



# Grain Transportation Report

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

August 26, 2004

## Contents

Grain  
Transportation  
Indicators

Rail  
Transportation

Barge  
Transportation

Truck  
Transportation

Grain Exports

Ocean  
Transportation

Contacts  
and  
Links

Subscription  
Information

-----  
The next  
release is  
Sept. 2, '04

**Rail Service Concerns Grain Shippers as Fall Harvest Approaches.** The availability of rail service continues to worry agricultural shippers heading into another record crop year with strong export demand forecast by USDA. Agricultural producers will have unusually stiff competition for limited rail capacity because year-to-date rail traffic is up across nearly all of the major commodity groups. Furthermore, some railroads are contending with rail service delays caused by the early retirement of train crew members, rail line and switching terminal congestion, and lack of equipment to handle unexpected demand.

**Rail Service Problems May Intensify During the Unusually Large Fall Harvests.** The heaviest demand for rail transportation of grain may not occur until fall harvest because U.S. fall-harvested 2004/05 crop production (corn, soybeans, and sorghum) is forecast to be 14.26 billion bushels, an increase of 1.32 billion bushels (10.2 percent) compared with last year. In contrast, the 2004/05 summer-harvested crop production (wheat, barley, and oats) is forecast to decrease by 0.24 billion bushels.

- Ground storage of grain, which is a common practice, is expected to be prevalent this year due to the extraordinarily large fall harvest.
- Illinois, Iowa, Nebraska, Minnesota, Indiana, South Dakota, Ohio, and Missouri are the States most likely to have ground storage of grain (see figure 1).
- Production is not translated into transportation demand, however, until the producer sells the crop.

**Forecast Strong Grain Export Demand Could Increase the Demand for Rail and Barge Transportation.** During the year 2000, railroads transported approximately 38 percent of U.S. grain and oilseed export movements to ports. Barge transported approximately 55 percent of export grain and oilseed movements to ports during the year 2000.

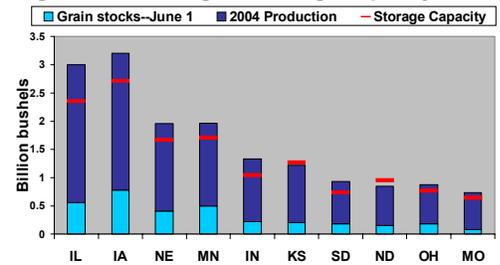
- Corn exports are forecast at 2.1 billion bushels during 2004/05 (up 9 percent from last year and 32 percent from the year before that) (see figure 2).
- Soybean exports are forecast at 1.03 billion bushels (up 16 percent from last year, but down 1 percent from the year before that).
- Wheat exports are forecast at 0.95 billion bushels (down 18 percent from last year, but up 12 percent from the year before that).

[Marvin.Prater@usda.gov](mailto:Marvin.Prater@usda.gov)

**TEGMA Holds Transportation Symposium.** The Transportation, Elevator & Grain Merchants Association (TEGMA) hosts its annual Transportation Symposium in Kansas City, MO, September 1-2, 2004. The meeting provides an opportunity for representatives of the North American grain industry to discuss critical transportation issues for the fall harvest and beyond. This year's speakers include representatives from the U.S. Department of Agriculture, major rail carriers in the U.S., Canada and Mexico, port operators, and river infrastructure specialists.

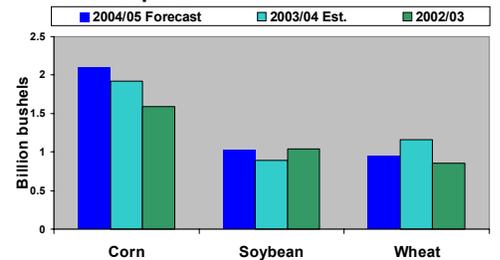
TEGMA is a national trade association that focuses on issues involving the handling and transporting of North American grain and grain products. Members include global grain companies, shipper/receivers, ports, storage houses, inspection agencies and others involved in the shipment of grain from the farm to customers all over the world. The association was founded in 1918 and was originally known as the Terminal Elevator Grain Merchants Association.

**Figure 1. Comparison of 2004/05 forecast grain production and June 1 grain stocks to grain storage capacity**



Source: Crop Production, August 12, 2004, NASS, USDA

**Figure 2. Comparison of U.S. grain and oilseed exports**



Source: World Agricultural Supply and Demand Estimates, August 12, 2004, USDA

# Grain Transportation Indicators

**Table 1--Grain transport cost indicators\***

Week ending	Truck		Rail	Barge	Ocean	
	08/25/04	126	154	124	Gulf	Pacific
<b>Compared with last week</b>		↑	↓	↓	↑	↑

\*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car); barge = spot Illinois River basis (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)**

