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

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**June 23, 2011**

Contents



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The next release is June 30, 2011

## WEEKLY HIGHLIGHTS

### Corn Inspections Highest Since March

For the week ending June 16, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 1.57 million metric tons (mmt), up 2 percent from the previous week and 35 percent above last year at this time. Corn inspections (0.912 mmt) increased 22 percent from the past week, and accounted for most of the increase in overall grain inspections. Inspections of corn were also the highest since March 24 (0.954 mmt); with increased shipments out of the U.S. Gulf to Mexico and Egypt. Corn shipments to Asia (0.578 mmt) were about equal to the past week. Total inspections of grain during the last 4 weeks also remained strong, increasing 15 percent from last year.

### Missouri River Flooding and Loss of Rail Service Pressure Cash Prices in Western Corn Belt

Over the last two weeks, corn and soybean basis in the Western Corn Belt have weakened. Flooding and loss of rail service to grain elevators and processing facilities have forced some facilities to shut down, according to a DTN/Progressive Farmer news report. Processors are reportedly working on rerouting deliveries to other locations. Lack of competition has lowered corn bids by as much as 16 cents/bushel in the Western Corn Belt, while grain bids in the Eastern Corn Belt have remained strong. Last week the cash corn price difference between some locations in the East and West Corn Belts was more than $2.00/bu. Livestock operations that rely on distillers grains may see a reduced supply because some ethanol plants have reduced or shut down operations. Cattle feedlots can easily switch to corn, but hog and poultry feeding depends on soybean meal and those operations are expected to rely on truck service to preserve an uninterrupted supply of soybean meal.

### Public Comment on FMCSA Safety Regulations Due by June 30

On May 23, the Federal Motor Carrier Administration (FMCSA) requested public comment by June 30 on the "Applicability of the Federal Motor Carrier Safety Regulations to Operators of Certain Farm Vehicles and Off-Road Agricultural Equipment." FMCSA seeks public comment on (1) previously published regulatory guidance on the distinction between interstate and intrastate commerce in deciding whether operations of commercial motor vehicles within the boundaries of a single State are subject to the Federal Motor Carrier Safety Regulations (FMCSRs); (2) the factors the States are using in deciding whether farm vehicle drivers transporting agricultural commodities, farm supplies, and equipment as part of a crop share agreement are subject to the commercial driver's license regulations, and (3) proposed guidance to determine whether off-road farm equipment operated on public roads for limited distances are considered commercial motor vehicles. The guidance would be used to help ensure uniform application of the safety regulations. Supporting documents and comments may be viewed at: http://www.regulations.gov, under docket number FMCSA-2011-0146.

## Snapshots by Sector

### Rail

U.S. railroads originated 21,996 **carloads of grain** during the week ending June 11, up 5 percent from last week, 6 percent from last year, and 13 percent higher than the 3-year average.

During the week ending June 16, average July **non-shuttle secondary railcar bids/offers** were $37.50 above tariff, down $12.50 from last week. Average shuttle rates were $387.50 below tariff, down $212.50 from last week.

### Barge

During the week ending June 18, **barge grain movements** totaled 350,784 tons, 39 percent lower than the previous week and 57 percent lower than the same period last year.

During the week ending June 18, 232 grain barges **moved down river**, down 37 percent from last week; 365 grain barges were **unloaded in New Orleans**, up 23 percent from the previous week.

### Ocean

During the week ending June 16, 30 **ocean-going grain vessels** were loaded in the Gulf, down 17 percent from last year. Thirty-four vessels are expected to be loaded within the next 10 days, 32 percent less than the same period last year.

During the week ending June 17, the average ocean freight rate for shipping bulk grain from the Gulf to Japan was $54 per metric ton (mt), unchanged from the previous week. The cost of shipping from the Pacific Northwest to Japan was $30.50 per mt—2 percent less than the previous week.

### Fuel

During the week ending June 20, U.S. average **diesel fuel prices** were unchanged from the previous week at 3.95 per gallon—33 percent higher than the same week last year.

# Feature Article/Calendar

## QUARTER 1 CONTAINERIZED GRAIN UPDATE

Containerized grain shippers are enjoying a period of few container availability challenges and favorable rates. However, carriers are warning that this year's traditional import peak season could bring logistical challenges. Additionally, shipments have been depressed during the first quarter due to lower demand for containerized soybeans likely due to higher commodity prices and a trade dispute over distillers grains (DDGS).

The first and last quarters of the year are typically the strongest time of the year for moving U.S. containerized grain to port for export. During the first quarter of 2011, U.S. containerized grain exports were almost 124,000 TEUs,[1] 9 percent lower than the same period last year but 3 percent higher than the 4-year average. The first quarter decrease from last year was mainly due to a decrease in soybean and DDGS shipments, particularly to China. Exporters are anxiously awaiting the result of the DDGS Anti-Dumping complaint China filed against the United States; in the meantime exports have slowed.

**U.S. Containerized Grain Exports, Quarter 1, 2011**

| HTS Code | Commodity | Jan-11 | Feb-11 | Mar-11 | Q1 Total |
|---|---|---|---|---|---|
| | | | *TEUs* | | |
| 230330 | Distillers Grains | 19,255 | 11,470 | 13,302 | 44,027 |
| 120100 | Soybeans | 10,838 | 11,244 | 14,155 | 36,238 |
| 100590 | Corn | 4,686 | 4,445 | 6,022 | 15,153 |
| 230990 | Animal Feed | 3,991 | 4,323 | 4,562 | 12,876 |
| 100190 | Wheat | 1,482 | 2,266 | 1,451 | 5,199 |
| | Other | 3,387 | 3,286 | 3,726 | 10,400 |
| | **Total** | **43,640** | **37,034** | **43,218** | **123,892** |

*Source: Port Import Export Reporting Service (PIERS)*

Containerized DDGS exports saw the greatest decrease over the quarter starting in January at nearly 20,000 TEUs and falling to just over 13,300 TEUs in March. Shipments of containerized grain to China, the top market for containerized U.S. DDGS exports, also fell during the first quarter. More than 11,000 TEUs were moving in January to China, but shipments fell by half to less than 5,500 in March. These shipments were mainly DDGS. According to the latest Transportation and Export Report from O'Neil Commodity Consulting, containerized grain business, especially DDGS, has been slow. Chinese officials are expected to finish their U.S. DDGS antidumping investigation by the end of this year.

DDGS and soybeans made up 65 percent of containerized grain exports in the first quarter. Though overall containerized soybean movements were lower than last year, exports saw a normal, consistent increase in shipments over the quarter. Most of these exports were destined for Taiwan and Indonesia; significant importers of U.S. containerized soybeans. Fewer soybean movements than last year can probably be contributed to high soybeans prices and relatively low bulk ocean freight rates. These dynamics could have likely pulled soybeans that might have moved in the specialty grains market into the traditional commodity soybean market.

**Outlook**

Agricultural exporters reported at the recent Agriculture Transportation Coalition's Annual Transportation Conference in early June that container availability and ocean freight rates, traditionally thorns of contention, have been manageable or even favorable. Ocean carriers are working to keep and increase the growing U.S. export business, particularly while the U.S. dollar is weak, which makes U.S.

[1] TEU—Twenty-foot Equivalent Unit. Containerized movements are often calculated in TEUs; 1 TEU is equivalent to 1 20-foot container while 1 40-foot container is equivalent to 2 TEUs. The most common containers measure 20 and 40 foot in length.

products cheaper in many overseas markets. Additionally, carriers report that competing low bulk ocean freight rates are keeping container rates low despite rising fuel costs.

However, the carriers warned exporters the market is volatile and that these rate conditions are not sustainable. Exporters should be prepared for the potential that conditions could change during this year's peak import shipping season (July–October), when carriers turn their attention to the more profitable retail imports. The magnitude of this year's peak import season will partially depend on U.S. consumer confidence and the health of U.S. retailer inventory stocks.

Carriers also reported that despite the unimpressive start to 2011 in the major global trade lanes (Asia-Europe and the Eastbound Transpacific,) Asia's internal trade is one of their most profitable trade lanes. Walter Kemmsies, the chief economist of Moffatt and Nichol, predicted that over the next 10 years these Asian markets are likely to see some of the most impressive gross domestic product (GDP) growth globally, and that U.S. agricultural exports are poised to be a significant recovery agent for the U.S. economy. USDA's Foreign Agricultural Service, in cooperation with the Economic Research Service, forecast in May that fiscal 2011 agricultural exports may reach a record $137 billion, up $1.5 billion from the February forecast and 26 percent ($28.3 billion) above 2010. Approximately 95 percent of U.S. containerized grain exports are destined for Asian markets. These encouraging reports help to reassure that U.S. containerized grain exporters have a growing market for their products.
*(April.Taylor@ams.usda.gov)*

# Grain Transportation Indicators

Table 1

**Grain Transport Cost Indicators**[1]

| | Truck | Rail[2] | Barge | Ocean | |
|---|---|---|---|---|---|
| Week ending | | | | Gulf | Pacific |
| 06/22/11 | 265 | 133 | 250 | 242 | 216 |
| 06/15/11 | 265 | 145 | 248 | 242 | 220 |

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

[2]The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.
Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

| Commodity | Origin--Destination | 6/17/2011 | 6/10/2011 |
|---|---|---|---|
| Corn | IL--Gulf | -0.66 | -0.67 |
| Corn | NE--Gulf | -0.84 | -0.83 |
| Soybean | IA--Gulf | -1.15 | -1.17 |
| HRW | KS--Gulf | -1.30 | -1.40 |
| HRS | ND--Portland | -3.85 | -3.16 |

