

# Grain Transportation Report

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

Contact Us

August 13, 2009

## Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Quarterly  
Updates

Specialists

Subscription  
Information  
-----

The next  
release is  
August 20, '09

## WEEKLY HIGHLIGHTS

### Record Projected Grain Crop and Higher Exports Indicate Strong Fall Transportation Demand

USDA's August World Agricultural Supply and Demand Estimates (WASDE) report projects the 2009/10 corn, soybean, and wheat production to reach a record 18.144 billion bushels (bbu)—3 percent higher than the previous year and 2 percent above the previous record set in 2007/08. The increases in projected 2009/10 corn and soybean production is based on acreage and yield increases from the previous year. The production increases more than offset the projected decrease in wheat production. Projected 2009/10 exports of corn, soybean, and wheat are also expected to increase, reaching 4.315 bbu, 4 percent higher than the previous year. Grain transportation demand for this fall harvest season is expected to be strong based on these projections.

### Soybean Exports and Inspections Continue Strong Trend

The August WASDE projected an increase in soybean exports, up 5 million bushels to a record 1.265 billion for the 2008/09 crop year. Demand for U.S. soybeans from China has been strong for several months; marketing year-to-date export sales from China are 40 percent above the same period last year. Unshipped soybean export balances to China are also almost 40 percent above last year at this time. Soybean inspections for the week ending August 6 were 193 percent higher than the previous week supporting USDA's projection. Transportation demand and soybean inspections during the last month of the marketing year that ends August 31 are expected to continue to be strong.

### Norfolk Southern Expects Agriculture Shipments to Rebound

In its July 29 Second Quarter 2009 Earnings Presentation, Norfolk Southern (NS) reported agriculture volumes down 14 percent and revenue down 12 percent as compared with the 2<sup>nd</sup> quarter 2008. NS attributed the drops to soft fertilizer and export grain shipments, as well as increased truck competition to soybean processors in the Southeast. However, the drops in volume and revenue were the smallest of all the NS commodity categories. Despite the recession, NS revenue per unit for agriculture shipments was up \$48 per unit, a 2 percent increase compared to 2<sup>nd</sup> quarter 2008. The NS outlook for agricultural shipments was the brightest of all categories, noting it may be the only category to increase in volume over the second half of 2009.

## Snapshots by Sector

### **Rail**

U.S. railroads originated 20,983 **carloads of grain** during the week ending August 1, up 7 percent from the previous week, down 14 percent from the same week last year, and 10 percent lower than the 3-year average.

During the week ending August 8, average August **secondary railcar bids/offers** were \$14 below tariff for non-shuttle, \$35 lower than last week. Shuttle rates were \$32 below tariff, \$52 higher than last week.

### **Ocean snapshot**

During the week ending August 6, 37 ocean-going **grain vessels** were loaded in the Gulf, down 21 percent from last year. Forty-nine **vessels** are expected to be loaded in the U.S. Gulf within the next 10 days, down 31 percent from last year.

As of August 7, the cost of shipping grain from the Gulf to Japan was \$57 per mt, down 8 percent from the previous week. The rate from the Pacific Northwest to Japan was \$30 per mt, down 9 percent from the previous week.

### **Barge**

During the week ending August 8, **barge grain movements** totaled 801,786 tons, 25 percent lower than the previous week, but 26 percent higher than the same period last year.

# Feature Article/Calendar

## Reduced Barge and Rail Rates Pushed Down Transportation Cost to Mexico

The transportation cost for shipping grains from the United States to Guadalajara, Mexico declined during the 2<sup>nd</sup> quarter of 2009 because barge and rail rates decreased enough to offset increases in ocean and some truck rates. The cost of shipping corn and soybeans by sea declined 6 percent from the previous quarter and 33 percent compared to a year earlier (see Table). The cost of shipping wheat to Mexico by sea fell 21 percent compared to the previous quarter and 41 percent compared to the same period last year. Similarly, the cost of shipping corn and soybeans over land declined 3 percent and the cost of shipping wheat declined 2 percent compared to the previous quarter. Year-to-year comparisons of transportation costs over the land for corn and soybeans declined 13 and 15 percent respectively, while the transportation cost for wheat declined by 9 percent.

	Water route					Land route				
	\$/metric ton					\$/metric ton				
	2008 2 <sup>nd</sup> qtr.	2009 1 <sup>st</sup> qtr.	2009 2 <sup>nd</sup> qtr.	Percent change		2008 2 <sup>nd</sup> qtr.	2009 1 <sup>st</sup> qtr.	2009 2 <sup>nd</sup> qtr.	Percent change	
			Yr. to Yr.	Qtr. to Qtr.				Yr. to Yr.	Qtr. to Qtr.	
<b>Corn</b>										
<b>Origin</b>	<b>IL</b>					<b>IA</b>				
Truck	12.38	8.17	10.10	-18.4	23.6	4.65	4.41	5.19	11.6	17.7
Rail <sup>1</sup>	39.54	36.95	32.76	-17.1	-11.3	79.05	70.99	68.02	-14.0	-4.2
Ocean <sup>2</sup>	33.30	11.46	15.46	-53.6	34.9					
Barge	22.71	19.92	13.53	-40.4	-32.1					
Total transportation cost	107.93	76.50	71.85	-33.4	-6.1	83.70	75.40	73.21	-12.5	-2.9
Farm Value	211.41	155.24	154.45	-26.9	-0.5	203.27	162.72	158.52	-22.0	-2.6
Landed Cost	319.34	231.74	226.30	-29.1	-2.3	286.97	238.12	231.73	-19.2	-2.7
Transport % of landed cost	34	33	32			29	32	32		
<b>Soybeans</b>										
<b>Origin</b>	<b>IL</b>					<b>NE</b>				
Truck	12.38	8.17	10.10	-18.4	23.6	4.65	4.41	5.19	11.6	17.7
Rail <sup>1</sup>	39.54	36.95	32.76	-17.1	-11.3	78.67	68.70	65.94	-16.2	-4.0
Ocean <sup>2</sup>	33.30	11.46	15.46	-53.6	34.9					
Barge	22.71	19.92	13.53	-40.4	-32.1					
Total transportation cost	107.93	76.50	71.85	-33.4	-6.1	83.32	73.11	71.13	-14.6	-2.7
Farm Value	469.09	356.78	398.91	-15.0	11.8	456.85	338.78	383.97	-16.0	13.3
Landed Cost	577.02	433.28	470.76	-18.4	8.7	540.17	411.89	455.10	-15.7	10.5
Transport % of landed cost	19	18	15			15	18	16		
<b>Wheat</b>										
<b>Origin</b>	<b>KS</b>					<b>KS</b>				
Truck	38.12	32.27	17.22	-54.8	-46.6	5.83	3.68	3.64	-37.6	-1.1
Rail <sup>1</sup>	39.54	36.95	32.76	-17.1	-11.3	66.42	63.28	62.02	-6.6	-2.0
Ocean <sup>2</sup>	33.30	11.46	15.46	-53.6	34.9					
Barge	15.58	13.32	8.75	-43.8	-34.3					
Total transportation cost	126.54	94.00	74.19	-41.4	-21.1	72.25	66.96	65.66	-9.1	-1.9
Farm Value	314.28	199.15	210.79	-32.9	5.8	314.28	199.15	210.79	-32.9	5.8
Landed Cost	440.82	293.15	284.98	-35.4	-2.8	386.53	266.11	276.45	-28.5	3.9
Transport % of landed cost	29	32	26			19	25	24		

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

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

The transportation cost for water routes declined due to an 11 percent decrease in rail rates and over 40 percent decline in barge rates. Rail rates also declined for the land routes. Rail rates for both the water and land routes fell because of decreases in fuel surcharges, as can be seen in **GTR Figure 7**. In addition, trucking rates declined for wheat transported through the sea and over the land. However, trucking rates increased for both corn and soybeans. Increases in trucking rates for corn and soybeans are consistent

with the high level of trucking activity in the Corn Belt regions during the quarter. Barge rates generally decline during the 2<sup>nd</sup> quarter which is traditionally a low level activity season for grain barge movements. In addition, the recent slowdown in economic activity has generated less competition from non-agricultural commodities competing for barge movements. The increase in ocean freight rates was caused by the general increase in bulk shipping rates due to China's increased importation of iron ore and raw materials; and congestion in some ports around the world during the 2<sup>nd</sup> quarter (see [GTR, dated 7/30/09](#)).

While farmers received much lower prices for their grain as compared to a year ago, wheat and soybean prices showed significant improvements over the last quarter. Soybean producers in Illinois and Nebraska received 12 and 13 percent more, respectively, for their crops than they did last quarter. Wheat prices also increased 6 percent compared to last quarter. The gains in quarterly wheat and soybean prices, coupled with large decreases in transportation costs, caused transportation's share of the total landed cost to fall. Transportation's share of the total landed cost for corn by sea also fell, while the transportation cost for corn over the land remained the same. Total landed costs for grains shipped through the water routes ranged from 15 - 32 percent, while the costs for the land routes ranged from 16 – 32 percent.

