Grain Transportation Report

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

Oct. 28, 2004

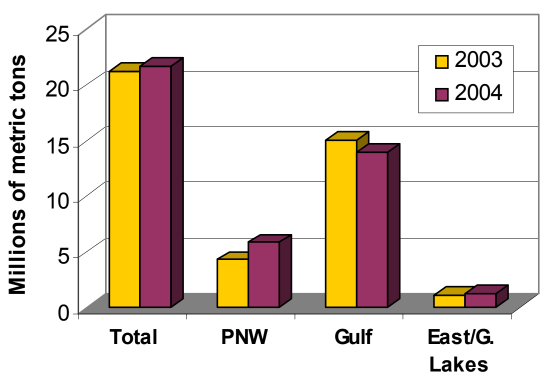
Contents

The next release is Nov. 4, '04

Grain Transportation Update. Reported farmer reluctance to sell much of their 2004 fall harvest could delay transportation demand and increase the strain on grain storage capacity (Reuters and Dow Jones). Shippers expect rail car shortages through this fall, as reflected in the rail car forward market. For the week ending October 22, average bids (over the rail tariff) for December delivery were $106 on Burlington Northern and $181 on Union Pacific, compared with $46 and $19, respectively, at the same time last year (see table 6 inside). Union Pacific reported on October 20 that it is 5 to 10 days late on delivering guaranteed rail cars for unit trains, but is up-to-date on delivering rail cars for shuttle trains. Burlington Northern reports that grain car deliveries were an average of 5.7 days late on October 22, compared with 16.8 days late at this time last year and 6.9 days late in 2002. Because of slower off-line car velocities, Burlington Northern won't offer the remaining 900 guaranteed railcars for November delivery, reducing its November grain-hauling capacity about 2 percent from earlier projections. Union Pacific's grain car loadings as of October 16 increased 3.7 percent from the previous week and were 8 percent below its 3-year average; Burlington Northern's grain car loadings were down 11 percent from the previous week and 11 percent below its 3-year average. Barge grain volume on the Upper Mississippi, Ohio, and Arkansas Rivers for the week ending October 16 is down 14 percent from the 3-year average; 2004 YTD volume is down 16 percent (see table 9 inside). Marvin.Prater@USDA.gov

Third Quarter Total Grain Inspections Up. During the third quarter of 2004, the Federal Grain Inspection Service (FGIS) inspected 21.75 million metric tons of grain (wheat, corn, and soybeans) for export from all U.S. ports (figure 1). This is 3 percent above the third quarter of 2003, 10 percent above the second quarter of 2004, but 10 percent below the 5-year average. The total amount of grain inspected at the U.S. Gulf ports was 18 percent below the 5-year average at 13.97 million metric tons, but total grain inspected in the Pacific Northwest (PNW) rose 38 percent above the 5-year average at 5.82 million metric tons. The spread between the U.S. Gulf-to-Japan and PNW-to-Japan ocean freight rates has been increasing recently, which has caused more grain to be shipped from the PNW export region. According to the Foreign Agricultural Service (FAS), total 2004 grain exports to Japan (through August) are up 3 percent from last year, but down 14 percent to Mexico and down 10 percent to China due, in part, to the drop in U.S. soybean exports.

Figure 1 - Third Quarter Grain Inspections By Ports



Source: USDA/FGIS

PNW Wheat and Corn Movements Up. Total third quarter PNW wheat inspections reached a record high of 3.37 million metric tons, 36 percent above the 5-year average. Third quarter wheat inspections from the PNW have increased consistently since 2001. According to FAS, total 2004 wheat exports to China (through August) are up 274 percent due to shrinking wheat supplies there. Year-to-date wheat exports to Japan, Egypt, and Nigeria are also up significantly from last year. Total PNW corn inspections totaled 2.45 million metric tons during the third quarter, 52 percent above the 5-year average. Increased corn exports through the PNW could be attributed to more attractive ocean freight rates and higher demand from Asia. According to FAS, 2004 exports of corn to China (through August) are up 11 percent and could increase further due to the record large U.S. crop this year and lower prices. U.S. corn exports to Korea are rebounding due mainly to increased demand for livestock feed. Johnny.Hill@usda.gov

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

	Truck	Rail	Barge	Ocean	
Week ending				Gulf	Pacific
10/27/04	148	239	235	269	284
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	10/22/2004	10/15/2004
Corn	IL--Gulf	-0.64	-0.62
Corn	NE--Gulf	-0.48	-0.44
Soybean	IA--Gulf	-0.89	-0.86
HRW	KS--Gulf	-0.93	-0.93
HRS	ND--Portland	-1.58	-1.65

