



# Grain Transportation Report

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

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August 7, 2014

## WEEKLY HIGHLIGHTS

### 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 14, 2014

### USDA Files Comments in a Surface Transportation Board (STB) Proceeding

On August 4, [USDA filed comments](#) with the STB supporting the Highway Diesel Fuel (HDF) index as an appropriate indicator of railroad fuel costs to be used in administering railroad fuel surcharge programs. The STB had previously designated the HDF index as the appropriate indicator, but raised questions over its continued use when a technicality in an STB proceeding concerning the HDF index allowed BNSF to overcharge shippers for fuel costs. The STB had previously ruled fuel surcharges could not be used as profit centers for railroads and fuel surcharges must recover no more than the incremental increase in the price of fuel. While still advocating for the continued use of the HDF index, USDA suggested the STB require additional reporting measures from railroads on the difference between fuel costs and fuel surcharge revenues. USDA also indicated any fuel surcharge revenues in excess of actual fuel costs should be credited back to shippers. USDA believes this additional transparency will provide incentives for railroads to comply with the STB's previous ruling.

### Bulk Ocean Freight Rates Fell for 3 Consecutive Weeks

Ocean freight rates for shipping bulk grain declined three weeks in a row as vessel supply continues to outpace its demand. During the week ending August 1, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$41.50 per mt, down 1 percent from the previous week, 3 percent from 3 weeks ago, and 28 percent since the beginning of the year. The cost of shipping from the Pacific Northwest to Japan was \$23 per mt, down 1 percent from the previous week, 4 percent from 3 weeks ago and 22 percent since the beginning of the year. Ocean freight rates should continue to remain moderate as long as the excess vessel supply persists.

### Corn Inspections Rebound; New Crop Export Sales Continue to Rise

For the week ending July 31, total inspections of corn reached 1.1 million metric tons (mmt), up 44 percent from the past week and 195 percent above last year, which was the end of the severe-drought crop year. Corn shipments to Asia and Latin America rose from the previous week. Inspections of wheat, however, were down 11 percent from the previous week, and soybeans were the lowest since late July 2013. Despite the drop in wheat and soybean inspections, **total inspections of grain** from all major export regions reached 1.52 mmt, up 16 percent from the past week, up 33 percent from last year, and 10 percent above the 3-year average. Grain inspections jumped 43 percent in the Mississippi Gulf, but dropped 21 percent from the previous week in the Pacific Northwest as wheat inspections decreased 64 percent. Outstanding wheat and soybean **export sales** increased from the previous week. In addition, during the week ending July 24, new crop corn and soybean export sales continued to climb at more than 1 million metric tons (mmt) per week, with soybeans surpassing last year's level by 1 million metric tons.

### Corps Working On Opening Closed Portions of Upper Mississippi River

The U.S. Army Corps of Engineers (Corps) is continuing to dredge low-water hazards on the Upper Mississippi River. While the dredging operations are underway, the affected areas will be closed to commercial navigation. Between Wabasha, MN, and Alma, WI, (near Lock 4), the Corps is removing significant shoaling in that area and expects have it reopened by August 10. For the week ending August 5, **barge rates** decreased 17 percent on the Illinois River and 13 percent on the Mississippi River at Davenport, IA, near Locks 15. With parts of the Mississippi River closed above Davenport, there is a temporary increase in the supply of empty barges for the areas not affected by the closure.

## Snapshots by Sector

### **Rail**

U.S. railroads originated 19,978 **carloads of grain** during the week ending July 26, down 3 percent from last week, up 16 percent from last year, and 8 percent above the 3-year average.

During the week ending July 31, average August non-shuttle **secondary railcar bids/offers per car** were \$950 above tariff, down \$150 from last week and \$950 higher than last year. Average shuttle secondary railcar bids/offers per car were \$2,016.50 above tariff, down \$450 from last week and \$2,078.50 higher than last year.

### **Barge**

During the week ending August 2 **barge grain movements** totaled 778,373 tons—1 percent lower than the previous week but 104 percent higher than the same period last year.

During the week ending August 2, 489 grain barges **moved down river**, down 2 percent from last week; 398 grain barges were **unloaded in New Orleans**, down 2.2 percent from the previous week.

### **Ocean**

During the week ending July 24, 35 **ocean-going grain vessels** were loaded in the Gulf, 17 percent more than the same period last year. Forty-five vessels are expected to be loaded within the next 10 days, 10 percent less than the same period last year.

### **Fuel**

During the week ending August 4, U.S. average **diesel fuel prices** decreased 1 cent from the previous week to \$3.85 per gallon—down 6 cents from the same week last year.

# Feature Article/Calendar

## Grain Rail Service Update

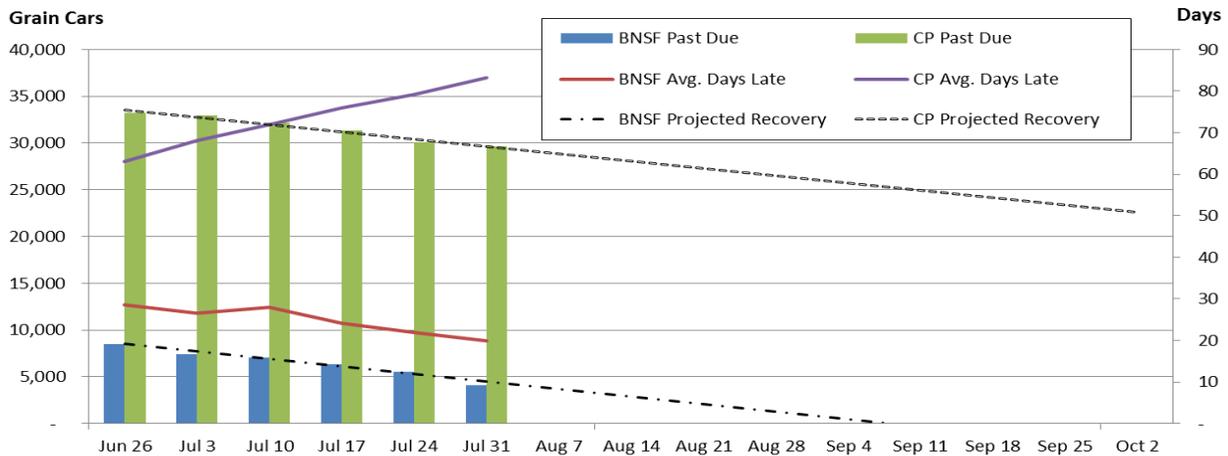
Railroad service to grain shippers suffered severely last fall and winter and has only recently been improving. These problems are centered on the Canadian Pacific Railway (CP) and BNSF Railway (BNSF). Many of the problems are caused by capacity limitations on the rail network. This is a two-sided issue involving greater-than-normal demand from shippers of coal, oil, intermodal, and grain for rail service simultaneous with rail carriers' constrained ability to provide service at a normal level. Even though rail service is improving, lingering service problems, the backlog of grain shipments, and the size of the approaching grain harvest cause grain shippers and producers to be concerned about whether there will be adequate transportation and storage. Grain shippers are concerned that the remaining old-crop grain will not be shipped before the large influx of new-crop grain overwhelms available storage. In response, shippers have been securing guaranteed railcar service at high premiums through the secondary railcar market and directly from rail carriers in the primary railcar market, essentially doubling the price of rail service in September and October.

On June 20, due to the slow pace of rail service recovery, the U.S. Surface Transportation Board (STB) required CP and BNSF to submit plans to address their grain backlogs and provide weekly status reports of progress until the situation is resolved. STB stated it was concerned about the remaining time before the next harvest. Rail carriers have indicated service problems may continue into 2015 while ongoing track work continues, reducing system velocity. While BNSF has made significant progress in reducing its backlog of grain shipments since the STB announcement, it is unclear to what extent CP will address its backlog.

### Grain Car Backlog

BNSF has made steady improvements in service and is expected to work through its grain car backlog by October. CP, however, continues to experience problems and may not be ready for the upcoming harvest (see figure below). As of July 31, BNSF reports that it has reduced the backlog on past due grain car deliveries to 4,066 cars at an average of 19.9 days late. In North Dakota, BNSF reported 2,399 grain cars were an average of 21.3 days late; in Montana, 660 grain cars were an average of 23.5 days late; in Minnesota, 468 grain cars were an average of 23.5 days late; in Nebraska, 188 grain cars were an average 11.4 days late; in Kansas, 118 grain cars were an average 11.2 days late; in South Dakota, 105 grain cars were an average 17 days late. In the past six weeks since the STB's directive, BNSF has reduced its backlog of past due grain cars by over half. BNSF has stated it should have its backlog of grain cars moved by October 1, in time for the upcoming harvest. However, at its current rate of recovery, BNSF may clear its backlog even earlier.

