



Grain Transportation Report

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Branch
www.ams.usda.gov/tmdtsb/grain

August 5, 2004

Contents

Grain
Transportation
Indicators

Rail
Transportation

Barge
Transportation

Truck
Transportation

Grain Exports

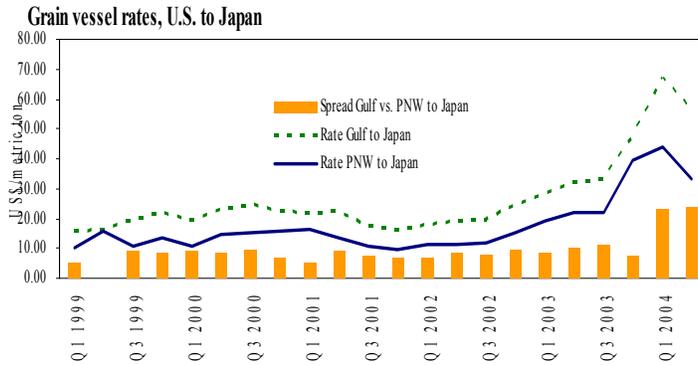
Ocean
Transportation

Contacts
and
Links

Subscription
Information

The next
release is
August 12, '04

Second Quarter Ocean Freight Rates Down as “Spread” Remains Relatively Stable. Although higher than the same period a year ago, ocean freight rates for major grain routes declined for the first time since the fourth quarter of 2001. For the second quarter of 2004, rates were \$56.59 per metric ton (mt) for the



Source: The Baltic Exchange (www.balticexchange.com)

U.S. Gulf to Japan route (Gulf) and \$33.02 per mt for the Pacific Northwest to Japan route (PNW) (see figure). The rate for the U.S. Gulf to Rotterdam route (Transatlantic) was \$32.86 per mt. The \$56.59-per-mt ocean freight rate recorded for the Gulf was down 16 percent from the previous quarter but 76 percent higher than the second quarter of 2003. For the PNW, the \$33.02-per-mt ocean freight rate in the second quarter of 2004 was 25 percent lower than in the first quarter of 2004 and 49 percent higher than in the second quarter of 2003. The rate for the Transatlantic route was down 16 percent compared with the first quarter of 2004 and up 67 percent compared with the

second quarter of 2003. Although relatively stable, the ocean freight rates spread between the Gulf and PNW remain high at \$23.57 per mt, up only 1 percent compared with the previous quarter, and 134 percent compared with the same period last year.

Higher than normal average ocean freight rates during the second quarter were mainly due to an inability of bulk vessels supply to keep up with the demand for dry bulk capacity generated by movement of coal, iron ore and grains during the early part of the quarter to Asia, especially China. However, the rates began to fall during the mid part of the quarter as the Chinese government stopped accepting soybeans from Brazilian suppliers. In addition, the Chinese government instituted a tightened monetary policy to control inflation. As a result of the policy, some soybean crushers were not able to obtain letters of credit and defaulted on purchases from South America (see *Grain Transportation Report* dated June 24, 2004). Reduced port congestion in China and other regions, and reduced Chinese imports of raw materials during the later part of the second quarter contributed further to the decline in the rates.

Higher “Spread” Increases PNW Export Share. During the second quarter of 2004, PNW share of U.S. total grain export (corn, wheat and soybeans) increased to 32 percent, compared with 26 percent during the first quarter of 2004 and 21 percent the same period a year ago. In contrast, shipments from the U.S. Gulf declined from 69 percent of the U.S. total grain shipments in the first quarter of 2004 to just 60 percent in the second quarter. Shipments from the Gulf accounted for 62 percent of the total grain shipments during the second quarter of last year. The unusually high “spread” has made shipments from the PNW more favorable relative to the Gulf (see *Grain Transportation Report* dated June 24, 2004). When the “spread” increases, Gulf rates become higher relative to PNW rates. When this happens, rail rates become more competitive relative to the Gulf shipments, and shippers will tend to export from the PNW. In fact, tariff rail rates for shipping corn from Minneapolis, MN to Portland, OR were unchanged at \$35.71 per mt since the first quarter of 2004 (see issues of *Grain Transportation Report* dated July 29 and April 29, 2004). During the second quarter, a total of 6.2 million mt of grain was inspected for export from the PNW, down 11 percent from the first quarter of 2004, and up 62 percent from the same period a year ago. In the Gulf, 11.8 million mt of grain was inspected for export, down 36 percent from the first quarter of 2004, and up 2 percent from last year. U.S. total grain inspected for export at 19.7 million mt was down 26 percent compared with first quarter of 2004, and up 5 percent compared with the second quarter of 2003.

