



Grain Transportation Report

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

Contact Us

July 11, 2013

WEEKLY HIGHLIGHTS

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Montana Multi-Modal Hub Receives TIGER Grant

The U.S. Department of Transportation has awarded a \$10 million Transportation Investment Generating Economic Recovery (TIGER) grant for a \$17 million multi-modal hub in Shelby, Montana. The project will create a hub to receive and deliver intermodal unit trains. Montana currently lacks an inland port to handle containerized cargo by rail. The hub will provide expanded export capacity for Montana's agricultural producers and will serve other shippers.

Water Levels Retreating, Traffic Continuing

As of July 10, water levels on the Upper Mississippi and Illinois Rivers are declining, and no lock closures have been reported. The Ohio River reports moderate increases in water levels at Paducah, KY, and Cairo, IL, with Cairo cresting about 3 feet above the flood stage of 40 feet. On the slightly rising lower Mississippi River, Memphis should crest at 27 feet on July 15 (well below the 34 foot flood stage). Overall, barge traffic is continuing at below-average volumes (see figure 10) and barge freight rates have been steady throughout the high water ordeal, remaining below the 3-year average (see Figure 8).

Total Grain Inspections Down but Wheat Inspections Remain Strong

For the week ending July 4, **total grain inspections** (corn, wheat, and soybeans) reached .973 million metric tons (mmt), down 20 percent from the previous week and 37 percent below this time last year. Week-to-week inspections were down notably for corn and soybeans but dropped only slightly for wheat. Inspections of wheat (.697 mmt) were 16 percent above the 4-week running average. Year-to-date wheat inspections are 13 percent above the same time last year. For the last four weeks, inspections of wheat are also 13 percent above this time last year and the 3-year average. Demand for wheat remained strong from Latin America and Asia. Outstanding export sales remained about the same for wheat and soybeans but dropped slightly for corn.

Diesel Fuel Prices Increase for First Time Since May 20

During the week ending July 8, the U.S. average diesel fuel price increased 1 cent to \$3.83 per gallon—15 cents higher than the same week last year. Over the past 7 weeks, prices have decreased 6 cents from \$3.89 for the week ending May 20. Crude oil prices increased 7 percent last week and closed on Friday at the highest price since May 2012. The increase was likely due to a positive jobs report from the government and concerns that political instability in Egypt could disrupt oil shipments through the Suez Canal, an important route for oil shipments from the Middle East.

Snapshots by Sector

Rail

U.S. railroads originated 15,874 **carloads of grain** during the week ending June 29, up 3 percent from last week and down 14 percent from last year and 17 percent from the 3-year average.

During the week ending July 4, average July non-shuttle **secondary railcar bids/offers per car** were \$0.50 above tariff, down \$3.50 from last week and \$7 higher than last year. Average shuttle bids/offers were \$151 below tariff, down \$76 from last week and \$176 higher than last year.

Barge

During the week ending July 6, **barge grain movements** totaled 376,050 tons, 8 percent lower than the previous week and 35.2 percent lower than the same period last year.

During the week ending July 6, 102 grain barges **moved down river**, down 9 percent from last week; 287 grain barges were **unloaded in New Orleans**, down 27.2 percent from the previous week.

Ocean

During the week ending July 4, 28 **ocean-going grain vessels** were loaded in the Gulf, down 38 percent from the same period last year. Fifty-four vessels are expected to be loaded within the next 10 days, up 32 percent from the same period last year.

During the week ending July 5, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$45.50 per mt, down 1 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$24 per mt, unchanged from the previous week.

Feature Article/Calendar

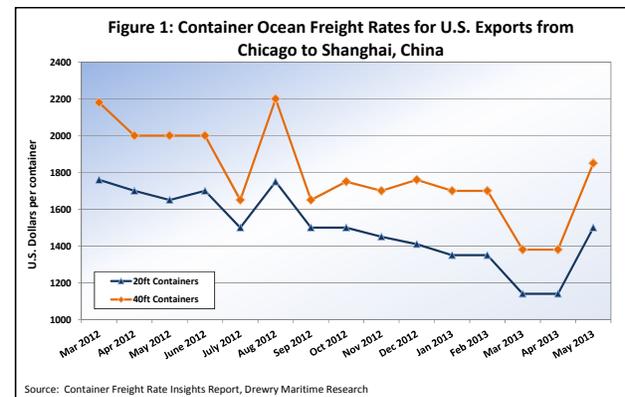
U.S. Containerized Grain Exports Update, January–April 2013

Containerized grain exports have remained fairly strong this year despite slow U.S. grain exports overall. With the exception of January, monthly containerized grain exports during the first 4 months of the year remained higher than the same time last year and the 4-year average (see GTR figure 19). Relatively low ocean freight rates and adequate container availability have encouraged the use of containers to move grain exports.

Soybeans exported in containers began the year strong with more than 20,000 TEU,¹ but fell to just over 12,500 TEU by the end of April (see table). Containerized exports of distiller's grains did the opposite, starting the year with just over 15,000 TEU and increasing to over 21,000 TEU by the end of April. China is the largest consumer of U.S. distiller's grain exports and saw the largest volume increase from March to April. According to the latest Foreign Agricultural Service Global Agricultural Information Network (GAIN) report on feed consumption in China, "Feed consumption growth in marketing year 12/13 was slower than the previous year due to an avian influenza outbreak in the poultry

| U.S. Containerized Waterborne Grain Exports in TEU*, Jan-April 2013 | | | | | | |
|---|---------------|---------------|---------------|---------------|----------------|-------------|
| Commodities | January | February | March | April | 4-Month Total | Share |
| Soybeans | 20,821 | 19,278 | 16,527 | 12,599 | 69,225 | 35% |
| Distillers grains | 15,184 | 14,261 | 16,754 | 21,261 | 67,460 | 35% |
| Soybean meal | 3,358 | 6,383 | 3,934 | 3,589 | 17,263 | 9% |
| Animal feed | 4,223 | 4,221 | 4,626 | 3,713 | 16,783 | 9% |
| Corn | 2,306 | 3,111 | 3,365 | 2,745 | 11,526 | 6% |
| Subtotal | 45,892 | 47,253 | 45,206 | 43,906 | 182,257 | 93% |
| Other | 2,415 | 3,119 | 3,764 | 3,549 | 12,846 | 7% |
| Total | 48,307 | 50,372 | 48,970 | 47,455 | 195,103 | 100% |

*TEU: Twenty-foot equivalent unit, standard measurement for containerized movements.
Source: Port Import Export Reporting Service (PIERS)



sector and other meat safety incidents, which lowered demand. A full recovery in feed use for the poultry and swine sectors is expected in marketing year 2013/14 barring no new animal disease outbreaks."

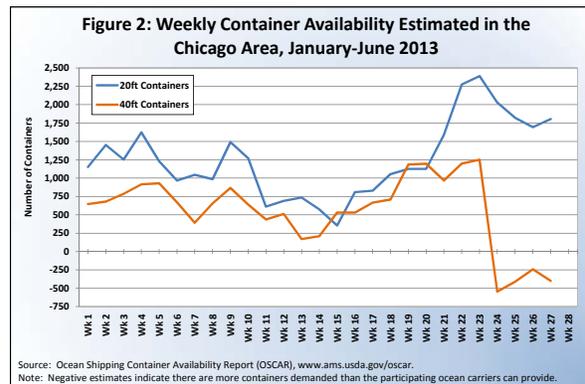
Freight Rates

Spot container ocean freight rates from Chicago to Shanghai, China, as reported by Drewry Maritime Research, have been low this year until May, when a 25-percent spike hit the market (see figure 1). Drewry reports that these types of rate spikes are probably not sustainable because of vessel

overcapacity in the market. In May, carriers were probably attempting to improve revenue as well as responding to April's increase in distiller's grain exports, typically the highest-volume containerized grain commodity exported.

Container Availability

Exporters have also enjoyed sufficient container availability since the beginning of the year. One of AMS's newest transportation reports, the Ocean Shipping Container Availability Report (OSCAR), reports on the availability of containers in various locations, including the Chicago area. Since the beginning of the year, availability has been on an overall upward trend, particularly for 20ft containers. However, availability of 40ft containers has fallen, pulling the overall trend down since mid-June (see figure 2). april.taylor@ams.usda.gov



¹ Twenty-foot Equivalent Units, a standard unit of measure for container movements.

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

| Week ending | Truck | Rail | | Barge | Ocean | |
|-------------|-------|------------|---------|-------|-------|---------|
| | | Unit Train | Shuttle | | Gulf | Pacific |
| 07/10/13 | 257 | 234 | 201 | 160 | 203 | 170 |
| 07/03/13 | 256 | 234 | 205 | 171 | 206 | 170 |

¹Indicator: 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 | 7/5/2013 | 6/28/2013 |
|-----------|---------------------|----------|-----------|
| Corn | IL--Gulf | -0.59 | -0.78 |
| Corn | NE--Gulf | -0.79 | -1.03 |
| Soybean | IA--Gulf | -1.18 | -1.21 |
| HRW | KS--Gulf | -1.35 | -1.28 |
| HRS | ND--Portland | -1.93 | -1.64 |

