



Grain Transportation Report

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

Contact Us

September 25, 2014

WEEKLY HIGHLIGHTS

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Data Links

Specialists

Subscription
Information

The next
release is
October 2, 2014

Grain Inspections Highest Since May

For the week ending September 18, **total inspections of grain** (corn, wheat, soybeans) from all major export regions reached 1.98 million metric tons (mmt), up 17 percent from the last week, down 5 percent from last year, and 26 percent above the 3-year average. Total corn inspections increased 30 percent from the previous week and soybeans jumped 85 percent, helping push total grain inspections to the highest level since May 8. Corn and soybean exports were shipped primarily to Asia and Latin America. The jump in corn and soybean inspections also boosted Mississippi Gulf grain inspections 46 percent above the last week. Wheat inspections, however, were down 23 percent from last week, as shipments to Asia decreased. **Outstanding export sales** (shipped) of corn and wheat were below the previous week, but outstanding sales of soybeans increased.

Diesel Fuel Prices Fall in Response to Falling Crude Oil Prices and Strong Stocks

Diesel fuel prices have fallen 14 cents over the past 12 weeks to 3.78 per gallon during the week ending September 22. In fact, it has been more than 2 years since diesel prices have been this low (July 2012). The Energy Information Administration reports in its most recent Short-Term Energy Outlook that crude oil prices have fallen in June and July, causing the decrease in fuel prices. Additionally, diesel refineries have been working at more than 90 percent of capacity this summer, increasing stock piles to more than 127 million barrels, 15 percent higher than the low point in March 2014 and adding downward pressure on fuel prices.

Grain Barge Rates Leap in Anticipation of Harvest

With only 7 percent of corn crop and 3 percent of the soybeans harvested, grain barge freight rates escalated in anticipation of a widespread harvest of a possible record corn and soybean crop. The lower **Illinois River barge rate** for September 23 was 825 percent of tariff (\$38.28 per ton), up 30 percent from last week. Other river segments saw 30 to 42 percent weekly increases (**Table 9**). Barge service for October shipments from the lower Illinois River are at 900 percent of tariff (\$41.76 per ton), 66 percent higher than the 5-year average.

Secretary of Agriculture Highlights U.S. DOT Rail Grant to South Dakota

Secretary Vilsack recently expressed his approval of a U.S. Department of Transportation (U.S. DOT) TIGER grant (Transportation Investments Generating Economic Recovery) awarded to a State-owned railroad in South Dakota. U.S. DOT awarded \$12.6 million to upgrade 42 miles of railway between Chamberlain and Presho, SD. Secretary Vilsack expressed recent transportation issues have negatively affected the value of grain received by producers in the region. Although he does not believe the grant will immediately fix the transportation problems, it is an important step in ensuring grain can reach ethanol facilities, as well as other domestic and foreign markets. Secretary Vilsack stated investment in transportation infrastructure is important in retaining a competitive advantage for U.S. agricultural producers.

Snapshots by Sector

Rail

U.S. railroads originated 17,126 **carloads of grain** during the week ending September 13, almost the same as last week, down 4 percent from last year, and up 2 percent from the 3-year average.

During the week ending September 18, average October shuttle **secondary railcar bids/offers per car** were \$3,425 above tariff, down \$200 from last week and \$2,813 higher than last year. There were no non-shuttle secondary railcar bids/offers.

Barge

During the week ending September 20, **barge grain movements** totaled 343,563 tons—38.2 percent higher than the previous week and 21.3 percent higher than the same period last year.

During the week ending September 20, 225 grain barges **moved down river**, up 41.5 percent from last week; 699 grain barges were **unloaded in New Orleans**, up 9.6 percent from the previous week.

Ocean

During the week ending September 18, 29 **ocean-going grain vessels** were loaded in the Gulf, 33 percent less than the same period last year. Sixty vessels are expected to be loaded within the next 10 days, 8 percent less than the same period last year.

During the week ending September 19, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$45.50 per mt, down 2 percent from the previous week. The cost of shipping from the PNW to Japan was \$25.50 per mt, down 2 percent from the previous week.

Fuel

During the week ending September 22, U.S. average **diesel fuel prices** decreased 2 cent from the previous week to \$3.78 per gallon—down 17 cents from the same week last year.

2014 Fall Grain Transportation Situation and Outlook

The outlook for U.S. grain transportation service this fall is mixed, with rail, barge, and truck transportation costs increasing, but ocean rates remaining low. USDA is expecting the second consecutive bumper corn and soybean harvest and a significant drop in commodity prices. Lower corn prices are expected to increase domestic use, but exports are expected to be lower due to higher global carry-in stocks. Demand for U.S. soybeans, however, is expected to be higher both in the United States and abroad. Competition from the South American soybean harvest, which usually constrains U.S. soybean exports, does not begin until spring. Transportation demand for soybeans this fall could be as strong as last year, both for domestic and foreign markets. According to [USDA's modal share analysis](#), increased domestic demand is likely to increase demand for trucking services and increased soybean exports are expected to increase demand for rail and barge service. Despite recent rail service problems, the United States is expected to maintain its lead in terms of predictability of delivery. Adequate river levels should help barge grain movements, although at higher costs. Ocean freight rates are expected to remain low, and lower diesel prices could moderate truck rate increases that typically occur during harvest.

Record Crop Production; Domestic Demand to Increase, Exports to Decrease

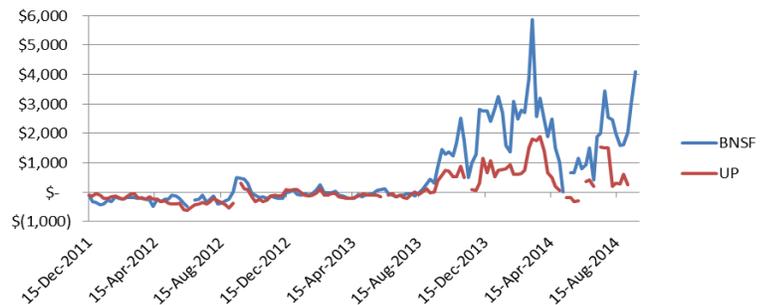
According to the latest World Agricultural Supply and Demand Estimates report from USDA, U.S. farmers are expected to produce a record 20.3 billion bushels (bbu) of corn, soybeans, and wheat in 2014/15 marketing year. Despite the bumper crop and prices that could be 15 to 30 percent lower than last year, USDA projects grain exports in 2014/15 to drop to 4.35 bbu, down 8 percent from its estimated 2013/14 exports of 4.7 bbu. Domestic demand of all three crops, however, is projected to increase by 2 percent. More specifically, corn usage, a record 13.6 bbu, is expected to be just 5 million bushels higher than last year because export prospects remain limited by large carry-in stocks in other countries. Lower prices could help profit margins for domestic feed, ethanol, and sweetener sectors, pushing domestic demand higher than last year by 170 mbu. The soybean crop is expected to reach a record 3.9 bbu, with exports and domestic use reaching a record level based on lower prices. USDA also raised China's total soybean import demand estimate by 1 million metric tons (mmt) to 74 mmt, which is 5 mmt higher than in 2013/14. Last year, China purchased almost 28 mmt of U.S. soybeans, or 40 percent of the estimated total import demand. Approximately 62 percent of U.S. soybean exports in 2013/14 were bound for China. Wheat exports are expected to be much lower than last year due to larger global stocks and increased competition. A recent study conducted by U.S. Soy Transportation Coalition concluded that in terms of predictability of delivery, U.S. shipments arrive within 3 days of expected arrival date; Argentina – 7 days; Brazil – 15 days.

	Corn	Soybeans	Wheat	Total	Y/Y
United States 2014/15 (Projected)					
Production	14,395	3,913	2,030	20,338	5%
Exports	1,750	1,700	900	4,350	-8%
Domestic Use	11,855	1,883	1,191	14,929	2%
Ending Stocks/Use	15%	13%	33%		
United States 2013/14 (Estimated)					
Production	13,925	3,289	2,130	19,344	20%
Exports	1,925	1,620	1,176	4,721	54%
Domestic Use	11,675	1,754	1,250	14,679	8%
Ending Stocks/Use	9%	4%	24%		
2012/13					
Production	10,780	3,034	2,266	16,080	
Exports	730	1,320	1,012	3,062	
Domestic Use	10,378	1,779	1,401	13,558	
Ending Stocks/Use	7%	5%	30%		

Rail Costs Remain High; Shippers Expect Service Issues

Bids in the secondary railcar market have remained high in anticipation of continued rail service problems. Shuttle bids for BNSF Railway's (BNSF) guaranteed service averaged \$4,100 per car for the week of September 18, the highest since March. Railroads have indicated the network is unlikely to recover until 2015 or 2016. Some shippers expect service problems to worsen as soon as the railroads are hit with the demands from this year's harvest. BNSF and CP's latest weekly status updates to the Surface Transportation Board (STB) show the rail backlog has not gone away and has even started increasing again for BNSF. However, BNSF stated in its fall service letter to the STB that customers could expect service improvements going forward. BNSF plans to run a record number of shuttles to accommodate this year's potentially record harvest. Canadian Pacific Railway's (CP) fall service

Figure 1: Average Secondary Railcar Market Shuttle Bids per Car



letter announced it was current with customer demand and would have older grain car orders cleared by October 1, with the possible exception of some remaining North Dakota grain orders. CP also recently announced its plan to invest \$500 million on its U.S. network, including \$184 million to increase capacity. Capacity investments on BNSF are already underway.

