



United States  
Department of  
Agriculture

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)

Contact Us

## WEEKLY HIGHLIGHTS

### Soybean Inspections Increase for Second Consecutive Week

For the week ending July 19, inspections of soybeans (.429 mmt) increased 6 percent from the previous week and 147 percent from last year at this time. Soybean inspections in the Mississippi Gulf increased 64 percent from the past week, with a notable jump in shipments to Asia. Inspections of soybeans during the last 4 weeks were well above last year and the 3-year average (see table 16). Demand has remained strong for U.S. soybeans because of problems with South America's soybean harvest caused by the weather. Inspections of all major grains (wheat, corn, and soybeans) for export from all major U.S. ports, however, were 1.25 million metric tons (mmt), down 10 percent from the past week and 30 percent below last year at this time.

### Genesee & Wyoming to Purchase RailAmerica

On July 23, Genesee & Wyoming (G&W) announced it would purchase RailAmerica Inc. for \$27.50 per share. Subject to Surface Transportation Board (STB) approval, the purchase would combine the two largest short-line holding companies in North America. G&W operates 63 short lines and regionals in the U.S. and Canada, and RailAmerica operates 45. G&W also operates three short lines overseas in the Netherlands and Australia. According to G&W President and CEO, Jack Hellmann, the new company will originate or terminate more than 4 percent of U.S. carloads across all North American Class 1's. After the acquisition, G&W would handle 1,835,000 carloads annually, and operate 1,000 locomotives and 22,100 rail cars over 15,100 miles of track, including 13,000 miles in North America. G&W will submit an application for approval to the STB in August, which will likely make a decision between the fourth quarter 2012 and third quarter 2013.

### Amount of U.S. Food Aid Required to be Transported on U.S.-Flag Vessels Reduced

Effective October 1, the amount of U.S. food aid required to be transported on U.S.-flag vessels is reduced from 75 percent to 50 percent (Section 100124, MAP-21, Pub. L. 112-141). The Secretary of Transportation is no longer required to finance increased ocean freight charges due to application of the cargo preference law. In fiscal 2011, U.S.-flag vessels earned over \$259 million from approximately 1.5 million metric tons of U.S. humanitarian food aid under the cargo preference law. Cargo preference helps provide U.S. seafarer and vessel availability for wartime and other national emergencies.

### Diesel Fuel Prices Increase for Third Straight Week

During the week ending July 23, U.S. average diesel fuel prices increased 9 cents to \$3.78 per gallon—17 cents lower than the same week last year. Over the past 3 weeks, prices have increased 14 cents from \$3.65 during the week ending July 2. According to oil analysts, the increasing prices reflect rising crude oil prices partly due to tensions in the Middle East and record-breaking U.S. distillate exports (980,000 barrels a day in April) driven by Mexican and South American demand. A July 6 Department of Energy report stated distillate stockpiles had dropped to 120.9 million barrels, slightly below the 5-year normal range for this time of year of 123.7 to 166.6 million barrels. According to Transport Topics, many trucking companies have resorted to implementing fuel surcharges in response to the increasing diesel prices.

## Snapshots by Sector

### Rail

U.S. railroads originated 18,209 carloads of grain during the week ending July 14, up 11 percent from last week, down 6 percent from last year, and 9 percent lower than the 3-year average.

During the week ending July 19, average August non-shuttle secondary railcar bids/offers per car were \$20 above tariff, the same as last week and \$6 lower than last year. Average shuttle bids/offers were \$371 below tariff, the same as last week and \$193.50 higher than last year.

### Ocean

During the week ending July 19, 24 ocean-going grain vessels were loaded in the Gulf, down 29 percent from the same period last year. Forty-nine vessels are expected to be loaded within the next 10 days, 14 percent more than the same period last year.

During the week ending July 20, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$51 per mt, up 1 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$29 per mt, up 2 percent from the previous week.

### Barge

During the week ending July 21, barge grain movements totaled 548, 294 tons, 4 percent higher than the previous week but 18 percent lower than the same period last year.

During the week ending July 21, 350 grain barges moved down river, up 6.4 percent from last week; 506 grain barges were unloaded in New Orleans, up 29.4 percent from the previous week.

July 26, 2012

## Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

Data Links

Specialists

Subscription  
Information

The next  
release is  
August 2, 2012

# Feature Article/Calendar

## 2012 Drought Impact on Grain Barge Transportation

An ongoing and widespread drought in much of the United States has reduced water levels on the lower Mississippi River and the Ohio River, limiting the delivery of grain from the Midwest to export facilities on the Mississippi River in Louisiana. From 2006 to 2010, Mississippi River barges handled about 42 percent of all U.S. grain exports. The Mississippi River is especially important to the export of corn and soybeans; from 2006 to 2010, Mississippi River barges transported 54 percent of all corn exports and 46 percent of all soybean exports. A prolonged disruption of the Mississippi River may cause grain to be diverted to other ports, such as the Pacific Northwest, Texas Gulf, Atlantic or Great Lakes. Although the lower Mississippi River has fallen to low levels, the depth on the upper Mississippi remains at normal levels and is expected to remain that way even if the drought continues for weeks. Dam operators on the Upper Mississippi River are diverting excess water storage to augment the dwindling water flows on the lower Mississippi River.

### Lower Mississippi River Experiencing Extremely Low Levels

Figure 1 shows the drastic change in Mississippi River gage levels at Vicksburg, MS, from last year to this. Historic flooding on the river there increased the record gage level to 57 feet on May 19, 2011. By July 25, 2012, the river dropped to 2 feet, a drop of 55 feet in 14 months. The record low at Vicksburg was -7 feet in 1940. Water levels are measured as gage height in feet above or below a zero level. An inland river can have a negative gage and still be navigable because a zero level is meant to approximate sea level.

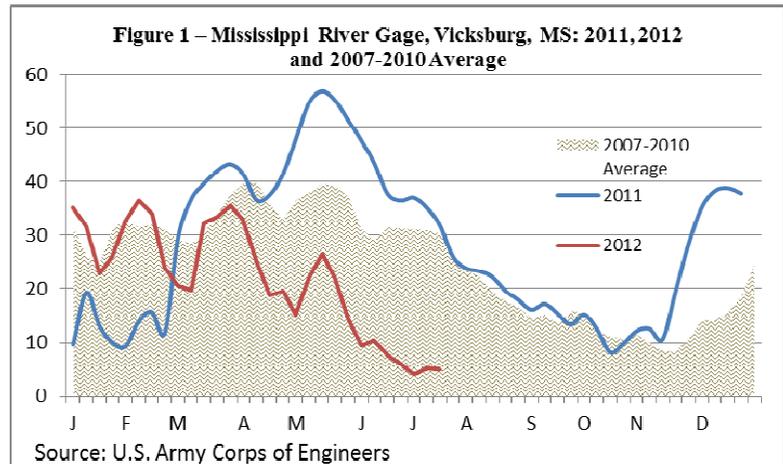
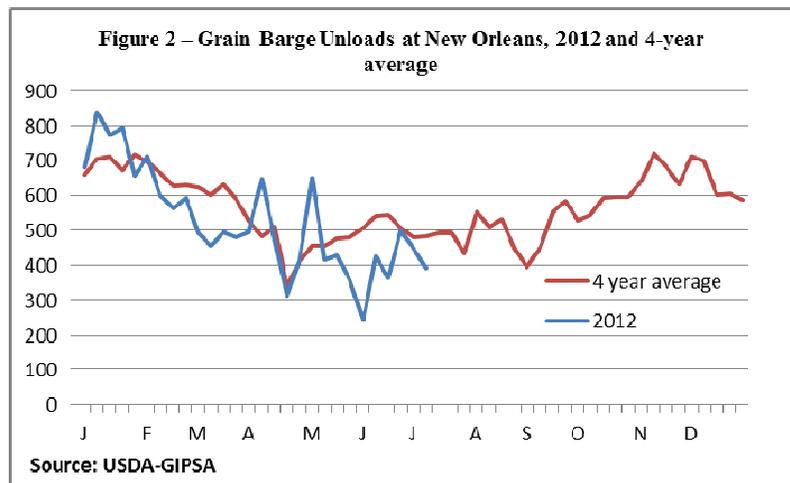


Figure 2 shows the seasonality of the barge deliveries to New Orleans. Water levels typically decline during the harvest months of late August through November as barge deliveries increase during the last half of the year. The naturally occurring lower water levels coupled with the ongoing drought could make Mississippi River barge transportation less efficient and less economical.



