# Grain Transportation Report

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

Contact Us

**January 4, 2007**

**Contents**



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**The next release is January 11, '07**

## WEEKLY HIGHLIGHTS

### Public Hearing Scheduled on Guidelines for Small Rail Rate Cases

The Surface Transportation Board (STB) has scheduled a public hearing for January 31 regarding its proposed simplified standards for rail rate cases. Anybody who wishes to speak at the hearing should file a written notice of intent to participate with the STB by January 11.

### Winter Storm Slows Rail Traffic

A New Year's weekend storm slowed rail traffic in parts of Kansas, Colorado, and Nebraska. The storm damaged electric power lines, particularly in central Nebraska. Consequently, railroads are operating fewer trains at slower speeds due to the loss of electrical power to operate signals at highway crossings. Railroads are using generators to power many of the signals and expect to restore normal operating conditions within 2 weeks.

### Lock and Dam 19 Closed for the Winter

Mississippi River Lock and Dam 19, (located at Keokuk, IA) will be closed to all navigation from January 2 to February 28 for repairs to the lower miter gate. Scheduled closures of locks during the winter months have a minimal impact on traffic because most of the Upper Mississippi River is frozen.

### Number of Upbound Empty Barges Passing through L&D 27 Decreases

**Upbound empty barges** passing through Locks and Dam 27 (L&D 27) decreased slightly this week to 149 barges, down 3 percent from the previous week. Upbound empty movements made up 79 percent of upbound traffic through L&D 27. The total number of barges traveling up river decreased to 188.

## Snapshot by Sector

### Ocean

For the week ending December 28, the number of **grain vessels** loaded in the U.S. Gulf remained unchanged from the previous week. Thirty-four vessels were loaded and 73 vessels were due within the next 10 days.

### Fuel

During the week ending January 1, the average U.S. **diesel fuel price** decreased $.02 to $2.58 per gallon. Prices were 6 percent higher than the same week in 2006.

### Barge

For the week beginning December 31, the St. Louis gage was in the 5- to 7-foot range. High water is reported on the Illinois River, with no major impacts to navigation expected.

### Inspections

For the week ending December 28, 69.1 million bushels of corn, wheat, and soybeans were **inspected** at major U.S. ports – a decrease of 4 percent from the previous week.

# Feature Article/Calendar

| | | | |
|---|---|---|---|
| Jan. 7-10 | American Farm Bureau Federation Convention and Annual Meeting | Salt Lake City, UT | 202-406-3642 |
| Jan. 10 | GEAPS Cornbelt Chapter Daytime Meeting | Bloomington, IL | 309-698-5611 |
| Jan. 11-12 | Ethanol Conference | San Antonio, TX | 210-227-3241 |
| Jan. 11-12 | American Association of Port Authorities (AAPA) Harbors Navigation & Environment Committee Meeting | Fort Lauderdale, FL | 703-684-5700 |
| Jan. 15-18 | National Farmers Organization Winter Convention | Moline, IL | 800-247-2110 |
| Jan. 17-19 | National Council of Farmers Cooperatives Annual Meeting | Palm Desert, CA | 202-626-8700 |
| Jan. 18 | 19th Annual Texas High Plains Grain Elevator Workshop | Amarillo, TX | 806-677-5600 |
| Jan. 21-23 | US Wheat and National Association of Wheat Growers Board Meeting | Washington, DC | 202-463-0999 |
| Jan. 21-25 | Transportation Research Board 86th Annual Meeting | Washington, DC | 301-694-5243 |
| Jan. 22-23 | American Short Line & Regional Railroad Associations 2007 Railway Security Forum & Expo | Arlington, VA | 202-628-4500 |
| Jan. 25-26 | American Waterways Operators Southern Region Annual Meeting | New Orleans, LA | 703-841-9300 |
| Jan. 29-30 | International Transportation Management Conference & Exhibition | New Orleans, LA | 703-524-5011 |
| Feb. 6-9 | American Trucking Assoc. (ATA) Technology & Maintenance Council Annual Meeting | Tampa, FL | 703-838-1763 |
| Feb. 12-15 | The Fertilizer Institute (TFI) 2007 Fertilizer Marketing Business Meeting | Dallas, TX | 202-962-0490 |
| Feb. 19-21 | Renewable Fuels Association National Ethanol Conference | Tucson, AZ | 202-289-3835 |
| Feb. 20-22 | Wheat Quality Council Annual Meeting 2007 | Kansas City, MO | 605-224-5187 |
| Feb. 20-22 | The Port Productivity Conference | Charleston, SC | 206-324-5644 |
| Feb. 24-27 | GEAPS Exchange 2007 | Grapevine, TX | 612-339-4625 |
| Mar. 1-2 | USDA's 83rd Agricultural Outlook Forum | Arlington, VA | 877-572-6043 |
| Mar. 1-3 | National Corn Growers Association Commodity Classic | Tampa, FL | 202-628-7001 |
| Mar. 10-13 | NAMA 2007 Division Meeting | Sarasota, FL | 202-484-2200 |

# Grain Transportation Indicators

Table 1

**Grain Transport Cost Indicators**[1]

| Week ending | Truck | Rail[2] | Barge | Ocean Gulf | Ocean Pacific |
|---|---|---|---|---|---|
| 01/03/07 | 173 | -42 | 149 | 239 | 280 |
| 12/27/06 | 174 | 20 | 152 | 239 | 279 |

[1]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)

[2]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 | 12/29/2006 | 12/22/2006 |
|---|---|---|---|
| Corn | IL--Gulf | -0.50 | -0.50 |
| Corn | NE--Gulf | -0.60 | -0.59 |
| Soybean | IA--Gulf | -1.04 | -0.98 |
| HRW | KS--Gulf | -1.03 | -0.91 |
| HRS | ND--Portland | -1.13 | -1.12 |

