



United States
Department of
Agriculture

Agricultural
Marketing
Service

September 6, 2012

Contents

Article/
Calendar

Grain
Transportation
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean
Rate Advisory

Data Links

Specialists

Subscription
Information

The next
release is
September 13, 2012



Grain Transportation Report

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



WEEKLY HIGHLIGHTS

Lower Mississippi River and Gulf of Mexico Ports Reopen after Isaac

The Lower Mississippi River between the Southwest Pass and Baton Rouge, LA, is open to navigation with no restrictions. All ocean ports in the region are open and operational—no major damage to these facilities has been reported. Most export grain elevators on the Mississippi River have resumed operations. Rail service has been restored to most areas of New Orleans, LA, and to Mobile, AL, including service to grain elevators.

Despite Isaac's Deluge, Long-term Drought Still Affecting the Inland Waterways

Heavy rain from remnants of Hurricane Isaac brought some relief to the drought-stricken middle part of the country, but the U.S. Army Corps of Engineers (Corps) still must continue dredging to keep barges moving. River levels rose significantly in strategically important sections around Vicksburg and Greenville, MS, and Memphis, TN. However, the Corps continues to dredge at 11 low-water spots in the river. Barge traffic is delayed in the vicinity of the dredging activities. In addition, barge operators continue to light-load barges for safe transit throughout the system. As of September 3, there were no reported groundings in the last 48 hours and more importantly no stoppages on the river.

Panama Canal Toll Increase Approved

On August 7, the Panamanian government approved the proposal to restructure and apply selective increases in the Panama Canal pricing system. The two-stage toll increase will apply to the following market segments: general cargo, dry bulk, tanker, chemical tanker, liquefied petroleum gas, vehicle carriers and ro-ro, and others (see GTR dated 7/5/12 and 4/26/12). The new tolls will be effective October 1, 2012 and October 1, 2013. Changes will also be applied to the small-vessel toll structure based on the vessel's length. The tolls for the remaining segments and the price per 20-foot equivalent unit for containers carried onboard a vessel will stay the same for now. For more details, see <http://www.pancanal.com/common/maritime/advisories/2012/a-20-2012.pdf>

Virginia Makes Preparations to Minimize Impact from Potential Strike

Talks broke down on August 22 between the International Longshoremen's Association (ILA) and the United States Maritime Alliance to create a new six-year contract to replace the current one that expires September 30. If no deal is reached by then, a strike by the 65,000-member ILA would affect ports along the East and Gulf Coast. In response, the Virginia Port Authority announced August 31 that it is making preparations with State-owned cargo terminals to move as much cargo as possible between now and October 1. Port officials believe customers may immediately divert up to 15 percent of cargo to West Coast ports. The Port of Norfolk (including Newport News, Portsmouth, and Chesapeake) rank tenth in the nation for total waterborne agricultural exports with the top three exports – soybeans, grain products, and bulk grains – representing 60 percent of the port's agricultural exports in 2011.

Snapshots by Sector

Rail

U.S. railroads originated 18,954 **carloads of grain** during the week ending August 25, up 5 percent from last week, 5 percent from last year, and 6 percent lower than the 3-year average.

During the week ending August 30, average September non-shuttle **secondary railcar bids/offers per car** were \$18.50 above tariff, \$3 more than last week and \$10 higher than last year. Average shuttle bids/offers were \$397 below tariff, \$30.50 lower than last week and \$78 higher than last year.

Ocean

During the week ending August 30, 29 **ocean-going grain vessels** were loaded in the Gulf, down 9 percent from the same period last year. Fifty-two vessels are expected to be loaded within the next 10 days, 33 percent more than the same period last year.

During the week ending August 31, the **ocean freight rate for shipping bulk grain** from the Gulf to Japan was \$49 per mt, down 2 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$25.50 per mt, down 4 percent from the previous week.

Barge

During the week ending September 1, **barge grain movements** totaled 253,782 tons, 8 percent lower than the previous week and 27 percent higher than the same period last year.

During the week ending September 1, 163 grain barges **moved down river**, down 11.4 percent from last week; 228 grain barges were **unloaded in New Orleans**, down 58.8 percent from the previous week.

Fuel

During the week ending September 3, U.S. average **diesel fuel prices** increased 4 cents to \$4.13 per gallon—26 cents higher than the same week last year.

Feature Article/Calendar

Soybean Transportation Cost Decreased As Farm Prices Rose

The transportation cost for shipping soybeans from the United States and Brazil to Europe and China generally declined during the second quarter as farm prices rose. The cost of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany, declined 17 and 20 percent, respectively during the second quarter (table 1). The cost of shipping from the same cities to Shanghai, China, through the U.S. Gulf decreased 13 and 14 percent during the quarter (table 2). However, the cost of shipping from Fargo, ND, and Sioux Falls, SD, through the Pacific Northwest (PNW) increased by 3 percent during the quarter. The cost of shipping from North Mato Grosso and South Goiás, Brazil, to Hamburg decreased 3 and 1 percent, respectively, during the quarter (table 1). The cost of shipping from North Mato Grosso (MT) to Shanghai decreased by 2 percent, while the cost of shipping from South Goiás decreased 1 percent (table 2).

Table 1-Quarterly costs of transporting soybeans from U.S. and Brazil to Hamburg, Germany

	2011 2 nd qtr.	2012 1 st qtr.	2012 2 nd qtr.	Percent change		2011 2 nd qtr.	2012 1 st qtr.	2012 2 nd qtr.	Percent change	
	United States (via U.S. Gulf)					Brazil				
	Minneapolis, MN --\$/mt--					Davenport, IA --\$/mt--				
Truck	11.34	9.14	11.66	2.82	27.57	11.34	9.14	11.66	2.82	27.57
Barge	37.26	12.53	28.18	-24.37	124.90	27.27	12.53	20.23	-25.82	61.45
Ocean ¹	21.52	19.91	20.76	-3.53	4.27	21.52	19.91	20.76	-3.53	4.27
Rail	-	31.61	-	-	-	-	24.16	-	-	-
Total transportation ²	70.12	73.19	60.60	-13.58	-17.20	60.13	65.74	52.65	-12.44	-19.91
Farm Value ³	465.42	447.05	502.16	7.89	12.33	481.34	448.27	503.39	4.58	12.30
Landed Cost	535.54	520.24	562.76	5.08	8.17	541.47	514.01	556.04	2.69	8.18
Transport % of landed cost	13.09	14.07	10.77			11.10	12.79	9.47		
	North MT ⁴ - Santos ⁵ --\$/mt--					South GO ⁴ - Paranagua ⁵ --\$/mt--				
Truck	125.83	117.52	110.07	-12.52	-6.34	70.31	55.14	50.51	-28.16	-8.40
Ocean ⁶	35.00	32.00	35.00	0.00	9.38	36.00	31.58	35.00	-2.78	10.83
Total transportation ²	160.83	149.52	145.07	-9.80	-2.98	106.31	86.72	85.51	-19.57	-1.40
Farm Value ⁷	386.58	377.70	448.29	15.96	18.69	413.15	401.58	428.40	3.69	6.68
Landed Cost	547.41	527.22	593.36	8.39	12.55	519.46	488.30	513.91	-1.07	5.24
Transport % of landed cost	29.38	28.36	24.45			20.47	17.76	16.64		

¹Source: O'Neil Commodity Consulting

²Source: USDA/NASS

³Source: USDA/NASS

⁴Producing regions: MT=Mato Grosso, GO = Goiás

⁵Export ports

⁶Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

⁷Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

During the first quarter, the upper section of the Mississippi River was closed for navigation because of icy conditions, so soybean shipments were first railed to St. Louis and then loaded onto barges destined for New Orleans. In the second quarter, barge shipments were made directly from Minneapolis and Davenport to New Orleans and no rail leg was required because the upper Mississippi River had been reopened. In the second quarter, there was an increase in barge rates as the shipments traveled longer distances. Truck and ocean rates also increased. However, for the second quarter, total transportation cost of shipping soybeans through the Gulf decreased as increases in truck, barge and ocean rates were offset by the fact that there was no additional rail cost.

Increases in truck and rail costs pushed up the transportation cost of shipping through the PNW in the second quarter. In Brazil, the trucking rates fell during the quarter, which lowered the transportation cost to Europe and from North MT to China. There was a modest increase in the cost of shipping from South GO to China because increased ocean freight rates through the port of Paranaguá were not offset by the decrease in truck rates.

The year-to-year transportation cost was lower in both the United States and Brazil. For the U.S. the drop was mostly because of lower barge rates. In Brazil, the lower year-to-year reduction in transportation cost was due to lower truck costs. Farm prices increased in the United States and Brazil at all locations from the previous quarter and from a year ago. In the United States, transportation costs represented 10–11 percent of the landed costs to Hamburg, and 14–16 percent of the landed costs to Shanghai. The transportation share of the landed costs for Brazilian soybeans to Hamburg ranged from 17–24 percent, and to Shanghai ranged from 20–26 percent.

