



# Grain Transportation Report

A weekly publication of the  
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[www.ams.usda.gov/tmdtsb/grain](http://www.ams.usda.gov/tmdtsb/grain)

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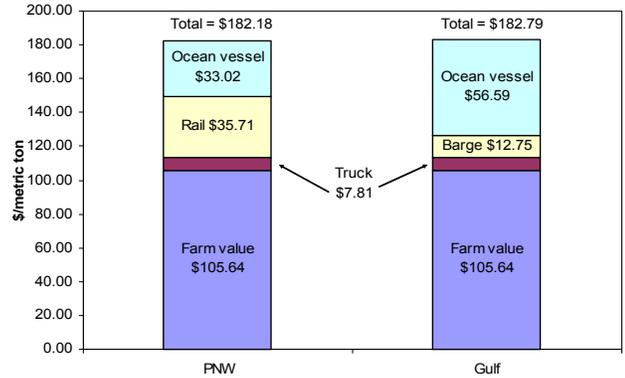
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**Total cost of transporting corn from Minnesota to Japan increases from last year.** In the 2<sup>nd</sup> quarter of 2004, the total cost of shipping corn from Minnesota to Japan through the Pacific Northwest (PNW) was \$76.54, up 24 percent compared to the 2<sup>nd</sup> quarter of 2003, while the total landed cost is \$182.18 (figure 1; tables 1 and 2). From Minnesota to Japan through the Gulf of Mexico (Gulf), the total cost of shipping corn is \$77.15, up 49 percent compared to the 2<sup>nd</sup> quarter of 2003, while the total landed cost is \$182.79. The total landed cost (converted to metric tons) includes<sup>1</sup>: the farm value of corn, truck, rail, barge, and ocean vessel (freight) rates.

Figure 1 -- Cost of shipping corn from Minnesota to Japan, 2nd quarter 2004



Minnesota is chosen as the origination point because it is one of the top corn producing states in the United States, a major grain exchange is located in Minneapolis, and, though a majority of its exported grain moves down the Mississippi River, PNW export ports can compete with U.S. Gulf ports for Minnesota-grown corn. The States of Iowa, Illinois, and Nebraska each produce more corn than Minnesota. PNW ports, however, compete less effectively for corn as production moves further east and south of Minnesota. Also, U.S. Gulf ports are relatively less competitive for corn produced in Nebraska and northwest Iowa because those production areas are located further from the Mississippi River.

The Twin Cities (Minneapolis-St. Paul, MN) barge rates increased by 2 percent compared with this time last year (table 2) and with the 1<sup>st</sup> quarter of 2004 (\$12.55/MT). Although corn barge volumes are down, there is some competition for grain barges moving non-agricultural commodities that have caused rates to increase.

	2nd qtr 2004	2nd qtr 2003	Percent change
	\$/metric ton		
Truck	\$7.81	\$7.09	10
Rail	\$35.71	\$32.33	10
Ocean vessel	\$33.02	\$22.09	49
Total	\$76.54	\$61.51	24

	2nd qtr 2004	2nd qtr 2003	Percent change
	\$/metric ton		
Truck	\$7.81	\$7.09	10
Barge	\$12.75	\$12.53	2
Ocean vessel	\$56.59	\$32.17	76
Total	\$77.15	\$51.79	49

The cost of trucking has also increased compared with this period last year due to increased diesel fuel prices. During the 2<sup>nd</sup> quarter of 2004, diesel fuel averaged \$1.662 (including all taxes), a 15 percent increase compared with the 2<sup>nd</sup> quarter of last year (see page 10 of the report for weekly diesel fuel price comparisons).

Rail rates for shipping corn from Minneapolis, MN, to Portland, OR, have increased by 10 percent compared with the same period a year ago, mainly because of increased demand for rail transportation to PNW ports (see *Grain Transportation Report* dated June 24, 2004). The abnormally high ocean freight rate spread during the 2<sup>nd</sup> quarter of 2004 (\$23.56) between the Gulf and PNW has made shipments from the PNW more favorable relative to those from the Gulf.

Unusually high ocean freight rates during the earlier part of the 2<sup>nd</sup> quarter of 2004 were attributed to a large increase in demand for dry bulk capacity (driven mainly by expansion in the Chinese economy) and a nearly constant short-term supply of dry bulk vessels (see figure 12 of the report for historical grain ocean freight rates to Japan).

