



# Grain Transportation Report

A weekly publication of the  
Transportation and Marketing Programs/Transportation Services Division  
[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

Contact Us

## WEEKLY HIGHLIGHTS

### Status of Labor Negotiations for the Pacific Northwest Export Grain Elevators

The Pacific Northwest Grain Handlers Association (PNGHA) which represents the employers of 6 export grain terminals in Washington and Oregon and the International Longshore and Warehouse Union (ILWU) continue negotiations for a new labor contract. On November 19, the PNGHA provided its so-called "best and final offer" to the ILWU with a cutoff date of November 28. The Union requested to continue negotiations until December 21, but the employers extended the deadline until 5pm on December 8. If an agreement is not reached, the employers could lock out the ILWU. A labor disruption at the six elevators would have serious implications for corn, wheat, and soybean exports, which pass through the Pacific Northwest to Asian markets. However, a lockout would not cause a total shutdown in PNW grain exports, as three other elevators in the area that are not part of this dispute would continue to operate. The elevators currently in negotiation represent more than 60 percent of the storage and loading capacity in the region.

### Clerical Workers Return to Work at the Ports of Los Angeles and Long Beach

The ILWU Office Clerical Unit and the terminal operator employers for the ports of Los Angeles and Long Beach reached an agreement Tuesday to end the 8-day strike. Normal container operations resumed yesterday morning at the port complex. The ILWU rank and file will vote on the new agreement before it is ratified, but union negotiators seem confident the contract will be accepted. At this time, no details about the new agreement have been released.

### Wheat Inspections Rebound

For the week ending November 29, **total inspections of grain** (wheat, corn, soybeans) from all major export regions totaled 1.98 million metric tons (mmt), up 4 percent from the past week but 13 percent below last year at this time. Total inspections of wheat (.399 mmt) jumped 80 percent from the previous week and 1 percent above last year, with increased shipments to Mexico and Asia. Compared to the past week, wheat inspections increased 50 percent in the Pacific Northwest and 23 percent in the Mississippi Gulf. Texas Gulf and Interior wheat inspections were also up notably from the previous week. Outstanding export sales of wheat also continued to increase for wheat. Soybean inspections (1.33 mmt) increased 5 percent from the past week. Corn inspections (.245 mmt) were down primarily in the Mississippi Gulf, dropping 40 percent as shipments to Asia decreased.

## Snapshots by Sector

### **Rail**

U.S. railroads originated 16,664 **carloads of grain** during the week ending November 24, down 14 percent from last week, 16 percent from last year, and 29 percent lower than the 3-year average.

During the week ending November 29, average December non-shuttle **secondary railcar bids/offers per car** were \$12.50 below tariff, the same as last week, and \$3 higher than last year. Average shuttle bids/offers were \$173 below tariff, down \$31 from last week, and \$18.50 higher than last year.

### **Barge**

During the week ending December 1, **barge grain movements** totaled 906,850 tons, 19 percent higher than the previous week but 3 percent lower than the same period last year.

During the week ending December 1, 593 grain barges **moved down river**, up 20.5 percent from last week; 635 grain barges were **unloaded in New Orleans**, down 3 percent from the previous week.

### **Ocean**

During the week ending November 29, 41 **ocean-going grain vessels** were loaded in the Gulf, 28 percent more from the same period last year. Forty-three vessels are expected to be loaded within the next 10 days, unchanged from the same period last year.

During the week ending November 30, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$46.50 per mt, unchanged from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$26 per mt, down 2 percent from the previous week.

### **Fuel**

During the week ending December 3, U.S. average **diesel fuel prices** decreased 1 cent to \$4.03 per gallon—10 cents higher than the same week last year.

December 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  
December 13, 2012

# Feature Article/Calendar

## Soybean Transportation Costs Increased in the Gulf, Decreased in PNW, Mixed in Brazil

During the third quarter, transportation costs of shipping soybeans through the U.S. Gulf, Pacific Northwest (PNW), and Brazil increased, decreased, and fluctuated, respectively (tables 1 and 2). Increases in truck, barge, and ocean pushed up the cost of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany, and Shanghai, China. However, the cost of shipping from Fargo, ND, and Sioux Falls, SD, to Shanghai decreased by 1 percent. The cost of shipping from North Mato Grosso (MT), Brazil, to Hamburg and Shanghai decreased by 2 and 1 percent, respectively, because of decreases in truck and ocean rates. However, the cost of shipping from South Goiás to Hamburg increased by 2 percent and the cost of shipping to Shanghai remained relatively unchanged because increased trucking rates offset the ocean rate decrease.

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

	2011	2012	2012	Percent change		2011	2012	2012	Percent change	
	3 <sup>rd</sup> qtr.	2 <sup>nd</sup> qtr.	3 <sup>rd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	3 <sup>rd</sup> qtr.	2 <sup>nd</sup> qtr.	3 <sup>rd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
	<b>Minneapolis, MN</b>					<b>Davenport, IA</b>				
	--\$/mt--					--\$/mt--				
Truck	12.62	11.66	13.51	7.05	15.87	12.62	11.66	13.51	7.05	15.87
Barge	33.78	28.18	32.34	-4.26	14.76	26.39	20.23	24.86	-5.80	22.89
Ocean <sup>1</sup>	23.94	20.76	21.81	-8.90	5.06	23.94	20.76	21.81	-8.90	5.06
Total transportation <sup>2</sup>	70.34	60.60	67.66	-3.81	11.65	62.95	52.65	60.18	-4.40	14.30
Farm Value <sup>3</sup>	461.75	502.16	562.42	21.80	12.00	478.89	503.39	565.85	18.16	12.41
Landed Cost	532.09	562.76	630.08	18.42	11.96	541.84	556.04	626.03	15.54	12.59
Transport % of landed cost	13.22	10.77	10.74			11.62	9.47	9.61		
<b>Brazil</b>										
	<b>North MT<sup>4</sup> - Santos<sup>5</sup></b>					<b>South GO<sup>4</sup> - Paranagua<sup>5</sup></b>				
	--\$/mt--					--\$/mt--				
Truck	127.77	110.07	109.73	-14.12	-0.31	65.25	50.51	53.01	-18.76	4.95
Ocean <sup>6</sup>	36.65	35.00	32.00	-12.69	-8.57	37.29	35.00	34.30	-8.02	-2.00
Total transportation <sup>2</sup>	164.42	145.07	141.73	-13.80	-2.30	102.54	85.51	87.31	-14.85	2.11
Farm Value <sup>7</sup>	416.62	448.29	570.66	36.97	27.30	417.65	428.40	566.91	35.74	32.33
Landed Cost	581.04	593.36	712.39	22.61	20.06	520.19	513.91	654.22	25.77	27.30
Transport % of landed cost	28.30	24.45	19.90			19.71	16.64	13.35		

<sup>1</sup>Source: O'Neil Commodity Consulting

<sup>2</sup>Source: USDA/NASS

<sup>4</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>5</sup>Export ports

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

<sup>7</sup>Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

Increased demand for trucking services stemming from an earlier-than-expected peak in the U.S. harvest season pushed up trucking rates (see [GTR, dated 11/8/12](#)). In addition, low water conditions caused by the drought contributed to truck shortages as trucks waited in line to unload near river terminals. Increased barge rates were caused by the seasonal hike and low water conditions, which forced barges to carry lighter loads than normal. Excess vessel supply and weak demand for bulk shipping contributed to moderately low ocean freight rates during the quarter (see [GTR, dated 10/25/12](#)).

Farm prices increased in both the United States and Brazil during the third quarter, leading to a general decline in transportation share of the landed costs in both countries. Transportation share of landed costs ranged from 10–14 percent in the United States and 13–22 percent in Brazil.

**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	
	3 <sup>rd</sup> qtr.	2 <sup>nd</sup> qtr.	3 <sup>rd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	3 <sup>rd</sup> qtr.	2 <sup>nd</sup> qtr.	3 <sup>rd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>						<b>Davenport, IA</b>				
	--\$/mt--					--\$/mt--				
Truck	12.62	11.66	13.51	7.05	15.87	12.62	11.66	13.51	7.05	15.87
Barge	33.78	28.18	32.34	-4.26	14.76	26.39	20.23	24.86	-5.80	22.89
Ocean <sup>1</sup>	51.62	49.07	46.82	-9.30	-4.59	51.62	49.07	46.82	-9.30	-4.59
Total transportation <sup>2</sup>	98.02	88.91	92.67	-5.46	4.23	90.63	80.96	85.19	-6.00	5.22
Farm Value <sup>3</sup>	461.75	502.16	562.42	21.80	12.00	478.89	503.39	565.85	18.16	12.41
Landed Cost	559.77	591.07	655.09	17.03	10.83	569.52	584.35	651.04	14.31	11.41
Transport % of landed cost	17.51	15.04	14.15			15.91	13.85	13.09		
<b>Via PNW</b>										
<b>Fargo, ND</b>						<b>Sioux Falls, SD</b>				
Truck	12.62	11.66	13.51	7.05	15.87	12.62	11.66	13.51	7.05	15.87
Ocean <sup>1</sup>	29.43	25.71	23.88	-18.86	-7.12	29.43	25.71	23.88	-18.86	-7.12
Rail	52.51	54.89	53.95	2.74	-1.71	54.29	56.73	55.66	2.52	-1.89
Total transportation <sup>2</sup>	94.56	92.26	91.34	-3.41	-1.00	96.34	94.10	93.05	-3.41	-1.12
Farm Value <sup>3</sup>	456.85	493.59	542.58	18.77	9.93	456.85	496.04	552.38	20.91	11.36
Landed Cost	551.41	585.85	633.92	14.96	8.21	553.19	590.14	645.43	16.67	9.37
Transport % of landed cost	17.15	15.75	14.41			17.42	15.95	14.42		
<b>Brazil</b>										
<b>North MT<sup>4</sup> - Santos<sup>5</sup></b>						<b>South GO<sup>4</sup> - Paranagua<sup>5</sup></b>				
	--\$/mt--					--\$/mt--				
Truck	127.77	110.07	109.73	-14.12	-0.31	65.25	50.51	53.01	-18.76	4.95
Ocean <sup>6</sup>	52.31	51.35	50.42	-3.61	-1.81	59.61	57.63	55.42	-7.03	-3.83
Total transportation <sup>2</sup>	180.08	161.42	160.15	-11.07	-0.79	124.86	108.14	108.43	-13.16	0.27
Farm Value <sup>7</sup>	416.62	448.29	570.66	36.97	27.30	417.65	428.40	566.91	35.74	32.33
Landed Cost	596.70	609.71	730.81	22.48	19.86	542.51	536.54	675.34	24.48	25.87
Transport % of landed cost	30.18	26.47	21.91			23.02	20.16	16.06		

