



Grain Transportation Report

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Contents

Grain
 Transportation
 Indicators

Rail
 Transportation

Barge
 Transportation

Truck
 Transportation

Grain Exports

Ocean
 Transportation

Brazil
 Transportation

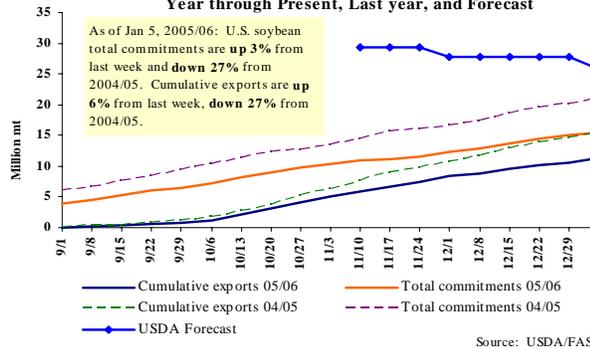
Contacts
 and
 Links

Subscription
 Information

The next
 release is
 Jan. 26 '06

Soybean and Corn Export Sales Continue to Lag. Higher transportation costs may have caused corn and soybean export sales to be lower than expected. Transportation costs last fall rose sharply due to the summer drought, devastating hurricanes, and high fuel prices. Current transportation needs for U.S. corn and soybean exports are significantly below the same period last year due to lagging sales.

Figure 1. U.S. Soybean Export Sales: Current Marketing Year through Present, Last year, and Forecast

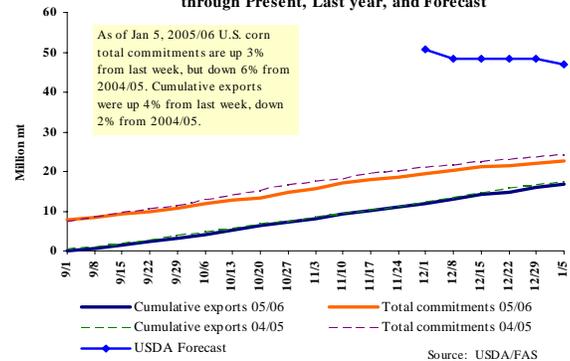


Higher transportation costs may have caused corn and soybean export sales to be lower than expected. Transportation costs last fall rose sharply due to the summer drought, devastating hurricanes, and high fuel prices. Current transportation needs for U.S. corn and soybean exports are significantly below the same period last year due to lagging sales.

As of January 5, soybean export sales commitments¹ of 15.5 million metric tons (mmt) are 27 percent behind the same period last year, due primarily to weak sales to China and the European Union. Outstanding soybean export sales² of 4.1 mmt are also 27 percent below last year (Figure 1).

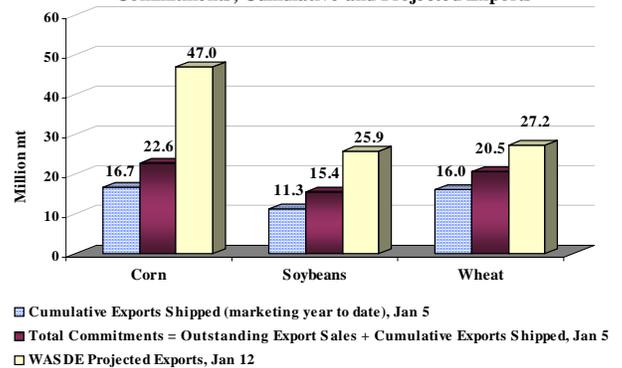
Corn export sales commitments of 22.6 mmt are 6 percent below last year, and outstanding sales of 5.9 mmt are almost 16 percent below last year (Figure 2). Wheat total commitments are about the same as last year, but cumulative exports are 6 percent below last year.

Figure 2. U.S. Corn Export Sales: Current Marketing Year through Present, Last year, and Forecast



USDA lowered its 2005/06 U.S. soybean and corn export forecasts on January 12, primarily due to lagging export sales. The USDA lowered its 2005/06 U.S. soybean export forecast to 950 million bushels (mbu) (25.9 mmt), down 7 percent from last month's forecast and 14 percent from 2004/05 estimated soybean exports (Figures 1 and 3). The 2005/06 U.S. corn export forecast was lowered to 1,850 mbu (27.2 mmt), down almost 3 percent from last month's forecast, but it remains 2 percent above the 2004/05 estimated corn exports (Figures 2 and 3). Corn and soybean marketing years end on August 31, 2006, and the wheat marketing year ends May 31, 2006.

Figure 3. Export Indicators 2005/06: Total Commitments, Cumulative and Projected Exports



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¹ Total commitments = outstanding export sales + cumulative exports shipped.
² Outstanding export sales = unshipped balances.

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

Week ending	Truck	Rail**	Barge	Gulf	Pacific
01/18/06	164	108	222	165	177
Compared with last week	↓	↓	↑	↓	↓

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

**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)

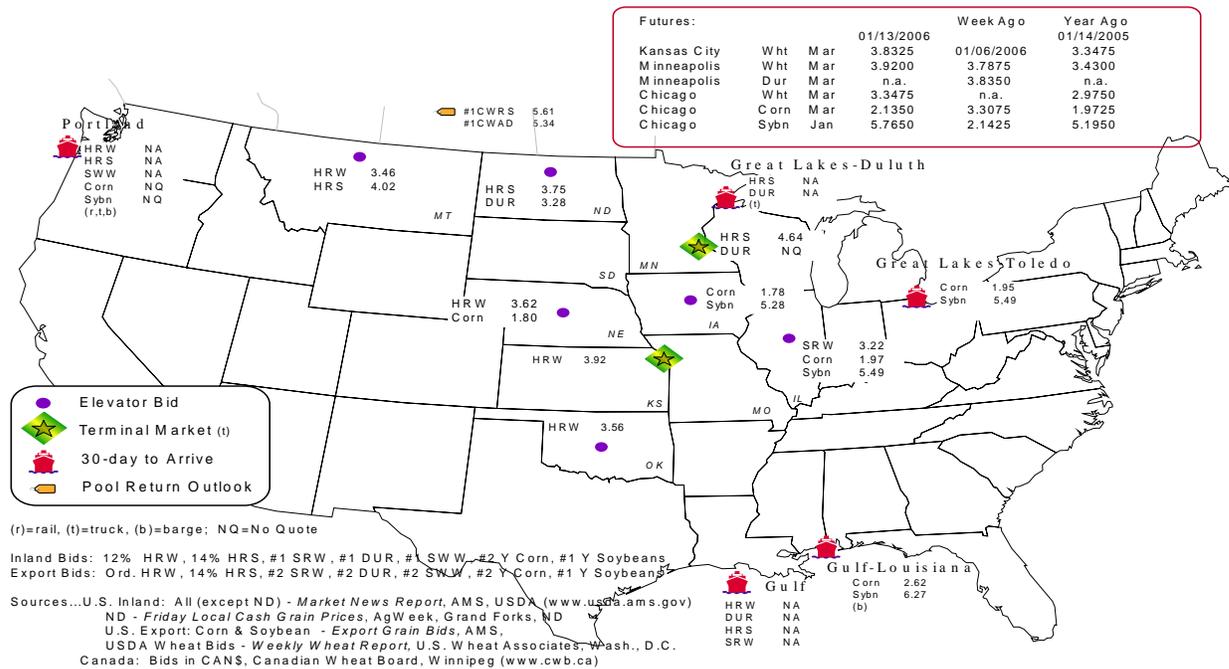
Commodity	Origin--destination	1/13/2006	1/6/2006
Corn	IL--Gulf	-0.65	-0.64
Corn	NE--Gulf	-0.82	-0.81
Soybean	IA--Gulf	-0.99	-0.89
HRW	KS--Gulf	n/a	-0.87
HRS	ND--Portland	n/a	-1.45