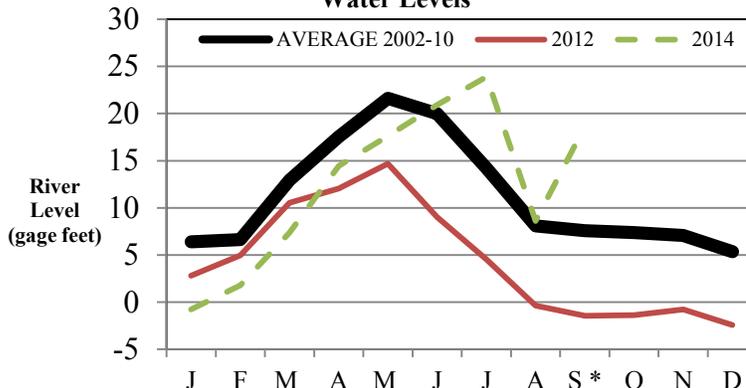
Bulk Vessel and Ocean Freight Rates Expected to Remain Low as Vessel Fleet Size Grows

Ocean rates for shipping bulk commodities, including grain, are currently low and are likely to remain moderate during the fall harvest, given the existing excess vessel supply that persists in the market. During August, the cost of shipping bulk grain from the U.S. Gulf to Japan was \$43.20 per metric ton (mt), a 24-percent decline since January, a 5 percent decline from the same period last year, and an 18 percent decline from the 4-year average. The cost of shipping from the Pacific Northwest was \$24.05 per mt, a 15-percent decline since January, a 2 percent decline from the same period last year, and a 17 percent decline from the 4-year average. Meanwhile, the dry bulk vessel fleet continues to increase in size even as ocean freight rates continue to fall. According to a June report by O’Neil Commodity Consulting, the dry bulk fleet is estimated to grow by 5 percent this year as 52 million deadweight tons (mdwt) of capacity are added to the fleet ([GTR, dated 7/24/14](#)). As of June, 1,989 new vessels (163 mdwt) were on the order book. Most of the newly ordered vessels are Panamax, the type typically used to transport grains, and that segment is growing at a record pace. The fleet size is currently 191 mdwt, and growing at 9 percent year to year. If the current growth rate persists, it is likely that the fleet size will reach 200 mdwt by the end of the year.

Barge Volumes and Rates are Increasing

Year-to-date grain barge tonnages¹ are 30 percent higher than the 3-year average and the highest since 2010. As of September 13, year-to-date movements of 24 million tons match last year’s annual total. Grain movements are up for the year despite above-average ice accumulations in the early part of the year and flooding during the summer that disrupted navigation. Frequent rains have increased Mississippi River levels at St. Louis, MO, and are well above the average level and above the drought conditions during 2012 (see figure 3). With continued adequate river levels and record crops, barge operators expect strong demand for their services during this year’s harvest. October barge rates are expected to be significantly higher than average. For example, rates from Minneapolis -St. Paul to New Orleans are \$50.02 per ton. For October at this location, this rate is 40 percent higher than the 5-year average of \$35.48 per ton and higher than the record of \$45.25 per ton in mid-October in 2010. Barge service in the Minneapolis-St. Paul area usually closes by Thanksgiving due to the beginning of ice accumulations. Barge availability and high rates may be a concern in this area, especially if there is a delayed harvest and earlier-than-normal freezing temperatures.

Figure 3 - St. Louis, MO, Monthly Mississippi River Water Levels



Source: U.S. Army Corps of Engineers, * as of September 22

Lower Diesel Prices Could Moderate Truck Rate Increases Typically Seen During Harvest

The 5-year average diesel prices typically increase from mid-July through mid-September, followed by a slight dip in October, then an increase through the end of November. Diesel fuel production competes with heating oil production during the cold winter months, pushing up diesel fuel prices. According to the Energy Information Administration (EIA), diesel fuel prices averaged \$3.92 per gallon in 2013, but could fall to an average of \$3.86 per gallon in 2014 and to \$3.82 per gallon in 2015. Truck usage and rates generally increase during the third quarter, which is the beginning of harvest season for some States. The [truck usage index](#) that tracks the trends of truck utilization at grain elevators shows a 1 percent increase from the second quarter for the Midwest region. The 5-year average grain truck rate for a truckload traveling 100 miles was \$2.98 per mile during the third quarter, compared to \$2.56 during the second quarter, a 16 percent increase. The truck availability index also indicated that most elevators perceived hiring of trucks was more difficult during the third quarter, compared to the second quarter. In general, truck usage and truck rates fall after the third quarter peak. GTRContactUs@ams.usda.gov

¹ As measured by downbound tonnages at Mississippi River Locks 27, Ohio River Locks and Dam 52, and Arkansas River Lock and Dam 1. Data is provided to the USDA by the U.S. Army Corps of Engineers

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck		Rail		Barge	Ocean	
		Unit	Train	Shuttle		Gulf	Pacific
09/24/14	254		241	360	458	203	181
09/17/14	255		241	342	352	208	184

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Table 2

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

Commodity	Origin--Destination	9/19/2014	9/12/2014
Corn	IL--Gulf	-1.06	-0.92
Corn	NE--Gulf	-1.06	-1.06
Soybean	IA--Gulf	-1.10	-0.09
HRW	KS--Gulf	-2.05	-1.44
HRS	ND--Portland	-4.74	-4.69

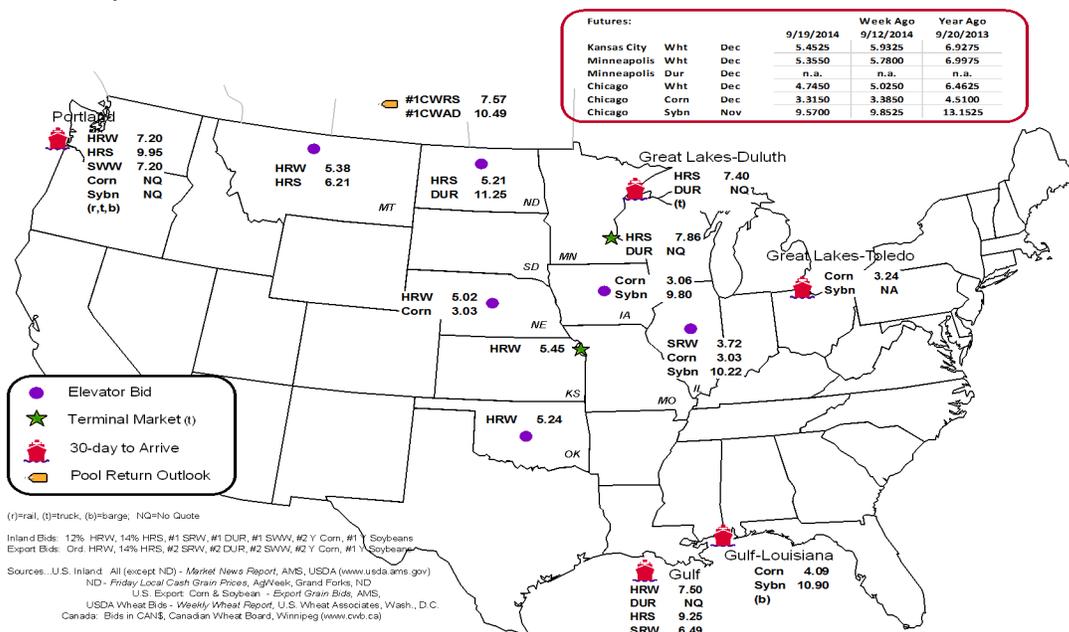
Note: nq = no quote

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			
9/17/2014 ^p	30	1,308	3,552	237	5,127	9/13/2014	2,240
9/10/2014 ^r	82	1,766	3,509	493	5,850	9/6/2014	2,093
2014 YTD ^r	21,859	61,734	165,629	18,907	268,129	2014 YTD	72,271
2013 YTD ^r	10,131	54,025	92,968	10,334	167,458	2013 YTD	45,306
2014 YTD as % of 2013 YTD	216	114	178	183	160	% change YTD	160
Last 4 weeks as % of 2013 ²	315	64	127	451	106	Last 4wks % 2013	166
Last 4 weeks as % of 4-year avg. ²	89	88	137	331	121	Last 4wks % 4 yr	146
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	70,298
Total 2012	22,604	40,780	199,419	24,659	287,462	Total 2012	92,008

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2013 and prior 4-year average.