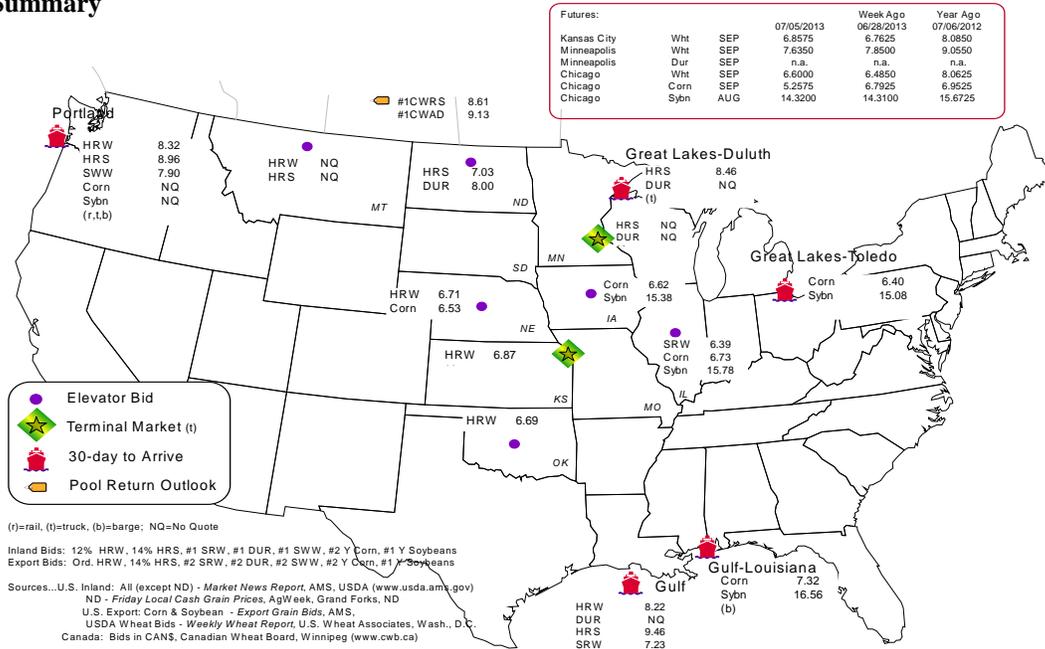
Note: nq = no quote

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 | | Pacific | Atlantic & | Total | Week ending | Cross-Border Mexico ³ |
|---|-------------|------------|-----------|------------|---------|------------------|----------------------------------|
| | Gulf | Texas Gulf | Northwest | East Gulf | | | |
| 07/03/2013 ^p | 145 | 1,359 | 1,454 | 96 | 3,054 | 06/29/13 | 1,473 |
| 06/26/2013 ^r | 269 | 1,526 | 1,466 | 66 | 3,327 | 06/22/13 | 1,146 |
| 2013 YTD ^r | 9,306 | 32,632 | 72,183 | 9,315 | 123,436 | 2013 YTD | 31,398 |
| 2012 YTD ^r | 4,039 | 20,601 | 110,125 | 10,575 | 145,340 | 2012 YTD | 56,390 |
| 2013 YTD as % of 2012 YTD | 230 | 158 | 66 | 88 | 85 | % change YTD | 56 |
| Last 4 weeks as % of 2012 ² | 190 | 155 | 38 | 21 | 62 | Last 4wks % 2012 | 74 |
| Last 4 weeks as % of 4-year avg. ² | 78 | 152 | 43 | 17 | 66 | Last 4wks % 4 yr | 60 |
| Total 2012 | 22,604 | 40,780 | 199,419 | 33,974 | 287,462 | Total 2012 | 92,008 |
| Total 2011 | 27,358 | 77,515 | 191,187 | 24,088 | 320,148 | Total 2011 | 97,118 |

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2012 and prior 4-year average.

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

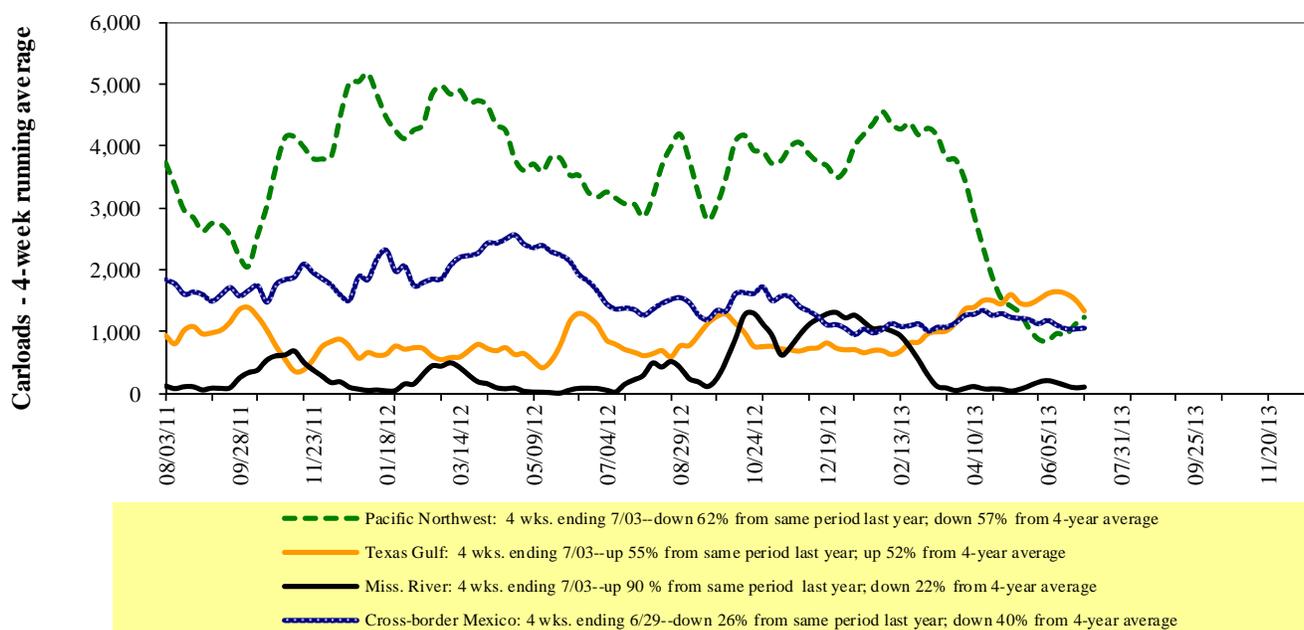
YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

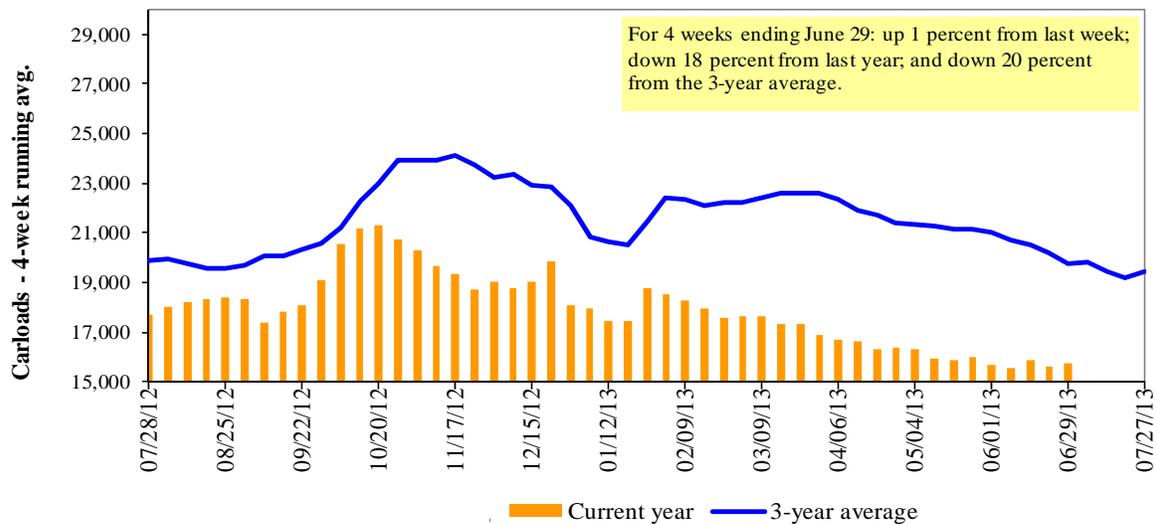
Table 4

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

| Week ending | East | | West | | | U.S. total | Canada | |
|---|--------|---------|---------|--------|---------|------------|---------|---------|
| | CSXT | NS | BNSF | KCS | UP | | CN | CP |
| 06/29/13 | 1,192 | 2,619 | 8,018 | 594 | 3,451 | 15,874 | 2,472 | 5,004 |
| This week last year | 1,376 | 2,929 | 8,710 | 487 | 4,909 | 18,411 | 4,243 | 4,656 |
| 2013 YTD | 38,333 | 66,048 | 221,505 | 12,469 | 99,328 | 437,683 | 84,420 | 133,970 |
| 2012 YTD | 50,036 | 73,759 | 255,935 | 13,261 | 135,636 | 528,627 | 99,816 | 122,193 |
| 2013 YTD as % of 2012 YTD | 77 | 90 | 87 | 94 | 73 | 83 | 85 | 110 |
| Last 4 weeks as % of 2012 | 78 | 92 | 90 | 79 | 65 | 82 | 75 | 107 |
| Last 4 weeks as % of 3-yr avg. ¹ | 72 | 88 | 84 | 66 | 66 | 78 | 79 | 101 |
| Total 2012 | 85,384 | 145,336 | 515,638 | 26,936 | 244,077 | 1,017,371 | 204,068 | 266,266 |

¹As 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 Offerings¹ (\$/car)²

| Week ending | Delivery period | | | | | | | | |
|-----------------------------------|-----------------|---------|---------|---------|---------|---------|----------|----------|--------|
| | 7/4/2013 | Jul-13 | Jul-12 | Aug-13 | Aug-12 | Sep-13 | Sep-12 | Oct-13 | Oct-12 |
| BNSF ³ | | | | | | | | | |
| COT grain units | 0 | 0 | 0 | 0 | 0 | 4 | no offer | no offer | |
| COT grain single-car ⁵ | 0..1 | 0 | 0..1 | 0..10 | 0 | 0..51 | 0 | no offer | |
| UP ⁴ | | | | | | | | | |
| GCAS/Region 1 | no bids | no bids | no bids | no bids | no bids | no bids | n/a | n/a | |
| GCAS/Region 2 | no bids | no bids | no bids | no bids | no bids | no bids | n/a | n/a | |

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

²Average premium/discount to tariff, last auction

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

⁴UP - 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.