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 1
Grain bid summary



Rail Transportation

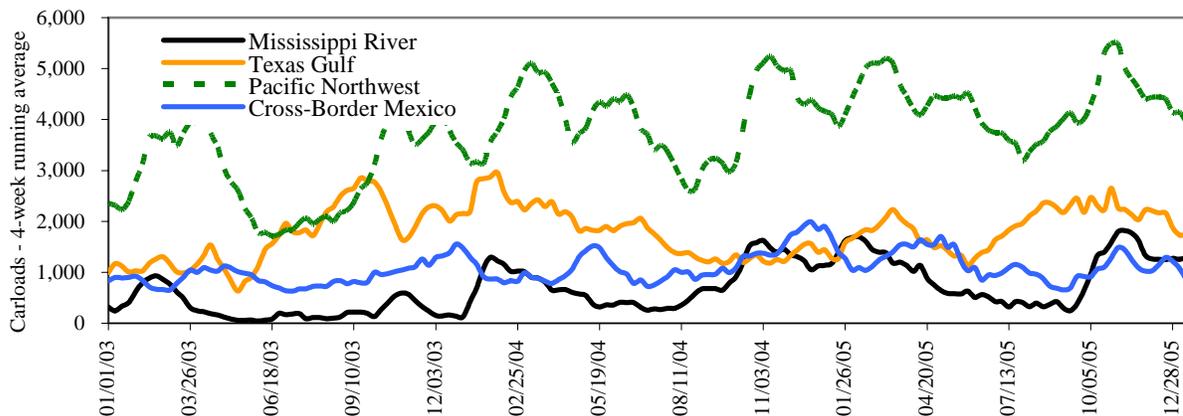
Table 3--Rail deliveries to port (carloads)*

Week ending	Mississippi Gulf***	Texas Gulf	Cross-Border	Pacific	Atlantic &	Total
			Mexico****	Northwest	East Gulf	
1/11/2006 ^p	1,238	1,717	193	3,981	668	7,797
1/04/2006 ^r	1,312	1,586	706	4,134	520	8,258
2006 YTD	2,550	3,303	899	8,115	1,188	16,055
2005 YTD	2,563	2,606	3,076	7,398	907	16,550
2006 as % of 2005	99	127	29	110	131	97
Total 2005**	50,677	99,462	60,879	223,328	15,752	450,098
Total 2004	43,102	92,073	59,102	209,625	10,986	414,888

(* Incomplete Data; as of 9/22/04, Cross-Border movements included; (**) Includes 53rd week; (***) Mississippi Gulf data back to January, 2004 from several new sources has been added; (****) **Cross-border Mexico data for 2004 and 2005 has been amended to reflect amendments submitted by our sources.** YTD= year-to-date; p=preliminary data; r = revised data

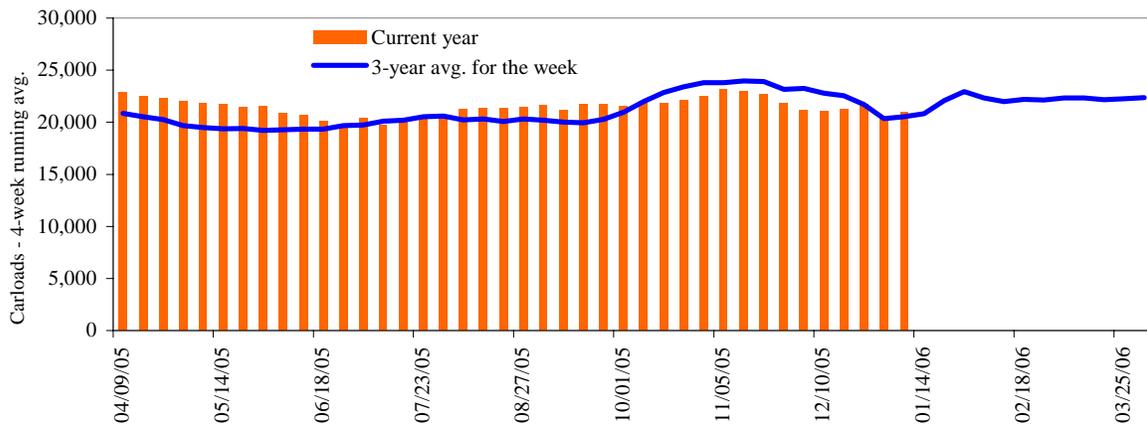
Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2
Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3
Total weekly U.S. grain car loadings for Class I railroads



Source: Association of American Railroads

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

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
01/07/06	3,161	3,567	9,422	693	5,802	22,645	4,472	3,380
This week last year	3,257	3,484	10,340	480	5,251	22,812	4,367	4,566
2006 YTD	3,161	3,567	9,422	693	5,802	22,645	4,472	3,380
2005 YTD	3,257	3,484	10,340	480	5,251	22,812	4,367	4,566
2006 as % of 2005	97	102	91	144	110	99	102	74
Total 2005	152,060	167,465	476,033	27,459	307,170	1,130,187	225,817	215,145

Source: Association of American Railroads (www.aar.org); YTD = year-to-date

Table 5--Rail car auction offerings*, week ending 01/14/06 (\$/car)**

Delivery for:	Feb-06	Mar-06	Apr-06
BNSF ¹			
COT/N. grain	no offer	no offer	\$21
COT/S. grain	no offer	\$60	\$25
UP ²			
GCAS/Region 1	no offer	\$90	no offer
GCAS/Region 2	no offer	\$139	no offer

*Auction offerings are for single-car and unit train shipments only.

**Average premium/discount to tariff, last auction

¹BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

²UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

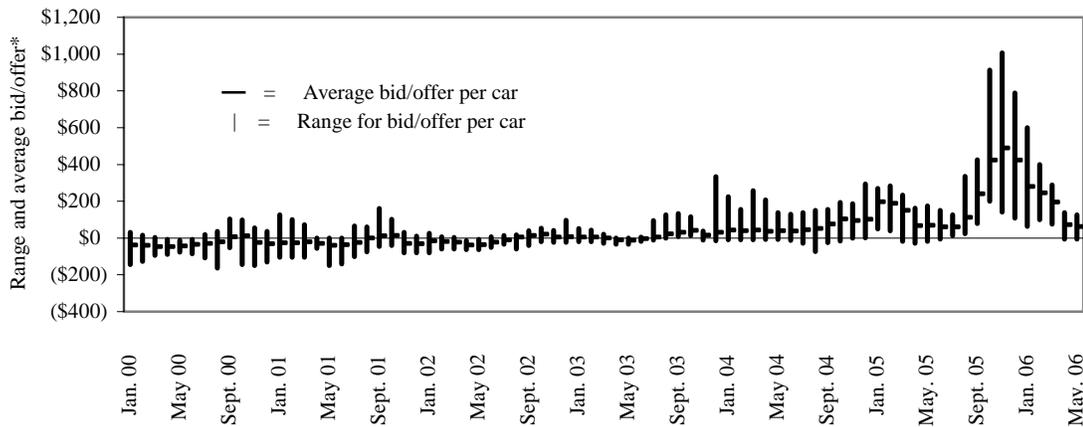
Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

