



Grain Transportation Report

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Transportation and Marketing Programs/Transportation Services Branch
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Contents

Grain
Transportation
Indicators

Rail
Transportation

Barge
Transportation

Truck
Transportation

Grain Exports

Ocean
Transportation

Contacts
and
Links

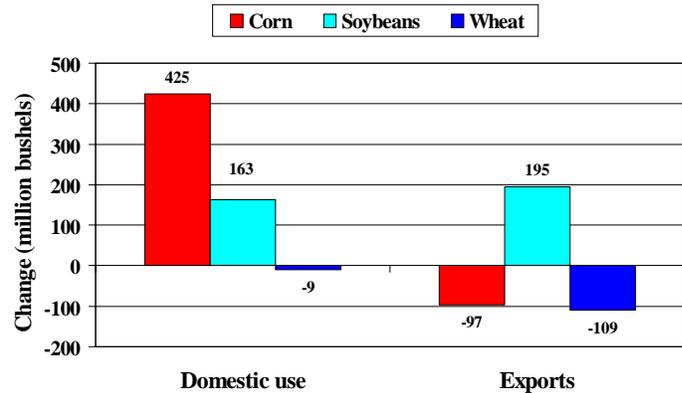
Subscription
Information

The next
release is
May 12, '05

Strong Grain Movements Expected Through Summer. USDA's latest forecasts show strong grain movements through summer because of increased March-September demand. March to September corn, soybean, and wheat usage is expected to increase 403 million bushels (7 percent) over the same period last year, and make up more than 70 percent of the total forecast increase in grain use for the entire 2004/05 marketing year. March-September corn use is forecast up 226 million bushels, soybeans up 212 million bushels, but wheat use is forecast down 35 million bushels.

While domestic demand for the 2004/05 marketing year for corn, soybean and wheat is forecast to rise by 579 million bushels, total exports are forecast to decline by 11 million bushels. The biggest reason underlying increased demand for corn is due to increased demand for ethanol and feed. Corn exports are expected to decrease 97 million bushels (figure 1). Soybean domestic use is forecast to increase 163 million bushels and soybean exports are also forecast to rise by 195 million bushels. But for wheat, both domestic use and exports are forecast down, by 9 million and 109 million bushels.

Figure 1. Changes in grain usage by crop, marketing year 2004/05 to 2003/04

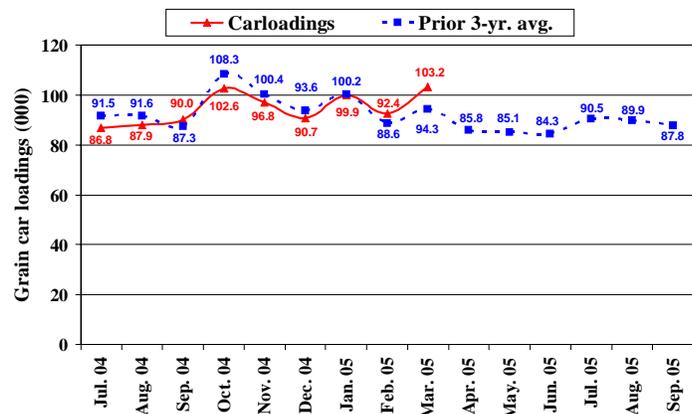


USDA, World Agricultural Supply and Demand Estimates, April 8, 2005

Spring Rail Movements Outpacing Last Fall's Peak. Normally, rail movements of grain reach their peak in the fall, generally in October at the height of grain harvest. However, last year farmers were holding grain in anticipation of higher prices and when they decided to sell, railroads had difficulty fulfilling demand after mid-November. Since late January, rail movements of grain have been above the prior 3-year average. March 2005 rail grain movements were above last October's traditional peak, and well above the 3-year average of all but one of the previous 12 months (figure 2).

Despite a forecast 11 million bushel decrease in grain exports during marketing year 2004/05, rail export grain movements for the marketing year still could rise, depending on where those exports are destined. Increased grain exports through the Pacific Northwest (PNW) and to Mexico depend more upon rail transportation. Calendar year-to-date (YTD) grain rail deliveries through Pacific Northwest (PNW) ports are up 8 percent and YTD grain rail deliveries to Mexico are up 76 percent (see table 3 inside). Export rail grain movements to PNW ports and Mexico are expected to remain strong this year. Marvin.Prater@USDA.gov

Figure 2. U.S. grain car loadings, by month



Source: Association of American Railroads

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

Week ending	Truck	Rail	Barge	Gulf	Pacific
05/04/05	152	84	136	243	188
Compared with last week	↓	↑	↑	↓	↓

