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May 10, 2012

WEEKLY HIGHLIGHTS

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Nearly Three-Fourths of Corn Crop Planted

As of May 6, farmers in the top 18 corn-producing States have planted 71 percent of their corn crop, nearly 1.5 times as much as the 2007–11 average of 47 percent at this time of year. Illinois farmers have planted 89 percent of their corn, compared to the 5-year average of 47 percent. In addition, 14 other major corn-producing States have planted 50 percent or more of their corn. Favorable planting weather has permitted early planting. Soybean plantings are also ahead of schedule, with 24 percent planted, compared to the 5-year average of 11 percent. With favorable weather conditions during the growing season, an early harvest can be expected and earlier needs for transportation services during the late summer and early fall.

New Container Terminal to be Built Near Panama Canal

The Journal of Commerce announced this week that the Panama Canal Authority has approved the building of a new container terminal in Colon on the Atlantic side of the Canal. The new terminal will have an annual capacity of 2 million 20-ft equivalent units and cost \$600 million. According to the article, the terminal is being built, “as a transshipment center to help eliminate some of the pressure from the U.S. East and Gulf Coast ports that won’t be ready to accommodate the super post-Panamax vessels that will start sailing through the canal after 2014.”

Wheat and Corn Inspections Rebound

For the week ending May 3, **total inspections of grain** (wheat, corn, soybeans) for export reached 1.67 million metric tons (mmt), up 4 percent from the past week but 16 percent below the same time last year. The increase was caused by a 21 percent increase in wheat (.656 mmt) inspections and a 17 percent rise in corn (.746 mmt) inspections. Mississippi Gulf wheat (.121 mmt) inspections increased 560 percent from the past week, with increased shipments of wheat to Spain and Mexico. Corn (.377 mmt) inspections increased 75 percent from the previous week, with more shipments to Japan and South America. Outstanding export sales (unshipped) of corn for the week ending April 26 were also greater than the previous week. Soybean inspections (.272 mmt) dropped 36 percent from the past week despite an increase in outstanding export sales, and were the lowest since August 11, 2011 (.195 mmt).

Union Supports Strike Against Canadian Pacific

The Teamsters Canada Rail Conference (Teamsters) is currently in contract talks regarding pensions, work rules, wages, and other matters with the Canadian Pacific Railway (CP) in Canada. The Teamsters received a 95 percent approval from members to strike at any time after May 22 due to CP’s proposed pension reduction. If the 5,000 Teamsters employed by CP choose to strike, it would cause a major transportation disruption to grain movements through Canada. Talks between the two sides are continuing under supervision of a conciliator appointed by the Federal Minister of Labour.

Snapshots by Sector

**Rail**

U.S. railroads originated 19,665 **carloads of grain** during the week ending April 28, down 2 percent from last week, 18 percent from last year, and 3 percent lower than the 3-year average.

During the week ending April 26, average May non-shuttle **secondary railcar bids/offers per car** were \$19 above tariff, up \$24 from last week and \$10.50 higher than last year. Average shuttle bids/offers were \$272 below tariff, up \$57 from last week and \$50 higher than last year.

**Barge**

During the week ending May 5, **barge grain movements** totaled 367,700 tons, 40.6 percent lower than the previous week but 27.5 percent higher than the same period last year.

**Ocean**

During the week ending May 3, 25 **ocean-going grain vessels** were loaded in the Gulf, down 22 percent from the same period last year. Thirty-six vessels are expected to be loaded within the next 10 days, 20 percent less than the same period last year.

During the week ending May 4, the **ocean freight rate** for shipping bulk grain from the Gulf to Japan was \$52 per mt, down 4 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$29 per mt, 5 percent less than the previous week.

**Fuel**

During the week ending May 7, U.S. average **diesel fuel prices** decreased 2 cents to \$4.06 per gallon—5 cents lower than the same week last year.

# Feature Article/Calendar

## Grain Transportation Update

### Record U.S. Grain Crop Projected for 2012/13

According to the USDA May WASDE released this morning, 2012/13 is expected to reach a record 20.24 billion bushels of corn, wheat and soybeans (Figure 1). Corn production for 2012/13 is projected at a record 14.8 billion bushels, up 2.4 billion from 2011/12. A projected 5.1-million acre increase in harvested area and higher expected yields, compared with 2011/12, sharply boost production prospects. The 2012/13 corn yield is projected at a record 166.0 bushels per acre, 2.0 bushels above the 1990-2010 trend reflecting the rapid pace of planting and emergence. Soybean production is projected at 3.205 billion bushels, up from the 2011/12 crop as higher yields more than offset lower harvested area. Soybean ending stocks are projected at only 4 percent of use. Harvested area is projected at 73.0 million acres based on a 5-year average harvested-to-planted ratio and planted area of 73.9 million acres. Soybean yields are projected at 43.9 bushels per acre, up 2.4 bushels from 2011. All wheat production is projected at 2,245 million bushels, up 12 percent from last year's weather-reduced crop and the highest since 2008/09.

Exports of corn, soybeans, and wheat are projected at 4.555 billion bushels, up 12.7 percent from 2011/12. Corn exports are projected at 1.9 billion bushels, soybean exports are projected at 1.505 billion bushels, and wheat exports are projected at 1.15 billion bushels. If the Projected increase in production and exports is realized, then it could boost the demand for grain transportation during the harvest season.

### Early Planting Expected to Result in Early Harvest and Early Transportation Demand

Unusually warm weather this spring has resulted in corn and soybean planting being well ahead of the average pace. In addition, the winter wheat crop is in the "heading" stage earlier than normal. If this favorable weather continues, the 2012 grain harvest could happen earlier than normal this year, which may result in unusually early demand for grain transportation.

For the week ending May 6, 71 percent of the U.S. corn has been planted, compared to only 32 percent for the same period last year and 47 percent for the five-year average. Thirty-two percent of the corn has emerged, compared to only 6 percent at the same time last year and a 5-year average of 13 percent. Soybean planting is 24 percent complete, compared to only 6 percent at the same time last year and a 5-year average of 11 percent. Sixty-three percent of the winter wheat has headed, compared to 39 percent at the same time last year and a 5-year average of 34 percent.

	Corn	Soybeans	Wheat	Total	Y/Y
2012/13 (Projected)					
Production	14,790	3,205	2,245	20,240	16.2%
<b>Exports</b>	<b>1,900</b>	<b>1,505</b>	<b>1,150</b>	<b>4,555</b>	<b>12.7%</b>
Domestic Use	11,875	1,780	1,248	14,903	-0.2%
<b>Ending Stocks/Use</b>	<b>14%</b>	<b>4%</b>	<b>31%</b>		
2011/12 (Estimated)					
Production	12,358	3,056	1,999	17,413	-3.2%
<b>Exports</b>	<b>1,700</b>	<b>1,315</b>	<b>1,025</b>	<b>4,040</b>	<b>-12.6%</b>
Domestic Use	10,955	1,761	2,214	14,930	5.7%
<b>Ending Stocks/Use</b>	<b>7%</b>	<b>7%</b>	<b>35%</b>		
2010/11					
Production	12,447	3,329	2,207	17,983	
<b>Exports</b>	<b>1,835</b>	<b>1,501</b>	<b>1,289</b>	<b>4,625</b>	
Domestic Use	11,220	1,778	1,128	14,126	
<b>Ending Stocks/Use</b>	<b>9%</b>	<b>7%</b>	<b>36%</b>		

Table 2 - Average Weekly Grain Barge Shipments by Quarter, and Total Annual 2007-2012

Year	Average Weekly Shipments				Annual Total
	1st quarter	2d quarter	3d quarter	4th quarter	
1,000 tons					
2007	543	666	632	806	34,397
2008 (f)	522	491	567	561	27,839
2009	567	763	664	761	35,920
2010	576	692	630	762	34,584
2011 (f)	570	510	508	746	30,355
2012	603	604*			
5 yr avg	556	624	600	727	32,619

f) - Flood events during year \* - As of April 28, 2012

Source: Weekly Shipments at Mississippi River Locks 27, Arkansas River Lock 1, and Ohio River Locks and Dam 52

Oceanic and Atmospheric Administration (NOAA), for the first time in four years, no area of the country faces a high risk of major to record spring flooding, largely due to the limited winter snowfall. NOAA's National Weather Service is not forecasting a repeat of last year's historic and prolonged flooding in the central and northern U.S and the severity of any flooding this year will be driven by rainfall more than the melting of the current snowpack.

Second quarter (as of April 28) barge movements are down 3 percent compared to the 5-year average. However, the second quarter average so far is higher than the second quarters during the flood years of 2008 and 2011. Barge operators have indicated there is a stable demand for barge services.

In 2012, St. Louis, MO,-to-New Orleans, LA, grain barge rates for the first quarter were 32 percent below the same period last year and 8 percent below the 5-year average (see table 3). Second quarter rates declined 28 percent compared to the same quarter last year, and 10 percent from the 5-year average. Barge operators expect rates to remain relatively stable until the new crop is harvested and marketed. Barge rates for August delivery on the Lower Mississippi River and Ohio River are substantially higher than current rates.

