

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

Contact Us

March 29, 2012

## WEEKLY HIGHLIGHTS

ContentsArticle/  
CalendarGrain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Quarterly  
Updates**NEW**  
Data Links

Specialists

Subscription  
Information-----  
The next  
release is  
Apr. 5, 2012**New Barge-to-Rail Facility Near Gulf of Mexico**

The Mississippi Export Railroad recently acquired an interest-free loan financed by USDA's Rural Business Service to construct a barge-to-rail loading facility. The \$740,000 loan was transferred to the railroad from the Singing River Electric Power Association, who procured it from USDA. The facility will be located along the north bank of the Escatawpa River in Jackson County, MS. The Mississippi Export Railroad is a 42-mile short line railroad between Evanston and Pascagoula, MS, that handles bulk grains, lumber, metal, liquids, and other products. It has Class I connections with Canadian National, CSX, Norfolk Southern, and Kansas City Southern.

**Biodiesel Storage to Expand at Sewaren, NJ, Petroleum Terminal**

On March 8, Motiva Enterprises, LLC, a petroleum company based in Houston, TX, announced plans to convert two heating oil storage tanks at its Sewaren Terminal in New Jersey into biodiesel storage by the third quarter to serve customers in the northeastern United States. On October 1, New York City (NYC) will require the heating oil used in its buildings to consist of 2 percent biodiesel. This market represents 20 million gallons per year of biodiesel—2 percent of the 1-billion-gallon total consumption of heating oil in NYC per year. The additional storage will provide a cost-effective way to bring biodiesel (B100) by rail or barge and then distribute it to NYC and the greater Northeast area.

**Soybean Inspections Up**

For the week ending March 22, total inspections of soybeans reached .679 million metric tons (mmt), up 4 percent from the past week, but 15 percent below last year this time. Soybean inspections increased in the Pacific Northwest, Interior, and Atlantic export regions, with shipments up to Asia and Mexico. **Total inspections of grain** (wheat, corn, soybeans), however, dropped 9 percent to 1.66 (mmt). The decrease was caused primarily by a 78 percent drop in wheat shipments destined to Mexico. Total corn inspections (.565 mmt) were down 5 percent from the previous week as shipments to Mexico declined. Outstanding (unshipped) corn export sales, however, were above the 4-week running average for the week ending March 15.

**Biofuels Value Chain Match Making at USDA**

On Friday, March 30, the Department of Agriculture is hosting a matchmaking day at its headquarters complex to promote connections between agricultural producers of energy feedstocks (and their related businesses) with biorefiners seeking to produce biofuels for commercial sale and consumption. Officials from the U.S. Department of Navy, U.S. Department of Energy, and the U.S. Department of Transportation will also be attending, making presentations and answering questions. The objectives of this matchmaking session is to improve awareness and increase understanding of the biofuels supply chain links between those involved in feedstock production and the processors of that feedstock into biofuels. This includes logistical challenges, potential roles of ancillary service providers, and potential pitfalls and blindspots. For more information, please see the March 23 [Federal Register Notice](#).

## Snapshots by Sector

**Rail**

U.S. railroads originated 21,496 **carloads of grain** during the week ending March 17, up 2 percent from last week, down 8 percent from last year, and 5 percent lower than the 3-year average.

During the week ending March 22, average April non-shuttle **secondary railcar bids/offers per car** were \$17.50 above tariff, \$133 lower than last year. Average shuttle rates were \$212.50 below tariff, down \$9.50 from last week and \$231.50 lower than last year.

**Ocean**

During the week ending March 22, 30 **ocean-going grain vessels** were loaded in the Gulf, down 32 percent from last year. Thirty-eight vessels are expected to be loaded within the next 10 days, 37 percent less than the same period last year.

During the week ending March 23, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$49 per mt, up 4 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$29.50 per mt, up 2 percent from the previous week.

**Barge**

During the week ending March 24, **barge grain movements** totaled 776,674 tons, 112 percent higher than the previous week and 18 percent higher than the same period last year. During the same week, 495 grain barges **moved down river**, up 113 percent from the previous week, and 496 grain barges were **unloaded in New Orleans**, up 9 percent.

**Fuel**

During the week ending March 26, U.S. average **diesel fuel prices** remained at \$4.14 per gallon—22 cents higher than the same week last year.

# Feature Article/Calendar

## Fourth Quarter Grain Landed Costs to Mexico Decreased

Although higher than a year ago, landed costs for U.S. grains shipped to Veracruz and Guadalajara, Mexico decreased during the fourth quarter of 2011 due to a general decline in farm prices and decreases in truck and barge rates for the water route (see table). Landed costs for corn, soybeans, and wheat transported by land decreased 9, 7, and 7 percent, respectively, compared to the third quarter. The decrease was mainly due to 13, 10, and 10 percent declines in corn, soybean, and wheat prices, respectively. Landed costs for corn and soybeans transported via the water route decreased by 9 and 10 percent, respectively, and the cost for wheat decreased by 8 percent. Farm prices fell by 10 percent for corn and wheat, and 11 percent for soybeans. Truck and barge rates fell by 19 and 1 percent for corn and soybean shipments, and by 10 and 1 percent, respectively, for wheat shipments. Landed costs for the water route ranged from \$286.27–\$490.16 per metric ton (mt) (figure 1), and those for the land route ranged from \$315.40–\$513.56 per mt (figure 2). However, caution must be exercised in comparing the landed costs between water and land routes because water route shipments terminate at the port of Veracruz, while the land route shipments terminate further inland at Guadalajara.

Quarterly costs of transporting U.S. grain to Mexico										
	Water route (to Veracruz)					Land route (to Guadalajara)				
	\$/metric ton					\$/metric ton				
	2010 4 <sup>th</sup> qtr.	2011 3 <sup>rd</sup> qtr.	2011 4 <sup>th</sup> qtr.	Percent change Yr. to Yr. Qtr. to Qtr.		2010 4 <sup>th</sup> qtr.	2011 3 <sup>rd</sup> qtr.	2011 4 <sup>th</sup> qtr.	Percent change Yr. to Yr. Qtr. to Qtr.	
<b>Corn</b>										
<b>Origin</b>	<b>IL</b>					<b>IA</b>				
Truck	8.94	12.62	10.22	14.3	-19.0	3.74	3.38	3.54	-5.3	4.7
Rail <sup>1</sup>						80.34	85.19	86.54	7.7	1.6
Ocean <sup>2</sup>	19.83	19.89	21.21	7.0	6.6					
Barge	26.20	22.82	22.70	-13.4	-0.5					
Total transportation cost	54.97	55.33	54.13	-1.5	-2.2	84.08	88.57	90.08	7.1	1.7
Farm Value	183.72	257.47	232.14	26.4	-9.8	180.31	257.86	225.32	25.0	-12.6
Landed Cost	238.69	312.80	286.27	19.9	-8.5	264.39	346.43	315.40	19.3	-9.0
Transport % of landed cost	23	18	19			32	26	29		
<b>Soybeans</b>										
<b>Origin</b>	<b>IL</b>					<b>NE</b>				
Truck	8.94	12.62	10.22	14.3	-19.0	3.74	3.38	3.54	-5.3	4.7
Rail <sup>1</sup>						77.33	85.90	88.69	14.7	3.2
Ocean <sup>2</sup>	19.83	19.89	21.21	7.0	6.6					
Barge	26.20	22.82	22.70	-13.4	-0.5					
Total transportation cost	54.97	55.33	54.13	-1.5	-2.2	81.07	89.28	92.23	13.8	3.3
Farm Value	413.98	488.69	436.03	5.3	-10.8	400.26	465.42	421.33	5.3	-9.5
Landed Cost	468.95	544.02	490.16	4.5	-9.9	481.33	554.70	513.56	6.7	-7.4
Transport % of landed cost	12	10	11			17	16	18		
<b>Wheat</b>										
<b>Origin</b>	<b>KS</b>					<b>KS</b>				
Truck*	24.23	35.74	32.36	33.6	-9.5	3.74	3.38	3.54	-5.3	4.7
Rail <sup>1</sup>						77.09	82.55	83.67	8.5	1.4
Ocean <sup>2</sup>	19.83	19.89	21.21	7.0	6.6					
Barge	18.78	15.59	15.39	-18.1	-1.3					
Total transportation cost	62.84	71.22	68.96	9.7	-3.2	80.83	85.93	87.21	7.9	1.5
Farm Value	238.83	272.64	246.80	3.3	-9.5	238.83	272.64	246.80	3.3	-9.5
Landed Cost	301.67	343.86	315.76	4.7	-8.2	319.66	358.57	334.01	4.5	-6.8
Transport % of landed cost	21	21	22			25	24	26		

<sup>1</sup>Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains.