<sup>1</sup>For metric ton conversions see *Grain Transportation Report* dated April 29, 2004. [Karla.Martin@usda.gov](mailto:Karla.Martin@usda.gov)

# Grain Transportation Indicators

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

Week ending	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
07/28/04	118	126	109	221	224
<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)**

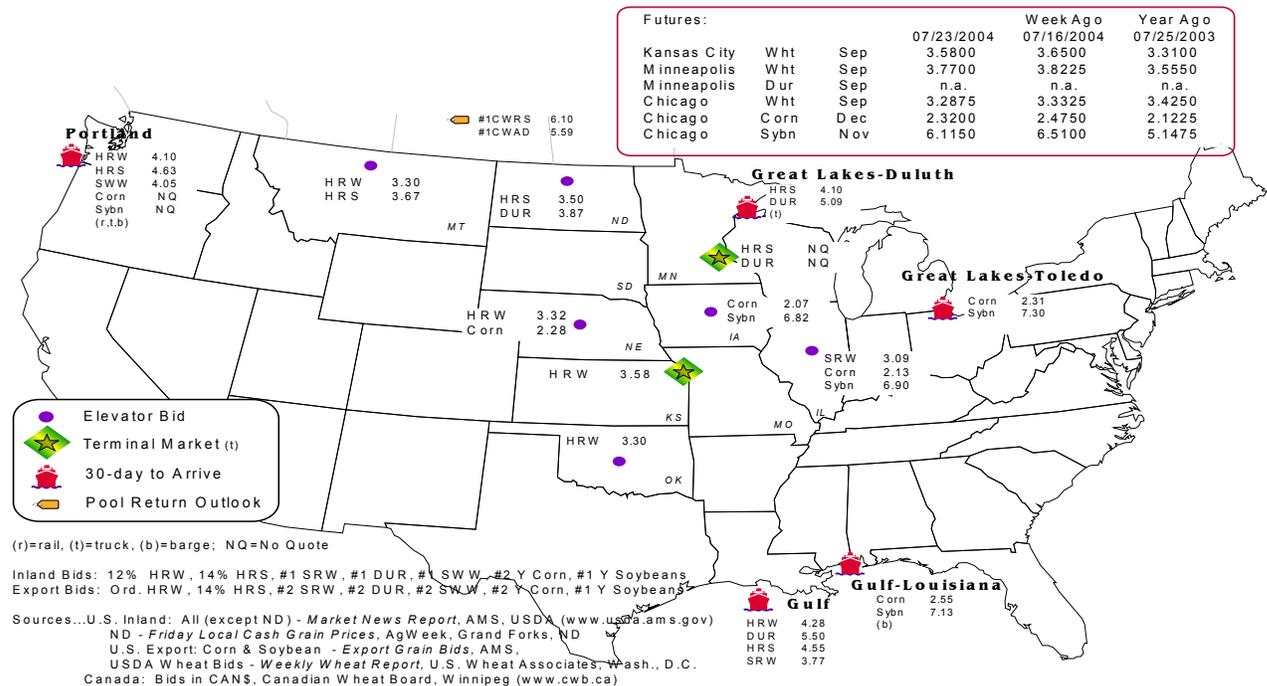
Commodity	Origin--destination	7/23/2004	7/16/2004
Corn	IL--Gulf	-0.42	-0.38
Corn	NE--Gulf	-0.27	-0.21
Soybean	IA--Gulf	-0.31	-0.38
HRW	KS--Gulf	-0.70	-0.68
HRS	ND--Portland	-1.13	-1.17

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)\***

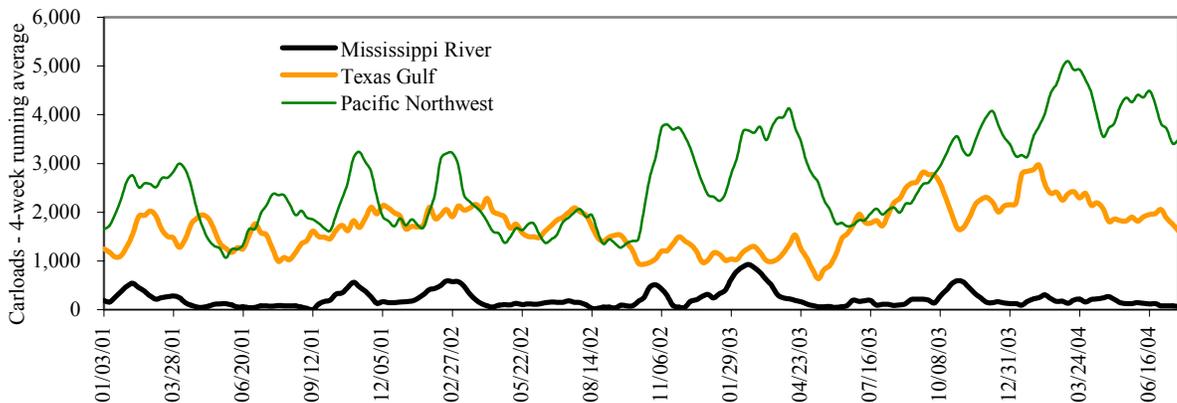
Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total
7/21/2004 <sup>P</sup>	133	1,233	3,650	13	5,029
7/14/2004 <sup>r</sup>	59	1,352	3,397	83	4,891
2004 YTD	4,794	61,945	119,296	4,349	190,384
2003 YTD	9,345	36,357	80,985	11,143	137,830
2004 as % of 2003	51	170	147	39	138
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

