



# Grain Transportation Report

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

Contact Us

August 28, 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  
September 4, 2014

### USDA Files Reply Comments on STB's Current Rail Rate Challenge Procedures

On August 25, [USDA filed reply comments](#) with the Surface Transportation Board (STB) in support of the rail rate challenge procedures proposed in the opening comments of the proceeding to provide accessible and effective protection for grain shippers against unreasonable rail rates. USDA agreed with the position of grain shippers that STB's current challenge procedures are unworkable for grain shippers and new methods that address cost, timeliness, and predictability are justified. USDA again encouraged private-sector mediation and arbitration as viable options. In addition, USDA offered support for two other methods proposed by parties representing grain shippers. These other two methods similarly offer improvements over the current procedures by addressing cost and predictability.

### Canadian Pacific (CP) Updates Plan to Resolve Grain Backlog

On August 22, CP updated its plan to resolve the backlog of unfilled grain car orders in response to an August 18 STB order. CP is transitioning to a new grain-car request system, which it believes will provide a more accurate reflection of the grain backlog. As a first measure, shippers removed 16,256 unneeded open requests from the system, bringing the new estimate of the backlog down to 11,989 open requests. CP expects this number to fall significantly in the next few weeks as customers continue to remove unneeded open requests and as grain operations improve 15 to 20 percent under the new system. In addition, CP plans to modify and improve its planning process for small shipments, increase employees, deploy a new shuttle service, improve routing options with customers, and supply additional locomotives to the Rapid City, Pierre, and Eastern Railroad operating in South Dakota.

### Grain Inspections Continue to Increase

For the week ending August 21, [total inspections of grain](#) (corn, wheat, and soybeans) from all major export regions reached 1.8 million metric tons (mmt), up 11 percent from the past week, 51 percent from last year, and 22 percent above the 3-year average. Total inspections of corn (1.07 mmt) and soybeans (.148 mmt) were up from the past week, increasing 14 and 170 percent. Shipments of corn and soybeans continued to increase to Asia and Latin America. Inspections of wheat, however, were down 6 percent from the previous week. Mississippi Gulf grain inspections increased 18 percent from the previous week. Pacific Northwest inspections, up for the third consecutive week, increased 16 percent from the past week.

### ILWU Locals Approve New Contract for Grain Terminals in the Pacific Northwest

On August 26, the International Longshore Warehouse Union (ILWU) locals ratified a new collective bargaining agreement for PNW export grain terminals. The vote included members of ILWU Local 8 in Portland, OR, Local 4 in Vancouver, WA, Local 21 in Longview, WA, Local 19 in Seattle, WA, and Local 23 in Tacoma, WA. The agreement comes after a tumultuous negotiating process that began in August 2012.

### New Publications: Corn Transportation Profile

This week, AMS released a new report entitled [Corn Transportation Profile](#). The report examines the importance of the freight transportation system to agriculture. More specifically, it presents an overview of the U.S. corn supply and demand factors that have transportation implications.

## Snapshots by Sector

### Rail

U.S. railroads originated 17,916 [carloads of grain](#) during the week ending August 16, down 16 percent from last week, up 8 percent from last year, and 1 percent below the 3-year average.

During the week ending August 14, average August non-shuttle [secondary railcar bids/offers per car](#) were \$1,000 above tariff, down \$300 from last week and \$944 higher than last year. Average shuttle secondary railcar bids/offers per car were \$924 above tariff, down \$336 from last week and \$880 higher than last year.

### Barge

During the week ending August 23 [barge grain movements](#) totaled 599,450 tons, 7 percent higher than the previous week and 137 percent higher than the same period last year.

During the week ending August 23, 379 grain barges [moved down river](#), up 9 percent from last week; 475 grain barges were [unloaded in New Orleans](#), up 8 percent from the previous week.

### Ocean

During the week ending August 21, 33 [ocean-going grain vessels](#) were loaded in the Gulf, 32 percent more than the same period last year. Forty-five vessels are expected to be loaded within the next 10 days, 7 percent more than the same period last year.

During the week ending August 22, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$44 per mt, up 2 percent from the previous week. The cost of shipping from the PNW to Japan was \$24.50 per mt, up 2 percent from the previous week.

### Fuel

During the week ending August 25, U.S. average [diesel fuel prices](#) decreased 1 cent from the previous week to \$3.82 per gallon, down 9 cents from the same week last year.

# Feature Article/Calendar

## Landed Costs to Mexico Increased, But Transportation Costs Mixed

The transportation costs of shipping grains to Vera Cruz, Mexico by sea declined during the second quarter, while the costs of shipping by land increased. However, the landed costs to Mexico were pushed up by the general increase in farm prices. The costs of shipping corn, soybeans, and wheat to Mexico during the second quarter decreased by 16 percent compared to the previous quarter (see table below). The cost of transporting corn and soybeans to Mexico by land increased by 2 percent, while the cost of transporting wheat increased by 5 percent.

Quarterly costs of transporting U.S. grain to Guadalajara, Mexico											
	Water route (to Veracruz)					Land route (to Guadalajara)					
	\$/metric ton					\$/metric ton					
	2013 2 <sup>nd</sup> qtr.	2014 1 <sup>st</sup> qtr.	2014 2 <sup>nd</sup> qtr.	Percent change		2013 2 <sup>nd</sup> qtr.	2014 1 <sup>st</sup> qtr.	2014 2 <sup>nd</sup> qtr.	Percent change		
		Corn									
Origin	IL					IA					
Truck	9.46	13.79	14.59	54.2	5.8	3.76	3.47	4.71	25.3	35.7	
Rail <sup>1</sup>						87.50	89.33	90.01	2.9	0.8	
Ocean <sup>2</sup>	17.58	17.53	15.48	-11.9	-11.7						
Barge	14.83	27.06	18.98	28.0	-29.9						
Total transportation cost	41.87	58.38	49.05	17.1	-16.0	91.26	92.80	94.72	3.8	2.1	
Farm Value	272.43	175.71	187.52	-31.2	6.7	278.86	175.97	183.19	-34.3	4.1	
Landed Cost	314.30	234.09	236.57	-24.7	1.1	370.12	268.77	277.91	-24.9	3.4	
Transport % of landed cost	13	25	21			25	35	34			
		Soybeans									
Origin	IL					NE					
Truck	9.46	13.79	14.59	54.2	5.8	3.76	3.47	4.71	25.3	35.7	
Rail <sup>1</sup>						91.64	93.89	94.54	3.2	0.7	
Ocean <sup>2</sup>	17.58	17.53	15.48	-11.9	-11.7						
Barge	14.83	27.06	18.98	28.0	-29.9						
Total transportation cost	41.87	58.38	49.05	17.1	-16.0	95.40	97.36	99.25	4.0	1.9	
Farm Value	553.61	493.59	527.88	-4.6	6.9	536.46	481.34	525.43	-2.1	9.2	
Landed Cost	595.48	551.97	576.93	-3.1	4.5	631.86	578.70	624.68	-1.1	7.9	
Transport % of landed cost	7	11	9			15	17	16			
		Wheat									
Origin	KS					KS					
Truck	35.77	29.59	30.72	-14.1	3.8	3.76	3.47	4.71	25.3	35.7	
Rail <sup>1</sup>						86.47	73.70	76.50	-11.5	3.8	
Ocean <sup>2</sup>	17.58	17.53	15.48	-11.9	-11.7						
Barge	9.84	20.67	11.00	11.8	-46.8						
Total transportation cost	63.19	67.79	57.20	-9.5	-15.6	90.23	77.17	81.21	-10.0	5.2	
Farm Value	269.33	249.61	266.64	-1.0	6.8	269.33	249.61	266.64	-1.0	6.8	
Landed Cost	332.52	317.40	323.84	-2.6	2.0	359.56	326.78	347.85	-3.3	6.4	
Transport % of landed cost	19	21	18			25	24	23			

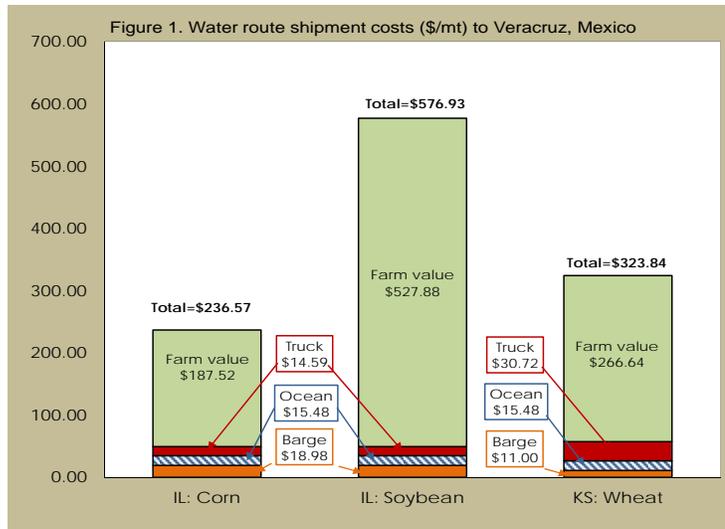
<sup>1</sup>Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains.

