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February 16, 2012

WEEKLY HIGHLIGHTS

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**GTR Team Wants Your Feedback!**

Our readers are invited to participate in the [Grain Transportation Report customer satisfaction survey](#). The purpose of the survey is to collect information on your perceptions and opinions about our publication and your satisfaction with its content and delivery. Your feedback is very important to us. By voicing your opinion, you can assist the analysts in making changes where needed and address the issues that better serve your needs. There are only 12 quick multiple-choice questions, as well as an optional comments section. It should take no more than 5 minutes to complete. The survey ends on **March 1**, so please take this opportunity to provide your feedback. The survey can be accessed at [https://www.surveymonkey.com/s/GTR1\\_Survey](https://www.surveymonkey.com/s/GTR1_Survey). All responses are strictly confidential. Anonymity will be protected throughout the process by summarizing the results so that no individual responses are revealed.

**Grain Exports May Increase as New Export Sales and Barge Movements Climb**

Indications of a higher pace of exports include higher wheat and soybean export sales, as well as strong barge movements. For the week ending February 2, unshipped [wheat export sales](#) totaled almost 5 million metric tons (mmt), up more than 11 percent from the previous 4-week average. Since February 10, additional export sales of [soybeans](#) to China and other countries surpassed .570 mmt. During the week ending February 11, [barge grain movements](#) totaled 811,050 tons, 12.6 percent higher than the previous week and 69 percent higher than the same period last year.

**Soybean Inspections Rebound**

For the week ending February 9, [total inspections](#) of soybeans for export reached 1.05 mmt, up 8 percent from the past week, 15 percent greater than the same time last year (.915 mmt) but 8 percent below the 3-year average for the same period. Soybean shipments increased primarily to the Netherlands and Mexico. Shipments of soybeans to Mexico were mainly from the Interior Federal Grain Inspection Service region. Total inspections of soybeans in the Interior during the last four weeks were 12 percent above last year and 20 percent above the three year average. Despite the increase in inspections of soybeans, total grain inspections (2.24 mmt) decreased 9 percent from the past week, primarily because corn shipments to Asia dropped 53 percent. Total wheat inspections were also down due to lower shipments to Asia.

**Diesel Fuel Prices Spike 9 Cents per Gallon**

During the week ending February 13, U.S. average diesel fuel prices increased 9 cents to \$3.94 per gallon—2.3 percent higher than the previous week and up 11.6 percent from the same week last year. The Energy Information Administration's latest *This Week in Petroleum* reports that rising diesel fuel prices reflect high crude oil prices worldwide and the strength of the global distillate fuel market. Global diesel fuel demand has been growing and will likely continue to grow, assuming strong economic activity in developing countries such as China, India, and Brazil. EIA's expectation of increasing global petroleum demand, especially transportation fuels, over the next few years results not only in high world oil prices in general, but also in rising distillate prices.

**Final Hours-of-Service Rule for Truckers Under Challenge**

On February 14, the American Trucking Associations filed a federal appeals court challenge to the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) [final Hours-of-Service Rule](#), effective July 1, 2013, to limit the 34-hour restart provision to once every 168 hours. Drivers using the provision to establish a new work week must have, as part of the minimum 34-consecutive hours of off-duty time, two periods of rest that include the period 1:00 a.m. to 5:00 a.m. Also under challenge is a provision that drivers may drive during the work week only if they have had a break of at least 30 minutes, at a time of their choosing, sometime within the previous 8 hours. Separately, under Section 6502 of [H.R. 7, American Energy and Infrastructure Jobs Act of 2012](#), reported in the House of Representatives on February 13, the Secretary of Transportation "shall complete a field study on the efficacy of the restart rule" not later than March 31, 2013.

**Snapshots by Sector**

**Rail**

U.S. railroads originated 19,996 [carloads of grain](#) during the week ending February 4, down 1 percent from last week, 10 percent from last year, and 4 percent lower than the 3-year average.

During the week ending February 9, average February non-shuttle [secondary railcar bids/offers per car](#) were \$6 above tariff, up \$19 from last week but \$113 lower than last year. Average shuttle rates were \$200 below tariff, down \$63 from last week and \$175 lower than last year.

**Barge**

During the week ending February 11, 509 grain barges [moved down river](#), up 12 percent from last week; 713 grain barges were [unloaded in New Orleans](#), up 8.5 percent from the previous week.

**Ocean**

During the week ending February 9, 37 [ocean-going grain vessels](#) were loaded in the Gulf, down 30 percent from last year. Forty-seven vessels are expected to be loaded within the next 10 days, 40 percent less than during the same period last year.

During the week ending February 10, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$50 per mt, up 6 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$29 per mt—16 percent more than the previous week.

# Feature Article/Calendar

## Wheat Transportation Costs Down in Pacific Northwest but Up in Gulf

Transportation costs for wheat shipped to Japan were mixed during the fourth quarter 2011. Falling truck rates drove transportation costs down from the third quarter for wheat shipped from Kansas and North Dakota through the Pacific Northwest (PNW) to Japan. However, the costs to ship wheat through the Gulf to Japan increased slightly from the previous quarter due to a notable increase in ocean freight rates (see tables 1,2).

Fourth quarter wheat transportation costs from Kansas and North Dakota to Japan through the Pacific Northwest (PNW) decreased 1.5 percent from the previous quarter, to \$94.68 and \$94.01 per metric ton (mt), respectively (see table 1). Year-to-year transportation costs to the PNW, however, were up 8 percent for Kansas and 7 percent for North Dakota. The cost of shipping from both States to Japan through the Gulf averaged \$100.89 and \$129.75 per mt, respectively—up 2 percent from the previous quarter for Kansas and North Dakota (see table 2). Year-to-year Gulf transportation costs were up 4 and 6 percent. The total landed cost for shipping wheat to Japan was down for each route during the fourth quarter, compared to the third quarter. Fourth quarter wheat transportation costs represented 23 to 29 percent of the landed cost, up from the previous quarter (see tables 1,2).

**Table 1: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the PNW**

Mode	KS					ND				
	2010	2011	2011	Year-to-Year	Quarterly	2010	2011	2011	Year-to-Year	Quarterly
	4th qtr	3rd qtr	4th qtr	change	change	4th qtr	3rd qtr	4th qtr	change	change
	\$/metric ton									
Truck	8.94	12.62	10.22	14.32	-19.02	8.94	12.62	10.22	14.32	-19.02
Rail <sup>1</sup>	47.70	52.92	52.50	10.06	-0.79	47.67	52.28	51.83	8.73	-0.86
Ocean vessel	31.34	30.55	31.96	1.98	4.62	31.34	30.55	31.96	1.98	4.62
Transportation Costs	87.98	96.09	94.68	7.62	-1.47	87.95	95.45	94.01	6.89	-1.51
Farm Value <sup>2</sup>	238.83	272.64	246.80	3.34	-9.48	228.06	318.08	310.85	36.30	-2.27
Total Landed Cost	326.81	368.73	341.48	4.49	-7.39	316.01	413.53	404.86	28.12	-2.10
Transport % of landed cost	26.92	26.06	27.73			27.83	23.08	23.22		

**Table 2: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the Gulf**

Mode	KS					ND				
	2010	2011	2011	Year-to-Year	Quarterly	2010	2011	2011	Year-to-Year	Quarterly
	4th qtr	3rd qtr	4th qtr	change	change	4th qtr	3rd qtr	4th qtr	change	change
	\$/metric ton									
Truck	8.94	12.62	10.22	14.32	-19.02	8.94	12.62	10.22	14.32	-19.02
Rail <sup>1</sup>	31.46	33.78	33.54	6.61	-0.71	57.03	62.23	62.40	9.42	0.27
Ocean vessel	56.25	52.92	57.13	1.56	7.96	56.25	52.92	57.13	1.56	7.96
Transportation Costs	96.65	99.32	100.89	4.39	1.58	122.22	127.77	129.75	6.16	1.55
Farm Value <sup>2</sup>	238.83	272.64	246.80	3.34	-9.48	228.06	318.08	310.85	36.30	-2.27
Total Landed Cost	335.48	371.96	347.69	3.64	-6.52	350.28	445.85	440.60	25.79	-1.18
Transport % of landed cost	28.81	26.70	29.02			34.89	28.66	29.45		

Source: USDA/AMS/TMP

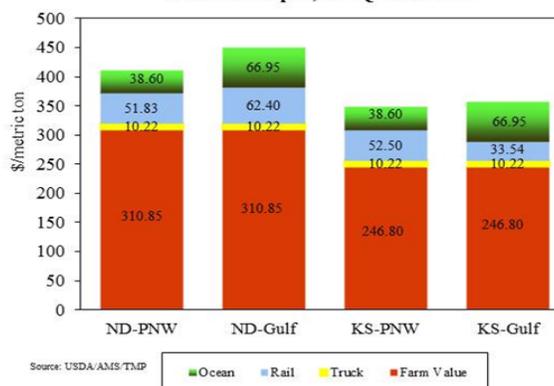
<sup>1</sup> Rail tariff rates include fuel surcharges and revisions for heavy axle railcars and shuttle trains.

<sup>2</sup> Source: USDA/NASS, wheat prices for North Dakota (mainly HRS) and Kansas (mainly HRW)

The total landed cost (farm value plus transportation costs) for shipping wheat to Japan ranged from \$341 to \$441 per mt, down 7 percent from the previous quarter when shipping from Kansas, and down 2 and 1 percent from North Dakota (see figure below). Lower farm values for wheat in each State and a drop in truck rates drove the decrease in the total landed costs (see tables 1,2).