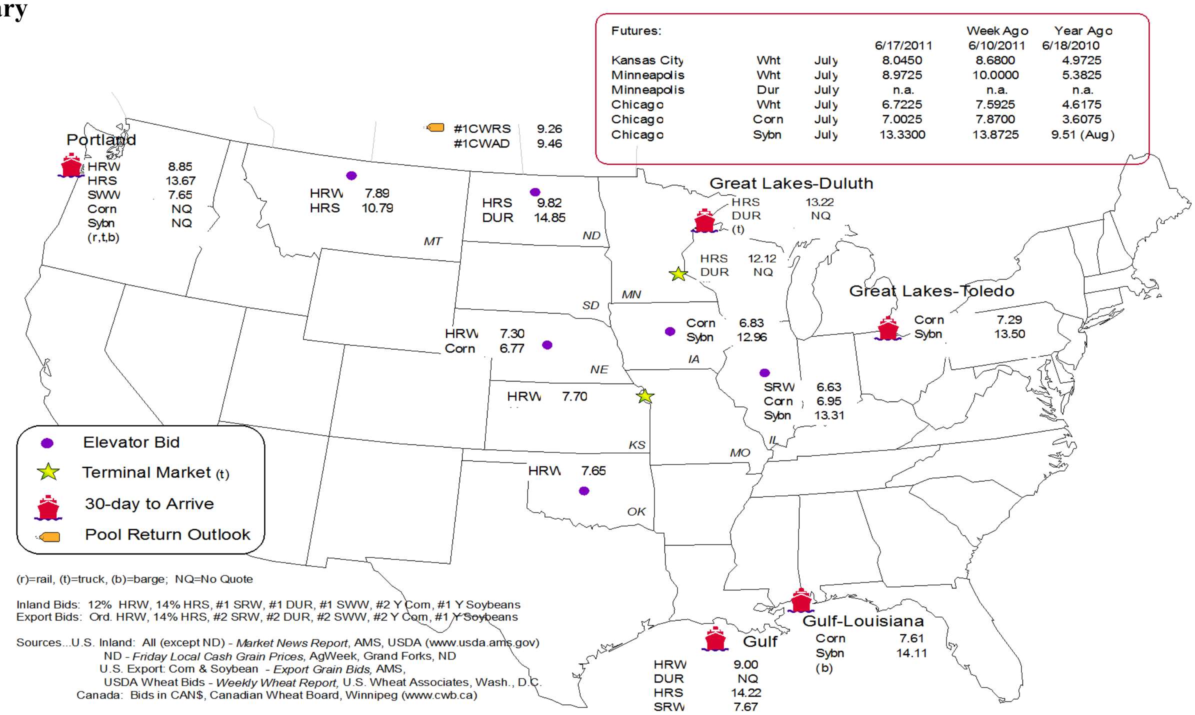
Note: nq = no quote

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)[1]**

| Week ending | Mississippi Gulf | Texas Gulf | Cross-Border Mexico | Pacific Northwest | Atlantic & East Gulf | Total |
|---|---|---|---|---|---|---|
| 6/15/2011[p] | 156 | 1,094 | 322 | 3,145 | 274 | 4,991 |
| 6/08/2011[r] | 373 | 1,636 | 1,117 | 3,684 | 82 | 6,892 |
| 2011 YTD | 20,581 | 52,583 | 21,603 | 93,402 | 14,596 | 202,765 |
| 2010YTD | 7,958 | 32,002 | 22,260 | 79,657 | 17,173 | 159,050 |
| 2011 YTD as % of 2010 YTD | 259 | 164 | 97 | 117 | 85 | 127 |
| Last 4 weeks as % of 2010[2] | 181 | 204 | 120 | 120 | 153 | 137 |
| Last 4 weeks as % of 4-year avg.[2] | 121 | 141 | 131 | 104 | 95 | 116 |
| Total 2010 | 33,971 | 83,492 | 42,794 | 177,896 | 32,780 | 370,933 |
| Total 2009 | 33,423 | 57,646 | 36,738 | 175,965 | 30,328 | 334,100 |

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2010 and prior 4-year average.

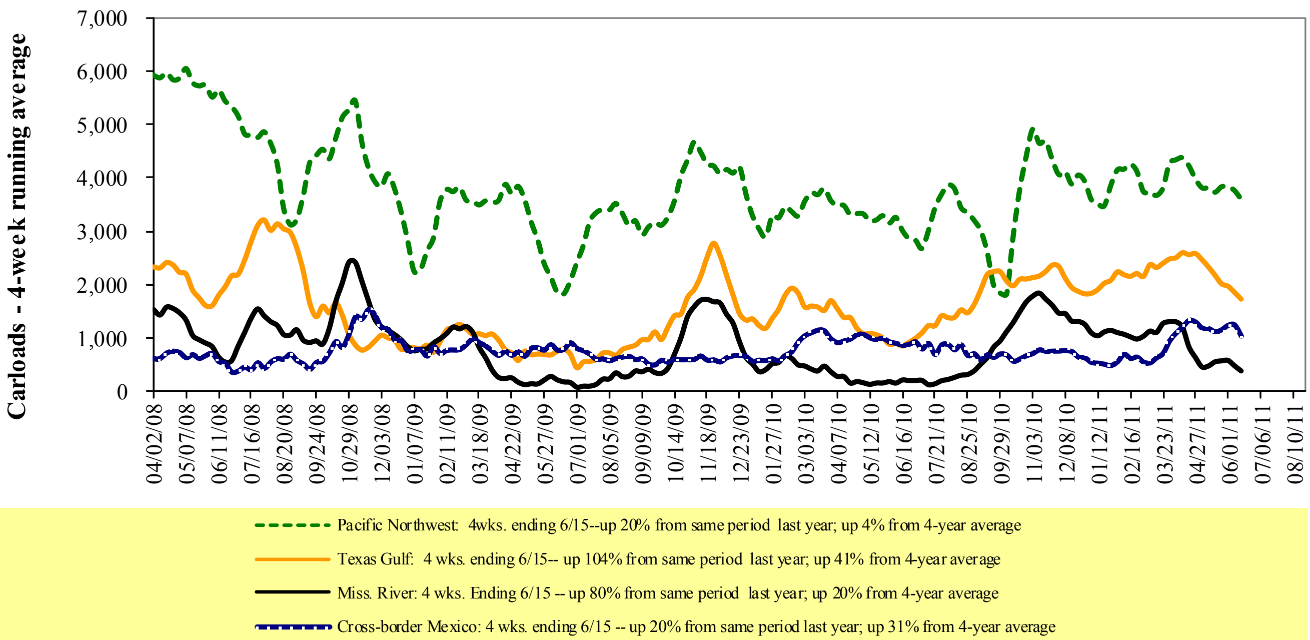
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 35 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

**Rail Deliveries to Port**




Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

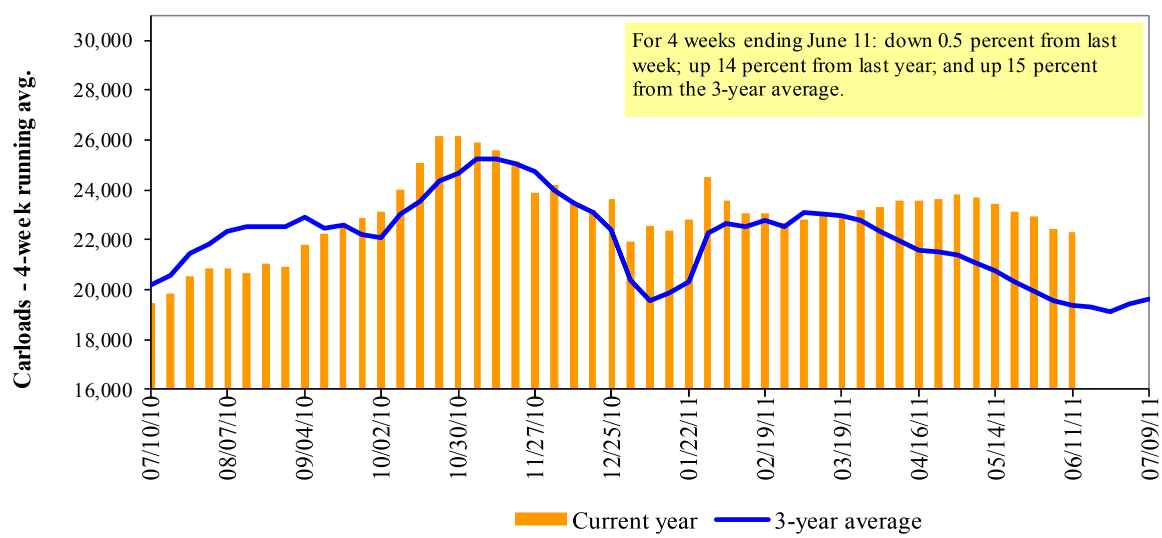
| Week ending | East | | West | | | U.S. total | Canada | |
|---|---|---|---|---|---|---|---|---|
| | CSXT | NS | BNSF | KCS | UP | | CN | CP |
| 06/11/11 | 1,794 | 2,959 | 11,236 | 760 | 5,247 | 21,996 | 3,239 | 5,444 |
| This week last year | 1,945 | 2,728 | 10,603 | 792 | 4,602 | 20,670 | 3,408 | 5,479 |
| 2011 YTD | 47,447 | 70,403 | 260,434 | 15,412 | 141,057 | 534,753 | 91,949 | 111,458 |
| 2010 YTD | 51,912 | 69,963 | 235,101 | 17,428 | 121,514 | 495,918 | 92,473 | 123,516 |
| 2011 YTD as % of 2010 YTD | 91 | 101 | 111 | 88 | 116 | 108 | 99 | 90 |
| Last 4 weeks as % of 2010[1] | 86 | 114 | 115 | 122 | 122 | 114 | 93 | 105 |
| Last 4 weeks as % of 3-yr avg.[1] | 88 | 108 | 122 | 122 | 117 | 115 | 87 | 103 |
| Total 2010 | 111,935 | 159,836 | 546,901 | 35,807 | 295,361 | 1,149,840 | 203,038 | 265,835 |

[1]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

## Rail Car Auction Offerings[1] ($/car)[2]

| Week ending 6/16/2011 | Jun-11 | Jun-10 | Jul-11 | Jul-10 | Aug-11 | Aug-10 | Sep-11 | Sep-10 |
|---|---|---|---|---|---|---|---|---|
| BNSF[3] | | | | | | | | |
| COT grain units | 2 | 0 | 31 | 0 | 8 | no offer | 72 | no offer |
| COT grain single-car[5] | 0 . . 1 | 0 . . 20 | 0 . . 25 | 13 . . 25 | 1 . . 28 | 32 . . 40 | 50 . . 80 | 1 . . 11 |
| UP[4] | | | | | | | | |
| GCAS/Region 1 | no bids | no bids | no bids | no bids | no bids | no bids | n/a | n/a |
| GCAS/Region 2 | 1 | no bids | no bids | no bids | no bids | 2 | n/a | n/a |

(Column headers Jun-11 through Sep-10 are under the spanning header "Delivery period".)