Table 2-Quarterly costs of transporting soybeans from U.S. and Brazil to Shanghai, China

	2011	2012	2012	Percent change		2011	2012	2012	Percent change	
	2 nd qtr.	1 st qtr.	2 nd qtr.	Yr. to Yr.	Qtr. to Qtr.	2 nd qtr.	1 st qtr.	2 nd qtr.	Yr. to Yr.	Qtr. to Qtr.
United States (via U.S. Gulf)										
	Minneapolis, MN					Davenport, IA				
	--\$/mt--									
Truck	11.34	9.14	11.66	2.82	27.57	11.34	9.14	11.66	2.82	27.57
Barge	37.26	12.53	28.18	-24.37	124.90	27.27	12.53	20.23	-25.82	61.45
Ocean ¹	51.58	48.33	49.07	-4.87	1.53	51.58	48.33	49.07	-4.87	1.53
Rail	-	31.61	-	-	-	-	24.16	-	-	-
Total transportation ²	100.18	101.61	88.91	-11.25	-12.50	90.19	94.16	80.96	-10.23	-14.02
Farm Value ³	465.42	447.05	502.16	7.89	12.33	481.34	448.27	503.39	4.58	12.30
Landed Cost	565.60	548.66	591.07	4.50	7.73	571.53	542.43	584.35	2.24	7.73
Transport % of landed cost	17.71	18.52	15.04			15.78	17.36	13.85		
Via PNW										
	Fargo, ND					Sioux Falls, SD				
Truck	11.34	9.14	11.66	2.82	27.57	11.34	9.14	11.66	2.82	27.57
Ocean ¹	28.88	26.54	25.71	-10.98	-3.13	28.88	26.54	25.71	-10.98	-3.13
Rail	52.16	54.25	54.89	5.23	1.18	53.90	56.00	56.73	5.25	1.30
Total transportation ²	92.38	89.93	92.26	-0.13	2.59	94.12	91.68	94.10	-0.02	2.64
Farm Value ³	460.52	434.80	493.59	7.18	13.52	471.54	445.82	496.04	5.20	11.26
Landed Cost	552.90	524.73	585.85	5.96	11.65	565.66	537.50	590.14	4.33	9.79
Transport % of landed cost	16.71	17.14	15.75			16.64	17.06	15.95		
Brazil										
	North MT⁴ - Santos⁵					South GO⁴ - Paranagua⁵				
	--\$/mt--									
Truck	125.83	117.52	110.07	-12.52	-6.34	70.31	55.14	50.51	-28.16	-8.40
Ocean ⁶	50.05	46.62	51.35	2.60	10.15	57.62	52.32	57.63	0.02	10.15
Total transportation ²	175.88	164.14	161.42	-8.22	-1.66	127.93	107.46	108.14	-15.47	0.63
Farm Value ⁷	386.58	377.70	448.29	15.96	18.69	413.45	401.58	428.40	3.62	6.68
Landed Cost	562.46	541.84	609.71	8.40	12.53	541.38	509.04	536.54	-0.89	5.40
Transport % of landed cost	31.27	30.29	26.47			23.63	21.11	20.16		

¹Source: O'Neil Commodity Consulting

³Source: USDA/NASS

⁴Producing regions: MT= Mato Grosso, GO = Goiás

⁵Export ports

⁶Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

⁷Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

Market Outlook: From January through June, 9.81 million metric tons (mmt) of U.S. soybeans were exported to China; approximately 2 mmt were exported during the second quarter—113 percent of the same period last year. The value of the second quarter exports was \$1.12 billion dollar, 124 percent above the same period last year. During the second quarter, 0.31 mmt of U.S. soybeans, valued at \$165 million, were exported to Europe, compared to only 636 mt during the same period last year. Chinese demand for U.S. soybeans is fueled by a strong demand for protein meals. China's imports of soybeans are forecast to reach 60 mmt during the marketing year (MY) 2012/13, compared to 57 mmt in MY11/12, which was revised upward from a previous estimate of 55.5 mmt (USDA, FAS, GAIN Report No. CH12042). As grain prices remain relatively high and Chinese demand for soybeans remains strong, it is essential that the transportation costs remain low to keep U.S. exports competitive. For more on soybean transportation, see *Brazil Soybean Transportation*. Surajudeen.olowolayemo@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators¹

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
09/05/12	277	227	183	278	219	181
08/29/12	274	227	186	243	224	188

¹Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

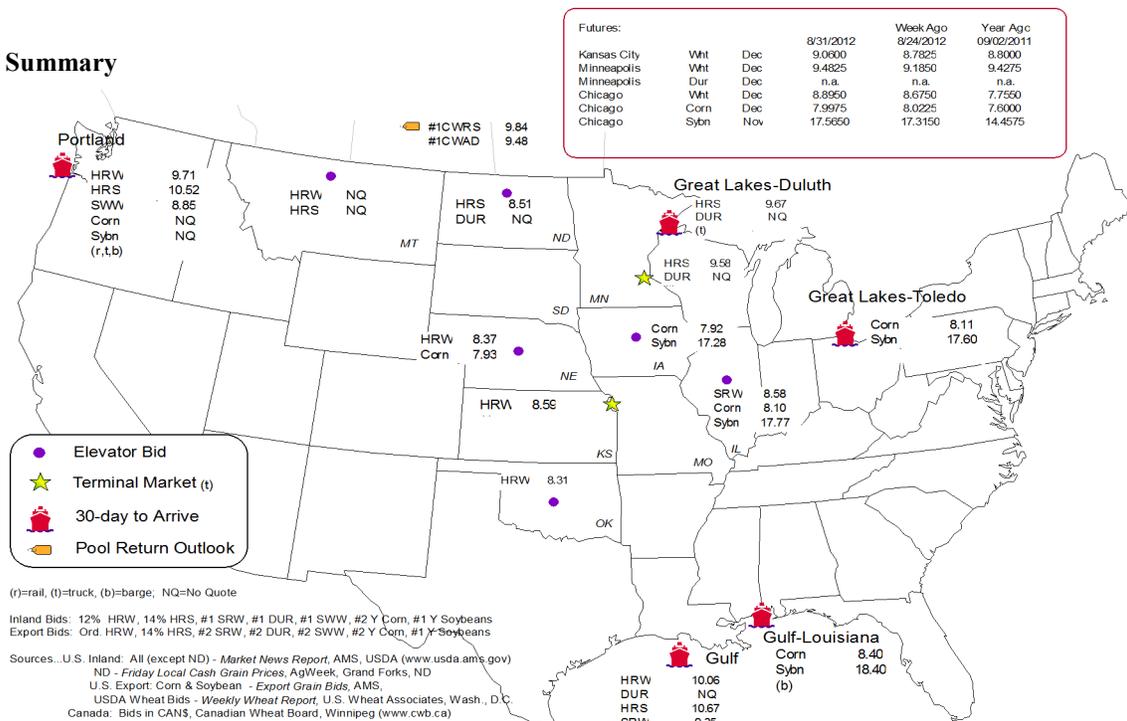
Commodity	Origin--Destination	8/31/2012	8/24/2012
Corn	IL--Gulf	-0.30	-0.20
Corn	NE--Gulf	-0.47	-0.40
Soybean	IA--Gulf	-1.12	-0.97
HRW	KS--Gulf	-1.47	-1.52
HRS	ND--Portland	-2.01	-2.07

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1
Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)¹

Week ending	Mississippi		Cross-Border	Pacific	Atlantic &	Total
	Gulf	Texas Gulf	Mexico	Northwest	East Gulf	
8/29/2012 ^p	1	224	560	3,208	39	4,032
8/22/2012 ^r	629	578	558	4,648	246	6,659
2012 YTD ^r	6,894	25,285	37,328	138,217	11,587	219,311
2011 YTD ^r	21,963	63,592	32,064	128,216	16,882	262,717
2012 YTD as % of 2011 YTD	31	40	116	108	69	83
Last 4 weeks as % of 2011 ²	708	58	71	159	74	127
Last 4 weeks as % of 4-year avg. ²	90	35	80	137	67	97
Total 2011	27,358	77,515	48,782	191,092	24,088	368,835
Total 2010	33,971	83,492	42,794	177,896	32,780	370,933

¹ Data is incomplete as it is voluntarily provided

² Compared with same 4-weeks in 2011 and prior 4-year average.

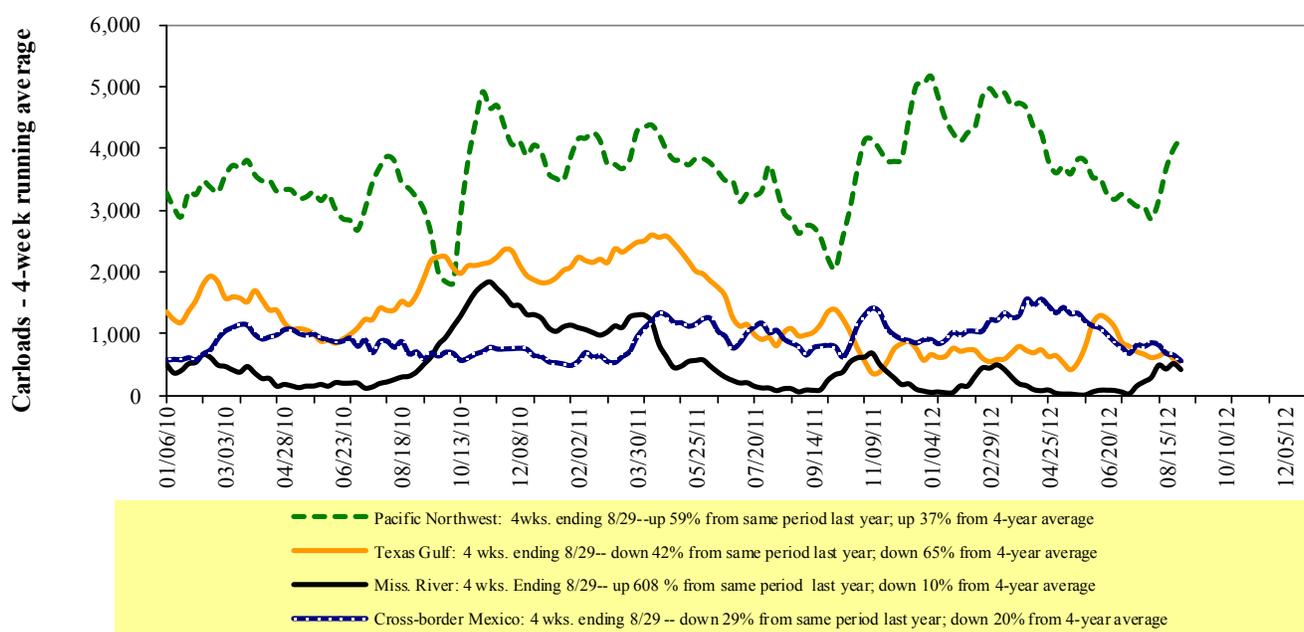
YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