Ocean rates for wheat shipped from the PNW to Japan increased 5 percent from the third quarter and were 2 percent above the same time last year (see table). Ocean rates for wheat shipped from the Gulf to Japan increased 8 percent from the third quarter and were 2 percent above last year. Rates to ship from each region increased as Asian demand for iron ore rebounded causing the demand for bulk vessels to increase (see [GTR 2-02-12](#)).

**Cost of shipping wheat from Kansas and North Dakota to Japan, 4th Quarter 2011**



Fourth quarter rail rates for shipping wheat from Kansas and North Dakota to the PNW decreased 1 percent from quarter to quarter. However, year-to-year rail rates from Kansas and North Dakota to the PNW increased 10 and 9 percent, respectively, due in part to higher fuel surcharges (see table). The rates for moving wheat by rail from Kansas to the Gulf dropped about 1 percent from the third quarter but increased 7 percent from last year. Rail rates for shipping wheat from North Dakota to the Gulf during the fourth quarter remained about the same as the third quarter, but increased 9 percent from last year.

Although diesel prices remained about the same as the third quarter, the cost of moving wheat from each State by truck to a rail-served grain elevator decreased 19 percent. Year-to-year truck rates, however, were up 14 percent partly because of a significant increase in diesel fuel prices.

### **Wheat Market Outlook**

According to the Foreign Agricultural Service, fourth quarter wheat exports to Japan reached .476 million metric tons (mmt), up 28 percent from last year, accounting for 14 percent of total wheat exports. U.S. calendar year wheat exports to Japan totaled 3.48 mmt in 2011, up 20 percent from last year, accounting for 12 percent of total U.S. wheat exports. For the same period, total U.S. wheat exports reached 30.8 mmt, up 24 percent from the past year due to increased demand. For the 2011/12 marketing year, which ends May 31, year-to-date cumulative export shipments of soft red winter and soft white wheat are up, but all other major wheat classes are lower than last year (*See GTR, Table 12*). In the February World Agricultural Supply and Demand Estimates report (WASDE), USDA increased its forecast of wheat exports for 2011/12 due to the higher pace of wheat export sales, and based on higher demand for feed quality wheat.

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# Grain Transportation Indicators

Table 1

**Grain Transport Cost Indicators<sup>1</sup>**

Week ending	Truck	Rail <sup>2</sup>	Barge	Ocean	
				Gulf	Pacific
02/15/12	265	101	235	224	206
02/08/12	259	89	219	210	177

<sup>1</sup>Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

<sup>2</sup>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)**

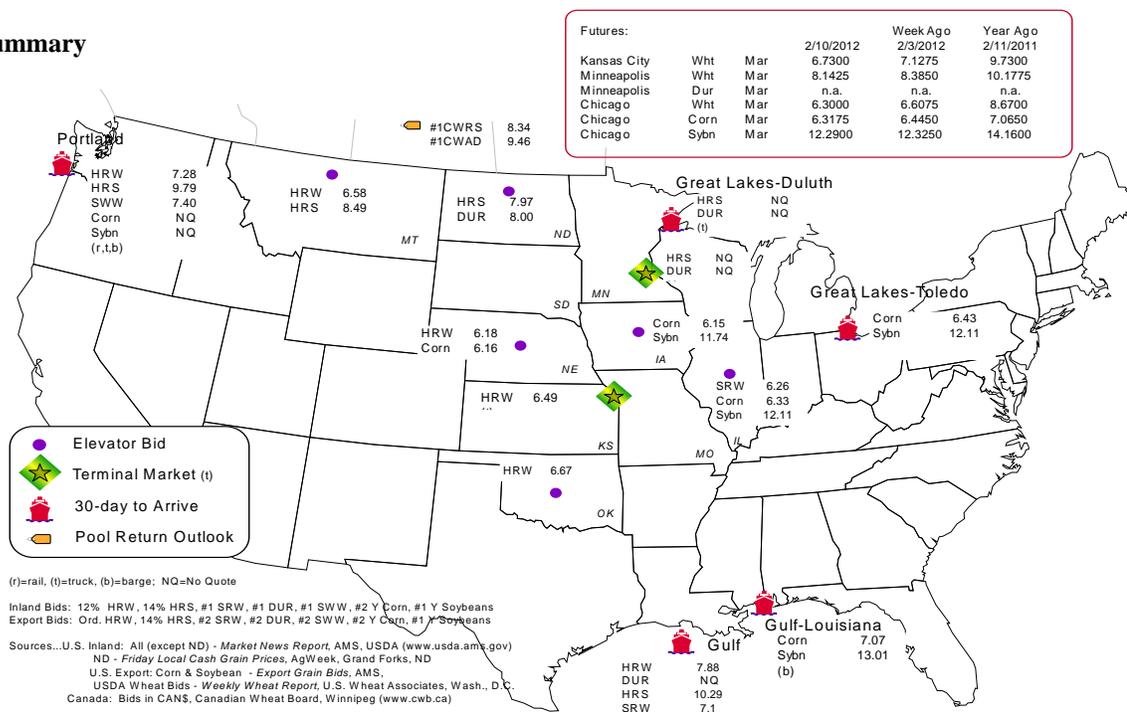
Commodity	Origin--Destination	2/10/2012	2/3/2012
Corn	IL--Gulf	-0.74	-0.69
Corn	NE--Gulf	-0.91	-0.84
Soybean	IA--Gulf	-1.27	-1.31
HRW	KS--Gulf	-1.39	-1.45
HRS	ND--Portland	-1.82	-1.73

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)<sup>1</sup>

Week ending	Mississippi		Cross-Border	Pacific	Atlantic &	Total
	Gulf	Texas Gulf	Mexico	Northwest	East Gulf	
2/08/2012 <sup>p</sup>	144	706	1,183	3,625	402	6,060
2/01/2011 <sup>r</sup>	449	800	603	2,793	587	5,232
2012 YTD	791	4,569	5,928	17,061	2,636	30,985
2011 YTD	3,426	9,727	4,115	19,264	7,277	43,809
2012 YTD as % of 2011 YTD	23	47	144	89	36	71
Last 4 weeks as % of 2011 <sup>2</sup>	14	34	149	65	59	58
Last 4 weeks as % of 4-year avg. <sup>2</sup>	14	38	157	65	50	58
Total 2011	27,358	77,515	48,782	178,990	24,088	356,733
Total 2010	33,971	83,492	42,794	177,896	32,780	370,933

<sup>1</sup> Data is incomplete as it is voluntarily provided

<sup>2</sup> Compared with same 4-weeks in 2011 and prior 4-year average.

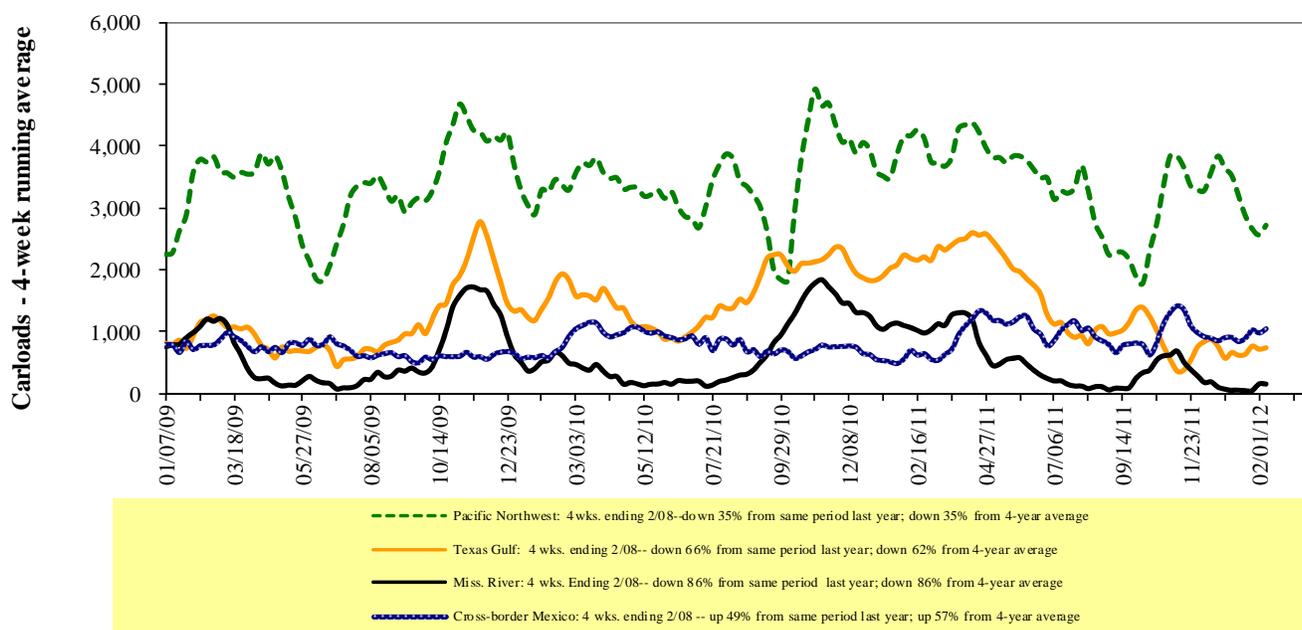
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 35 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