## **Coast Guard Low-Water Draft Restrictions**

On July 25, the U.S. Coast Guard reported that about 566 miles of the lower Mississippi River had low water conditions. This range is from near Angola, LA, to south of New Madrid, MO. In the low water area, the U.S. Coast Guard is restricting the draft of barges to 9.0 feet. Grain barges typically have 12, 13, or 14 foot hulls and, when fully loaded, require the deeper drafts found only on the lower Mississippi River. When not fully loaded, the bigger barges are not using their maximum cargo capacity and are less efficient. The barge industry depends upon its ability to efficiently move cargo as it competes with other modes. With the draft restrictions, barge operators incur increased costs and need more barges to move the same amount of cargo.

A typical 14-foot barge<sup>1</sup> can have a cargo capacity of 2,419 tons with a 12.5 foot draft. Restricted to a 9.0 foot draft, the 14-foot barge can transport only 1,654 tons, a 32 percent reduction. At a 11.5 foot or greater draft, a 13-foot barge can hold 2,205 tons, while the 9.0 foot restriction limits the capacity to 1,658 tons, a 25 percent reduction.

River shutdowns can occur if a barge tow runs aground and blocks the channel. The barge is then pulled out of the channel and the underwater obstacle is removed by dredging. In the worst case, water levels drop so severely that no vessels are allowed to pass. For example, a severe drought stopped traffic on the lower Mississippi River in 1988 for several days. Hundreds of barges were reported trapped on the low waters.

## **Transportation Cost Implications**

Under normal operating conditions, barge shipping has greater cost and energy efficiencies compared to other modes. However, as draft restrictions are put in place, these efficiencies are reduced, raising the transportation costs for shippers. For example, the July tariff rail rate for soybeans from Minneapolis, MN, to New Orleans is \$40.99 per ton but the weekly barge rate for the same origin-destination has gone from \$24.76 to \$31.75 per ton this month. While barge rates are still less than same origin-destination rail rates, the continued lack of precipitation could drive up barge rates to the point that they become less competitive than rail service. Continued draft restrictions could divert some barge traffic to higher priced rail or truck services. [Nick.Marathon@ams.usda.gov](mailto:Nick.Marathon@ams.usda.gov)

---

<sup>1</sup> Selected covered box barges, 200' long x 35' wide x 14' draft and 200' long x 35' wide x 13' draft - AEP River Operations.

# Grain Transportation Indicators

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

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
07/25/12	254	226	187	194	228	206
07/18/12	248	226	193	227	226	202

<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)**

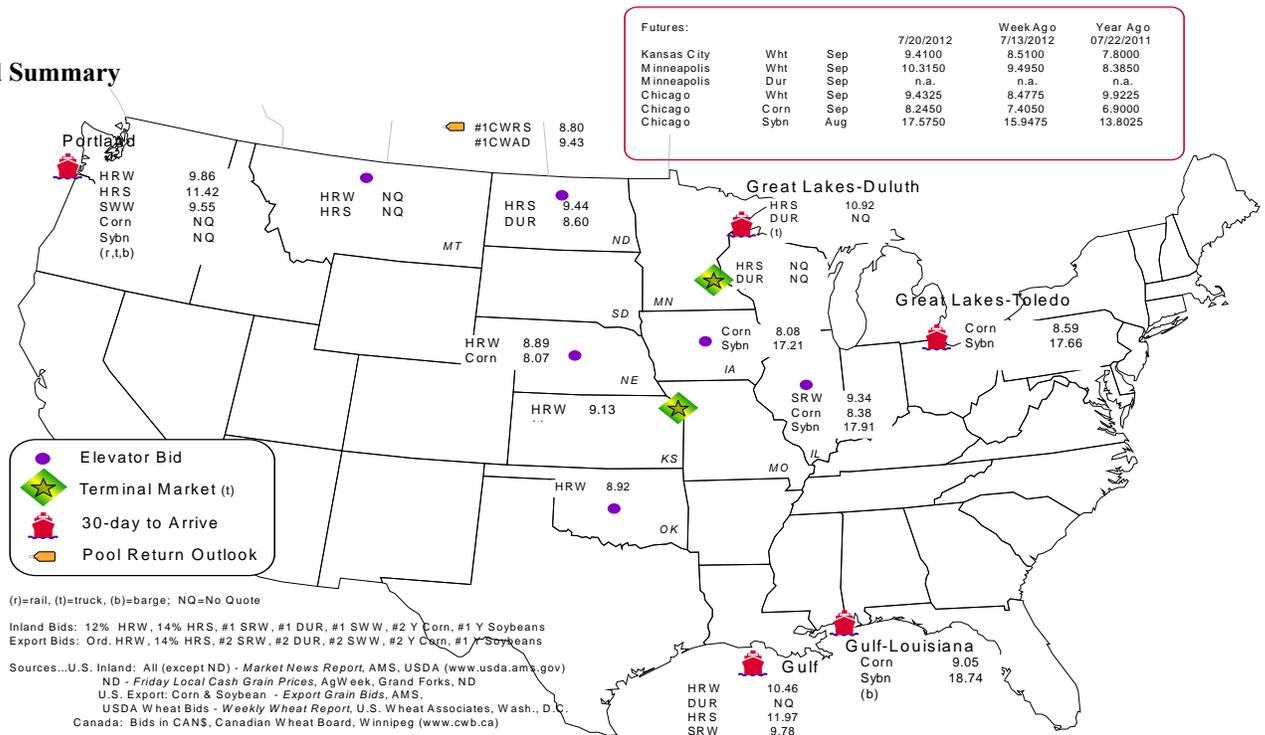
Commodity	Origin--Destination	7/20/2012	7/13/2012
Corn	IL--Gulf	-0.67	-0.72
Corn	NE--Gulf	-0.98	-1.03
Soybean	IA--Gulf	-1.53	-1.54
HRW	KS--Gulf	-1.33	-1.43
HRS	ND--Portland	-1.98	-1.67

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 sup-

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	
7/18/2012 <sup>p</sup>	504	444	860	2,512	131	4,451
7/11/2012 <sup>r</sup>	0	661	650	3,045	110	4,466
2012 YTD <sup>r</sup>	4,543	21,706	33,102	115,672	10,816	185,839
2011 YTD <sup>r</sup>	21,409	57,908	27,119	110,225	15,837	232,498
2012 YTD as % of 2011 YTD	21	37	122	105	68	80
Last 4 weeks as % of 2011 <sup>2</sup>	103	72	66	95	76	85
Last 4 weeks as % of 4-year avg. <sup>2</sup>	34	51	105	83	55	74
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.

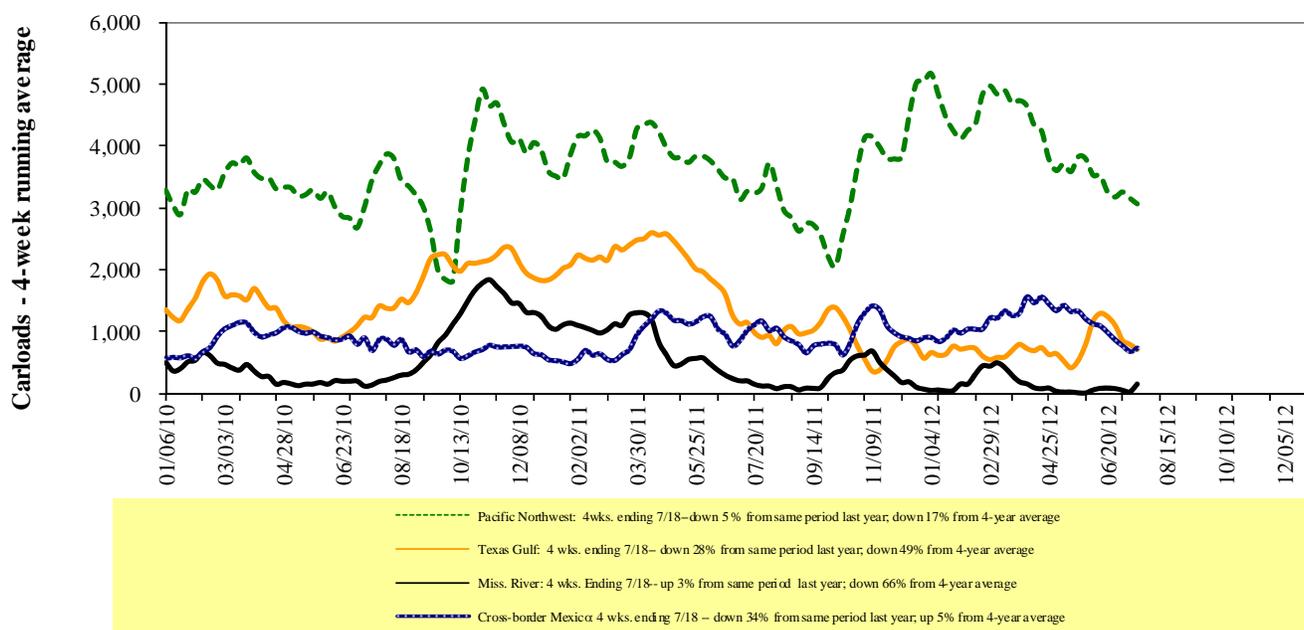
**YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available**