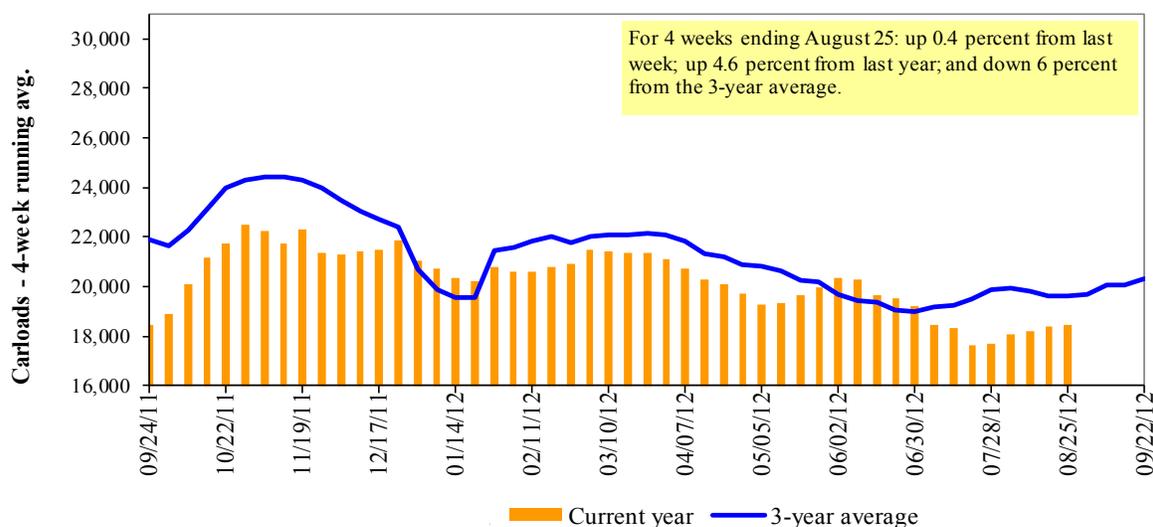
Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
08/25/12	1,043	2,741	10,231	468	4,471	18,954	3,891	4,866
This week last year	1,034	2,336	8,880	623	5,173	18,046	3,406	5,452
2012 YTD	59,312	95,974	328,420	17,120	172,228	673,054	130,678	161,262
2011 YTD	63,849	100,662	360,203	22,831	200,247	747,792	130,013	173,251
2012 YTD as % of 2011 YTD	93	95	91	75	86	90	101	93
Last 4 weeks as % of 2011 ¹	81	121	118	75	84	105	117	89
Last 4 weeks as % of 3-yr avg. ¹	69	110	105	86	77	95	106	96
Total 2011	98,506	150,869	546,090	34,683	292,401	1,122,549	200,610	269,399

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

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

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings

Source: Association of American Railroads

Table 5

Railcar Auction Offerings¹ (\$/car)²

Week ending	Delivery period							
	Sep-12	Sep-11	Oct-12	Oct-11	Nov-12	Nov-11	Dec-12	Dec-11
BNSF ³								
COT grain units	0	no offer	0	no offer	no bids	no offer	no offer	no offer
COT grain single-car ⁵	0 . . 6	no offer	0 . . 23	no offer	no offer	no offer	no offer	0 . . 100
UP ⁴								
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	16	no bids	1	n/a	n/a

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

²Average premium/discount to tariff, last auction

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

⁴UP - GCAS = Grain Car Allocation System

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

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

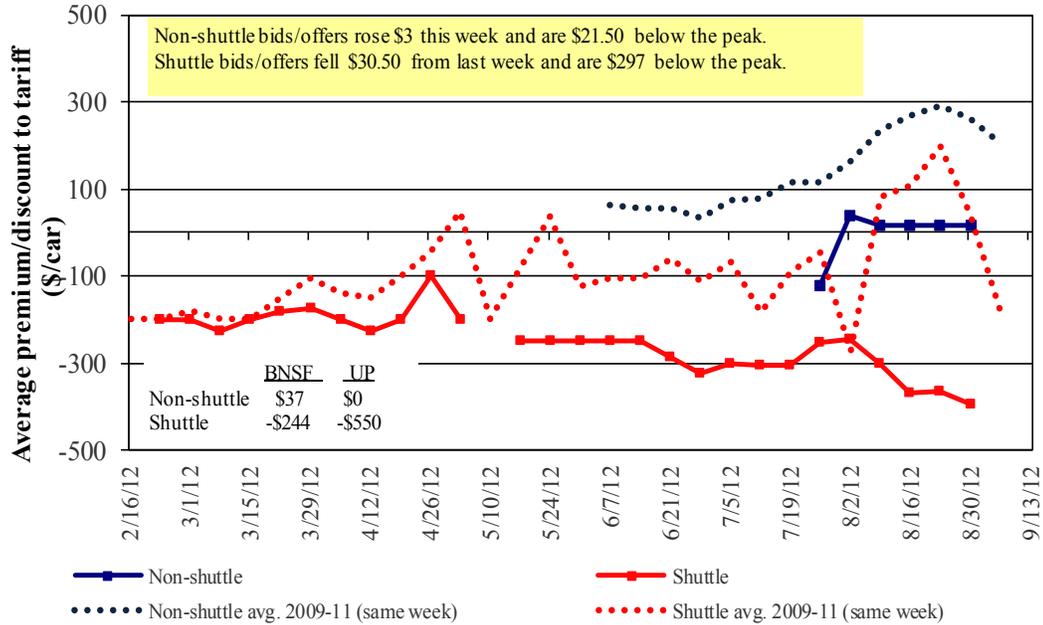
⁵Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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