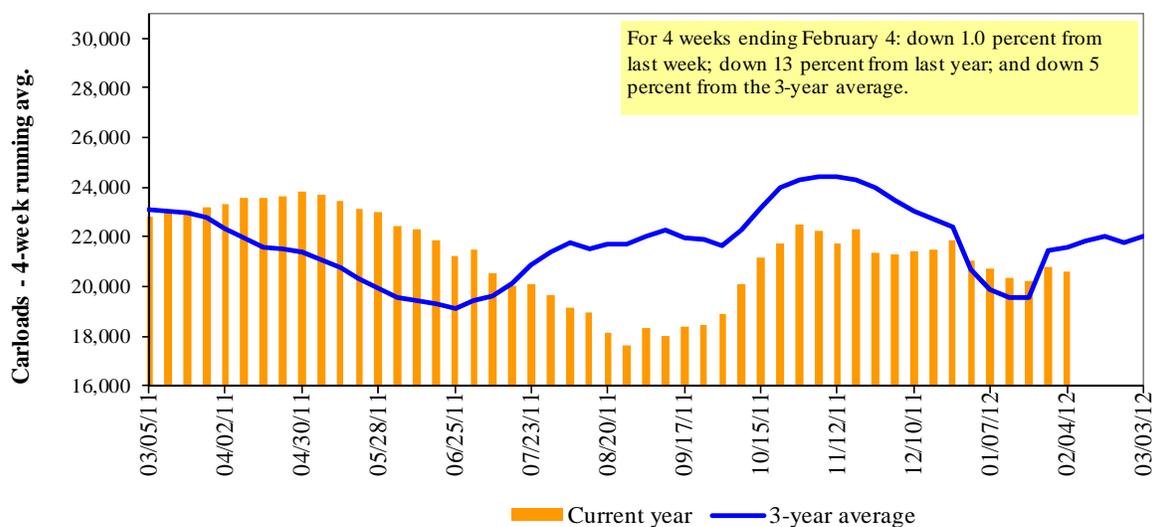
Table 4

**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
02/04/12	1,911	3,102	9,596	400	4,987	19,996	4,538	5,302
This week last year	1,458	2,890	11,781	474	5,503	22,106	3,161	4,447
2012 YTD	10,892	14,675	49,118	2,634	25,894	103,213	18,396	25,516
2011 YTD	11,283	15,172	59,432	3,122	31,063	120,072	18,386	22,736
2012 YTD as % of 2011 YTD	97	97	83	84	83	86	100	112
Last 4 weeks as % of 2011 <sup>1</sup>	100	98	82	91	88	87	100	120
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	93	103	92	76	95	94	91	106
Total 2011	98,506	150,869	546,090	34,683	292,401	1,122,549	200,610	269,399

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

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

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

Source: Association of American Railroads

Table 5

**Railcar Auction Offerings<sup>1</sup> (\$/car)<sup>2</sup>**

Week ending	Delivery period							
	Feb-12	Feb-11	Mar-12	Mar-11	Apr-12	Apr-11	May-12	May-11
<b>2/9/2012</b>								
BNSF <sup>3</sup>								
COT grain units	1	no offer	no bids	no offer	no bids	4	no bids	4
COT grain single-car <sup>5</sup>	no offer	no offer	0..16	no offer	0..3	7..15	0..3	0..5
UP <sup>4</sup>								
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	no bids	no bids	no bids	no bids	n/a	n/a

<sup>1</sup>Auction offerings are for single-car and unit train shipments only.

<sup>2</sup>Average premium/discount to tariff, last auction

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

<sup>4</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.

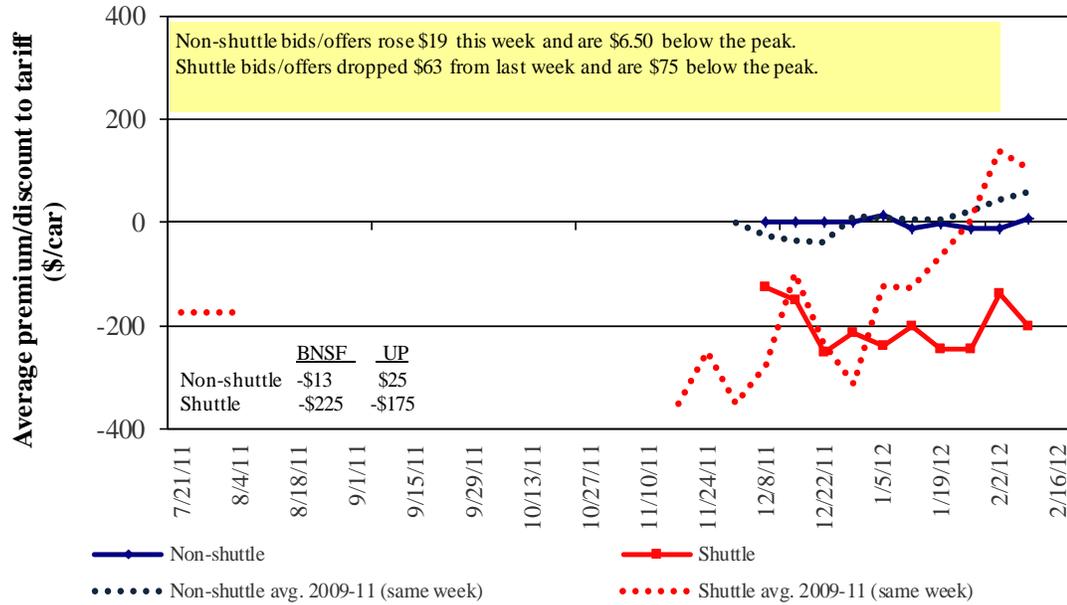
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

**Bids/Offers for Railcars to be Delivered in February 2012, Secondary Market**

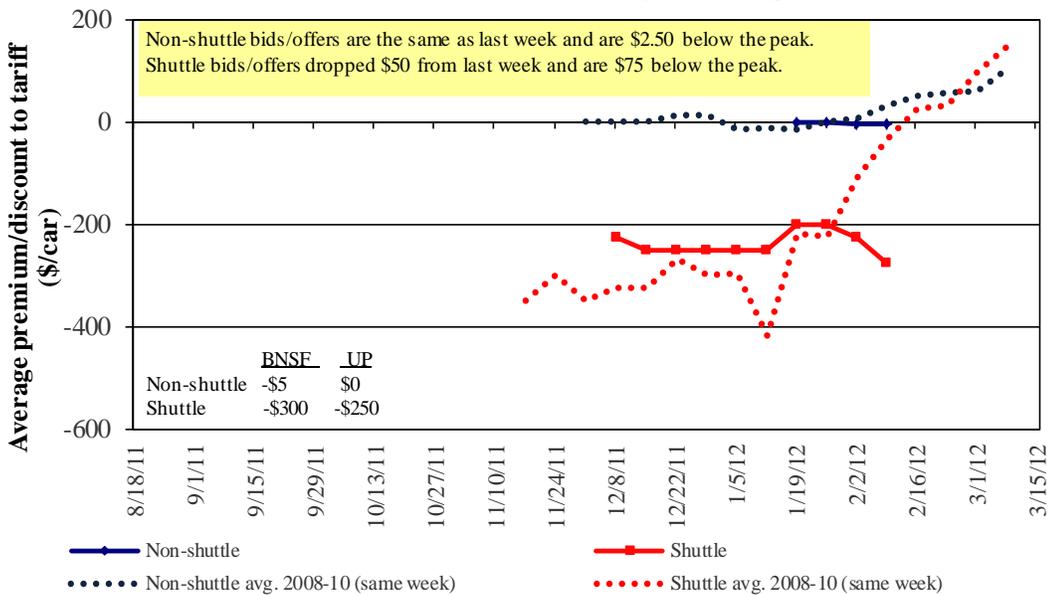


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

**Bids/Offers for Railcars to be Delivered in March 2012, Secondary Market**

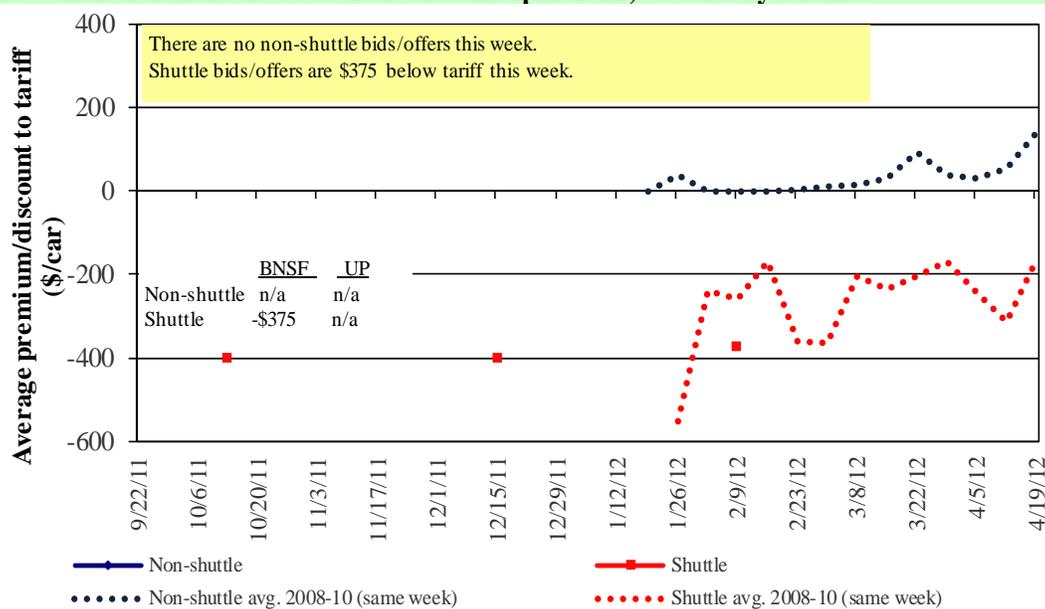


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

### Bids/Offers for Railcars to be Delivered in April 2012, 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)<sup>1</sup>

