



Agricultural  
Marketing  
Service



# Grain Transportation Report

A weekly publication of the  
Transportation and Marketing Programs/Transportation Services Division  
[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

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July 5, 2012

## Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

**NEW** Data Links

Specialists

Subscription  
Information

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The next  
release is  
July 12, 2012

## WEEKLY HIGHLIGHTS

### Corps Report Recommends Deeper Ports

On June 20, the U.S. Army Corps of Engineers (the Corps) released *U.S. Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels*. The Corps report indicates there may be opportunities for economically-justified port expansion projects to accommodate post-Panamax vessels along the Southeast and Gulf coasts. An analysis in the report indicated the current Mississippi River capacity can meet potential demand if the waterways serving the agricultural export market are maintained. The report also specified the potential transportation cost savings of using post-Panamax size vessels to ship agricultural products to Asia through the Panama Canal may lead to an increase in grain traffic on the Mississippi River for export at Gulf ports. The report indicated there is no need for lock capacity expansion on U.S. waterways. The report can be found at <http://www.iwr.usace.army.mil/portandwaterways/>.

### Rail Fuel Surcharge Lawsuit is Granted Class Action Status

Four U.S. railroads—BNSF, Union Pacific, Norfolk Southern, and CSX Transportation—face a class action lawsuit accusing them of conspiring to fix prices from mid-2003 through 2008 for rate-based fuel surcharges at a rate that bore no relationship to their actual fuel cost. From the original eight plaintiffs in the case filed in 2007, the recent class action ruling extends to any shipper that purchased unregulated freight-transportation services from one of the four railroads between July 1, 2003, and 2008.

### Low Water Levels on the Mississippi River Slow Grain Barge Traffic and Stop Ferry Service

Severe drought conditions continue in parts of the United States, and low water levels on the Mississippi River are beginning to affect the movement of barges and other vessels. The Dorena, MO–Hickman, KY, Ferry was suspended due to the low water on the Mississippi River at Hickman, and the ferry will remain out of service until the water level rises to seven feet; the current draft is 5 to 6 feet deep. With no road or bridge connecting Kentucky and Missouri, the only direct route between the two States is the ferry. The July 5, 6:00 am gage reading at nearby Birds Point, MO, is 11 feet. Barge tow sizes on the lower Mississippi River have been reduced to as little as 25 barges per tow (normal barge tows are 30–35 barges), impacting the efficiency of the movement. The Vicksburg, MS, gage averaged 8.8 feet during June; the average gage height in June 2011 was 44 feet. At St. Louis, MO, the July 5, 6:00 am gage height is 8.2 feet and dropping.

### Proposed Panama Canal Toll Hikes Delayed

On June 27, following objections from shipping lines, the Panama Canal Authority (ACP) announced the postponement of the first of a two-step toll increase from July until October this year. In April, ACP proposed modifying the Canal tolls structure to align toll charges with the value provided by the route, redefining some market segments, and adjusting the tolls for smaller vessels (see [GTR, dated 4/26/12](#)). The revised proposal will provide an additional three months before the second step of the increase in 2013. It will also eliminate the proposed container/break-bulk segment, by classifying it in the “others” segment. The revised proposal will increase the number of segments from 8 to 10 instead of 11, as initially proposed. The newly proposed market segments include: full container, reefer, dry bulk, passenger, vehicle carrier and ro-ro, tanker, chemical tanker, liquefied petroleum gas, general cargo, and others. For more details, see <http://www.panacanal.com/eng/pr/press-releases/2012/06/27/pr447.html>

## Snapshots by Sector

### **Rail**

U.S. railroads originated 20,274 **carloads of grain** during the week ending June 23, up 9 percent from last week, down 2 percent from last year and 8 percent higher than the 3-year average.

During the week ending June 28, average July non-shuttle **secondary railcar bids/offers per car** were \$2.50 above tariff, down \$5.50 from last week and \$9 higher than last year. Average shuttle bids/offers were \$356.50 below tariff, up \$168.50 from last week and \$2.50 lower than last year.

### **Ocean**

During the week ending June 28, 26 **ocean-going grain vessels** were loaded in the Gulf, down 32 percent from the same period last year. Forty-two vessels are expected to be loaded within the next 10 days, 5 percent less than the same period last year.

During the week ending June 29, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$48 per mt, down 1 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$25 per mt, down 2 percent from the previous week.

### **Barge**

During the week ending June 30, **barge grain movements** totaled 517,816 tons, 11 percent lower than the previous week and 25 percent lower than the same period last year.

During the week ending June 30, 339 grain barges **moved down river**, down 12.6 percent from last week; 498 grain barges were **unloaded in New Orleans**, up 36 percent from the previous week.

### **Fuel**

During the week ending July 2, U.S. average **diesel fuel prices** decreased 3 cents to \$3.65 per gallon—20 cents lower than the same week last year.

## Competition Increases for Hopper Railcars

Grain and soybeans frequently move on railroads by covered hopper car. Other commodities also use these hopper cars and sometimes compete for limited availability. The recent rapid expansion of natural gas and oil production from shale formations has created additional competition for hopper cars and could affect supply during the grain harvest. As there are several types of hopper cars in service, an increase in demand for a particular type of hopper does not necessarily affect all commodities using hoppers. This article analyzes how the trends in usage by commodity and the overall hopper numbers may affect the transportation of grain by rail. The article analyzes data from the Surface Transportation Board's *Carload Waybill Sample* and the Association of American Railroad's *Railroad Equipment Report*. This article is part of our effort to respond to individual feedback from our survey earlier in the year.

Although the basic concept of hopper cars is almost as old as the railroad industry itself, different sizes and styles of hoppers have developed to better serve specific commodities over the years. Their distinguishing feature is a sloped bed that uses gravity to discharge the payload, usually a dry-bulk item such as grain, coal, cement, or stone. The two main types of hopper cars are covered and open top. Covered hoppers are used almost exclusively for hauling commodities sensitive to environmental conditions, such as grain, flour, and cement. The Association of American Railroads further distinguishes covered hoppers into small covered hoppers—under 4,000 cubic feet—and large covered hoppers—4,000 cubic feet and greater. Open-top hoppers are used for cargo that does not need protection from weather, such as stone and coal. A third kind of hopper car is a specialized version of either covered or open types. Specialized hoppers have been modified to handle a specific commodity, mainly coal, with devices such as brakes, discharge systems, or increased durability. They are not used for the general service of other commodities. For this article, we divide hoppers into four categories—small covered, large covered, open top, and specialized.

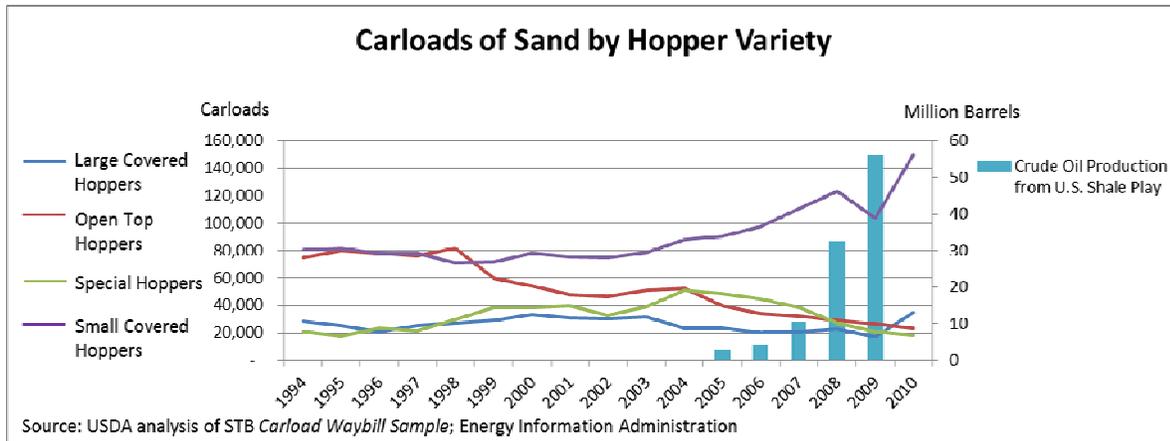
Between 1998 and 2011, the number of hopper cars in North America increased from 584,838 to 632,754 cars.<sup>1</sup> As of 2011, 88 percent of the hoppers were in the United States, 10 percent in Canada, and 2 percent in Mexico. In the United States, the hopper car population has increased from 529,113 cars in 1998 to 559,417 cars in 2011. This overall increase masks the relative changes among the individual varieties of hoppers. Within the United States, small covered hoppers increased 37 percent to 57,043 cars, large covered hoppers increased 7 percent to 346,968 cars, open top hoppers decreased 40 percent to 69,110 cars, and specialized hoppers increased 76 percent to 86,296 cars. Even as the overall number of hopper cars has increased, the trend for all hopper varieties within the United States has been toward an increase in private ownership and a decrease in railroad ownership. In 1994, railroads owned 54 percent of the hoppers, with the rest being privately owned. By 2011, the railroads owned only 33 percent.

Between 1994 and 2010, small covered hoppers were used for shipping clay, concrete, glass, cement, and stone (54 percent of carloadings); non-metallic minerals, including sand (22 percent); and chemicals and related (13 percent). Large covered hoppers were used to ship grain and soybeans (45 percent of carloadings); chemicals and related products (25 percent); and food and feed products, including flour and distillers dried grains (DDGS) (17 percent). Open-top hoppers were used to ship petroleum and coal products (42 percent of carloadings), coal (33 percent), and non-metallic minerals (10 percent). Specialized hoppers were used to ship coal (62 percent of carloadings), metallic ore (16 percent), and non-metallic minerals (16 percent).