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

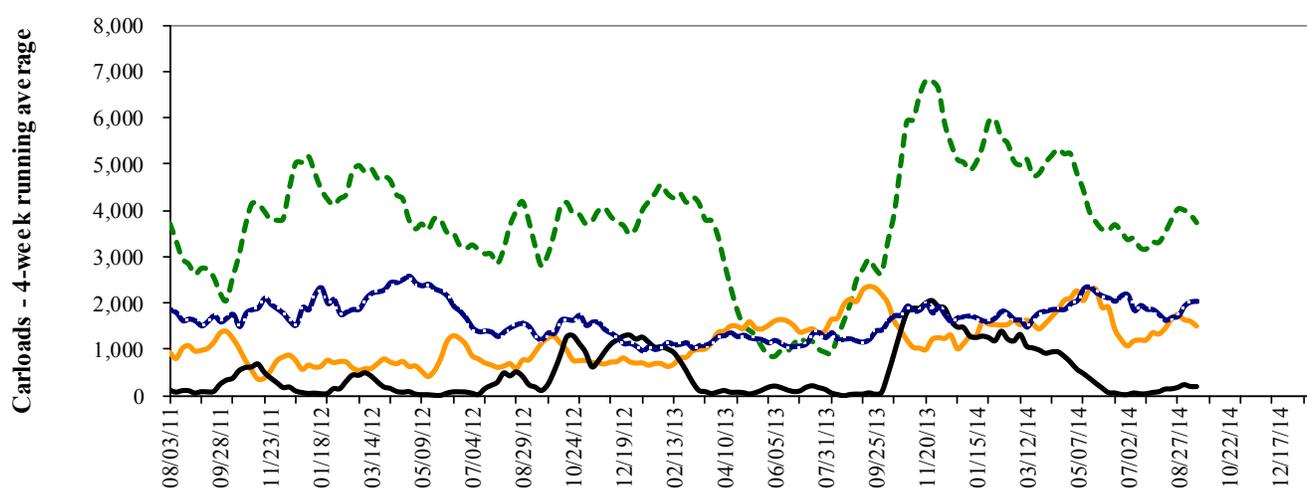
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

Rail Deliveries to Port



--- Pacific Northwest: 4 wks. ending 9/17--up 27% from same period last year; up 37% from 4-year average
--- Texas Gulf: 4 wks. ending 9/17--down 36% from same period last year; down 12% from 4-year average
--- Miss. River: 4 wks. ending 9/17--up 215% from same period last year; down 11% from 4-year average
--- Cross-border: 4 wks. ending 9/13--up 66% from same period last year; up 46% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

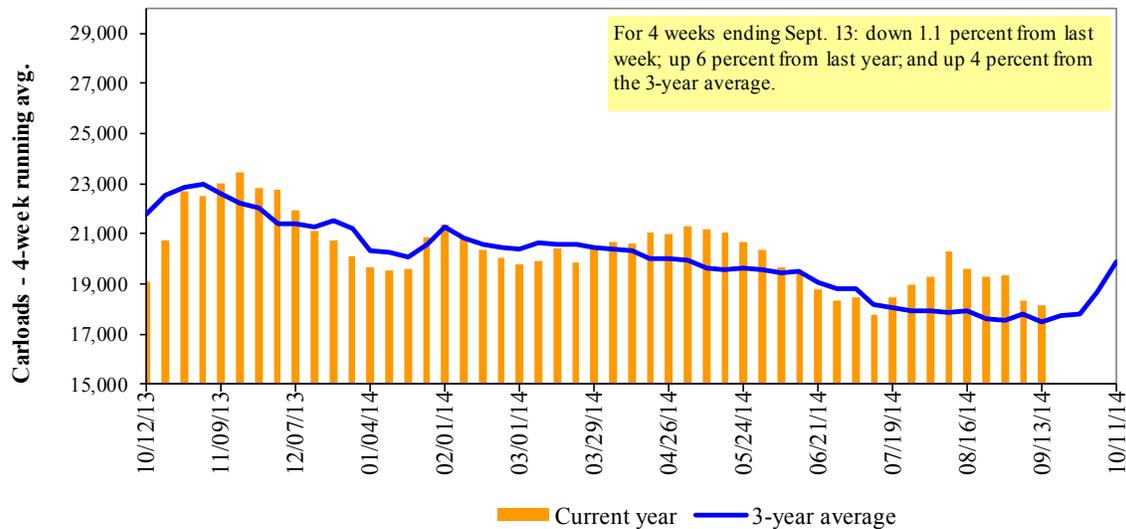
Table 4

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
09/13/14	1,149	1,982	8,663	795	4,537	17,126	4,117	4,733
This week last year	1,114	1,235	9,908	853	4,634	17,744	4,410	4,752
2014 YTD	67,201	105,488	321,032	31,133	206,478	731,332	162,928	194,481
2013 YTD	51,278	87,398	318,031	20,039	142,610	619,356	118,392	187,607
2014 YTD as % of 2013 YTD	131	121	101	155	145	118	138	104
Last 4 weeks as % of 2013	125	149	94	95	118	106	117	114
Last 4 weeks as % of 3-yr avg. ¹	146	109	91	115	111	102	119	108
Total 2013	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753

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

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

Figure 3**Total Weekly U.S. Class I Railroad Grain Car Loadings**

Source: Association of American Railroads

Table 5

Railcar Auction Offerings¹ (\$/car)²

Week ending	Delivery period							
	Oct-14	Oct-13	Nov-14	Nov-13	Dec-14	Dec-13	Jan-15	Jan-14
BNSF ³								
COT grain units	no offer	no offer	no offer	150	no offer	1	no offer	1
COT grain single-car ⁵	no offer	no offer	no offer	0 . . 5	no offer	0 . . 2	no offer	0 . . 3
UP ⁴								
GCAS/Region 1	no offer	no bids	no offer	no bids	no offer	no bids	n/a	n/a
GCAS/Region 2	2197	1	1187	no bids	no offer	no bids	n/a	n/a

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

²Average premium/discount to tariff, last auction

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

⁴UP - GCAS = Grain Car Allocation System

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

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

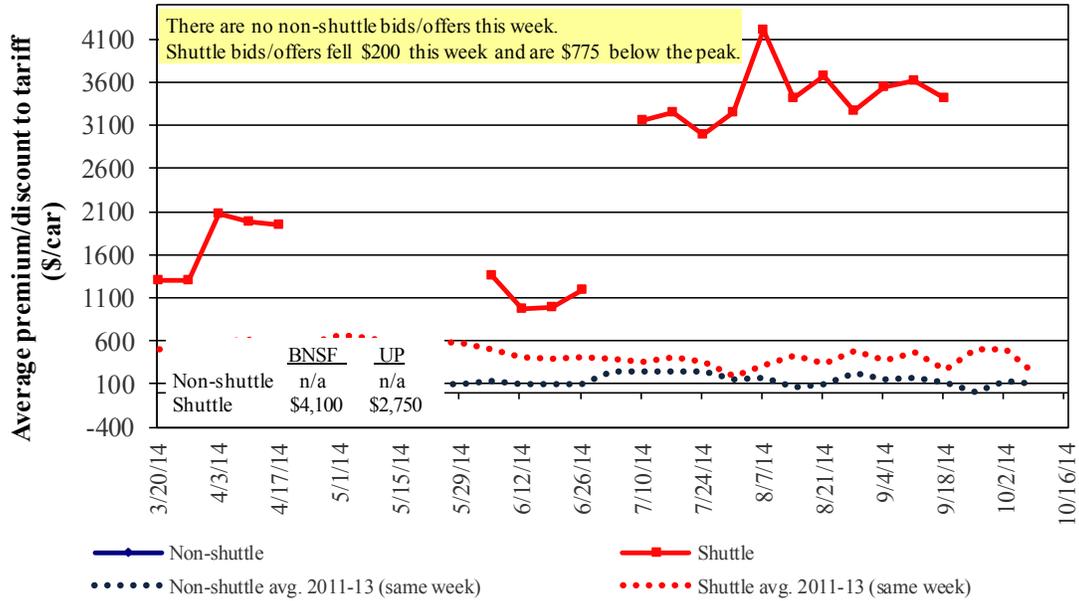
⁵Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