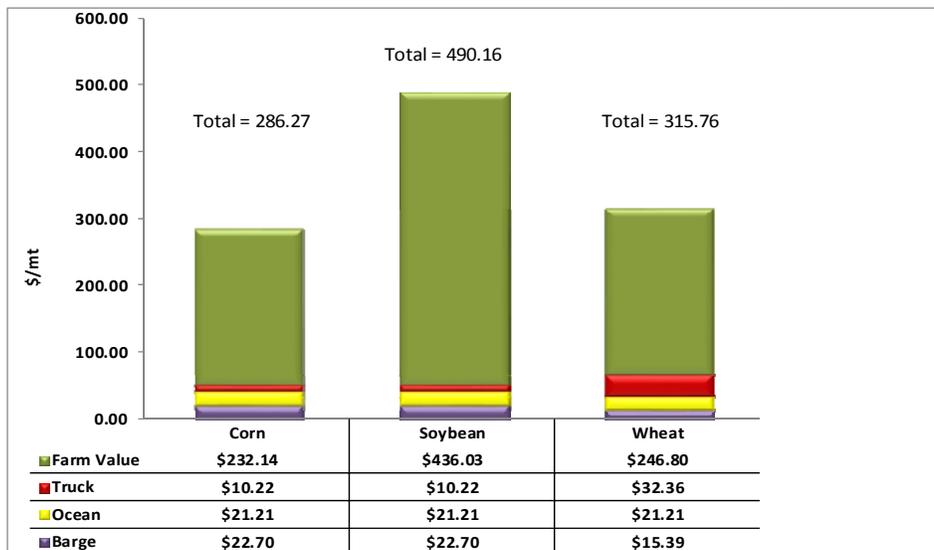
Rail rates include fuel surcharges. Origins are modified from past tables. Rail rates for water route were revised from previous estimates

<sup>2</sup>Source: O'Neil Commodity Consulting

\*Truck rates for land route were revised from the previous estimates

Total transportation costs increased for the land route during the quarter but decreased for the water route by 2 percent for corn and soybeans and 3 percent for wheat. An increase in the ocean rate was not enough to offset the decreases in truck and barge rates during the quarter. Barge rates fell because barge supplies reacted to a weakened export demand during the fourth quarter. Lower exports led to a reduced demand for trucking services and a reduction in truck rates. Ocean rates increased due to a slight improvement in global economic conditions, leading to an increased demand for bulk shipping. The transportation share of landed costs increased slightly for the land route, ranging from 18–29 percent, compared to 16–26 percent during the third quarter. It also increased for the water route transportation of corn and soybeans, ranging from 11–22 percent, compared to 10–21 percent during the previous quarter.

Figure 1. Water route shipment costs to Veracruz, Mexico



**Market Outlook:** Mexico is the second largest market for U.S. corn and soybeans and the third largest for U.S. wheat. During October–November 2011, Mexico imported 2.54 million metric tons (mmt) of U.S. corn at a value of \$75.4 million. It also imported 0.94 mmt of wheat at a value of \$27.5 million. The quantity of U.S. corn imported was 81 percent greater than the same period a year ago; U.S. wheat imports increased by during the same period by 42 percent. However, the quantity of soybeans imported at 0.91 mmt decreased by 19 percent from the same period last year. For the week ending March 15, total U.S. export sales of corn and wheat to Mexico were 34 and 18 percent higher than last year at this time, but the unshipped export balances were 7 and 13 percent lower. Soybean export sales and balances were 8 and 13 percent lower than last year. July corn futures are trading at an inverse to new crop futures: the July–Dec spread was 80 cents per bushel on March 27, indicating tighter end-of-year corn supplies. Continued low or moderate transportation costs for the remainder of the crop year could attract more old-crop grain shipments to Mexico, especially if the drought affecting crop production persists throughout the year as anticipated by the Mexican government. (USDA, FAS [GAIN Report #: MX2007, Mexico Transport Cost Indicator Report](#)). [Surajudeen.olowolayemo@ams.usda.gov](mailto:Surajudeen.olowolayemo@ams.usda.gov)

Figure 2. Land route shipment costs to Guadalajara, Mexico



# Grain Transportation Indicators

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

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
03/28/12	281	228	192	196	228	209
03/21/12	281	227	192	201	219	206

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2  
**Market Update: U.S. Origins to Export Position Price Spreads (\$/bushel)**

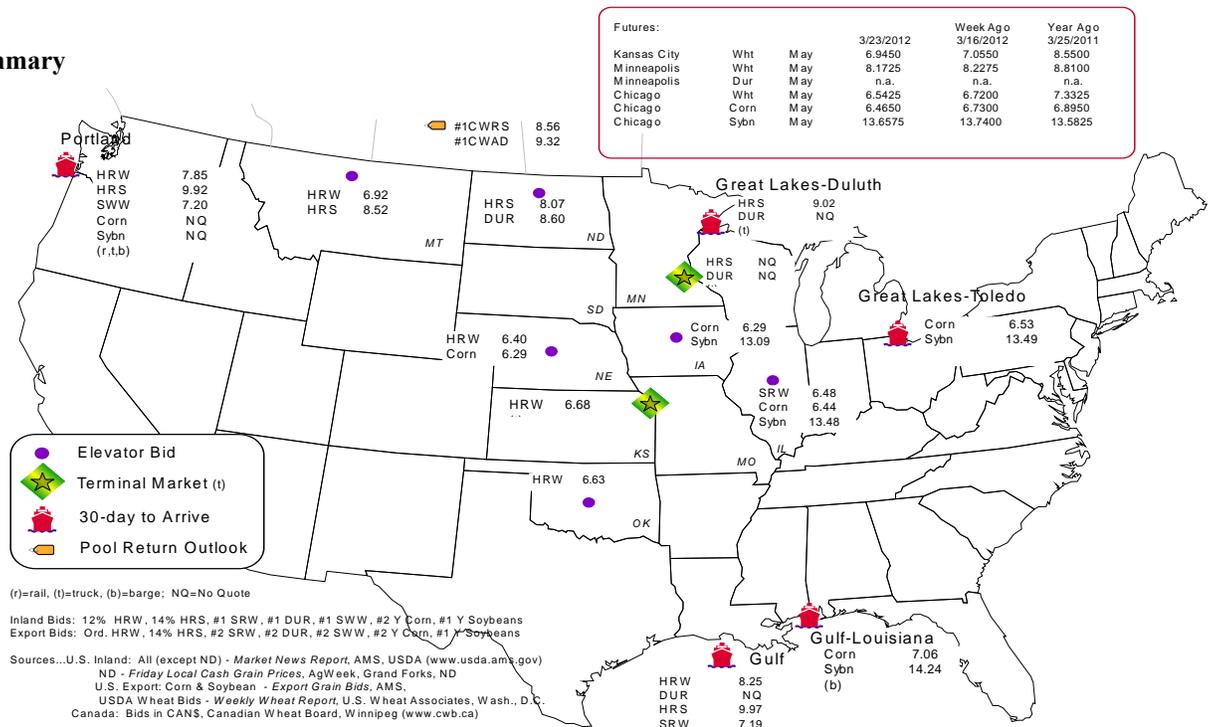
Commodity	Origin--Destination	3/23/2012	3/16/2012
Corn	IL--Gulf	-0.62	-0.67
Corn	NE--Gulf	-0.77	-0.80
Soybean	IA--Gulf	-1.15	-1.23
HRW	KS--Gulf	-1.57	-1.48
HRS	ND--Portland	-1.85	-1.85

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	Northwest	East Gulf	
3/21/2012 <sup>p</sup>	68	453	1,185	2,937	633		5,276
3/14/2012 <sup>r</sup>	328	684	1,403	3,294	419		6,128
2012 YTD	3,176	8,042	13,432	36,556	6,107		67,313
2011 YTD	13,545	26,742	7,493	47,179	9,152		104,111
2012 YTD as % of 2011 YTD	23	30	179	77	67		65
Last 4 weeks as % of 2011 <sup>2</sup>	23	27	175	83	67		65
Last 4 weeks as % of 4-year avg. <sup>2</sup>	31	34	158	73	56		66
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.

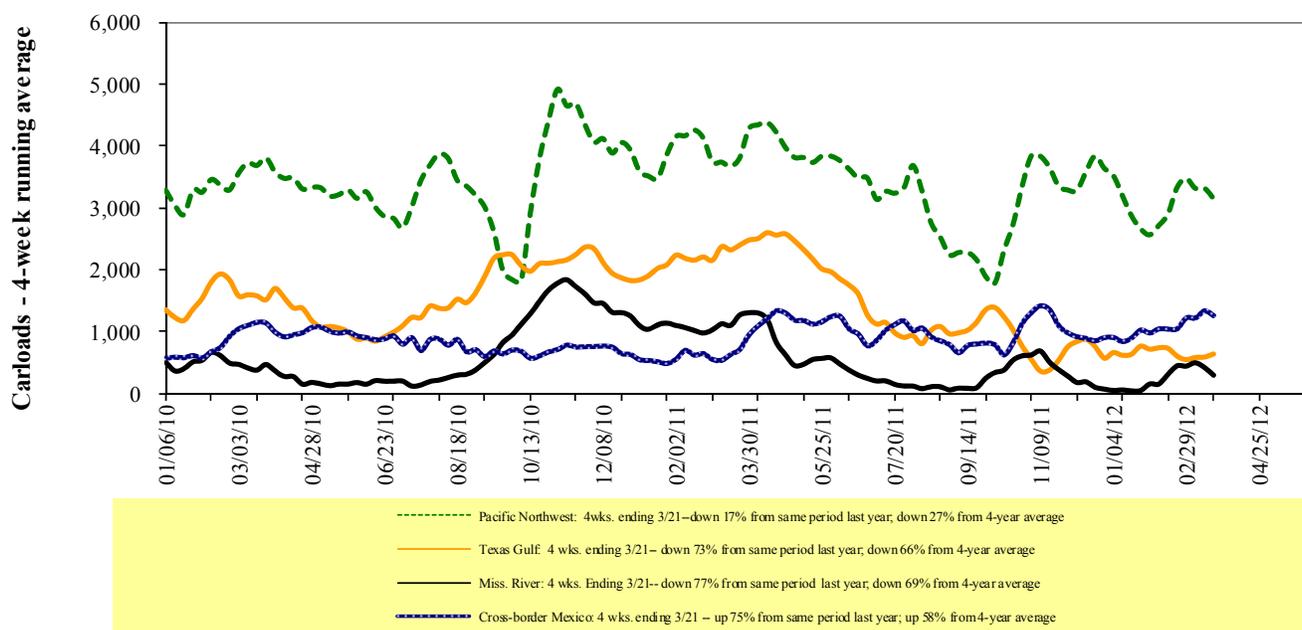
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

## Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

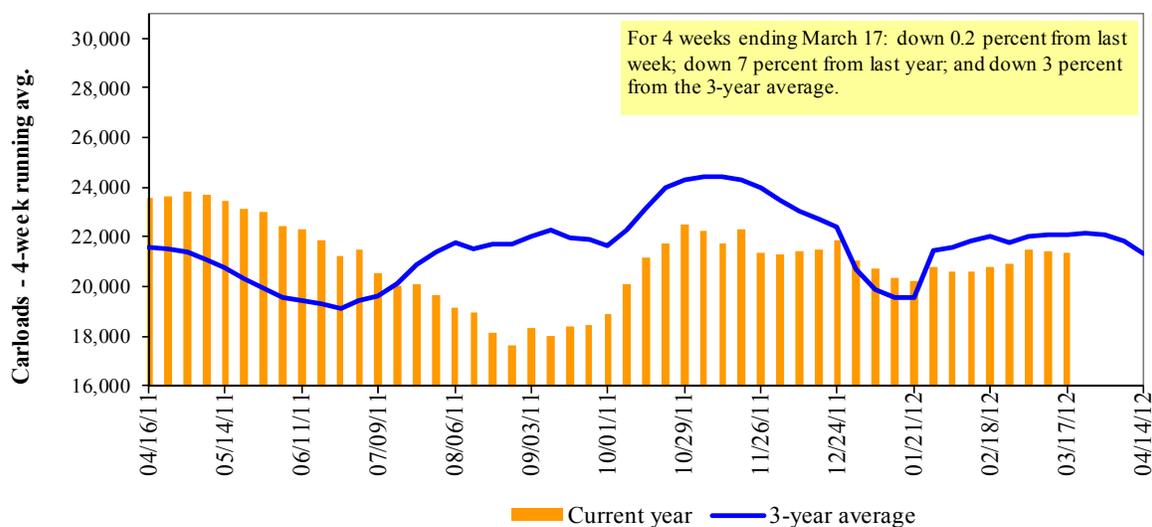
Table 4

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

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
03/17/12	2,384	2,812	10,780	633	4,887	21,496	3,713	4,648
This week last year	2,053	2,775	11,630	581	6,377	23,416	4,388	4,504
2012 YTD	23,986	32,539	113,903	5,517	55,773	231,718	41,562	56,376
2011 YTD	23,828	32,733	125,739	6,396	68,773	257,469	42,795	49,304
2012 YTD as % of 2011 YTD	101	99	91	86	81	90	97	114
Last 4 weeks as % of 2011 <sup>1</sup>	102	97	99	94	77	93	89	120
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	91	101	104	77	87	97	87	98
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															
	Apr-12		Apr-11		May-12		May-11		Jun-12		Jun-11		Jul-12		Jul-11	
BNSF <sup>3</sup>																
COT grain units	0	no offer	0	no offer	no bids	3	no offer	9								
COT grain single-car <sup>5</sup>	0 . . 10	no offer	10	no offer	10	27 . . 70	0 . . 10	27 . . 70								
UP <sup>4</sup>																
GCAS/Region 1	no bids	1	no bids	no bids	no bids	no bids	n/a	n/a								
GCAS/Region 2	1	no bids	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.

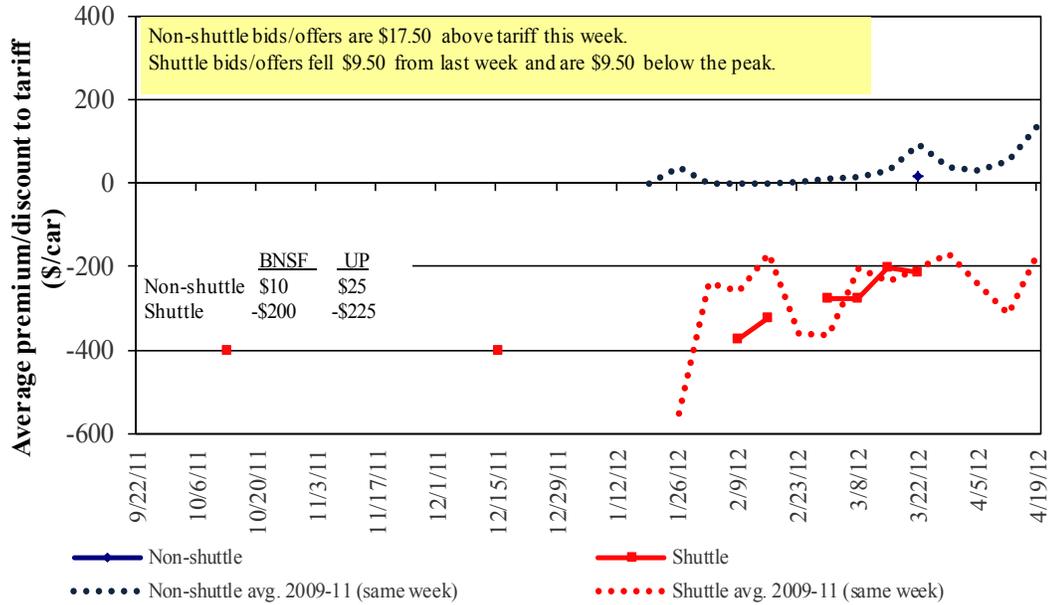
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 April 2012, Secondary Market**