Week ending	Delivery period					
	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12
<b>Non-shuttle</b>						
BNSF-GF	(13)	(5)	n/a	n/a	n/a	n/a
Change from last week	-	-	n/a	n/a	n/a	n/a
Change from same week 2010	(263)	(180)	n/a	n/a	n/a	n/a
UP-Pool	25	-	n/a	n/a	n/a	n/a
Change from last week	n/a	-	n/a	n/a	n/a	n/a
Change from same week 2010	38	-	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(225)	(300)	(375)	n/a	n/a	(300)
Change from last week	(76)	n/a	n/a	n/a	n/a	n/a
Change from same week 2010	(300)	(300)	n/a	n/a	n/a	n/a
UP-Pool	(175)	(250)	n/a	n/a	n/a	n/a
Change from last week	(50)	(25)	n/a	n/a	n/a	n/a
Change from same week 2010	(50)	54	n/a	n/a	n/a	n/a

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

<sup>2</sup> 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 Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

**Tariff Rail Rates for Unit and Shuttle Train Shipments<sup>1</sup>**

Effective date:							Percent
2/9/2012	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		change Y/Y <sup>3</sup>
					metric ton	bushe <sup>l</sup> <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$2,992	\$182	\$31.52	\$0.86	6
	Grand Forks, ND	Duluth-Superior, MN	\$3,260	\$104	\$33.41	\$0.91	17
	Wichita, KS	Los Angeles, CA	\$5,895	\$536	\$63.86	\$1.74	7
	Wichita, KS	New Orleans, LA	\$3,492	\$320	\$37.86	\$1.03	6
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$440	\$59.71	\$1.63	4
	Northwest KS	Galveston-Houston, TX	\$3,760	\$351	\$40.82	\$1.11	6
	Amarillo, TX	Los Angeles, CA	\$3,959	\$489	\$44.17	\$1.20	7
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,038	\$362	\$33.77	\$0.92	12
	Toledo, OH	Raleigh, NC	\$4,382	\$407	\$47.56	\$1.29	19
	Des Moines, IA	Davenport, IA	\$1,934	\$77	\$19.97	\$0.54	6
	Indianapolis, IN	Atlanta, GA	\$3,821	\$306	\$40.98	\$1.12	21
	Indianapolis, IN	Knoxville, TN	\$3,273	\$196	\$34.45	\$0.94	20
	Des Moines, IA	Little Rock, AR	\$3,685	\$225	\$38.83	\$1.06	27
	Des Moines, IA	Los Angeles, CA	\$5,825	\$656	\$64.36	\$1.75	35
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,499	\$395	\$38.67	\$1.05	7
	Toledo, OH	Huntsville, AL	\$3,057	\$289	\$33.23	\$0.90	7
	Indianapolis, IN	Raleigh, NC	\$4,013	\$410	\$43.92	\$1.20	8
	Indianapolis, IN	Huntsville, AL	\$2,749	\$196	\$29.25	\$0.80	7
	Champaign-Urbana, IL	New Orleans, LA	\$3,382	\$362	\$37.18	\$1.01	11
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,351	\$308	\$36.34	\$0.99	7
	Wichita, KS	Galveston-Houston, TX	\$3,247	\$240	\$34.63	\$0.94	5
	Chicago, IL	Albany, NY	\$3,645	\$382	\$39.99	\$1.09	7
	Grand Forks, ND	Portland, OR	\$4,832	\$532	\$53.27	\$1.45	8
	Grand Forks, ND	Galveston-Houston, TX	\$5,854	\$554	\$63.64	\$1.73	8
	Northwest KS	Portland, OR	\$4,727	\$576	\$52.66	\$1.43	6
Corn	Minneapolis, MN	Portland, OR	\$4,800	\$648	\$54.10	\$1.47	8
	Sioux Falls, SD	Tacoma, WA	\$4,760	\$593	\$53.16	\$1.45	8
	Champaign-Urbana, IL	New Orleans, LA	\$2,857	\$362	\$31.97	\$0.87	11
	Lincoln, NE	Galveston-Houston, TX	\$3,310	\$346	\$36.30	\$0.99	8
	Des Moines, IA	Amarillo, TX	\$3,430	\$283	\$36.88	\$1.00	6
	Minneapolis, MN	Tacoma, WA	\$4,800	\$643	\$54.05	\$1.47	8
	Council Bluffs, IA	Stockton, CA	\$4,200	\$665	\$48.31	\$1.31	10
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,040	\$593	\$55.94	\$1.52	9
	Minneapolis, MN	Portland, OR	\$5,030	\$648	\$56.38	\$1.53	9
	Fargo, ND	Tacoma, WA	\$4,930	\$527	\$54.20	\$1.47	9
	Council Bluffs, IA	New Orleans, LA	\$3,710	\$418	\$40.99	\$1.12	9
	Toledo, OH	Huntsville, AL	\$2,672	\$289	\$29.40	\$0.80	8
	Grand Island, NE	Portland, OR	\$5,115	\$589	\$56.65	\$1.54	16

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

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

<sup>3</sup>Percentage 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 <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$7,741	\$563	\$84.85	\$2.31	8
	OK	Cuautitlan, EM	\$6,747	\$589	\$74.96	\$2.04	7
	KS	Guadalajara, JA	\$7,411	\$872	\$84.63	\$2.30	7
	TX	Salinas Victoria, NL	\$3,703	\$240	\$40.29	\$1.10	7
Corn	IA	Guadalajara, JA	\$7,699	\$884	\$87.70	\$2.23	7
	SD	Penjamo, GJ	\$7,776	\$736	\$86.98	\$2.21	11
	NE	Queretaro, QA	\$7,048	\$759	\$79.77	\$2.02	13
	SD	Salinas Victoria, NL	\$5,650	\$560	\$63.45	\$1.61	11
	MO	Tlalnepantla, EM	\$6,263	\$740	\$71.55	\$1.82	15
	SD	Torreon, CU	\$6,522	\$617	\$72.94	\$1.85	9
Soybeans	MO	Bojay (Tula), HG	\$6,926	\$769	\$78.62	\$2.14	10
	NE	Guadalajara, JA	\$7,904	\$884	\$89.79	\$2.44	11
	IA	El Castillo, JA <sup>5</sup>	\$8,255	\$732	\$91.82	\$2.50	11
	KS	Torreon, CU	\$6,396	\$603	\$71.51	\$1.94	12
Sorghum	OK	Cuautitlan, EM	\$5,670	\$559	\$63.65	\$1.62	13
	TX	Guadalajara, JA	\$6,653	\$479	\$72.87	\$1.85	10
	NE	Penjamo, GJ	\$7,426	\$826	\$84.32	\$2.14	14
	KS	Queretaro, QA	\$6,353	\$523	\$70.25	\$1.78	12
	NE	Salinas Victoria, NL	\$5,103	\$497	\$57.22	\$1.45	12
	NE	Torreon, CU	\$6,068	\$640	\$68.54	\$1.74	8

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

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

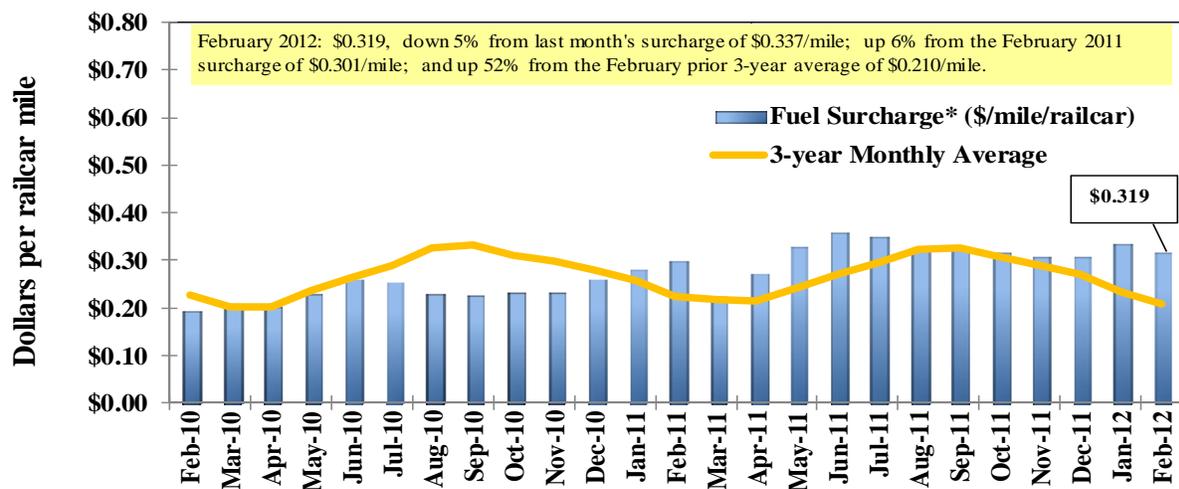
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<sup>4</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

<sup>5</sup>Beginning 12/6/10, El Castillo, JA replaced Penjamo, GJ as the destination

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

Figure 7

**Railroad Fuel Surcharges, North American Weighted Average<sup>1</sup>**

<sup>1</sup> 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.

