



September 29, 2011

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WEEKLY HIGHLIGHTS

Corn Harvest Continues on Near-Average Pace

As of September 25, 15 percent of this year's corn crop has been harvested, nearly the same as the 5-year average pace of 16 percent. Kansas has already harvested 42 percent of its corn crop, compared to the average of 34 percent. Missouri corn has been 50 percent harvested, ahead of its average 38 percent harvested pace. The top two corn producing States, Iowa and Illinois, have harvested 5 and 22 percent, respectively, of their corn crop, and are on a near-average pace. Ohio corn is only 19 percent mature compared to its average 53 percent. The late-planted Ohio corn crop is only 1 percent harvested. Additional rain this week could further delay harvest activities and postpone transportation needs in Ohio.

Corn Inspections Continue to Increase

For the week ending September 22, total inspections of grain (corn, wheat, and soybeans) for export from all major U.S. export regions reached 1.47 million metric tons (mmt), down 11 percent from the previous week and 25 percent below last year at this time. However, despite the drop in total grain inspected, corn inspections (.735 mmt) continued to rise, increasing 45 percent from the previous week. Inspections of corn jumped 90 percent in the Pacific Northwest as shipments to Asia increased 40 percent from the past week. Corn inspections were up 38 percent in the Mississippi Gulf (.599 mmt). Compared to the past week, total wheat inspections dropped 38 percent and soybeans decreased 24 percent. Outstanding export sales of grain were below last year for each of the major grains.

Gulf Vessel Loading Activity Likely to Pick Up

Grain vessel loading activity in the U.S. Gulf may increase in the coming weeks based on the higher number of vessels expected to be loaded within the next 10 days. During the week ending September 22, 52 ocean-going grain vessels are expected to be loaded within the next 10 days. This is the highest number of vessels expected during the past 10 weeks, and 24 percent above the 8-week average of 42.

Pre-harvest Dip in Rail Graincar Loadings Lowest in a Decade

Prior to fall harvest, rail graincar loadings drop to relatively low levels. This year, graincar loadings have been below the 3-year average since July 16 and unusually low since August 6. The drop came two months later than normal, during the period when graincar loadings usually increase with the fall harvest (Figure 3). Over the last decade, the average total graincar loading for the past four weeks has been 85,132. In contrast, U.S. graincar loadings for the last 4 weeks total 73,590 compared to the prior low at 75,755 for the same 4 weeks in 2002. Reduced grain export volumes and drought in Texas and Oklahoma have contributed to the low graincar loadings.

Snapshots by Sector

**Rail**

U.S. railroads originated 19,363 **carloads of grain** during the week ending September 17, up 12 percent from last week, but down 18 percent from last year, and 10 percent lower than the 3-year average.

During the week ending September 22, average October **non-shuttle secondary railcar bids/offers** were \$117.50 above tariff, down \$7.50 from last week and \$220.50 lower than last year. Average shuttle rates were \$175 below tariff, down \$350 from last week and \$100 lower than last year.

**Barge**

During the week ending September 24, **barge grain movements** totaled 293,526 tons, 7 percent lower than the previous week and 51 percent lower than the same period last year.

During the week ending September 24, 186 grain barges **moved down river**, down 8 percent from last week; 504 grain barges were **unloaded in New Orleans**, up 29.6 percent from the previous week.

**Ocean**

During the week ending September 22, 33 **ocean-going grain vessels** were loaded in the Gulf, down 30 percent from last year.

During the week ending September 23, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$55 per metric ton (mt), unchanged from the previous week. The cost of shipping from the Pacific Northwest to Japan was \$32 per mt—7 percent less than the previous week.

**Fuel**

During the week ending September 26, U.S. average **diesel fuel prices** decreased 5 cents to \$3.79 per gallon—1.2 percent lower than the previous week, but 28 percent higher than the same week last year.

# Feature Article/Calendar

## U.S. Soybean Transportation Cost Fell as Upper Mississippi River Opened; Brazil's Cost Increased

Although the upper and the mid-sections of the Mississippi River were sporadically closed because of floods during the second quarter, total transportation costs for shipping soybeans were lower than the first quarter. During the second quarter, soybeans were loaded on barges and shipped directly to New Orleans, LA, for export. During the first quarter, soybeans travelled by railroad to St. Louis, MO from Minneapolis, MN, and Davenport, IA due to the winter closure of the upper segment of the river, and then were loaded onto barges in St. Louis for shipment to New Orleans. Total transportation costs of shipping soybeans from the Pacific Northwest (PNW) increased during the second quarter due to an increase in the rail tariff rate. The costs of shipping from Brazil also increased during the second quarter due to increases in both truck and ocean rates.

Total transportation costs for shipping soybeans from Minneapolis and Davenport to Hamburg, Germany through the U.S. Gulf, decreased by 23 and 27 percent from the first quarter (table 1). The costs of shipping from the same locations to Shanghai, China decreased by 17 and 20 percent, respectively, from the previous quarter (table 2). However, the costs of shipping soybeans from Fargo, ND and Sioux Falls, SD through the Pacific Northwest (table 2) increased by 6 and 2 percent during the quarter. The costs of shipping from North Mato Grosso (MT) and South

**Table 1-Quarterly costs of transporting soybeans from U.S. and Brazil to Hamburg, Germany**

	2010	2011	2011	Percent change		2010	2011	2011	Percent change	
	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>						<b>Davenport, IA</b>				
	--\$/mt--					--\$/mt--				
Truck	8.66	11.34	11.34	30.95	0.00	8.66	11.34	11.34	30.95	0.00
Barge	25.45	21.38	37.26	46.40	74.28	18.88	21.38	27.27	44.44	27.55
Ocean <sup>1</sup>	27.87	23.13	21.52	-22.78	-6.96	27.87	23.13	21.52	-22.78	-6.96
Rail	-	34.67	-	-	-	-	26.44	-	-	-
Total transportation <sup>2</sup>	61.98	90.52	70.12	13.13	-22.54	55.41	82.29	60.13	8.52	-26.93
Farm Value <sup>3</sup>	336.69	438.47	465.42	38.23	6.15	343.92	449.50	481.34	39.96	7.08
Landed Cost	398.67	528.99	535.54	34.33	1.24	399.33	531.79	541.47	35.59	1.82
Transport % of landed cost	15.55	17.11	13.09			13.88	15.47	11.10		
<b>Brazil</b>										
<b>North MT<sup>4</sup> - Santos<sup>5</sup></b>						<b>South GO<sup>4</sup> - Paranagua<sup>5</sup></b>				
	--\$/mt--					--\$/mt--				
Truck	113.73	124.57	125.83	10.64	1.01	65.82	61.96	70.31	6.82	13.48
Ocean <sup>6</sup>	36.17	34.96	35.00	-3.23	0.11	38.08	33.86	36.00	-5.46	6.32
Total transportation <sup>2</sup>	149.90	159.53	160.83	7.29	0.81	103.90	95.82	106.31	2.32	10.95
Farm Value <sup>7</sup>	269.58	406.96	386.58	43.40	-5.01	271.15	441.07	413.15	52.37	-6.33
Landed Cost	419.48	566.49	547.41	30.50	-3.37	375.05	536.89	519.46	38.50	-3.25
Transport % of landed cost	35.73	28.16	29.38			27.70	17.85	20.47		

<sup>1</sup>Source: O'Neil Commodity Consulting

<sup>3</sup>Source: USDA/NASS

<sup>4</sup>Producing regions: MT= Mato Grosso, GO = Goiás

<sup>5</sup>Export ports

<sup>6</sup>Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

<sup>7</sup>Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br, 2010 value for North MT has been revised

Note: Total may not add exactly due to rounding

Goiás in Brazil to Hamburg increased by 1 and 11 percent, respectively. The costs of shipping from both locations to Shanghai also increased by 1 and 8 percent, respectively.

Despite the sporadic closure of segments of the Mississippi River due to flooding, the total transportation costs of shipping from the U.S. Gulf fell during the quarter because soybeans were barged directly to New Orleans instead of initially being hauled by rail to St. Louis. However, barge rates were above average due to high water conditions that raised costs for barge operators. In addition, the ocean shipping cost also fell in the United States during the quarter. The reduction in ocean shipping cost could be attributed to weak demand for bulk shipping amid excess vessel supply (see [GTR, dated 7/28/11](#)). However, the costs of shipping from the Pacific Northwest were pushed

up by the increase in rail tariff rates caused partly by the increase in fuel surcharges (see figure 7). Both truck and ocean rates were pushed up in Brazil by the demand for transportation of crops during the harvesting season that ended in June. Record crop production, limited port capacity, lack of alternative transportation modes, and routes to export ports pushed up the truck rates (see [Brazil Soybean Transportation, dated 8/10/11](#)).