Source: Transportation & Marketing Programs/AMS/USDA

Rail service may be ordered directly from the railroad via **action** for guaranteed service, or via tariff for nonguaranteed service, or through the secondary railcar market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4
Secondary rail car market, delivery month-year



*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

Average bid/offer is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Range for bid/offer shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Table 6--Weekly secondary rail car market, week ending 01/14/06 (\$/car)*

	Delivery period			
	Feb-06	Mar-06	Apr-06	May-06
BNSF-GF	\$8	\$19	-\$25	-\$25
Change from last week	-\$200	-\$148	-\$75	-\$68
UP-Pool	\$19	\$0	\$0	\$0
Change from last week	-\$198	-\$138	-\$100	-\$100

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

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

Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

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

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

Effective date:

1/2/2006	Origin Region	Destination Region	Rate/car	Rate/metric ton	Rate/bushel**
<u>Unit train*</u>					
Wheat	Chicago, IL	Albany, NY	\$1,861	\$20.51	\$0.56
	Kansas City, MO	Galveston, TX	\$2,020	\$22.27	\$0.61
	South Central, KS	Galveston, TX	\$2,450	\$27.01	\$0.74
	Minneapolis, MN	Houston, TX	\$2,420	\$26.68	\$0.73
	St. Louis, MO	Houston, TX	\$2,360	\$26.01	\$0.71
	South Central, ND	Houston, TX	\$4,261	\$46.97	\$1.28
	Minneapolis, MN	Portland, OR	\$3,963	\$43.68	\$1.19
	South Central, ND	Portland, OR	\$3,963	\$43.68	\$1.19
	Northwest, KS	Portland, OR	\$4,490	\$49.49	\$1.35
	Chicago, IL	Richmond, VA	\$2,161	\$23.82	\$0.65
Corn	Chicago, IL	Baton Rouge, LA	\$2,610	\$28.77	\$0.73
	Council Bluffs, IA	Baton Rouge, LA	\$2,470	\$27.23	\$0.69
	Kansas City, MO	Dalhart, TX	\$2,365	\$26.07	\$0.66
	Minneapolis, MN	Portland, OR	\$3,130	\$34.50	\$0.88
	Evansville, IN	Raleigh, NC	\$1,961	\$21.62	\$0.55
	Columbus, OH	Raleigh, NC	\$1,850	\$20.39	\$0.52
	Council Bluffs, IA	Stockton, CA	\$3,606	\$39.75	\$1.01
Soybeans	Chicago, IL	Baton Rouge, LA	\$2,655	\$29.27	\$0.80
	Council Bluffs, IA	Baton Rouge, LA	\$2,515	\$27.72	\$0.75
	Minneapolis, MN	Portland, OR	\$3,610	\$39.79	\$1.08
	Evansville, IN	Raleigh, NC	\$1,961	\$21.62	\$0.59
	Chicago, IL	Raleigh, NC	\$2,561	\$28.23	\$0.77
<u>Shuttle Train*</u>					
Wheat	St. Louis, MO	Houston, TX	\$1,820	\$20.06	\$0.55
	Minneapolis, MN	Portland, OR	\$3,763	\$41.48	\$1.13
Corn	Fremont, NE	Houston, TX	\$2,304	\$25.40	\$0.65
	Minneapolis, MN	Portland, OR	\$3,024	\$33.33	\$0.85
Soybeans	Council Bluffs, IA	Houston, TX	\$2,412	\$26.59	\$0.72
	Minneapolis, MN	Portland, OR	\$3,170	\$34.94	\$0.95

*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

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

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.upr.com

Table 8--Tariff rail rates for U.S. bulk grain shipments to Mexico, 2005

Effective date: 1/02/06

Commodity	Origin State	Border crossing region	Train size	Rate ¹	Rate/metric ton	Rate/bushel**
Wheat	KS	Brownsville, TX	Shuttle	\$2,851	\$29.13	\$0.79
	ND	Eagle Pass, TX	Unit	\$4,086	\$41.75	\$1.14
	OK	El Paso, TX	Shuttle	\$2,235	\$22.84	\$0.62
	OK	El Paso, TX	Unit	\$2,432	\$24.85	\$0.68
	AR	Laredo, TX	Unit	\$2,383	\$24.35	\$0.66
	IL	Laredo, TX	Unit	\$3,188	\$32.57	\$0.89
	MT	Laredo, TX	Shuttle	\$3,980	\$40.67	\$1.11
	TX	Laredo, TX	Shuttle	\$2,165	\$22.12	\$0.60
	MO	Laredo, TX	Shuttle	\$2,731	\$27.90	\$0.76
	WI	Laredo, TX	Unit	\$3,405	\$34.79	\$0.95
Corn	NE	Brownsville, TX	Shuttle	\$3,543	\$36.20	\$0.92
	NE	Brownsville, TX	Unit	\$3645*	\$37.24	\$0.95
	IA	Eagle Pass, TX	Unit	\$3,773	\$38.55	\$0.98
	MO	Eagle Pass, TX	Shuttle	\$3040*	\$31.06	\$0.79
	NE	Eagle Pass, TX	Shuttle	\$3440*	\$35.15	\$0.89
	IA	Laredo, TX	Shuttle	\$3,696	\$37.76	\$0.96
Soybean	IA	Brownsville, TX	Shuttle	\$3,318	\$33.90	\$0.92
	MN	Brownsville, TX	Shuttle	\$3,614	\$36.93	\$1.00
	NE	Brownsville, TX	Shuttle	\$3,127	\$31.95	\$0.87
	NE	Eagle Pass, TX	Shuttle	\$3,203	\$32.73	\$0.89
	IA	Laredo, TX	Unit	\$3,357	\$34.30	\$0.93

A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

¹Rates are based upon published tariff rates for high-capacity rail cars.

*High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

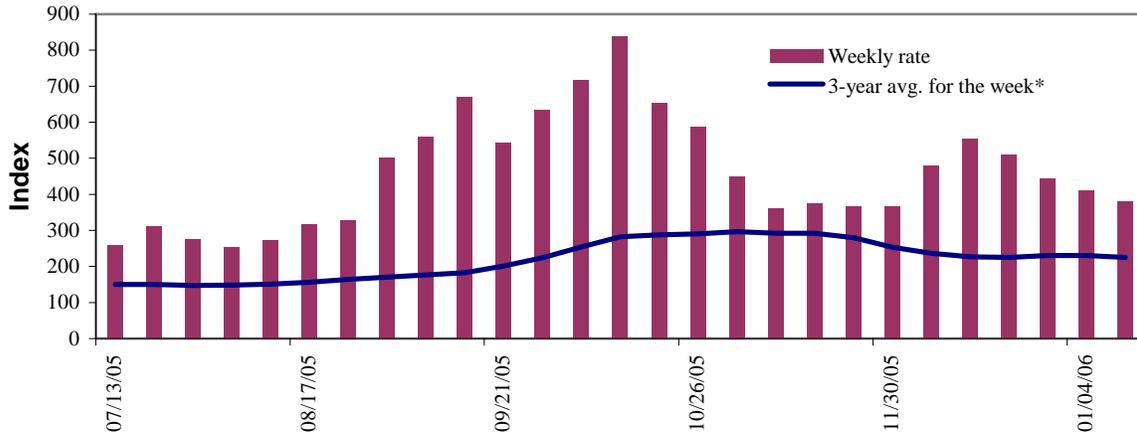
**Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

Sources: www.bnsf.com, www.uprr.com

Barge Transportation

Figure 5

Illinois River barge rate index - quotes



Note: Index = percent of tariff rate; *4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market bids** are indicators of grain transport supply and demand.