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction

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

[4]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.

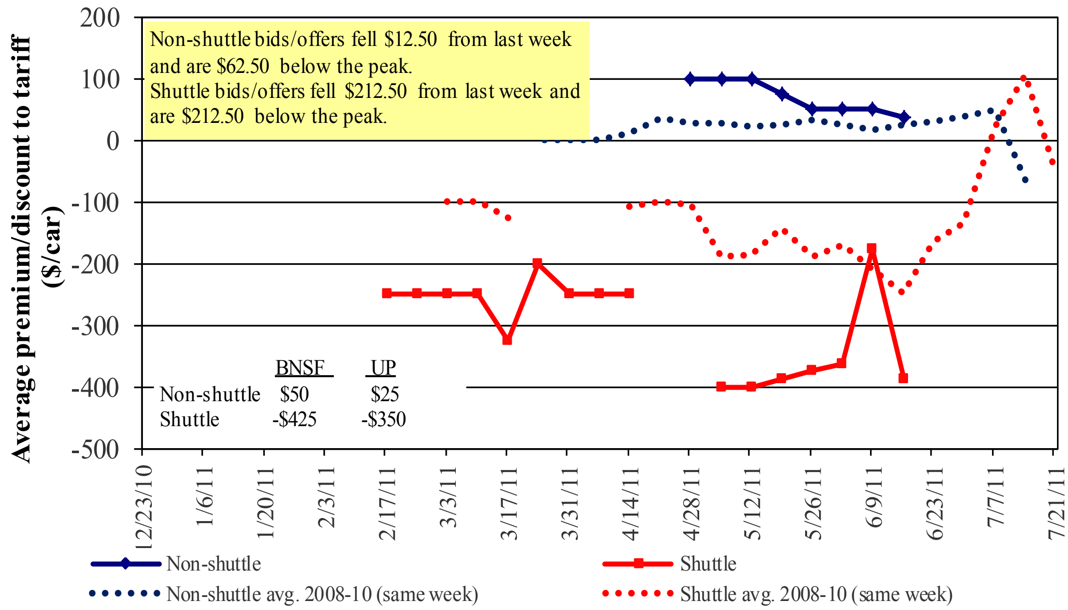
[5]Range is shown because average is not available. Not available = n/a.

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 July 2011, Secondary Market**

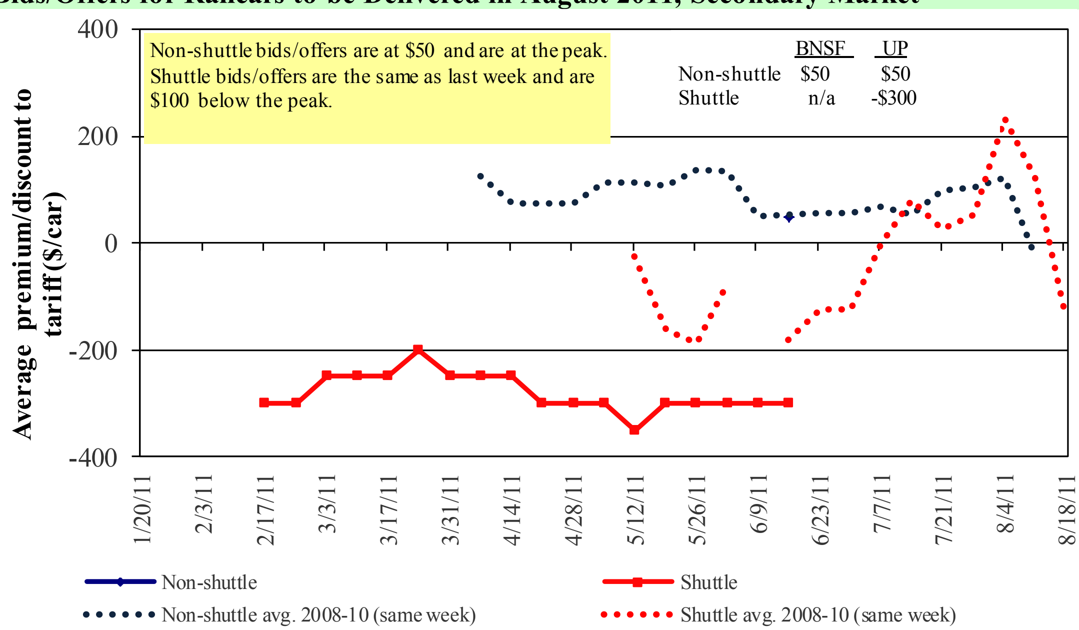



Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

**Bids/Offers for Railcars to be Delivered in August 2011, Secondary Market**

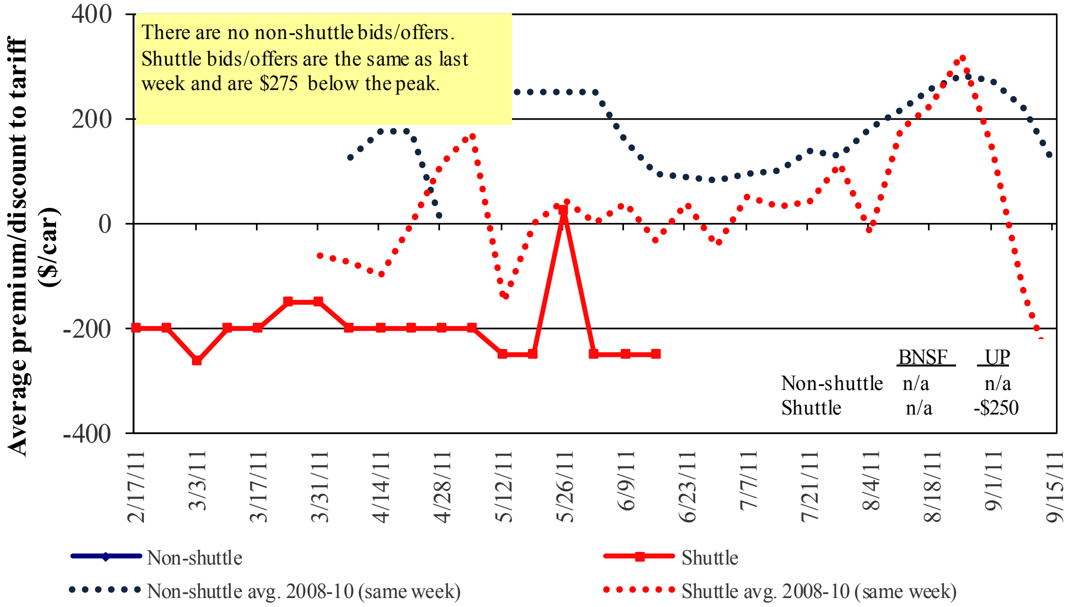



Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in September 2011, 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 Rail Car Market ($/car)[1]**

| Week ending | Delivery period | | | | | |
|---|---|---|---|---|---|---|
| **6/16/2011** | **Jul-11** | **Aug-11** | **Sep-11** | **Oct-11** | **Nov-11** | **Dec-11** |
| **Non-shuttle** | | | | | | |
| BNSF-GF | 75 | 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 2010 | 77 | n/a | n/a | n/a | n/a | n/a |
| UP-Pool | 25 | n/a | n/a | n/a | n/a | n/a |
| Change from last week | - | n/a | n/a | n/a | n/a | n/a |
| Change from same week 2010 | 28 | n/a | n/a | n/a | n/a | n/a |
| **Shuttle[2]** | | | | | | |
| BNSF-GF | - | n/a | n/a | n/a | n/a | n/a |
| Change from last week | 300 | n/a | n/a | n/a | n/a | n/a |
| Change from same week 2010 | 400 | n/a | n/a | n/a | n/a | n/a |
| UP-Pool | (350) | (300) | (250) | 600 | n/a | n/a |
| Change from last week | 75 | - | - | (100) | n/a | n/a |
| Change from same week 2010 | - | n/a | (100) | n/a | n/a | n/a |

[1]Average premium/discount to tariff, $/car-last week

[2]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[1]

