



# Grain Transportation Report

A weekly publication of the Transportation and Marketing Programs/Transportation Services Division  
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## WEEKLY HIGHLIGHTS

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### USDA Releases Update to Transportation of U.S. Grains: A Modal Share Analysis

On May 15, the USDA released *Transportation of U.S. Grains: A Modal Share Analysis 1978-2011 Update* containing new 2011 data and minor revisions to previous years. This supplemental report provides the most recently available annual data as an update to the [full publication](#), published in 2011. The data show the long-run trends in rail, barge, and truck transportation of grain continued into 2011 with minor decreases in rail and barge volumes and a small increase in truck volume. Overall, grain and oilseed production was lower in 2011 than in 2010, meaning less transportation demand for all modes. The raw data used in the report is available [here](#).

### STB Adopts New Arbitration Rules

The Surface Transportation Board (STB) issued a decision on May 13 that adopts new arbitration procedures for disputes before the STB. Arbitration is limited to demurrage, accessorial charges, misrouting or mishandling of rail cars, and disputes involving a rail carrier's published rules and practices. The monetary award cap is set at \$200,000. The new rules are available at: [http://www.stb.dot.gov/decisions/readingroom.nsf/UNID/5C24F11389FE125B85257B6A00506DF8/\\$file/42799.pdf](http://www.stb.dot.gov/decisions/readingroom.nsf/UNID/5C24F11389FE125B85257B6A00506DF8/$file/42799.pdf)

### Wheat and Corn Inspections Boost Total Grain Exports

For the week ending May 9, total inspections of grain (corn, wheat, and soybeans) from all major export regions reached 1.07 million metric tons (mmt), up 29 percent from the past week but 48 percent below last year this time. The large increase in total grain inspections included a 33-percent jump in wheat inspections (.654 mmt) and a 87-percent jump in corn inspections (.323 mmt). Wheat shipments to Africa and Mexico increased, as did corn shipments to Asia and Mexico. Current barge movements remained above the 4-week average, so Mississippi Gulf grain inspections (.407 mmt) jumped 67 percent from the past week. Soybean inspections (.091 mmt), however, were down 44 percent from the previous week, and were the lowest since January 1, 2010 (.087 mmt). Outstanding export sales continued to decrease for wheat and corn, but remained unchanged for soybeans.

### High Water Conditions Exist Throughout River System

Water levels on the Upper Mississippi, Illinois, and Lower Ohio Rivers have crested and continue to fall. The Lower Mississippi River continues to rise slightly and the southernmost crest will occur in New Orleans, LA, around May 21. On the Tennessee River, Pickwick Landing auxiliary lock reopened on May 11, but the Pickwick main chamber is still closed for repairs. The Coast Guard has issued some restrictions to barge traffic on the lower Mississippi River, which include minimum horsepower requirements for transporting barges, maximum tow size, and nighttime limitation of traffic in certain areas, especially around bridges.

### Snapshots by Sector

#### **Rail**

U.S. railroads originated 16,843 **carloads of grain** during the week ending May 4, up 8 percent from last week, down 6 percent from last year, and 21 percent lower than the 3-year average.

During the week ending May 9, average May non-shuttle **secondary railcar bids/offers per car** were at tariff, unchanged from last week and \$22 lower than last year. Average shuttle bids/offers were \$90.50 below tariff, up \$27 from last week and \$212 higher than last year.

#### **Barge**

During the week ending May 11, **barge grain movements** totaled 314,948 tons, 32 percent lower than the previous week and 41 percent lower than the same period last year.

During the week ending May 11, 204 grain barges **moved down river**, down 30 percent from last week; 202 grain barges were **unloaded in New Orleans**, down 13.7 percent from the previous week.

#### **Ocean**

During the week ending May 9, 23 **ocean-going grain vessels** were loaded in the Gulf, 22 percent less than the same period last year. Thirty-three vessels are expected to be loaded within the next 10 days, 3 percent more than the the same period last year.

During the week ending May 10, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$45 per mt, unchanged from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$24 per mt, unchanged from the previous week.

#### **Fuel**

During the week ending May 13, U.S. average **diesel fuel prices** were up 2 cents from the previous week at \$3.87 per gallon—14 cents lower than the same week last year.

# Feature Article/Calendar

## Grain Transportation Update

Fewer exports, resulting from the 2012/13 drought-reduced grain and oilseed crop, reduced demand for grain transportation in rail, barge, and ocean shipping, with grain and oilseed production and exports reduced from the previous year by 8 and 21 percent, respectively. For the 2013/14 marketing year, USDA's initial forecast shows crop production is expected to rise almost 22 percent and exports by almost 18 percent, based on the assumptions of more normal weather and near-trend yields. This would translate into higher demand for all modes of transportation to move grain from fields to domestic and overseas markets.

### Low Old-Crop Corn Exports Pull down Grain Transportation Demand

In its May 2013 *World Agricultural Supply and Demand Estimates* (WASDE) report, as a result of slow sales and shipments, USDA once again lowered its estimated 2012/13 corn exports from its previous estimate by 50 million bushels (mbu). Grain and oilseed exports in 2012/13 are now expected to be 21 percent lower than in 2011/12. This decrease will primarily affect rail and barge movements of grain, which transport 50 and 45 percent of grain exports, respectively. In 2012/13, production of major grains is projected at 16.064 billion bushels, down 8 percent from last year because of the drought.

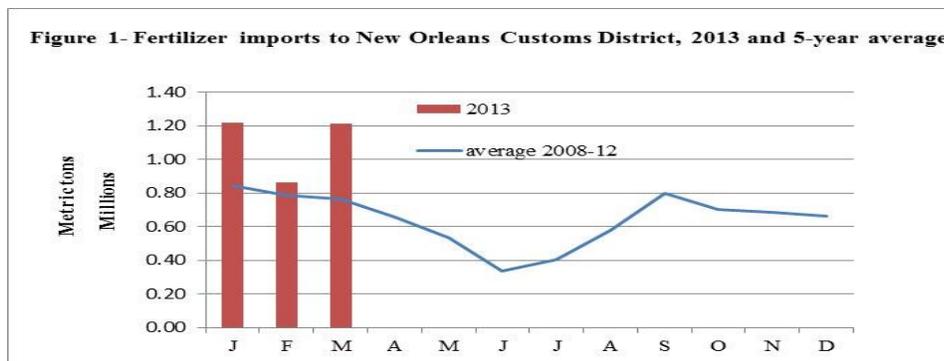
### First New Crop Outlook Optimistic

Despite tough winter wheat weather conditions and flood-delayed spring planting, USDA projects 2013/14 grain and oilseed production to rise to a record level of 19.6 billion bushels. This is almost 22 percent higher than 2012/13 drought-reduced production levels. Grain and oilseed exports are projected to increase to 3.7 billion bushels, almost 18 percent higher than the current marketing year exports. Corn and soybean ending stocks are expected to recover from the last several years of very low ending stocks-to-use ratios. If the summer growing weather is favorable to produce near-trend yields, grain transportation demand would increase for all modes.

	Corn	Soybeans	Wheat	Total	Y/Y
United States 2013/14 (Projected)					
Production	14,140	3,390	2,057	19,587	21.9%
Exports	1,300	1,450	925	3,675	17.6%
Domestic Use	11,620	1,814	1,322	14,756	9.3%
Ending Stocks/Use	15.5%	8.1%	29.8%		
United States 2012/13 (Estimated)					
Production	10,780	3,015	2,269	16,064	-8.0%
Exports	750	1,350	1,025	3,125	-21.0%
Domestic Use	10,385	1,730	1,381	13,496	-3.3%
Ending Stocks/Use	6.8%	4.1%	30.4%		
2011/12					
Production	12,360	3,094	1,999	17,453	
Exports	1,543	1,362	1,050	3,955	
Domestic Use	10,985	1,793	1,182	13,960	
Ending Stocks/Use	7.9%	5.4%	33.3%		

### Barge: Fertilizer Shipments up, Grain Movements Down

This year is looking to be a good year for imported fertilizer into New Orleans. Figure 1 shows January, February, and March monthly fertilizer imports for 2013 are each above average. The first quarter amounts to 3.3 million metric tons, 38 percent higher than the 5-year average. An estimate of inland river destinations that received imported fertilizer can be calculated by using the lock data for the Mississippi, Ohio, and Arkansas Rivers. For the first 13 weeks of 2013, upbound fertilizers amounted to 2.2 million metric tons. This implies that about two-thirds of the imported fertilizer used barge transportation for delivery to interior destinations. However, this does not count imported fertilizer that may have been delivered to the non-locking sections of the river, which could make the amount of imported fertilizer barged slightly higher. Likewise, such a calculation does not account for domestically produced fertilizers that may be barged to the locking sections, which could make the amount slightly lower.



Source: USDA-FAS, Global Agricultural Trade System, Imported Commodities for Consumption

Average weekly shipments of downbound grain for the locking section of the river are shown in Table 2. Current movements for the second quarter are 293,000 tons per week, about 51 percent lower than the average second quarter. During the first quarter, navigation conditions had extreme variations because of the drawn-out drought that nearly stopped mid-Mississippi River traffic, and later the high water conditions that turned to flooding on many of the rivers by mid-April.