*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

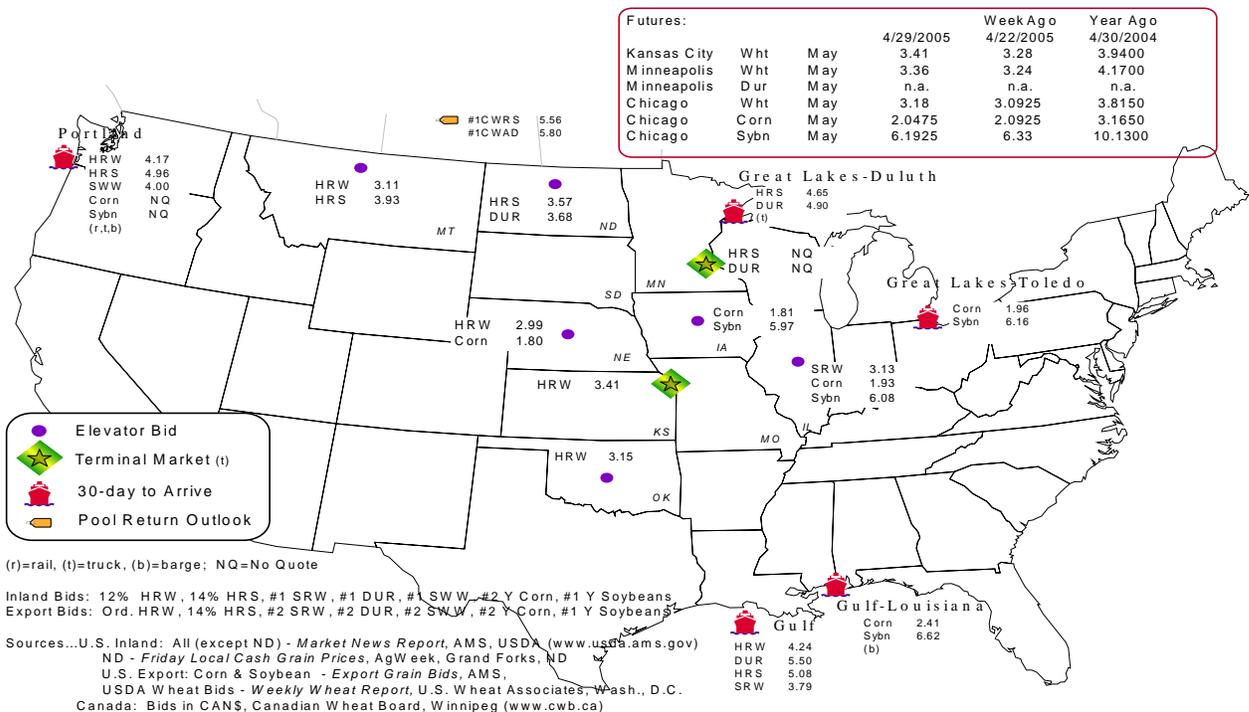
Table 2--Market update: U.S. origins to export position price spreads (\$/bushel)

Commodity	Origin--destination	4/29/2005	4/22/2005
Corn	IL--Gulf	-0.48	-0.48
Corn	NE--Gulf	-0.61	-0.64
Soybean	IA--Gulf	-0.65	-0.65
HRW	KS--Gulf	-0.83	-0.82
HRS	ND--Portland	-1.39	-1.37

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	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
04/27/2005 ^p	131	1,206	2,108	4,676	103	8,224
04/20/2005 ^r	68	1,621	2,044	4,259	255	8,247
2005 YTD	5,185	29,617	28,825	77,290	6,809	147,726
2004 YTD	3,541	39,934	16,343	71,426	3,406	134,650
2005 as % of 2004	146	74	176	108	200	110
Total 2004	10,475	92,073	67,992	209,625	10,986	391,151
Total 2003 ^{**}	14,843	88,194	48,805	157,125	20,509	329,476

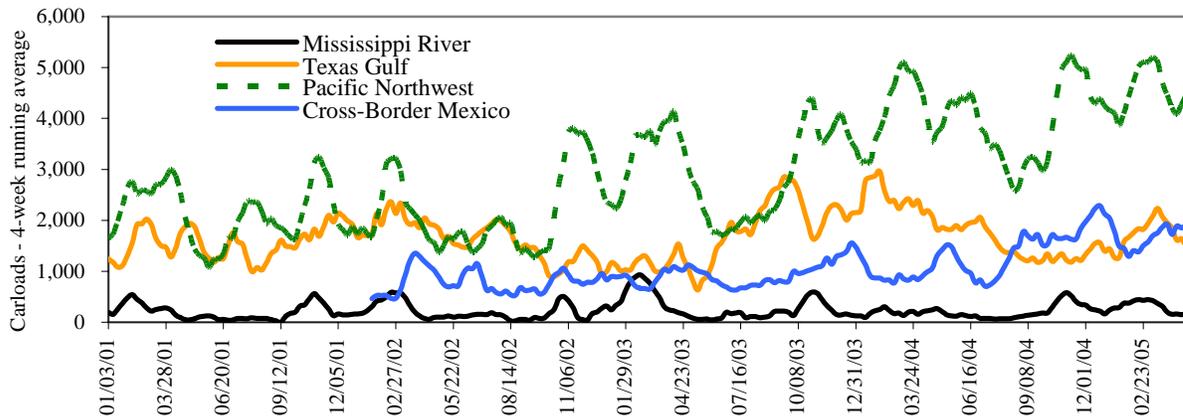
(*) Incomplete Data; as of 9/22/04, Cross-Border movements included; (**) Excludes 53rd week; YTD = year-to-date; p = preliminary data;

r = revised data

Source: Transportation & Marketing Programs/AMS/USDA

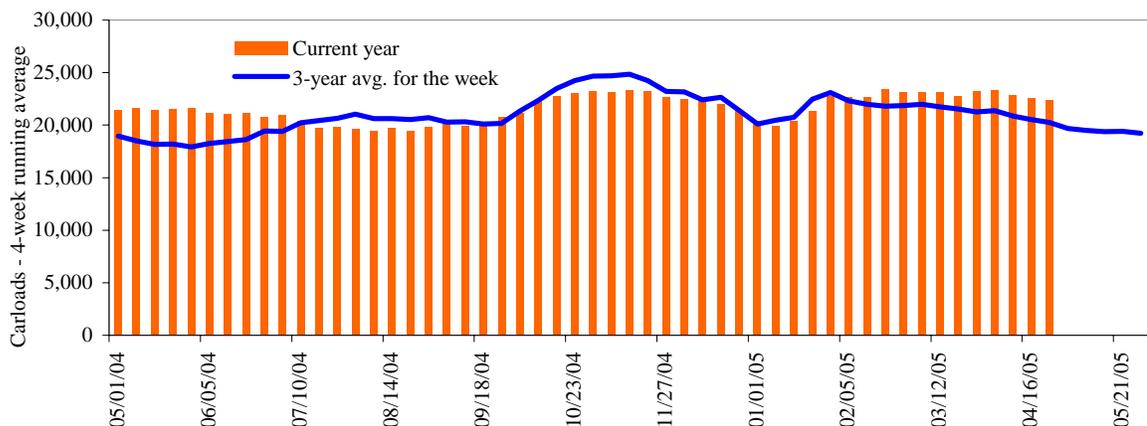
Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