Figure 4

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

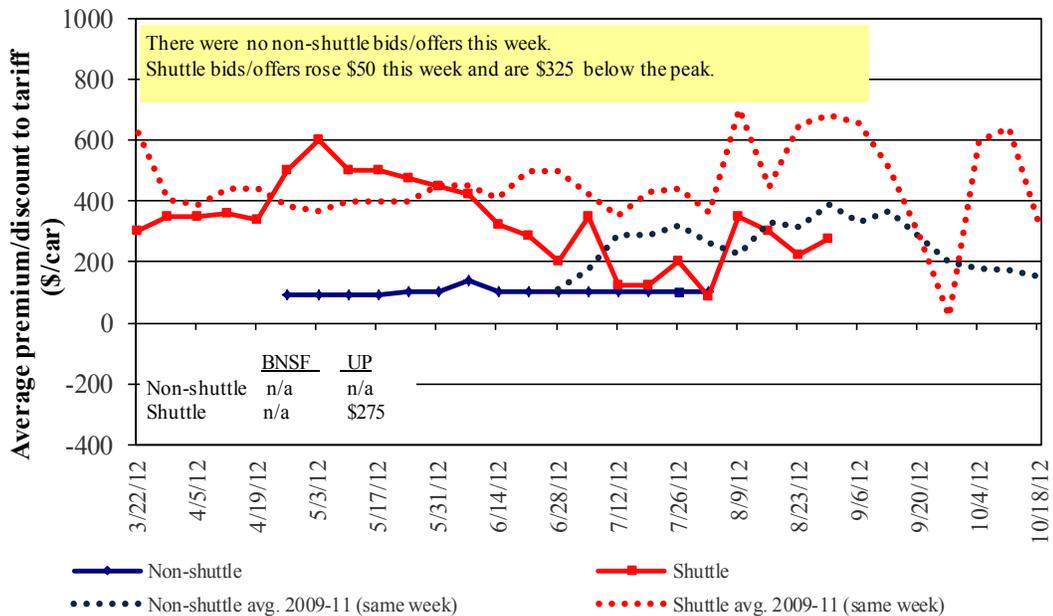


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

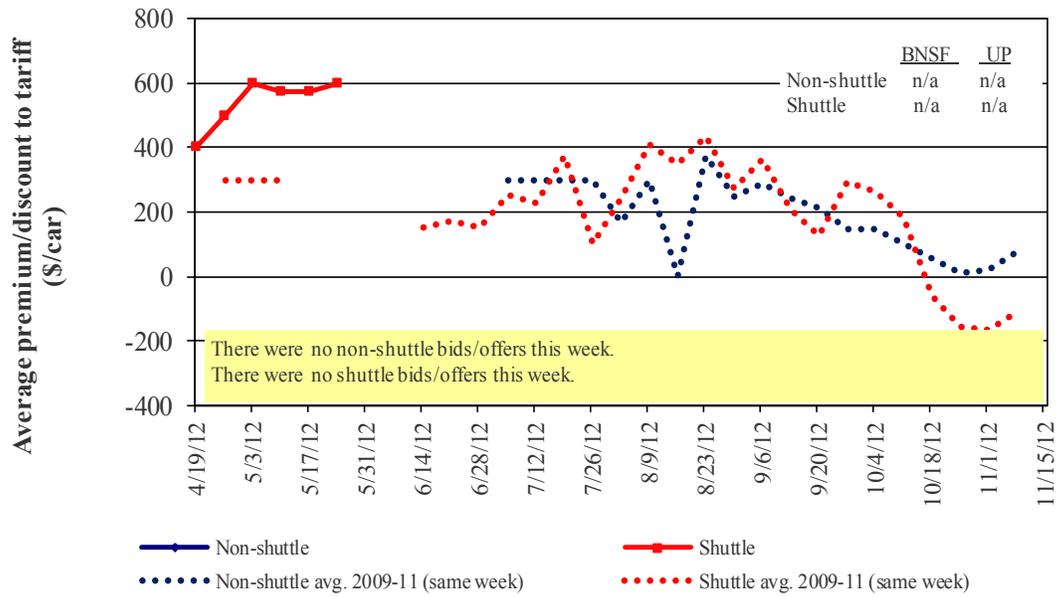


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Railcar Market (\$/car)¹

Week ending	Delivery period					
	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13
Non-shuttle						
BNSF-GF	37	n/a	n/a	n/a	n/a	n/a
Change from last week	12	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	33	n/a	n/a	n/a	n/a	n/a
UP-Pool	-	n/a	n/a	n/a	n/a	n/a
Change from last week	(6)	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	(13)	n/a	n/a	n/a	n/a	n/a
Shuttle²						
BNSF-GF	(244)	n/a	n/a	n/a	n/a	n/a
Change from last week	64	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	206	n/a	n/a	n/a	n/a	n/a
UP-Pool	(550)	275	n/a	n/a	n/a	n/a
Change from last week	(125)	25	n/a	n/a	n/a	n/a
Change from same week 2011	(50)	(225)	n/a	n/a	n/a	n/a

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

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

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

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

Sources: Transportation and Marketing Programs/AMS/USDA

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments¹

Effective date:				Fuel	Tariff plus surcharge per:		Percent
9/1/2012	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushe ²	change Y/Y ³
Unit train							
Wheat	Wichita, KS	St. Louis, MO	\$3,144	\$167	\$32.88	\$0.89	4
	Grand Forks, ND	Duluth-Superior, MN	\$3,537	\$92	\$36.04	\$0.98	13
	Wichita, KS	Los Angeles, CA	\$6,026	\$474	\$64.55	\$1.76	4
	Wichita, KS	New Orleans, LA	\$3,645	\$294	\$39.11	\$1.06	3
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$389	\$59.21	\$1.61	2
	Northwest KS	Galveston-Houston, TX	\$3,912	\$322	\$42.04	\$1.14	3
	Amarillo, TX	Los Angeles, CA	\$4,112	\$448	\$45.28	\$1.23	2
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,038	\$332	\$33.47	\$0.91	6
	Toledo, OH	Raleigh, NC	\$4,382	\$381	\$47.30	\$1.29	14
	Des Moines, IA	Davenport, IA	\$1,934	\$70	\$19.90	\$0.54	4
	Indianapolis, IN	Atlanta, GA	\$3,821	\$286	\$40.78	\$1.11	17
	Indianapolis, IN	Knoxville, TN	\$3,273	\$183	\$34.32	\$0.93	17
	Des Moines, IA	Little Rock, AR	\$3,074	\$207	\$32.58	\$0.89	4
Soybeans	Des Moines, IA	Los Angeles, CA	\$4,985	\$602	\$55.48	\$1.51	1
	Minneapolis, MN	New Orleans, LA	\$3,179	\$357	\$35.12	\$0.96	-4
	Toledo, OH	Huntsville, AL	\$3,497	\$271	\$37.41	\$1.02	17
	Indianapolis, IN	Raleigh, NC	\$4,453	\$384	\$48.03	\$1.31	14
	Indianapolis, IN	Huntsville, AL	\$3,189	\$183	\$33.49	\$0.91	20
Champaign-Urbana, IL	New Orleans, LA	\$3,382	\$332	\$36.88	\$1.00	-2	
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	\$3,481	\$273	\$37.28	\$1.01	6
	Wichita, KS	Galveston-Houston, TX	\$3,634	\$212	\$38.20	\$1.04	13
	Chicago, IL	Albany, NY	\$3,645	\$357	\$39.74	\$1.08	3
	Grand Forks, ND	Portland, OR	\$4,963	\$471	\$53.96	\$1.47	4
	Grand Forks, ND	Galveston-Houston, TX	\$5,984	\$491	\$64.30	\$1.75	3
	Northwest KS	Portland, OR	\$4,880	\$528	\$53.70	\$1.46	2
Corn	Minneapolis, MN	Portland, OR	\$4,800	\$574	\$53.36	\$1.45	1
	Sioux Falls, SD	Tacoma, WA	\$4,760	\$525	\$52.49	\$1.43	1
	Champaign-Urbana, IL	New Orleans, LA	\$2,857	\$332	\$31.67	\$0.86	5
	Lincoln, NE	Galveston-Houston, TX	\$3,310	\$306	\$35.91	\$0.98	2
	Des Moines, IA	Amarillo, TX	\$3,430	\$260	\$36.64	\$1.00	2
	Minneapolis, MN	Tacoma, WA	\$4,800	\$569	\$53.32	\$1.45	1
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,200	\$589	\$47.55	\$1.29	1
	Sioux Falls, SD	Tacoma, WA	\$5,040	\$525	\$55.27	\$1.50	2
	Minneapolis, MN	Portland, OR	\$5,030	\$574	\$55.65	\$1.51	2
	Fargo, ND	Tacoma, WA	\$4,930	\$467	\$53.60	\$1.46	2
	Council Bluffs, IA	New Orleans, LA	\$3,420	\$383	\$37.76	\$1.03	-8
	Toledo, OH	Huntsville, AL	\$2,672	\$271	\$29.22	\$0.80	4
Grand Island, NE	Portland, OR	\$4,720	\$540	\$52.24	\$1.42	3	

¹A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of

75-120 cars that meet railroad efficiency requirements.

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

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

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico

Commodity	Origin state	Destination region	Tariff rate/car ¹	Fuel		Percent change Y/Y ⁴	
				surcharge per car ²	Tariff plus surcharge per: metric ton ³ bushel ³		
Wheat	MT	Chihuahua, CI	\$7,741	\$498	\$84.19	\$2.29	2
	OK	Cuatitlan, EM	\$6,837	\$605	\$76.04	\$2.07	3
	KS	Guadalajara, JA	\$7,444	\$585	\$82.04	\$2.23	-1
	TX	Salinas Victoria, NL	\$3,725	\$228	\$40.39	\$1.10	1
Corn	IA	Guadalajara, JA	\$7,699	\$688	\$85.69	\$2.17	1
	SD	Penjamo, GJ	\$7,776	\$652	\$86.12	\$2.19	5
	NE	Queretaro, QA	\$7,097	\$611	\$78.75	\$2.00	2
	SD	Salinas Victoria, NL	\$6,522	\$496	\$71.70	\$1.82	18
	MO	Tlalnepantla, EM	\$6,538	\$594	\$72.87	\$1.85	6
	SD	Torreón, CU	\$6,522	\$546	\$72.22	\$1.83	3
Soybeans	MO	Bojay (Tula), HG	\$7,350	\$580	\$81.03	\$2.20	6
	NE	Guadalajara, JA	\$7,904	\$664	\$87.54	\$2.38	2
	IA	El Castillo, JA ⁵	\$8,255	\$648	\$90.97	\$2.47	4
	KS	Torreón, CU	\$6,421	\$412	\$69.81	\$1.90	3
Sorghum	OK	Cuatitlan, EM	\$5,730	\$495	\$63.61	\$1.61	5
	TX	Guadalajara, JA	\$6,653	\$424	\$72.31	\$1.84	4
	NE	Penjamo, GJ	\$7,426	\$592	\$81.93	\$2.08	4
	KS	Queretaro, QA	\$6,460	\$372	\$69.80	\$1.77	4
	NE	Salinas Victoria, NL	\$5,153	\$436	\$57.10	\$1.45	5
	NE	Torreón, CU	\$6,068	\$486	\$66.97	\$1.70	2

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

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

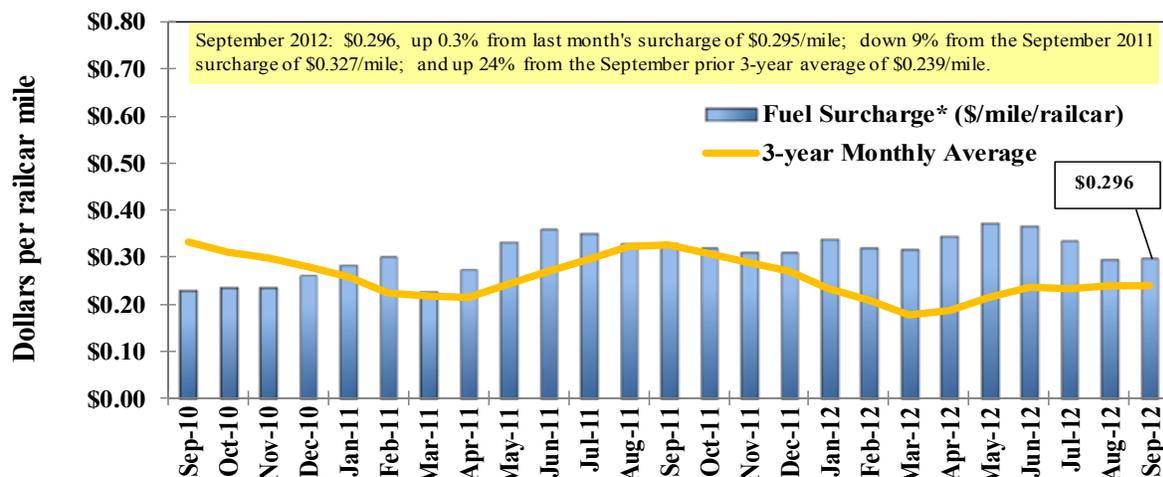
³Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