| Effective date: 6/6/2011 | Origin region* | Destination region* | Tariff rate/car | Fuel surcharge per car | Tariff plus surcharge per: metric ton | Tariff plus surcharge per: bushel[2] | Percent change Y/Y[3] |
|---|---|---|---|---|---|---|---|
| **Unit train** | | | | | | | |
| Wheat | Wichita, KS | St. Louis, MO | $2,992 | $202 | $31.72 | $0.86 | 11 |
| | Grand Forks, ND | Duluth-Superior, MN | $2,822 | $119 | $29.21 | $0.79 | 16 |
| | Wichita, KS | Los Angeles, CA | $5,710 | $612 | $62.78 | $1.71 | 10 |
| | Wichita, KS | New Orleans, LA | $3,492 | $356 | $38.21 | $1.04 | 11 |
| | Sioux Falls, SD | Galveston-Houston, TX | $5,410 | $502 | $58.71 | $1.60 | 6 |
| | Northwest KS | Galveston-Houston, TX | $3,760 | $390 | $41.21 | $1.12 | 11 |
| | Amarillo, TX | Los Angeles, CA | $3,959 | $543 | $44.71 | $1.22 | 12 |
| Corn | Champaign-Urbana, IL | New Orleans, LA | $2,812 | $402 | $31.92 | $0.87 | 8 |
| | Toledo, OH | Raleigh, NC | $3,760 | $450 | $41.81 | $1.14 | 14 |
| | Des Moines, IA | Davenport, IA | $1,843 | $85 | $19.15 | $0.52 | -1 |
| | Indianapolis, IN | Atlanta, GA | $3,196 | $338 | $35.09 | $0.96 | 12 |
| | Indianapolis, IN | Knoxville, TN | $2,760 | $217 | $29.56 | $0.80 | 12 |
| | Des Moines, IA | Little Rock, AR | $2,938 | $250 | $31.66 | $0.86 | 7 |
| | Des Moines, IA | Los Angeles, CA | $4,835 | $729 | $55.26 | $1.50 | 20 |
| Soybeans | Minneapolis, MN | New Orleans, LA | $3,089 | $439 | $35.04 | $0.95 | 11 |
| | Toledo, OH | Huntsville, AL | $2,921 | $320 | $32.18 | $0.88 | 11 |
| | Indianapolis, IN | Raleigh, NC | $3,830 | $453 | $42.54 | $1.16 | 13 |
| | Indianapolis, IN | Huntsville, AL | $2,613 | $217 | $28.10 | $0.76 | 11 |
| | Champaign-Urbana, IL | New Orleans, LA | $3,156 | $402 | $35.34 | $0.96 | 10 |
| **Shuttle Train** | | | | | | | |
| Wheat | Great Falls, MT | Portland, OR | $3,239 | $352 | $35.66 | $0.97 | 13 |
| | Wichita, KS | Galveston-Houston, TX | $3,144 | $274 | $33.94 | $0.92 | 7 |
| | Chicago, IL | Albany, NY | $3,497 | $422 | $38.92 | $1.06 | -3 |
| | Grand Forks, ND | Portland, OR | $4,702 | $608 | $52.73 | $1.44 | 12 |
| | Grand Forks, ND | Galveston-Houston, TX | $5,648 | $633 | $62.38 | $1.70 | 11 |
| | Northwest KS | Portland, OR | $4,727 | $640 | $53.29 | $1.45 | 11 |
| Corn | Minneapolis, MN | Portland, OR | $4,680 | $740 | $53.83 | $1.46 | 14 |
| | Sioux Falls, SD | Tacoma, WA | $4,640 | $678 | $52.81 | $1.44 | 13 |
| | Champaign-Urbana, IL | New Orleans, LA | $2,677 | $402 | $30.58 | $0.83 | 7 |
| | Lincoln, NE | Galveston-Houston, TX | $3,190 | $395 | $35.60 | $0.97 | 10 |
| | Des Moines, IA | Amarillo, TX | $3,330 | $315 | $36.19 | $0.99 | 8 |
| | Minneapolis, MN | Tacoma, WA | $4,680 | $734 | $53.77 | $1.46 | 14 |
| | Council Bluffs, IA | Stockton, CA | $4,080 | $760 | $48.06 | $1.31 | 13 |
| Soybeans | Sioux Falls, SD | Tacoma, WA | $4,840 | $678 | $54.80 | $1.49 | 10 |
| | Minneapolis, MN | Portland, OR | $4,830 | $740 | $55.32 | $1.51 | 11 |
| | Fargo, ND | Tacoma, WA | $4,730 | $603 | $52.96 | $1.44 | 10 |
| | Council Bluffs, IA | New Orleans, LA | $3,510 | $464 | $39.46 | $1.07 | 9 |
| | Toledo, OH | Huntsville, AL | $2,536 | $320 | $28.36 | $0.77 | 13 |
| | Grand Island, NE | Portland, OR | $4,520 | $655 | $51.39 | $1.40 | 11 |

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 90-110 cars that meet railroad efficiency requirements.

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

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

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

*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

**Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico**

| Effective date: 6/6/2011 | | | | Fuel | | | Percent |
|---|---|---|---|---|---|---|---|
| | Origin | | Tariff | surcharge | Tariff plus surcharge per: | | change |
| Commodity | state | Destination region | rate/car[1] | per car[2] | metric ton[3] | bushel[3] | Y/Y[4] |
| Wheat | MT | Chihuahua, CI | $6,854 | $643 | $76.60 | $2.08 | 6 |
| | OK | Cuautitlan, EM | $6,245 | $666 | $70.61 | $1.92 | 7 |
| | KS | Guadalajara, JA | $6,879 | $896 | $79.44 | $2.16 | 6 |
| | TX | Salinas Victoria, NL | $3,411 | $269 | $37.60 | $1.02 | 5 |
| Corn | IA | Guadalajara, JA | $7,057 | $935 | $81.66 | $2.07 | 6 |
| | SD | Penjamo, GJ | $6,521 | $842 | $75.23 | $1.91 | -1 |
| | NE | Queretaro, QA | $6,802 | $852 | $78.20 | $1.98 | 14 |
| | SD | Salinas Victoria, NL | $5,360 | $640 | $61.30 | $1.56 | 13 |
| | MO | Tlalnepantla, EM | $5,959 | $830 | $69.37 | $1.76 | 15 |
| | SD | Torreon, CU | $5,623 | $705 | $64.66 | $1.64 | 3 |
| Soybeans | MO | Bojay (Tula), HG | $6,705 | $818 | $76.86 | $2.09 | 10 |
| | NE | Guadalajara, JA | $7,519 | $930 | $86.33 | $2.35 | 15 |
| | IA | El Castillo, JA[5] | $7,770 | $836 | $87.94 | $2.39 | 12 |
| | KS | Torreon, CU | $6,042 | $640 | $68.27 | $1.86 | 15 |
| Sorghum | OK | Cuautitlan, EM | $5,350 | $639 | $61.19 | $1.55 | 18 |
| | TX | Guadalajara, JA | $6,289 | $548 | $69.85 | $1.77 | 12 |
| | NE | Penjamo, GJ | $6,905 | $860 | $79.34 | $2.01 | 8 |
| | KS | Queretaro, QA | $6,038 | $588 | $67.69 | $1.72 | 13 |
| | NE | Salinas Victoria, NL | $4,818 | $560 | $54.95 | $1.39 | 13 |
| | NE | Torreon, CU | $5,804 | $687 | $66.32 | $1.68 | 11 |

[1]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.

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

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

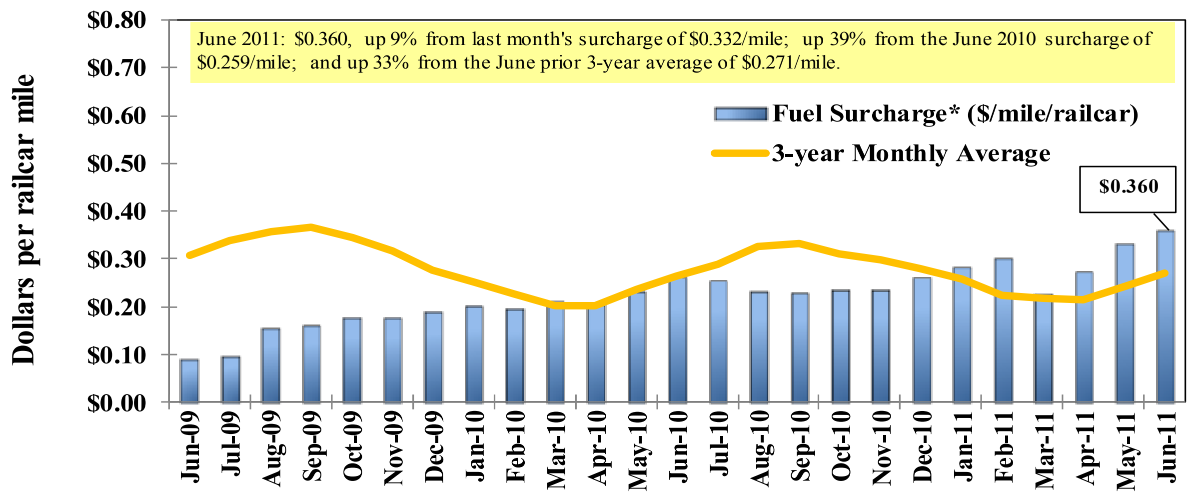
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[5] 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[1]**




[1] 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.

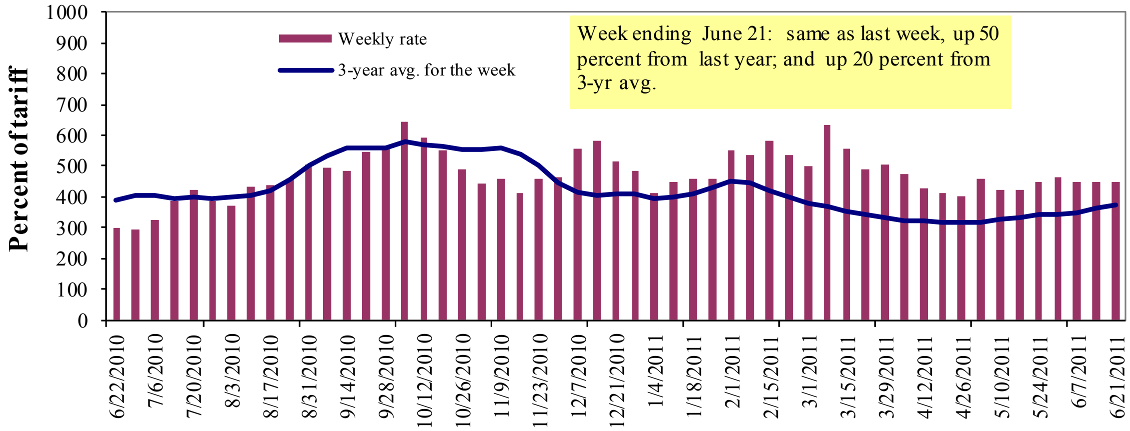
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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[1,2]**




[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]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 |
|---|---|---|---|---|---|---|---|---|
| **Rate[1]** | 6/21/2011 | 558 | 485 | 450 | 362 | 393 | 393 | 323 |
| | 6/14/2011 | 535 | 475 | 446 | 338 | 395 | 395 | 309 |
| **$/ton** | 6/21/2011 | 34.54 | 25.80 | 20.88 | 14.44 | 18.43 | 15.88 | 10.14 |
| | 6/14/2011 | 33.12 | 25.27 | 20.69 | 13.49 | 18.53 | 15.96 | 9.70 |
| **Current week % change from the same week:** | | | | | | | | |
| | Last year | 55 | 59 | 51 | 81 | 66 | 66 | 70 |
| | 3-year avg. [2] | 33 | 30 | 21 | 30 | 24 | 24 | 23 |
| **Rate[1]** | July | 535 | 450 | 430 | 345 | 400 | 400 | 325 |
| | September | 605 | 563 | 578 | 563 | 538 | 538 | 485 |