With the exception of sorghum, year-to-date (YTD) shipments of corn, soybeans and wheat to Mexico have receded. The YTD corn shipments to Mexico during January to May declined 30 percent, to 2.9 million metric tons (mmt) from a year earlier. Soybean shipments declined 17 percent, to 1.4 mmt (Dept. of Commerce/ USDA, FAS Foreign Trade Data). Grain sorghum shipments increased from 367 thousand metric tons to just over 1 mmt—a 177 percent increase over the same period last year. However, Mexican importers may be encouraged to buy more grain from the United States if the transportation costs and commodity prices continue to be favorable. [Surajudeen.Olowolayemo@usda.gov](mailto:Surajudeen.Olowolayemo@usda.gov)

# Grain Transportation Indicators

Table 1

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

Week ending	Truck	Rail <sup>2</sup>	Barge	Ocean	
				Gulf	Pacific
08/12/09	176	76	0	255	213
07/29/09	170	121	160	286	234

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

<sup>2</sup>The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

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

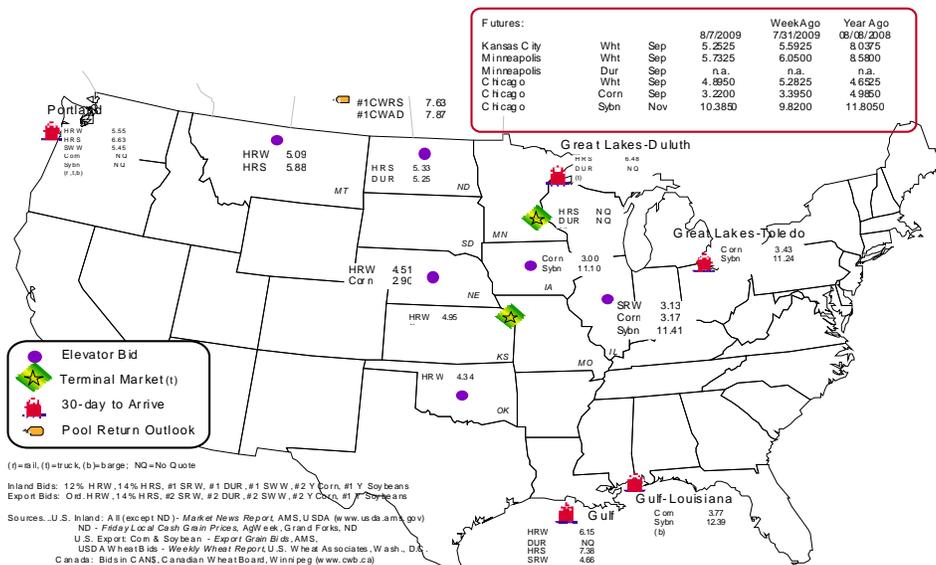
Commodity	Origin--Destination	8/7/2009	7/31/2009
Corn	IL--Gulf	-0.60	-0.61
Corn	NE--Gulf	-0.87	-0.88
Soybean	IA--Gulf	-1.29	-1.46
HRW	KS--Gulf	-1.20	-1.15
HRS	ND--Portland	-1.30	-1.40

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		Cross-Border	Pacific	Atlantic &	Total
	Gulf <sup>2</sup>	Texas Gulf	Mexico	Northwest	East Gulf	
8/05/2009 <sup>p</sup>	96	832	561	2,662	244	4,395
7/29/2009 <sup>f</sup>	439	778	673	3,490	95	5,475
2009 YTD	14,324	25,312	24,076	97,245	14,751	175,708
2008 YTD	41,074	78,142	18,375	172,123	22,764	332,478
2009 YTD as % of 2008 YTD	35	32	131	56	65	53
Last 4 weeks as % of 2008 <sup>3</sup>	18	24	108	73	70	53
Last 4 weeks as % of 4-year avg. <sup>3</sup>	22	34	91	89	87	66
Total 2008	68,768	107,542	37,491	255,852	33,028	502,681
Total 2007	62,169	113,730	40,962	227,970	31,369	476,200

<sup>1</sup> Data is incomplete as it is voluntarily provided; <sup>2</sup> Mississippi Gulf data back to January, 2004 from several new sources has been added resulting in large increases in the numbers reported; <sup>3</sup> Compared with same 4-weeks in 2007 and prior 4-year average.

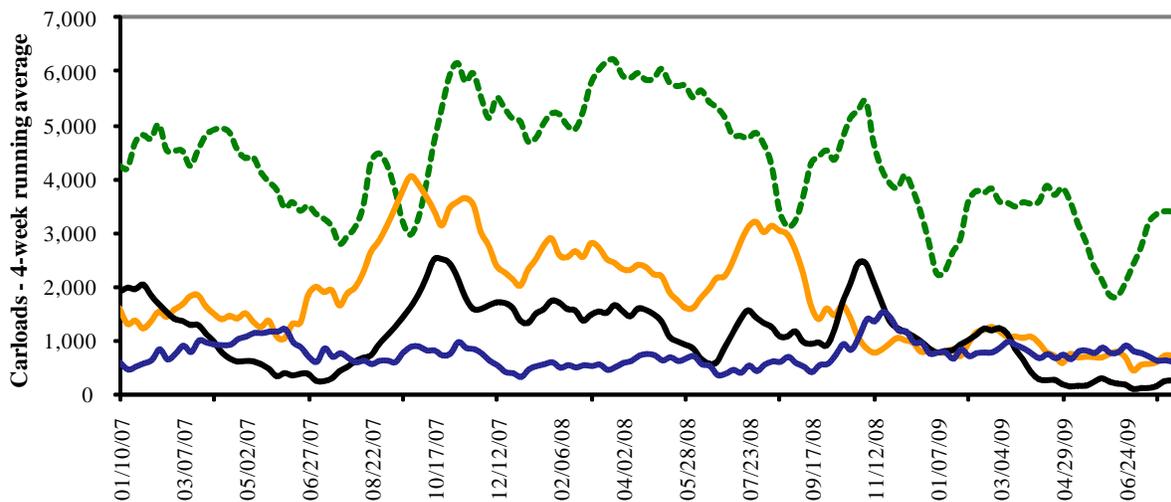
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 35 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

## Rail Deliveries to Port



----- Pacific Northwest: 4 Wks. ending 8/05 -- down 27% from same period last year; down 11% from 4-year average  
----- Texas Gulf: 4 wks. ending 8/05 -- down 76% from same period last year; down 66% from 4-year average  
----- Miss. River: 4 wks. ending 8/05 -- down 82% from same period last year; down 78% from 4-year average  
----- Cross-border Mexico: 4 wks. ending 8/05 -- up 8% from same period last year; down 9% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

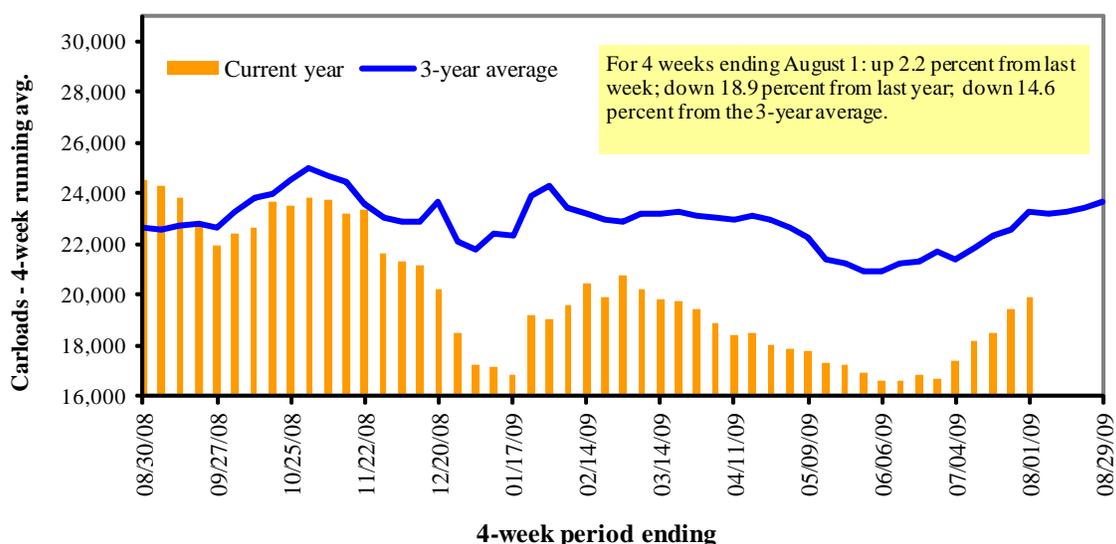
**Class I Rail Carrier Grain Car Bulletin (grain carloads originated)**

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
08/01/09	1,967	2,642	9,942	572	5,860	20,983	3,508	5,979
This week last year	2,516	3,480	10,935	849	6,414	24,194	3,705	2,778
2009 YTD	63,294	78,180	255,748	20,171	141,876	559,269	118,516	162,949
2008 YTD	85,557	94,119	330,494	20,834	194,202	725,206	131,171	121,748
2009 YTD as % of 2008 YTD	74	83	77	97	73	77	90	134
Last 4 weeks as % of 2008 <sup>1</sup>	70	81	87	87	84	84	85	182
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	63	80	95	110	91	88	75	142
Total 2008	136,143	162,177	573,285	37,822	323,104	1,232,531	226,849	220,714

<sup>1</sup>As a percent of the same period in 2008 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

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

Week ending	Delivery period							
	Aug-09	Aug-08	Sep-09	Sep-08	Oct-09	Oct-08	Nov-09	Nov-08
8/8/2009								
BNSF <sup>3</sup>								
COT grain units	9	no offer	no offer	no offer	3	13	no bids	5
COT grain single-car <sup>5</sup>	0 . . 13	no offer	no offer	no offer	0 . . 41	37 . . 86	0 . . 3	0 . . 76
UP <sup>4</sup>								
GCAS/Region 1	no bids	no offer	no bids	no bids	no bids	no offer	no offer	no offer
GCAS/Region 2	1	no bids	no bids	no bids	no bids	no offer	no offer	no offer

<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.

