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Service

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# Grain Transportation Report

*A weekly publication of the  
Transportation and Marketing Programs/Transportation Services Division*

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## WEEKLY HIGHLIGHTS

### Corps Begins Series of Navigation Improvements

The U.S. Army Corps of Engineers (Corps) has awarded initial contracts for removal of rock formations in the middle section of the Mississippi River that potentially could limit navigation in the area of Grand Tower and Thebes, IL. On December 17, contractors began removal of the pinnacles with excavating equipment. Initial reports indicate that the mechanical excavation has been more successful than anticipated and explosives are scheduled to be used after the excavating equipment can no longer reach the deeper rock formations. The river is scheduled to be closed from 6:00 am to 10:00 pm daily to accommodate rock removal operations. During the work, barges in that section of the river will be limited to only late night and early morning passage. The second and more extensive contract for rock removal is being [advertised](#) by the Corps and will provide permanent improvements for navigation in a number of other areas nearby the initial work on the pinnacles. In an effort to increase water levels during the initial work, the Corps also released additional water from Lake Carlyle (50 miles east of St. Louis). These releases will flow into the Mississippi River and will continue until river levels rise or Lake Carlyle reaches its targeted winter pool elevation. Releases from Lake Carlyle could add 6 inches of depth to the middle Mississippi River by December 24.

### Pacific Northwest Elevator Operators Reject ILWU's Latest Labor Contract Offer

On Monday, December 17, three of the four members of the Pacific Northwest Grain Handlers Association rejected the International Longshore and Warehouse Union's (ILWU) latest contract offer. The ILWU negotiators will send the employers' final offer to the membership for a vote this Friday and Saturday with the recommendation of a 'no' vote. It is unclear at this time if the situation will result in a lockout by the employers or a strike by the union. Local media outlets have reported the employers have reserved non-union labor and security measures have been added at the terminals by both employers and the Coast Guard.

### Total Grain Inspections Down Slightly but Corn Up

For the week ending December 13, [total inspections of grain](#) (corn, wheat, soybeans) from all major export regions totaled 1.84 million metric tons (mmt), down 2 percent from the past week but 25 percent below last year at this time. Despite the drop in total inspections of grain, corn inspections (.382 mmt) increased 87 percent from the past week and were 21 percent above the 4-week running average. Corn shipments increased in the Pacific Northwest (PNW) and Mississippi Gulf, and were destined primarily to Asia and the Middle East. Wheat inspections reached .446 mmt, up 14 percent from the previous week, shipped primarily from the PNW. Soybean inspections dropped 22 percent from the past week but remained above 1 mmt. Outstanding export sales are up for wheat and soybeans, indicating possible increases in future inspections of these grains.

## Snapshots by Sector

### Rail

U.S. railroads originated 18,660 [carloads of grain](#) during the week ending December 8, down 8 percent from last week, 16 percent from last year, and 23 percent lower than the 3-year average.

During the week ending December 13, average December non-shuttle [secondary railcar bids/offers per car](#) were at tariff, the same as last week. Average shuttle bids/offers were \$25 above tariff, up \$194 from last week.

### Barge

During the week ending December 15, [barge grain movements](#) totaled 540,120 tons, 33 percent lower than the previous week and 37.7 percent lower than the same period last year.

During the week ending December 15, 361 grain barges [moved down river](#), down 30 percent from last week; 634 grain barges were [unloaded in New Orleans](#), up 0.3 percent from the previous week.

### Ocean

During the week ending December 13, 39 [ocean-going grain vessels](#) were loaded in the Gulf, unchanged from the same period last year. Forty-one vessels are expected to be loaded within the next 10 days, 9 percent less than the same period last year.

During the week ending December 14, the ocean freight rate for shipping bulk grain from the Gulf to Japan was \$45 per mt, 1 percent less than the previous week. The cost of shipping from the Pacific Northwest to Japan was \$24 per mt, down 4 percent less than the previous week.

### Fuel

During the week ending December 17, U.S. average [diesel fuel prices](#) fell 5 cents to \$3.95 per gallon—12 cents higher than the same week last year.

# Feature Article/Calendar

## Water Route Shipment Cost to Mexico Up, Land Route Stable

Increases in truck and barge rates during the third quarter pushed up the cost of shipping seaborne grains from the United States to Veracruz, Mexico. The cost of shipping grains by land to Guadalajara, Mexico, remained relatively stable during the quarter. The transportation cost of shipping corn and soybeans from Illinois to Veracruz increased by 16 percent and the cost of shipping Kansas wheat to Veracruz increased by 30 percent during the quarter (see table). However, the cost of shipping corn and soybeans by land to Guadalajara increased by less than half of a percent, while the cost of shipping wheat by land increased by half of a percent. Figure 1 illustrates the shipment costs for the water route and Figure 2 illustrates the shipment costs for the land route.

Quarterly costs of transporting U.S. grain to Mexico										
	Water route (to Veracruz)					Land route (to Guadalajara)				
	\$/metric ton					\$/metric ton				
	2011 3 <sup>rd</sup> qtr.	2012 2 <sup>nd</sup> qtr.	2012 3 <sup>rd</sup> qtr.	Percent change Yr. to Yr.	Qtr. to Qtr.	2011 3 <sup>rd</sup> qtr.	2012 2 <sup>nd</sup> qtr.	2012 3 <sup>rd</sup> qtr.	Percent change Yr. to Yr.	Qtr. to Qtr.
<b>Corn</b>										
<b>Origin</b>	<b>IL</b>					<b>IA</b>				
Truck	12.62	11.66	13.51	7.1	15.9	3.38	5.34	7.46	120.7	39.7
Rail <sup>1</sup>						85.19	88.01	86.22	1.2	-2.0
Ocean <sup>2</sup>	19.89	18.62	18.53	-6.8	-0.5					
Barge	22.82	16.11	21.69	-5.0	34.6					
Total transportation cost	55.33	46.39	53.73	-2.9	15.8	88.57	93.35	93.68	5.8	0.4
Farm Value	257.47	252.35	285.55	10.9	13.2	257.86	247.89	287.39	11.5	15.9
Landed Cost	312.80	298.74	339.28	8.5	13.6	346.43	341.24	381.07	10.0	11.7
Transport % of landed cost	18	16	16			26	27	25		
<b>Soybeans</b>										
<b>Origin</b>	<b>IL</b>					<b>NE</b>				
Truck	12.62	11.66	13.51	7.1	15.9	3.38	5.34	7.46	120.7	39.7
Rail <sup>1</sup>						85.90	89.89	88.05	2.5	-2.0
Ocean <sup>2</sup>	19.89	18.62	18.53	-6.8	-0.5					
Barge	22.82	16.11	21.69	-5.0	34.6					
Total transportation cost	55.33	46.39	53.73	-2.9	15.8	89.28	95.23	95.51	7.0	0.3
Farm Value	488.69	519.31	557.28	14.0	7.3	465.42	502.16	558.50	20.0	11.2
Landed Cost	544.02	565.70	611.01	12.3	8.0	554.70	597.39	654.01	17.9	9.5
Transport % of landed cost	10	8	9			16	16	15		
<b>Wheat</b>										
<b>Origin</b>	<b>KS</b>					<b>KS</b>				
Truck	35.74	22.24	29.38	-17.8	32.1	3.38	5.34	7.46	120.7	39.7
Rail <sup>1</sup>						82.55	84.20	82.49	-0.1	-2.0
Ocean <sup>2</sup>	19.89	18.62	18.53	-6.8	-0.5					
Barge	15.59	10.38	18.69	19.9	80.1					
Total transportation cost	71.22	51.24	66.60	-6.5	30.0	85.93	89.54	89.95	4.7	0.5
Farm Value	272.64	234.91	303.63	11.4	29.3	272.64	234.91	303.63	11.4	29.3
Landed Cost	343.86	286.15	370.23	7.7	29.4	358.57	324.45	393.58	9.8	21.3
Transport % of landed cost	21	18	18			24	28	23		

<sup>1</sup>Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges. Origins are modified from past tables. Rail rates for water route were revised from previous estimates

<sup>2</sup>Source: O'Neil Commodity Consulting

Increased demand for trucking services stemming from an earlier than expected U.S. harvest season pushed up trucking rates (see [GTR, dated 11/8/12](#)). In addition, low water conditions caused by the drought contributed to truck shortages as trucks reportedly waited in line to unload near river terminals where the conditions existed. Increased barge rates were caused by the seasonal hikes and low water conditions, forcing barges to carry lighter loads than normal.