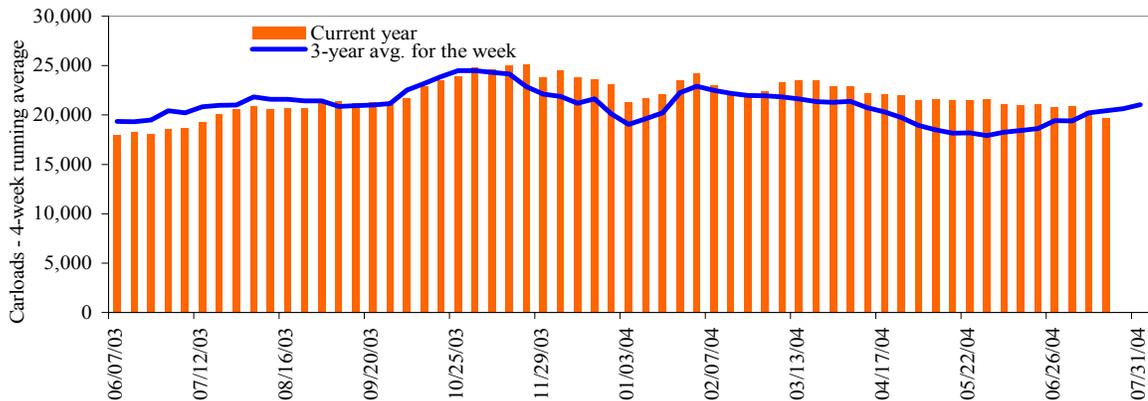
Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

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
07/17/04	2,523	3,211	6,886	345	6,191	19,156	4,561	4,024
This week last year	2,622	3,597	6,712	699	6,916	20,546	3,560	3,767
2004 YTD	80,182	91,011	245,935	13,548	184,615	615,291	131,290	107,071
2003 YTD	77,347	90,546	200,297	10,024	176,807	555,021	94,423	97,392
2004 as % of 2003	104	101	123	135	104	111	139	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 07/24/04 (\$/car)\***

Delivery for:	Sept. 04	Oct. 04	Nov. 04
BNSF <sup>1</sup>			
COT/N. grain	\$73	\$161	\$73
COT/S. grain	\$109	\$153	\$95
UP <sup>2</sup>			
GCAS/Region 1	\$1	\$5	no bid
GCAS/Region 2	\$8	\$55	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.

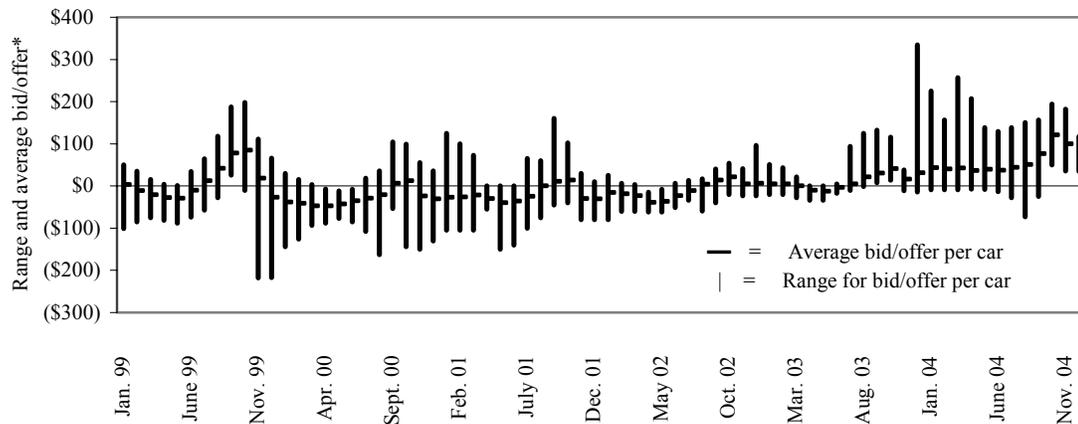
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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 07/23/04 (\$/car)\***

	Delivery period			
	Sept. 04	Oct. 04	Nov. 04	Dec. 04
BNSF-GF	\$25	\$50	\$36	\$70
Change from last week	\$19	-\$28	-\$16	\$10
UP-Pool	\$36	\$65	\$55	\$47
Change from last week	\$38	-\$23	\$2	\$12

\*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>						
7/6/2004	<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.

