



# Grain Transportation Report

A weekly publication of the  
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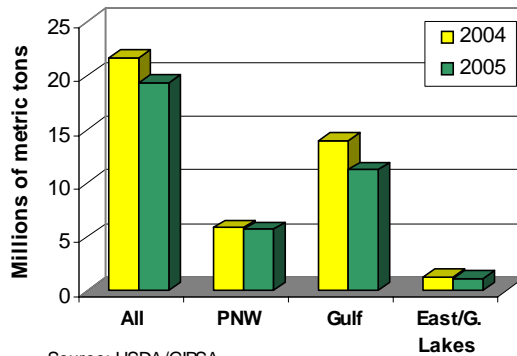
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The next  
release is  
Nov. 24, '05

**Third Quarter Total Grain Inspections Down, Soybean Inspections Up** Third quarter grain (wheat, corn, soybeans) inspected for export from all U.S. ports totaled 19.39 million metric tons, an 11 percent decrease from last year (see figure below). Inspections dropped 5 percent below second quarter 2005 and 16 percent below the 5-year average. Total grain inspections normally increase from the second to the third quarter, according to the Grain Inspection, Packers and Stockyards Administration (GIPSA). However, this year's large drop in third quarter total grain inspections was due mainly to hurricane Katrina, which hit the Mississippi Gulf region in late August. Hurricane Rita also touched down in the Texas Gulf in September, but export inspections in that area did not drop significantly. Total grain inspections in the U.S. Gulf area have improved since the hurricanes hit.

Third Quarter Grain Inspections By Ports



Source: USDA/GIPSA

Due to a significant decrease in corn and wheat inspections, total third quarter Gulf grain inspections dropped 14 percent from last year at 12.04 million metric tons. Third quarter total grain inspections in the Pacific Northwest (PNW) dropped 2 percent compared to last year at 5.70 million metric tons, due mainly to a decrease in wheat inspections. Third quarter PNW inspections, however, were 30 percent above the 5-year average. Total third quarter grain inspections in the East/Great Lakes export regions totaled 1.14 million metric tons, an 8 percent decrease from last year.

Total third quarter soybean inspections at all U.S. ports increased 7 percent from last year because of higher demand. Due to increased demand from Asia, third quarter PNW soybean inspections rose 395 percent over last year, at 307,000 metric tons. Last year, third quarter soybean inspections reached only 62,000 metric tons. U.S. Gulf soybean inspections decreased 17 percent compared to last year due to transportation problems on the Mississippi River and slower demand.

Overall, third quarter corn inspections decreased 10 percent from last year. Third quarter corn inspections in the PNW increased 14 percent over last year primarily as a result of a 21 percent decrease in the Gulf due in part to the hurricanes. According to the Foreign Agricultural Service (FAS), total U.S. corn exports are expected to rebound due to reduced competition from Argentina and China.

Total third quarter wheat inspections at all ports dropped 15 percent from last year. According to FAS, the large decrease in third quarter wheat inspections could be due to increasing global competition and decreased exports to China.

Total year-to-date (YTD) (Jan. – Sept.) grain exports (wheat, corn, soybeans) to Japan decreased slightly from last year, while exports to Mexico increased 12 percent, due mainly to increased demand for soybeans, reports FAS. Although total YTD grain exports to China decreased 6 percent, soybean exports to China increased 57 percent. YTD wheat exports to Japan and China decreased, but wheat exports to Mexico increased slightly from last year. [Johnny.Hill@usda.gov](mailto:Johnny.Hill@usda.gov)

# Grain Transportation Indicators

**Table 1--Grain transport cost indicators\***

Week ending	Truck	Rail**	Barge	Ocean	
				Gulf	Pacific
11/16/05	175	423	208	203	169
<b>Compared with last week</b>	↓	↓	↑	unchanged	

\*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car); barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

\*\*The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.

Source: Transportation & Marketing Programs/AMS/USDA

**Table 2--Market update: U.S. origins to export position price spreads (\$/bushel)**

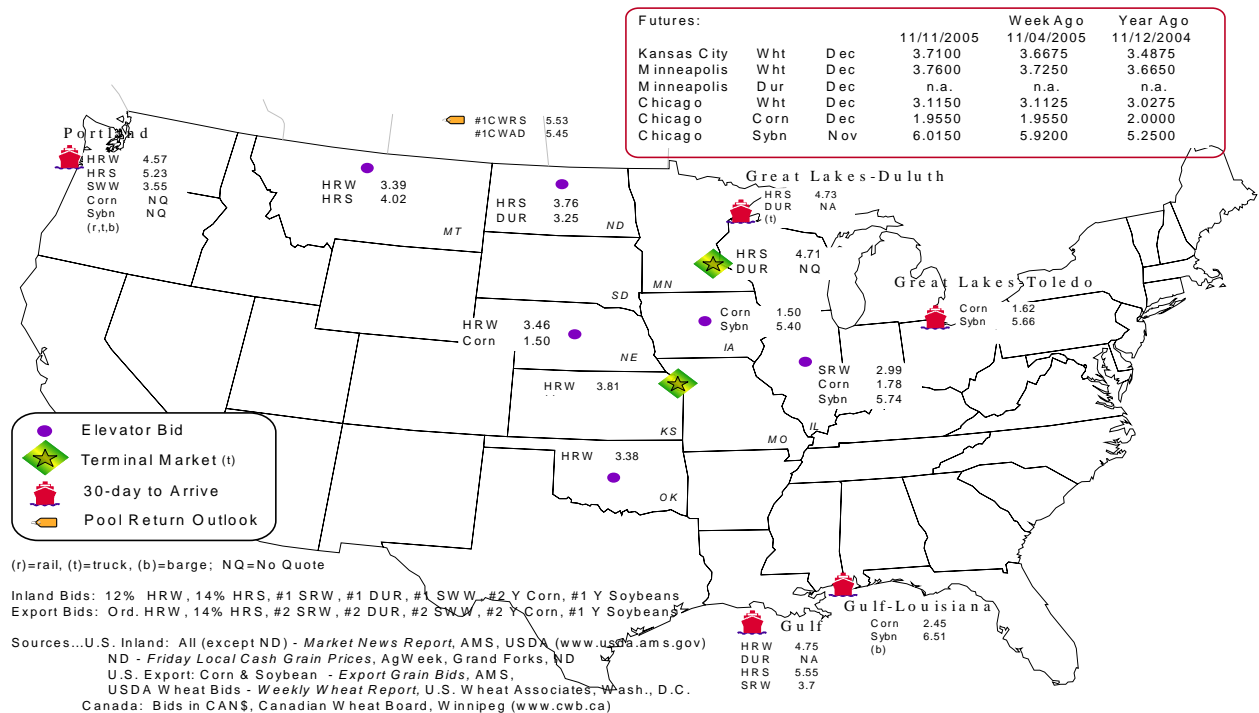
Commodity	Origin--destination	11/11/2005	11/4/2005
Corn	IL--Gulf	-0.67	-0.71
Corn	NE--Gulf	-0.95	-0.93
Soybean	IA--Gulf	-1.11	-0.95
HRW	KS--Gulf	-0.94	-0.92
HRS	ND--Portland	-1.47	-1.47