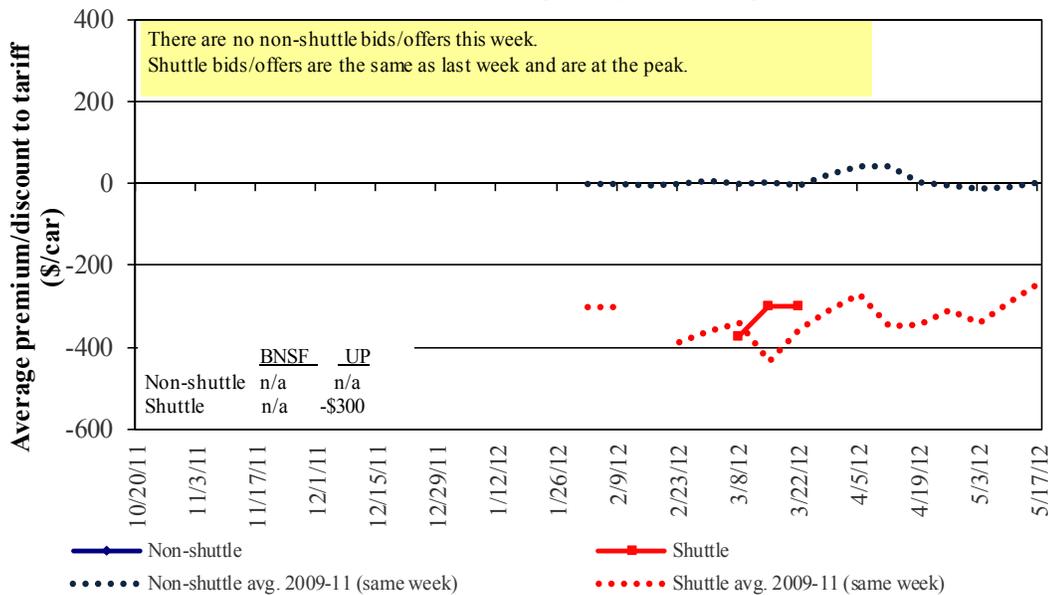


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

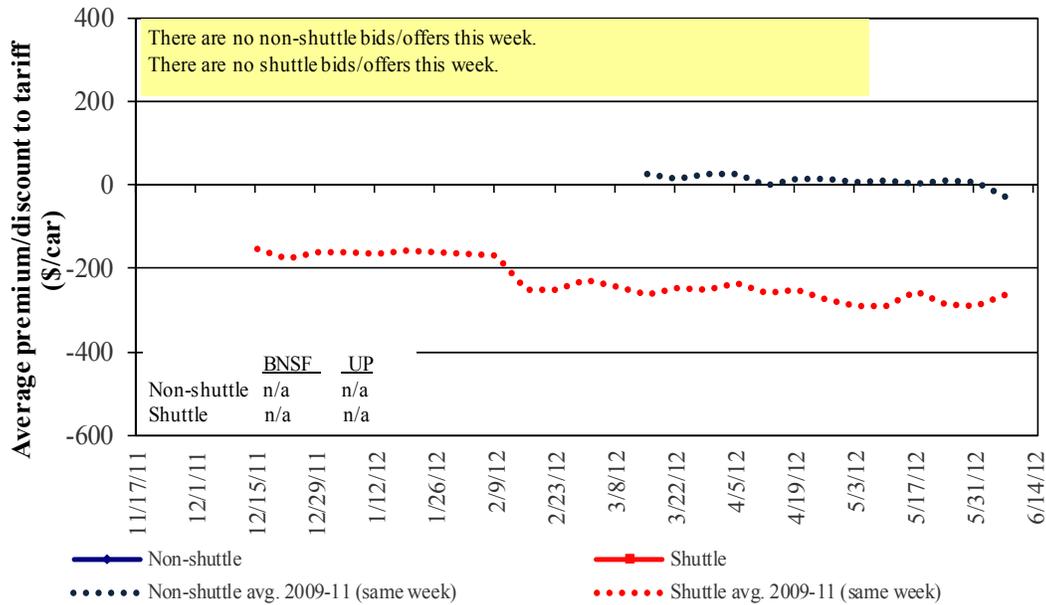


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

### Bids/Offers for Railcars to be Delivered in June 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					
	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12
<b>Non-shuttle</b>						
BNSF-GF	10	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 2011	(278)	n/a	n/a	n/a	n/a	n/a
UP-Pool	25	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 2011	12	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(200)	n/a	n/a	(350)	n/a	(163)
Change from last week	6	n/a	n/a	n/a	n/a	37
Change from same week 2011	(288)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(225)	(300)	n/a	(300)	n/a	(200)
Change from last week	(25)	-	n/a	-	n/a	-
Change from same week 2011	(175)	-	n/a	(100)	n/a	(50)

<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:				Fuel	Tariff plus surcharge per:		Percent
3/1/2012	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushe <sup>l</sup> <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$2,992	\$177	\$31.47	\$0.86	5
	Grand Forks, ND	Duluth-Superior, MN	\$3,260	\$101	\$33.38	\$0.91	20
	Wichita, KS	Los Angeles, CA	\$5,895	\$520	\$63.71	\$1.73	15
	Wichita, KS	New Orleans, LA	\$3,492	\$312	\$37.77	\$1.03	5
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$427	\$59.58	\$1.62	10
	Northwest KS	Galveston-Houston, TX	\$3,760	\$341	\$40.73	\$1.11	5
	Amarillo, TX	Los Angeles, CA	\$3,959	\$475	\$44.03	\$1.20	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,038	\$352	\$33.67	\$0.92	10
	Toledo, OH	Raleigh, NC	\$4,382	\$398	\$47.47	\$1.29	18
	Des Moines, IA	Davenport, IA	\$1,934	\$75	\$19.95	\$0.54	6
	Indianapolis, IN	Atlanta, GA	\$3,821	\$299	\$40.91	\$1.11	20
	Indianapolis, IN	Knoxville, TN	\$3,273	\$192	\$34.41	\$0.94	19
	Des Moines, IA	Little Rock, AR	\$3,074	\$219	\$32.70	\$0.89	6
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,825	\$638	\$64.18	\$1.75	33
	Minneapolis, MN	New Orleans, LA	\$3,499	\$387	\$38.59	\$1.05	6
	Toledo, OH	Huntsville, AL	\$3,497	\$283	\$37.54	\$1.02	21
	Indianapolis, IN	Raleigh, NC	\$4,453	\$401	\$48.20	\$1.31	17
	Indianapolis, IN	Huntsville, AL	\$3,189	\$192	\$33.57	\$0.91	23
Champaign-Urbana, IL	New Orleans, LA	\$3,382	\$352	\$37.08	\$1.01	9	
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,351	\$299	\$36.25	\$0.99	15
	Wichita, KS	Galveston-Houston, TX	\$3,247	\$233	\$34.56	\$0.94	11
	Chicago, IL	Albany, NY	\$3,645	\$374	\$39.91	\$1.09	6
	Grand Forks, ND	Portland, OR	\$4,832	\$517	\$53.12	\$1.45	17
	Grand Forks, ND	Galveston-Houston, TX	\$5,854	\$538	\$63.48	\$1.73	16
	Northwest KS	Portland, OR	\$4,727	\$560	\$52.50	\$1.43	5
Corn	Minneapolis, MN	Portland, OR	\$4,800	\$629	\$53.92	\$1.47	19
	Sioux Falls, SD	Tacoma, WA	\$4,760	\$576	\$52.99	\$1.44	18
	Champaign-Urbana, IL	New Orleans, LA	\$2,857	\$352	\$31.87	\$0.87	9
	Lincoln, NE	Galveston-Houston, TX	\$3,310	\$336	\$36.21	\$0.99	17
	Des Moines, IA	Amarillo, TX	\$3,430	\$275	\$36.80	\$1.00	5
	Minneapolis, MN	Tacoma, WA	\$4,800	\$624	\$53.87	\$1.47	19
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,200	\$646	\$48.12	\$1.31	24
	Sioux Falls, SD	Tacoma, WA	\$5,040	\$576	\$55.77	\$1.52	19
	Minneapolis, MN	Portland, OR	\$5,030	\$629	\$56.20	\$1.53	21
	Fargo, ND	Tacoma, WA	\$4,930	\$512	\$54.05	\$1.47	18
	Council Bluffs, IA	New Orleans, LA	\$3,710	\$406	\$40.87	\$1.11	8
	Toledo, OH	Huntsville, AL	\$2,672	\$283	\$29.34	\$0.80	7
Grand Island, NE	Portland, OR	\$5,115	\$573	\$56.48	\$1.54	15	

<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](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://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	\$547	\$84.68	\$2.30	15
	OK	Cuatitlan, EM	\$6,747	\$573	\$74.79	\$2.03	11
	KS	Guadalajara, JA	\$7,411	\$871	\$84.62	\$2.30	10
	TX	Salinas Victoria, NL	\$3,703	\$233	\$40.22	\$1.09	8
Corn	IA	Guadalajara, JA	\$7,699	\$875	\$87.60	\$2.22	11
	SD	Penjamo, GJ	\$7,776	\$715	\$86.76	\$2.20	20
	NE	Queretaro, QA	\$7,048	\$739	\$79.57	\$2.02	15
	SD	Salinas Victoria, NL	\$5,650	\$544	\$63.28	\$1.61	20
	MO	Tlalhepantla, EM	\$6,263	\$721	\$71.36	\$1.81	17
	SD	Torreón, CU	\$6,522	\$599	\$72.76	\$1.85	17
Soybeans	MO	Bojay (Tula), HG	\$6,926	\$761	\$78.54	\$2.14	13
	NE	Guadalajara, JA	\$7,904	\$875	\$89.70	\$2.44	15
	IA	El Castillo, JA <sup>5</sup>	\$8,255	\$711	\$91.61	\$2.49	19
	KS	Torreón, CU	\$6,396	\$595	\$71.43	\$1.94	14
Sorghum	OK	Cuatitlan, EM	\$5,670	\$543	\$63.48	\$1.61	22
	TX	Guadalajara, JA	\$6,653	\$465	\$72.73	\$1.85	17
	NE	Penjamo, GJ	\$7,426	\$817	\$84.23	\$2.14	18
	KS	Queretaro, QA	\$6,353	\$508	\$70.10	\$1.78	14
	NE	Salinas Victoria, NL	\$5,103	\$483	\$57.07	\$1.45	15
	NE	Torreón, CU	\$6,068	\$629	\$68.43	\$1.74	11

<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

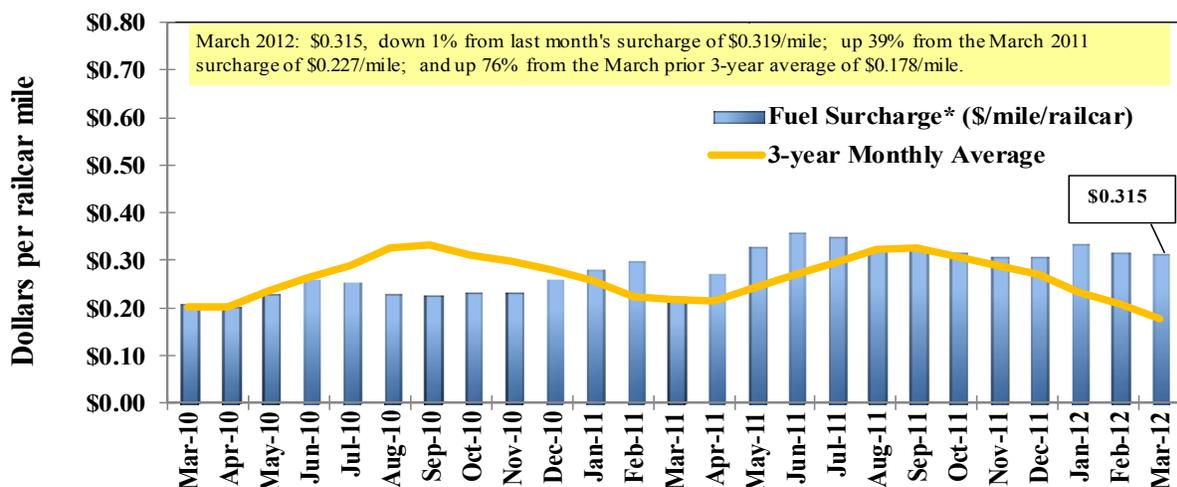
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