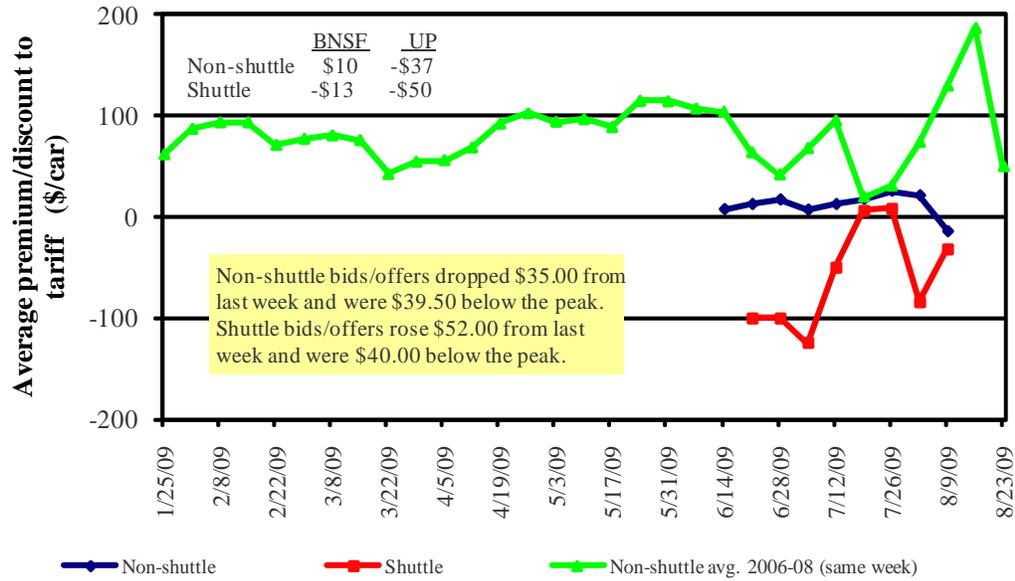
Source: Transportation & Marketing Programs/AMS/USDA.

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

**Bids/Offers for Railcars to be Delivered in August 2009, Secondary Market**

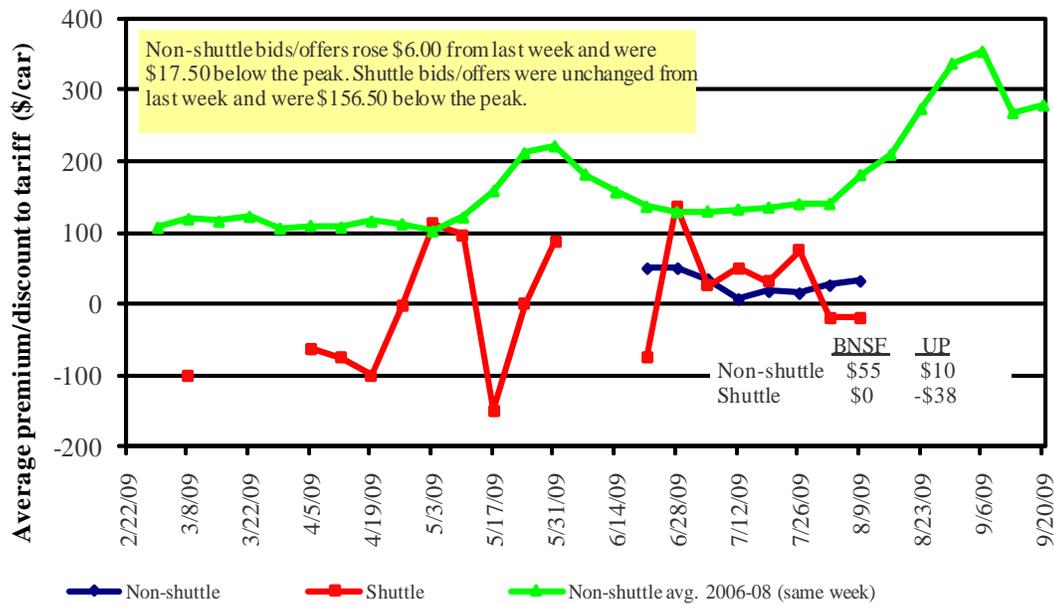


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

**Bids/Offers for Railcars to be Delivered in September 2009, Secondary Market**

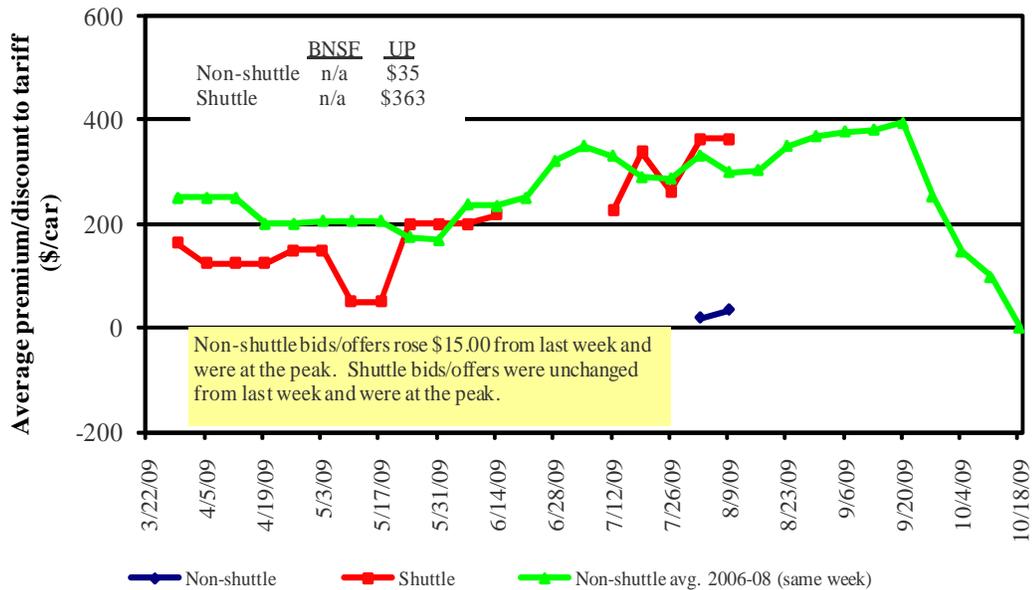


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in October 2009, 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 Rail Car Market (\$/car)<sup>1</sup>**