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

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

Figure 7

Railroad Fuel Surcharges, North American Weighted Average¹

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

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

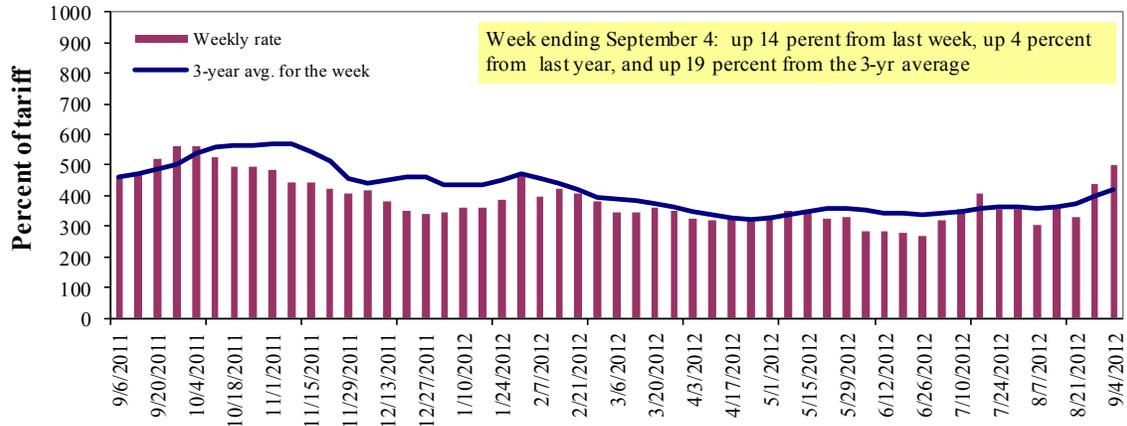
** BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate^{1,2}



¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

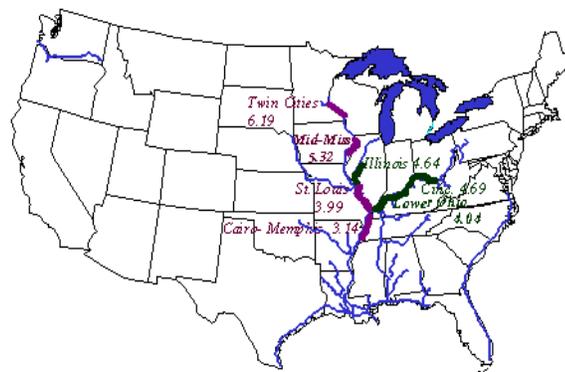
Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate¹	9/4/2012	475	495	500	533	495	495	588
	8/28/2012	425	413	438	500	438	438	525
\$/ton	9/4/2012	29.40	26.33	23.20	21.27	23.22	20.00	18.46
	8/28/2012	26.31	21.97	20.32	19.95	20.54	17.70	16.49
Current week % change from the same week:								
	Last year	0	8	9	30	2	2	51
	3-year avg. ²	8	17	19	40	10	10	58
Rate¹	October	575	538	550	508	533	533	550
	December	-	-	413	325	400	400	300

¹Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); ²4-week moving average; ton = 2,000 pounds; - closed for winter

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9
Benchmark tariff rates



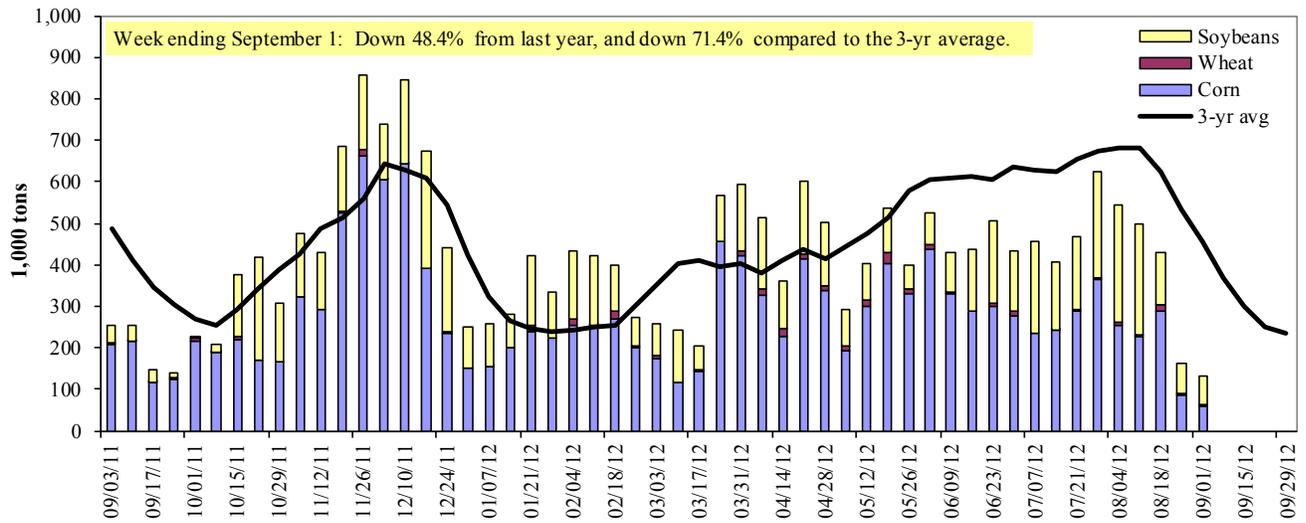
Calculating barge rate per ton:

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

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

Figure 10

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



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

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

Table 10

Barge Grain Movements (1,000 tons)

Week ending 9/1/2012	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	23	0	19	0	42
Winfield, MO (L25)	21	5	43	0	68
Alton, IL (L26)	54	5	62	0	120
Granite City, IL (L27)	58	5	68	0	131
Illinois River (L8)	10	0	12	0	22
Ohio River (L52)	22	23	25	0	70
Arkansas River (L1)	45	4	4	0	53
Weekly total - 2012	125	32	97	0	254
Weekly total - 2011	237	41	55	17	349
2012 YTD ¹	11,766	1,397	7,149	192	20,503
2011 YTD	13,197	1,130	4,771	276	19,374
2012 as % of 2011 YTD	89	124	150	70	106
Last 4 weeks as % of 2011 ²	66	54	191	8	90
Total 2011	19,921	1,460	8,553	422	30,356

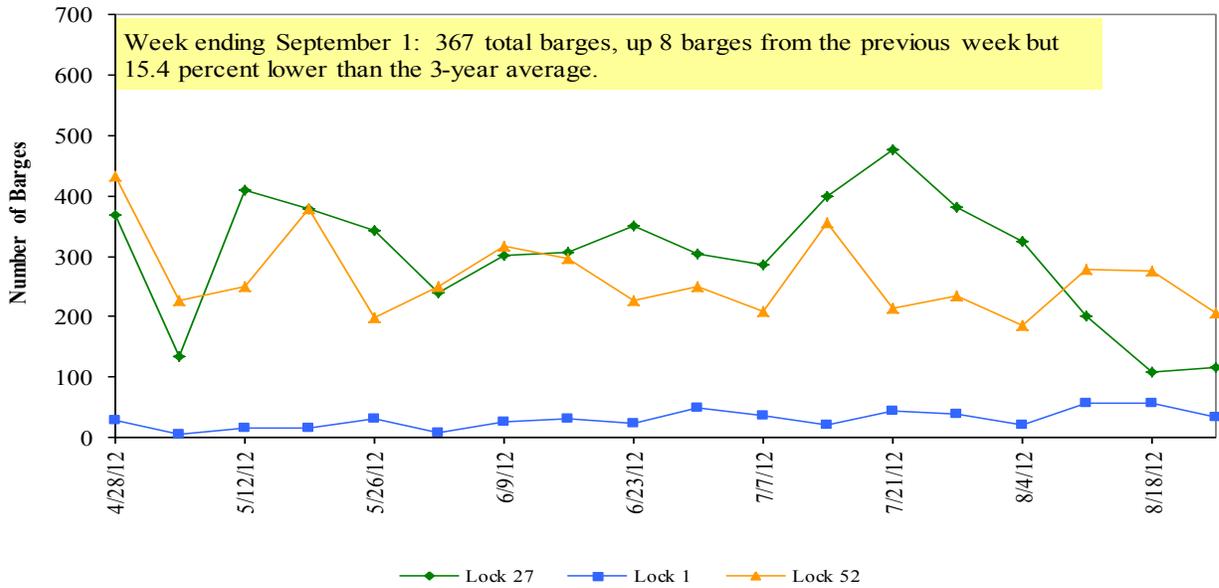
¹ Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

² As a percent of same period in 2011.