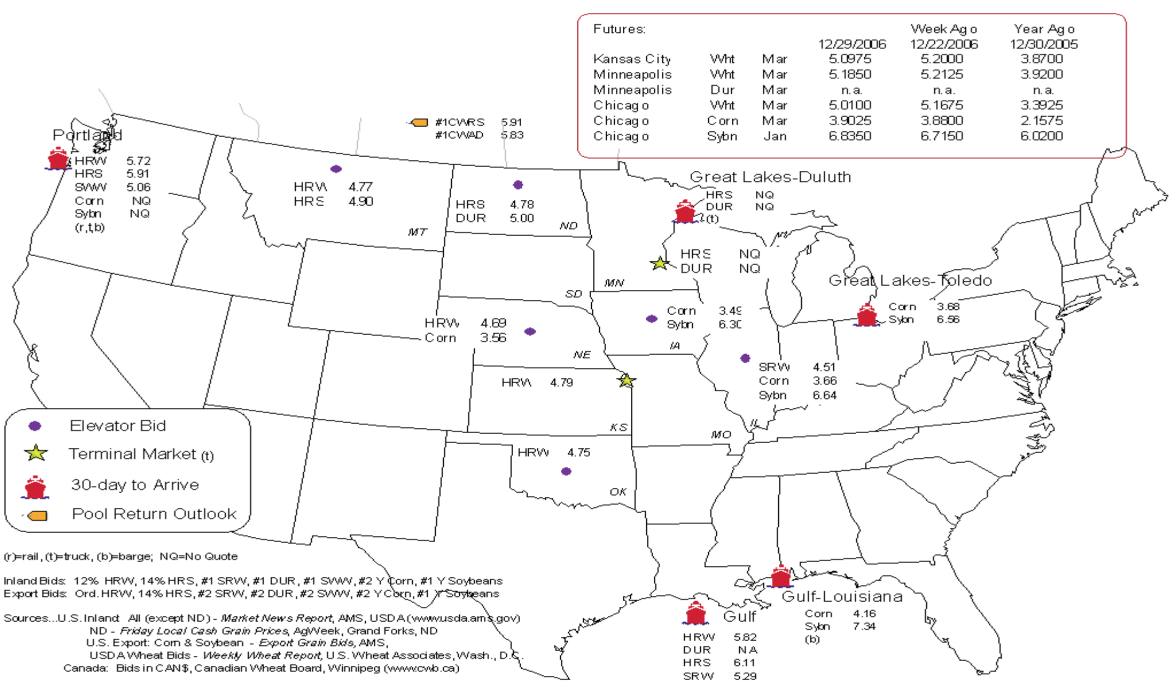
Note: nq = no quote

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)[1]**

| Week ending | Mississippi Gulf [2] | Texas Gulf | Cross-Border Mexico | Pacific Northwest | Atlantic & East Gulf | Total |
|---|---|---|---|---|---|---|
| 12/27/2006[p] | 1,725 | 1,625 | 630 | 3,483 | 441 | 7,904 |
| 12/20/2006[r] | 2,002 | 1,851 | 948 | 4,681 | 411 | 9,893 |
| 2006 YTD | 96,574 | 99,865 | 45,935 | 213,666 | 29,334 | 485,374 |
| 2005 YTD | 50,677 | 99,864 | 60,879 | 223,328 | 15,752 | 450,500 |
| 2006 YTD as % of 2005 YTD | 191 | 100 | 75 | 96 | 186 | 108 |
| Last 4 weeks as % of 2005 [3] | 161 | 93 | 76 | 105 | 178 | 109 |
| Last 4 weeks as % of 4-year avg.[3] | n/a | 113 | 70 | 123 | 134 | n/a |
| Total 2005 | 50,696 | 99,079 | 61,151 | 224,079 | 15,690 | 450,695 |
| Total 2004 | 41,957 | 93,500 | 58,843 | 208,334 | 10,957 | 407,143 |

[1] Data is incomplete as it is voluntarily provided; [2] Mississippi Gulf data back to January, 2004 from several new sources has been added resulting in large increases in the numbers reported; [3] Compared with same 4-weeks in 2005 and prior 4-year average; [4] Includes 53rd week.

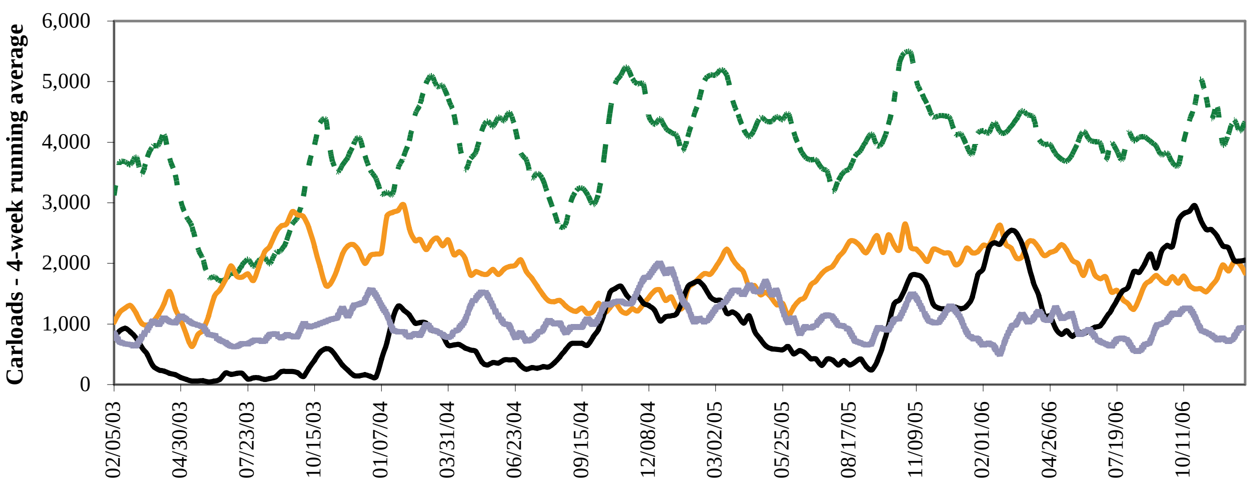
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 33 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

