50

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

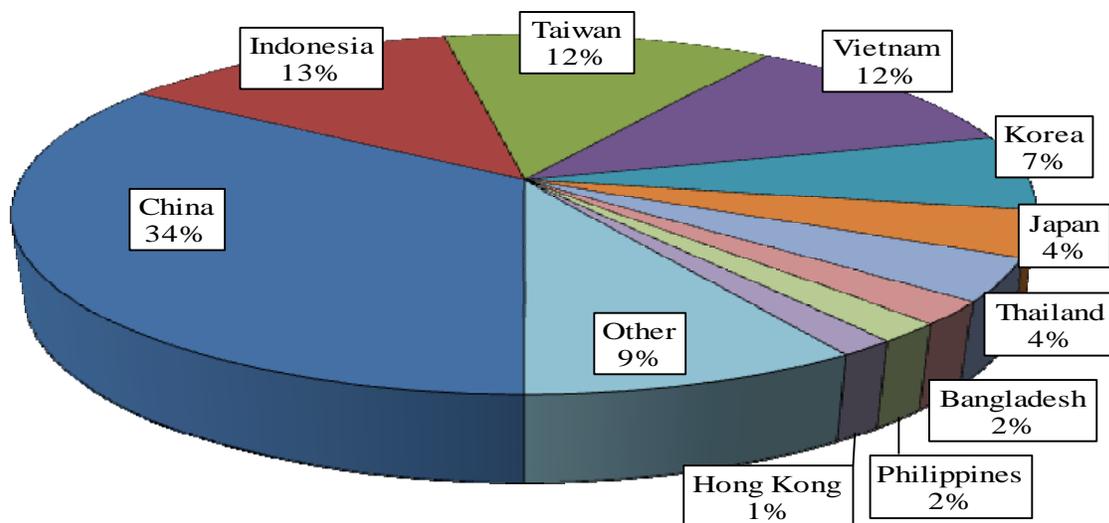
¹50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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, May 2013

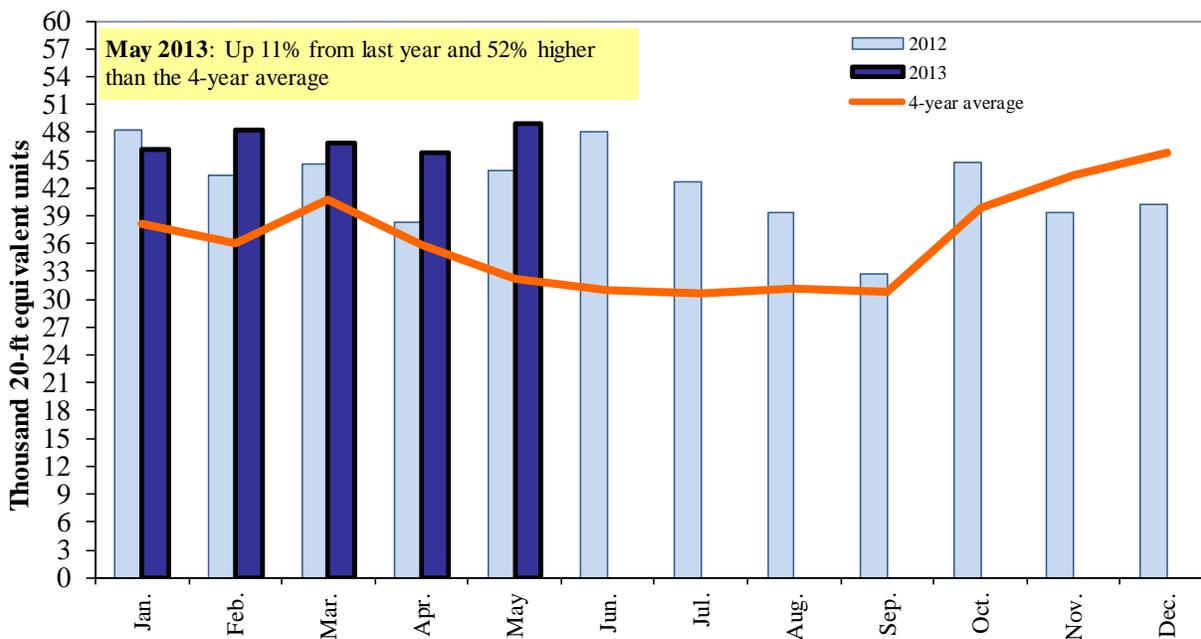


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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 (202) 720 - 0299
Johnny Hill johnny.hill@ams.usda.gov (202) 690 - 3295
Adam Sparger adam.sparger@ams.usda.gov (202) 205 - 8701

Barge Transportation

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

Truck Transportation

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

Grain Exports

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

Ocean Transportation

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

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. September 19, 2013. Web: <http://dx.doi.org/10.9752/TS056.09-19-2013>

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).