



Agricultural  
Marketing  
Service



# Grain Transportation Report

A weekly publication of the  
Transportation and Marketing Programs/Transportation Services Division  
[www.ams.usda.gov/GTR](http://www.ams.usda.gov/GTR)

Contact Us

July 12, 2012

## Contents

Article/  
Calendar

Grain  
Transportation  
Indicators

Rail

Barge

Truck

Exports

Ocean

Brazil

Mexico

Grain Truck/Ocean  
Rate Advisory

**NEW**  
Data Links

Specialists

Subscription  
Information

The next  
release is  
July 19, 2012

## WEEKLY HIGHLIGHTS

### Drought Impacting Corn Crop and River Levels

In its [July World Agricultural Supply and Demand Estimates report](#), USDA lowered projected corn yields 20 bushels per acre to 146, reflecting a rapid deterioration in crop conditions since early June. The corn crop is now estimated at 12.970 billion bushels, 12 percent lower than last month's record projection of 14.790 billion bushels, but still 5 percent above the 2011/12 crop. USDA also decreased all demand categories including feed, seed, and residual use, export, and corn used for ethanol. The latest weather data indicate limited rainfall and persistent and extreme temperatures, which harm growing conditions from the central Plains to the Ohio River Valley. The drought has reduced river levels, forcing barges to move in smaller, less-efficient tow sizes, especially on the lower Mississippi River. USDA crop condition reports indicate the corn crop is maturing approximately 2 weeks earlier this year in many States. Earlier-than-normal harvest and continued drought conditions could produce significant fluctuations in barge rates during the upcoming harvest months.

### Corn and Soybean Inspections Up

For the week ending July 5, **total inspections** of corn (.597 mmt) and soybeans (.515 mmt) increased 6 and 29 percent from the previous week. Corn and soybean shipments increased to Asia. Inspections of soybeans for the last four weeks were 109 percent above last year and 52 percent above the 3-year average. The increased corn and soybean inspections were not enough to offset a drop in wheat inspections. Total wheat inspections (.406 mmt) dropped 33 percent from the previous week as shipments to Africa and Asia decreased. Inspections of all major grains (wheat, corn, and soybeans) for export from all major U.S. ports, however, measured 1.50 million metric tons (mmt), down 5 percent from the past week and 8 percent below last year at this time. Mississippi River and Pacific Northwest grain inspections increased from the past week, and outstanding export sales were lower for all three commodities.

### Freight Rail and Ports Get \$104 Million in TIGER Grants

During the fourth round of Transportation Investment Generating Economic Recovery (TIGER) grants, railroads and ports received about one-fifth—\$104 million—of the grants to improve transportation efficiency. The following grants affect grain transportation:

- The Port of Oakland, CA: \$15 million to increase rail access
- The Port of Corpus Christi, TX: \$10 million for the construction of a new rail siding
- The Port of Brownsville, TX: \$12 million to help fund a new cargo dock
- The Port of Catoosa at Tulsa, OK: \$12.3 million for a renovation project
- The Alabama Port Authority: \$12 million to improve and connect a container facility with the National rail network
- The Port of Lewiston, ID: \$1.3 million to improve its facilities

### Study on Disconnecting the Chicago Area Waterway System from the Mississippi River Watershed

Section 1538 of the new highway bill, H.R. 4348, requires an expedited study and report on separating the Chicago Area Waterway System from the Mississippi River Watershed to prevent the transfer of aquatic nuisance species, such as Asian carp, from the Illinois River to Lake Michigan. If the Secretary of the Army determines a project is justified in the completed report, the Army Corps of Engineers is to proceed directly to project preconstruction engineering and design.

## Snapshots by Sector

### Rail

U.S. railroads originated 18,411 **carloads of grain** during the week ending June 30, down 9 percent from last week, 17 percent from last year, and 1 percent lower than the 3-year average.

During the week ending July 5, average July non-shuttle **secondary railcar bids/offers per car** were \$6.50 below tariff, down \$9 from last week and the same as last year. Average shuttle bids/offers were \$327 below tariff, up \$29.50 from last week and \$54.50 higher than last year.

### Ocean

During the week ending July 5, 45 **ocean-going grain vessels** were loaded in the Gulf, up 50 percent from the same period last year. Forty-one vessels are expected to be loaded within the next 10 days, 3 percent more than the same period last year.

During the week ending July 6, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$49 per mt, up 2 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$27 per mt, up 8 percent from the previous week.

### Barge

During the week ending July 7, **barge grain movements** totaled 580,606 tons, 12 percent higher than the previous week and 11 percent lower than the same period last year.

During the week ending July 7, 368 grain barges **moved down river**, up 8.6 percent from last week; 449 grain barges were **unloaded** in New Orleans, down 9.8 percent from the previous week.

### Fuel

During the week ending July 9, U.S. average **diesel fuel prices** increased 3 cents to \$3.68 per gallon—22 cents lower than the same week last year.

# Feature Article/Calendar

## AMS Redesigns Agricultural Transportation Home Page; Releases New Container Availability Report

This week, USDA's Agricultural Marketing Service features two innovations: a new design for the [Agricultural Transportation](#) home page and the first release of a new report on container availability.

### New Website Design

The new website design presents an efficient and user-friendly access to the information, analyses, reports, and other resources of the Transportation Services Division (TSD). TSD's publications and services are now organized by main topics in a tabulated accordion design. When the reader clicks on the title of a tab, the next level of topics or reports is revealed with links to their webpages. The accordion tab categories include the following:

- **U.S. Grain Transportation**—information and analyses about market developments affecting rail, barge, truck, and ocean vessel movements of grain.
- **Transportation of Other Agricultural Products**—insights into the transportation of other agricultural products and information about agricultural products that require special handling and services during transit.
- **International Transportation Analysis**—analyses of international transportation, including the latest transportation costs, volumes, and other market developments in Brazil and Mexico, and other related reports.
- **Regulatory Representation**—links to webpages with resources on regulatory information and comments that TSD provides to various regulatory agencies.
- **Agricultural Transportation Research and Information Center**—easy access to TSD's on-going research and analyses, as well as information and resources on the transportation of agricultural products in the four major modes—trucking, railroads, barges, and ocean vessels—used to move food from farms to our tables and to ports for export to foreign markets.
- **Data**—the datasets used in producing many TSD publications. Datasets concerning the transportation of grain, biofuels, and other agricultural products are now available in Excel format.

The new design also allows for a spotlight on a variety of TSD products, including TSD analyses and new publications, such as the new Ocean Shipping Container Availability Report issued yesterday. The spotlight will be rotated periodically.

### Ocean Shipping Container Availability Report (OSCAR)

U.S. exporters now have a new market information tool for maneuvering through the maze of ocean-going container shipping. TSD's new report, OSCAR, provides a weekly snapshot of available containers for westbound transpacific trade lanes at 18 intermodal locations around the country. The report presents these data for five different container types, including 20 and 40 ft dry, 20 and 40 ft refrigerated, and 40 ft high cube containers. The report will provide the carriers' estimates of equipment availability for the current week and projections two weeks out. This is the first time this collective information on container availability has been publicly available and should enable U.S. exporters to follow the sometimes rapidly changing patterns of container availability at select intermodal locations and determine the best location for loading or sourcing containers for westbound transpacific export movements.

Finding sufficient available containers is a significant challenge for U.S. agricultural exporters. Container pools mostly accumulate in major metropolitan areas, often far from agricultural production in the U.S. heartland. Containerized grain exporters, in particular, spend significant time and resources locating and acquiring enough containers. By providing agricultural exporters more transparent information, the report will help companies put more of the pieces together when searching for containers to complete export deals.

On a voluntary basis, TSD is collaborating with all 10 ocean carrier members of the Westbound Transpacific Stabilization Agreement (WTSA) to collect and present this information to the U.S. export community. WTSA members represent approximately 65 percent of U.S. containerized waterborne agricultural exports, and more than 60 percent of U.S. containerized waterborne grain exports. AMS is very open to collaborating with more ocean carriers in the future, and possibly adding more intermodal locations and trade lanes.

The **first OSCAR report** was published yesterday, and in the future, new reports will be posted weekly on Wednesday afternoons. It can be viewed on the TSD website at [www.ams.usda.gov/oscar](http://www.ams.usda.gov/oscar).