The recent economic boom in oil and gas production from shale formations across the country has caused a spike in the demand for small covered hopper cars to bring frac sand to the wells (see figure). Horizontal drilling and hydraulic fracturing, known as “fracking,” requires large quantities of sand to be injected to extract the oil and gas reserves. The U.S. Energy Information Administration recently reported that U.S. crude oil production in the first quarter of 2012 was the highest in 14 years, due mainly to increases from North Dakota, Texas, and the Gulf of

<sup>1</sup> Association of American Railroads, *Railroad Equipment Report*

Mexico. Fracking has helped propel North Dakota to the second place spot behind Texas as the largest oil producing state, ahead of California and Alaska. North Dakota's oil production has more than quadrupled since 2005, mainly due to fracking. If production in North Dakota continues as projected, fracking will place even more demand on covered hoppers to deliver frac sand for injection into the wells. Ninety percent of frac sand was hauled in small covered hoppers in 2010 with the remaining hauled in large covered hoppers. However, the increase in large covered hoppers, beginning in 2010 (see figure), could be worrisome to grain shippers if the trend continues. One-third of the large covered hopper fleet is railroad owned. If there aren't enough small covered hoppers to fulfill a growing demand for frac sand, the increased reliance on large covered hoppers would be in direct competition with grain shippers for the railroad owned portion.



DDGS also moves in large covered hoppers but generally does not compete with grain shipments for capacity for two reasons. First, because DDGS is derived from grain, more shipments of one means less of the other. This relationship does not hold for sand and grain, where sand presents additional demand for the same railcars. Second, DDGS tends to use different large covered hoppers than grain. Grain cars have more angled outlets whereas DDGS uses straight outlets to better accommodate DDGS's poor flowability, in some cases.

Under normal conditions, grain moves almost entirely in large covered hoppers. However, during times of railcar unavailability, such as Hurricane Katrina, or above-average grain production, such as in 2007, some grain travels in small covered hoppers. A record harvest, like the one projected for this year, coupled with high demand for frac sand, could strain the large-covered-hopper supply, leading to higher shipping prices or railcar unavailability.

Some relief for railcar supply is projected. An article from RailwayAge reports that the most recent figures from Economic Planning Associates (EPA) indicate new orders for railcars are the highest since 1980. The article states that demand for new railcars is being led by the energy sector: small covered hoppers to move frac sand, tank cars to transport oil from fracking wells in shale formations, tank cars to transport ethanol, and large covered hoppers to transport DDGS. EPA expects railcar demand will stabilize at high levels between 2014 and 2017 and induce annual deliveries of 62,000 to 64,300 cars each year. This should help alleviate any pressure on the demand for covered hoppers between grain shippers and the oil industry. [Adam.Sparger@ams.usda.gov](mailto:Adam.Sparger@ams.usda.gov)

# Grain Transportation Indicators

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

Week ending	Truck		Rail		Barge		Ocean	
		Unit Train	Shuttle		Gulf	Pacific		
07/04/12	245	225	188	178	215	177		
06/27/12	247	229	183	150	217	181		

<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)**

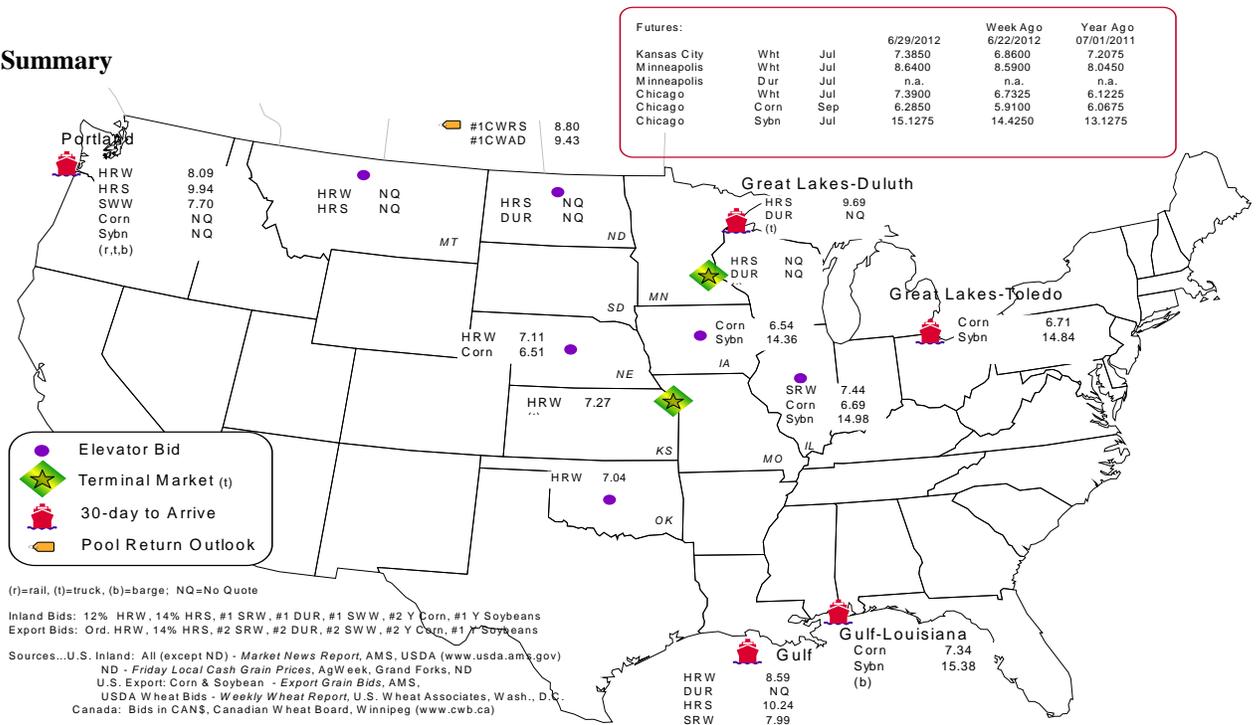
Commodity	Origin--Destination	6/29/2012	6/22/2012
Corn	IL--Gulf	-0.65	-0.51
Corn	NE--Gulf	-0.83	-0.65
Soybean	IA--Gulf	-1.02	-1.13
HRW	KS--Gulf	-1.32	-1.40
HRS	ND--Portland	n/a	-2.12

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1  
**Grain bid Summary**



# Rail Transportation

Table 3

## Rail Deliveries to Port (carloads)<sup>1</sup>

Week ending	Mississippi		Cross-Border	Pacific	Atlantic &	Total
	Gulf	Texas Gulf	Mexico	Northwest	East Gulf	
6/27/2012 <sup>p</sup>	0	1,147	762	3,406	141	5,456
6/20/2012 <sup>r</sup>	0	792	641	2,876	189	4,498
2012 YTD <sup>r</sup>	3,929	20,014	30,879	106,818	10,320	171,960
2011 YTD <sup>r</sup>	21,030	54,929	23,283	100,500	15,195	214,937
2012 YTD as % of 2011 YTD	19	36	133	106	68	80
Last 4 weeks as % of 2011 <sup>2</sup>	33	87	112	91	67	90
Last 4 weeks as % of 4-year avg. <sup>2</sup>	30	91	120	90	74	91
Total 2011	27,358	77,515	48,782	191,092	24,088	368,835
Total 2010	33,971	83,492	42,794	177,896	32,780	370,933

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

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

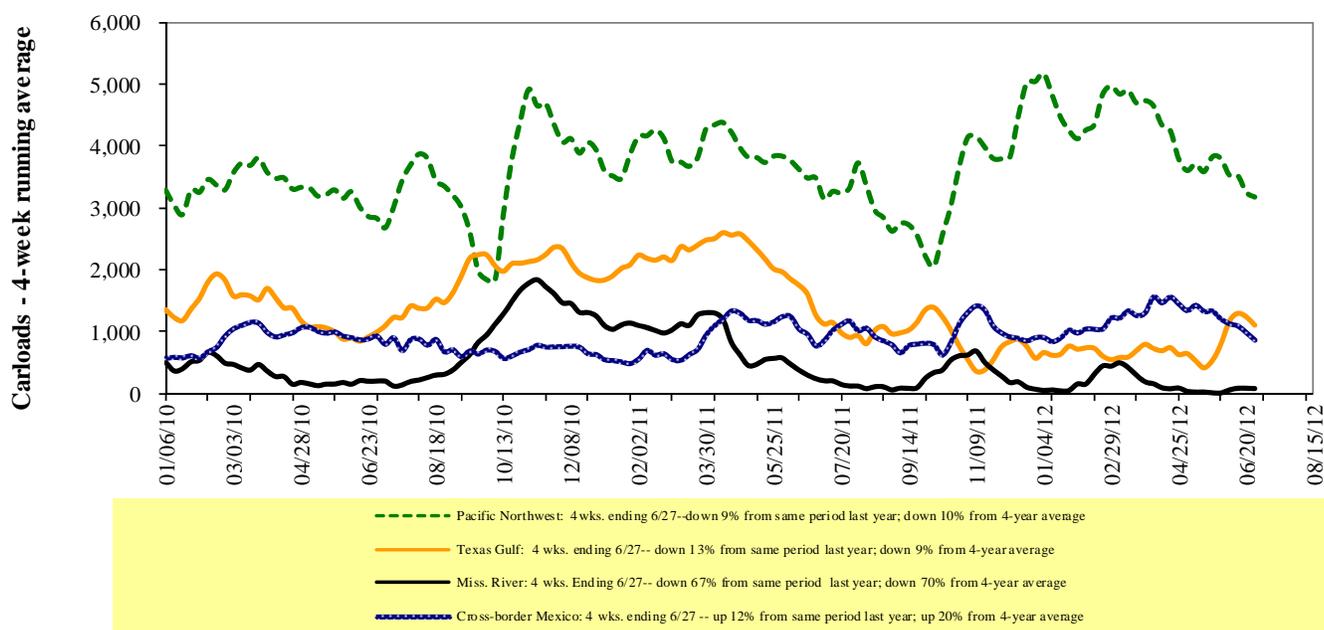
**YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available**