**Rail Deliveries to Port**




Pacific Northwest: 4 Wks. ending 12/27-- up 5% from same period last year; up 23% from 4-year average

Texas Gulf: 12/27 -- down 7% from same period last year; up 13% from 4-year average

Miss. River: 12/27 -- up 61 % from same period last year; 4-year average not available

Cross-border Mexico: 12/27 -- down 24% from same period last year; down 30% from 4-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 4

## Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

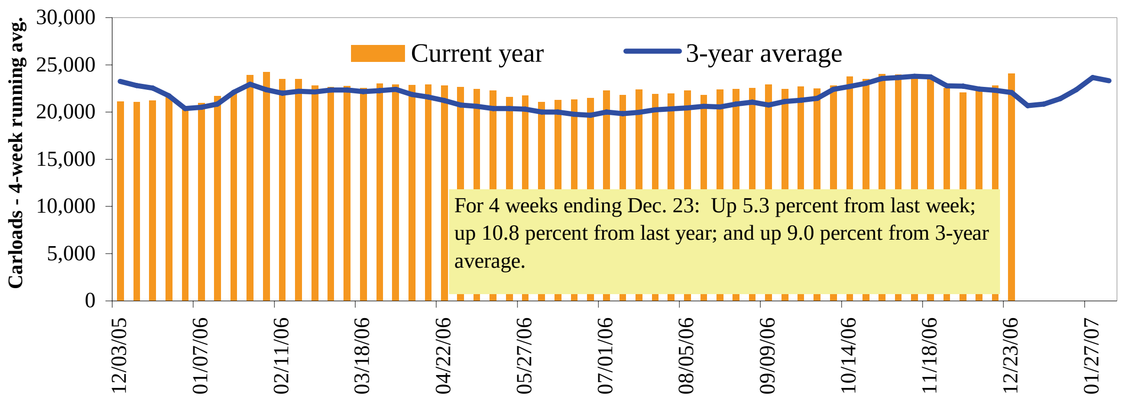
| Week ending | East | | West | | | U.S. total | Canada | |
|---|---|---|---|---|---|---|---|---|
| | CSXT | NS | BNSF | KCS | UP | | CN | CP |
| 12/23/06 | 3,709 | 3,639 | 10,721 | 740 | 6,075 | 24,884 | 5,543 | 5,178 |
| This week last year | 2,665 | 2,950 | 9,692 | 527 | 5,258 | 21,092 | 3,718 | 5,006 |
| 2006 YTD | 161,921 | 166,463 | 506,810 | 28,048 | 296,992 | 1,160,234 | 254,725 | 235,399 |
| 2005 YTD | 149,782 | 164,550 | 469,193 | 27,108 | 302,384 | 1,113,017 | 221,768 | 212,329 |
| 2006 YTD as % of 2005 YTD | 108 | 101 | 108 | 103 | 98 | 104 | 115 | 111 |
| Last 4 weeks as % of 2005[1] | 111 | 110 | 109 | 111 | 114 | 111 | 117 | 100 |
| Last 4 weeks as % of 3-yr avg.[1] | 116 | 103 | 114 | 98 | 102 | 109 | 114 | 109 |
| Total 2005 | 152,060 | 167,465 | 476,033 | 27,459 | 307,170 | 1,130,187 | 225,817 | 215,145 |

[1]As a percent of the same period in 2005 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

## Rail Car Auction Offerings[1] ($/car)[2]

| Week ending 12/30/2006 | Delivery period | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Jan-07 | Jan-06 | Feb-07 | Feb-06 | Mar-07 | Mar-06 | Apr-07 | Apr-06 |
| BNSF[3] | | | | | | | | |
| COT grain units | no offer | n/a | 0 | no offer | no bids | 193 | no bid | 77 |
| COT grain single-car[5] | no offer | n/a | 0 | n/a | $0 | n/a | no bid | n/a |
| UP[4] | | | | | | | | |
| GCAS/Region 1 | no bid | n/a | no bid | no offer | no offer | 1 | no offer | no offer |
| GCAS/Region 2 | no bid | n/a | no bid | no offer | no offer | 116 | no offer | no offer |

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction

[3]BNSF - COT = Certificate of Transportation; N. grain and S. grain bids were combined effective the week ending 6/24/06.

[4]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.