<sup>1</sup>Source: O'Neil Commodity Consulting

<sup>3</sup>Source: USDA/NASS

<sup>4</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>5</sup>Export ports

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

<sup>7</sup>Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Note: Total may not add exactly due to rounding

**Market Outlook:** From July to September, the United States exported .26 million metric tons (mmt) of soybeans to Europe, with a total value \$151.18 million. China imported 3.52 mmt of U.S. soybeans between July and September, with a total value of \$2.1 billion. Total quantity imported was up 222 percent and the value was up 271 percent from the same period last year. According to FAS *Global Agricultural Information Network* Report, China's soybean planted area and production are expected to fall during the marketing year 2012/13. The acreage planted is expected to decline by 6.5 percent, while production is forecast to decline by more than 7 percent from the previous year. Driven by the need to satisfy China's demand for feed for its growing swine and poultry industry, total Chinese soybean imports are estimated to reach 60 mmt. Meanwhile, lower landed cost of U.S. soybean may continue to boost Chinese demand. For more on soybean transportation, see [Brazil Soybean Transportation](#). [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
12/05/12	270	233	204	319	208	184
11/28/12	271	233	203	341	208	188

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

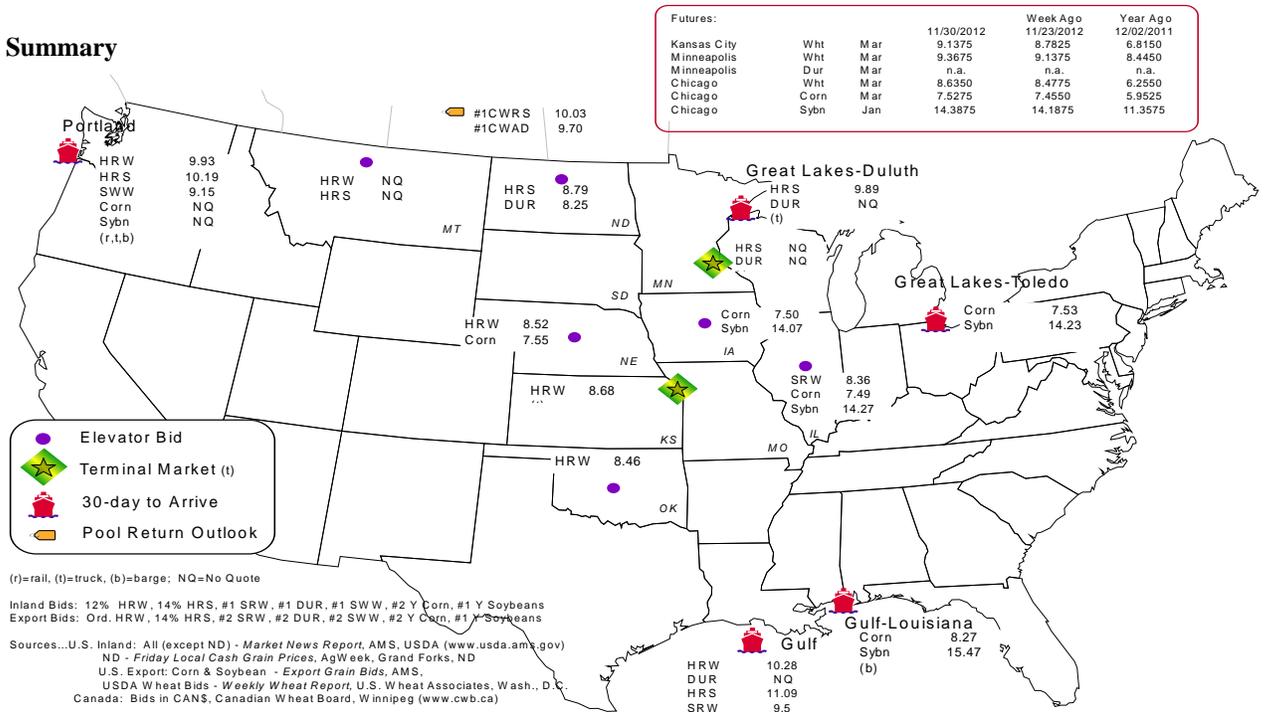
Commodity	Origin--Destination	11/30/2012	11/23/2012
Corn	IL--Gulf	-0.78	n/a
Corn	NE--Gulf	-0.72	n/a
Soybean	IA--Gulf	-1.40	n/a
HRW	KS--Gulf	-1.60	n/a
HRS	ND--Portland	-1.40	n/a

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			
11/28/2012 <sup>p</sup>	1,311	837	4,529	836	7,513	11/24/12	1,147
11/21/2012 <sup>r</sup>	1,127	569	4,201	965	6,862	11/17/12	1,504
2012 YTD <sup>r</sup>	17,362	37,840	185,416	20,791	261,409	2012 YTD	87,429
2011 YTD <sup>r</sup>	27,070	75,228	170,931	21,970	295,199	2011 YTD	88,751
2012 YTD as % of 2011 YTD	64	50	108	95	89	% change YTD	99
Last 4 weeks as % of 2011 <sup>2</sup>	332	90	107	148	121	Last 4wks % 2011	76
Last 4 weeks as % of 4-year avg. <sup>2</sup>	79	42	102	106	86	Last 4wks % 4 yr	79
Total 2011	27,358	77,515	191,187	24,088	320,148	Total 2011	97,118
Total 2010	33,971	83,492	177,896	32,780	328,139	Total 2010	90,175

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

<sup>2</sup> Compared with same 4-weeks in 2011 and prior 4-year average.

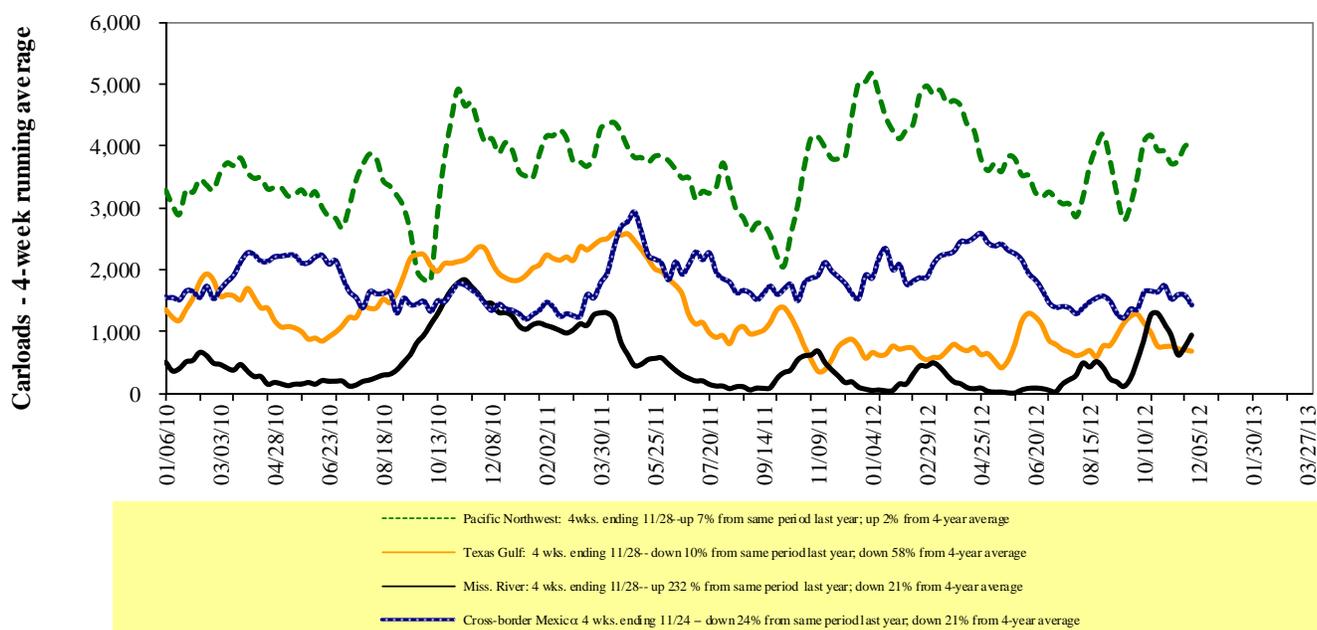
<sup>3</sup> Cross-border weekly data is approximately 15 percent below weekly AAR carloads received by Mexican railroads to reflect within switching between KCSM and Ferrom YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not 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