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

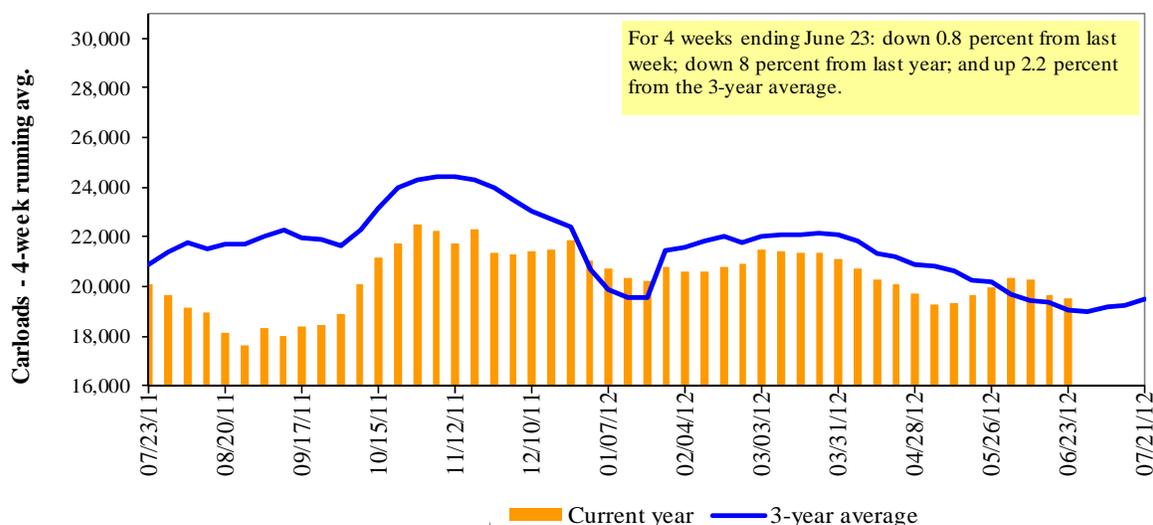
Table 4

**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
06/23/12	1,579	2,867	9,015	567	6,246	20,274	3,327	4,093
This week last year	1,502	3,417	8,949	603	6,205	20,676	3,667	4,522
2012 YTD	48,660	70,830	247,225	12,774	130,727	510,216	95,573	117,537
2011 YTD	50,489	77,013	278,993	16,757	153,447	576,699	99,160	121,880
2012 YTD as % of 2011 YTD	96	92	89	76	85	88	96	96
Last 4 weeks as % of 2011 <sup>1</sup>	104	86	90	79	96	92	100	78
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	93	94	104	90	113	103	96	80
Total 2011	98,506	150,869	546,090	34,683	292,401	1,122,549	200,610	269,399

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

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

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

Source: Association of American Railroads

Table 5

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

Week ending	Delivery period							
	Jul-12	Jul-11	Aug-12	Aug-11	Sep-12	Sep-11	Oct-12	Oct-11
<b>6/28/2012</b>								
BNSF <sup>3</sup>								
COT grain units	0	1	0	6	6	6	no offer	66
COT grain single-car <sup>5</sup>	0 . . 5	0	0 . . 35	no bids	27 . . 75	no bids	no offer	51 . . 67
UP <sup>4</sup>								
GCAS/Region 1	no bids	no bids	no bids	no bids	1	no bids	n/a	n/a
GCAS/Region 2	no bids	1	no bids	no bids	no bids	no bids	n/a	n/a

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

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

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

<sup>4</sup>UP - GCAS = Grain Car Allocation System

  Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

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

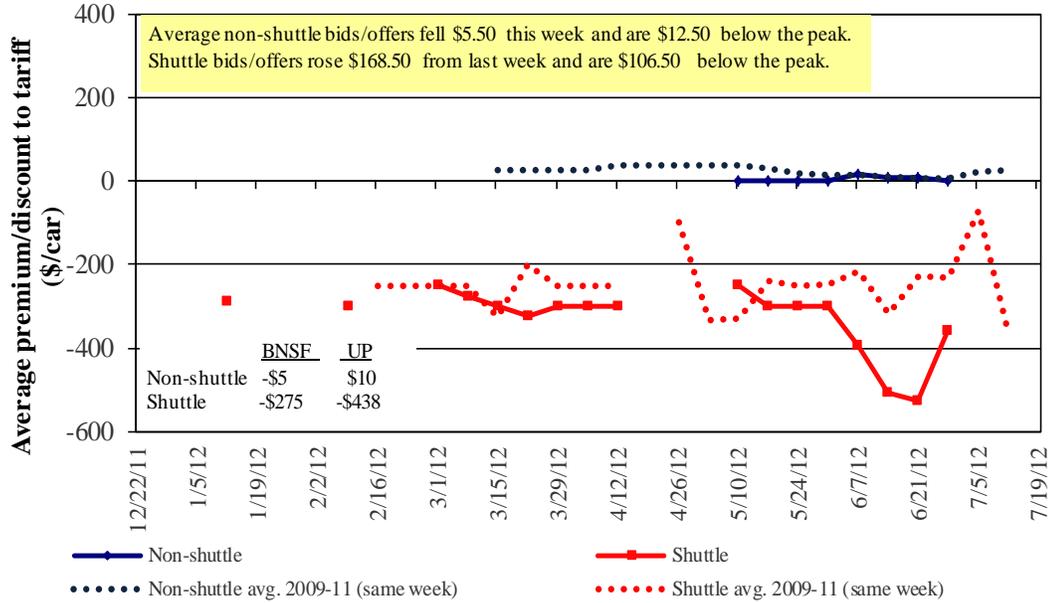
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