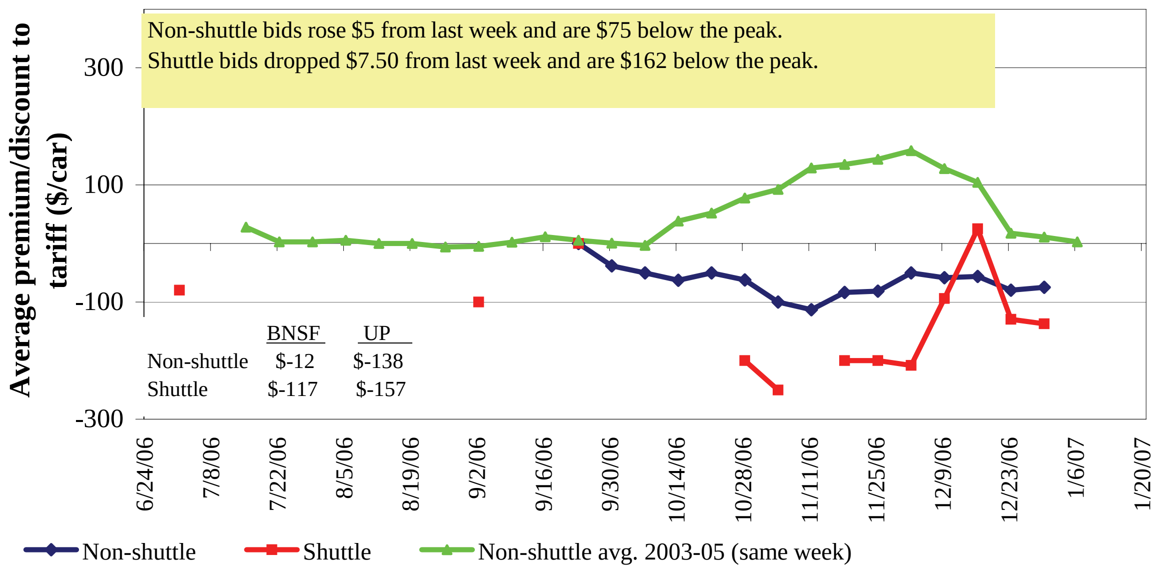
[5]Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA. n/a = not applicable

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

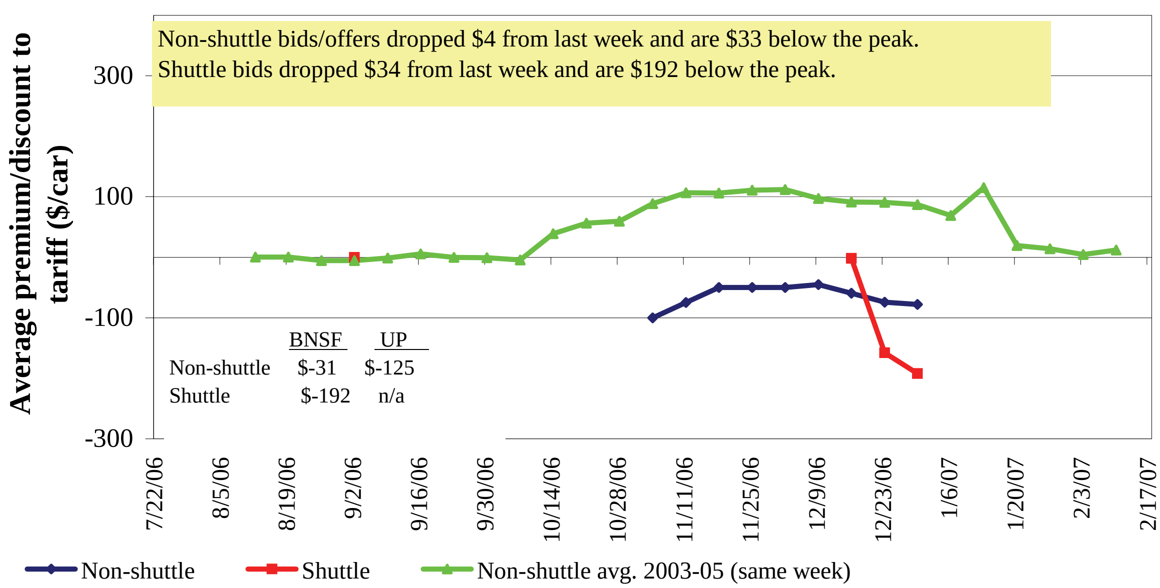
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4
**Bids/Offers for Railcars to be Delivered in January 2007, Secondary Market**




Non-shuttle bids include unit-train and single-car bids.
Excluded 2005 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.
Source: Transportation & Marketing Programs/AMS/USDA

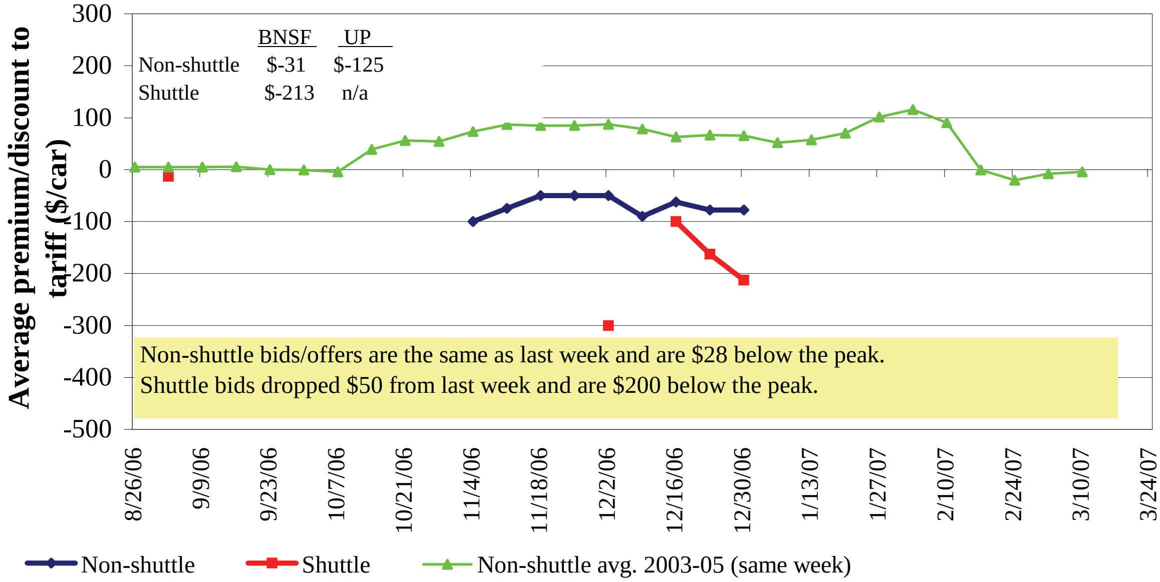
Figure 5
**Bids/Offers for Railcars to be Delivered in February 2007, Secondary Market**




Non-shuttle bids include unit-train and single-car bids.
Excluded 2005 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.
Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in March 2007, Secondary Market**




Non-shuttle bids include unit-train and single-car bids.