Rail rates include fuel surcharges. Origins are modified from past tables. Rail rates for water route were revised from previous estimates

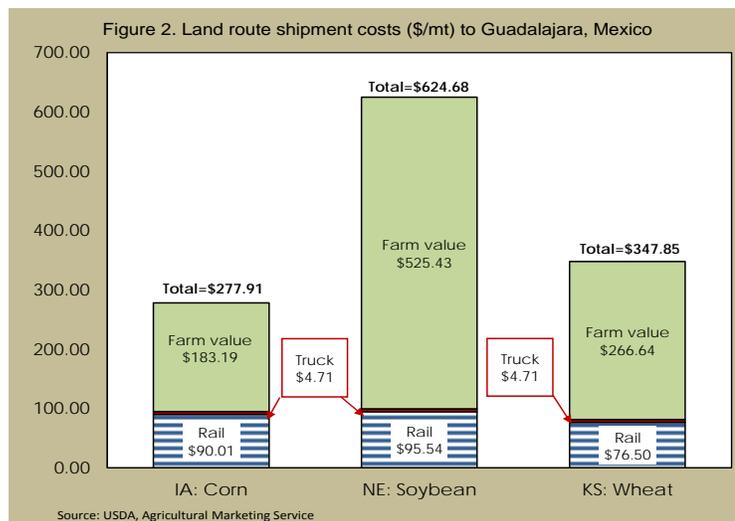
<sup>2</sup>Source: O'Neil Commodity Consulting

Transportation costs for waterborne shipments of grain declined because of the decreases in barge and ocean freight rates. Barge rates fell due to a seasonal slowdown in barged grain movements during the second quarter. Ocean freight rates have been declining because demand for bulk vessels has not kept up with supply. However, the costs of transporting grains by land were pushed up by increases in rail and truck rates. Despite recent significant railroad delays in delivering grains and the resulting backlog of past-due grain railcars, second quarter rail tariff rates inched up only slightly, partly because of a modest increase in fuel surcharges. Truck rates also increased during the quarter. It is plausible that some shipments may have been diverted from rail to truck due to the inadequacy of rail service.

Although still below last year, farm prices increased for all grain types compared to the previous quarter, pushing up the landed costs. The landed costs of grains transported via the water route ranged from \$237 to \$577 per metric ton (mt) (figure 1) and the landed costs for the land route ranged from \$278 to \$625 per mt (figure 2). Falling or modest transportation costs and robust farm prices led to lower transportation shares of the landed costs. The transportation share of the landed costs for the water route ranged from 9 to 21 percent, and from 16 to 34 percent for the land route, slightly lower than the previous quarter (table).



**Market Outlook:** According to USDA’s Foreign Agricultural Service, total Mexico corn imports for marketing year 2013/14 were expected to decrease from 11.5 million metric tons (mmt) to 10.7 mmt because of higher than previously estimated domestic production ([FAS, GAIN Report #MX4059](#)). However, Mexico imported more corn from the United States during the second quarter: Mexico imported 2.7 million metric tons (mmt) of U.S. corn during April to June—127 percent more than the same period last year. Mexico also imported 0.8 mmt of wheat and 1 mmt of soybeans, 8 and 80 percent more than the same period last year.



The total value of these imports is also higher than the same period last year because of the significant increase in quantity imported. Mexico imports mostly yellow corn from the United States, which is used mainly for animal feed. The government of Mexico, through its support programs, has been encouraging corn growers to plant more yellow corn instead of white corn. However, lack of high-quality seed and climatic conditions in some regions may hinder yields of yellow corn compared to the traditionally-grown white corn. Foreign Agricultural Service increased its estimate of wheat imports as the demand for wheat used for animal feed increased. Stronger incomes among Mexican consumers are boosting the consumption of vegetable oils and meats. USDA expects strong soybean imports in the future, with the United States as the main supplier ([FAS, GAIN Report #MX4026](#)). Lower ocean freight rates and the proximity of United States to Mexico have helped to maintain the competitiveness of U.S. grain exports to Mexico. [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)

# Grain Transportation Indicators

Table 1

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

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
08/27/14	256	297	254	261	197	174
08/20/14	257	242	263	259	192	170

<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)

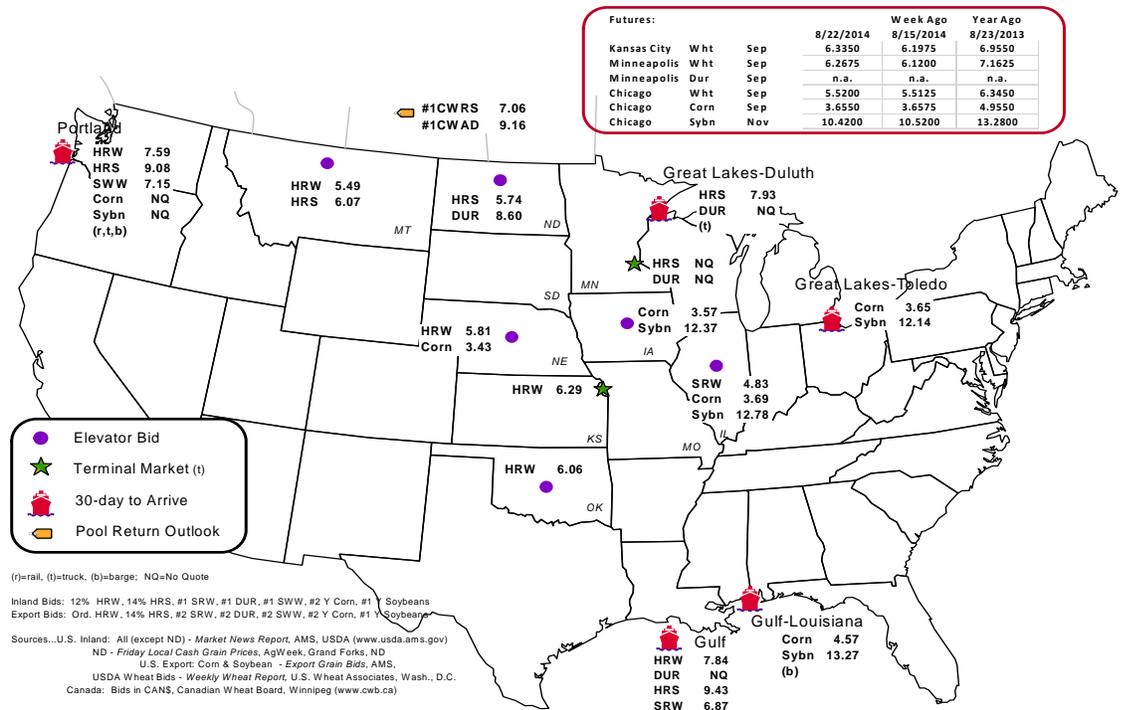
Commodity	Origin--Destination	8/22/2014	8/15/2014
Corn	IL--Gulf	-0.88	-0.90
Corn	NE--Gulf	-1.14	-1.08
Soybean	IA--Gulf	-0.90	-0.92
HRW	KS--Gulf	-1.55	-1.55
HRS	ND--Portland	-3.34	-3.44

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			
8/20/2014 <sup>p</sup>	34	1,639	4,258	153	6,084	8/16/2014	2,201
8/13/2014 <sup>r</sup>	237	1,896	3,886	388	6,407	8/9/2014	1,751
2014 YTD <sup>r</sup>	21,058	55,626	150,682	17,500	244,866	2014 YTD	64,073
2013 YTD <sup>r</sup>	9,877	44,586	81,193	10,022	145,678	2013 YTD	40,373
2014 YTD as % of 2013 YTD	213	125	186	175	168	% change YTD	159
Last 4 weeks as % of 2013 <sup>2</sup>	n/a	83	236	837	161	Last 4wks % 2013	138
Last 4 weeks as % of 4-year avg. <sup>2</sup>	65	126	131	219	129	Last 4wks % 4 yr	112
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.