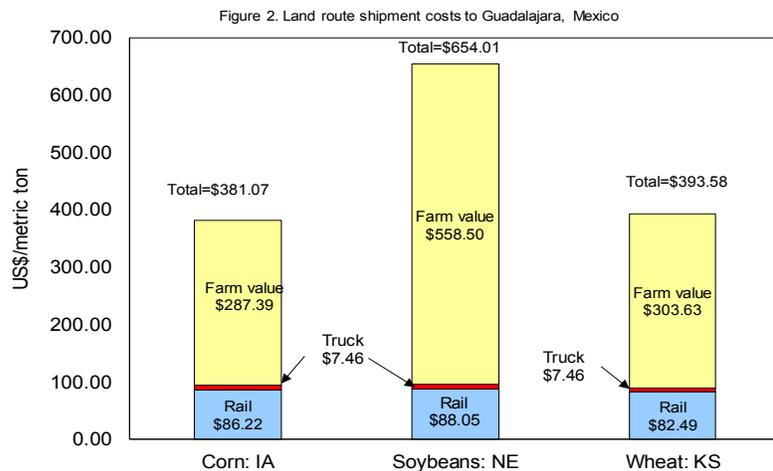
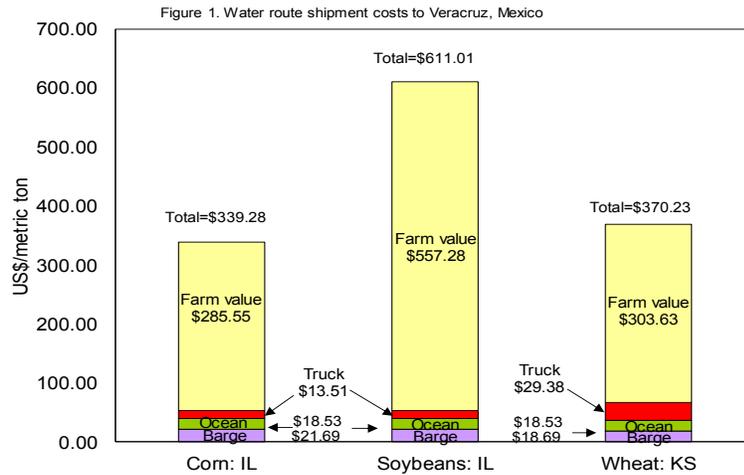
Year-to-year transportation costs decreased for corn, soybeans, and wheat shipped by water route and increased for the land route. Farms received higher prices for grains compared to the previous quarter and a year ago, causing an increase in the landed cost. In general, transportation's share of the landed cost remained relatively stable for the water route and decreased for the land route. The transportation share of the landed cost ranged from 9-18 percent for the water route and 15-25 percent for the land route.

**Market Outlook:** Although corn and wheat imported by Mexico declined during the third quarter, compared to a year earlier, the year-to-date quantity imported for both crops as of September increased. During January – September, 7.35 million metric

tons (mmt) of corn and 2.87 mmt of wheat were imported by Mexico (USDA, GATS). These represented increases of 21 and 27 percent compared to the same period a year earlier. The value of corn exports was \$2.17 billion and the value of wheat exports was \$0.85 billion. As of September, 2.47 mmt of soybeans were imported into Mexico at a value of \$1.35 billion—increases of 10 and 12 percent over a year ago. The USDA, Foreign Agricultural Service estimated the 2012/13 marketing year (MY) Mexican corn imports at 12.2 mmt as the Mexican corn production was revised downward from the official USDA estimate of 21.5mmt to 20.7 mmt

(*GAIN Report #: MX2073*). The current production estimate for Mexico is based on a smaller than expected planted area and irregular weather conditions. Although the 2012 rainy season was much better than last year, it was not enough to offset the effects of last year's drought in Mexico. Similarly, the soybean import forecast for MY 2012/13 is 3.6 mmt—a 2.8 percent increase compared to MY 2011/12. Despite a slight increase in projected domestic production and continuation of the Pro Oilseeds

program, population growth and the growing demand from the poultry and pork industries continue to drive soybean imports (*GAIN Report #: MX2073*). Moderate transportation and landed costs will help to maintain U.S. grain competitiveness in Mexico. For more on agricultural transportation to Mexico, see *Mexico Transport Cost Indicator Report*. [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		Barge	Ocean	
		Unit Train	Shuttle		Gulf	Pacific
12/19/12	265	234	212	319	201	170
12/12/12	268	234	204	333	203	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	12/14/2012	12/7/2012
Corn	IL--Gulf	-0.58	-0.74
Corn	NE--Gulf	-0.56	-0.72
Soybean	IA--Gulf	-1.42	-1.44
HRW	KS--Gulf	-1.60	-1.59
HRS	ND--Portland	-1.61	-1.63

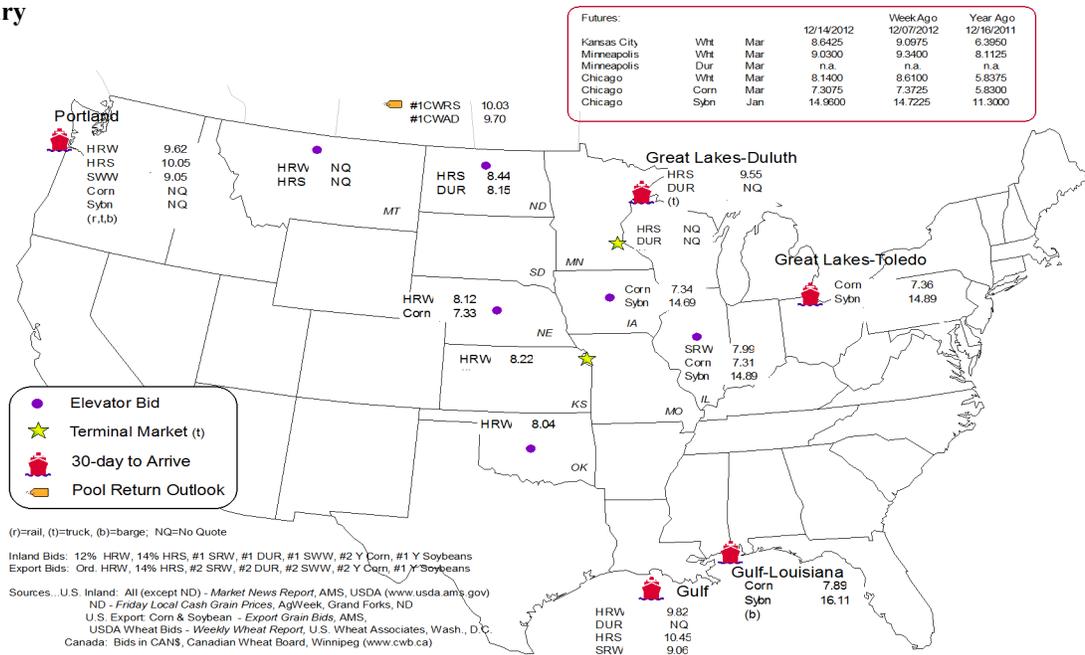
Note: nq = no quote

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		Pacific	Atlantic &	Total	Week ending	Cross-Border
	Gulf	Texas Gulf	Northwest	East Gulf			Mexico <sup>3</sup>
12/12/2012 <sup>p</sup>	1,027	620	2,789	1,194	5,630	12/08/12	1,306
12/05/2012 <sup>r</sup>	1,365	928	3,169	1,128	6,590	12/01/12	1,122
2012 YTD <sup>r</sup>	19,754	39,393	191,425	23,113	273,685	2012 YTD	89,857
2011 YTD <sup>r</sup>	27,298	76,652	181,355	23,137	308,442	2011 YTD	91,811
2012 YTD as % of 2011 YTD	72	51	106	100	89	% change YTD	98
Last 4 weeks as % of 2011 <sup>2</sup>	637	84	82	183	109	Last 4wks % 2011	79
Last 4 weeks as % of 4-year avg. <sup>2</sup>	123	53	89	119	90	Last 4wks % 4 yr	78
Total 2011	27,358	77,515	191,187	24,088	320,148	Total 2011	97,118
Total 2010	33,971	83,492	177,896	32,780	328,139	Total 2010	90,175

<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.

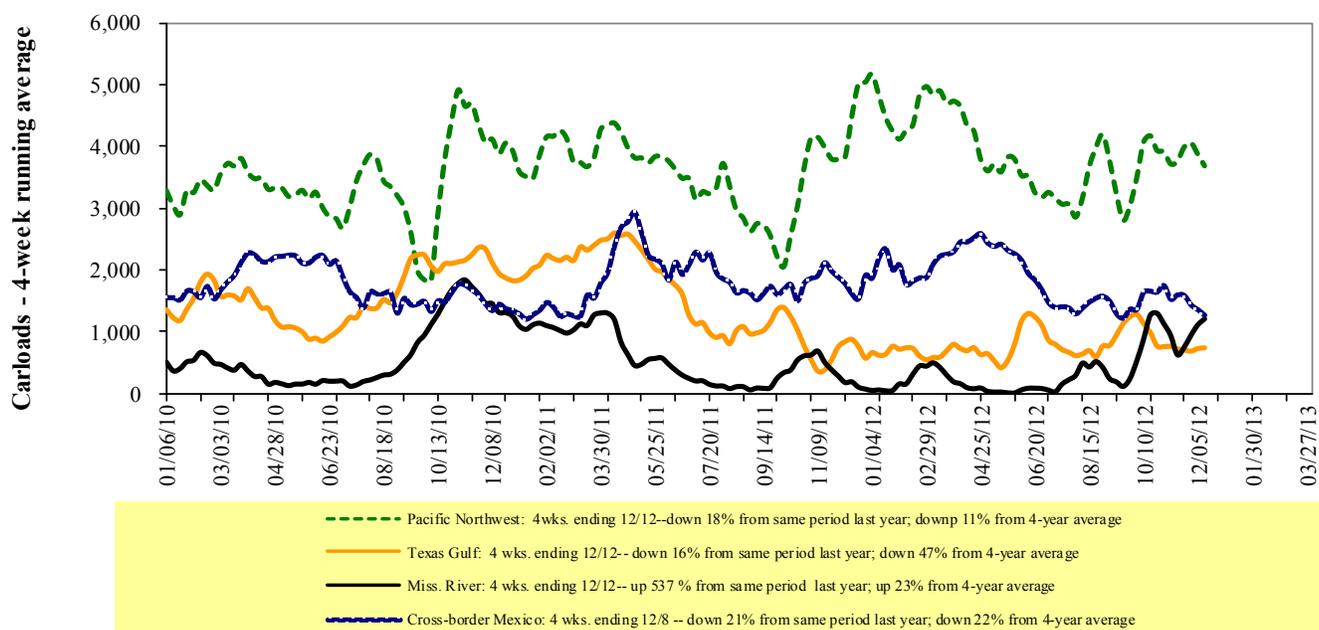
<sup>3</sup> Cross-border weekly data is approximately 15 percent below weekly AAR carloads received by Mexican railroads to reflect within switching between KCSM and Ferromex  
**YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = 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