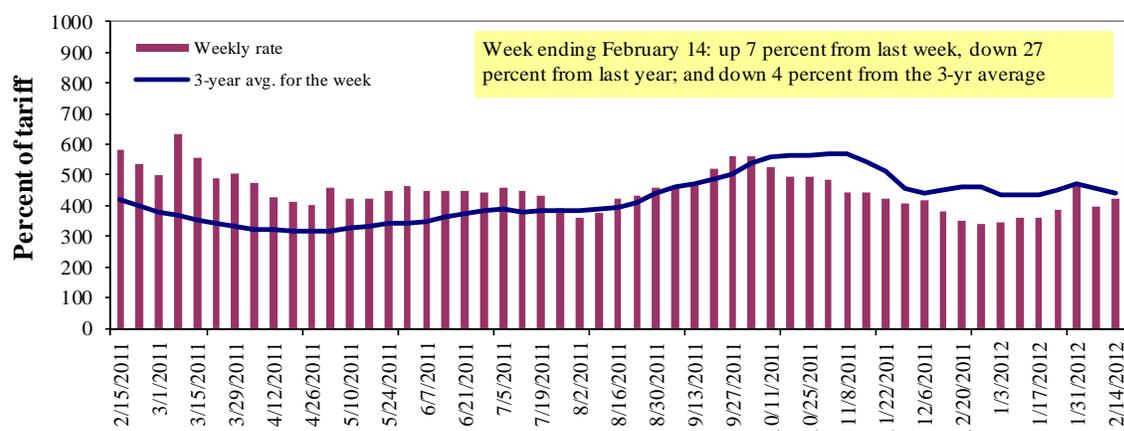
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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<sup>1,2</sup>



<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	2/14/2012	--	--	423	337	367	367	275
	2/7/2012	--	--	395	295	355	355	249
<b>\$/ton</b>	2/14/2012	--	--	19.63	13.45	17.21	14.83	8.64
	2/7/2012	--	--	18.33	11.77	16.65	14.34	7.82
<b>Current week % change from the same week:</b>								
	Last year	--	--	-27	-31	-27	-27	-37
	3-year avg. <sup>2</sup>	--	--	-4	-3	4	4	-8
<b>Rate<sup>1</sup></b>	March	--	408	398	305	348	348	265
	May	432	387	385	280	343	343	250

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds

Source: Transportation & Marketing Programs/AMS/USDA

### Calculating barge rate per ton:

(Index \* 1976 tariff benchmark rate per ton)/100

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

Figure 9  
Benchmark tariff rates

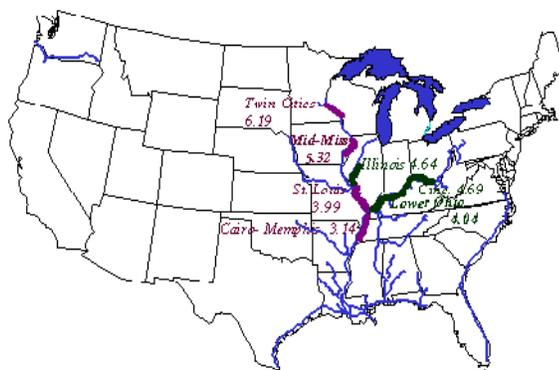
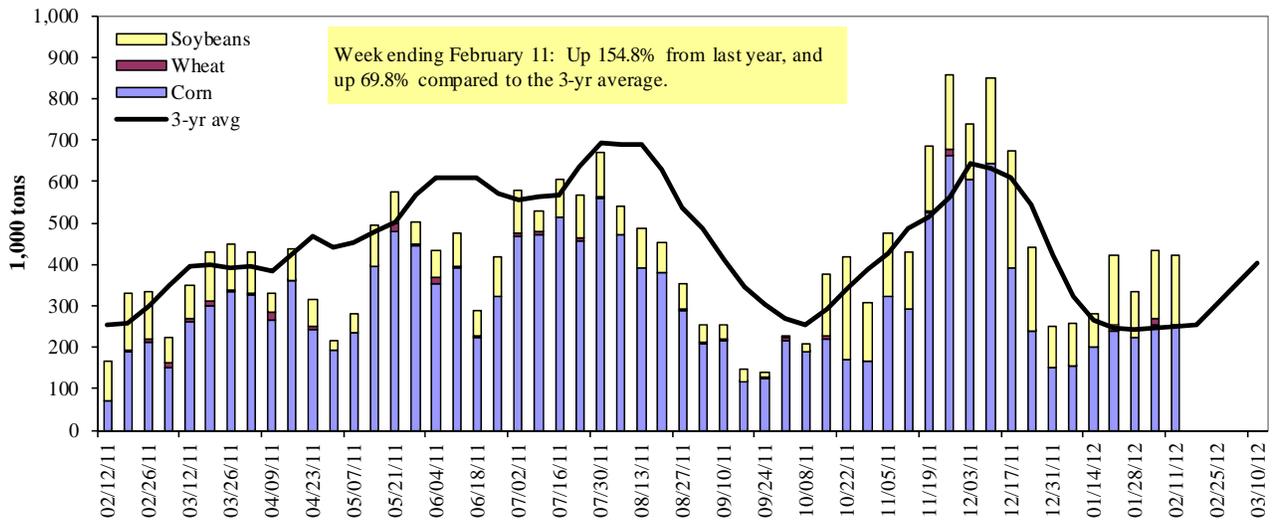


Figure 10

### Barge Movements on the Mississippi River<sup>1</sup> (Locks 27 - Granite City, IL)



<sup>1</sup> The 3-year average is a 4-week moving average.

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

Table 10

### Barge Grain Movements (1,000 tons)

Week ending 2/11/2012	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	11	0	5	0	15
Alton, IL (L26)	258	2	149	8	416
Granite City, IL (L27)	254	2	167	8	430
<b>Illinois River (L8)</b>	244	2	125	8	378
<b>Ohio River (L52)</b>	178	7	154	0	339
<b>Arkansas River (L1)</b>	0	15	24	3	42
Weekly total - 2012	432	24	345	10	811
Weekly total - 2011	233	16	229	2	480
2012 YTD <sup>1</sup>	2,099	151	1,676	23	3,949
2011 YTD	1,684	108	1,393	23	3,208
2012 as % of 2011 YTD	125	140	120	100	123
Last 4 weeks as % of 2011 <sup>2</sup>	132	148	138	155	135
Total 2011	19,921	1,460	8,553	422	30,356

<sup>1</sup> 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.

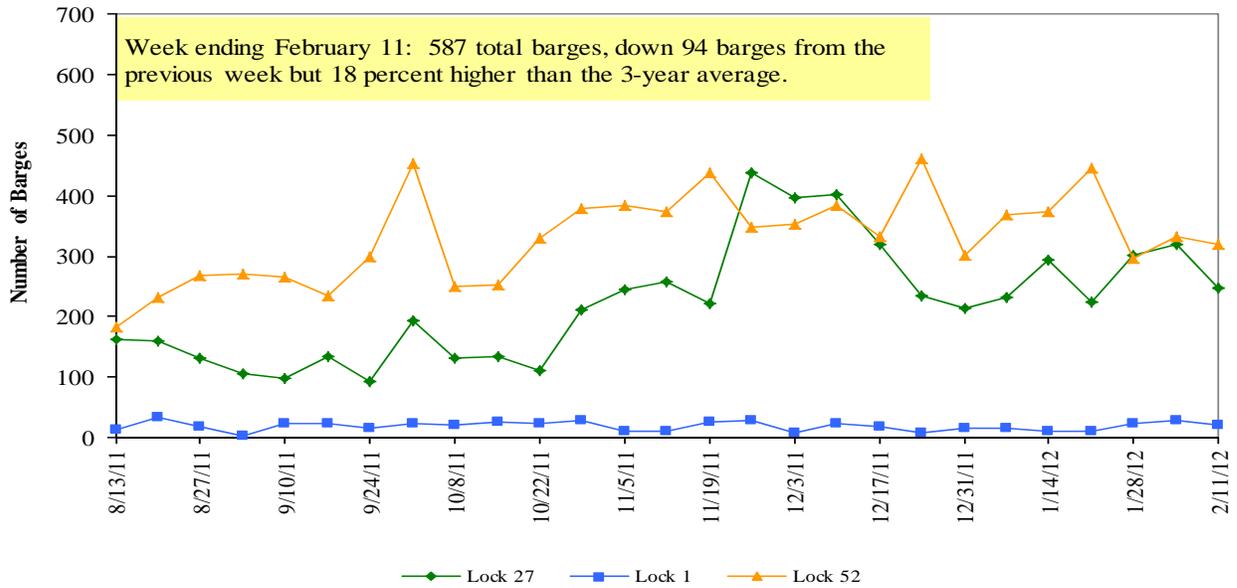
<sup>2</sup> As a percent of same period in 2011.

Note: Total may not add exactly, due to rounding

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

Figure 11

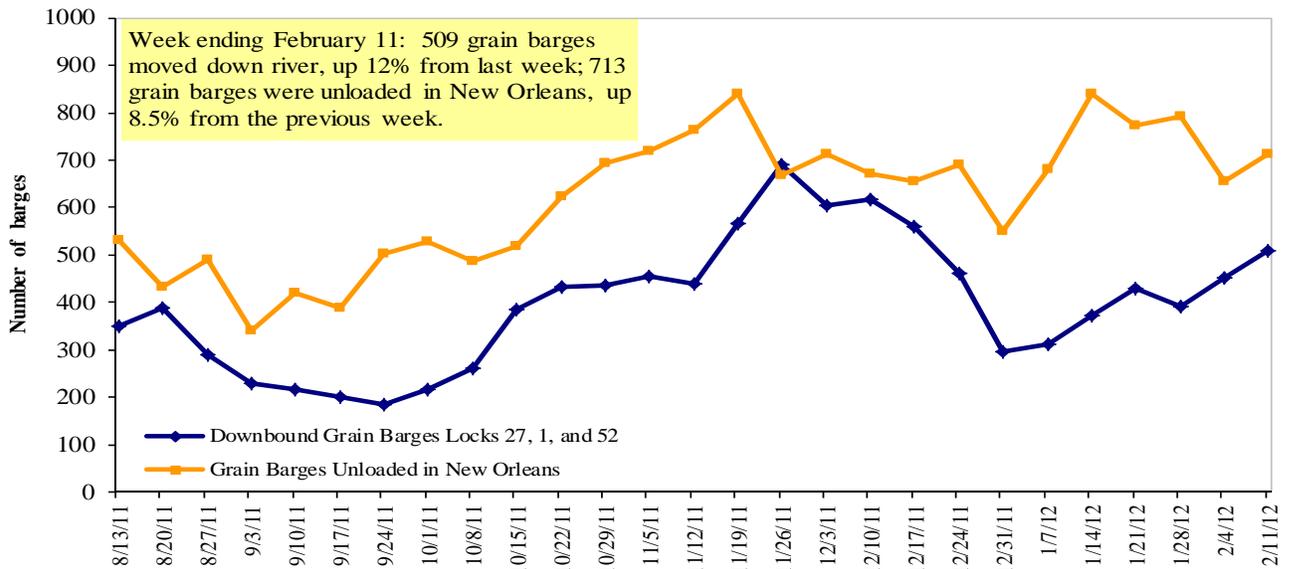
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52**