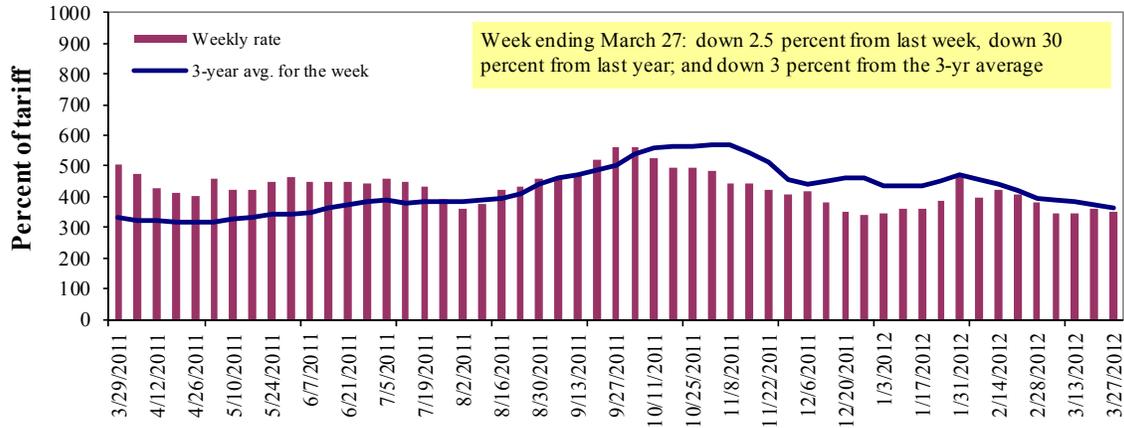
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

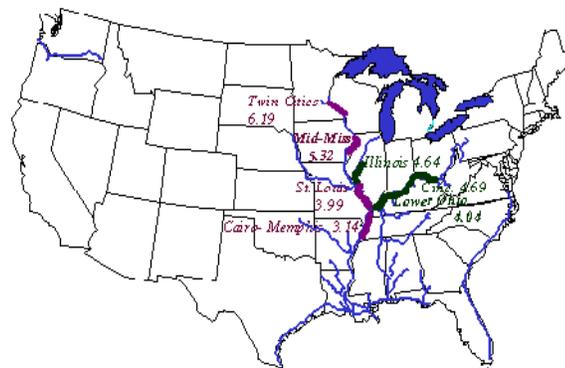
### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid- Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo- Memphis
<b>Rate<sup>1</sup></b>	3/27/2012	425	371	353	251	302	302	220
	3/20/2012	433	378	362	258	310	310	223
<b>\$/ton</b>	3/27/2012	26.31	19.74	16.38	10.01	14.16	12.20	6.91
	3/20/2012	26.80	20.11	16.80	10.29	14.54	12.52	7.00
<b>Current week % change from the same week:</b>								
	Last year	-	-27	-30	-35	-34	-34	-34
	3-year avg. <sup>2</sup>	29	-7	-3	-12	-2	-2	-14
<b>Rate<sup>1</sup></b>	April	425	368	340	250	305	305	223
	June	425	370	345	258	318	318	235

<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

Figure 9  
Benchmark tariff rates

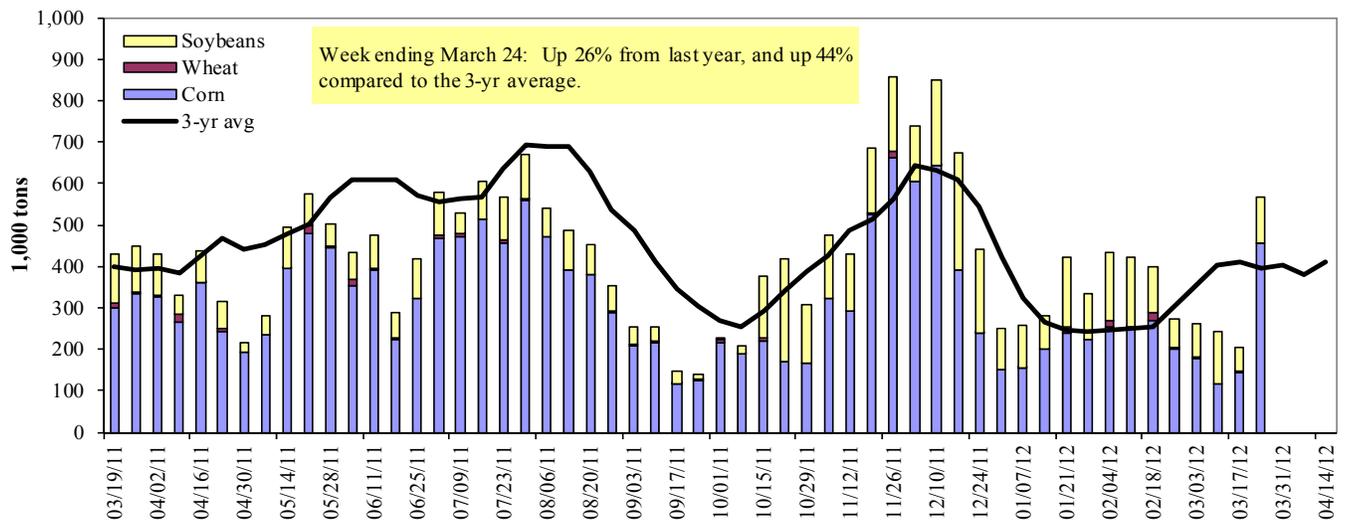


### Calculating barge rate per ton:

(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 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/webreports/default.asp](http://www.mvr.usace.army.mil/mvrirmi/omni/webreports/default.asp))

Table 10

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

Week ending 3/24/2012	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	93	2	57	0	152
Winfield, MO (L25)	297	0	89	3	389
Alton, IL (L26)	489	0	114	3	607
Granite City, IL (L27)	456	0	113	8	576
<b>Illinois River (L8)</b>	179	3	30	0	212
<b>Ohio River (L52)</b>	90	14	45	19	168
<b>Arkansas River (L1)</b>	0	28	4	0	32
Weekly total - 2012	546	42	162	27	777
Weekly total - 2011	444	26	182	6	657
2012 YTD <sup>1</sup>	4,088	365	2,866	86	7,405
2011 YTD	3,845	229	2,564	82	6,720
2012 as % of 2011 YTD	106	160	112	105	110
Last 4 weeks as % of 2011 <sup>2</sup>	89	167	116	128	101
Total 2011	19,921	1,460	8,553	422	30,356

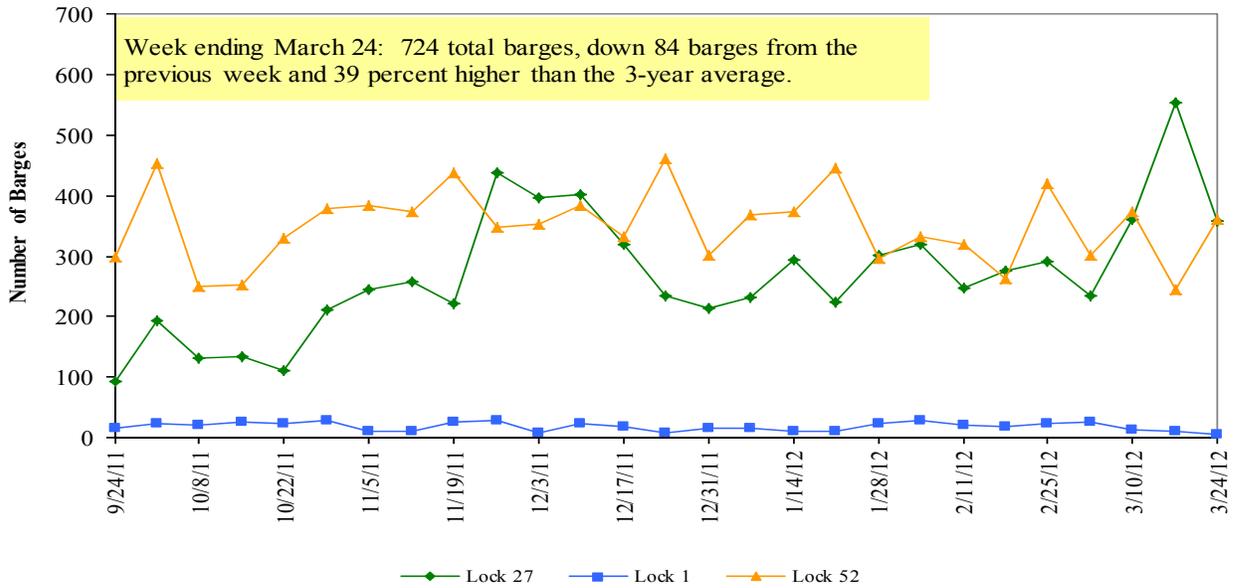
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