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)\***

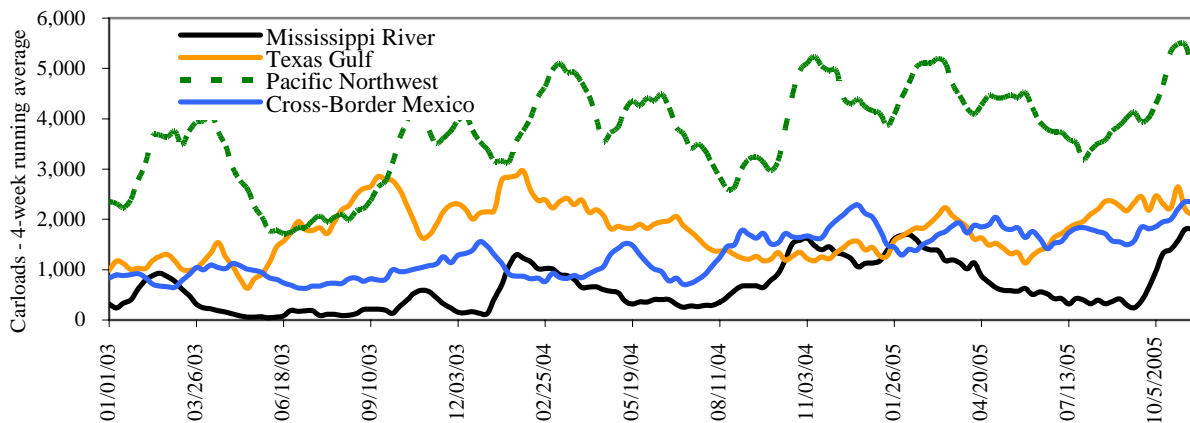
Week ending	Mississippi Gulf***	Texas Gulf	Cross-Border	Pacific	Atlantic &	Total
			Mexico	Northwest	East Gulf	
11/09/2005 <sup>P</sup>	1,702	1,921	2,242	4,028	597	10,490
11/02/2005 <sup>r</sup>	2,165	1,497	2,362	4,969	634	11,627
2005 YTD	41,927	84,717	79,423	193,753	12,589	412,409
2004 YTD	34,534	81,970	53,552	178,837	7,740	356,633
2005 as % of 2004	121	103	148	108	163	116
Total 2004	43,102	92,073	67,992	209,625	10,986	423,778
Total 2003**	n/a	88,194	48,805	157,125	20,509	n/a

(\* Incomplete Data; as of 9/22/04, Cross-Border movements included; (\*\* Excludes 53rd week; (\*\*\*) Mississippi Gulf data back to January, 2004 from several new sources has been added; YTD= year-to-date; p=preliminary data; r = revised data

Source: Transportation & Marketing Programs/AMS/USDA

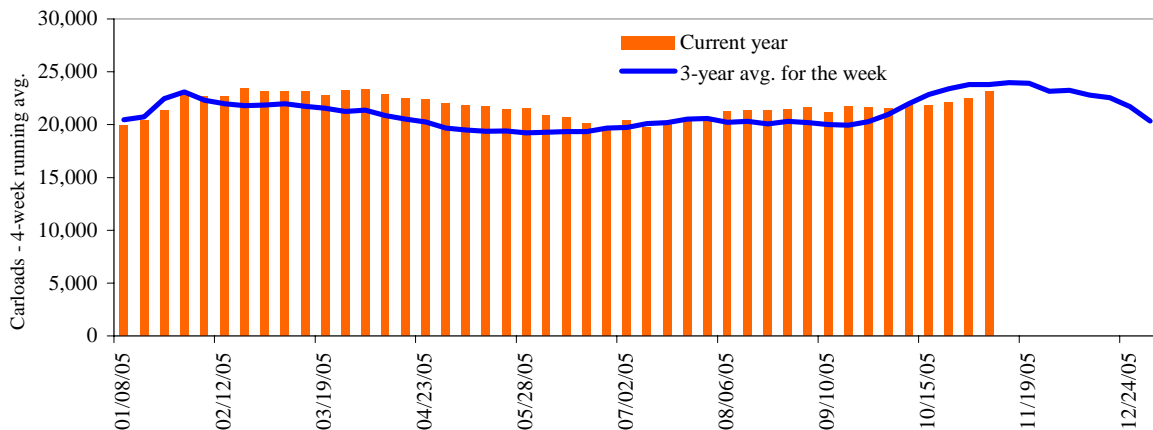
Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2  
**Rail deliveries to port**



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3  
**Total weekly U.S. grain car loadings for Class I railroads**



**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
11/05/05	3,284	3,426	10,591	465	6,600	24,366	5,333	4,640
This week last year	3,167	4,054	10,072	542	5,312	23,147	4,550	5,196
2005 YTD	128,719	142,580	402,692	24,108	265,168	963,267	187,355	177,698
2004 YTD	120,709	143,516	385,891	23,561	281,735	955,412	198,984	174,988
2005 as % of 2004	107	99	104	102	94	101	94	102
Total 2004	142,206	169,650	458,587	27,618	327,510	1,125,571	237,664	210,060

Source: Association of American Railroads (www.aar.org); YTD = year-to-date

**Table 5--Rail car auction offerings\*, week ending 11/12/05 (\$/car)\*\***

Delivery for:	Dec-05	Jan-06	Feb-06
BNSF <sup>1</sup>			
COT/N. grain	\$67	no offer	\$42
COT/S. grain	no offer	no offer	\$269
UP <sup>2</sup>			
GCAS/Region 1	no offer	no offer	no offer
GCAS/Region 2	no offer	no offer	no offer