Note: Total may not add exactly, due to rounding

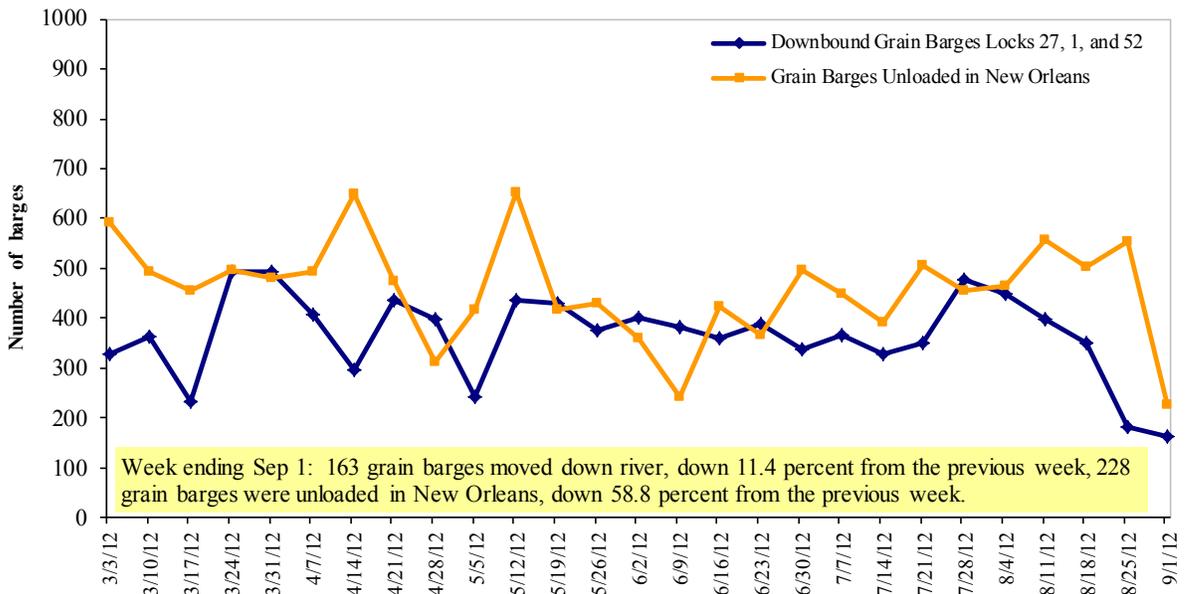
Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrirmi/omni/webprts/default.asp)

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



Source: U.S. Army Corps of Engineers

Figure 12
Grain Barges for Export in New Orleans Region



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

Truck Transportation

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

Table 11

Retail on-Highway Diesel Prices¹, Week Ending 9/3/2012 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.104	0.032	0.218
	New England	4.194	0.062	0.200
	Central Atlantic	4.153	0.024	0.166
	Lower Atlantic	4.051	0.032	0.218
II	Midwest ²	4.072	0.022	0.220
III	Gulf Coast ³	4.026	0.045	0.226
IV	Rocky Mountain	4.217	0.068	0.327
V	West Coast	4.424	0.071	0.443
	West Coast less California	4.343	0.055	-
	California	4.493	0.084	0.435
Total	U.S.	4.127	0.038	0.259

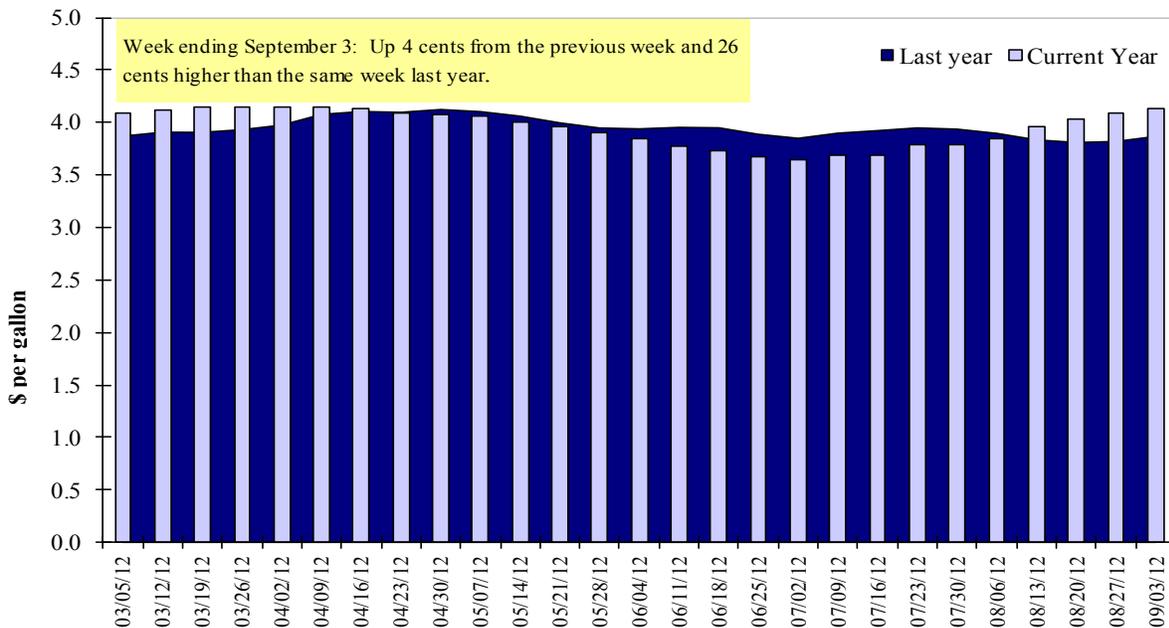
¹Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

²Same as North Central ³Same as South Central

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

Week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances¹									
8/23/2012	1,502	646	1,564	879	107	4,698	2,021	2,497	9,216
This week year ago	1,746	652	1,537	1,008	141	5,084	3,540	2,478	11,102
Cumulative exports-marketing year²									
2011/12 YTD	2,729	904	1,294	1,172	131	6,230	37,664	36,312	80,206
2010/11 YTD	3,040	1,066	1,676	1,187	149	7,118	44,569	39,753	91,440
YTD 2011/12 as % of 2010/11	90	85	77	99	88	88	85	91	88
Last 4 wks as % of same period 2010/11	84	100	100	111	76	96	76	131	98
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306
2009/10 Total	8,458	2,733	5,329	3,897	983	21,400	47,700	39,285	108,385

¹ Current unshipped export sales to date

² Shipped export sales to date; the new marketing year is now in effect for wheat

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

Top 5 Importers¹ of U.S. Corn

Week ending 08/23/12	Total Commitments ²			% change current MY from last MY	Exports ³ 2010/11
	2012/13 Next MY	2011/12 Current MY	2010/11 Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	1,555	12,411	14,949	(17)	14,279
Mexico	2,263	9,620	7,121	35	7,019
Korea	250	3,699	6,172	(40)	6,104
China*	801	5,420	978	454	978
Taiwan	42	1,313	2,815	(53)	2,393
Top 5 importers	4,912	32,463	32,035	1	30,772
Total US corn export sales	8,021	39,685	48,109	(18)	46,590
% of Projected	24%	101%	103%		
Change from prior week	168	(34)	(321)		
Top 5 importers' share of U.S. corn export sales	61%	82%	67%		
USDA forecast, August 2012	33,020	39,370	46,590	(15)	
Corn Use for Ethanol USDA forecast, Ethanol August 2012	114,300	127,000	127,534	(0.4)	

(n) indicates negative number.

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

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

³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

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

Table 14

Top 5 Importers¹ of U.S. Soybeans

Week Ending 08/23/2012	Total Commitments ²			% change current MY from last MY	Exports ³ 2010/11
	2012/13 Next MY	2011/12 Current MY	2010/11 Last MY		
		- 1,000 mt -			- 1,000 mt -
China	11,230	24,646	25,595	(4)	24,445
Mexico	431	3,197	3,284	(3)	3,215
Japan	156	1,889	2,254	(16)	1,887
EU	232	1,230	2,599	(53)	2,607
Indonesia	85	1,668	1,827	(9)	1,680
Top 5 importers	12,134	32,631	35,560	(8)	33,833
Total US soybean export sales	17,559	38,809	42,231	(8)	40,850
% of Projected	58%	106%	103%		
Change from prior week	731	(10)	(0.1)		
Top 5 importers' share of U.S. soybean export sales	69%	84%	84%		
USDA forecast, August 2012	30,210	36,740	40,850	(10)	

(n) indicates negative number.

¹Based on FAS 2008/09 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.²Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--
http://www.fas.usda.gov/esrquery/³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 15

Top 10 Importers¹ of All U.S. Wheat

Week Ending 08/23/2012	Total Commitments ²		% change current MY from last MY	Exports ³ 2011/12
	2012/13 Current MY	2011/12 Last MY		
		- 1,000 mt -		- 1,000 mt -
Japan	1,430	1,729	(17)	3,512
Mexico	1,457	1,487	(2)	3,496
Nigeria	1,154	1,337	(14)	3,248
Philippines	894	1,104	(19)	2,039
Korea	780	497	57	1,983
Egypt	131	247	(47)	950
Taiwan	439	253	74	888
Indonesia	332	374	(11)	830
Venezuela	362	239	51	594
Iraq	209	564	(63)	572
Top 10 importers	7,187	7,830	(8)	18,111
Total US wheat export sales	10,928	12,202	(10)	28,530
% of Projected	33%	43%		
Change from prior week	509	369		
Top 10 importers' share of U.S. wheat export sales	66%	64%		63%
USDA forecast, August 2012	32,660	28,560	14	

(n) indicates negative number.