**Table 2: Average Weekly Grain Barge Shipments and Annual Total**

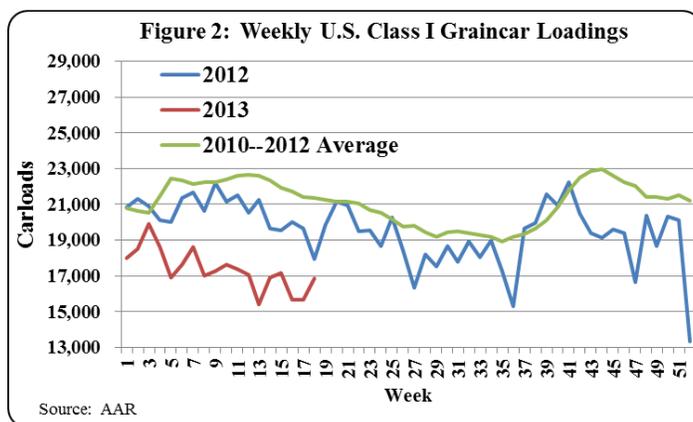
Year	Average Weekly Shipments				Annual Total
	1st quarter	2d quarter	3d quarter	4th quarter	
	1,000 tons				
2010	576	692	630	762	34,584
2011	570	510	508	746	30,355
2012	631	578	449	613	29,523
2013	437	293 *			
3 yr. avg.	592	593	529	707	31,487

Source: U.S. Army Corps of Engineers

\* - As of May 11, 2013

### Rail Graincar Loadings Decrease with Exports

Graincar loadings for the first 18 weeks of 2013 were 312,130, down 16 percent from last year and 21 percent from the 3-year average (Figure 2). The 21 percent drop in estimated 2012/13 export grain movements accounts for much of the decreased graincar loadings to date (Table 1). The railroad share of export grain movements is 50 percent; the railroad share of domestic grain movements is only 22 percent. Secondary bids/offers for delivery of empty railcars have been within the 3-year average.



### Bulk Ocean Freight Rates Remain Low; Slower Growth in New Vessel Orders

Ocean freight rates for shipping bulk commodities, including grain, remained low during the first quarter of 2013, compared to a year earlier as the vessel fleet increased and demand for bulk shipping remained weak. The low rates continued through the first week of May. As of May 10, the cost of shipping grain from the U.S. Gulf to Japan was \$45 per mt—10 percent less than a year ago and 19 percent below the 4-year average. The cost of shipping from the Pacific Northwest to Japan was \$24 per mt—9 percent less than a year ago and 24 percent less than the 4-year average. New vessel orders are slowing but remain relatively strong. As of March, the global dry-bulk operating fleet capacity was at 687.7 million deadweight tons (mdwt), compared to 625 mdwt in March 2012. An additional 126.86 mdwt of new dry bulk vessels are scheduled for delivery between now and 2016—18.4 percent of the existing fleet. During the same time a year ago, the scheduled delivery from 2012 to 2015 represented 31.9 percent of the existing fleet.

### Diesel Fuel Expected to Fall Slightly this Summer

After increasing 7 cents per gallon during the first quarter, diesel fuel prices have fallen 13 cents per gallon over the past 6 weeks to \$3.87 per gallon due to overall lower crude oil prices. The Energy Information Administration (EIA) reports that diesel fuel prices, which averaged \$3.95 per gallon last summer, are projected to fall slightly to an average of \$3.94 per gallon this summer. EIA further projects consumption of distillate fuel, which includes diesel fuel and heating oil, is expected to average 3.7 million bbl/d this summer, up 20,000 bbl/d (0.6 percent) from last summer. That growth is driven by increasing manufacturing output and foreign trade.

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# Grain Transportation Indicators

Table 1

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

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
05/15/13	259	233	205	154	201	170
05/08/13	258	233	204	160	201	170

<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	5/10/2013	5/3/2013
Corn	IL--Gulf	-0.69	-0.64
Corn	NE--Gulf	-0.59	-0.52
Soybean	IA--Gulf	-0.95	-0.79
HRW	KS--Gulf	-1.51	-1.60
HRS	ND--Portland	-1.86	-1.81

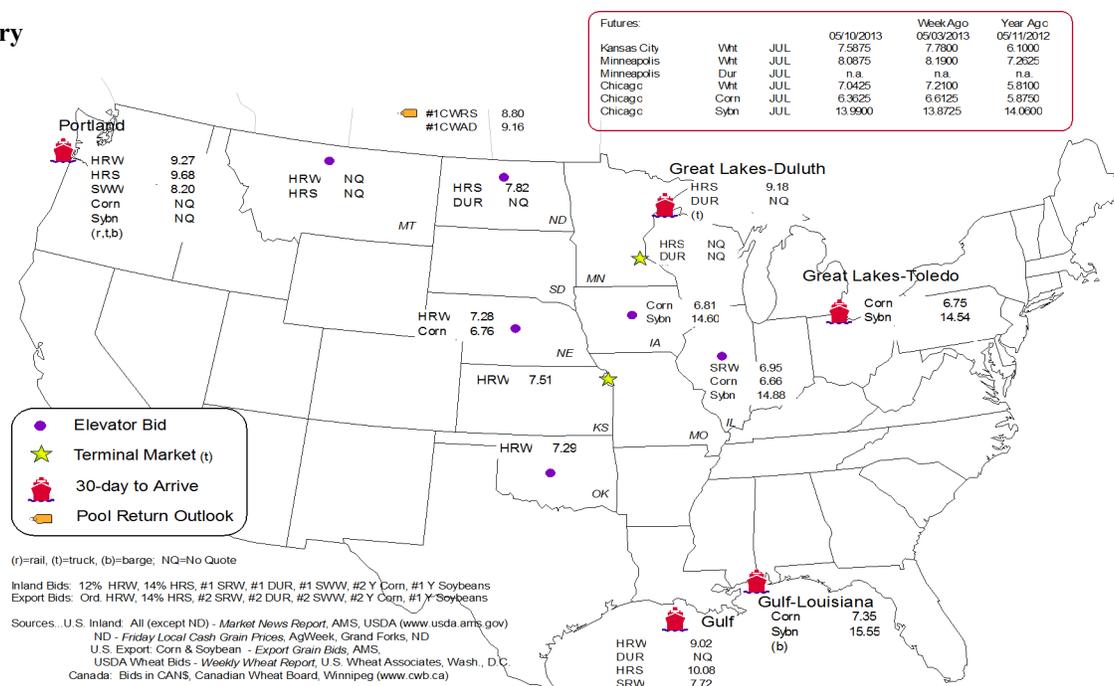
Note: nq = no quote

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		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
05/08/2013 <sup>p</sup>	3	737	1,106	110	1,956	05/04/13	1,187
05/01/2013 <sup>r</sup>	155	1,280	1,502	91	3,028	04/27/13	1,428
2013 YTD <sup>r</sup>	8,048	19,527	63,855	8,688	100,118	2013 YTD	22,207
2012 YTD <sup>r</sup>	3,585	12,484	82,981	8,790	107,840	2012 YTD	41,860
2013 YTD as % of 2012 YTD	224	156	77	99	93	% change YTD	53
Last 4 weeks as % of 2012 <sup>2</sup>	164	240	38	43	62	Last 4wks % 2012	53
Last 4 weeks as % of 4-year avg. <sup>2</sup>	21	108	40	35	54	Last 4wks % 4 yr	61
Total 2012	22,604	40,780	199,419	33,347	287,462	Total 2011	97,118
Total 2011	27,358	77,515	191,187	24,088	320,148	Total 2010	90,175

<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.

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

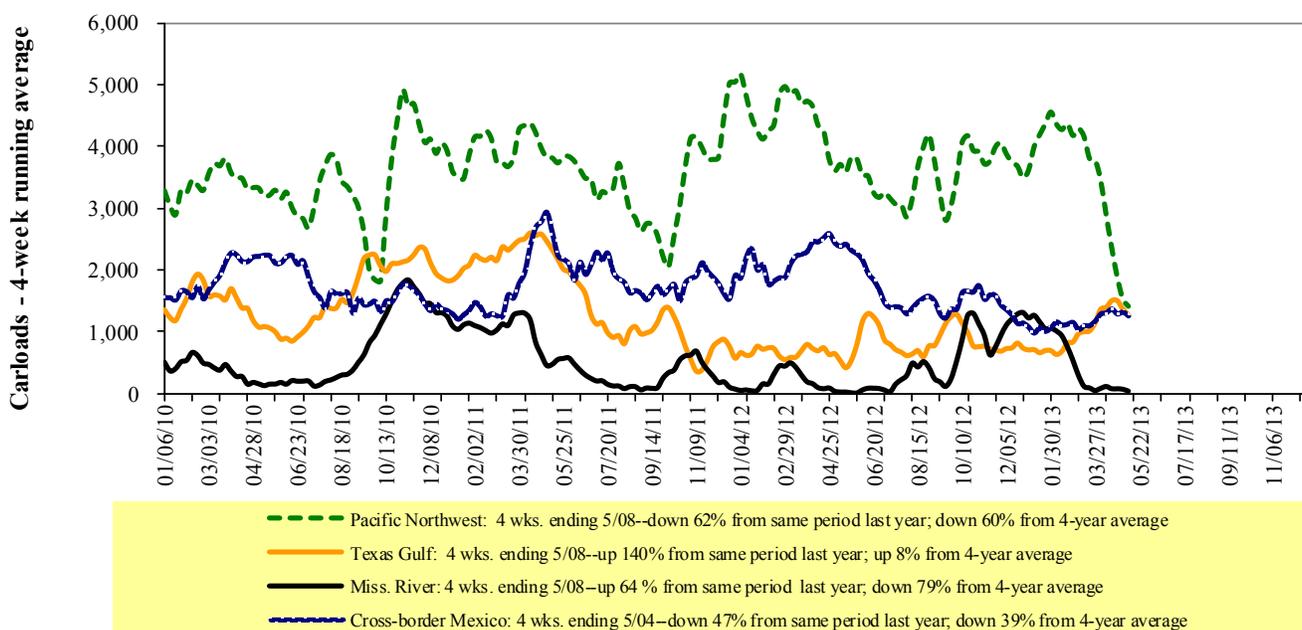
**YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available**