We appreciate our readers continued interest in and support of the Grain Transportation Report and the other work products of AMS' Transportation Services Division. We hope you find the new website and OSCAR report useful.  
([Marina.Denicoff@ams.usda.gov](mailto:Marina.Denicoff@ams.usda.gov) and [April.Taylor@ams.usda.gov](mailto:April.Taylor@ams.usda.gov))

# Grain Transportation Indicators

Table 1  
**Grain Transport Cost Indicators<sup>1</sup>**

Week ending	Truck	Rail		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
07/11/12	247	225	189	196	219	191
07/04/12	245	225	188	178	215	177

<sup>1</sup>Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge (\$/car); barge = Illinois River barge rate (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)**

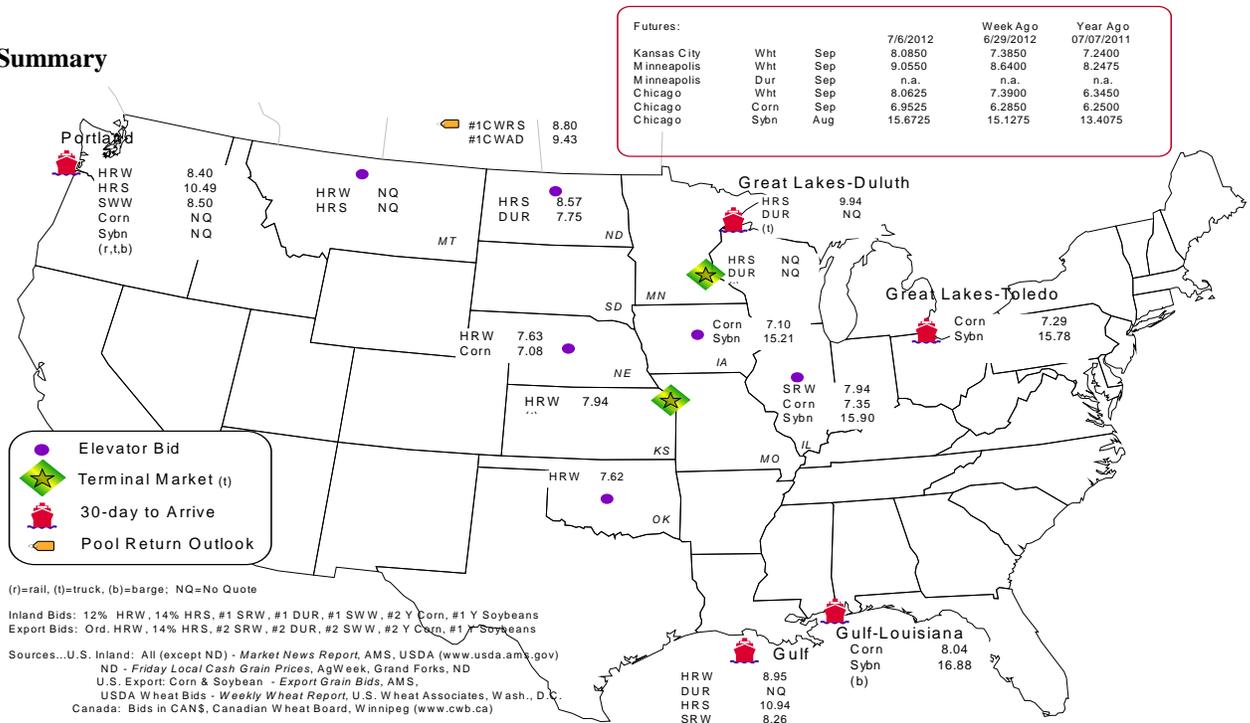
Commodity	Origin--Destination	7/6/2012	6/29/2012
Corn	IL--Gulf	-0.69	-0.65
Corn	NE--Gulf	-0.96	-0.83
Soybean	IA--Gulf	-1.67	-1.02
HRW	KS--Gulf	-1.01	-1.32
HRS	ND--Portland	-1.92	n/a

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	Texas Gulf	Mexico	Northwest	East Gulf	
7/04/2012 <sup>p</sup>	110	358	713	3,297	123	4,601
6/27/2012 <sup>r</sup>	0	1,147	762	3,406	188	5,503
2012 YTD <sup>r</sup>	4,039	20,372	31,592	110,115	10,490	176,608
2011 YTD <sup>r</sup>	21,239	55,983	24,750	102,816	15,377	220,165
2012 YTD as % of 2011 YTD	19	36	128	107	68	80
Last 4 weeks as % of 2011 <sup>2</sup>	27	72	90	104	67	91
Last 4 weeks as % of 4-year avg. <sup>2</sup>	16	65	110	95	72	85
Total 2011	27,358	77,515	48,782	191,092	24,088	368,835
Total 2010	33,971	83,492	42,794	177,896	32,780	370,933

<sup>1</sup> Data is incomplete as it is voluntarily provided

<sup>2</sup> Compared with same 4-weeks in 2011 and prior 4-year average.

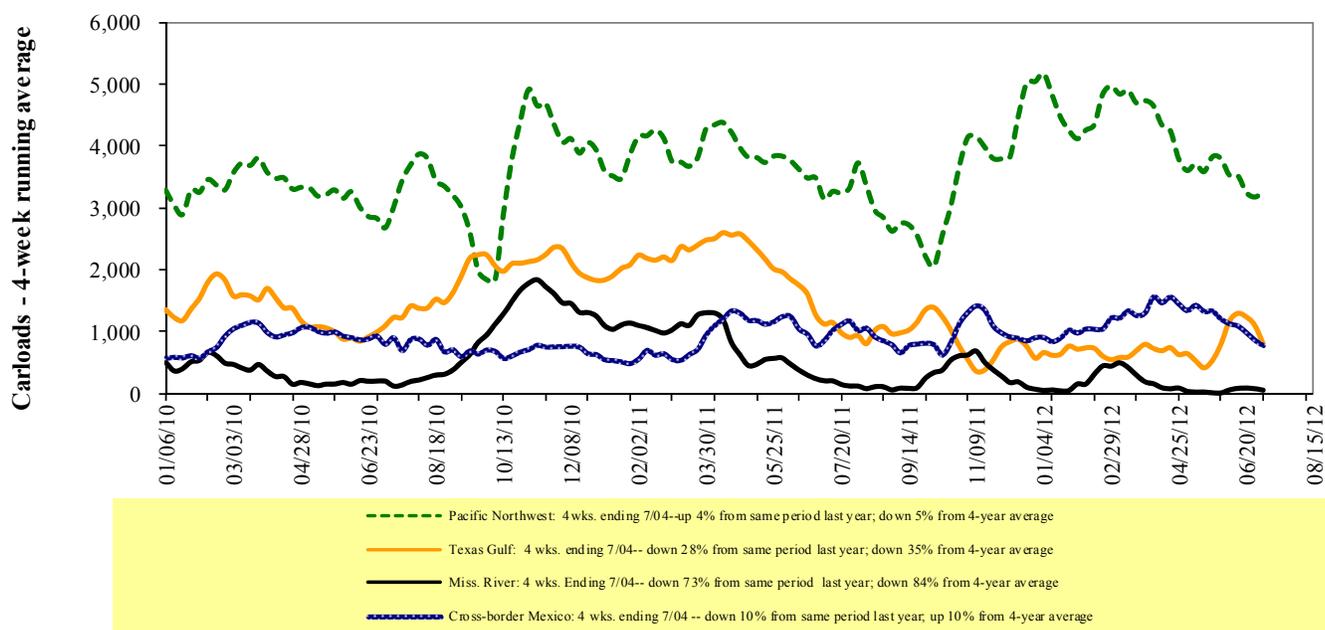
YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 29 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

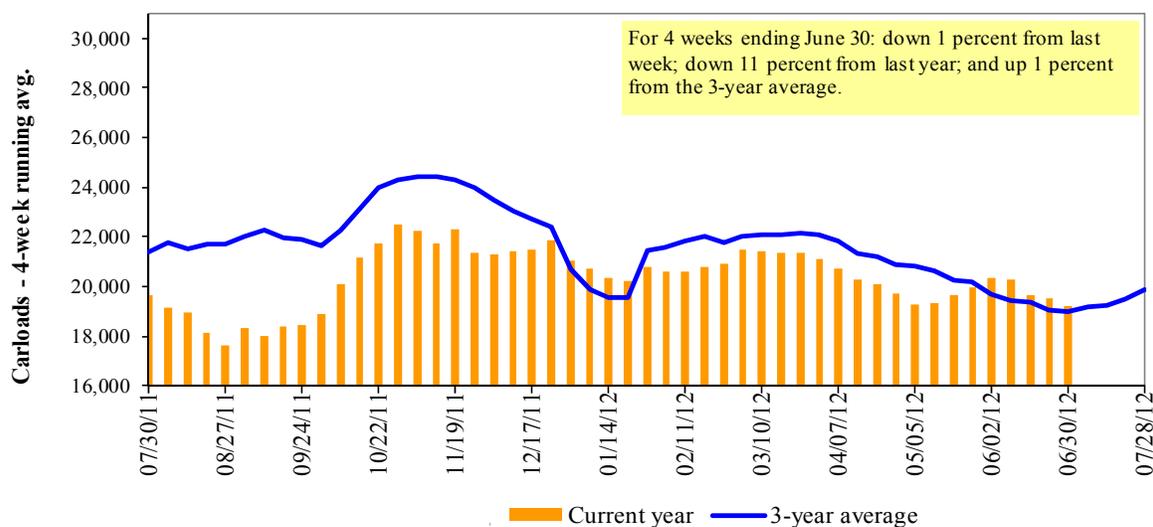
Table 4

**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
06/30/12	1,376	2,929	8,710	487	4,909	18,411	4,243	4,656
This week last year	1,879	2,943	10,589	1,053	5,585	22,049	3,874	5,558
2012 YTD	50,036	73,759	255,935	13,261	135,636	528,627	99,816	122,193
2011 YTD	52,368	79,956	289,582	17,810	159,032	598,748	103,034	127,438
2012 YTD as % of 2011 YTD	96	92	88	74	85	88	97	96
Last 4 weeks as % of 2011 <sup>1</sup>	96	92	86	76	94	89	103	82
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	87	97	98	84	108	99	103	86
Total 2011	98,506	150,869	546,090	34,683	292,401	1,122,549	200,610	269,399

<sup>1</sup>As a percent of the same period in 2009 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

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

Week ending	Delivery period								
	7/5/2012	Jul-12	Jul-11	Aug-12	Aug-11	Sep-12	Sep-11	Oct-12	Oct-11
BNSF <sup>3</sup>									
COT grain units	0	no offer	0	11	4	no offer	no offer	no offer	no offer
COT grain single-car <sup>5</sup>	0	0 . . 50	0 . . 10	0 . . 100	0 . . 51	no offer	no offer	62 . . 150	
UP <sup>4</sup>									
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a

<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.