Week ending	Delivery period					
	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10
<b>8/8/2009</b>						
<b>Non-shuttle</b>						
BNSF-GF	10	55	n/a	n/a	n/a	n/a
Change from last week	-8	22	n/a	n/a	n/a	n/a
Change from same week 2008	-148	-114	n/a	n/a	n/a	n/a
UP-Pool	-37	10	35	35	n/a	n/a
Change from last week	-62	-10	15	n/a	n/a	n/a
Change from same week 2008	-87	-103	-115	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	-13	0	n/a	250	n/a	n/a
Change from last week	104	0	n/a	n/a	n/a	n/a
Change from same week 2008	87	n/a	n/a	100	n/a	n/a
UP-Pool	-50	-38	363	100	n/a	n/a
Change from last week	0	0	0	0	n/a	n/a
Change from same week 2008	25	n/a	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:							
8/3/2009	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
					metric ton	bushel <sup>2</sup>	
<b>Unit train<sup>1</sup></b>							
Wheat	Chicago, IL	Albany, NY	\$2,622	\$60	\$29.57	\$0.80	-7
	Kansas City, MO	Galveston, TX	\$2,678	\$74	\$30.34	\$0.83	-7
	South Central, KS	Galveston, TX	\$3,525	\$225	\$41.33	\$1.13	-1
	Minneapolis, MN	Houston, TX	\$3,669	\$455	\$45.46	\$1.24	-7
	St. Louis, MO	Houston, TX	\$3,435	\$72	\$38.66	\$1.05	0
	South Central, ND	Houston, TX	\$5,348	\$506	\$64.53	\$1.76	-1
	Minneapolis, MN	Portland, OR	\$4,070	\$553	\$50.96	\$1.39	-13
	South Central, ND	Portland, OR	\$4,070	\$454	\$49.87	\$1.36	-11
	Northwest, KS	Portland, OR	\$4,970	\$605	\$61.45	\$1.67	-11
	Chicago, IL	Richmond, VA	\$2,557	\$123	\$29.54	\$0.80	-9
Corn	Chicago, IL	Baton Rouge, LA	\$3,128	\$91	\$35.48	\$0.90	-15
	Council Bluffs, IA	Baton Rouge, LA	\$3,223	\$97	\$36.60	\$0.93	-9
	Kansas City, MO	Dalhart, TX	\$3,284	\$164	\$38.01	\$0.97	-5
	Minneapolis, MN	Portland, OR	\$3,609	\$553	\$45.88	\$1.17	-14
	Evansville, IN	Raleigh, NC	\$3,008	\$120	\$34.48	\$0.88	-5
	Columbus, OH	Raleigh, NC	\$2,897	\$105	\$33.09	\$0.84	-3
	Council Bluffs, IA	Stockton, CA	\$4,900	\$597	\$60.60	\$1.54	-20
Soybeans	Chicago, IL	Baton Rouge, LA	\$3,178	\$91	\$36.03	\$0.98	-15
	Council Bluffs, IA	Baton Rouge, LA	\$3,192	\$97	\$36.26	\$0.99	-12
	Minneapolis, MN	Portland, OR	\$3,910	\$553	\$49.19	\$1.34	-21
	Evansville, IN	Raleigh, NC	\$3,008	\$120	\$34.48	\$0.94	-5
	Chicago, IL	Raleigh, NC	\$3,608	\$149	\$41.41	\$1.13	-7
<b>Shuttle Train</b>							
Wheat	St. Louis, MO	Houston, TX	\$2,792	\$72	\$31.57	\$0.86	-6
	Minneapolis, MN	Portland, OR	\$3,620	\$553	\$46.00	\$1.25	-17
Corn	Fremont, NE	Houston, TX	\$2,520	\$334	\$31.46	\$0.80	-15
	Minneapolis, MN	Portland, OR	\$3,348	\$553	\$43.00	\$1.09	-19
Soybeans	Council Bluffs, IA	Houston, TX	\$2,787	\$324	\$34.29	\$0.93	-11
	Minneapolis, MN	Portland, OR	\$3,502	\$553	\$44.70	\$1.22	-19

<sup>1</sup>A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements.

<sup>2</sup>Approximate load per car = 100 short tons (90.72 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

Table 8

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

Effective date: 8/3/2009

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel	Tariff plus surcharge per:		Percent change Y/Y <sup>3</sup>
				surcharge per car	metric ton	bushel <sup>2</sup>	
Wheat	MT	Chihuahua, CI	\$5,896	\$515	\$65.50	\$1.78	-11
	OK	Cuautitlan, EM	\$5,458	\$374	\$59.59	\$1.62	-10
	KS	Guadalajara, JA	\$5,928	\$380	\$64.44	\$1.75	-10
	TX	Salinas Victoria, NL	\$3,047	\$116	\$32.32	\$0.88	-6
Corn	IA	Guadalajara, JA	\$6,395	\$442	\$69.86	\$1.90	-16
	SD	Penjamo, GJ	\$6,300	\$673	\$71.25	\$1.94	-16
	NE	Queretaro, QA	\$6,167	\$336	\$66.44	\$1.81	-12
	SD	Salinas Victoria, NL	\$4,740	\$512	\$53.66	\$1.46	-12
	MO	Tlalnepantla, EM	\$5,364	\$326	\$58.15	\$1.58	-15
	SD	Torreón, CU	\$5,310	\$564	\$60.02	\$1.63	-16
Soybeans	MO	Bojay (Tula), HG	\$5,819	\$379	\$63.32	\$1.72	-16
	NE	Guadalajara, JA	\$6,200	\$434	\$67.78	\$1.84	-18
	IA	Penjamo (Celaya), GJ	\$6,250	\$669	\$70.70	\$1.92	-17
	KS	Torreón, CU	\$5,040	\$282	\$54.38	\$1.48	-15
Sorghum	OK	Cuautitlan, EM	\$4,309	\$511	\$49.25	\$1.34	-14
	TX	Guadalajara, JA	\$4,800	\$438	\$53.52	\$1.46	-11
	NE	Penjamo, GJ	\$6,225	\$395	\$67.64	\$1.84	-13
	KS	Queretaro, QA	\$5,468	\$270	\$58.63	\$1.59	-9
	NE	Salinas Victoria, NL	\$4,377	\$288	\$47.66	\$1.30	-11
	NE	Torreón, CU	\$5,130	\$325	\$55.73	\$1.52	-14

<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.

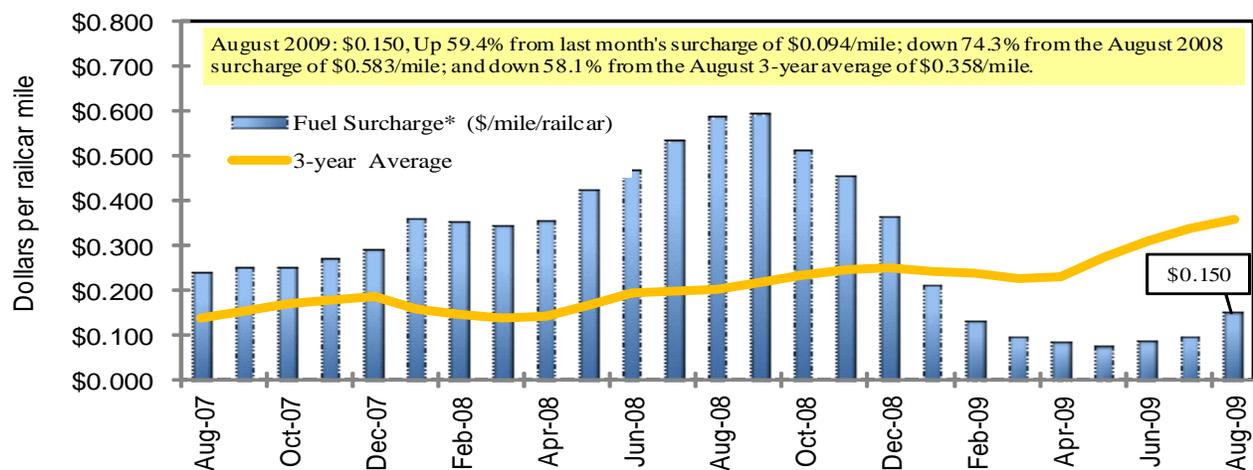
<sup>2</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<sup>3</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

Sources: www.bnsf.com, www.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.

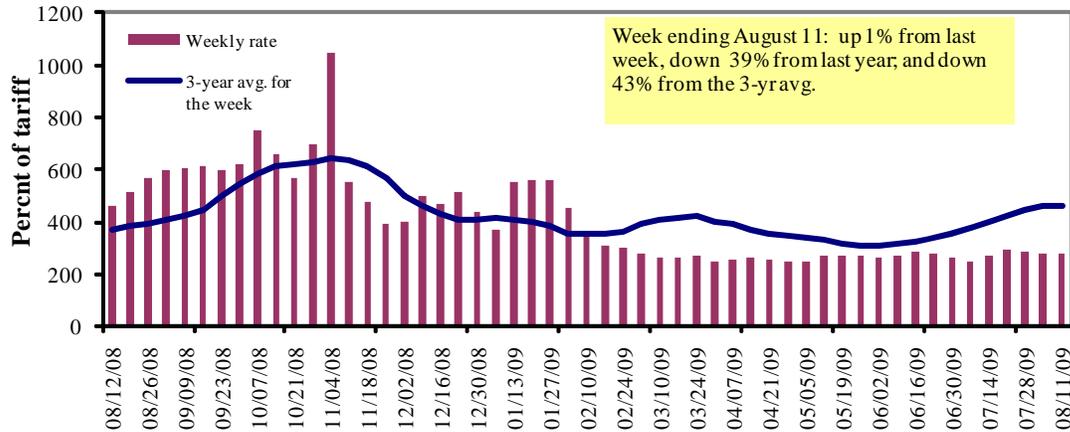
\* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

Sources: www.bnsf.com, www.cn.ca, www8.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	Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	8/11/2009	311	282	280	214	253	253	186
	8/4/2009	315	276	276	217	243	243	185
<b>\$/ton</b>	8/11/2009	19.27	15.00	12.99	8.53	11.84	10.20	5.85
	8/4/2009	19.50	14.70	12.82	8.65	11.41	9.83	5.81
<b>Current week % change from the same week:</b>								
	Last year	-36	-40	-39	-44	-34	-34	-50
	3-year avg. <sup>2</sup>	-42	-44	-43	-52	-41	-42	-57
<b>Rate<sup>1</sup></b>	September	438	425	425	399	439	439	380
	November	495	439	423	359	409	409	356