Surajudeen.Olowolayemo@usda.gov

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

Week ending	Truck		Rail	Barge	Ocean	
					Gulf	Pacific
08/04/04	119	200	117	231	233	
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)

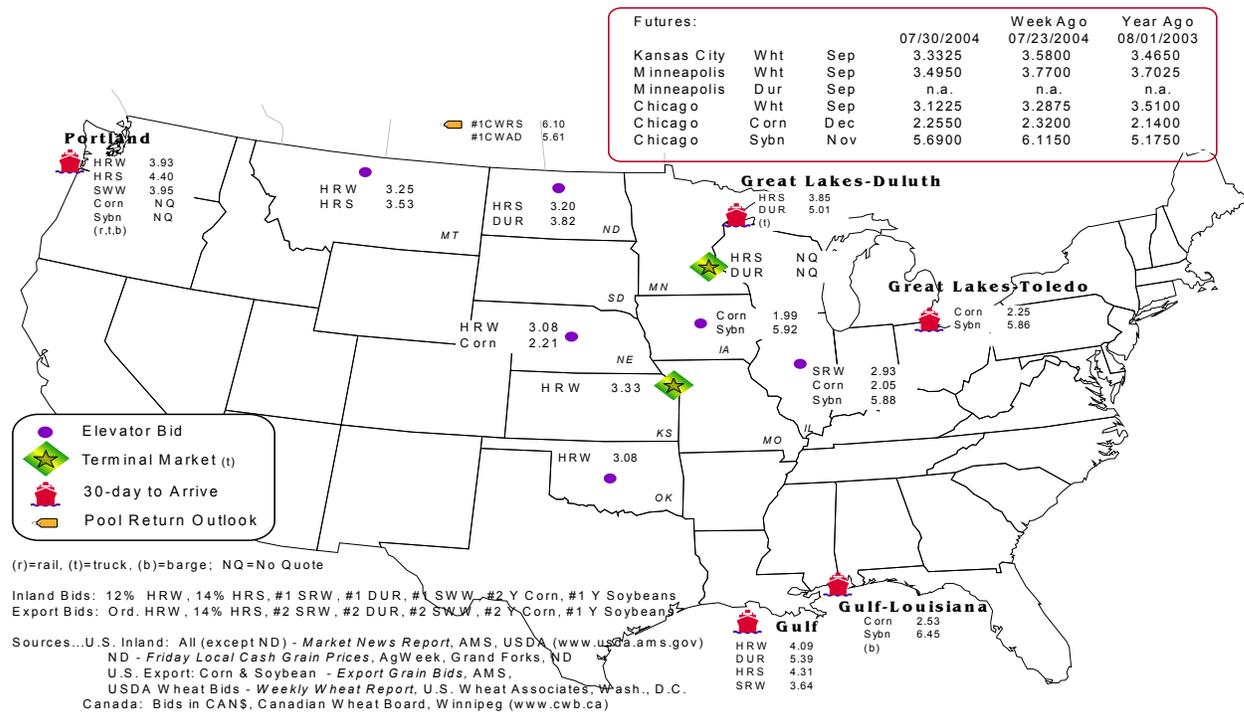
Commodity	Origin--destination	7/30/2004	7/23/2004
Corn	IL--Gulf	-0.48	-0.42
Corn	NE--Gulf	-0.32	-0.27
Soybean	IA--Gulf	-0.53	-0.31
HRW	KS--Gulf	-0.76	-0.70
HRS	ND--Portland	-1.20	-1.13

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

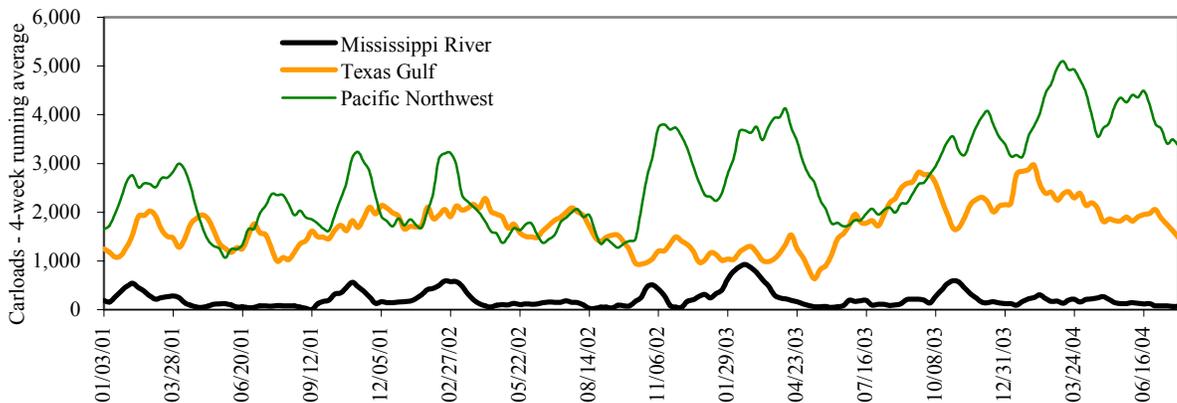
Table 3--Rail deliveries to port (carloads)*