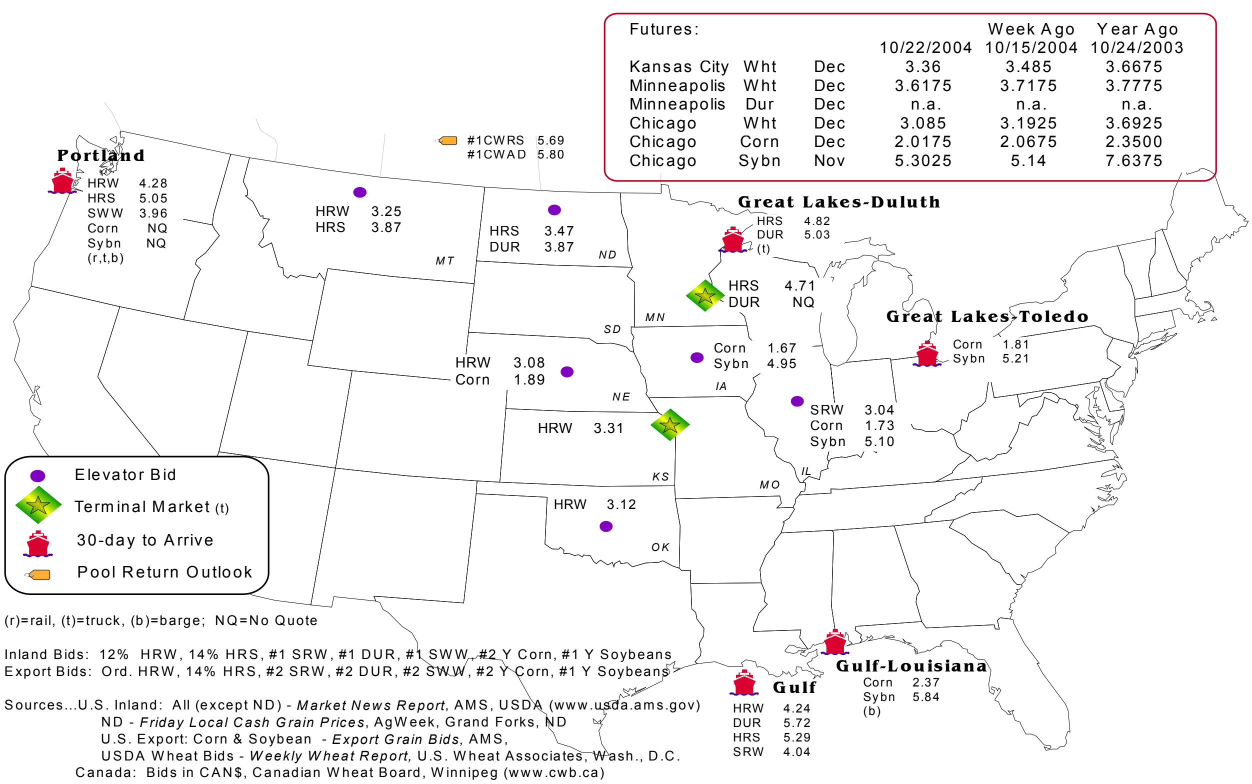
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid summary



Rail Transportation

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

Week ending	Mississippi Gulf	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
10/20/2004 [p]	701	1,020	1,619	5,240	205	8,785
10/13/2004 [r]	707	953	2,119	5,467	270	9,516
2004 YTD	7,573	78,277	48,665	163,120	5,929	303,564
2003 YTD	12,242	67,884	35,600	117,934	12,410	246,070
2004 as % of 2003	62	115	137	138	48	123
Total 2003**	14,843	88,194	48,805	157,125	20,509	329,476
Total 2002	12,247	83,945	40,867	110,471	20,938	268,468

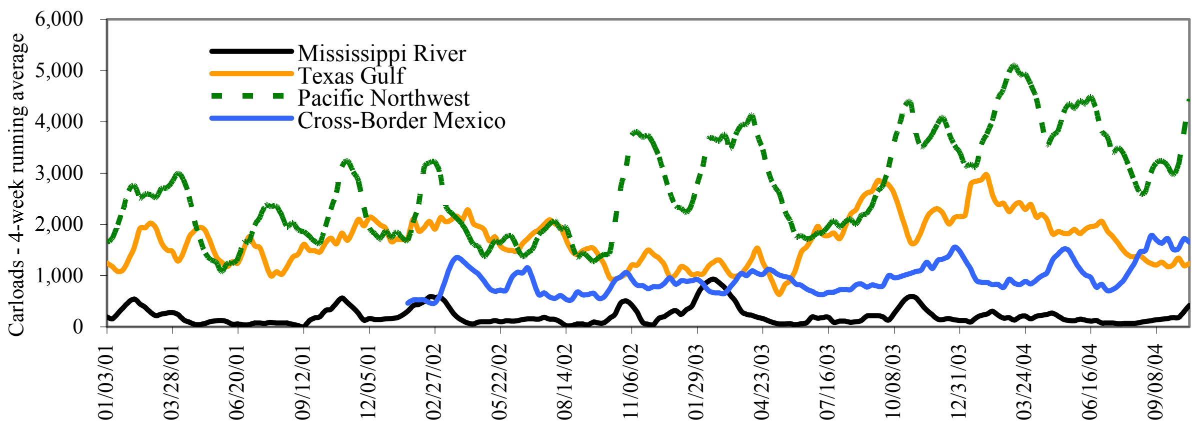
(*) Incomplete Data, as of 9/22/04, Cross-Border movements included; (**) Excludes 53rd week;YTD = year-to-date; p = preliminary data; r = revised data