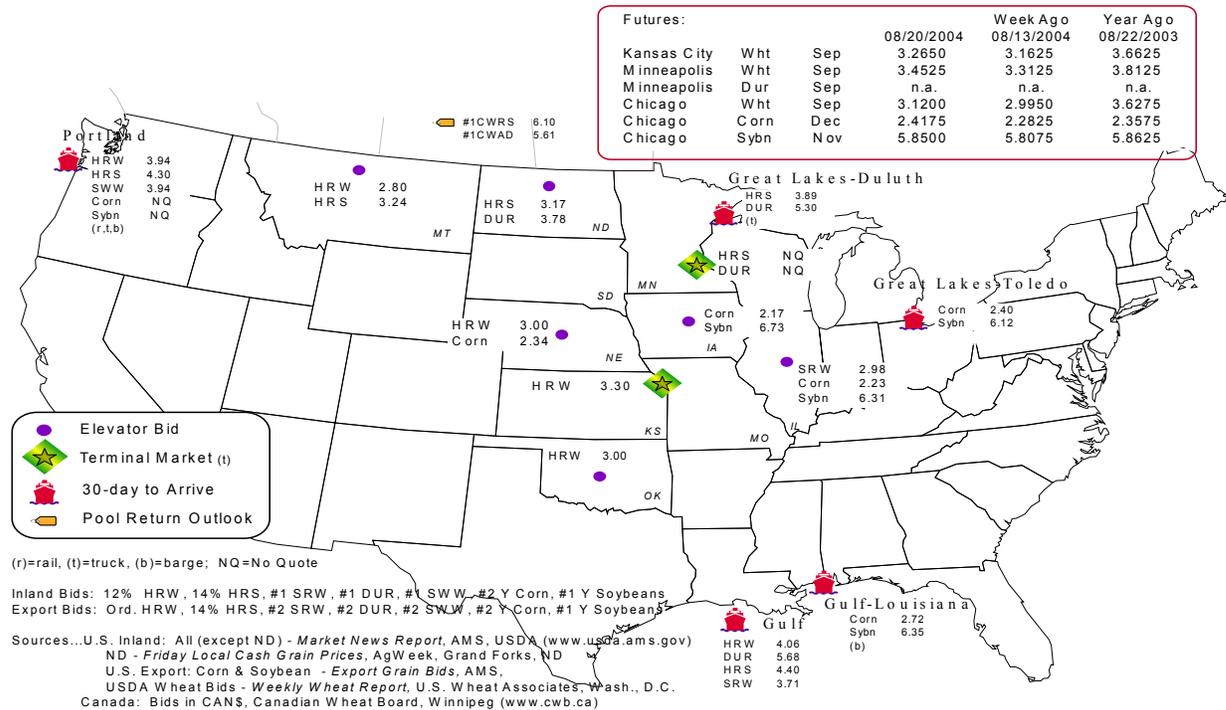
Commodity	Origin--destination	8/20/2004	8/13/2004
Corn	IL--Gulf	-0.49	-0.52
Corn	NE--Gulf	-0.38	-0.38
Soybean	IA--Gulf	0.38	0.16
HRW	KS--Gulf	-0.76	-0.70
HRS	ND--Portland	-1.13	-1.04

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

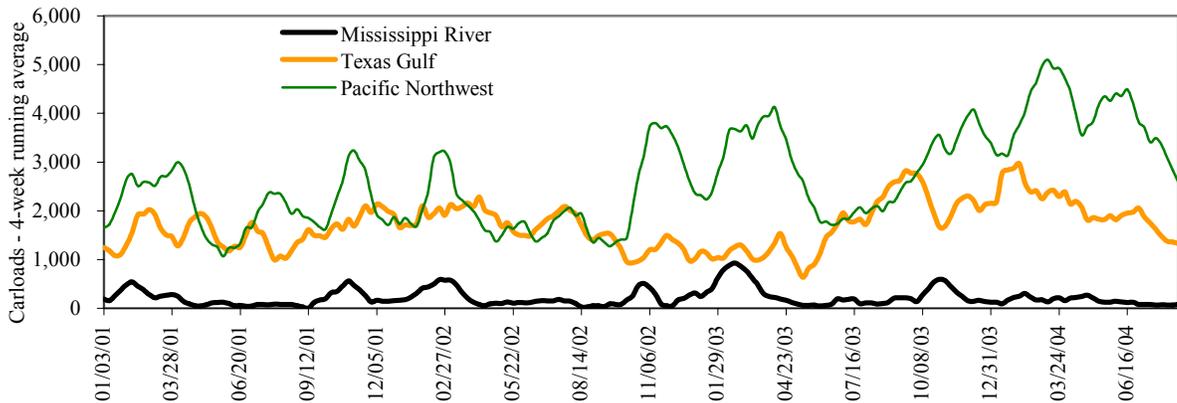
**Table 3--Rail deliveries to port (carloads)\***

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total
8/18/2004 <sup>P</sup>	214	1,268	2,622	113	4,217
8/11/2004 <sup>r</sup>	52	1,363	2,346	170	3,931
2004 YTD	5,130	67,525	129,601	4,852	207,108
2003 YTD	9,691	45,111	89,374	11,647	155,823
2004 as % of 2003	53	150	145	42	133
Total 2003**	14,934	88,118	150,530	20,509	274,091
Total 2002	10,937	84,625	111,832	20,842	228,236

(\* Incomplete Data; (\*\*) Excludes 53rd week; YTD = year-to-date; p = preliminary data; r = revised data  
Source: Transportation & Marketing Programs/AMS/USDA

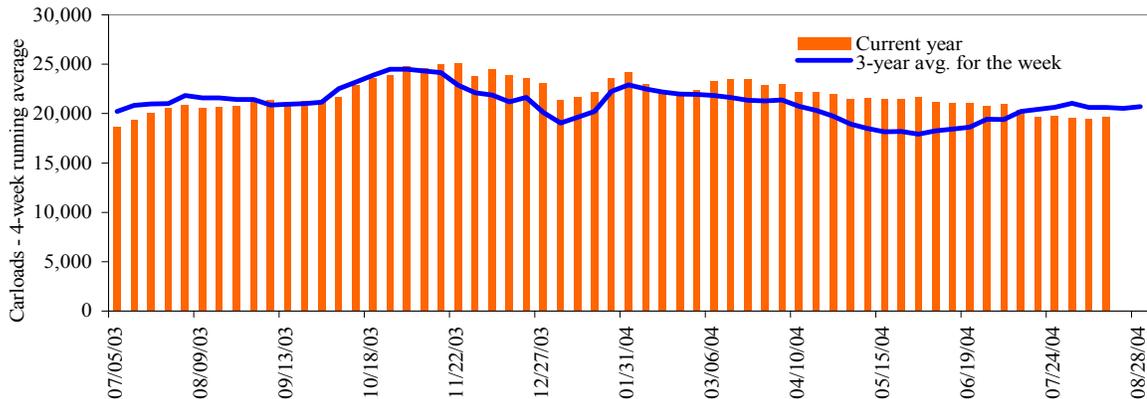
Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2  
**Rail deliveries to port**



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3  
**Total weekly U.S. grain car loadings for Class I railroads**



Source: Association of American Railroads

**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
08/14/04	2,267	3,010	8,402	444	5,988	20,111	4,485	4,545
This week last year	2,376	3,449	7,946	539	6,920	21,230	3,387	4,083
2004 YTD	89,813	103,723	276,282	15,306	209,009	694,133	149,340	125,107
2003 YTD	87,813	103,564	230,954	12,036	203,498	637,865	108,234	114,127
2004 as % of 2003	102	100	120	127	103	109	138	110
Total 2003*	146,395	171,260	416,371	24,506	336,079	1,094,611	197,993	198,185