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
04/23/05	2,922	3,367	9,478	474	6,862	23,103	4,499	3,952
This week last year	2,862	3,152	8,558	483	6,407	21,462	4,753	3,981
2005 YTD	49,660	55,221	153,366	10,312	97,356	365,915	71,929	63,238
2004 YTD	47,700	53,503	149,671	8,768	106,399	366,041	75,870	56,548
2005 as % of 2004	104	103	102	118	92	100	95	112
Total 2004	142,206	169,650	458,587	27,618	327,510	1,125,571	237,664	210,060

Source: Association of American Railroads (www.aar.org); YTD = year-to-date

Table 5--Rail car auction offerings, week ending 4/30/05 (\$/car)*

Delivery for:	Jun. 05	Jul. 05	Aug. 05
BNSF ¹			
COT/N. grain	no bid	\$59	\$80
COT/S. grain	\$0	\$83	\$109
UP ²			
GCAS/Region 1	no bid	\$1	no offer
GCAS/Region 2	\$1	\$46	no offer

*Average premium/discount to tariff, last auction

¹BNSF - 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.

²UP - 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.

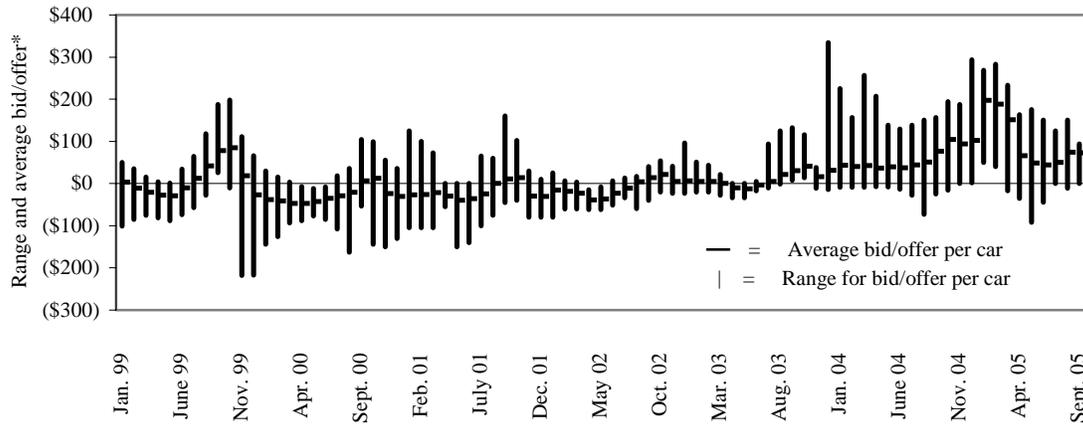
Source: Transportation & Marketing Programs/AMS/USDA

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 4/30/05 (\$/car)*

	Delivery period			
	Jun-05	Jul-05	Aug-05	Sep-05
BNSF-GF	\$5	\$38	\$88	\$75
Change from last week	\$2	\$8	\$7	-\$17
UP-Pool	-\$28	\$33	\$85	\$113
Change from last week	\$16	\$20	\$21	\$19

*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*

Effective date:					
5/2/2005	Origin region	Destination region	Rate/car	Rate/metric ton	Rate/bushel**
<u>Unit train*</u>					
Wheat	Chicago, IL	Albany, NY	\$1,861	\$20.51	\$0.56
	Kansas City, MO	Galveston, TX	\$1,920	\$21.16	\$0.58
	South Central, KS	Galveston, TX	\$2,335	\$25.74	\$0.70
	Minneapolis, MN	Houston, TX	\$2,420	\$26.68	\$0.73
	St. Louis, MO	Houston, TX	\$2,245	\$24.75	\$0.67
	South Central, ND	Houston, TX	\$3,484	\$38.40	\$1.05
	Minneapolis, MN	Portland, OR	\$4,198	\$46.27	\$1.26
	South Central, ND	Portland, OR	\$4,198	\$46.27	\$1.26
	Northwest, KS	Portland, OR	\$4,266	\$47.02	\$1.28
	Chicago, IL	Richmond, VA	\$2,002	\$22.07	\$0.60
Corn	Chicago, IL	Baton Rouge, LA	\$2,510	\$27.67	\$0.70
	Council Bluffs, IA	Baton Rouge, LA	\$2,370	\$26.12	\$0.66
	Kansas City, MO	Dalhart, TX	\$1,965	\$21.66	\$0.55
	Minneapolis, MN	Portland, OR	\$3,600	\$39.68	\$1.01
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.50
	Columbus, OH	Raleigh, NC	\$1,700	\$18.74	\$0.48
	Council Bluffs, IA	Stockton, CA	\$3,606	\$39.75	\$1.01
Soybeans	Chicago, IL	Baton Rouge, LA	\$2,455	\$27.06	\$0.74
	Council Bluffs, IA	Baton Rouge, LA	\$2,315	\$25.52	\$0.69
	Minneapolis, MN	Portland, OR	\$3,610	\$39.79	\$1.08
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.54
	Chicago, IL	Raleigh, NC	\$2,391	\$26.36	\$0.72
<u>Shuttle Train*</u>					
Wheat	St. Louis, MO	Houston, TX	\$1,895	\$20.89	\$0.57
	Minneapolis, MN	Portland, OR	\$3,948	\$43.52	\$1.18
Corn	Fremont, NE	Houston, TX	\$2,665	\$29.38	\$0.75
	Minneapolis, MN	Portland, OR	\$3,450	\$38.03	\$0.97
Soybeans	Council Bluffs, IA	Houston, TX	\$2,785	\$30.70	\$0.84
	Minneapolis, MN	Portland, OR	\$3,410	\$37.59	\$1.02

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

Table 8--Tariff rail rates for U.S. bulk grain shipments to the U.S.-Mexico border