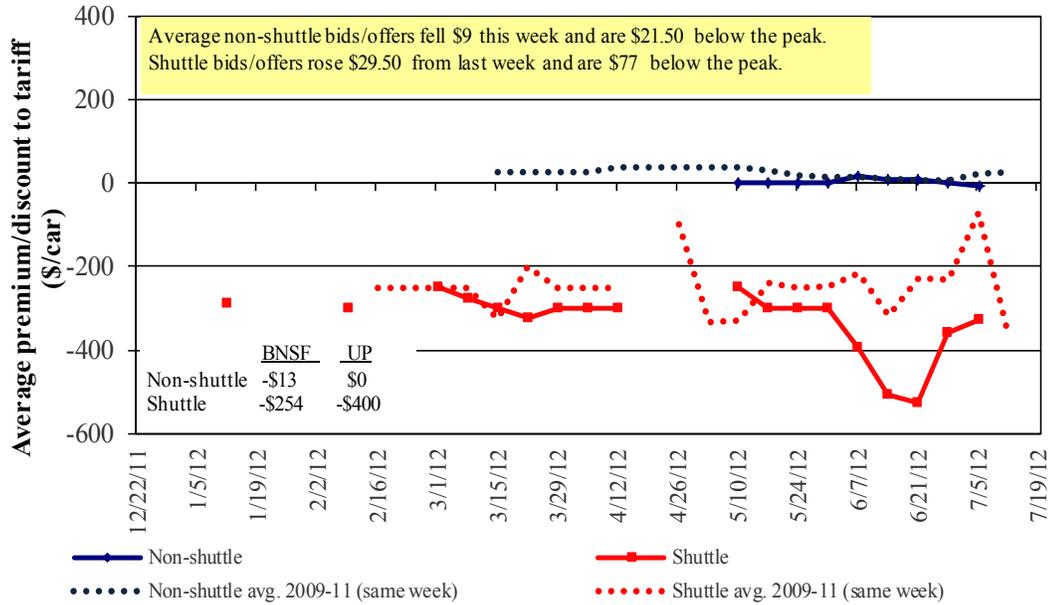
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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 July 2012, Secondary Market**

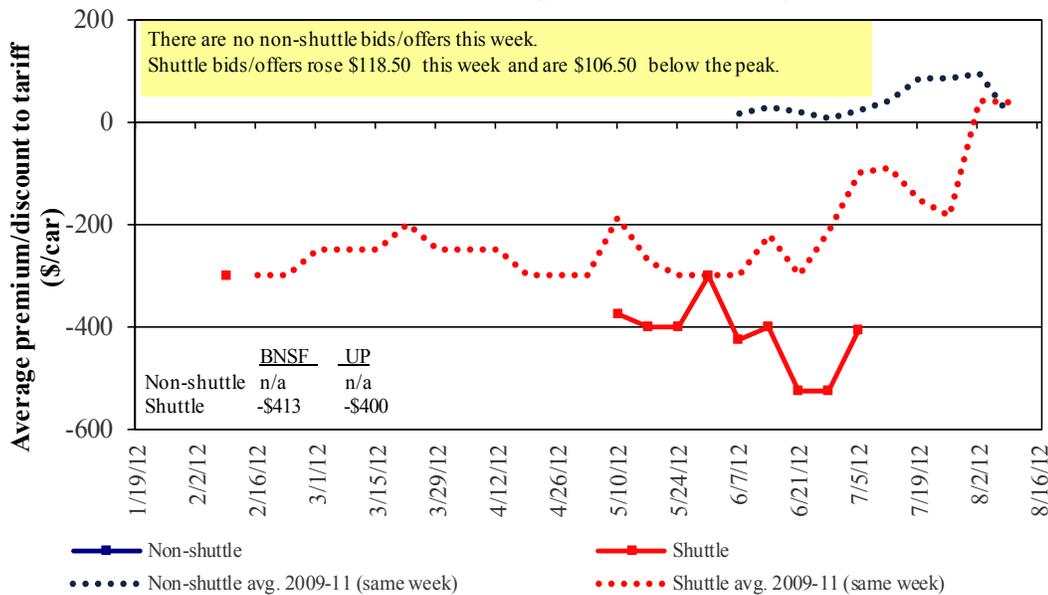


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

**Bids/Offers for Railcars to be Delivered in August 2012, Secondary Market**

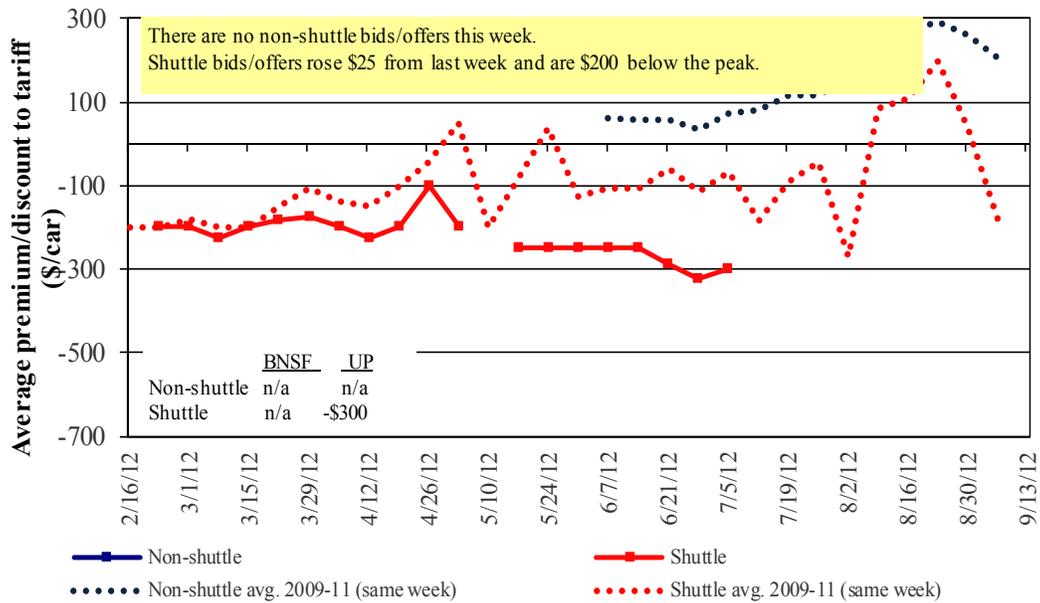


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

### Bids/Offers for Railcars to be Delivered in September 2012, 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 Railcar Market (\$/car)<sup>1</sup>

Week ending	Delivery period					
	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12
<b>Non-shuttle</b>						
BNSF-GF	(13)	n/a	n/a	n/a	n/a	n/a
Change from last week	(8)	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	(13)	n/a	n/a	n/a	n/a	n/a
UP-Pool	-	n/a	n/a	100	n/a	n/a
Change from last week	(10)	n/a	n/a	-	n/a	n/a
Change from same week 2011	13	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(254)	(413)	n/a	n/a	n/a	n/a
Change from last week	21	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	121	n/a	n/a	n/a	n/a	n/a
UP-Pool	(400)	(400)	(300)	350	n/a	n/a
Change from last week	38	125	150	50	n/a	n/a
Change from same week 2011	(12)	(100)	-	(75)	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:				Fuel	Tariff plus surcharge per:		Percent
7/2/2012	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushe <sup>l</sup> <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,144	\$192	\$33.13	\$0.90	5
	Grand Forks, ND	Duluth-Superior, MN	\$3,260	\$110	\$33.47	\$0.91	15
	Wichita, KS	Los Angeles, CA	\$6,026	\$566	\$65.46	\$1.78	5
	Wichita, KS	New Orleans, LA	\$3,645	\$338	\$39.56	\$1.08	4
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$465	\$59.96	\$1.63	2
	Northwest KS	Galveston-Houston, TX	\$3,912	\$371	\$42.53	\$1.16	3
	Amarillo, TX	Los Angeles, CA	\$4,112	\$516	\$45.95	\$1.25	3
Corn	Champaign-Urbana, IL	New Orleans, LA	\$2,038	\$382	\$24.03	\$0.65	-24
	Toledo, OH	Raleigh, NC	\$4,382	\$433	\$47.82	\$1.30	14
	Des Moines, IA	Davenport, IA	\$1,934	\$81	\$20.01	\$0.54	5
	Indianapolis, IN	Atlanta, GA	\$3,821	\$325	\$41.17	\$1.12	17
	Indianapolis, IN	Knoxville, TN	\$3,273	\$209	\$34.57	\$0.94	17
	Des Moines, IA	Little Rock, AR	\$3,074	\$238	\$32.89	\$0.90	4
Soybeans	Des Moines, IA	Los Angeles, CA	\$4,985	\$693	\$56.38	\$1.53	2
	Minneapolis, MN	New Orleans, LA	\$3,269	\$417	\$36.60	\$1.00	4
	Toledo, OH	Huntsville, AL	\$3,497	\$308	\$37.78	\$1.03	17
	Indianapolis, IN	Raleigh, NC	\$4,453	\$436	\$48.55	\$1.32	14
	Indianapolis, IN	Huntsville, AL	\$3,189	\$209	\$33.74	\$0.92	20
Champaign-Urbana, IL	New Orleans, LA	\$3,382	\$382	\$37.38	\$1.02	6	
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,351	\$326	\$36.51	\$0.99	3
	Wichita, KS	Galveston-Houston, TX	\$3,634	\$253	\$38.60	\$1.05	14
	Chicago, IL	Albany, NY	\$3,645	\$406	\$40.23	\$1.09	3
	Grand Forks, ND	Portland, OR	\$4,832	\$562	\$53.57	\$1.46	2
	Grand Forks, ND	Galveston-Houston, TX	\$5,854	\$586	\$63.95	\$1.74	3
	Northwest KS	Portland, OR	\$4,880	\$608	\$54.49	\$1.48	3
Corn	Minneapolis, MN	Portland, OR	\$4,800	\$685	\$54.47	\$1.48	2
	Sioux Falls, SD	Tacoma, WA	\$4,760	\$627	\$53.50	\$1.46	2
	Champaign-Urbana, IL	New Orleans, LA	\$2,857	\$382	\$32.17	\$0.88	6
	Lincoln, NE	Galveston-Houston, TX	\$3,310	\$366	\$36.50	\$0.99	3
	Des Moines, IA	Amarillo, TX	\$3,430	\$299	\$37.03	\$1.01	3
	Minneapolis, MN	Tacoma, WA	\$4,800	\$679	\$54.41	\$1.48	2
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,200	\$703	\$48.69	\$1.33	2
	Sioux Falls, SD	Tacoma, WA	\$5,040	\$627	\$56.28	\$1.53	3
	Minneapolis, MN	Portland, OR	\$5,030	\$685	\$56.75	\$1.54	3
	Fargo, ND	Tacoma, WA	\$4,930	\$558	\$54.49	\$1.48	3
	Council Bluffs, IA	New Orleans, LA	\$3,710	\$441	\$41.22	\$1.12	5
	Toledo, OH	Huntsville, AL	\$2,672	\$308	\$29.59	\$0.81	4
Grand Island, NE	Portland, OR	\$4,720	\$622	\$53.05	\$1.44	4	