Table 9--Barge rate quotes: southbound barge freight

Location	1/11/2006	1/4/2006	Feb. '06	Apr. '06
Twin Cities	n/a	n/a	n/a	375
Mid-Mississippi	n/a	n/a	n/a	339
Illinois River	379	409	368	330
St. Louis	373	375	346	307
Lower Ohio	373	393	351	328
Cairo-Memphis	358	352	339	300

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

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:

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

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

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

Figure 6
Benchmark tariff rates

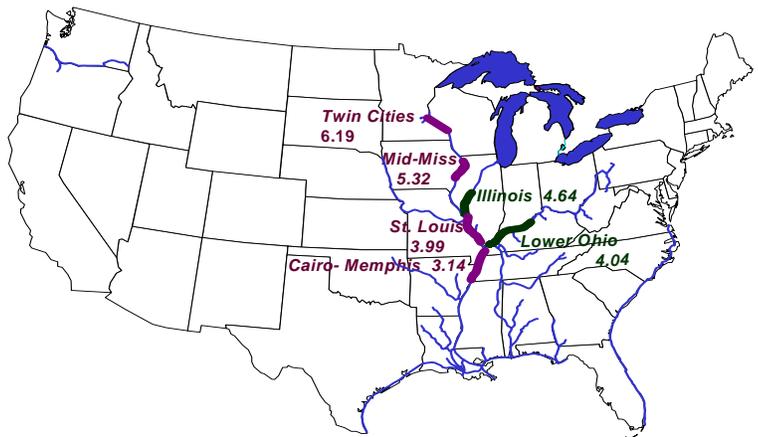
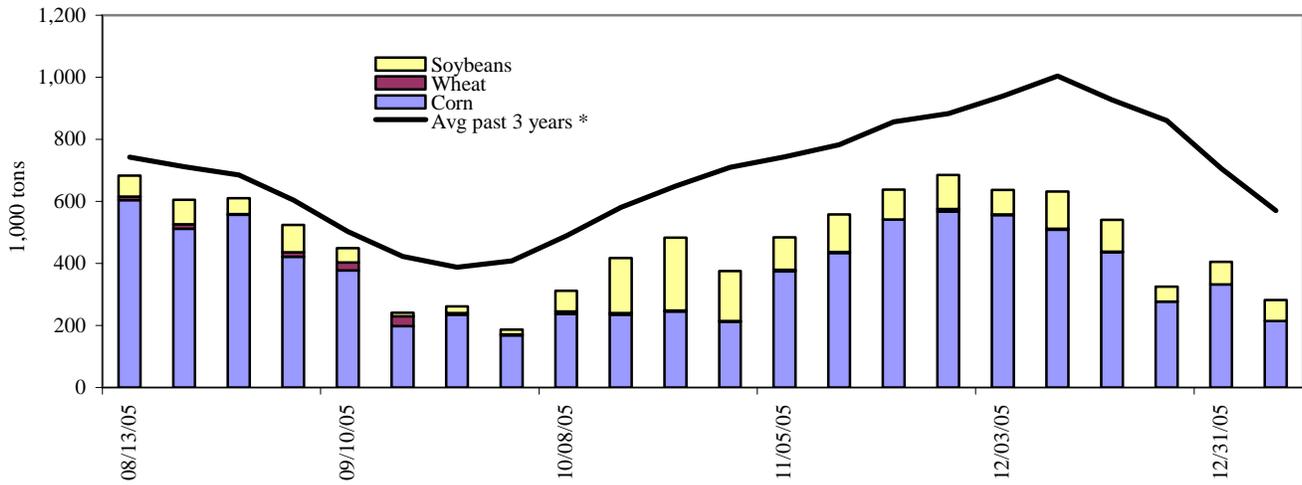


Figure 7

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



* 4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

Table 10--Barge grain movements (1,000 tons)

Week ending 1/7/2006	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	20	0	20
Alton, IL (L26)	211	0	65	21	297
Granite City, IL (L27)	214	0	68	24	306
Illinois River (L8)	161	0	37	0	198
Ohio River (L52)	147	11	88	8	254
Arkansas River (L1)	0	10	22	9	41
2006 YTD	361	21	179	41	602
2005 YTD	470	3	197	16	686
2005 as % of 2004 YTD	77	700	91	256	88
Total 2004	26,235	2,701	6,784	843	36,563

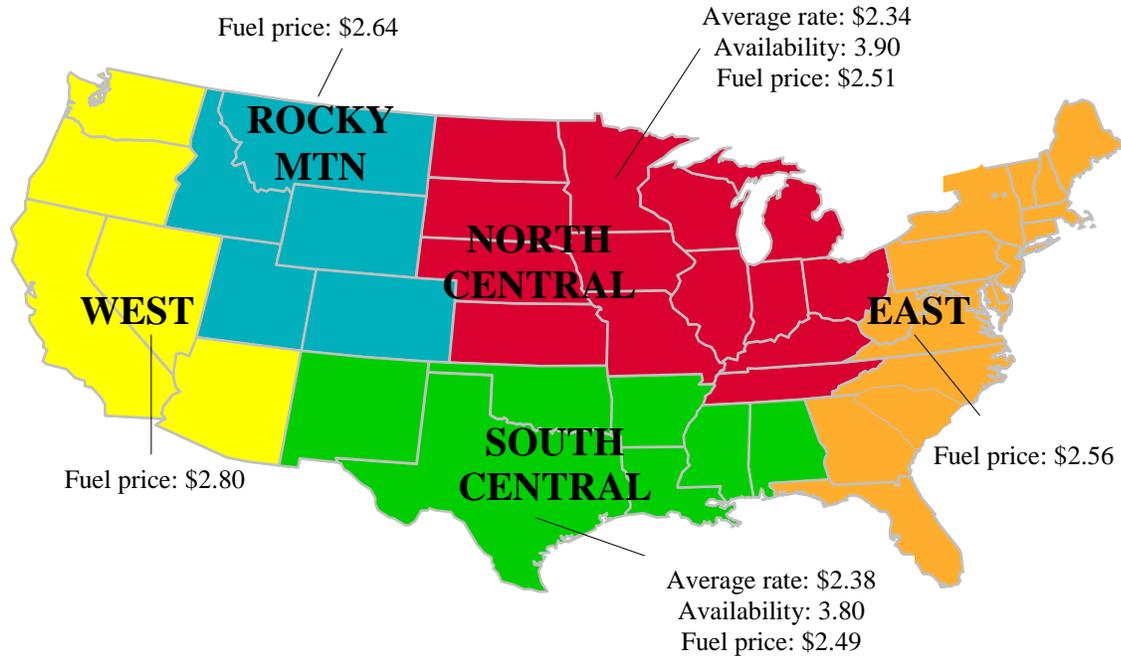
YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

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

Note: Total may not add exactly, due to rounding

Truck Transportation

Figure 8
U.S. grain truck market advisory, 3rd quarter 2005*



*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles

Note: Fuel prices are a quarterly average (unit per gallon)

Fuel price data source: Energy Information Administration, U.S. Department of Energy, www.eia.doe.gov

Table 11--U.S. grain truck market overview, 3rd quarter 2005

Region	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	¹ Rate per mile			<i>Rating compared to same quarter last year</i>		
				1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
National average²	3.16	2.38	2.04	3.6	2.9	3.2
North Central region	2.82	2.22	1.98	3.9	2.9	3.2
Rocky Mountain	4.23	2.28	1.96	2.4	2.8	3.2
South Central	2.73	2.28	2.14	3.8	3.0	3.3
West	4.54	3.29	2.65	3.7	3.3	3.0

¹Rates are based on trucks with 80,000 lb gross vehicle weight limit

²National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.