Source: Association of American Railroads (www.aar.org); YTD = year-to-date; \* Excludes 53rd week

**Table 5--Rail car auction offerings, week ending 08/21/04 (\$/car)\***

Delivery for:	Oct. 04	Nov. 04	Dec. 04
BNSF <sup>1</sup>			
COT/N. grain	\$6	\$7	\$3
COT/S. grain	\$39	\$32	\$4
UP <sup>2</sup>			
GCAS/Region 1	no bid	\$4	no bid
GCAS/Region 2	\$14	\$8	no bid

\*Average premium/discount to tariff, last auction

<sup>1</sup>BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

<sup>2</sup>UP - GCAS = Grain Car Allocation System

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

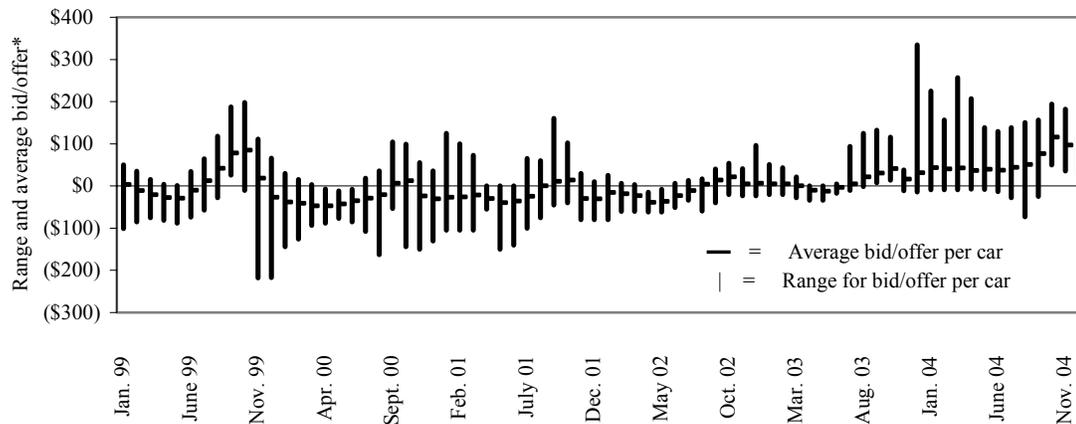
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

Source: Transportation & Marketing Programs/AMS/USDA

Rail service may be ordered directly from the railroad via **auction** for guaranteed service or tariff for nonguaranteed service or through the secondary market.

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  
**Secondary rail car market, delivery month-year**



\*up to 6 months of trading  
 Source: Transportation & Marketing Programs/AMS/USDA

**Average bid/offer** is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

**Range for bid/offer** shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

**Table 6--Weekly secondary rail car market, week ending 08/20/04 (\$/car)\***

	Delivery period			
	Oct. 04	Nov. 04	Dec. 04	Jan. 05
BNSF-GF	\$64	\$53	\$38	\$0
Change from last week	-\$30	-\$35	-\$75	\$0
UP-Pool	\$54	\$46	\$33	no bid
Change from last week	-\$62	-\$64	-\$67	n/a

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

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

Missing value = no bid quoted; 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\***

<b>Effective date:</b>						
8/2/2004	<b>Origin</b>	<b>Destination</b>	<b>Rate/car</b>	<b>Rate/metric ton</b>	<b>Rate/bushel**</b>	
<b><u>Unit train*</u></b>						
Wheat	Minneapolis, MN	Houston, TX	\$2,120	\$23.37	\$0.64	
	Kansas City, MO	Galveston, TX	\$1,920	\$21.16	\$0.58	
	Minneapolis, MN	Portland, OR	\$4,148	\$45.72	\$1.24	
	St. Louis, MO	Houston, TX	\$2,095	\$23.09	\$0.63	
	Kansas City, MO	Laredo, TX	\$2,380	\$26.23	\$0.71	
	Chicago, IL	Albany, NY	\$1,834	\$20.22	\$0.55	
	Chicago, IL	Richmond, VA	\$1,961	\$21.62	\$0.59	
	Corn	Minneapolis, MN	Portland, OR	\$3,240	\$35.71	\$0.91
Chicago, IL		Baton Rouge, LA	\$2,736	\$30.16	\$0.77	
Council Bluffs, IA		Baton Rouge, LA	\$2,170	\$23.92	\$0.61	
Evansville, IN		Raleigh, NC	\$1,841	\$20.29	\$0.52	
Council Bluffs, IA		Stockton, CA	\$3,496	\$38.54	\$0.98	
Kansas City, MO		Dalhart, TX	\$1,745	\$19.24	\$0.49	
Columbus, OH		Raleigh, NC	\$1,750	\$19.29	\$0.49	
Des Moines, IA		Laredo, TX	\$2,930	\$32.30	\$0.82	
Soybeans		Minneapolis, MN	Portland, OR	\$3,310	\$36.49	\$0.99
		Chicago, IL	Baton Rouge, LA	\$2,736	\$30.16	\$0.82
	Council Bluffs, IA	Baton Rouge, LA	\$2,799	\$30.85	\$0.84	
	Des Moines, IA	Laredo, TX	\$2,930	\$32.30	\$0.88	
	Evansville, IN	Raleigh, NC	\$1,841	\$20.29	\$0.55	
	Chicago, IL	Raleigh, NC	\$2,441	\$26.91	\$0.73	
<b><u>Shuttle Train*</u></b>						
Wheat	St. Louis, MO	Houston, TX	\$1,895	\$20.89	\$0.57	
	Minneapolis, MN	Portland, OR	\$3,993	\$44.01	\$1.20	
Corn	Fremont, NE	Houston, TX	\$2,425	\$26.73	\$0.68	
	Minneapolis, MN	Portland, OR	\$3,090	\$34.06	\$0.87	
Soybeans	Council Bluffs, IA	Houston, TX	\$2,255	\$24.86	\$0.63	
	Minneapolis, MN	Portland, OR	\$3,110	\$34.28	\$0.87	