**Grain Car Backlog and Average Days Late**



Source: BNSF and CP Weekly Status Reports to Surface Transportation Board

In contrast, CP has stated it does not have an accurate idea of how large its backlog is, complicating efforts to estimate whether it can clear its backlog within the remaining time before harvest. As a measure of its backlog, CP shows the open requests on its network for grain cars. This is an indication of how much grain shippers wish to move in each State. As of July 31, CP shows there are 22,457 requests for grain cars in North Dakota that average 11.71 weeks late and 7,193 requests in Minnesota that average 12.43 weeks late. This is only a slight improvement over the past 6 weeks, when requests were 23,818 in North Dakota and 8,426 in Minnesota. These two States account for almost all the reported outstanding requests on CP's network. This is due in part to the recent sale of

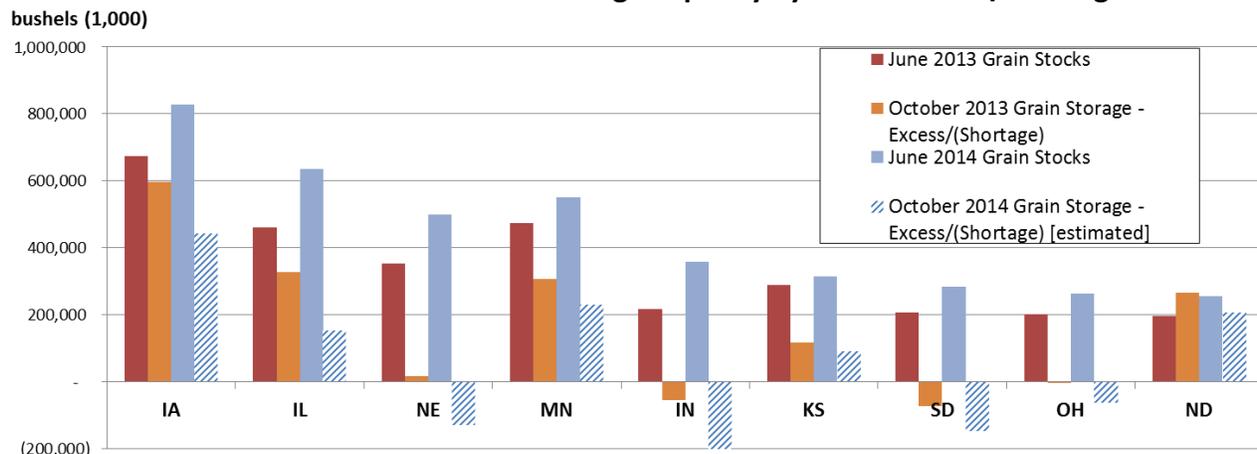
CP's main line in South Dakota between Tracy, MN, and Rapid City, SD. CP purchased this section of track in 2007 from the former Dakota, Minnesota, and Eastern Railroad and sold it on May 31, 2014 to Genesee & Wyoming Inc. (G&W). G&W has created a new short line railroad, the Rapid City, Pierre, and Eastern Railroad (RCP&E), to serve this section of track, which includes many grain shippers. Rail service to grain shippers along the RCP&E in South Dakota has reportedly suffered as ownership of the line has changed hands.

CP fulfilled only 1,186 grain car orders in the past week for North Dakota, 210 for Minnesota, and 391 for the RCP&E in South Dakota. Excluding any new requests that may occur as the 2014 harvest begins, it would take CP another 17 weeks at this rate, or until late-November, to eliminate its backlog of grain cars. By this time, the 2014 harvest will be nearly complete, and there would probably not be enough storage space for both crops, especially in South Dakota.

### Grain Storage

Some States may not have sufficient storage capacity for the upcoming grain harvest. While this is true every year, the situation is compounded by: (1) the amount of remaining grain in storage in each State, (2) the number of backlogged grain cars, and (3) low corn prices that are not encouraging grain to be moved. The graph below gives a rough estimation of the excess or shortage of grain capacity this October based on June 1 grain stocks by comparing the grain storage capacity last October to grain stocks as of June 1 last year. Grain production in 2014 for each State is estimated to be very similar to last year. These nine States represented almost 70 percent of last year's grain harvest. Grain stored on the ground in Nebraska and South Dakota will be especially vulnerable to rail service problems as these States are far from barge-loading facilities, making them particularly rail dependent.

**Estimated October Grain\* Storage Capacity by State - Excess/Shortage**



\*All Grain Stocks for All Positions by State (Corn, Sorghum, Wheat, Soybeans, Barley, and Oats)  
Source: USDA Grain Stocks; USDA Crop Progress (multiple reports)

### Primary and Secondary Railcar Markets

Bids in the primary railcar market have been trading at historic highs since late May for guaranteed railcar placement for grain shipments. Bids for the week ending July 31 ranged between \$2,500 and \$3,300 per car (approximately between \$.68 and \$.91 per bushel) for BNSF's guaranteed grain car placement in October. This is a stark contrast to the previous 10 years, which have had very little monthly trading and bids that rarely exceeded \$700. Most trading occurs in the secondary railcar market where shippers reallocate previously reserved space among themselves as market conditions change. Shippers worry about a repeat in rail service problems at harvest and are securing space directly from rail carriers this year. Unlike premiums paid in the secondary railcar market, which are transferred between shippers and do not affect railroad profits, premiums paid in the primary market accrue directly to the rail carrier. Bids in the secondary market are trading in a similar price range for service placement from August through December.

The next two months will be a critical period for railroads to move the remaining grain backlog in anticipation of the projected record harvest this year. Although BNSF has shown promising signs of recovery over the past month, outstanding shipments on CP continue to cause concern for grain shippers and producers.

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# Grain Transportation Indicators

Table 1

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

Week ending	Truck		Rail		Barge	Ocean	
		Unit Train	Shuttle			Gulf	Pacific
08/06/14	259	294	300		260	186	163
07/30/14	259	302	320		311	188	165

<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

\*No quote for Illinois River as ice accumulation severely limited barge operations.

Table 2

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

Commodity	Origin--Destination	8/1/2014	7/25/2014
Corn	IL--Gulf	-1.00	-0.98
Corn	NE--Gulf	-1.13	-1.14
Soybean	IA--Gulf	-1.33	-1.14
HRW	KS--Gulf	-1.65	-1.58
HRS	ND--Portland	-3.72	-3.83

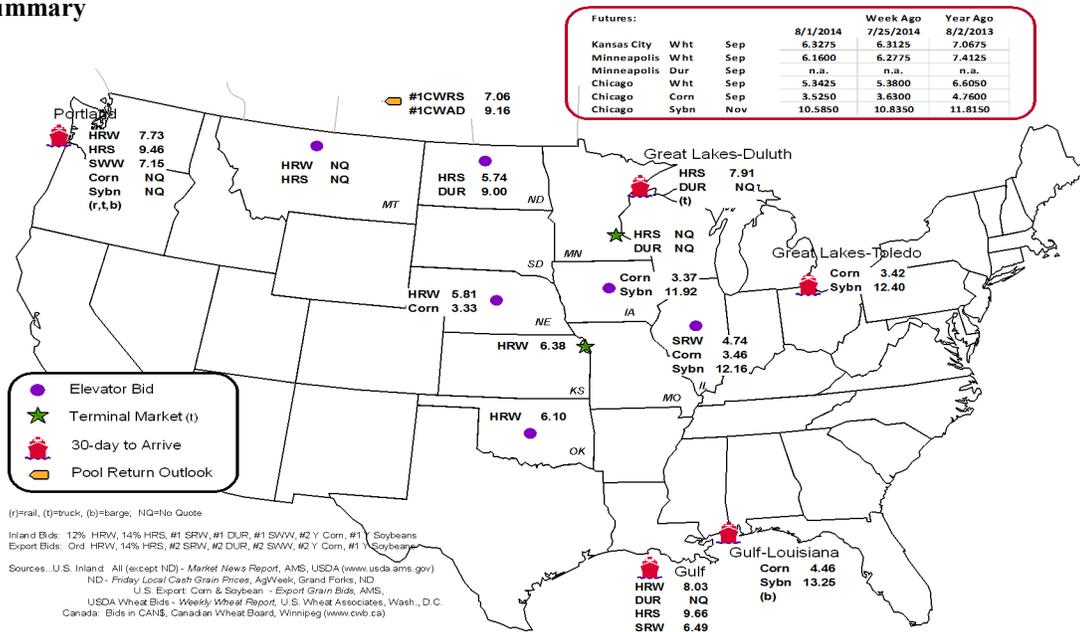
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1

## Grain bid Summary



# Rail Transportation

Table 3

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

Week ending	Mississippi		Pacific	Atlantic &	Total	Week ending	Cross-Border Mexico <sup>3</sup>
	Gulf	Texas Gulf	Northwest	East Gulf			
7/30/2014 <sup>p</sup>	93	1,422	3,341	287	5,143	7/26/2014	1,718
7/23/2014 <sup>r</sup>	10	938	3,129	211	4,288	7/19/2014	1,942
2014 YTD <sup>r</sup>	20,547	50,527	138,827	16,791	226,692	2014 YTD	58,969
2013 YTD <sup>r</sup>	9,872	38,371	75,980	9,946	134,169	2013 YTD	36,460
2014 YTD as % of 2013 YTD	208	132	183	169	169	% change YTD	162
Last 4 weeks as % of 2013 <sup>2</sup>	47	97	352	125	187	Last 4wks % 2013	148
Last 4 weeks as % of 4-year avg. <sup>2</sup>	35	124	118	119	116	Last 4wks % 4 yr	129
Total 2013	31,646	71,388	168,826	25,176	297,036	Total 2013	70,298
Total 2012	22,604	40,780	199,419	24,659	287,462	Total 2012	92,008

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

<sup>2</sup> Compared with same 4-weeks in 2013 and prior 4-year average.