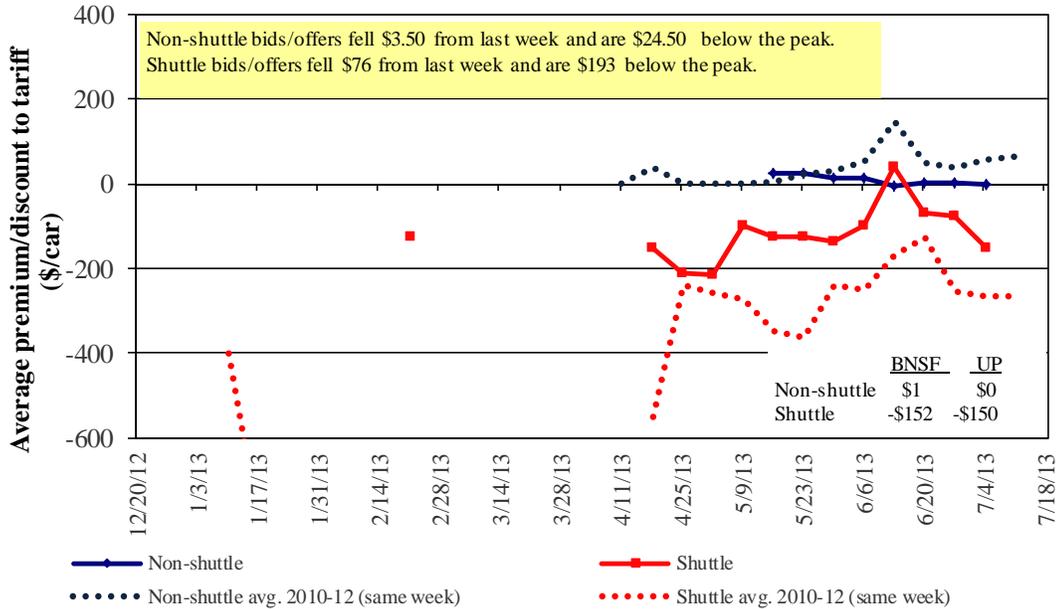
⁵Range is shown because average is not available. Not available = n/a.

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 2013, Secondary Market

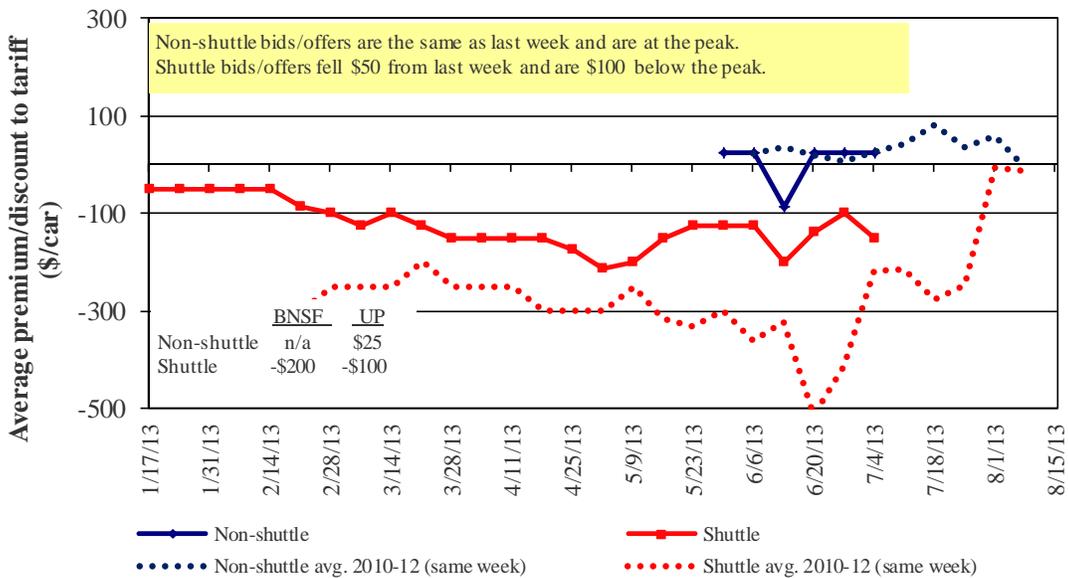


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in August 2013, Secondary Market

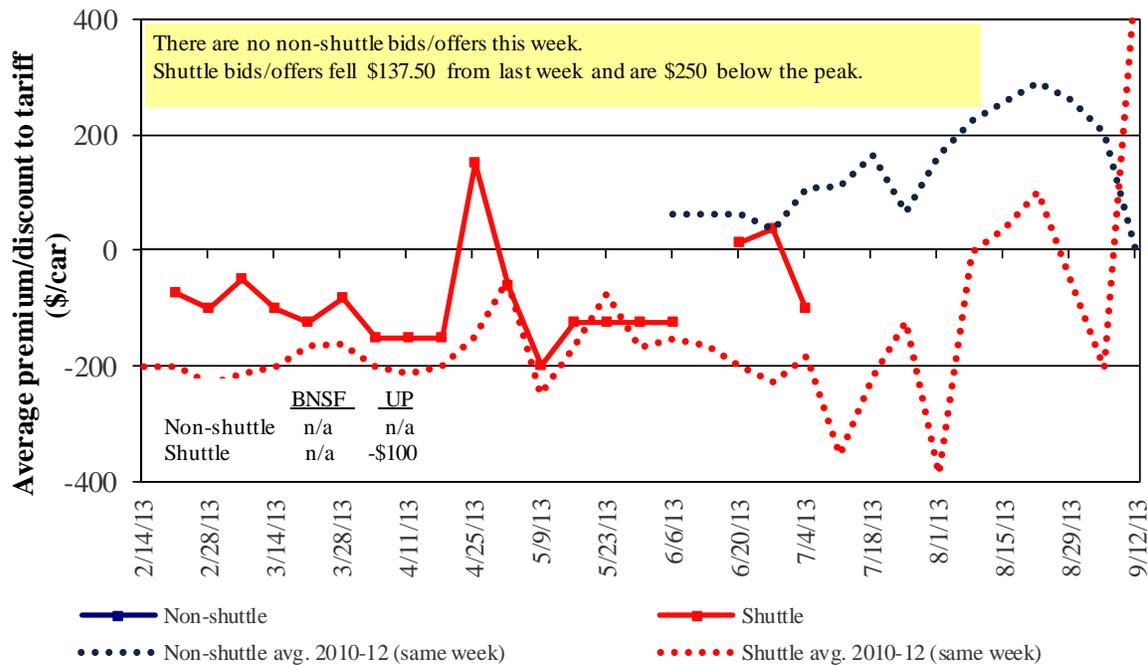


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in September 2013, Secondary Market



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Railcar Market (\$/car)¹

| Week ending | Delivery period | | | | | |
|----------------------------|-----------------|--------|--------|--------|--------|--------|
| | Jul-13 | Aug-13 | Sep-13 | Oct-13 | Nov-13 | Dec-13 |
| Non-shuttle | | | | | | |
| BNSF-GF | 1 | n/a | n/a | n/a | n/a | n/a |
| Change from last week | (7) | n/a | n/a | n/a | n/a | n/a |
| Change from same week 2012 | 14 | n/a | n/a | n/a | n/a | n/a |
| UP-Pool | - | 25 | n/a | n/a | n/a | n/a |
| Change from last week | - | - | n/a | n/a | n/a | n/a |
| Change from same week 2012 | - | n/a | n/a | n/a | n/a | n/a |
| Shuttle² | | | | | | |
| BNSF-GF | (152) | (200) | n/a | n/a | n/a | n/a |
| Change from last week | (52) | n/a | n/a | n/a | n/a | n/a |
| Change from same week 2012 | 102 | 213 | n/a | n/a | n/a | n/a |
| UP-Pool | (150) | (100) | (100) | 400 | n/a | n/a |
| Change from last week | (100) | - | - | (200) | n/a | n/a |
| Change from same week 2012 | 250 | 300 | 200 | 50 | n/a | n/a |