**Table 2-Quarterly costs of transporting soybeans from U.S. and Brazil to Shanghai, China**

	2010	2011	2011	Percent change		2010	2011	2011	Percent change	
	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.	2 <sup>nd</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	Yr. to Yr.	Qtr. to Qtr.
<b>United States (via U.S. Gulf)</b>										
<b>Minneapolis, MN</b>										
	--\$/mt--					Davenport, IA				
	--\$/mt--					--\$/mt--				
Truck	8.66	11.34	11.34	30.95	0.00	8.66	11.34	11.34	30.95	0.00
Barge	25.45	21.38	37.26	46.40	74.28	18.88	21.38	27.27	44.44	27.55
Ocean <sup>1</sup>	67.71	53.79	51.58	-23.82	-4.11	67.71	53.79	51.58	-23.82	-4.11
Rail	-	34.67	-	-	-	-	26.44	-	-	-
Total transportation <sup>2</sup>	101.82	121.18	100.18	-1.61	-17.33	95.25	112.95	90.19	-5.31	-20.15
Farm Value <sup>3</sup>	336.69	438.47	465.42	38.23	6.15	343.92	449.50	481.34	39.96	7.08
Landed Cost	438.51	559.65	565.60	28.98	1.06	439.17	562.45	571.53	30.14	1.61
Transport % of landed cost	23.22	21.65	17.71			21.69	20.08	15.78		
<b>Via PNW</b>										
<b>Fargo, ND</b>										
	--\$/mt--					Sioux Falls, SD				
	--\$/mt--					--\$/mt--				
Truck	8.66	11.34	11.34	30.95	0.00	8.66	11.34	11.34	30.95	0.00
Ocean <sup>1</sup>	38.44	30.92	28.88	-24.87	-6.60	38.44	30.92	28.88	-24.87	-6.60
Rail	48.62	44.84	52.16	7.28	16.32	49.93	49.69	53.90	7.95	8.47
Total transportation <sup>2</sup>	95.72	87.10	92.38	-3.49	6.06	97.03	91.95	94.12	-3.00	2.36
Farm Value <sup>3</sup>	334.00	438.47	460.52	37.88	5.03	335.59	448.27	471.54	40.51	5.19
Landed Cost	429.72	525.57	552.90	28.67	5.20	432.62	540.22	565.66	30.75	4.71
Transport % of landed cost	22.27	16.57	16.71			22.43	17.02	16.64		
<b>Brazil</b>										
<b>North MT<sup>4</sup> - Santos<sup>5</sup></b>										
	--\$/mt--					South GO <sup>4</sup> - Paranagua <sup>5</sup>				
	--\$/mt--					--\$/mt--				
Truck	113.73	124.57	125.83	10.64	1.01	65.82	61.96	70.31	6.82	13.48
Ocean <sup>6</sup>	55.08	50.00	50.05	-9.13	0.10	58.58	56.25	57.62	-1.64	2.44
Total transportation <sup>2</sup>	168.81	174.57	175.88	4.19	0.75	124.40	118.21	127.93	2.84	8.22
Farm Value <sup>7</sup>	269.58	406.96	386.58	43.40	-5.01	271.15	441.07	413.45	52.48	-6.26
Landed Cost	438.39	581.53	562.46	28.30	-3.28	395.55	559.28	541.38	36.87	-3.20
Transport % of landed cost	38.51	30.02	31.27			31.45	21.14	23.63		

<sup>1</sup>Source: O'Neil Commodity Consulting

<sup>3</sup>Source: USDA/NASS

<sup>4</sup>Producing regions: MT= Mato Grosso, GO= Goiás

<sup>5</sup>Export ports

<sup>6</sup>Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS, 2010 value for North MT has been revised

<sup>7</sup>Source: Companhia Nacional de Abastecimento (CONAB) [www.conab.gov.br](http://www.conab.gov.br)

Note: Total may not add exactly due to rounding

The year-to-year transportation costs of shipping from the United States to Hamburg increased while the costs of shipping to Shanghai decreased during the quarter. The year-to-year transportation cost of shipping from Brazil also increased during the quarter. The U.S. transportation share of landed costs to Hamburg ranged from 11–13 percent; the transportation share to Shanghai was 16–18 percent. Brazil's transportation shares of the landed costs to Hamburg ranged from 21–29 percent and to Shanghai, 24–31 percent.

**Market Outlook:** From April to June, 952,821 metric tons of U.S. soybeans were exported to China—up 46 percent from the same period a year earlier. The total of the exports was \$497.97 million—93 percent more than a year ago. The increase in the value of the exports is due to a significant increase in farm prices compared to a year earlier. Given the robust farm prices, moderate transportation costs are needed to keep the landed costs at low levels in order to sustain the continued demand from China and other countries. For more on Brazil soybean transportation, see [Soybean Transportation Guide: Brazil 2010](#). [Surajudeen.olowolayemo@ams.usda.gov](mailto:Surajudeen.olowolayemo@ams.usda.gov)

# Grain Transportation Indicators

Table 1

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

Week ending	Truck	Rail <sup>2</sup>	Barge	Ocean	
				Gulf	Pacific
09/28/11	254	213	313	246	227
09/21/11	257	220	288	246	245

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

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

Table 2

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

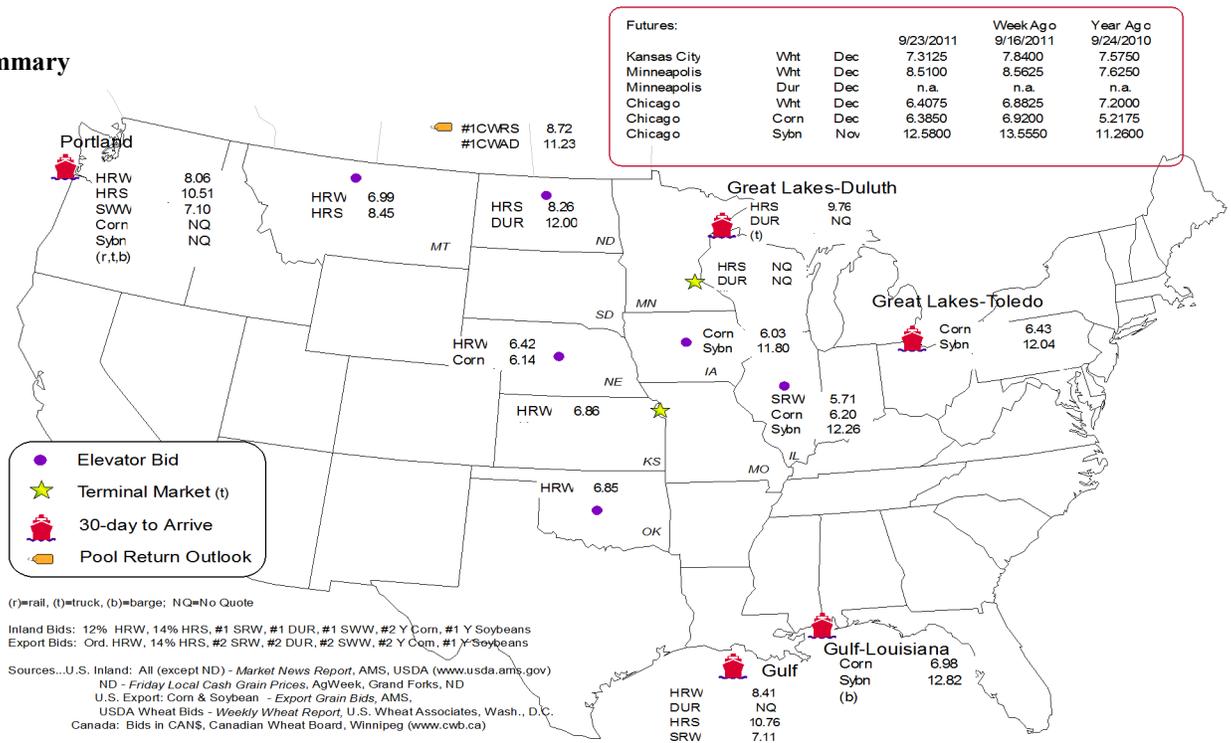
Commodity	Origin--Destination	9/23/2011	9/16/2011
Corn	IL--Gulf	-0.78	-0.75
Corn	NE--Gulf	-0.84	-0.86
Soybean	IA--Gulf	-1.02	-0.87
HRW	KS--Gulf	-1.55	-1.55
HRS	ND--Portland	-2.25	-2.20

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

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	
9/21/2011 <sup>P</sup>	149	622	644	2,044	82	3,541
9/14/2011 <sup>r</sup>	110	1,654	1,270	1,601	32	4,667
2011 YTD	22,342	66,707	34,602	132,423	17,030	273,104
2010YTD	13,664	54,580	32,979	121,421	19,422	242,066
2011 YTD as % of 2010 YTD	164	122	105	109	88	113
Last 4 weeks as % of 2010 <sup>2</sup>	12	43	121	107	15	67
Last 4 weeks as % of 4-year avg. <sup>2</sup>	11	45	125	67	10	55
Total 2010	33,971	83,492	42,794	177,896	32,780	370,933
Total 2009	33,423	57,646	36,738	175,965	30,328	334,100

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

<sup>2</sup> Compared with same 4-weeks in 2010 and prior 4-year average.

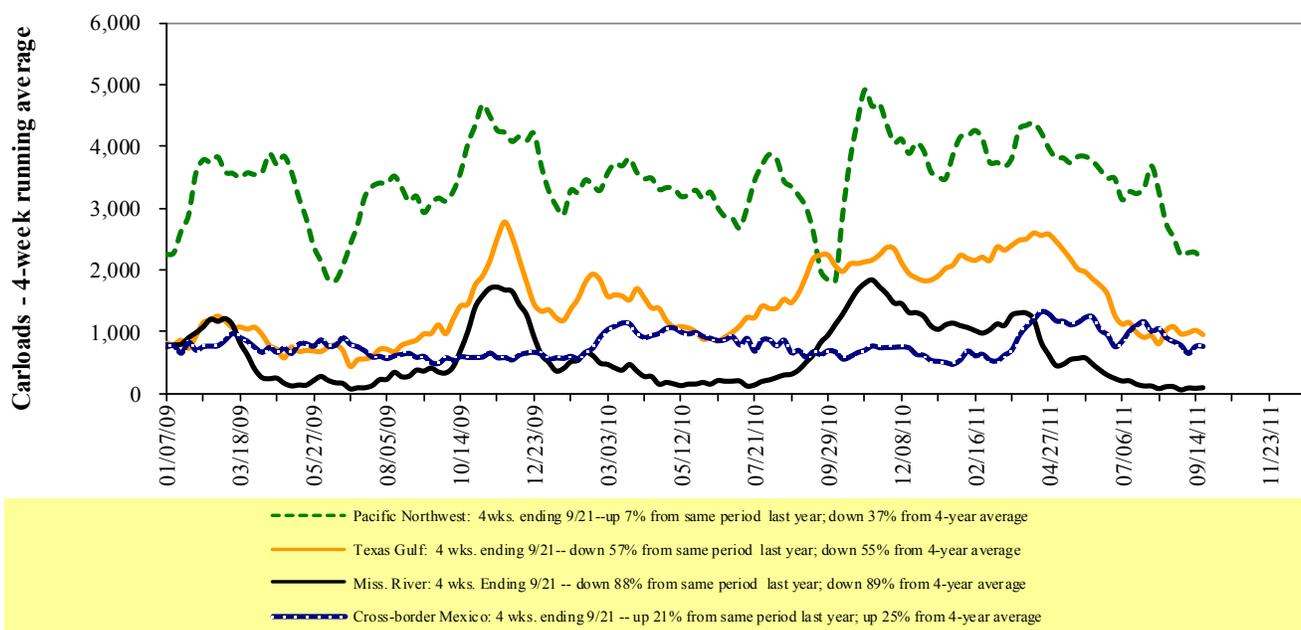
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2

## Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

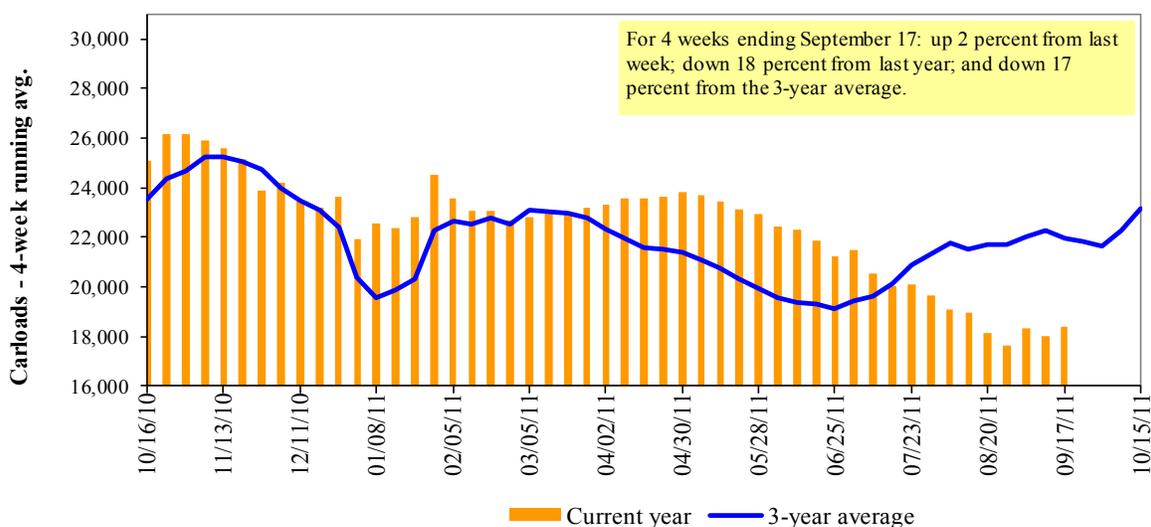
Table 4

**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
09/17/11	756	2,013	10,393	842	5,359	19,363	3,507	4,043
This week last year	2,129	3,357	11,499	572	5,952	23,509	3,659	4,330
2011 YTD	66,347	106,598	389,896	24,940	215,555	803,336	140,384	187,339
2010 YTD	76,614	109,433	377,614	25,350	199,727	788,738	142,154	191,950
2011 YTD as % of 2010 YTD	87	97	103	98	108	102	99	98
Last 4 weeks as % of 2010 <sup>1</sup>	57	78	86	121	79	82	98	99
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	55	80	86	113	85	83	98	94
Total 2010	111,935	159,836	546,901	35,807	295,361	1,149,840	203,038	265,835

<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							
	Oct-11	Oct-10	Nov-11	Nov-10	Dec-11	Dec-10	Jan-12	Jan-11
BNSF <sup>3</sup>								
COT grain units	no offer	no offer	no offer	no offer	no offer	no offer	no bids	187
COT grain single-car <sup>5</sup>	0 . . 1	no offer	no bids	no offer	no bids	no offer	5	no offer
UP <sup>4</sup>								
GCAS/Region 1	no bids	no offer	no bids	no offer	no bids	no offer	n/a	n/a
GCAS/Region 2	no bids	no offer	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.

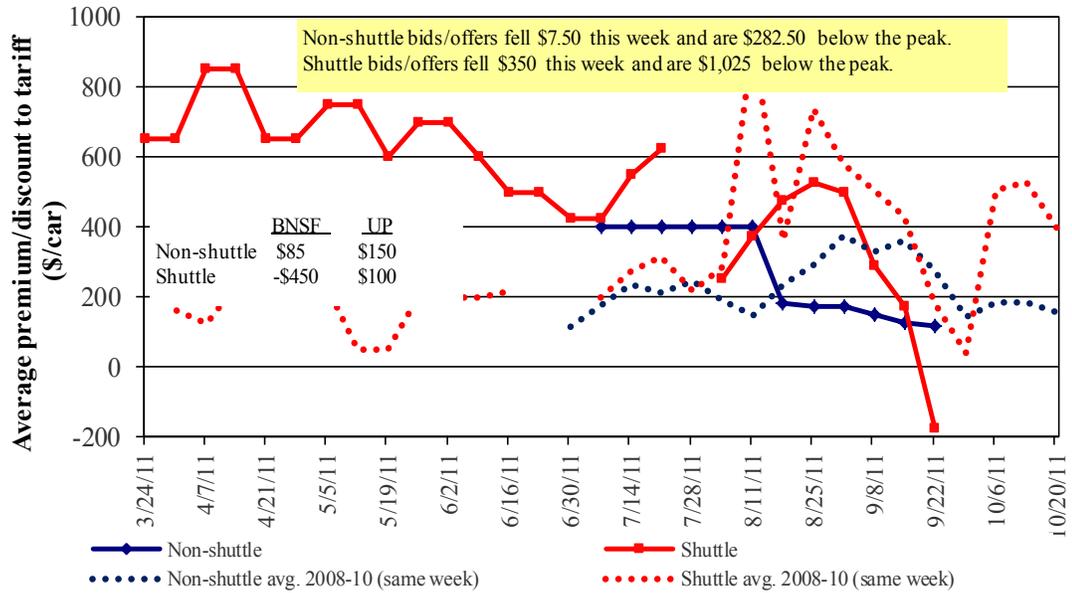
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 October 2011, Secondary Market**