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

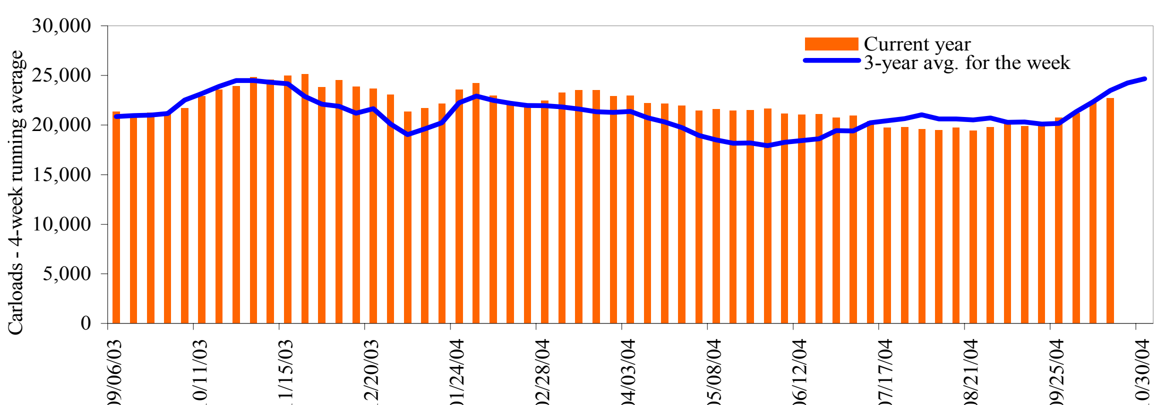
Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3

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



Source: Association of American Railroads

Table 4--Class I rail carrier grain car bulletin (grain carloads originated)

	East		West			U.S. total	Canada	
Week ending	CSXT	NS	BNSF	KCS	UP		CN	CP
10/16/04	3,242	3,904	8,698	773	6,632	23,249	4,477	3,930
This week last year	3,414	3,902	9,754	573	6,784	24,427	4,275	3,641
2004 YTD	111,168	132,615	356,836	21,673	263,715	886,007	184,976	160,722
2003 YTD	110,671	131,589	313,764	17,630	264,857	838,511	147,556	151,134
2004 as % of 2003	100	101	114	123	100	106	125	106
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 10/23/04 ($/car)*

Delivery for:	Dec. 04	Jan. 05	Feb. 05
BNSF[1]			
COT/N. grain	$83	$84	$86
COT/S. grain	$128	$88	$86
UP[2]			
GCAS/Region 1	no offer	$119	no offer
GCAS/Region 2	no offer	$322	no offer

*Average premium/discount to tariff, last auction

[1]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.

[2]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.

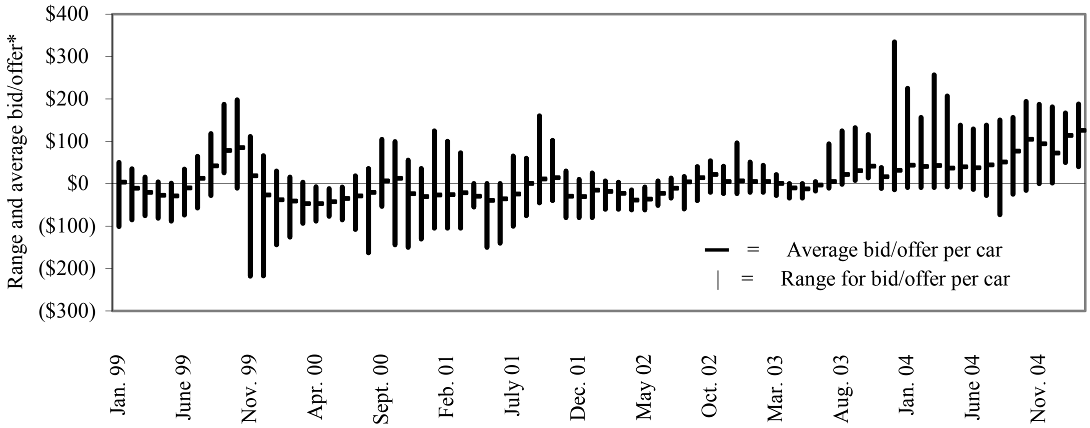
Source: Transportation & Marketing Programs/AMS/USDA

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 10/22/04 ($/car)*

	Delivery period			
	Dec. 04	**Jan. 05**	**Feb. 05**	**Mar. 05**
BNSF-GF	$106	$150	$150	$150
Change from last week	$0	$25	$25	$25
UP-Pool	$181	$167	$188	$188
Change from last week	$26	n/a	n/a	n/a

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

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7--Tariff rail rates for unit and shuttle train shipments*