<sup>1</sup>A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of

75-120 cars that meet railroad efficiency requirements.

<sup>2</sup>Approximate load per car = 111 short tons (100.7 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](http://www.bnsf.com), [www.cpr.ca](http://www.cpr.ca), [www.csx.com](http://www.csx.com), [www.uprr.com](http://www.uprr.com)

\*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

Table 8

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

Commodity	Origin state	Destination region	Tariff rate/car <sup>1</sup>	Fuel		Percent change Y/Y <sup>4</sup>	
				surcharge per car <sup>2</sup>	Tariff plus surcharge per: metric ton <sup>3</sup> bushel <sup>3</sup>		
Wheat	MT	Chihuahua, CI	\$7,741	\$595	\$85.17	\$2.32	3
	OK	Cuautitlan, EM	\$6,837	\$723	\$77.24	\$2.10	4
	KS	Guadalajara, JA	\$7,444	\$698	\$83.19	\$2.26	1
	TX	Salinas Victoria, NL	\$3,725	\$272	\$40.84	\$1.11	2
Corn	IA	Guadalajara, JA	\$7,699	\$821	\$87.05	\$2.21	2
	SD	Penjamo, GJ	\$7,776	\$778	\$87.41	\$2.22	6
	NE	Queretaro, QA	\$7,097	\$729	\$79.96	\$2.03	3
	SD	Salinas Victoria, NL	\$5,700	\$592	\$64.29	\$1.63	5
	MO	Tlalnepantla, EM	\$6,538	\$709	\$74.05	\$1.88	7
	SD	Torreon, CU	\$6,522	\$652	\$73.30	\$1.86	3
Soybeans	MO	Bojay (Tula), HG	\$7,350	\$693	\$82.18	\$2.23	7
	NE	Guadalajara, JA	\$7,904	\$792	\$88.85	\$2.42	3
	IA	El Castillo, JA <sup>5</sup>	\$8,255	\$774	\$92.25	\$2.51	5
	KS	Torreon, CU	\$6,421	\$491	\$70.63	\$1.92	4
Sorghum	OK	Cuautitlan, EM	\$5,730	\$591	\$64.58	\$1.64	6
	TX	Guadalajara, JA	\$6,653	\$507	\$73.15	\$1.86	5
	NE	Penjamo, GJ	\$7,426	\$707	\$83.10	\$2.11	5
	KS	Queretaro, QA	\$6,460	\$444	\$70.54	\$1.79	4
	NE	Salinas Victoria, NL	\$5,153	\$520	\$57.96	\$1.47	6
	NE	Torreon, CU	\$6,068	\$580	\$67.93	\$1.72	3

<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>Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V. railroad fuel surcharge policy as of 10/01/2009

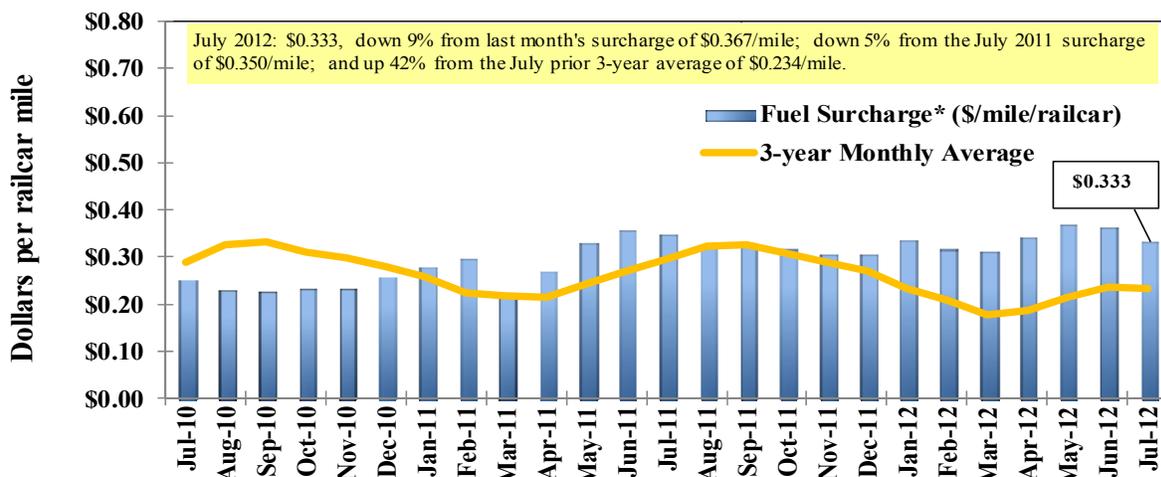
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<sup>4</sup>Percentage change year over year calculated using tariff rate plus fuel surcharge

<sup>5</sup>Beginning 12/6/10, El Castillo, JA replaced Penjamo, GJ as the destination

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.

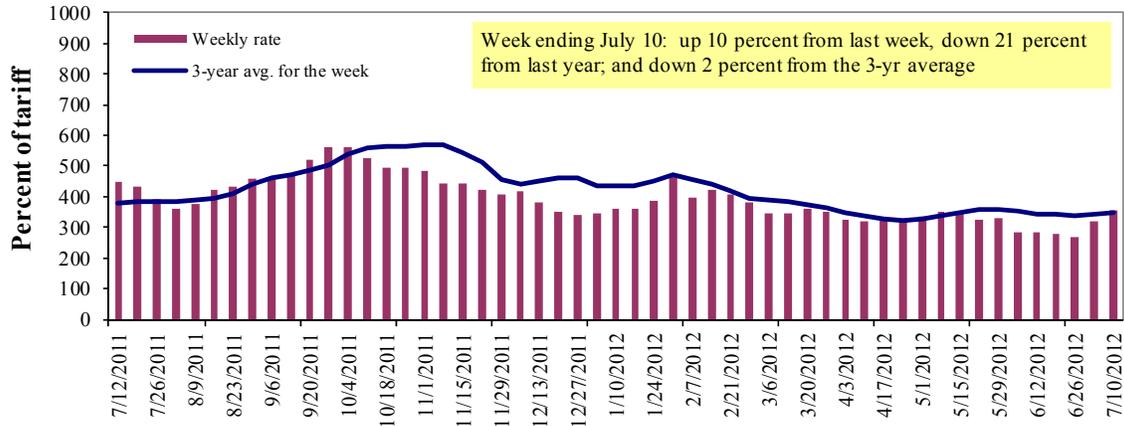
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

Sources: www.bnsf.com, www.cn.ca, www.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

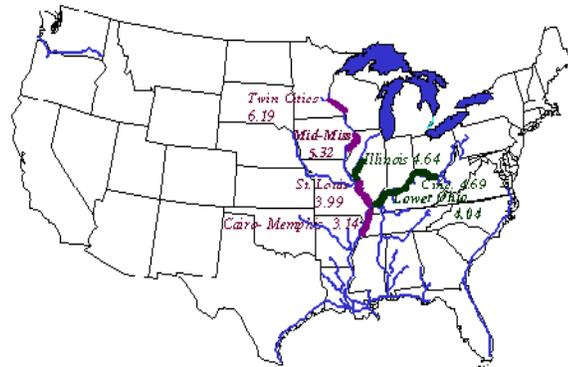
### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid- Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo- Memphis
<b>Rate<sup>1</sup></b>	7/10/2012	475	357	353	323	285	285	250
	7/3/2012	400	323	320	293	265	265	223
<b>\$/ton</b>	7/10/2012	29.40	18.99	16.38	12.89	13.37	11.51	7.85
	7/3/2012	24.76	17.18	14.85	11.69	12.43	10.71	7.00
<b>Current week % change from the same week:</b>								
	Last year	-11	-23	-21	-3	-29	-29	-19
	3-year avg. <sup>2</sup>	13	0	2	26	0	0	7
<b>Rate<sup>1</sup></b>	August	470	397	405	350	373	373	310
	October	582	525	525	450	513	513	422