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

\*\*Average premium/discount to tariff, last auction

<sup>1</sup>BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

<sup>2</sup>UP - GCAS = Grain Car Allocation System

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

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

Source: Transportation & Marketing Programs/AMS/USDA

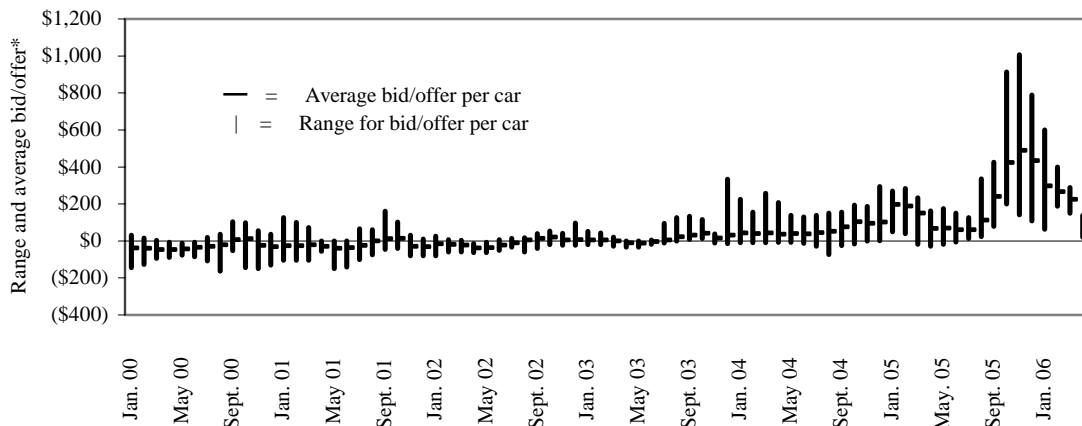
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Rail service may be ordered directly from the railroad via **auction** for guaranteed service, or via tariff for nonguaranteed service, or through the secondary railcar market.

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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  
**Secondary rail car market, delivery month-year**



\*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

**Average bid/offer** is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

**Range for bid/offer** shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

**Table 6--Weekly secondary rail car market, week ending 11/12/05 (\$/car)\***

	Delivery period			
	Dec-05	Jan-06	Feb-06	Mar-06
BNSF-GF	\$300	\$313	\$225	\$175
Change from last week	-\$33	-\$12	-\$100	-\$63
UP-Pool	\$356	\$350	\$250	\$200
Change from last week	\$6	\$25	\$0	\$0

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

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

Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

**Table 7--Tariff rail rates for unit and shuttle train shipments\***

<b>Effective date:</b>					
11/7/2005	<b>Origin Region</b>	<b>Destination Region</b>	<b>Rate/car</b>	<b>Rate/metric ton</b>	<b>Rate/bushel**</b>
<b><u>Unit train*</u></b>					
Wheat	Chicago, IL	Albany, NY	\$1,861	\$20.51	\$0.56
	Kansas City, MO	Galveston, TX	\$2,020	\$22.27	\$0.61
	South Central, KS	Galveston, TX	\$2,450	\$27.01	\$0.74
	Minneapolis, MN	Houston, TX	\$2,420	\$26.68	\$0.73
	St. Louis, MO	Houston, TX	\$2,360	\$26.01	\$0.71
	South Central, ND	Houston, TX	\$4,117	\$45.38	\$1.24
	Minneapolis, MN	Portland, OR	\$3,848	\$42.42	\$1.15
	South Central, ND	Portland, OR	\$3,841	\$42.34	\$1.15
	Northwest, KS	Portland, OR	\$4,490	\$49.49	\$1.35
	Chicago, IL	Richmond, VA	\$2,161	\$23.82	\$0.65
Corn	Chicago, IL	Baton Rouge, LA	\$2,610	\$28.77	\$0.73
	Council Bluffs, IA	Baton Rouge, LA	\$2,471	\$27.24	\$0.69
	Kansas City, MO	Dalhart, TX	\$1,965	\$21.66	\$0.55
	Minneapolis, MN	Portland, OR	\$3,130	\$34.50	\$0.88
	Evansville, IN	Raleigh, NC	\$1,961	\$21.62	\$0.55
	Columbus, OH	Raleigh, NC	\$1,850	\$20.39	\$0.52
	Council Bluffs, IA	Stockton, CA	\$3,606	\$39.75	\$1.01
Soybeans	Chicago, IL	Baton Rouge, LA	\$2,655	\$29.27	\$0.80
	Council Bluffs, IA	Baton Rouge, LA	\$2,515	\$27.72	\$0.75
	Minneapolis, MN	Portland, OR	\$3,610	\$39.79	\$1.08
	Evansville, IN	Raleigh, NC	\$1,961	\$21.62	\$0.59
	Chicago, IL	Raleigh, NC	\$2,561	\$28.23	\$0.77
<b><u>Shuttle Train*</u></b>					
Wheat	St. Louis, MO	Houston, TX	\$1,820	\$20.06	\$0.55
	Minneapolis, MN	Portland, OR	\$3,648	\$40.21	\$1.09
Corn	Fremont, NE	Houston, TX	\$2,304	\$25.40	\$0.65
	Minneapolis, MN	Portland, OR	\$3,024	\$33.33	\$0.85
Soybeans	Council Bluffs, IA	Houston, TX	\$2,412	\$26.59	\$0.72
	Minneapolis, MN	Portland, OR	\$3,170	\$34.94	\$0.95

\*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

\*\*Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

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

**Table 8--Tariff rail rates for U.S. bulk grain shipments to Mexico, 2005**

Effective date: 11/07/05

Commodity	Origin State	Border crossing region	Train size	Rate <sup>1</sup>	Rate/metric ton	Rate/bushel**
Wheat	KS	Brownsville, TX	Shuttle	\$2,851	\$29.13	\$0.79
	ND	Eagle Pass, TX	Unit	\$4,004	\$40.91	\$1.11
	OK	El Paso, TX	Shuttle	\$2,264	\$23.13	\$0.63
	OK	El Paso, TX	Unit	\$2,432	\$24.85	\$0.68
	AR	Laredo, TX	Unit	\$2,383	\$24.35	\$0.66
	IL	Laredo, TX	Unit	\$3,188	\$32.57	\$0.89
	MT	Laredo, TX	Shuttle	\$4,298*	\$43.92	\$1.19
	TX	Laredo, TX	Shuttle	\$2,165	\$22.12	\$0.60
	MO	Laredo, TX	Shuttle	\$2,731	\$27.90	\$0.76
	WI	Laredo, TX	Unit	\$3,405	\$34.79	\$0.95
Corn	NE	Brownsville, TX	Shuttle	\$3,214	\$32.84	\$0.83
	NE	Brownsville, TX	Unit	\$3,645*	\$37.24	\$0.95
	IA	Eagle Pass, TX	Unit	\$3,444	\$35.19	\$0.89
	MO	Eagle Pass, TX	Shuttle	\$3,040*	\$31.06	\$0.79
	NE	Eagle Pass, TX	Shuttle	\$3,440*	\$35.15	\$0.89
	IA	Laredo, TX	Shuttle	\$3,367	\$34.40	\$0.87
Soybean	IA	Brownsville, TX	Shuttle	\$2,989	\$30.54	\$0.83
	MN	Brownsville, TX	Shuttle	\$3,031	\$30.97	\$0.84
	NE	Brownsville, TX	Shuttle	\$2,798	\$28.59	\$0.78
	NE	Eagle Pass, TX	Shuttle	\$2,874	\$29.37	\$0.80
	IA	Laredo, TX	Unit	\$3,028	\$30.94	\$0.84

A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

<sup>1</sup>Rates are based upon published tariff rates for high-capacity rail cars.