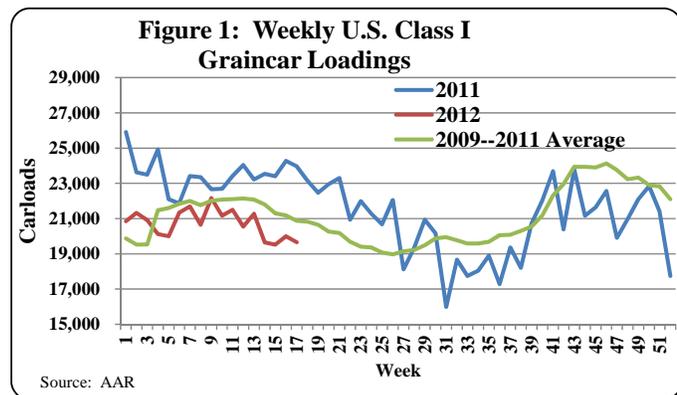
	1st quarter	2d quarter	3d quarter	4th quarter
2007	240	218	557	347
2008	357	361	490	550
2009	289	198	271	365
2010	247	219	397	427
2011	418	331	354	350
2012	285	238*		
5-yr average	310	265	414	408

\* - As of May 8, 2012

Source: USDA-AMS

### Grain Carloadings Remain Weak

Grain carloadings remain weak and are expected to remain so until grain exports rebound. This is reflected by relatively weak secondary railcar bids/offers. Non-shuttle secondary railcar bids/offers remain between \$0 and \$20 per railcar for the months of May and June. Average shuttle bids/offers for May are \$272 below tariff and bids/offers for June are \$279 below tariff. Grain carloadings for Class I railroads during the first 17 weeks of 2012 (through April 28) were 352,373, down 12 percent from the same period in 2011 (399,939) and 3 percent less than the 3-year average (363,172) (Figure 1).



### Ocean Freight Rates Continue to be Tempered by Excess Vessel Supply and Sluggish Demand

Although the dry bulk market improved slightly during April and bulk ocean freight rates increased slightly from the first quarter, rates for shipping bulk grains continued to be moderate and were lower than the 4-year averages. During April, the rates for shipping bulk grain from the U.S. Gulf to Japan averaged \$52.75 per metric ton (mt), approximately the same as the previous year and 25 percent less than the 4-year average. The rates from the Pacific Northwest (PNW) to Japan averaged \$29.75 per mt, 3 percent less than the previous year and 26 percent less than the 4-year average. The transatlantic rates from the U.S. Gulf to Rotterdam averaged \$21 per mt, 6 percent higher than the previous year, but 24 percent less than the 4-year average. The rates increased from the first quarter due to increased shipments of grain and coal. However, the freight market continues to be plagued by excess vessel supply and new orders placed by the owners. During April, a total of 32 vessels (2.0 million deadweight tonnes) were ordered compared to 23 vessels (1.5 million deadweight tonnes) in March.

### Average Diesel Fuel Prices Up During First Quarter, but Falling as Second Quarter Progresses

The average diesel price during the first quarter was \$3.99 per gallon—3.3 percent higher than the previous quarter and 10.5 percent higher than the same quarter last year. However, as the second quarter progresses, average diesel prices have fallen 9 cents per gallon in response to forecasts of lower demand for crude oil than anticipated. In its latest Short-Term Energy Outlook, the Energy Information Administration's current forecast of the average U.S. refiner acquisition cost of crude oil in 2012 is \$110 per barrel, which is \$2.50 per barrel lower than in last month's Outlook, but still about \$8 per barrel higher than last year's average price. Lower fuel prices will help take the pressure off the costs of all major modes of transportation. [GTRContactUs@ams.usda.gov](mailto:GTRContactUs@ams.usda.gov)

# Grain Transportation Indicators

Table 1

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

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
05/09/12	272	229	193	194	233	206
05/02/12	273	227	191	187	242	216

<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)

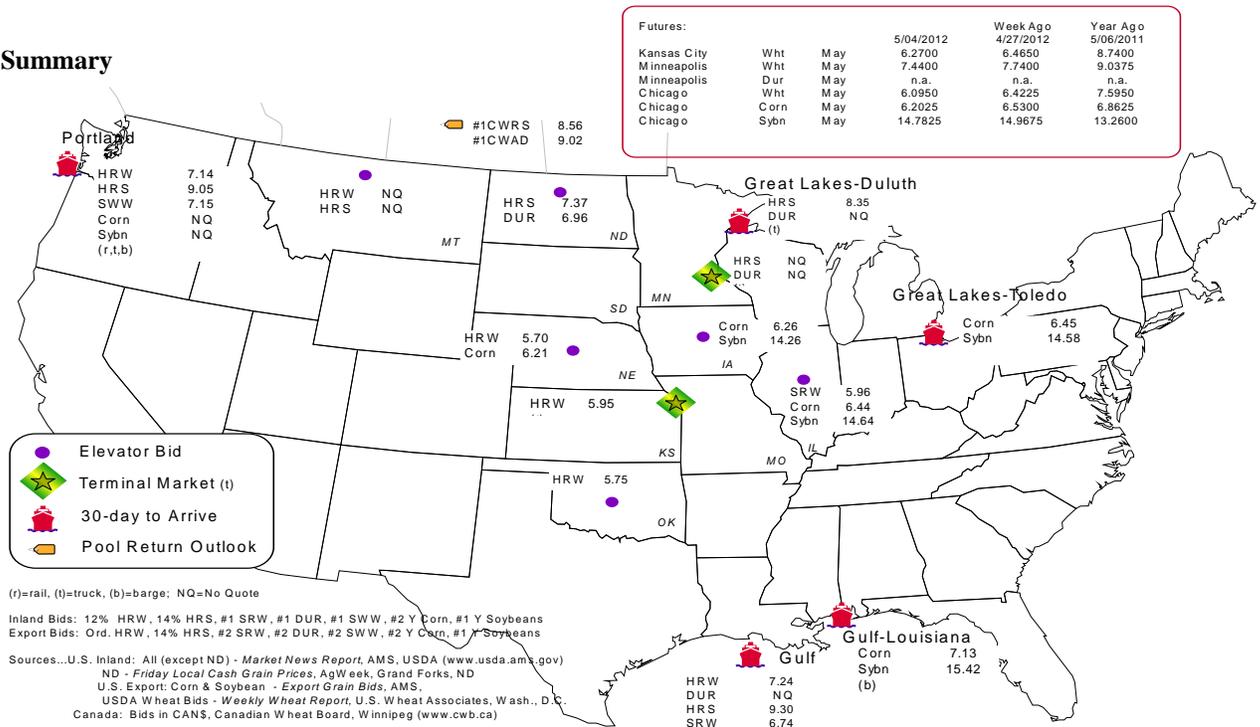
Commodity	Origin--Destination	5/4/2012	4/27/2012
Corn	IL--Gulf	-0.69	-0.74
Corn	NE--Gulf	-0.92	-0.96
Soybean	IA--Gulf	-1.16	-1.21
HRW	KS--Gulf	-1.29	-1.30
HRS	ND--Portland	-1.68	-1.87

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	
5/02/2012 <sup>p</sup>	25	219	1,751	2,570	359	4,924
4/25/2012 <sup>r</sup>	52	532	1,039	1,927	377	3,927
2012 YTD	3,565	11,977	22,520	51,672	8,507	98,241
2011 YTD	17,748	41,981	15,152	71,231	12,599	158,711
2012 YTD as % of 2011 YTD	20	29	149	73	68	62
Last 4 weeks as % of 2011 <sup>2</sup>	8	22	113	57	69	53
Last 4 weeks as % of 4-year avg. <sup>2</sup>	7	33	146	53	76	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.

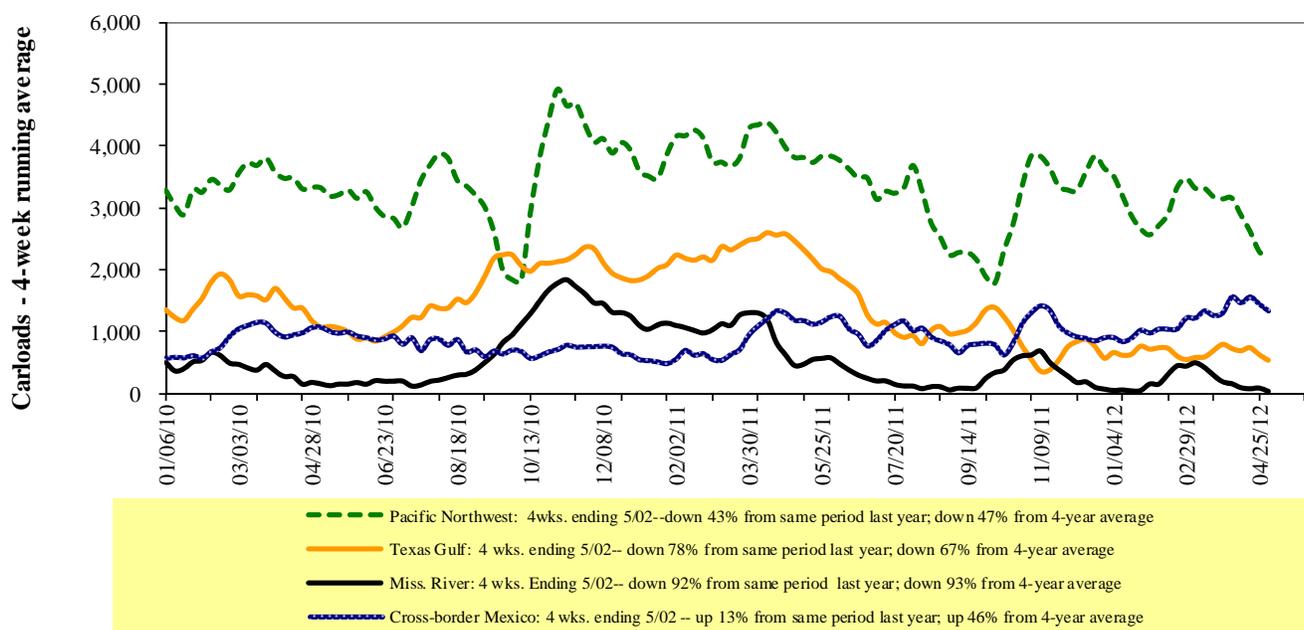
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 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