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

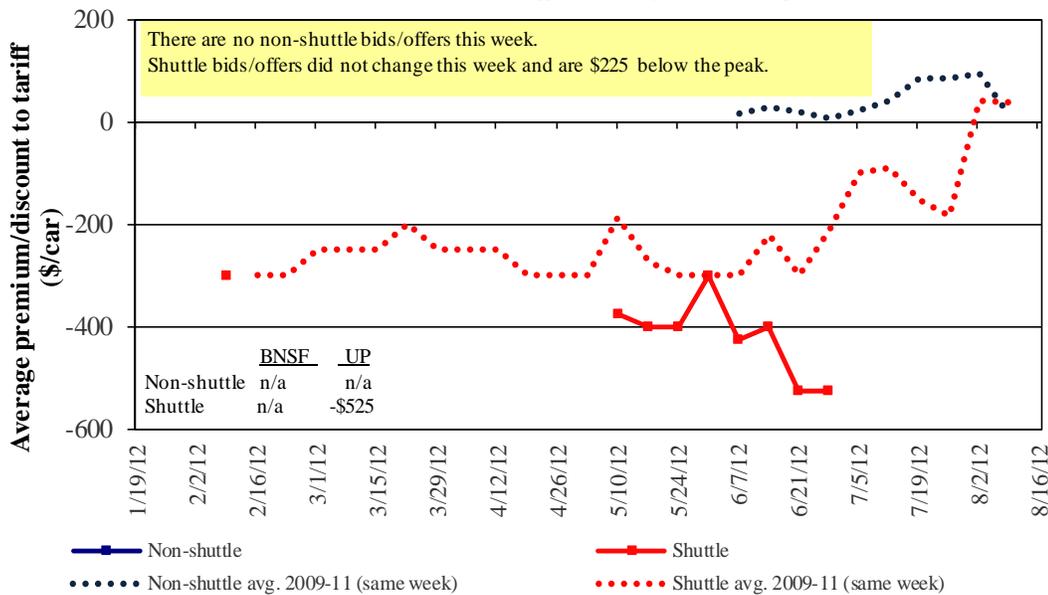


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

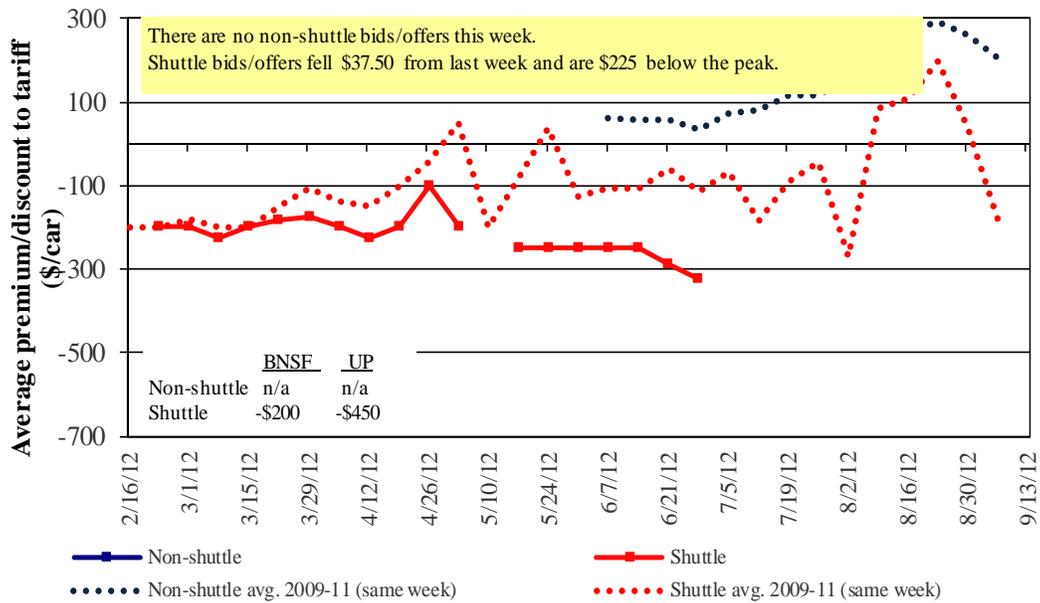


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

### Bids/Offers for Railcars to be Delivered in September 2012, Secondary Market



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

### Weekly Secondary Railcar Market (\$/car)<sup>1</sup>

Week ending	Delivery period					
	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12
<b>Non-shuttle</b>						
BNSF-GF	(5)	n/a	n/a	n/a	n/a	n/a
Change from last week	(8)	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	(5)	n/a	n/a	n/a	n/a	n/a
UP-Pool	10	n/a	n/a	100	n/a	n/a
Change from last week	(3)	n/a	n/a	-	n/a	n/a
Change from same week 2011	23	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(275)	n/a	(200)	100	n/a	n/a
Change from last week	n/a	n/a	(50)	n/a	n/a	n/a
Change from same week 2011	-	n/a	n/a	n/a	n/a	n/a
UP-Pool	(438)	(525)	(450)	300	n/a	n/a
Change from last week	87	-	(25)	12	n/a	n/a
Change from same week 2011	(5)	(225)	(200)	(125)	n/a	n/a

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

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

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

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

Effective date:				Fuel	Tariff plus surcharge per:		Percent
7/2/2012	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushe <sup>l</sup> <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,144	\$192	\$33.13	\$0.90	5
	Grand Forks, ND	Duluth-Superior, MN	\$3,260	\$110	\$33.47	\$0.91	15
	Wichita, KS	Los Angeles, CA	\$6,026	\$566	\$65.46	\$1.78	5
	Wichita, KS	New Orleans, LA	\$3,645	\$338	\$39.56	\$1.08	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$465	\$59.96	\$1.63	2
	Northwest KS	Galveston-Houston, TX	\$3,912	\$371	\$42.53	\$1.16	3
	Amarillo, TX	Los Angeles, CA	\$4,112	\$516	\$45.95	\$1.25	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$2,038	\$382	\$24.03	\$0.65	-24
	Toledo, OH	Raleigh, NC	\$4,382	\$433	\$47.82	\$1.30	14
	Des Moines, IA	Davenport, IA	\$1,934	\$81	\$20.01	\$0.54	5
	Indianapolis, IN	Atlanta, GA	\$3,821	\$325	\$41.17	\$1.12	17
	Indianapolis, IN	Knoxville, TN	\$3,273	\$209	\$34.57	\$0.94	17
	Des Moines, IA	Little Rock, AR	\$3,074	\$238	\$32.89	\$0.90	4
	Des Moines, IA	Los Angeles, CA	\$4,985	\$693	\$56.38	\$1.53	2
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,269	\$417	\$36.60	\$1.00	4
	Toledo, OH	Huntsville, AL	\$3,497	\$308	\$37.78	\$1.03	17
	Indianapolis, IN	Raleigh, NC	\$4,453	\$436	\$48.55	\$1.32	14
	Indianapolis, IN	Huntsville, AL	\$3,189	\$209	\$33.74	\$0.92	20
	Champaign-Urbana, IL	New Orleans, LA	\$3,382	\$382	\$37.38	\$1.02	6
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,351	\$326	\$36.51	\$0.99	3
	Wichita, KS	Galveston-Houston, TX	\$3,634	\$253	\$38.60	\$1.05	14
	Chicago, IL	Albany, NY	\$3,645	\$406	\$40.23	\$1.09	3
	Grand Forks, ND	Portland, OR	\$4,832	\$562	\$53.57	\$1.46	2
	Grand Forks, ND	Galveston-Houston, TX	\$5,854	\$586	\$63.95	\$1.74	3
	Northwest KS	Portland, OR	\$4,880	\$608	\$54.49	\$1.48	3
	Corn	Minneapolis, MN	Portland, OR	\$4,800	\$685	\$54.47	\$1.48
Sioux Falls, SD		Tacoma, WA	\$4,760	\$627	\$53.50	\$1.46	2
Champaign-Urbana, IL		New Orleans, LA	\$2,857	\$382	\$32.17	\$0.88	6
Lincoln, NE		Galveston-Houston, TX	\$3,310	\$366	\$36.50	\$0.99	3
Des Moines, IA		Amarillo, TX	\$3,430	\$299	\$37.03	\$1.01	3
Minneapolis, MN		Tacoma, WA	\$4,800	\$679	\$54.41	\$1.48	2
Council Bluffs, IA		Stockton, CA	\$4,200	\$703	\$48.69	\$1.33	2
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,040	\$627	\$56.28	\$1.53	3
	Minneapolis, MN	Portland, OR	\$5,030	\$685	\$56.75	\$1.54	3
	Fargo, ND	Tacoma, WA	\$4,930	\$558	\$54.49	\$1.48	3
	Council Bluffs, IA	New Orleans, LA	\$3,710	\$441	\$41.22	\$1.12	5
	Toledo, OH	Huntsville, AL	\$2,672	\$308	\$29.59	\$0.81	4
	Grand Island, NE	Portland, OR	\$4,720	\$622	\$53.05	\$1.44	4

<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: 7/1/2012

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$7,741	\$595	\$85.17	\$2.32	3
	OK	Cuautitlan, EM	\$6,837	\$723	\$77.24	\$2.10	4
	KS	Guadalajara, JA	\$7,444	\$698	\$83.19	\$2.26	1
	TX	Salinas Victoria, NL	\$3,725	\$272	\$40.84	\$1.11	2
Corn	IA	Guadalajara, JA	\$7,699	\$821	\$87.05	\$2.21	2
	SD	Penjamo, GJ	\$7,776	\$778	\$87.41	\$2.22	6
	NE	Queretaro, QA	\$7,097	\$729	\$79.96	\$2.03	3
	SD	Salinas Victoria, NL	\$5,700	\$592	\$64.29	\$1.63	5
	MO	Tlalnepantla, EM	\$6,538	\$709	\$74.05	\$1.88	7
	SD	Torreon, CU	\$6,522	\$652	\$73.30	\$1.86	3
Soybeans	MO	Bojay (Tula), HG	\$7,350	\$693	\$82.18	\$2.23	7
	NE	Guadalajara, JA	\$7,904	\$792	\$88.85	\$2.42	3
	IA	El Castillo, JA <sup>5</sup>	\$8,255	\$774	\$92.25	\$2.51	5
	KS	Torreon, CU	\$6,421	\$491	\$70.63	\$1.92	4
Sorghum	OK	Cuautitlan, EM	\$5,730	\$591	\$64.58	\$1.64	6
	TX	Guadalajara, JA	\$6,653	\$507	\$73.15	\$1.86	5
	NE	Penjamo, GJ	\$7,426	\$707	\$83.10	\$2.11	5
	KS	Queretaro, QA	\$6,460	\$444	\$70.54	\$1.79	4
	NE	Salinas Victoria, NL	\$5,153	\$520	\$57.96	\$1.47	6
	NE	Torreon, CU	\$6,068	\$580	\$67.93	\$1.72	3

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

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

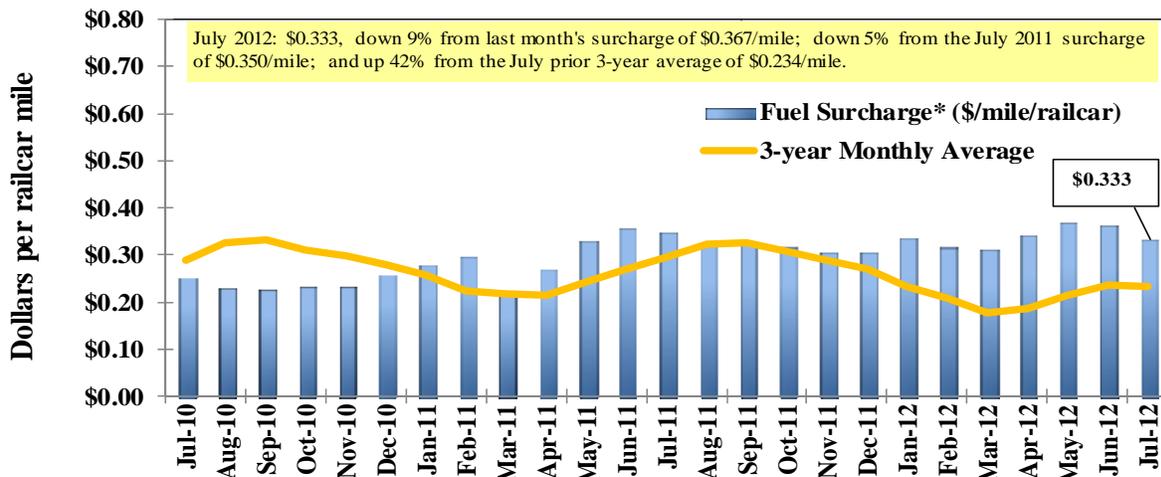
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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

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

Figure 7

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

<sup>1</sup> Weighted by each Class I railroad's proportion of grain traffic for the prior year.

\* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

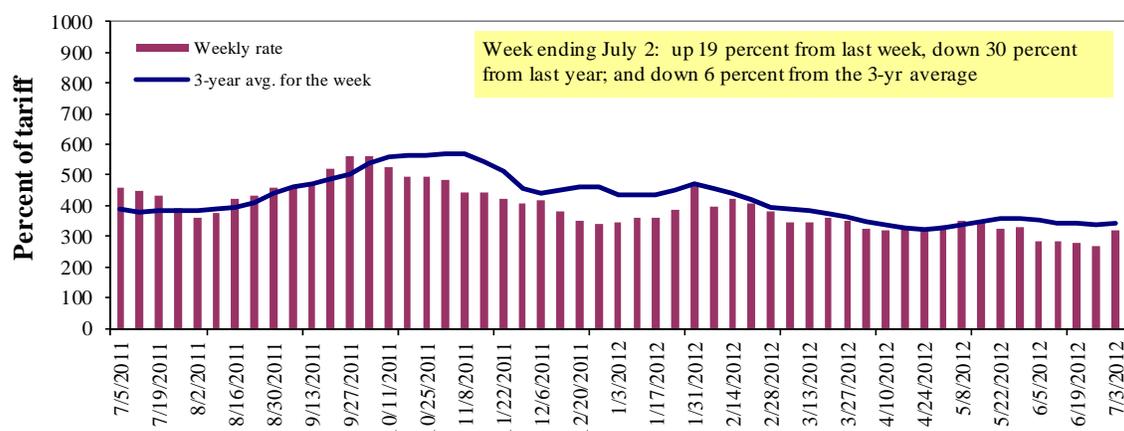
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

# Barge Transportation

Figure 8

## Illinois River Barge Freight Rate<sup>1,2</sup>



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

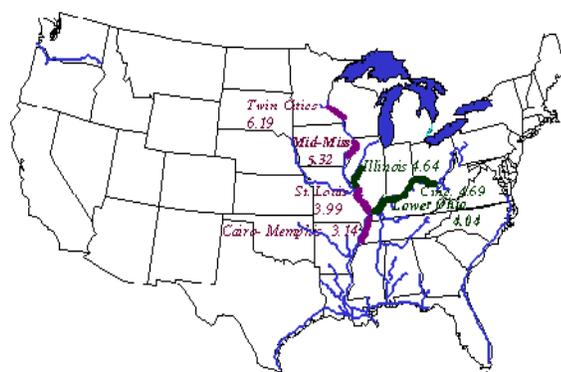
### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	7/2/2012	400	323	320	293	265	265	223
	6/25/2012	375	307	270	238	250	257	197
<b>\$/ton</b>	7/2/2012	24.76	17.18	14.85	11.69	12.43	10.71	7.00
	6/25/2012	23.21	16.33	12.53	9.50	11.73	10.38	6.19
<b>Current week % change from the same week:</b>								
	Last year	-27	-32	-30	-14	-33	-33	-28
	3-year avg. <sup>2</sup>	-5	-10	-6	18	-5	-5	-2
<b>Rate<sup>1</sup></b>	August	425	373	360	350	348	348	325
	October	538	475	473	395	458	458	375

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

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9  
Benchmark tariff rates



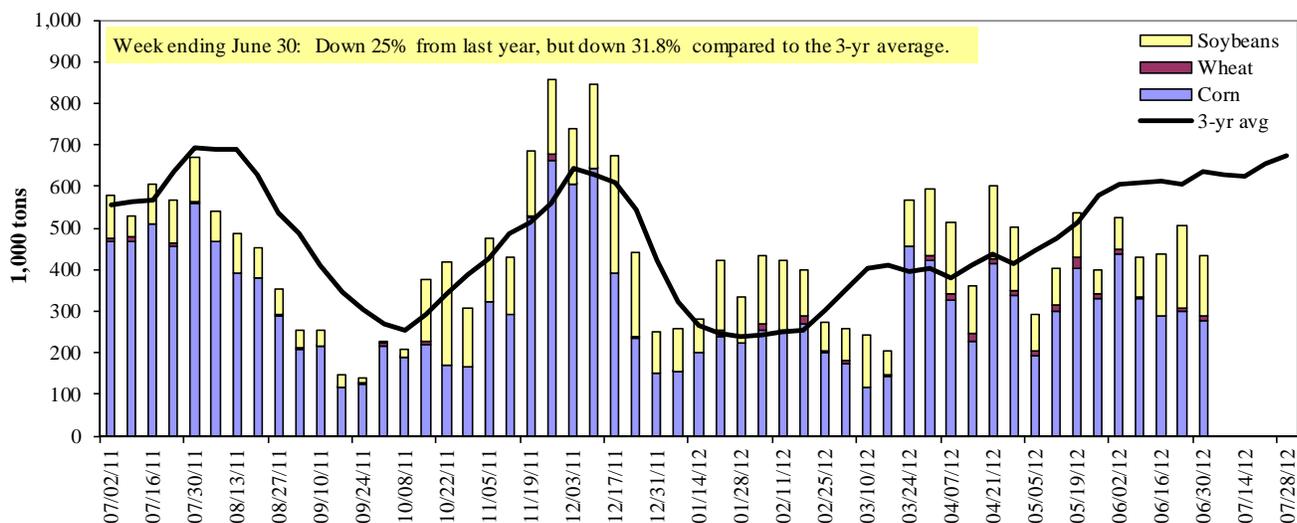
### Calculating barge rate per ton:

$(\text{Index} * 1976 \text{ tariff benchmark rate per ton}) / 100$

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

Figure 10

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



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

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

Table 10

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

Week ending 6/30/2012	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	147	2	71	5	224
Winfield, MO (L25)	209	10	94	0	312
Alton, IL (L26)	250	11	135	0	396
Granite City, IL (L27)	279	11	143	0	433
<b>Illinois River (L8)</b>	29	0	66	0	95
<b>Ohio River (L52)</b>	33	7	11	0	51
<b>Arkansas River (L1)</b>	0	34	0	0	34
Weekly total - 2012	312	53	153	0	518
Weekly total - 2011	484	90	116	4	694
2012 YTD <sup>1</sup>	9,341	1,039	5,180	157	15,717
2011 YTD	9,312	699	3,876	160	14,046
2012 as % of 2011 YTD	100	149	134	98	112
Last 4 weeks as % of 2011 <sup>2</sup>	85	59	177	96	105
Total 2011	19,921	1,460	8,553	422	30,356

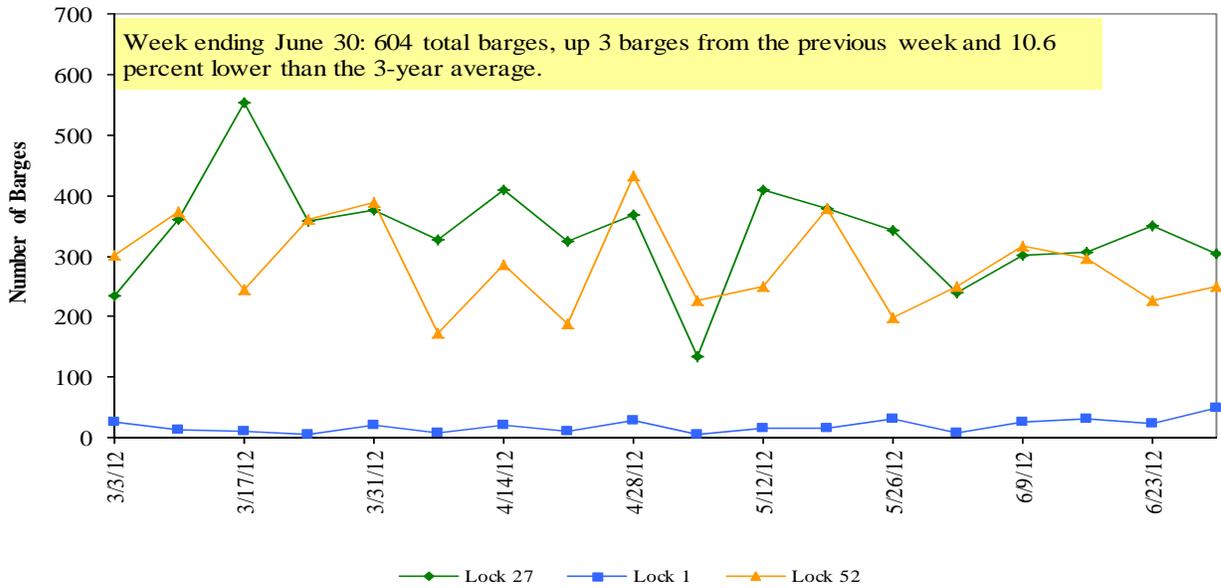
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