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9  
Benchmark tariff rates



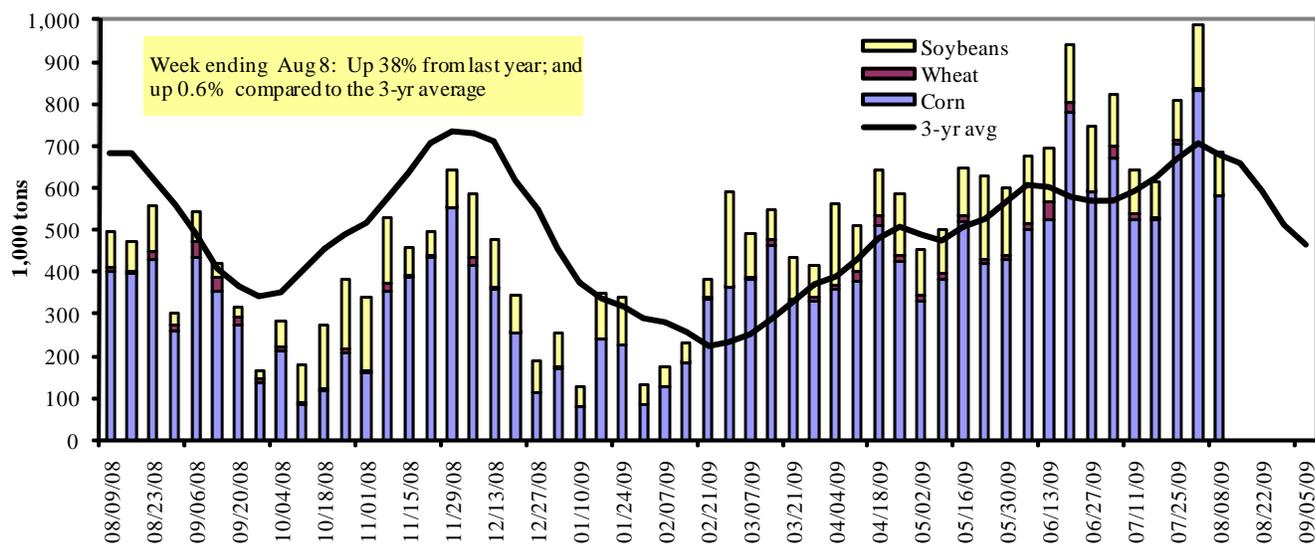
### Calculating barge rate per ton:

(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 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 ([www.mvr.usace.army.mil/mvrirmi/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrirmi/omni/webprts/default.asp))

Table 10

**Barge Grain Movements (1,000 tons)**

Week ending 8/08/2009	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	207	2	91	0	300
Winfield, MO (L25)	415	0	96	0	511
Alton, IL (L26)	610	5	99	6	720
Granite City, IL (L27)	580	3	101	6	691
<b>Illinois River (L8)</b>	202	0	24	6	232
<b>Ohio River (L52)</b>	33	41	14	0	88
<b>Arkansas River (L1)</b>	0	20	1	1	22
Weekly total - 2009	613	64	117	8	802
Weekly total - 2008	433	90	109	6	638
2009 YTD <sup>1</sup>	15,611	946	5,540	271	22,367
2008 YTD	11,759	849	4,147	310	17,065
2009 as % of 2008 YTD	133	111	134	87	131
Last 4 weeks as % of 2008 <sup>2</sup>	135	56	94	142	119
Total 2008	18,783	1,542	7,062	453	27,840

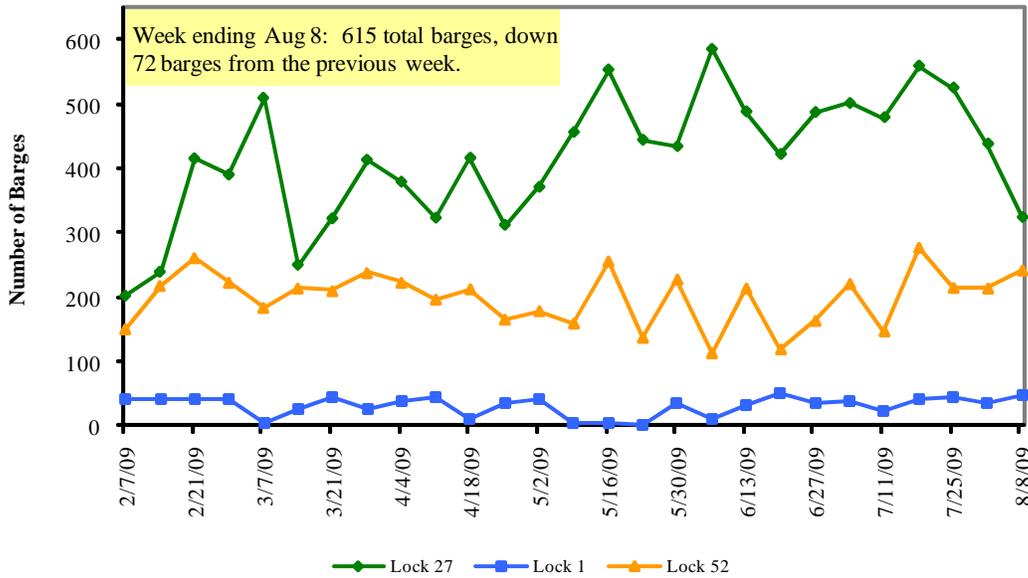
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2008.

Note: Total may not add exactly, due to rounding

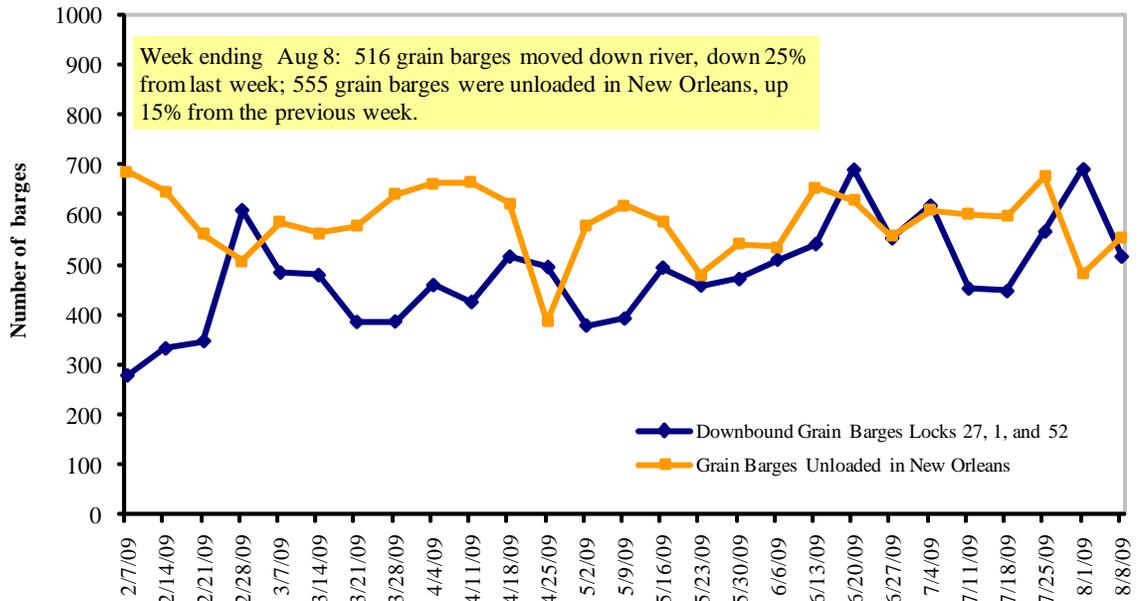
Source: U.S. Army Corps of Engineers ([www.mvr.usace.army.mil/mvrirmi/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrirmi/omni/webprts/default.asp))

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



Source: U.S. Army Corps of Engineers

Figure 12  
**Grain Barges for Export in New Orleans Region**



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

# Truck Transportation

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

Table 11

## Retail on-Highway Diesel Prices<sup>1</sup>, Week Ending 8/10/2009 (US\$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.665	0.086	-1.755
	New England	2.701	0.064	-1.883
	Central Atlantic	2.755	0.084	-1.808
	Lower Atlantic	2.624	0.089	-1.720
II	Midwest <sup>2</sup>	2.601	0.081	-1.666
III	Gulf Coast <sup>3</sup>	2.581	0.068	-1.718
IV	Rocky Mountain	2.573	0.036	-1.900
V	West Coast	2.700	0.057	-1.811
	California	2.842	0.079	-1.765
Total	U.S.	2.625	0.075	-1.728