¹ Modified from the FAS 2011/12 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.² Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report, or Export Sales Query--http://www.fas.usda.gov/esrquery/³ FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port regions	Week ending 08/30/12	Previous Week ¹	Current Week as % of Previous	2012 YTD ¹	2011 YTD ¹	2012 YTD as % of 2011 YTD	Last 4-weeks as % of		Total ¹ 2011
							2011	3-yr. avg.	
Pacific Northwest									
Wheat	456	410	111	9,294	9,926	94	147	170	13,995
Corn	0	2	0	4,910	6,773	72	35	22	9,198
Soybeans	66	67	97	5,676	3,651	155	178	137	7,321
Total	521	480	109	19,880	20,350	98	116	103	30,513
Mississippi Gulf									
Wheat	123	46	266	4,184	3,809	110	73	94	5,031
Corn	88	287	31	13,176	17,867	74	54	47	26,267
Soybeans	304	334	91	12,027	10,541	114	270	164	19,262
Total	515	668	77	29,387	32,218	91	93	78	50,560
Texas Gulf									
Wheat	111	53	211	4,243	8,748	49	72	61	10,837
Corn	0	3	0	329	810	41	n/a	23	1,021
Soybeans	0	0	n/a	5	763	1	n/a	0	926
Total	111	56	198	4,576	10,321	44	78	54	12,784
Interior									
Wheat	3	5	71	784	758	103	72	66	1,110
Corn	74	80	92	5,030	4,888	103	104	64	7,509
Soybeans	33	67	50	2,816	2,617	108	53	122	4,273
Total	110	152	73	8,630	8,263	104	49	78	12,892
Great Lakes									
Wheat	0	0	n/a	193	744	26	10	5	1,038
Corn	0	10	0	56	124	45	32	51	178
Soybeans	1	0	n/a	149	22	666	n/a	0	382
Total	1	10	11	397	890	45	19	12	1,598
Atlantic									
Wheat	0	1	47	237	641	37	7	6	686
Corn	0	0	n/a	106	194	54	58	23	295
Soybeans	8	8	103	616	476	130	205	179	1,042
Total	8	8	96	959	1,311	73	72	52	2,022
U.S. total from ports²									
Wheat	693	515	135	18,934	24,627	77	104	107	32,697
Corn	162	383	42	23,606	30,657	77	53	43	44,466
Soybeans	412	476	87	21,289	18,071	118	192	153	33,205
Total	1,267	1,374	92	63,829	73,354	87	92	80	110,369

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

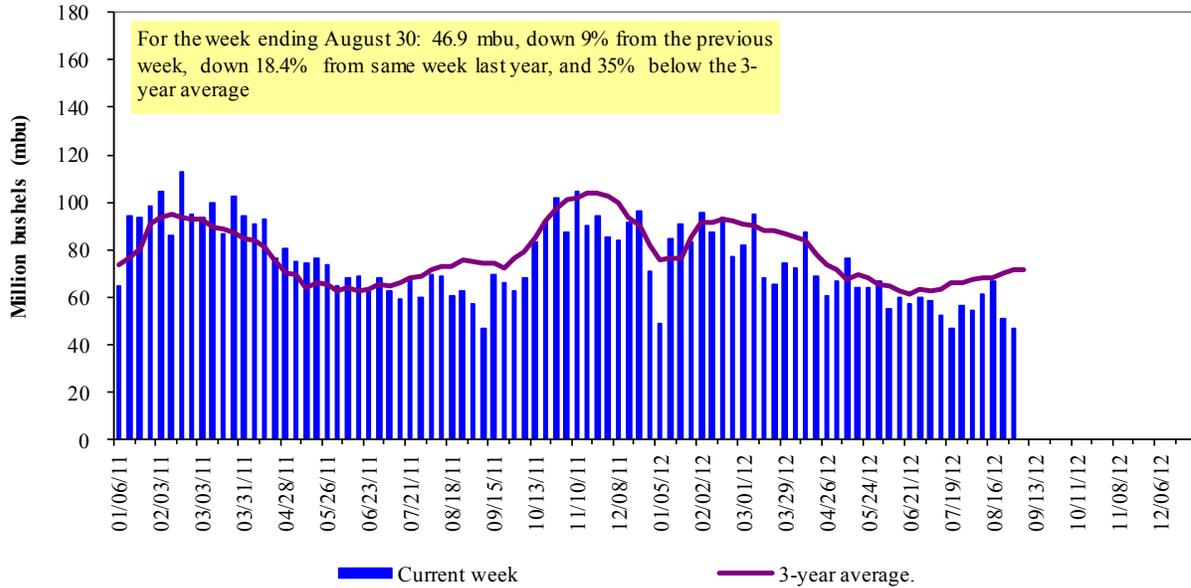
² Total includes only port regions shown above; Interior land-based shipments now included.

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

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

Figure 14

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

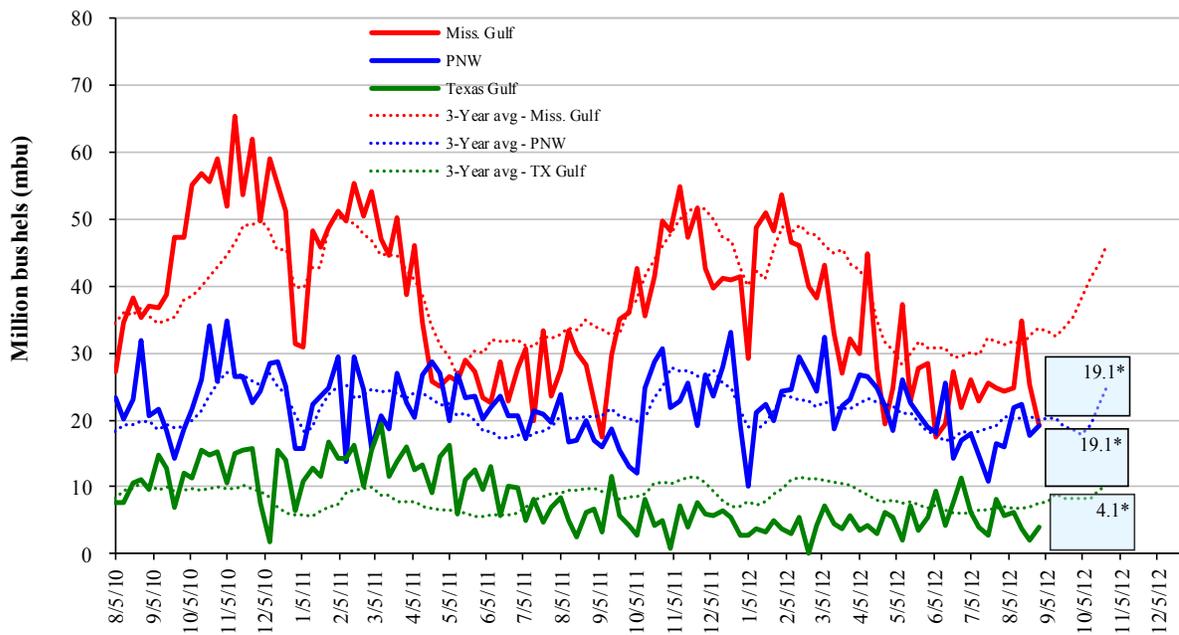


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

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



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

August 30 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 24	up 97	down 15	up 9
Last year (same week)	down 16	down 38	down 21	up 12
3-yr avg (4-wk mov. avg.)	down 43	down 46	down 44	down 0.1

Ocean Transportation

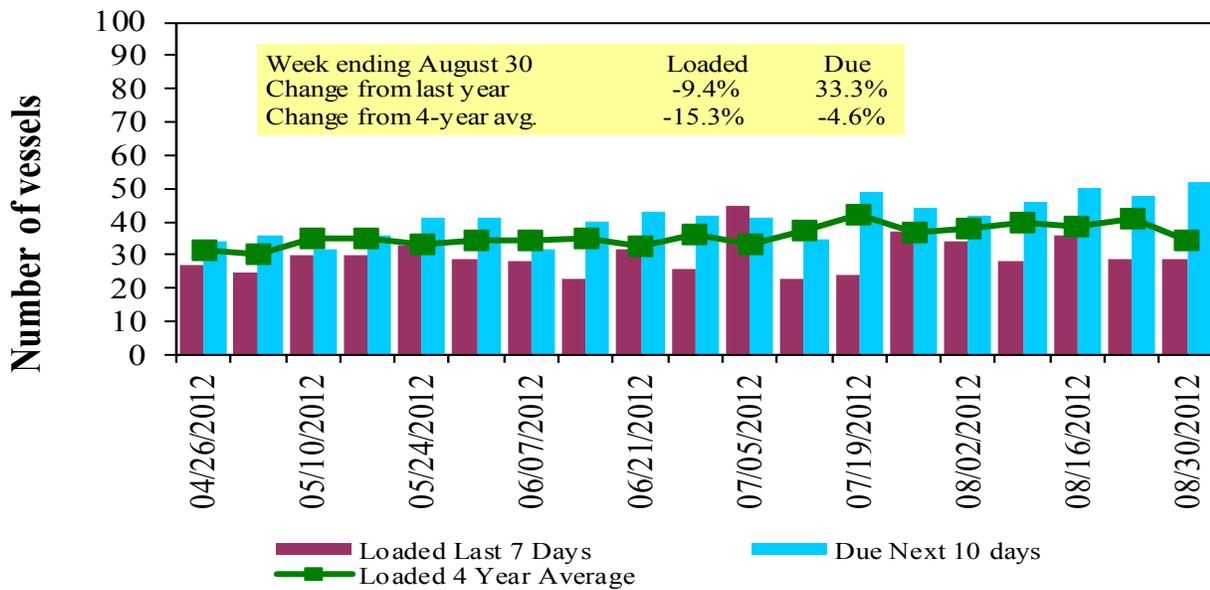
Table 17

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
8/30/2012	16	29	52	8	n/a
8/23/2012	21	29	48	14	n/a
2011 range	(14..65)	(28..54)	(34..83)	(5..25)	(1..20)
2011 avg.	31	38	53	15	12