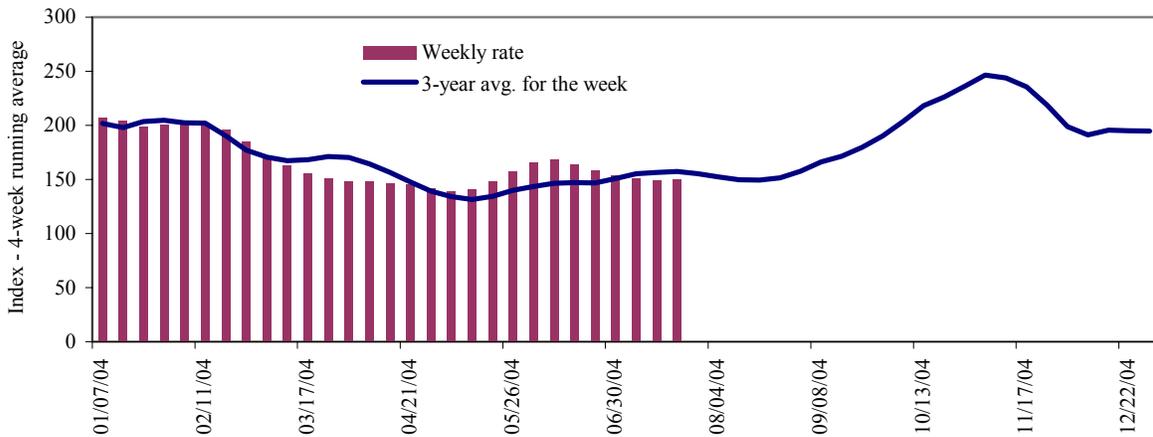
\*\*Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

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

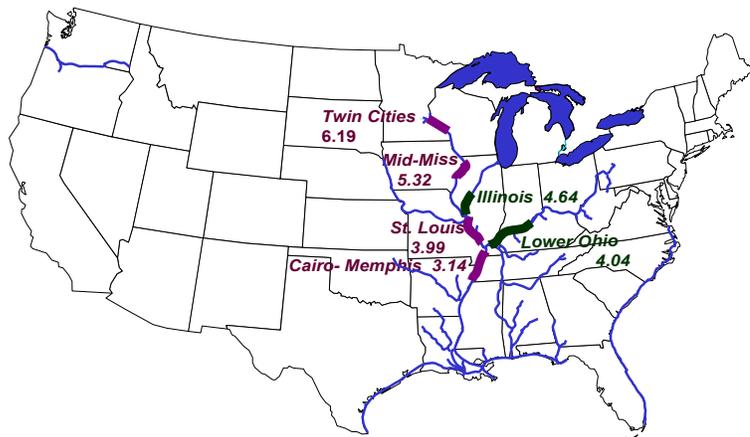
Location	7/21/2004	7/14/2004	August '04	October '04
Twin Cities	177	177	217	301
Mid-Mississippi	152	147	198	290
Illinois River	153	146	195	285
St. Louis	113	112	181	245
Lower Ohio	114	114	189	286
Cairo-Memphis	109	108	183	244

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, Lagrange Lock & Dam (L&D 8).

**Table 9--Barge futures market (US\$)\***

Week ending	River/region	Contract period	Index rate	
			Futures	Cash
6/15/2004	St. Louis	July	n/a	145
		Sept.	n/a	225
		Oct.	n/a	245
		Nov.	n/a	185
		Dec.	n/a	155
		July	n/a	165
	Illinois River	Sept.	n/a	235
		Oct.	n/a	270
		Nov.	n/a	215
		Dec.	n/a	185

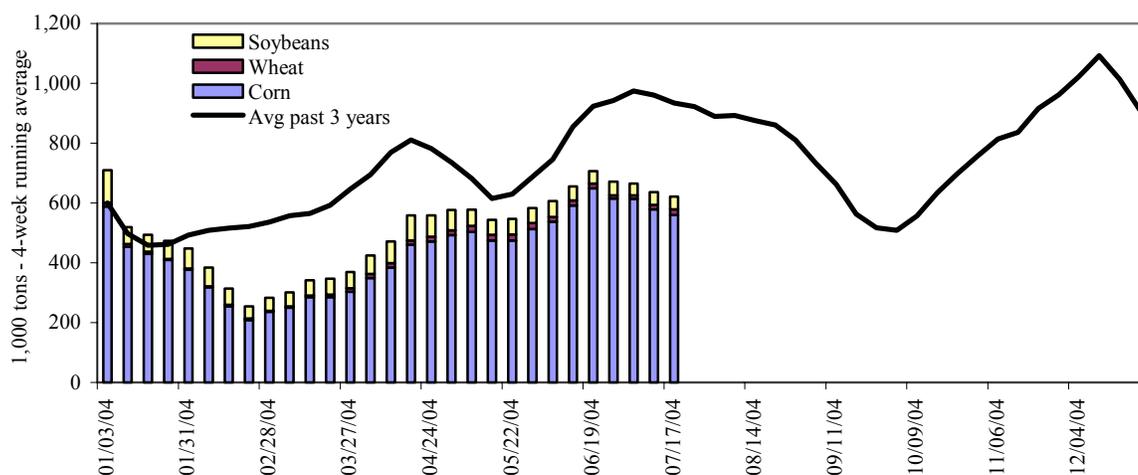
\*Southbound barge freight nominal/cash basis values (US\$)