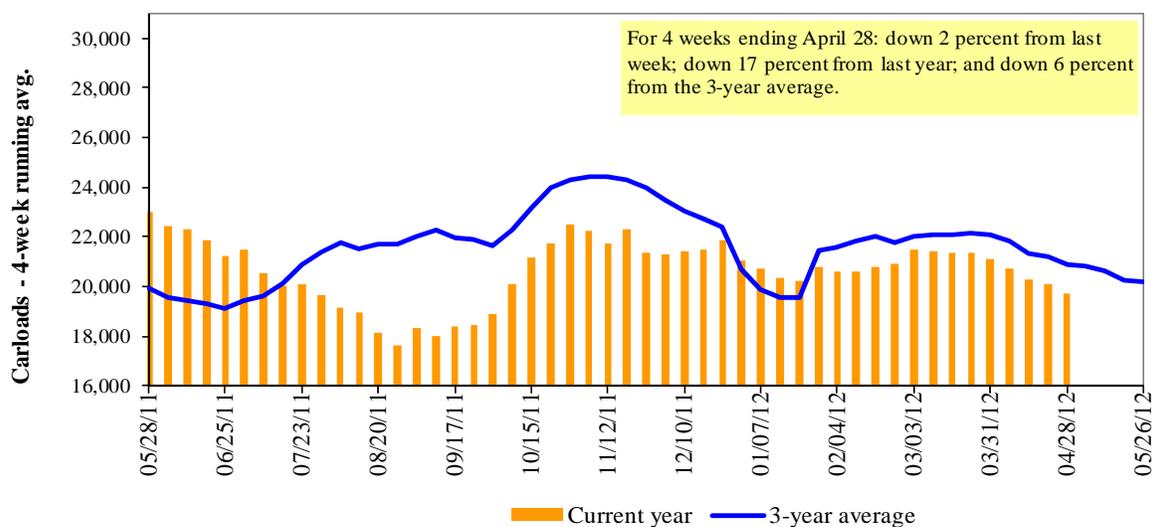
Table 4

**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
04/28/12	1,114	2,954	9,863	519	5,215	19,665	3,696	4,387
This week last year	1,871	3,194	13,075	529	5,299	23,968	4,338	6,129
2012 YTD	35,025	48,521	173,756	8,223	86,848	352,373	66,640	86,171
2011 YTD	36,496	51,147	196,446	10,398	105,452	399,939	69,007	79,640
2012 YTD as % of 2011 YTD	96	95	88	79	82	88	97	108
Last 4 weeks as % of 2011 <sup>1</sup>	79	91	82	76	83	83	103	92
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	78	97	97	74	97	94	111	83
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							
	May-12	May-11	Jun-12	Jun-11	Jul-12	Jul-11	Aug-12	Aug-11
BNSF <sup>3</sup>								
COT grain units	0	200	no bids	200	no bids	no bids	no bids	no offer
COT grain single-car <sup>5</sup>	0	2 . . 15	0	0 . . 50	0	2 . . 63	0 . . 10	no offer
UP <sup>4</sup>								
GCAS/Region 1	no bids	no bids	1	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no bids	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.

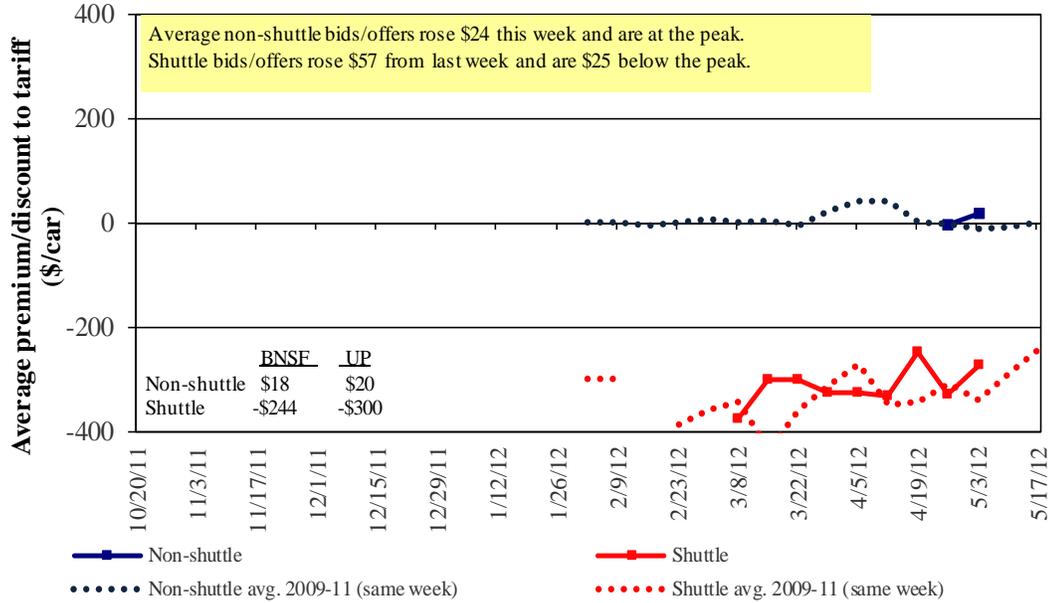
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 May 2012, Secondary Market**