Excluded 2006 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

**Weekly Secondary Rail Car Market ($/car)[1]**

| Week ending | Delivery period | | | | | |
|---|---|---|---|---|---|---|
| 12/30/2006 | Jan-07 | Feb-07 | Mar-07 | Apr-07 | May-07 | Jun-07 |
| **Non-shuttle** | | | | | | |
| BNSF-GF | -12 | -31 | -31 | n/a | n/a | n/a |
| Change from last week | 15 | 0 | 0 | n/a | n/a | n/a |
| Change from same week 2005 | n/a | -306 | -256 | n/a | n/a | n/a |
| UP-Pool | -138 | -125 | -125 | -138 | n/a | n/a |
| Change from last week | -5 | -8 | 0 | -13 | n/a | n/a |
| Change from same week 2005 | n/a | -431 | -338 | -238 | n/a | n/a |
| **Shuttle[2]** | | | | | | |
| BNSF-GF | -117 | -192 | -213 | n/a | n/a | n/a |
| Change from last week | 42 | -34 | -50 | n/a | n/a | n/a |
| Change from same week 2005 | n/a | n/a | n/a | n/a | n/a | n/a |
| UP-Pool | -157 | n/a | n/a | n/a | n/a | n/a |
| Change from last week | -57 | n/a | n/a | n/a | n/a | n/a |
| Change from same week 2005 | n/a | n/a | n/a | n/a | n/a | n/a |

[1]Average premium/discount to tariff, $/car-last week

[2]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,
Missing value = n/a; 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[1]

| Effective date: 12/4/2006 | Origin region | Destination region | Rate/car | As % of same month last year | Rate per metric ton | Rate per bushel[2] |
|---|---|---|---|---|---|---|
| **Unit train[1]** | | | | | | |
| Wheat | Chicago, IL | Albany, NY | $2,175 | 117 | $23.97 | $0.65 |
| | Kansas City, MO | Galveston, TX | $2,120 | 105 | $23.37 | $0.64 |
| | South Central, KS | Galveston, TX | $2,650 | 108 | $29.21 | $0.80 |
| | Minneapolis, MN | Houston, TX | $3,020 | 125 | $33.29 | $0.91 |
| | St. Louis, MO | Houston, TX | $2,560 | 108 | $28.22 | $0.77 |
| | South Central, ND | Houston, TX | $4,549 | 110 | $50.14 | $1.36 |
| | Minneapolis, MN | Portland, OR | $3,840 | 100 | $42.33 | $1.15 |
| | South Central, ND | Portland, OR | $3,840 | 100 | $42.33 | $1.15 |
| | Northwest, KS | Portland, OR | $4,590 | 102 | $50.60 | $1.38 |
| | Chicago, IL | Richmond, VA | $2,383 | 110 | $26.27 | $0.71 |
| Corn | Chicago, IL | Baton Rouge, LA | $2,810 | 108 | $30.97 | $0.79 |
| | Council Bluffs, IA | Baton Rouge, LA | $2,670 | 108 | $29.43 | $0.75 |
| | Kansas City, MO | Dalhart, TX | $2,904 | 148 | $32.01 | $0.81 |
| | Minneapolis, MN | Portland, OR | $3,250 | 104 | $35.82 | $0.91 |
| | Evansville, IN | Raleigh, NC | $2,231 | 114 | $24.59 | $0.62 |
| | Columbus, OH | Raleigh, NC | $2,120 | 115 | $23.37 | $0.59 |
| | Council Bluffs, IA | Stockton, CA | $5,060 | 140 | $55.78 | $1.42 |
| Soybeans | Chicago, IL | Baton Rouge, LA | $2,855 | 108 | $31.47 | $0.86 |
| | Council Bluffs, IA | Baton Rouge, LA | $2,715 | 108 | $29.93 | $0.81 |
| | Minneapolis, MN | Portland, OR | $3,960 | 110 | $43.65 | $1.19 |
| | Evansville, IN | Raleigh, NC | $2,231 | 114 | $24.59 | $0.67 |
| | Chicago, IL | Raleigh, NC | $2,831 | 111 | $31.21 | $0.85 |
| **Shuttle Train** | | | | | | |
| Wheat | St. Louis, MO | Houston, TX | $1,920 | 105 | $21.16 | $0.58 |
| | Minneapolis, MN | Portland, OR | $3,540 | 97 | $39.02 | $1.06 |
| Corn | Fremont, NE | Houston, TX | $2,268 | 98 | $25.00 | $0.64 |
| | Minneapolis, MN | Portland, OR | $3,168 | 105 | $34.92 | $0.89 |
| Soybeans | Council Bluffs, IA | Houston, TX | $2,412 | 100 | $26.59 | $0.72 |
| | Minneapolis, MN | Portland, OR | $3,303 | 104 | $36.41 | $0.99 |

[1]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.