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

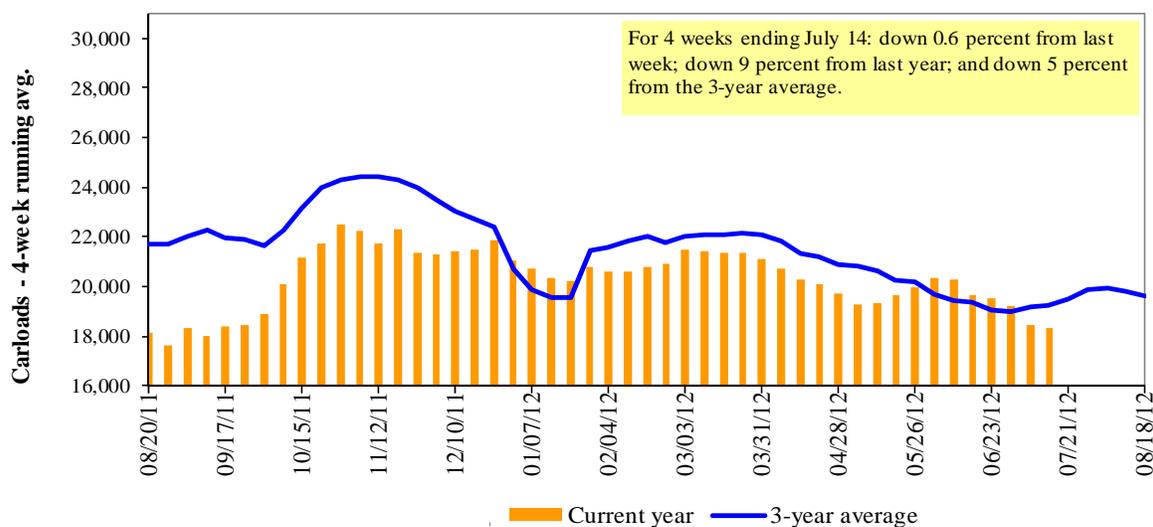
Table 4

**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
07/14/12	1,395	2,825	8,595	390	5,004	18,209	4,420	5,115
This week last year	1,665	3,303	8,280	537	5,566	19,351	3,525	4,813
2012 YTD	52,903	79,126	272,105	14,055	145,005	563,194	107,771	131,204
2011 YTD	55,602	86,007	305,955	18,956	169,693	636,213	110,287	136,887
2012 YTD as % of 2011 YTD	95	92	89	74	85	89	98	96
Last 4 weeks as % of 2011 <sup>1</sup>	88	90	94	66	91	91	105	91
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	79	95	95	72	100	94	110	90
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							
	Aug-12	Aug-11	Sep-12	Sep-11	Oct-12	Oct-11	Nov-12	Nov-11
<b>7/19/2012</b>								
BNSF <sup>3</sup>								
COT grain units	3	no offer	5	no offer	no offer	144	no offer	no offer
COT grain single-car <sup>5</sup>	1 . . 7.	no offer	0 . . 7	no offer	no offer	0 . . 100	no offer	6 . . 17
UP <sup>4</sup>								
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	1	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	106	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.

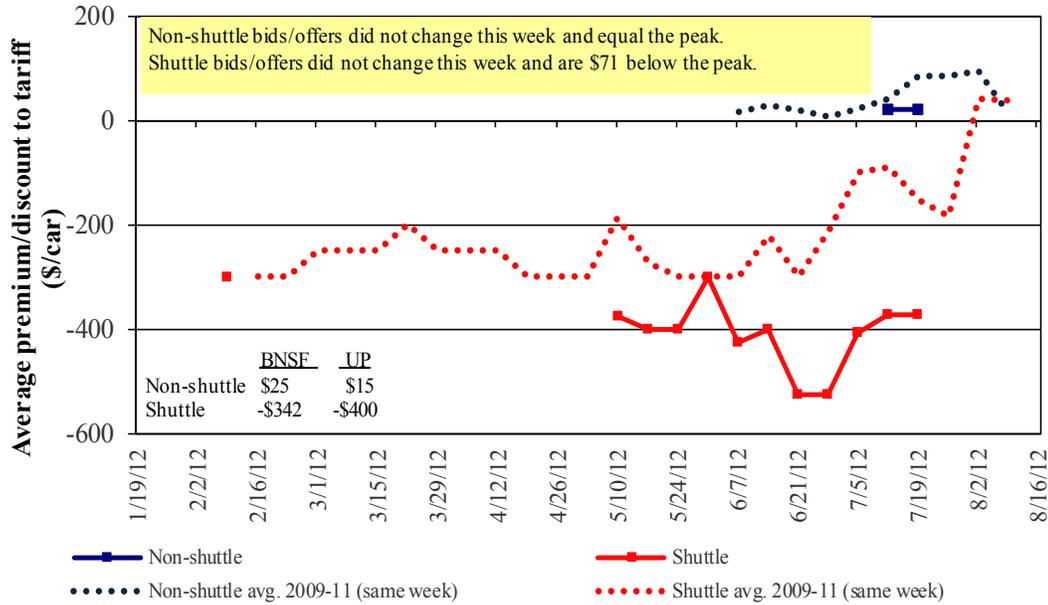
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 August 2012, Secondary Market**