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds

Source: Transportation & Marketing Programs/AMS/USDA

**Calculating barge rate per ton:**
(Index * 1976 tariff benchmark rate per ton)/100

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

Figure 9

**Benchmark tariff rates**

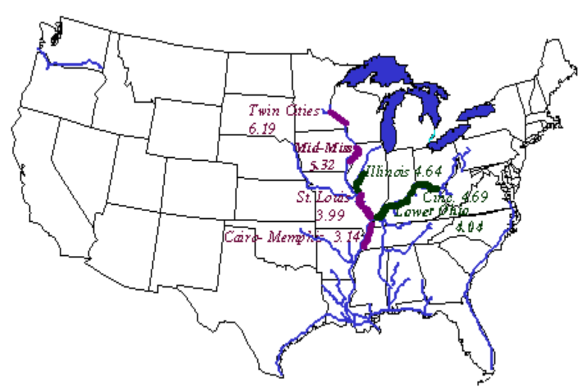
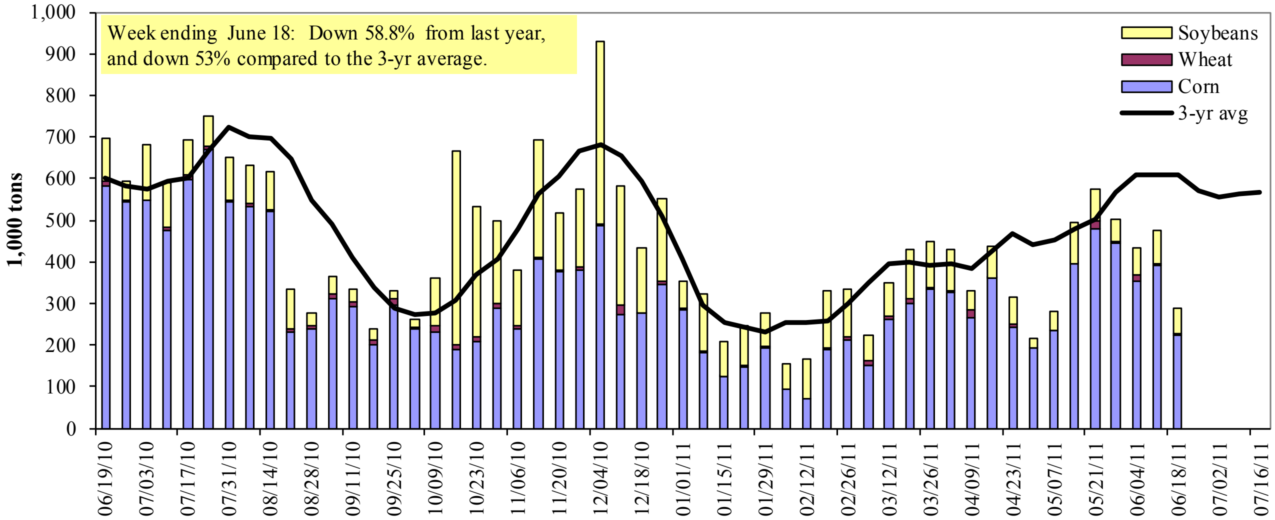


Figure 10

**Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)**




[1] The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Table 10

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

| Week ending 6/18/2011 | Corn | Wheat | Soybeans | Other | Total |
|---|---|---|---|---|---|
| **Mississippi River** | | | | | |
| Rock Island, IL (L15) | 221 | 2 | 45 | 0 | 268 |
| Winfield, MO (L25) | 155 | 2 | 36 | 0 | 193 |
| Alton, IL (L26) | 244 | 2 | 58 | 0 | 304 |
| Granite City, IL (L27) | 224 | 2 | 61 | 0 | 286 |
| **Illinois River (L8)** | 45 | 0 | 17 | 0 | 62 |
| **Ohio River (L52)** | 37 | 0 | 7 | 0 | 43 |
| **Arkansas River (L1)** | 0 | 15 | 6 | 0 | 21 |
| | | | | | |
| Weekly total - 2011 | 261 | 17 | 73 | 0 | 351 |
| Weekly total - 2010 | 628 | 36 | 136 | 17 | 817 |
| 2011 YTD[1] | 8,483 | 560 | 3,657 | 146 | 12,846 |
| 2010 YTD | 10,722 | 516 | 4,032 | 230 | 15,499 |
| 2011 as % of 2010 YTD | 79 | 108 | 91 | 63 | 83 |
| Last 4 weeks as % of 2010[2] | 61 | 137 | 82 | 22 | 66 |
| Total 2010 | 22,768 | 1,220 | 10,373 | 481 | 34,841 |

[1] 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.

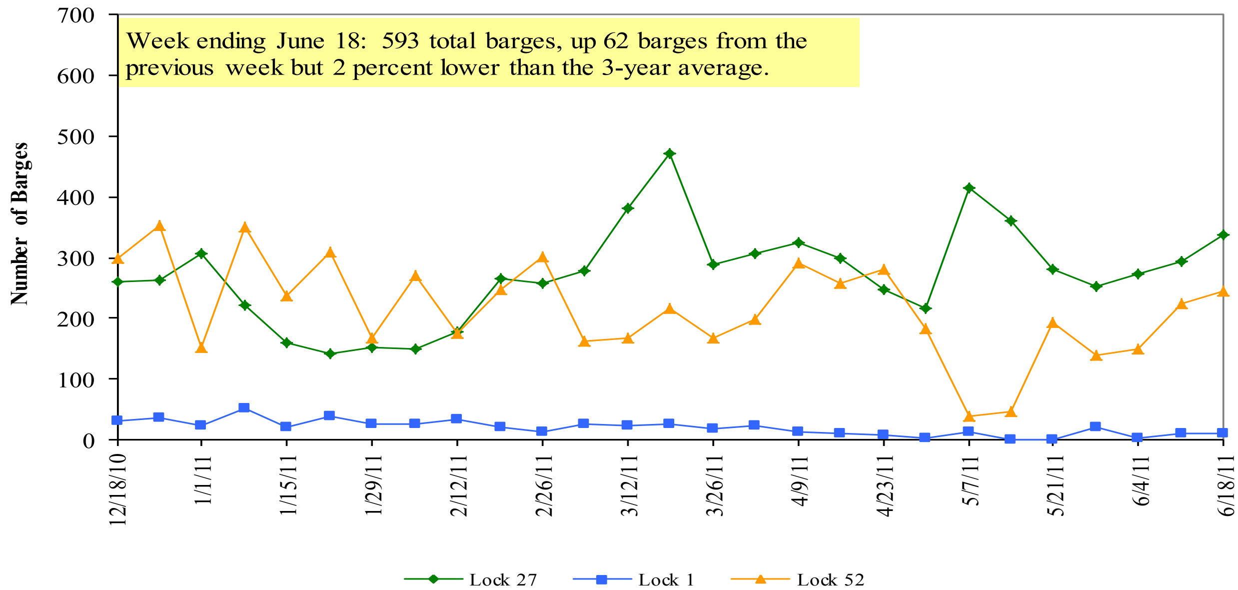
[2] As a percent of same period in 2010.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Figure 11

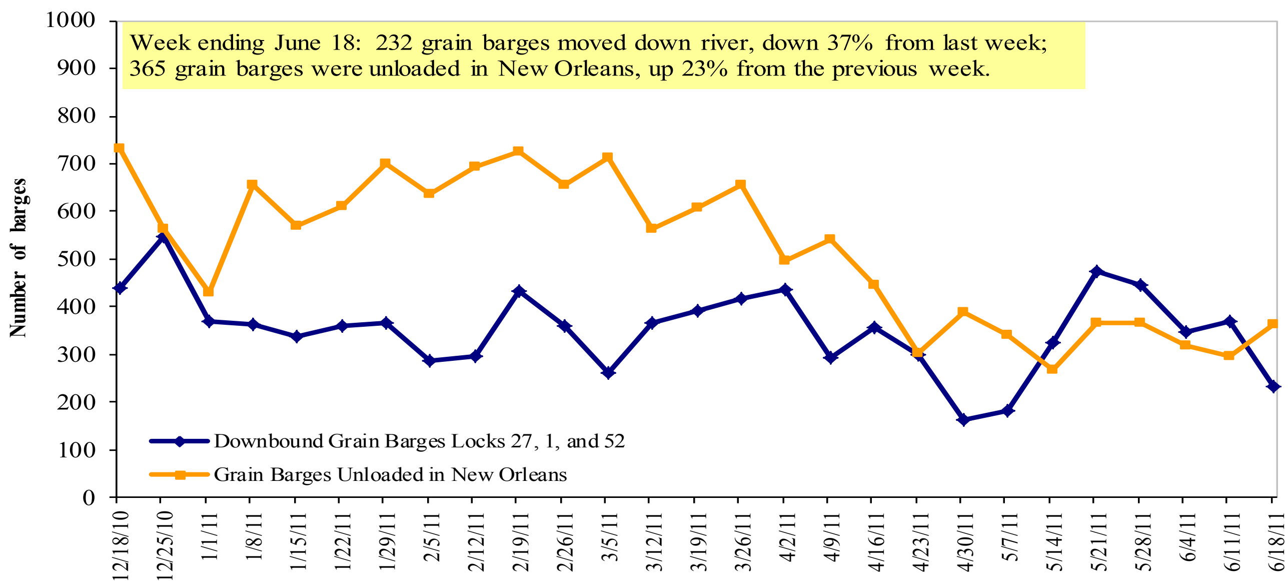
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52**




Source: U.S. Army Corps of Engineers

Figure 12

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




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

# Truck Transportation

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

Table 11

**Retail on-Highway Diesel Prices[1], Week Ending 6/20/2011 (US $/gallon)**

| Region | Location | Price | Change from Week ago | Change from Year ago |
|---|---|---|---|---|
| I | East Coast | 3.962 | -0.006 | 0.988 |
| | New England | 4.077 | -0.010 | 1.048 |
| | Central Atlantic | 4.074 | -0.014 | 0.986 |
| | Lower Atlantic | 3.904 | -0.001 | 0.983 |
| II | Midwest[2] | 3.904 | -0.001 | 0.968 |
| III | Gulf Coast[3] | 3.896 | 0.000 | 0.988 |
| IV | Rocky Mountain | 3.959 | -0.029 | 0.979 |
| V | West Coast | 4.156 | -0.007 | 1.063 |
| | California | 4.236 | -0.009 | 1.111 |
| Total | U.S. | 3.950 | -0.004 | 0.989 |