<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



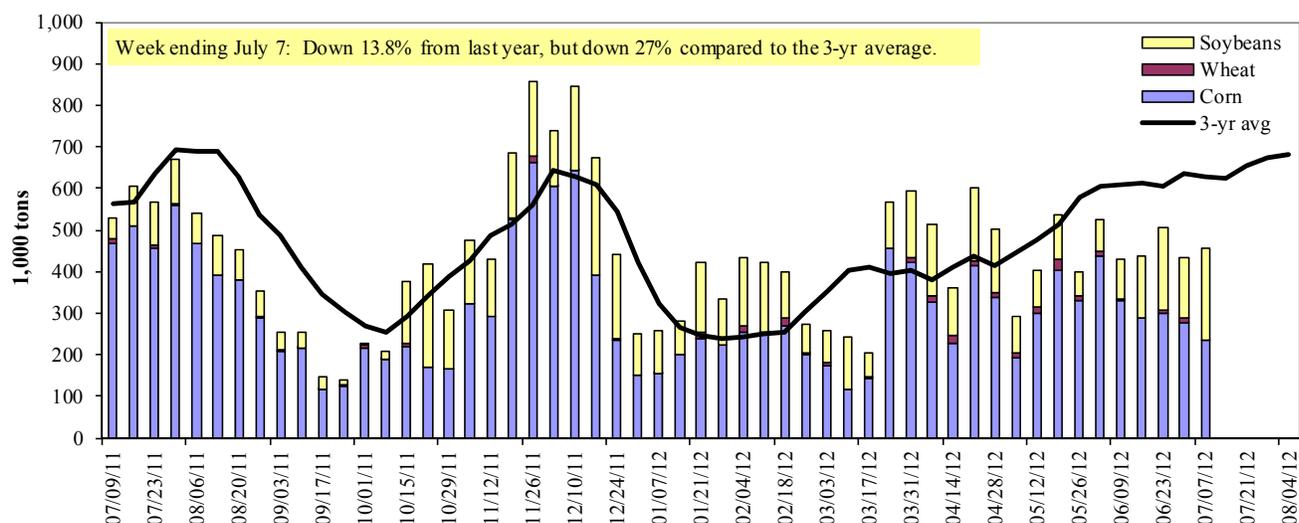
### Calculating barge rate per ton:

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

Table 10

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

Week ending 7/7/2012	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	168	2	61	0	231
Winfield, MO (L25)	186	0	116	0	302
Alton, IL (L26)	227	0	222	5	454
Granite City, IL (L27)	234	0	223	5	462
<b>Illinois River (L8)</b>	44	0	101	0	145
<b>Ohio River (L52)</b>	24	28	30	0	82
<b>Arkansas River (L1)</b>	2	35	0	0	37
Weekly total - 2012	260	63	253	5	581
Weekly total - 2011	491	82	74	4	651
2012 YTD <sup>1</sup>	9,601	1,102	5,433	162	16,298
2011 YTD	9,802	781	3,950	164	14,697
2012 as % of 2011 YTD	98	141	138	98	111
Last 4 weeks as % of 2011 <sup>2</sup>	75	54	219	145	102
Total 2011	19,921	1,460	8,553	422	30,356

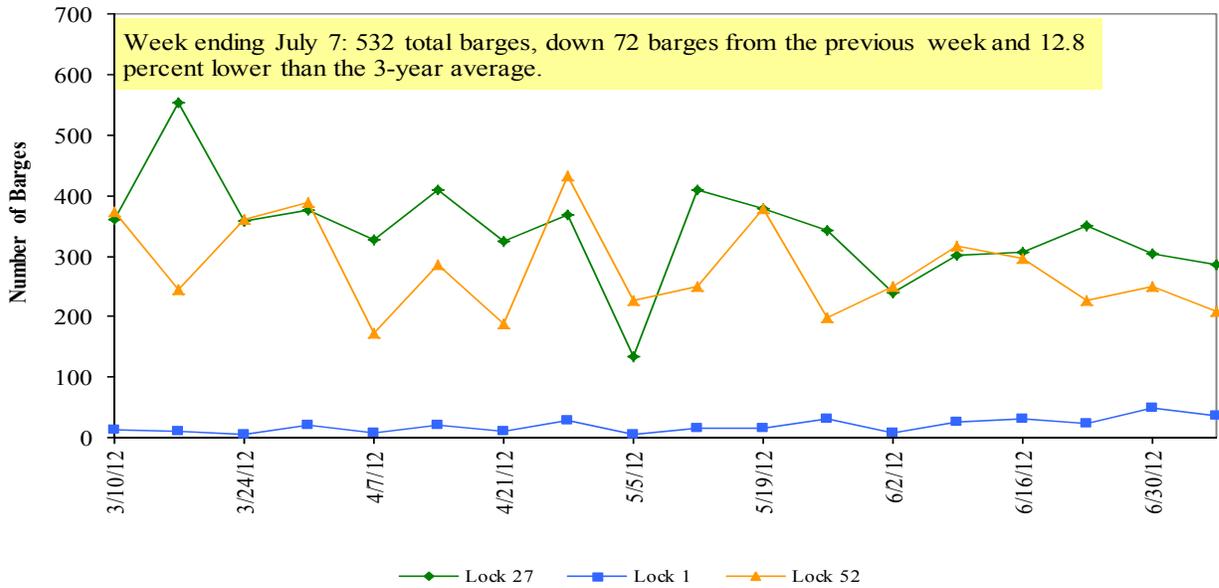
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2011.

Note: Total may not add exactly, due to rounding

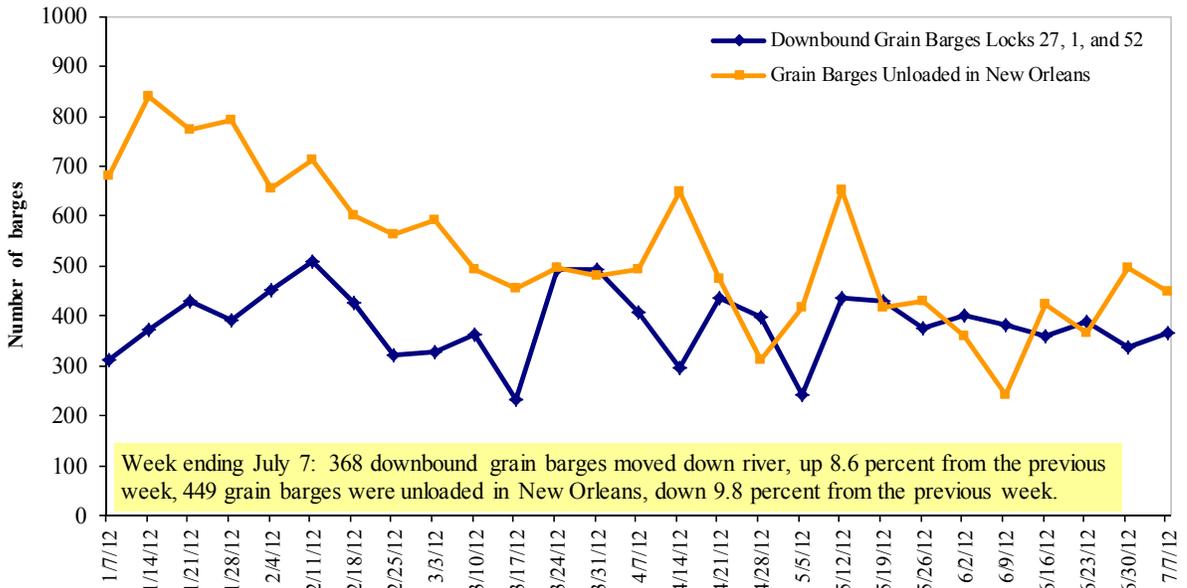
Source: U.S. Army Corps of Engineers ([www.mvr.usace.army.mil/mvrmi/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrmi/omni/webprts/default.asp))

**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 7/9/2012 (US \$/gallon)**

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.731	0.029	-0.195
	New England	3.840	-0.003	-0.172
	Central Atlantic	3.818	0.025	-0.216
	Lower Atlantic	3.646	0.039	-0.226
II	Midwest <sup>2</sup>	3.638	0.058	-0.237
III	Gulf Coast <sup>3</sup>	3.605	0.037	-0.251
IV	Rocky Mountain	3.680	-0.025	-0.158
V	West Coast	3.798	0.011	-0.214
	California	3.882	0.006	-0.217
Total	U.S.	3.683	0.035	-0.216