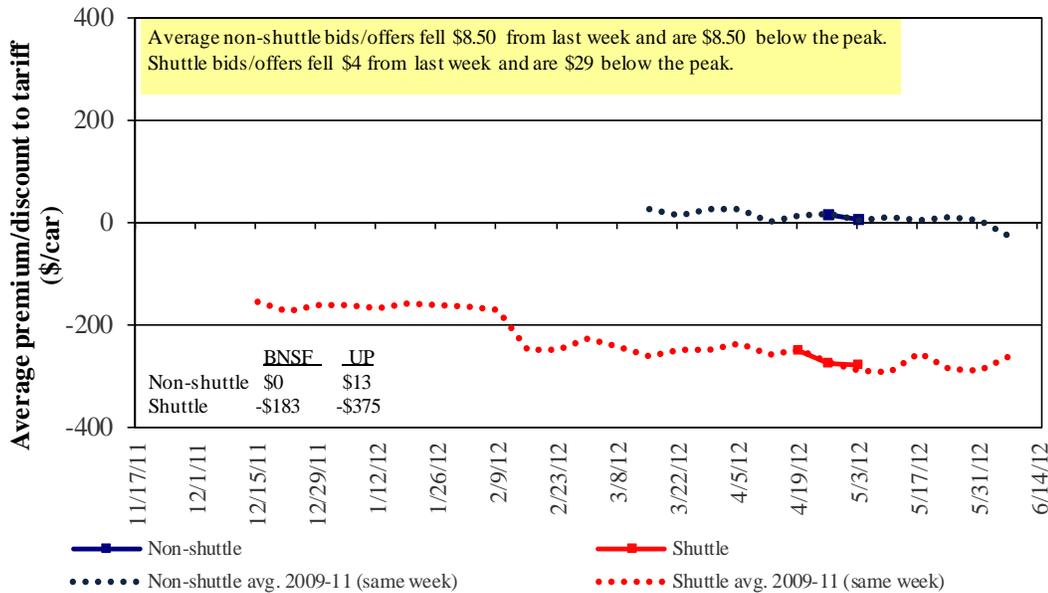


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

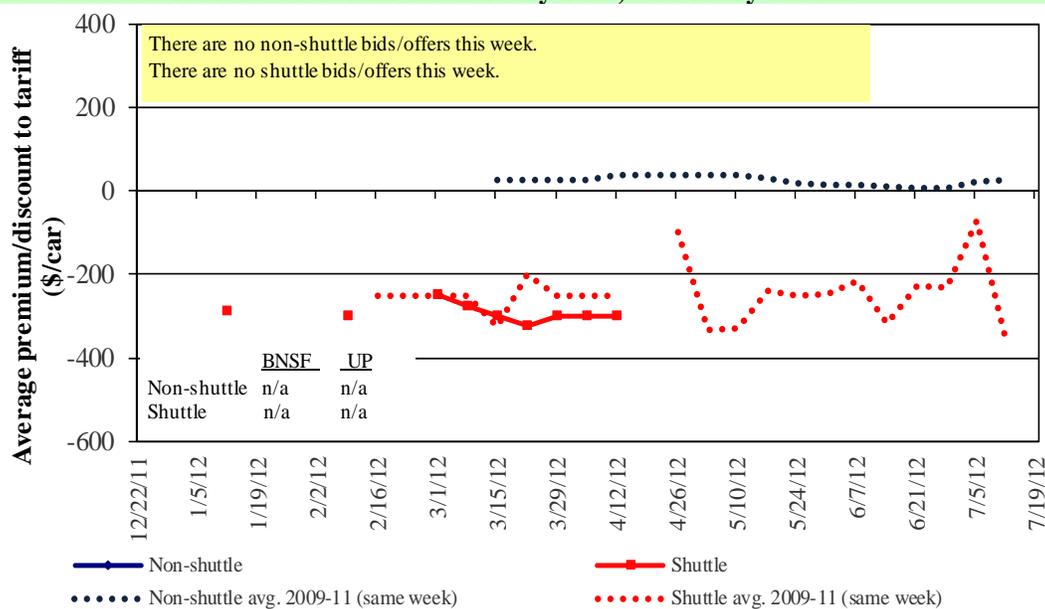


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

### Bids/Offers for Railcars to be Delivered in July 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					
	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12
<b>Non-shuttle</b>						
BNSF-GF	18	-	n/a	n/a	n/a	n/a
Change from last week	28	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	(7)	(75)	n/a	n/a	n/a	n/a
UP-Pool	20	13	n/a	n/a	n/a	93
Change from last week	20	(2)	n/a	n/a	n/a	-
Change from same week 2011	28	13	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(244)	(183)	n/a	n/a	(200)	700
Change from last week	89	117	n/a	n/a	(100)	200
Change from same week 2011	25	317	n/a	n/a	n/a	n/a
UP-Pool	(300)	(375)	n/a	n/a	n/a	500
Change from last week	25	(125)	n/a	n/a	n/a	-
Change from same week 2011	75	(25)	n/a	n/a	n/a	(250)

<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
5/1/2012	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushe <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$2,992	\$207	\$31.77	\$0.86	4
	Grand Forks, ND	Duluth-Superior, MN	\$3,260	\$122	\$33.59	\$0.91	15
	Wichita, KS	Los Angeles, CA	\$5,895	\$627	\$64.77	\$1.76	4
	Wichita, KS	New Orleans, LA	\$3,492	\$365	\$38.30	\$1.04	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$515	\$60.46	\$1.65	4
	Northwest KS	Galveston-Houston, TX	\$3,760	\$400	\$41.31	\$1.12	4
	Amarillo, TX	Los Angeles, CA	\$3,959	\$556	\$44.84	\$1.22	4
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,038	\$412	\$34.26	\$0.93	8
	Toledo, OH	Raleigh, NC	\$4,382	\$468	\$48.16	\$1.31	16
	Des Moines, IA	Davenport, IA	\$1,934	\$87	\$20.07	\$0.55	5
	Indianapolis, IN	Atlanta, GA	\$3,821	\$351	\$41.43	\$1.13	19
	Indianapolis, IN	Knoxville, TN	\$3,273	\$225	\$34.74	\$0.95	18
	Des Moines, IA	Little Rock, AR	\$3,074	\$257	\$33.08	\$0.90	5
	Des Moines, IA	Los Angeles, CA	\$4,985	\$747	\$56.93	\$1.55	14
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,314	\$454	\$37.42	\$1.02	4
	Toledo, OH	Huntsville, AL	\$3,497	\$332	\$38.02	\$1.03	19
	Indianapolis, IN	Raleigh, NC	\$4,453	\$471	\$48.90	\$1.33	16
	Indianapolis, IN	Huntsville, AL	\$3,189	\$225	\$33.90	\$0.92	21
	Champaign-Urbana, IL	New Orleans, LA	\$3,382	\$412	\$37.68	\$1.03	8
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,351	\$361	\$36.86	\$1.00	4
	Wichita, KS	Galveston-Houston, TX	\$3,247	\$281	\$35.03	\$0.95	4
	Chicago, IL	Albany, NY	\$3,645	\$438	\$40.55	\$1.10	5
	Grand Forks, ND	Portland, OR	\$4,832	\$623	\$54.17	\$1.47	4
	Grand Forks, ND	Galveston-Houston, TX	\$5,854	\$649	\$64.58	\$1.76	5
	Northwest KS	Portland, OR	\$4,727	\$656	\$53.45	\$1.45	3
Corn	Minneapolis, MN	Portland, OR	\$4,800	\$759	\$55.20	\$1.50	4
	Sioux Falls, SD	Tacoma, WA	\$4,760	\$695	\$54.17	\$1.47	4
	Champaign-Urbana, IL	New Orleans, LA	\$2,857	\$412	\$32.47	\$0.88	7
	Lincoln, NE	Galveston-Houston, TX	\$3,310	\$405	\$36.89	\$1.00	5
	Des Moines, IA	Amarillo, TX	\$3,430	\$323	\$37.27	\$1.01	4
	Minneapolis, MN	Tacoma, WA	\$4,800	\$753	\$55.14	\$1.50	4
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,200	\$779	\$49.44	\$1.35	5
	Sioux Falls, SD	Tacoma, WA	\$5,040	\$695	\$56.95	\$1.55	5
	Minneapolis, MN	Portland, OR	\$5,030	\$759	\$57.49	\$1.56	5
	Fargo, ND	Tacoma, WA	\$4,930	\$618	\$55.09	\$1.50	5
	Council Bluffs, IA	New Orleans, LA	\$3,710	\$476	\$41.57	\$1.13	6
	Toledo, OH	Huntsville, AL	\$2,672	\$332	\$29.83	\$0.81	6
	Grand Island, NE	Portland, OR	\$5,115	\$671	\$57.46	\$1.56	13

<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**

Effective date: 5/1/2012

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	\$659	\$85.83	\$2.33	13
	OK	Cuautitlan, EM	\$6,747	\$801	\$77.12	\$2.10	11
	KS	Guadalajara, JA	\$7,411	\$774	\$83.63	\$2.27	7
	TX	Salinas Victoria, NL	\$3,703	\$302	\$40.92	\$1.11	14
Corn	IA	Guadalajara, JA	\$7,699	\$910	\$87.96	\$2.23	3
	SD	Penjamo, GJ	\$7,776	\$863	\$88.27	\$2.24	8
	NE	Queretaro, QA	\$7,073	\$808	\$80.53	\$2.04	7
	SD	Salinas Victoria, NL	\$5,650	\$656	\$64.43	\$1.63	6
	MO	Tlalnepantla, EM	\$6,502	\$785	\$74.45	\$1.89	12
	SD	Torreon, CU	\$6,522	\$722	\$74.02	\$1.88	5
Soybeans	MO	Bojay (Tula), HG	\$7,015	\$768	\$79.51	\$2.16	4
	NE	Guadalajara, JA	\$7,904	\$878	\$89.73	\$2.44	5
	IA	El Castillo, JA <sup>5</sup>	\$8,255	\$857	\$93.11	\$2.53	7
	KS	Torreon, CU	\$6,421	\$544	\$71.17	\$1.94	5
Sorghum	OK	Cuautitlan, EM	\$5,670	\$655	\$64.62	\$1.64	7
	TX	Guadalajara, JA	\$6,653	\$561	\$73.71	\$1.87	6
	NE	Penjamo, GJ	\$7,426	\$783	\$83.88	\$2.13	7
	KS	Queretaro, QA	\$6,425	\$492	\$70.67	\$1.79	5
	NE	Salinas Victoria, NL	\$5,128	\$576	\$58.28	\$1.48	7
	NE	Torreon, CU	\$6,068	\$643	\$68.57	\$1.74	4

<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

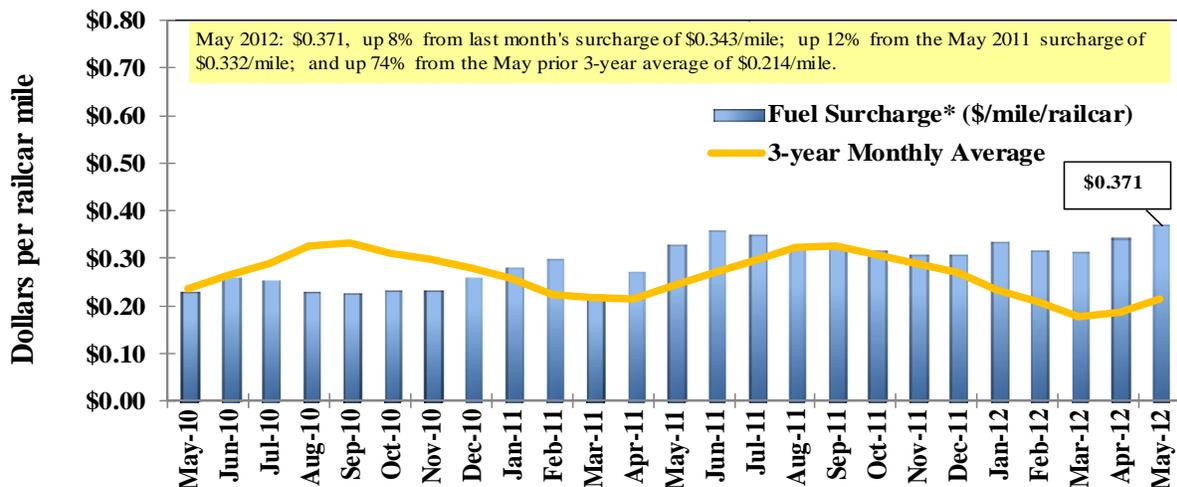
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