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

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

Table 8

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

| **Effective date:** 12/04/06 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Commodity** | **Origin state** | **Border crossing region** | **Train size**[1] | **Tariff rate**[2] | **As % of same month last year** | **Rate per metric ton** | **Rate per bushel**[3] |
| Wheat | KS | Brownsville, TX | Shuttle | $2,959 | 104 | $30.23 | $0.82 |
| | ND | Eagle Pass, TX | Unit | $4,474 | 112 | $45.71 | $1.24 |
| | OK | El Paso, TX | Shuttle | $2,235 | 100 | $22.84 | $0.62 |
| | OK | El Paso, TX | Unit | $2,540 | 104 | $25.95 | $0.71 |
| | AR | Laredo, TX | Unit | $2,600 | 109 | $26.57 | $0.72 |
| | IL | Laredo, TX | Unit | $3,405 | 107 | $34.79 | $0.95 |
| | MT | Laredo, TX | Shuttle | $3,980 | 93 | $40.67 | $1.11 |
| | TX | Laredo, TX | Shuttle | $2,274 | 105 | $23.23 | $0.63 |
| | MO | Laredo, TX | Shuttle | $2,840 | 104 | $29.02 | $0.79 |
| | WI | Laredo, TX | Unit | $3,623 | 106 | $37.02 | $1.01 |
| Corn | NE | Brownsville, TX | Shuttle | $3,761 | 117 | $38.43 | $0.98 |
| | NE | Brownsville, TX | Unit | $4,001\ [4] | 110 | $40.88 | $1.04 |
| | IA | Eagle Pass, TX | Unit | $3,991 | 116 | $40.78 | $1.03 |
| | MO | Eagle Pass, TX | Shuttle | $3,850\ [4] | 127 | $39.34 | $1.00 |
| | NE | Eagle Pass, TX | Shuttle | $4,250\ [4] | 118 | $41.52 | $1.05 |
| | IA | Laredo, TX | Shuttle | $3,915 | 116 | $40.00 | $1.02 |
| Soybean | IA | Brownsville, TX | Shuttle | $3,537 | 118 | $36.14 | $0.98 |
| | MN | Brownsville, TX | Shuttle | $3,718 | 123 | $37.99 | $1.03 |
| | NE | Brownsville, TX | Shuttle | $3,345 | 120 | $34.18 | $0.93 |
| | NE | Eagle Pass, TX | Shuttle | $3,422 | 119 | $34.96 | $0.95 |
| | IA | Laredo, TX | Unit | $3,575 | 118 | $36.53 | $0.99 |

[1]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.

[2]Rates are based upon published tariff rates for high-capacity rail cars.

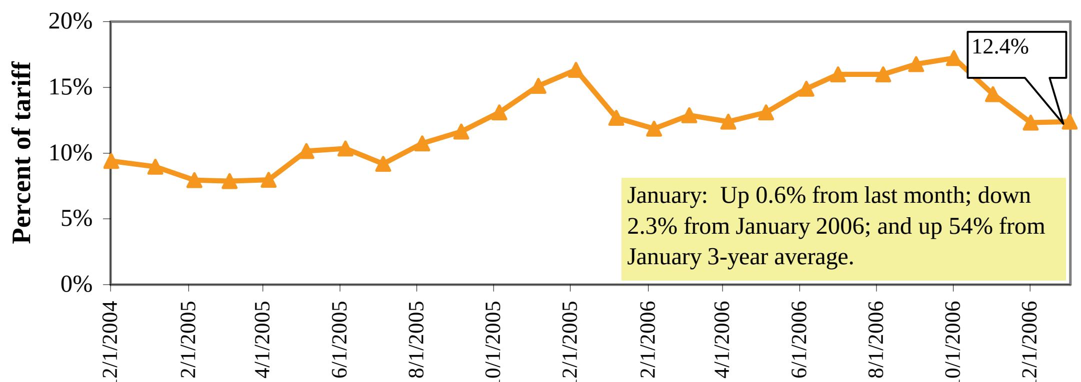
[3]Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4]High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

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

Figure 7

**Railroad Fuel Surcharges, North American Weighted Average**[1]



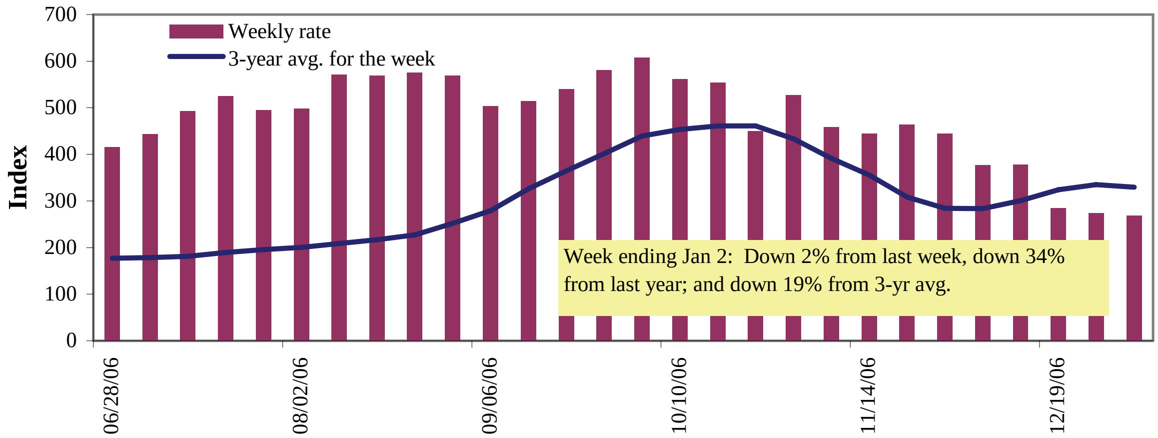

[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

Sources: www.bnsf.com, www.cn.ca, www8.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