\*High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

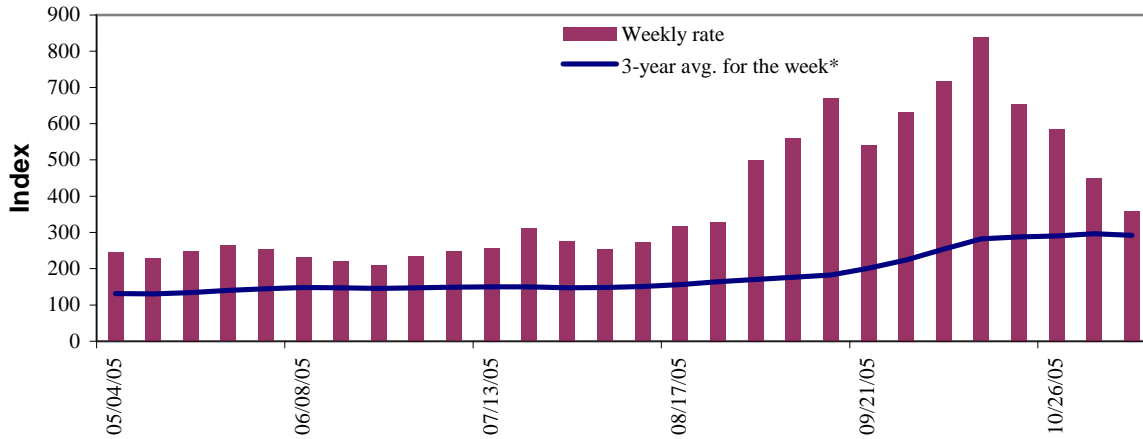
\*\*Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

# Barge Transportation

Figure 5

## Illinois River barge rate index - quotes



Note: Index = percent of tariff rate; \*4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market bids** are indicators of grain transport supply and demand.

**Table 9--Barge rate quotes: southbound barge freight**

Location	11/9/2005	11/02/2005*	Dec. '05	Feb. '06
Twin Cities	415	520	n/a	n/a
Mid-Mississippi	359	504	n/a	n/a
Illinois River	359	450	359	352
St. Louis	278	383	296	294
Lower Ohio	386	430	341	338
Cairo-Memphis	266	348	276	281

Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

\*Revised data

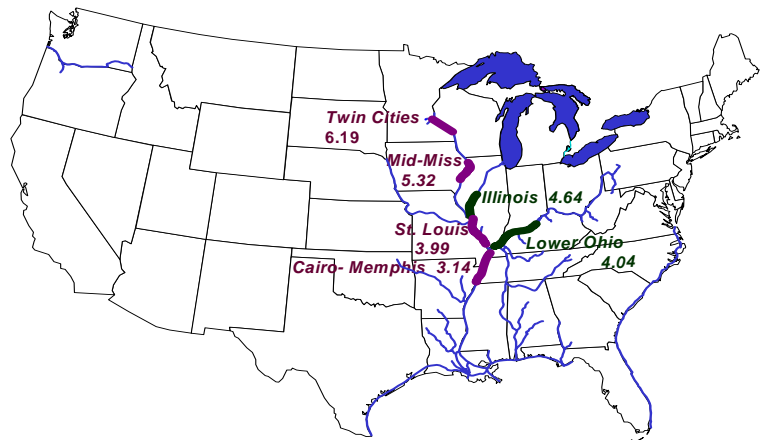
Figure 6

## Benchmark tariff rates

### 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 6).

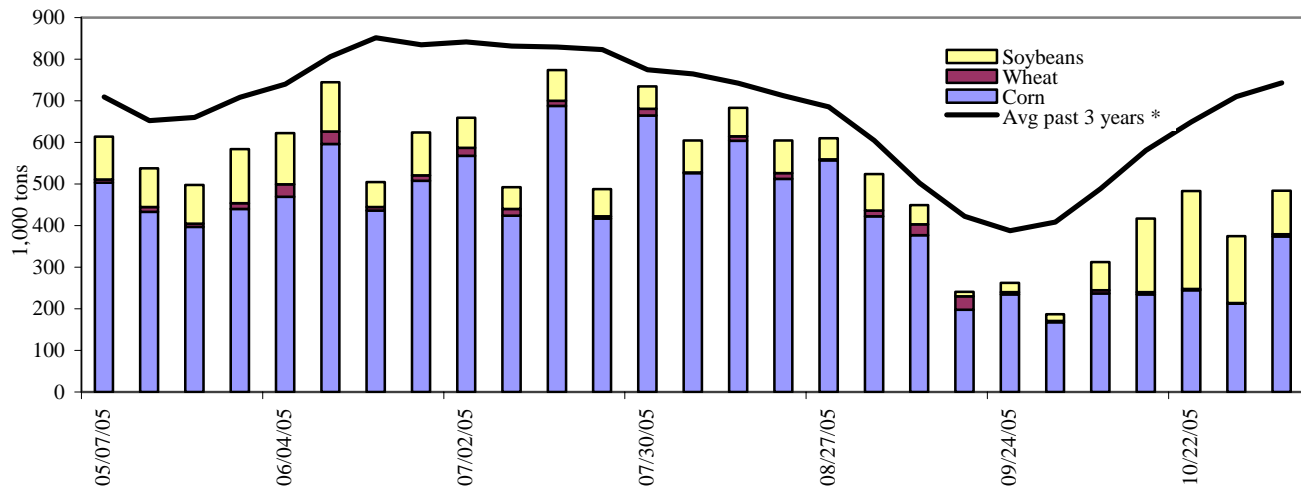


**Note:** The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8).



Figure 7

**Barge movements on the Mississippi River (Locks 27 - Granite City, IL)**



\* 4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

**Table 10--Barge grain movements (1,000 tons)**

Week ending 11/5/2005	Corn	Wheat	Soybean	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	191	0	91	0	282
Winfield, MO (L25)	220	3	80	2	305
Alton, IL (L26)	388	5	110	2	505
Granite City, IL (L27)	374	5	105	2	486
<b>Illinois River (L8)</b>	117	2	21	0	140
<b>Ohio River (L52)</b>	73	2	44	0	119
<b>Arkansas River (L1)</b>	0	24	31	7	62
2005 YTD	19,452	1,480	5,847	604	27,383
2004 YTD	21,270	2,439	4,255	635	28,599
2005 as % of 2004 YTD	91	61	137	95	96
Total 2004	26,235	2,701	6,784	843	36,563