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

Source: Merchants Exchange of Chicago (www.merchants-exchange.com)

Figure 7

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



Source: Transportation & Marketing Programs/AMS/USDA

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

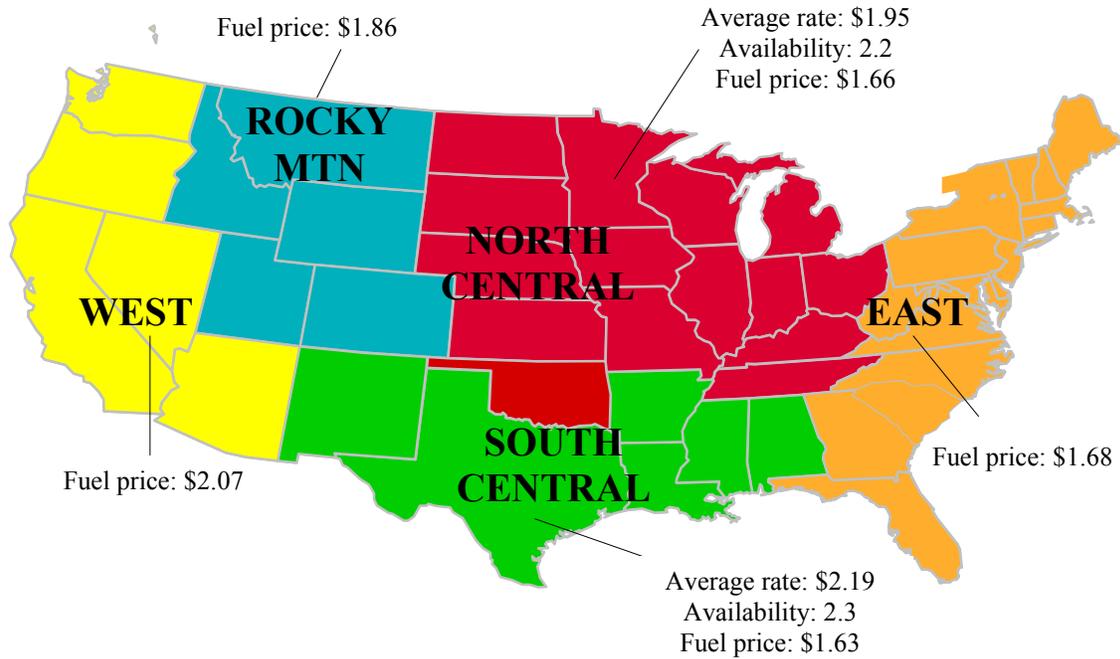
Week ending 07/17/04	Corn	Wheat	Soybean	Total
<b>Mississippi River</b>				
Rock Island, IL (L15)	338	18	2	358
Winfield, MO (L25)	453	26	8	487
Alton, IL (L26)	602	27	22	652
Granite City, IL (L27)	626	28	22	678
<b>Illinois River (L8)</b>	114	3	12	130
<b>Ohio River (L52)</b>	14	27	3	43
<b>Arkansas River (L1)</b>	0	48	0	48
2004 YTD	14,599	1,508	2,646	19,125
2003 YTD	16,635	1,101	4,785	22,975
2004 as % of 2003 YTD	88	137	55	83
Total 2003	29,898	2,787	9,146	42,526

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

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

# 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 11--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	1.20	1.10	1.00	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 12--Retail on-highway diesel prices\*, week ending 07/26/04 (US\$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	1.737	0.010	0.296
	New England	1.836	0.014	0.272
	Central Atlantic	1.828	0.008	0.292
	Lower Atlantic	1.689	0.011	0.300
II	Midwest	1.709	0.010	0.300
III	Gulf Coast	1.691	0.017	0.304
IV	Rocky Mountain	1.809	0.012	0.342
V	West Coast	2.031	-0.002	0.429
	California	2.107	0.011	0.434
Total	U.S.	1.754	0.010	0.316

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

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
7/15/2004	1,487	1,375	1,596	912	128	5,497	6,203	713	12,413
This week year ago	2,019	486	1,221	574	147	4,446	4,532	1,705	10,683
Cumulative exports-crop year 2/									
2003/04 YTD	1,492	406	829	425	99	3,251	42,158	23,635	69,044
2002/03 YTD	1,164	317	633	379	111	2,604	35,086	27,771	65,461
2003/04 as % of 2002/03	128	128	131	112	89	125	120	85	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