# Barge Transportation

Figure 8

**Illinois River Barge Rate Index - Quotes[1,2]**




[1] Index = percent of tariff rate; [2]4-week moving average for the 3-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

**Weekly Barge Rate Quotes: Southbound Barge Freight**

| | | Twin Cities | Mid-Mississippi | Illinois River | St. Louis | Cincinnati | Lower Ohio | Cairo-Memphis |
|---|---|---|---|---|---|---|---|---|
| **Index[1]** | 1/2/2007 | n/a | 290 | 268 | 209 | 231 | 231 | 183 |
| | 12/26/2006 | n/a | 290 | 274 | 212 | 243 | 243 | 189 |
| **$/ton** | 1/2/2007 | n/a | 15.43 | 12.44 | 8.34 | 10.83 | 9.33 | 5.75 |
| | 12/26/2006 | n/a | 15.43 | 12.71 | 8.46 | 11.40 | 9.82 | 5.93 |
| **Current week % change from the same week:** | | | | | | | | |
| | Last year | n/a | n/a | -34 | -44 | -41 | -41 | -48 |
| | 3-year avg. [2] | n/a | n/a | -19 | -27 | -19 | -20 | -28 |
| **Index** | January | n/a | n/a | 310 | 229 | 247 | 247 | 209 |
| | March | n/a | n/a | 315 | 255 | 265 | 265 | 234 |

[1]Index = percent of tariff, based on 1976 tariff benchmark rate; [2]4-week moving average.

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 9).

Figure 9

**Benchmark tariff rates**

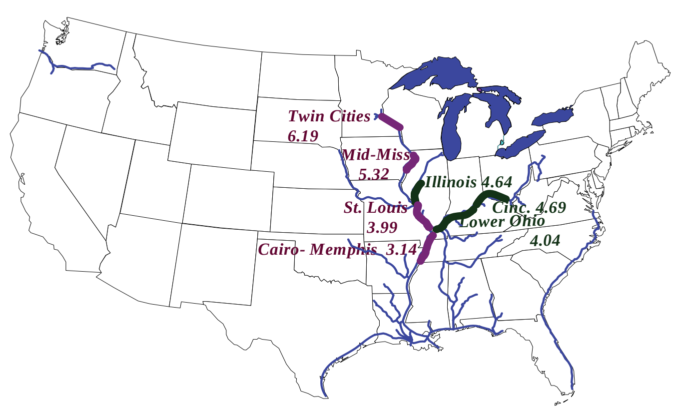
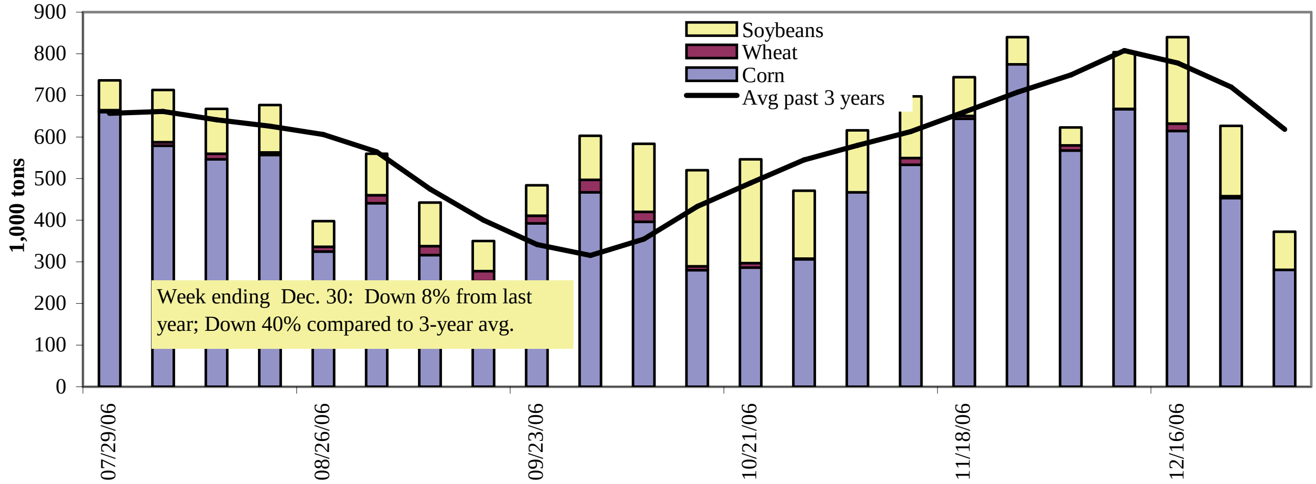


Figure 10

**Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)**




[1] The 3-year average is a 4-week moving average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 10

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

| Week ending 12/30/2006 | **Corn** | **Wheat** | **Soybeans** | **Other** | **Total** |
|---|---|---|---|---|---|
| **Mississippi River** | | | | | |
| Rock Island, IL (L15) | 0 | 0 | 0 | 0 | 0 |
| Winfield, MO (L25) | 75 | 0 | 33 | 0 | 108 |
| Alton, IL (L26) | 266 | 0 | 92 | 0 | 358 |
| Granite City, IL (L27) | 281 | 0 | 91 | 0 | 372 |
| **Illinois River (L8)** | 189 | 0 | 44 | 0 | 233 |
| **Ohio River (L52)** | 74 | 9 | 81 | 0 | 164 |
| **Arkansas River (L1)** | 0 | 6 | 35 | 9 | 49 |
| | | | | | |
| Weekly total - 2006 | 355 | 15 | 207 | 9 | 585 |
| Weekly total - 2005 | 472 | 19 | 174 | 20 | 686 |
| 2006 YTD[1] | 27,439 | 1,442 | 7,736 | 719 | 37,336 |
| 2005 YTD | 23,761 | 1,620 | 7,276 | 731 | 33,388 |
| 2006 as % of 2005 YTD | 115 | 89 | 106 | 98 | 112 |
| Last 4 weeks as % of 2005[2] | 121 | 80 | 154 | 53 | 126 |
| Total 2005 | 23,761 | 1,620 | 7,276 | 731 | 33,388 |

[1] 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.