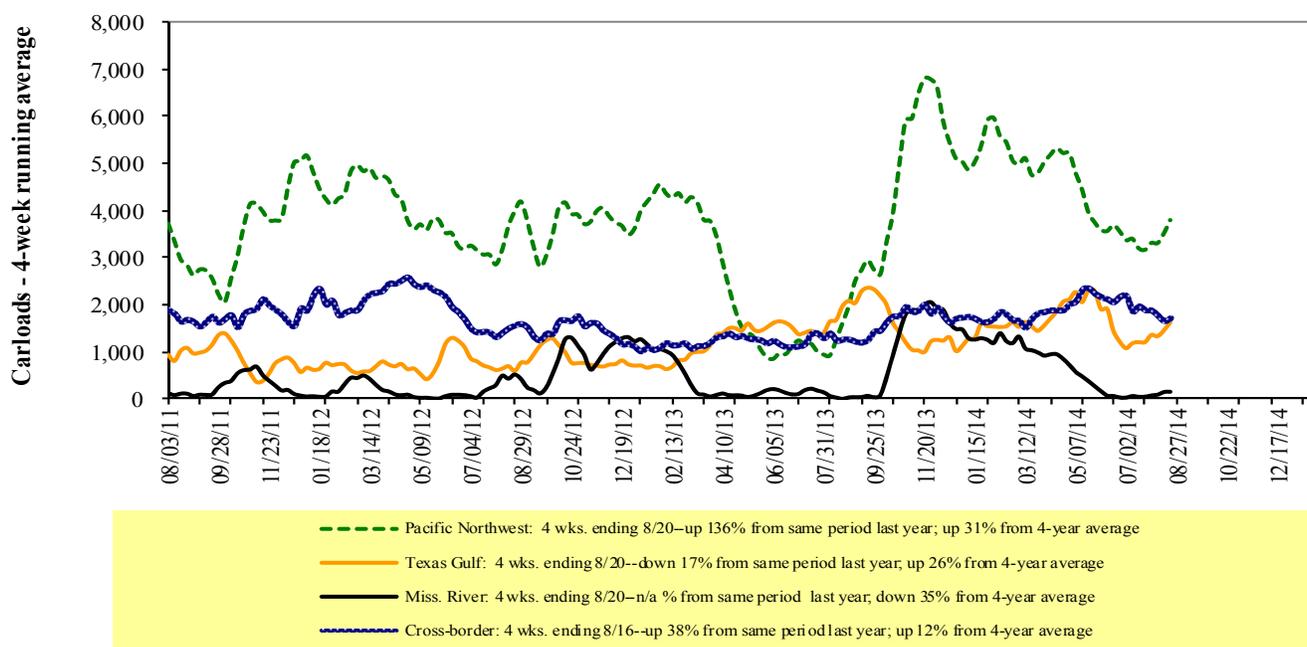
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

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



Source: Transportation & Marketing Programs/AMS/USDA

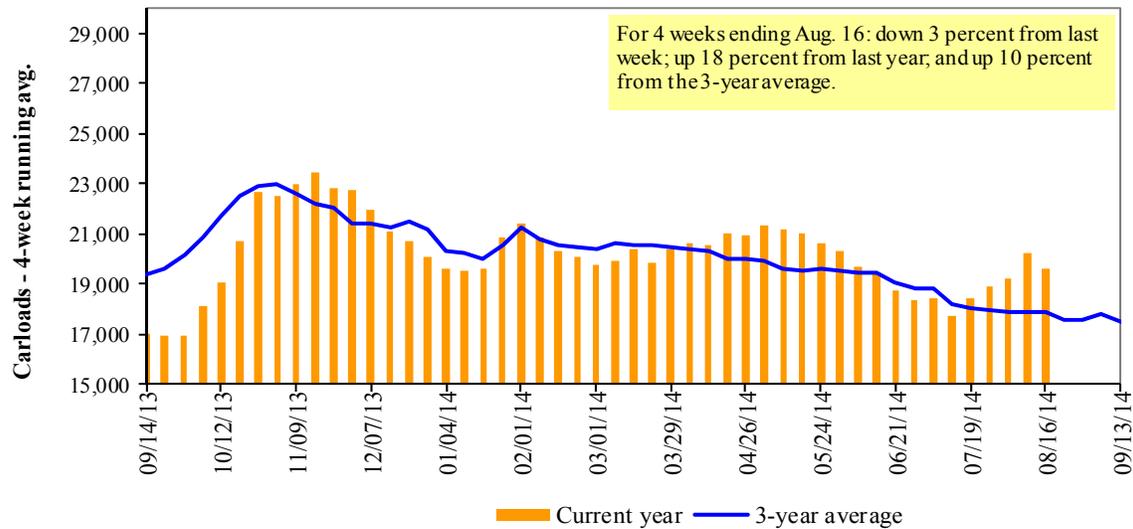
Table 4

**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
08/16/14	1,468	2,716	8,016	722	4,994	17,916	5,140	5,459
This week last year	745	1,740	9,031	1,105	4,000	16,621	3,248	5,190
2014 YTD	61,661	97,036	285,806	27,763	186,627	658,893	145,813	173,887
2013 YTD	46,836	81,734	280,517	16,482	125,724	551,293	103,801	169,570
2014 YTD as % of 2013 YTD	132	119	102	168	148	120	140	103
Last 4 weeks as % of 2013	149	135	99	93	149	118	168	105
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	144	118	97	107	127	111	143	98
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							
	Sep-14	Sep-13	Oct-14	Oct-13	Nov-14	Nov-13	Dec-14	Dec-13
8/21/2014								
BNSF <sup>3</sup>								
COT grain units	no offer	225	no offer	no offer	no offer	195	no offer	43
COT grain single-car <sup>5</sup>	no offer	351 . . 356	no offer	no offer	no offer	30 . . 217	no offer	10 . . 233
UP <sup>4</sup>								
GCAS/Region 1	no offer	no bids	1561	1	817	no bids	n/a	n/a
GCAS/Region 2	802	76	2501	173	1463	no bids	n/a	n/a

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

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

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

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

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

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

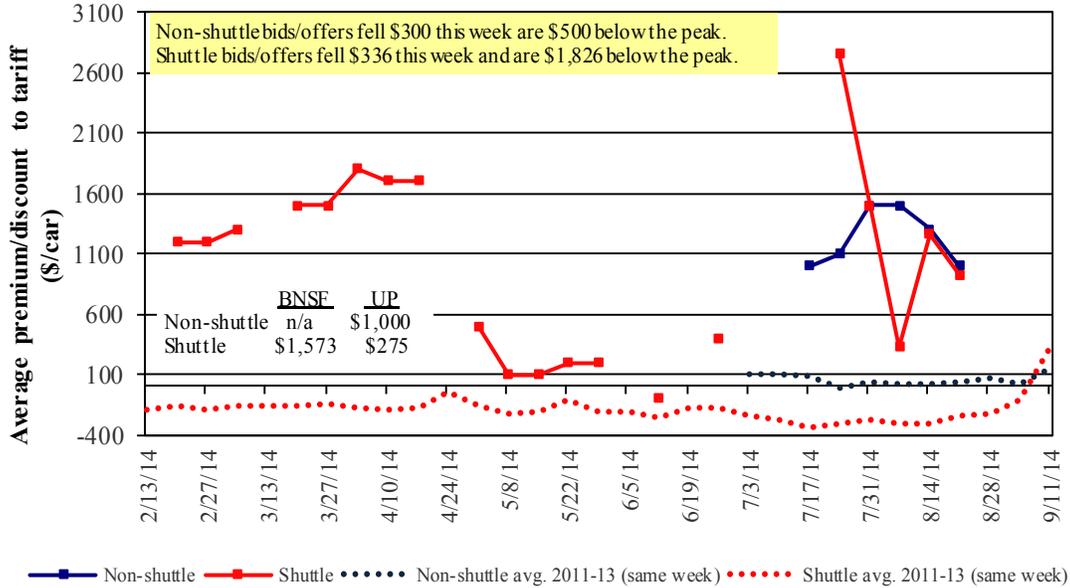
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