Effective date:						
5/2/2005	Origin state	Border crossing region	Train size	Rate/car ¹	Rate/metric ton	Rate/bushel**
Wheat	KS	Brownsville, TX	Shuttle	\$2,742	\$28.02	\$0.76
	ND	Eagle Pass, TX	Shuttle	\$5,399	\$55.17	\$1.50
	OK	El Paso, TX	Shuttle	\$2,155	\$22.02	\$0.60
	OK	El Paso, TX	Unit	\$2,241	\$22.90	\$0.62
	AR	Laredo, TX	Unit	\$2,165	\$22.12	\$0.60
	IL	Laredo, TX	Shuttle	\$2,970	\$30.35	\$0.83
	MT	Laredo, TX	Shuttle	\$4,298*	\$58.14	\$1.58
	TX	Laredo, TX	Shuttle	\$2,056	\$21.01	\$0.57
	MO	Laredo, TX	Unit	\$2,622	\$26.79	\$0.73
	WI	Laredo, TX	Unit	\$3,188	\$32.57	\$0.89
Corn	NE	Brownsville, TX	Shuttle	\$3,104	\$31.72	\$0.80
	NE	Brownsville, TX	Unit	\$3,537*	\$36.14	\$0.92
	IA	Eagle Pass, TX	Shuttle	\$3,334	\$34.07	\$0.86
	MO	Eagle Pass, TX	Shuttle	\$3,040*	\$31.06	\$0.79
	NE	Eagle Pass, TX	Shuttle	\$3,440*	\$35.15	\$0.89
	IA	Laredo, TX	Unit	\$3,258	\$33.29	\$0.84
Soybean	IA	Brownsville, TX	Shuttle	\$2,880	\$29.43	\$0.80
	MN	Brownsville, TX	Shuttle	\$3,176	\$32.45	\$0.88
	NE	Brownsville, TX	Shuttle	\$2,688	\$27.47	\$0.75
	NE	Eagle Pass, TX	Shuttle	\$2,765	\$28.25	\$0.77
	IA	Laredo, TX	Unit	\$2,918	\$29.82	\$0.81

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

¹Rates are based upon published tariff rates for high-capacity rail cars.

*High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

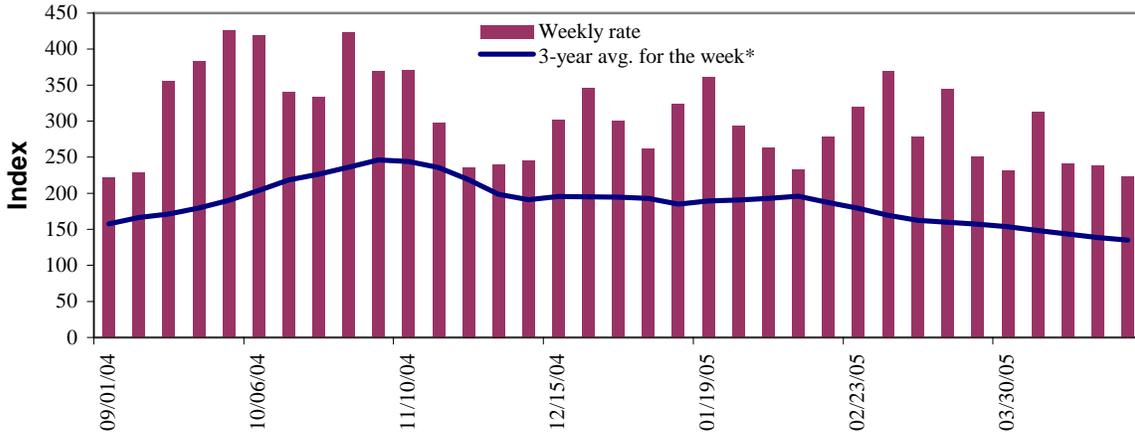
**Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

Barge Transportation

Figure 5

Illinois River barge rate index - quotes



Note: Index = percent of tariff rate; *4-week moving average

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 9--Barge rate quotes: southbound barge freight

Location	4/27/2005	4/20/2005	May '05	July '05
Twin Cities	261	276	266	282
Mid-Mississippi	233	248	240	263
Illinois River	223	238	233	255
St. Louis	168	179	174	204
Lower Ohio	178	189	183	215
Cairo-Memphis	161	170	166	196

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

Source: Transportation & Marketing Programs/AMS/USDA

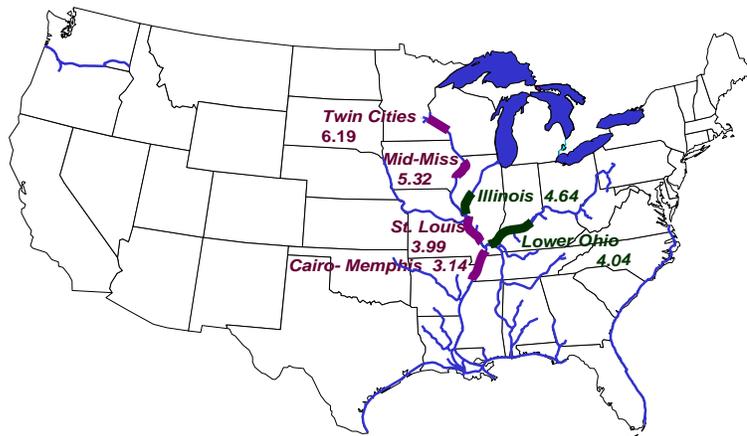
Figure 6

Benchmark tariff rates

Calculating barge rate per ton:

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

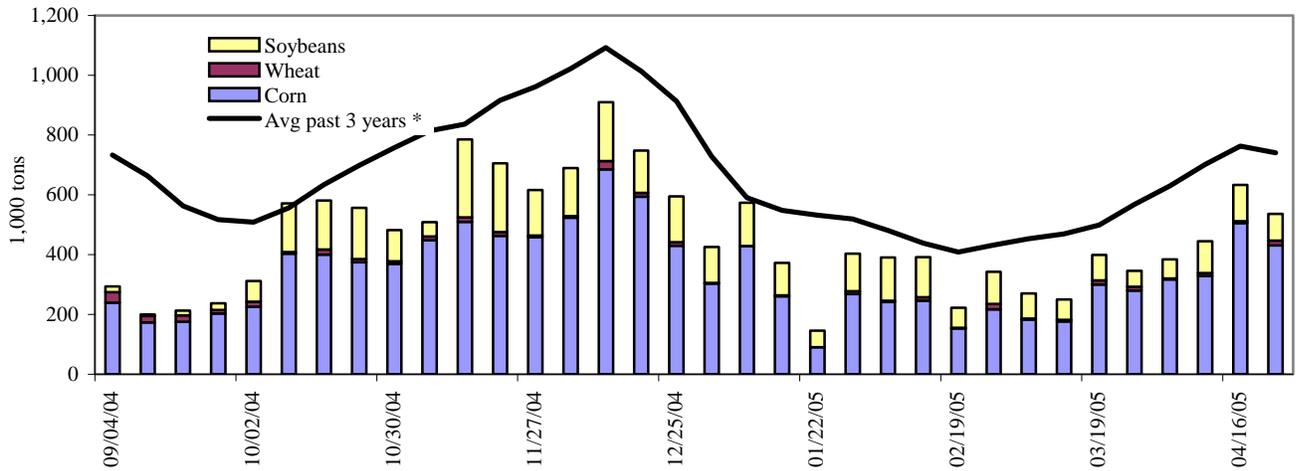
Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).



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

Figure 7

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



* 4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

Table 10--Barge grain movements (1,000 tons)

Week ending 4/23/2005	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	170	15	45	9	239
Winfield, MO (L25)	208	15	65	11	299
Alton, IL (L26)	438	12	83	2	534
Granite City, IL (L27)	431	16	89	9	545
Illinois River (L8)	155	0	3	0	158
Ohio River (L52)	75	3	39	0	117
Arkansas River (L1)	0	13	4	0	18
2005 YTD	6,007	461	2,703	252	9,423
2004 YTD	7,114	816	1,885	276	10,091
2005 as % of 2004 YTD	84	56	143	91	93
Total 2004	26,235	2,701	6,784	843	36,563

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

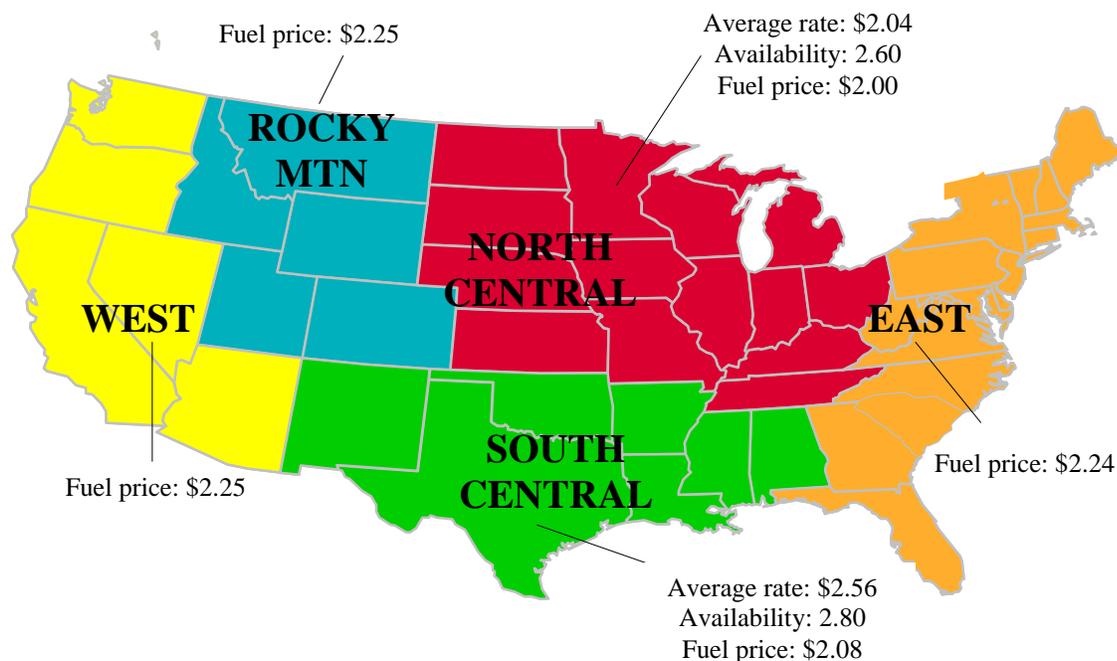
"Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

Truck Transportation

Figure 8
U.S. grain truck market advisory, 1st quarter 2005*



*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

Table 11--U.S. grain truck market overview, 1st quarter 2005

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	
National average¹	2.91	1.96	1.73	2.6	2.6	2.9
North Central region²	2.65	1.89	1.59	2.6	2.8	3.1
Corn	3.25	2.37	2.01	2.9	2.4	3.1
Wheat	1.52	1.44	1.39	2.6	2.9	2.9
Soybean	3.25	2.37	2.01	2.7	2.7	3.2
South Central region²	3.34	2.25	2.08	2.8	2.1	2.4
Corn	3.02	2.19	1.98	2.8	2.0	2.0
Wheat	3.13	2.18	2.08	3.0	2.3	2.7
Soybean	4.71	2.32	2.06	2.3	2.0	2.3

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

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

²Commodity 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 12--Retail on-highway diesel prices*, week ending 05/02/05 (US\$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.264	-0.023	0.611
	New England	2.410	-0.003	0.656
	Central Atlantic	2.366	-0.016	0.624
	Lower Atlantic	2.207	-0.027	0.602
II	Midwest	2.194	-0.036	0.537
III	Gulf Coast	2.209	-0.022	0.582
IV	Rocky Mountain	2.355	-0.016	0.463
V	West Coast	2.530	-0.019	0.384
	California	2.561	-0.009	0.287
Total	U.S.	2.262	-0.027	0.545

*Diesel fuel prices include all taxes.