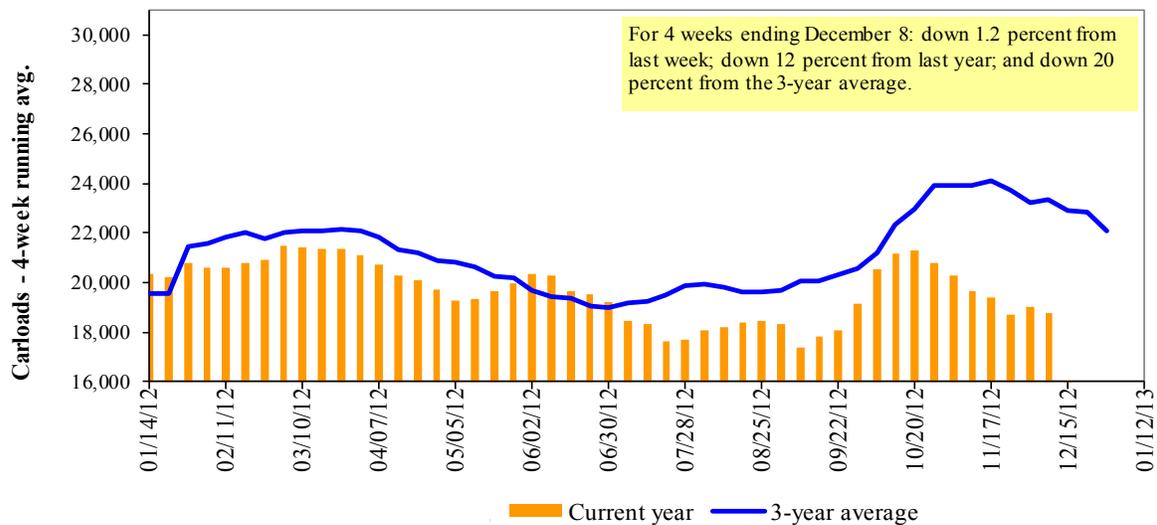
Table 4

**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
12/08/12	1,751	2,988	9,488	571	3,862	18,660	4,127	6,688
This week last year	2,321	2,275	11,705	442	5,358	22,101	4,445	5,461
2012 YTD	81,107	137,533	486,654	25,642	232,673	963,609	192,331	249,033
2011 YTD	91,794	142,498	515,055	33,233	277,979	1,060,559	189,503	253,630
2012 YTD as % of 2011 YTD	88	97	94	77	84	91	101	98
Last 4 weeks as % of 2011 <sup>1</sup>	74	100	91	149	75	88	105	109
Last 4 weeks as % of 3-yr avg. <sup>1</sup>	73	91	90	92	65	82	103	113
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							
	Dec-12	Dec-11	Jan-13	Jan-12	Feb-13	Feb-12	Mar-13	Mar-12
<b>12/13/2012</b>								
BNSF <sup>3</sup>								
COT grain units	1	no bids	0	no bids	no bids	no bids	no bids	no bids
COT grain single-car <sup>5</sup>	6	20	0..3	10	0	10	0	10
UP <sup>4</sup>								
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no offer	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no offer	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.

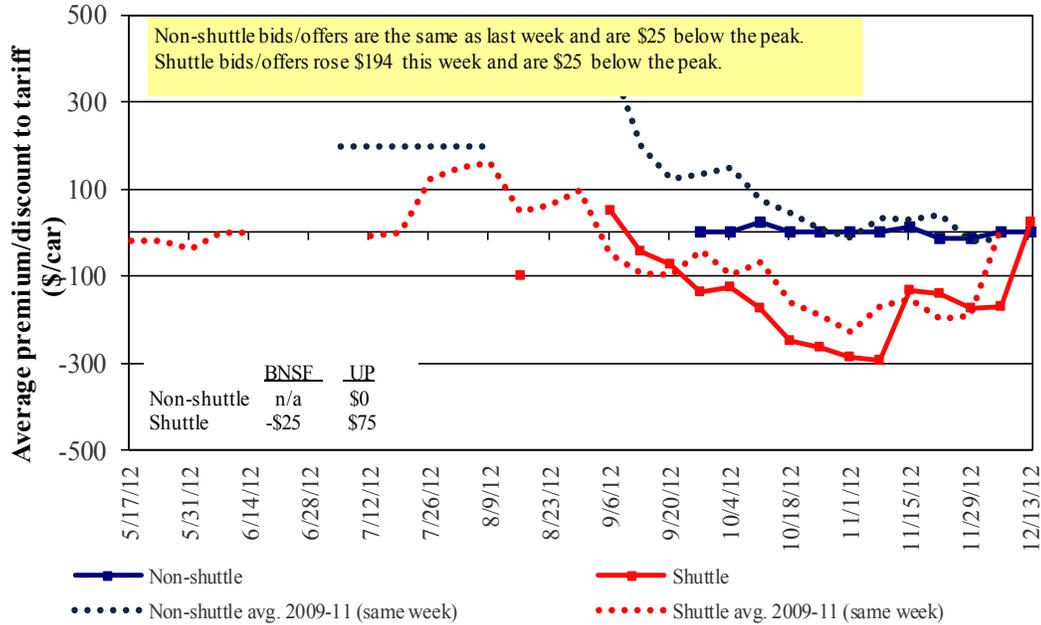
<sup>5</sup>Range is shown because average is not available. Not available = n/a.

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 December 2012, Secondary Market**

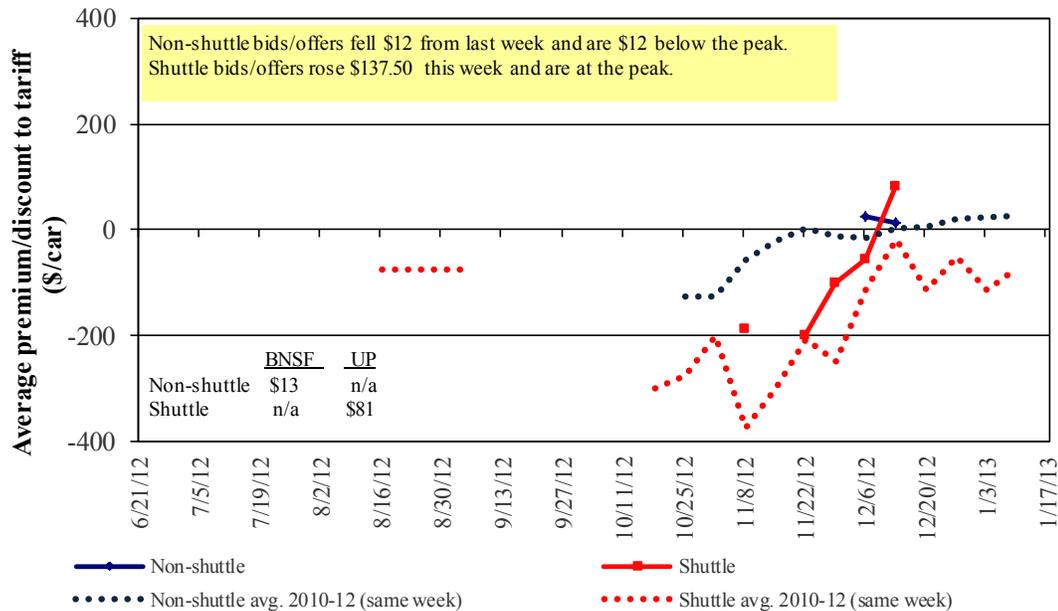


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

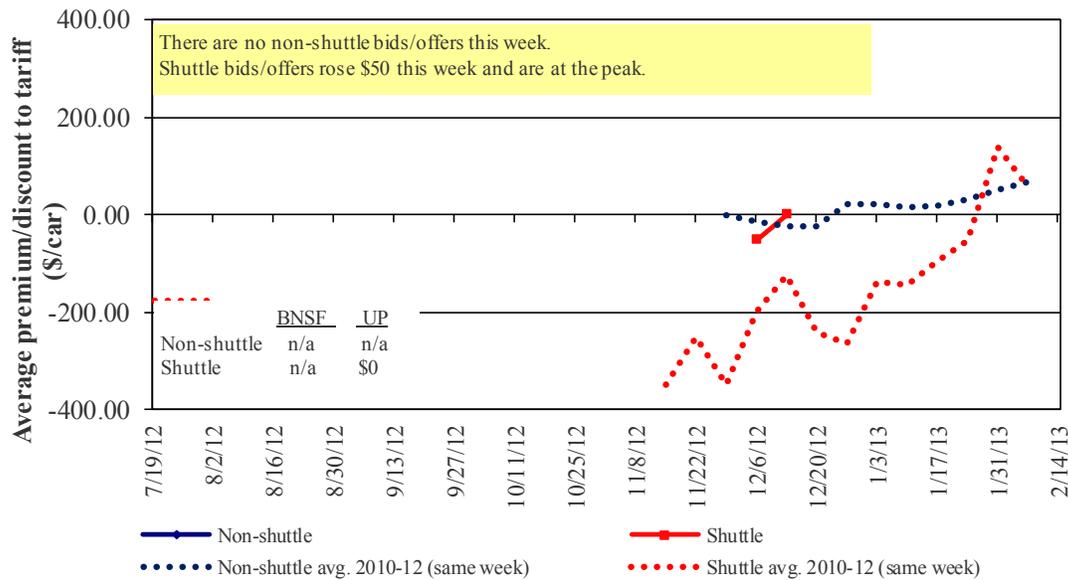
**Bids/Offers for Railcars to be Delivered in January 2013, Secondary Market**