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

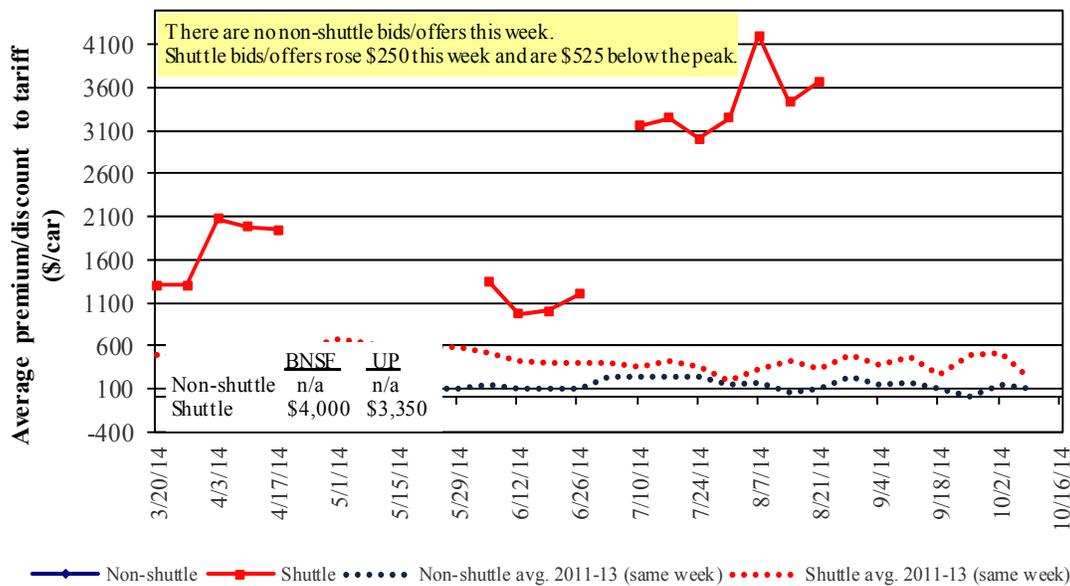


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

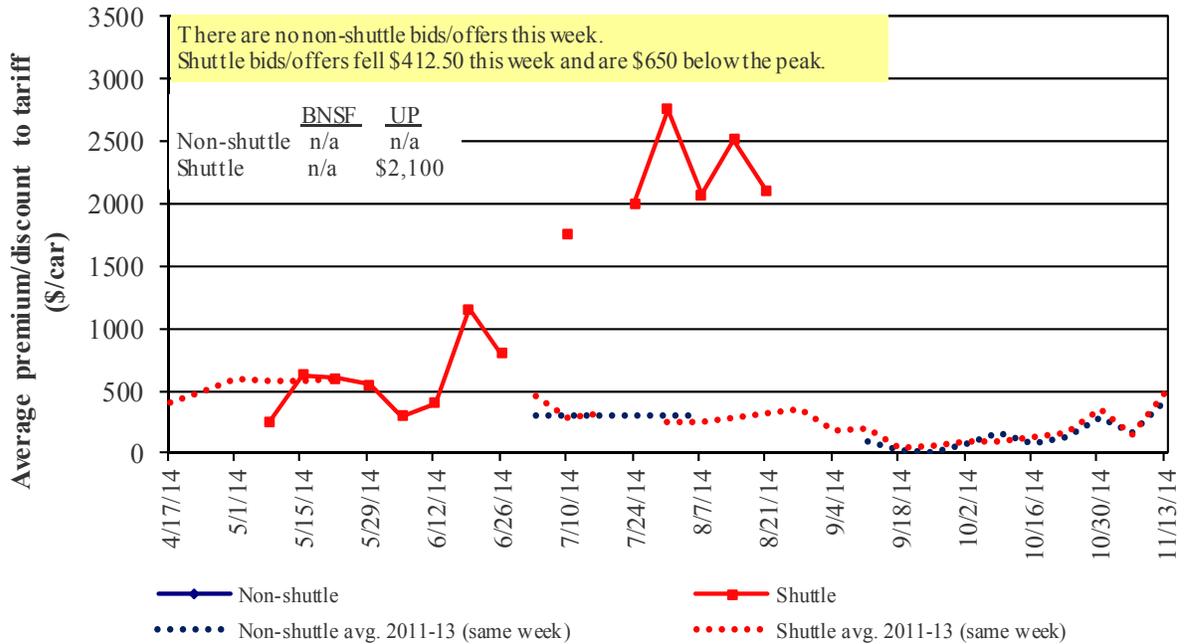


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in November 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					
	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-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	1,000	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 2013	975	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	1,573	4,000	n/a	n/a	n/a	n/a
Change from last week	(672)	500	n/a	n/a	n/a	n/a
Change from same week 2013	1,485	n/a	n/a	n/a	n/a	n/a
UP-Pool	275	3,350	2,100	1,400	n/a	n/a
Change from last week	-	-	75	250	n/a	n/a
Change from same week 2013	275	3,100	n/a	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:					Fuel surcharge		Percent change
8/1/2014	Origin region*	Destination region*	Tariff rate/car	per car	Tariff plus surcharge per:		Y/Y <sup>3</sup>
					metric ton	bushel <sup>2</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	4
	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**

Effective date: 8/1/2014

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel	Tariff plus surcharge per:		Percent change Y/Y <sup>4</sup>
				surcharge per car <sup>2</sup>	metric ton <sup>3</sup>	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

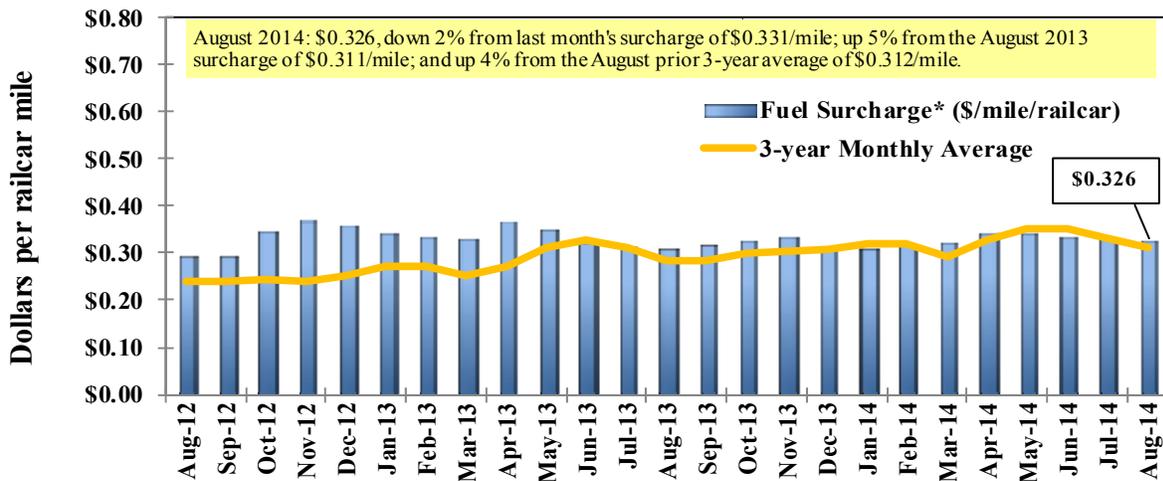
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

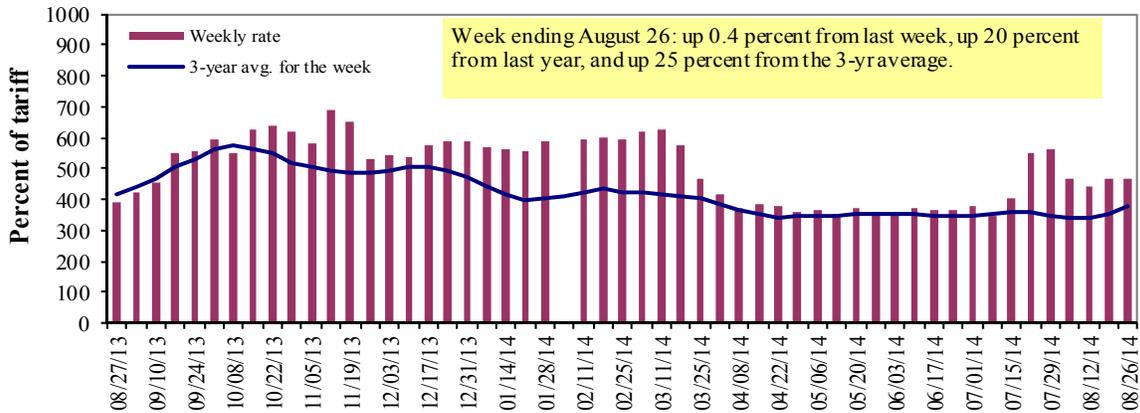
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.cpr.ca, www.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>	8/26/2014	525	499	469	456	494	494	453
	8/19/2014	555	488	467	400	450	450	408
<b>\$/ton</b>	8/26/2014	32.50	26.55	21.76	18.19	23.17	19.96	14.22
	8/19/2014	34.35	25.96	21.67	15.96	21.11	18.18	12.81
<b>Current week % change from the same week:</b>								
	Last year	37	30	20	29	26	26	39
	3-year avg. <sup>2</sup>	25	25	25	33	32	32	34
<b>Rate<sup>1</sup></b>	September	644	641	640	663	669	669	656
	November	694	685	673	594	659	659	565