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

Grain Exports

Table 13--U.S. export balances (1,000 metric tons)

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
4/21/2005	1,282	172	1,333	506	135	3,427	6,885	1,953	12,265
This week year ago	1,612	577	1,153	647	111	4,099	9,921	1,728	15,748
Cumulative exports-crop year 2/									
2004/05 YTD	8,533	3,100	7,113	4,422	621	23,789	29,202	25,945	78,936
2003/04 YTD	11,508	3,399	6,026	4,466	971	26,370	31,280	22,177	79,827
2004/05 as % of 2003/04	74	91	118	99	64	90	93	117	99
2003/04 Total	12,697	3,785	6,928	4,889	1,053	29,353	47,704	24,102	101,159
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231

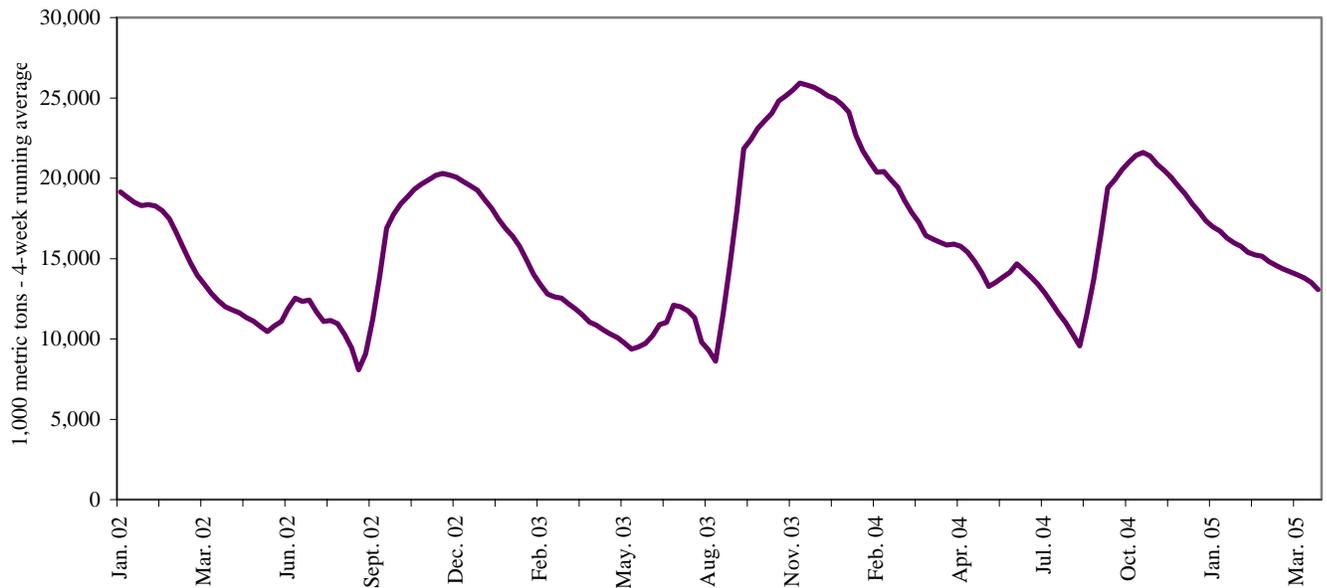
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for corn and soybean sales

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

Figure 9

U.S. grain, unshipped export balance, including wheat, corn, and soybean sales



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

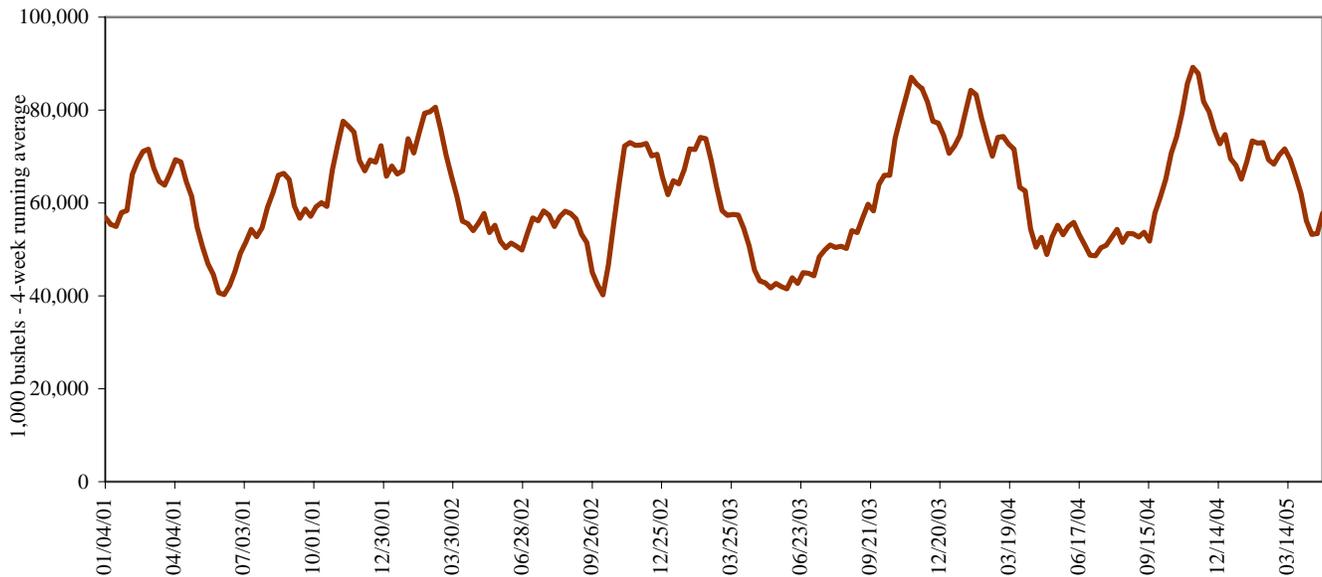
Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
04/28/05	240	175	183	178	646	228	139	0	0	598	1,051	139
2005 YTD	3,693	2,857	2,909	1,866	8,937	6,927	1,989	235	6	9,459	17,730	2,230
2004 YTD	3,793	3,216	1,645	2,422	10,933	5,410	3,401	49	7	8,654	18,764	3,457
2005 as % of 2004	97	89	177	77	82	128	59	476	86	109	94	65
2004 Total *	12,121	9,741	4,753	7,154	32,851	15,540	7,936	131	23	26,615	55,546	8,089

Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa); YTD: year-to-date; * includes 53rd week

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. Approximately 55 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2004.

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



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

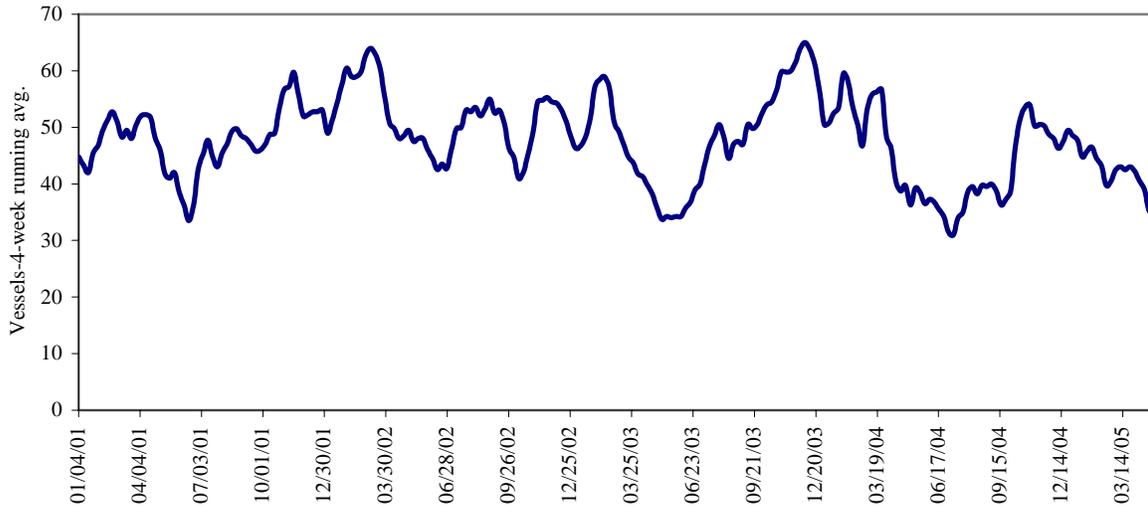
Ocean Transportation

Table 15--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
4/28/2005	31	39	44	7	5
4/21/2005	26	37	33	6	4
2004 range	(10..43)	(25..73)	(38..96)	(4..16)	(0..18)
2004 avg.	24	45	61	9	6

Source: Transportation & Marketing Programs/AMS/USDA

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



Source: Transportation & Marketing Programs/AMS/USDA

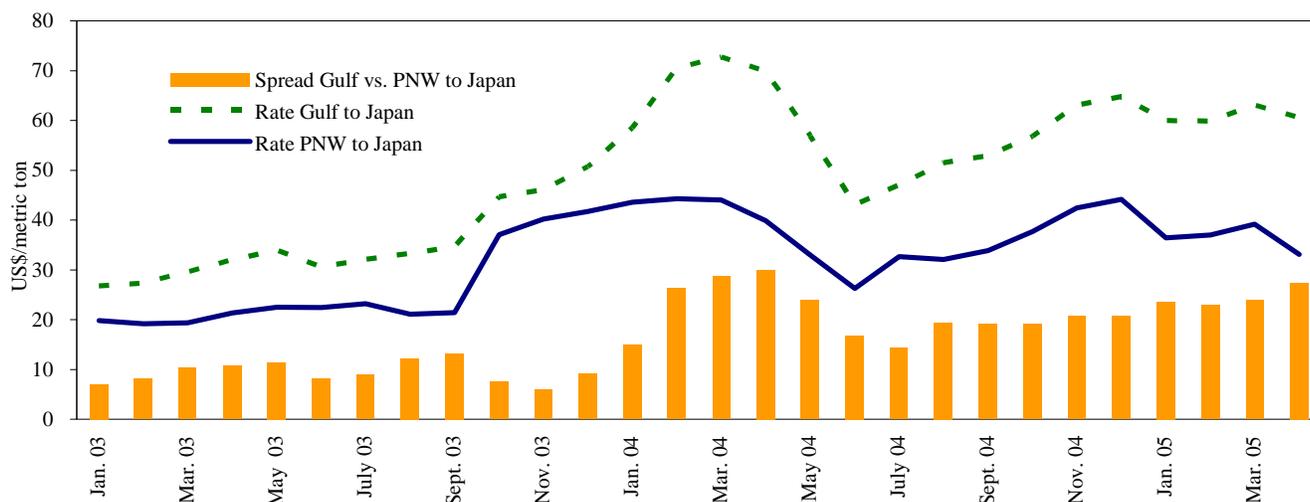
Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)

Countries/ regions	2005 1st qtr	2004 1st qtr	Percent change	Countries/ regions	2005 1st qtr	2004 1st qtr	Percent change
Gulf to				Pacific NW to			
Japan	\$60.18	\$73.75	-18	Japan	---	---	---
China	\$57.50	\$46.63	23				
Taiwan	---	\$68.00	---	Argentina/Brazil to			
N. Africa	\$48.00	\$46.25	4	N. Africa	\$59.25	\$61.07	-3
Med. Sea	---	\$46.50	---	China	---	---	---