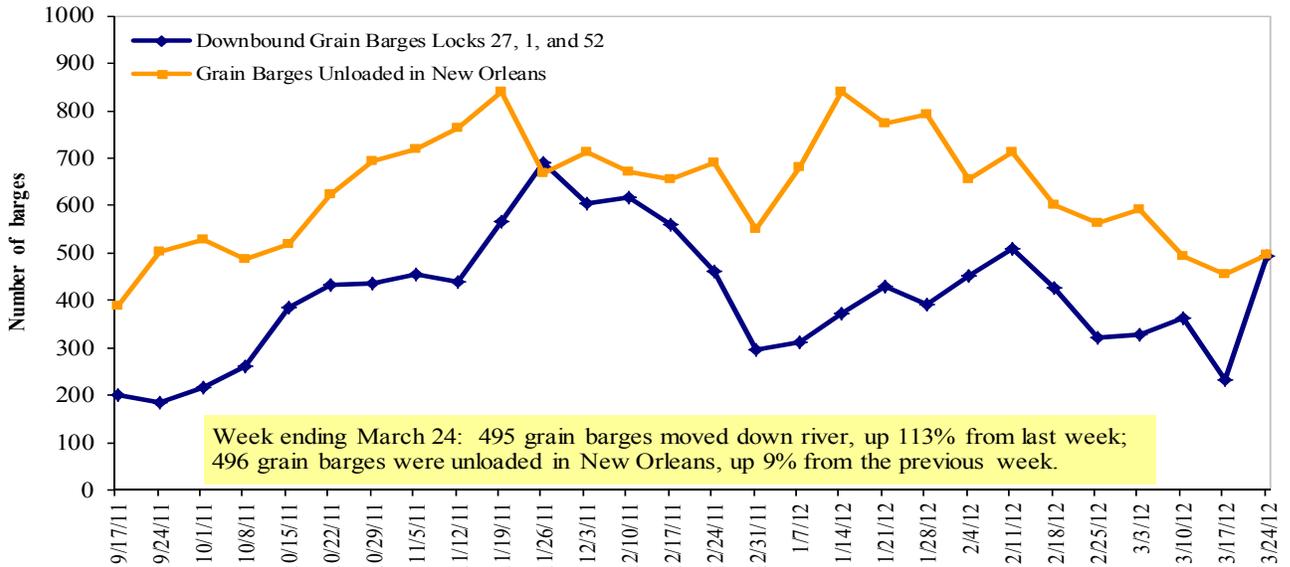
Source: U.S. Army Corps of Engineers ([www.mvr.usace.army.mil/mvrirmi/omni/webreports/default.asp](http://www.mvr.usace.army.mil/mvrirmi/omni/webreports/default.asp))

**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 3/26/2012 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.190	0.006	0.238
	New England	4.263	0.004	0.168
	Central Atlantic	4.279	0.010	0.218
	Lower Atlantic	4.110	0.004	0.218
II	Midwest <sup>2</sup>	4.046	0.006	0.163
III	Gulf Coast <sup>3</sup>	4.055	0.002	0.198
IV	Rocky Mountain	4.136	0.017	0.177
V	West Coast	4.433	0.002	0.278
	California	4.476	-0.005	0.220
Total	U.S.	4.147	0.005	0.215

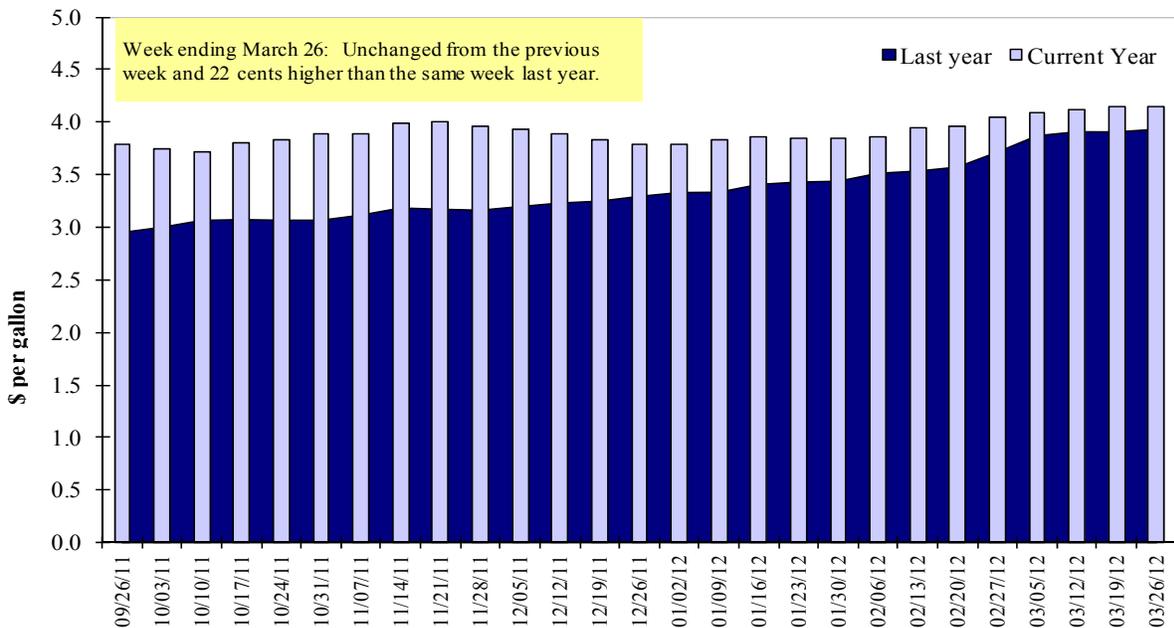
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
3/15/2012	1,208	855	1,167	1,405	55	4,689	10,432	5,133	20,254
This week year ago	3,795	863	2,359	1,372	131	8,520	12,962	6,823	28,305
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2011/12 YTD	7,935	2,754	5,147	4,275	388	20,498	22,566	25,708	68,772
2010/11 YTD	12,003	1,903	6,342	3,577	767	24,592	23,416	33,399	81,407
YTD 2011/12 as % of 2010/11	66	145	81	120	51	83	96	77	84
Last 4 wks as % of same period 2010/11	34	104	51	114	28	59	80	79	73
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)

Table 13

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

Week ending 03/15/12	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 -			- 1,000 mt -
Japan	9,132	10,745	(15)	14,279
Mexico	8,313	6,197	34	7,019
Korea	3,376	3,786	(11)	6,104
China*	3,798	314	1,111	978
Taiwan	1,320	1,955	(32)	2,393
<b>Top 5 importers</b>	<b>25,939</b>	<b>22,996</b>	<b>13</b>	<b>30,772</b>
<b>Total US corn export sales</b>	<b>32,998</b>	<b>36,378</b>	<b>(9)</b>	<b>46,600</b>
% of Projected	76%	78%		
Change from Last Week	862	895		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>79%</b>	<b>63%</b>		
<b>USDA forecast, March 2012</b>	<b>43,180</b>	<b>46,600</b>	<b>(7)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol March 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; 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.

\*China -- New to the Top 5 in the 2011/12 Marketing Year, replacing Egypt.

Table 14

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

Week Ending 03/15/2012	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	20,410	24,971	(18)	24,445
Mexico	2,255	2,464	(8)	3,215
Japan	1,398	1,891	(26)	1,887
EU	829	2,599	(68)	2,607
Indonesia	1,048	1,069	(2)	1,397
<b>Top 5 importers</b>	<b>25,940</b>	<b>32,993</b>	<b>(21)</b>	<b>33,551</b>
<b>Total US soybean export sales</b>	<b>30,841</b>	<b>40,222</b>	<b>(23)</b>	<b>40,860</b>
% of Projected	89%	98%		
Change from last week	357	264		
<b>Top 5 importers' share of U.S. soybean export sales</b>	84%	82%		
<b>USDA forecast, March 2012</b>	<b>34,700</b>	<b>40,860</b>	<b>(15)</b>	
<b>Soybean Use for Biodiesel USDA forecast, March 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.

Table 15

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

Week Ending 03/15/2012	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	2,926	3,172	(8)	3,233
Japan	3,453	3,457	(0)	3,148
Mexico	3,249	2,595	25	2,601
Philippines	1,994	1,864	7.0	1,518
Korea	1,846	1,615	14	1,111
Peru	571	922	(38)	923
Taiwan	830	872	(5)	913
Colombia	448	793	(44)	783
Indonesia	734	676	9	781
Yemen	417	673	(38)	659
<b>Top 10 importers</b>	<b>16,467</b>	<b>16,637</b>	<b>(1.0)</b>	<b>15,670</b>
<b>Total US wheat export sales</b>	<b>25,187</b>	<b>33,111</b>	<b>(24)</b>	<b>35,080</b>
% of Projected	93%	94%		
Change from last week	529	660		
<b>Top 10 importers' share of U.S. wheat export sales</b>	65%	50%		
<b>USDA forecast, March 2012</b>	<b>27,220</b>	<b>35,080</b>	<b>(22)</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 03/22/12	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	224	312	72	3,137	3,047	103	125	158	13,995
Corn	117	0	n/a	1,311	1,667	79	77	79	9,198
Soybeans	255	195	131	2,971	2,398	124	161	98	7,321
<b>Total</b>	<b>595</b>	<b>507</b>	<b>117</b>	<b>7,418</b>	<b>7,113</b>	<b>104</b>	<b>120</b>	<b>113</b>	<b>30,513</b>
<b>Mississippi Gulf</b>									
Wheat	141	111	126	1,303	1,252	104	119	130	5,031
Corn	283	394	72	5,476	6,160	89	60	60	26,267
Soybeans	281	363	77	6,564	7,839	84	77	90	19,262
<b>Total</b>	<b>704</b>	<b>868</b>	<b>81</b>	<b>13,342</b>	<b>15,250</b>	<b>87</b>	<b>72</b>	<b>78</b>	<b>50,560</b>
<b>Texas Gulf</b>									
Wheat	38	118	32	1,112	3,413	33	32	48	10,837
Corn	58	1	6,119	150	359	42	51	55	1,021
Soybeans	0	0	n/a	0	760	0	0	0	926
<b>Total</b>	<b>96</b>	<b>119</b>	<b>80</b>	<b>1,262</b>	<b>4,533</b>	<b>28</b>	<b>32</b>	<b>47</b>	<b>12,784</b>
<b>Interior</b>									
Wheat	16	37	43	230	335	69	175	123	1,110
Corn	108	197	55	1,987	1,343	148	81	134	7,509
Soybeans	65	54	121	1,006	935	108	72	92	4,273
<b>Total</b>	<b>189</b>	<b>288</b>	<b>66</b>	<b>3,223</b>	<b>2,612</b>	<b>123</b>	<b>84</b>	<b>119</b>	<b>12,892</b>
<b>Great Lakes</b>									
Wheat	0	0	n/a	0	14	0	0	0	1,038
Corn	0	0	n/a	14	0	n/a	n/a	0	178
Soybeans	0	0	n/a	1	0	n/a	n/a	0	382
<b>Total</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>15</b>	<b>14</b>	<b>112</b>	<b>7</b>	<b>20</b>	<b>1,598</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	2	275	1	0	0	686
Corn	0	0	n/a	50	75	66	54	62	295
Soybeans	78	40	193	390	323	121	238	162	1,042
<b>Total</b>	<b>78</b>	<b>40</b>	<b>193</b>	<b>441</b>	<b>673</b>	<b>66</b>	<b>175</b>	<b>138</b>	<b>2,022</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	418	579	72	5,784	8,336	69	81	108	32,697
Corn	565	592	95	8,987	9,604	94	72	73	44,466
Soybeans	679	652	104	10,931	12,255	89	91	93	33,205
<b>Total</b>	<b>1,663</b>	<b>1,823</b>	<b>91</b>	<b>25,702</b>	<b>30,195</b>	<b>85</b>	<b>80</b>	<b>88</b>	<b>110,369</b>