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

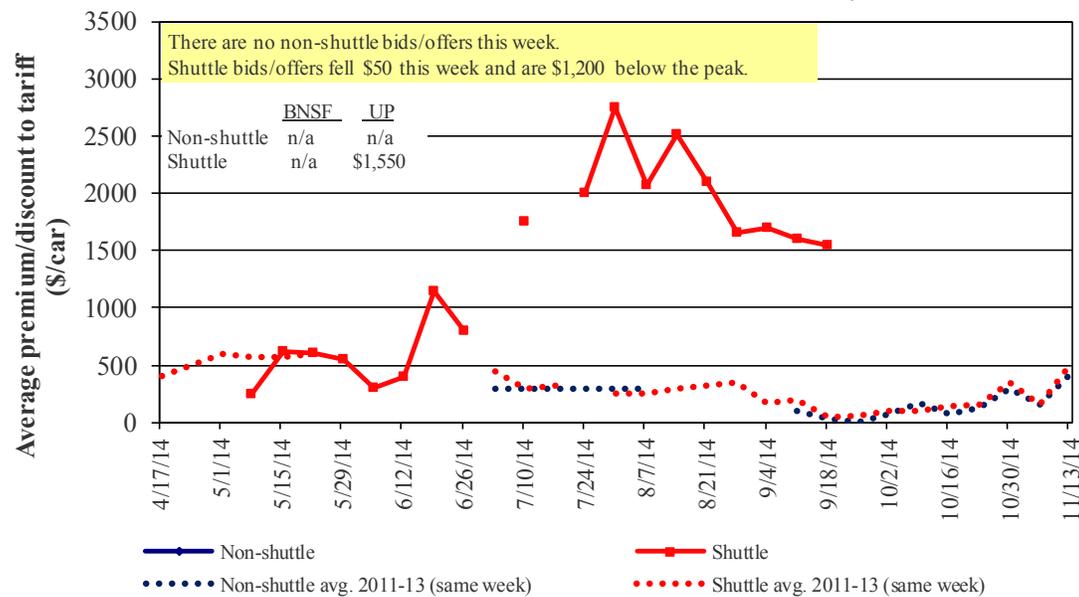


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

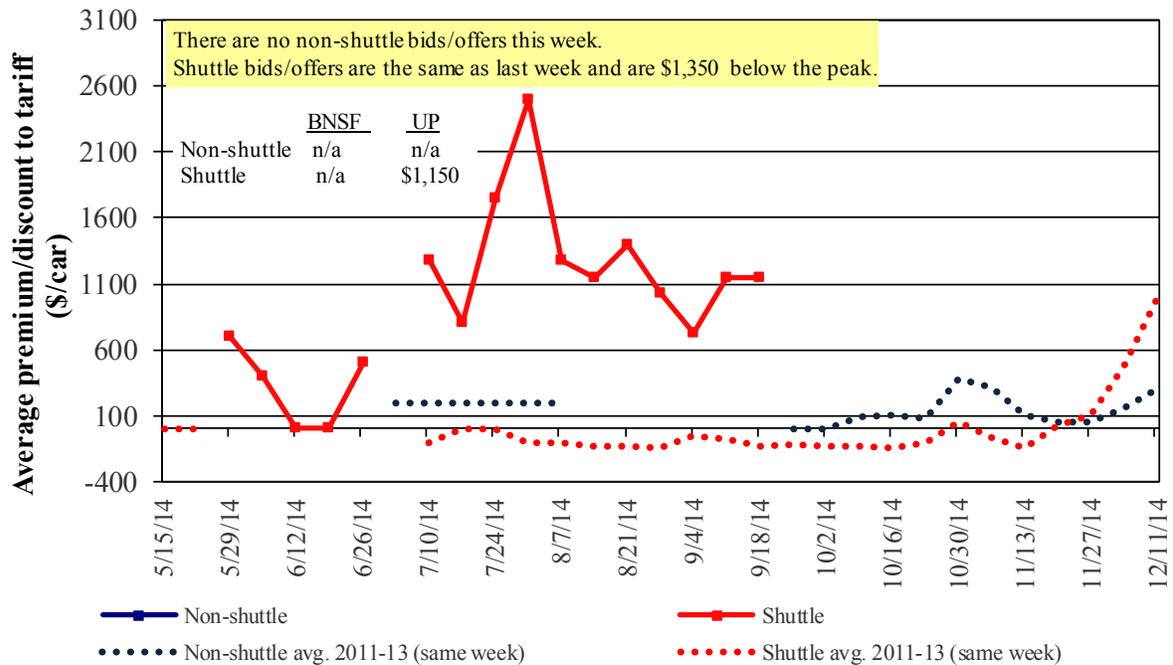


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Railcar Market (\$/car)¹

Week ending	Delivery period					
	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15
Non-shuttle						
BNSF-GF	n/a	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	n/a	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	4,100	n/a	n/a	n/a	n/a	n/a
Change from last week	100	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	3,250	n/a	n/a	n/a	n/a	n/a
UP-Pool	2,750	1,550	1,150	950	n/a	n/a
Change from last week	(500)	(50)	-	-	n/a	n/a
Change from same week 2013	2,375	1,300	1,213	n/a	n/a	n/a

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

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

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments¹

Effective date:			Tariff	Fuel	Tariff plus surcharge per:		Percent
9/1/2014	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushe ^l ²	change Y/Y ³
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,387	\$182	\$35.44	\$0.96	6
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$104	\$36.75	\$1.00	-3
	Wichita, KS	Los Angeles, CA	\$6,244	\$536	\$67.32	\$1.83	0
	Wichita, KS	New Orleans, LA	\$4,026	\$320	\$43.16	\$1.17	5
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$440	\$62.20	\$1.69	0
	Northwest KS	Galveston-Houston, TX	\$4,293	\$351	\$46.12	\$1.26	5
	Amarillo, TX	Los Angeles, CA	\$4,492	\$489	\$49.46	\$1.35	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,192	\$362	\$35.29	\$0.90	2
	Toledo, OH	Raleigh, NC	\$4,686	\$416	\$50.66	\$1.29	4
	Des Moines, IA	Davenport, IA	\$2,078	\$77	\$21.40	\$0.54	3
	Indianapolis, IN	Atlanta, GA	\$4,061	\$312	\$43.43	\$1.10	3
	Indianapolis, IN	Knoxville, TN	\$3,469	\$200	\$36.44	\$0.93	3
	Des Moines, IA	Little Rock, AR	\$3,218	\$225	\$34.19	\$0.87	2
	Des Moines, IA	Los Angeles, CA	\$5,215	\$656	\$58.30	\$1.48	3
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,559	\$395	\$39.26	\$1.07	3
	Toledo, OH	Huntsville, AL	\$3,687	\$295	\$39.55	\$1.08	3
	Indianapolis, IN	Raleigh, NC	\$4,756	\$419	\$51.39	\$1.40	4
	Indianapolis, IN	Huntsville, AL	\$3,379	\$200	\$35.54	\$0.97	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,748	\$362	\$40.82	\$1.11	4
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$308	\$39.58	\$1.08	0
	Wichita, KS	Galveston-Houston, TX	\$3,471	\$240	\$36.85	\$1.00	-8
	Chicago, IL	Albany, NY	\$3,950	\$390	\$43.10	\$1.17	5
	Grand Forks, ND	Portland, OR	\$5,159	\$532	\$56.51	\$1.54	0
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$554	\$65.92	\$1.79	0
	Northwest KS	Portland, OR	\$5,260	\$576	\$57.95	\$1.58	4
	Minneapolis, MN	Portland, OR	\$5,000	\$648	\$56.09	\$1.42	4
Corn	Sioux Falls, SD	Tacoma, WA	\$4,960	\$593	\$55.15	\$1.40	4
	Champaign-Urbana, IL	New Orleans, LA	\$3,011	\$362	\$33.50	\$0.85	2
	Lincoln, NE	Galveston-Houston, TX	\$3,510	\$346	\$38.29	\$0.97	5
	Des Moines, IA	Amarillo, TX	\$3,590	\$283	\$38.46	\$0.98	2
	Minneapolis, MN	Tacoma, WA	\$5,000	\$643	\$56.03	\$1.42	4
	Council Bluffs, IA	Stockton, CA	\$4,400	\$665	\$50.29	\$1.28	4
	Sioux Falls, SD	Tacoma, WA	\$5,520	\$593	\$60.71	\$1.65	3
Soybeans	Minneapolis, MN	Portland, OR	\$5,530	\$648	\$61.35	\$1.67	3
	Fargo, ND	Tacoma, WA	\$5,430	\$527	\$59.16	\$1.61	3
	Council Bluffs, IA	New Orleans, LA	\$4,175	\$418	\$45.61	\$1.24	5
	Toledo, OH	Huntsville, AL	\$2,862	\$295	\$31.35	\$0.85	4
	Grand Island, NE	Portland, OR	\$5,110	\$589	\$56.60	\$1.54	3

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 surcharge per car ²	Tariff plus surcharge per:		Percent change Y/Y ⁴
					metric ton ³	bushel ³	
Wheat	MT	Chihuahua, CI	\$6,460	\$563	\$71.76	\$1.95	1
	OK	Cuautitlan, EM	\$6,315	\$684	\$71.50	\$1.94	-5
	KS	Guadalajara, JA	\$6,899	\$660	\$77.24	\$2.10	-16
	TX	Salinas Victoria, NL	\$3,798	\$258	\$41.44	\$1.13	30
Corn	IA	Guadalajara, JA	\$7,974	\$777	\$89.41	\$2.27	3
	SD	Celaya, GJ	\$7,656	\$736	\$85.75	\$2.18	4
	NE	Queretaro, QA	\$7,353	\$690	\$82.18	\$2.09	3
	SD	Salinas Victoria, NL	\$5,880	\$560	\$65.80	\$1.67	3
	MO	Tlalnepantla, EM	\$6,712	\$670	\$75.43	\$1.91	2
	SD	Torreon, CU	\$6,722	\$617	\$74.98	\$1.90	3
Soybeans	MO	Bojay (Tula), HG	\$7,916	\$655	\$87.58	\$2.38	4
	NE	Guadalajara, JA	\$8,447	\$749	\$93.96	\$2.55	4
	IA	El Castillo, JA	\$8,855	\$732	\$97.95	\$2.66	3
	KS	Torreon, CU	\$6,864	\$465	\$74.88	\$2.04	3
Sorghum	TX	Guadalajara, JA	\$6,953	\$479	\$75.94	\$1.93	7
	NE	Celaya, GJ	\$7,212	\$669	\$80.51	\$2.04	3
	KS	Queretaro, QA	\$6,650	\$420	\$72.24	\$1.83	-2
	NE	Salinas Victoria, NL	\$5,368	\$492	\$59.87	\$1.52	-1
	NE	Torreon, CU	\$6,243	\$549	\$69.40	\$1.76	1