\*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

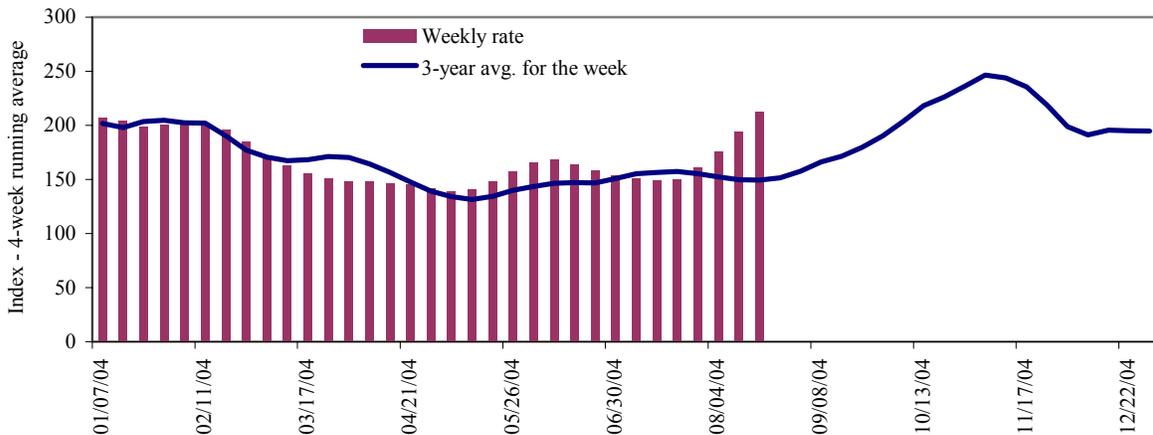
\*\*Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: [www.bnsf.com](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://www.uprr.com)

# Barge Transportation

Figure 5

**Illinois River barge rate index - quotes**



Note: Index = percent of tariff rate

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market bids** are indicators of grain transport supply and demand.

**Table 8--Barge rate quotes: southbound barge freight**

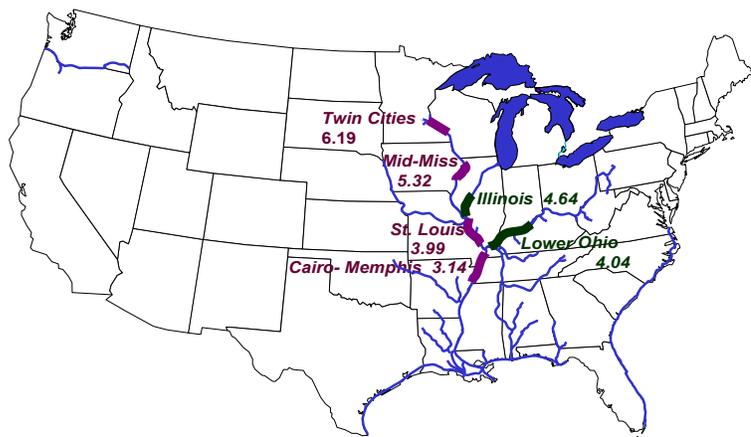
Location	8/18/2004	8/11/2004	Sept '04	Nov '04
Twin Cities	235	225	283	281
Mid-Mississippi	228	225	279	242
Illinois River	228	220	278	231
St. Louis	218	179	265	186
Lower Ohio	228	186	277	208
Cairo-Memphis	202	174	261	177

Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Benchmark tariff rates**



**Calculating barge rate per ton:**

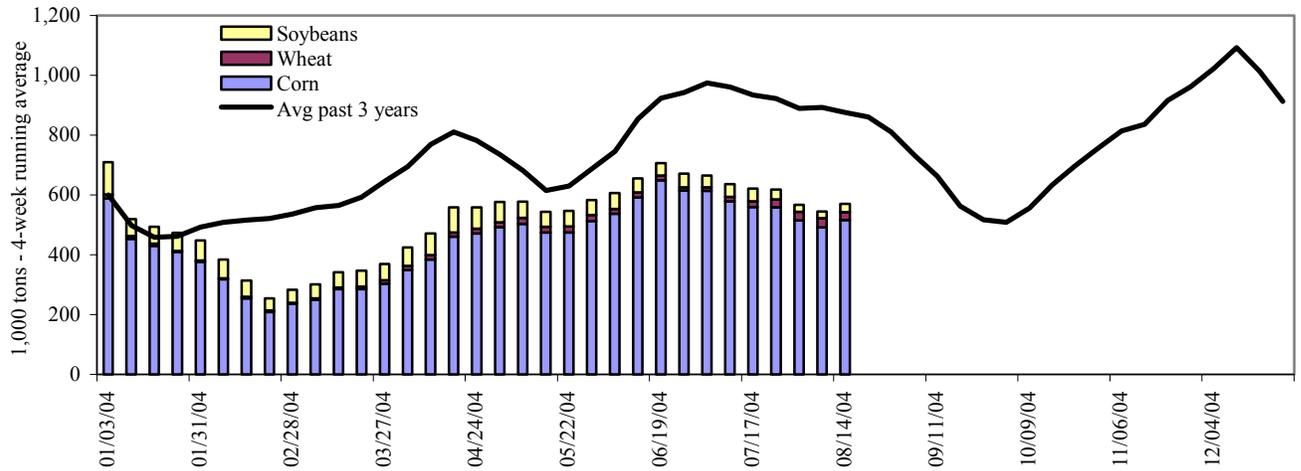
(Index \* 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8).

Figure 7

**Barge movements on the Mississippi River (Lock 27 - Granite City, IL)**



Source: Transportation & Marketing Programs/AMS/USDA

**Table 9--Barge grain movements (1,000 tons)**

Week ending 08/14/04	Corn	Wheat	Soybean	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	216	2	3	2	222
Winfield, MO (L25)	288	3	17	5	312
Alton, IL (L26)	580	10	34	5	627
Granite City, IL (L27)	720	17	41	5	783
<b>Illinois River (L8)</b>	160	5	9	0	174
<b>Ohio River (L52)</b>	15	12	9	32	67
<b>Arkansas River (L1)</b>	0	45	1	2	49
2004 YTD	16,729	1,835	2,816	436	21,816
2003 YTD	18,918	1,571	5,322	534	26,345
2004 as % of 2003 YTD	88	117	53	82	83
Total 2003	29,898	2,787	9,146	695	42,526

YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1.