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total
7/28/2004 ^P	46	1,497	2,954	205	4,702
7/21/2004 ^r	133	1,260	3,651	13	5,057
2004 YTD	4,840	63,469	122,251	4,554	195,114
2003 YTD	9,435	38,292	83,256	11,262	142,245
2004 as % of 2003	51	166	147	40	137
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

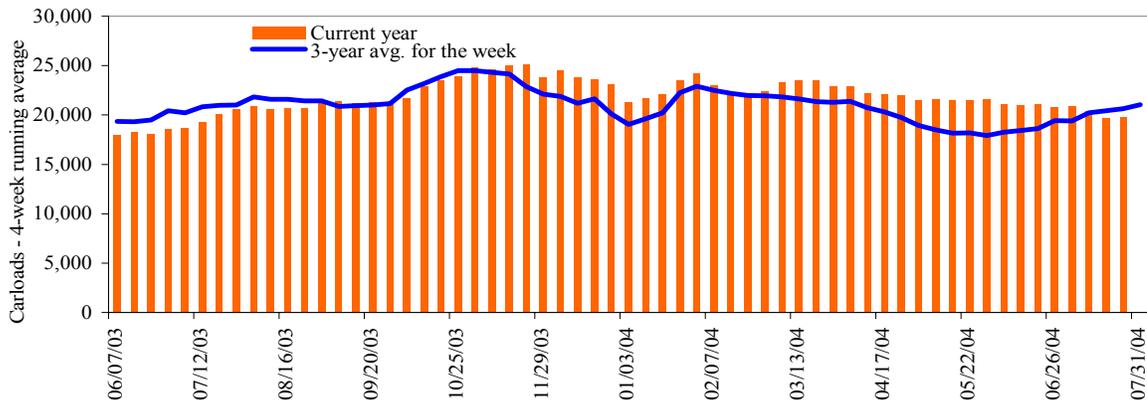
Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

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
07/24/04	2,898	3,586	7,817	436	6,149	20,886	4,818	4,997
This week last year	3,116	3,450	7,232	483	6,955	21,236	3,941	4,604
2004 YTD	83,080	94,597	253,752	13,984	190,764	636,177	136,108	112,068
2003 YTD	80,463	93,996	207,529	10,507	183,762	576,257	98,364	101,996
2004 as % of 2003	103	101	122	133	104	110	138	110
Total 2003*	146,395	171,260	416,371	24,506	336,079	1,094,611	197,993	198,185

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

Table 5--Rail car auction offerings, week ending 07/31/04 (\$/car)*

Delivery for:	Sept. 04	Oct. 04	Nov. 04
BNSF ¹			
COT/N. grain	\$84	\$204	\$91
COT/S. grain	\$167	\$176	\$68
UP ²			
GCAS/Region 1	no bid	no bid	no bid
GCAS/Region 2	no bid	\$7	no bid

*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.

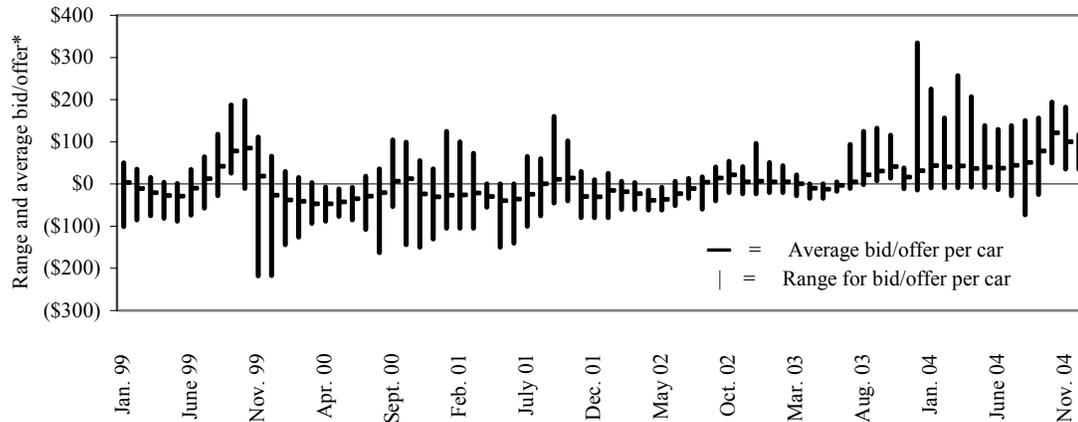
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

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 07/30/04 (\$/car)*

	Delivery period			
	Sept. 04	Oct. 04	Nov. 04	Dec. 04
BNSF-GF	\$94	\$108	\$75	\$88
Change from last week	\$69	\$58	\$39	\$18
UP-Pool	\$116	\$138	\$122	\$92
Change from last week	\$80	\$73	\$67	\$45

*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:						
8/2/2004	Origin	Destination	Rate/car	Rate/metric ton	Rate/bushel**	
<u>Unit train*</u>						
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	
<u>Shuttle Train*</u>						
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.