Source: Transportation & Marketing Programs/AMS/USDA

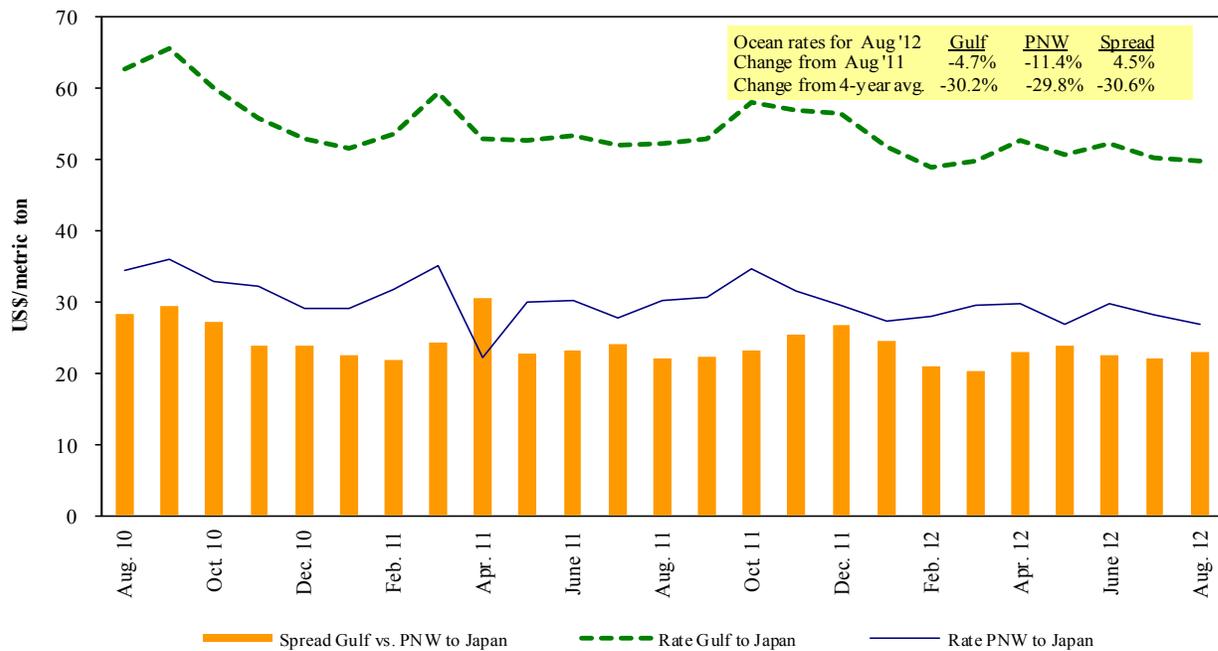
Figure 16
U.S. Gulf^d Vessel Loading Activity



Source: Transportation & Marketing Programs/AMS/USDA

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 09/01/2012

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Sep 20/30	55,000	48.00
U.S. Gulf	China	Heavy Grain	Sep 13/22	55,000	45.50
U.S. Gulf	China	Heavy Grain	Sep 10/20	55,000	46.00
U.S. Gulf	China	Heavy Grain	Sep 10/20	55,000	48.00
U.S. Gulf	China	Heavy Grain	Sep 1/10	55,000	47.00
PNW	Djibouti ¹	Sorghum	Aug 18/28	17,500	98.28
Australia	China	Grain	Jul 26/Aug 4	65,000	19.45
Brazil	Algeria	Corn	Aug 18/25	30,000	24.50
Brazil	China	Heavy Grain	Aug 10/20	60,000	48.50
Brazil	China	Heavy Grain	Jul 25/30	60,000	49.00
Brazil	Egypt	Corn	Aug 18/20	45,000	28.50
Mexico	Turkey	Wheat	Sep 10/25	55,000	24.75
River Plate	Algeria	Corn	Aug 20/30	25,000	32.50
River Plate	Algeria	Corn	Jul 5/15	25,000	34.00
River Plate	Tunisia	Heavy Grain	Aug 17/20	30,000	28.50
River Plate	Tunisia	Soybean Meal	Sep 1/10	25,000	36.00
Russia	Egypt Med	Wheat	Aug 17/23	60,000	12.00

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

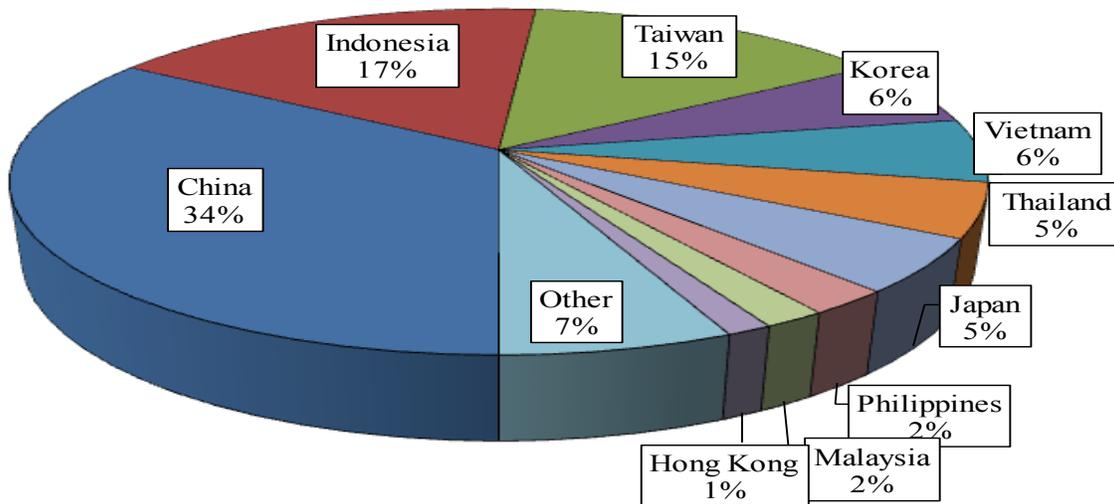
¹75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

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

Figure 18

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

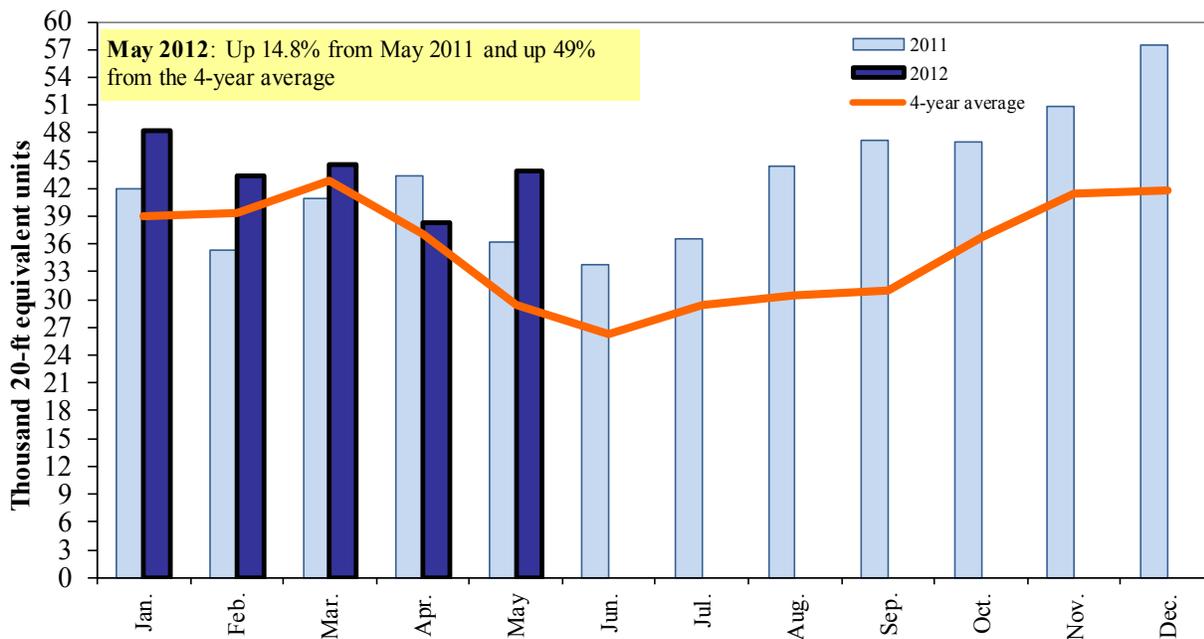


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

Figure 19

Monthly Shipments of Containerized Grain to Asia



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

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

Contacts and Links

Coordinators

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

Weekly Highlight Editors

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

Grain Transportation Indicators

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

Rail Transportation

Marvin Prater marvin.prater@ams.usda.gov (202) 720 - 0299
Johnny Hill johnny.hill@ams.usda.gov (202) 690 - 3295
Adam Sparger adam.sparger@ams.usda.gov (202) 205 - 8701

Barge Transportation

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

Truck Transportation

April Taylor april.taylor@ams.usda.gov (202) 295 - 7374

Grain Exports

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

Ocean Transportation

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

Economics Assistants

Daniel O'Neil, Jr. daniel.oneil@ams.usda.gov (202) 720 - 0194
Zachary Smith zachary.smith@ams.usda.gov (202) 720 - 0194
Joyce Zhang joyce.zhang@ams.usda.gov (202) 720 - 0194

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

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

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