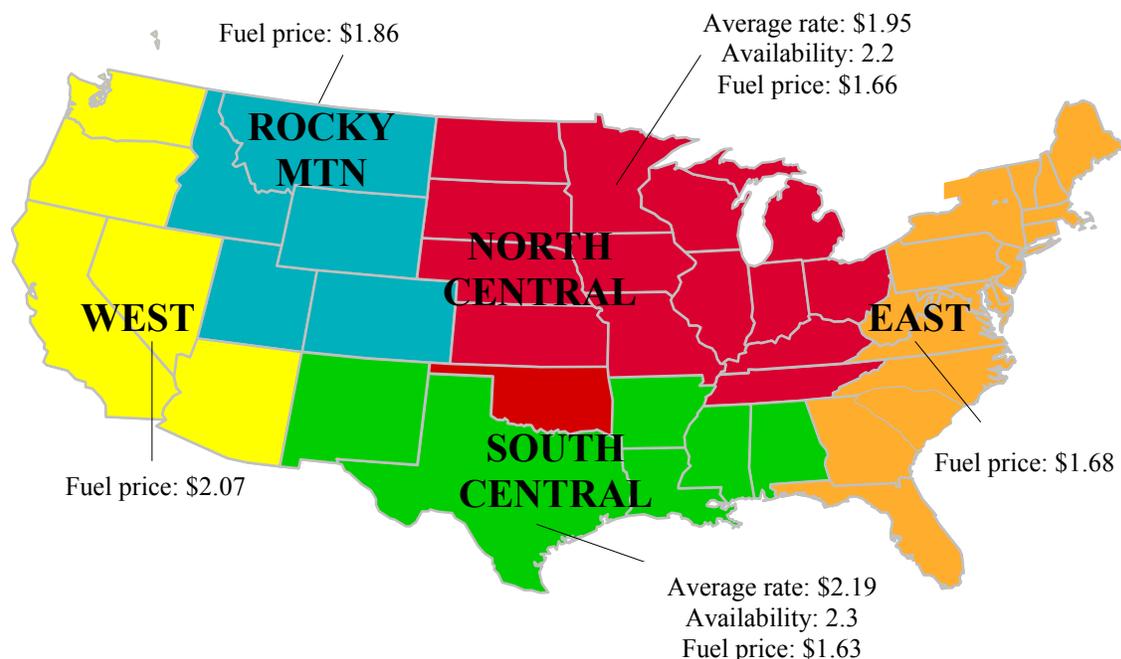
"Other" refers to oats, barley, sorghum, and rye.

Source: U.S. Army Corp of Engineers ([www.mvr.usace.army.mil/mvrimi/omni/webrrpts/default.asp](http://www.mvr.usace.army.mil/mvrimi/omni/webrrpts/default.asp))

Note: Total may not add exactly, due to rounding

# Truck Transportation

Figure 8  
U.S. grain truck market advisory, 2<sup>nd</sup> quarter 2004\*



\*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles

Note: Fuel prices are a quarterly average (unit per gallon)

Fuel price data source: Energy Information Administration, U.S. Department of Energy, [www.eia.doe.gov](http://www.eia.doe.gov)

Table 10--U.S. grain truck market overview, 2<sup>nd</sup> quarter 2004

Region/commodity*	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	Rate per mile			Rating compared to same quarter last year		
				1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
<b>National average<sup>1</sup></b>	<b>2.99</b>	<b>1.98</b>	<b>1.73</b>	<b>2.2</b>	<b>3.1</b>	<b>3.2</b>
<b>North Central region<sup>2</sup></b>	2.51	1.79	1.54	2.2	3.1	3.2
Corn	2.68	2.08	1.75	2.3	3.5	3.3
Wheat	2.18	1.53	1.36	2.0	2.9	3.0
Soybean	2.68	2.08	1.75	2.3	3.3	3.3
<b>South Central region<sup>2</sup></b>	2.95	1.87	1.75	2.3	3.0	3.3
Corn	2.95	1.87	1.75	2.3	3.0	3.3
Wheat	n/a	n/a	n/a	2.0	3.0	3.0
Soybean	3.83	2.25	2.13	2.3	3.0	3.5

Rates are based on trucks with 80,000 lb weight limit

\*Commodity averages based on truck rates for top producing states based on National Agricultural Statistics Service/USDA

<sup>1</sup>National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.

<sup>2</sup>Commodity rates per mile include the average of the top 3 producing states within the region.

Source: Transportation and Marketing Programs/AMS/USDA

---

The weekly **diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

---

**Table 11--Retail on-highway diesel prices\*, week ending 08/23/04 (US\$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	1.861	0.050	0.377
	New England	1.944	0.034	0.371
	Central Atlantic	1.944	0.041	0.366
	Lower Atlantic	1.818	0.055	0.383
II	Midwest	1.846	0.049	0.367
III	Gulf Coast	1.833	0.068	0.388
IV	Rocky Mountain	1.896	0.034	0.345
V	West Coast	2.061	0.032	0.354
	California	2.153	0.040	0.403
Total	U.S.	1.874	0.049	0.371

\*Diesel fuel prices include all taxes.

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

# Grain Exports

**Table 12--U.S. export balances (1,000 metric tons)**

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
8/12/2004	1,663	1,294	1,527	1,212	104	5,799	3,862	444	10,105
This week year ago	2,046	529	1,242	557	172	4,546	3,180	1,147	8,873
Cumulative exports-crop year 2/									
2003/04 YTD	2,205	847	1,446	731	132	5,360	45,794	23,956	75,110
2002/03 YTD	2,234	764	1,124	703	193	5,019	38,006	28,479	71,504
2003/04 as % of 2002/03	99	111	129	104	68	107	120	84	105
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231
2001/02 Total	8,704	5,485	5,554	3,127	1,133	24,003	47,460	29,838	101,301