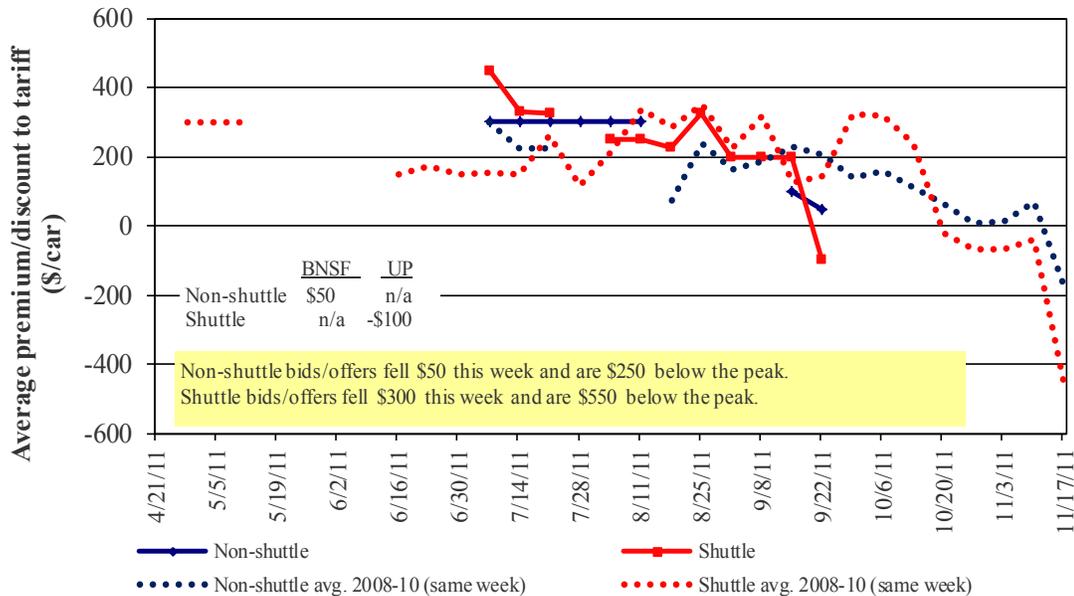


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

**Bids/Offers for Railcars to be Delivered in November 2011, Secondary Market**

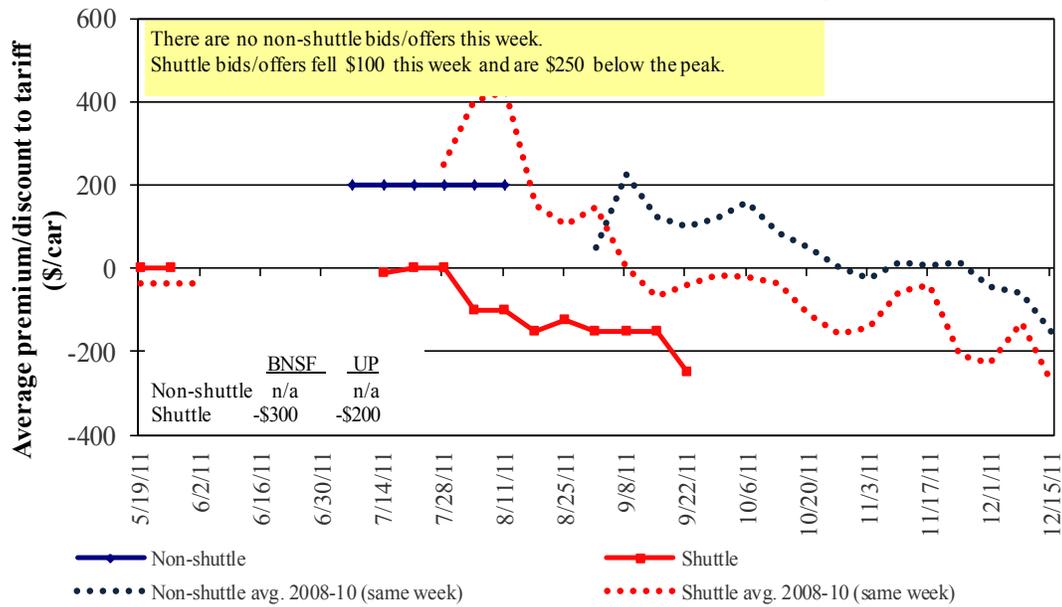


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

### Bids/Offers for Railcars to be Delivered in December 2011, 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					
	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12
<b>9/22/2011</b>						
<b>Non-shuttle</b>						
BNSF-GF	85	50	n/a	n/a	n/a	n/a
Change from last week	(15)	(50)	n/a	n/a	n/a	n/a
Change from same week 2010	(278)	(321)	n/a	n/a	n/a	n/a
UP-Pool	150	n/a	n/a	n/a	n/a	n/a
Change from last week	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2010	(163)	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(450)	n/a	(300)	n/a	n/a	n/a
Change from last week	(450)	n/a	n/a	n/a	n/a	n/a
Change from same week 2010	(100)	n/a	(275)	n/a	n/a	n/a
UP-Pool	100	(100)	(200)	n/a	n/a	n/a
Change from last week	(250)	(300)	(50)	n/a	n/a	n/a
Change from same week 2010	(100)	(188)	(100)	n/a	n/a	n/a

<sup>1</sup>Average premium/discount to tariff, \$/car-last week

<sup>2</sup>Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

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

Table 7

**Tariff Rail Rates for Unit and Shuttle Train Shipments<sup>1</sup>**

Effective date:				Fuel	Tariff plus surcharge per:		Percent	
9/6/2011	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushel <sup>2</sup>	change Y/Y <sup>3</sup>	
<b>Unit train</b>								
Wheat	Wichita, KS	St. Louis, MO	\$2,992	\$187	\$31.57	\$0.86	11	
	Grand Forks, ND	Duluth-Superior, MN	\$3,097	\$107	\$31.82	\$0.87	19	
	Wichita, KS	Los Angeles, CA	\$5,710	\$551	\$62.17	\$1.69	10	
	Wichita, KS	New Orleans, LA	\$3,492	\$329	\$37.95	\$1.03	12	
	Sioux Falls, SD	Galveston-Houston, TX	\$5,410	\$452	\$58.21	\$1.58	6	
	Northwest KS	Galveston-Houston, TX	\$3,760	\$361	\$40.92	\$1.11	11	
	Amarillo, TX	Los Angeles, CA	\$3,959	\$502	\$44.30	\$1.21	12	
Corn	Champaign-Urbana, IL	New Orleans, LA	\$2,812	\$372	\$31.62	\$0.86	8	
	Toledo, OH	Raleigh, NC	\$3,760	\$416	\$41.47	\$1.13	14	
	Des Moines, IA	Davenport, IA	\$1,843	\$79	\$19.08	\$0.52	-1	
	Indianapolis, IN	Atlanta, GA	\$3,196	\$312	\$34.84	\$0.95	12	
	Indianapolis, IN	Knoxville, TN	\$2,760	\$200	\$29.40	\$0.80	12	
	Des Moines, IA	Little Rock, AR	\$2,938	\$232	\$31.48	\$0.86	7	
	Des Moines, IA	Los Angeles, CA	\$4,835	\$675	\$54.71	\$1.49	20	
Soybeans	Minneapolis, MN	New Orleans, LA	\$3,289	\$402	\$36.65	\$1.00	11	
	Toledo, OH	Huntsville, AL	\$2,921	\$295	\$31.94	\$0.87	11	
	Indianapolis, IN	Raleigh, NC	\$3,830	\$419	\$42.19	\$1.15	14	
	Indianapolis, IN	Huntsville, AL	\$2,613	\$200	\$27.94	\$0.76	11	
	Champaign-Urbana, IL	New Orleans, LA	\$3,406	\$372	\$37.52	\$1.02	18	
<b>Shuttle Train</b>								
Wheat	Great Falls, MT	Portland, OR	\$3,239	\$317	\$35.31	\$0.96	10	
	Wichita, KS	Galveston-Houston, TX	\$3,144	\$247	\$33.67	\$0.92	7	
	Chicago, IL	Albany, NY	\$3,497	\$390	\$38.60	\$1.05	-3	
	Grand Forks, ND	Portland, OR	\$4,702	\$547	\$52.13	\$1.42	10	
	Grand Forks, ND	Galveston-Houston, TX	\$5,745	\$570	\$62.71	\$1.71	11	
Corn	Northwest KS	Portland, OR	\$4,727	\$592	\$52.82	\$1.44	11	
	Minneapolis, MN	Portland, OR	\$4,680	\$666	\$53.09	\$1.44	14	
	Sioux Falls, SD	Tacoma, WA	\$4,640	\$610	\$52.14	\$1.42	13	
	Champaign-Urbana, IL	New Orleans, LA	\$2,677	\$372	\$30.28	\$0.82	7	
	Lincoln, NE	Galveston-Houston, TX	\$3,190	\$356	\$35.21	\$0.96	10	
	Des Moines, IA	Amarillo, TX	\$3,330	\$291	\$35.96	\$0.98	8	
	Minneapolis, MN	Tacoma, WA	\$4,680	\$661	\$53.04	\$1.44	14	
	Council Bluffs, IA	Stockton, CA	\$4,080	\$684	\$47.31	\$1.29	13	
	Soybeans	Sioux Falls, SD	Tacoma, WA	\$4,840	\$610	\$54.12	\$1.47	8
		Minneapolis, MN	Portland, OR	\$4,830	\$666	\$54.58	\$1.49	9
Fargo, ND		Tacoma, WA	\$4,730	\$543	\$52.36	\$1.43	8	
Council Bluffs, IA		New Orleans, LA	\$3,710	\$429	\$41.10	\$1.12	15	
Toledo, OH		Huntsville, AL	\$2,536	\$295	\$28.12	\$0.77	13	
Grand Island, NE	Portland, OR	\$4,520	\$606	\$50.90	\$1.39	9		

<sup>1</sup>A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 90-110 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, www.cpr.ca, www.csx.com, 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	\$7,491	\$579	\$82.46	\$2.24	9
	OK	Cuautitlan, EM	\$6,610	\$606	\$73.73	\$2.00	12
	KS	Guadalajara, JA	\$7,210	\$861	\$82.47	\$2.24	11
	TX	Salinas Victoria, NL	\$3,656	\$246	\$39.88	\$1.08	13
Corn	IA	Guadalajara, JA	\$7,445	\$881	\$85.06	\$2.16	11
	SD	Penjamo, GJ	\$7,245	\$757	\$81.77	\$2.07	8
	NE	Queretaro, QA	\$6,802	\$779	\$77.46	\$1.97	14
	SD	Salinas Victoria, NL	\$5,360	\$576	\$60.65	\$1.54	13
	MO	Tlalnepantla, EM	\$5,959	\$759	\$68.64	\$1.74	15
	SD	Torreon, CU	\$6,248	\$634	\$70.32	\$1.78	13
Soybeans	MO	Bojay (Tula), HG	\$6,705	\$772	\$76.39	\$2.08	10
	NE	Guadalajara, JA	\$7,519	\$876	\$85.78	\$2.33	14
	IA	El Castillo, JA <sup>5</sup>	\$7,770	\$753	\$87.08	\$2.37	12
	KS	Torreon, CU	\$6,042	\$601	\$67.87	\$1.85	15
Sorghum	OK	Cuautitlan, EM	\$5,350	\$575	\$60.54	\$1.54	18
	TX	Guadalajara, JA	\$6,289	\$493	\$69.29	\$1.76	11
	NE	Penjamo, GJ	\$6,905	\$810	\$78.83	\$2.00	8
	KS	Queretaro, QA	\$6,038	\$538	\$67.18	\$1.70	13
	NE	Salinas Victoria, NL	\$4,818	\$511	\$54.45	\$1.38	13
	NE	Torreon, CU	\$5,804	\$641	\$65.85	\$1.67	11

<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

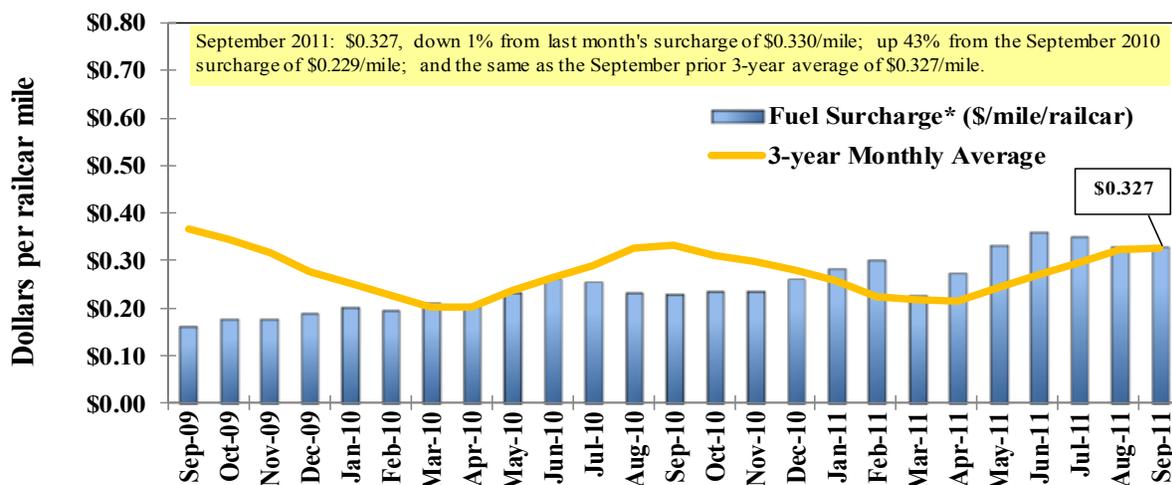
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

<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.