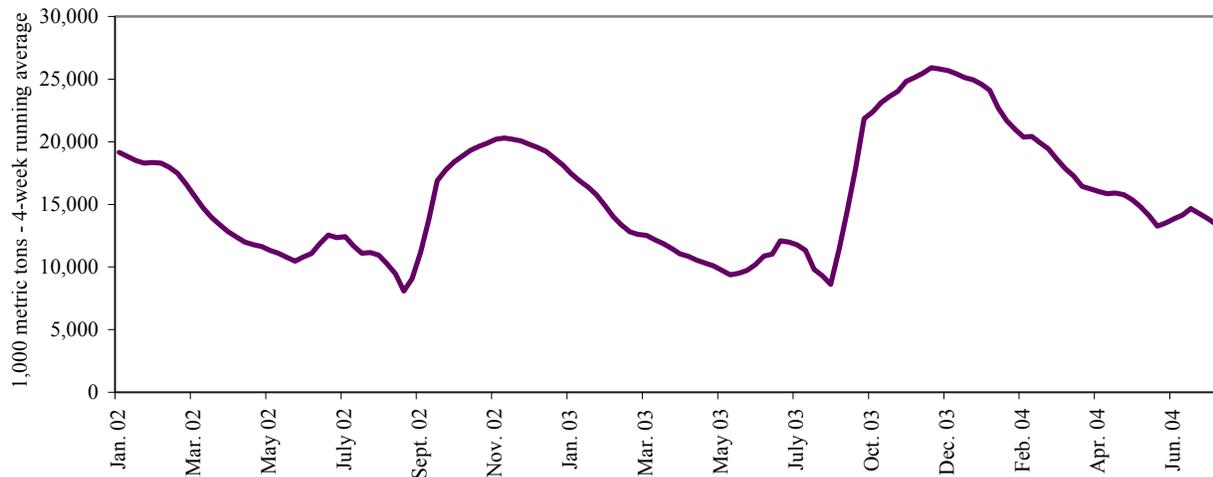
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

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))

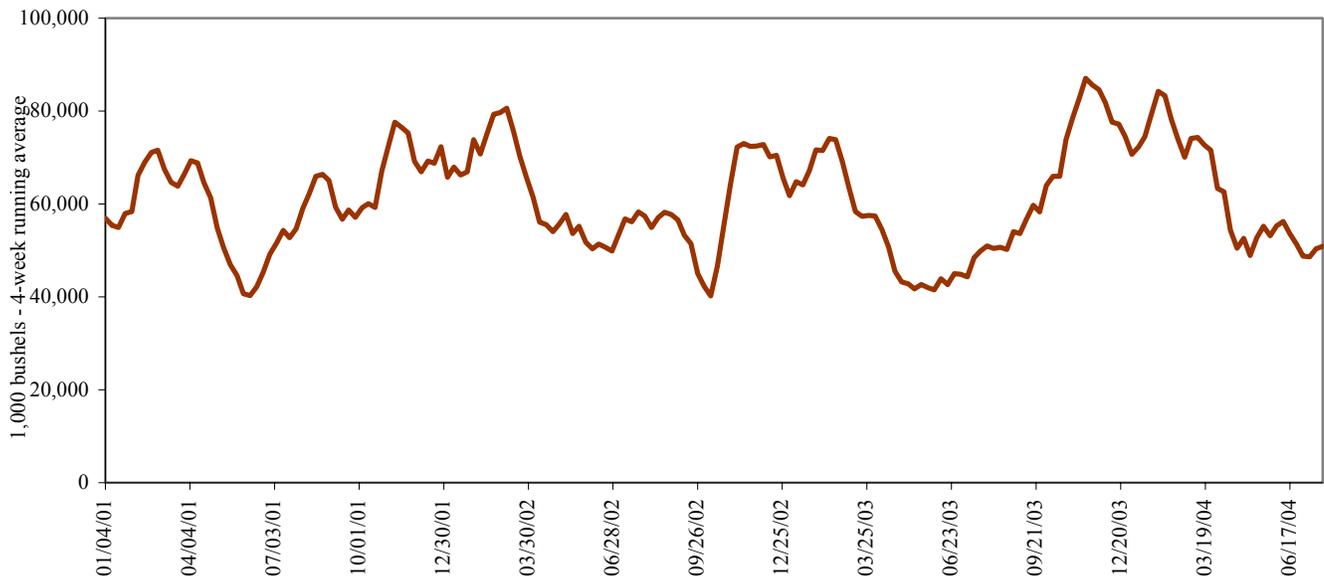
**Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)**

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
07/22/04	84	214	8	128	563	121	69	0	0	307	813	69
2004 YTD	6,310	6,521	1,929	4,053	18,142	6,234	5,392	51	14	14,760	28,430	5,457
2003 YTD	4,577	2,968	2,650	2,570	16,854	10,348	2,847	12	16	10,195	29,772	2,875
2004 as % of 2003	138	220	73	158	108	60	189	424	88	145	95	190
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))