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 February 2013, 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					
	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
<b>Non-shuttle</b>						
BNSF-GF	n/a	13	n/a	n/a	n/a	n/a
Change from last week	n/a	(12)	n/a	n/a	n/a	n/a
Change from same week 2011	n/a	29	n/a	n/a	n/a	n/a
UP-Pool	-	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 2011	n/a	n/a	n/a	n/a	n/a	n/a
<b>Shuttle<sup>2</sup></b>						
BNSF-GF	(25)	n/a	n/a	n/a	n/a	n/a
Change from last week	200	n/a	n/a	n/a	n/a	n/a
Change from same week 2011	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	75	81	-	(25)	n/a	n/a
Change from last week	188	131	50	75	n/a	n/a
Change from same week 2011	n/a	194	150	225	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
12/1/2012	Origin region*	Destination region*	Tariff rate/car	surcharge per car	metric ton	bushe <sup>2</sup>	change Y/Y <sup>3</sup>
<b>Unit train</b>							
Wheat	Wichita, KS	St. Louis, MO	\$3,144	\$202	\$33.23	\$0.90	6
	Grand Forks, ND	Duluth-Superior, MN	\$3,445	\$119	\$35.39	\$0.96	12
	Wichita, KS	Los Angeles, CA	\$6,026	\$612	\$65.92	\$1.79	7
	Wichita, KS	New Orleans, LA	\$3,645	\$356	\$39.73	\$1.08	5
	Sioux Falls, SD	Galveston-Houston, TX	\$5,573	\$502	\$60.33	\$1.64	4
	Northwest KS	Galveston-Houston, TX	\$3,912	\$390	\$42.72	\$1.16	5
	Amarillo, TX	Los Angeles, CA	\$4,112	\$543	\$46.22	\$1.26	5
Corn	Champaign-Urbana, IL	New Orleans, LA	\$3,110	\$402	\$34.88	\$0.95	3
	Toledo, OH	Raleigh, NC	\$4,508	\$459	\$49.32	\$1.34	15
	Des Moines, IA	Davenport, IA	\$2,006	\$85	\$20.77	\$0.57	4
	Indianapolis, IN	Atlanta, GA	\$3,920	\$345	\$42.35	\$1.15	16
	Indianapolis, IN	Knoxville, TN	\$3,354	\$221	\$35.50	\$0.97	18
	Des Moines, IA	Little Rock, AR	\$3,154	\$250	\$33.81	\$0.92	4
Soybeans	Des Moines, IA	Los Angeles, CA	\$5,065	\$729	\$57.54	\$1.57	3
	Minneapolis, MN	New Orleans, LA	\$3,509	\$447	\$39.28	\$1.07	2
	Toledo, OH	Huntsville, AL	\$3,575	\$326	\$38.74	\$1.05	3
	Indianapolis, IN	Raleigh, NC	\$4,578	\$462	\$50.05	\$1.36	4
	Indianapolis, IN	Huntsville, AL	\$3,267	\$221	\$34.64	\$0.94	3
Champaign-Urbana, IL	New Orleans, LA	\$3,599	\$402	\$39.74	\$1.08	7	
<b>Shuttle Train</b>							
Wheat	Great Falls, MT	Portland, OR	\$3,481	\$352	\$38.06	\$1.04	9
	Wichita, KS	Galveston-Houston, TX	\$4,456	\$274	\$46.97	\$1.28	40
	Chicago, IL	Albany, NY	\$3,771	\$430	\$41.72	\$1.14	5
	Grand Forks, ND	Portland, OR	\$4,963	\$608	\$55.32	\$1.51	7
	Grand Forks, ND	Galveston-Houston, TX	\$5,984	\$633	\$65.71	\$1.79	6
	Northwest KS	Portland, OR	\$4,793	\$640	\$53.95	\$1.47	3
Corn	Minneapolis, MN	Portland, OR	\$4,800	\$740	\$55.02	\$1.50	2
	Sioux Falls, SD	Tacoma, WA	\$4,760	\$678	\$54.00	\$1.47	2
	Champaign-Urbana, IL	New Orleans, LA	\$2,857	\$402	\$32.37	\$0.88	1
	Lincoln, NE	Galveston-Houston, TX	\$3,310	\$395	\$36.79	\$1.00	2
	Des Moines, IA	Amarillo, TX	\$3,430	\$315	\$37.19	\$1.01	1
	Minneapolis, MN	Tacoma, WA	\$4,800	\$734	\$54.96	\$1.50	2
Soybeans	Council Bluffs, IA	Stockton, CA	\$4,200	\$760	\$49.25	\$1.34	3
	Sioux Falls, SD	Tacoma, WA	\$5,320	\$678	\$59.56	\$1.62	7
	Minneapolis, MN	Portland, OR	\$5,330	\$740	\$60.28	\$1.64	8
	Fargo, ND	Tacoma, WA	\$5,230	\$603	\$57.92	\$1.58	7
	Council Bluffs, IA	New Orleans, LA	\$3,870	\$464	\$43.04	\$1.17	6
	Toledo, OH	Huntsville, AL	\$2,750	\$326	\$30.55	\$0.83	4
Grand Island, NE	Portland, OR	\$5,195	\$655	\$58.09	\$1.58	15	

<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**

Effective date: 12/1/2012

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	\$643	\$85.67	\$2.33	1
	OK	Cuatitlan, EM	\$6,837	\$781	\$77.83	\$2.12	4
	KS	Guadalajara, JA	\$7,444	\$755	\$83.77	\$2.28	-1
	TX	Salinas Victoria, NL	\$3,553	\$294	\$39.31	\$1.07	-2
Corn	IA	Guadalajara, JA	\$7,699	\$888	\$87.73	\$2.23	1
	SD	Celaya, GJ <sup>5</sup>	\$7,356	\$842	\$83.76	\$2.13	n/a
	NE	Queretaro, QA	\$7,153	\$788	\$81.15	\$2.06	2
	SD	Salinas Victoria, NL	\$5,700	\$640	\$64.78	\$1.64	3
	MO	Tlalnepantla, EM	\$6,592	\$766	\$75.18	\$1.91	7
	SD	Torreon, CU	\$6,522	\$705	\$73.84	\$1.87	2
Soybeans	MO	Bojay (Tula), HG	\$7,580	\$749	\$85.10	\$2.31	8
	NE	Guadalajara, JA	\$8,134	\$856	\$91.86	\$2.50	3
	IA	El Castillo, JA	\$8,555	\$836	\$95.96	\$2.61	5
	KS	Torreon, CU	\$6,651	\$531	\$73.39	\$2.00	3
Sorghum	OK	Cuatitlan, EM	\$5,730	\$639	\$65.07	\$1.65	3
	TX	Guadalajara, JA	\$6,653	\$548	\$73.57	\$1.87	1
	NE	Celaya, GJ <sup>5</sup>	\$6,937	\$764	\$78.68	\$2.00	n/a
	KS	Queretaro, QA	\$6,460	\$480	\$70.91	\$1.80	1
	NE	Salinas Victoria, NL	\$5,178	\$562	\$58.64	\$1.49	3
	NE	Torreon, CU	\$6,068	\$627	\$68.41	\$1.74	0

<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

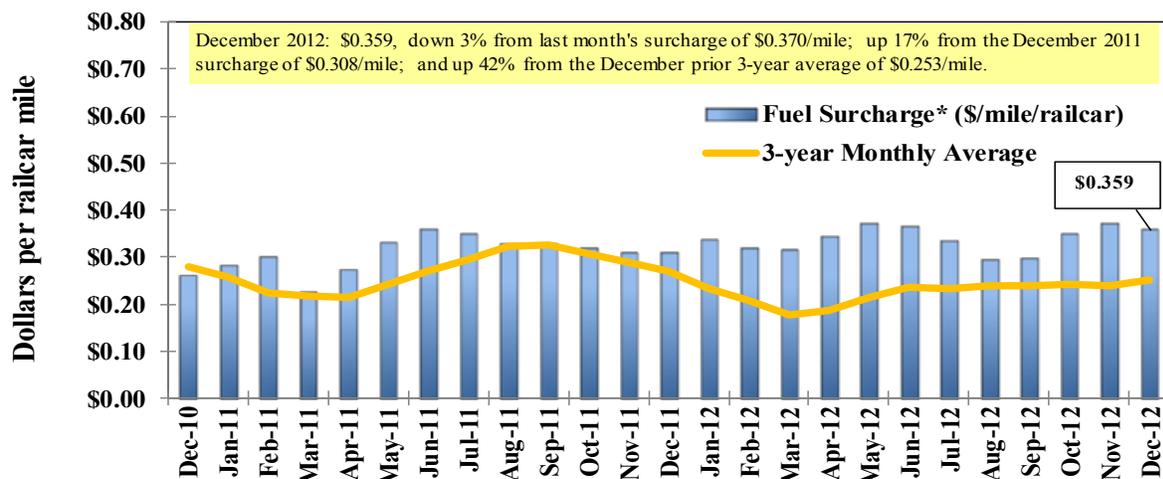
<sup>3</sup>Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

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

<sup>5</sup>Beginning 11/1/12, Celaya, GJ, 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.