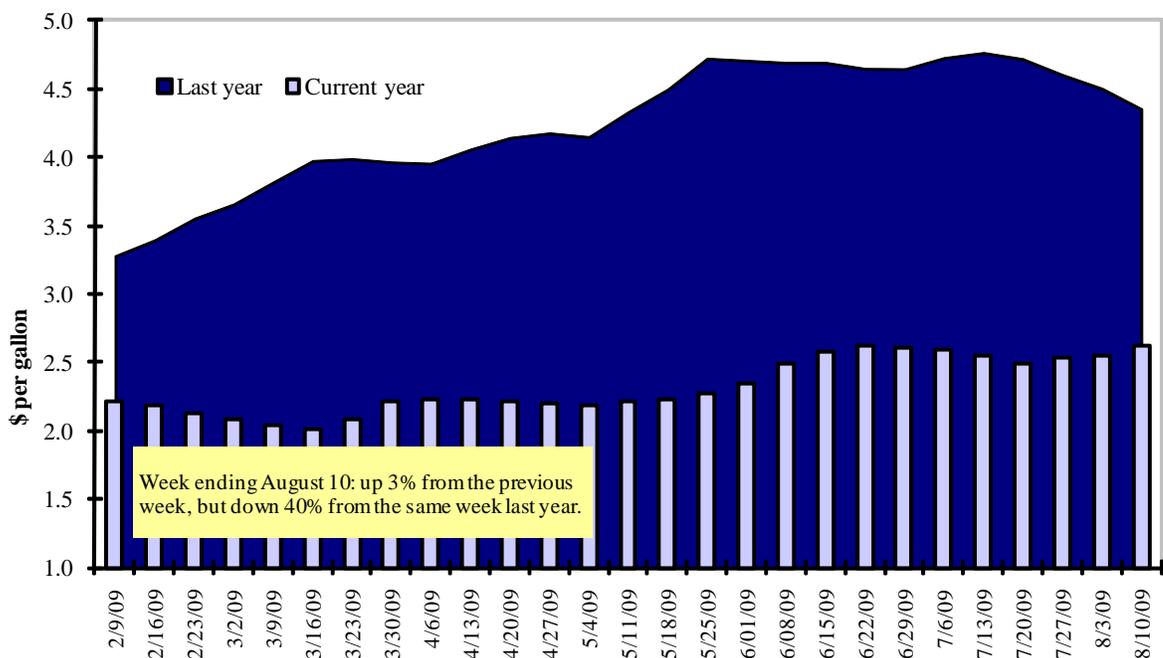
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
7/30/2009	1,364	569	944	898	241	4,016	7,070	3,164	14,250
This week year ago	3,433	1,339	1,467	1,071	212	7,522	5,677	2,223	15,422
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2008/09 YTD	1,136	498	546	583	64	2,826	40,249	32,360	75,435
2007/08 YTD	2,765	1,549	548	197	54	5,112	55,764	29,391	90,267
YTD 2008/09 as % of 2007/08	41	32	100	296	119	55	72	110	84
Last 4 wks as % of same period 2007/08	39	42	61	74	97	50	144	135	102
2007/08 Total	13,709	5,568	7,842	4,191	1,075	32,385	59,666	30,411	122,462
2006/07 Total	6,800	3,866	6,480	4,996	761	22,902	53,799	30,261	106,962

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

<sup>2</sup> Shipped export sales to date; new marketing year is now in effect for wheat

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

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

Table 13

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

Week ending 07/30/09	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2007/08
	2009/10	2008/09	2007/08		
	Next MY	Current MY	Last MY		
- 1,000 mt -					
Japan	336	16,418	16,287	1	15,294
Mexico <sup>4</sup>	1,167	7,433	8,919	(17)	8,767
Korea	966	5,059	8,836	(43)	8,621
Taiwan	65	3,494	3,623	(4)	3,476
Egypt	120	2,125	3,221	(34)	3,309
<b>Top 5 importers</b>	<b>2,653</b>	<b>34,529</b>	<b>40,886</b>	<b>(16)</b>	<b>39,467</b>
<b>Total US corn export sales</b>	<b>5,365</b>	<b>47,319</b>	<b>61,442</b>	<b>(23)</b>	<b>61,870</b>
% of Projected	10%	101%	99%		
Change from Last Week	729	396	338		
<b>Top 5 importers' share of U.S. corn export sales</b>	49%	73%	67%		
<b>USDA forecast, August 2009</b>	<b>53,340</b>	<b>46,990</b>	<b>61,910</b>	<b>(24)</b>	
<b>Corn Use for Ethanol USDA forecast, August 2009</b>	<b>106,680</b>	<b>92,710</b>	<b>77,445</b>	<b>20</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.

<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.

<sup>4</sup>Not included - FAS Press Release: 120,000 mt on 07/31 to Mexico for 2009/10.

Table 14

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

Week ending 07/30/09	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2007/08
	2009/10 Next MY	2008/09 Current MY	2007/08 Last MY		
	- 1,000 mt -				- 1,000 mt -
China <sup>4</sup>	6,184	19,519	13,790	42	13,354
Mexico	312	3,166	3,636	(13)	3,575
Japan	162	2,628	3,022	(13)	2,710
EU-25	220	2,186	3,830	(43)	3,896
Taiwan	1	1,600	1,763	(9)	1,728
<b>Top 5 importers</b>	<b>6,879</b>	<b>29,098</b>	<b>26,041</b>	<b>12</b>	<b>25,262</b>
<b>Total US soybean export sales<sup>5</sup></b>	<b>9,675</b>	<b>35,524</b>	<b>31,614</b>	<b>12</b>	
% of Projected	28%	103%	100%		
Change from last week	2,413	495	374		
<b>Top 5 importers' share of U.S. soybean export sales</b>	71%	82%	82%		
<b>USDA forecast, August 2009</b>	<b>34,430</b>	<b>34,430</b>	<b>31,540</b>	<b>9</b>	
<b>Soybean Use for Biodiesel USDA forecast, August 2009</b>	<b>4,796</b>	<b>4,076</b>	<b>7,781</b>	<b>(48)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS 2006/07 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.<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.<sup>4</sup>Not included - FAS Press Release: 110,000 mt on 08/11 to China for 2009/10.<sup>5</sup>Not included - FAS Press Release: 116,000 mt on 08/3 to Unknown for 2009/10.

Table 15

**Top 10 Importers<sup>1</sup> of All U.S. Wheat**

Week ending 07/30/09	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2008/09
	2009/10 Current MY	2008/09 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	749	1,373	(45)	3,103
Nigeria	1,018	1,273	(20)	2,661
Mexico	674	1,309	(49)	2,423
Egypt	113	870	(87)	1,928
Philippines	607	828	(27)	1,480
Iraq	0	1,154	(100)	1,205
Korea, South	464	459	1	1,127
Brazil	162	726	(78)	789
Colombia	243	304	(20)	749
Taiwan	255	102	149	714
<b>Top 10 importers</b>	<b>4,285</b>	<b>8,398</b>	<b>(49)</b>	<b>16,179</b>
<b>Total US wheat export sales</b>	<b>6,842</b>	<b>12,634</b>	<b>(46)</b>	<b>27,630</b>
% of Projected	26%	46%		
Change from last week	553	683		
<b>Top 10 importers' share of U.S. wheat export sales</b>	63%	66%		
<b>USDA forecast, August 2009</b>	<b>25,860</b>	<b>27,640</b>	<b>(6)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS 2008/09 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.<sup>2</sup>Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.

Table 16

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

Port regions	Week ending 08/06/09	2009 YTD <sup>1</sup>	2008 YTD <sup>1</sup>	2009 YTD as % of 2008 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2008
					2008	3-yr. avg.	
<b>Pacific Northwest</b>							
Wheat	182	5,634	6,362	89	97	77	10,508
Corn	160	5,240	8,705	60	81	99	12,641
Soybeans	66	4,323	5,421	80	53	75	9,478
<b>Total</b>	<b>408</b>	<b>15,197</b>	<b>20,488</b>	<b>74</b>	<b>79</b>	<b>87</b>	<b>32,626</b>
<b>Mississippi Gulf</b>							
Wheat	63	2,450	3,468	71	37	54	6,321
Corn	561	18,371	18,958	97	152	114	28,497
Soybeans	178	10,892	8,165	133	164	143	16,295
<b>Total</b>	<b>802</b>	<b>31,713</b>	<b>30,591</b>	<b>104</b>	<b>119</b>	<b>106</b>	<b>51,113</b>
<b>Texas Gulf</b>							
Wheat	84	3,190	6,279	51	30	52	9,852
Corn	50	1,001	1,259	79	123	129	1,516
Soybeans	0	471	105	449	n/a	0	178
<b>Total</b>	<b>134</b>	<b>4,662</b>	<b>7,644</b>	<b>61</b>	<b>38</b>	<b>62</b>	<b>11,545</b>
<b>Great Lakes</b>							
Wheat	57	181	211	86	671	55	831
Corn	26	141	130	109	71	29	294
Soybeans	0	69	26	271	0	0	315
<b>Total</b>	<b>83</b>	<b>391</b>	<b>367</b>	<b>107</b>	<b>174</b>	<b>41</b>	<b>1,439</b>
<b>Atlantic</b>							
Wheat	4	336	633	53	51	54	891
Corn	0	111	463	24	173	n/a	576
Soybeans	0	428	338	127	110	142	605
<b>Total</b>	<b>5</b>	<b>875</b>	<b>1,434</b>	<b>61</b>	<b>63</b>	<b>51</b>	<b>2,073</b>
<b>U.S. total from ports<sup>2</sup></b>							
Wheat	390	11,609	16,742	69	48	76	28,402
Corn	797	24,864	29,515	84	124	113	43,523
Soybeans	244	16,184	14,054	115	102	117	26,871
<b>Total</b>	<b>1,431</b>	<b>52,657</b>	<b>60,311</b>	<b>87</b>	<b>89</b>	<b>102</b>	<b>98,796</b>

<sup>1</sup> Includes weekly revisions, some regional totals may not add exactly due to rounding.