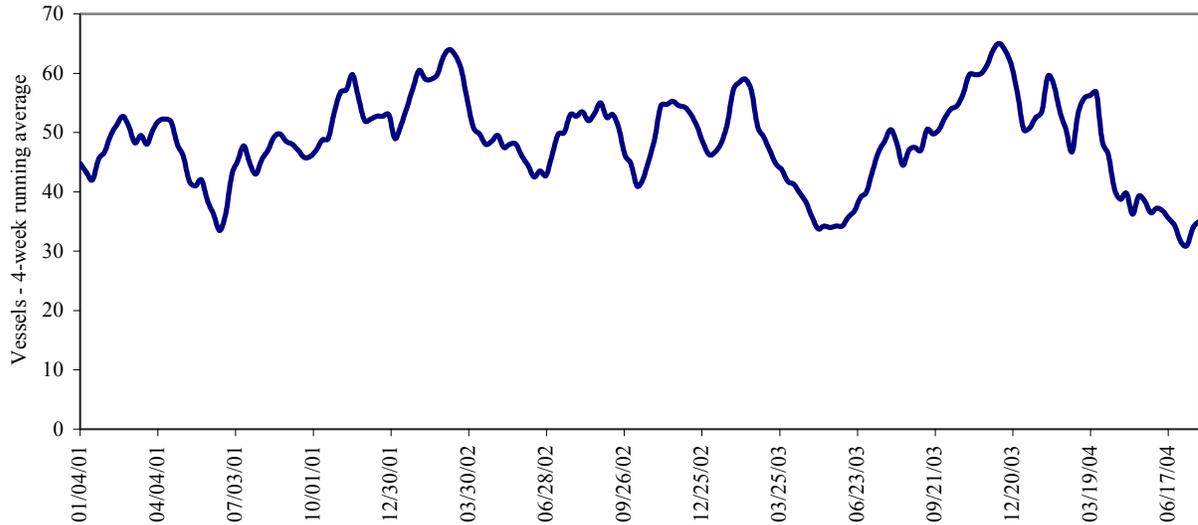
# Ocean Transportation

**Table 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
7/22/2004	14	35	52	6	2
7/15/2004	14	44	52	7	1
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

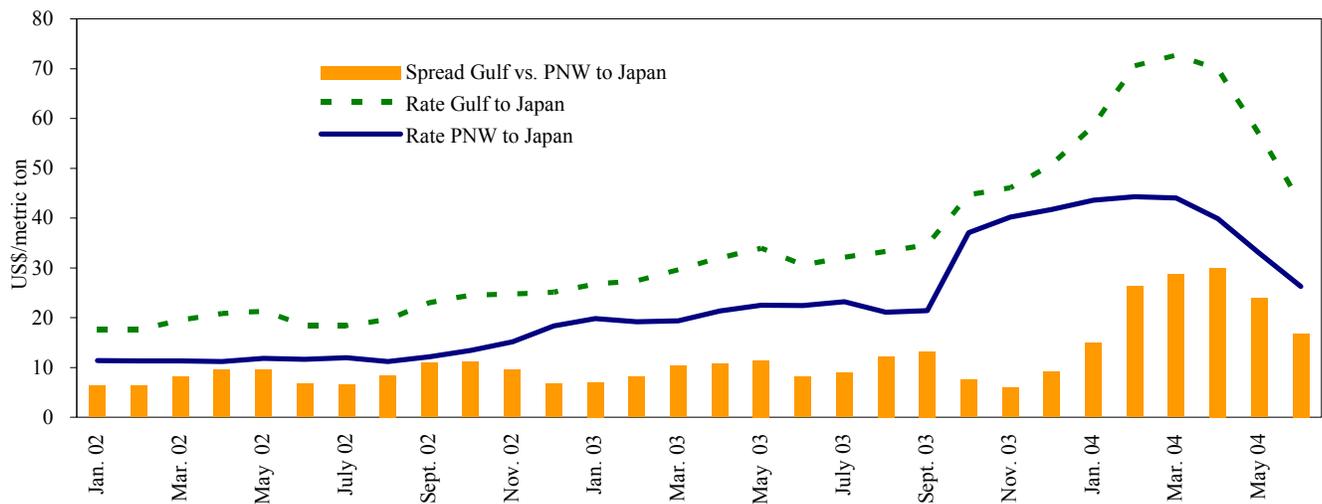
**Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)**

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 17--Ocean freight rates for selected shipments, week ending 07/24/04**