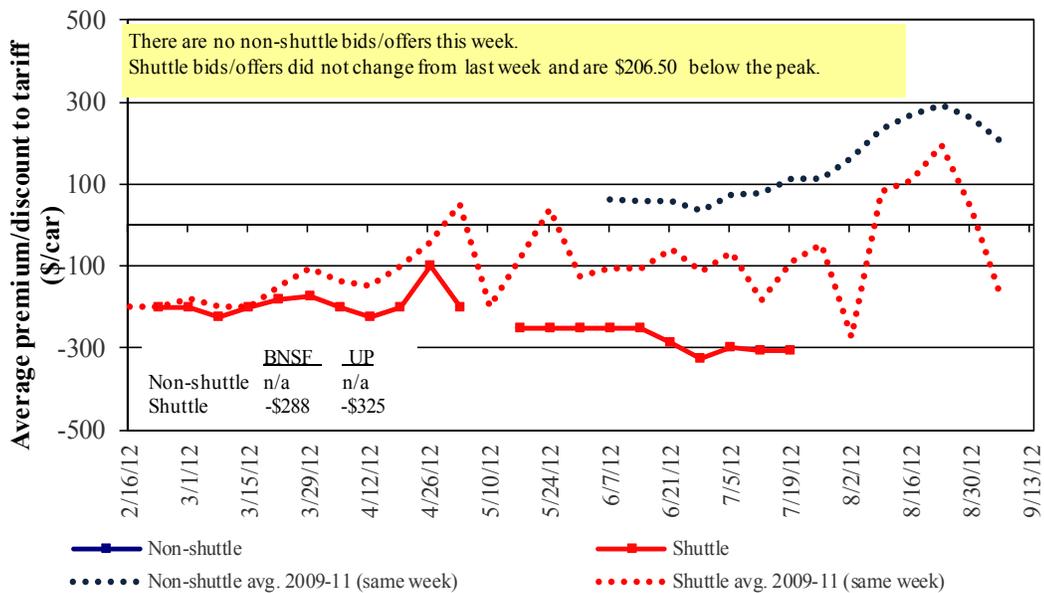


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

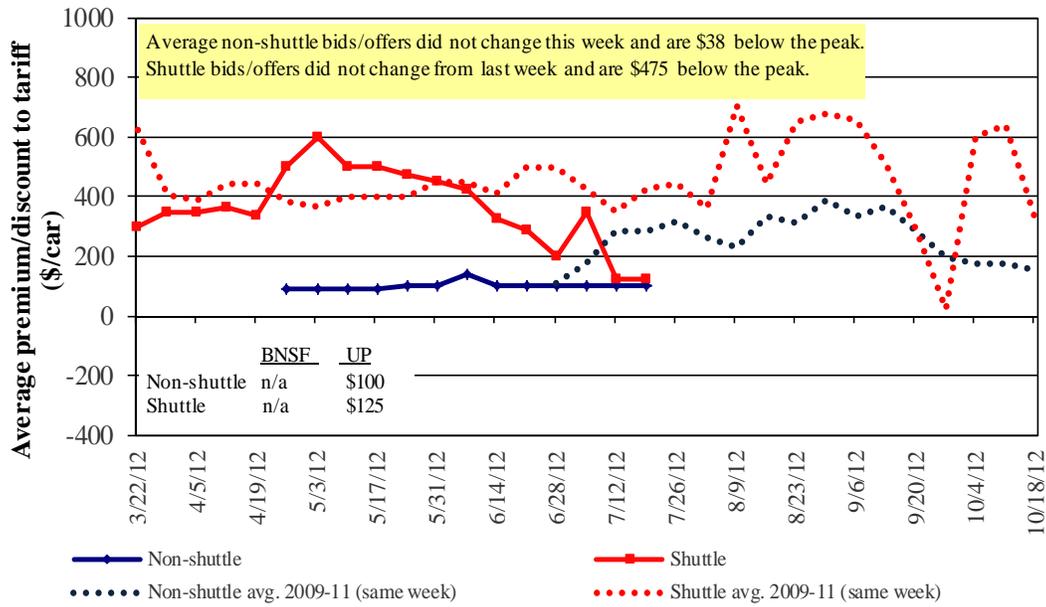


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in October 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					
	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13
<b>Non-shuttle</b>						
BNSF-GF	25	n/a	n/a	n/a	n/a	n/a
Change from last week	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	(13)	n/a	n/a	n/a	n/a	n/a
UP-Pool	15	n/a	100	n/a	n/a	n/a
Change from last week	-	n/a	-	n/a	n/a	n/a
Change from same week 2011	1	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(342)	(288)	n/a	n/a	n/a	n/a
Change from last week	-	-	n/a	n/a	n/a	n/a
Change from same week 2011	258	n/a	n/a	n/a	n/a	n/a
UP-Pool	(400)	(325)	125	n/a	n/a	n/a
Change from last week	-	-	-	n/a	n/a	n/a
Change from same week 2011	150	175	(325)	n/a	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*	Tariff 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
Soybeans	Des Moines, IA	Los Angeles, CA	\$4,985	\$693	\$56.38	\$1.53	2
	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	2
	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
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,200	\$703	\$48.69	\$1.33	2
	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**

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	Torreón, 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	Torreón, 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	Torreón, 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

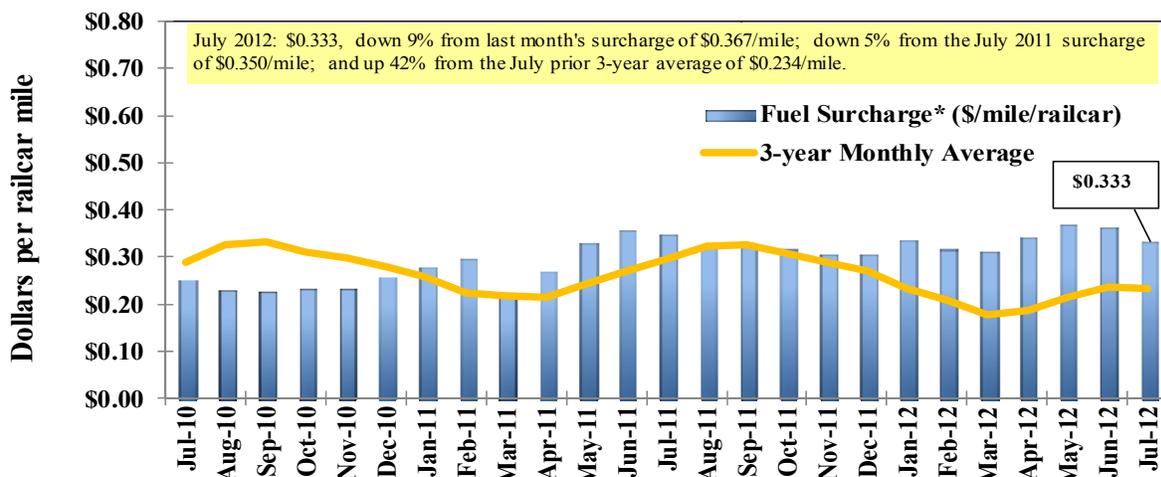
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

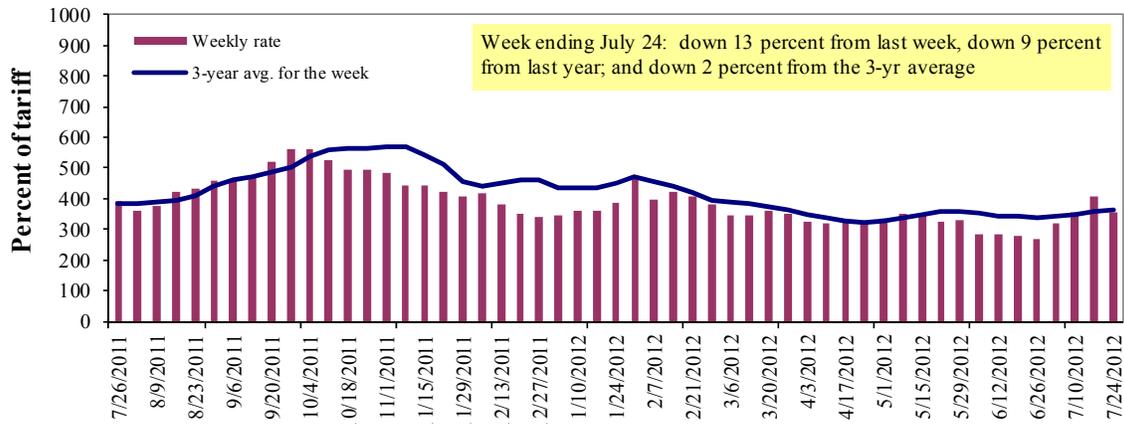
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

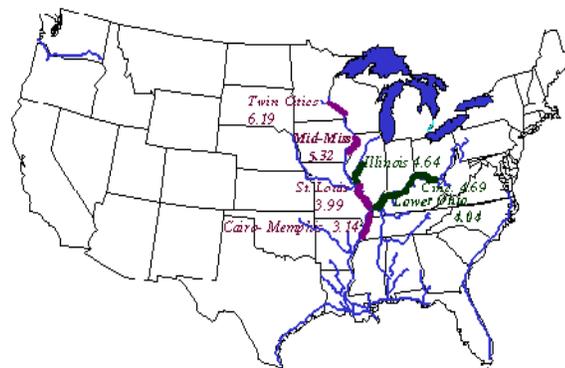
### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid- Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo- Memphis
<b>Rate<sup>1</sup></b>	7/24/2012	478	370	357	338	331	331	302
	7/17/2012	513	413	409	380	350	345	313
<b>\$/ton</b>	7/24/2012	29.59	19.68	16.56	13.49	15.52	13.37	9.48
	7/17/2012	31.75	21.97	18.98	15.16	16.42	13.94	9.83
<b>Current week % change from the same week:</b>								
	Last year	3	-7	-9	20	-12	-12	12
	3-year avg. <sup>2</sup>	14	4	-2	25	5	5	20
<b>Rate<sup>1</sup></b>	August	487	415	415	373	407	407	363
	October	577	518	517	467	518	518	440