Effective date: 10/4/2004	**Origin**	**Destination**	**Rate/car**	**Rate/metric ton**	**Rate/bushel****
Unit train*					
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	$2,002	$22.07	$0.60
Corn	Minneapolis, MN	Portland, OR	$3,600	$39.68	$1.01
	Chicago, IL	Baton Rouge, LA	$2,736	$30.16	$0.77
	Council Bluffs, IA	Baton Rouge, LA	$2,270	$25.02	$0.64
	Evansville, IN	Raleigh, NC	$1,791	$19.74	$0.50
	Council Bluffs, IA	Stockton, CA	$3,606	$39.75	$1.01
	Kansas City, MO	Dalhart, TX	$1,965	$21.66	$0.55
	Columbus, OH	Raleigh, NC	$1,700	$18.74	$0.48
	Des Moines, IA	Laredo, TX	$2,930	$32.30	$0.82
Soybeans	Minneapolis, MN	Portland, OR	$3,610	$39.79	$1.08
	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	$1,791	$19.74	$0.54
	Chicago, IL	Raleigh, NC	$2,391	$26.36	$0.72
Shuttle Train*					
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	$2,665	$29.38	$0.75
	Minneapolis, MN	Portland, OR	$3,450	$38.03	$0.97
Soybeans	Council Bluffs, IA	Houston, TX	$2,605	$28.71	$0.73
	Minneapolis, MN	Portland, OR	$3,410	$37.59	$0.95

*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.

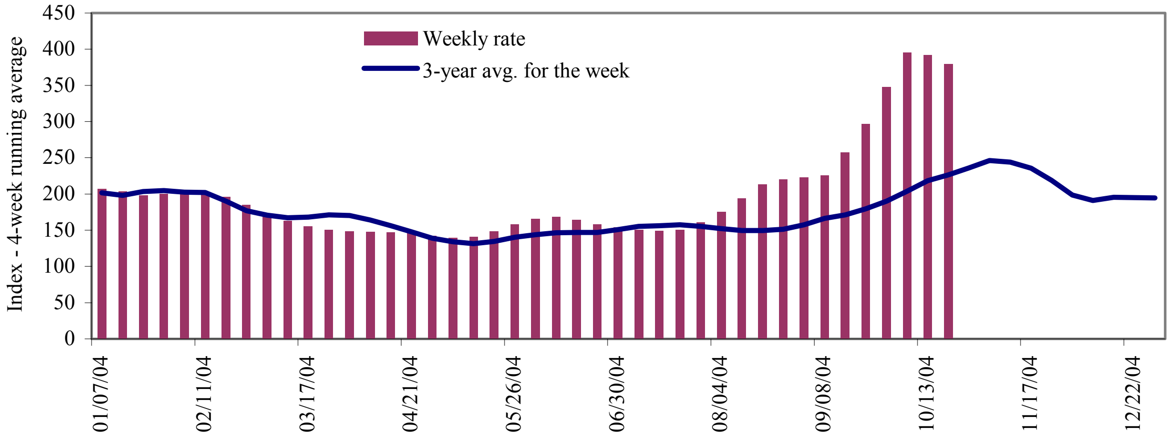
**Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

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	10/20/2004	10/13/2004	Nov '04	Jan '04
Twin Cities	322	335	322	0
Mid-Mississippi	333	338	289	0
Illinois River	333	340	283	247
St. Louis	277	307	241	182
Lower Ohio	301	333	273	200
Cairo-Memphis	238	287	225	176

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

Source: Transportation & Marketing Programs/AMS/USDA

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

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

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

Figure 6

Benchmark tariff rates

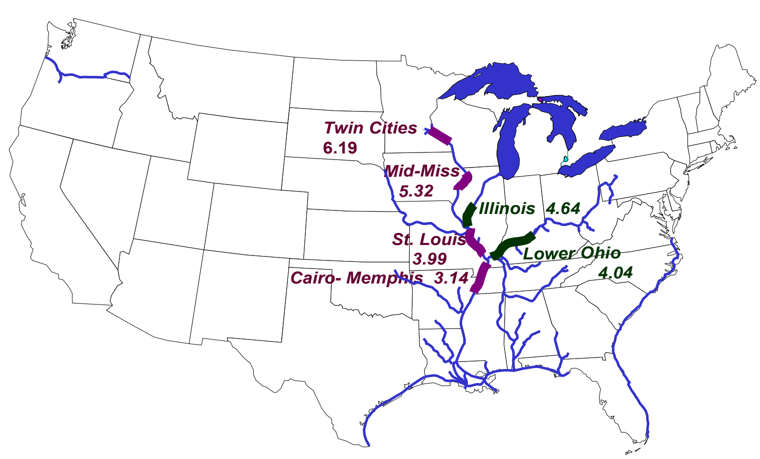
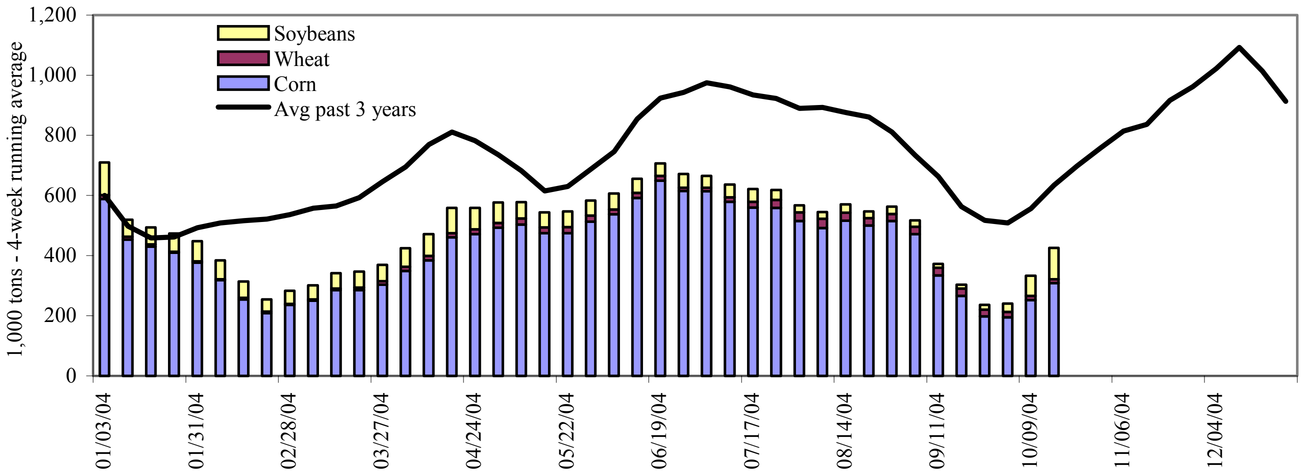