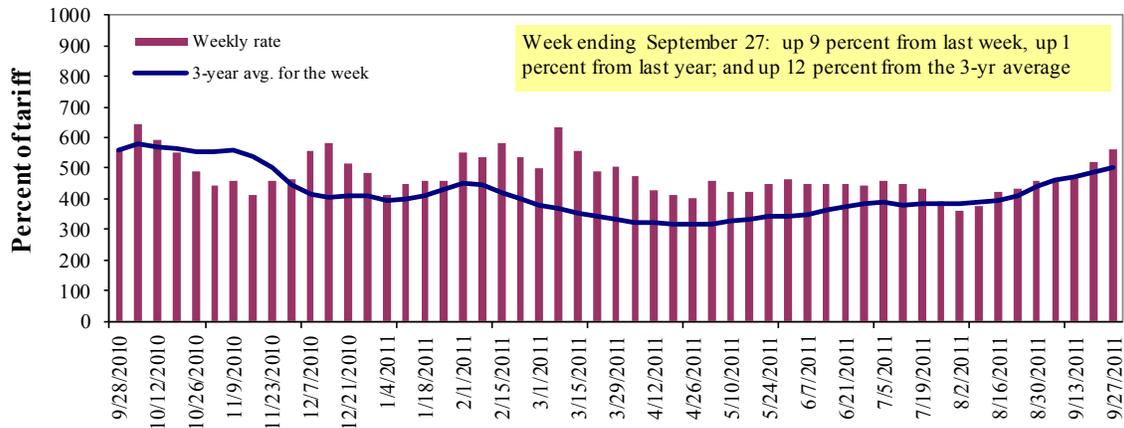
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

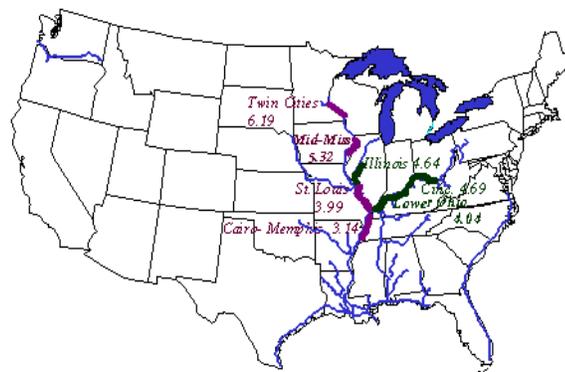
### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	9/27/2011	552	563	563	457	567	567	432
	9/20/2011	517	517	518	407	492	492	395
<b>\$/ton</b>	9/27/2011	34.17	29.95	26.12	18.23	26.59	22.91	13.56
	9/20/2011	32.00	27.50	24.04	16.24	23.07	19.88	12.40
<b>Current week % change from the same week:</b>								
	Last year	0	5	1	-8	-3	-3	-7
	3-year avg. <sup>2</sup>	13	15	12	-6	4	3	-9
<b>Rate<sup>1</sup></b>	October	583	585	585	492	587	587	475
	December	--	--	462	380	447	447	360

<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

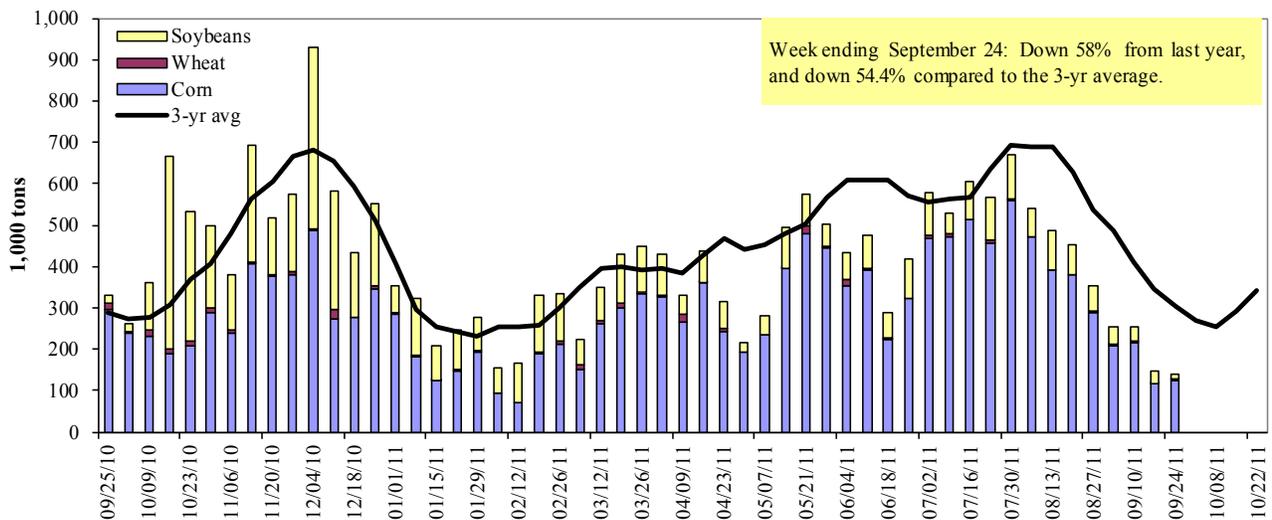


### Calculating barge rate per ton:

$(\text{Index} * 1976 \text{ tariff benchmark rate per ton}) / 100$

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

Table 10

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

Week ending 9/24/2011	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	26	0	3	0	29
Winfield, MO (L25)	40	2	11	0	53
Alton, IL (L26)	134	2	11	0	147
Granite City, IL (L27)	126	2	11	0	139
<b>Illinois River (L8)</b>	56	0	0	0	56
<b>Ohio River (L52)</b>	125	3	3	0	131
<b>Arkansas River (L1)</b>	7	6	8	3	24
Weekly total - 2011	258	10	23	3	294
Weekly total - 2010	477	29	86	2	593
2011 YTD <sup>1</sup>	13,912	1,194	4,924	290	20,320
2010 YTD	17,678	990	5,366	338	24,372
2011 as % of 2010 YTD	79	121	92	86	83
Last 4 weeks as % of 2010 <sup>2</sup>	58	91	87	82	63
Total 2010	22,768	1,220	10,373	481	34,841

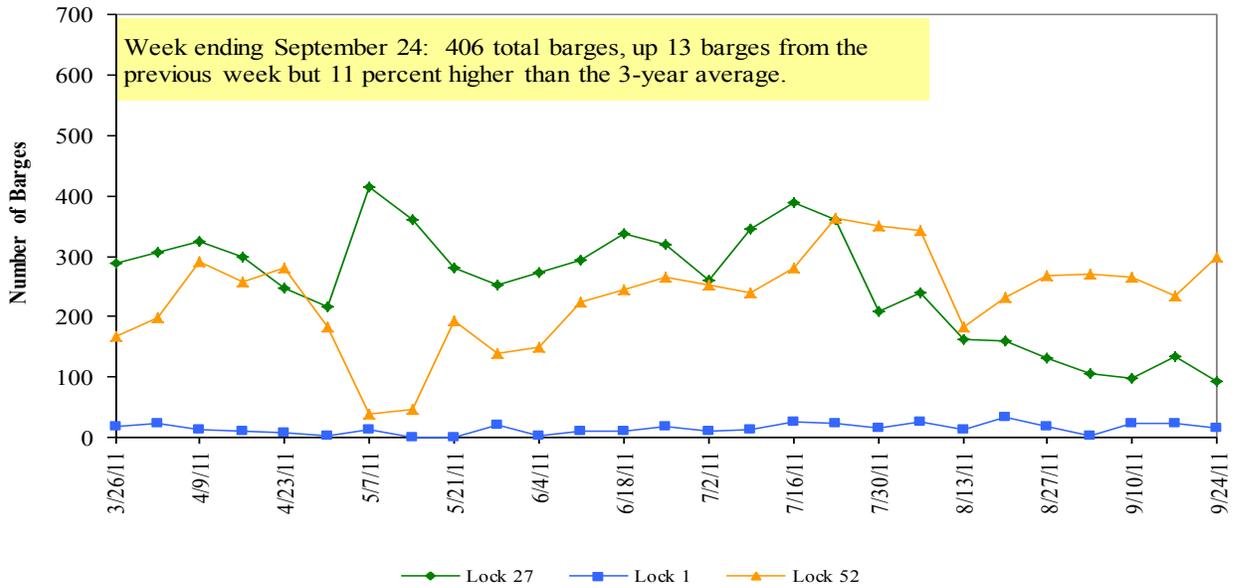
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

<sup>2</sup> As a percent of same period in 2010.