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

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9  
Benchmark tariff rates



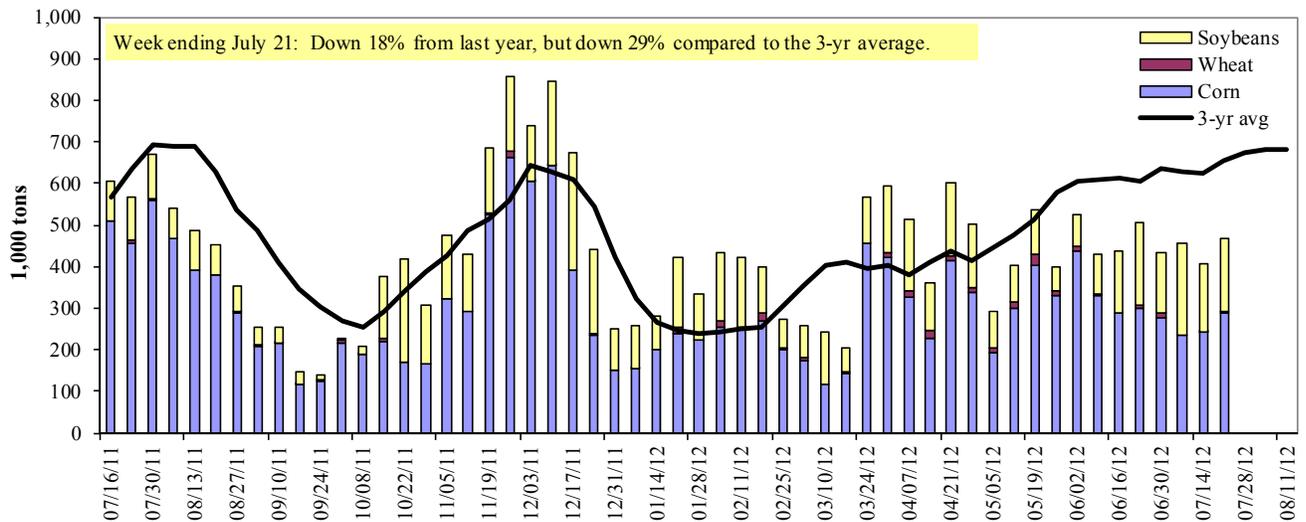
### Calculating barge rate per ton:

(Index \* 1976 tariff benchmark rate per ton)/100

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

Figure 10

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



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

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

Table 10

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

Week ending 7/21/2012	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	202	2	67	0	270
Winfield, MO (L25)	190	3	83	0	276
Alton, IL (L26)	265	5	162	0	432
Granite City, IL (L27)	289	5	173	0	466
<b>Illinois River (L8)</b>	81	2	74	0	157
<b>Ohio River (L52)</b>	19	7	35	0	61
<b>Arkansas River (L1)</b>	0	18	3	0	21
Weekly total - 2012	308	30	211	0	548
Weekly total - 2011	478	49	115	29	671
2012 YTD <sup>1</sup>	10,186	1,165	5,845	176	17,372
2011 YTD	10,803	871	4,216	200	16,091
2012 as % of 2011 YTD	94	134	139	88	108
Last 4 weeks as % of 2011 <sup>2</sup>	59	50	179	43	79
Total 2011	19,921	1,460	8,553	422	30,356

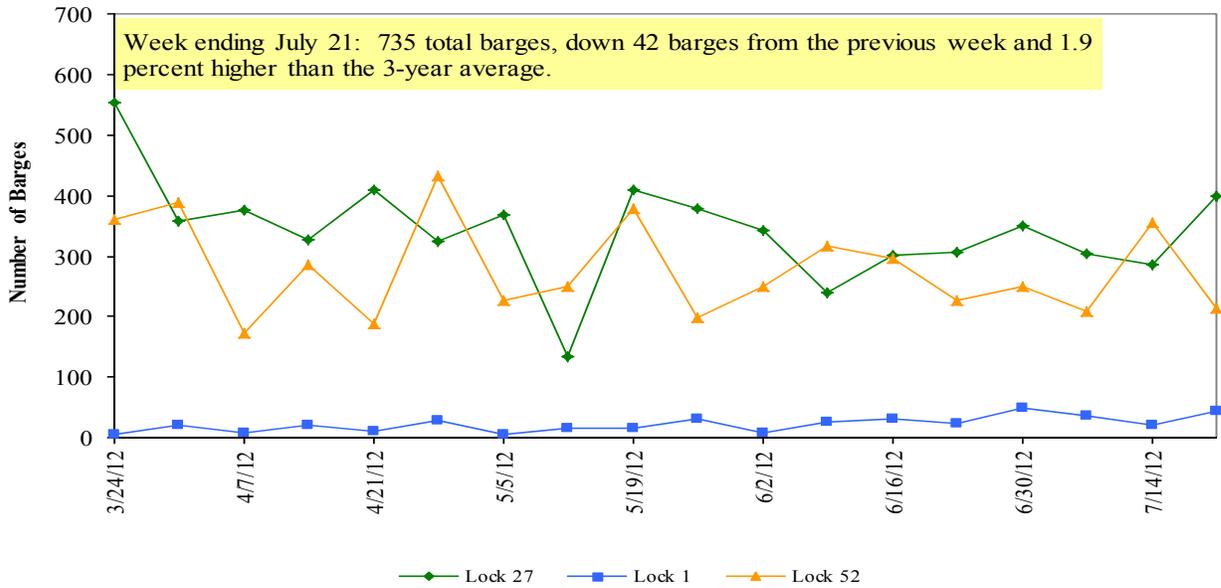
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

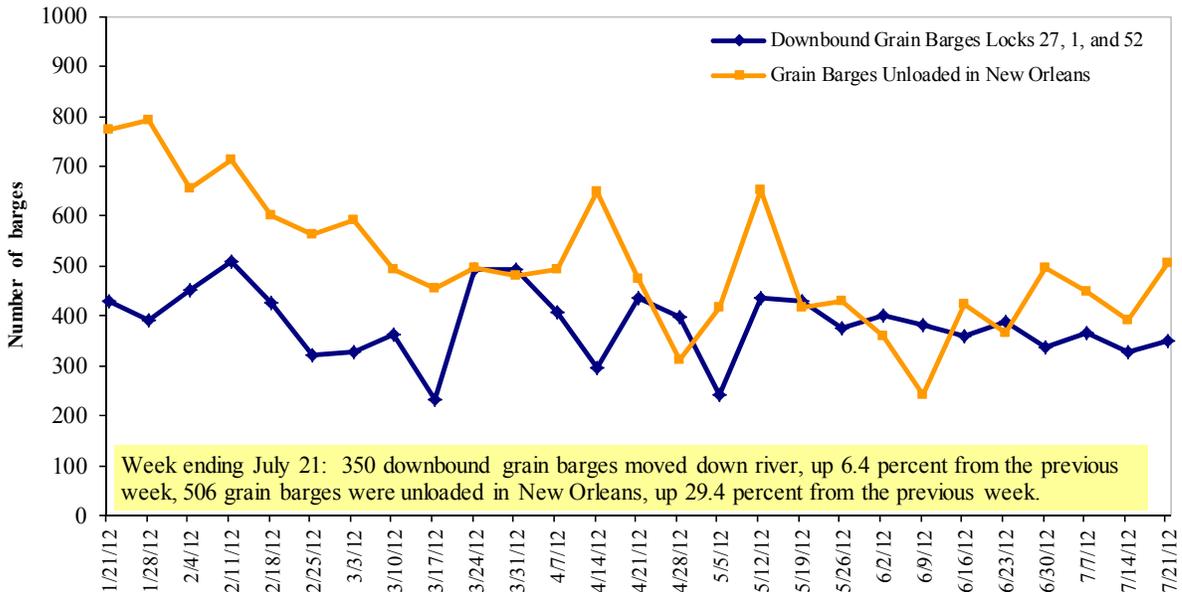
Source: U.S. Army Corps of Engineers ([www.mvr.usace.army.mil/mvrmi/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrmi/omni/webprts/default.asp))

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



Source: U.S. Army Corps of Engineers

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



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

# 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 7/23/2012 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.826	0.085	-0.162
	New England	3.916	0.068	-0.121
	Central Atlantic	3.900	0.062	-0.190
	Lower Atlantic	3.753	0.105	-0.187
II	Midwest <sup>2</sup>	3.749	0.090	-0.176
III	Gulf Coast <sup>3</sup>	3.711	0.094	-0.202
IV	Rocky Mountain	3.701	0.029	-0.147
V	West Coast	3.901	0.098	-0.137
	California	3.976	0.090	-0.169
Total	U.S.	3.783	0.088	-0.166