Figure 7

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



Source: Transportation & Marketing Programs/AMS/USDA

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

Week ending 10/16/2004	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	24	0	53	2	78
Winfield, MO (L25)	138	2	102	2	243
Alton, IL (L26)	399	16	159	18	592
Granite City, IL (L27)	400	17	164	15	596
Illinois River (L8)	97	2	27	0	126
Ohio River (L52)	87	8	71	3	169
Arkansas River (L1)	0	15	4	0	20
2004 YTD	20,309	2,398	3,604	602	26,913
2003 YTD	22,662	2,409	6,435	597	32,103
2004 as % of 2003 YTD	90	100	56	101	84
Total 2003	29,898	2,787	9,146	695	42,526

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

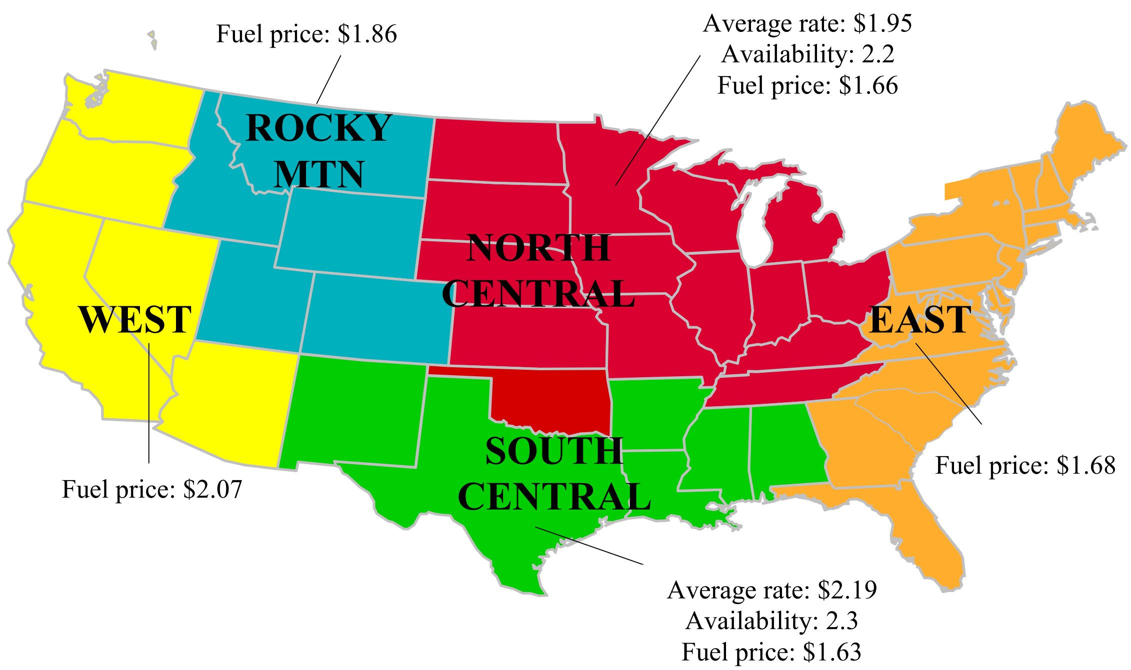
Source: U.S. Army Corp of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Note: Total may not add exactly, due to rounding

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 10--U.S. grain truck market overview, 2nd quarter 2004

Region/commodity*	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
				Rating compared to same quarter last year		
	Rate per mile			1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
National average[1]	**2.99**	**1.98**	**1.73**	**2.2**	**3.1**	**3.2**
North Central region[2]	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 region[2]	2.95	1.87	1.75	2.3	3.0	3.3
Corn	2.95	1.87	1.75	2.3	3.0	3.3
Wheat	n/a	n/a	n/a	2.0	3.0	3.0
Soybean	3.83	2.25	2.13	2.3	3.0	3.5

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

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

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

[2]Commodity rates per mile include the average of the top 3 producing states within the region.