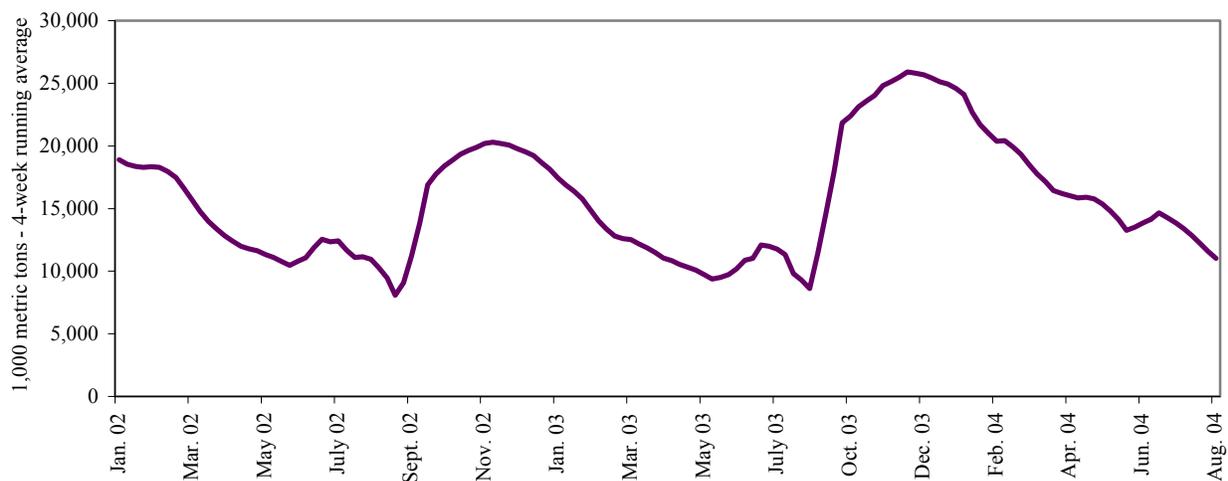
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for wheat sales

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

Figure 9

## U.S. grain, unshipped export balances (wheat, corn, and soybean sales)



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

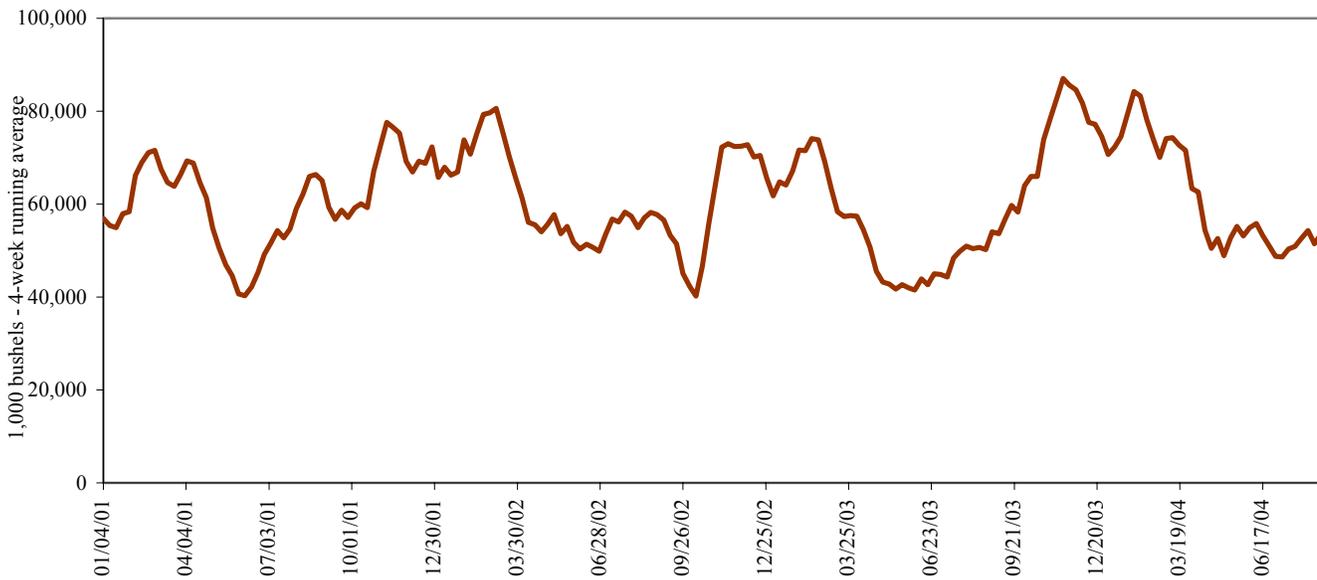
**Table 13--Select U.S. port regions - grain inspections for export (1,000 metric tons)**

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
08/19/04	258	169	0	152	669	77	72	0	0	427	898	72
2004 YTD	7,310	7,305	1,929	4,729	20,602	6,431	5,858	51	14	16,544	31,763	5,923
2003 YTD	5,281	3,311	2,747	3,312	18,759	10,992	3,708	12	23	11,339	33,063	3,743
2004 as % of 2003	138	221	70	143	110	59	158	424	62	146	96	158
2003 Total	8,764	5,450	5,141	5,883	30,903	19,374	7,011	229	69	19,355	56,160	7,309

Source: Federal Grain Inspection Service/USDA ([www.usda.gov/gipsa](http://www.usda.gov/gipsa)); YTD: year-to-date

The United States exports approximately one-quarter of the grain it produces. On average, it 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. Over 60 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2003.

Figure 10  
**U.S. grain inspected for export (wheat, corn, and soybeans)**



Source: Federal Grain Inspection Service/USDA ([www.usda.gov/gipsa](http://www.usda.gov/gipsa))