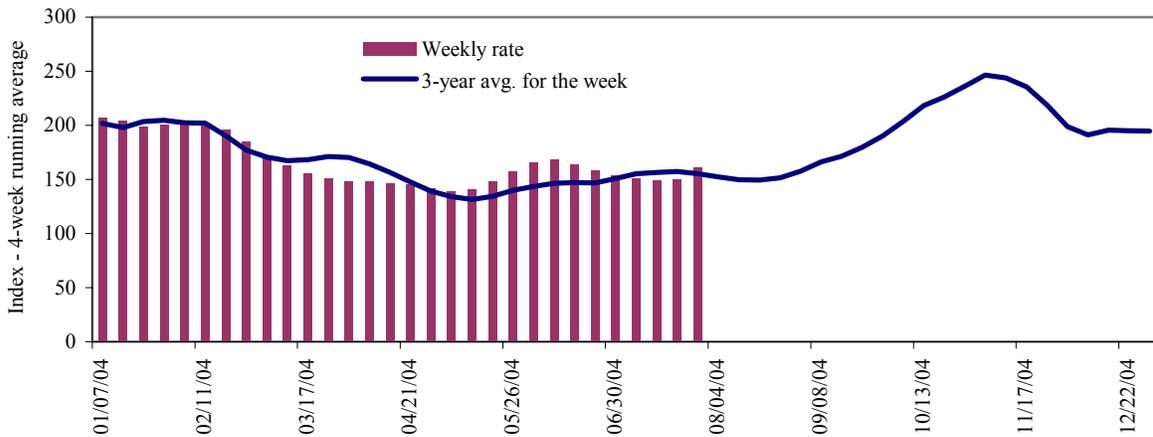
**Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

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

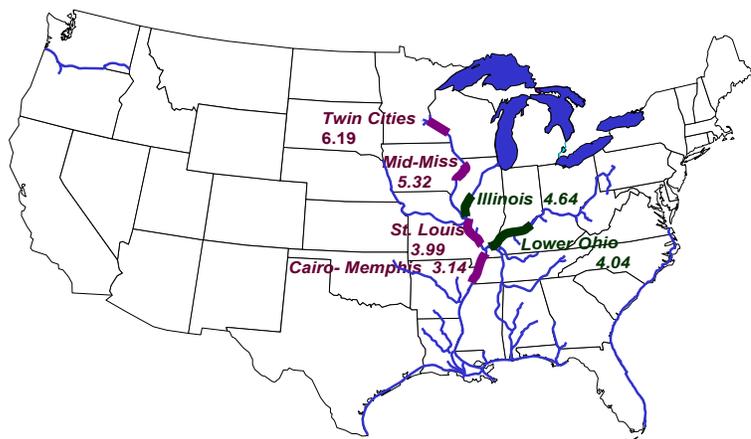
Location	7/28/2004	7/21/2004	August '04	October '04
Twin Cities	198	177	229	301
Mid-Mississippi	181	152	219	294
Illinois River	194	153	219	293
St. Louis	151	113	194	261
Lower Ohio	154	114	206	291
Cairo-Memphis	144	109	193	250

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

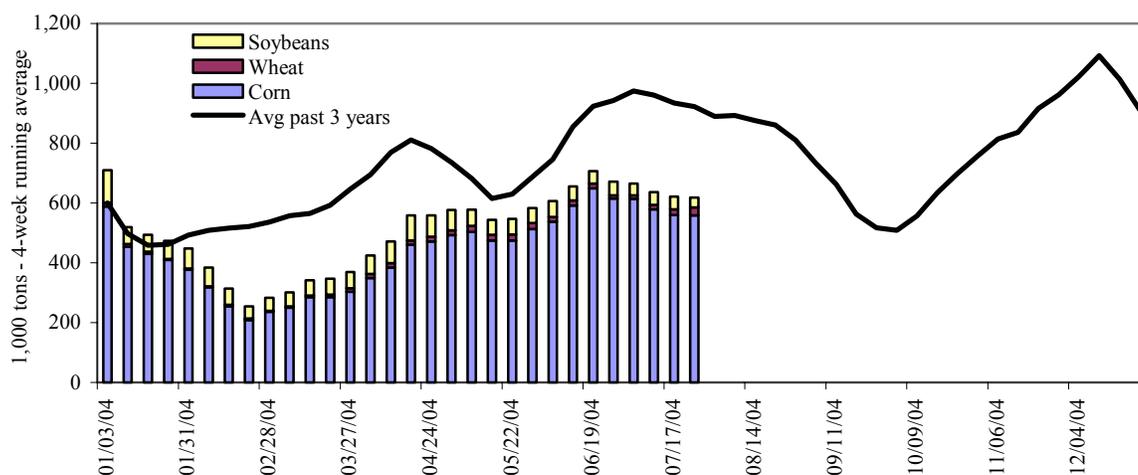
*Southbound barge freight nominal/cash basis values (US\$)