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

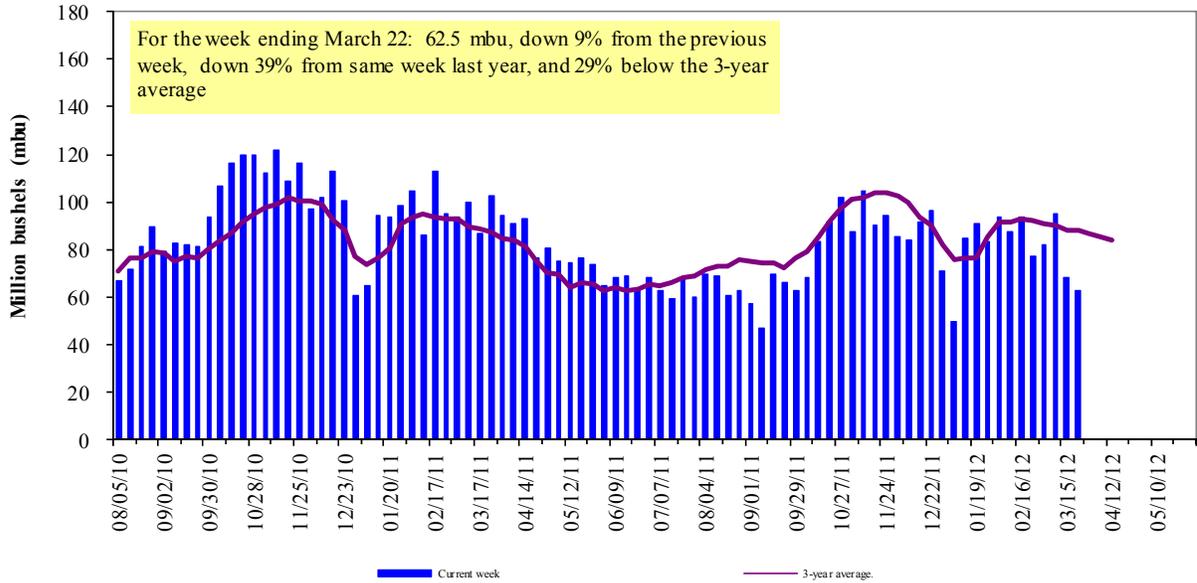
<sup>2</sup> Total includes only port regions shown above; Interior land-based shipments now included.

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)**

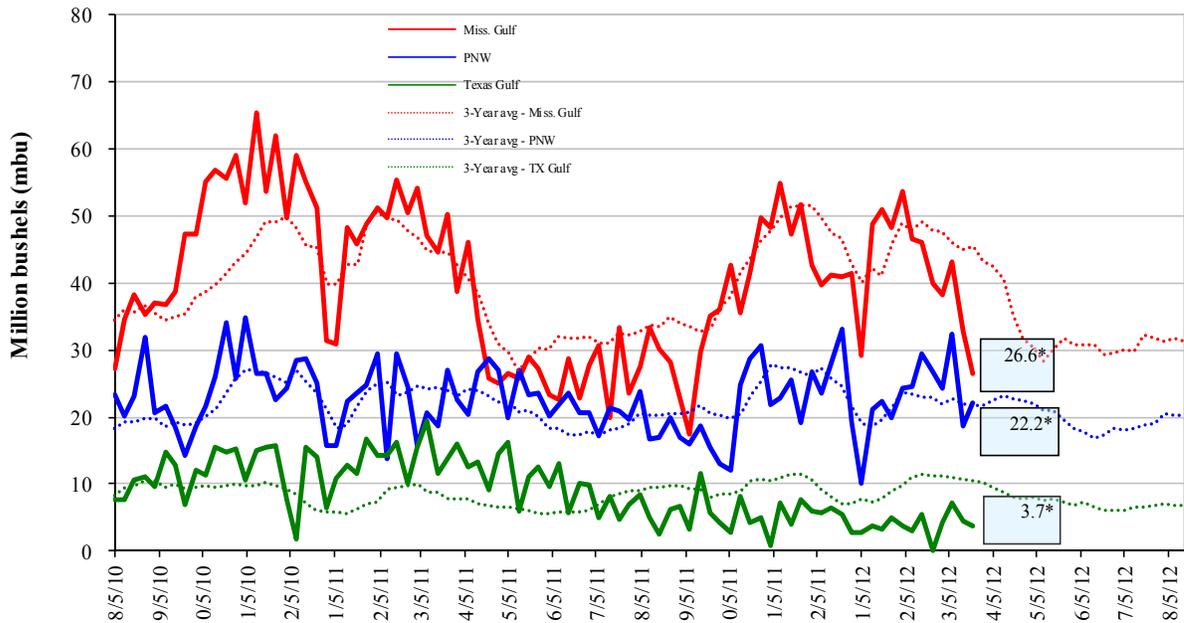


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

<u>March 22 % change from:</u>	<u>MSGulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Last week	down 19	down 16	down 19	up 19
Last year (same week)	down 47	down 73	down 53	down 18
3-yr avg (4-wk mov. avg.)	down 42	down 65	down 46	down 4

# Ocean Transportation

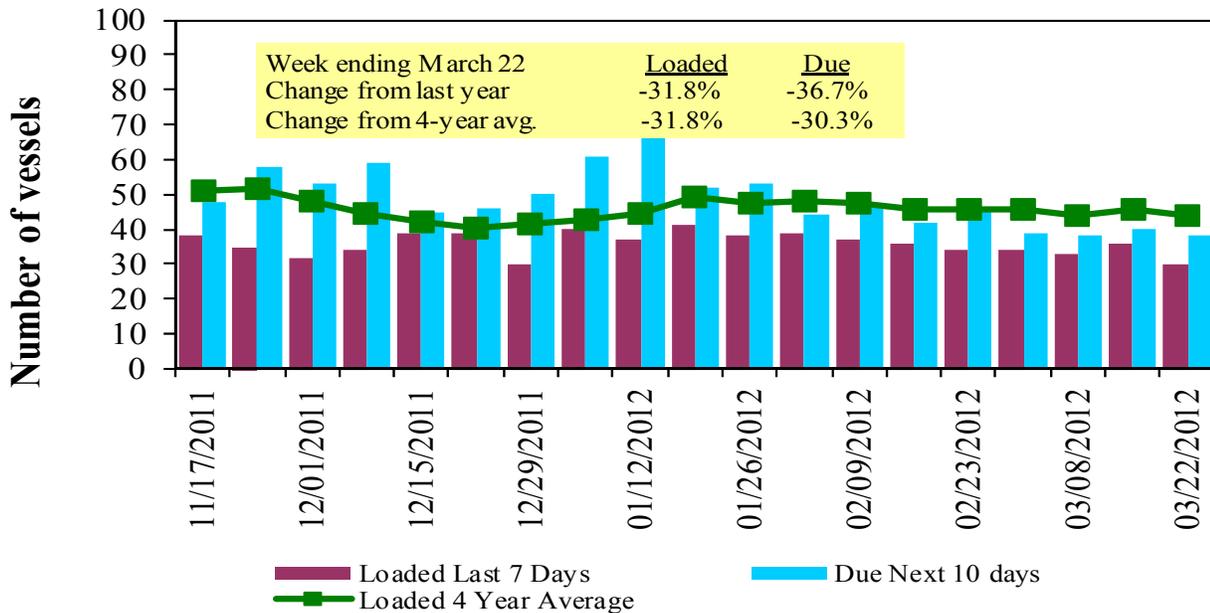
Table 17

**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
3/22/2012	26	30	38	11	n/a
3/15/2012	25	36	40	8	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