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

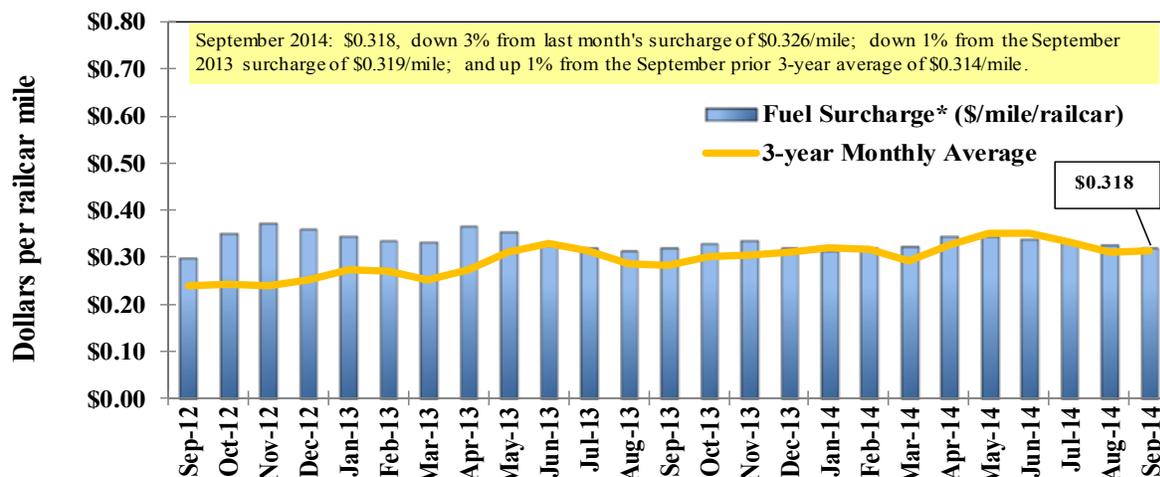
²Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

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

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

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average¹

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

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

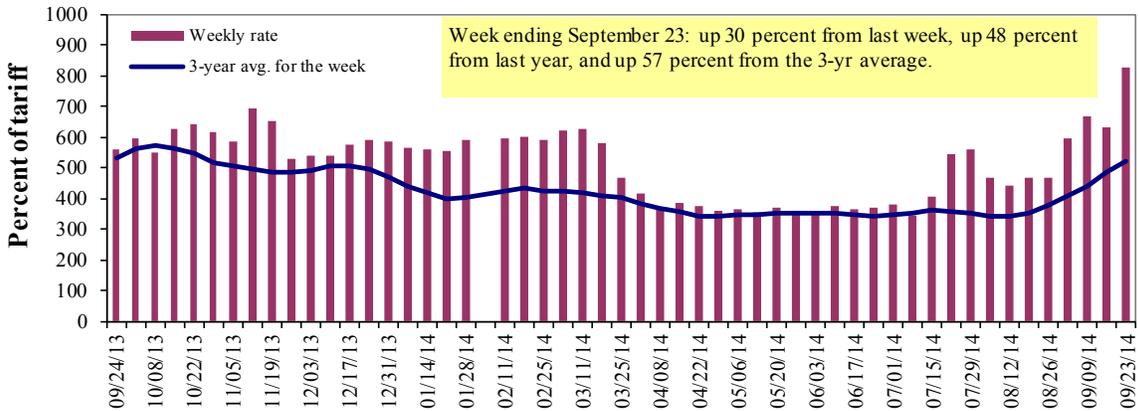
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate¹	9/23/2014	763	829	825	869	896	896	896
	9/16/2014	550	583	633	658	692	692	642
\$/ton	9/23/2014	47.23	44.10	38.28	34.67	42.02	36.20	28.13
	9/16/2014	34.05	31.02	29.37	26.25	32.45	27.96	20.16
Current week % change from the same week:								
	Last year	37	45	48	47	33	33	45
	3-year avg. ²	43	53	57	74	64	64	73
Rate¹	October	808	892	900	900	950	950	917
	December	-	-	650	538	617	617	517

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:

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

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

Figure 9

Benchmark tariff rates

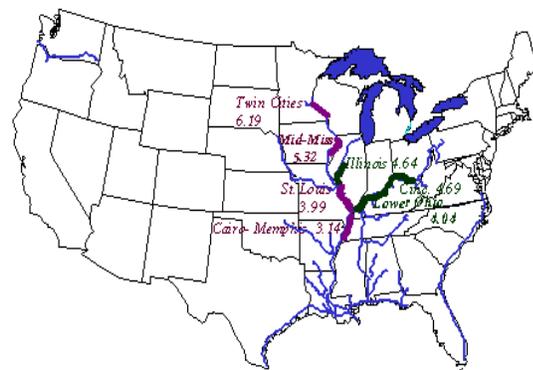
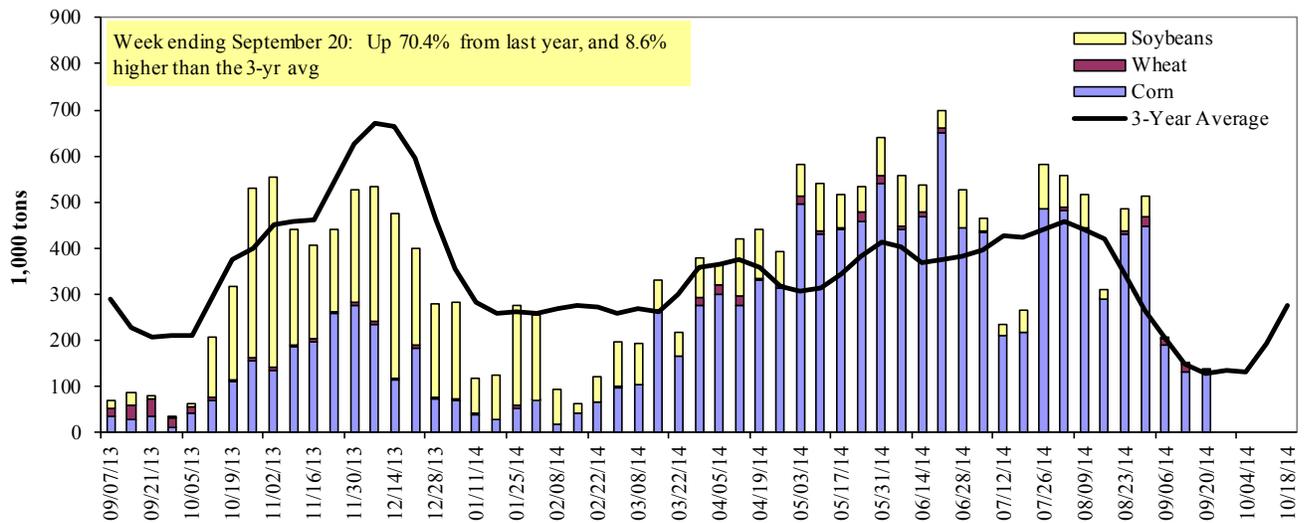


Figure 10

Barge Movements on the Mississippi River¹ (Locks 27 - Granite City, IL)



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

Week ending 9/20/2014	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	27	5	0	0	32
Winfield, MO (L25)	45	6	0	0	51
Alton, IL (L26)	97	6	0	0	103
Granite City, IL (L27)	130	6	2	0	138
Illinois River (L8)	21	0	0	0	21
Ohio River (L52)	112	0	5	7	125
Arkansas River (L1)	3	45	31	3	81
Weekly total - 2014	245	51	38	10	344
Weekly total - 2013	138	109	36	0	283
2014 YTD ¹	16,549	2,004	5,285	165	24,003
2013 YTD	5,558	3,712	4,641	143	14,054
2014 as % of 2013 YTD	298	54	114	115	171
Last 4 weeks as % of 2013 ²	370	54	98	952	179
Total 2013	9,504	4,111	10,065	255	23,935

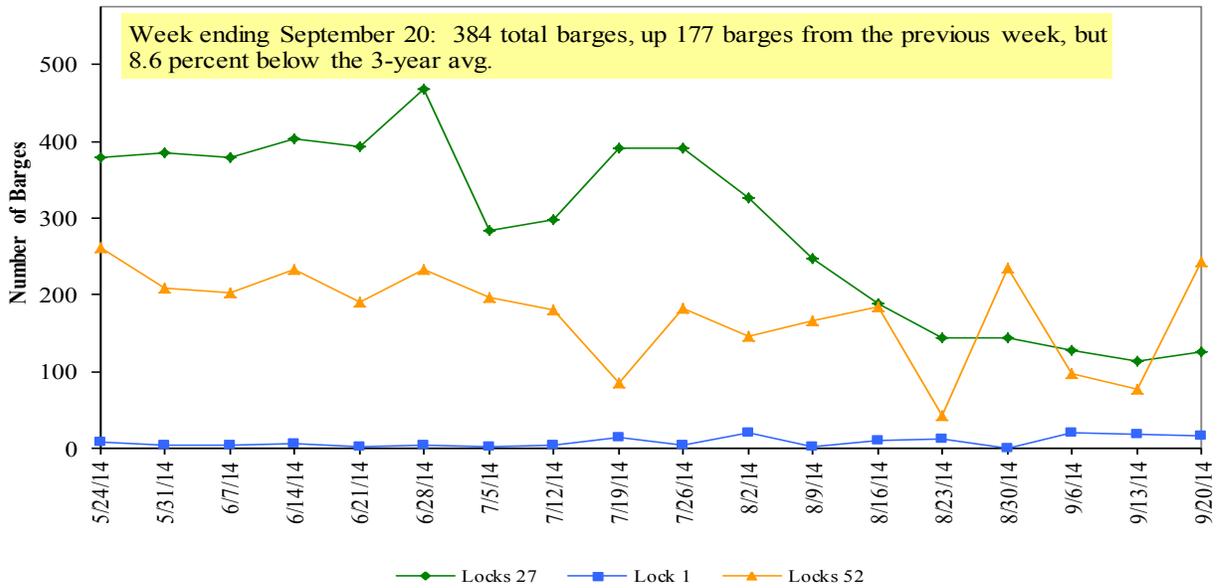
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