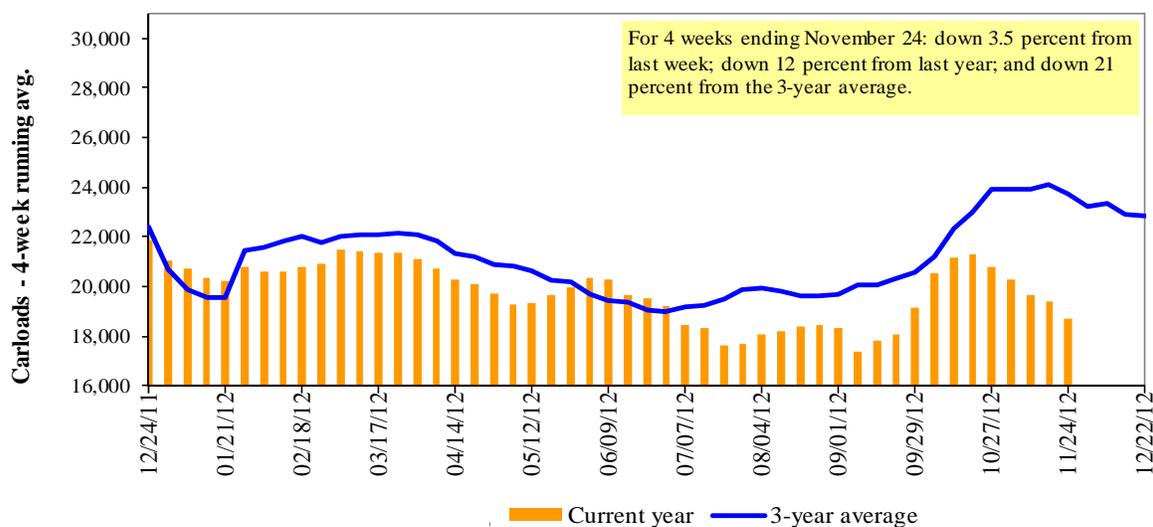
Table 4

**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
11/24/12	1,503	2,883	8,383	503	3,392	16,664	4,427	5,882
This week last year	3,039	2,403	9,771	110	4,585	19,908	3,634	4,667
2012 YTD	77,580	131,640	466,353	24,422	224,600	924,595	184,588	236,521
2011 YTD	87,983	136,925	492,234	32,398	267,938	1,017,478	180,918	242,057
2012 YTD as % of 2011 YTD	88	96	95	75	84	91	102	98
Last 4 weeks as % of 2011 <sup>1</sup>	65	99	95	109	74	88	114	106
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	70	92	91	83	59	80	104	111
Total 2011	98,506	150,869	546,090	34,683	292,401	1,122,549	200,610	269,399

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

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

**Figure 3****Total Weekly U.S. Class I Railroad Grain Car Loadings**

Source: Association of American Railroads

Table 5

**Railcar Auction Offerings<sup>1</sup> (\$/car)<sup>2</sup>**

Week ending	Delivery period							
	Dec-12	Dec-11	Jan-13	Jan-12	Feb-13	Feb-12	Mar-13	Mar-12
<b>11/29/2012</b>								
BNSF <sup>3</sup>								
COT grain units	1	no bids	no bids	0	0	0	no bids	0
COT grain single-car <sup>5</sup>	0..9	0..5	0..1	0	0	0	0	no bids
UP <sup>4</sup>								
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no offer	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no offer	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.

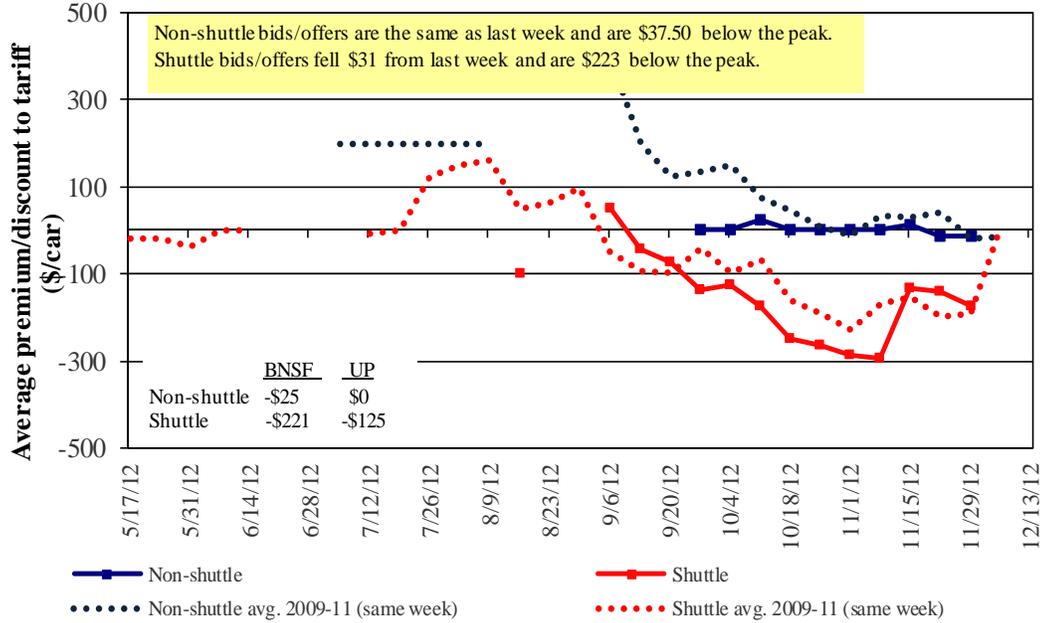
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 December 2012, Secondary Market**

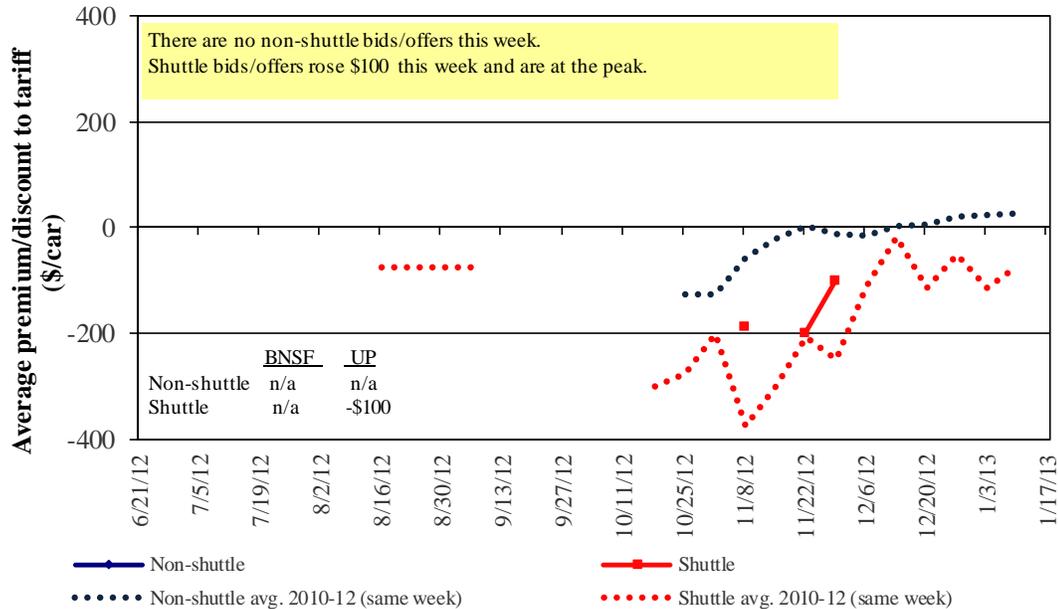


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

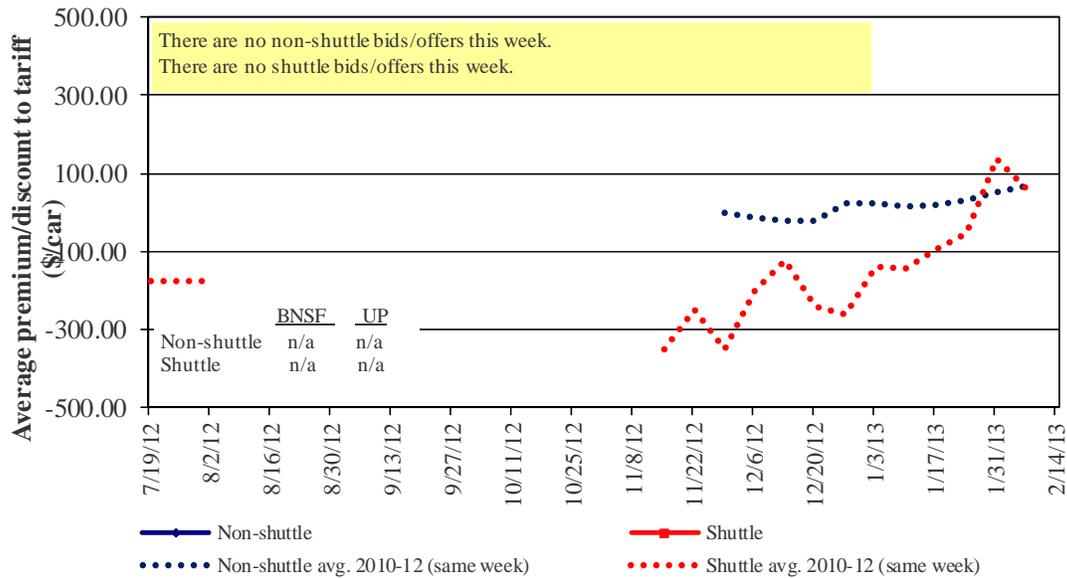


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

**Weekly Secondary Railcar Market (\$/car)<sup>1</sup>**

Week ending	Delivery period					
	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
<b>Non-shuttle</b>						
BNSF-GF	(25)	n/a	n/a	n/a	n/a	n/a
Change from last week	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	(19)	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	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	25	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(221)	n/a	n/a	13	n/a	n/a
Change from last week	(33)	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	12	n/a	n/a	n/a	n/a	n/a
UP-Pool	(125)	(100)	n/a	(150)	n/a	n/a
Change from last week	(29)	100	n/a	n/a	n/a	n/a
Change from same week 2011	25	150	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 Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