Source: Transportation and Marketing Programs/AMS/USDA

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

Table 12--Retail on-highway diesel prices*, week ending 1/16/06 (US\$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.489	-0.039	0.480
	New England	2.663	-0.013	0.495
	Central Atlantic	2.605	-0.021	0.478
	Lower Atlantic	2.424	-0.049	0.480
II	Midwest ¹	2.408	-0.043	0.480
III	Gulf Coast ²	2.415	-0.038	0.507
IV	Rocky Mountain	2.411	-0.010	0.534
V	West Coast	2.565	-0.012	0.564
	California	2.603	0.002	0.580
Total	U.S.	2.449	-0.036	0.497

*Diesel fuel prices include all taxes.

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

¹Same as North Central

²Same as South Central

Grain Exports

Table 13--U.S. export balances (1,000 metric tons)

Week ending 1/	Wheat					All wheat	Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR				
1/5/2006	2,413	337	1,003	657	84	4,494	5,905	4,149	14,548
This week year ago	1,479	367	1,096	735	115	3,792	6,999	5,692	16,483
Cumulative exports-crop year 2/									
2005/06 YTD	6,701	1,277	4,935	2,607	509	16,029	16,731	11,297	44,057
2004/05 YTD	5,960	2,451	5,051	3,211	383	17,056	17,047	15,483	49,586
2005/06 as % of 2004/05	112	52	98	81	133	94	98	73	89
2004/05 Total	9,407	3,217	8,083	4,773	686	26,117	44,953	29,878	100,948
2003/04 Total	12,697	3,785	6,928	4,895	1,053	29,359	47,704	24,108	101,171

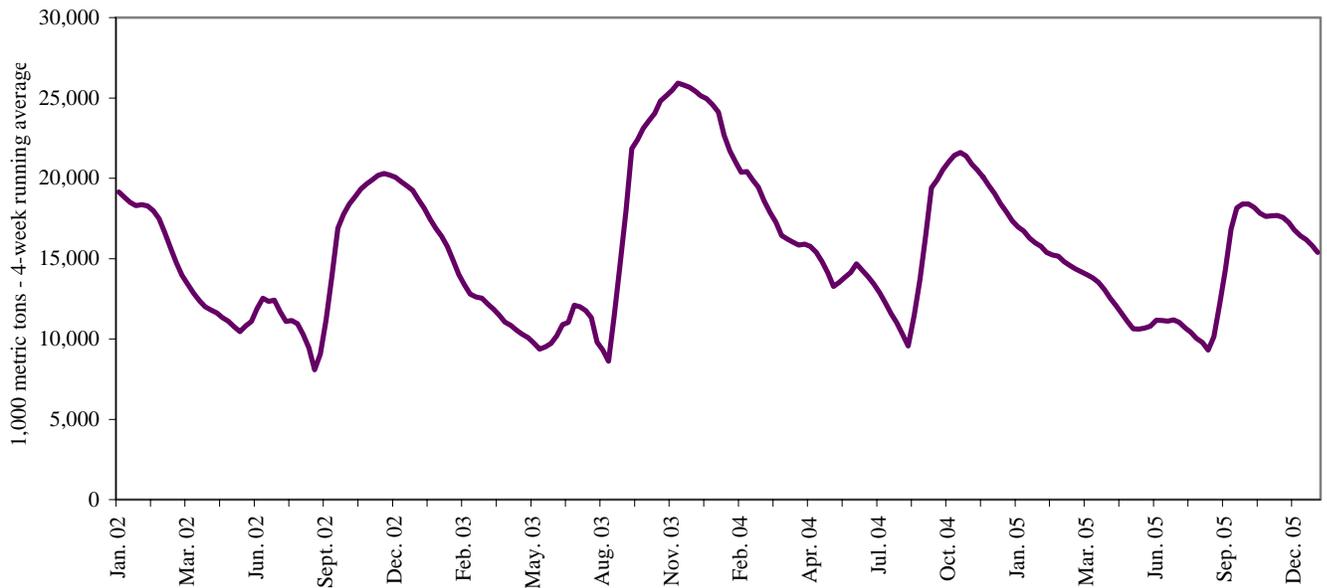
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current unshipped export sales to date

2/ = Shipped export sales to date

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

Figure 9

U.S. grain, unshipped export balance, including wheat, corn, and soybean sales



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

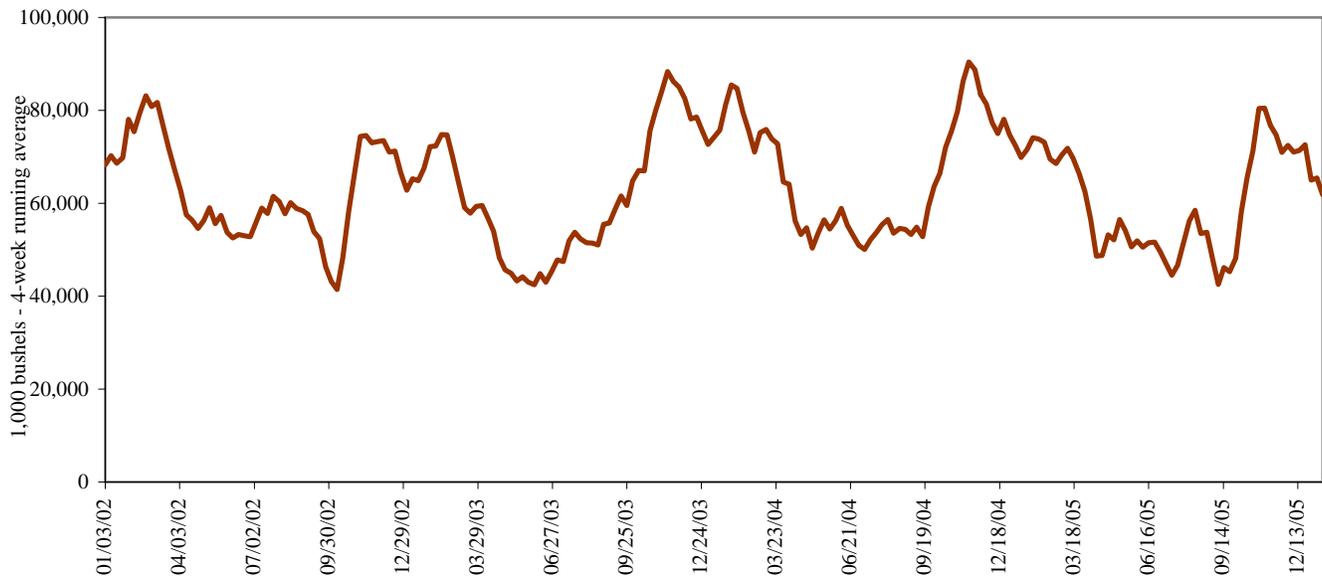
Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
01/12/06	111	180	27	57	615	388	144	36	0	318	1,060	180
2006 YTD	314	296	87	149	1,226	820	437	36	8	697	2,195	481
2005 YTD	467	250	283	181	992	1,090	137	25	0	1,000	2,262	162
2006 as % of 2005	67	118	31	82	124	75	318	144	0	70	97	296
2005 Total *	10,801	10,104	6,225	4,643	27,596	14,793	7,743	810	36	27,130	47,032	8,589

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD: year-to-date; *includes weekly revisions

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2004.