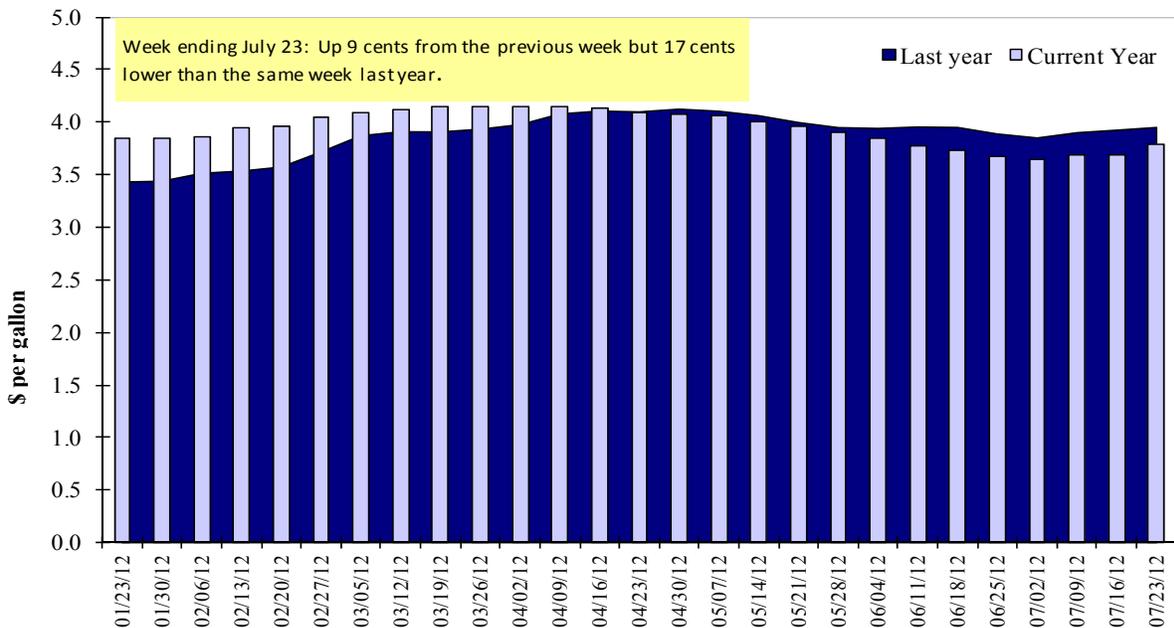
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
7/12/2012	1,500	813	1,348	1,137	123	4,922	4,659	4,669	14,250
This week year ago	1,803	1,037	1,798	1,140	86	5,863	7,391	3,556	16,810
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2011/12 YTD	1,522	487	670	387	47	3,113	34,485	33,428	71,026
2010/11 YTD	1,751	362	879	632	101	3,725	39,342	38,500	81,567
YTD 2011/12 as % of 2010/11	87	135	76	61	47	84	88	87	87
Last 4 wks as % of same period 2010/11	85	79	73	94	154	83	75	139	91
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 07/12/12	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	1,173	11,769	14,183	(17)	14,279
Mexico	1,088	9,538	6,907	38	7,019
Korea	306	3,738	5,805	(36)	6,104
China*	1,101	5,191	630	724	978
Taiwan	0	1,281	2,668	(52)	2,393
<b>Top 5 importers</b>	<b>3,669</b>	<b>31,517</b>	<b>30,192</b>	<b>4</b>	<b>30,772</b>
<b>Total US corn export sales</b>	<b>6,685</b>	<b>39,144</b>	<b>46,733</b>	<b>(16)</b>	<b>46,600</b>
% of Projected	16%	96%	100%		
Change from prior week	149	32	429		
<b>Top 5 importers' share of U.S. corn export sales</b>	55%	81%	65%		
<b>USDA forecast, July 2012</b>	<b>40,640</b>	<b>40,640</b>	<b>46,600</b>	<b>(13)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol July 2012</b>	<b>124,460</b>	<b>128,270</b>	<b>127,534</b>	<b>1</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup> Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--  
http://www.fas.usda.gov/esrquery/

<sup>3</sup> FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.

\*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 07/12/2012	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	10,028	23,737	26,014	(9)	24,445	
Mexico	172	3,159	3,111	2	3,215	
Japan	124	1,785	2,233	(20)	1,887	
EU	120	1,135	2,599	(56)	2,607	
Indonesia	69	1,524	1,619	(6)	1,680	
<b>Top 5 importers</b>	<b>10,513</b>	<b>31,340</b>	<b>35,575</b>	<b>(12)</b>	<b>33,833</b>	
<b>Total US soybean export sales</b>	<b>14,552</b>	<b>38,097</b>	<b>42,056</b>	<b>(9)</b>	<b>40,860</b>	
% of Projected	39%	104%	103%			
Change from prior week	272	135	257			
<b>Top 5 importers' share of U.S. soybean export sales</b>	72%	82%	85%			
<b>USDA forecast, July 2012</b>	<b>37,290</b>	<b>36,470</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 07/12/2012	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	993	1,281	(23)	3,512
Mexico	1,149	1,056	9	3,496
Nigeria	699	1,071	(35)	3,248
Philippines	675	1,061	(36)	2,039
Korea	493	385	28	1,983
Egypt	131	118	11	950
Taiwan	296	243	22	888
Indonesia	145	319	(54)	830
Venezuela	288	146	97	594
Iraq	209	348	(40)	572
<b>Top 10 importers</b>	<b>5,078</b>	<b>6,027</b>	<b>(16)</b>	<b>18,111</b>
<b>Total US wheat export sales</b>	<b>8,035</b>	<b>9,588</b>	<b>(16)</b>	<b>28,530</b>
% of Projected	25%	34%		
Change from prior week	589	344		
<b>Top 10 importers' share of U.S. wheat export sales</b>	63%	63%		63%
<b>USDA forecast, July 2012</b>	<b>32,660</b>	<b>28,530</b>	<b>14</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 07/19/12	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	153	187	82	7,263	8,253	88	64	85	13,995
Corn	135	125	108	4,353	5,733	76	64	64	9,198
Soybeans	0	79	0	5,082	3,335	152	349	153	7,321
<b>Total</b>	<b>288</b>	<b>391</b>	<b>74</b>	<b>16,698</b>	<b>17,322</b>	<b>96</b>	<b>76</b>	<b>81</b>	<b>30,513</b>
<b>Mississippi Gulf</b>									
Wheat	50	91	54	3,549	3,174	112	53	78	5,031
Corn	292	307	95	11,569	14,806	78	60	50	26,267
Soybeans	332	202	164	10,210	9,949	103	355	198	19,262
<b>Total</b>	<b>674</b>	<b>600</b>	<b>112</b>	<b>25,327</b>	<b>27,930</b>	<b>91</b>	<b>88</b>	<b>76</b>	<b>50,560</b>
<b>Texas Gulf</b>									
Wheat	76	111	68	3,465	7,804	44	95	105	10,837
Corn	0	0	n/a	295	782	38	0	0	1,021
Soybeans	0	0	n/a	2	763	0	n/a	0	926
<b>Total</b>	<b>76</b>	<b>111</b>	<b>68</b>	<b>3,763</b>	<b>9,349</b>	<b>40</b>	<b>88</b>	<b>93</b>	<b>12,784</b>
<b>Interior</b>									
Wheat	18	22	81	692	615	113	234	135	1,110
Corn	67	133	50	4,482	4,050	111	73	81	7,509
Soybeans	73	93	78	2,427	2,190	111	60	172	4,273
<b>Total</b>	<b>158</b>	<b>248</b>	<b>63</b>	<b>7,601</b>	<b>6,856</b>	<b>111</b>	<b>98</b>	<b>109</b>	<b>12,892</b>
<b>Great Lakes</b>									
Wheat	18	0	n/a	182	638	29	102	133	1,038
Corn	0	0	n/a	37	55	68	0	0	178
Soybeans	22	19	119	147	22	661	n/a	0	382
<b>Total</b>	<b>41</b>	<b>19</b>	<b>217</b>	<b>367</b>	<b>716</b>	<b>51</b>	<b>112</b>	<b>138</b>	<b>1,598</b>
<b>Atlantic</b>									
Wheat	2	3	94	229	574	40	68	20	686
Corn	5	0	n/a	96	183	53	131	55	295
Soybeans	2	12	18	579	446	130	456	603	1,042
<b>Total</b>	<b>9</b>	<b>15</b>	<b>62</b>	<b>904</b>	<b>1,203</b>	<b>75</b>	<b>234</b>	<b>110</b>	<b>2,022</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	317	415	77	15,379	21,058	73	73	91	32,697
Corn	499	565	88	20,834	25,610	81	60	56	44,466
Soybeans	429	405	106	18,447	16,706	110	287	193	33,205
<b>Total</b>	<b>1,245</b>	<b>1,385</b>	<b>90</b>	<b>54,660</b>	<b>63,374</b>	<b>86</b>	<b>85</b>	<b>84</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