Note: Total may not add exactly, due to rounding

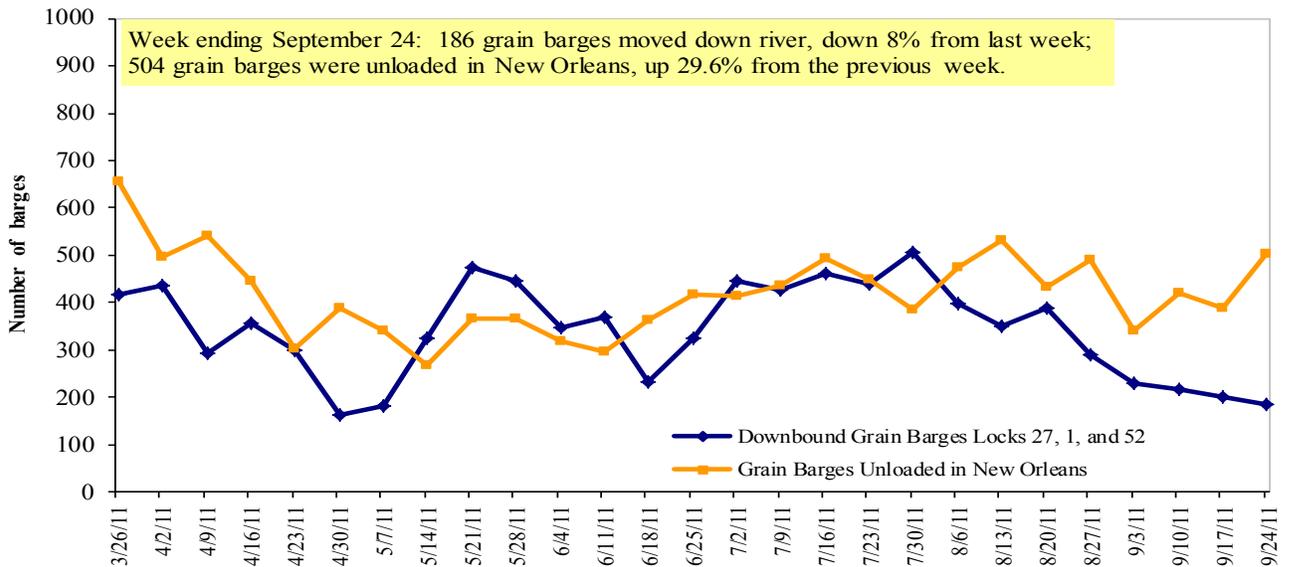
Source: U.S. Army Corps of Engineers ([www.mvr.usace.army.mil/mvrini/omni/webprts/default.asp](http://www.mvr.usace.army.mil/mvrini/omni/webprts/default.asp))

**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 9/26/2011 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	3.804	-0.049	0.858
	New England	3.963	-0.020	0.959
	Central Atlantic	3.922	-0.046	0.888
	Lower Atlantic	3.739	-0.053	0.835
II	Midwest <sup>2</sup>	3.738	-0.061	0.810
III	Gulf Coast <sup>3</sup>	3.730	-0.035	0.847
IV	Rocky Mountain	3.867	-0.025	0.853
V	West Coast	3.957	-0.020	0.836
	California	4.039	-0.023	0.900
Total	U.S.	3.786	-0.047	0.835

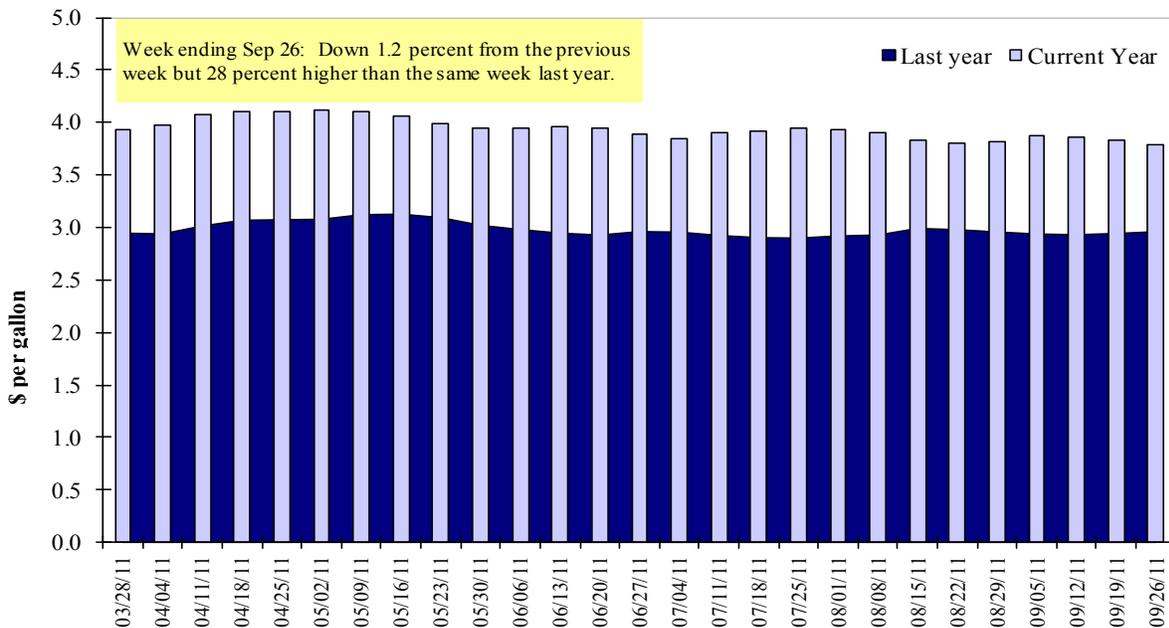
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<sup>2</sup>Same as North Central <sup>3</sup>Same as South Central

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

Figure 13

## Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

# Grain Exports

Table 12

## U.S. Export Balances and Cumulative Exports (1,000 metric tons)

Week ending	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
<b>Export Balances<sup>1</sup></b>									
9/15/2011	1,572	615	1,391	1,069	61	4,707	13,784	14,501	32,992
This week year ago	3,697	591	2,225	1,305	253	8,070	14,158	18,939	41,167
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2011/12 YTD	3,895	1,256	2,219	1,520	210	9,100	1,248	581	10,929
2010/11 YTD	4,144	573	1,998	1,378	300	8,392	2,377	600	11,369
YTD 2011/12 as % of 2010/11	94	219	111	110	70	108	53	97	96
Last 4 wks as % of same period 2010/11	45	110	66	79	36	61	78	60	67
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 corn and soybeans

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 09/15/11	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2010/11
	2011/12 Current MY	2010/11 Last MY		
	- 1,000 mt -			- 1,000 mt -
Japan	2,870	4,838	(41)	14,279
Mexico	2,678	2,431	10	7,019
Korea	856	1,140	(25)	6,104
Egypt	357	1,080	(67)	3,302
Taiwan	575	685	(16)	2,393
<b>Top 5 importers</b>	<b>7,336</b>	<b>10,174</b>	<b>(28)</b>	<b>33,096</b>
<b>Total US corn export sales</b>	<b>15,032</b>	<b>16,534</b>	<b>(9)</b>	<b>46,610</b>
% of Projected	36%	35%		
Change from Last Week	598	562		
<b>Top 5 importers' share of U.S. corn export sales</b>	<b>49%</b>	<b>62%</b>		
<b>USDA forecast, September 2011</b>	<b>41,910</b>	<b>46,610</b>	<b>(10)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol September 2011</b>	<b>127,000</b>	<b>116,612</b>	<b>9</b>	

(n) indicates negative number.