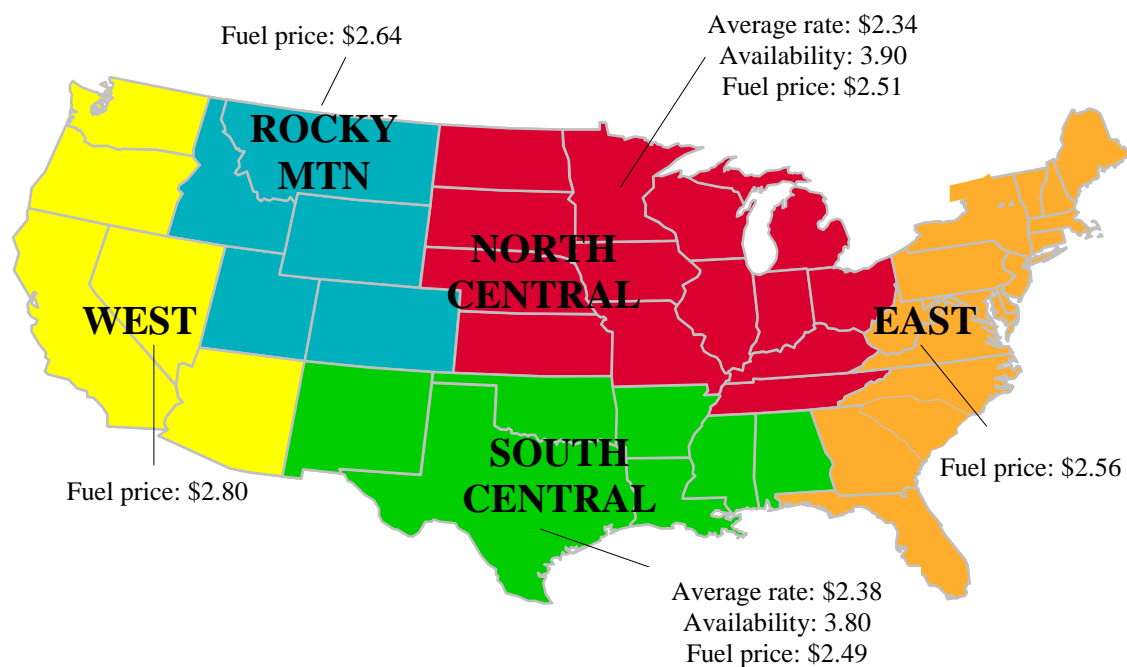
YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

Source: U.S. Army Corp of Engineers ([www.mvr.usace.army.mil/mvrimi/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrimi/omni/webprts/default.asp))

Note: Total may not add exactly, due to rounding

# Truck Transportation

Figure 8  
U.S. grain truck market advisory, 3rd quarter 2005\*



\*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles

Note: Fuel prices are a quarterly average (unit per gallon)

Fuel price data source: Energy Information Administration, U.S. Department of Energy, [www.eia.doe.gov](http://www.eia.doe.gov)

Table 11--U.S. grain truck market overview, 3rd quarter 2005

Region	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	<sup>1</sup> Rate per mile			<i>Rating compared to same quarter last year</i>		
				1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
<b>National average<sup>2</sup></b>	<b>3.16</b>	<b>2.38</b>	<b>2.04</b>	<b>3.6</b>	<b>2.9</b>	<b>3.2</b>
North Central region	2.82	2.22	1.98	3.9	2.9	3.2
Rocky Mountain	4.23	2.28	1.96	2.4	2.8	3.2
South Central	2.73	2.28	2.14	3.8	3.0	3.3
West	4.54	3.29	2.65	3.7	3.3	3.0

<sup>1</sup>Rates are based on trucks with 80,000 lb gross vehicle weight limit

<sup>2</sup>National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.

Source: Transportation and Marketing Programs/AMS/USDA

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The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

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**Table 12--Retail on-highway diesel prices\*, week ending 11/14/05 (US\$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.565	-0.092	0.406
	New England	2.699	-0.045	0.431
	Central Atlantic	2.689	-0.066	0.427
	Lower Atlantic	2.500	-0.108	0.395
II	Midwest <sup>1</sup>	2.575	-0.096	0.479
III	Gulf Coast <sup>2</sup>	2.585	-0.094	0.529
IV	Rocky Mountain	2.766	-0.141	0.551
V	West Coast	2.738	-0.083	0.464
	California	2.717	-0.080	0.381
Total	U.S.	2.602	-0.096	0.470

\*Diesel fuel prices include all taxes.

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

<sup>1</sup>Same as North Central

<sup>2</sup>Same as South Central

# Grain Exports

**Table 13--U.S. export balances (1,000 metric tons)**

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
11/3/2005	2,861	247	1,133	828	101	5,169	7,315	5,242	17,726
This week year ago	1,556	532	1,340	915	105	4,449	9,053	7,116	20,618
Cumulative exports-crop year 2/									
2005/06 YTD	4,738	1,010	3,707	1,743	332	11,530	8,226	5,060	24,816
2004/05 YTD	4,413	1,979	3,722	2,404	272	12,789	8,321	6,310	27,420
2005/06 as % of 2004/05	107	51	100	73	122	90	99	80	91
2004/05 Total	9,407	3,217	8,083	4,773	686	26,117	44,953	29,878	100,948
2003/04 Total	12,697	3,785	6,928	4,895	1,053	29,359	47,704	24,108	101,171

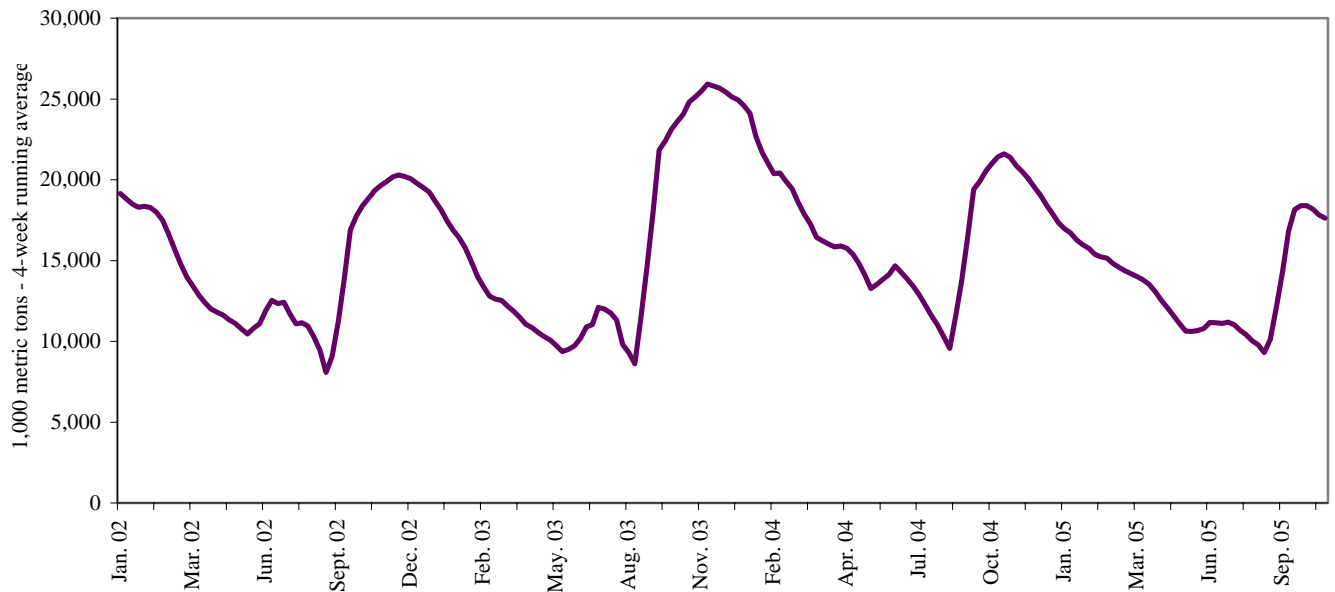
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current unshipped export sales to date