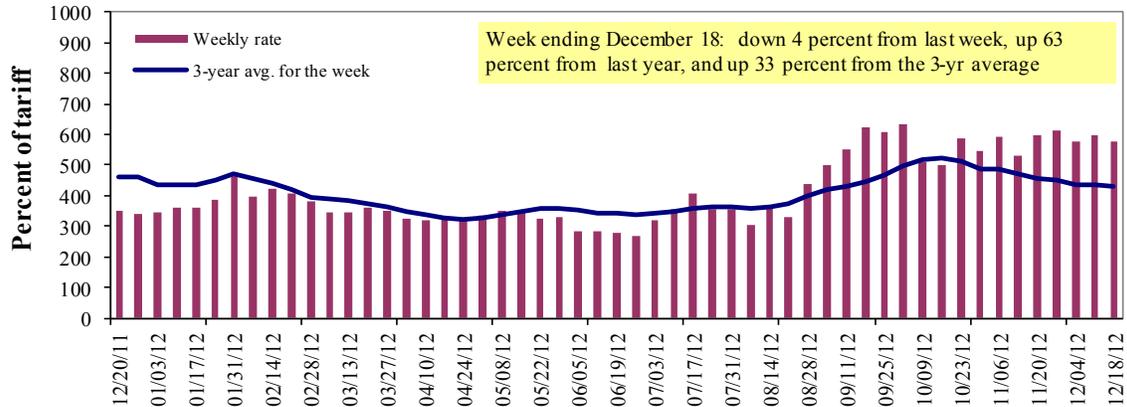
\*\* BNSF strike price (diesel price when fuel surcharges begin) changed from \$1.25/gal. to \$2.50/gal. starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was \$0.227/mile instead of \$0.331/mile.

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

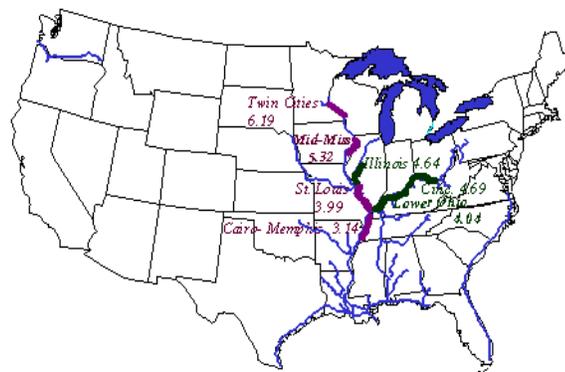
### Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
<b>Rate<sup>1</sup></b>	12/18/2012	-	-	575	500	445	445	353
	12/11/2012	-	-	600	500	520	520	438
<b>\$/ton</b>	12/18/2012	-	-	26.68	19.95	20.87	17.98	11.08
	12/11/2012	-	-	27.84	19.95	24.39	21.01	13.75
<b>Current week % change from the same week:</b>								
	Last year	-	-	63	92	33	33	48
	3-year avg. <sup>2</sup>	-	-	33	54	14	15	18
<b>Rate<sup>1</sup></b>	January	-	-	-	-	425	425	325
	March	-	-	383	330	365	365	313

<sup>1</sup>Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); <sup>2</sup>4-week moving average; ton = 2,000 pounds; - closed for winter or no rates

Source: Transportation & Marketing Programs/AMS/USDA

Figure 9  
Benchmark tariff rates



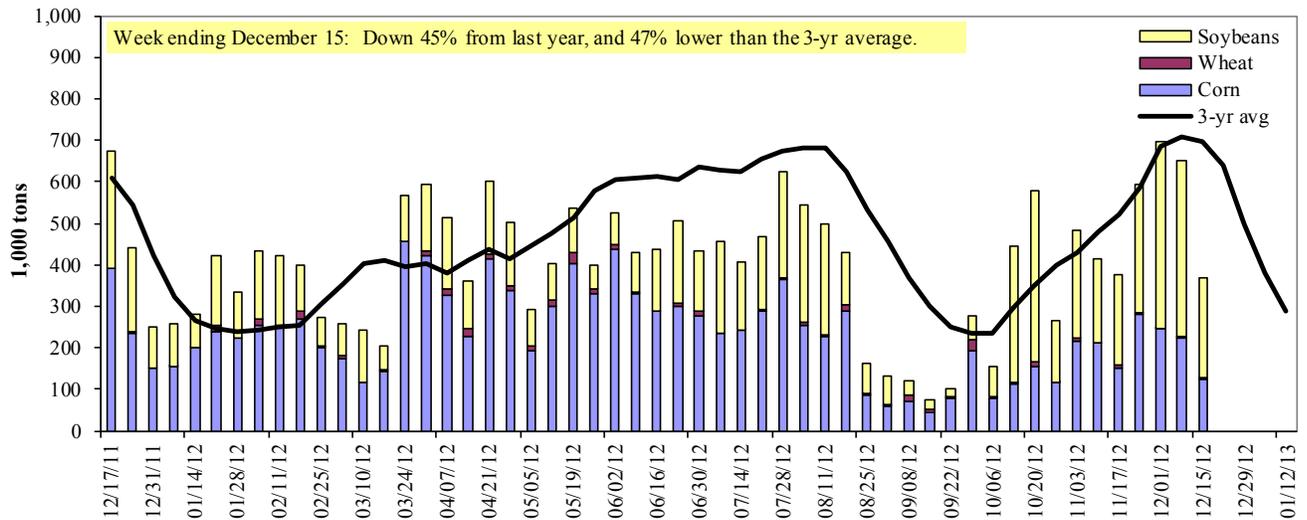
### Calculating barge rate per ton:

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

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

Table 10

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

Week ending 12/15/2012	Corn	Wheat	Soybeans	Other	Total
<b>Mississippi River</b>					
Rock Island, IL (L15)	0	0	2	0	2
Winfield, MO (L25)	24	0	40	0	64
Alton, IL (L26)	134	2	264	0	400
Granite City, IL (L27)	126	3	241	0	371
<b>Illinois River (L8)</b>	114	2	187	0	303
<b>Ohio River (L52)</b>	38	11	85	2	136
<b>Arkansas River (L1)</b>	0	1	32	0	34
Weekly total - 2012	164	16	358	2	540
Weekly total - 2011	459	25	380	3	867
2012 YTD <sup>1</sup>	14,646	1,752	12,129	229	28,757
2011 YTD	19,281	1,409	8,047	421	29,158
2012 as % of 2011 YTD	76	124	151	54	99
Last 4 weeks as % of 2011 <sup>2</sup>	43	51	154	8	78
Total 2011	19,921	1,460	8,553	422	30,356

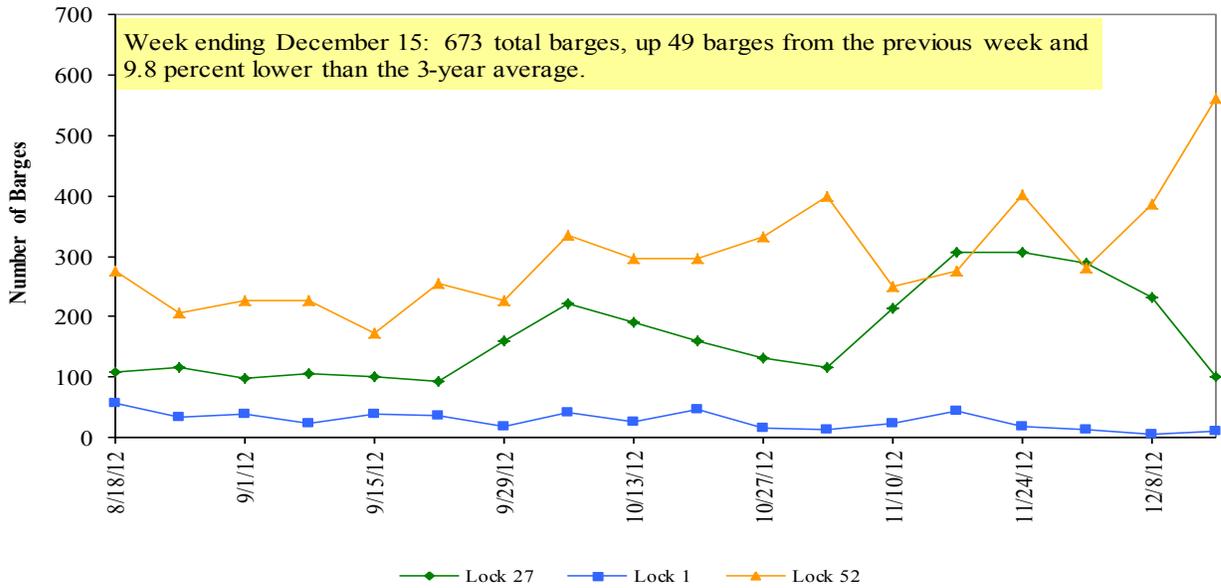
<sup>1</sup> Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