Source: U.S. Army Corps of Engineers

Figure 12

**Grain Barges for Export in New Orleans Region**



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

# Truck Transportation

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

Table 11

## Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 2/13/2012 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.028	0.080	0.441
	New England	4.150	0.049	0.401
	Central Atlantic	4.128	0.082	0.428
	Lower Atlantic	3.930	0.084	0.406
II	Midwest <sup>2</sup>	3.857	0.106	0.378
III	Gulf Coast <sup>3</sup>	3.860	0.085	0.371
IV	Rocky Mountain	3.841	0.024	0.330
V	West Coast	4.121	0.085	0.450
	California	4.209	0.081	0.462
Total	U.S.	3.943	0.087	0.409

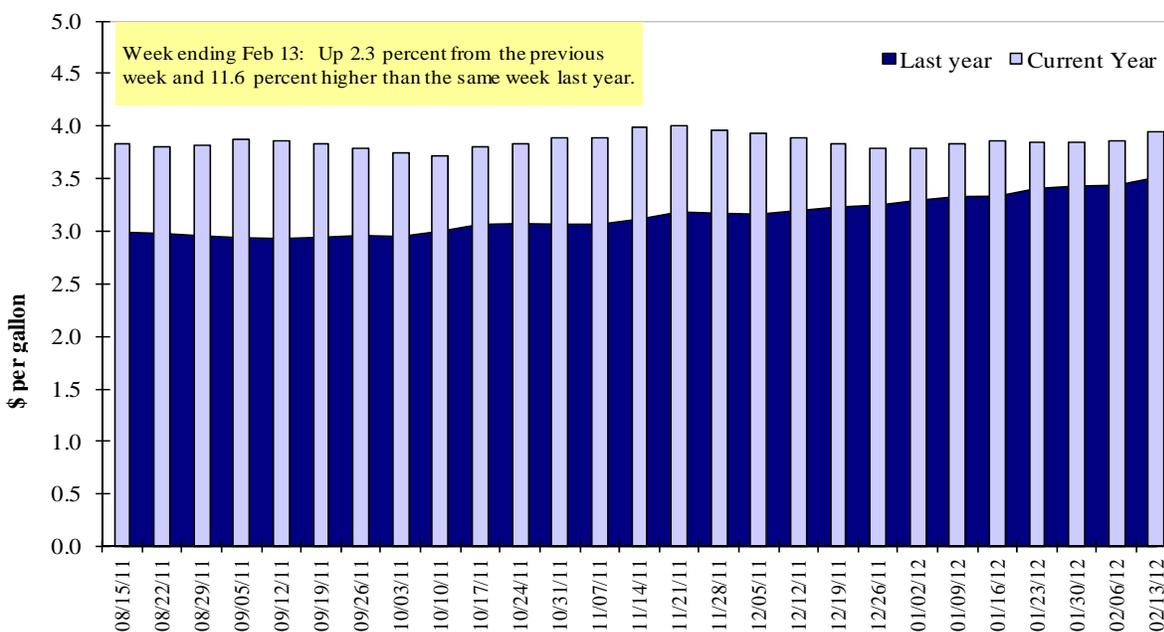
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same as South Central

Source: Energy Information Administration/U.S. Department of Energy ([www.eia.doe.gov](http://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			
<b>Export Balances<sup>1</sup></b>									
2/2/2012	1,396	734	1,120	1,694	31	4,975	10,345	6,592	21,912
This week year ago	3,620	789	2,545	1,300	97	8,352	12,443	11,265	32,060
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2011/12 YTD	6,977	2,280	4,433	3,331	379	17,399	17,972	20,330	55,701
2010/11 YTD	9,813	1,544	5,472	3,129	735	20,693	17,914	27,123	65,730
YTD 2011/12 as % of 2010/11	71	148	81	106	52	84	100	75	85
Last 4 wks as % of same period 2010/11	38	81	47	110	35	56	85	67	71
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306
2009/10 Total	8,458	2,733	5,329	3,897	983	21,400	47,700	39,285	108,385

<sup>1</sup> Current unshipped export sales to date

<sup>2</sup> Shipped export sales to date; the new marketing year is now 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](http://www.fas.usda.gov))

Table 13

## Top 5 Importers<sup>1</sup> of U.S. Corn

Week ending 02/02/12	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2010/11
	2011/12 Current MY	2010/11 Last MY		
- 1,000 mt -				
Japan	7,427	8,817	(16)	14,279
Mexico	7,195	4,301	67	7,019
Korea	1,056	1,610	(34)	6,104
Egypt	468	2,075	(77)	3,302
Taiwan	1,056	1,610	(34)	2,393
<b>Top 5 importers</b>	<b>17,201</b>	<b>18,412</b>	<b>(7)</b>	<b>33,096</b>
<b>Total US corn export sales</b>	<b>28,317</b>	<b>30,357</b>	<b>(7)</b>	<b>46,610</b>
% of Projected	66%	65%		
Change from Last Week	694	1,107		
<b>Top 5 importers' share of U.S. corn export sales</b>	61%	61%		
<b>USDA forecast, February 2012</b>	<b>43,180</b>	<b>46,600</b>	<b>(7)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol February 2012</b>	<b>127,000</b>	<b>127,534</b>	<b>(0.4)</b>	

(n) indicates negative number.

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

<sup>2</sup> Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

<sup>3</sup> FAS Marketing Year Final Reports - [www.fas.usda.gov/export-sales/myfi\\_rpt.htm](http://www.fas.usda.gov/export-sales/myfi_rpt.htm).

Table 14

**Top 5 Importers<sup>1</sup> of U.S. Soybeans**

Week Ending 02/02/2012	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2010/11
	2011/12 Current MY	2010/11 Last MY		
	- 1,000 mt -			- 1,000 mt -
China <sup>4</sup>	18,514	23,821	(22)	24,445
Mexico	1,804	2,116	(15)	3,215
Japan	1,164	1,607	(28)	1,887
EU-25	539	2,086	(74)	2,607
Indonesia	878	937	(6)	1,397
<b>Top 5 importers</b>	<b>22,898</b>	<b>30,567</b>	<b>(25)</b>	<b>33,551</b>
<b>Total US soybean export sales<sup>5</sup></b>	<b>26,923</b>	<b>38,688</b>	<b>(30)</b>	<b>40,690</b>
% of Projected	78%	95%		
Change from last week	603	321		
<b>Top 5 importers' share of U.S. soybean export sales</b>	85%	79%		
<b>USDA forecast, February 2012</b>	<b>34,700</b>	<b>40,860</b>	<b>(15)</b>	
<b>Soybean Use for Biodiesel</b>				
<b>USDA forecast, February 2012</b>	<b>8,632</b>	<b>6,115</b>	<b>41</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS 2008/09 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.<sup>4</sup>Not included - FAS Press Release: 236,000 mt to China (116,000 mt on 2/15, 120,000 mt on 2/10) for 2011/12.<sup>5</sup>Not included - FAS Press Release: 335,000 mt to Unknown (215,000 mt on 2/14; 120,000 mt on 2/13) for 2011/12.

Table 15

**Top 10 Importers<sup>1</sup> of All U.S. Wheat**

Week Ending 02/02/2012	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2010/11
	2011/12 Current MY	2010/11 Last MY		
	- 1,000 mt -			- 1,000 mt -
Nigeria	2,610	2,666	(2)	3,233
Japan	3,132	2,988	5	3,148
Mexico	3,042	2,524	21	2,601
Philippines	1,800	1,769	2	1,518
Korea	1,421	1,374	3	1,111
Peru	559	822	(32)	923
Taiwan	708	778	(9)	913
Colombia	421	631	(33)	783
Indonesia	656	555	18	781
Yemen	422	613	(31)	659
<b>Top 10 importers</b>	<b>14,772</b>	<b>14,719</b>	<b>0.4</b>	<b>15,670</b>
<b>Total US wheat export sales</b>	<b>22,374</b>	<b>29,044</b>	<b>(23)</b>	<b>33,439</b>
% of Projected	84%	83%		
Change from last week	708	391		
<b>Top 10 importers' share of U.S. wheat export sales</b>	66%	51%		
<b>USDA forecast, February 2012</b>	<b>26,540</b>	<b>35,080</b>	<b>(24)</b>	

(n) indicates negative number.