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

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

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments¹

| Effective date: | | | | Fuel | Tariff plus surcharge per: | | Percent |
|----------------------|----------------------|-----------------------|-----------------|-------------------|----------------------------|---------------------------------|-------------------------|
| 7/1/2013 | Origin region* | Destination region* | Tariff rate/car | surcharge per car | metric ton | bushe ^l ² | change Y/Y ³ |
| Unit train | | | | | | | |
| Wheat | Wichita, KS | St. Louis, MO | \$3,191 | \$182 | \$33.50 | \$0.91 | 1 |
| | Grand Forks, ND | Duluth-Superior, MN | \$3,543 | \$104 | \$36.22 | \$0.99 | 8 |
| | Wichita, KS | Los Angeles, CA | \$6,244 | \$536 | \$67.32 | \$1.83 | 3 |
| | Wichita, KS | New Orleans, LA | \$3,808 | \$320 | \$41.00 | \$1.12 | 4 |
| | Sioux Falls, SD | Galveston-Houston, TX | \$5,824 | \$440 | \$62.20 | \$1.69 | 4 |
| | Northwest KS | Galveston-Houston, TX | \$4,076 | \$351 | \$43.96 | \$1.20 | 3 |
| | Amarillo, TX | Los Angeles, CA | \$4,275 | \$489 | \$47.30 | \$1.29 | 3 |
| Corn | Champaign-Urbana, IL | New Orleans, LA | \$3,110 | \$362 | \$34.48 | \$0.94 | 43 |
| | Toledo, OH | Raleigh, NC | \$4,508 | \$407 | \$48.81 | \$1.33 | 2 |
| | Des Moines, IA | Davenport, IA | \$2,006 | \$77 | \$20.68 | \$0.56 | 3 |
| | Indianapolis, IN | Atlanta, GA | \$3,920 | \$306 | \$41.96 | \$1.14 | 2 |
| | Indianapolis, IN | Knoxville, TN | \$3,354 | \$196 | \$35.25 | \$0.96 | 2 |
| | Des Moines, IA | Little Rock, AR | \$3,146 | \$225 | \$33.48 | \$0.91 | 2 |
| Soybeans | Des Moines, IA | Los Angeles, CA | \$5,065 | \$656 | \$56.82 | \$1.55 | 1 |
| | Minneapolis, MN | New Orleans, LA | \$3,319 | \$395 | \$36.88 | \$1.00 | 1 |
| | Toledo, OH | Huntsville, AL | \$3,575 | \$289 | \$38.37 | \$1.04 | 2 |
| | Indianapolis, IN | Raleigh, NC | \$4,578 | \$410 | \$49.53 | \$1.35 | 2 |
| | Indianapolis, IN | Huntsville, AL | \$3,267 | \$196 | \$34.39 | \$0.94 | 2 |
| Champaign-Urbana, IL | New Orleans, LA | \$3,599 | \$362 | \$39.34 | \$1.07 | 5 | |
| Shuttle Train | | | | | | | |
| Wheat | Great Falls, MT | Portland, OR | \$3,580 | \$308 | \$38.61 | \$1.05 | 6 |
| | Wichita, KS | Galveston-Houston, TX | \$3,798 | \$240 | \$40.10 | \$1.09 | 4 |
| | Chicago, IL | Albany, NY | \$3,771 | \$382 | \$41.24 | \$1.12 | 3 |
| | Grand Forks, ND | Portland, OR | \$5,061 | \$532 | \$55.54 | \$1.51 | 4 |
| | Grand Forks, ND | Galveston-Houston, TX | \$6,082 | \$554 | \$65.90 | \$1.79 | 3 |
| | Northwest KS | Portland, OR | \$5,043 | \$576 | \$55.80 | \$1.52 | 2 |
| Corn | Minneapolis, MN | Portland, OR | \$4,800 | \$648 | \$54.10 | \$1.47 | -1 |
| | Sioux Falls, SD | Tacoma, WA | \$4,760 | \$593 | \$53.16 | \$1.45 | -1 |
| | Champaign-Urbana, IL | New Orleans, LA | \$2,929 | \$362 | \$32.68 | \$0.89 | 2 |
| | Lincoln, NE | Galveston-Houston, TX | \$3,310 | \$346 | \$36.30 | \$0.99 | -1 |
| | Des Moines, IA | Amarillo, TX | \$3,510 | \$283 | \$37.67 | \$1.03 | 2 |
| | Minneapolis, MN | Tacoma, WA | \$4,800 | \$643 | \$54.05 | \$1.47 | -1 |
| Soybeans | Council Bluffs, IA | Stockton, CA | \$4,200 | \$665 | \$48.31 | \$1.31 | -1 |
| | Sioux Falls, SD | Tacoma, WA | \$5,320 | \$593 | \$58.72 | \$1.60 | 4 |
| | Minneapolis, MN | Portland, OR | \$5,330 | \$648 | \$59.36 | \$1.62 | 5 |
| | Fargo, ND | Tacoma, WA | \$5,230 | \$527 | \$57.17 | \$1.56 | 5 |
| | Council Bluffs, IA | New Orleans, LA | \$3,950 | \$418 | \$43.37 | \$1.18 | 5 |
| | Toledo, OH | Huntsville, AL | \$2,750 | \$289 | \$30.18 | \$0.82 | 2 |
| Grand Island, NE | Portland, OR | \$4,960 | \$589 | \$55.11 | \$1.50 | 4 | |

¹A 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.

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

³Percentage change year over year calculated using tariff rate plus fuel surcharge

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: 7/1/2013

| Commodity | Origin state | Destination region | Tariff rate/car ¹ | Fuel | | Percent change Y/Y ⁴ | |
|-----------|--------------|-------------------------|------------------------------|--------------------------------|--|---------------------------------|-----|
| | | | | surcharge per car ² | Tariff plus surcharge per: metric ton ³ bushel ³ | | |
| Wheat | MT | Chihuahua, CI | \$6,262 | \$563 | \$69.73 | \$1.90 | -18 |
| | OK | Cuautitlan, EM | \$6,715 | \$684 | \$75.60 | \$2.06 | -2 |
| | KS | Guadalajara, JA | \$8,293 | \$660 | \$91.48 | \$2.49 | 10 |
| | TX | Salinas Victoria, NL | \$2,872 | \$258 | \$31.97 | \$0.87 | -22 |
| Corn | IA | Guadalajara, JA | \$7,699 | \$777 | \$86.60 | \$2.20 | -1 |
| | SD | Celaya, GJ ⁵ | \$7,356 | \$736 | \$82.69 | \$2.10 | n/a |
| | NE | Queretaro, QA | \$7,153 | \$690 | \$80.14 | \$2.03 | 0 |
| | SD | Salinas Victoria, NL | \$5,700 | \$560 | \$63.96 | \$1.62 | -1 |
| | MO | Tlalnepantla, EM | \$6,592 | \$670 | \$74.20 | \$1.88 | 0 |
| | SD | Torreon, CU | \$6,522 | \$617 | \$72.94 | \$1.85 | 0 |
| Soybeans | MO | Bojay (Tula), HG | \$7,580 | \$655 | \$84.14 | \$2.29 | 2 |
| | NE | Guadalajara, JA | \$8,134 | \$749 | \$90.77 | \$2.47 | 2 |
| | IA | El Castillo, JA | \$8,555 | \$732 | \$94.89 | \$2.58 | 3 |
| | KS | Torreon, CU | \$6,651 | \$465 | \$72.71 | \$1.98 | 3 |
| Sorghum | TX | Guadalajara, JA | \$6,464 | \$479 | \$70.94 | \$1.80 | -3 |
| | NE | Celaya, GJ ⁵ | \$6,997 | \$669 | \$78.32 | \$1.99 | n/a |
| | KS | Queretaro, QA | \$6,815 | \$420 | \$73.92 | \$1.88 | 5 |
| | NE | Salinas Victoria, NL | \$5,438 | \$492 | \$60.58 | \$1.54 | 5 |
| | NE | Torreon, CU | \$6,153 | \$549 | \$68.48 | \$1.74 | 1 |

¹Rates 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.

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

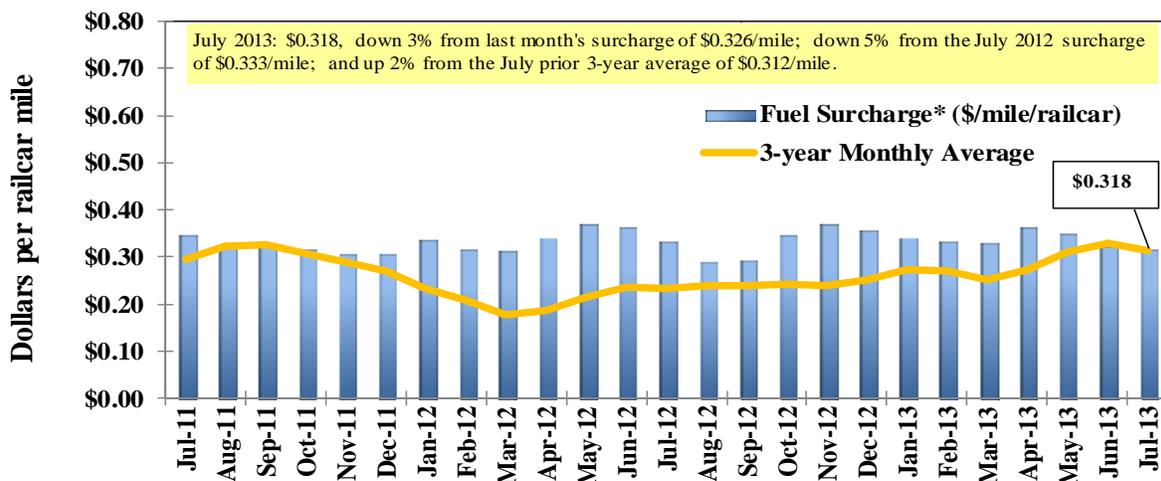
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

⁴Percentage change year over year calculated using tariff rate plus fuel surcharge

⁵Beginning 11/1/12, Celaya, GJ, replaced Penjamo, GJ, as the destination.

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average¹

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.

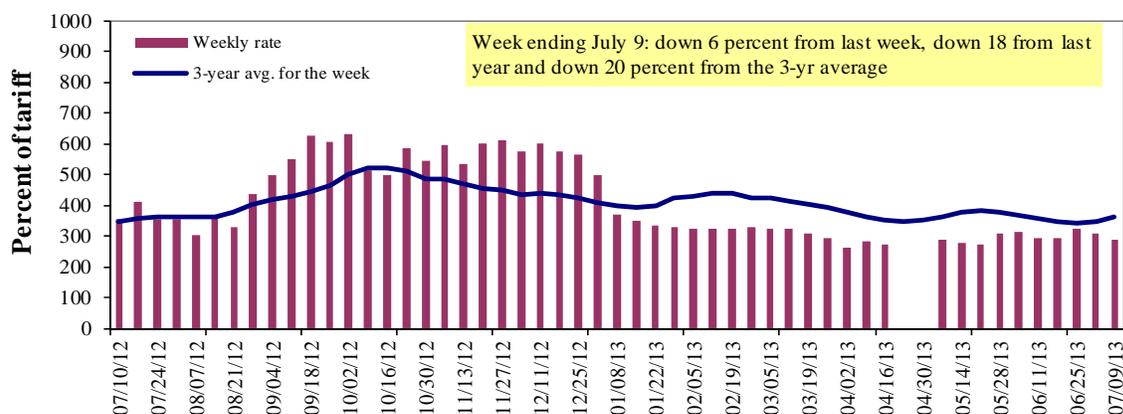
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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 |
|--|--------------------------|-------------|-----------------|----------------------|-----------|------------|------------|---------------|
| Rate¹ | 7/9/2013 | 363 | 298 | 288 | 227 | 212 | 212 | 192 |
| | 7/2/2013 | 380 | 310 | 307 | 225 | 210 | 210 | 192 |
| \$/ton | 7/9/2013 | 22.47 | 15.85 | 13.36 | 9.06 | 9.94 | 8.56 | 6.03 |
| | 7/2/2013 | 23.52 | 16.49 | 14.24 | 8.98 | 9.85 | 8.48 | 6.03 |
| Current week % change from the same week: | | | | | | | | |
| | Last year | -24 | -16 | -18 | -30 | -26 | -26 | -23 |
| | 3-year avg. ² | -23 | -22 | -20 | -19 | -31 | -31 | -22 |
| Rate¹ | August | 417 | 328 | 325 | 317 | 342 | 342 | 252 |
| | October | 595 | 550 | 557 | 495 | 575 | 575 | 463 |