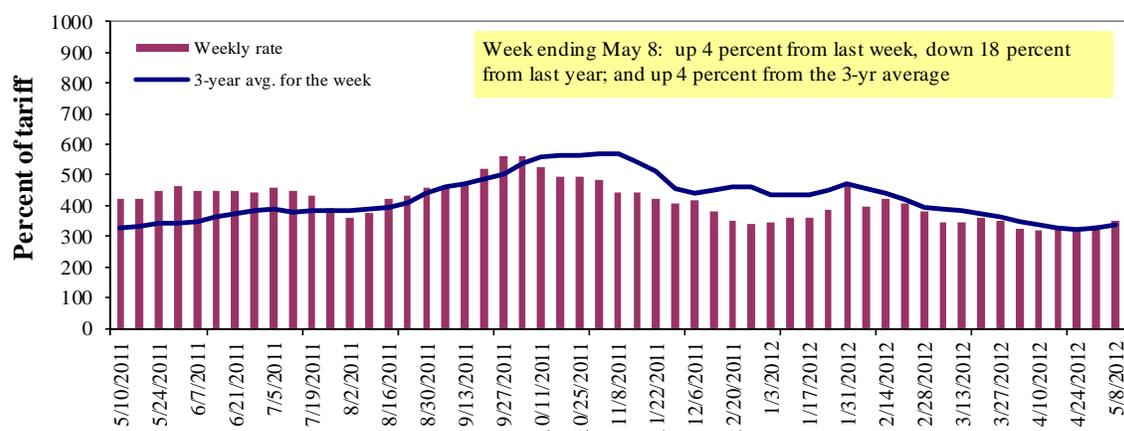
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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>	5/8/2012	438	368	350	242	280	280	210
	5/1/2012	427	358	337	242	285	285	212
<b>\$/ton</b>	5/8/2012	27.11	19.58	16.24	9.66	13.13	11.31	6.59
	5/1/2012	26.43	19.05	15.64	9.66	13.37	11.51	6.66
<b>Current week % change from the same week:</b>								
	Last year	-	-	-18	-26	-30	-31	-
	3-year avg. <sup>2</sup>	-	-	4	-1	13	12	-
<b>Rate<sup>1</sup></b>	June	443	372	353	258	292	292	225
	August	475	455	432	383	463	463	375

<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

- no rates due to 2011 flooding

### 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

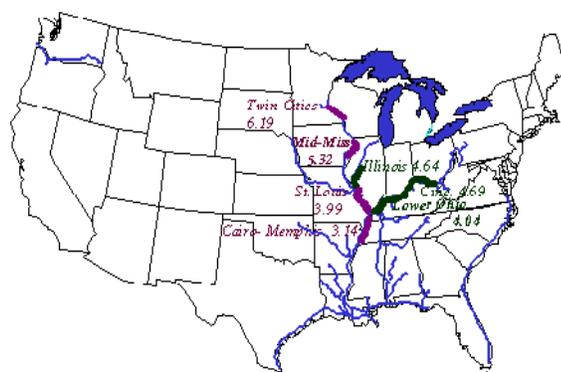
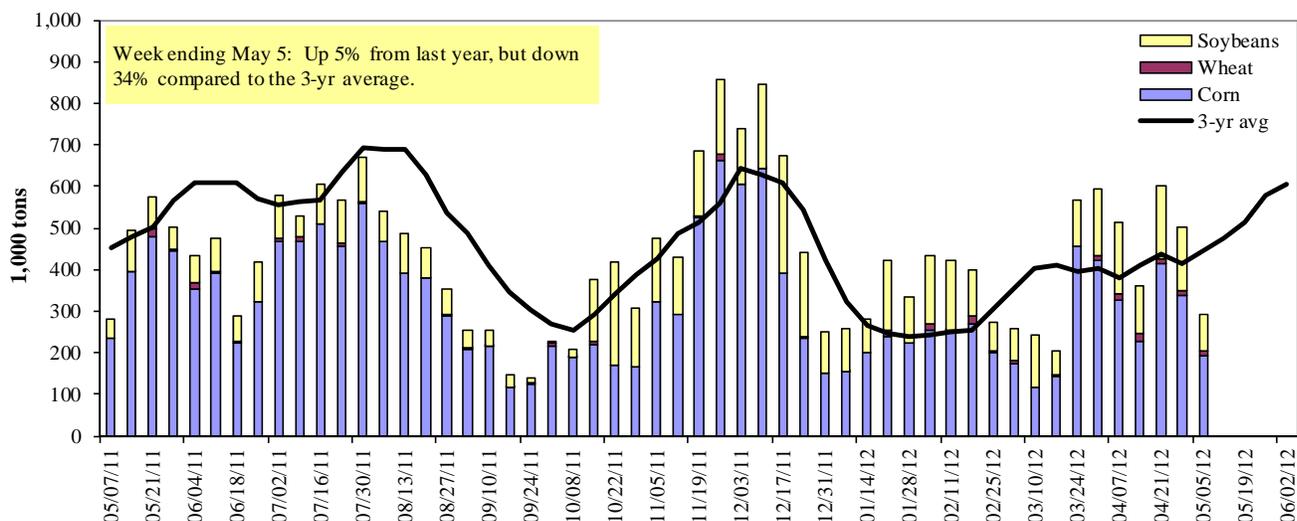


Figure 10

**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/mvrmi/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrmi/omni/webprts/default.asp))

Table 10

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

Week ending 5/5/2012	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	38	0	6	2	45
Winfield, MO (L25)	84	3	36	0	122
Alton, IL (L26)	163	11	93	3	270
Granite City, IL (L27)	193	11	90	0	295
<b>Illinois River (L8)</b>	16	3	13	0	32
<b>Ohio River (L52)</b>	34	2	22	4	62
<b>Arkansas River (L1)</b>	0	7	4	0	11
Weekly total - 2012	227	20	117	4	368
Weekly total - 2011	234	0	49	5	288
2012 YTD <sup>1</sup>	6,273	617	3,975	119	10,983
2011 YTD	5,857	385	3,075	125	9,441
2012 as % of 2011 YTD	107	160	129	95	116
Last 4 weeks as % of 2011 <sup>2</sup>	107	77	235	113	135
Total 2011	19,921	1,460	8,553	422	30,356

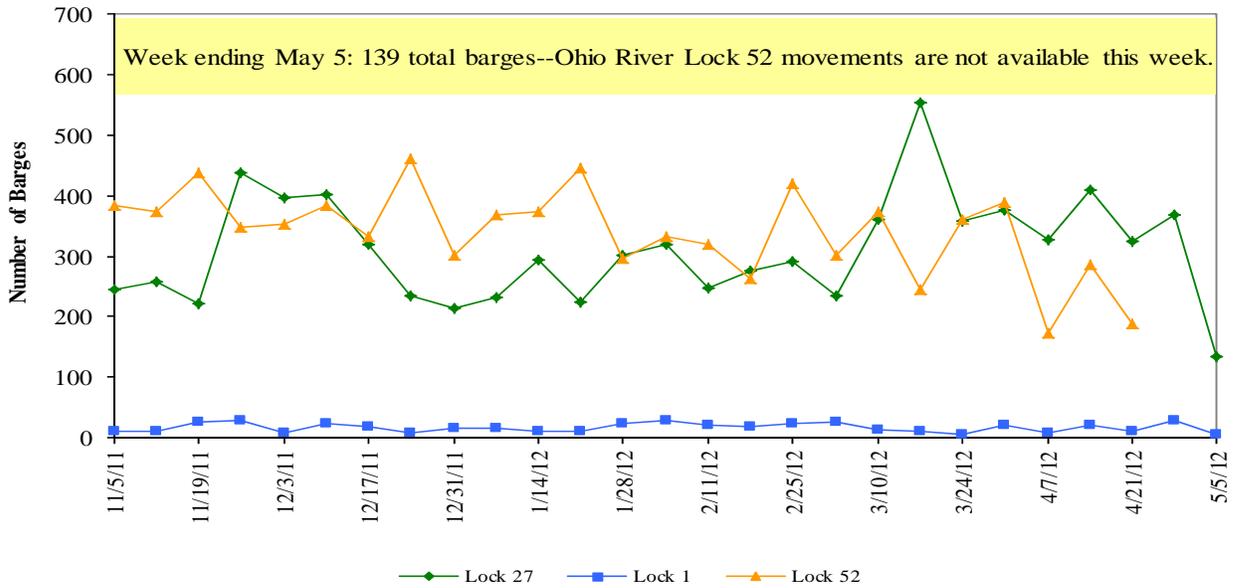
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