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

Effective date:		Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
12/1/2012	metric ton					bushe <sup>l</sup> <sup>2</sup>		
<b>Unit train</b>								
Wheat	Wichita, KS	St. Louis, MO	\$3,144	\$202	\$33.23	\$0.90	6	
	Grand Forks, ND	Duluth-Superior, MN	\$3,445	\$119	\$35.39	\$0.96	12	
	Wichita, KS	Los Angeles, CA	\$6,026	\$612	\$65.92	\$1.79	7	
	Wichita, KS	New Orleans, LA	\$3,645	\$356	\$39.73	\$1.08	5	
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$502	\$60.33	\$1.64	4	
	Northwest KS	Galveston-Houston, TX	\$3,912	\$390	\$42.72	\$1.16	5	
	Amarillo, TX	Los Angeles, CA	\$4,112	\$543	\$46.22	\$1.26	5	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,110	\$402	\$34.88	\$0.95	3	
	Toledo, OH	Raleigh, NC	\$4,508	\$459	\$49.32	\$1.34	15	
	Des Moines, IA	Davenport, IA	\$2,006	\$85	\$20.77	\$0.57	4	
	Indianapolis, IN	Atlanta, GA	\$3,920	\$345	\$42.35	\$1.15	16	
	Indianapolis, IN	Knoxville, TN	\$3,354	\$221	\$35.50	\$0.97	18	
Soybeans	Des Moines, IA	Little Rock, AR	\$3,154	\$250	\$33.81	\$0.92	4	
	Des Moines, IA	Los Angeles, CA	\$5,065	\$729	\$57.54	\$1.57	3	
	Minneapolis, MN	New Orleans, LA	\$3,509	\$447	\$39.28	\$1.07	2	
	Toledo, OH	Huntsville, AL	\$3,575	\$326	\$38.74	\$1.05	3	
	Indianapolis, IN	Raleigh, NC	\$4,578	\$462	\$50.05	\$1.36	4	
Indianapolis, IN	Huntsville, AL	\$3,267	\$221	\$34.64	\$0.94	3		
Champaign-Urbana, IL	New Orleans, LA	\$3,599	\$402	\$39.74	\$1.08	7		
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$3,481	\$352	\$38.06	\$1.04	9	
	Wichita, KS	Galveston-Houston, TX	\$4,456	\$274	\$46.97	\$1.28	40	
	Chicago, IL	Albany, NY	\$3,771	\$430	\$41.72	\$1.14	5	
	Grand Forks, ND	Portland, OR	\$4,963	\$608	\$55.32	\$1.51	7	
	Grand Forks, ND	Galveston-Houston, TX	\$5,984	\$633	\$65.71	\$1.79	6	
	Northwest KS	Portland, OR	\$4,793	\$640	\$53.95	\$1.47	3	
Corn	Minneapolis, MN	Portland, OR	\$4,800	\$740	\$55.02	\$1.50	2	
	Sioux Falls, SD	Tacoma, WA	\$4,760	\$678	\$54.00	\$1.47	2	
	Champaign-Urbana, IL	New Orleans, LA	\$2,857	\$402	\$32.37	\$0.88	1	
	Lincoln, NE	Galveston-Houston, TX	\$3,310	\$395	\$36.79	\$1.00	2	
	Des Moines, IA	Amarillo, TX	\$3,430	\$315	\$37.19	\$1.01	1	
	Minneapolis, MN	Tacoma, WA	\$4,800	\$734	\$54.96	\$1.50	2	
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,200	\$760	\$49.25	\$1.34	3	
	Sioux Falls, SD	Tacoma, WA	\$5,320	\$678	\$59.56	\$1.62	7	
	Minneapolis, MN	Portland, OR	\$5,330	\$740	\$60.28	\$1.64	8	
	Fargo, ND	Tacoma, WA	\$5,230	\$603	\$57.92	\$1.58	7	
	Council Bluffs, IA	New Orleans, LA	\$3,870	\$464	\$43.04	\$1.17	6	
	Toledo, OH	Huntsville, AL	\$2,750	\$326	\$30.55	\$0.83	4	
Grand Island, NE	Portland, OR	\$5,195	\$655	\$58.09	\$1.58	15		

<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, www.cpr.ca, www.csx.com, www.uprr.com

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

Table 8

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

Effective date: 12/1/2012

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$7,741	\$643	\$85.67	\$2.33	1
	OK	Cuautitlan, EM	\$6,837	\$781	\$77.83	\$2.12	4
	KS	Guadalajara, JA	\$7,444	\$755	\$83.77	\$2.28	-1
	TX	Salinas Victoria, NL	\$3,553	\$294	\$39.31	\$1.07	-2
Corn	IA	Guadalajara, JA	\$7,699	\$888	\$87.73	\$2.23	1
	SD	Celaya, GJ <sup>5</sup>	\$7,356	\$842	\$83.76	\$2.13	n/a
	NE	Queretaro, QA	\$7,153	\$788	\$81.15	\$2.06	2
	SD	Salinas Victoria, NL	\$5,700	\$640	\$64.78	\$1.64	3
	MO	Tlalnepantla, EM	\$6,592	\$766	\$75.18	\$1.91	7
	SD	Torreon, CU	\$6,522	\$705	\$73.84	\$1.87	2
Soybeans	MO	Bojay (Tula), HG	\$7,580	\$749	\$85.10	\$2.31	8
	NE	Guadalajara, JA	\$8,134	\$856	\$91.86	\$2.50	3
	IA	El Castillo, JA	\$8,555	\$836	\$95.96	\$2.61	5
	KS	Torreon, CU	\$6,651	\$531	\$73.39	\$2.00	3
Sorghum	OK	Cuautitlan, EM	\$5,730	\$639	\$65.07	\$1.65	3
	TX	Guadalajara, JA	\$6,653	\$548	\$73.57	\$1.87	1
	NE	Celaya, GJ <sup>5</sup>	\$6,937	\$764	\$78.68	\$2.00	n/a
	KS	Queretaro, QA	\$6,460	\$480	\$70.91	\$1.80	1
	NE	Salinas Victoria, NL	\$5,178	\$562	\$58.64	\$1.49	3
	NE	Torreon, CU	\$6,068	\$627	\$68.41	\$1.74	0

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

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

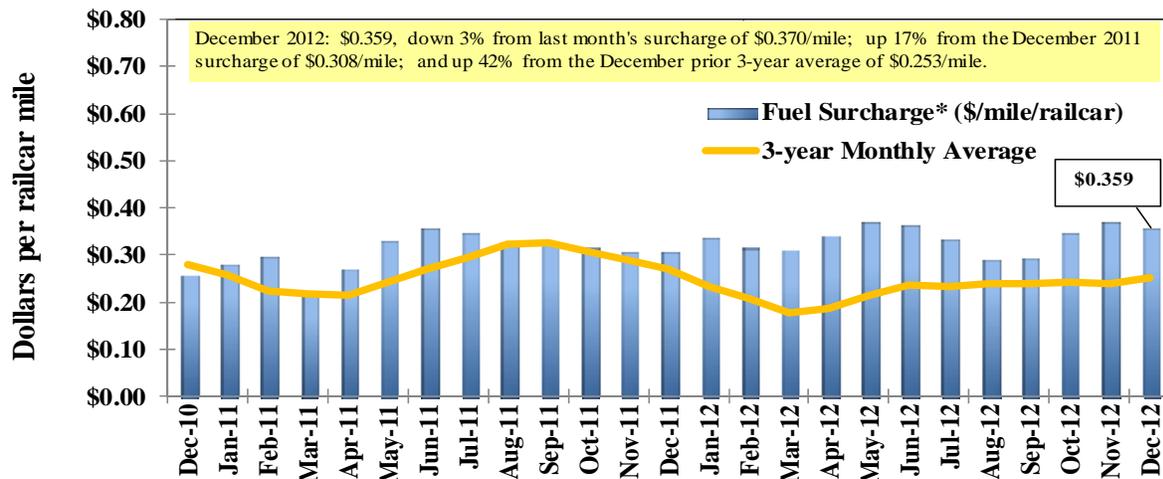
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<sup>4</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