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

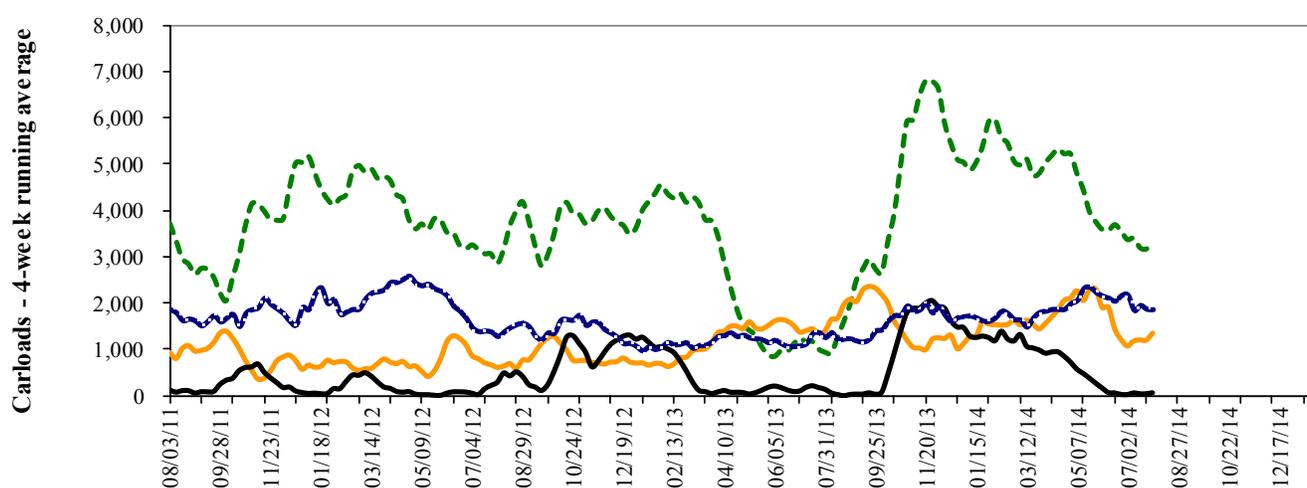
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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



--- Pacific Northwest: 4 wks. ending 7/30--up 252% from same period last year; up 18% from 4-year average  
--- Texas Gulf: 4 wks. ending 7/30--down 3% from same period last year; up 24% from 4-year average  
--- Miss. River: 4 wks. ending 7/30--down 53% from same period last year; down 65% from 4-year average  
--- Cross-border: 4 wks. ending 7/26--up 48% from same period last year; up 29% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

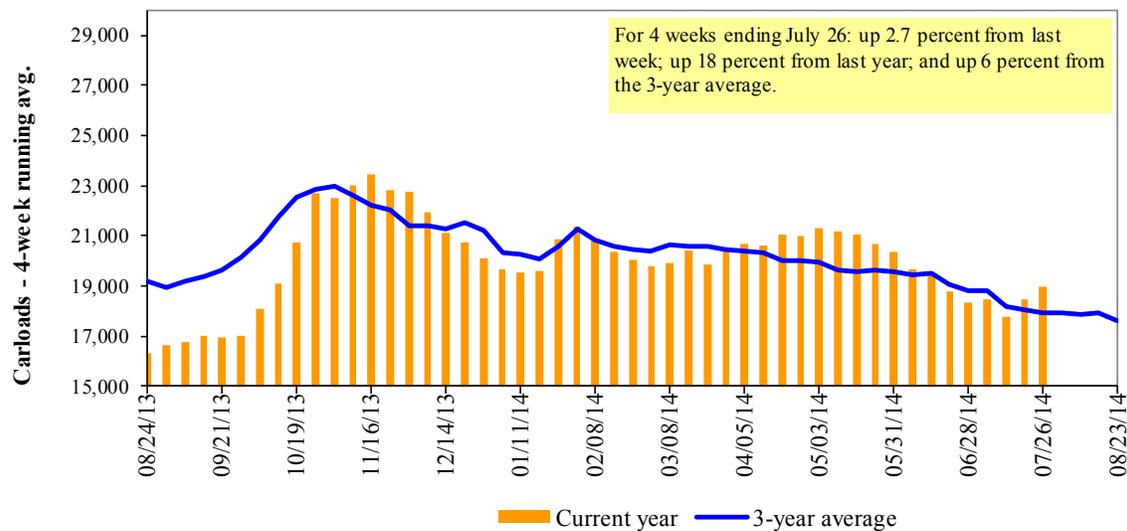
Table 4

**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
07/26/14	2,064	2,907	9,130	536	5,341	19,978	4,961	5,352
This week last year	1,323	2,787	9,117	563	3,423	17,213	2,555	5,760
2014 YTD	57,028	88,356	259,687	25,593	169,724	600,388	131,940	157,679
2013 YTD	43,651	75,919	254,093	14,141	114,263	502,067	95,166	154,762
2014 YTD as % of 2013 YTD	131	116	102	181	149	120	139	102
Last 4 weeks as % of 2013	135	111	100	162	149	118	167	100
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	125	100	96	146	119	106	134	102
Total 2013	86,466	137,915	454,262	34,412	222,258	935,313	190,125	272,753

<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-14		Aug-13		Sep-14		Sep-13		Oct-14		Oct-13		Nov-14		Nov-13	
BNSF <sup>3</sup>																
COT grain units	no offer	2	no offer	1	3318	8	3058	no offer								
COT grain single-car <sup>5</sup>	no offer	0..1	no offer	0..3	2511..3221	0..3	2200..3021	no offer								
UP <sup>4</sup>																
GCAS/Region 1	no offer	no bids	1380	no bids	no offer	no bids	n/a	n/a								
GCAS/Region 2	1401	no bids	2105	no bids	no offer	3	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.

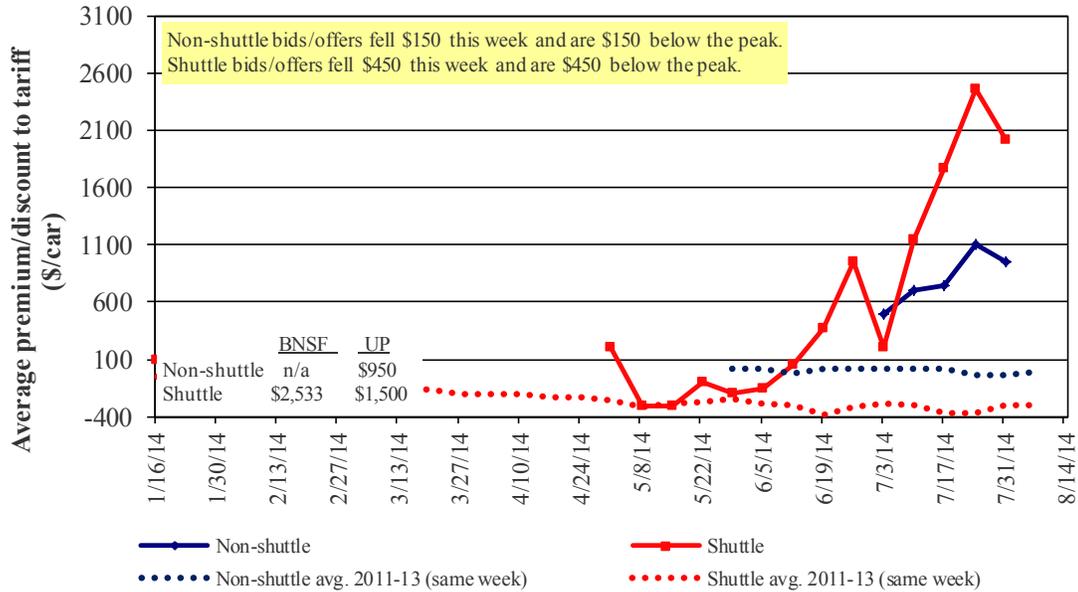
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 2014, Secondary Market**