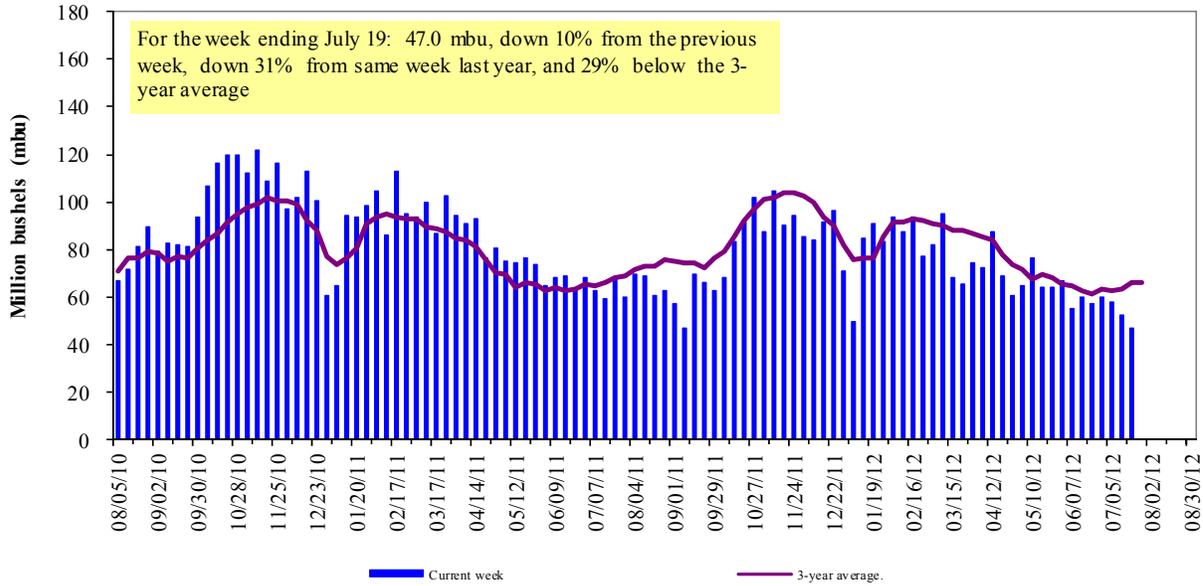
---

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.

---

Figure 14

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

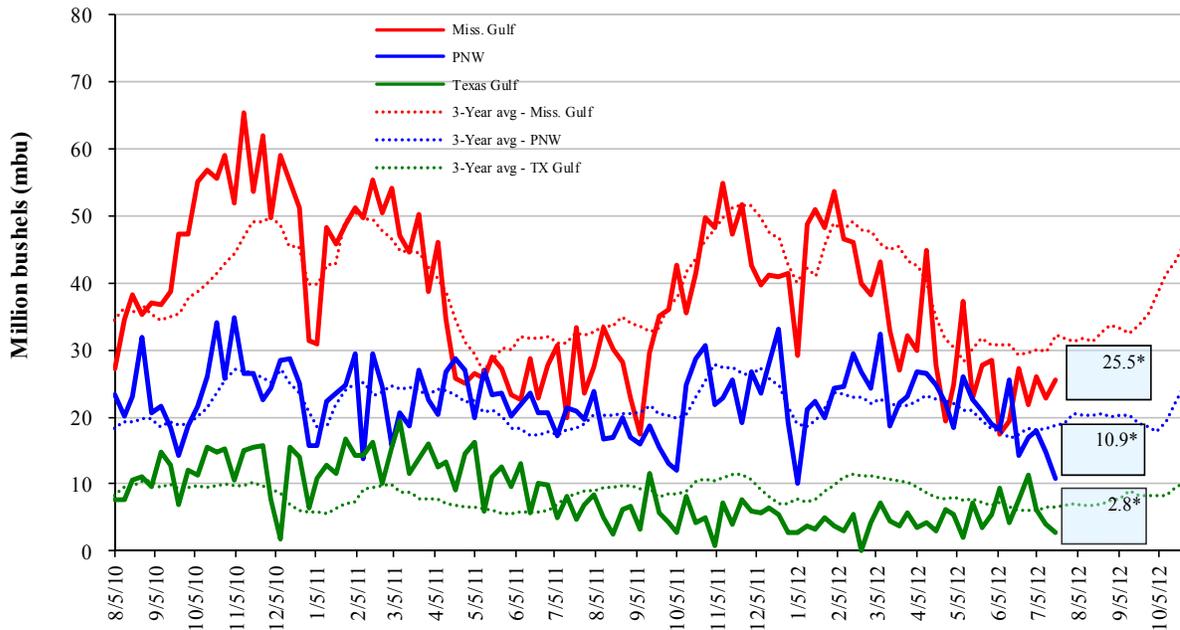


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

July 19 % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	up 12	down 32	up 5	down 26
Last year (same week)	down 24	down 42	down 26	down 48
3-yr avg (4-wk mov. avg.)	down 21	down 58	down 27	down 44

# Ocean Transportation

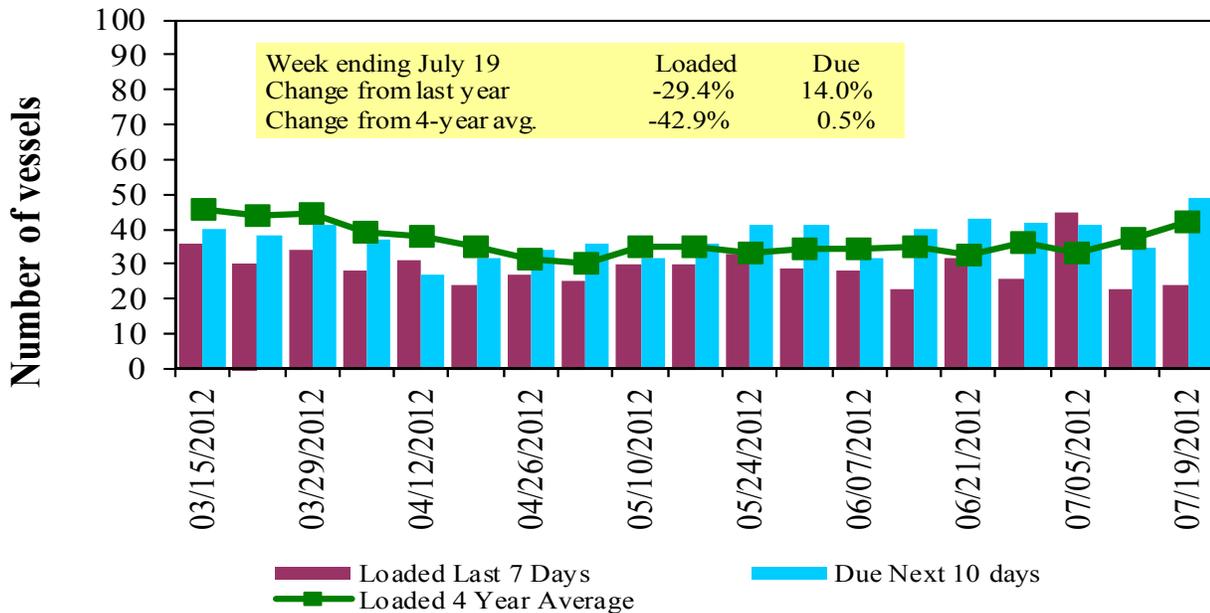
Table 17

**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
7/19/2012	24	24	49	7	n/a
7/12/2012	22	23	35	7	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