<sup>1</sup>Modified from the FAS 2010/11 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.<sup>3</sup>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 02/09/12	Previous Week <sup>1</sup>	Current Week as % of Previous	2012 YTD <sup>1</sup>	2011 YTD <sup>1</sup>	2012 YTD as % of 2011 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2011
							2011	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	235	274	86	1,233	1,511	82	98	109	13,995
Corn	96	180	53	587	753	78	105	95	9,198
Soybeans	263	194	136	1,401	1,213	115	91	81	7,321
<b>Total</b>	<b>594</b>	<b>648</b>	<b>92</b>	<b>3,221</b>	<b>3,476</b>	<b>93</b>	<b>97</b>	<b>94</b>	<b>30,513</b>
<b>Mississippi Gulf</b>									
Wheat	118	75	158	597	588	102	95	126	5,031
Corn	439	699	63	2,907	2,442	119	105	105	26,267
Soybeans	675	635	106	3,845	4,271	90	101	100	19,262
<b>Total</b>	<b>1,233</b>	<b>1,410</b>	<b>87</b>	<b>7,349</b>	<b>7,301</b>	<b>101</b>	<b>102</b>	<b>104</b>	<b>50,560</b>
<b>Texas Gulf</b>									
Wheat	83	102	81	590	1,605	37	36	57	10,837
Corn	0	0	n/a	1	135	1	0	0	1,021
Soybeans	0	0	n/a	0	445	0	0	0	926
<b>Total</b>	<b>83</b>	<b>102</b>	<b>81</b>	<b>591</b>	<b>2,185</b>	<b>27</b>	<b>27</b>	<b>35</b>	<b>12,784</b>
<b>Interior</b>									
Wheat	13	20	66	73	148	49	74	93	1,110
Corn	198	144	138	902	504	179	67	167	7,509
Soybeans	97	66	147	525	419	125	112	120	4,273
<b>Total</b>	<b>309</b>	<b>230</b>	<b>134</b>	<b>1,500</b>	<b>1,071</b>	<b>140</b>	<b>60</b>	<b>143</b>	<b>12,892</b>
<b>Great Lakes</b>									
Wheat	0	0	n/a	0	4	0	0	0	1,038
Corn	0	0	n/a	14	0	n/a	n/a	0	178
Soybeans	0	0	n/a	0	0	n/a	n/a	0	382
<b>Total</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>14</b>	<b>4</b>	<b>346</b>	<b>346</b>	<b>1,038</b>	<b>1,598</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	2	206	1	1	1	686
Corn	5	6	85	31	41	75	72	79	295
Soybeans	15	77	20	205	190	108	157	110	1,042
<b>Total</b>	<b>20</b>	<b>83</b>	<b>24</b>	<b>238</b>	<b>437</b>	<b>54</b>	<b>74</b>	<b>81</b>	<b>2,022</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	450	471	95	2,495	4,062	61	67	90	32,697
Corn	738	1,029	72	4,442	3,874	115	112	107	44,466
Soybeans	1,051	973	108	5,976	6,539	91	94	90	33,205
<b>Total</b>	<b>2,239</b>	<b>2,473</b>	<b>91</b>	<b>12,913</b>	<b>14,475</b>	<b>89</b>	<b>92</b>	<b>96</b>	<b>110,369</b>

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

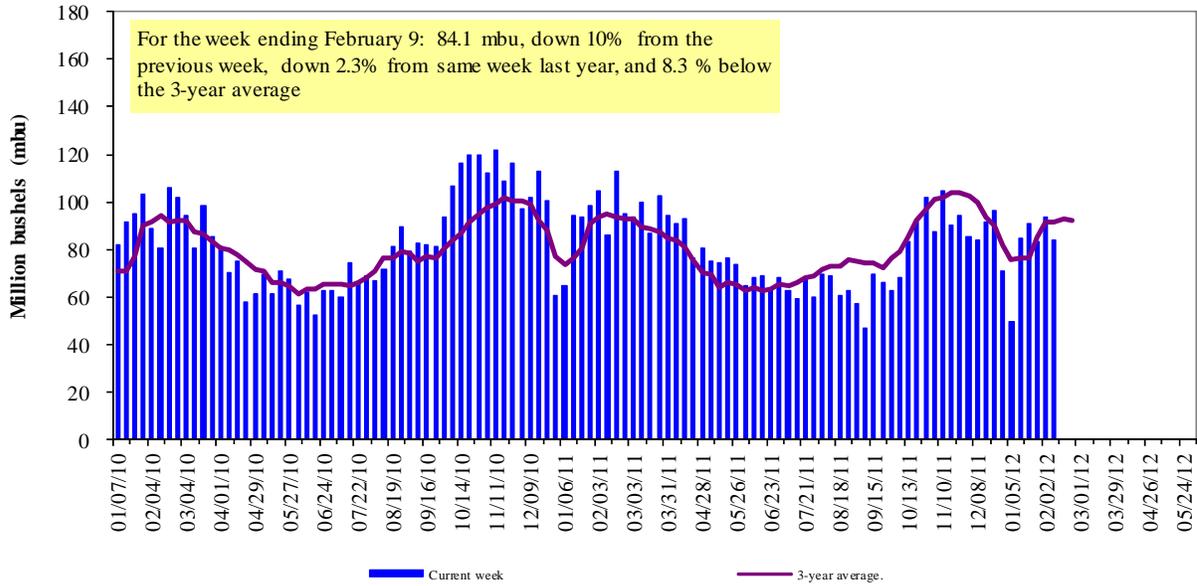
<sup>2</sup> Total includes only port regions shown above; Interior land-based shipments now included.

Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://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 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2011.

Figure 14

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

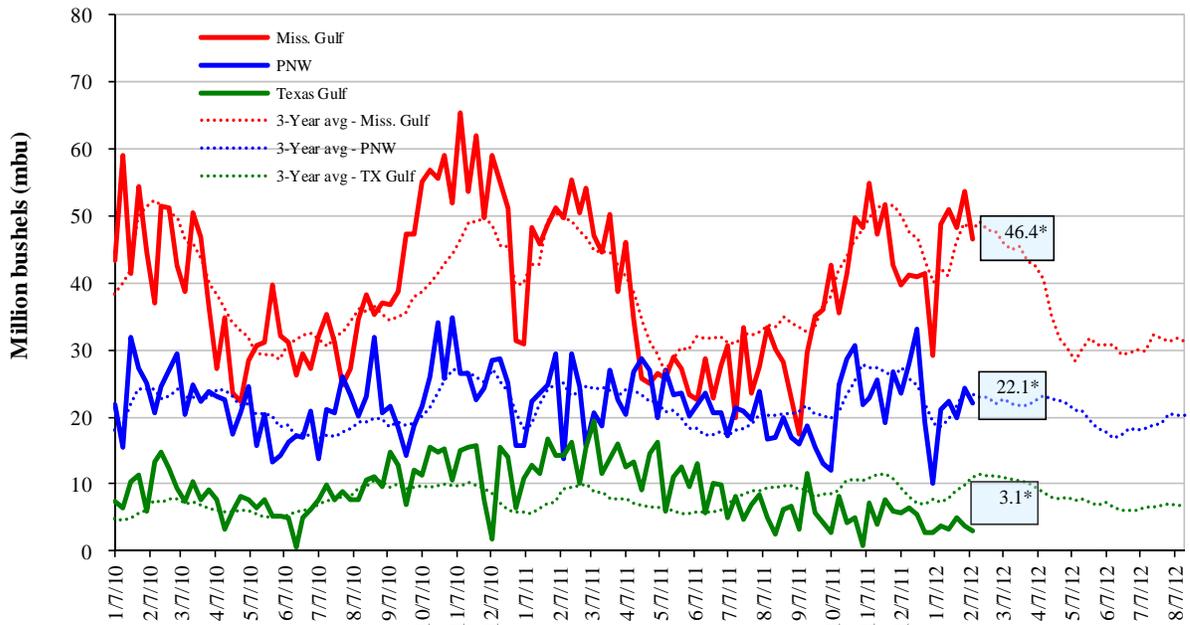


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



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

<b>February 9 % change from:</b>	<b>MS Gulf</b>	<b>TX Gulf</b>	<b>U.S. Gulf</b>	<b>PNW</b>
Last week	down 13	down 19	down 14	down 9
Last year (same week)	down 7	down 79	down 23	up 61
3-yr avg. (4-wk mov. avg.)	down 3	down 72	down 16	up 25

# Ocean Transportation

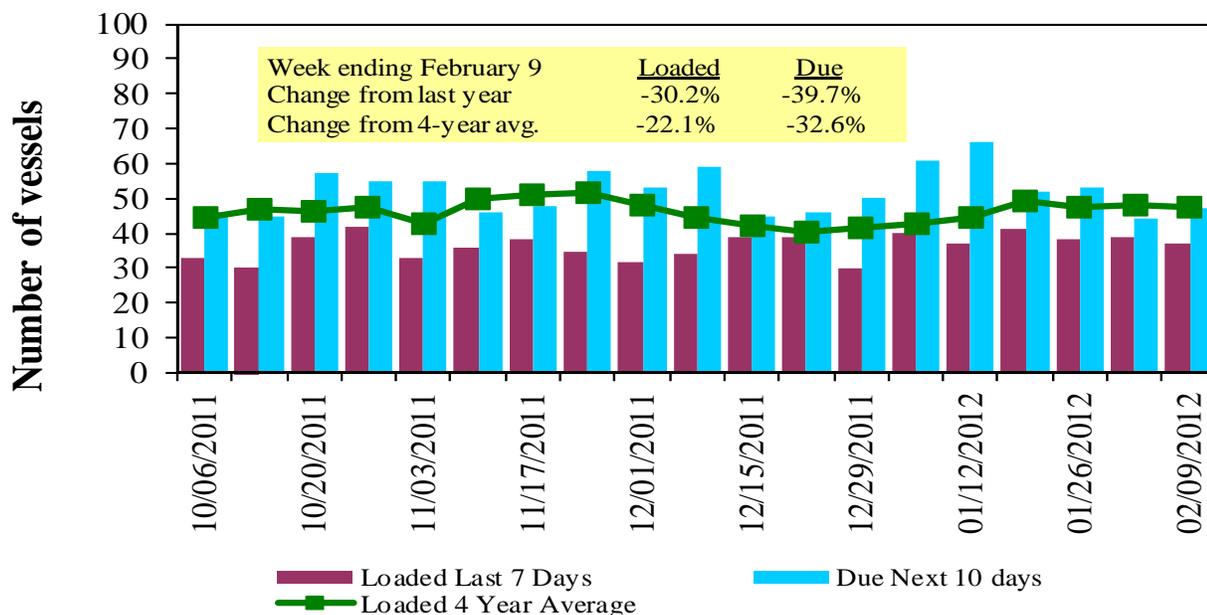
Table 17

**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
2/9/2012	28	37	47	12	n/a
2/2/2012	37	39	44	14	n/a
2011 range	(14..65)	(28..54)	(34..83)	(5..25)	(1..20)
2011 avg.	31	38	53	15	12