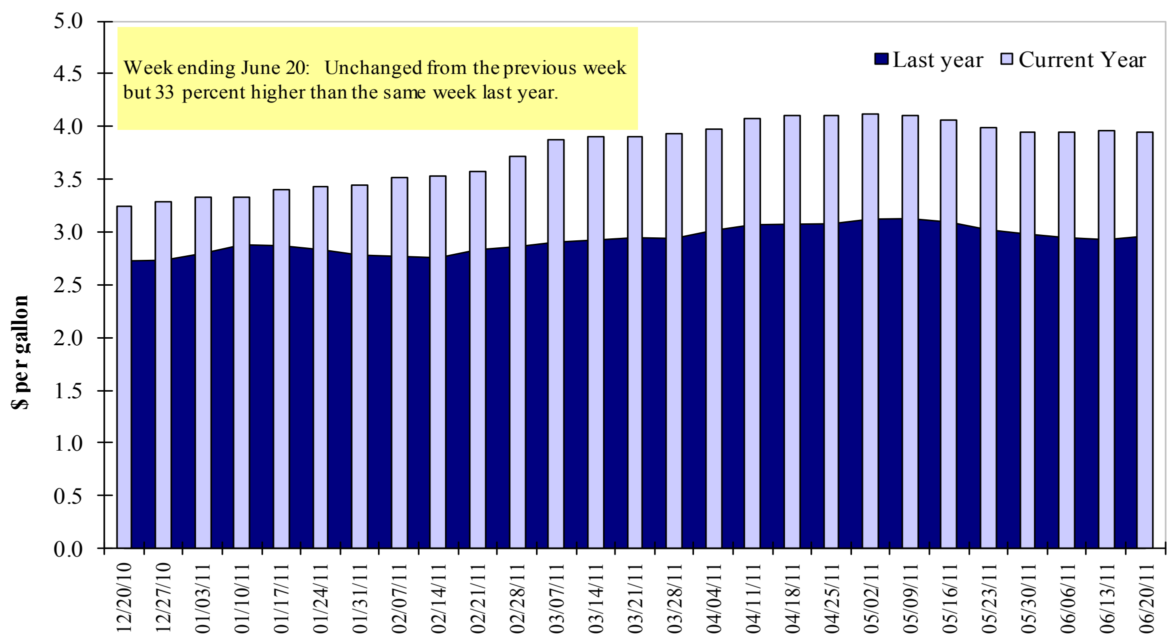
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]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)**

| | Wheat | | | | | | Corn | Soybeans | Total |
|---|---|---|---|---|---|---|---|---|---|
| Week ending | HRW | SRW | HRS | SWW | DUR | All wheat | | | |
| **Export Balances**[1] | | | | | | | | | |
| 6/8/2011 | 2,155 | 722 | 2,075 | 1,207 | 143 | 6,301 | 9,407 | 4,223 | 19,931 |
| This week year ago | 1,878 | 485 | 995 | 992 | 243 | 4,592 | 10,386 | 2,071 | 17,049 |
| **Cumulative exports-marketing year**[2] | | | | | | | | | |
| 2010/11 YTD | 360 | 74 | 158 | 178 | 23 | 793 | 34,692 | 37,634 | 73,119 |
| 2009/10 YTD | 206 | 79 | 121 | 98 | 36 | 540 | 36,547 | 36,643 | 73,730 |
| YTD 2010/11 as % of 2009/10 | 175 | 94 | 131 | 182 | 64 | 147 | 95 | 103 | 99 |
| Last 4 wks as % of same period 2009/10 | 83 | 76 | 114 | 82 | 42 | 66 | 100 | 185 | 101 |
| 2009/10 Total | 8,458 | 2,733 | 5,329 | 3,897 | 983 | 21,400 | 47,700 | 39,285 | 108,385 |
| 2008/09 Total | 11,244 | 5,100 | 5,408 | 3,420 | 454 | 25,626 | 44,650 | 33,705 | 103,981 |

[1] Current unshipped export sales to date

[2] Shipped export sales to date; the new marketing year now in effect for wheat

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[1] of U.S. Corn**

| **Week ending 06/09/11** | **Total Commitments[2]** | | | **% change current MY from last MY** | **Exports[3]** |
|---|---|---|---|---|---|
| | **2011/12 Next MY** | **2010/11 Current MY** | **2009/10 Last MY** | | **2009/10** |
| | | - 1,000 mt - | | | - 1,000 mt - |
| Japan | 818 | 13,646 | 13,673 | (0.2) | 14,343 |
| Mexico | 1,789 | 6,639 | 7,761 | (14) | 7,999 |
| Korea | 1 | 5,427 | 7,572 | (28) | 7,562 |
| Taiwan | 0 | 2,455 | 2,925 | (16) | 2,949 |
| Egypt | 40 | 2,742 | 2,335 | 17 | 2,935 |
| **Top 5 importers** | **2,648** | **30,909** | **34,266** | **(10)** | **35,788** |
| **Total US corn export sales** | **4,470** | **44,098** | **46,934** | **(6)** | **50,460** |
| % of Projected | 10% | 91% | 93% | | |
| Change from Last Week | 599 | 296 | 1,090 | | |
| **Top 5 importers' share of U.S. corn export sales** | 59% | 70% | 73% | | |
| **USDA forecast, June 2011** | **45,720** | **48,260** | **50,460** | **(4)** | |
| **Corn Use for Ethanol USDA forecast, Ethanol June 2011** | **128,270** | **127,000** | **116,027** | **9** | |

(n) indicates negative number.

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

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3]FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 14

**Top 5 Importers[1] of U.S. Soybeans**

| Week Ending 06/09/2011 | Total Commitments[2] 2011/12 Next MY | 2010/11 Current MY | 2009/10 Last MY | % change current MY from last MY | Exports[3] 2009/10 |
|---|---|---|---|---|---|
| | | - 1,000 mt - | | | - 1,000 mt - |
| China | 5,958 | 25,604 | 22,135 | 16 | 22,454 |
| Mexico | 89 | 3,024 | 3,030 | (0) | 3,276 |
| Japan | 120 | 2,162 | 2,243 | (4) | 2,347 |
| EU-25 | 60 | 2,599 | 2,698 | (4) | 2,647 |
| Taiwan | 0 | 0 | 1,549 | (100) | 1,556 |
| **Top 5 importers** | **6,227** | **33,388** | **31,654** | **5** | **32,280** |
| **Total US soybean export sales** | **6,796** | **41,857** | **38,714** | **8** | **40,850** |
| % of Projected | 16% | 99% | 95% | | |
| Change from last week | 6 | 179 | (136) | | |
| **Top 5 importers' share of U.S. soybean export sales** | 92% | 80% | 82% | | |
| **USDA forecast, June 2011** | **41,910** | **42,180** | **40,850** | **3** | |
| **Soybean Use for Biodiesel USDA forecast, June 2011** | **8,393** | **5,755** | **4,031** | **43** | |

(n) indicates negative number.

[1]Based on FAS 2008/09 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 15

**Top 10 Importers[1] of All U.S. Wheat**

| Week Ending 06/09/2011 | Total Commitments[2] 2011/12 Current MY | 2010/11 Last MY | % change current MY from last MY | Exports[3] 2010/11 |
|---|---|---|---|---|
| | - 1,000 mt - | | | - 1,000 mt - |
| Nigeria | 695 | 816 | (15) | 3,233 |
| Japan | 974 | 585 | 66 | 3,148 |
| Mexico | 660 | 640 | 3 | 2,601 |
| Philippines | 886 | 683 | 30 | 1,518 |
| Korea | 155 | 411 | (62) | 1,111 |
| Peru | 239 | 216 | 11 | 923 |
| Taiwan | 231 | 103 | 124 | 913 |
| Colombia | 218 | 145 | 50 | 783 |
| Indonesia | 200 | 81 | 147 | 781 |
| Yemen | 163 | 0 | | 659 |
| **Top 10 importers** | **4,419** | **3,681** | **20** | **15,670** |
| **Total US wheat export sales** | **7,094** | **5,133** | **38** | **33,439** |
| % of Projected | 25% | 15% | | |
| Change from last week | 455 | 960 | | |
| **Top 10 importers' share of U.S. wheat export sales** | 62% | 72% | | |
| **USDA forecast, June 2011** | **28,580** | **35,240** | **(19)** | |

(n) indicates negative number.