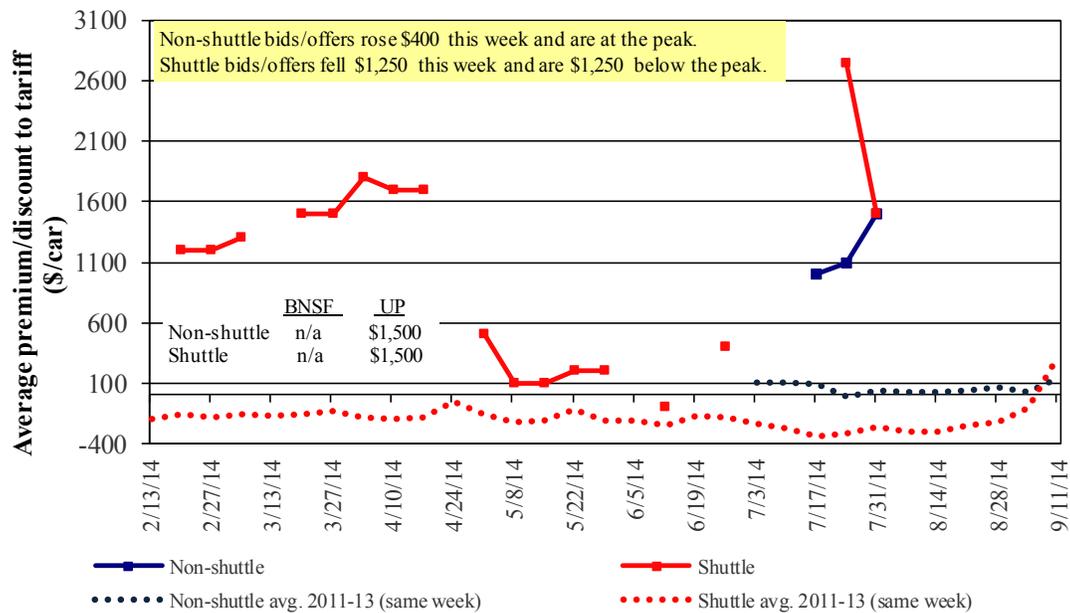


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

**Bids/Offers for Railcars to be Delivered in September 2014, Secondary Market**

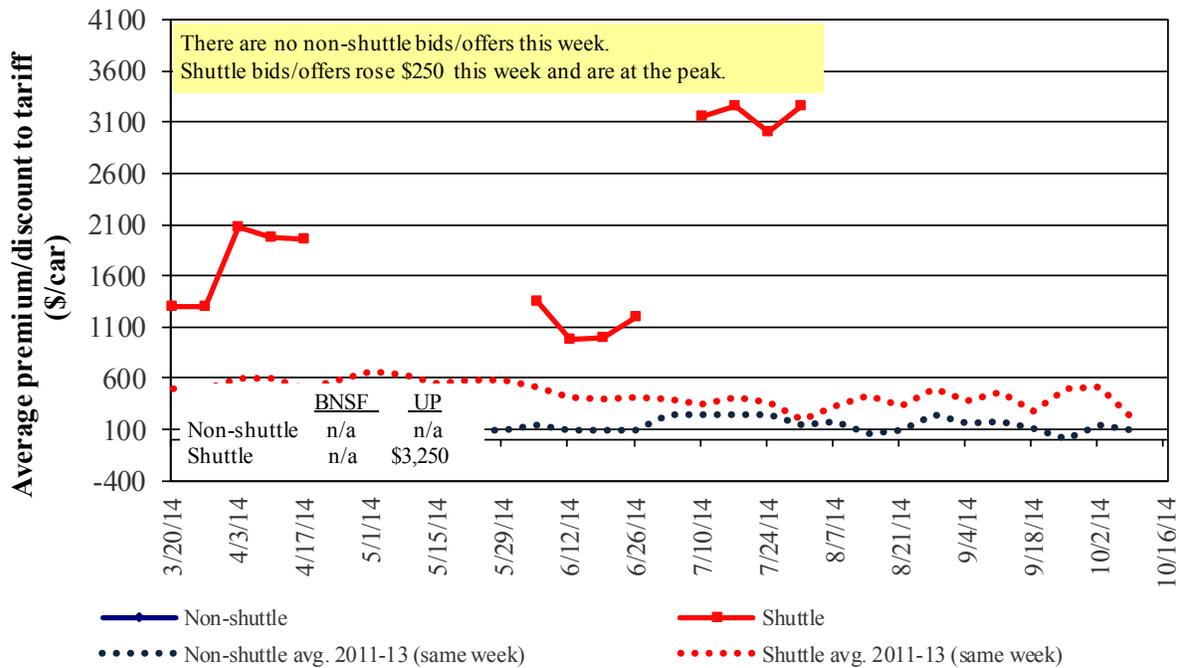


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in October 2014, 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-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15
<b>Non-shuttle</b>						
BNSF-GF	n/a	n/a	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	950	1,500	n/a	n/a	n/a	n/a
Change from last week	(150)	400	n/a	n/a	n/a	n/a
Change from same week 2013	950	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	2,533	n/a	n/a	n/a	n/a	n/a
Change from last week	(900)	n/a	n/a	n/a	n/a	n/a
Change from same week 2013	2,582	n/a	n/a	n/a	n/a	n/a
UP-Pool	1,500	1,500	3,250	2,750	2,500	n/a
Change from last week	-	n/a	750	750	1,500	n/a
Change from same week 2013	1,575	1,606	3,000	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 James B. Joiner Co., Tradewest Brokerage Co.

Table 7

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

Effective date:			Tariff	Fuel	Tariff plus surcharge per:		Percent
8/1/2014	Origin region*	Destination region*	rate/car	surcharge per car	metric ton	bushe <sup>l</sup> <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,387	\$187	\$35.49	\$0.97	6
	Grand Forks, ND	Duluth-Superior, MN	\$3,596	\$107	\$36.78	\$1.00	-3
	Wichita, KS	Los Angeles, CA	\$6,244	\$551	\$67.48	\$1.84	0
	Wichita, KS	New Orleans, LA	\$4,026	\$329	\$43.25	\$1.18	6
	Sioux Falls, SD	Galveston-Houston, TX	\$5,824	\$452	\$62.33	\$1.70	0
	Northwest KS	Galveston-Houston, TX	\$4,293	\$361	\$46.21	\$1.26	5
	Amarillo, TX	Los Angeles, CA	\$4,492	\$502	\$49.59	\$1.35	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,192	\$372	\$35.39	\$0.90	3
	Toledo, OH	Raleigh, NC	\$4,686	\$416	\$50.66	\$1.29	4
	Des Moines, IA	Davenport, IA	\$2,078	\$79	\$21.42	\$0.54	4
	Indianapolis, IN	Atlanta, GA	\$4,061	\$312	\$43.43	\$1.10	3
	Indianapolis, IN	Knoxville, TN	\$3,469	\$200	\$36.44	\$0.93	3
	Des Moines, IA	Little Rock, AR	\$3,218	\$232	\$34.26	\$0.87	3
	Des Moines, IA	Los Angeles, CA	\$5,215	\$675	\$58.49	\$1.49	3
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,514	\$402	\$38.89	\$1.06	3
	Toledo, OH	Huntsville, AL	\$3,687	\$295	\$39.55	\$1.08	3
	Indianapolis, IN	Raleigh, NC	\$4,756	\$419	\$51.39	\$1.40	4
	Indianapolis, IN	Huntsville, AL	\$3,379	\$200	\$35.54	\$0.97	3
	Champaign-Urbana, IL	New Orleans, LA	\$3,748	\$372	\$40.92	\$1.11	4
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,678	\$317	\$39.67	\$1.08	0
	Wichita, KS	Galveston-Houston, TX	\$3,471	\$247	\$36.92	\$1.00	-8
	Chicago, IL	Albany, NY	\$3,950	\$390	\$43.10	\$1.17	5
	Grand Forks, ND	Portland, OR	\$5,159	\$547	\$56.67	\$1.54	1
	Grand Forks, ND	Galveston-Houston, TX	\$6,084	\$570	\$66.08	\$1.80	-1
	Northwest KS	Portland, OR	\$5,260	\$592	\$58.11	\$1.58	4
	Corn	Minneapolis, MN	Portland, OR	\$5,000	\$666	\$56.27	\$1.43
Sioux Falls, SD		Tacoma, WA	\$4,960	\$610	\$55.31	\$1.41	4
Champaign-Urbana, IL		New Orleans, LA	\$3,011	\$372	\$33.60	\$0.85	3
Lincoln, NE		Galveston-Houston, TX	\$3,510	\$356	\$38.39	\$0.98	6
Des Moines, IA		Amarillo, TX	\$3,590	\$291	\$38.54	\$0.98	3
Minneapolis, MN		Tacoma, WA	\$5,000	\$661	\$56.22	\$1.43	4
Council Bluffs, IA		Stockton, CA	\$4,400	\$684	\$50.48	\$1.28	5
Soybeans	Sioux Falls, SD	Tacoma, WA	\$5,520	\$610	\$60.88	\$1.66	4
	Minneapolis, MN	Portland, OR	\$5,530	\$666	\$61.53	\$1.67	4
	Fargo, ND	Tacoma, WA	\$5,430	\$543	\$59.31	\$1.61	4
	Council Bluffs, IA	New Orleans, LA	\$4,175	\$429	\$45.72	\$1.24	6
	Toledo, OH	Huntsville, AL	\$2,862	\$295	\$31.35	\$0.85	4
Grand Island, NE	Portland, OR	\$5,110	\$606	\$56.76	\$1.54	3	

<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 surcharge per car <sup>2</sup>	Fuel surcharge		Percent change Y/Y <sup>4</sup>
					Tariff plus surcharge per: metric ton <sup>3</sup>	per bushel <sup>3</sup>	
Wheat	MT	Chihuahua, CI	\$6,460	\$579	\$71.92	\$1.96	2
	OK	Cuautitlan, EM	\$6,315	\$703	\$71.70	\$1.95	-5
	KS	Guadalajara, JA	\$6,899	\$679	\$77.43	\$2.11	-15
	TX	Salinas Victoria, NL	\$3,798	\$265	\$41.51	\$1.13	30
Corn	IA	Guadalajara, JA	\$7,974	\$799	\$89.63	\$2.27	4
	SD	Celaya, GJ	\$7,656	\$757	\$85.97	\$2.18	4
	NE	Queretaro, QA	\$7,353	\$710	\$82.38	\$2.09	3
	SD	Salinas Victoria, NL	\$5,880	\$576	\$65.96	\$1.67	3
	MO	Tlalnepantla, EM	\$6,712	\$689	\$75.62	\$1.92	2
	SD	Torreon, CU	\$6,722	\$634	\$75.16	\$1.91	3
Soybeans	MO	Bojay (Tula), HG	\$7,916	\$674	\$87.77	\$2.39	5
	NE	Guadalajara, JA	\$8,447	\$771	\$94.18	\$2.56	4
	IA	El Castillo, JA	\$8,855	\$753	\$98.17	\$2.67	4
	KS	Torreon, CU	\$6,864	\$478	\$75.01	\$2.04	3
Sorghum	TX	Guadalajara, JA	\$6,953	\$493	\$76.08	\$1.93	7
	NE	Celaya, GJ	\$7,212	\$688	\$80.71	\$2.05	3
	KS	Queretaro, QA	\$6,650	\$432	\$72.36	\$1.84	-2
	NE	Salinas Victoria, NL	\$5,368	\$506	\$60.01	\$1.52	-1
	NE	Torreon, CU	\$6,243	\$564	\$69.56	\$1.77	2

<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.