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

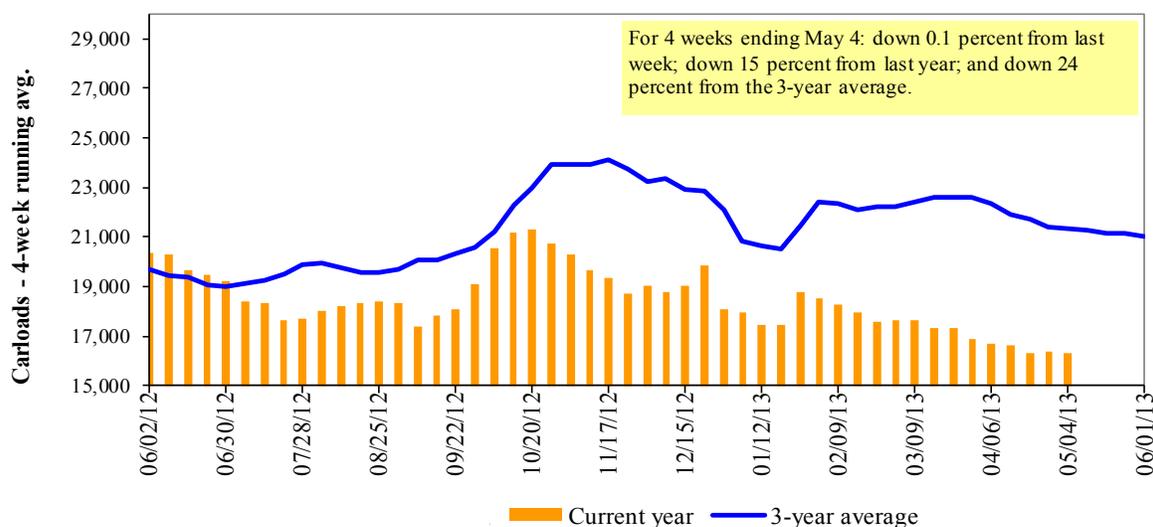
Table 4

**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
05/04/13	1,312	2,214	8,703	619	3,995	16,843	3,716	5,342
This week last year	1,719	2,646	8,727	359	4,465	17,916	4,084	4,741
2013 YTD	27,200	44,595	161,786	8,758	69,791	312,130	61,838	97,079
2012 YTD	36,744	51,167	182,483	8,582	91,313	370,289	70,724	90,912
2013 YTD as % of 2012 YTD	74	87	89	102	76	84	87	107
Last 4 weeks as % of 2012	90	83	82	105	87	85	83	119
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	76	78	77	81	76	77	86	107
Total 2012	85,384	145,336	515,638	26,936	244,077	1,017,371	204,068	266,266

<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-13	May-12	Jun-13	Jun-12	Jul-13	Jul-12	Aug-13	Aug-12
<b>5/9/2013</b>								
BNSF <sup>3</sup>								
COT grain units	0	no bids	no bids	0	no bids	0	no bids	0
COT grain single-car <sup>5</sup>	0..5	0	0..5	0	no bids	0	0	0..5
UP <sup>4</sup>								
GCAS/Region 1	no offer	no offer	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no offer	no offer	no bids	no bids	no bids	1	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.

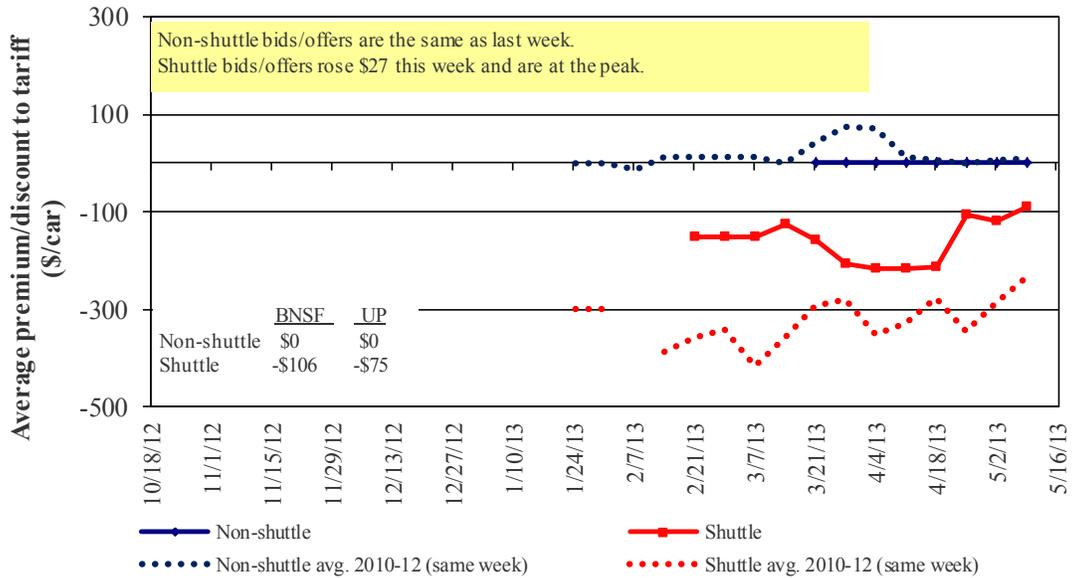
  Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

<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.

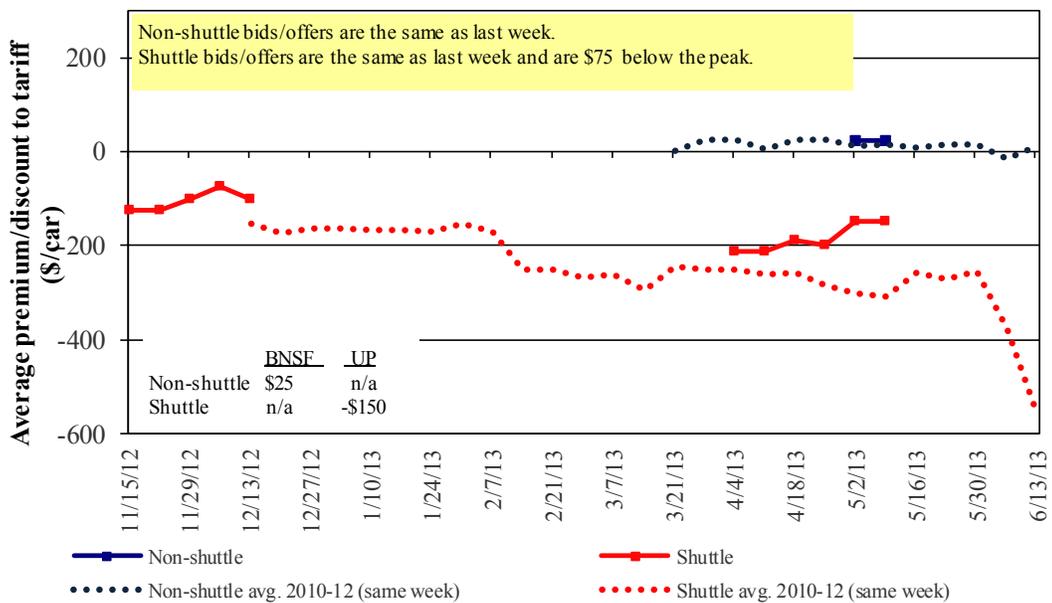
**Figure 4**  
**Bids/Offers for Railcars to be Delivered in May 2013, Secondary Market**