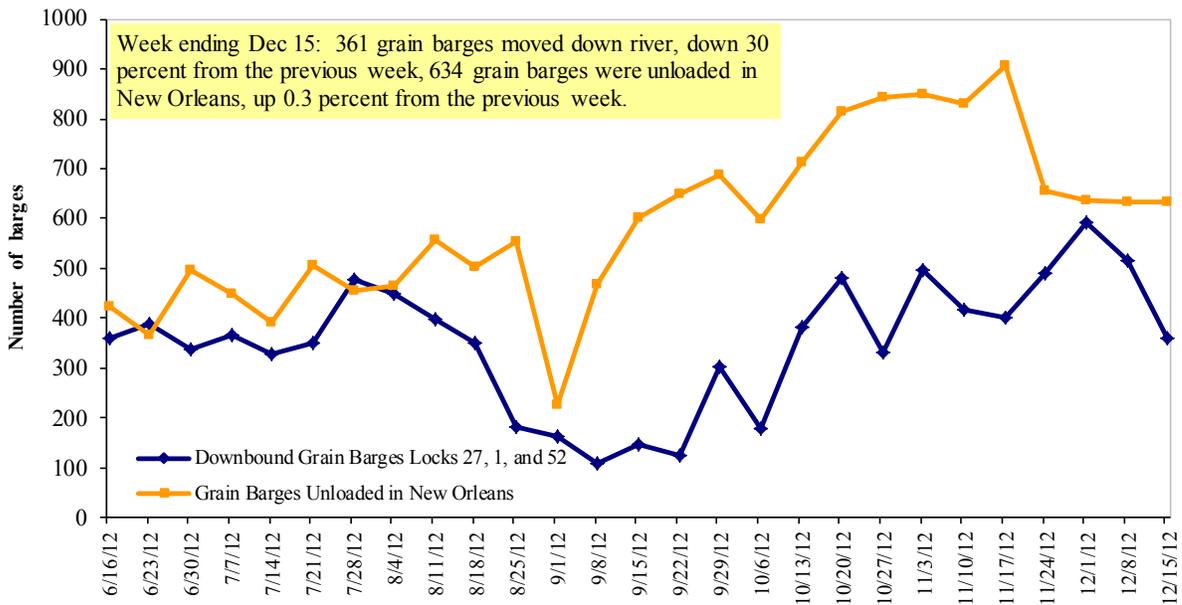
Source: U.S. Army Corps of Engineers

**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 12/17/2012 (US \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	4.027	-0.042	0.154
	New England	4.155	-0.020	0.160
	Central Atlantic	4.134	-0.040	0.171
	Lower Atlantic	3.923	-0.047	0.140
II	Midwest <sup>2</sup>	3.918	-0.059	0.153
III	Gulf Coast <sup>3</sup>	3.847	-0.027	0.120
IV	Rocky Mountain	3.866	-0.072	-0.047
V	West Coast	3.997	-0.045	0.005
	West Coast less California	3.933	-0.049	0.005
	California	4.051	-0.042	0.004
Total	U.S.	3.945	-0.046	0.117

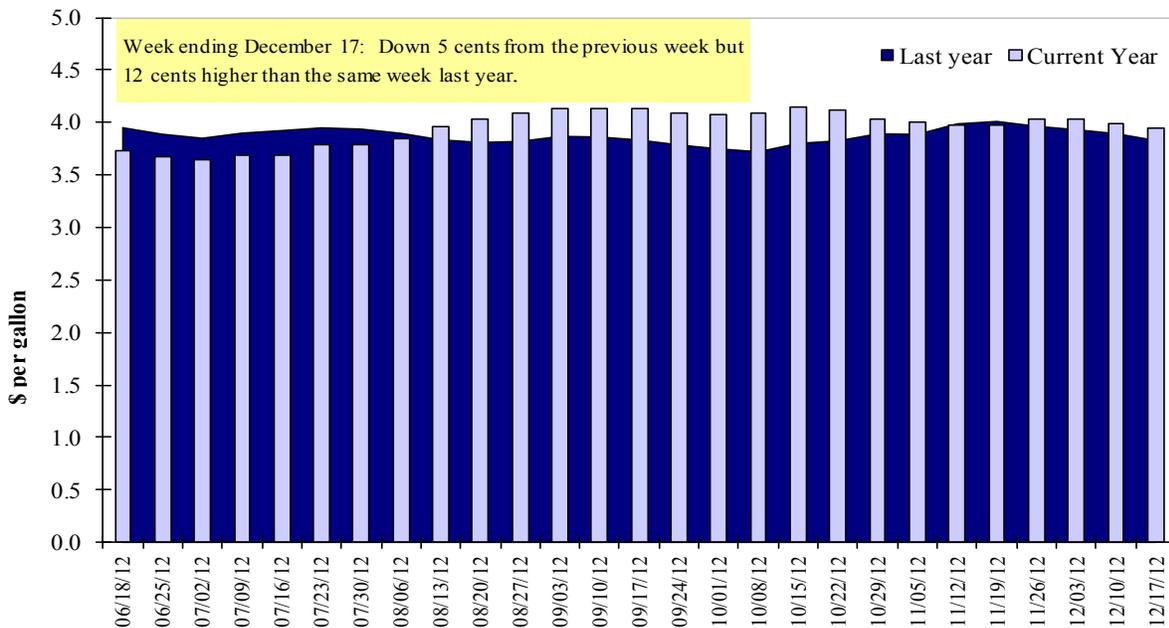
<sup>1</sup>Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

<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>									
12/6/2012	1,417	705	1,252	1,213	74	4,661	6,380	12,164	23,205
This week year ago	1,311	700	1,116	1,190	79	4,396	12,390	10,465	27,251
<b>Cumulative exports-marketing year<sup>2</sup></b>									
2012/13 YTD	4,970	1,713	3,063	2,323	286	12,355	5,658	17,559	35,572
2011/12 YTD	5,769	1,896	3,776	2,528	294	14,262	10,948	12,057	37,267
YTD 2012/13 as % of 2011/12	86	90	81	92	97	87	52	146	95
Last 4 wks as % of same period 2011/12	112	98	112	89	69	103	55	120	88
2011/12 Total	9,904	4,319	6,312	5,601	491	26,627	37,900	36,727	101,254
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306

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

<sup>2</sup> Shipped export sales to date; new marketing year begins 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 12/06/12	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	3,978	5,681	(30)	12,367
Mexico	2,837	5,002	(43)	9,617
China	1,188	2,779	(57)	5,414
Korea	421	2,208	(81)	3,639
Venezuela	247	247	0	1,332
<b>Top 5 importers</b>	<b>8,671</b>	<b>15,916</b>	<b>(46)</b>	<b>32,369</b>
<b>Total US corn export sales</b>	<b>12,488</b>	<b>23,338</b>	<b>(46)</b>	<b>39,180</b>
% of Projected	43%	60%		
Change from prior week	<b>259</b>	<b>505</b>		
<b>Top 5 importers' share of U.S. corn export sales</b>	69%	68%		83%
<b>USDA forecast, December 2012</b>	<b>29,210</b>	<b>39,180</b>	<b>(25)</b>	
<b>Corn Use for Ethanol USDA forecast, Ethanol December 2012</b>	<b>114,300</b>	<b>127,000</b>	<b>(10)</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 (Carry-over plus Accumulated Exports)

Table 14

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

Week Ending 12/06/2012	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 -
China	18,491	16,196	14	24,602
Mexico	1,271	1,362	(7)	3,180
Japan	958	970	(1)	1,891
Indonesia	506	552	(8)	1,741
Egypt	341	363	(6)	1,292
<b>Top 5 importers</b>	<b>21,567</b>	<b>19,444</b>	<b>11</b>	<b>32,706</b>
<b>Total US soybean export sales</b>	<b>29,724</b>	<b>22,522</b>	<b>32</b>	<b>37,060</b>
% of Projected	81%	61%		
Change from prior week	1,319	469		
<b>Top 5 importers' share of U.S. soybean export sales</b>	<b>73%</b>	<b>86%</b>		
<b>USDA forecast, December 2012</b>	<b>36,610</b>	<b>37,060</b>	<b>(1)</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://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](http://www.fas.usda.gov/export-sales/myfi_rpt.htm). (Carryover plus Accumulated Exports)

Table 15

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

Week Ending 12/06/2012	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	2,411	2,390	1	3,512
Mexico	2,249	2,538	(11)	3,496
Nigeria	1,896	2,153	(12)	3,248
Philippines	1,437	1,655	(13)	2,039
Korea	1,165	1,033	13	1,983
Egypt	333	247	35	950
Taiwan	727	537	35	888
Indonesia	368	524	(30)	830
Venezuela	505	431	17	594
Iraq	209	572	(63)	572
<b>Top 10 importers</b>	<b>11,300</b>	<b>12,079</b>	<b>(6)</b>	<b>18,111</b>
<b>Total US wheat export sales</b>	<b>17,016</b>	<b>18,658</b>	<b>(9)</b>	<b>28,560</b>
% of Projected	60%	65%		
Change from prior week	519	317		
<b>Top 10 importers' share of U.S. wheat export sales</b>	<b>66%</b>	<b>65%</b>		<b>63%</b>
<b>USDA forecast, December 2012</b>	<b>28,580</b>	<b>28,560</b>	<b>0</b>	

(n) indicates negative number.