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

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

Figure 7

**Railroad Fuel Surcharges, North American Weighted 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.

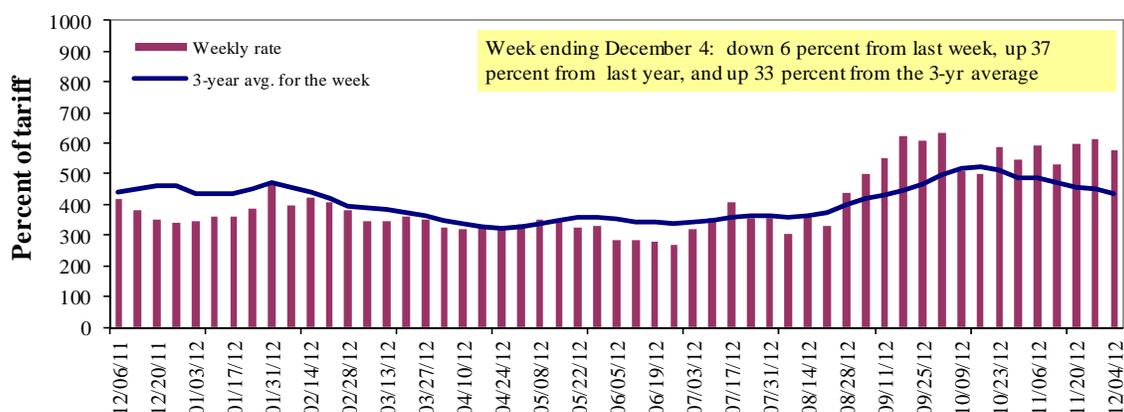
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

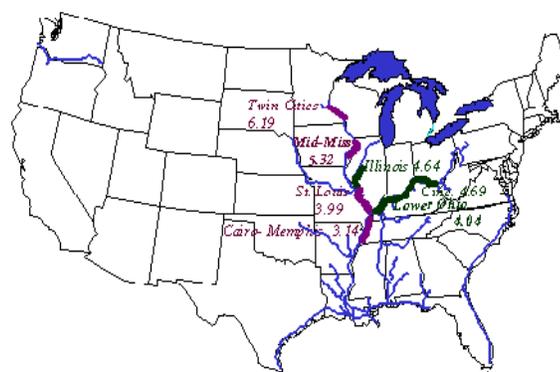
### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	12/4/2012	-	-	575	525	525	525	392
	11/27/2012	-	588	613	513	508	508	350
<b>\$/ton</b>	12/4/2012	-	-	26.68	20.95	24.62	21.21	12.31
	11/27/2012	-	31.28	28.44	20.47	23.83	20.52	10.99
<b>Current week % change from the same week:</b>								
	Last year	-	-	37	73	40	40	29
	3-year avg. <sup>2</sup>	-	-	33	55	25	25	26
<b>Rate<sup>1</sup></b>	January	-	-	-	-	422	422	350
	March	-	-	368	338	387	387	328

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; - closed for winter or no rates

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9  
Benchmark tariff rates



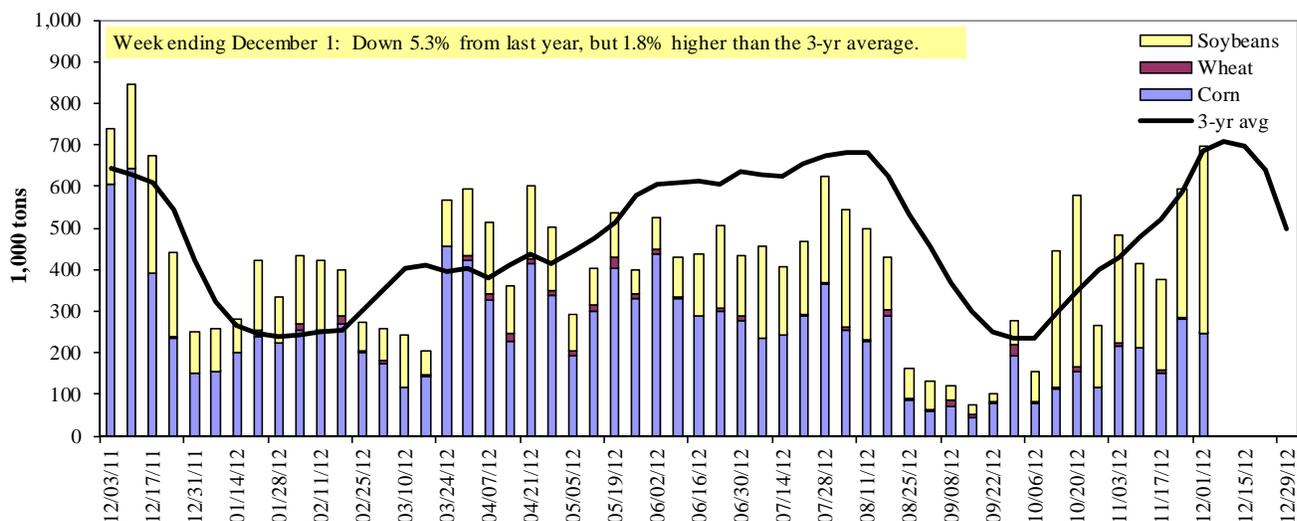
### Calculating barge rate per ton:

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

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 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 12/01/2012	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	135	5	214	0	354
Winfield, MO (L25)	214	5	410	0	628
Alton, IL (L26)	282	0	493	0	775
Granite City, IL (L27)	246	2	451	2	701
<b>Illinois River (L8)</b>	53	0	56	0	110
<b>Ohio River (L52)</b>	50	2	94	0	146
<b>Arkansas River (L1)</b>	4	18	38	0	60
Weekly total - 2012	301	21	583	2	907
Weekly total - 2011	663	12	236	27	938
2012 YTD <sup>1</sup>	14,165	1,721	11,299	227	27,412
2011 YTD	18,135	1,367	7,413	413	27,328
2012 as % of 2011 YTD	78	126	152	55	100
Last 4 weeks as % of 2011 <sup>2</sup>	45	52	160	17	82
Total 2011	19,921	1,460	8,553	422	30,356

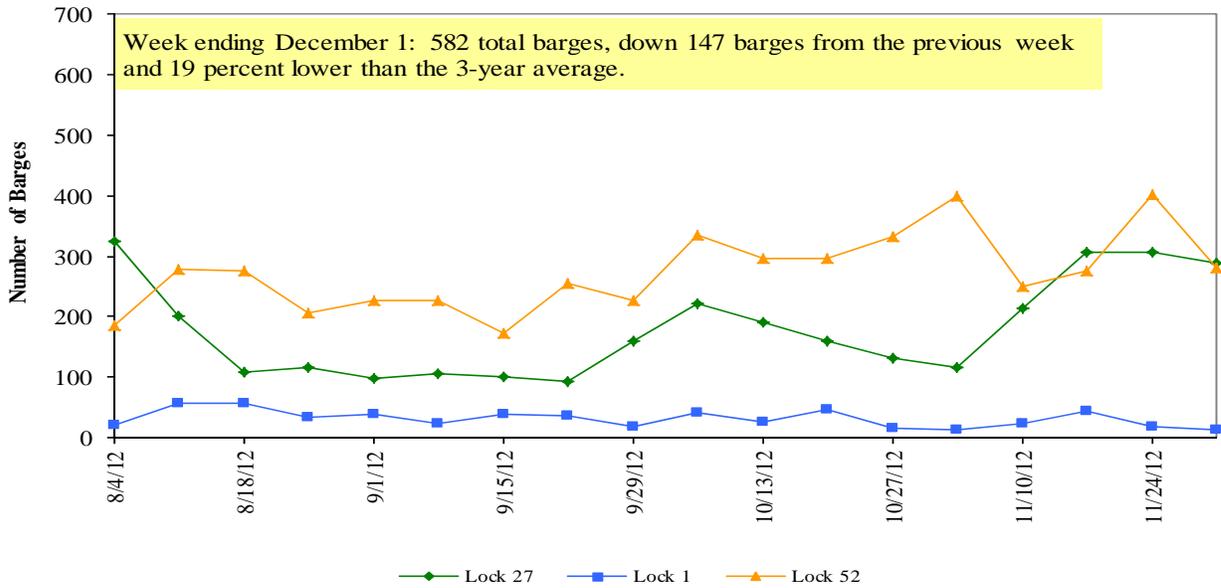
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