<sup>1</sup> Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

<sup>2</sup> Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

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

Table 14

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

Week Ending 09/15/2011	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2010/11
	2011/12 Current MY	2010/11 Last MY		
	- 1,000 mt -			- 1,000 mt -
China	10,569	11,350	(7)	24,445
Mexico	629	806	(22)	3,215
Japan	582	648	(10)	1,887
EU-25	124	65	90	2,607
Indonesia	406	364	12	1,397
<b>Top 5 importers</b>	<b>12,309</b>	<b>13,232</b>	<b>(7)</b>	<b>33,551</b>
<b>Total US soybean export sales</b>	<b>15,082</b>	<b>19,539</b>	<b>(23)</b>	<b>40,690</b>
% of Projected	39%	48%		
Change from last week	404	1,084		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>82%</b>	<b>68%</b>		
<b>USDA forecast, September 2011</b>	<b>38,510</b>	<b>40,690</b>	<b>(5)</b>	
<b>Soybean Use for Biodiesel USDA forecast, September 2011</b>	<b>8,632</b>	<b>5,755</b>	<b>50</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.<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 09/15/2011	Total Commitments <sup>2</sup>		% change current MY from last MY	Exports <sup>3</sup> 2010/11
	2011/12 Current MY	2010/11 Last MY		
	- 1,000 mt -			- 1,000 mt -
Nigeria	1,620	1,598	1	3,233
Japan	1,843	1,681	10	3,148
Mexico	1,633	1,364	20	2,601
Philippines	1,221	1,189	3	1,518
Korea	576	996	(42)	1,111
Peru	497	538	(8)	923
Taiwan	309	344	(10)	913
Colombia	286	385	(26)	783
Indonesia	433	290	50	781
Yemen	265	192		659
<b>Top 10 importers</b>	<b>8,682</b>	<b>8,577</b>	<b>1</b>	<b>15,670</b>
<b>Total US wheat export sales</b>	<b>13,808</b>	<b>16,462</b>	<b>(16)</b>	<b>33,439</b>
% of Projected	49%	47%		
Change from last week	680	950		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>63%</b>	<b>52%</b>		
<b>USDA forecast, September 2011</b>	<b>27,896</b>	<b>35,080</b>	<b>(20)</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.<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 09/22/11	Previous Week <sup>1</sup>	Current Week as % of Previous	2011 YTD <sup>1</sup>	2010 YTD <sup>1</sup>	2011 YTD as % of 2010 YTD	Last 4-weeks as % of		Total <sup>1</sup> 2010
							2010	3-yr. avg.	
<b>Pacific Northwest</b>									
Wheat	285	449	64	10,872	7,986	136	115	107	11,062
Corn	119	62	190	7,036	8,146	86	45	38	9,950
Soybeans	8	0	n/a	3,795	5,044	75	153	178	10,191
<b>Total</b>	<b>411</b>	<b>511</b>	<b>81</b>	<b>21,703</b>	<b>21,176</b>	<b>102</b>	<b>91</b>	<b>83</b>	<b>31,203</b>
<b>Mississippi Gulf</b>									
Wheat	90	124	73	4,112	2,855	144	84	79	4,199
Corn	599	434	138	19,155	21,591	89	68	76	29,794
Soybeans	162	217	75	11,039	10,860	102	50	81	22,519
<b>Total</b>	<b>852</b>	<b>775</b>	<b>110</b>	<b>34,306</b>	<b>35,306</b>	<b>97</b>	<b>52</b>	<b>77</b>	<b>56,512</b>
<b>Texas Gulf</b>									
Wheat	158	315	50	9,310	6,307	148	73	107	9,339
Corn	0	0	n/a	810	1,322	61	0	0	1,859
Soybeans	0	0	n/a	763	671	114	0	0	1,916
<b>Total</b>	<b>158</b>	<b>315</b>	<b>50</b>	<b>10,883</b>	<b>8,301</b>	<b>131</b>	<b>63</b>	<b>85</b>	<b>13,115</b>
<b>Great Lakes</b>									
Wheat	22	17	136	809	964	84	24	34	1,897
Corn	15	11	137	149	53	284	n/a	124	119
Soybeans	0	0	n/a	22	0	n/a	n/a	n/a	655
<b>Total</b>	<b>37</b>	<b>27</b>	<b>136</b>	<b>981</b>	<b>1,017</b>	<b>97</b>	<b>32</b>	<b>43</b>	<b>2,672</b>
<b>Atlantic</b>									
Wheat	4	3	132	650	218	298	40	27	343
Corn	3	0	n/a	197	287	69	9	7	469
Soybeans	3	11	23	490	725	68	126	90	1,417
<b>Total</b>	<b>10</b>	<b>14</b>	<b>67</b>	<b>1,338</b>	<b>1,230</b>	<b>109</b>	<b>41</b>	<b>29</b>	<b>2,229</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	560	907	62	25,753	18,331	140	82	93	26,839
Corn	735	507	145	27,347	31,399	87	60	62	42,192
Soybeans	173	228	76	16,110	17,300	93	61	94	36,699
<b>Total</b>	<b>1,469</b>	<b>1,643</b>	<b>89</b>	<b>69,210</b>	<b>67,030</b>	<b>103</b>	<b>69</b>	<b>78</b>	<b>105,730</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

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

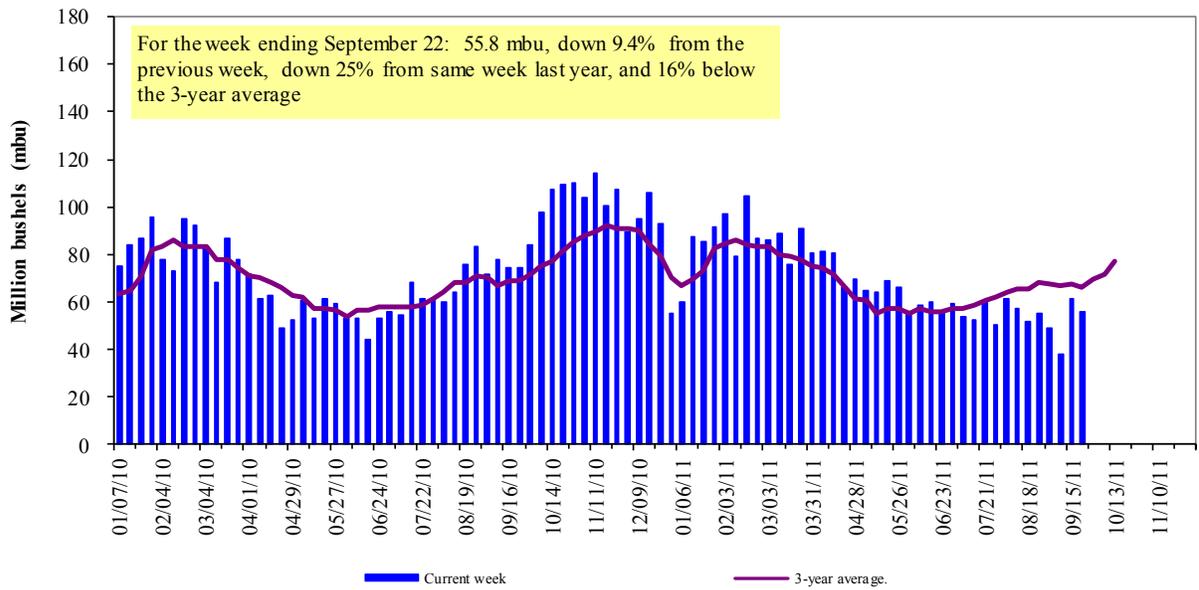
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The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 61 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2010.

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Figure 14

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

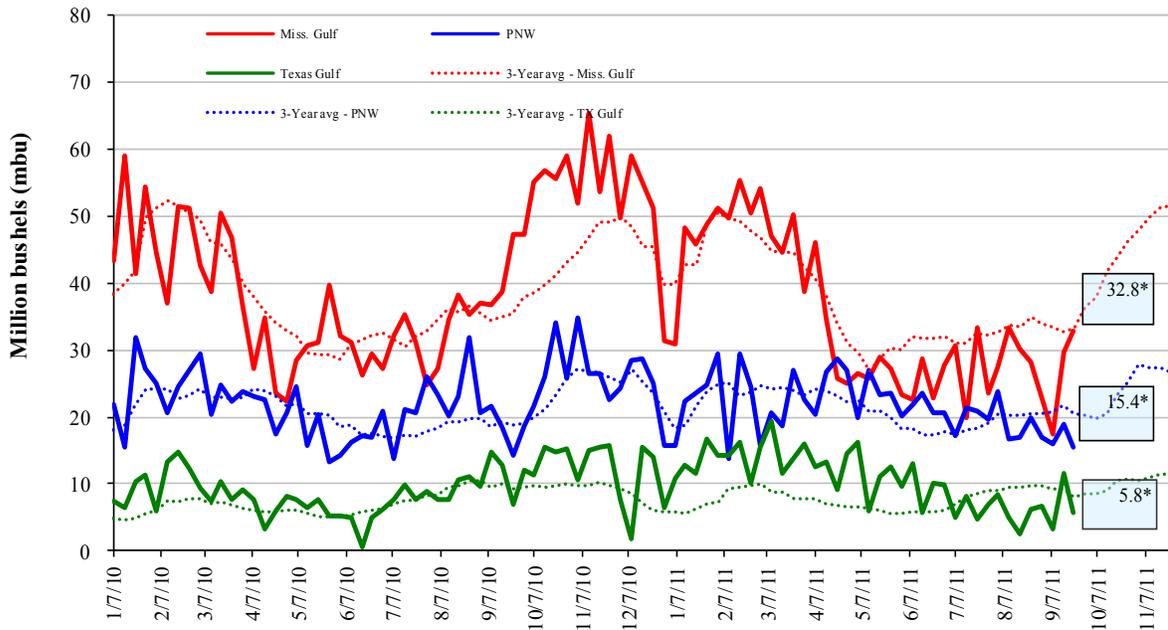


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

September 22 % change from:	MS.Gulf	TX Gulf	U.S.Gulf	PNW
Last week	up 11	down 50	down 6	down 19
Last year (same week)	down 31	down 16	down 29	down 8
3-yr avg. (4-wk mov. avg.)	down 1	down 28	down 7	down 20

# Ocean Transportation

Table 17

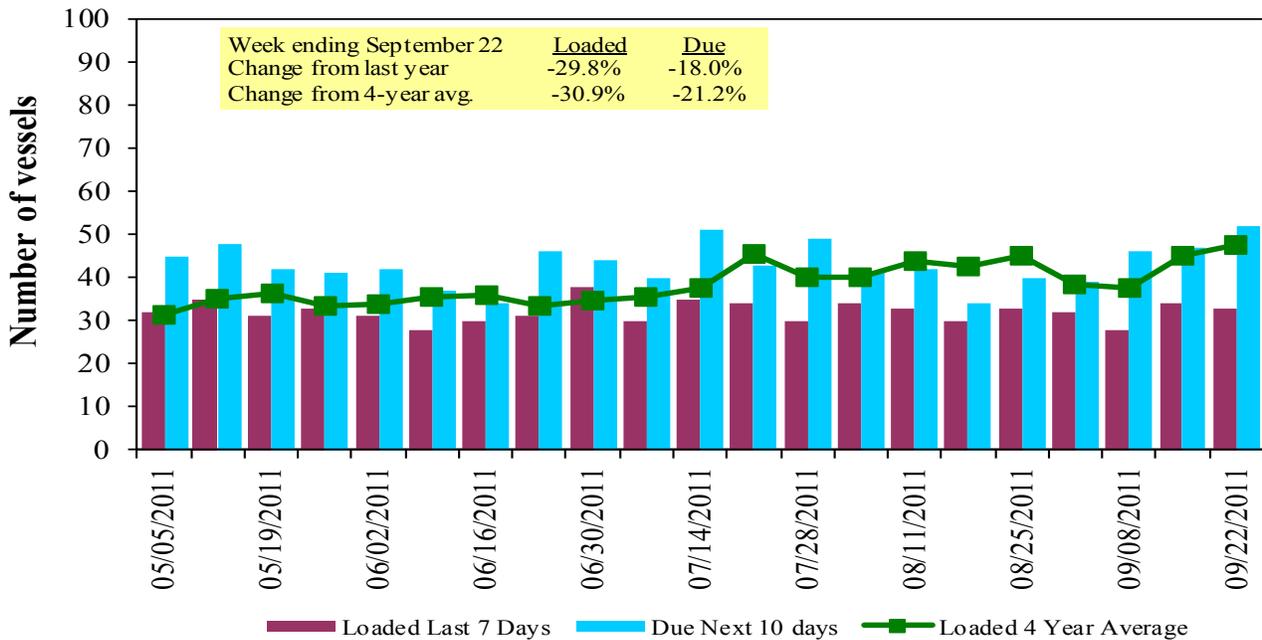
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
9/22/2011	24	33	52	8	13
9/15/2011	22	34	47	12	10
2010 range	(15..69)	(30..57)	(33..84)	(4..24)	(2..20)
2010 avg.	41	42	58	12	11