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

Figure 12

Grain vessel rates, U.S. to Japan



Source: Baltic Exchange (www.balticexchange.com)

Table 17--Ocean freight rates for selected shipments, week ending 04/30/05

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Haiti*	Wheat	May 11/21	8,300	85.77
U.S. Gulf	Honduras	Wheat	May 11/21	9,330	39.99
U.S. Gulf	Ethiopia	Wheat & Sorghum	Apr 21/ May 1	43,700	77.00
U.S. Gulf	Nicaragua	Wheat	May 10/20	11,399	53.13
U.S. Gulf	Nicaragua	Wheat	May 10/20	3,790	49.00
PNW	Kenya	Wheatflour	Mar 5/15	34,000	74.00
River Plate	Poland	Hvy Grain	Apr 20/30	30,000	64.00

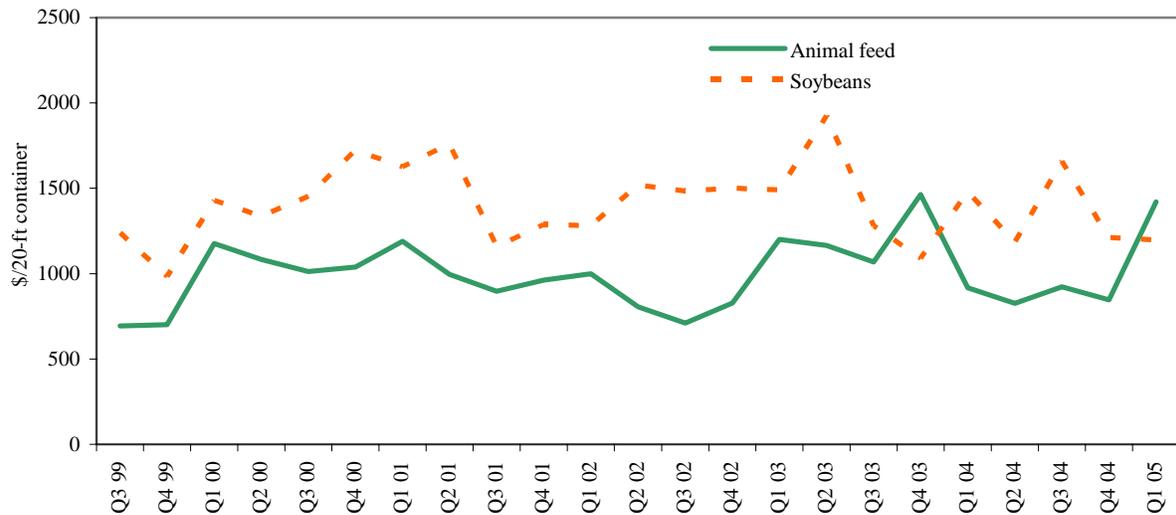
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

*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 rates¹ for containerized shipments of animal feed and soybeans to selected Asian countries



¹Animal Feed: Busan-Korea (22%), Kaohsiung-Taiwan (28%), Tokyo-Japan (38%), Hong Kong (9%), Bangkok-Thailand (3%) and soybeans: Busan-Korea (1%), Keelung-Taiwan (81%), Tokyo-Japan (12%), Bangkok-Thailand (4%), Hong Kong (1%) Quarter 1, 2005.

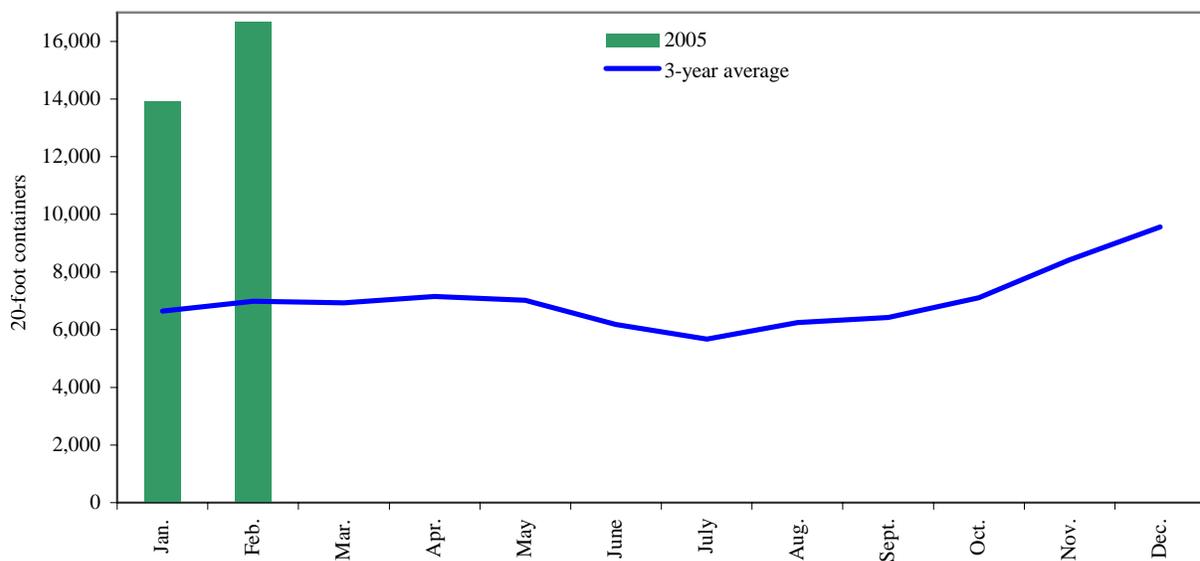
Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

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

The percentage of U.S. grain exported in containers was 3 percent in 2004.

Figure 14

Monthly shipments of containerized grain to Asia for 2005 compared with a 3-year average



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

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

Contacts and Links

Contact Information

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

Subscription Information: To subscribe to the GTR for a weekly email copy, please contact Deen Olowolayemo at 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>

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