<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

### Calculating barge rate per ton:

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

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

Figure 9  
Benchmark tariff rates

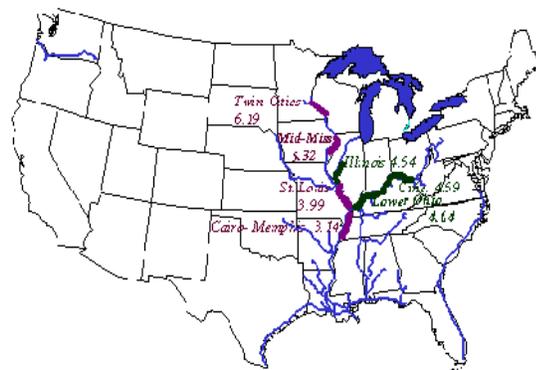
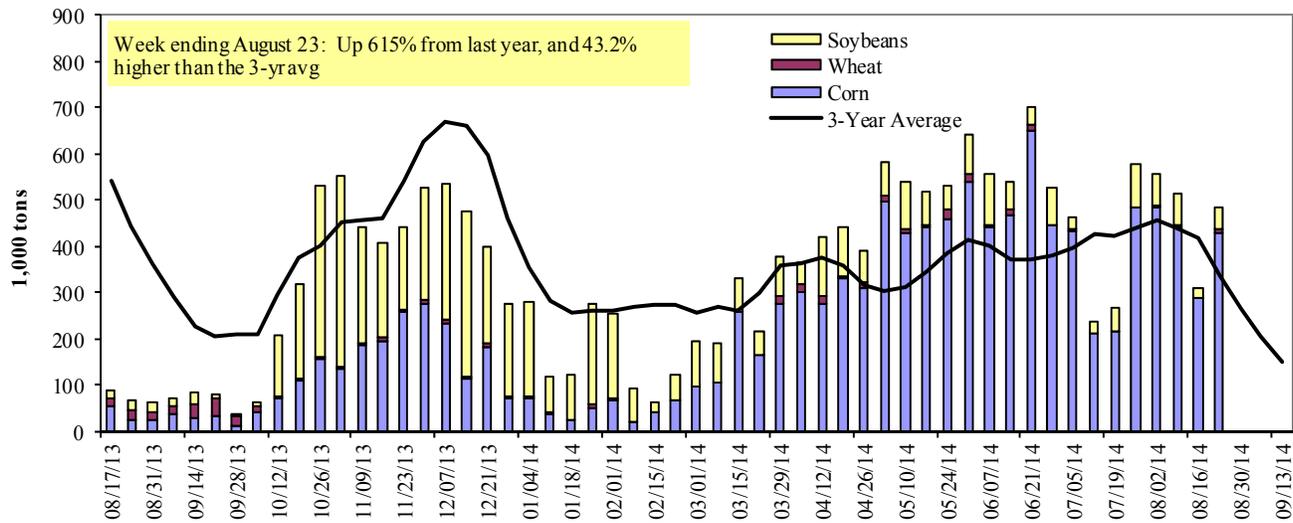


Figure 10

**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 8/23/2014	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	266	8	26	0	300
Winfield, MO (L25)	329	6	36	0	371
Alton, IL (L26)	448	5	48	0	501
Granite City, IL (L27)	431	5	50	0	485
<b>Illinois River (L8)</b>	93	2	3	0	98
<b>Ohio River (L52)</b>	42	62	2	0	106
<b>Arkansas River (L1)</b>	0	6	0	3	8
Weekly total - 2014	472	72	52	3	599
Weekly total - 2013	33	181	34	5	253
2014 YTD <sup>1</sup>	15,357	1,779	5,142	134	22,412
2013 YTD	5,236	3,296	4,494	139	13,165
2014 as % of 2013 YTD	293	54	114	96	170
Last 4 weeks as % of 2013 <sup>2</sup>	586	47	96	184	194
Total 2013	9,504	4,111	10,065	255	23,935

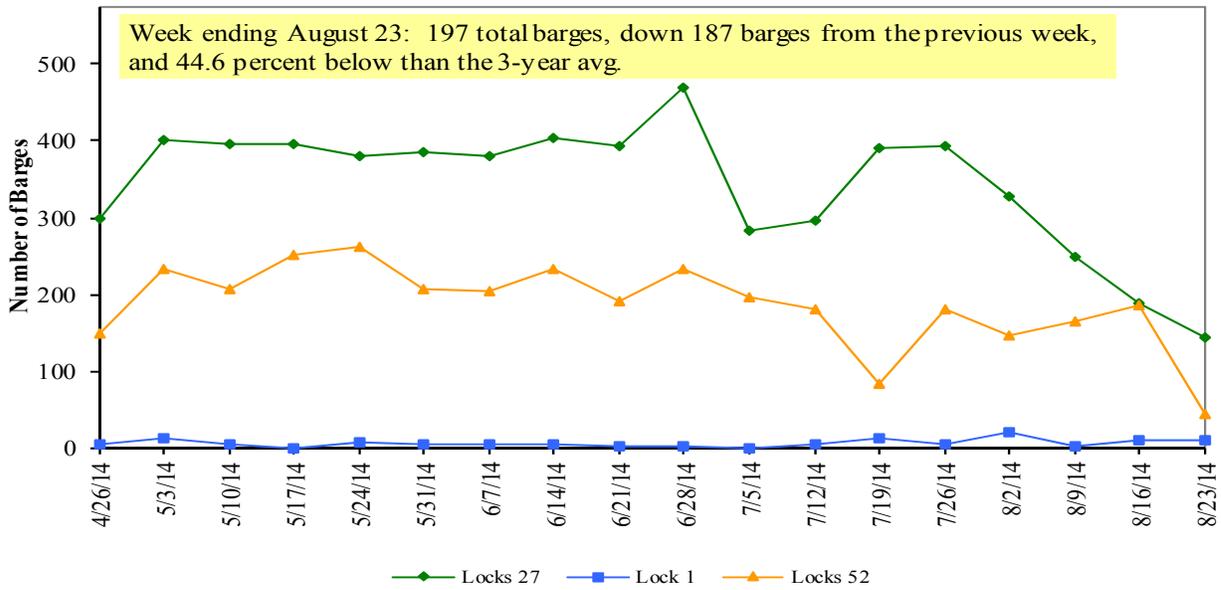
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

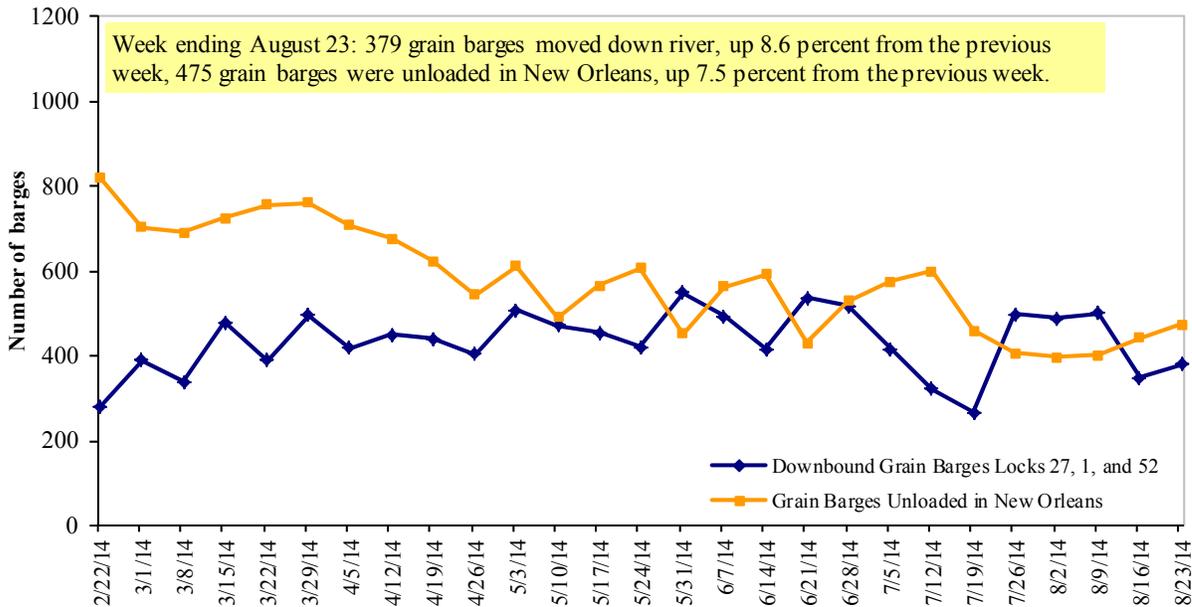
Source: U.S. Army Corps of Engineers

**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 8/25/2013 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.855	-0.020	-0.070
	New England	3.955	-0.016	-0.089
	Central Atlantic	3.935	-0.025	-0.045
	Lower Atlantic	3.771	-0.017	-0.091
II	Midwest <sup>2</sup>	3.763	-0.017	-0.121
III	Gulf Coast <sup>3</sup>	3.732	-0.007	-0.097
IV	Rocky Mountain	3.875	0.004	-0.052
V	West Coast	4.010	-0.005	-0.062
	West Coast less California	3.921	-0.009	-0.052
	California	4.084	-0.002	-0.072
Total	U.S.	3.821	-0.014	-0.092