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 2013, Secondary Market**

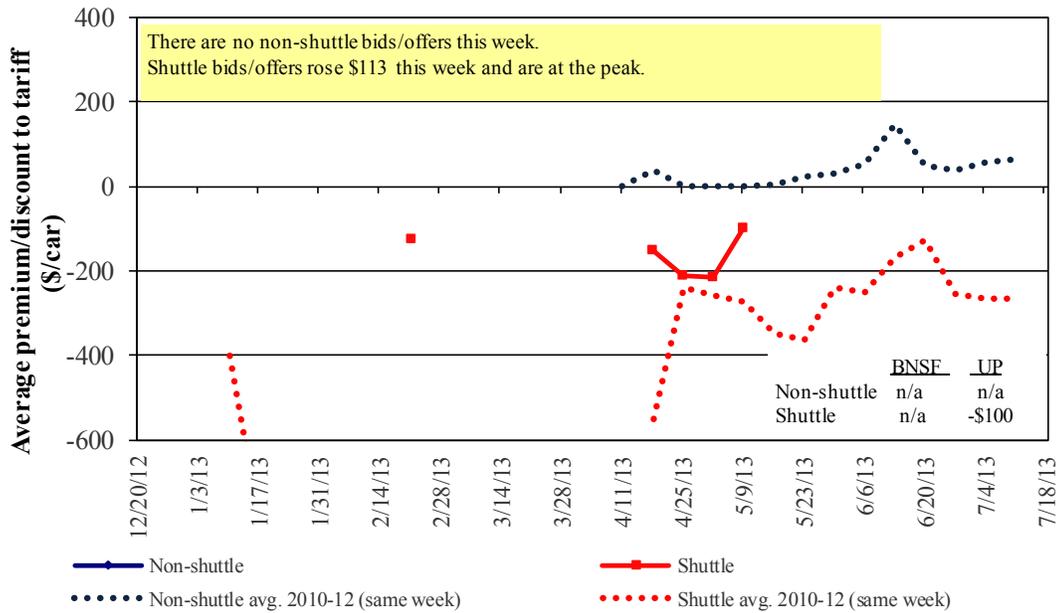


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in July 2013, 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-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13
<b>5/9/2013</b>						
<b>Non-shuttle</b>						
BNSF-GF	-	25	n/a	n/a	n/a	n/a
Change from last week	-	-	n/a	n/a	n/a	n/a
Change from same week 2012	(22)	25	n/a	n/a	n/a	n/a
UP-Pool	-	n/a	n/a	n/a	n/a	n/a
Change from last week	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(106)	n/a	n/a	n/a	n/a	n/a
Change from last week	50	n/a	n/a	n/a	n/a	n/a
Change from same week 2012	132	n/a	n/a	n/a	n/a	n/a
UP-Pool	(75)	(150)	(100)	(200)	(200)	n/a
Change from last week	4	-	113	13	(137)	n/a
Change from same week 2012	292	250	150	175	n/a	n/a

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

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

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

Table 7

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

Effective date:						Percent	
5/1/2013	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		change Y/Y <sup>3</sup>
					metric ton	bushe <sup>2</sup>	
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,144	\$202	\$33.23	\$0.90	5
	Grand Forks, ND	Duluth-Superior, MN	\$3,543	\$119	\$36.37	\$0.99	8
	Wichita, KS	Los Angeles, CA	\$6,026	\$612	\$65.92	\$1.79	2
	Wichita, KS	New Orleans, LA	\$3,645	\$356	\$39.73	\$1.08	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$502	\$60.33	\$1.64	0
	Northwest KS	Galveston-Houston, TX	\$3,912	\$390	\$42.72	\$1.16	3
	Amarillo, TX	Los Angeles, CA	\$4,112	\$543	\$46.22	\$1.26	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,110	\$402	\$34.88	\$0.95	2
	Toledo, OH	Raleigh, NC	\$4,508	\$450	\$49.24	\$1.34	2
	Des Moines, IA	Davenport, IA	\$2,006	\$85	\$20.77	\$0.57	3
	Indianapolis, IN	Atlanta, GA	\$3,920	\$338	\$42.28	\$1.15	2
	Indianapolis, IN	Knoxville, TN	\$3,354	\$217	\$35.46	\$0.97	2
	Des Moines, IA	Little Rock, AR	\$3,154	\$250	\$33.81	\$0.92	2
	Des Moines, IA	Los Angeles, CA	\$5,065	\$729	\$57.54	\$1.57	1
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,299	\$439	\$37.12	\$1.01	-1
	Toledo, OH	Huntsville, AL	\$3,575	\$320	\$38.68	\$1.05	2
	Indianapolis, IN	Raleigh, NC	\$4,578	\$453	\$49.96	\$1.36	2
	Indianapolis, IN	Huntsville, AL	\$3,267	\$217	\$34.60	\$0.94	2
	Champaign-Urbana, IL	New Orleans, LA	\$3,599	\$402	\$39.74	\$1.08	5
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,580	\$352	\$39.05	\$1.06	6
	Wichita, KS	Galveston-Houston, TX	\$3,634	\$274	\$38.81	\$1.06	11
	Chicago, IL	Albany, NY	\$3,771	\$422	\$41.64	\$1.13	3
	Grand Forks, ND	Portland, OR	\$5,061	\$608	\$56.30	\$1.53	4
	Grand Forks, ND	Galveston-Houston, TX	\$6,082	\$633	\$66.69	\$1.81	3
	Northwest KS	Portland, OR	\$4,880	\$640	\$54.81	\$1.49	3
	Corn	Minneapolis, MN	Portland, OR	\$4,800	\$740	\$55.02	\$1.50
Sioux Falls, SD		Tacoma, WA	\$4,760	\$678	\$54.00	\$1.47	0
Champaign-Urbana, IL		New Orleans, LA	\$2,929	\$402	\$33.08	\$0.90	2
Lincoln, NE		Galveston-Houston, TX	\$3,310	\$395	\$36.79	\$1.00	0
Des Moines, IA		Amarillo, TX	\$3,510	\$315	\$37.98	\$1.03	2
Minneapolis, MN		Tacoma, WA	\$4,800	\$734	\$54.96	\$1.50	0
Council Bluffs, IA		Stockton, CA	\$4,200	\$760	\$49.25	\$1.34	0
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,320	\$678	\$59.56	\$1.62	5
	Minneapolis, MN	Portland, OR	\$5,330	\$740	\$60.28	\$1.64	5
	Fargo, ND	Tacoma, WA	\$5,230	\$603	\$57.92	\$1.58	5
	Council Bluffs, IA	New Orleans, LA	\$3,500	\$464	\$39.36	\$1.07	-5
	Toledo, OH	Huntsville, AL	\$2,750	\$320	\$30.48	\$0.83	2
	Grand Island, NE	Portland, OR	\$4,800	\$655	\$54.17	\$1.47	-6

<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: 5/1/2013

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	\$6,262	\$643	\$70.55	\$1.92	-18
	OK	Cuautitlan, EM	\$6,552	\$781	\$74.93	\$2.04	-4
	KS	Guadalajara, JA	\$7,444	\$755	\$83.77	\$2.28	0
	TX	Salinas Victoria, NL	\$3,553	\$294	\$39.31	\$1.07	-4
Corn	IA	Guadalajara, JA	\$7,699	\$888	\$87.73	\$2.23	0
	SD	Celaya, GJ <sup>5</sup>	\$7,356	\$842	\$83.76	\$2.13	n/a
	NE	Queretaro, QA	\$7,153	\$788	\$81.15	\$2.06	1
	SD	Salinas Victoria, NL	\$5,700	\$640	\$64.78	\$1.64	1
	MO	Tlalhepantla, EM	\$6,592	\$766	\$75.18	\$1.91	1
	SD	Torreon, CU	\$6,522	\$705	\$73.84	\$1.87	0
Soybeans	MO	Bojay (Tula), HG	\$7,580	\$749	\$85.10	\$2.31	7
	NE	Guadalajara, JA	\$8,134	\$856	\$91.86	\$2.50	2
	IA	El Castillo, JA	\$8,555	\$836	\$95.96	\$2.61	3
	KS	Torreon, CU	\$6,651	\$531	\$73.39	\$2.00	3
Sorghum	TX	Guadalajara, JA	\$6,464	\$548	\$71.64	\$1.82	-3
	NE	Celaya, GJ <sup>5</sup>	\$6,997	\$764	\$79.29	\$2.01	n/a
	KS	Queretaro, QA	\$6,815	\$480	\$74.53	\$1.89	5
	NE	Salinas Victoria, NL	\$5,438	\$562	\$61.30	\$1.56	5
	NE	Torreon, CU	\$6,153	\$627	\$69.28	\$1.76	1

<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

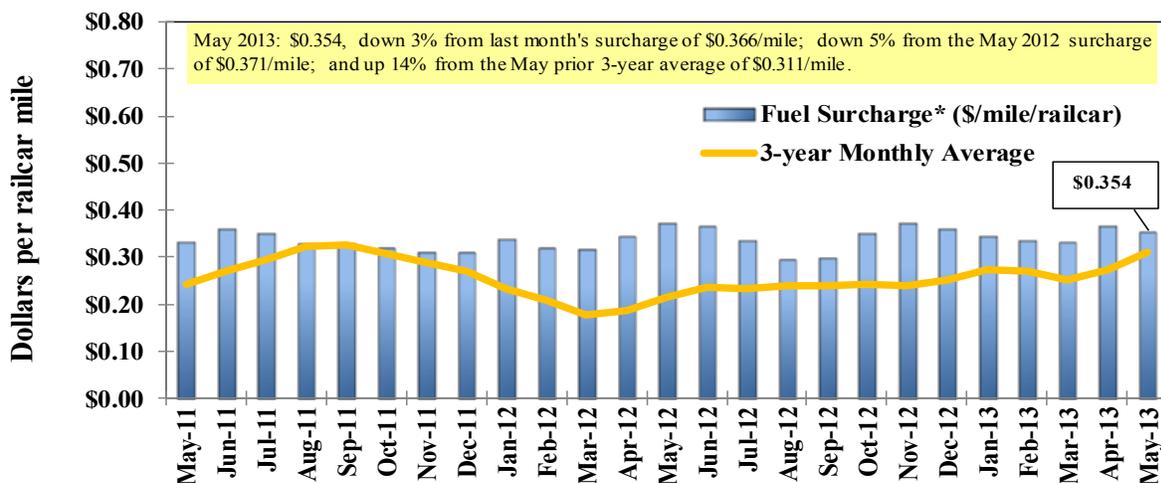
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

<sup>5</sup>Beginning 11/1/12, Celaya, GJ, 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.