Figure 10
U.S. grain inspected for export (wheat, corn, and soybeans)



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

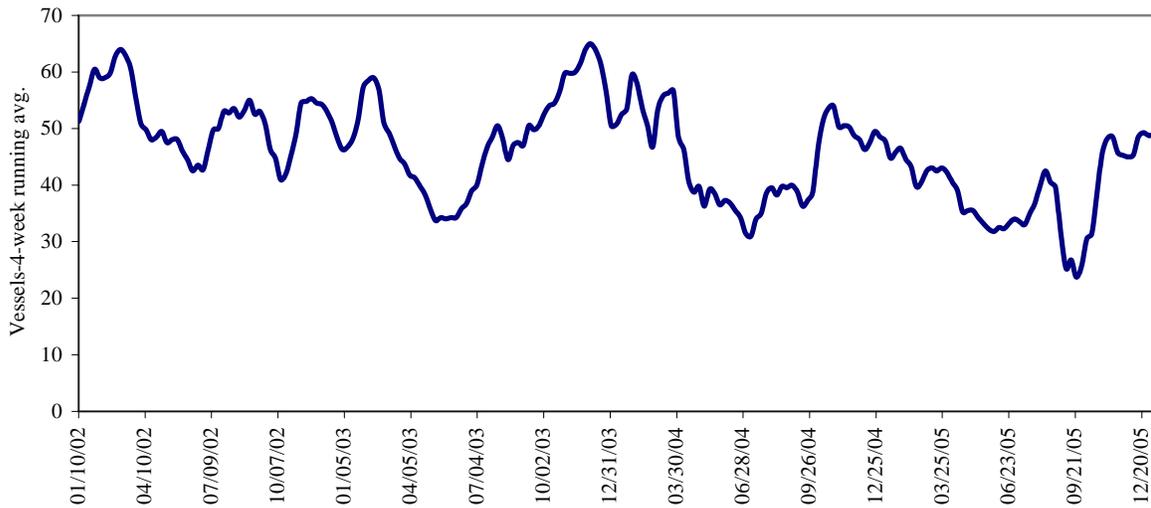
Ocean Transportation

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

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
1/12/2006	26	52	69	17	6
1/5/2006	28	52	59	7	6
2005 range	(11..57)	(10..56)	(18..76)	(2..16)	(0..17)
2005 avg.	27	39	53	9	7

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11
Gulf Port grain vessel loading (past 7 days)



Source: Transportation & Marketing Programs/AMS/USDA

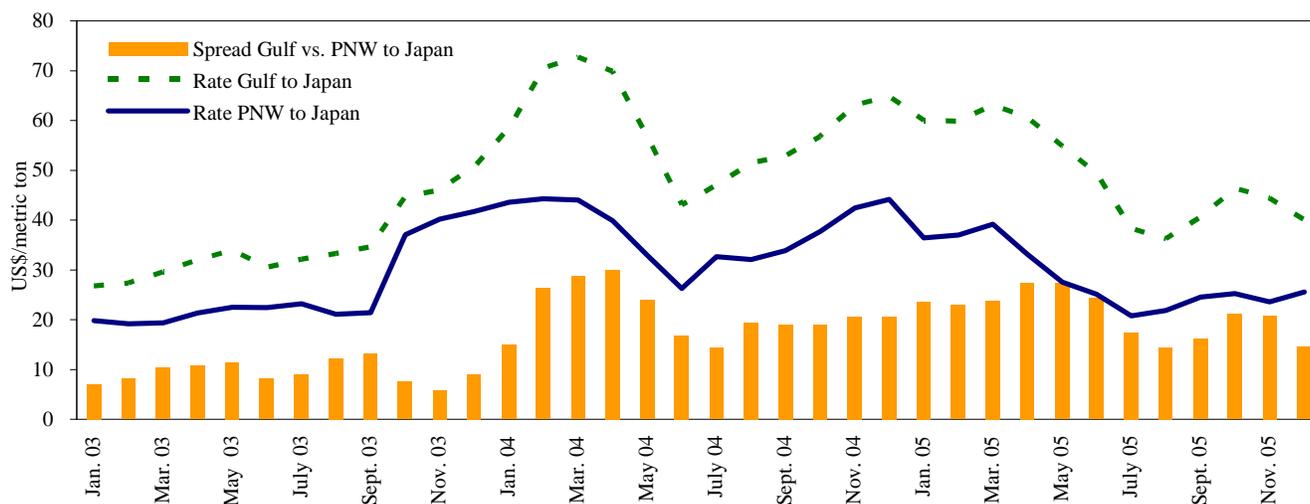
Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)

Countries/ regions	2005 3 rd qtr	2004 3 rd qtr	Percent change	Countries/ regions	2005 3 rd qtr	2004 3 rd qtr	Percent change
Gulf to				Pacific NW to			
Japan	36.33	50.08	-27	Japan	---	37.00	---
China		54.00	---	Argentina/Brazil to			
Taiwan	---	---	---	China	32.00		
N. Africa	24.25	---	---	N. Africa	40.00	---	---
Med. Sea	---	---	---	Turkey	25.00	---	

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

Figure 12

Grain vessel rates, U.S. to Japan



Source: Baltic Exchange (www.balticexchange.com)

Table 17--Ocean freight rates for selected shipments, week ending 1/14/06

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Kenya*	Sorghum&Corn	Dec 29/Jan 9	15,450 / 3,200	89.23
U.S. Gulf	Iraq	Wheat	Dec 14/18	50,000	52.50
U.S. Gulf	Japan	Hvy Grain	Jan 25/Feb 5	54,000	37.45
U.S. Gulf	Rotterdam	Hvy Grain	Dec 10/20	65,000	19.70
Australia	Italy	Wheat	Dec 5/25	55,000	26.00
Germany	Tunisia	Barley	Dec 6/12	25,000	24.25
River Plate	Italy	Hvy Grain	Jan 1/5	50,000	34.00
Germany	Spain Mediterranean	Wheat	Jan 1/7	50,000	12.75
Lithuania	Portugal	Wheat	Jan 6/10	25,000	15.00
Romania	Spain Mediterranean	Wheat	Jan 10/17	25,000	15.00
River Plate	Poland	Grains	Dec 25/Jan 5	30,000	39.00
River Plate	Poland	Soybean Meal	Jan 9/10	30,000	37.00