<sup>1</sup>Based on FAS Marketing Year Ranking Reports - [www.fas.usda.gov](http://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](http://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 12/13/12	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	313	135	232	12,344	13,572	91	89	96	13,995
Corn	55	0	n/a	5,345	8,632	62	19	23	9,198
Soybeans	77	257	30	9,891	6,922	143	101	72	7,321
<b>Total</b>	<b>445</b>	<b>391</b>	<b>114</b>	<b>27,580</b>	<b>29,126</b>	<b>95</b>	<b>70</b>	<b>67</b>	<b>30,513</b>
<b>Mississippi Gulf</b>									
Wheat	28	65	43	5,280	4,903	108	107	80	5,031
Corn	327	167	196	17,743	25,488	70	41	50	26,267
Soybeans	720	791	91	23,242	17,986	129	160	120	19,262
<b>Total</b>	<b>1,074</b>	<b>1,024</b>	<b>105</b>	<b>46,265</b>	<b>48,377</b>	<b>96</b>	<b>98</b>	<b>90</b>	<b>50,560</b>
<b>Texas Gulf</b>									
Wheat	100	167	60	5,734	10,616	54	74	61	10,837
Corn	0	0	n/a	336	1,016	33	0	0	1,021
Soybeans	50	58	87	574	926	62	103	41	926
<b>Total</b>	<b>150</b>	<b>225</b>	<b>67</b>	<b>6,644</b>	<b>12,559</b>	<b>53</b>	<b>65</b>	<b>47</b>	<b>12,784</b>
<b>Interior</b>									
Wheat	5	22	23	1,163	1,087	107	187	144	1,110
Corn	0	32	1	5,974	7,224	83	83	28	7,509
Soybeans	17	86	20	4,038	4,134	98	32	60	4,273
<b>Total</b>	<b>22</b>	<b>139</b>	<b>16</b>	<b>11,174</b>	<b>12,445</b>	<b>90</b>	<b>155</b>	<b>47</b>	<b>12,892</b>
<b>Great Lakes</b>									
Wheat	0	0	n/a	444	1,038	43	0	0	1,038
Corn	0	0	n/a	56	178	31	0	0	178
Soybeans	0	29	0	586	336	174	38	22	382
<b>Total</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>1,086</b>	<b>1,552</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>1,598</b>
<b>Atlantic</b>									
Wheat	0	0	n/a	341	686	50	0	0	686
Corn	0	5	0	143	280	51	28	17	295
Soybeans	144	69	210	1,353	902	150	231	149	1,042
<b>Total</b>	<b>144</b>	<b>73</b>	<b>196</b>	<b>1,837</b>	<b>1,868</b>	<b>98</b>	<b>187</b>	<b>129</b>	<b>2,022</b>
<b>U.S. total from ports<sup>2</sup></b>									
Wheat	446	389	115	25,305	31,902	79	83	76	32,697
Corn	382	204	187	29,596	42,818	69	32	38	44,466
Soybeans	1,008	1,289	78	39,685	31,207	127	136	99	33,205
<b>Total</b>	<b>1,836</b>	<b>1,882</b>	<b>98</b>	<b>94,586</b>	<b>105,927</b>	<b>89</b>	<b>82</b>	<b>75</b>	<b>110,369</b>

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

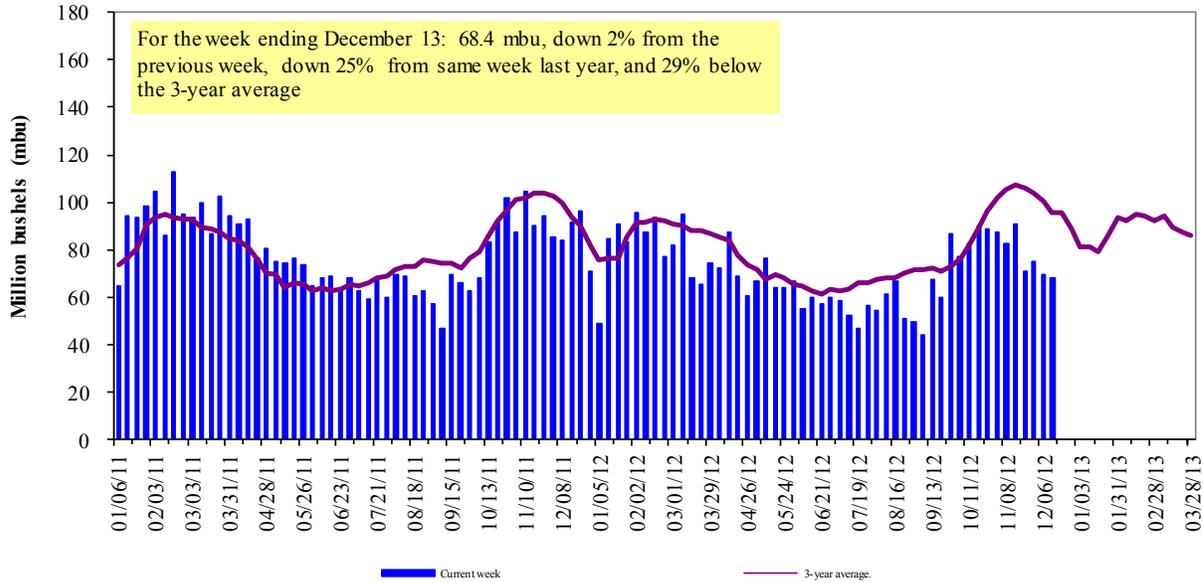
<sup>2</sup> Total includes only port regions shown above; Interior land-based shipments now included.

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)**

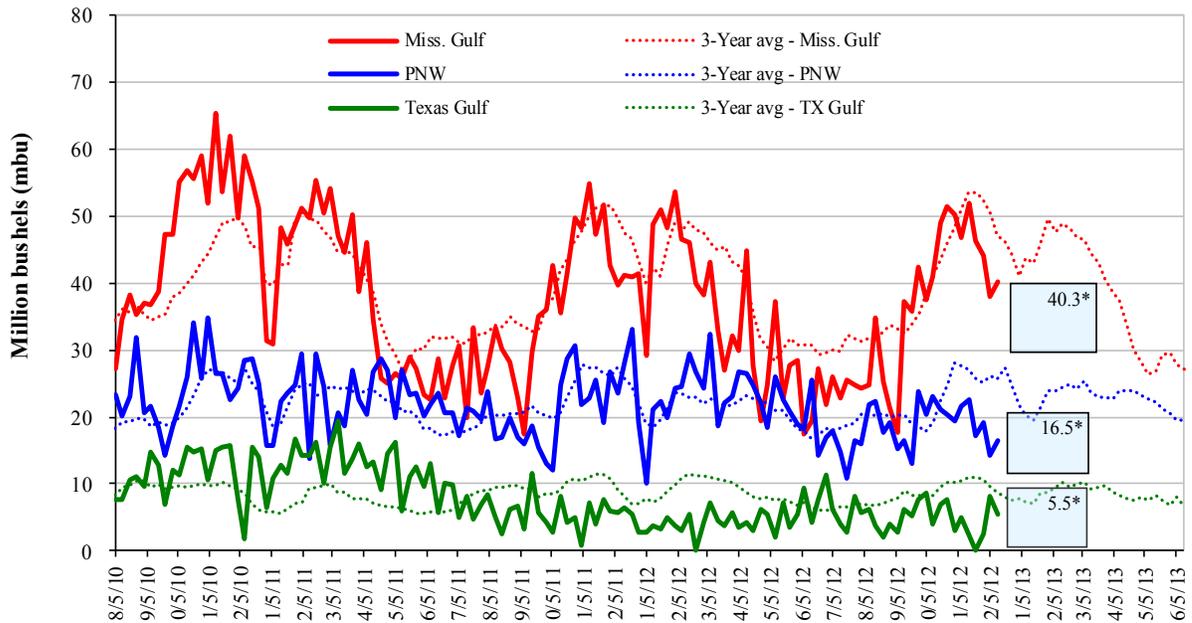


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

December 13 % change from:	MSGulf	TX Gulf	U.S. Gulf	PNW
Last week	up 6	down 33	down 1	up 15
Last year (same week)	down 2	down 14	down 4	down 41
3-yr avg (4-wk mov. avg)	down 15	down 37	down 18	down 33

# Ocean Transportation

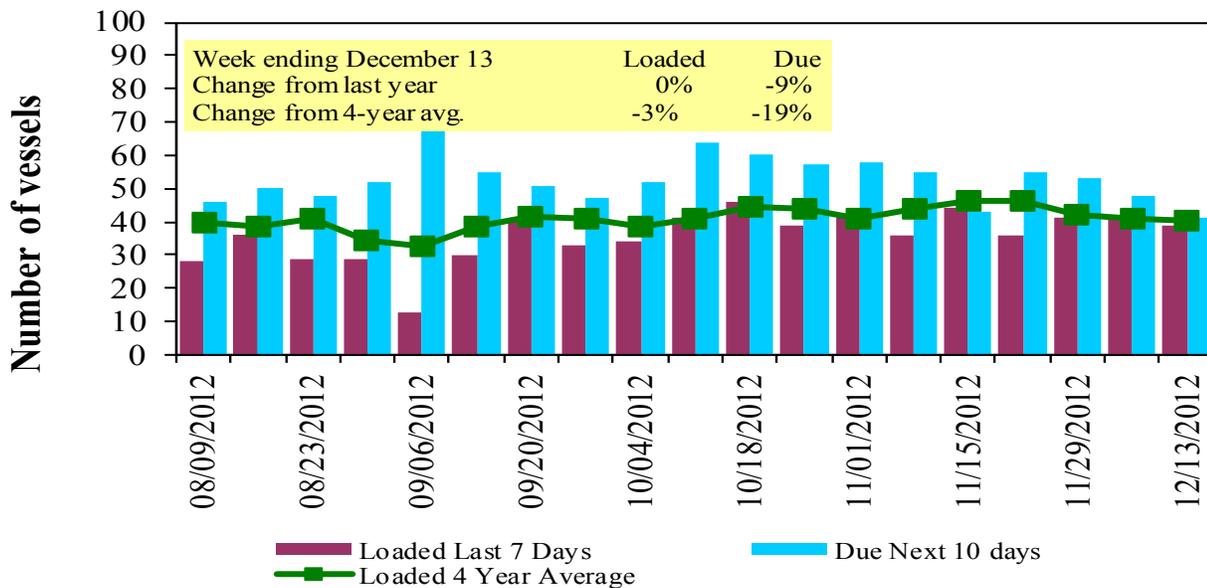
Table 17

**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
12/13/2012	39	39	41	9	n/a
12/6/2012	41	41	48	11	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