2/ = Shipped export sales to date

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

Figure 9

## U.S. grain, unshipped export balance, including wheat, corn, and soybean sales



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

**Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)**

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
11/10/05	207	199	138	59	626	313	112	21	13	544	997	146
2005 YTD	9,059	8,791	5,049	4,194	24,190	11,723	6,440	634	25	22,899	40,107	7,099
2004 YTD	11,186	8,989	3,564	6,601	28,922	11,496	7,640	83	20	23,740	47,020	7,743
2005 as % of 2004	81	98	142	64	84	102	84	761	125	96	85	92
2004 Total *	12,618	10,154	4,787	7,268	33,320	15,870	8,536	366	25	27,559	56,459	8,928

Source: Federal Grain Inspection Service/USDA ([www.usda.gov/gipsa](http://www.usda.gov/gipsa)); YTD: year-to-date; \* includes 53rd week

The United States exports approximately one-quarter of the grain it produces. On average, it 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 55 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2004.

Figure 10  
**U.S. grain inspected for export (wheat, corn, and soybeans)**



Source: Federal Grain Inspection Service/USDA ([www.usda.gov/gipsa](http://www.usda.gov/gipsa))

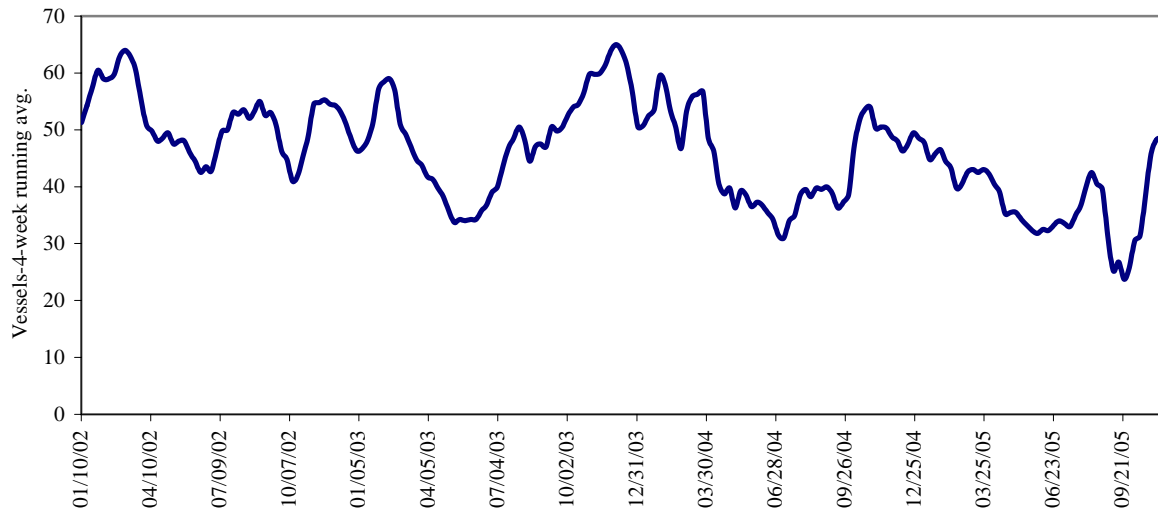
# Ocean Transportation

**Table 15--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
11/10/2005	29	50	56	11	14
11/3/2005	35	45	63	13	12
2004 range	(10..43)	(25..73)	(38..96)	(4..16)	(0..18)
2004 avg.	24	45	61	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11  
**Gulf Port grain vessel loading (past 7 days)**



Source: Transportation & Marketing Programs/AMS/USDA

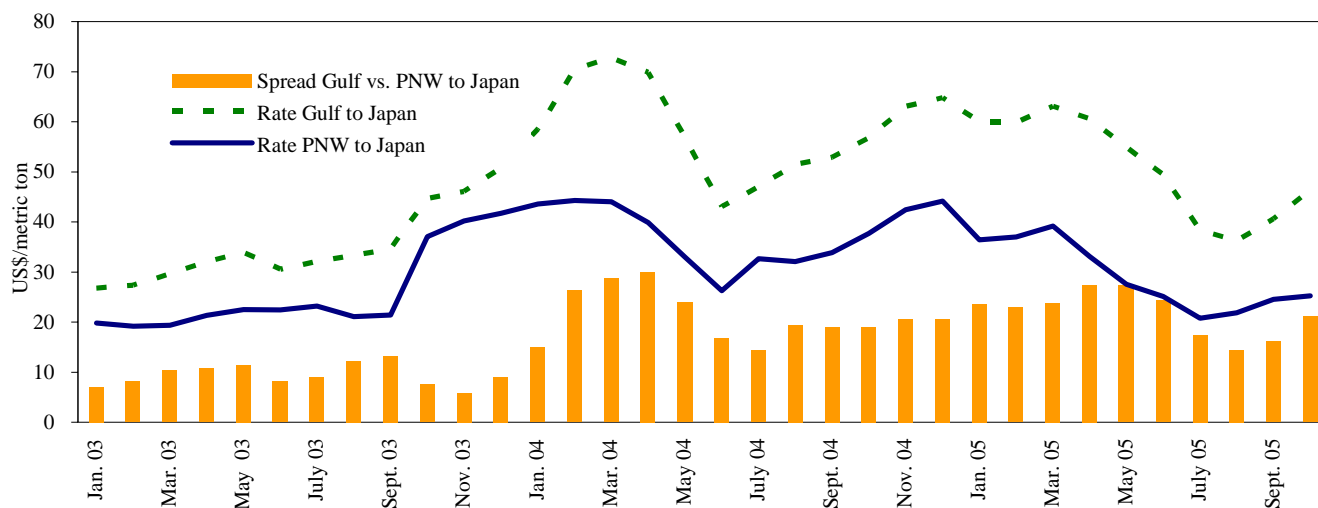
**Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)**