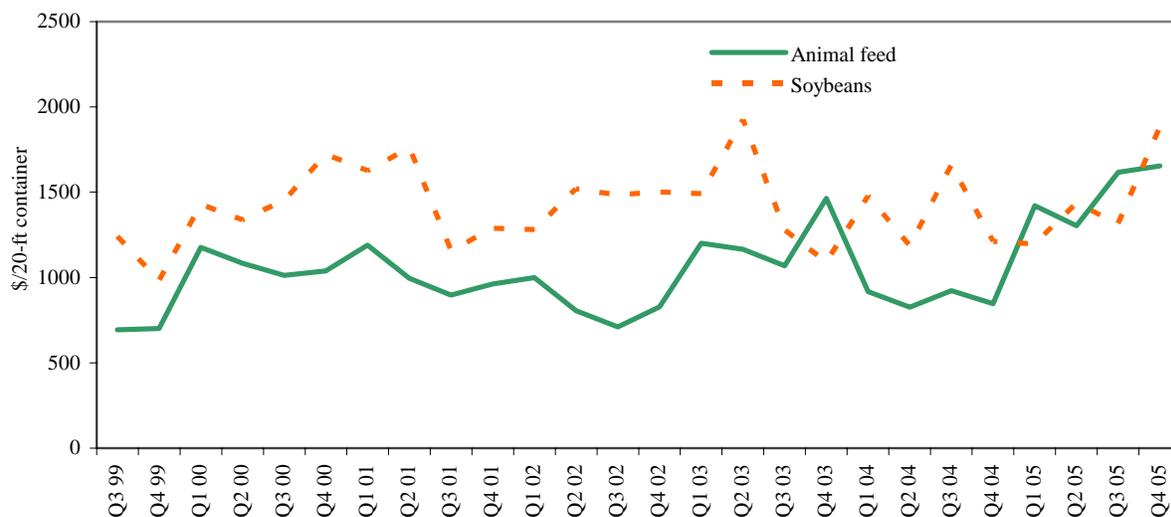
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

*75 percent of food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

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

Figure 13

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



¹Animal Feed: Busan-Korea (12%), Kaohsiung-Taiwan (34%), Tokyo-Japan (35%), Hong Kong (13%), Bangkok-Thailand (6%) and soybeans: Busan-Korea (1%), Keelung-Taiwan (89%), Tokyo-Japan (8%), Bangkok-Thailand (1%), Hong Kong (1%)

Quarter 4, 2005.

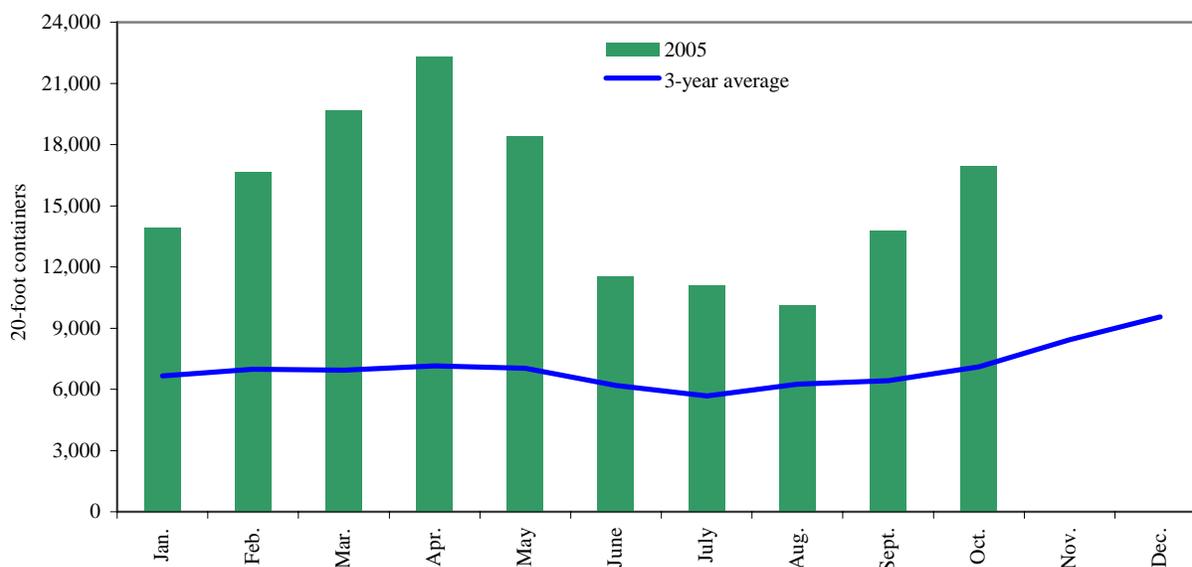
Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

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

During 2004, containers were used to transport 2 percent of total U.S. grain exported, and 3 percent of total U.S. grain exported to Asia.

Figure 14

Monthly shipments of containerized grain to Asia for 2005 compared with a 3-year average

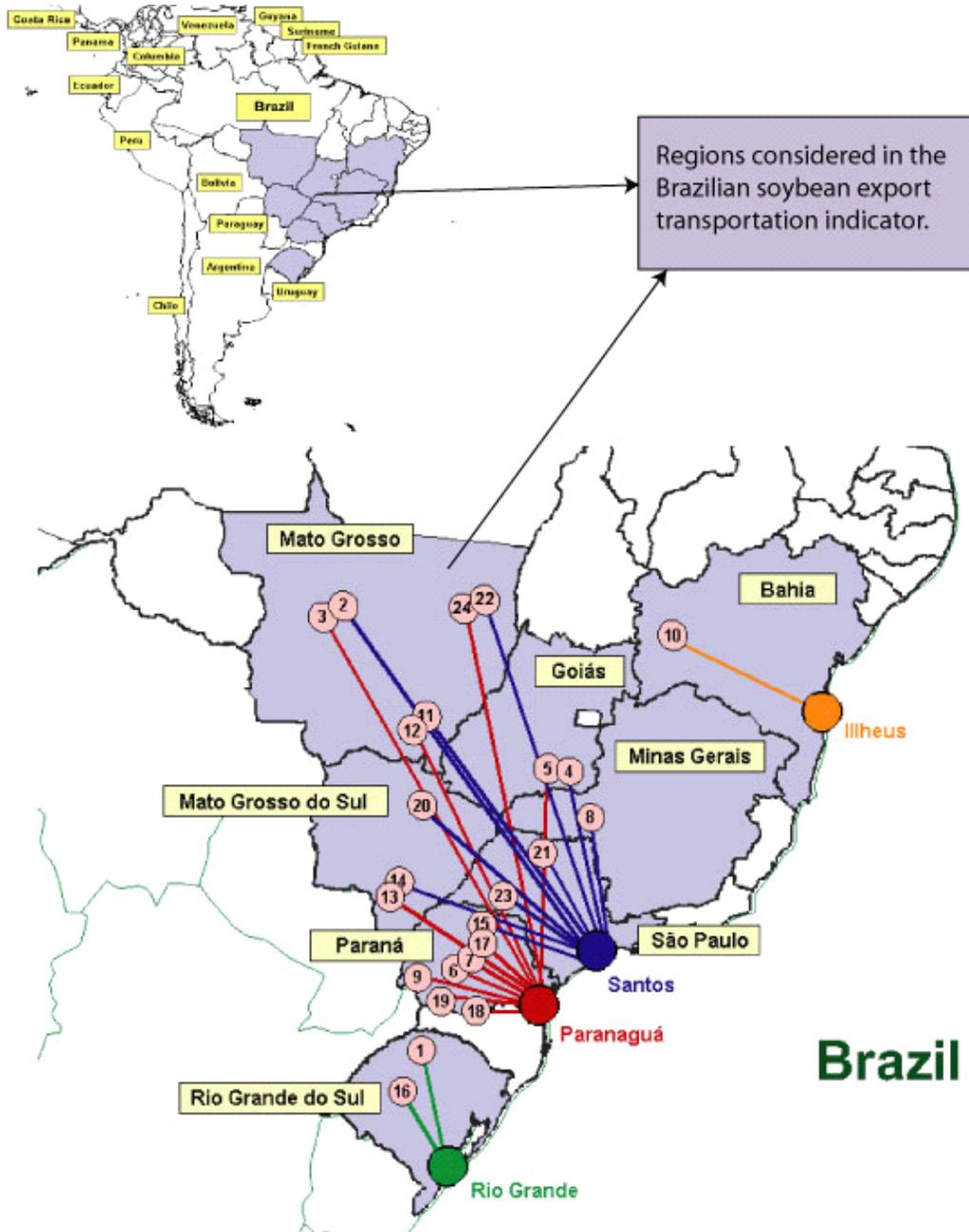


Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

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

Brazil Transportation

Figure 15
Routes and Regions considered in the Brazilian soybean export transportation indicator¹