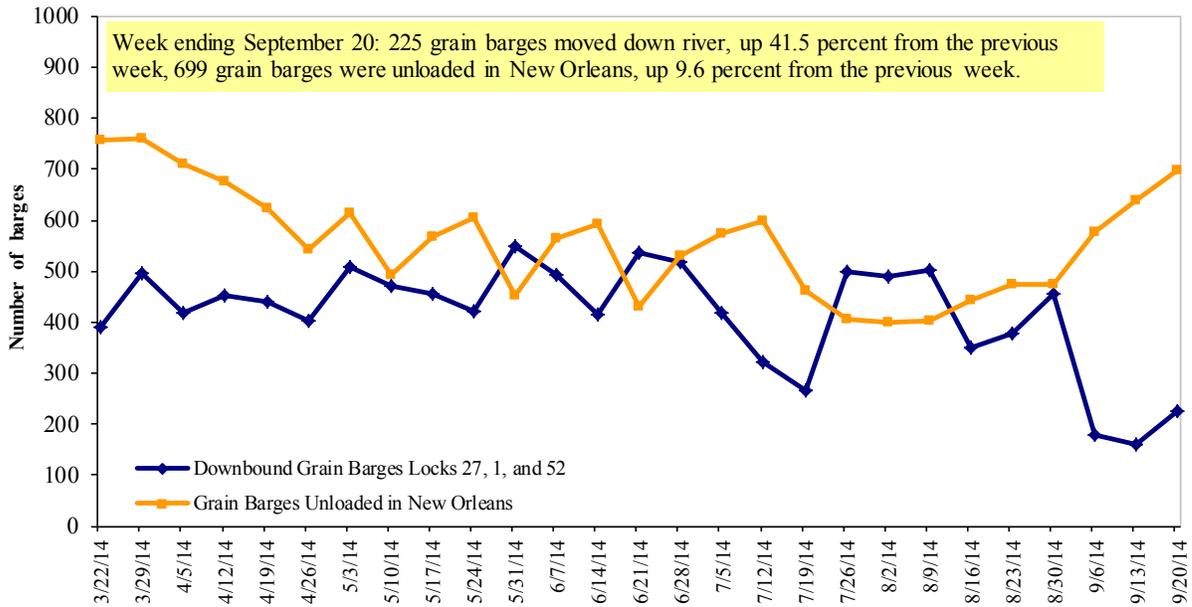
Source: U.S. Army Corps of Engineers

Figure 11
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12
Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices¹, Week Ending 9/22/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.804	-0.021	-0.152
	New England	3.886	-0.025	-0.185
	Central Atlantic	3.886	-0.019	-0.129
	Lower Atlantic	3.722	-0.022	-0.168
II	Midwest ²	3.713	-0.030	-0.216
III	Gulf Coast ³	3.696	-0.010	-0.166
IV	Rocky Mountain	3.841	-0.017	-0.102
V	West Coast	3.990	-0.029	-0.121
	West Coast less California	3.929	-0.038	-0.066
	California	4.041	-0.021	-0.168
Total	U.S.	3.778	-0.023	-0.171

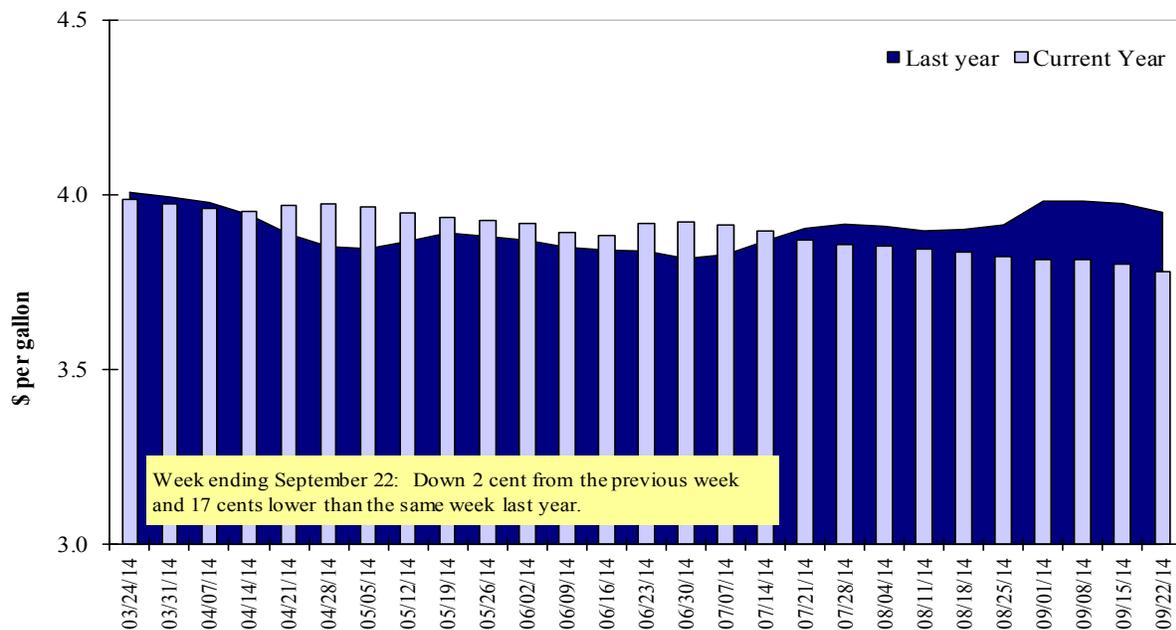
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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									
9/11/2014	1,385	982	1,696	765	68	4,896	11,621	25,188	41,705
This week year ago	1,649	2,057	1,292	932	93	6,022	12,531	22,745	41,298
Cumulative exports-marketing year²									
2014/15 YTD	2,465	1,375	2,261	1,276	167	7,545	1,418	277	9,240
2013/14 YTD	4,629	3,640	1,567	1,108	106	11,049	690	134	11,873
YTD 2014/15 as % of 2013/14	53	38	144	115	158	68	206	207	78
Last 4 wks as % of same period 2013/14	92	51	136	100	84	88	56	57	61
2013/14 Total	11,465	7,307	6,338	4,367	486	29,963	46,868	44,478	121,309
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293

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 09/11/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 3-year avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,478	1,975	25	10,079
Mexico	3,173	3,382	(6)	8,145
Korea	286	8	3,713	2,965
China	34	3,188	(99)	3,461
Taiwan	214	166	29	1,238
Top 5 Importers	6,184	8,719	(29)	25,887
Total US corn export sales	13,039	13,221	(1)	34,445
% of Projected	29%	27%		
Change from prior week	660	437		
Top 5 importers' share of U.S. corn export sales	47%	66%		75%
USDA forecast, September 2014	44,450	48,900	(9)	
Corn Use for Ethanol USDA forecast, September 2014	130,175	130,175	0	

(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 Ranking Reports - <http://apps.fas.usda.gov/export-sales/myrkaug.htm>; 3-yr average

Table 14

Top 5 Importers¹ of U.S. Soybeans

Week Ending 09/11/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg. 2011-13
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	13,882	15,034	(8)	24,211
Mexico	936	702	33	2,971
Indonesia	550	273	101	1,895
Japan	467	404	16	1,750
Taiwan	492	418	18	1,055
Top 5 importers	16,328	16,831	(3)	31,882
Total US soybean export sales	25,465	22,880	11	39,169
% of Projected	55%	51%		
Change from prior week	1,466	923		
Top 5 importers' share of U.S. soybean export sales	64%	74%		81%
USDA forecast, September 2014	46,270	44,770	3	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
<http://www.fas.usda.gov/esrquery/>³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

Week Ending 09/11/2014	Total Commitments ²		% change current MY from last MY	Exports ³ 3-yr avg 2011-2013
	2014/15 Current MY	2013/14 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	1,384	1,236	12	3,243
Mexico	1,475	1,681	(12)	3,066
Nigeria	1,260	1,291	(2)	2,960
Philippines	978	823	19	2,006
China	201	3,762	(95)	1,830
Brazil	1,220	2,390	(49)	1,617
Korea	725	523	39	1,552
Taiwan	518	365	42	969
Indonesia	295	345	(15)	813
Colombia	315	428	(27)	610
Top 10 importers	8,372	12,844	(35)	18,665
Total US wheat export sales	12,440	17,071	(27)	27,696
% of Projected	51%	53%		
Change from prior week	314	704		
Top 10 importers' share of U.S. wheat export sales	67%	75%		67%
USDA forecast, September 2014	24,490	32,010	(23)	

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
<http://www.fas.usda.gov/esrquery/>³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