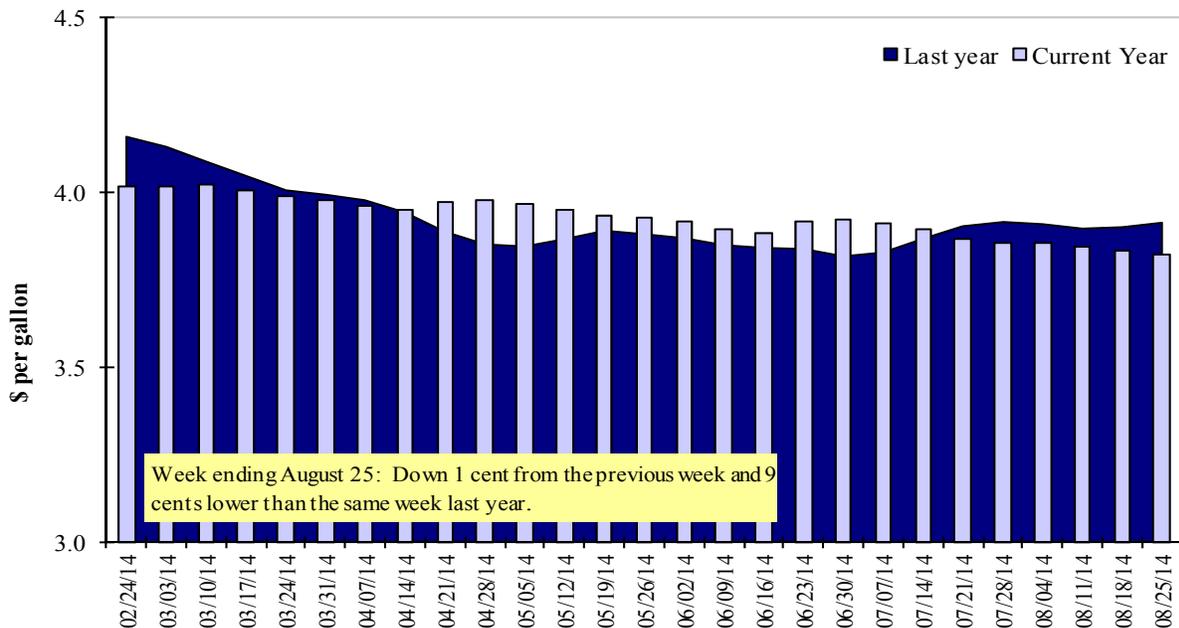
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
<b>Export Balances<sup>1</sup></b>									
8/14/2014	1,574	1,274	1,875	1,023	120	5,864	3,847	1,851	11,562
This week year ago	1,829	2,982	1,484	1,035	120	7,450	1,829	1,095	10,374
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2013/14 YTD	1,708	934	1,556	739	70	5,007	44,872	44,239	94,118
2012/13 YTD	3,143	2,369	965	642	34	7,153	17,279	36,084	60,516
YTD 2013/14 as % of 2012/13	54	39	161	115	206	70	260	123	156
Last 4 wks as % of same period 2012/13	98	40	133	102	105	82	289	185	130
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 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](http://www.fas.usda.gov))

Table 13

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

Week ending 08/14/2014	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2012/13
	2014/15	2013/14	2012/13		
	Next MY	Current MY	Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	1,858	11,517	7,270	58	7,000
Mexico	2,612	10,739	4,502	139	4,370
China	14	2,773	2,573	8	2,450
Korea	2	4,792	418	1,045	416
Taiwan	49	2,067	588	251	512
<b>Top 5 Importers</b>	<b>4,534</b>	<b>31,887</b>	<b>15,351</b>	<b>108</b>	<b>14,748</b>
<b>Total US corn export sales</b>	<b>9,254</b>	<b>48,719</b>	<b>19,108</b>	<b>155</b>	<b>18,690</b>
% of Projected	21%	100%	102%		
Change from prior week	719	100	58		
<b>Top 5 importers' share of U.S. corn export sales</b>	49%	65%	80%		79%
<b>USDA forecast, August 2014</b>	<b>43,820</b>	<b>48,770</b>	<b>18,690</b>	<b>161</b>	
<b>Corn Use for Ethanol USDA forecast, August 2014</b>	<b>128,905</b>	<b>130,048</b>	<b>118,059</b>	<b>10</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 08/14/2014	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	11,381	28,015	21,647	29	21,522
Mexico	685	3,279	2,603	26	2,565
Japan	289	1,904	1,858	2	1,751
Indonesia	229	2,516	1,756	43	1,682
Taiwan	198	1,351	1,264	7	1,120
<b>Top 5 importers</b>	<b>12,781</b>	<b>37,064</b>	<b>29,128</b>	<b>27</b>	<b>28,641</b>
<b>Total US soybean export sales</b>	<b>19,514</b>	<b>46,091</b>	<b>37,180</b>	<b>24</b>	<b>35,910</b>
% of Projected	43%	103%	104%		
Change from prior week	1,421	(90)	21		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>65%</b>	<b>80%</b>	<b>78%</b>		
<b>USDA forecast, August 2014</b>	<b>45,590</b>	<b>44,630</b>	<b>35,910</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 (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 08/14/2014	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	189	3,754	(95)	4,213
Brazil	1,084	1,783	(39)	4,211
Mexico	1,319	1,320	(0)	2,940
Japan	1,137	1,032	10	2,674
Nigeria	1,062	998	6	2,629
Philippines	782	667	17	2,013
Korea	659	413	59	1,287
Indonesia	285	214	33	1,076
Taiwan	413	364	14	980
Colombia	225	368	(39)	783
<b>Top 10 importers</b>	<b>7,155</b>	<b>10,913</b>	<b>(34)</b>	<b>22,808</b>
<b>Total US wheat export sales</b>	<b>10,871</b>	<b>14,603</b>	<b>(26)</b>	<b>32,010</b>
% of Projected	43%	46%		
Change from prior week	209	494		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>66%</b>	<b>75%</b>		<b>71%</b>
<b>USDA forecast, August 2014</b>	<b>25,170</b>	<b>32,010</b>	<b>(21)</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 08/21/14	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	251	247	101	8,297	7,207	115	101	73	11,585
Corn	312	252	124	6,598	1,362	485	2,710	302	2,973
Soybeans	15	0	n/a	4,507	3,762	120	6,233	9	9,090
<b>Total</b>	<b>578</b>	<b>499</b>	<b>116</b>	<b>19,402</b>	<b>12,331</b>	<b>157</b>	<b>225</b>	<b>116</b>	<b>23,647</b>
<b>Mississippi Gulf</b>									
Wheat	167	165	101	3,365	6,559	51	49	84	9,711
Corn	555	518	107	21,585	7,320	295	242	156	14,828
Soybeans	119	26	464	10,647	7,736	138	78	34	21,462
<b>Total</b>	<b>840</b>	<b>709</b>	<b>118</b>	<b>35,597</b>	<b>21,615</b>	<b>165</b>	<b>127</b>	<b>110</b>	<b>46,002</b>
<b>Texas Gulf</b>									
Wheat	102	142	72	4,437	5,991	74	54	76	9,039
Corn	0	27	0	398	157	253	86	108	255
Soybeans	0	0	n/a	258	122	211	n/a	0	908
<b>Total</b>	<b>102</b>	<b>169</b>	<b>60</b>	<b>5,093</b>	<b>6,270</b>	<b>81</b>	<b>55</b>	<b>77</b>	<b>10,203</b>
<b>Interior</b>									
Wheat	58	36	161	852	673	127	183	151	1,244
Corn	148	96	154	3,640	1,711	213	70	123	3,943
Soybeans	14	29	47	2,269	1,791	127	332	58	3,212
<b>Total</b>	<b>219</b>	<b>161</b>	<b>136</b>	<b>6,761</b>	<b>4,175</b>	<b>162</b>	<b>143</b>	<b>109</b>	<b>8,399</b>
<b>Great Lakes</b>									
Wheat	0	26	0	327	503	65	174	201	884
Corn	50	17	290	161	0	n/a	n/a	281	0
Soybeans	0	0	n/a	51	22	229	n/a	0	699
<b>Total</b>	<b>50</b>	<b>44</b>	<b>115</b>	<b>539</b>	<b>525</b>	<b>103</b>	<b>329</b>	<b>230</b>	<b>1,583</b>
<b>Atlantic</b>									
Wheat	11	9	119	327	504	65	92	144	645
Corn	4	31	13	543	2	n/a	n/a	943	242
Soybeans	1	0	n/a	998	693	144	910	17	1,652
<b>Total</b>	<b>16</b>	<b>41</b>	<b>39</b>	<b>1,868</b>	<b>1,199</b>	<b>156</b>	<b>183</b>	<b>199</b>	<b>2,540</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	588	626	94	17,606	21,437	82	70	83	33,108
Corn	1,069	941	114	32,925	10,552	312	332	177	22,241
Soybeans	148	55	270	18,729	14,127	133	108	34	37,024
<b>Total</b>	<b>1,805</b>	<b>1,622</b>	<b>111</b>	<b>69,260</b>	<b>46,116</b>	<b>150</b>	<b>140</b>	<b>110</b>	<b>92,373</b>