¹Regions comprised 84 percent of Brazilian soybean production, 2003
Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Table 18--Truck rates for selected Brazilian soybean export transportation routes, 3rd quarter 2005

Route #	Origin ¹ (reference city)	Destination	Distance (miles) ²	Weight(%) ³	Freight price (per 100 miles) ⁴
1	Northwest RS ⁵ (Cruz Alta)	Rio Grande	288	16.6	4.39
2	North MT(Sorriso)	Santos	1190	10.1	6.99
3	North MT(Sorriso)	Paranaguá	1262	9.5	6.39
4	South GO(Rio Verde)	Santos	587	7.0	7.13
5	South GO(Rio Verde)	Paranaguá	726	5.6	5.60
6	North Center PR(Londrina)	Paranaguá	268	4.4	8.49
7	Western Center PR(Mamborê)	Paranaguá	311	3.9	5.88
8	Triangle MG(Uberaba)	Santos	339	3.8	9.93
9	West PR(Assis Chateaubriand)	Paranaguá	377	3.7	5.95
10	West Extreme BA(São Desidério)	Ilhéus	544	3.6	7.56
11	Southeast MT(Primavera do Leste)	Santos	901	3.6	6.76
12	Southeast MT(Primavera do Leste)	Paranaguá	975	3.3	6.14
13	Southwest MS(Maracaju)	Paranaguá	612	3.1	5.69
14	Southwest MS(Maracaju)	Santos	652	2.9	5.66
15	West PR(Assis Chateaubriand)	Santos	550	2.5	5.65
16	Western Center RS(Tupanciretã)	Rio Grande	273	2.4	5.60
17	Southwest PR(Chopinzinho)	Paranaguá	291	2.3	8.34
18	Eastern Center PR(Castro)	Paranaguá	130	2.3	9.53
19	South Center PR(Guarapuava)	Paranaguá	204	2.1	8.32
20	North Center MS(São Gabriel do Oeste)	Santos	720	2.0	5.25
21	Ribeirão Preto SP(Guairá)	Santos	314	1.5	7.98
22	Northeast MT(Canarana)	Santos	950	1.4	7.62
23	Assis SP(Palmital)	Santos	285	1.2	8.01
24	Northeast MT(Canarana)	Paranaguá	1075	1.2	6.72
	Average		626	100	6.48

¹Although each origin region comprises several cities, the main city is considered as a reference to establish the freight price

²Distance from the main city of the considered region to the mentioned ports

³The weight is directly proportional to the amount of production in each region

⁴US\$ per metric ton (average monthly exchange rate from "Banco Central do Brasil" was used to convert Brazilian reais to the U.S. dollar)

⁵RS = Rio Grande Do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná, MG = Minas Gerais, BA = Bahia, MS = Mato Grosso Do Sul, SP = São Paulo

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

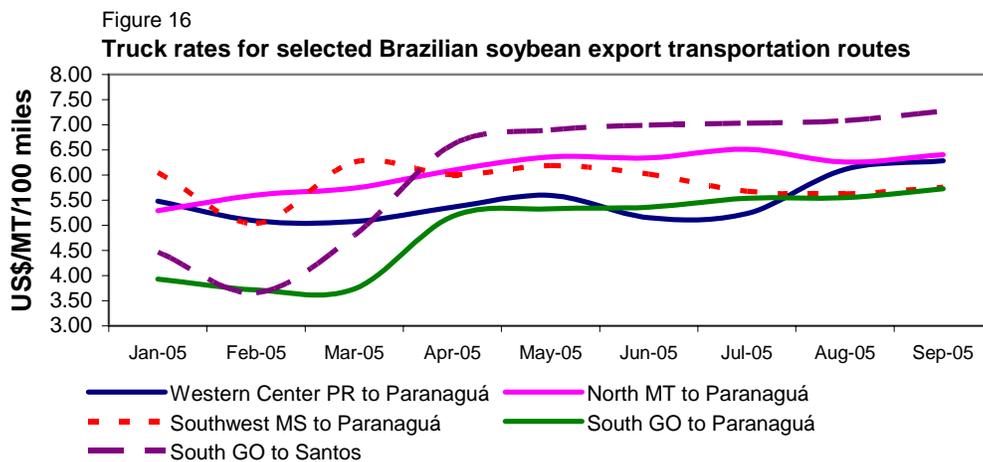


Table 19--Monthly Brazilian soybean export truck transportation cost index

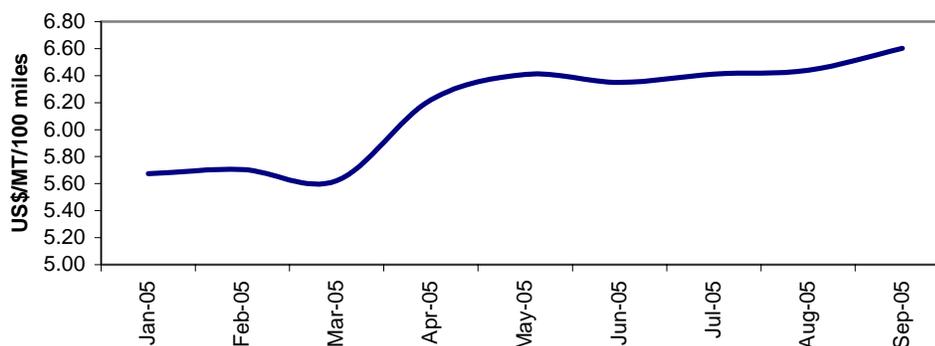
Month	Freight price* (per 100 miles)	Index variation (%) (Base: prior month)	Index value (Base: Jan. 05 = 100)
Jan. 05	5.67		100.00
Feb. 05	5.71	0.5	100.54
Mar. 05	5.62	-1.5	99.08
Apr. 05	6.22	10.6	109.61
May 05	6.41	3.1	112.96
Jun. 05	6.35	-0.9	111.90
Jul. 05	6.41	1.0	112.99
Aug. 05	6.44	0.4	113.46
Sep. 05	6.60	2.5	116.36

*weighted average and quoted in US\$ per metric ton

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

Figure 17

Brazilian soybean export truck transportation weighted average prices, 2005



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

Table 20--Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Hamburg, Germany (US\$/metric ton)*

Ports	2005 1st qtr	2005 2nd qtr	2005 3rd qtr
Santos	45.53	45.84	44.54
Paranagua	44.64	44.84**	43.54
Rio Grande	44.20	44.39	43.04

*correspond to the average actual values negotiated between shippers and carriers and weighted according to the magnitude of the shipped volumes

Source: Sistema de Informações de Fretes, SIFRECA, ESALQ/USP (University of São Paulo, Brazil)

**Revised figure

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Related Websites

Agricultural Container Indicators
Ocean Rate Bulletin

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

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