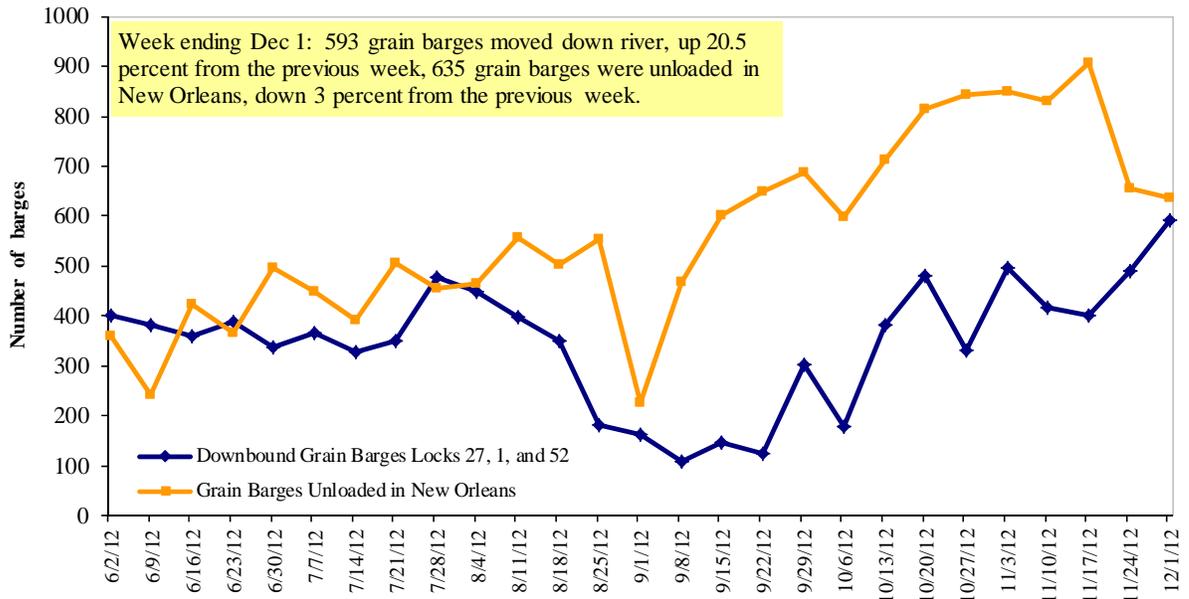
Source: U.S. Army Corps of Engineers

**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 12/03/2012 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.096	0.004	0.162
	New England	4.221	0.018	0.185
	Central Atlantic	4.202	-0.001	0.184
	Lower Atlantic	3.994	0.004	0.132
II	Midwest <sup>2</sup>	4.014	-0.009	0.107
III	Gulf Coast <sup>3</sup>	3.901	-0.001	0.073
IV	Rocky Mountain	3.989	-0.068	-0.046
V	West Coast	4.097	-0.018	-0.008
	West Coast less California	4.046	-0.024	-
	California	4.139	-0.014	-0.033
Total	U.S.	4.027	-0.007	0.096

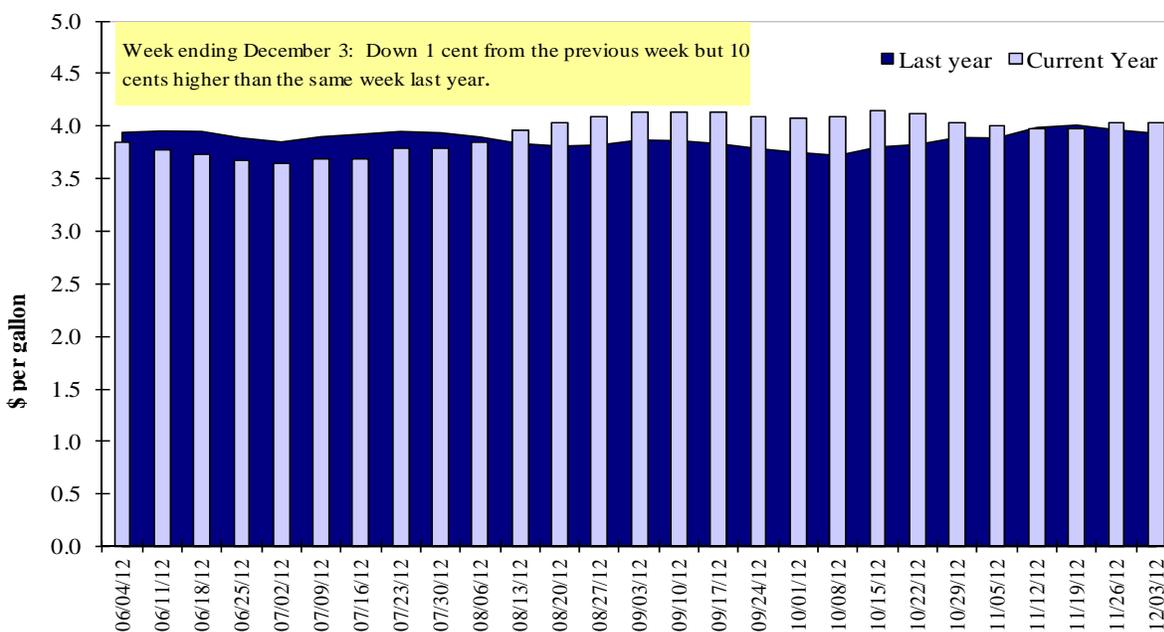
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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

Figure 13

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



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

# Grain Exports

Table 12

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

Week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
11/22/2012	1,446	671	1,246	1,077	45	4,486	7,071	12,414	23,971
This week year ago	1,370	740	1,310	1,143	55	4,620	13,114	11,081	28,815
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2012/13 YTD	4,694	1,605	2,901	2,173	286	11,659	5,107	14,946	31,712
2011/12 YTD	5,462	1,798	3,376	2,371	294	13,301	9,024	10,202	32,527
YTD 2012/13 as % of 2011/12	86	89	86	92	97	88	57	147	97
Last 4 wks as % of same period 2011/12	106	88	95	78	95	93	53	128	89
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306

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

<sup>2</sup> Shipped export sales to date; new marketing year begins for corn and soybeans

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

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

Table 13

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

Week ending 11/22/12	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	3,820	5,189	(26)	12,367
Mexico	2,776	4,287	(35)	9,617
China	1,079	2,417	(55)	5,414
Korea	418	2,198	(81)	3,639
Venezuela	227	235	(3)	1,332
<b>Top 5 importers</b>	<b>8,320</b>	<b>14,326</b>	<b>(42)</b>	<b>32,369</b>
<b>Total US corn export sales</b>	<b>12,178</b>	<b>22,138</b>	<b>(45)</b>	<b>39,180</b>
% of Projected	42%	57%		
Change from prior week	<b>236</b>	<b>281</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	68%	65%		83%
<b>USDA forecast, November 2012</b>	<b>29,210</b>	<b>39,180</b>	<b>(25)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol November 2012</b>	<b>114,300</b>	<b>127,000</b>	<b>(10)</b>	

(n) indicates negative number.

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

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

<sup>3</sup> FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm (Carry-over plus Accumulated Exports)

Table 14

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

Week Ending 11/22/2012	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	16,973	15,291	11	24,602
Mexico	1,105	1,267	(13)	3,180
Japan	872	863	1	1,891
Indonesia	482	542	(11)	1,741
Egypt	341	378	(10)	1,292
<b>Top 5 importers</b>	<b>19,773</b>	<b>18,341</b>	<b>8</b>	<b>32,706</b>
<b>Total US soybean export sales</b>	<b>27,360</b>	<b>21,283</b>	<b>29</b>	<b>37,060</b>
% of Projected	75%	57%		
Change from prior week	315	490		
<b>Top 5 importers' share of U.S. soybean export sales</b>	72%	86%		
<b>USDA forecast, November 2012</b>	<b>36,610</b>	<b>37,060</b>	<b>(1)</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 11/22/2012	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,159	2,242	(4)	3,512
Mexico	2,191	2,413	(9)	3,496
Nigeria	1,868	2,042	(8)	3,248
Philippines	1,434	1,638	(12)	2,039
Korea	1,117	1,028	9	1,983
Egypt	150	247	(39)	950
Taiwan	725	534	36	888
Indonesia	368	473	(22)	830
Venezuela	491	416	18	594
Iraq	209	572	(63)	572
<b>Top 10 importers</b>	<b>10,711</b>	<b>11,605</b>	<b>(8)</b>	<b>18,111</b>
<b>Total US wheat export sales</b>	<b>16,145</b>	<b>17,921</b>	<b>(10)</b>	<b>28,560</b>
% of Projected	54%	63%		
Change from prior week	279	503		
<b>Top 10 importers' share of U.S. wheat export sales</b>	66%	65%		63%
<b>USDA forecast, November 2012</b>	<b>29,940</b>	<b>28,560</b>	<b>5</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 11/29/12	Previous Week <sup>1</sup>	Current Week as % of Previous	2012 YTD <sup>1</sup>	2011 YTD <sup>1</sup>	2012 YTD as % of 2011 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2011
							2011	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	217	144	150	11,908	13,044	91	88	88	13,995
Corn	55	55	100	5,290	8,181	65	25	33	9,198
Soybeans	261	265	98	9,557	6,528	146	152	103	7,321
<b>Total</b>	<b>532</b>	<b>464</b>	<b>115</b>	<b>26,755</b>	<b>27,753</b>	<b>96</b>	<b>88</b>	<b>81</b>	<b>30,513</b>
<b>Mississippi Gulf</b>									
Wheat	80	65	123	5,187	4,832	107	111	96	5,031
Corn	173	286	61	17,249	24,272	71	41	46	26,267
Soybeans	938	890	105	21,731	17,156	127	136	113	19,262
<b>Total</b>	<b>1,192</b>	<b>1,241</b>	<b>96</b>	<b>44,167</b>	<b>46,260</b>	<b>95</b>	<b>98</b>	<b>91</b>	<b>50,560</b>
<b>Texas Gulf</b>									
Wheat	63	0	n/a	5,466	10,418	52	43	32	10,837
Corn	0	0	n/a	336	948	35	0	0	1,021
Soybeans	7	0	n/a	467	870	54	73	17	926
<b>Total</b>	<b>70</b>	<b>0</b>	<b>n/a</b>	<b>6,268</b>	<b>12,236</b>	<b>51</b>	<b>40</b>	<b>23</b>	<b>12,784</b>
<b>Interior</b>									
Wheat	39	12	320	1,125	1,050	107	105	136	1,110
Corn	17	68	25	5,916	6,890	86	77	35	7,509
Soybeans	19	35	53	3,900	3,940	99	33	65	4,273
<b>Total</b>	<b>75</b>	<b>116</b>	<b>65</b>	<b>10,941</b>	<b>11,879</b>	<b>92</b>	<b>113</b>	<b>52</b>	<b>12,892</b>
<b>Great Lakes</b>									
Wheat	0	0	n/a	444	966	46	49	18	1,038
Corn	0	0	n/a	56	167	33	0	0	178
Soybeans	0	0	n/a	558	260	215	426	81	382
<b>Total</b>	<b>0</b>	<b>0</b>	<b>n/a</b>	<b>1,057</b>	<b>1,393</b>	<b>76</b>	<b>147</b>	<b>44</b>	<b>1,598</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	341	686	50	0	0	686
Corn	0	0	n/a	139	268	52	0	0	295
Soybeans	107	79	136	1,138	831	137	121	116	1,042
<b>Total</b>	<b>107</b>	<b>79</b>	<b>136</b>	<b>1,617</b>	<b>1,785</b>	<b>91</b>	<b>105</b>	<b>104</b>	<b>2,022</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	399	222	180	24,470	30,996	79	77	66	32,697
Corn	245	409	60	28,985	40,725	71	33	39	44,466
Soybeans	1,333	1,269	105	37,350	29,584	126	133	101	33,205
<b>Total</b>	<b>1,976</b>	<b>1,900</b>	<b>104</b>	<b>90,805</b>	<b>101,305</b>	<b>90</b>	<b>86</b>	<b>77</b>	<b>110,369</b>