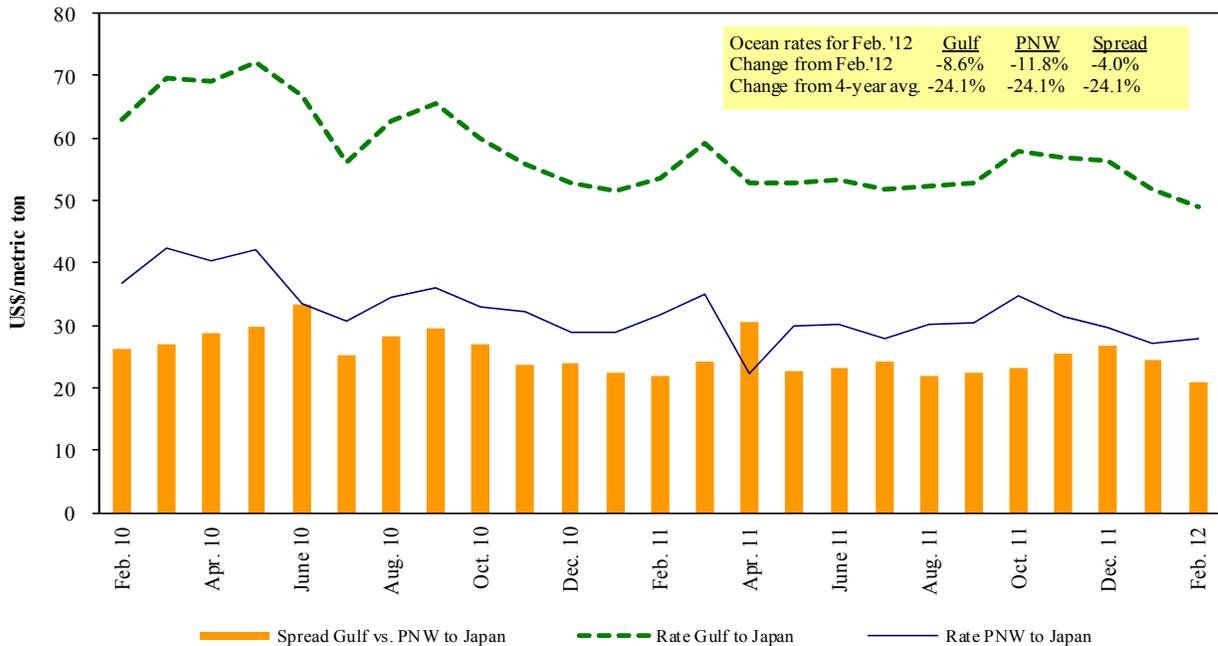
**Figure 16**  
**U.S. Gulf<sup>d</sup> Vessel Loading Activity**



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 3/24/2012**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Mar 1/10	50,000	46.65
U.S. Gulf	Korea	Heavy Grain	Mar 1/10	55,000	46.00
U.S. Gulf	Japan	Heavy Grain	Apr 1/10	58,000	46.00
U.S. Gulf	Tunisia	Soybeans	Jan 10/15	30,000	37.50
U.S. Gulf	Turkey	Heavy Grain	Feb 25/28	50,000	25.00
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
Argentina	Morocco	Barley	Apr 1/10	25,000	39.75
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	Apr 1/10	60,000	47.75
Brazil	China	Heavy Grain	Mar 5/15	60,000	43.00
Brazil	China	Heavy Grain	Mar 1/10	60,000	44.75
Brazil	China	Grain	Mar 1/10	55,000	47.00
River Plate	China	Heavy Grain	Feb 20/25	60,000	45.00
River Plate	Egypt Med	Corn	Feb 25/ Mar 5	30,000	39.25
River Plate	Morocco	Corn	Mar 25/30	25,000	35.00

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

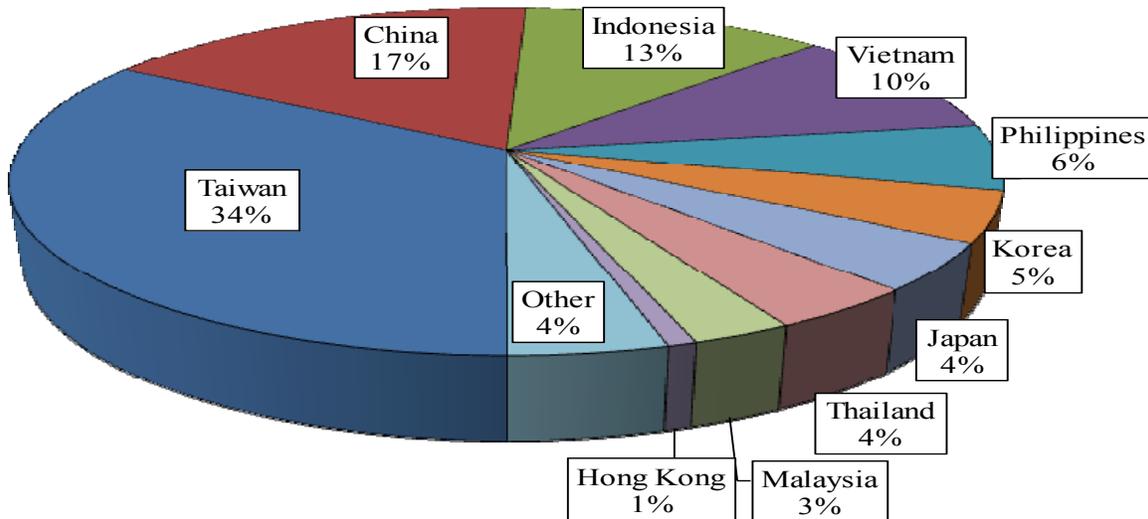
<sup>1</sup>75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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, December 2011**

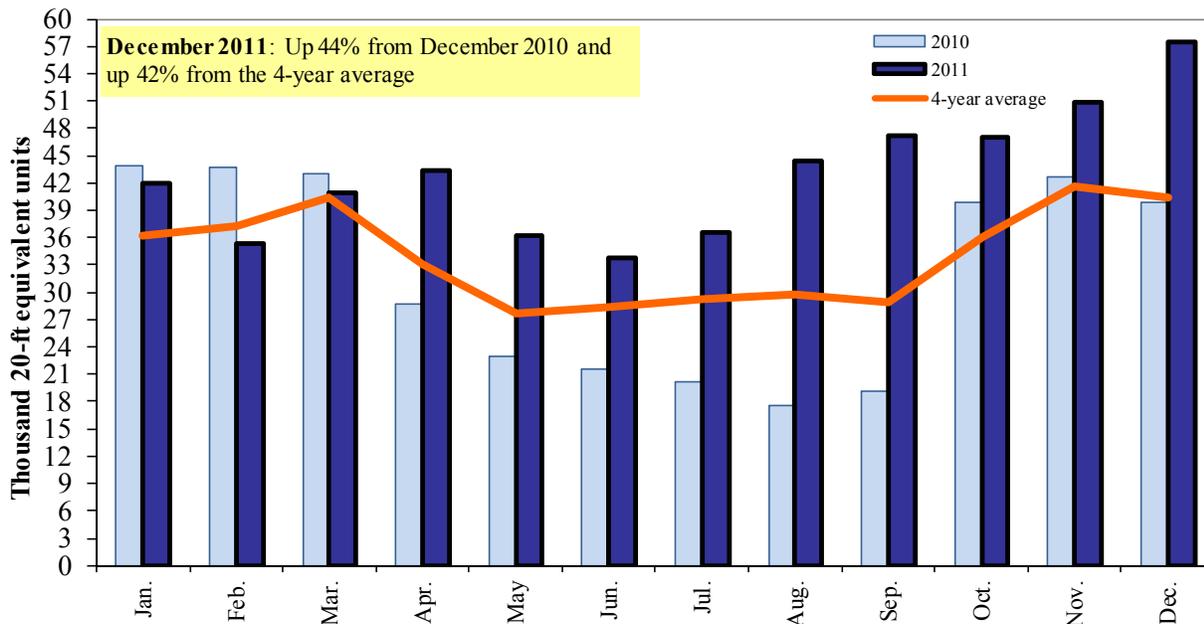


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 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	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
Pierre Bahizi	<a href="mailto:pierre.bahizi@ams.usda.gov">pierre.bahizi@ams.usda.gov</a>	(202) 690 - 0992
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Weekly Highlight Editors

Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 690 - 3244
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374
Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430

## Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
-------------------------------	--	------------------

## Rail Transportation

Marvin Prater	<a href="mailto:marvin.prater@ams.usda.gov">marvin.prater@ams.usda.gov</a>	(202) 720 - 0299
Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Barge Transportation

Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374

## Truck Transportation

April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374
--------------	--	------------------

## Grain Exports

Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 690 - 3244

## Ocean Transportation

Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor (Container movements)	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374

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

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, sex, religion, age, disability, political beliefs, sexual orientation or marital or family status. (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 the USDA's TARGET Center at (202)720-2600 (Voice and TDD).

To file a complaint of discrimination, write USDA, Director of Civil Rights, Room 326-W, Whitten Building, 14<sup>th</sup> and Independence Avenue, SW, Washington, DC 20250-9410, or call (202) 720-5964 (voice and TDD). USDA is an equal opportunity provider and employer.