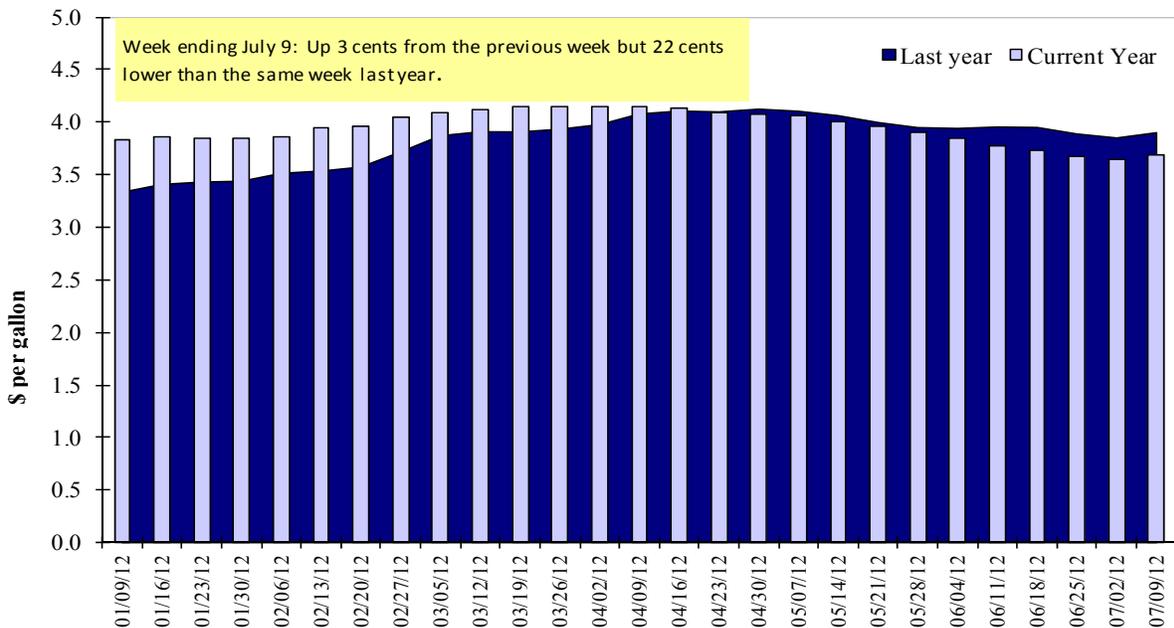
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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)

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>									
6/28/2012	1,533	821	1,271	1,050	127	4,802	5,742	5,053	15,597
This week year ago	1,908	1,004	1,911	1,163	74	6,060	8,267	3,671	17,998
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2011/12 YTD	1,112	397	490	290	43	2,332	33,197	32,577	68,106
2010/11 YTD	1,284	229	581	486	85	2,664	37,555	38,124	78,343
YTD 2011/12 as % of 2010/11	87	173	84	60	51	88	88	85	87
Last 4 wks as % of same period 2010/11	86	84	70	86	195	82	80	139	93
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306
2009/10 Total	8,458	2,733	5,329	3,897	983	21,400	47,700	39,285	108,385

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

<sup>2</sup> Shipped export sales to date; the 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 06/28/12	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2010/11
	2012/13 Next MY	2011/12 Current MY	2010/11 Last MY		
	- 1,000 mt -				- 1,000 mt -
Japan	1,025	11,348	14,074	(19)	14,279
Mexico	825	9,523	6,780	40	7,019
Korea	240	3,736	5,623	(34)	6,104
China*	1,101	5,166	556	830	978
Taiwan	0	1,452	2,570	(44)	2,393
<b>Top 5 importers</b>	<b>3,190</b>	<b>31,225</b>	<b>29,603</b>	<b>5</b>	<b>30,772</b>
<b>Total US corn export sales</b>	<b>6,044</b>	<b>38,939</b>	<b>45,823</b>	<b>(15)</b>	<b>46,600</b>
% of Projected	15%	96%	98%		
Change from prior week	134	19	622		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>53%</b>	<b>80%</b>	<b>65%</b>		
<b>USDA forecast, July 2012</b>	<b>40,640</b>	<b>40,640</b>	<b>46,600</b>	<b>(13)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol July 2012</b>	<b>124,460</b>	<b>128,270</b>	<b>127,534</b>	<b>0.6</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, or Export Sales Query--  
http://www.fas.usda.gov/esrquery/

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

\*China -- New to the Top 5 in the 2011/12 Marketing Year, replacing Egypt.

Table 14

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

Week Ending 06/28/2012	Total Commitments <sup>2</sup>			% change current MY from last MY	Exports <sup>3</sup> 2010/11
	2012/13 Next MY	2011/12 Current MY	2010/11 Last MY		
	- 1,000 mt -				- 1,000 mt -
China	9,792	23,257	25,866	(10)	24,445
Mexico	144	3,143	3,088	2	3,215
Japan	124	1,770	2,274	(22)	1,887
EU	60	1,116	2,599	(57)	2,607
Indonesia	64	1,488	1,496	(0.5)	1,680
<b>Top 5 importers</b>	<b>10,182</b>	<b>30,774</b>	<b>35,323</b>	<b>(13)</b>	<b>33,833</b>
<b>Total US soybean export sales</b>	<b>13,853</b>	<b>37,629</b>	<b>41,795</b>	<b>(10)</b>	<b>40,860</b>
% of Projected	37%	103%	102%		
Change from prior week	1,465	299	306		
<b>Top 5 importers' share of U.S. soybean export sales</b>	74%	82%	85%		
<b>USDA forecast, July 2012</b>	<b>37,290</b>	<b>36,470</b>	<b>40,860</b>	<b>(11)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS 2008/09 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, or Export Sales Query--  
http://www.fas.usda.gov/esrquery/<sup>3</sup>FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi\_rpt.htm.

Table 15

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

Week Ending 06/28/2012	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2011/12
	2012/13 Current MY	2011/12 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	821	1,144	(28)	3,512
Mexico	1,023	830	23	3,496
Nigeria	565	935	(40)	3,248
Philippines	518	1,028	(50)	2,039
Korea	409	254	61	1,983
Egypt	131	118	11	950
Taiwan	287	239	20	888
Indonesia	144	200	(28)	830
Venezuela	23	141	(84)	594
Iraq	205	350	(41)	572
<b>Top 10 importers</b>	<b>4,126</b>	<b>5,239</b>	<b>(21)</b>	<b>18,111</b>
<b>Total US wheat export sales</b>	<b>7,134</b>	<b>8,724</b>	<b>(18)</b>	<b>28,530</b>
% of Projected	22%	31%		
Change from prior week	419	424		
<b>Top 10 importers' share of U.S. wheat export sales</b>	58%	60%		63%
<b>USDA forecast, July 2012</b>	<b>32,660</b>	<b>28,530</b>	<b>14</b>	

(n) indicates negative number.

<sup>1</sup>Modified from the FAS 2010/11 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, or Export Sales Query--http://www.fas.usda.gov/esrquery/<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 07/05/12	Previous Week <sup>1</sup>	Current Week as % of Previous	2012 YTD <sup>1</sup>	2011 YTD <sup>1</sup>	2012 YTD as % of 2011 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2011
							2011	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	177	145	122	6,921	7,774	89	67	85	13,995
Corn	196	174	113	4,093	5,120	80	96	103	9,198
Soybeans	99	132	75	5,003	3,324	151	221	192	7,321
<b>Total</b>	<b>473</b>	<b>451</b>	<b>105</b>	<b>16,018</b>	<b>16,219</b>	<b>99</b>	<b>91</b>	<b>104</b>	<b>30,513</b>
<b>Mississippi Gulf</b>									
Wheat	42	95	44	3,407	2,954	115	79	133	5,031
Corn	330	315	105	10,909	13,831	79	64	58	26,267
Soybeans	316	165	192	9,736	9,760	100	271	143	19,262
<b>Total</b>	<b>687</b>	<b>576</b>	<b>119</b>	<b>24,053</b>	<b>26,546</b>	<b>91</b>	<b>87</b>	<b>80</b>	<b>50,560</b>
<b>Texas Gulf</b>									
Wheat	169	306	55	3,279	7,450	44	110	143	10,837
Corn	0	0	n/a	295	780	38	0	0	1,021
Soybeans	0	0	n/a	4	763	1	n/a	0	926
<b>Total</b>	<b>169</b>	<b>306</b>	<b>55</b>	<b>3,578</b>	<b>8,994</b>	<b>40</b>	<b>97</b>	<b>123</b>	<b>12,784</b>
<b>Interior</b>									
Wheat	15	11	144	639	571	112	196	148	1,110
Corn	54	67	81	4,240	3,771	112	85	74	7,509
Soybeans	36	97	37	2,233	2,119	105	69	106	4,273
<b>Total</b>	<b>106</b>	<b>175</b>	<b>61</b>	<b>7,112</b>	<b>6,461</b>	<b>110</b>	<b>121</b>	<b>89</b>	<b>12,892</b>
<b>Great Lakes</b>									
Wheat	0	52	0	164	593	28	88	132	1,038
Corn	0	0	n/a	37	37	102	0	0	178
Soybeans	0	0	n/a	106	22	477	n/a	434	382
<b>Total</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>308</b>	<b>652</b>	<b>47</b>	<b>86</b>	<b>105</b>	<b>1,598</b>
<b>Atlantic</b>									
Wheat	2	4	70	223	565	40	122	88	686
Corn	2	10	21	92	170	54	143	67	295
Soybeans	63	4	1,501	564	440	128	361	478	1,042
<b>Total</b>	<b>67</b>	<b>17</b>	<b>391</b>	<b>880</b>	<b>1,175</b>	<b>75</b>	<b>196</b>	<b>153</b>	<b>2,022</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	406	613	66	14,633	19,908	74	85	113	32,697
Corn	581	565	103	19,668	23,709	83	69	68	44,466
Soybeans	515	399	129	17,647	16,428	107	209	152	33,205
<b>Total</b>	<b>1,502</b>	<b>1,577</b>	<b>95</b>	<b>51,948</b>	<b>60,046</b>	<b>87</b>	<b>89</b>	<b>93</b>	<b>110,369</b>