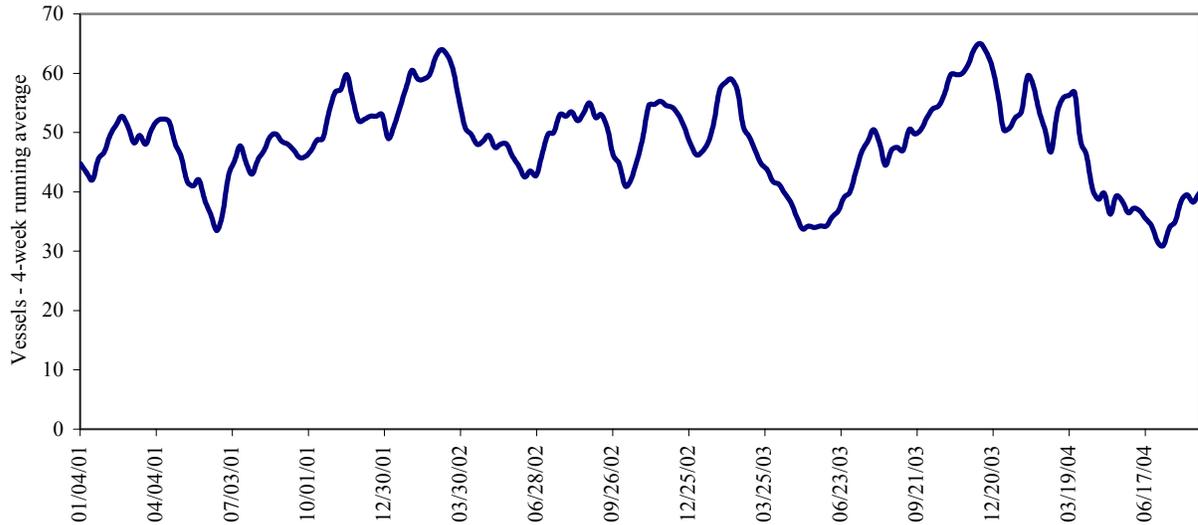
# Ocean Transportation

**Table 14--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
8/19/2004	16	41	42	13	6
8/12/2004	16	39	57	4	5
2003 range	(11..47)	(30..76)	(39..93)	(3..13)	(1..15)
2003 avg.	31	49	62	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11  
**Gulf Port grain vessel loading (past 7 days)**



Source: Transportation & Marketing Programs/AMS/USDA

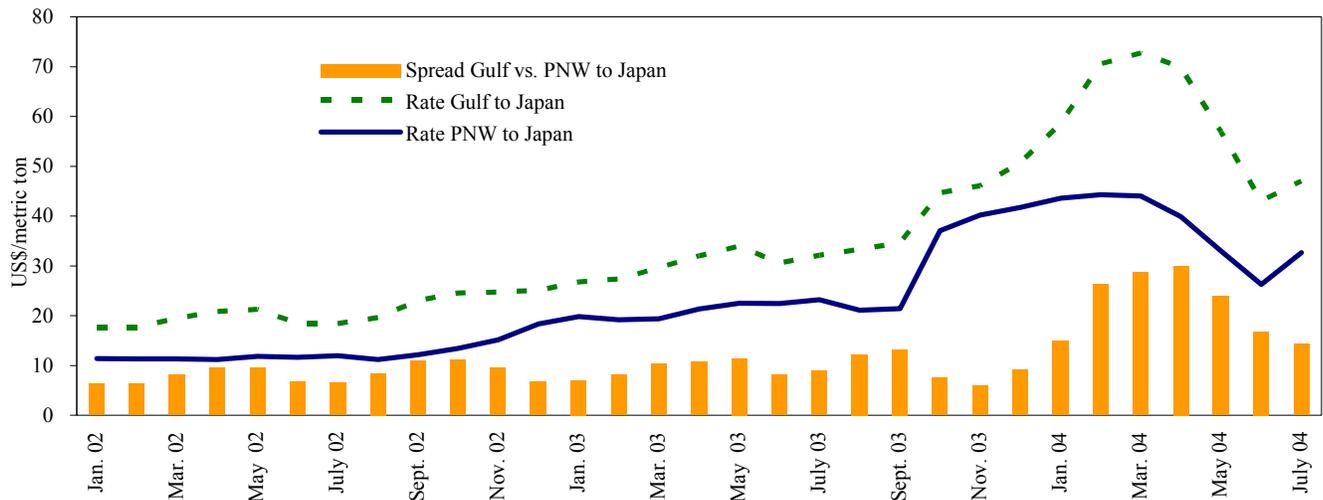
**Table 15--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)**

Countries/ regions	2004 2nd qtr	2003 2nd qtr	Percent change	Countries/ regions	2004 2nd qtr	2003 2nd qtr	Percent change
<b>Gulf to</b>				<b>Pacific NW to</b>			
Japan	\$37.00	\$31.53	17	Japan	---	\$19.43	---
N. Europe	---	\$18.98	---	<b>Argentina/Brazil to</b>			
N. Africa	\$35.33	\$21.75	62	Med. Sea	---	\$24.50	---
Med. Sea	---	\$14.50	---	China	---	\$32.50	---

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

Figure 12

**Grain vessel rates, U.S. to Japan**



Source: Baltic Exchange (www.balticexchange.com)

**Table 16--Ocean freight rates for selected shipments, week ending 08/21/04**

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Haiti*	Wheat	Aug 20/30	8,300	69.49
U.S. Gulf	Republic of Benin*	Rice bggd	Sept 25/30	2,090	185.00
U.S. Gulf	Japan	Hvy grain	Aug 1/5	54,000	50.00
U.S. Gulf	Japan	Hvy grain	Oct 1/5	54,000	53.75
River Plate	Italy	Soybean meal	Aug 20/26	25,000	45.50

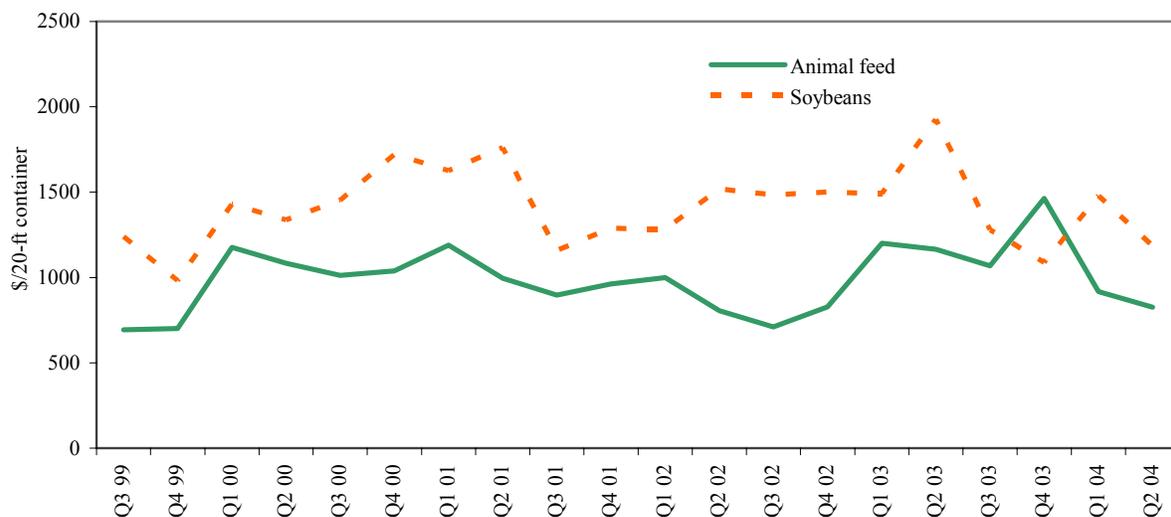
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