Countries/ regions	2005 3 <sup>rd</sup> qtr	2004 3 <sup>rd</sup> qtr	Percent change	Countries/ regions	2005 3 <sup>rd</sup> qtr	2004 3 <sup>rd</sup> qtr	Percent change
<b>Gulf to</b>				<b>Pacific NW to</b>			
Japan	36.33	50.08	-27	Japan	---	37.00	---
China		54.00	---	<b>Argentina/Brazil to</b>			
Taiwan	---	---	---	China	32.00		
N. Africa	24.25	---	---	N. Africa	40.00	---	---
Med. Sea	---	---	---	Turkey	25.00	---	

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

Figure 12

**Grain vessel rates, U.S. to Japan**



Source: Baltic Exchange (www.balticexchange.com)

**Table 17--Ocean freight rates for selected shipments, week ending 11/12/05**

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Nicaragua*	Wheat	Nov 15/25	4,130	69.99
U.S. Gulf	Japan	Hvy Grain	Oct 1/15	44,000	46.00
U.S. Gulf	Japan	Hvy Grain	Nov 1/5	54,000	47.50
U.S. Gulf	Morocco	Hvy Grain	Oct 1/20	30,000	31.00
River Plate	Spain	Hvy Grain	Oct 10/20	55,000	39.00
River Plate	Algeria	Hvy Grain	Oct 1/15	20,000	46.00
River Plate	Morocco	Hvy Grain	Oct 27/Nov 3	30,000	39.50
Russia	Pakistan	Hvy Grain	Oct 15/20	55,000	32.50

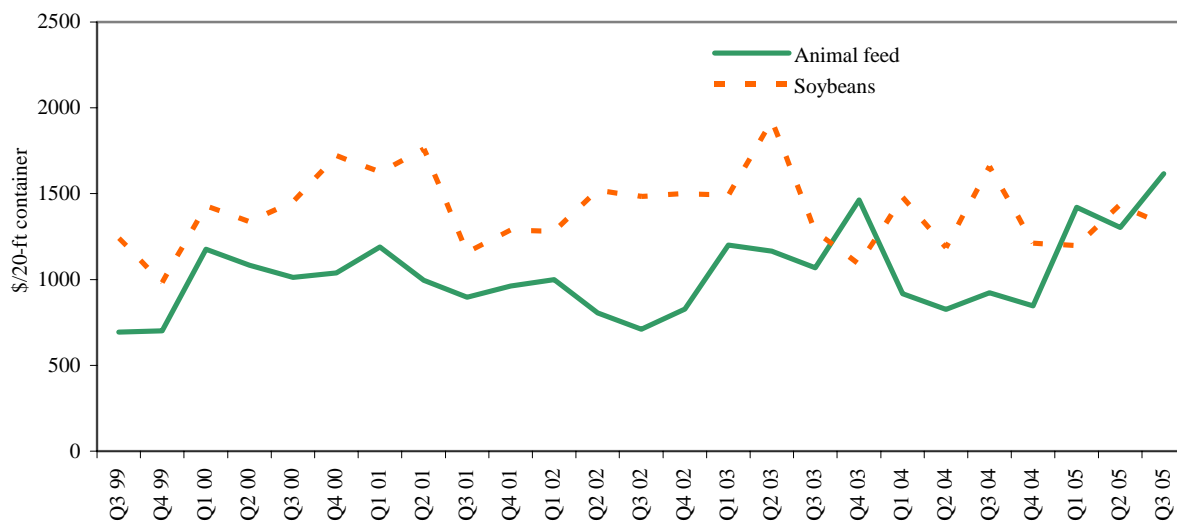
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

\*75 percent of food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

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

Figure 13

**Weighted average rates<sup>1</sup> for containerized shipments of animal feed and soybeans to selected Asian countries**



<sup>1</sup>Animal Feed: Busan-Korea (13%), Kaohsiung-Taiwan (35%), Tokyo-Japan (34%), Hong Kong (12%), Bangkok-Thailand (6%) and soybeans: Busan-Korea (1%), Keelung-Taiwan (87%), Tokyo-Japan (9%), Bangkok-Thailand (2%), Hong Kong (1%) Quarter 3, 2005.

Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

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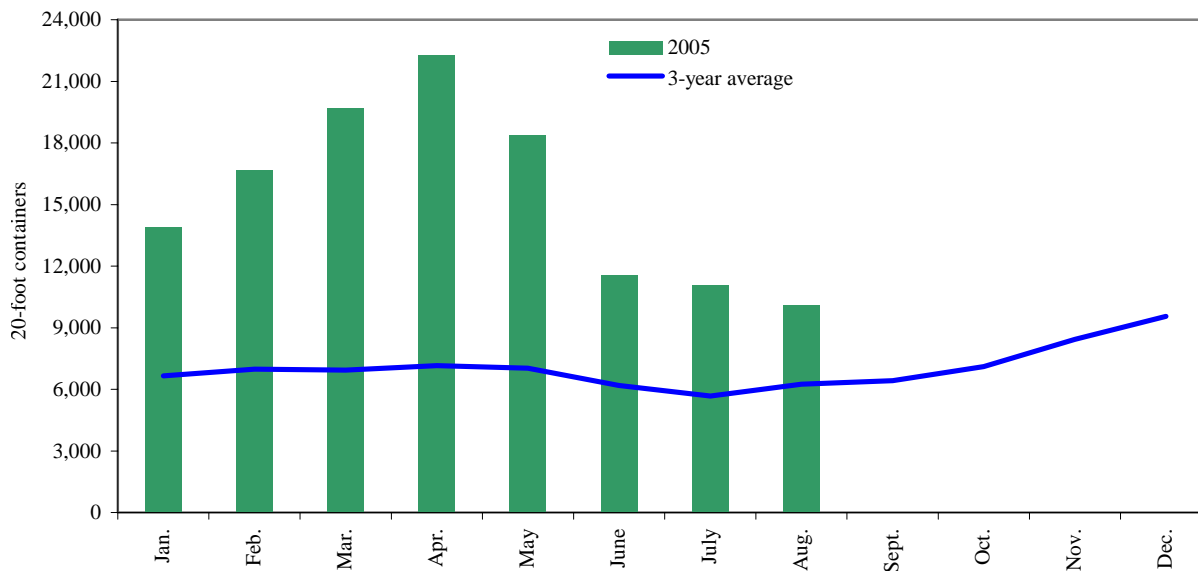
Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

During 2004, containers were used to transport 2 percent of total U.S. grain exported, and 3 percent of total U.S. grain exported to Asia.