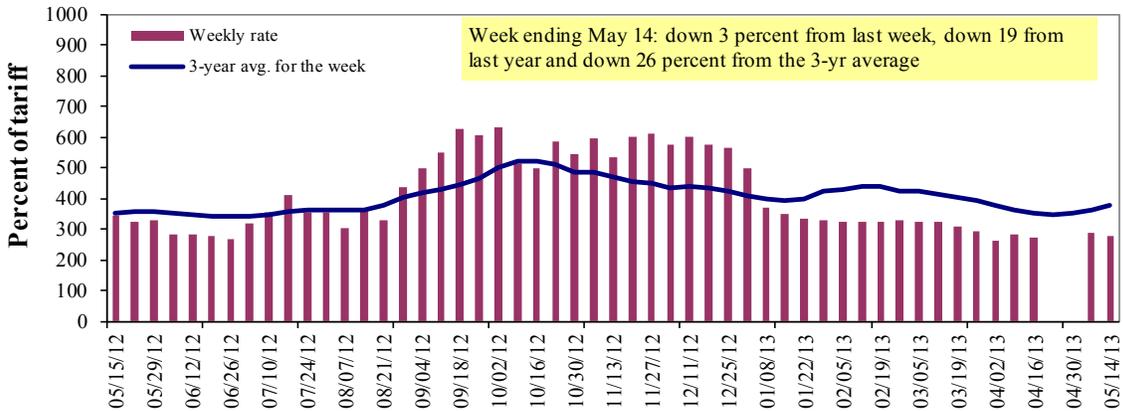
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.esx.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>	5/14/2013	363	290	278	220	190	190	178
	5/7/2013	388	305	288	220	190	190	180
<b>\$/ton</b>	5/14/2013	22.47	15.43	12.90	8.78	8.91	7.68	5.59
	5/7/2013	24.02	16.23	n/a	8.78	8.91	7.68	5.65
<b>Current week % change from the same week:</b>								
	Last year	-17	-21	-19	-12	-31	-31	-19
	3-year avg. <sup>2</sup>	-21	-25	-26	-19	-33	-33	-9
<b>Rate<sup>1</sup></b>	June	345	288	275	220	198	198	180
	August	400	338	325	288	318	318	255

<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).

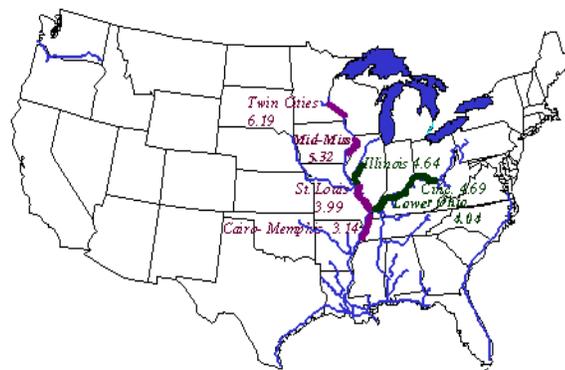
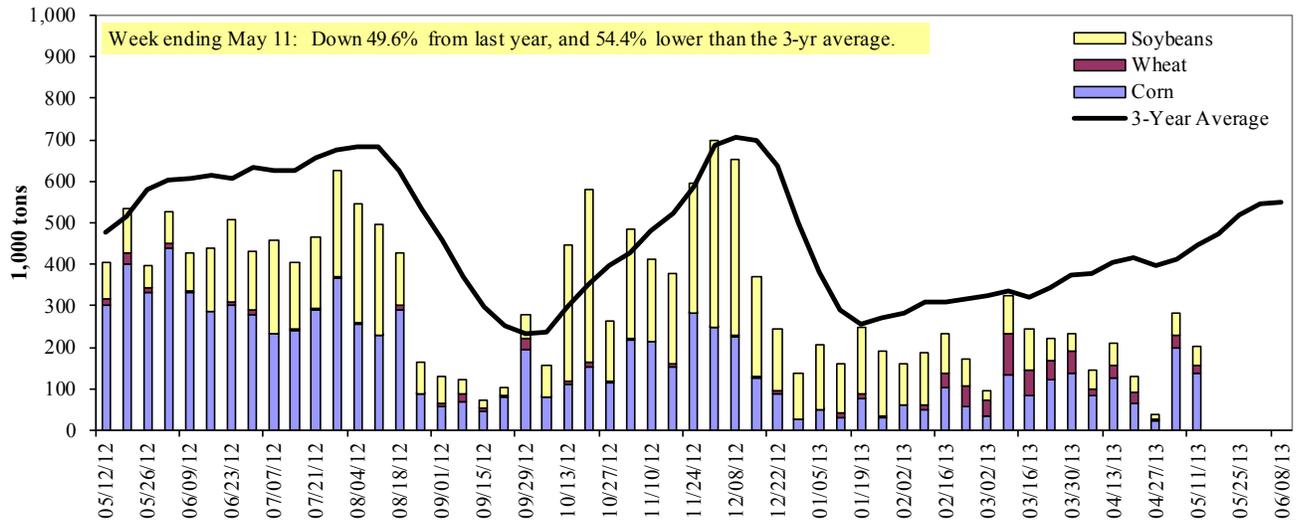


Figure 10

**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

Table 10

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

Week ending 5/11/2013	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	108	14	25	2	148
Winfield, MO (L25)	125	17	26	2	170
Alton, IL (L26)	138	21	40	0	199
Granite City, IL (L27)	138	20	45	0	202
<b>Illinois River (L8)</b>	30	2	0	0	31
<b>Ohio River (L52)</b>	64	2	24	2	92
<b>Arkansas River (L1)</b>	0	20	1	0	21
Weekly total - 2013	202	41	70	2	315
Weekly total - 2012	330	48	152	7	536
2013 YTD <sup>1</sup>	2,522	1,474	3,344	105	7,444
2012 YTD	6,743	681	4,181	125	11,730
2013 as % of 2012 YTD	37	216	80	83	63
Last 4 weeks as % of 2012 <sup>2</sup>	43	40	37	83	47
Total 2012	14,837	1,794	12,663	229	29,523

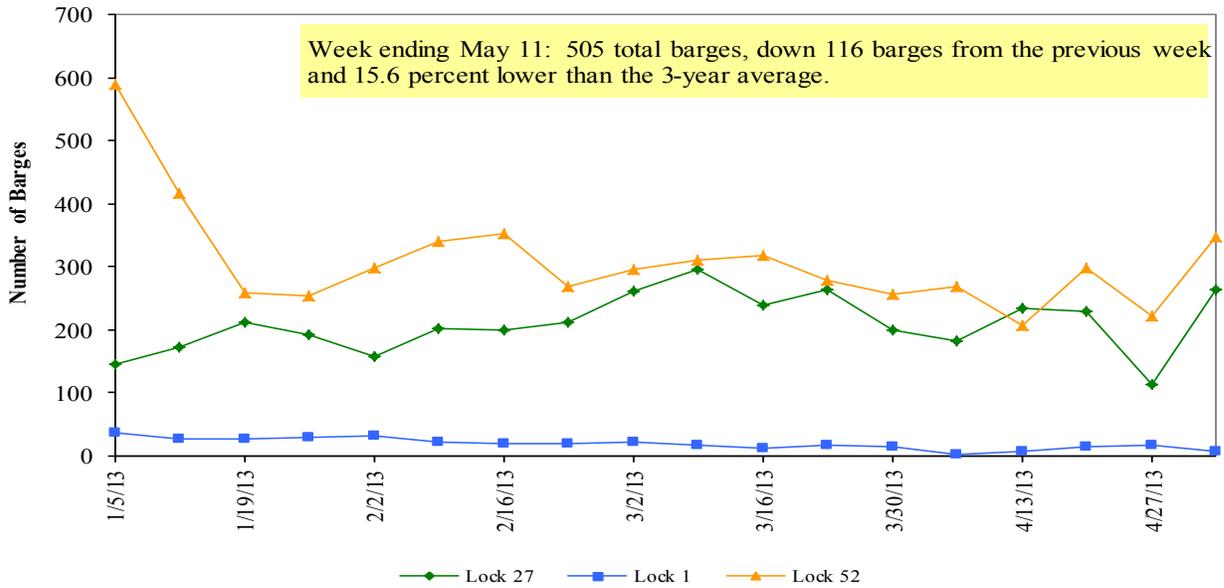
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2012. - no movements due to flooding

Note: Total may not add exactly, due to rounding

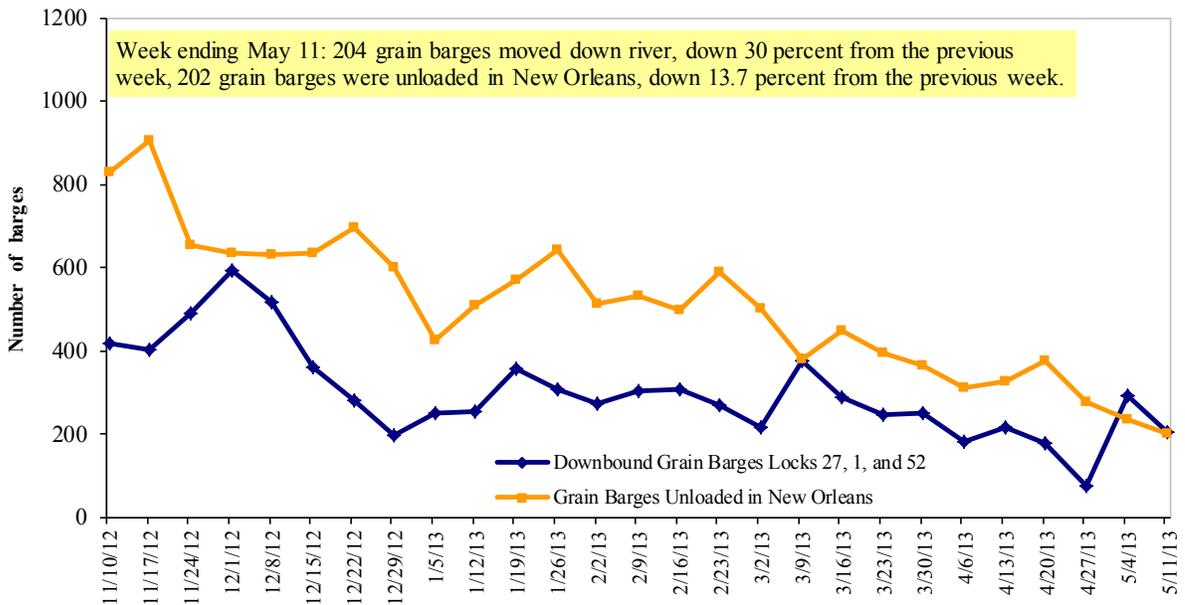
Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers

**Figure 12**  
**Grain Barges for Export in New Orleans Region**



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

# Truck Transportation

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

Table 11

## Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 5/13/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.865	0.002	-0.189
	New England	3.995	0.009	-0.197
	Central Atlantic	3.910	-0.001	-0.225
	Lower Atlantic	3.807	0.003	-0.162
II	Midwest <sup>2</sup>	3.909	0.041	0.012
III	Gulf Coast <sup>3</sup>	3.739	0.004	-0.176
IV	Rocky Mountain	3.822	0.018	-0.182
V	West Coast	3.969	0.046	-0.308
	West Coast less California	3.883	0.053	-0.309
	California	4.042	0.041	-0.307
Total	U.S.	3.866	0.021	-0.139

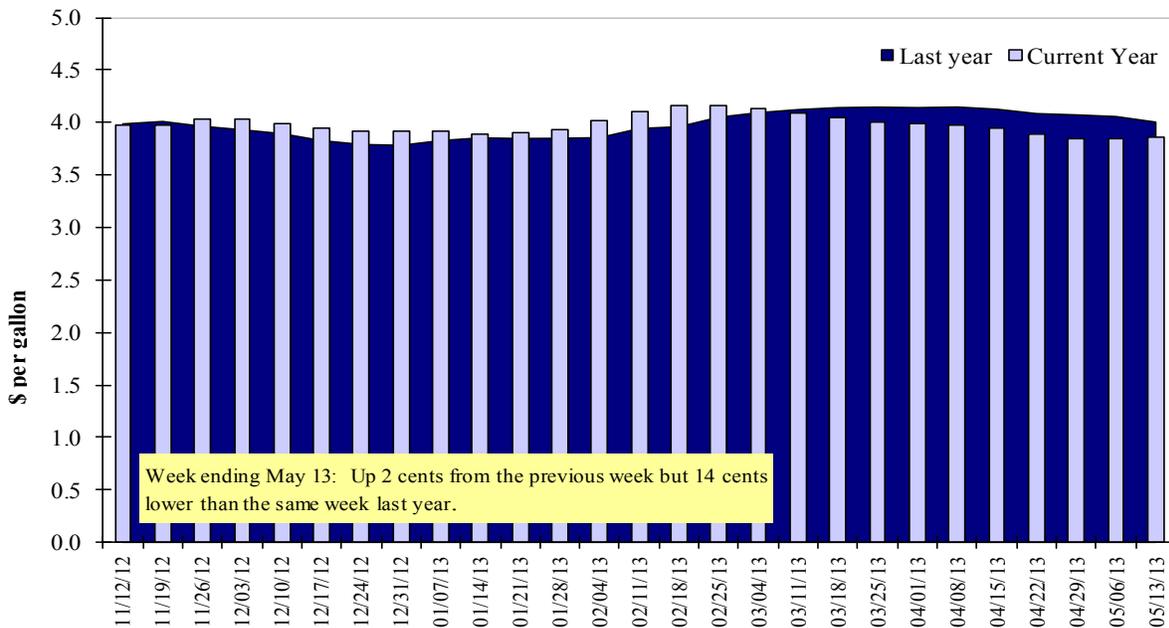
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
5/2/2013	1,406	701	518	245	58	2,928	4,152	2,111	9,191
This week year ago	1,074	711	874	596	44	3,299	9,691	5,065	18,055
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2012/13 YTD	8,864	3,631	5,495	4,361	489	23,840	12,714	34,371	70,925
2011/12 YTD	9,067	3,621	5,874	5,198	447	24,206	27,837	29,419	81,462
YTD 2012/13 as % of 2011/12	98	100	94	84	109	98	46	117	87
Last 4 wks as % of same period 2011/12	150	115	82	60	217	109	44	48	57
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306

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

<sup>2</sup> Shipped export sales to date; new marketing year begins 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 05/02/2013	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2013/14	2012/13	2011/12		
	Next MY	Current MY	Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	775	5,930	10,559	(44)	12,367
Mexico	777	3,924	9,255	(58)	9,617
China	800	2,474	4,463	(45)	5,414
Korea	2	360	3,716	(90)	3,639
Venezuela	0	625	895	(30)	1,332
<b>Top 5 Importers</b>	<b>2,354</b>	<b>13,312</b>	<b>28,887</b>	<b>(54)</b>	<b>32,369</b>
<b>Total US corn export sales</b>	<b>3,624</b>	<b>16,866</b>	<b>37,527</b>	<b>(55)</b>	<b>39,180</b>
% of Projected	11%	89%	96%		
Change from prior week	170	116	224		
<b>Top 5 importers' share of U.S. corn export sales</b>	65%	79%	77%		83%
<b>USDA forecast, May 2013</b>	<b>33,020</b>	<b>19,050</b>	<b>39,180</b>	<b>(51)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol May 2013</b>	<b>123,190</b>	<b>115,570</b>	<b>127,000</b>	<b>(9)</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, or Export Sales Query--  
http://www.fas.usda.gov/esrquery/

<sup>3</sup> FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm (Carry-over plus Accumulated Exports)

Table 14

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

Week Ending 05/02/2013	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2013/14 Next MY	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -				- 1,000 mt -
China	7,131	21,801	21,976	(1)	24,602
Mexico	11	2,428	2,853	(15)	3,180
Japan	128	1,616	1,614	0	1,891
Indonesia	8	1,420	1,346	6	1,741
Egypt	0	677	856	(21)	1,292
<b>Top 5 importers</b>	<b>7,277</b>	<b>27,942</b>	<b>28,645</b>	<b>(2)</b>	<b>32,706</b>
<b>Total US soybean export sales</b>	<b>8,514</b>	<b>36,483</b>	<b>34,484</b>	<b>6</b>	<b>37,060</b>
% of Projected		99%	93%		
Change from prior week	392	194	467		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>85%</b>	<b>77%</b>	<b>83%</b>		
<b>USDA forecast, May 2013</b>	<b>39,460</b>	<b>36,740</b>	<b>37,060</b>	<b>(1)</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, or Export Sales Query--  
http://www.fas.usda.gov/esrquery/<sup>3</sup> FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

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

Week Ending 05/02/2013	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2013/14 Next MY	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	70	3,689	3,714	(1)	3,512
Mexico	450	2,803	3,498	(20)	3,496
Nigeria	156	2,953	3,235	(9)	3,248
Philippines	222	1,880	2,084	(10)	2,039
Korea	57	1,400	1,992	(30)	1,983
Egypt	0	1,615	994	63	950
Taiwan	38	1,036	1,015	2	888
Indonesia	0	501	827	(39)	830
Venezuela	60	633	652	(3)	594
Iraq	0	209	572	(63)	572
<b>Top 10 importers</b>	<b>1,052</b>	<b>16,719</b>	<b>18,583</b>	<b>(10)</b>	<b>18,111</b>
<b>Total US wheat export sales</b>	<b>3,699</b>	<b>26,768</b>	<b>27,505</b>	<b>(3)</b>	<b>28,560</b>
% of Projected	15%	96%	96%		
Change from prior week	226	239	222		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>28%</b>	<b>62%</b>	<b>68%</b>		<b>63%</b>
<b>USDA forecast, May 2013</b>	<b>25,170</b>	<b>27,900</b>	<b>28,560</b>	<b>(2)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS 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, or Export Sales Query--  
http://www.fas.usda.gov/esrquery/<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 05/09/13	Previous Week <sup>1</sup>	Current Week as % of Previous	2013 YTD <sup>1</sup>	2012 YTD <sup>1</sup>	2013 YTD as % of 2012 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2012
							2012	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	219	171	128	4,739	5,292	90	77	87	12,625
Corn	0	0	n/a	1,195	2,616	46	6	4	5,512
Soybeans	0	66	0	3,683	4,184	88	30	36	10,347
<b>Total</b>	<b>219</b>	<b>237</b>	<b>92</b>	<b>9,617</b>	<b>12,092</b>	<b>80</b>	<b>51</b>	<b>52</b>	<b>28,484</b>
<b>Mississippi Gulf</b>									
Wheat	130	75	174	3,282	2,474	133	97	138	5,462
Corn	263	118	223	3,963	8,204	48	63	46	18,068
Soybeans	14	51	28	6,701	8,371	80	36	52	24,684
<b>Total</b>	<b>407</b>	<b>244</b>	<b>167</b>	<b>13,946</b>	<b>19,048</b>	<b>73</b>	<b>63</b>	<b>62</b>	<b>48,215</b>
<b>Texas Gulf</b>									
Wheat	225	140	161	2,599	1,800	144	170	86	5,912
Corn	0	0	n/a	72	279	26	41	27	336
Soybeans	0	0	n/a	122	0	n/a	n/a	0	626
<b>Total</b>	<b>225</b>	<b>140</b>	<b>161</b>	<b>2,794</b>	<b>2,079</b>	<b>134</b>	<b>150</b>	<b>78</b>	<b>6,874</b>
<b>Interior</b>									
Wheat	23	20	117	332	468	71	32	68	1,218
Corn	60	55	109	973	3,306	29	98	31	6,115
Soybeans	63	43	145	1,501	1,691	89	40	59	4,204
<b>Total</b>	<b>146</b>	<b>118</b>	<b>123</b>	<b>2,806</b>	<b>5,465</b>	<b>51</b>	<b>61</b>	<b>43</b>	<b>11,538</b>
<b>Great Lakes</b>									
Wheat	57	77	73	288	38	765	1,020	146	481
Corn	0	0	n/a	0	30	0	0	0	56
Soybeans	0	0	n/a	4	42	9	0	0	713
<b>Total</b>	<b>57</b>	<b>77</b>	<b>73</b>	<b>292</b>	<b>109</b>	<b>267</b>	<b>254</b>	<b>129</b>	<b>1,250</b>
<b>Atlantic</b>									
Wheat	0	8	0	306	88	347	10	16	341
Corn	0	0	n/a	2	71	3	0	0	143
Soybeans	14	3	488	670	453	148	89	142	1,460
<b>Total</b>	<b>14</b>	<b>11</b>	<b>130</b>	<b>978</b>	<b>612</b>	<b>160</b>	<b>32</b>	<b>47</b>	<b>1,944</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	654	491	133	11,547	10,160	114	98	96	26,040
Corn	323	173	187	6,204	14,506	43	40	33	30,230
Soybeans	91	164	56	12,682	14,739	86	40	51	42,035
<b>Total</b>	<b>1,068</b>	<b>827</b>	<b>129</b>	<b>30,433</b>	<b>39,406</b>	<b>77</b>	<b>62</b>	<b>59</b>	<b>98,305</b>