\*Most food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

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

Figure 13

**Weighted average rates<sup>1</sup> for containerized shipments of animal feed and soybeans to selected Asian countries**



<sup>1</sup>Animal Feed: Busan-Korea (14%), Kaohsiung-Taiwan (28%), Tokyo-Japan (36%), Hong Kong (19%), Bangkok-Thailand (3%) and soybeans: Busan-Korea (5%), Keelung-Taiwan (35%), Tokyo-Japan (60%)

Quarter 2, 2004.

Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

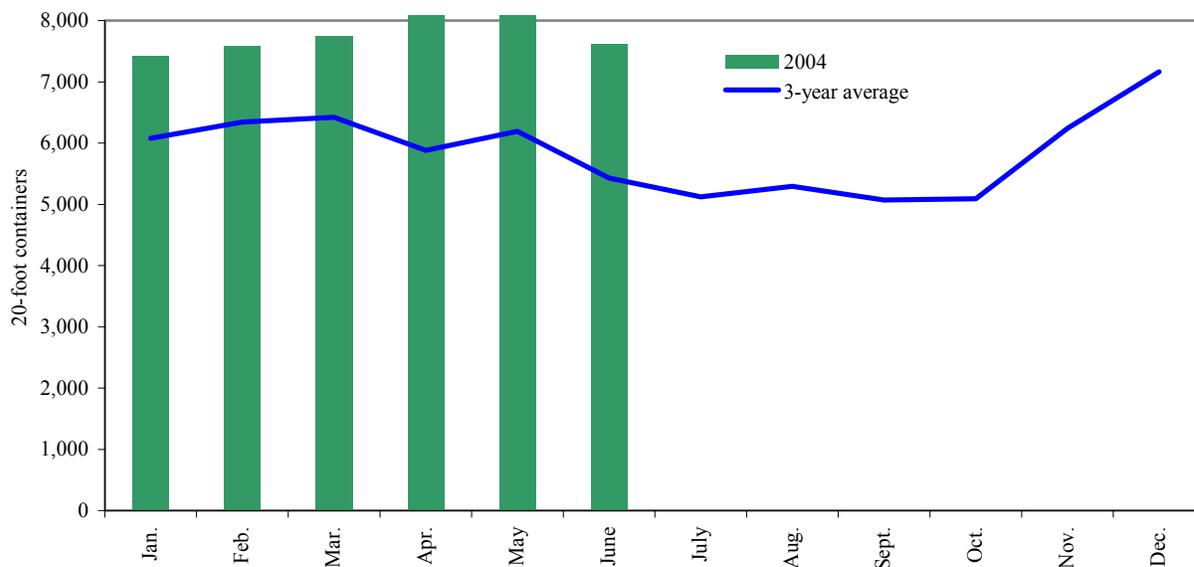
---

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

---

Figure 14

**Monthly shipments of containerized grain for 2004 compared with a 3-year average**



Note: PIERS data is available with a lag of approximately 40 days

Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

# Contacts and Links

## Contact Information

Coordinator Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@usda.gov">surajudeen.olowolayemo@usda.gov</a>	(202) 690-1328
Grain Transportation Indicators Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@usda.gov">surajudeen.olowolayemo@usda.gov</a>	(202) 690-1328
Rail Marvin Prater Johnny Hill	<a href="mailto:marvin.prater@usda.gov">marvin.prater@usda.gov</a> <a href="mailto:johnny.hill@usda.gov">johnny.hill@usda.gov</a>	(202) 690-6290 (202) 720-4211
Barge Transportation Karl Hacker Nicholas Marathon	<a href="mailto:karl.hacker@usda.gov">karl.hacker@usda.gov</a> <a href="mailto:nick.marathon@usda.gov">nick.marathon@usda.gov</a>	(202) 690-0152 (202) 690-0331
Truck Transportation Karla Martin John Batson	<a href="mailto:karla.martin@usda.gov">karla.martin@usda.gov</a> <a href="mailto:john.batson@usda.gov">john.batson@usda.gov</a>	(202) 720-8264 (202) 690-1312
Grain Exports Johnny Hill	<a href="mailto:johnny.hill@usda.gov">johnny.hill@usda.gov</a>	(202) 720-4211
Ocean Transportation Surajudeen (Deen) Olowolayemo (Freight rates and vessels) April Taylor (Container rates) Johnny Hill (Vessels)	<a href="mailto:surajudeen.olowolayemo@usda.gov">surajudeen.olowolayemo@usda.gov</a> <a href="mailto:april.taylor@usda.gov">april.taylor@usda.gov</a> <a href="mailto:johnny.hill@usda.gov">johnny.hill@usda.gov</a>	(202) 690-1328 (202) 690-1326 (202) 720-4211

**Subscription Information:** To subscribe to the GTR for a weekly email copy, please contact Deen Olowolayemo at [surajudeen.olowolayemo@usda.gov](mailto:surajudeen.olowolayemo@usda.gov) or 202-690-1328 (1303) (*printed copies are also available upon request*).

## Related Websites

*Agricultural Container Indicators*  
*Ocean Rate Bulletin*

<http://www.ams.usda.gov/tmd2/agci/>  
<http://www.ams.usda.gov/tmd/Ocean/index.asp>

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, sex, religion, age, disability, political beliefs, sexual orientation or marital or family status. (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 the USDA's TARGET Center at (202)720-2600 (Voice and TDD).

To file a complaint of discrimination, write USDA, Director of Civil Rights, Room 326-W, Whitten Building, 14<sup>th</sup> and Independence Avenue, SW, Washington, DC 20250-9410, or call (202) 720-5964 (voice and TDD). USDA is an equal opportunity provider and employer.