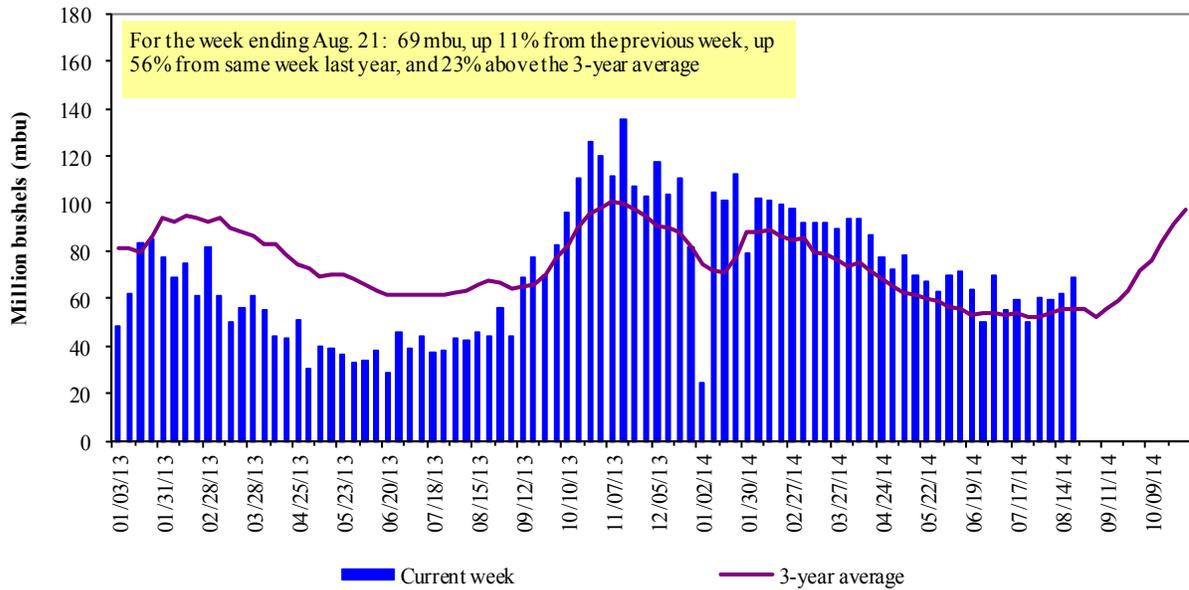
<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

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)**

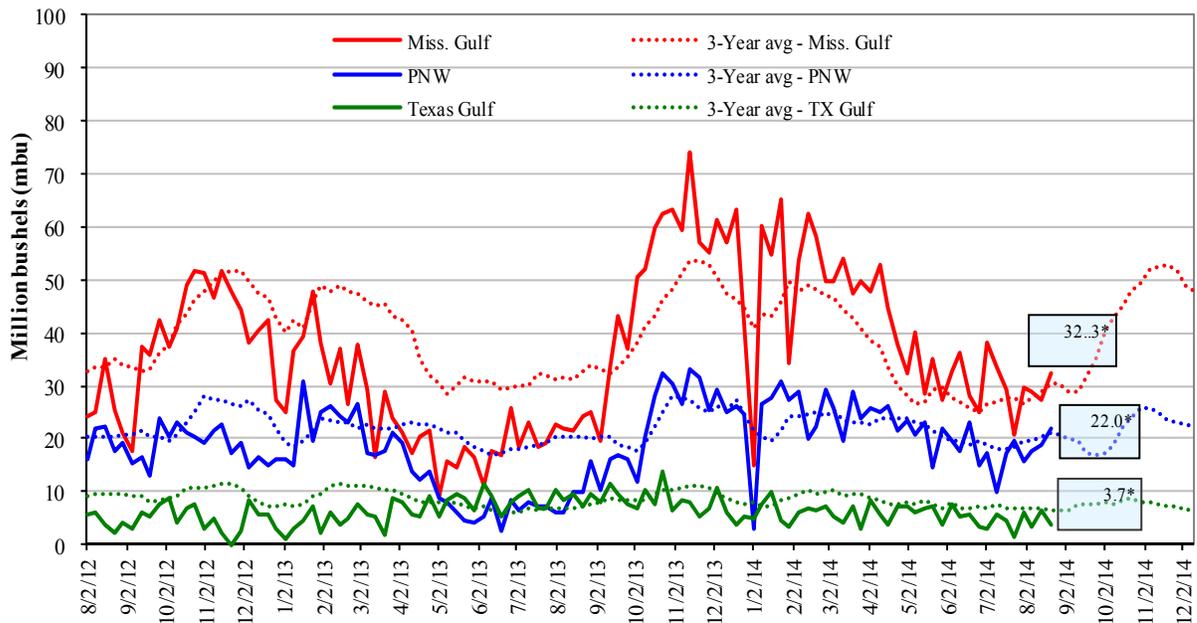


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

<u>Aug 21 : % change from</u>	<u>MS Gulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Last week	up 186	down 40	up 7	up 16
Last year (same week)	up 33	down 49	up 14	up 127
3-yr avg. (4-wk mov. avg.)	up 22	down 41	up 10	up 40

# Ocean Transportation

Table 17

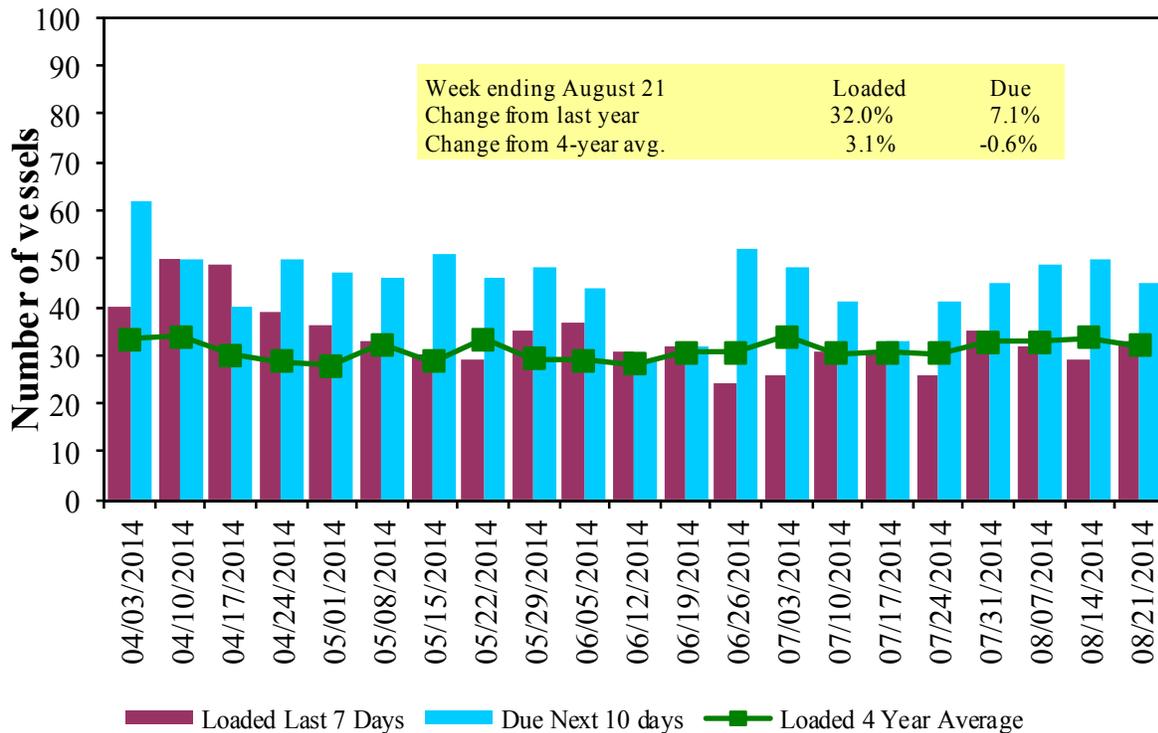
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
8/21/2014	23	33	45	15	n/a
8/14/2014	27	29	50	17	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