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)

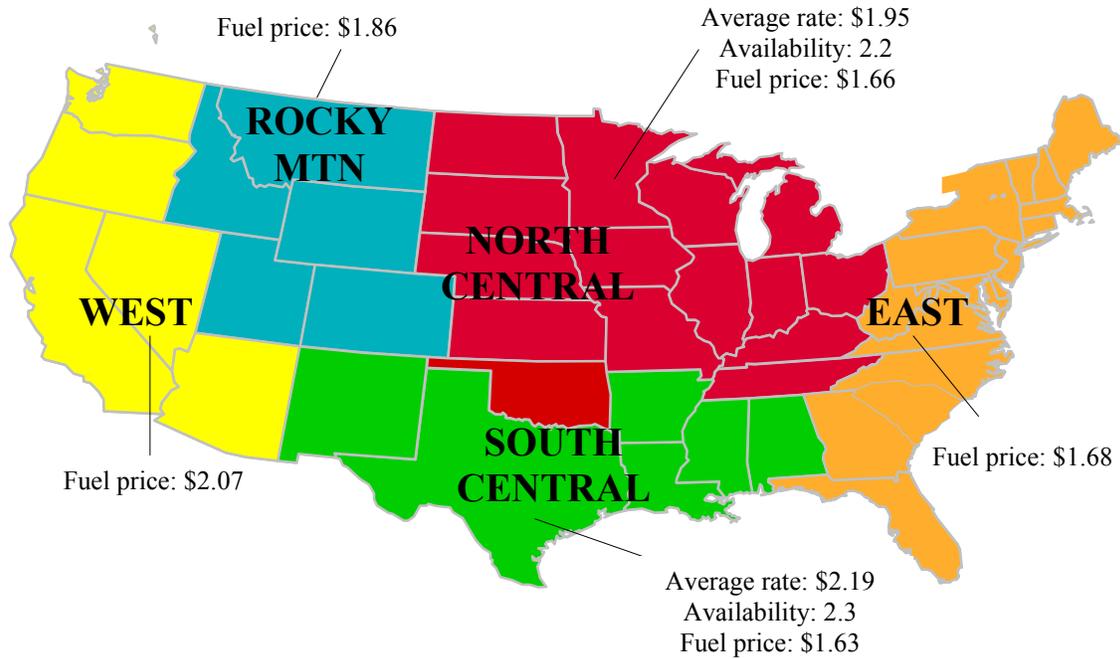
Week ending 07/24/04	Corn	Wheat	Soybean	Total
Mississippi River				
Rock Island, IL (L15)	279	8	1	289
Winfield, MO (L25)	352	8	15	375
Alton, IL (L26)	547	33	21	601
Granite City, IL (L27)	512	34	34	580
Illinois River (L8)	192	25	6	223
Ohio River (L52)	14	27	5	47
Arkansas River (L1)	0	55	1	64
2004 YTD	15,124	1,623	2,686	19,816
2003 YTD	17,206	1,216	4,935	23,812
2004 as % of 2003 YTD	88	133	54	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, 2nd 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

Table 11--U.S. grain truck market overview, 2nd 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	
National average¹	2.99	1.98	1.73	2.2	3.1	3.2
North Central region²	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
South Central region²	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

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 08/02/04 (US\$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	1.765	0.028	0.318
	New England	1.857	0.021	0.292
	Central Atlantic	1.856	0.028	0.313
	Lower Atlantic	1.717	0.028	0.322
II	Midwest	1.738	0.029	0.308
III	Gulf Coast	1.722	0.031	0.322
IV	Rocky Mountain	1.823	0.014	0.343
V	West Coast	2.036	0.005	0.417
	California	2.115	0.008	0.420
Total	U.S.	1.780	0.026	0.327

*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			
7/22/2004	1,659	1,371	1,587	1,001	123	5,742	5,775	520	12,037
This week year ago	1,945	482	1,269	507	166	4,368	4,238	1,706	10,312
Cumulative exports-crop year 2/									
2003/04 YTD	1,599	434	1,009	446	118	3,605	42,964	23,790	70,359
2002/03 YTD	1,440	433	750	423	122	3,168	35,928	27,890	66,986
2003/04 as % of 2002/03	111	100	135	105	97	114	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