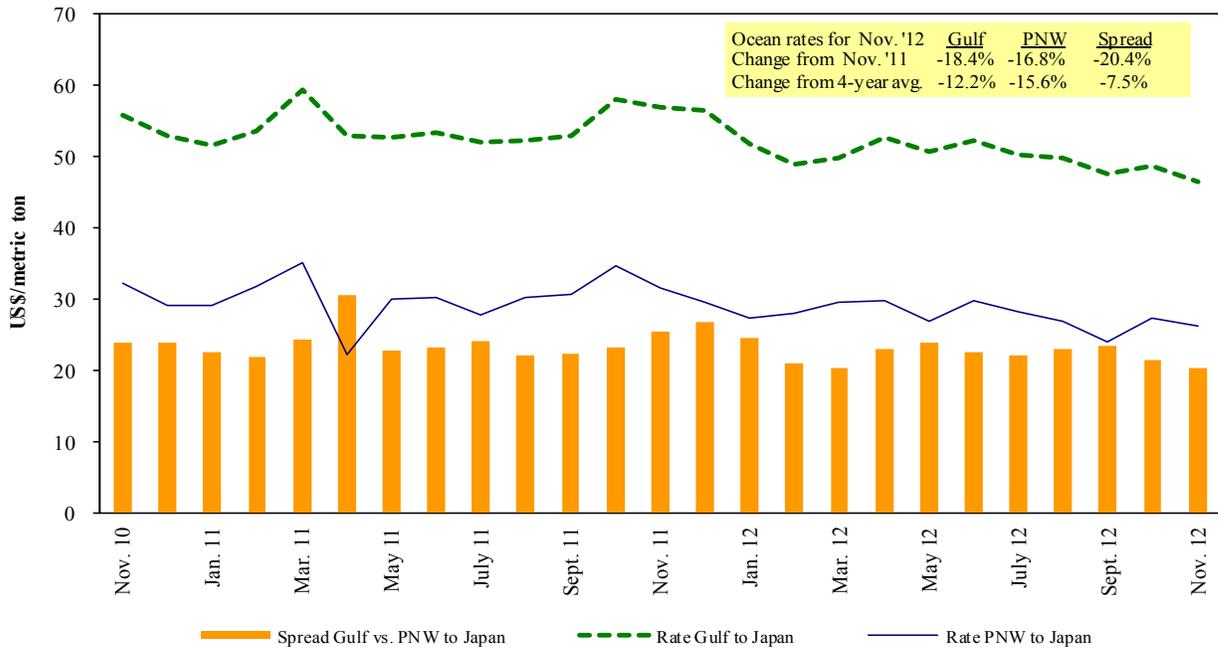
**Figure 16**  
**U.S. Gulf<sup>d</sup> Vessel Loading Activity**



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 12/15/2012**

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	China	Heavy Grain	Dec 5/10	55,000	42.50
U.S. Gulf	China	Heavy Grain	Nov 20/30	55,000	43.00
U.S. Gulf	China	Heavy Grain	Nov 20/25	55,000	44.85
U.S. Gulf	China	Heavy Grain	Nov 15/25	55,000	49.00
U.S. Gulf	China	Heavy Grain	Nov 10/20	55,000	46.00
U.S. Gulf	China	Heavy Grain	Nov 9/19	55,000	48.00
U.S. Gulf	China	Heavy Grain	Nov 5/10	55,000	46.00
U.S. Gulf	China	Heavy Grain	Oct 20/30	55,000	43.75
U.S. Gulf	China	Heavy Grain	Oct 15/24	55,000	43.00
U.S. Gulf	Mozambique <sup>1</sup>	Wheat	Sep 20/30	10,000	211.50
Black Sea	Spain Mediterranean	Heavy Grain	Nov 30/Dec 3	50,000	11.00
Brazil	Portugal	Heavy Grain	Dec 10/20	60,000	19.50
Brazil	Portugal	Heavy Grain	Nov 10/20	60,000	15.50
France	Algeria	Wheat	Nov 2/7	25,000	22.00
India	S.Korea	Wheat	Oct5/15	55,000	15.00
River Plate	Tunisia	Heavy Grain	Oct 5/15	30,000	28.50
River Plate					
River Plate	Algeria	Wheat	Nov 7/9	40,000	25.00
Ukraine	Rotterdam	Rapeseed	Dec 8/17	60,000	14.80
Ukraine	S. Arabia	Barley	Oct 25/30	56,500	25.25

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

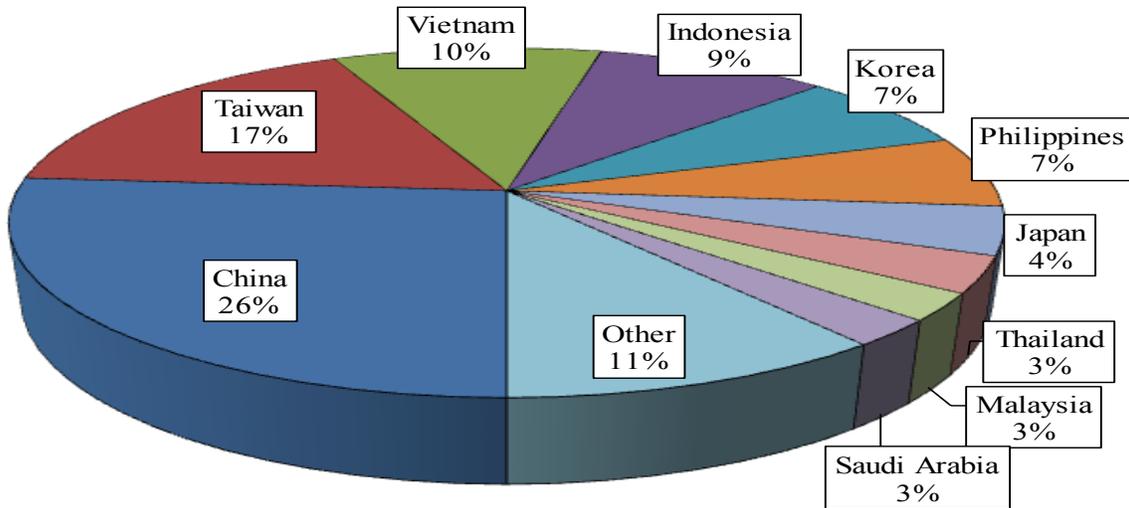
<sup>1</sup>50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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 in containers, 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, September 2012**

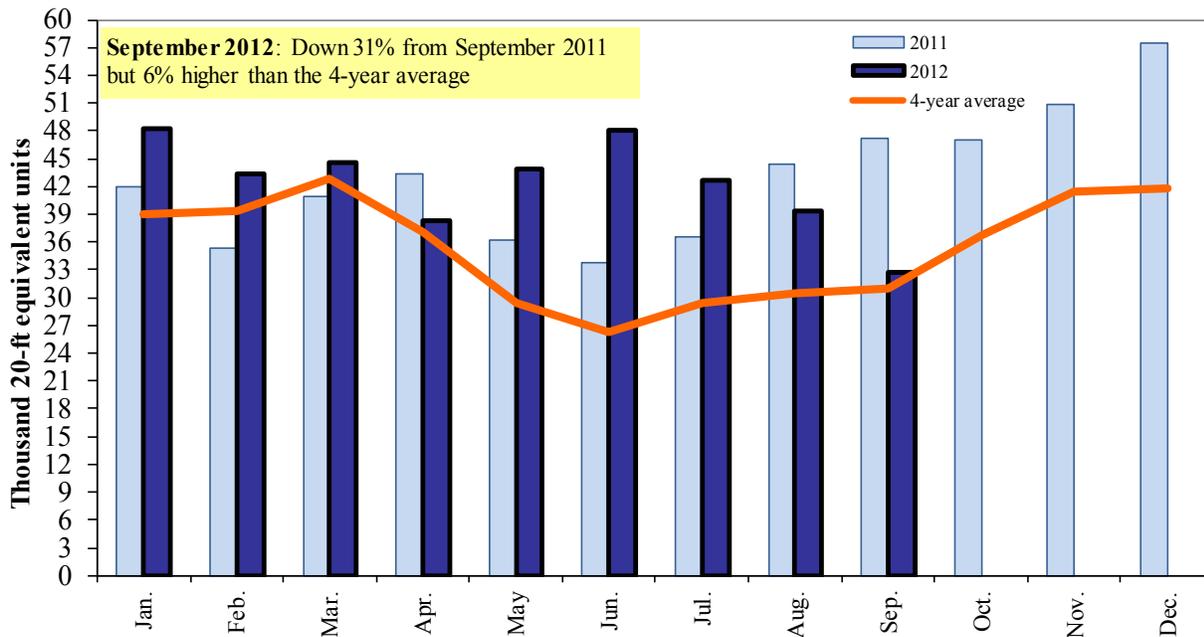


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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.

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