<sup>1</sup> Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

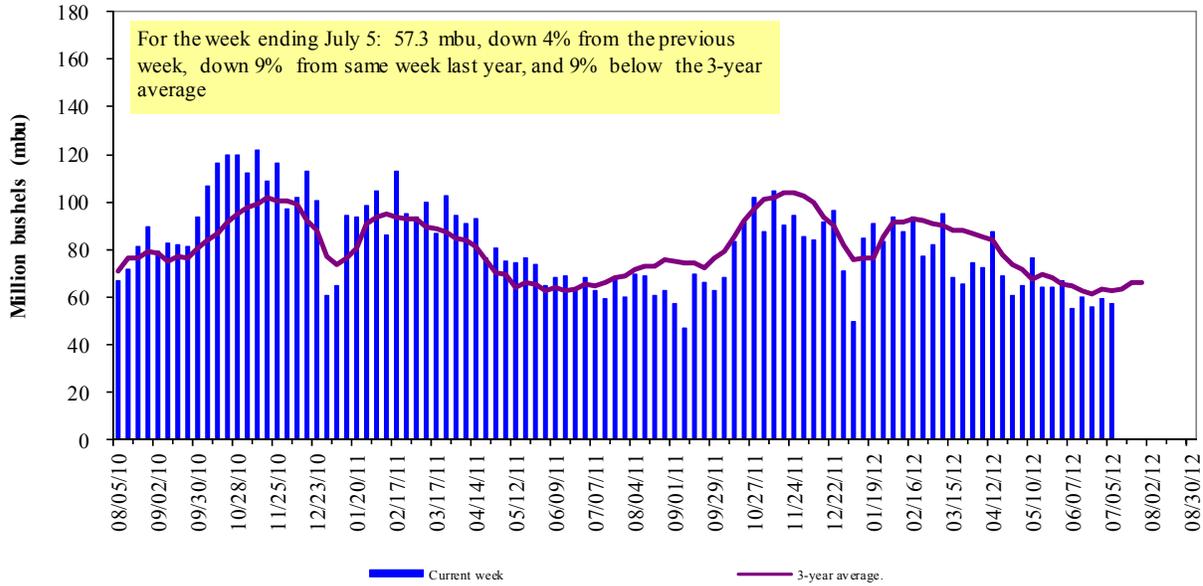
<sup>2</sup> Total includes only port regions shown above; Interior land-based shipments now included.

Source: Grain Inspection, Packers and Stockyards Administration/USDA ([www.gipsa.usda.gov](http://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 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2011.

Figure 14

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

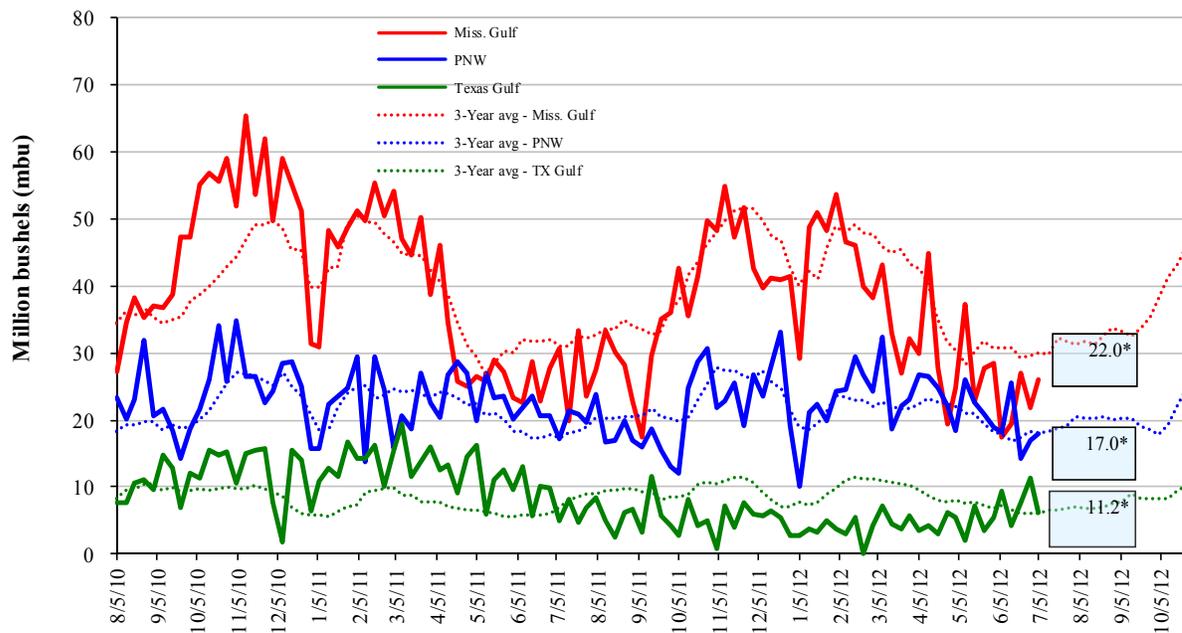


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

**U.S. Grain Inspections: U.S. Gulf and PNW<sup>1</sup> (wheat, corn, and soybeans)**



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

July 5 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 19	down 45	down 3	up 5
Last year (same week)	down 58	up 24	down 9	up 3
3-yr avg (4-wk mov. avg.)	down 8	up 2	down 11	up 15

# Ocean Transportation

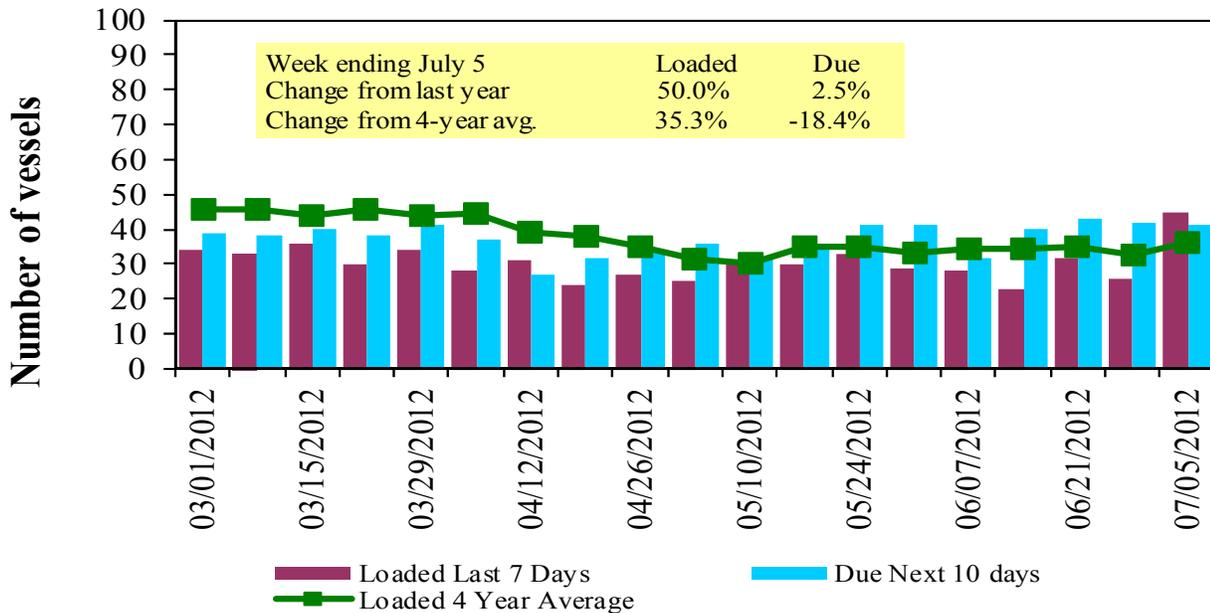
Table 17

**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
7/5/2012	17	45	41	8	n/a
6/28/2012	16	26	42	7	n/a
2011 range	(14..65)	(28..54)	(34..83)	(5..25)	(1..20)
2011 avg.	31	38	53	15	12