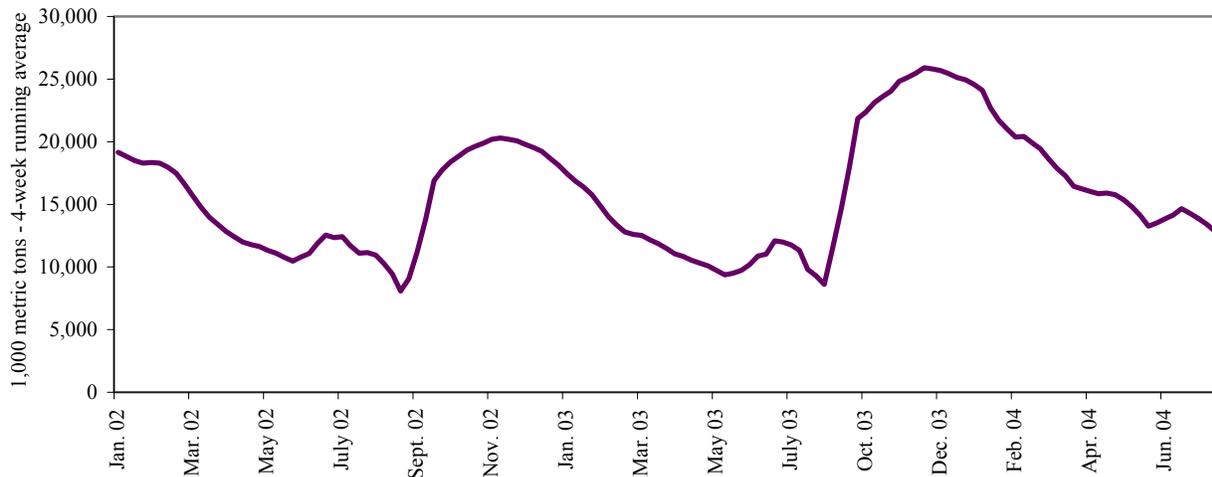
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for wheat sales

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

Figure 9

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



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

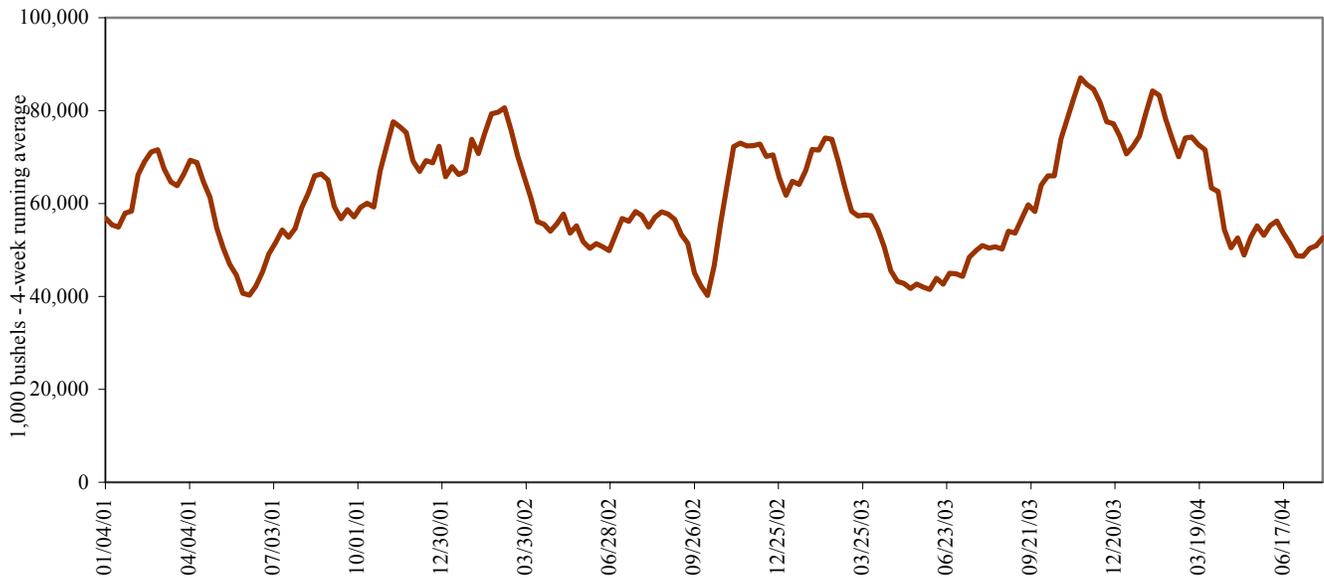
Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
07/29/04	216	219	0	235	576	82	147	0	0	435	893	147
2004 YTD	6,526	6,740	1,929	4,288	18,718	6,316	5,539	51	14	15,195	29,323	5,605
2003 YTD	4,706	3,027	2,710	2,765	17,260	10,525	3,028	12	23	10,442	30,550	3,062
2004 as % of 2003	139	223	71	155	108	60	183	424	62	146	96	183
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); 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)