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Figure 14

**Monthly shipments of containerized grain to Asia for 2005 compared with a 3-year average**



Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

Note: PIERS data is available with a lag of approximately 40 days



# Brazil Transportation

Figure 15  
Routes and Regions considered in the Brazilian soybean export transportation indicator<sup>1</sup>



<sup>1</sup>Regions comprised 84 percent of Brazilian soybean production, 2003  
Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

**Table 18--Truck rates for selected Brazilian soybean export transportation routes, 2nd quarter 2005**

Route #	Origin <sup>1</sup> (reference city)	Destination	Distance (miles) <sup>2</sup>	Weight(%) <sup>3</sup>	Freight price (per 100 miles) <sup>4</sup>
1	Northwest RS <sup>5</sup> (Cruz Alta)	Rio Grande	288	16.6	4.40
2	North MT(Sorriso)	Santos	1190	10.1	6.80
3	North MT(Sorriso)	Paranaguá	1262	9.5	6.27
4	South GO(Rio Verde)	Santos	587	7.0	6.83
5	South GO(Rio Verde)	Paranaguá	726	5.6	5.29
6	North Center PR(Londrina)	Paranaguá	268	4.4	8.51
7	Western Center PR(Mamborê)	Paranaguá	311	3.9	5.37
8	Triangle MG(Uberaba)	Santos	339	3.8	10.75
9	West PR(Assis Chateaubriand)	Paranaguá	377	3.7	5.16
10	West Extreme BA(São Desidério)	Ilhéus	544	3.6	7.14
11	Southeast MT(Primavera do Leste)	Santos	901	3.6	6.26
12	Southeast MT(Primavera do Leste)	Paranaguá	975	3.3	5.63
13	Southwest MS(Maracaju)	Paranaguá	612	3.1	6.07
14	Southwest MS(Maracaju)	Santos	652	2.9	6.31
15	West PR(Assis Chateaubriand)	Santos	550	2.5	5.68
16	Western Center RS(Tupanciretã)	Rio Grande	273	2.4	5.49
17	Southwest PR(Chopinzinho)	Paranaguá	291	2.3	5.73
18	Eastern Center PR(Castro)	Paranaguá	130	2.3	10.77
19	South Center PR(Guarapuava)	Paranaguá	204	2.1	7.95
20	North Center MS(São Gabriel do Oeste)	Santos	720	2.0	5.60
21	Ribeirão Preto SP(Guairá)	Santos	314	1.5	7.59
22	Northeast MT(Canarana)	Santos	950	1.4	7.26
23	Assis SP(Palmital)	Santos	285	1.2	7.74
24	Northeast MT(Canarana)	Paranaguá	1075	1.2	6.34
	<b>Average</b>		<b>626</b>	<b>100</b>	<b>6.33</b>

<sup>1</sup>Although each origin region comprises several cities, the main city is considered as a reference to establish the freight price

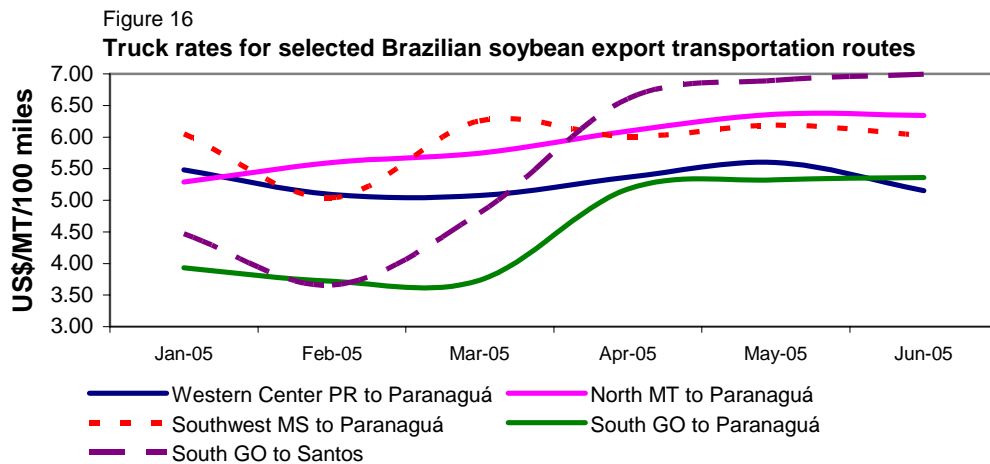
<sup>2</sup>Distance from the main city of the considered region to the mentioned ports

<sup>3</sup>The weight is directly proportional to the amount of production in each region

<sup>4</sup>US\$ per metric ton (average monthly exchange rate from "Banco Central do Brasil" was used to convert Brazilian reais to the U.S. dollar)

<sup>5</sup>RS = Rio Grande Do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná, MG = Minas Gerais, BA = Bahia, MS = Mato Grosso Do Sul, SP = São Paulo

Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS



Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

**Table 19--Monthly Brazilian soybean export truck transportation cost index**

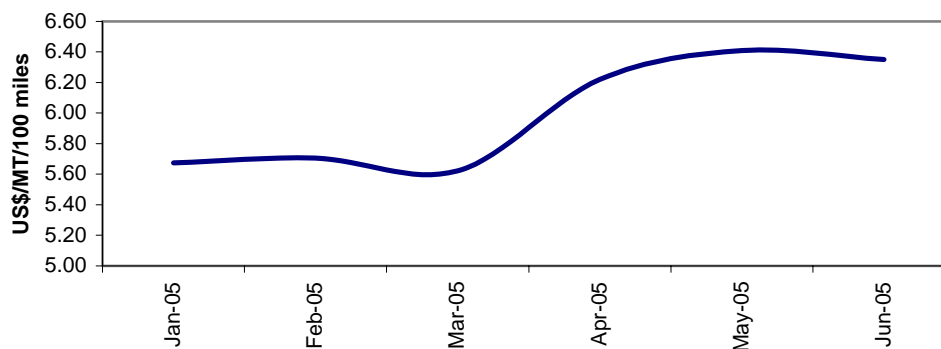
Month	Freight price* (per 100 miles)	Index variation (%) (Base: prior month)	Index value (Base: Jan. 05 = 100)
Jan. 05	5.67		100.00
Feb. 05	5.71	0.5	100.54
Mar. 05	5.62	-1.5	99.08
Apr. 05	6.22	10.6	109.61
May 05	6.41	3.1	112.96
Jun. 05	6.35	-0.9	111.90

\*weighted average and quoted in US\$ per metric ton

Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Figure 17

**Brazilian soybean export truck transportation weighted average prices, 2005**



Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

**Table 20--Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Hamburg, Germany (US\$/metric ton)\***

Ports	2005 1st qtr	2005 2nd qtr
Santos	45.53	45.84
Paranagua	44.64	44.84**
Rio Grande	44.20	44.39

\*correspond to the average actual values negotiated between shippers and carriers and weighted according to the magnitude of the shipped volumes

Source: Sistema de Informações de Fretes, SIFRECA, ESALQ/USP (University of São Paulo, Brazil)

\*\*Revised figure

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## Related Websites

*Agricultural Container Indicators*  
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