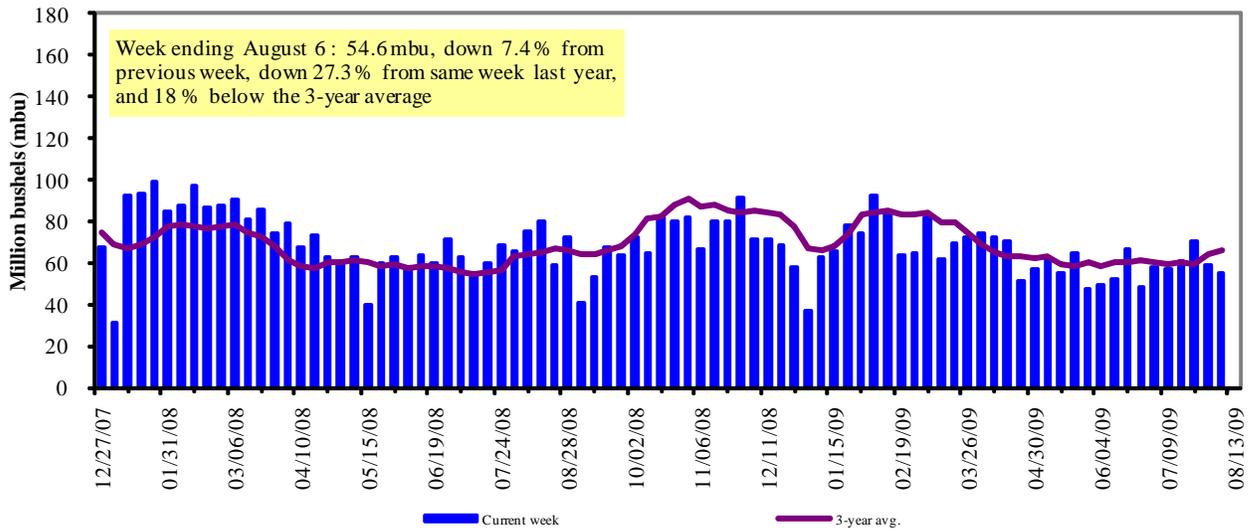
<sup>2</sup> Total includes only port regions shown above

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

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 57 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2008.

Figure 14

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

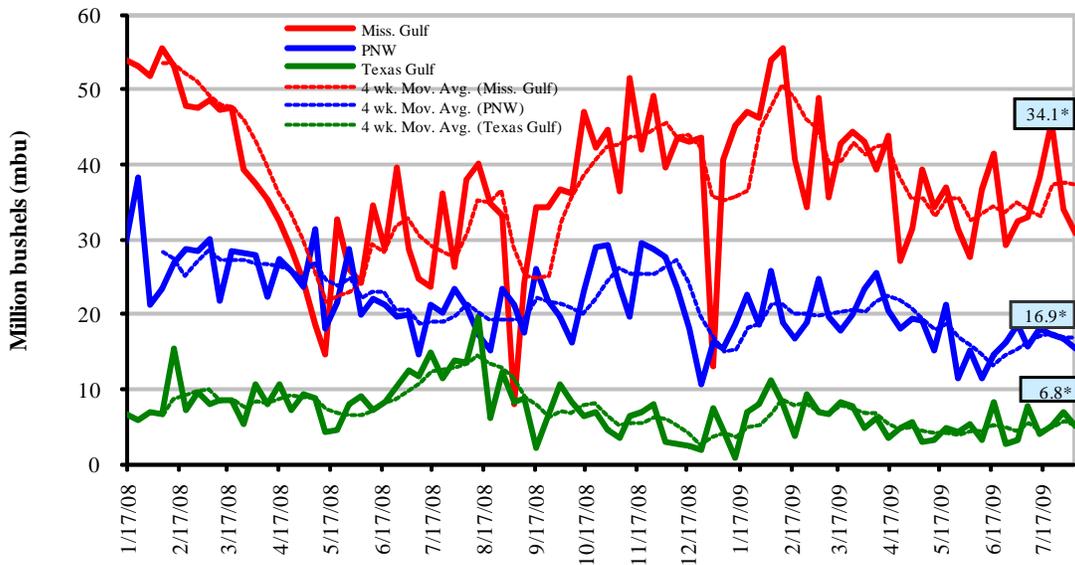


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

**Weekly U.S. Grain Inspections: U.S. Gulf and PNW (wheat, corn, and soybeans)**



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

<b>August 6: % change from:</b>	<b>MS Gulf</b>	<b>TX Gulf</b>	<b>U.S. Gulf</b>	<b>PNW</b>
Last week	down 10	down 26	down 12.	down 8
Last year (same week)	down 19	down 63	down 30	down 27
3-yr avg. (4-wk mov. avg.)	down 12	down 39	down 27	down 18

# Ocean Transportation

Table 17

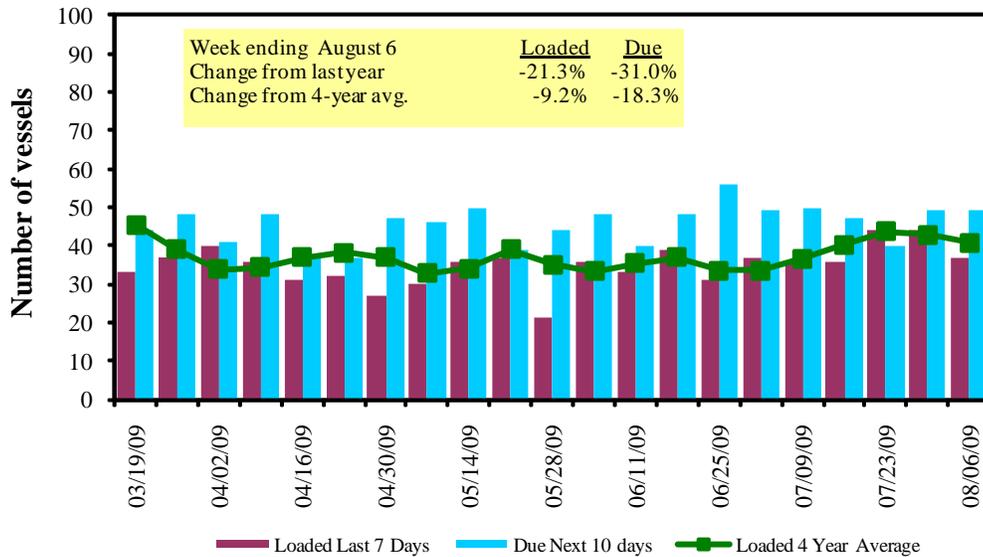
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
8/6/2009	18	37	49	12	12
7/30/2009	24	44	49	11	n/a
2008 range	(15..55)	(27..61)	(39..87)	(2..16)	(0..15)
2008 avg.	35	42	61	10	7