Ocean Transportation

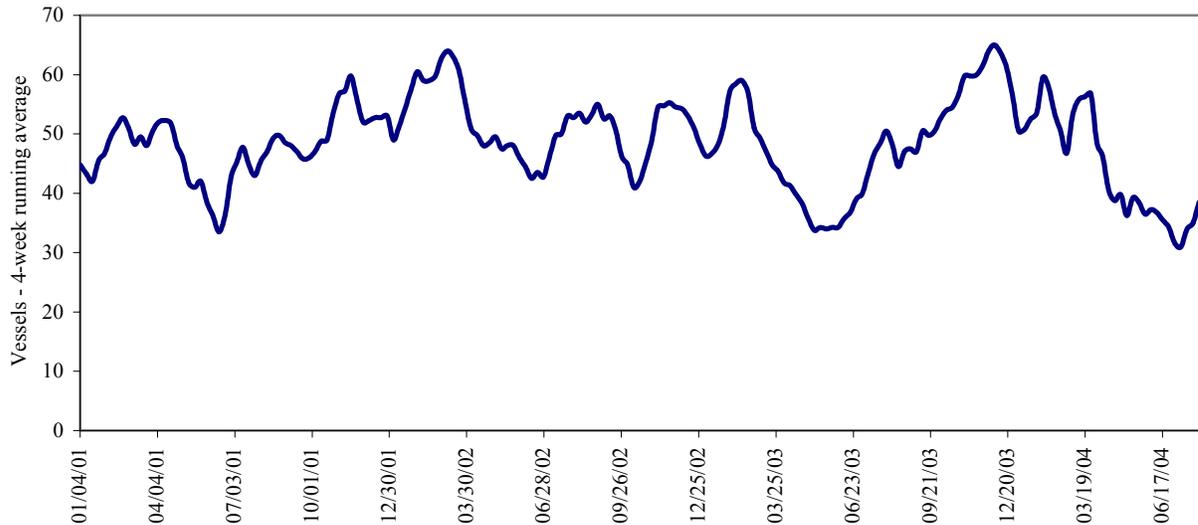
Table 15--Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
7/29/2004	16	39	48	12	2
7/22/2004	14	35	52	6	2
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

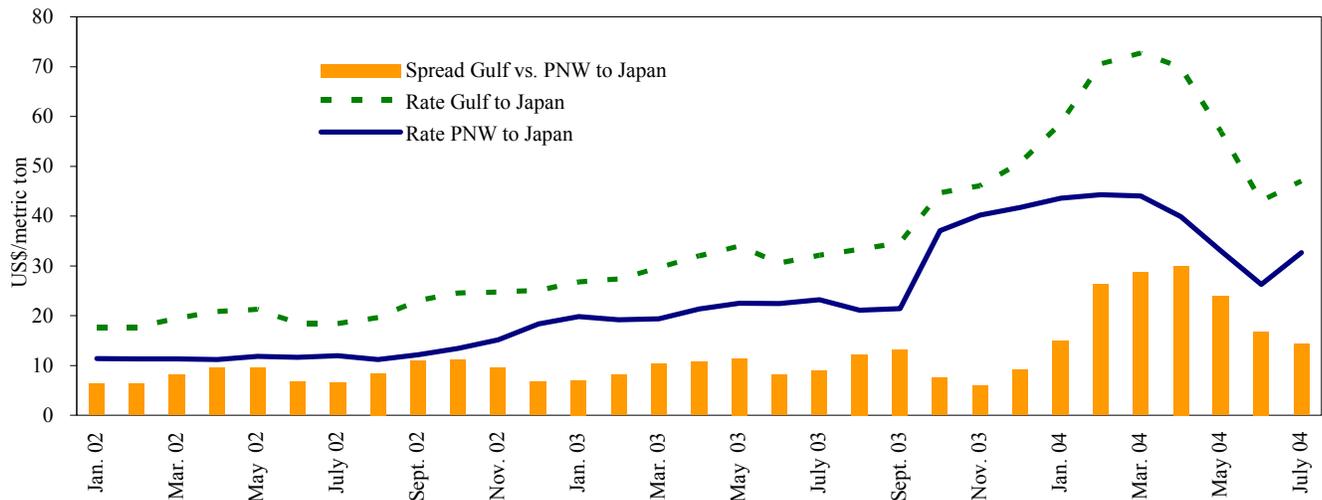
Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)

Countries/ regions	2004 2nd qtr	2003 2nd qtr	Percent change	Countries/ regions	2004 2nd qtr	2003 2nd qtr	Percent change
Gulf to				Pacific NW to			
Japan	\$37.00	\$31.53	17	Japan	---	\$19.43	---
N. Europe	---	\$18.98	---	Argentina/Brazil to			
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 07/31/04

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
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
Australia	Bangladesh	Wheat	Jul 10/20	30,000	39.00
France	Alegeria	Hvy grain	Jul 28/30	16,000	18.00
River Plate	Algeria	Hvy grain	Jul 20/30	25,000	49.00