Source: Transportation and Marketing Programs/AMS/USDA

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

Table 11--Retail on-highway diesel prices*, week ending 10/25/04 (US$/gallon)

			Change from	
Region	**Location**	**Price**	**Week ago**	**Year ago**
I	East Coast	2.213	0.034	0.727
	New England	2.329	0.039	0.742
	Central Atlantic	2.309	0.042	0.716
	Lower Atlantic	2.161	0.030	0.730
II	Midwest	2.185	0.024	0.687
III	Gulf Coast	2.144	0.029	0.703
IV	Rocky Mountain	2.278	0.059	0.743
V	West Coast	2.380	0.043	0.807
	California	2.437	0.043	0.810
Total	U.S.	2.212	0.032	0.717

*Diesel fuel prices include all taxes.

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

Grain Exports

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

	Wheat						Corn	Soybeans	Total
Week ending 1/	HRW	SRW	HRS	SWW	DUR	All wheat			
10/14/2004	1,622	612	1,329	990	96	4,649	8,638	8,709	21,996
This week year ago	2,131	458	1,047	831	143	4,610	9,062	10,562	24,234
Cumulative exports-crop year 2/									
2004/05 YTD	3,883	1,847	3,242	1,891	251	11,114	5,372	2,654	19,140
2003/04 YTD	4,673	1,628	2,737	1,508	514	11,060	5,574	2,195	18,829
2004/05 as % of 2003/04	83	113	118	125	49	100	96	121	102
2003/04 Total	12,697	3,785	6,928	4,889	1,053	29,353	47,704	24,102	101,159
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231

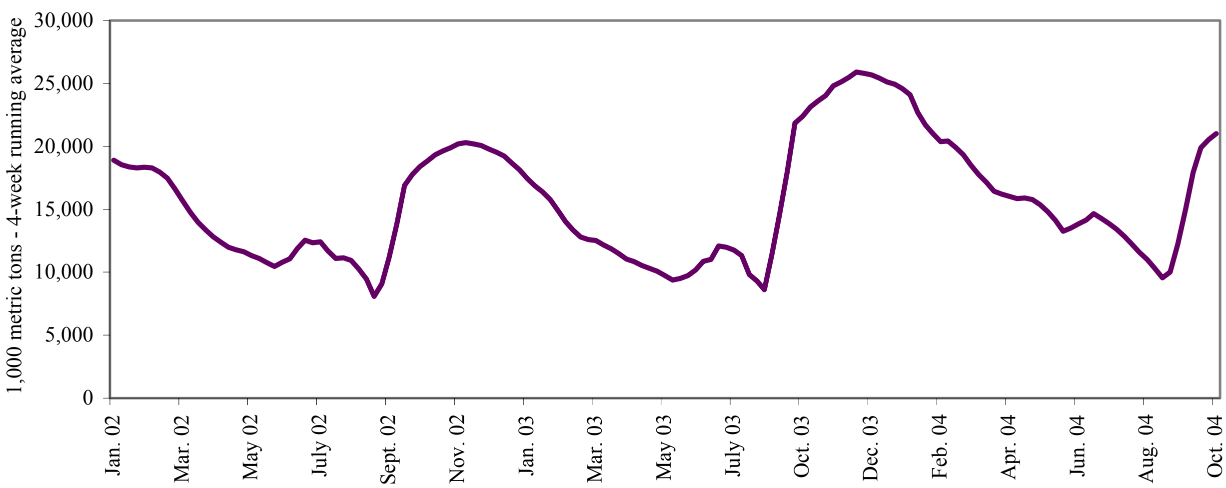
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

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

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

Figure 9

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



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

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

	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
Week ending	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
10/21/04	210	0	423	169	1,008	610	82	0	0	633	1,787	82
2004 YTD	9,857	8,251	2,717	6,264	26,563	9,041	6,797	51	18	20,826	41,869	6,867
2003 YTD	7,357	4,314	3,598	5,076	24,663	13,183	5,434	63	23	15,269	42,923	5,520
2004 as % of 2003	134	191	76	123	108	69	125	82	81	136	98	124
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