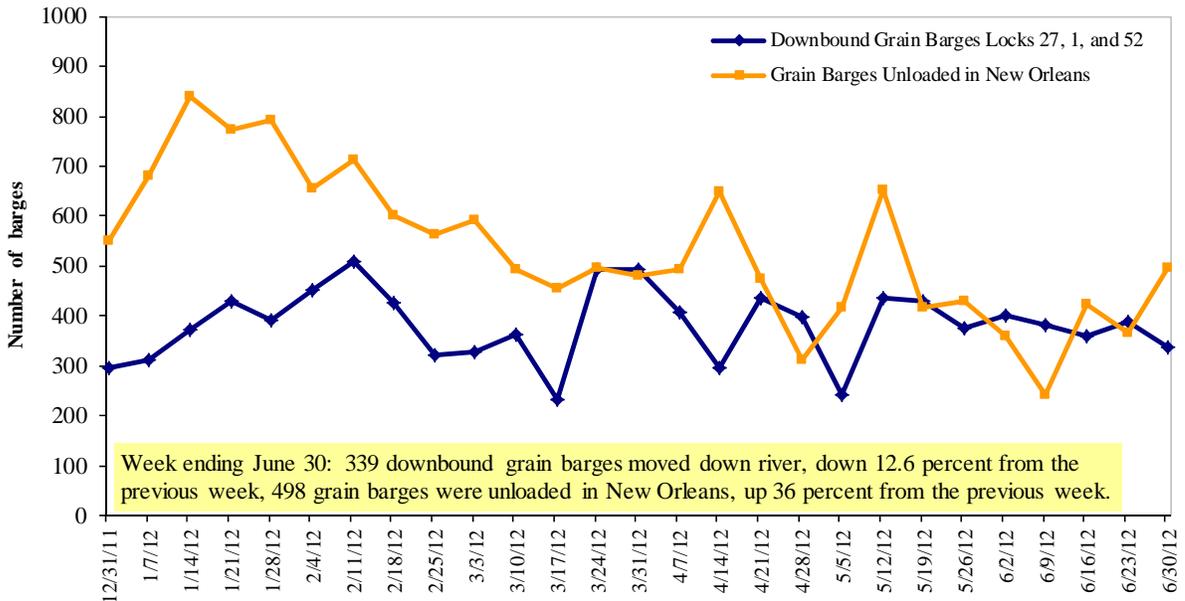
Source: U.S. Army Corps of Engineers ([www.mvr.usace.army.mil/mvrimi/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrimi/omni/webprts/default.asp))

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



Source: U.S. Army Corps of Engineers

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



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

# Truck Transportation

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

Table 11

**Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 7/2/2012 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.702	-0.016	-0.168
	New England	3.843	-0.030	-0.166
	Central Atlantic	3.793	-0.024	-0.185
	Lower Atlantic	3.607	-0.009	-0.205
II	Midwest <sup>2</sup>	3.580	-0.026	-0.238
III	Gulf Coast <sup>3</sup>	3.568	-0.033	-0.230
IV	Rocky Mountain	3.705	-0.074	-0.146
V	West Coast	3.787	-0.052	-0.206
	California	3.876	-0.032	-0.189
Total	U.S.	3.648	-0.030	-0.202

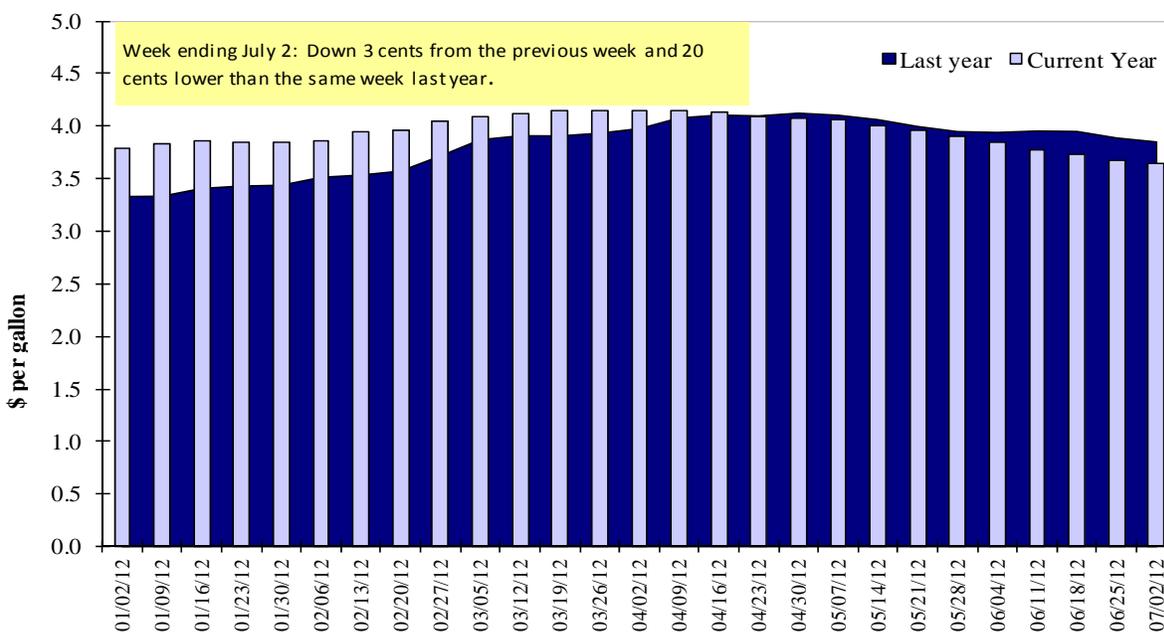
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

**Weekly Diesel Fuel Prices, U.S. Average**



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

# Grain Exports

Table 12

## U.S. Export Balances and Cumulative Exports (1,000 metric tons)

Week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
6/21/2012	1,654	823	1,321	1,030	152	4,980	6,368	5,151	16,499
This week year ago	2,180	891	1,958	1,231	103	6,363	8,686	3,517	18,566
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2011/12 YTD	749	334	402	247	3	1,735	32,552	32,179	66,466
2010/11 YTD	921	187	440	339	51	1,937	36,515	37,973	76,425
YTD 2011/12 as % of 2010/11	81	179	91	73	6	90	89	85	87
Last 4 wks as % of same period 2010/11	62	75	58	66	111	64	81	147	88
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306
2009/10 Total	8,458	2,733	5,329	3,897	983	21,400	47,700	39,285	108,385

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

<sup>2</sup> Shipped export sales to date; the new marketing year is now in effect for 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<sup>1</sup> of U.S. Corn

Week ending 06/21/12	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2010/11
	2012/13 Next MY	2011/12 Current MY	2010/11 Last MY		
		- 1,000 mt -			- 1,000 mt -
Japan	1,025	11,212	13,863	(19)	14,279
Mexico	793	9,523	6,780	40	7,019
Korea	240	3,791	5,617	(33)	6,104
China*	1,101	5,042	556	808	978
Taiwan	0	1,548	2,507	(38)	2,393
<b>Top 5 importers</b>	<b>3,158</b>	<b>31,116</b>	<b>29,322</b>	<b>6</b>	<b>30,772</b>
<b>Total US corn export sales</b>	<b>5,910</b>	<b>38,914</b>	<b>45,201</b>	<b>(14)</b>	<b>46,600</b>
% of Projected	12%	93%	97%		
Change from prior week	100	187	692		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>53%</b>	<b>80%</b>	<b>65%</b>		
<b>USDA forecast, June 2012</b>	<b>48,260</b>	<b>41,910</b>	<b>46,600</b>	<b>(10)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol June 2012</b>	<b>127,000</b>	<b>128,270</b>	<b>127,534</b>	<b>0.6</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.

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

Table 14

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

Week Ending 06/21/2012	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2010/11
	2012/13 Next MY	2011/12 Current MY	2010/11 Last MY		
		- 1,000 mt -			- 1,000 mt -
China	9,628	22,944	25,494	(10)	24,445
Mexico	144	3,117	3,057	2	3,215
Japan	0	1,826	2,317	(21)	1,887
EU	60	1,116	2,599	(57)	2,607
Indonesia	64	1,493	1,487	0.4	1,680
<b>Top 5 importers</b>	<b>9,895</b>	<b>30,495</b>	<b>34,953</b>	<b>(13)</b>	<b>33,833</b>
<b>Total US soybean export sales</b>	<b>12,388</b>	<b>37,331</b>	<b>41,489</b>	<b>(10)</b>	<b>40,860</b>
% of Projected	31%	103%	102%		
Change from prior week	389	380	(336)		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>80%</b>	<b>82%</b>	<b>84%</b>		
<b>USDA forecast, June 2012</b>	<b>40,420</b>	<b>36,330</b>	<b>40,860</b>	<b>(11)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS 2008/09 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, 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 15

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

Week Ending 06/21/2012	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2012/13 Current MY	2011/12 Last MY		
		- 1,000 mt -		- 1,000 mt -
Japan	821	1,143	(28)	3,512
Mexico	861	765	13	3,496
Nigeria	520	870	(40)	3,248
Philippines	431	936	(54)	2,039
Korea	383	231	66	1,983
Egypt	126	118	7	950
Taiwan	285	237	21	888
Indonesia	79	200	(60)	830
Venezuela	23	145	(84)	594
Iraq	205	250	(18)	572
<b>Top 10 importers</b>	<b>3,733</b>	<b>4,894</b>	<b>(24)</b>	<b>18,111</b>
<b>Total US wheat export sales<sup>4</sup></b>	<b>6,715</b>	<b>8,300</b>	<b>(19)</b>	<b>28,710</b>
% of Projected	21%	29%		
Change from prior week	325	545		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>56%</b>	<b>59%</b>		<b>63%</b>
<b>USDA forecast, June 2012</b>	<b>31,300</b>	<b>28,710</b>	<b>9</b>	

(n) indicates negative number.