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-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

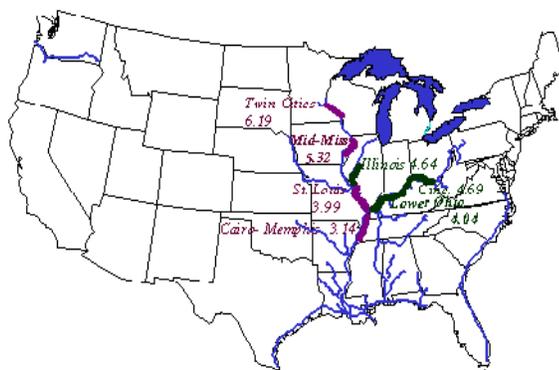
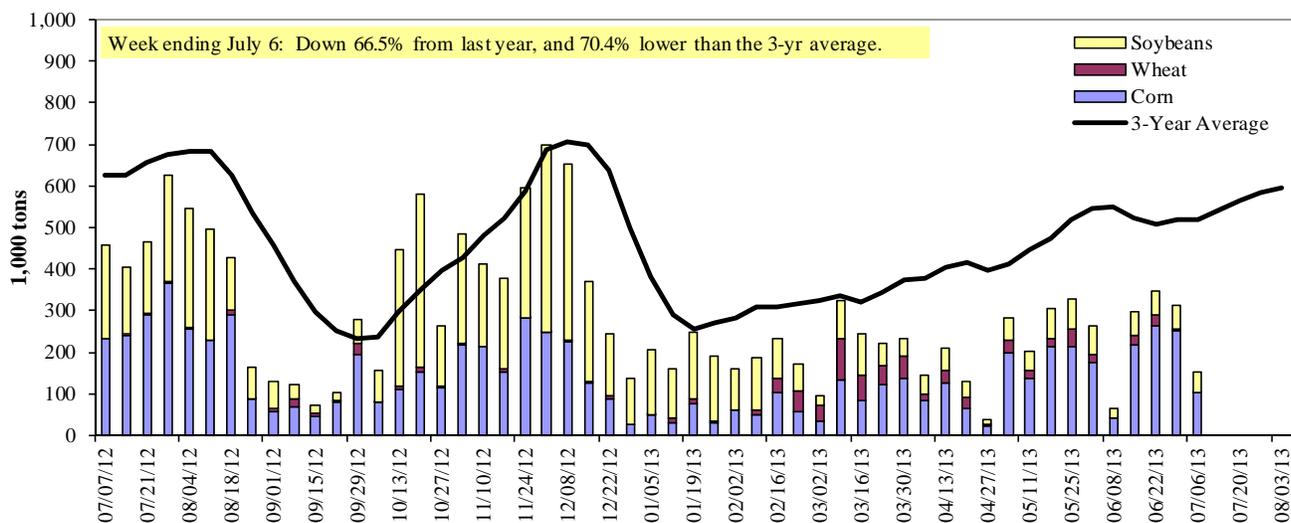


Figure 10

Barge Movements on the Mississippi River¹ (Locks 27 - Granite City, IL)



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

Source: U.S. Army Corps of Engineers

Table 10

Barge Grain Movements (1,000 tons)

| Week ending 7/06/2013 | Corn | Wheat | Soybeans | Other | Total |
|--|---------------|--------------|---------------|------------|---------------|
| Mississippi River | | | | | |
| Rock Island, IL (L15) | 100 | 6 | 30 | 0 | 136 |
| Winfield, MO (L25) | 24 | 0 | 17 | 0 | 41 |
| Alton, IL (L26) | 96 | 2 | 42 | 0 | 139 |
| Granite City, IL (L27) | 102 | 2 | 49 | 0 | 152 |
| Illinois River (L8) | 39 | 0 | 8 | 0 | 47 |
| Ohio River (L52) | 49 | 99 | 19 | 0 | 166 |
| Arkansas River (L1) | 0 | 58 | 0 | 0 | 58 |
| Weekly total - 2013 | 151 | 158 | 67 | 0 | 376 |
| Weekly total - 2012 | 260 | 63 | 253 | 5 | 581 |
| 2013 YTD ¹ | 4,259 | 2,039 | 3,968 | 117 | 10,382 |
| 2012 YTD | 9,601 | 1,102 | 5,433 | 162 | 16,298 |
| 2013 as % of 2012 YTD | 44 | 185 | 73 | 72 | 64 |
| Last 4 weeks as % of 2012 ² | 82 | 57 | 39 | 0 | 74 |
| Total 2012 | 14,837 | 1,794 | 12,663 | 229 | 29,523 |

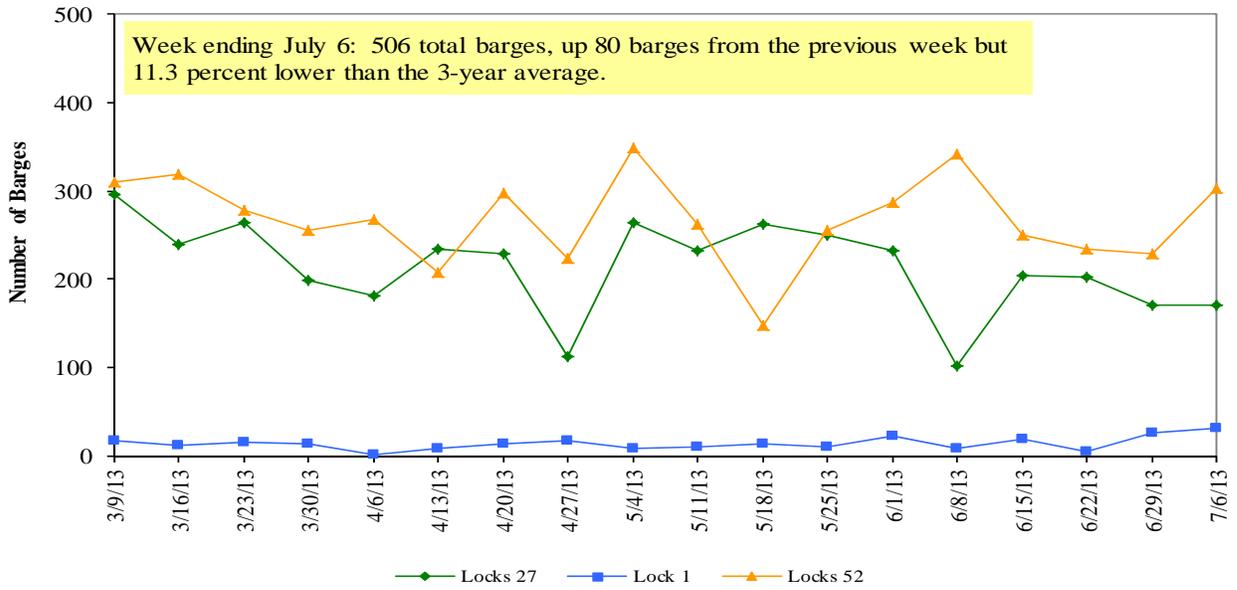
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2012.

Note: Total may not add exactly, due to rounding

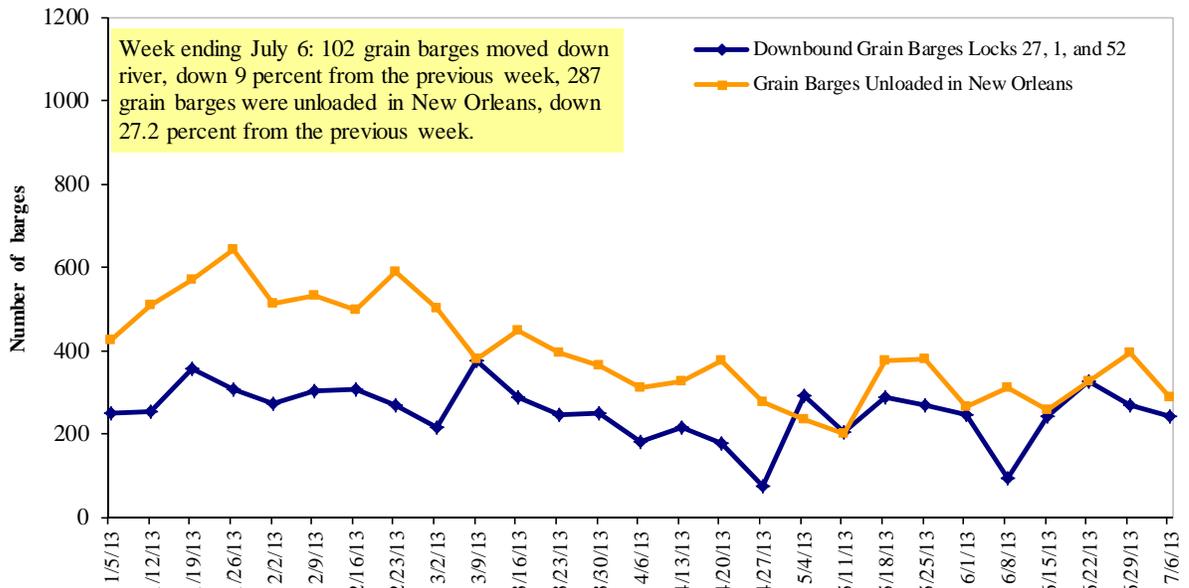
Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers

Figure 12
Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices¹, Week Ending 7/8/2013 (US \$/gallon)

| Region | Location | Price | Change from | |
|--------|----------------------------|-------|-------------|----------|
| | | | Week ago | Year ago |
| I | East Coast | 3.831 | 0.014 | 0.100 |
| | New England | 3.965 | -0.006 | 0.125 |
| | Central Atlantic | 3.895 | 0.003 | 0.077 |
| | Lower Atlantic | 3.757 | 0.026 | 0.111 |
| II | Midwest ² | 3.821 | 0.006 | 0.183 |
| III | Gulf Coast ³ | 3.753 | 0.019 | 0.148 |
| IV | Rocky Mountain | 3.811 | -0.008 | 0.131 |
| V | West Coast | 3.951 | 0.009 | 0.153 |
| | West Coast less California | 3.864 | 0.008 | 0.166 |
| | California | 4.026 | 0.011 | 0.144 |
| Total | U.S. | 3.828 | 0.011 | 0.145 |