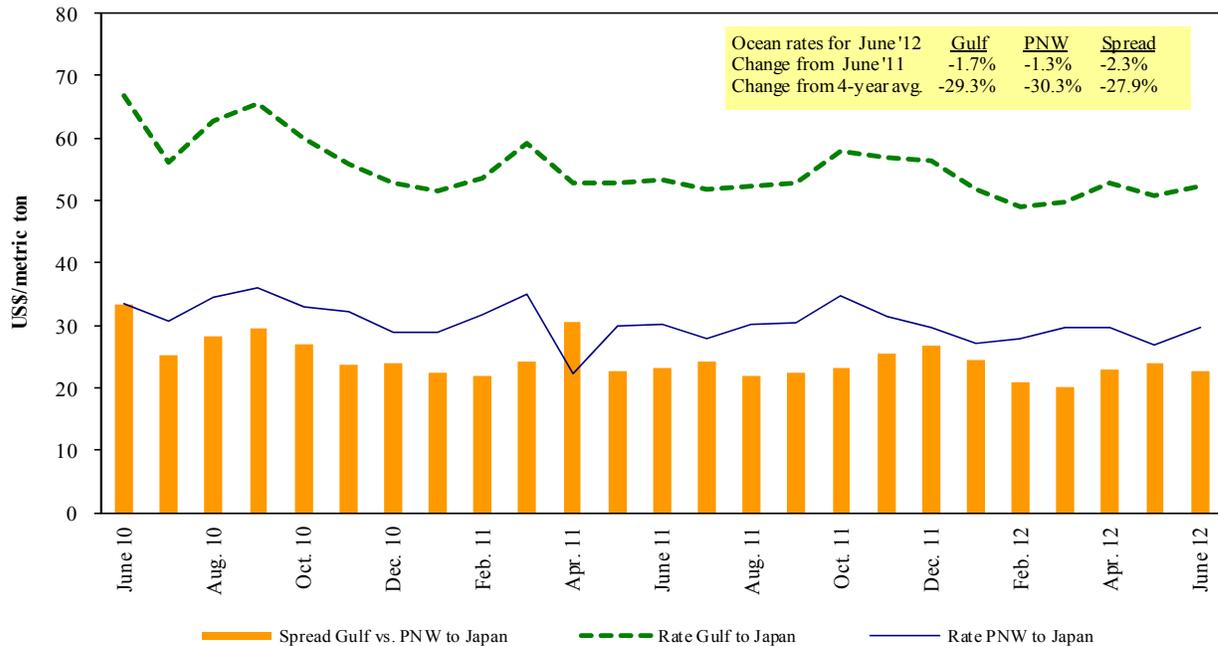
**Figure 16**  
**U.S. Gulf<sup>1</sup> Vessel Loading Activity**



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 07/21/2012

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
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	China	Grain	Jul 26/Aug 4	65,000	19.45
Brazil	China	Heavy Grain	Jul 25/30	60,000	49.00
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
River Plate	Algeria	Corn	Jul 5/15	25,000	34.00
River Plate	Egypt Med	Corn	Feb 25/ Mar 5	30,000	39.25
Ukraine	Japan	Corn	Apr 6/15	47,000	47.50
Ukraine	Kenya	Grain	Jul 25/28	26,000	49.50

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

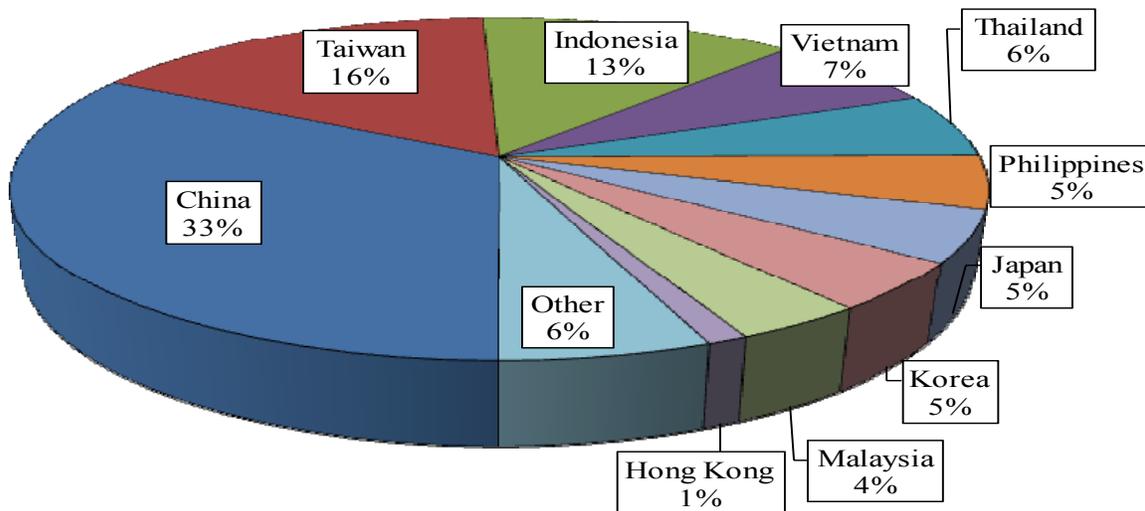
<sup>1</sup>75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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**

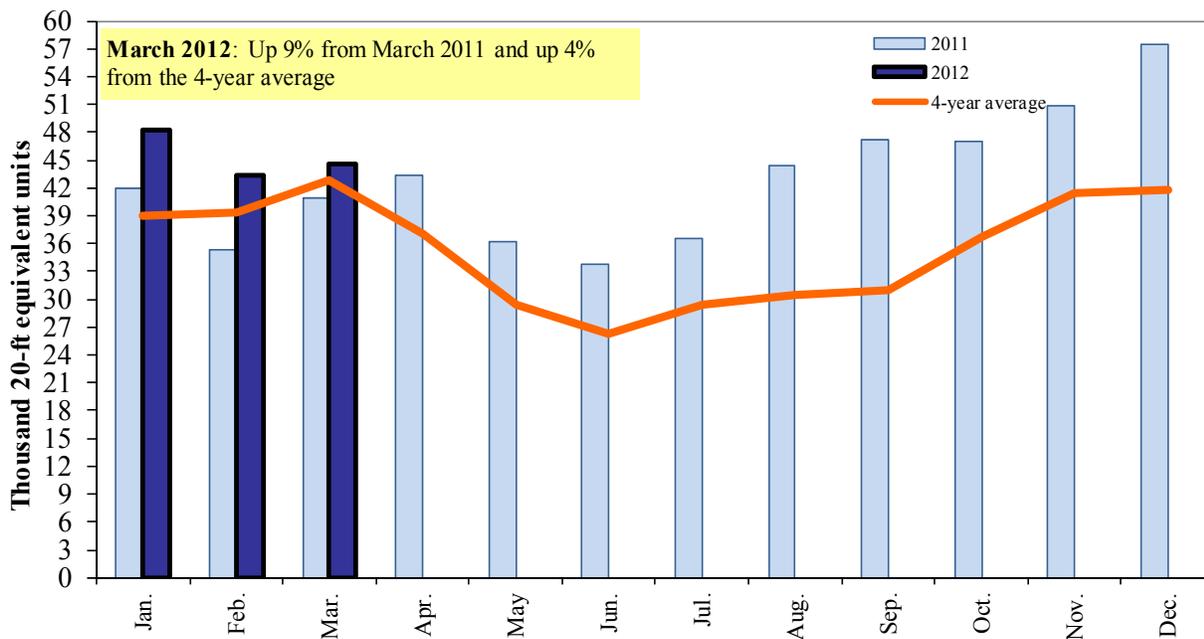


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

# Contacts and Links

## Coordinators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
Pierre Bahizi	<a href="mailto:pierre.bahizi@ams.usda.gov">pierre.bahizi@ams.usda.gov</a>	(202) 690 - 0992
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Weekly Highlight Editors

Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 690 - 3244
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374
Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430

## Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
-------------------------------	--	------------------

## Rail Transportation

Marvin Prater	<a href="mailto:marvin.prater@ams.usda.gov">marvin.prater@ams.usda.gov</a>	(202) 720 - 0299
Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Barge Transportation

Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374

## Truck Transportation

April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374
--------------	--	------------------

## Grain Exports

Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 690 - 3244

## Ocean Transportation

Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor (Container movements)	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374

## Economics Assistants

Daniel O'Neil, Jr.	<a href="mailto:daniel.oneil@ams.usda.gov">daniel.oneil@ams.usda.gov</a>	(202) 260 - 8702
Zachary Smith	<a href="mailto:zachary.smith@ams.usda.gov">zachary.smith@ams.usda.gov</a>	(202) 720 - 7880
Joyce Zhang	<a href="mailto:joyce.zhang@ams.usda.gov">joyce.zhang@ams.usda.gov</a>	(202) 260 - 8704

**Subscription Information:** Send relevant information to [GTRContactUs@ams.usda.gov](mailto:GTRContactUs@ams.usda.gov) for an electronic copy (*printed copies are also available upon request*).

The U.S. Department of Agriculture (USDA) prohibits discrimination in all of its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD).

To file a complaint of discrimination, write to Assistant Secretary for Civil Rights, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, S.W., Stop 9410, Washington, DC 20250-9410. Or call toll-free at (866) 632-9992 (English) or (800) 877-8339 (TDD) or (866) 377-8642 (English Federal-relay) or (800) 845-6136 (Spanish Federal-relay). USDA is an equal opportunity provider and employer.