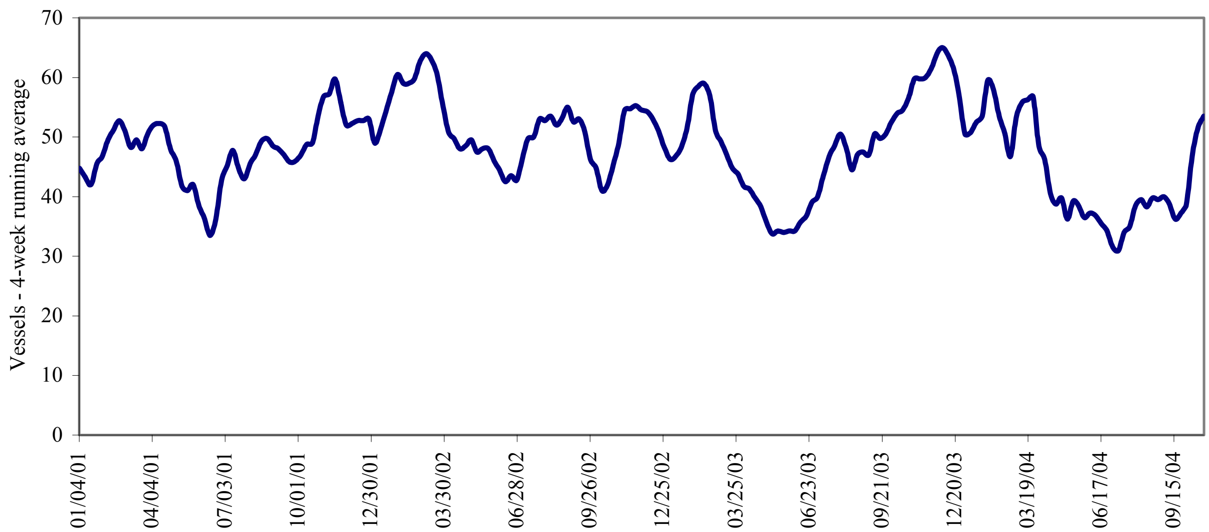
Table 14--Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
10/21/2004	30	50	81	13	10
10/14/2004	34	50	83	16	6
2003 range	(11..47)	(30..76)	(39..93)	(3..13)	(1..15)
2003 avg.	31	49	62	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11

Gulf Port grain vessel loading (past 7 days)



Source: Transportation & Marketing Programs/AMS/USDA

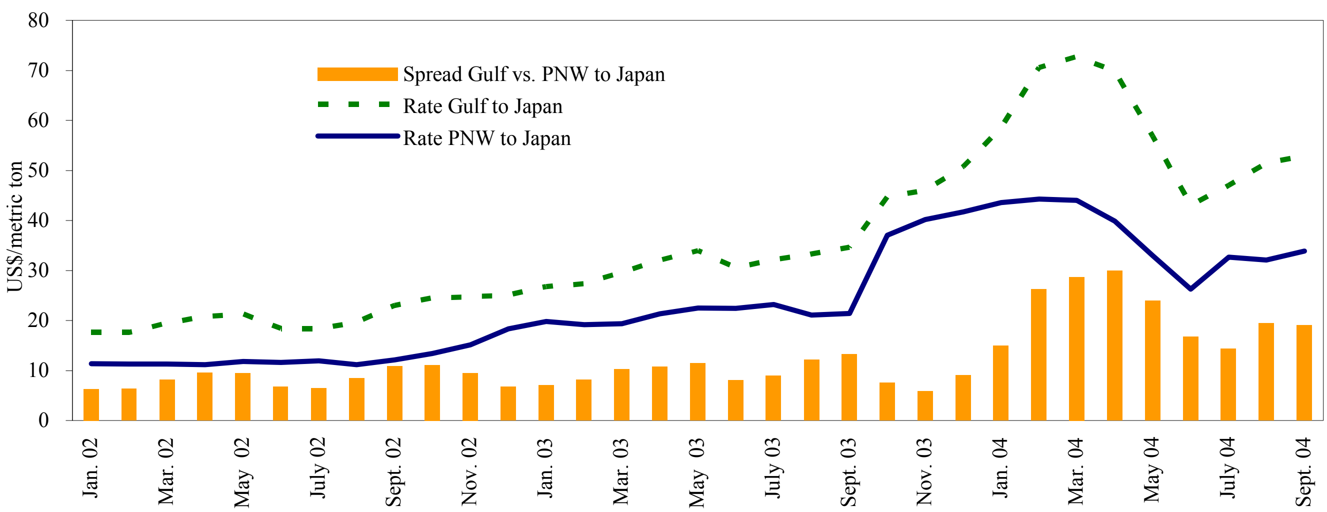
Table 15--Quarterly ocean freight rates (average rates & percentage changes) (US$/metric ton)

Countries/ regions	2004 3rd qtr	2003 3rd qtr	Percent change	Countries/ regions	2004 3rd qtr	2003 3rd qtr	Percent change
Gulf to				**Pacific NW to**			
Japan	$50.08	$33.83	48	Japan	$37.00	---	---
China	$54.00	$34.00	59				
N. Europe	---	$22.88	---	**Argentina/Brazil to**			
N. Africa	---	$25.50	---	Med. Sea	$46.92	$24.50	92
Med. Sea	---	$24.88	---	China	---	$34.75	---

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

Figure 12

Grain vessel rates, U.S. to Japan



Source: Baltic Exchange (www.balticexchange.com)

Table 16--Ocean freight rates for selected shipments, week ending 10/23/04

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate ($/metric ton)
U.S. Gulf	Ecuador*	Wheat	Nov 15/25	21,000	52.93
U.S. Gulf	Japan	Hvy Grain	Nov 25/30	54,000	59.00
U.S. Gulf	China	Hvy Grain	Oct 20/30	55,000	54.00
U.S. Gulf	China	Hvy Grain	Oct 25/31	57,000	52.25
U.S. Gulf	China	Hvy Grain	Nov 1/10	55,000	57.50
U.S. Gulf	China	Hvy Grain	Nov 5/15	57,000	55.00
U.S. Gulf	El Salvador*	Wheat	Oct 10/20	26,000	57.25