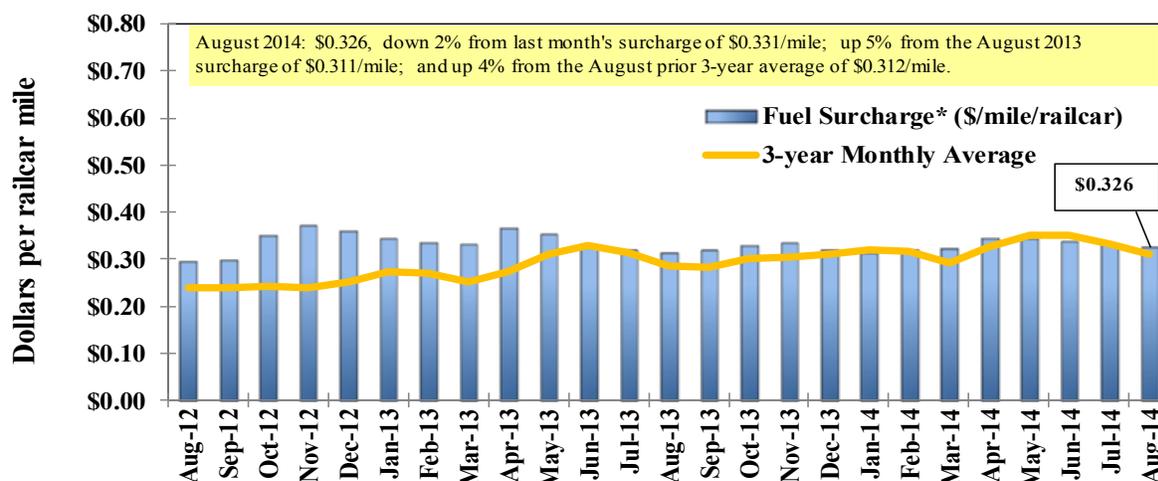
<sup>2</sup>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

<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

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

Figure 7

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

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

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

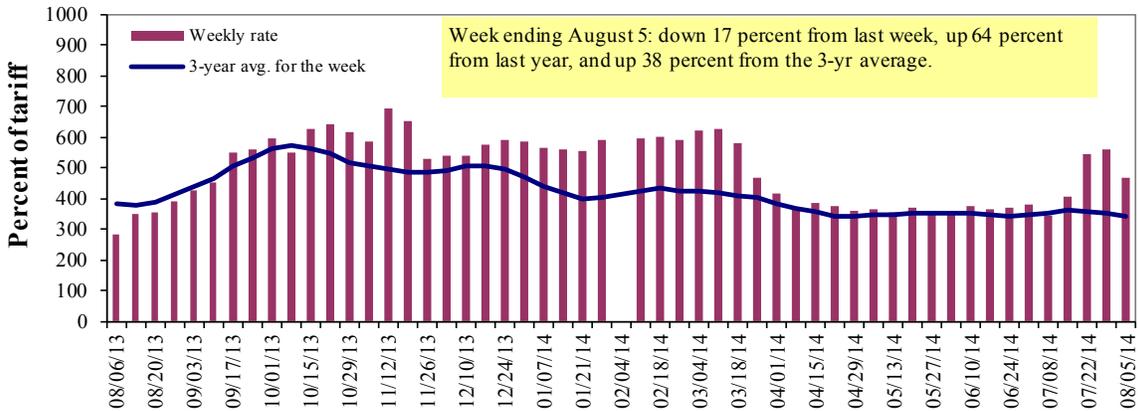
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

# Barge Transportation

Figure 8

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

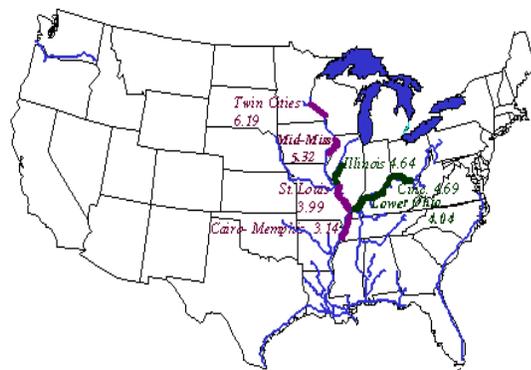
### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	8/5/2014	-	495	468	418	460	460	388
	7/29/2014	-	568	560	408	455	455	367
<b>\$/ton</b>	8/5/2014	-	26.33	21.72	16.68	21.57	18.58	12.18
	7/29/2014	-	30.22	25.98	16.28	21.34	18.38	11.52
<b>Current week % change from the same week:</b>								
	Last year	-	67	64	82	66	66	91
	3-year avg. <sup>2</sup>	-	47	38	48	49	49	50
<b>Rate<sup>1</sup></b>	September	613	570	633	638	668	668	635
	November	733	658	658	555	658	658	533

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; - River closed in Twin Cities area for dredging.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9  
Benchmark tariff rates



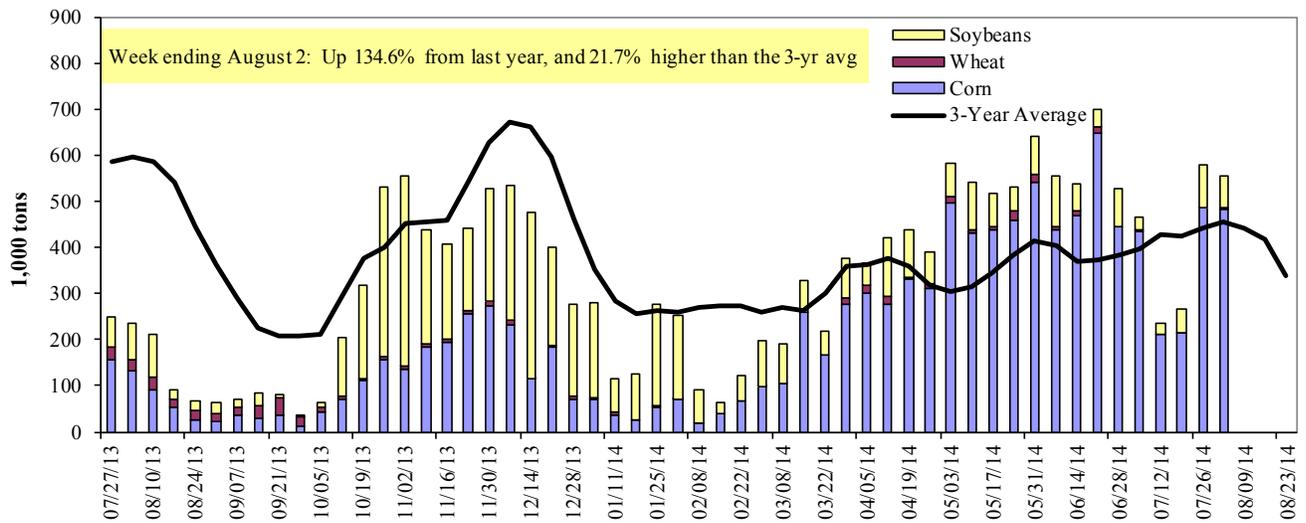
### Calculating barge rate per ton:

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

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

Figure 10

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



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

Source: U.S. Army Corps of Engineers

Table 10

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

Week ending 8/2/2014	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	127	0	25	0	151
Winfield, MO (L25)	367	2	42	6	416
Alton, IL (L26)	500	5	58	6	569
Granite City, IL (L27)	483	5	68	6	561
<b>Illinois River (L8)</b>	166	2	17	0	185
<b>Ohio River (L52)</b>	115	39	14	0	168
<b>Arkansas River (L1)</b>	0	49	0	0	49
Weekly total - 2014	598	92	82	6	778
Weekly total - 2013	148	146	88	0	382
2014 YTD <sup>1</sup>	13,877	1,503	4,986	128	20,495
2013 YTD	5,030	2,664	4,334	133	12,160
2014 as % of 2013 YTD	276	56	115	97	169
Last 4 weeks as % of 2013 <sup>2</sup>	230	66	75	70	139
Total 2013	9,504	4,111	10,065	255	23,935

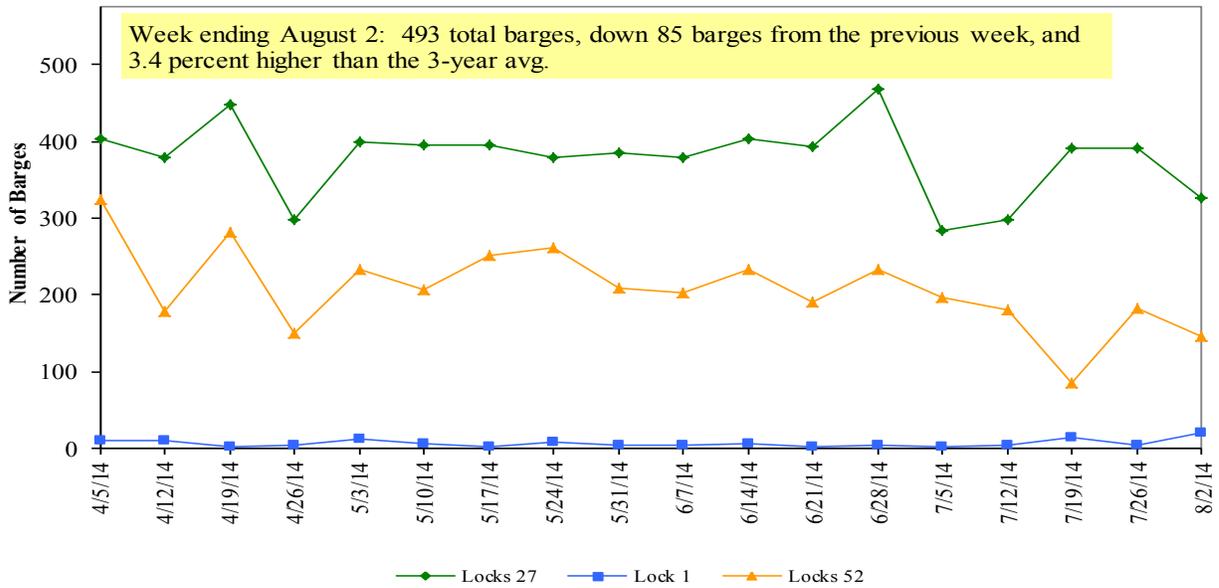
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2013.