<sup>1</sup>Modified from the FAS 2010/11 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, 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 06/28/12	Previous Week <sup>1</sup>	Current Week as % of Previous	2012 YTD <sup>1</sup>	2011 YTD <sup>1</sup>	2012 YTD as % of 2011 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2011
							2011	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	145	124	117	6,744	7,218	93	71	84	13,995
Corn	174	245	71	3,897	4,749	82	73	90	9,198
Soybeans	132	0	n/a	4,904	3,246	151	266	275	7,321
<b>Total</b>	<b>451</b>	<b>370</b>	<b>122</b>	<b>15,545</b>	<b>15,212</b>	<b>102</b>	<b>87</b>	<b>103</b>	<b>30,513</b>
<b>Mississippi Gulf</b>									
Wheat	95	149	64	3,366	2,646	127	124	179	5,031
Corn	315	354	89	10,580	12,724	83	63	55	26,267
Soybeans	165	207	80	9,420	9,663	97	176	98	19,262
<b>Total</b>	<b>576</b>	<b>710</b>	<b>81</b>	<b>23,366</b>	<b>25,033</b>	<b>93</b>	<b>85</b>	<b>73</b>	<b>50,560</b>
<b>Texas Gulf</b>									
Wheat	278	209	133	3,081	7,108	43	93	145	10,837
Corn	0	0	n/a	295	724	41	5	9	1,021
Soybeans	0	2	0	4	763	1	n/a	0	926
<b>Total</b>	<b>278</b>	<b>211</b>	<b>132</b>	<b>3,381</b>	<b>8,595</b>	<b>39</b>	<b>83</b>	<b>130</b>	<b>12,784</b>
<b>Interior</b>									
Wheat	11	25	42	623	533	117	127	171	1,110
Corn	66	88	76	4,171	3,485	120	88	84	7,509
Soybeans	77	38	204	2,176	1,921	113	65	99	4,273
<b>Total</b>	<b>154</b>	<b>151</b>	<b>102</b>	<b>6,970</b>	<b>5,940</b>	<b>117</b>	<b>132</b>	<b>95</b>	<b>12,892</b>
<b>Great Lakes</b>									
Wheat	52	0	n/a	164	569	29	58	111	1,038
Corn	0	0	n/a	37	25	152	0	0	178
Soybeans	0	0	n/a	106	22	477	n/a	882	382
<b>Total</b>	<b>52</b>	<b>0</b>	<b>n/a</b>	<b>308</b>	<b>616</b>	<b>50</b>	<b>93</b>	<b>138</b>	<b>1,598</b>
<b>Atlantic</b>									
Wheat	4	24	15	221	557	40	123	85	686
Corn	10	0	n/a	90	170	53	118	47	295
Soybeans	4	6	76	501	428	117	139	160	1,042
<b>Total</b>	<b>17</b>	<b>30</b>	<b>58</b>	<b>812</b>	<b>1,156</b>	<b>70</b>	<b>127</b>	<b>88</b>	<b>2,022</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	585	531	110	14,199	18,632	76	88	118	32,697
Corn	565	687	82	19,071	21,877	87	65	66	44,466
Soybeans	379	252	150	17,112	16,044	107	182	133	33,205
<b>Total</b>	<b>1,529</b>	<b>1,471</b>	<b>104</b>	<b>50,381</b>	<b>56,553</b>	<b>89</b>	<b>86</b>	<b>91</b>	<b>110,369</b>

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

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

Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://www.gipsa.usda.gov)); YTD= year-to-date; n/a = not applicable

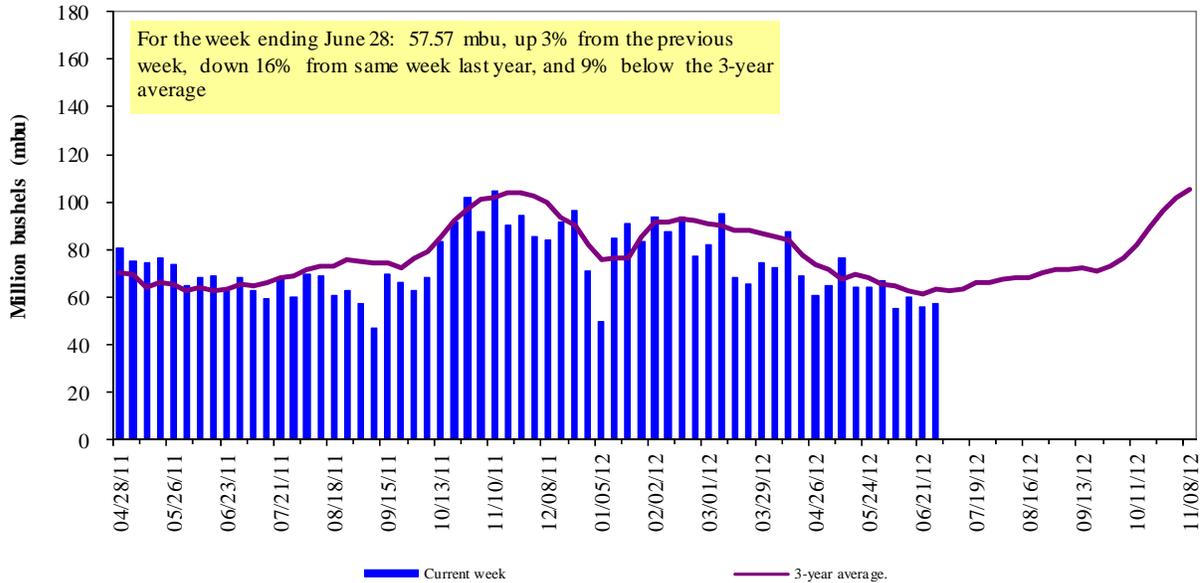
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The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 59 percent of the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

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Figure 14

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

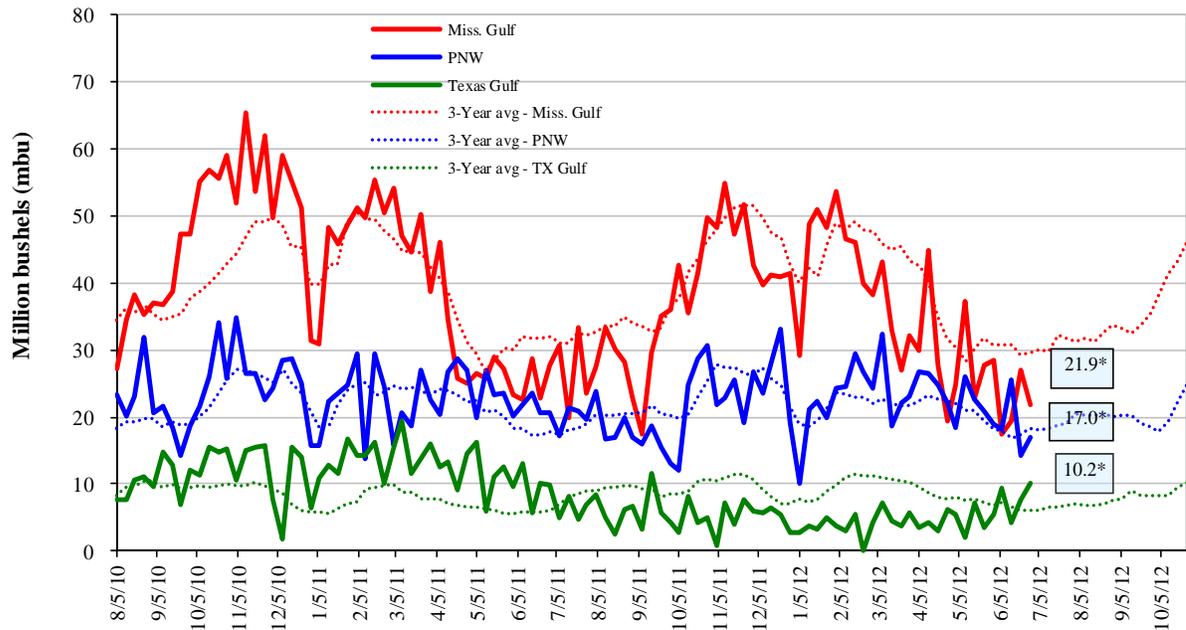


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

June 28 % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	down 19	up 32	down 7	up 20
Last year (same week)	down 21	up 5	down 14	down 18
3-yr avg. (4-wk mov. avg.)	down 26	up 67	down 10	down 15

# Ocean Transportation

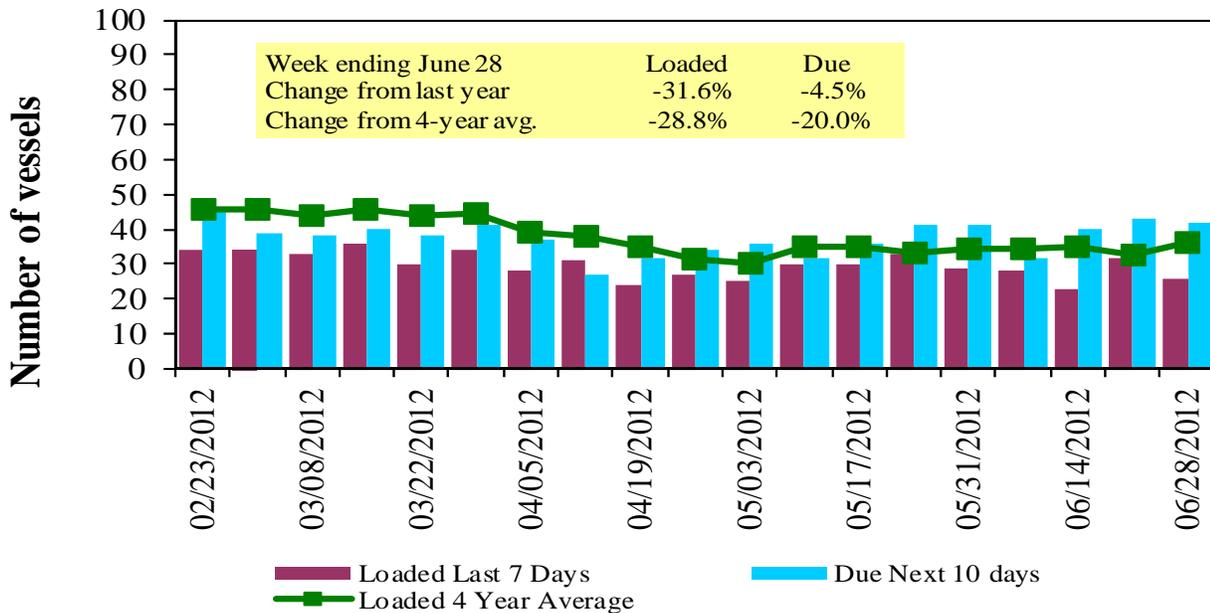
Table 17

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

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
6/28/2012	16	26	42	7	n/a
6/21/2012	13	32	43	8	n/a
2011 range	(14..65)	(28..54)	(34..83)	(5..25)	(1..20)
2011 avg.	31	38	53	15	12