Source: Transportation & Marketing Programs/AMS/USDA

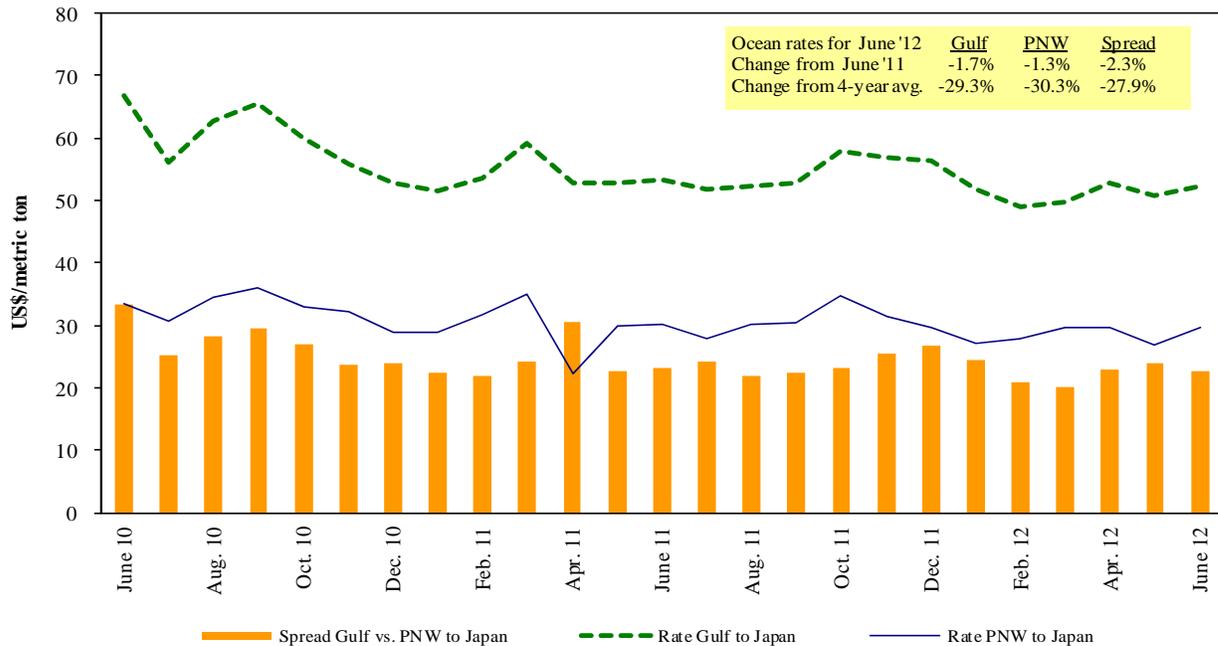
**Figure 16**  
**U.S. Gulf<sup>1</sup> Vessel Loading Activity**



Source: Transportation & Marketing Programs/AMS/USDA

Figure 17

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



Source: O'Neil Commodity Consulting

Table 18

## Ocean Freight Rates For Selected Shipments, Week Ending 07/07/2012

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Japan	Heavy Grain	Apr 1/10	58,000	46.00
PNW	Djibouti <sup>1</sup>	Wheat	May 5/15	26,430	118.03
PNW	China	Grain	Jan 10/20	55,000	26.75
St. Lawrence	Nigeria	Wheat	Apr 5/15	25,000	45.00
Argentina	Morocco	Barley	Apr 1/10	25,000	39.75
Brazil	China	Heavy Grain	May 20/30	60,000	47.75
Brazil	China	Heavy Grain	May 1/30	66,000	40.50
Brazil	China	Heavy Grain	Apr 1/10	60,000	47.75
River Plate	Algeria	Corn	Jul 5/15	25,000	34.00
River Plate	Egypt Med	Corn	Feb 25/ Mar 5	30,000	39.25
Ukraine	Japan	Corn	Apr 6/15	47,000	47.50

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

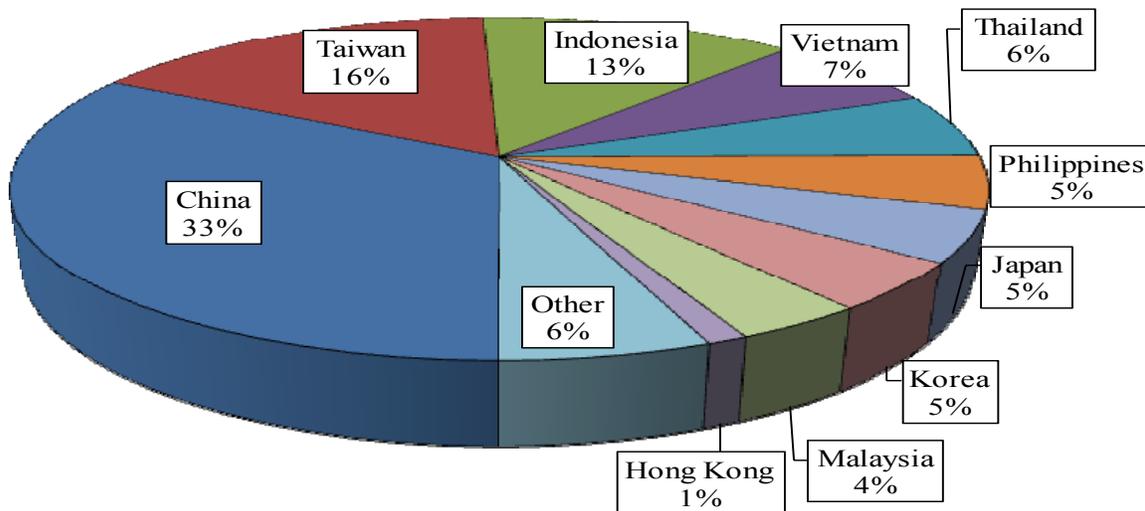
<sup>1</sup>75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 2011, containers were used to transport 7 percent of total U.S. waterborne grain exports, up 2 percentage points from 2010. Approximately 11 percent of U.S. waterborne grain exports in 2011 went to Asia, up 4 percentage points from 2010. Asia is the top destination for U.S. containerized grain exports—96 percent in 2011.

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, March 2012**

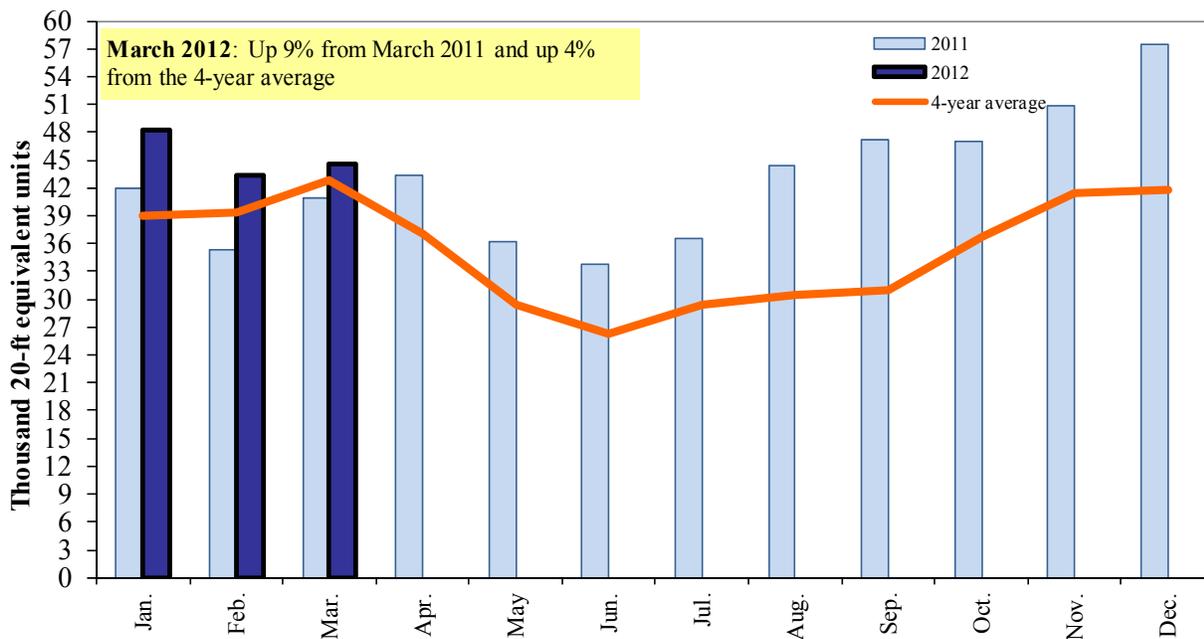


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

Figure 19

**Monthly Shipments of Containerized Grain to Asia**



Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

# Contacts and Links

## Coordinators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
Pierre Bahizi	<a href="mailto:pierre.bahizi@ams.usda.gov">pierre.bahizi@ams.usda.gov</a>	(202) 690 - 0992
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Weekly Highlight Editors

Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 690 - 3244
Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374
Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430

## Grain Transportation Indicators

Surajudeen (Deen) Olowolayemo	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
-------------------------------	--	------------------

## Rail Transportation

Marvin Prater	<a href="mailto:marvin.prater@ams.usda.gov">marvin.prater@ams.usda.gov</a>	(202) 720 - 0299
Johnny Hill	<a href="mailto:johnny.hill@ams.usda.gov">johnny.hill@ams.usda.gov</a>	(202) 690 - 3295
Adam Sparger	<a href="mailto:adam.sparger@ams.usda.gov">adam.sparger@ams.usda.gov</a>	(202) 205 - 8701

## Barge Transportation

Nicholas Marathon	<a href="mailto:nick.marathon@ams.usda.gov">nick.marathon@ams.usda.gov</a>	(202) 690 - 4430
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) 690 - 3295
Marina Denicoff	<a href="mailto:marina.denicoff@ams.usda.gov">marina.denicoff@ams.usda.gov</a>	(202) 690 - 3244

## Ocean Transportation

Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	<a href="mailto:surajudeen.olowolayemo@ams.usda.gov">surajudeen.olowolayemo@ams.usda.gov</a>	(202) 720 - 0119
April Taylor (Container movements)	<a href="mailto:april.taylor@ams.usda.gov">april.taylor@ams.usda.gov</a>	(202) 295 - 7374

## Economics Assistants

Daniel O'Neil, Jr.	<a href="mailto:daniel.oneil@ams.usda.gov">daniel.oneil@ams.usda.gov</a>	(202) 260 - 8702
Zachary Smith	<a href="mailto:zachary.smith@ams.usda.gov">zachary.smith@ams.usda.gov</a>	(202) 720 - 7880
Joyce Zhang	<a href="mailto:joyce.zhang@ams.usda.gov">joyce.zhang@ams.usda.gov</a>	(202) 260 - 8704

**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*).

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.