Note: Total may not add exactly, due to rounding

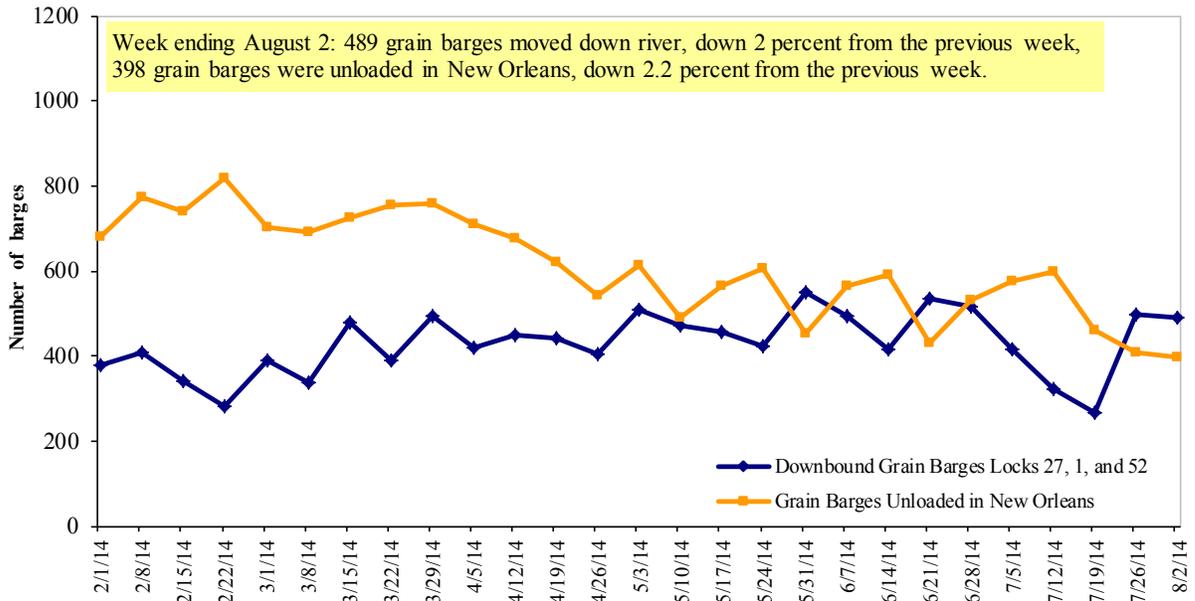
Source: U.S. Army Corps of Engineers

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



Source: U.S. Army Corps of Engineers

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



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

# Truck Transportation

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

Table 11

## Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 8/4/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.906	-0.004	-0.013
	New England	4.019	-0.025	-0.037
	Central Atlantic	3.989	-0.004	0.006
	Lower Atlantic	3.817	0.000	-0.028
II	Midwest <sup>2</sup>	3.798	-0.003	-0.080
III	Gulf Coast <sup>3</sup>	3.754	-0.013	-0.087
IV	Rocky Mountain	3.877	-0.011	-0.054
V	West Coast	4.016	-0.001	-0.038
	West Coast less California	3.930	0.002	-0.031
	California	4.087	-0.003	-0.046
Total	U.S.	3.853	-0.005	-0.056

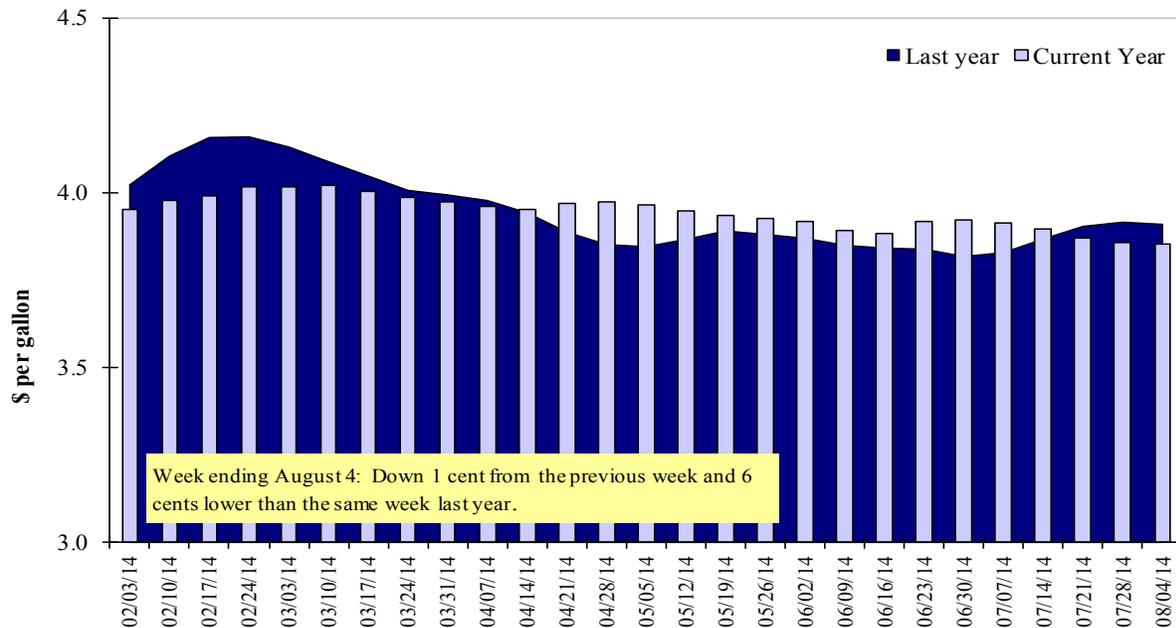
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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

Figure 13

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



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

# Grain Exports

Table 12

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

Week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
7/24/2014	1,916	1,074	2,040	1,021	121	6,174	6,681	2,079	14,934
This week year ago	1,962	3,673	1,339	1,036	85	8,094	2,521	1,296	11,911
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2013/14 YTD	1,133	657	1,177	546	46	3,558	41,934	43,945	89,437
2012/13 YTD	2,125	1,576	698	369	32	4,799	16,298	35,794	56,891
YTD 2013/14 as % of 2012/13	53	42	169	148	144	74	257	123	157
Last 4 wks as % of same period 2012/13	88	28	155	99	142	74	303	158	131
2012/13 Total	10,019	5,039	5,825	4,619	591	26,093	17,980	36,220	80,293
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254

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

<sup>2</sup> Shipped export sales to date; new marketing year begins 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](http://www.fas.usda.gov))

Table 13

## Top 5 Importers<sup>1</sup> of U.S. Corn

Week ending 07/24/2014	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2014/15 Next MY	2013/14 Current MY	2012/13 Last MY		
		- 1,000 mt -			- 1,000 mt -
Japan	1,686	11,294	7,186	57	7,000
Mexico	2,157	10,565	4,429	139	4,370
China	5	2,820	2,505	13	2,450
Korea	2	4,563	418	991	416
Taiwan	24	2,018	558	262	512
<b>Top 5 Importers</b>	<b>3,872</b>	<b>31,261</b>	<b>15,096</b>	<b>107</b>	<b>14,748</b>
<b>Total US corn export sales</b>	<b>6,988</b>	<b>48,615</b>	<b>18,819</b>	<b>158</b>	<b>18,690</b>
% of Projected	16%	101%	101%		
Change from prior week	<b>1,093</b>	174	134		
<b>Top 5 importers' share of U.S. corn export sales</b>	55%	64%	80%		79%
<b>USDA forecast, July 2014</b>	<b>43,180</b>	<b>48,260</b>	<b>18,690</b>	<b>158</b>	
<b>Corn Use for Ethanol USDA forecast, July 2014</b>	<b>128,270</b>	<b>128,270</b>	<b>118,059</b>	<b>9</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://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](http://www.fas.usda.gov/export-sales/myfi_rpt.htm) (Carry-over plus Accumulated Exports)

Table 14

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

Week Ending 07/24/2014	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2014/15 Next MY	2013/14 Current MY	2012/13 Last MY		
		- 1,000 mt -			- 1,000 mt -
China	9,094	28,065	21,599	30	21,522
Mexico	544	3,268	2,598	26	2,565
Japan	289	1,903	1,809	5	1,751
Indonesia	227	2,417	1,624	49	1,682
Taiwan	63	1,318	1,202	10	1,120
<b>Top 5 importers</b>	<b>10,216</b>	<b>36,970</b>	<b>28,832</b>	<b>28</b>	<b>28,641</b>
<b>Total US soybean export sales</b>	<b>16,003</b>	<b>46,024</b>	<b>37,090</b>	<b>24</b>	<b>35,910</b>
% of Projected	35%	104%	103%		
Change from prior week	1,269	187	619		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>64%</b>	<b>80%</b>	<b>78%</b>		
<b>USDA forecast, July 2014</b>	<b>45,590</b>	<b>44,090</b>	<b>35,910</b>	<b>23</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://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](http://www.fas.usda.gov/export-sales/myfi_rpt.htm). (Carryover plus Accumulated Exports)