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Djibouti*	Sorghum	Jun 21/Jul 1	32,240	85.90
U.S. Gulf	Poti, Georgia*	Wheat	Jul15/26	43,000	57.47
U.S. Gulf	Japan	Hvy grain	Aug 1/5	54,000	50.00
U.S. Gulf	Japan	Hvy grain	Jul 28/31	54,000	46.50
U.S. Gulf	Japan	Hvy grain	Jul 1/14	54,000	37.00
Australia	Bangladesh	Wheat	Jul 10/20	30,000	39.00
River Plate	Algeria	Hvy grain	Jul 20/30	25,000	49.00

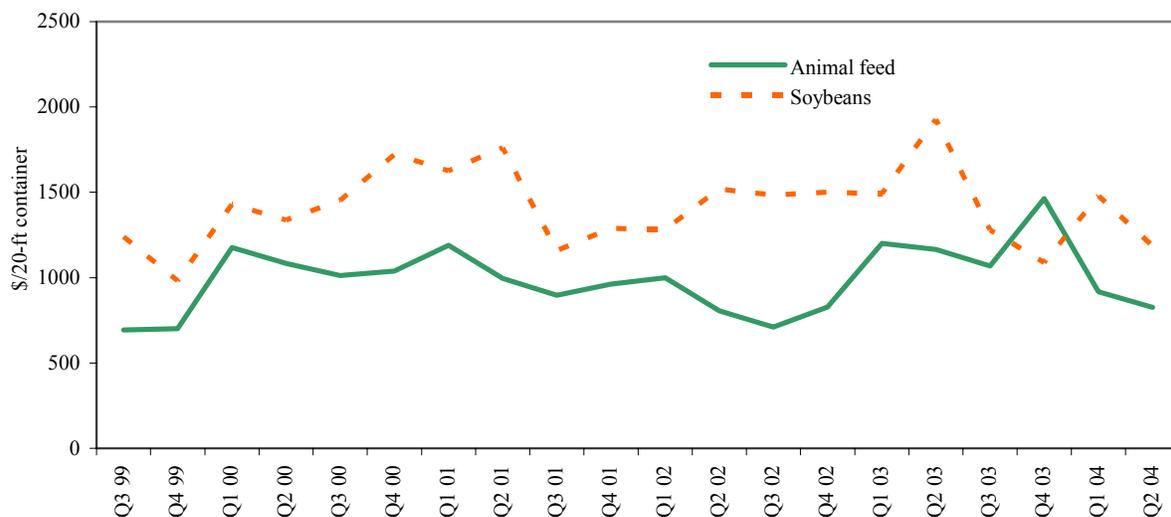
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

\*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 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 (61%)

Quarter 2, 2004.

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

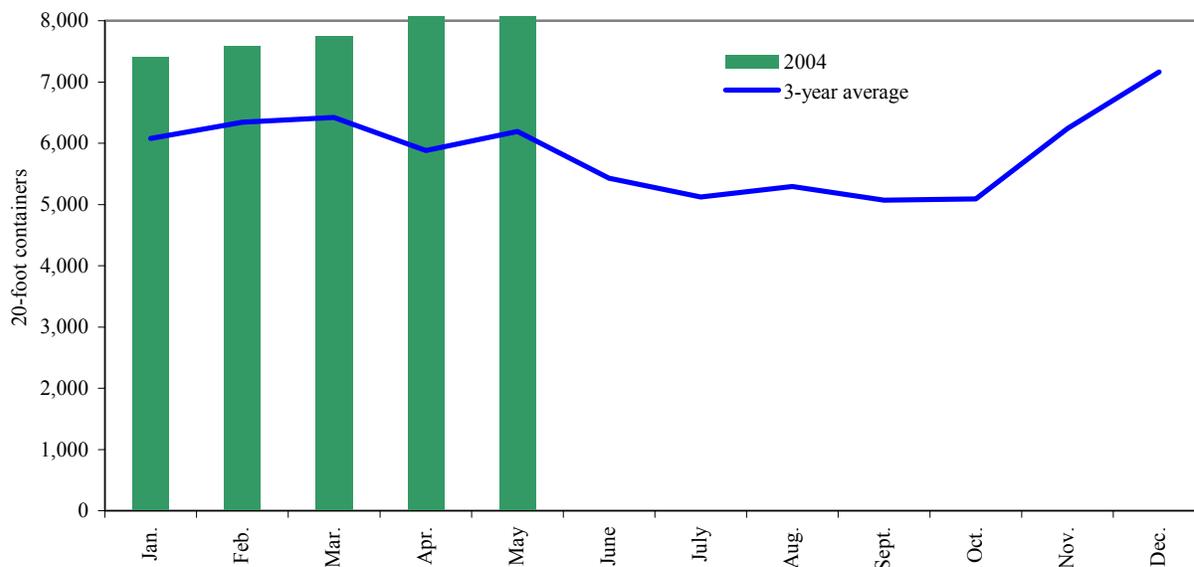
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Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

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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

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## 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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