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

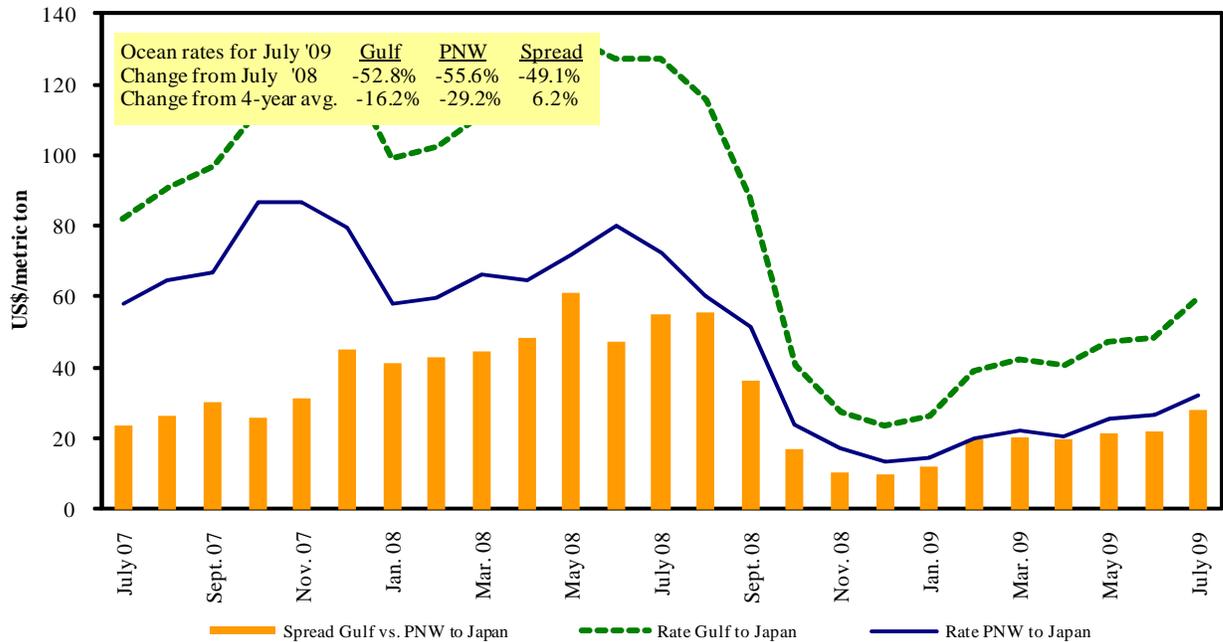
**U.S. Gulf<sup>1</sup> Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA  
<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

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



Source: Drewry Shipping Consultants Ltd (www.drewry.co.uk)/O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 8/8/2009**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Morocco	Corn/Sybnmeal	Aug 1/10	20000	40.00
U.S. Gulf	Morocco	Hvy Grain	July 17/18	25,000	36.00
Brazil	France	Soybeanmeal	Aug 18/28	25,000	34.50
Brazil	Morocco	Soybeans	Jun 1/10	30,000	29.00
Brazil	China	Grain	Aug 20/30	60,000	42.00
Brazil	China	Grain	Aug 1/15	60,000	49.00
River Plate	Algeria	Maize	Jul 1/10	25,000	43.50
River Plate	Algeria	Maize	Jun 20/25	25,000	39.00
River Plate	Algeria	Maize	May 22/25	25,000	36.75
River Plate	Poland	Soybeanmeal	Aug 1/5	25,000	41.00
River Plate	Poland	Corn	Jul 5/12	30,000	39.00

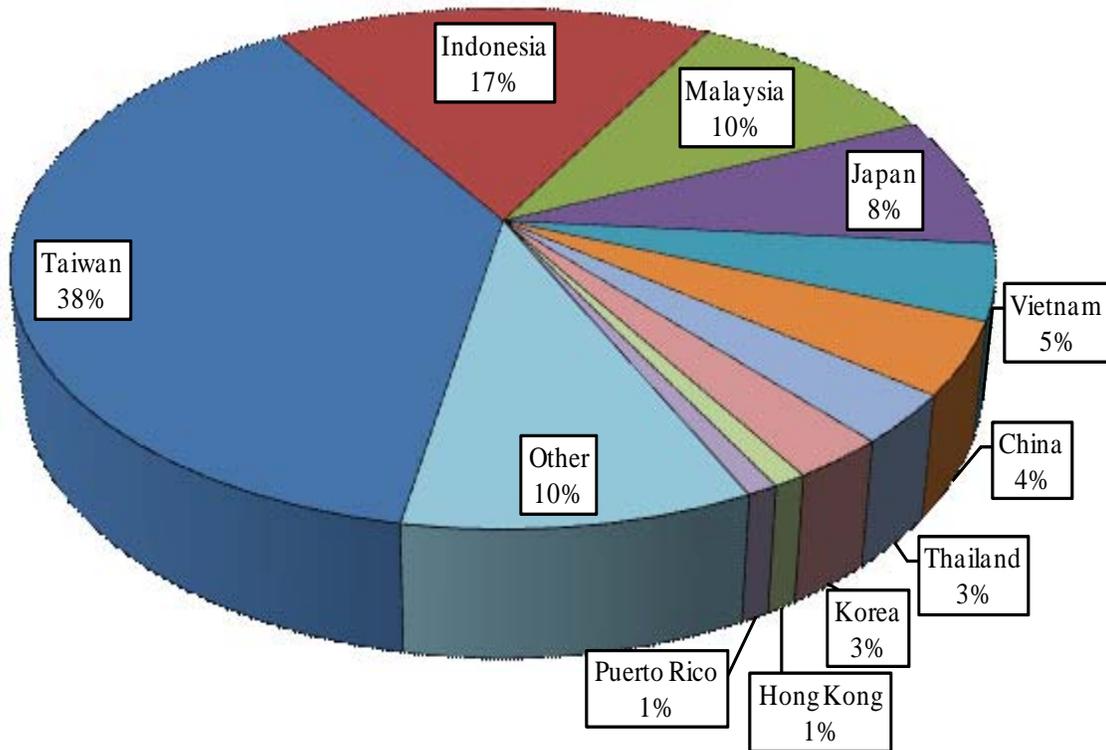
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

<sup>1</sup>75 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)

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, May 2009**

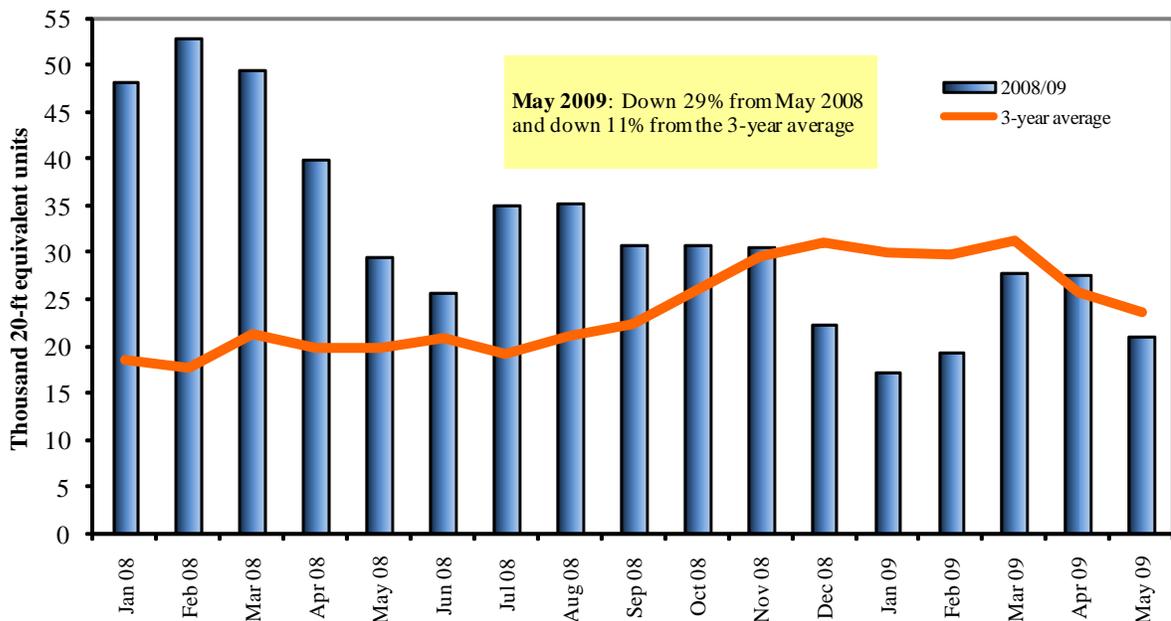


Source: Port Import Export Reporting Service (PIERS)

During 2008, containers were used to transport 6 percent of total U.S. waterborne grain exports, and 9 percent of U.S. grain exports to Asia.

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



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

# Contacts and Links

## Contact Information

### Coordinators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 694 -3050
Pierre Bahizi	<a href="mailto:pierre.bahizi@ams.usda.gov">pierre.bahizi@ams.usda.gov</a>	(202) 964 -2503
Daniel Nibarger	<a href="mailto:daniel.nibarger@ams.usda.gov">daniel.nibarger@ams.usda.gov</a>	(202) 436 -9713

### Weekly Highlight Editors

Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 694 - 2504
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 694 - 3050
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295- 7374
Daniel Nibarger	<a href="mailto:daniel.nibarger@ams.usda.gov">daniel.nibarger@ams.usda.gov</a>	(202) 436 - 9713

### Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 694 - 3050
-------------------------------	--	------------------

### Rail

Marvin Prater	<a href="mailto:marvin.prater@ams.usda.gov">marvin.prater@ams.usda.gov</a>	(202) 694 - 3051
Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 694 - 2507
Daniel Nibarger	<a href="mailto:daniel.nibarger@ams.usda.gov">daniel.nibarger@ams.usda.gov</a>	(202) 436 - 9713

### Barge Transportation

Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 694 - 2508
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) 694 - 2507
Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 694 - 2504

### Ocean Transportation

Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 694 - 3050
April Taylor (Container rates)	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374

**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*).

## Related Websites

[\*Ocean Rate Bulletin\*](#)

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, audiotope, 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.