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

Port regions	Week ending 09/18/14	Previous Week ¹	Current Week as % of Previous	2014 YTD ¹	2013 YTD ¹	2014 YTD as % of 2013 YTD	Last 4-weeks as % of		Total ¹ 2013
							2013	3-yr. avg.	
Pacific Northwest									
Wheat	242	371	65	9,594	8,794	109	82	88	11,585
Corn	93	66	141	7,168	1,376	521	3,961	386	2,973
Soybeans	0	0	n/a	4,507	3,770	120	0	0	9,090
Total	335	437	77	21,269	13,941	153	116	109	23,647
Mississippi Gulf									
Wheat	78	76	103	3,741	7,926	47	27	54	9,711
Corn	620	472	131	23,843	8,615	277	174	152	14,828
Soybeans	469	249	188	11,533	8,276	139	164	114	21,462
Total	1,167	797	146	39,117	24,817	158	110	119	46,002
Texas Gulf									
Wheat	118	117	101	4,984	7,024	71	53	72	9,039
Corn	32	0	n/a	486	163	298	1,593	4,549	255
Soybeans	7	0	n/a	265	122	217	n/a	0	908
Total	157	117	135	5,734	7,309	78	62	84	10,203
Interior									
Wheat	44	46	96	1,069	835	128	207	163	1,244
Corn	159	115	138	4,276	2,016	212	61	173	3,943
Soybeans	16	17	94	2,356	1,855	127	227	52	3,212
Total	220	179	123	7,701	4,706	164	122	140	8,399
Great Lakes									
Wheat	0	50	0	422	591	71	107	93	884
Corn	15	19	77	209	0	n/a	n/a	354	0
Soybeans	0	0	n/a	51	22	229	n/a	0	699
Total	15	69	21	681	613	111	162	123	1,583
Atlantic									
Wheat	51	36	143	460	607	76	128	237	645
Corn	37	62	59	673	22	n/a	655	888	242
Soybeans	1	1	n/a	1,001	698	143	54	21	1,652
Total	89	98	91	2,134	1,327	161	207	315	2,540
U.S. total from ports²									
Wheat	534	696	77	20,270	25,776	79	61	82	33,108
Corn	955	734	130	36,654	12,192	301	227	184	22,241
Soybeans	494	267	185	19,712	14,745	134	159	93	37,024
Total	1,982	1,697	117	76,636	52,713	145	111	117	92,373

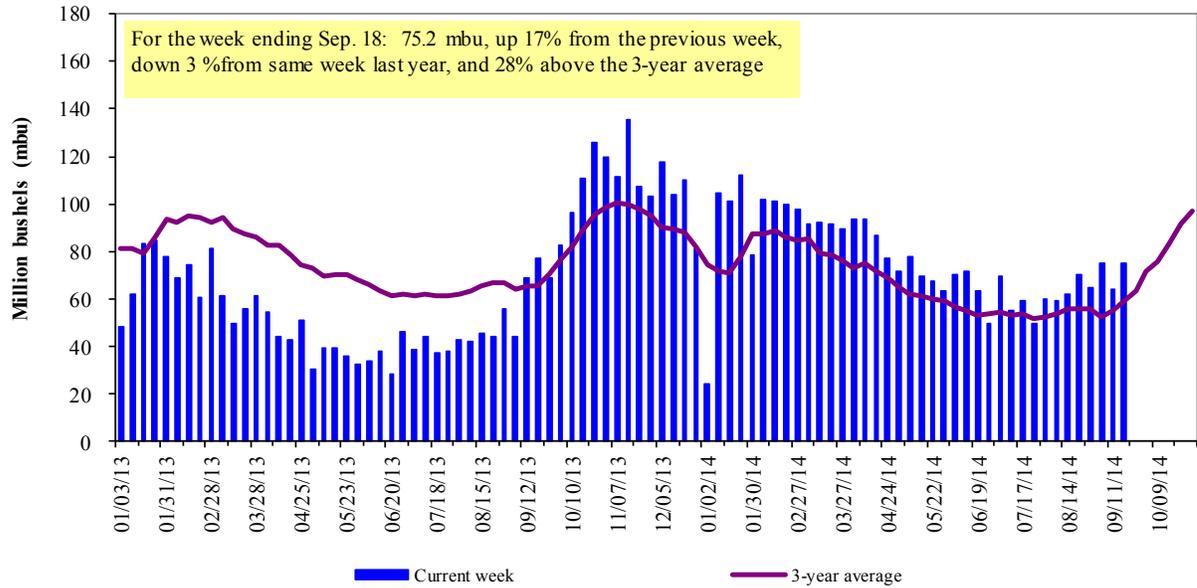
¹Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 61 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2013.

Figure 14

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

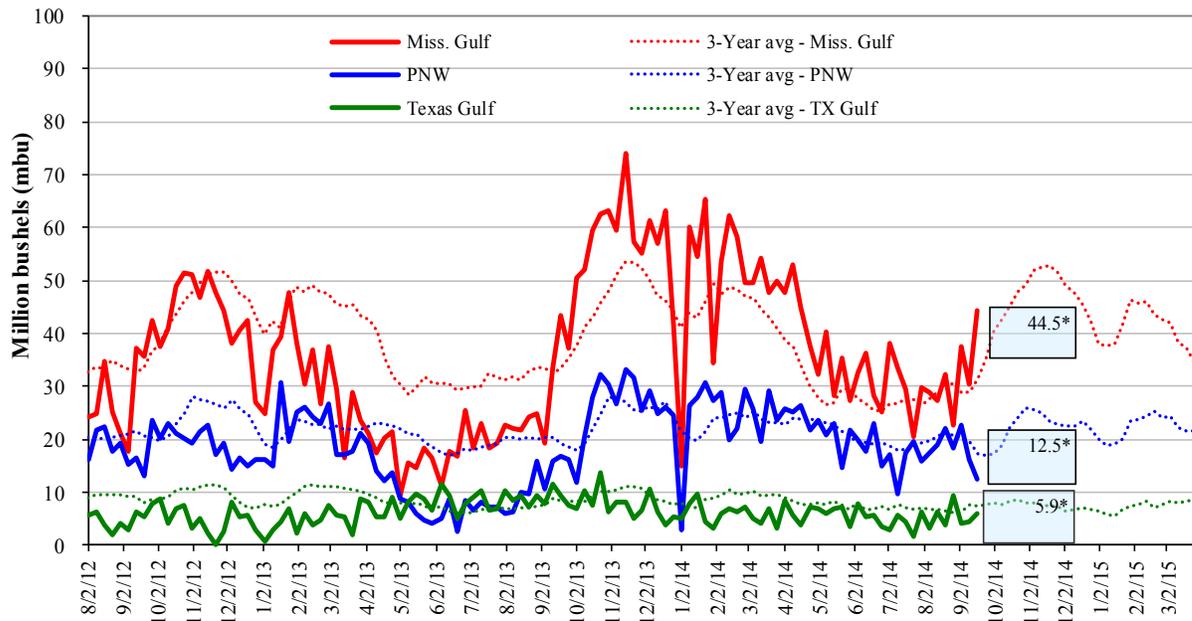


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

Sep 18: % change from:	MSGulf	TX_Gulf	U.S. Gulf	PNW
Last week	up 46	up 37	up 45	down 23
Last year (same week)	up 3	down 38	down 5	down 26
3-yr avg (4-wk mov. avg)	up 58	down 16	up 43	down 17

Ocean Transportation

Table 17

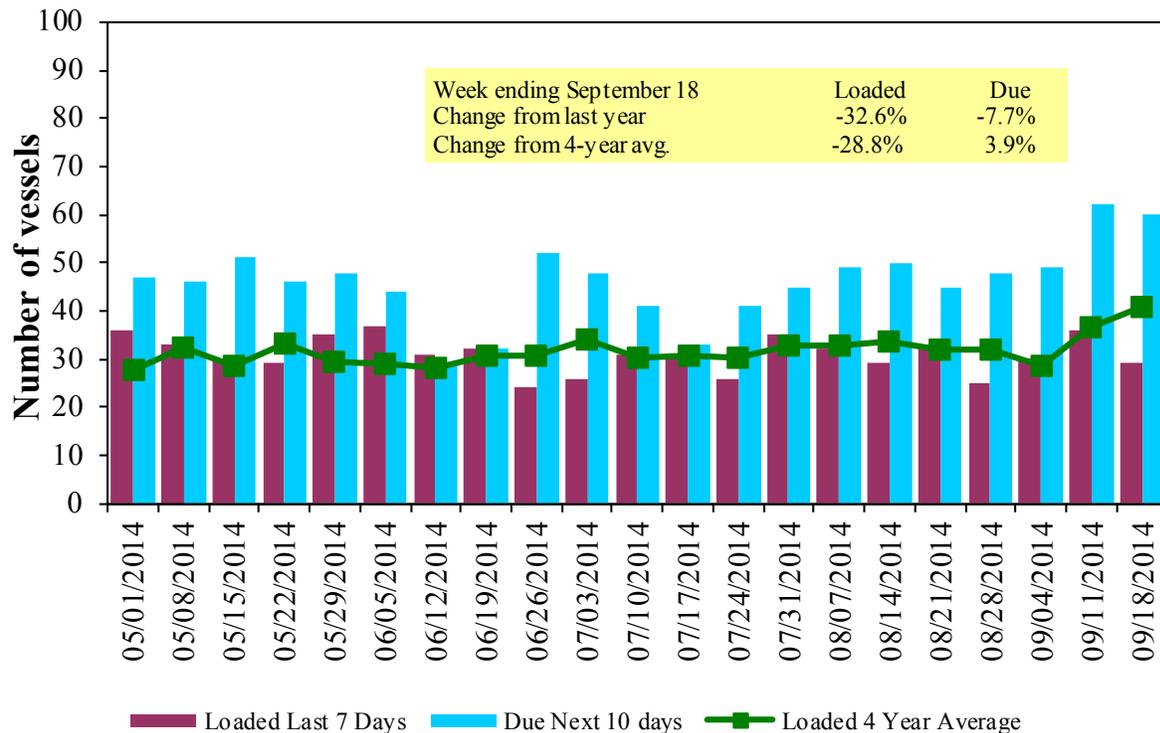
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
9/18/2014	33	29	60	11	n/a
9/11/2014	20	36	62	9	n/a
2013 range	(16..60)	(20..56)	(31..81)	(0..24)	n/a
2013 avg.	32	33	51	12	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf¹ Vessel Loading Activity