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

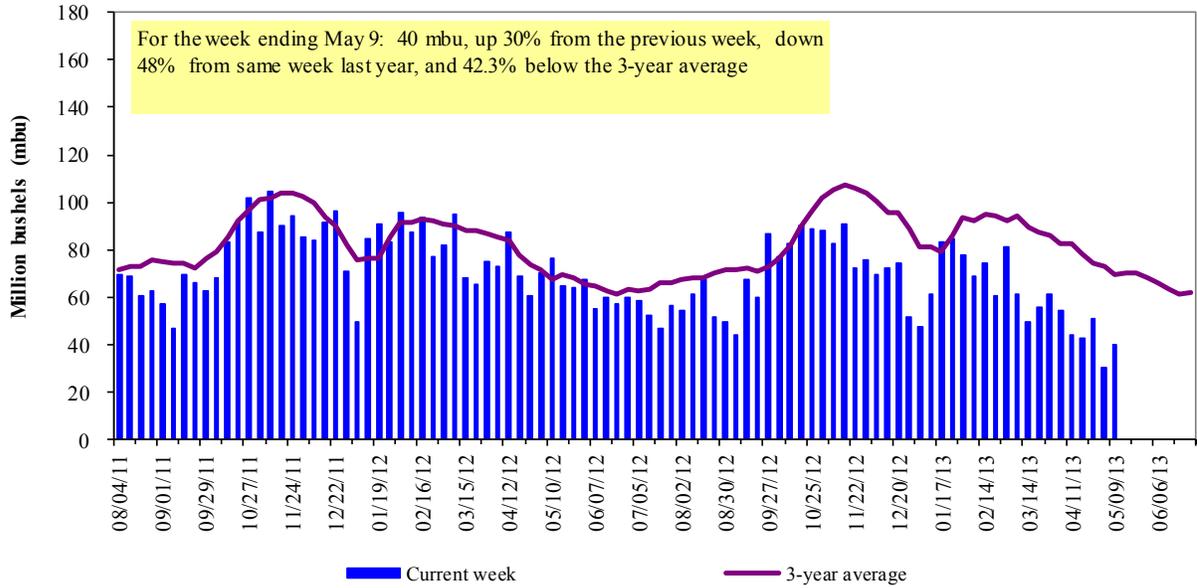
<sup>2</sup> Total includes only port regions shown above; Interior land-based shipments now included.

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 56 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2012.

Figure 14

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

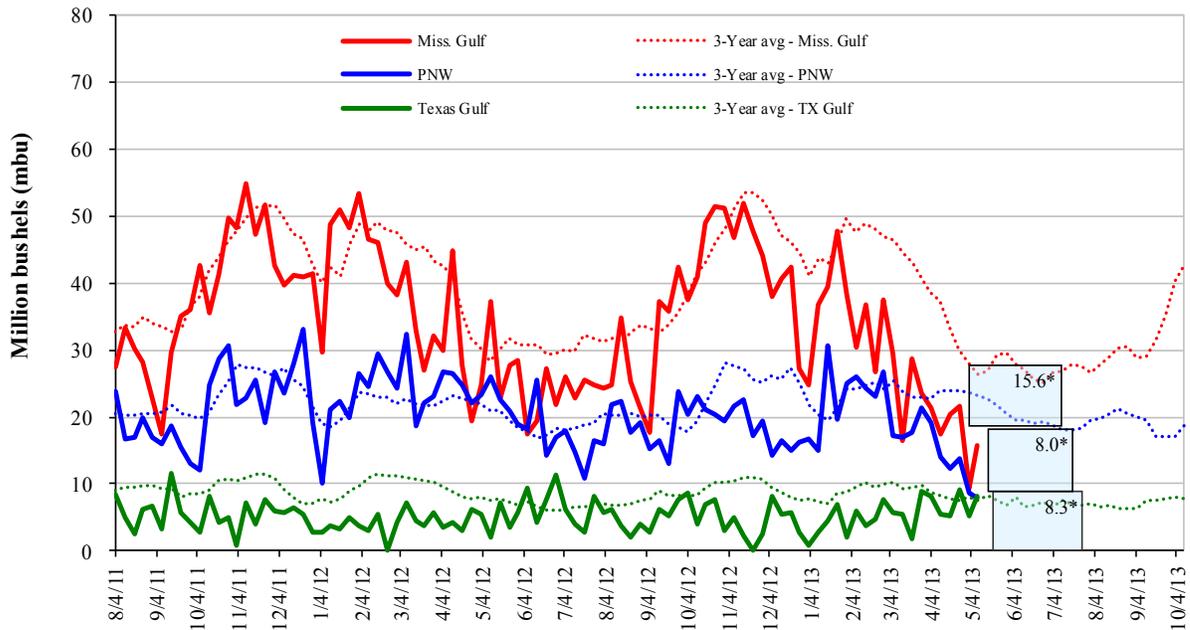


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

May 9 % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last Week	up 69	up 61	up 66	down 8
Last year (same week)	down 58	up 299	down 39	down 69
3-yr avg (4-wk mov. avg)	down 41	up 9	down 30	down 65

# Ocean Transportation

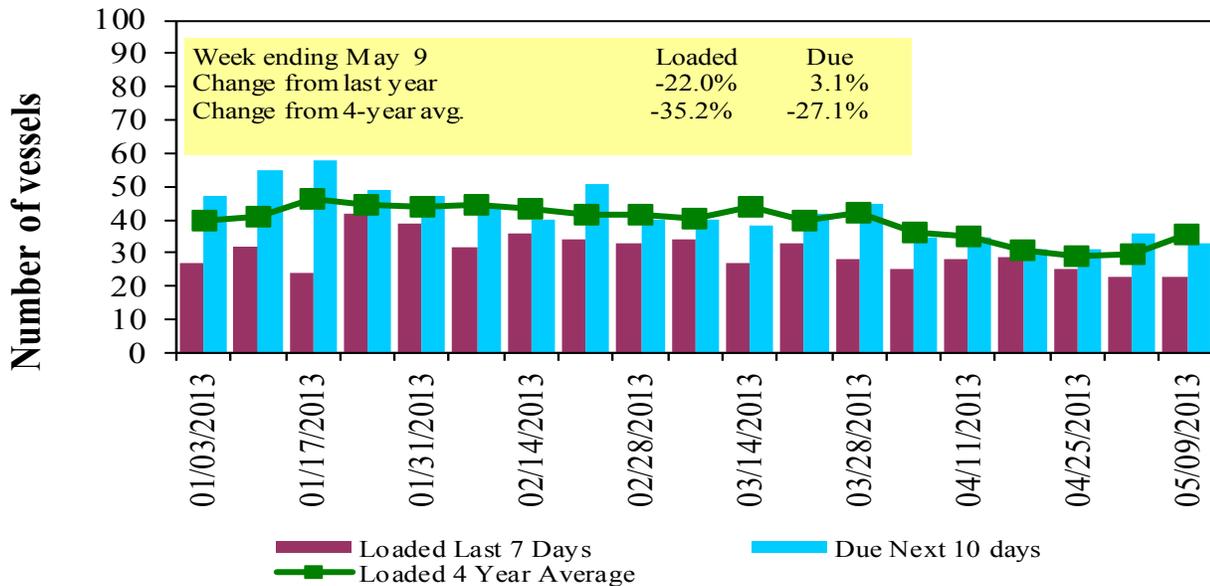
Table 17

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

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded	Due next	In port	In port
		7-days	10-days		
5/9/2013	25	23	33	2	n/a
5/2/2013	27	23	36	6	n/a
2012 range	(13..50)	(13..46)	(27..78)	(4..20)	n/a
2012 avg.	28	33	46	11	n/a