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

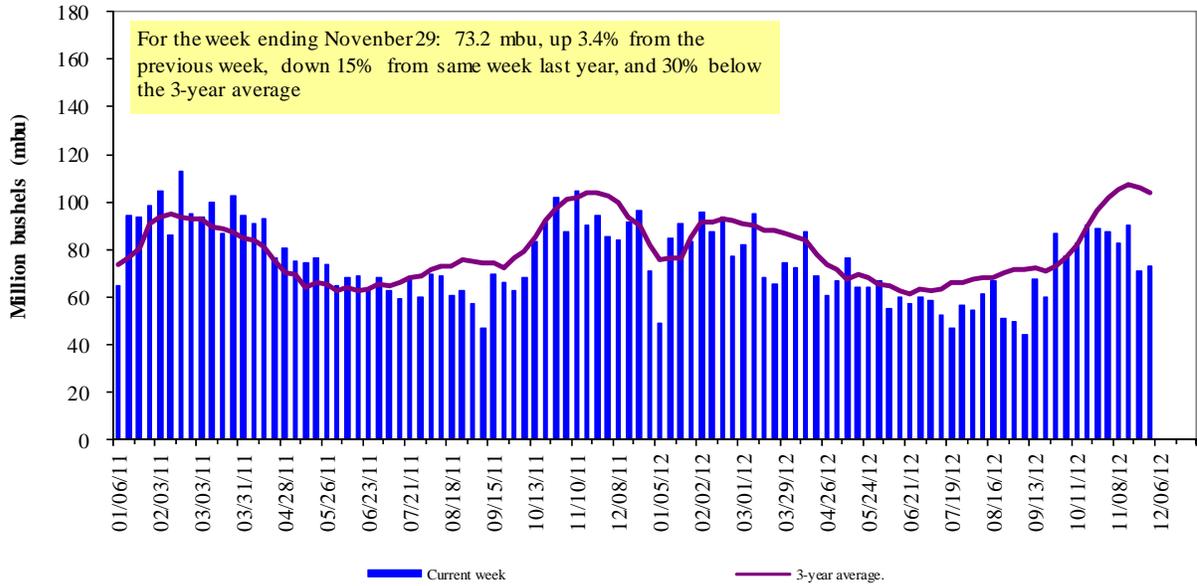
<sup>2</sup> Total includes only port regions shown above; Interior land-based shipments now included.

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

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

Figure 14

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

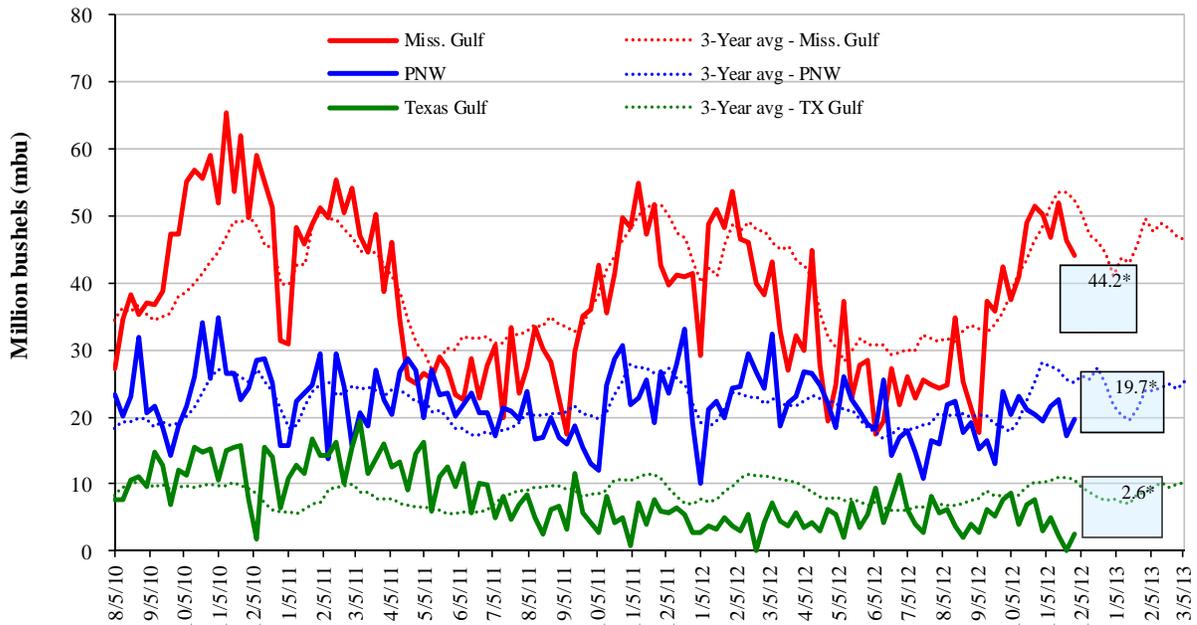


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



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

<u>November 29 % change from:</u>	<u>MSGulf</u>	<u>TX Gulf</u>	<u>U.S. Gulf</u>	<u>PNW</u>
Last week	down 5	up 32000	up 1	up 14
Last year (same week)	up 4	down 56	down 4	down 26
3-yr avg. (4-wk mov. avg.)	down 16	down 76	down 26	down 27

# Ocean Transportation

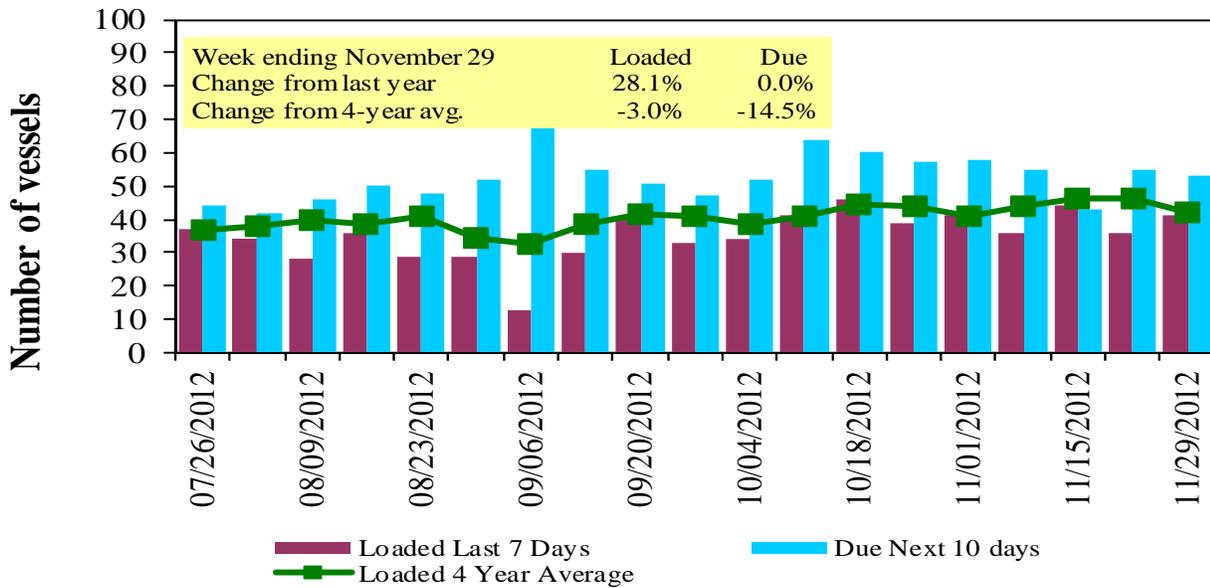
Table 17

**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
11/29/2012	32	41	53	16	n/a
11/22/2012	33	36	55	n/a	n/a
2011 range	(14..65)	(28..54)	(34..83)	(5..25)	(1..20)
2011 avg.	31	38	53	15	12