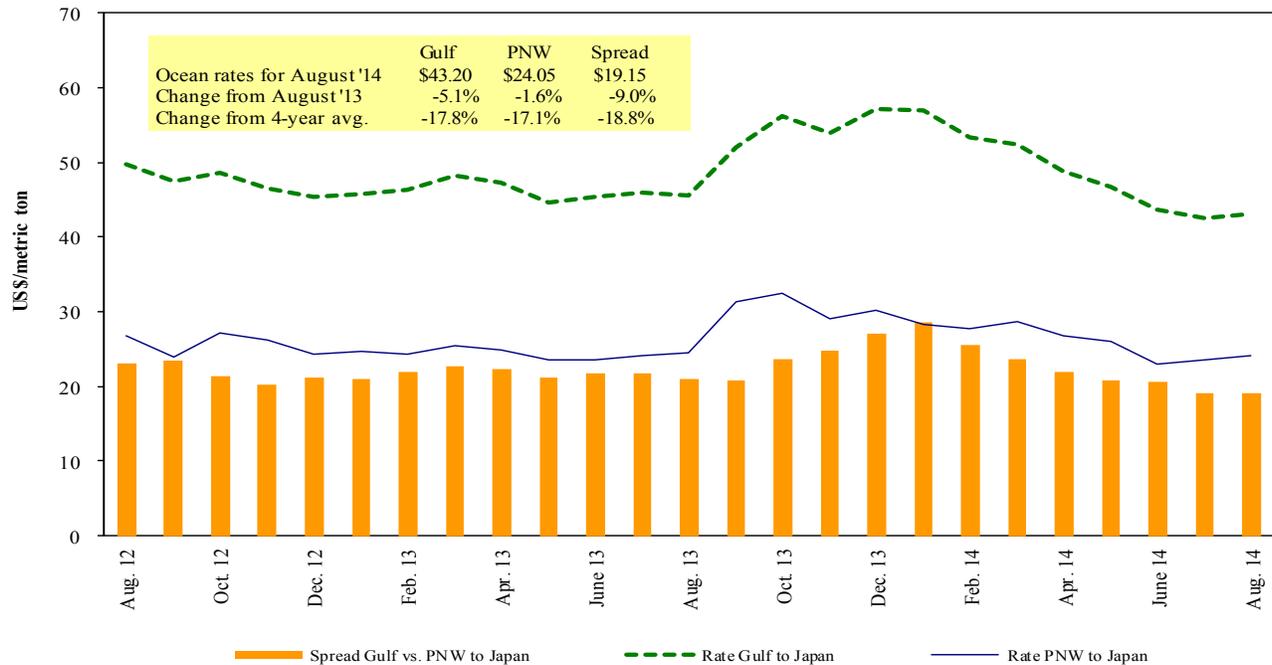


Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 17

Grain Vessel Rates, U.S. to Japan



Data Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 09/20/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Oct 10/20	60,000	45.00
U.S. Gulf	China	Heavy Grain	Oct 1/10	57,000	45.50
U.S. Gulf	China	Heavy Grain	Oct 1/10	60,000	45.50
U.S. Gulf	China	Heavy Grain	Sep 20/ Oct 10	55,000	45.25
U.S. Gulf	Djibouti ¹	Sorghum	Sep 10/24	24,000	106.41
U.S. Gulf	Mexico	Heavy Grain	Aug 2/6	33,000	11.25
PNW	China	Heavy Grain	Nov 1/30	60,000	26.50
PNW	Philippines	Grain	Aug 1/15	65,000	22.50
Brazil	China	Heavy Grain	Sep 1/10	60,000	34.00
Brazil	China	Grain	Aug 20/30	60,000	31.50
Brazil	China	Grain	Aug 10/31	60,000	33.25
Brazil	China	Grain	Aug 1/30	65,000	35.50
Germany	Iran	Wheat	Aug 20/Sep 8	65,000	35.00
River Plate	China	Heavy Grain	Aug 1/31	60,000	44.50
River Plate	Philippines	Soybeanmeal	Sep 20/27	40,000	40.00

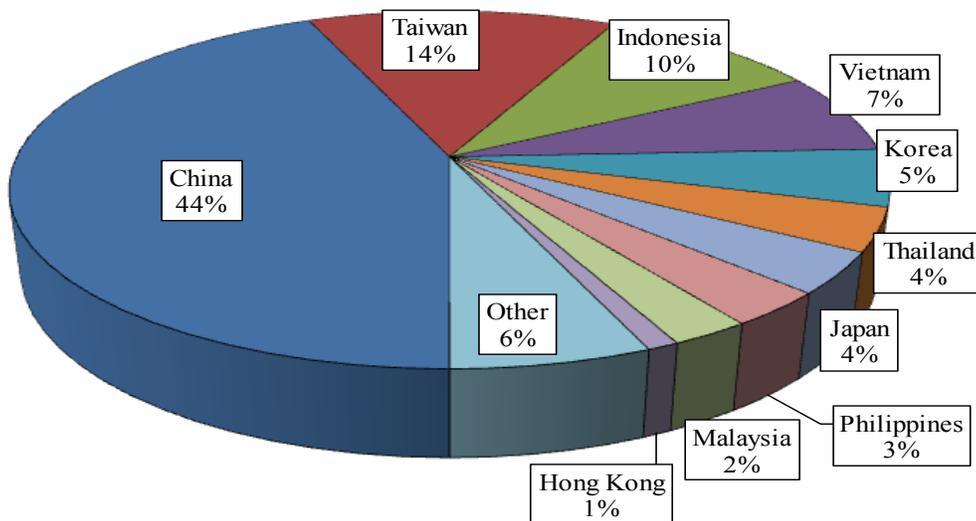
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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.

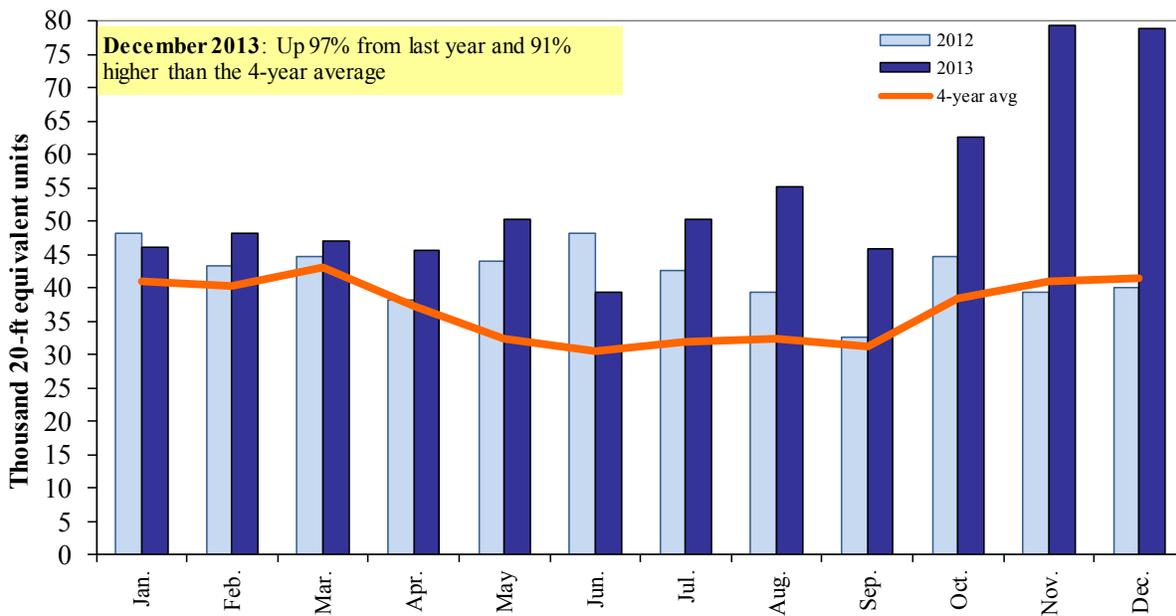
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, 2013



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

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

Figure 19
Monthly Shipments of Containerized Grain to Asia



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

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

Contacts and Links

Coordinators

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

Weekly Highlight Editors

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

Grain Transportation Indicators

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

Rail Transportation

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

Barge Transportation

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

Truck Transportation

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

Grain Exports

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

Ocean Transportation

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

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

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. September 25, 2014. Web: <http://dx.doi.org/10.9752/TS056.09-25-2014>

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