Source: Transportation & Marketing Programs/AMS/USDA

**Figure 16**

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

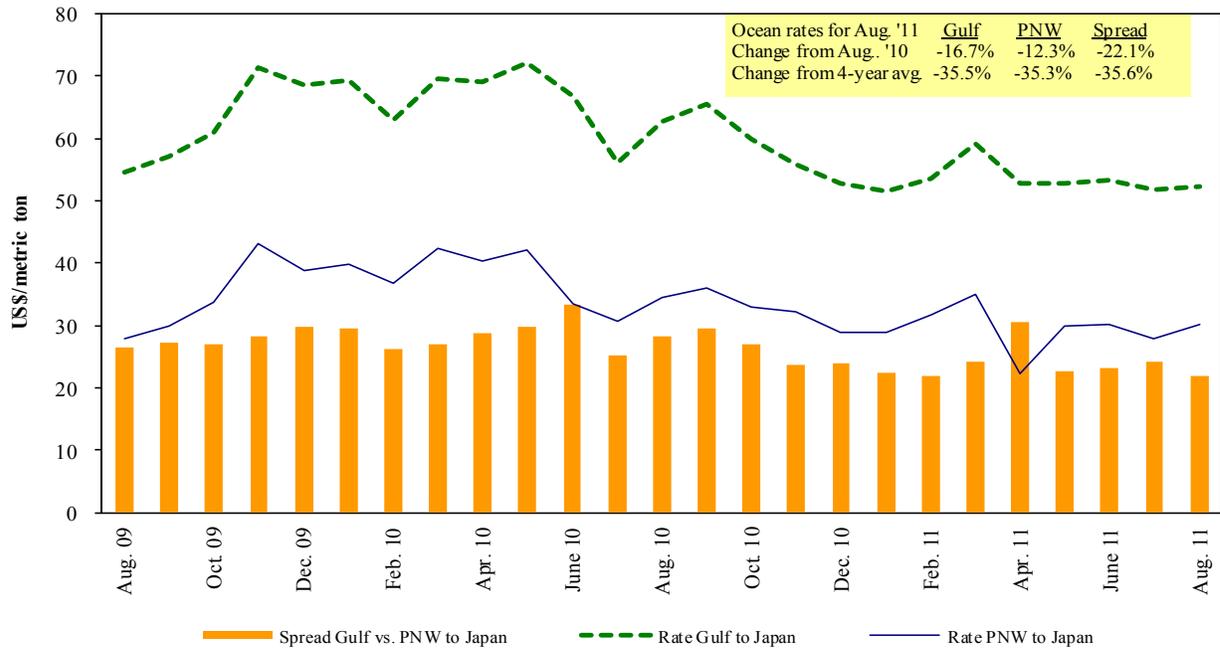


Source: Transportation & Marketing Programs/AMS/USDA

<sup>1</sup>U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

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



Source: O'Neil Commodity Consulting

Table 18

**Ocean Freight Rates For Selected Shipments, Week Ending 09/24/2011**

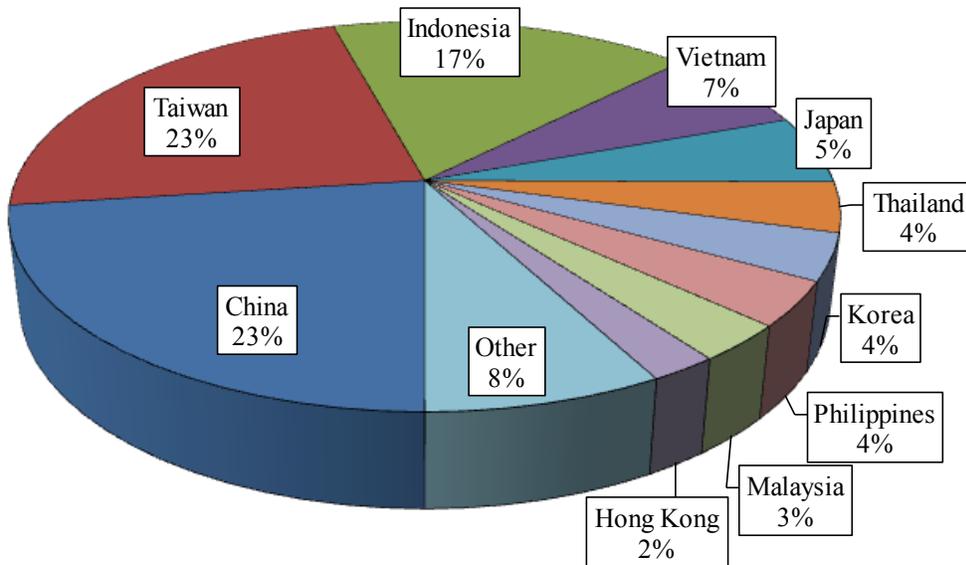
Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Oct 5/10	60,000	59.00
U.S. Gulf	China	Heavy Grain	Sep 15/30	60,000	54.00
U.S. Gulf	China	Heavy Grain	Sep 1/10	60,000	48.25
U.S. Gulf	China	Heavy Grain	Aug 17/Sep 30	60,000	49.00
U.S. Gulf	China	Heavy Grain	Dec 1/30	55,000	51.00
U.S. Gulf	Egypt	Grain	May 1/10	60,000	28.50
U.S. Gulf	Japan	Heavy Grain	June 1/12	54,000	52.50
U.S. Gulf	Isreal	Wheat	May 20/30	50,000	36.00
U.S. Gulf	Djibouti <sup>1</sup>	Wheat	Mar 31/Apr 9	17,260	129.95
Brazil	China	Heavy Grain	May 18/27	60,000	49.50
Brazil	Turkey	Heavy Grain	May 20/30	50,000	32.00
France	Algeria	Wheat	Sep 25/30	25,000	24.50
River Plate	Algeria	Corn	July 15/25	25,000	43.50
River Plate	Algeria	Corn	July 1/10	25,000	42.90
River Plate	Algeria	Corn	June 15/25	25,000	42.75
River Plate	Algeria	Wheat	Aug 18/25	25,000	49.00
River Plate	Spain	Maize	May 16/18	25,000	44.00
South Africa	Taiwan	Corn	Aug 5/15	55,000	31.00
Ukraine	Spain Med	Corn	May 20/24	25,000	18.00

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

In 2010, containers were used to transport 5 percent of total U.S. waterborne grain exports, and 7 percent of U.S. grain exports to Asia. Asia is the top destination for U.S. containerized grain exports—94 percent in 2010.

Figure 18

**Top 10 Destination Markets for U.S. Containerized Grain Exports, June 2011**

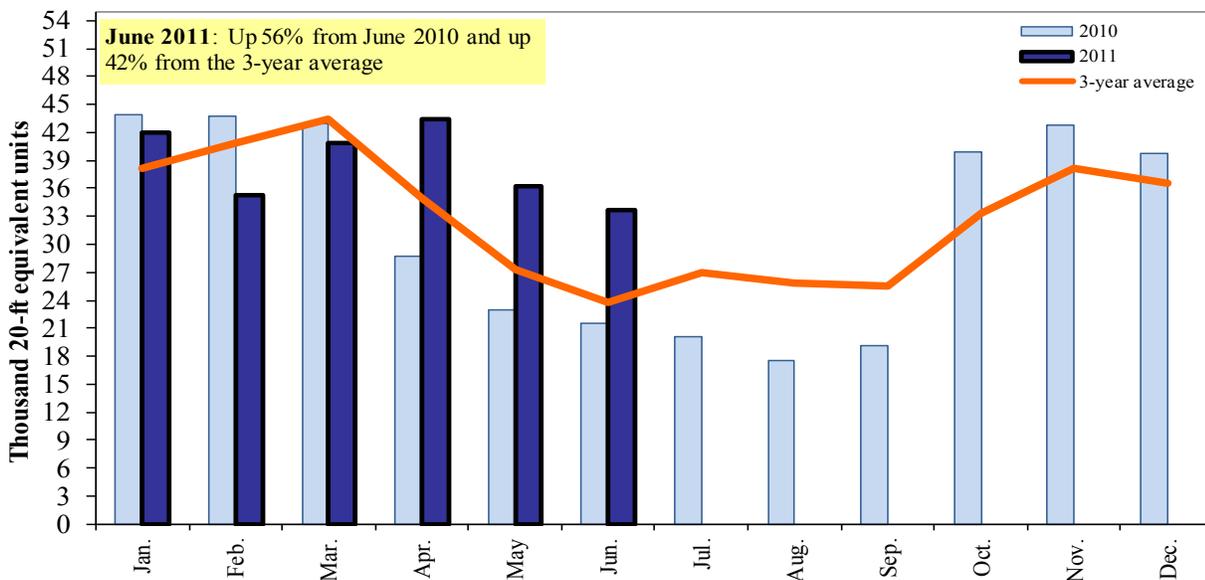


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements (recently added codes are highlighted in bold type): 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 (recently added codes are highlighted in bold type): 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, **230330**, and **120810**.

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