Source: Transportation & Marketing Programs/AMS/USDA

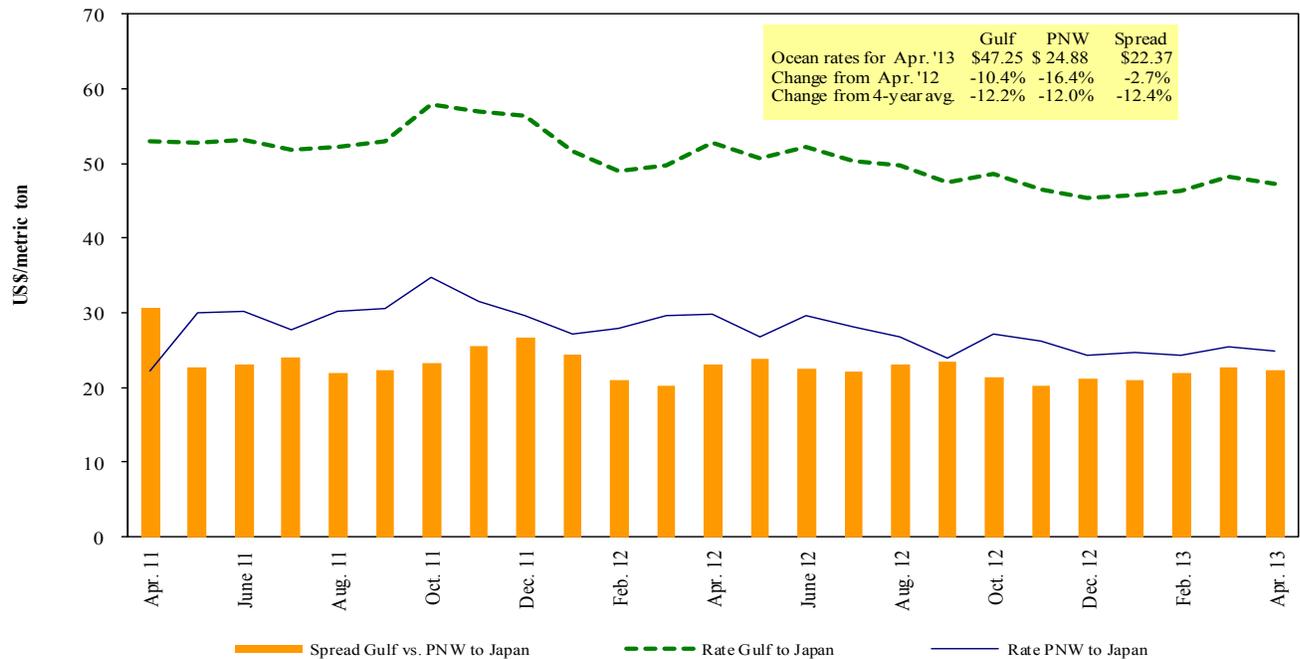
**Figure 16**  
**U.S. Gulf<sup>d</sup> Vessel Loading Activity**



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 05/11/2013

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Jan 25/Feb 5	55,000	43.05
U.S. Gulf	China	Heavy Grain	Jan 25/Feb5	55,000	43.05
U.S. Gulf	China	Heavy Grain	Feb 1/5	54,000	20.50
U.S. Gulf	Egypt Med	Heavy Grain	Feb 20/Mar 5	60,000	23.25
U.S. Gulf	Ethiopia <sup>1</sup>	Wheat	Mar 11/21	21,000	44.62
PNW	China	Heavy Grain	Feb 1/5	54,000	20.50
Australia	Italy	Heavy Grain	Feb 10/25	58,000	27.00
Brazil	China	Heavy Grain	Jul 1/30	65,000	36.00
Brazil	China	Heavy Grain	Jun 1/10	60,000	36.00
Brazil	China	Heavy Grain	May 20/29	65,000	36.00
Brazil	China	Heavy Grain	May 1/10	60,000	38.00
Brazi	China	Heavy Grain	May 1/5	60,000	35.35
France	Algeria	Wheat	Apr 15/25	30,000	18.75
River Plate	Egypt	Heavy Grain	May 1/10	45,000	40.00
River Plate	Egypt Med	Heavy Grain	Apr 8/12	60,000	32.00

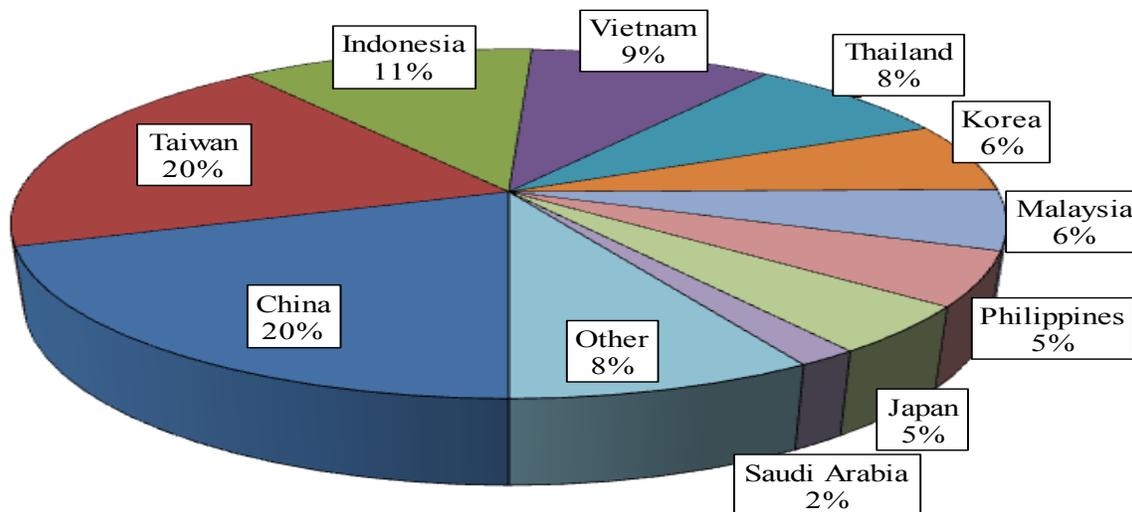
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 2012, containers were used to transport 8 percent of total U.S. waterborne grain exports, up 1 percentage point from 2011. Approximately 66 percent of U.S. waterborne grain exports in 2012 went to Asia, of which 11 percent were moved in containers. Asia is the top destination for U.S. containerized grain exports—96 percent in 2012.

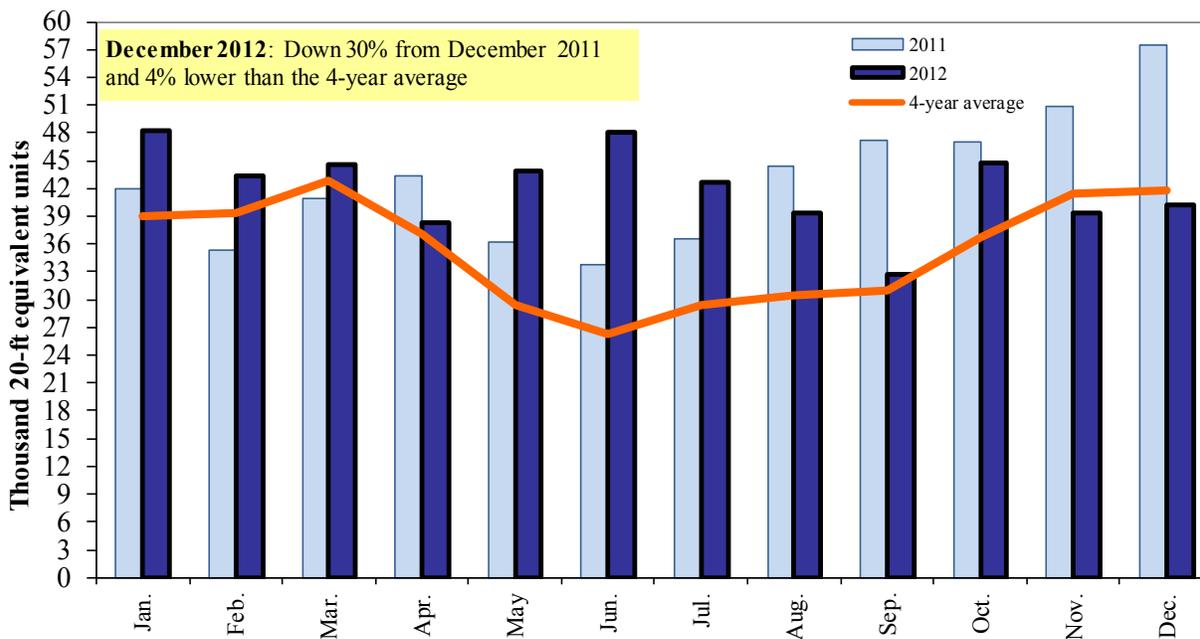
**Figure 18**  
**Top 10 Destination Markets for U.S. Containerized Grain Exports, December 2012**



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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