Table 15

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

Week Ending 07/24/2014	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2013/14
	2014/15 Current MY	2013/14 Last MY		
		- 1,000 mt -		- 1,000 mt -
China	185	3,580	(95)	4,213
Brazil	1,119	1,284	(13)	4,211
Mexico	1,172	1,235	(5)	2,940
Japan	1,067	824	29	2,674
Nigeria	772	869	(11)	2,629
Philippines	714	574	24	2,013
Korea	604	333	81	1,287
Indonesia	283	180	57	1,076
Taiwan	324	216	50	980
Colombia	193	334	(42)	783
<b>Top 10 importers</b>	<b>6,434</b>	<b>9,429</b>	<b>(32)</b>	<b>22,808</b>
<b>Total US wheat export sales</b>	<b>9,732</b>	<b>12,893</b>	<b>(25)</b>	<b>32,160</b>
% of Projected	40%	40%		
Change from prior week	801	597		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>66%</b>	<b>73%</b>		<b>71%</b>
<b>USDA forecast, July 2014</b>	<b>24,490</b>	<b>32,160</b>	<b>(24)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://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](http://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 07/31/14	Previous Week <sup>1</sup>	Current Week as % of Previous	2014 YTD <sup>1</sup>	2013 YTD <sup>1</sup>	2014 YTD as % of 2013 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2013
							2013	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	80	231	34	7,546	6,545	115	82	73	11,585
Corn	326	279	117	5,824	1,321	441	2,794	176	2,973
Soybeans	0	0	n/a	4,492	3,762	119	n/a	0	9,090
<b>Total</b>	<b>406</b>	<b>511</b>	<b>79</b>	<b>17,862</b>	<b>11,628</b>	<b>154</b>	<b>210</b>	<b>107</b>	<b>23,647</b>
<b>Mississippi Gulf</b>									
Wheat	120	74	162	2,903	5,618	52	54	84	9,711
Corn	622	368	169	19,951	6,711	297	203	156	14,828
Soybeans	21	92	22	10,445	7,481	140	132	53	21,462
<b>Total</b>	<b>763</b>	<b>534</b>	<b>143</b>	<b>33,298</b>	<b>19,809</b>	<b>168</b>	<b>133</b>	<b>118</b>	<b>46,002</b>
<b>Texas Gulf</b>									
Wheat	135	42	320	4,070	5,312	77	47	57	9,039
Corn	0	0	n/a	371	148	250	113	143	255
Soybeans	0	0	n/a	258	122	211	n/a	0	908
<b>Total</b>	<b>135</b>	<b>42</b>	<b>320</b>	<b>4,699</b>	<b>5,583</b>	<b>84</b>	<b>48</b>	<b>59</b>	<b>10,203</b>
<b>Interior</b>									
Wheat	25	37	68	739	604	122	249	112	1,244
Corn	134	93	144	3,294	1,544	213	63	104	3,943
Soybeans	17	22	76	2,182	1,761	124	286	53	3,212
<b>Total</b>	<b>176</b>	<b>152</b>	<b>116</b>	<b>6,215</b>	<b>3,909</b>	<b>159</b>	<b>110</b>	<b>90</b>	<b>8,399</b>
<b>Great Lakes</b>									
Wheat	0	15	0	253	460	55	58	48	884
Corn	0	3	0	94	0	n/a	n/a	239	0
Soybeans	0	0	n/a	51	22	229	n/a	0	699
<b>Total</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>397</b>	<b>482</b>	<b>82</b>	<b>147</b>	<b>70</b>	<b>1,583</b>
<b>Atlantic</b>									
Wheat	7	15	49	266	471	56	141	237	645
Corn	30	30	101	507	2	n/a	n/a	895	242
Soybeans	1	2	37	996	693	144	1,000	30	1,652
<b>Total</b>	<b>38</b>	<b>47</b>	<b>82</b>	<b>1,769</b>	<b>1,166</b>	<b>152</b>	<b>249</b>	<b>276</b>	<b>2,540</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	368	415	89	15,777	19,009	83	63	75	33,108
Corn	1,113	773	144	30,041	9,726	309	286	155	22,241
Soybeans	38	116	33	18,423	13,841	133	141	44	37,024
<b>Total</b>	<b>1,518</b>	<b>1,304</b>	<b>116</b>	<b>64,240</b>	<b>42,577</b>	<b>151</b>	<b>135</b>	<b>105</b>	<b>92,373</b>

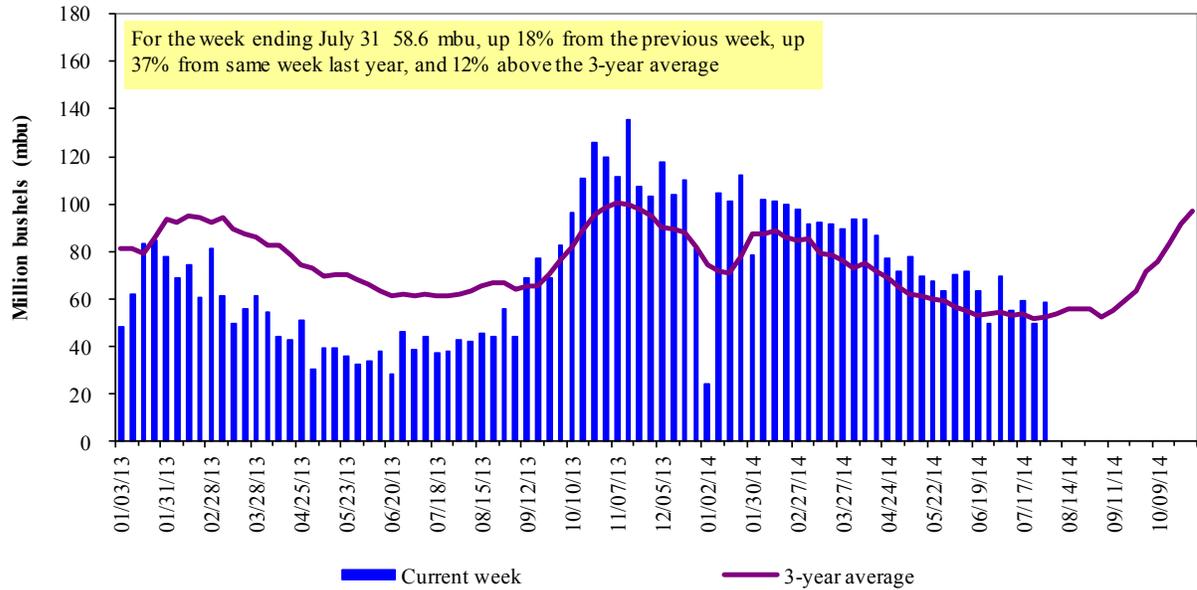
<sup>1</sup>Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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 61 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2013.

Figure 14

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

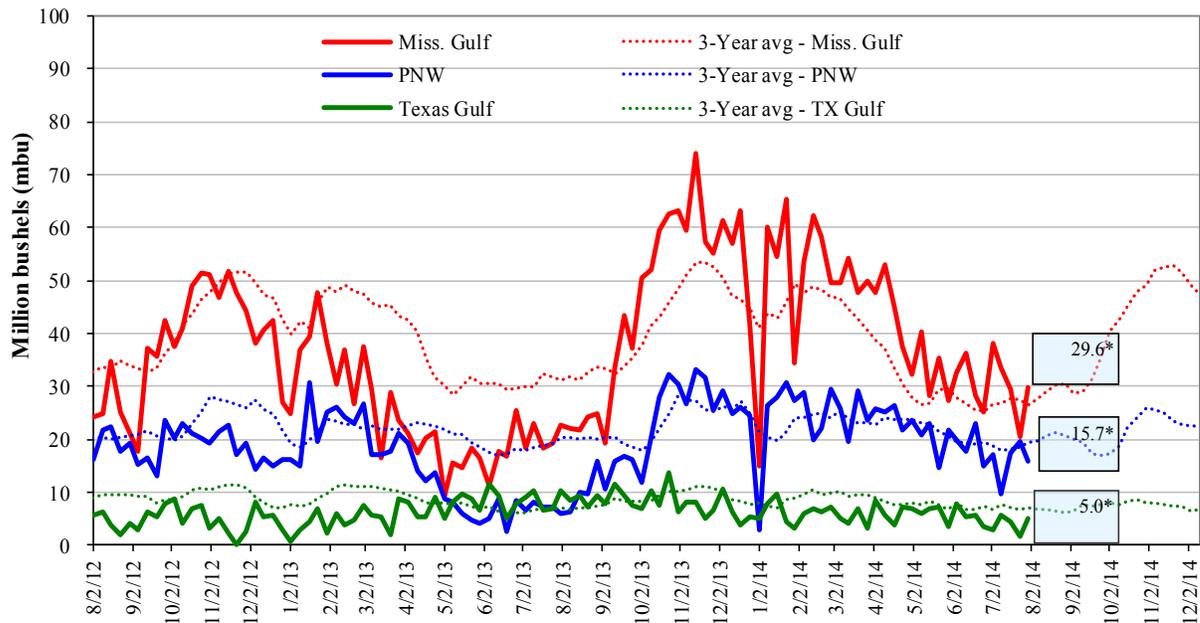


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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 31: % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	up 44	up 220	up 56	down 19
6 Last year (same week)	up 30	down 52	up 5	up 166
3-yr avg (4-wk mov. avg)	up 25	down 29	up 13	up 3

# Ocean Transportation

Table 17

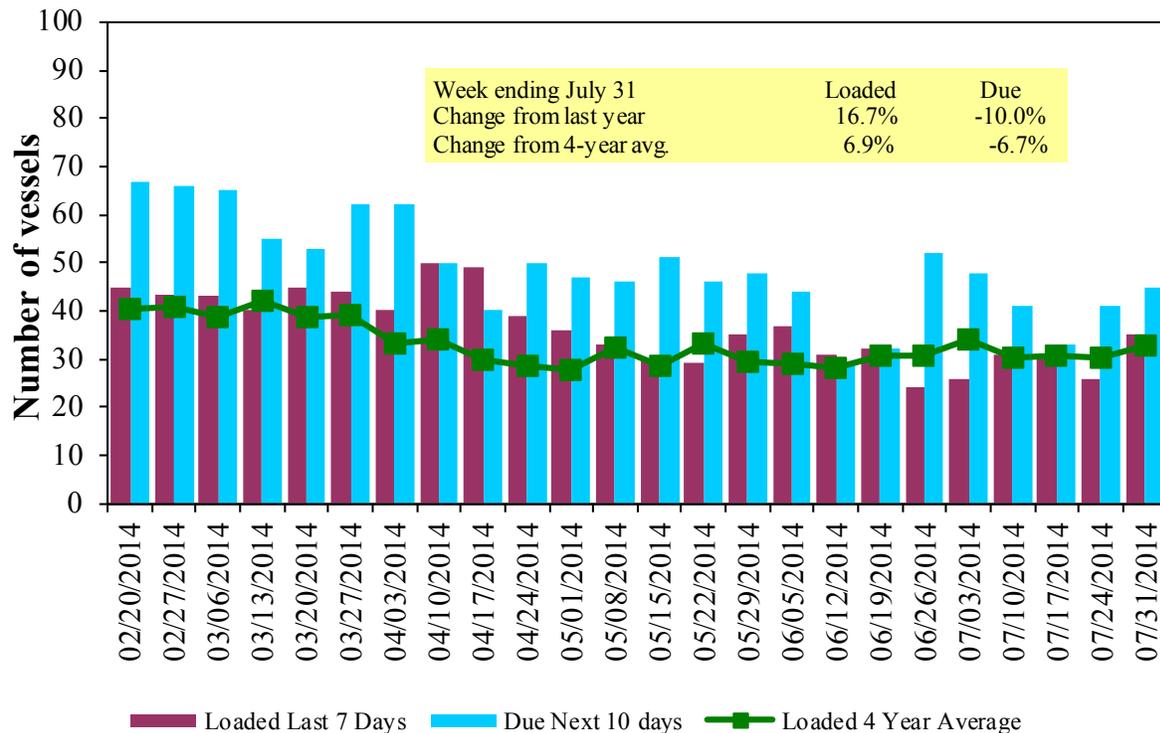
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
7/31/2014	33	35	45	9	n/a
7/24/2014	37	26	41	12	n/a
2013 range	(16..60)	(20..56)	(31..81)	(0..24)	n/a
2013 avg.	32	33	51	12	n/a