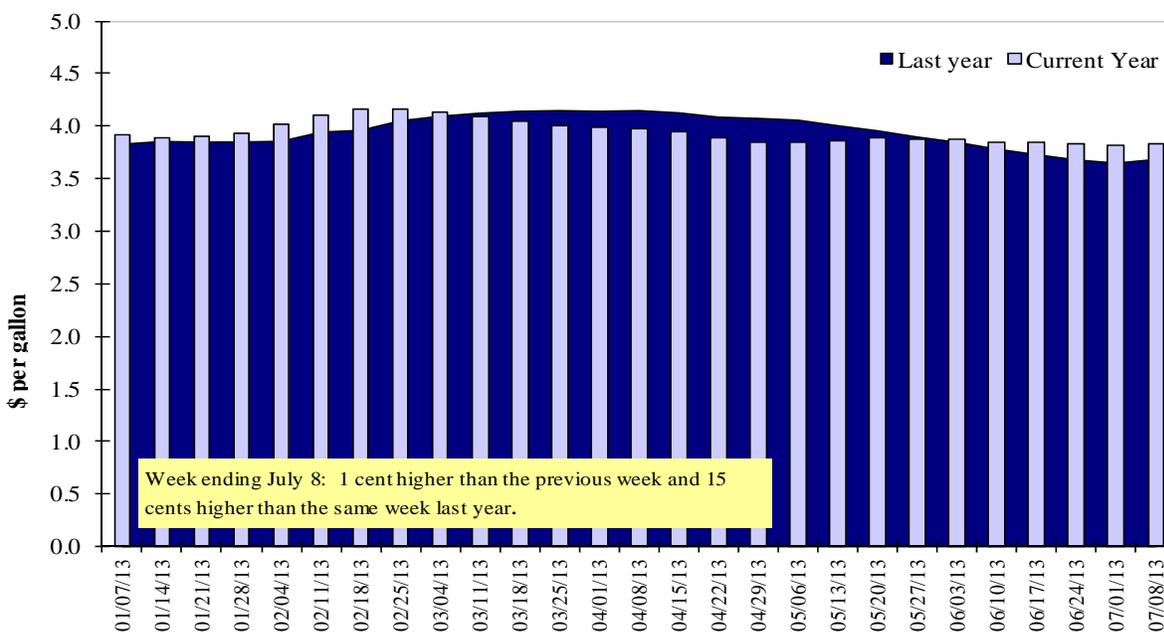
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same 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 | | | |
| Export Balances¹ | | | | | | | | | |
| 6/27/2013 | 2,023 | 2,546 | 1,314 | 1,005 | 89 | 7,002 | 3,111 | 1,408 | 11,521 |
| This week year ago | 1,533 | 821 | 1,271 | 1,030 | 127 | 4,802 | 5,742 | 5,053 | 15,597 |
| Cumulative exports-marketing year² | | | | | | | | | |
| 2012/13 YTD | 937 | 738 | 400 | 54 | 12 | 2,163 | 15,056 | 35,435 | 52,654 |
| 2011/12 YTD | 1,112 | 397 | 490 | 76 | 43 | 2,332 | 33,197 | 32,577 | 68,106 |
| YTD 2012/13 as % of 2011/12 | 84 | 186 | 82 | 71 | n/a | 93 | 45 | 109 | 77 |
| Last 4 wks as % of same period 2011/12 | 131 | 313 | 109 | 90 | 69 | 146 | 55 | 30 | 75 |
| 2011/12 Total | 9,904 | 4,319 | 6,312 | 5,601 | 491 | 26,627 | 37,900 | 36,727 | 101,254 |
| 2010/11 Total | 15,837 | 2,828 | 8,623 | 4,717 | 979 | 32,984 | 44,569 | 39,753 | 117,306 |

¹ Current unshipped export sales to date

² Shipped export sales to date; new marketing year 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 Importers¹ of U.S. Corn

| Week ending 06/27/2013 | Total Commitments ² | | | % change current MY from last MY | Exports ³ 2011/12 |
|--|--------------------------------|-----------------------|--------------------|--|---------------------------------|
| | 2013/14 Next MY | 2012/13 Current MY | 2011/12 Last MY | | |
| | | - 1,000 mt - | | | - 1,000 mt - |
| Japan | 856 | 6,702 | 11,348 | (41) | 12,367 |
| Mexico | 1,157 | 4,214 | 9,522 | (56) | 9,617 |
| China | 1,363 | 2,474 | 5,166 | (52) | 5,414 |
| Korea | 3 | 418 | 3,736 | (89) | 3,639 |
| Venezuela | 0 | 938 | 1,112 | (16) | 1,332 |
| Top 5 Importers | 3,379 | 14,746 | 30,884 | (52) | 32,369 |
| Total US corn export sales | 5,226 | 18,168 | 38,939 | (53) | 39,180 |
| % of Projected | 16% | 102% | 99% | | |
| Change from prior week | 82 | 233 | 19 | | |
| Top 5 importers' share of U.S. corn export sales | 65% | 81% | 79% | | 83% |
| USDA forecast, June 2013 | 33,020 | 17,780 | 39,180 | (55) | |
| Corn Use for Ethanol USDA forecast, Ethanol June 2013 | 124,460 | 118,110 | 127,280 | (7) | |

(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, or Export Sales Query--
<http://www.fas.usda.gov/esrquery/>

³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm (Carry-over plus Accumulated Exports)

Table 14

Top 5 Importers¹ of U.S. Soybeans

| Week Ending 06/27/2013 | Total Commitments ² | | | % change current MY from last MY | Exports ³ 2011/12 |
|--|--------------------------------|-----------------------|--------------------|--|---------------------------------|
| | 2013/14 Next MY | 2012/13 Current MY | 2011/12 Last MY | | |
| | - 1,000 mt - | | | | - 1,000 mt - |
| China | 9,833 | 21,596 | 23,257 | (7) | 24,602 |
| Mexico | 273 | 2,576 | 3,143 | (18) | 3,180 |
| Japan | 138 | 1,767 | 1,770 | (0) | 1,891 |
| Indonesia | 26 | 1,579 | 1,488 | 6 | 1,741 |
| Egypt | 60 | 677 | 1,207 | (44) | 1,292 |
| Top 5 importers | 10,329 | 28,195 | 30,865 | (9) | 32,706 |
| Total US soybean export sales | 1,302 | 36,843 | 37,629 | (2) | 37,060 |
| % of Projected | 3% | 102% | 102% | | |
| Change from prior week | 4 | 121 | 299 | | |
| Top 5 importers' share of U.S. soybean export sales | 793% | 77% | 82% | | |
| USDA forecast, June 2013 | 39,460 | 36,200 | 37,060 | (2) | |

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/>³FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm. (Carryover plus Accumulated Exports)

Table 15

Top 10 Importers¹ of All U.S. Wheat

| Week Ending 06/27/2013 | Total Commitments ² | | % change current MY from last MY | Exports ³ 2012/13 |
|---|--------------------------------|--------------------|--|---------------------------------|
| | 2013/14 Current MY | 2012/13 Last MY | | |
| | - 1,000 mt - | | | - 1,000 mt - |
| Japan | 733 | 821 | (11) | 3,544 |
| Nigeria | 576 | 565 | 2 | 3,002 |
| Mexico | 989 | 1,023 | (3) | 2,761 |
| Philippines | 475 | 518 | (8) | 1,965 |
| Egypt | 131 | 58 | 125 | 1,678 |
| Korea | 181 | 409 | (56) | 1,385 |
| Taiwan | 172 | 287 | (40) | 1,038 |
| China | 1,829 | 339 | 439 | 743 |
| Venezuela | 184 | 257 | (28) | 631 |
| Colombia | 240 | 132 | 82 | 600 |
| Top 10 importers | 5,510 | 4,409 | 25 | 17,347 |
| Total US wheat export sales | 9,164 | 7,134 | 28 | 26,348 |
| % of Projected | 35% | 26% | | |
| Change from prior week | 593 | 419 | | |
| Top 10 importers' share of U.S. wheat export sales | 60% | 62% | | 66% |
| USDA forecast, June 2013 | 26,540 | 27,490 | (3) | |

(n) indicates negative number.