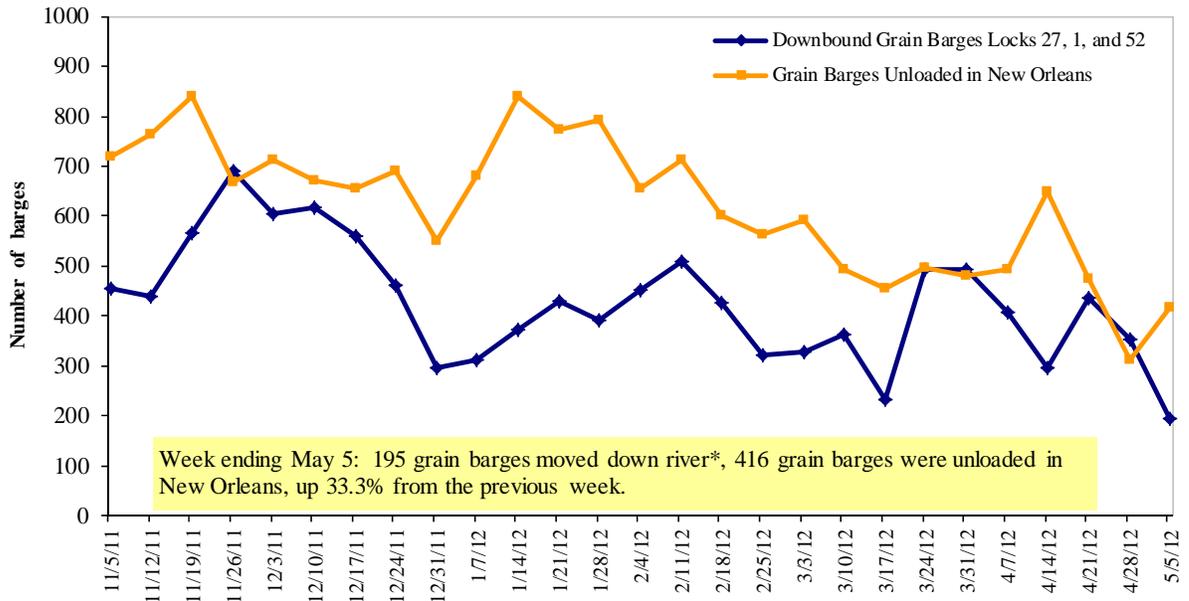
Source: U.S. Army Corps of Engineers ([www.mvr.usace.army.mil/mvrmi/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrmi/omni/webprts/default.asp))

**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

\*Downbound grain barge data through Ohio River Locks 52 were not available for the week ending April 28 or May 5.

# 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 5/7/2012 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.108	-0.022	-0.009
	New England	4.232	-0.023	0.014
	Central Atlantic	4.194	-0.026	-0.054
	Lower Atlantic	4.021	-0.018	-0.031
II	Midwest <sup>2</sup>	3.962	-0.009	-0.104
III	Gulf Coast <sup>3</sup>	3.962	-0.018	-0.060
IV	Rocky Mountain	4.047	-0.025	-0.109
V	West Coast	4.312	-0.018	0.005
	California	4.385	-0.011	-0.074
Total	U.S.	4.057	-0.016	-0.047

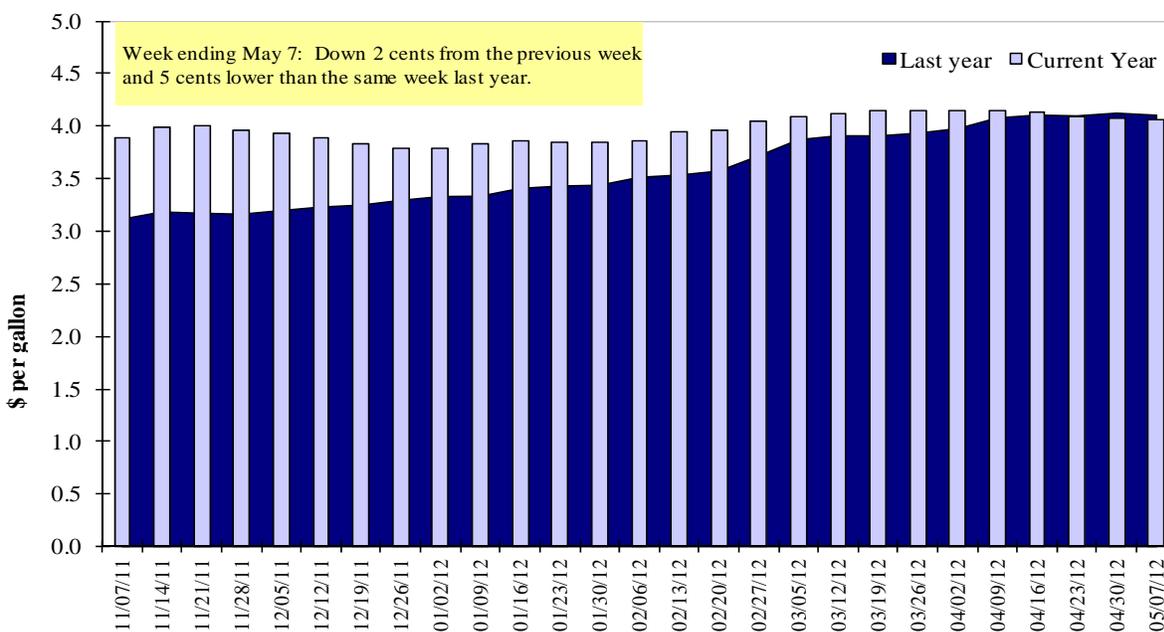
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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)

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>									
4/26/2012	1,202	904	889	610	24	3,628	10,163	4,904	18,695
This week year ago	2,567	461	1,402	988	60	5,477	11,816	4,742	22,035
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2011/12 YTD	8,808	3,447	5,802	5,151	447	23,655	27,140	29,114	79,909
2010/11 YTD	14,158	2,403	7,768	4,246	908	29,482	29,191	36,344	95,017
YTD 2011/12 as % of 2010/11	62	143	75	121	49	80	93	80	84
Last 4 wks as % of same period 2010/11	47	192	72	96	55	75	84	95	84
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 com 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 04/26/12	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	10,364	12,516	(17)	14,279
Mexico	9,139	6,488	41	7,019
Korea	3,654	4,607	(21)	6,104
China*	4,523	314	1,340	978
Taiwan	1,465	2,343	(37)	2,393
<b>Top 5 importers</b>	<b>29,146</b>	<b>26,267</b>	<b>11</b>	<b>30,772</b>
<b>Total US corn export sales</b>	<b>37,303</b>	<b>41,007</b>	<b>(9)</b>	<b>46,600</b>
% of Projected	86%	88%		
Change from Last Week	1,332	284		
<b>Top 5 importers' share of U.S. corn export sales</b>	78%	64%		
<b>USDA forecast, April 2012</b>	<b>43,180</b>	<b>46,600</b>	<b>(7)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol April 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 04/26/2012	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	21,799	25,595	(15)	24,445
Mexico	2,706	2,731	(1)	3,215
Japan	1,590	1,961	(19)	1,887
EU	1,036	2,599	(60)	2,607
Indonesia	1,332	1,339	(0)	1,397
<b>Top 5 importers</b>	<b>28,462</b>	<b>34,224</b>	<b>(17)</b>	<b>33,551</b>
<b>Total US soybean export sales</b>	<b>34,018</b>	<b>41,086</b>	<b>(17)</b>	<b>40,860</b>
% of Projected	97%	101%		
Change from last week	598	21		
<b>Top 5 importers' share of U.S. soybean export sales</b>	84%	83%		
<b>USDA forecast, April 2012</b>	<b>35,110</b>	<b>40,860</b>	<b>(14)</b>	
<b>Soybean Use for Biodiesel USDA forecast, April 2012</b>	<b>9,591</b>	<b>6,115</b>	<b>57</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 04/26/2012	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	3,208	3,635	(12)	3,233
Japan	3,709	3,610	3	3,148
Mexico	3,485	2,638	32	2,601
Philippines	1,989	1,884	6	1,518
Korea	1,986	1,653	20	1,111
Peru	554	984	(44)	923
Taiwan	958	951	1	913
Colombia	447	817	(45)	783
Indonesia	826	776	6	781
Yemen	418	725	(42)	659
<b>Top 10 importers</b>	<b>17,581</b>	<b>17,671</b>	<b>(1)</b>	<b>15,670</b>
<b>Total US wheat export sales</b>	<b>27,283</b>	<b>34,959</b>	<b>(22)</b>	<b>35,080</b>
% of Projected	100%	100%		
Change from last week	257	274		
<b>Top 10 importers' share of U.S. wheat export sales</b>	64%	51%		
<b>USDA forecast, April 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 05/03/12	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	310	344	90	4,860	5,018	97	93	131	13,995
Corn	181	176	103	2,464	2,967	83	75	86	9,198
Soybeans	0	66	0	3,870	2,999	129	185	117	7,321
<b>Total</b>	<b>491</b>	<b>587</b>	<b>84</b>	<b>11,194</b>	<b>10,984</b>	<b>102</b>	<b>98</b>	<b>112</b>	<b>30,513</b>
<b>Mississippi Gulf</b>									
Wheat	121	18	660	2,148	2,068	104	116	151	5,031
Corn	377	215	175	7,811	9,321	84	75	75	26,267
Soybeans	140	280	50	8,088	9,002	90	127	131	19,262
<b>Total</b>	<b>638</b>	<b>514</b>	<b>124</b>	<b>18,048</b>	<b>20,391</b>	<b>89</b>	<b>93</b>	<b>97</b>	<b>50,560</b>
<b>Texas Gulf</b>									
Wheat	127	147	87	1,744	5,486	32	29	53	10,837
Corn	23	18	130	279	503	55	123	59	1,021
Soybeans	0	0	n/a	0	763	0	n/a	0	926
<b>Total</b>	<b>151</b>	<b>165</b>	<b>91</b>	<b>2,023</b>	<b>6,752</b>	<b>30</b>	<b>34</b>	<b>54</b>	<b>12,784</b>
<b>Interior</b>									
Wheat	11	19	61	420	435	97	34	230	1,110
Corn	160	228	70	3,126	2,418	129	68	129	7,509
Soybeans	107	78	137	1,605	1,518	106	81	121	4,273
<b>Total</b>	<b>278</b>	<b>325</b>	<b>86</b>	<b>5,152</b>	<b>4,371</b>	<b>118</b>	<b>244</b>	<b>132</b>	<b>12,892</b>
<b>Great Lakes</b>									
Wheat	0	12	0	38	305	12	12	18	1,038
Corn	0	0	n/a	30	0	n/a	n/a	114	178
Soybeans	19	0	n/a	21	0	n/a	n/a	0	382
<b>Total</b>	<b>19</b>	<b>12</b>	<b>161</b>	<b>89</b>	<b>305</b>	<b>29</b>	<b>18</b>	<b>26</b>	<b>1,598</b>
<b>Atlantic</b>									
Wheat	87	0	n/a	88	414	21	0	0	686
Corn	5	0	n/a	66	105	64	48	58	295
Soybeans	5	3	211	439	387	113	111	110	1,042
<b>Total</b>	<b>97</b>	<b>3</b>	<b>3,733</b>	<b>594</b>	<b>906</b>	<b>66</b>	<b>34</b>	<b>53</b>	<b>2,022</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	656	540	121	9,298	13,727	68	68	104	32,697
Corn	746	638	117	13,777	15,314	90	81	85	44,466
Soybeans	272	427	64	14,024	14,669	96	134	124	33,205
<b>Total</b>	<b>1,674</b>	<b>1,605</b>	<b>104</b>	<b>37,100</b>	<b>43,709</b>	<b>85</b>	<b>85</b>	<b>99</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