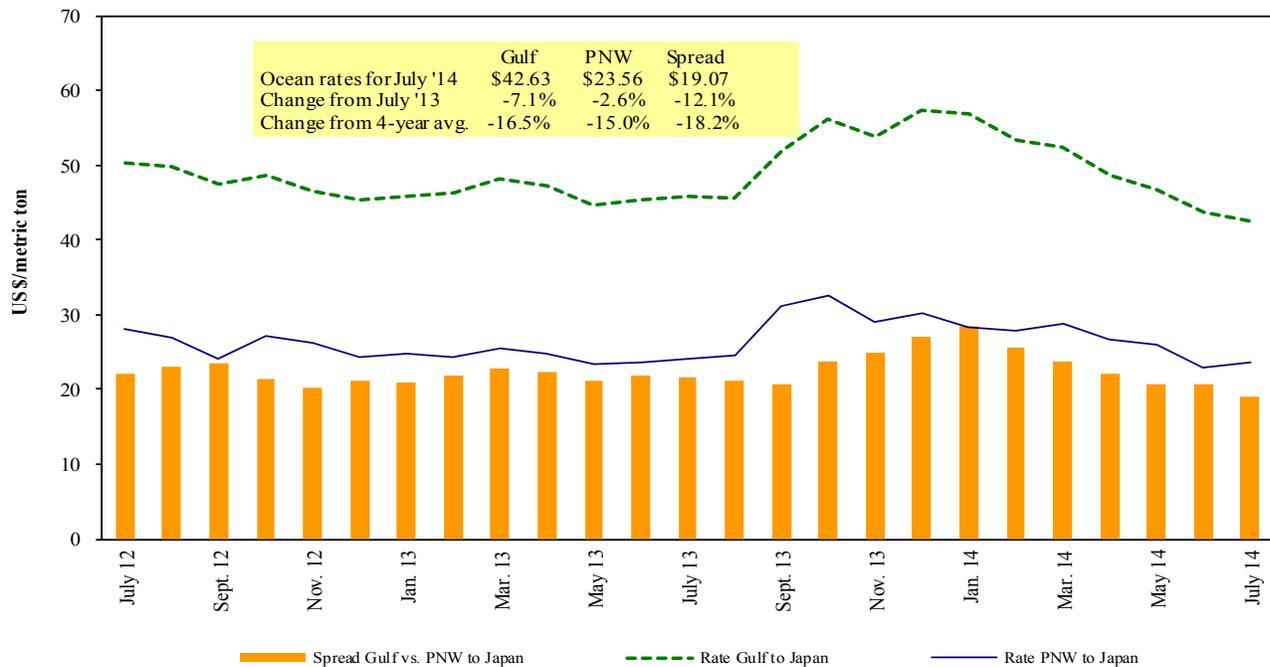
**U.S. Gulf<sup>1</sup> Vessel Loading Activity**



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 08/23/2014

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
U.S. Gulf	Mexico	Heavy Grain	Aug 2/6	33,000	11.25
PNW	Philippines	Grain	Aug 1/15	65,000	22.50
Brazil	China	Heavy Grain	Sep 1/10	60,000	34.00
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
Germany	Iran	Wheat	Aug 20/Sep 8	65,000	35.00
River Plate	China	Heavy Grain	Aug 1/31	60,000	44.50

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

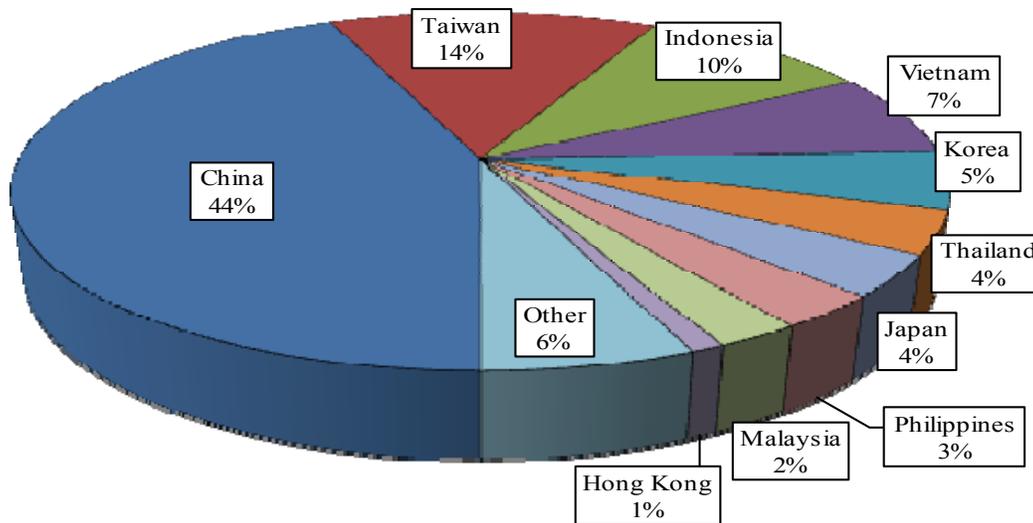
<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc. ([www.maritime-research.com](http://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**

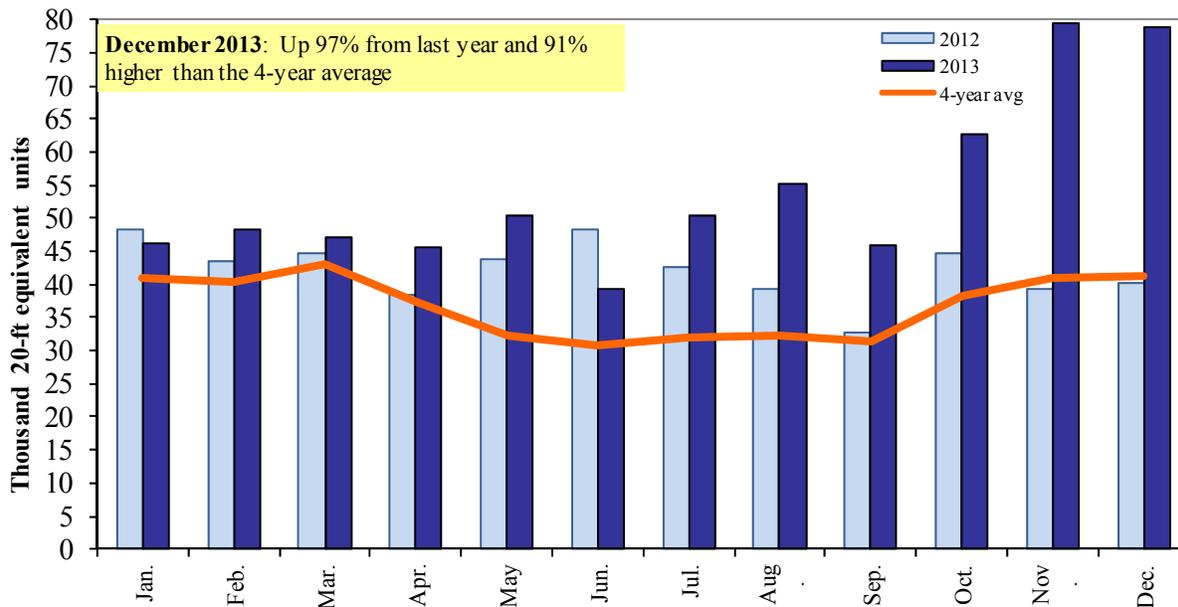


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

# Contacts and Links

## Coordinators

Surajudeen (Deen) Olowolayemo [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov) (202) 720 - 0119  
Pierre Bahizi [pierre.bahizi@ams.usda.gov](mailto:pierre.bahizi@ams.usda.gov) (202) 690 - 0992  
Adam Sparger [adam.sparger@ams.usda.gov](mailto:adam.sparger@ams.usda.gov) (202) 205 - 8701

## Weekly Highlight Editors

Marina Denicoff [marina.denicoff@ams.usda.gov](mailto:marina.denicoff@ams.usda.gov) (202) 690 - 3244  
Surajudeen (Deen) Olowolayemo [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov) (202) 720 - 0119  
April Taylor [april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov) (202) 295 - 7374  
Nicholas Marathon [nick.marathon@ams.usda.gov](mailto:nick.marathon@ams.usda.gov) (202) 690 - 4430

## Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov) (202) 720 - 0119

## Rail Transportation

Marvin Prater [marvin.prater@ams.usda.gov](mailto:marvin.prater@ams.usda.gov) (540) 361 - 1147  
Johnny Hill [johnny.hill@ams.usda.gov](mailto:johnny.hill@ams.usda.gov) (202) 690 - 3295  
Adam Sparger [adam.sparger@ams.usda.gov](mailto:adam.sparger@ams.usda.gov) (202) 205 - 8701

## Barge Transportation

Nicholas Marathon [nick.marathon@ams.usda.gov](mailto:nick.marathon@ams.usda.gov) (202) 690 - 4430  
April Taylor [april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov) (202) 295 - 7374

## Truck Transportation

April Taylor [april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov) (202) 295 - 7374

## Grain Exports

Johnny Hill [johnny.hill@ams.usda.gov](mailto:johnny.hill@ams.usda.gov) (202) 690 - 3295  
Marina Denicoff [marina.denicoff@ams.usda.gov](mailto:marina.denicoff@ams.usda.gov) (202) 690 - 3244

## Ocean Transportation

Surajudeen (Deen) Olowolayemo [surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov) (202) 720 - 0119  
(Freight rates and vessels)  
April Taylor [april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov) (202) 295 - 7374  
(Container movements)

**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*).

Preferred citation: U.S. Dept. of Agriculture, Agricultural Marketing Service. *Grain Transportation Report*. August 28, 2014. Web: <http://dx.doi.org/10.9752/TS056.08-28-2014>

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).