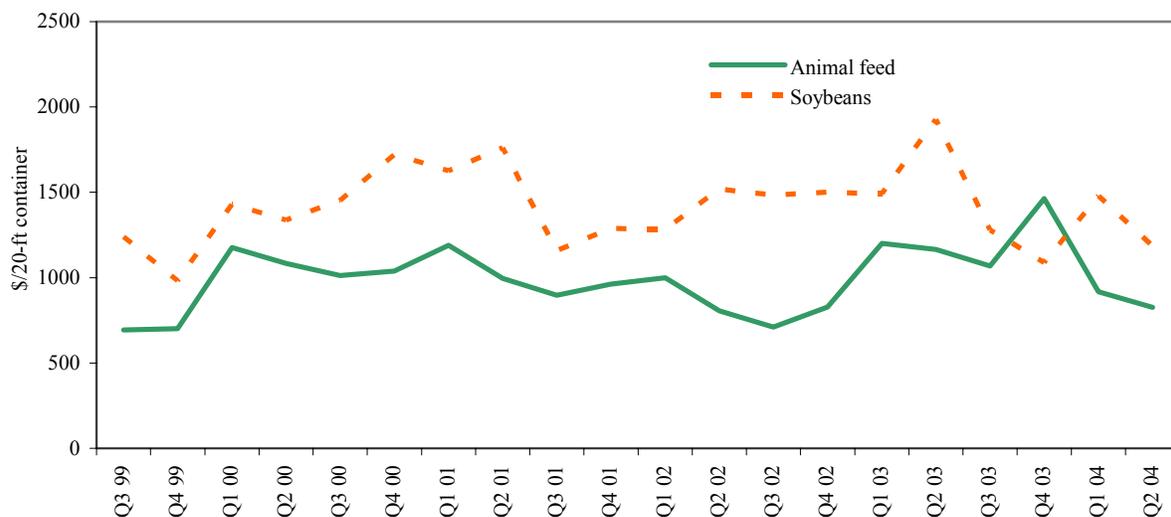
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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



¹Animal 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%)

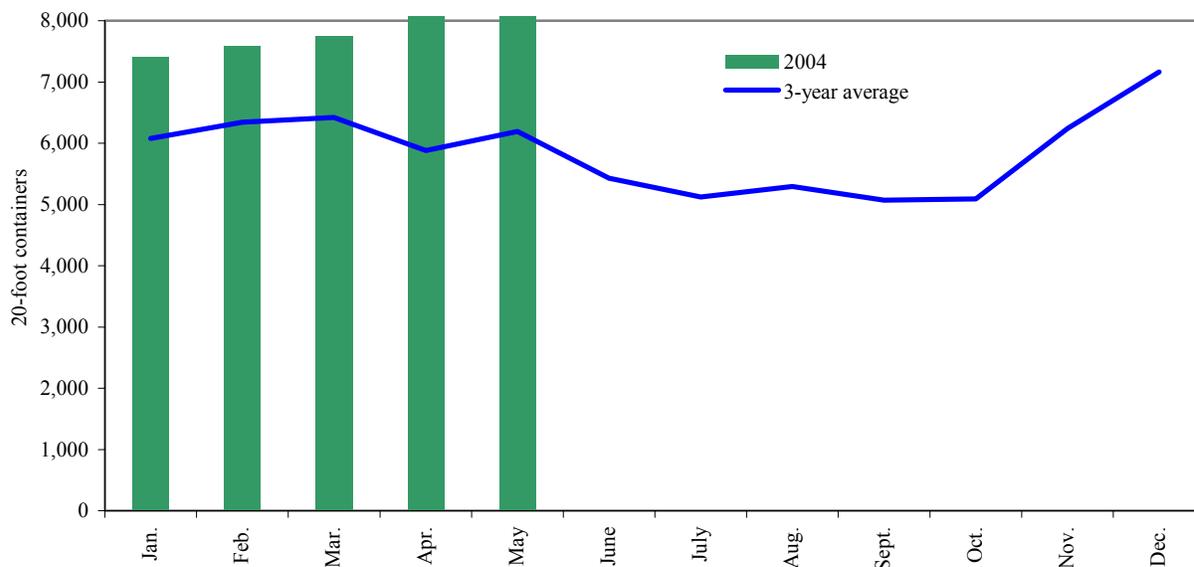
Quarter 2, 2004.

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

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

Figure 14

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



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

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

Contacts and Links

Contact Information

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

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

Related Websites

Agricultural Container Indicators
Ocean Rate Bulletin

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

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, sex, religion, age, disability, political beliefs, sexual orientation or marital or family status. (Not all prohibited bases apply to all programs). Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact the USDA's TARGET Center at (202)720-2600 (Voice and TDD).

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