¹Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--<http://www.fas.usda.gov/esrquery/>³FAS 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 07/04/13 | Previous Week ¹ | Current Week as % of Previous | 2013 YTD ¹ | 2012 YTD ¹ | 2013 YTD as % of 2012 YTD | Last 4-weeks as % of | | Total ¹ 2012 |
|--|-------------------------|-------------------------------|----------------------------------|-----------------------|-----------------------|------------------------------|----------------------|------------|----------------------------|
| | | | | | | | 2012 | 3-yr. avg. | |
| Pacific Northwest | | | | | | | | | |
| Wheat | 157 | 195 | 81 | 5,865 | 6,812 | 86 | 90 | 72 | 12,625 |
| Corn | 0 | 29 | 0 | 1,284 | 3,897 | 33 | 3 | 3 | 5,512 |
| Soybeans | 0 | 0 | n/a | 3,696 | 5,034 | 73 | 0 | 0 | 10,347 |
| Total | 157 | 224 | 70 | 10,845 | 15,744 | 69 | 35 | 35 | 28,484 |
| Mississippi Gulf | | | | | | | | | |
| Wheat | 246 | 311 | 79 | 4,632 | 3,371 | 137 | 206 | 222 | 5,462 |
| Corn | 159 | 271 | 59 | 5,646 | 10,641 | 53 | 62 | 44 | 18,068 |
| Soybeans | 26 | 96 | 27 | 7,276 | 9,359 | 78 | 50 | 76 | 24,684 |
| Total | 431 | 678 | 64 | 17,555 | 23,371 | 75 | 81 | 73 | 48,215 |
| Texas Gulf | | | | | | | | | |
| Wheat | 250 | 191 | 131 | 4,387 | 3,109 | 141 | 104 | 124 | 5,912 |
| Corn | 0 | 22 | 0 | 126 | 295 | 43 | n/a | 52 | 336 |
| Soybeans | 0 | 0 | n/a | 122 | 5 | n/a | 0 | 0 | 626 |
| Total | 250 | 212 | 118 | 4,635 | 3,409 | 136 | 107 | 119 | 6,874 |
| Interior | | | | | | | | | |
| Wheat | 19 | 19 | 102 | 497 | 656 | 76 | 12 | 89 | 1,218 |
| Corn | 50 | 57 | 86 | 1,373 | 4,230 | 32 | 113 | 36 | 6,115 |
| Soybeans | 38 | 23 | 167 | 1,715 | 2,235 | 77 | 41 | 51 | 4,204 |
| Total | 107 | 99 | 108 | 3,585 | 7,121 | 50 | 68 | 45 | 11,538 |
| Great Lakes | | | | | | | | | |
| Wheat | 22 | 0 | n/a | 434 | 164 | 265 | 42 | 48 | 481 |
| Corn | 0 | 0 | n/a | 0 | 37 | 0 | n/a | 0 | 56 |
| Soybeans | 0 | 0 | n/a | 22 | 107 | 21 | 0 | 0 | 713 |
| Total | 22 | 0 | n/a | 456 | 308 | 148 | 29 | 35 | 1,250 |
| Atlantic | | | | | | | | | |
| Wheat | 3 | 4 | 78 | 397 | 221 | 179 | 14 | 14 | 341 |
| Corn | 0 | 0 | n/a | 2 | 90 | 2 | 0 | 0 | 143 |
| Soybeans | 3 | 1 | n/a | 0 | 499 | 0 | 12 | 25 | 1,460 |
| Total | 7 | 5 | 134 | 398 | 810 | 49 | 12 | 16 | 1,944 |
| U.S. total from ports² | | | | | | | | | |
| Wheat | 697 | 720 | 97 | 16,212 | 14,333 | 113 | 113 | 113 | 26,040 |
| Corn | 209 | 379 | 55 | 8,431 | 19,190 | 44 | 41 | 32 | 30,230 |
| Soybeans | 67 | 119 | 56 | 12,832 | 17,239 | 74 | 33 | 51 | 42,035 |
| Total | 973 | 1,218 | 80 | 37,475 | 50,762 | 74 | 64 | 61 | 98,305 |

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

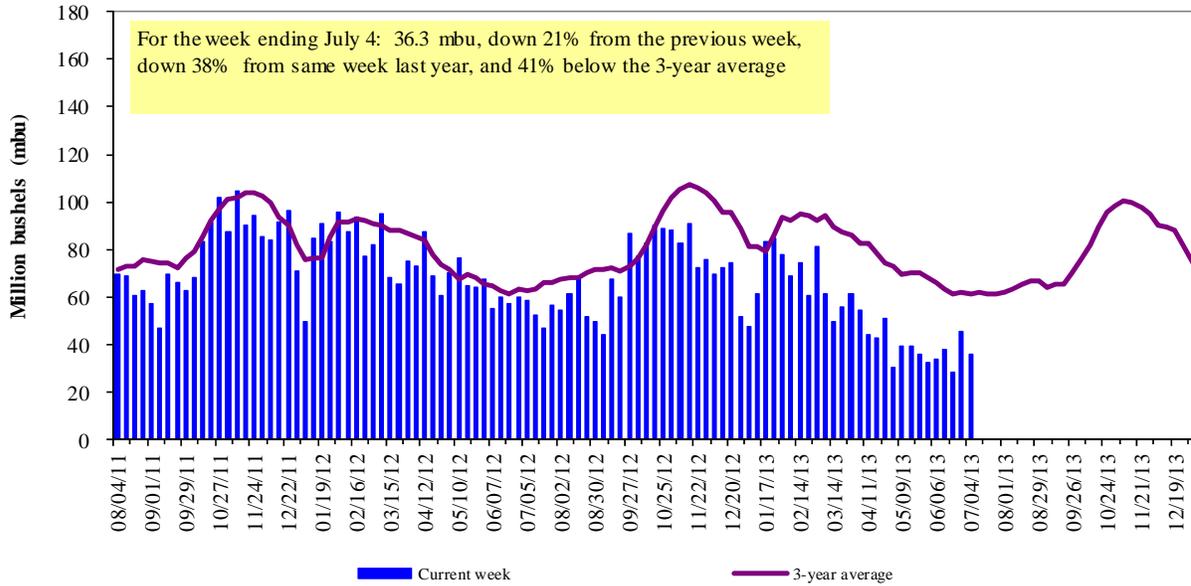
² Total includes only port regions shown above; Interior land-based shipments now included.

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

Figure 14

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

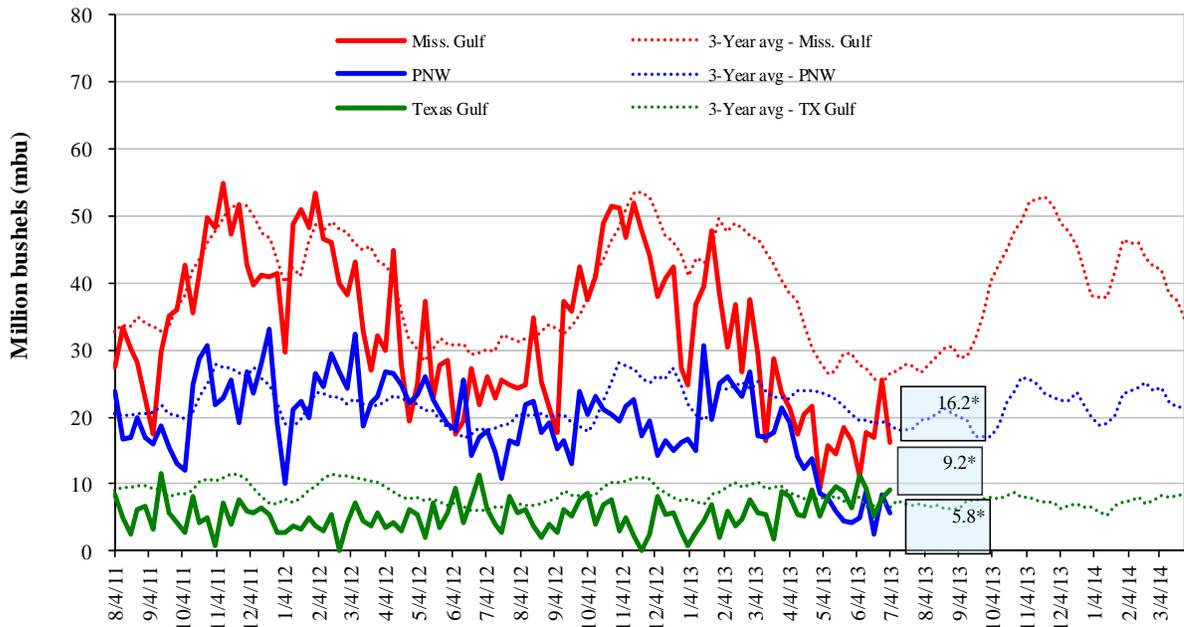


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW¹ (wheat, corn, and soybeans)



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

| July 4 % change from: | MSGulf | TX Gulf | U.S. Gulf | PNW |
|------------------------------|---------------|----------------|------------------|------------|
| Last week | down 37 | up 17 | down 24 | down 31 |
| Last year (same week) | down 38 | up 48 | down 21 | down 68 |
| 3-yr avg. (4-wk mov. avg.) | down 39 | up 38 | down 24 | down 65 |

Ocean Transportation

Table 17

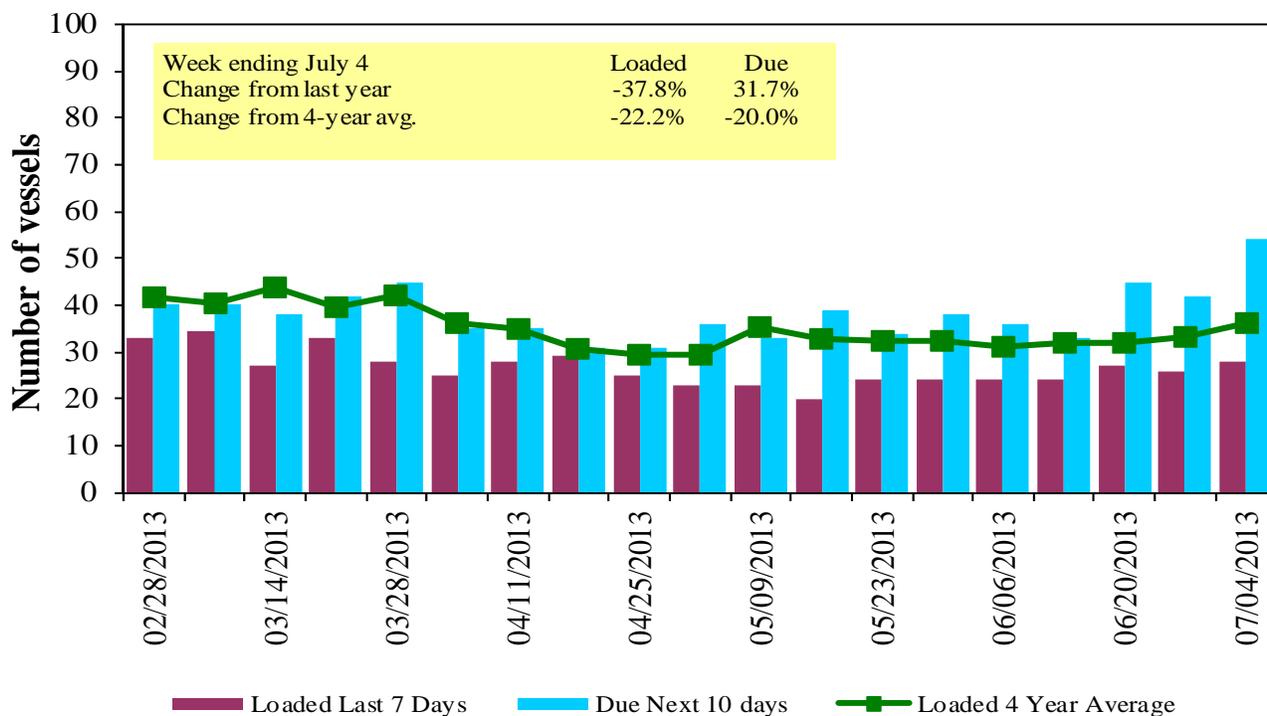
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

| Date | Gulf | | | Pacific Northwest | Vancouver B.C. |
|------------|----------|---------------|------------------|-------------------|----------------|
| | In port | Loaded 7-days | Due next 10-days | In port | In port |
| 7/4/2013 | 17 | 28 | 54 | 7 | n/a |
| 6/27/2013 | 16 | 26 | 42 | 8 | n/a |
| 2012 range | (13..50) | (13..46) | (27..78) | (4..20) | n/a |
| 2012 avg. | 28 | 33 | 46 | 11 | n/a |