Source: Transportation & Marketing Programs/AMS/USDA

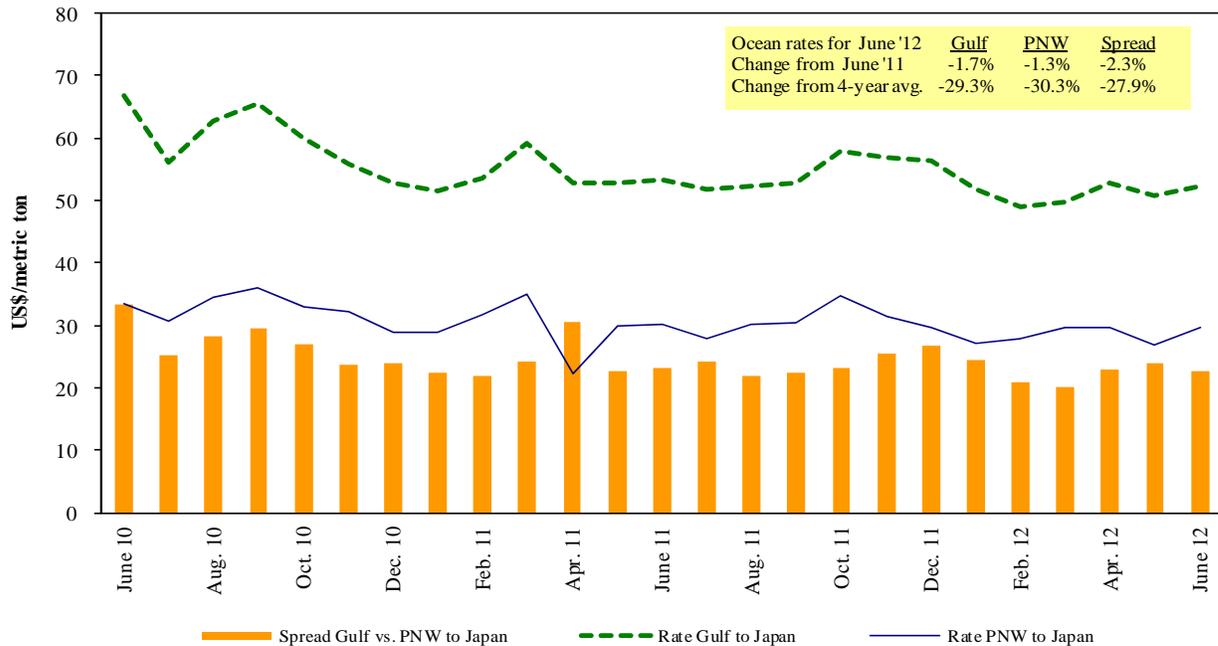
**Figure 16**  
**U.S. Gulf<sup>d</sup> Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA

Figure 17

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



Source: O'Neil Commodity Consulting

Table 18

### Ocean Freight Rates For Selected Shipments, Week Ending 06/30/2012

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Mar 1/10	50,000	46.65
U.S. Gulf	Korea	Heavy Grain	Mar 1/10	55,000	46.00
U.S. Gulf	Japan	Heavy Grain	Apr 1/10	58,000	46.00
PNW	Djibouti <sup>1</sup>	Wheat	May 5/15	26,430	118.03
PNW	China	Grain	Jan 10/20	55,000	26.75
St. Lawrence	Nigeria	Wheat	Apr 5/15	25,000	45.00
Argentina	Morocco	Barley	Apr 1/10	25,000	39.75
Australia	Vietnam	Grain	Mar 1/10	60,000	19.00
Brazil	China	Heavy Grain	May 20/30	60,000	47.75
Brazil	China	Heavy Grain	May 1/30	66,000	40.50
Brazil	China	Heavy Grain	Apr 1/10	60,000	47.75
Brazil	China	Heavy Grain	Mar 5/15	60,000	43.00
Brazil	China	Grain	Mar 1/10	55,000	47.00
River Plate	Algeria	Corn	Jul 5/15	25,000	34.00
River Plate	Egypt Med	Corn	Feb 25/ Mar 5	30,000	39.25
River Plate	Morocco	Corn	Mar 25/30	25,000	35.00
Ukraine	Japan	Corn	Apr 6/15	47,000	47.50

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

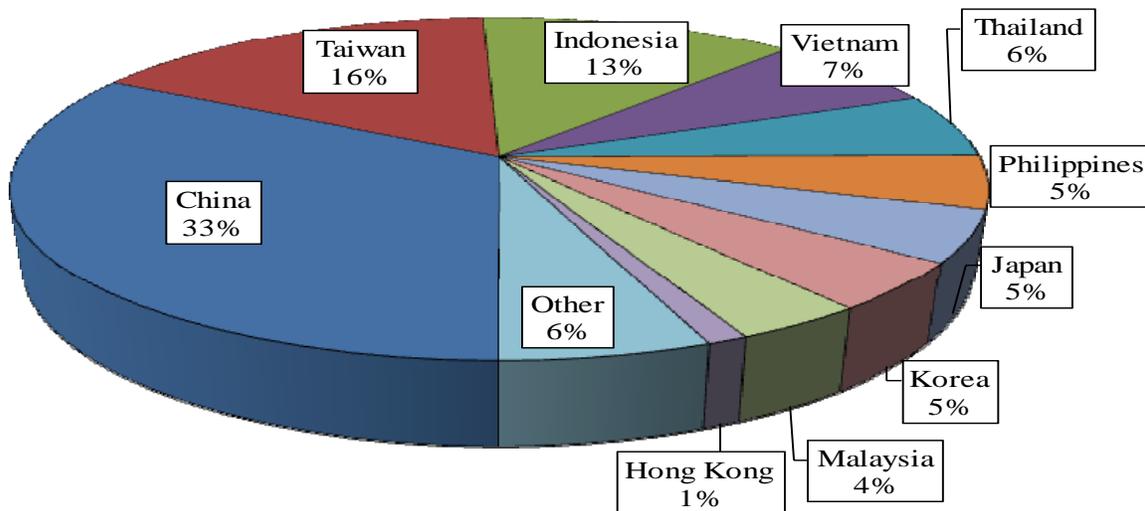
<sup>1</sup>75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 2011, containers were used to transport 7 percent of total U.S. waterborne grain exports, up 2 percentage points from 2010. Approximately 11 percent of U.S. waterborne grain exports in 2011 went to Asia, up 4 percentage points from 2010. Asia is the top destination for U.S. containerized grain exports—96 percent in 2011.

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, March 2012**

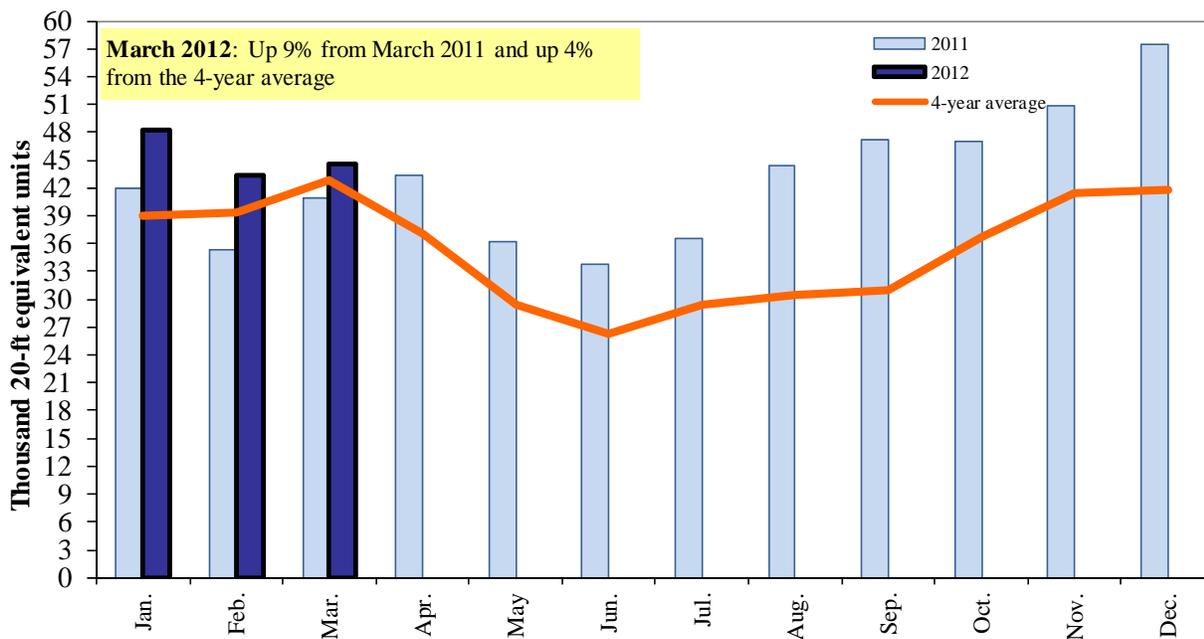


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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