[1] Modified from the FAS **2010/11** Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3] 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 06/16/11 | Previous Week[1] | Current Week as % of Previous | 2011 YTD[1] | 2010 YTD[1] | 2011 YTD as % of 2010 YTD | Last 4-weeks as % of 2010 | Last 4-weeks as % of 3-yr. avg. | Total[1] 2010 |
|---|---|---|---|---|---|---|---|---|---|
| **Pacific Northwest** | | | | | | | | | |
| Wheat | 310 | 226 | 137 | 6,980 | 4,941 | 141 | 150 | 151 | 11,062 |
| Corn | 311 | 280 | 111 | 4,522 | 4,519 | 100 | 148 | 117 | 9,950 |
| Soybeans | 0 | 66 | 0 | 3,161 | 4,386 | 72 | 109 | 87 | 10,191 |
| **Total** | **621** | **571** | **109** | **14,663** | **13,846** | **106** | **146** | **128** | **31,203** |
| **Mississippi Gulf** | | | | | | | | | |
| Wheat | 106 | 85 | 125 | 2,559 | 1,794 | 143 | 102 | 98 | 4,199 |
| Corn | 556 | 417 | 133 | 12,322 | 13,706 | 90 | 75 | 84 | 29,794 |
| Soybeans | 81 | 82 | 99 | 9,557 | 8,717 | 110 | 87 | 57 | 22,519 |
| **Total** | **743** | **584** | **127** | **24,438** | **24,216** | **101** | **79** | **80** | **56,512** |
| **Texas Gulf** | | | | | | | | | |
| Wheat | 114 | 296 | 38 | 6,838 | 3,480 | 196 | 252 | 168 | 9,339 |
| Corn | 41 | 53 | 77 | 719 | 920 | 78 | 288 | 272 | 1,859 |
| Soybeans | 0 | 0 | n/a | 763 | 667 | 114 | n/a | n/a | 1,916 |
| **Total** | **155** | **349** | **44** | **8,320** | **5,067** | **164** | **257** | **177** | **13,115** |
| **Great Lakes** | | | | | | | | | |
| Wheat | 31 | 33 | 92 | 564 | 217 | 259 | 313 | 684 | 1,897 |
| Corn | 0 | 0 | n/a | 8 | 31 | 27 | n/a | 52 | 119 |
| Soybeans | 0 | 0 | n/a | 22 | 0 | n/a | n/a | 122 | 655 |
| **Total** | **31** | **33** | 92 | **595** | **248** | **240** | **354** | **346** | **2,672** |
| **Atlantic** | | | | | | | | | |
| Wheat | 4 | 1 | 623 | 524 | 127 | 413 | 22 | 19 | 343 |
| Corn | 4 | 0 | n/a | 166 | 176 | 94 | 328 | 231 | 469 |
| Soybeans | 11 | 3 | 369 | 428 | 691 | 62 | 219 | 206 | 1,417 |
| **Total** | **18** | **3** | **528** | **1,118** | **994** | **112** | **145** | **118** | **2,229** |
| **U.S. total from ports[2]** | | | | | | | | | |
| Wheat | 564 | 640 | 88 | 17,464 | 10,559 | 165 | 169 | 151 | 26,839 |
| Corn | 912 | 750 | 122 | 17,737 | 19,352 | 92 | 95 | 96 | 42,192 |
| Soybeans | 92 | 151 | 61 | 13,931 | 14,461 | 96 | 98 | 67 | 36,699 |
| **Total** | **1,567** | **1,541** | **102** | **49,133** | **44,372** | **111** | **115** | **108** | **105,730** |

[1] Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

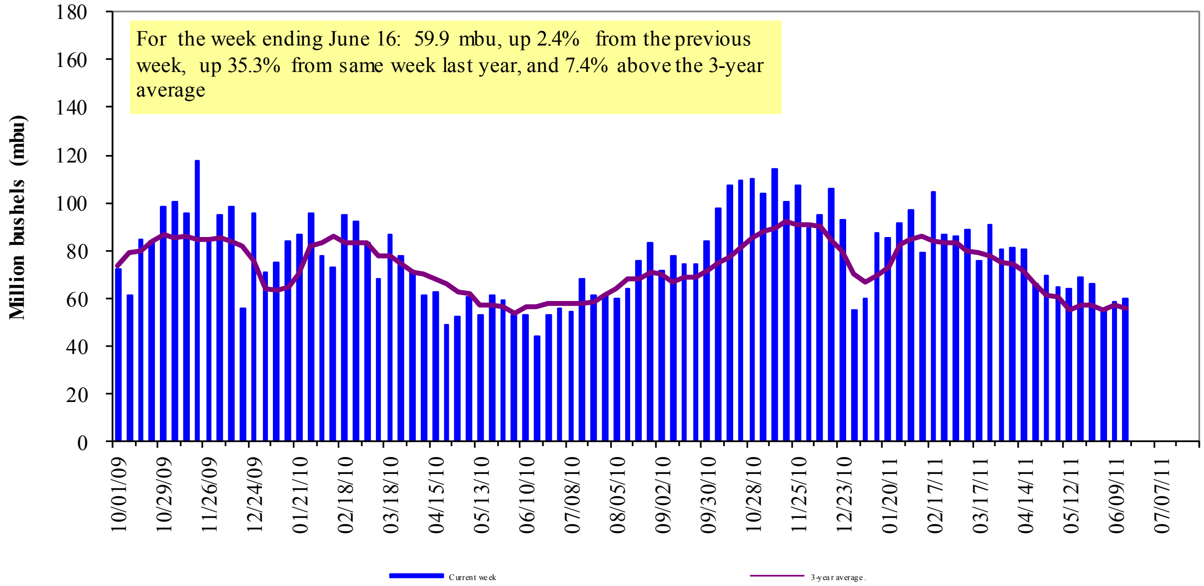
[2] Total includes only port regions shown above

Source: Grain Inspection, Packers and Stockyards Administration/USDA (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 61 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2010.

Figure 14

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

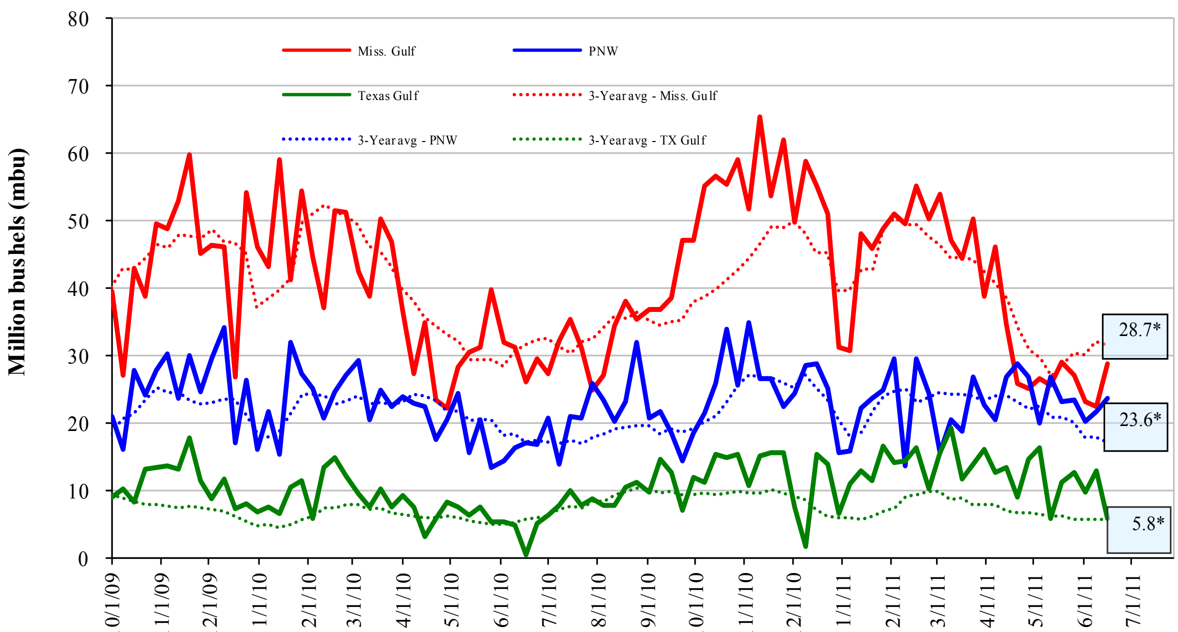



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

## U.S. Grain Inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)




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

| June 16 % change from: | MS Gulf | TX Gulf | U.S. Gulf | PNW |
|---|---|---|---|---|
| Last week | up 28 | down 55 | down 3 | up 9 |
| Last year (same week) | up 10 | up 1006 | up 29 | up 38 |
| 3-yr avg. (4-wk mov. avg.) | down 9.3 | up 0.1 | down 8 | up 34 |

# Ocean Transportation

Table 17

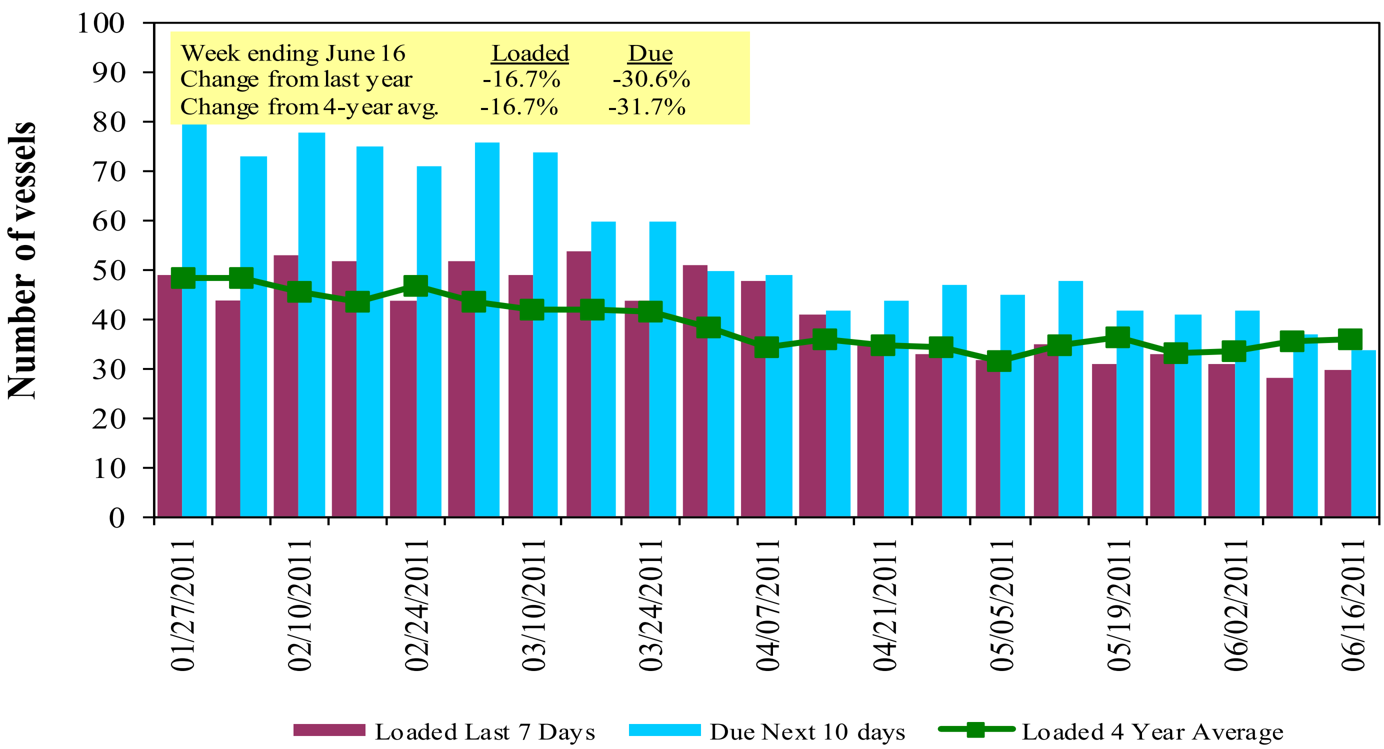
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

| | Gulf | | | Pacific Northwest | Vancouver B.C. |
|---|---|---|---|---|---|
| Date | In port | Loaded 7-days | Due next 10-days | In port | In port |
| 6/16/2011 | 23 | 30 | 34 | 17 | 11 |
| 6/9/2011 | 23 | 28 | 37 | 19 | 13 |
| 2010 range | (15..69) | (30..57) | (33..84) | (4..24) | (2..20) |
| 2010 avg. | 41 | 42 | 58 | 12 | 11 |