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

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

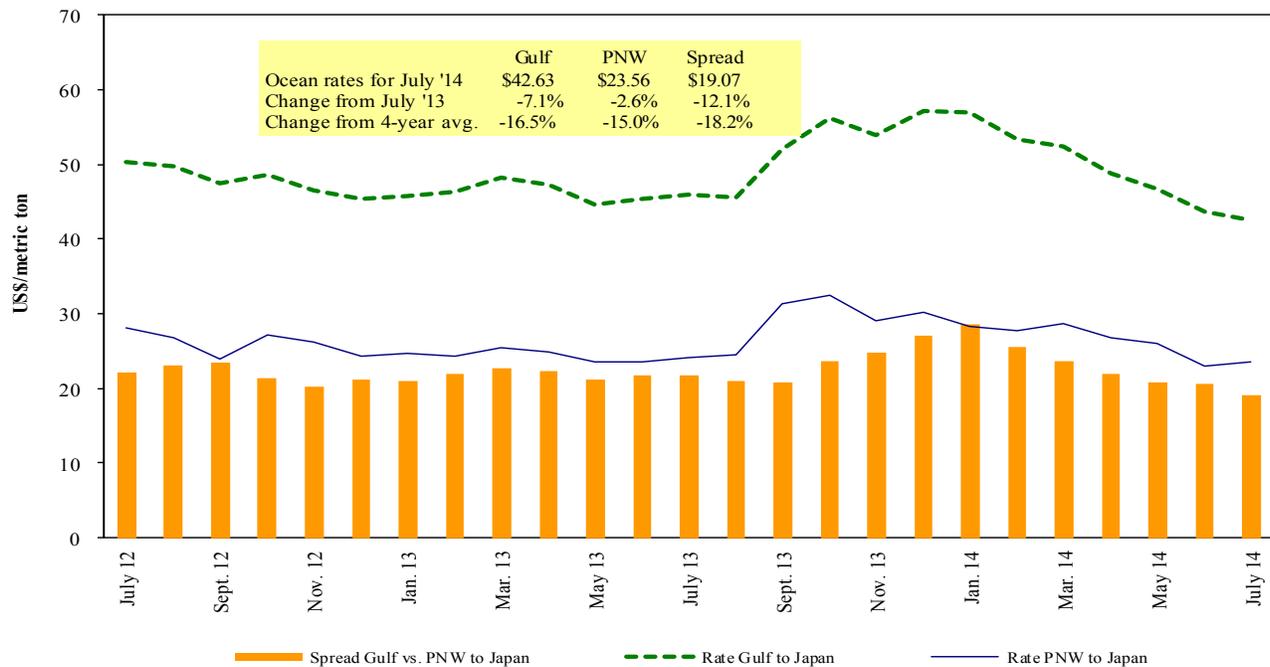


Source: Transportation & Marketing Programs/AMS/USDA

<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

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



Data Source: O'Neil Commodity Consulting

Table 18

### Ocean Freight Rates For Selected Shipments, Week Ending 08/02/2014

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Grain	Aug 1/10	50,000	49.25
U.S. Gulf	Djibouti <sup>1</sup>	Wheat	Aug 4/14	10,000	103.00
PNW	Philippines	Grain	Aug 1/15	65,000	22.50
Brazil	China	Grain	Aug 20/30	60,000	31.50
Brazil	China	Grain	Aug 10/31	60,000	33.25
Brazil	China	Grain	Aug 1/30	65,000	35.50
Brazil	China	Heavy Grain	Aug 11/18	60,000	31.00
Brazil	China	Heavy Grain	Aug 1/5	60,000	40.00
Brazil	China	Grain	Jul 25/31	60,000	31.50
Brazil	China	Heavy Grain	Jul 15/Aug 15	60,000	40.00
Brazil	China	Heavy Grain	Jul 10/20	60,000	33.75
River Plate	China	Heavy Grain	Aug 1/31	60,000	44.50
River Plate	China	Grain	Jul 20/30	60,000	37.00
Uruguay	Egypt Med	Soybeans	Jul 18/22	25,000	35.00

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

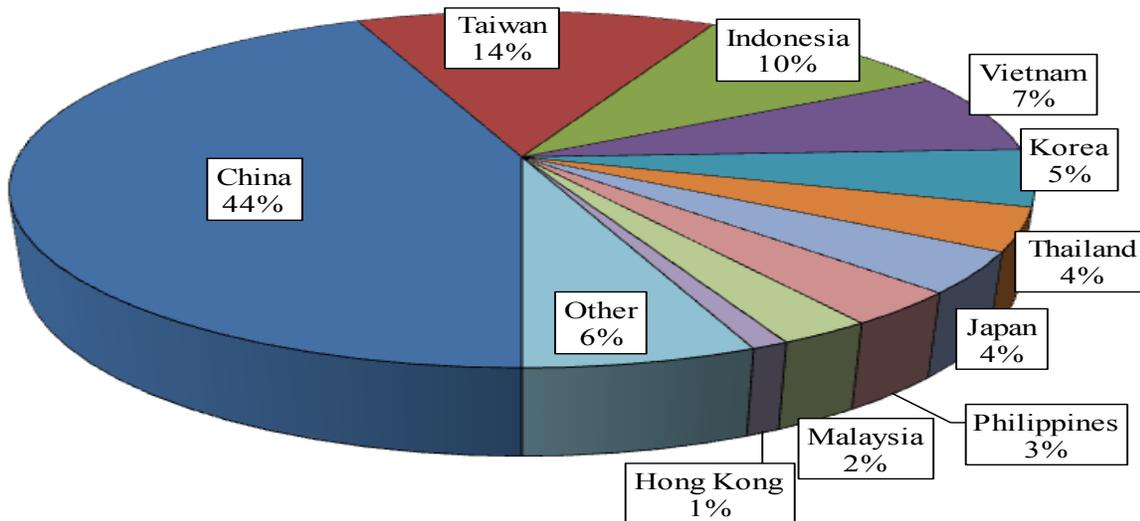
<sup>1</sup> 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

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

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, 2013**

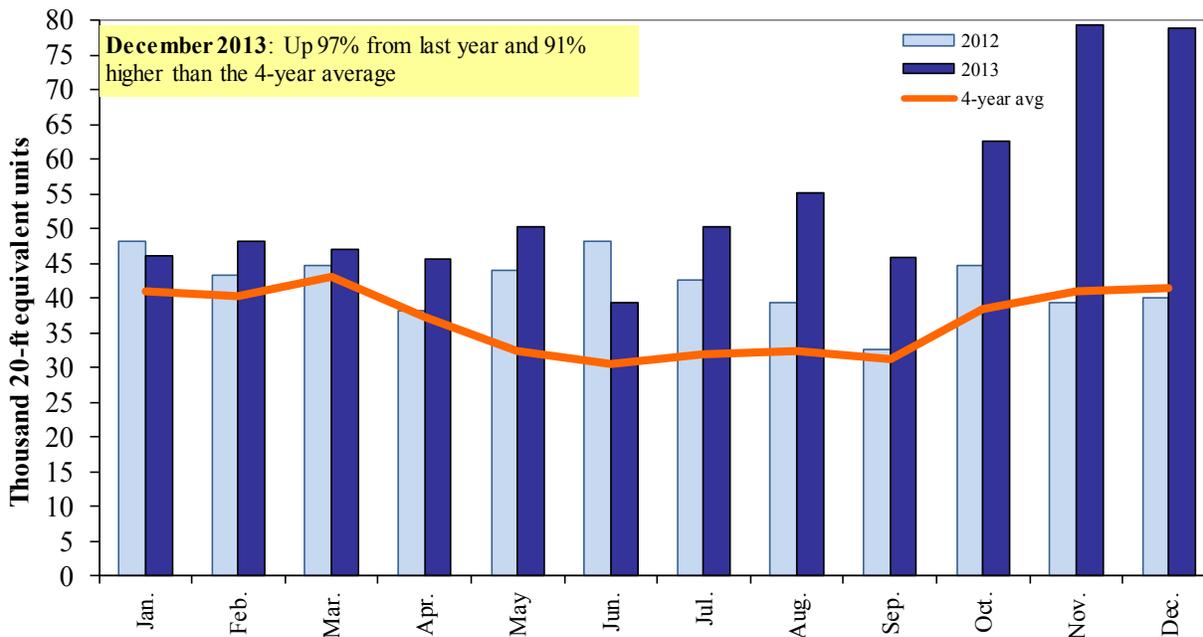


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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