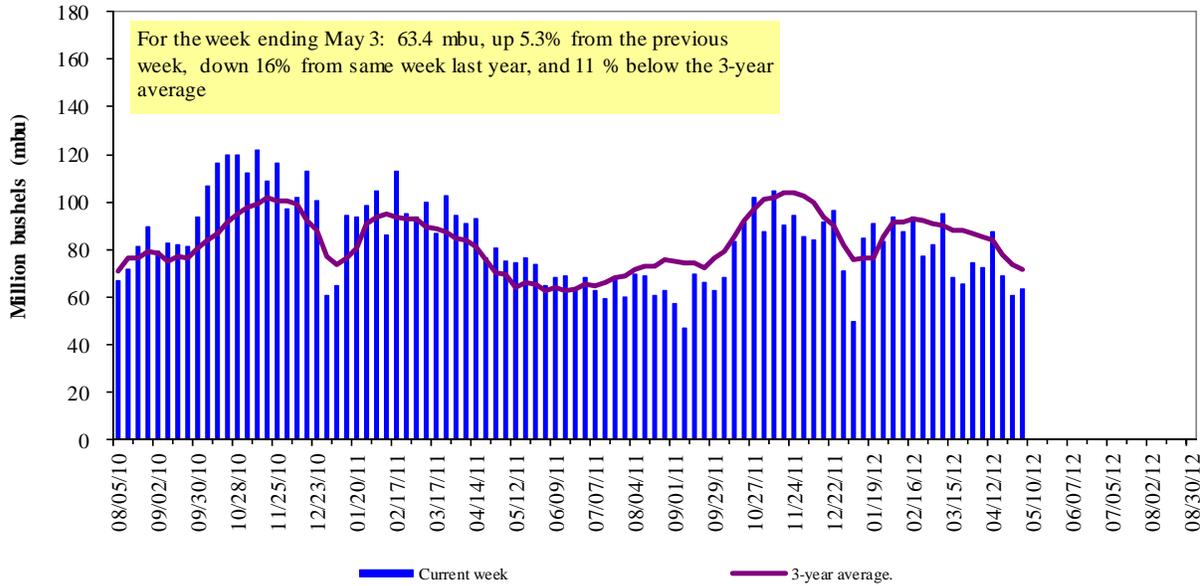
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The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2011.

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Figure 14

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

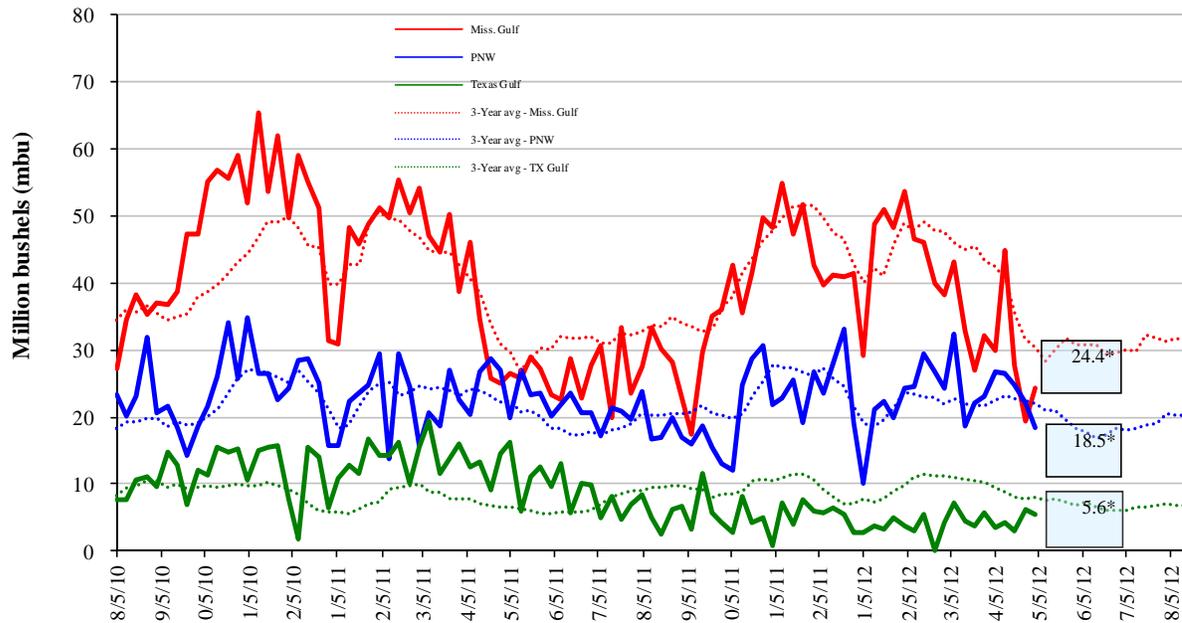


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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>May 03 % change from:</u>	<u>MSGulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Last week	up 25	down 8	up 18	down 16
Last year (same week)	down 8	down 66	down 30	down 7
3-yr avg. (4-wk mov. avg.)	down 19	down 30	down 22	down 13