Source: Transportation & Marketing Programs/AMS/USDA

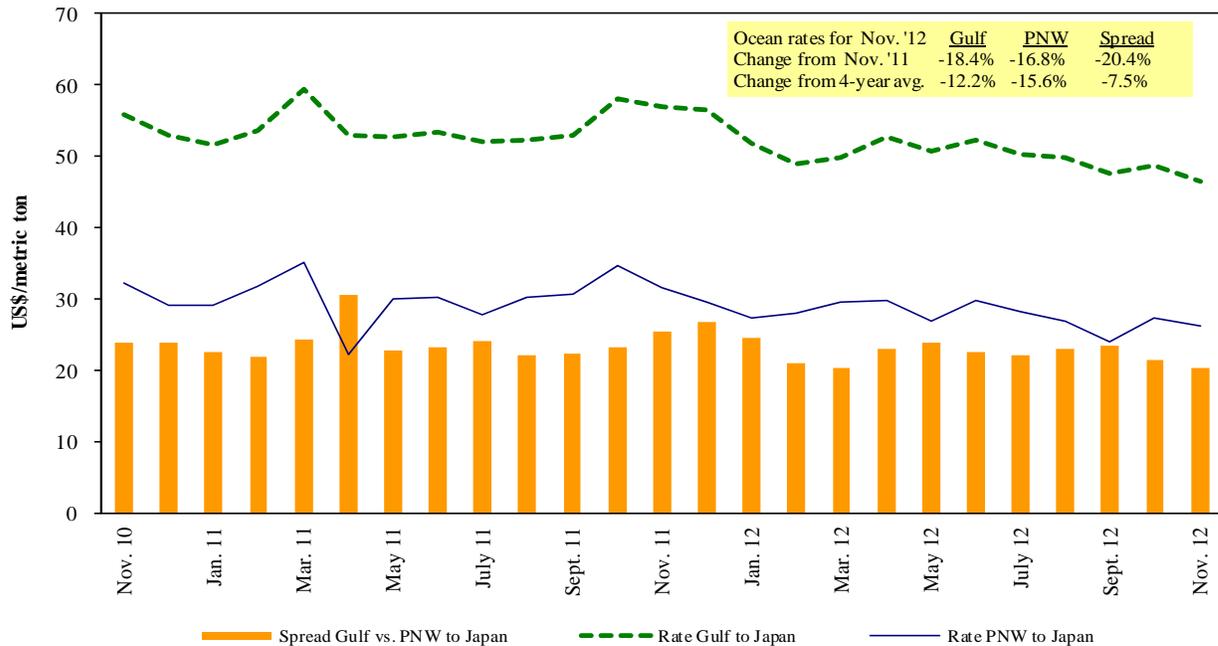
**Figure 16**  
**U.S. Gulf<sup>d</sup> Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA

Figure 17

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



Source: O'Neil Commodity Consulting

Table 18

## Ocean Freight Rates For Selected Shipments, Week Ending 12/1/2012

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Dec 5/10	55,000	42.50
U.S. Gulf	China	Heavy Grain	Nov 20/30	55,000	43.00
U.S. Gulf	China	Heavy Grain	Nov 20/25	55,000	44.85
U.S. Gulf	China	Heavy Grain	Nov 15/25	55,000	49.00
U.S. Gulf	China	Heavy Grain	Nov 10/20	55,000	46.00
U.S. Gulf	China	Heavy Grain	Nov 9/19	55,000	48.00
U.S. Gulf	China	Heavy Grain	Nov 5/10	55,000	46.00
U.S. Gulf	China	Heavy Grain	Oct 20/30	55,000	43.75
U.S. Gulf	China	Heavy Grain	Oct 15/24	55,000	43.00
U.S. Gulf	Mozambique <sup>1</sup>	Wheat	Sep 20/30	10,000	211.50
Black Sea	Spain Mediterranean	Heavy Grain	Nov 30/Dec 3	50,000	11.00
Brazil	Portugal	Heavy Grain	Dec 10/20	60,000	19.50
Brazil	Portugal	Heavy Grain	Nov 10/20	60,000	15.50
France	Algeria	Wheat	Nov 2/7	25,000	22.00
India	S.Korea	Wheat	Oct5/15	55,000	15.00
River Plate	Tunisia	Heavy Grain	Oct 5/15	30,000	28.50
River Plate	Algeria	Wheat	Nov 7/9	40,000	25.00
Ukraine	S. Arabia	Barley	Oct 25/30	56,500	25.25

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

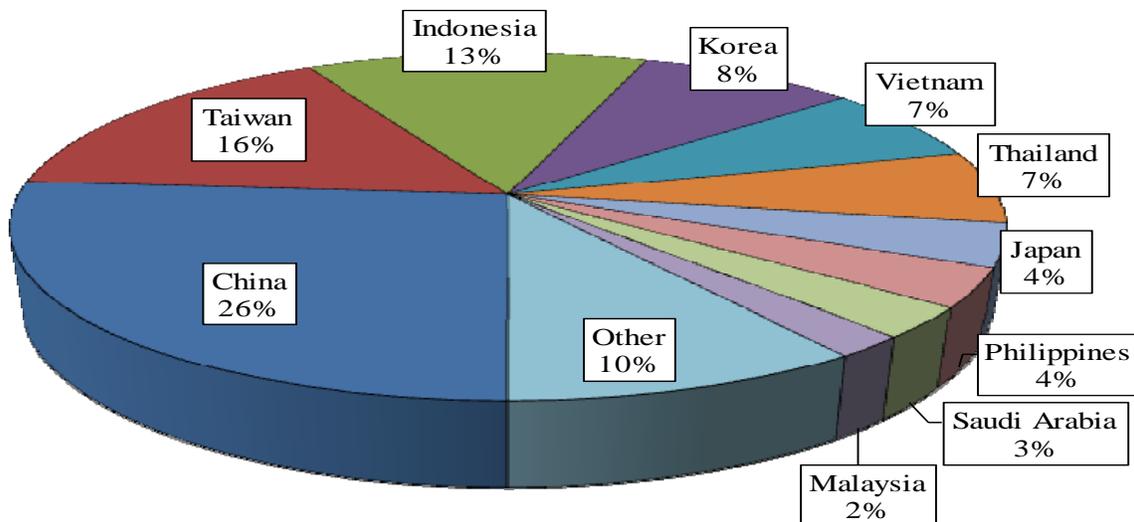
<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 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 in containers, 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, August 2012**

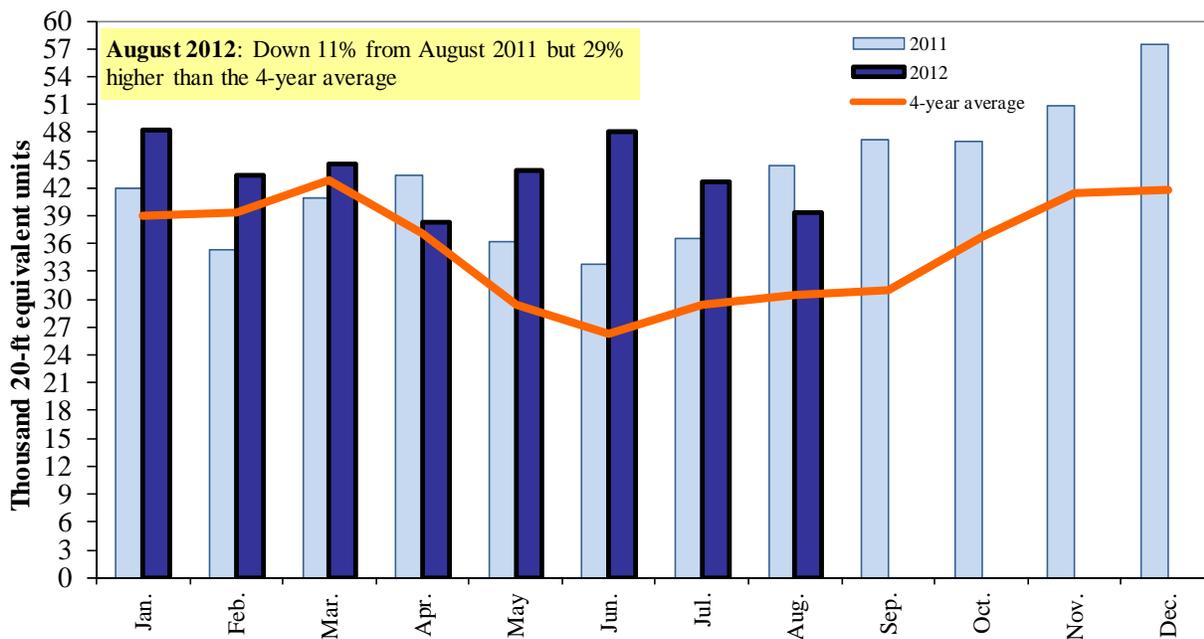


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



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

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

# Contacts and Links

## Coordinators

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

## Weekly Highlight Editors

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

## Grain Transportation Indicators

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

## Rail Transportation

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

## Barge Transportation

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

## Truck Transportation

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

## Grain Exports

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

## Ocean Transportation

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

## Economics Assistants

Daniel O'Neil, Jr.	<a href="mailto:daniel.oneil@ams.usda.gov">daniel.oneil@ams.usda.gov</a>	(202) 720 - 0194
Zachary Smith	<a href="mailto:zachary.smith@ams.usda.gov">zachary.smith@ams.usda.gov</a>	(202) 720 - 0194
Joyce Zhang	<a href="mailto:joyce.zhang@ams.usda.gov">joyce.zhang@ams.usda.gov</a>	(202) 720 - 0194

**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*. December 6, 2012. Web: <http://dx.doi.org/10.9752/TS056.12-06-2012>

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).