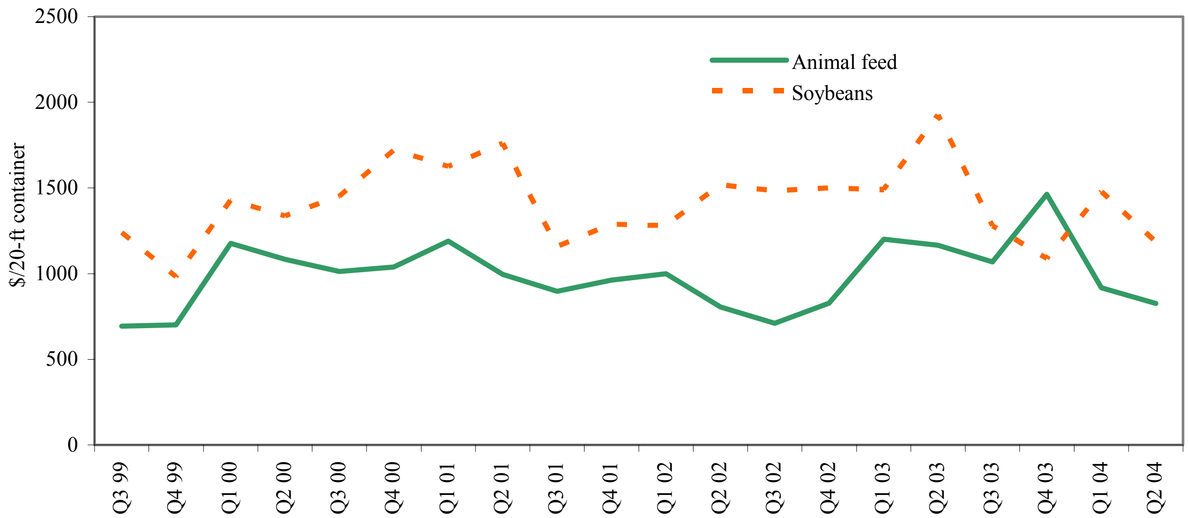
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

*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[1] for containerized shipments of animal feed and soybeans to selected Asian countries



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

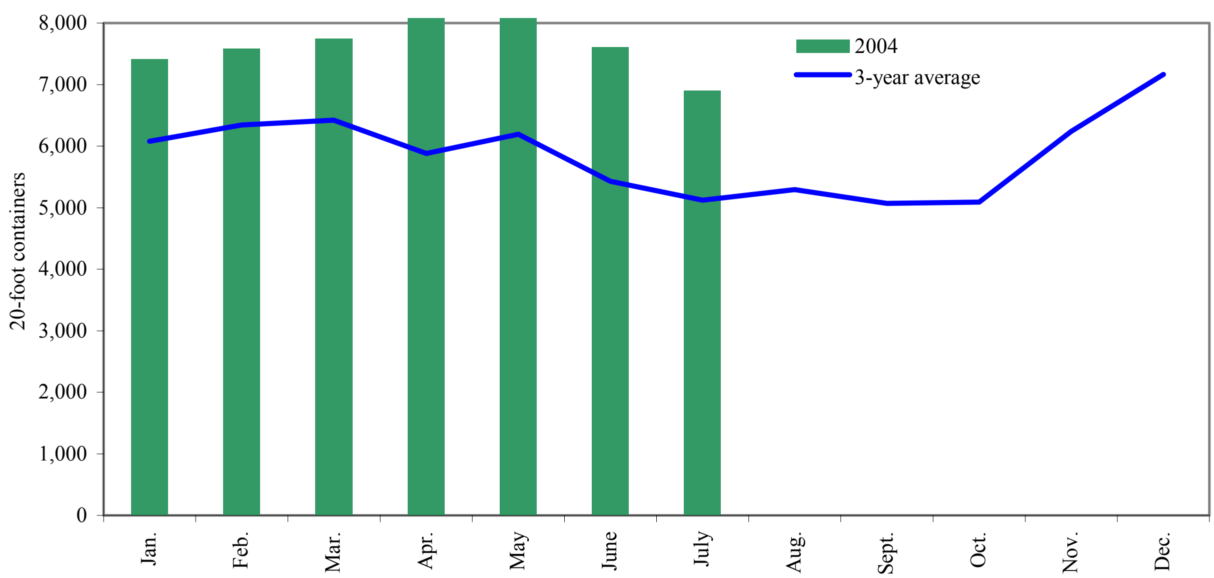
Quarter 2, 2004.

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

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

Figure 14

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



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

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

Contacts and Links

Contact Information

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

Subscription Information: To subscribe to the GTR for a weekly email copy, please contact Karl Hacker at karl.hacker@usda.gov or 202-690-0152 (1303) *(printed copies are also available upon request)*.

Related Websites

Agricultural Container Indicators	http://www.ams.usda.gov/tmd2/agci/
Ocean Rate Bulletin	http://www.ams.usda.gov/tmd/Ocean/index.asp