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf¹ Vessel Loading Activity

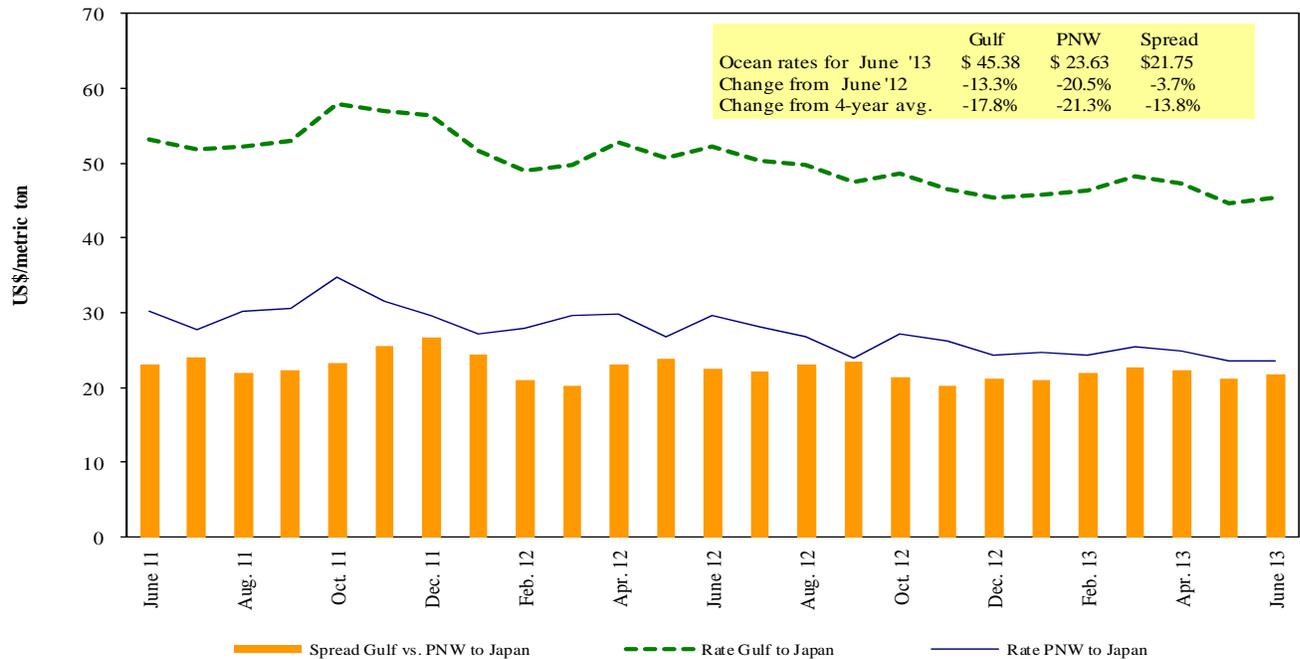


Source: Transportation & Marketing Programs/AMS/USDA

¹U.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 07/06/2013

| Export region | Import region | Grain types | Loading date | Volume loads (metric tons) | Freight rate (US\$/metric ton) |
|---------------|-------------------------|-------------|--------------|----------------------------|--------------------------------|
| U.S. Gulf | China | Heavy Grain | Jul 10/20 | 55,000 | 42.00 |
| U.S. Gulf | China | Heavy Grain | Oct 1/Dec 31 | 55,000 | 33.00 |
| U.S. Gulf | China | Heavy Grain | Jun 1/3 | 55,000 | 41.00 |
| PNW | Bangladesh ¹ | Wheat | Jun 10/20 | 4,610 | 98.00 |
| Brazil | China | Heavy Grain | Jul 20/30 | 60,000 | 34.50 |
| Brazil | China | Heavy Grain | Jul 1/10 | 60,000 | 34.00 |
| Brazil | China | Heavy Grain | Jun 25/Jul 5 | 60,000 | 32.50 |
| Brazil | China | Heavy Grain | June 25/30 | 60,000 | 32.50 |
| Brazil | China | Heavy Grain | Jul 1/30 | 65,000 | 36.00 |
| Brazil | China | Heavy Grain | Jun 20/30 | 60,000 | 37.00 |
| Brazil | Portugal | Corn | Jul 12/29 | 60,000 | 21.50 |
| France | Algeria | Wheat | Apr 15/25 | 30,000 | 18.75 |
| River Plate | China | Heavy Grain | Aug 1/10 | 60,000 | 39.50 |
| River Plate | Egypt | Heavy Grain | Jul 1/10 | 50,000 | 33.00 |
| Ukraine | Iran | Wheat | Jun 10/18 | 60,000 | 32.50 |

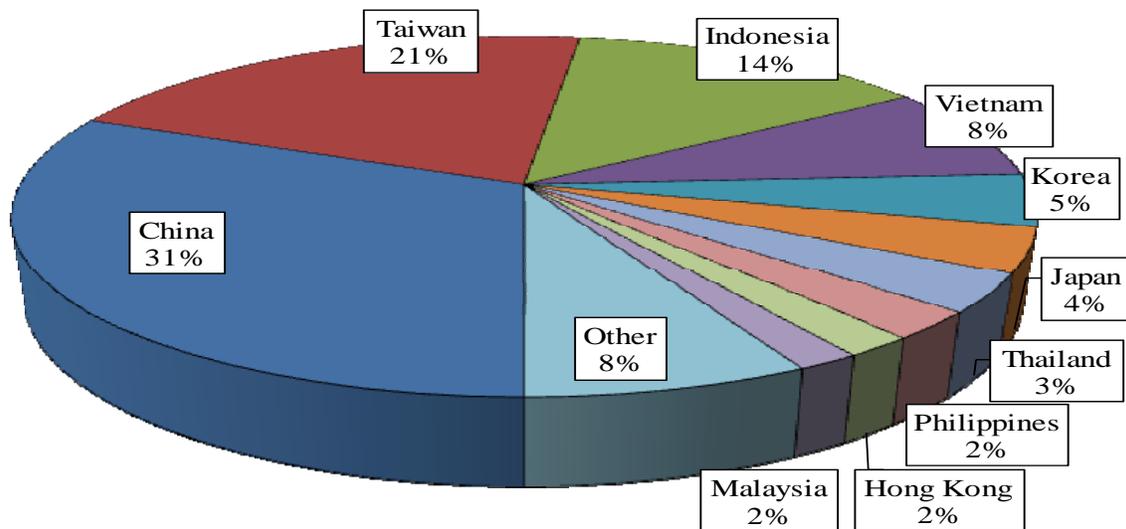
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

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

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

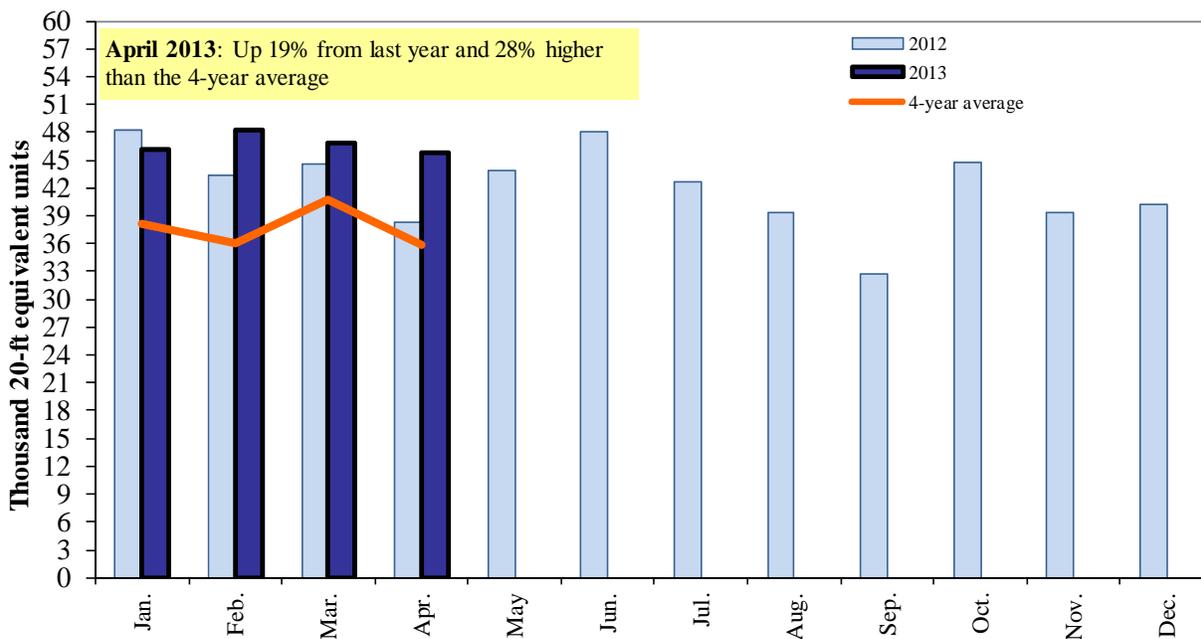
Figure 18
Top 10 Destination Markets for U.S. Containerized Grain Exports, April 2013



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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