Source: Transportation & Marketing Programs/AMS/USDA

**Figure 16**

**U.S. Gulf[1] Vessel Loading Activity**

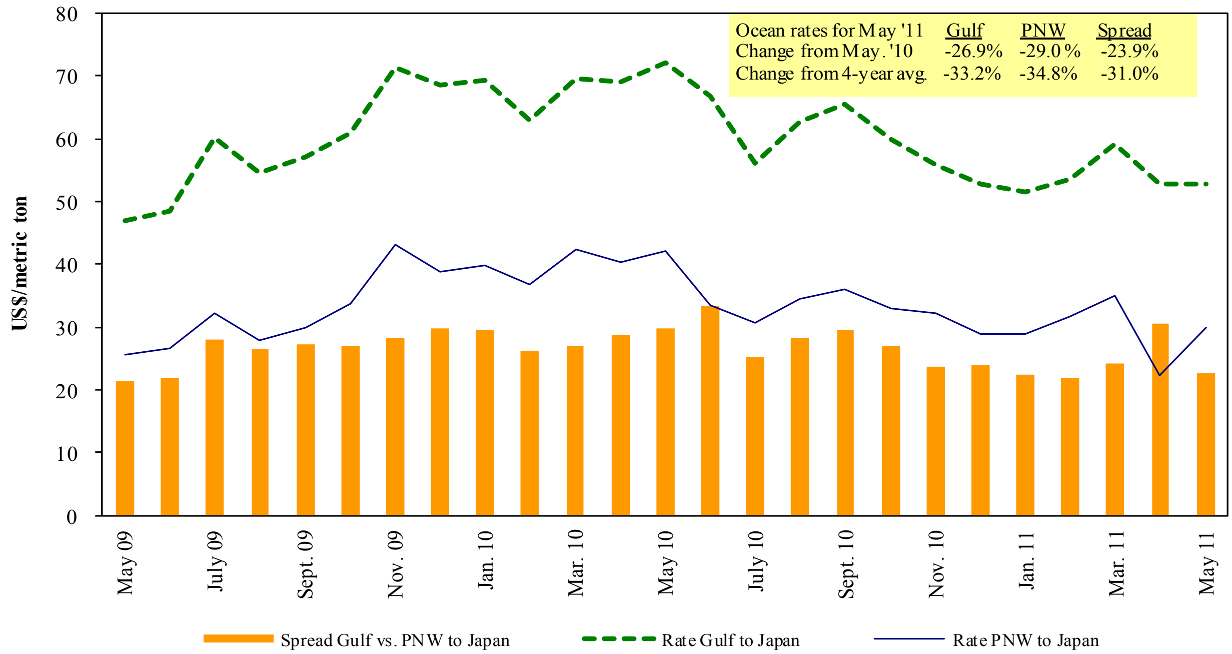



Source:Transportation & Marketing Programs/AMS/USDA

[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

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




Source: O'Neil Commodity Consulting

Table 18

## Ocean Freight Rates For Selected Shipments, Week Ending 06/18/2011

| Export region | Import region | Grain types | Loading date | Volume loads (metric tons) | Freight rate (US$/metric ton) |
|---|---|---|---|---|---|
| U.S. Gulf | China | Heavy Grain | May 1/10 | 55,000 | 56.00 |
| U.S. Gulf | China | Heavy Grain | Mar 20/29 | 52,000 | 52.00 |
| U.S. Gulf | China | Heavy Grain | Mar 8/15 | 55,000 | 53.60 |
| U.S. Gulf | Egypt | Grain | May 1/10 | 60,000 | 28.50 |
| U.S. Gulf | Japan | Heavy Grain | June 1/12 | 54,000 | 52.50 |
| U.S. Gulf | Isreal | Wheat | May 20/30 | 50,000 | 36.00 |
| U.S. Gulf | Nigeria | Wheat | Apr 17/23 | 25,000 | 46.50 |
| U.S. Gulf | Djibouti[1] | Wheat | Mar 31/Apr 9 | 17,260 | 129.95 |
| Brazil | China | Heavy Grain | May 18/27 | 60,000 | 49.50 |
| Brazil | China | Heavy Grain | April 5/15 | 60,000 | 51.00 |
| Brazil | China | Heavy Grain | April 1/15 | 55,000 | 47.00 |
| Brazil | Turkey | Heavy Grain | May 20/30 | 50,000 | 32.00 |
| River Plate | Algeria | Corn | Juli 1/10 | 25,000 | 42.90 |
| River Plate | Algeria | Corn | June 15/25 | 25,000 | 42.75 |
| River Plate | Algeria | Corn | May 15/25 | 25,000 | 42.25 |
| River Plate | Algeria | Corn | Apr 15/25 | 25,000 | 41.50 |
| River Plate | Algeria | Corn | April 15/25 | 30,000 | 41.50 |
| River Plate | Morocco | Heavy Grain | Apr 25/28 | 2,500 | 44.50 |
| River Plate | Spain | Maize | May 16/18 | 25,000 | 44.00 |
| River Plate | Spain | Corn | Apri 24/25 | 2,500 | 46.00 |
| Ukraine | Spain Med | Corn | May 20/24 | 25,000 | 18.00 |

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

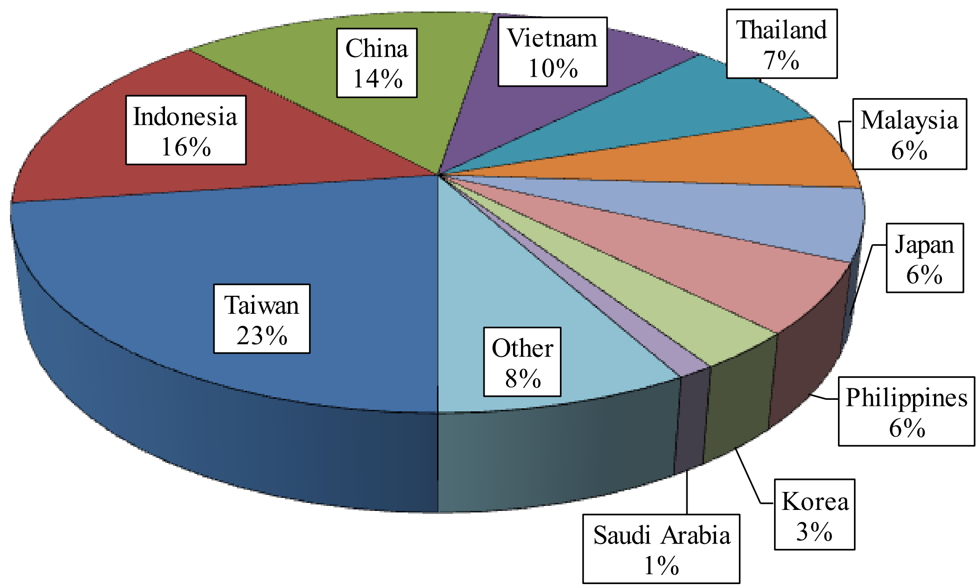
[1]75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

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

Figure 18

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

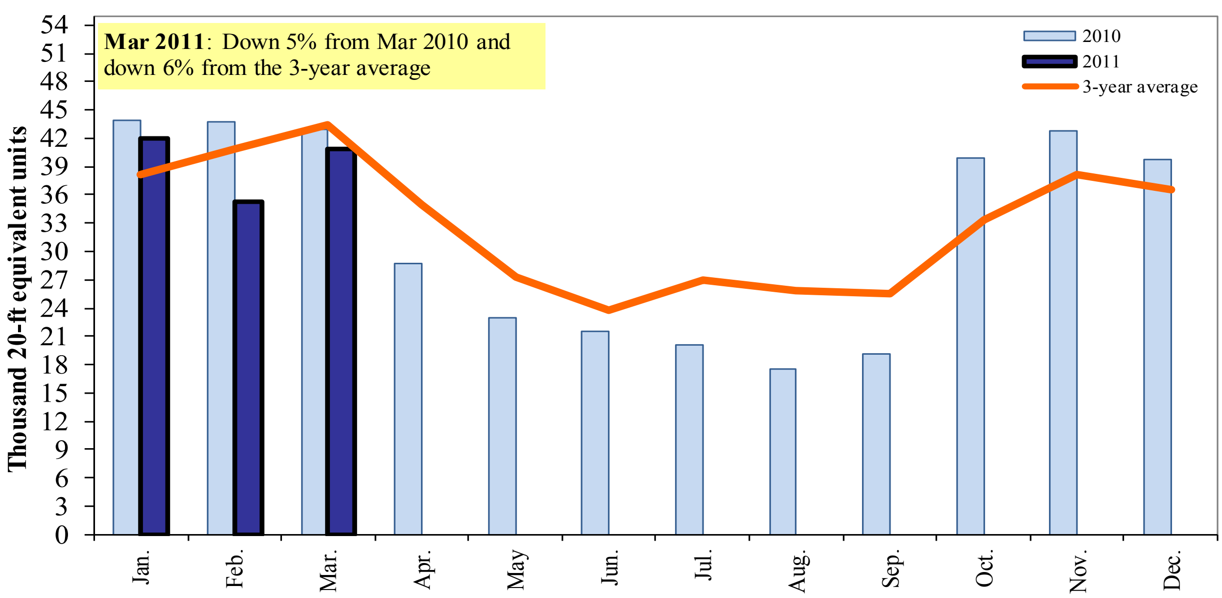



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

**Monthly Shipments of Containerized Grain to Asia**




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

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

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