Source: Transportation & Marketing Programs/AMS/USDA

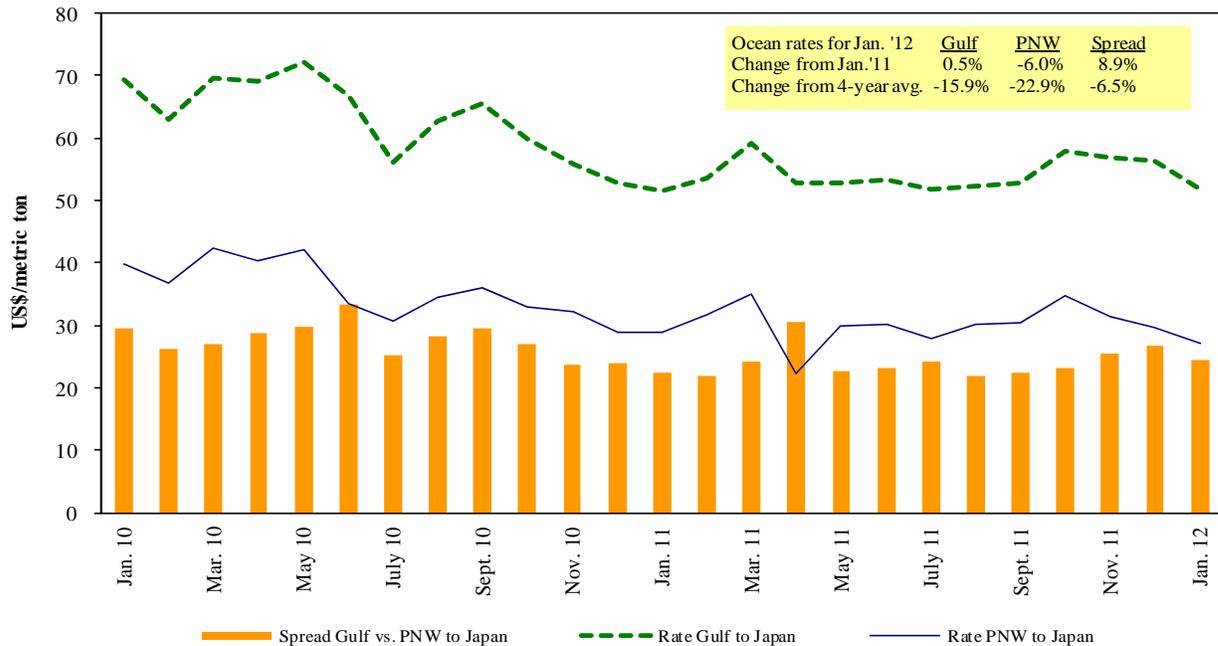
**Figure 16**  
**U.S. Gulf<sup>1</sup> Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA

Figure 17

## Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

## Ocean Freight Rates For Selected Shipments, Week Ending 2/11/2012

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Feb 1/10	55,000	51.00
U.S. Gulf	China	Heavy Grain	Feb 15/25	55,000	52.50
U.S. Gulf	China	Heavy Grain	Dec 20/30	55,000	57.00
U.S. Gulf	China	Heavy Grain	Dec 15/30	55,000	55.50
U.S. Gulf	China	Heavy Grain	Dec 10/20	55,000	56.00
U.S. Gulf	China	Heavy Grain	Dec 1/30	55,000	51.00
U.S. Gulf	Korea	Heavy Grain	Mar 1/10	55,000	46.00
U.S. Gulf	Korea	Grain	Nov 25/Dec 5	55,000	57.00
U.S. Gulf	Tunisia	Soybeans	Jan 10/15	30,000	37.50
U.S. Gulf	Kenya <sup>1</sup>	Wheat	Jan 16/25	11,000	188.00
PNW	China	Grain	Jan 10/20	55,000	26.75
PNW	China	Heavy Grain	Dec 5/20	6,500	26.00
Australia	Vietnam	Grain	Mar 1/10	60,000	19.00
Brazil	Tunisia	Wheat	Feb 14/16	23,750	38.50
Brazil	Taiwan	Heavy Grain	Feb 1/10	65,000	29.50
Brazil	China	Heavy Grain	Mar 1/10	60,000	44.75
River Plate	Algeria	Maize	Feb 5/15	25,000	32.50
River Plate	China	Heavy Grain	Feb 20/25	60,000	45.00
Russia	Yemen	Grain	Dec 1/3	35,000	42.00

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

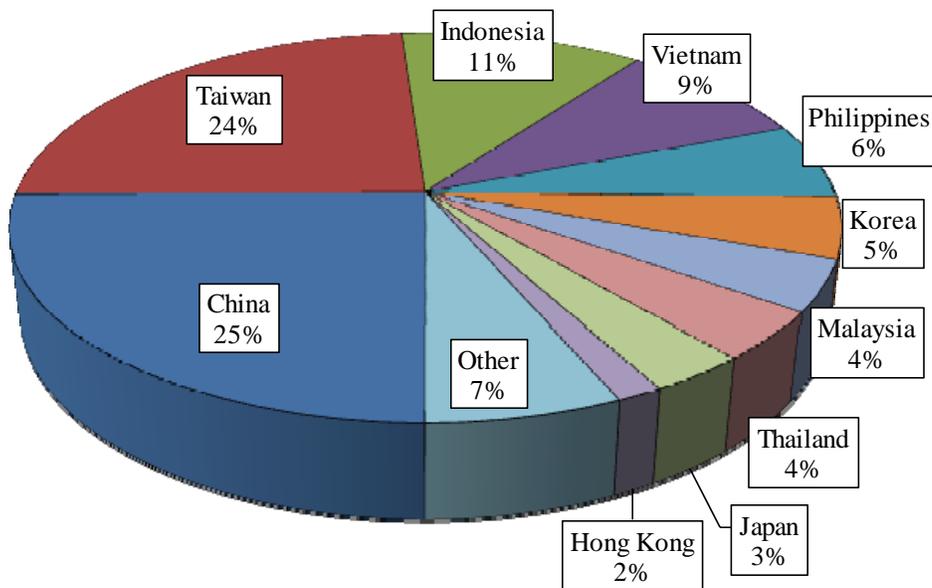
<sup>1</sup>75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 2010, containers were used to transport 5 percent of total U.S. waterborne grain exports, and 7 percent of U.S. grain exports to Asia. Asia is the top destination for U.S. containerized grain exports—94 percent in 2010.

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, October 2011**

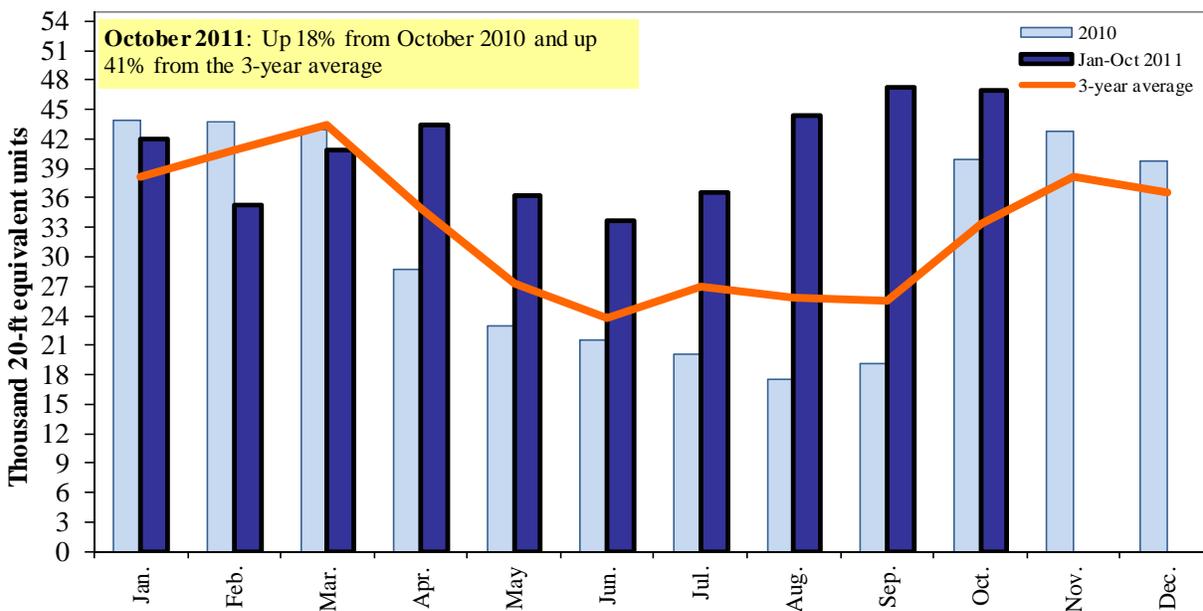


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements (recently added codes are highlighted in bold type): 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 (recently added codes are highlighted in bold type): 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, **230330**, and **120810**.

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