# Ocean Transportation

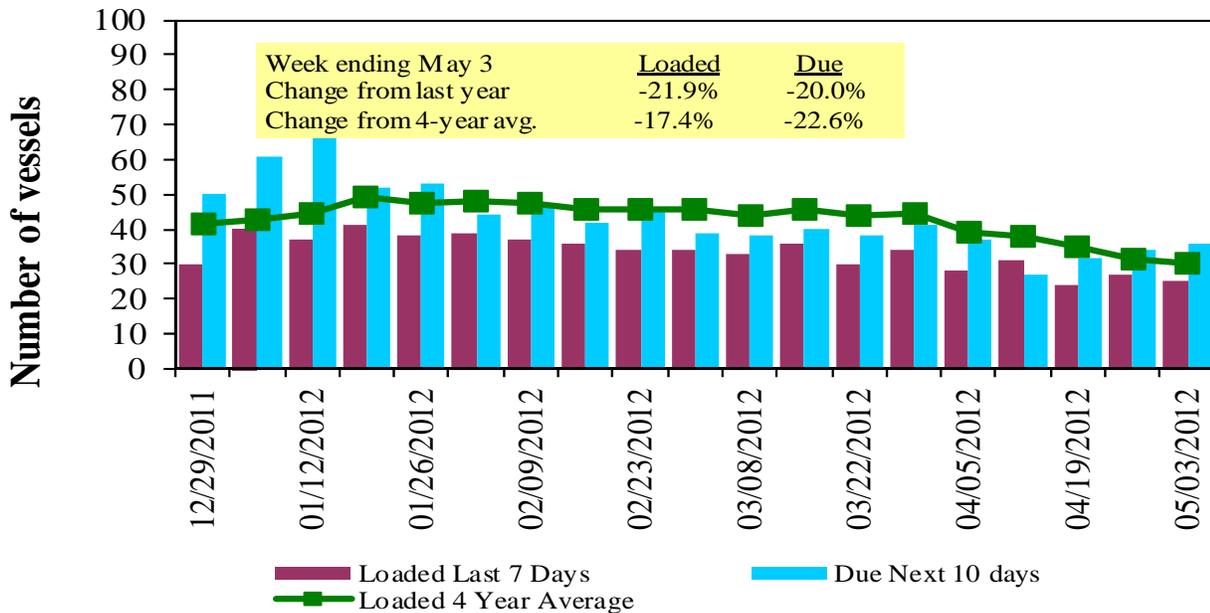
Table 17

**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
5/3/2012	22	25	36	15	n/a
4/26/2012	15	27	34	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

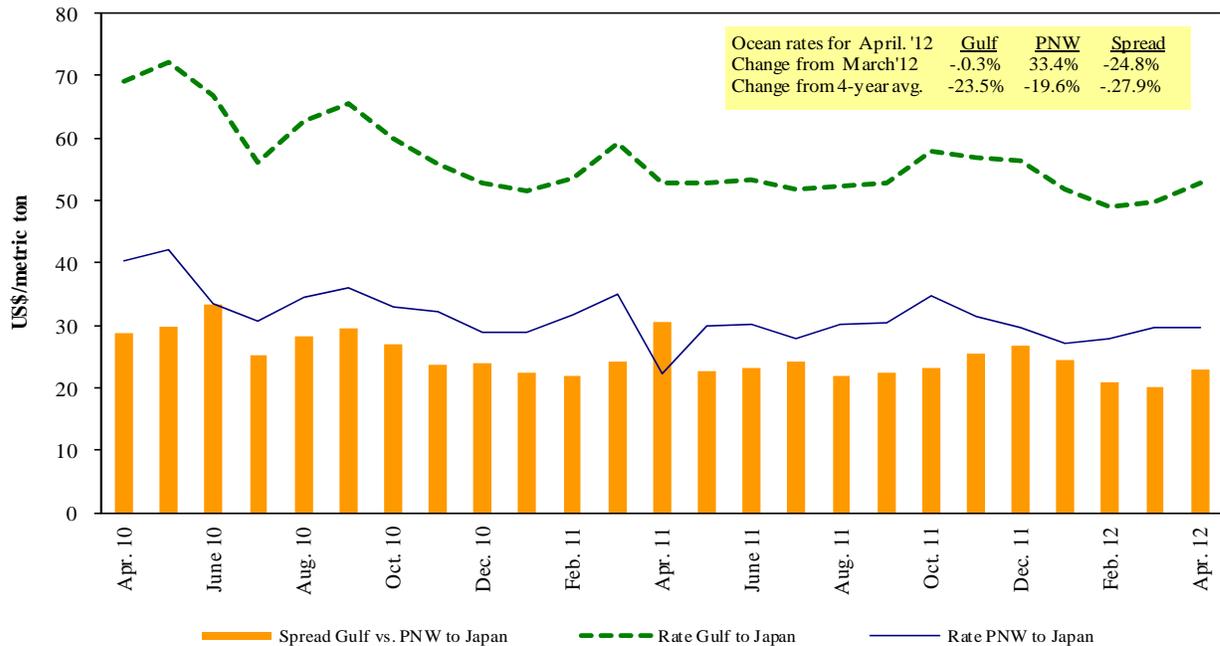
**Figure 16**  
**U.S. Gulf<sup>d</sup> Vessel Loading Activity**



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 05/05/2012**

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	Turkey	Heavy Grain	Feb 25/28	50,000	25.00
PNW	Djibouti <sup>1</sup>	Wheat	May 5/15	26,430	118.03
PNW	China	Grain	Jan 10/20	55,000	26.75
St. Lawrence	Nigeria	Wheat	Apr 5/15	25,000	45.00
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	May 1/30	66,000	40.50
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
Ukraine	Japan	Corn	Apr 6/15	47,000	47.50

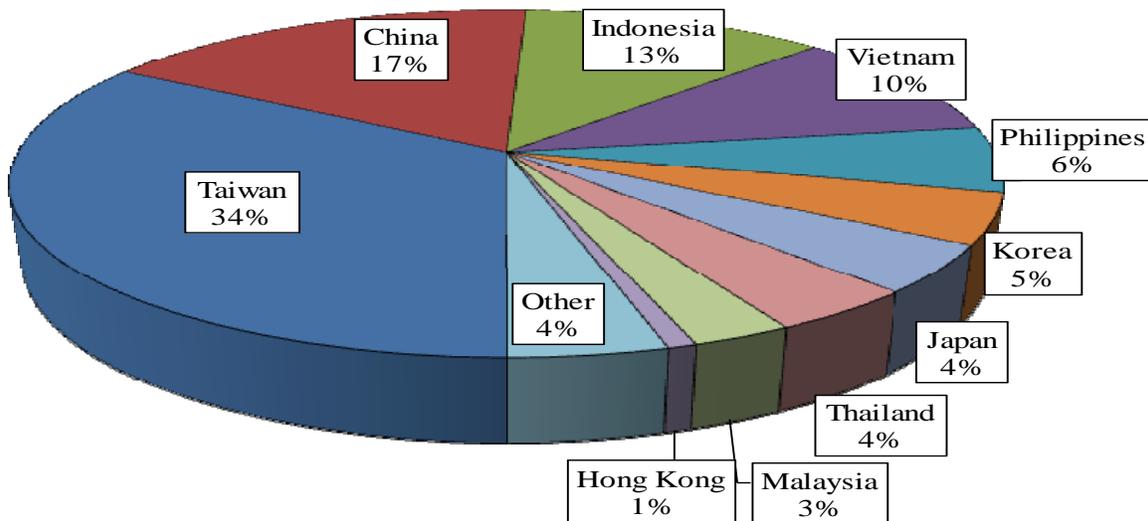
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

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**

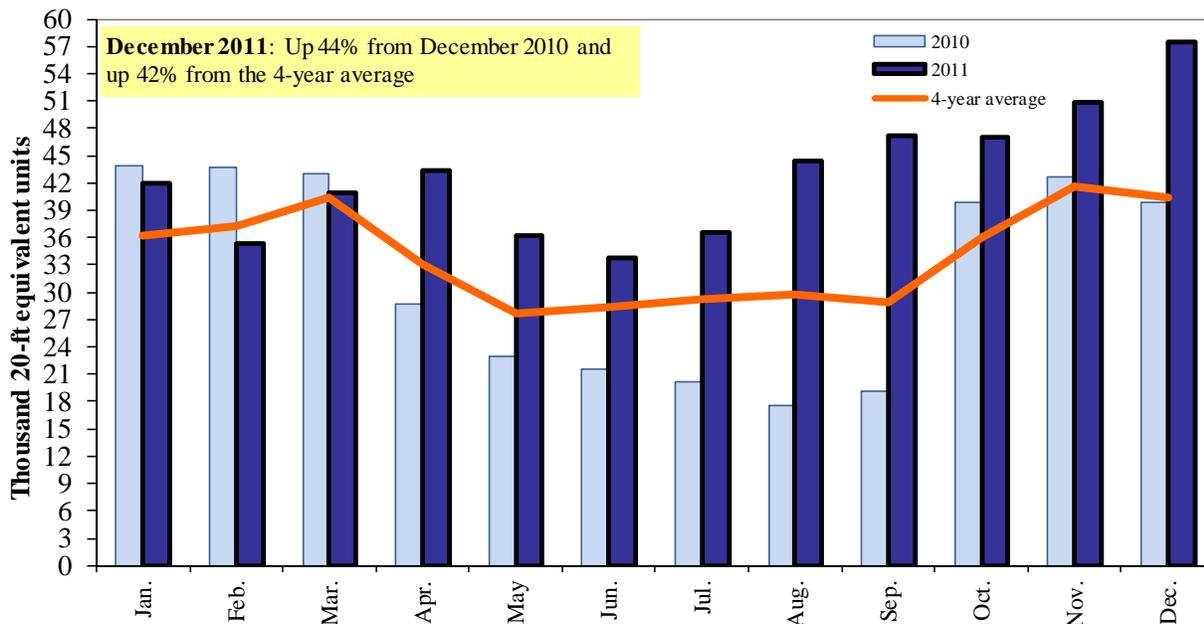


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

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