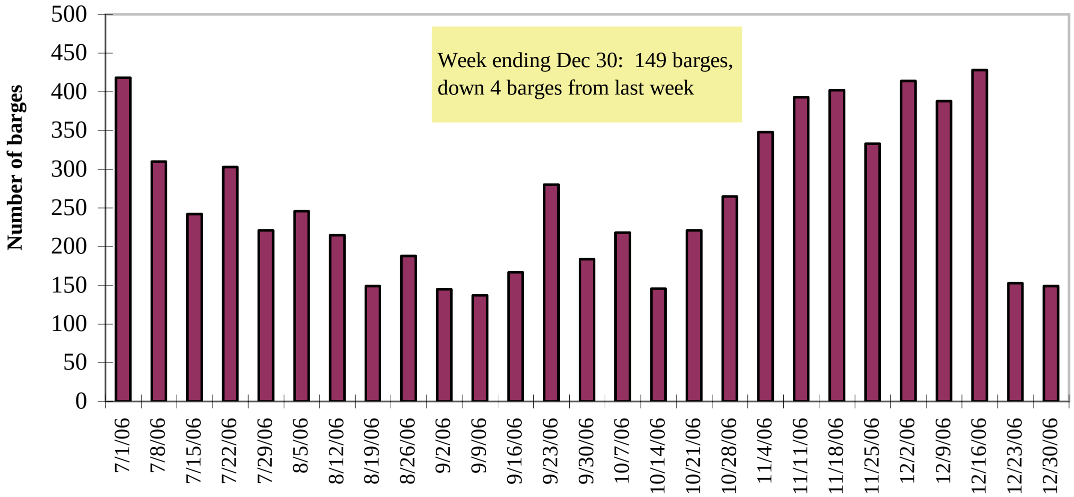
[2] As a percent of same period in 2005.

Note: Total may not add exactly, due to rounding

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

Figure 11

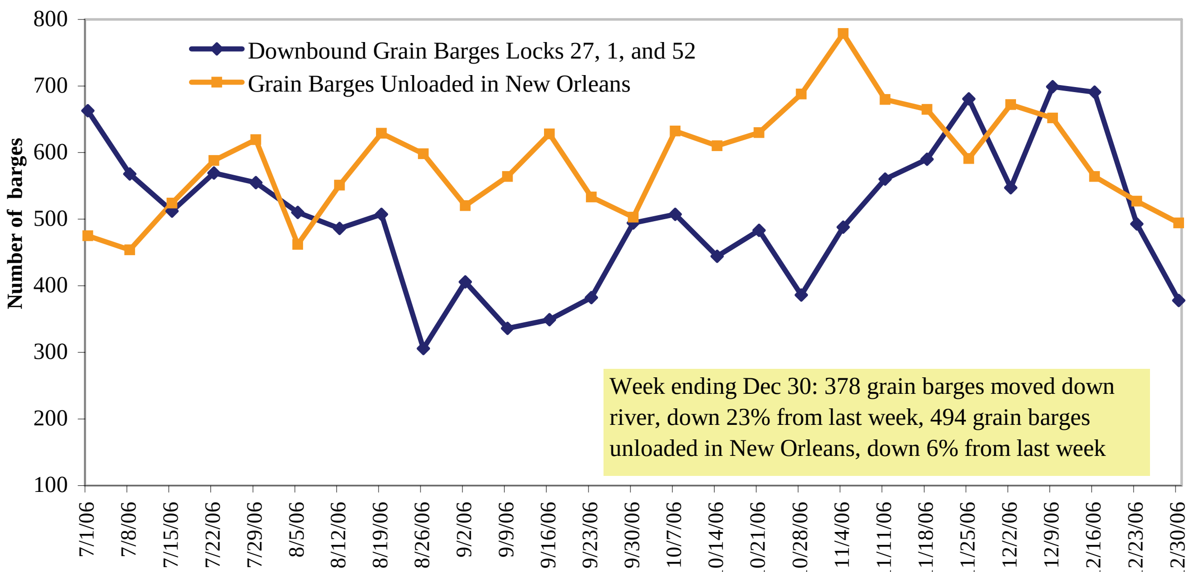
## Upbound Empty Barges Transiting Mississippi River Lock 27




Source: Army Corps of Engineers

Figure 12

## Grain Barges for Export in New Orleans Region




Source: Army Corps of Engineers and GIPSA

# Truck Transportation

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

Table 11

**Retail on-Highway Diesel Prices[1], Week Ending 1/01/07 (US$/gallon)**

| | | | Change from | |
|---|---|---|---|---|
| **Region** | **Location** | **Price** | **Week ago** | **Year ago** |
| I | East Coast | 2.565 | -0.022 | 0.084 |
| | New England | 2.710 | -0.027 | 0.065 |
| | Central Atlantic | 2.681 | -0.029 | 0.091 |
| | Lower Atlantic | 2.503 | -0.017 | 0.083 |
| II | Midwest[1] | 2.534 | -0.016 | 0.122 |
| III | Gulf Coast[2] | 2.500 | -0.014 | 0.086 |
| IV | Rocky Mountain | 2.697 | -0.016 | 0.305 |
| V | West Coast | 2.853 | -0.003 | 0.334 |
| | California | 2.883 | -0.002 | 0.345 |
| Total | U.S. | 2.580 | -0.016 | 0.138 |

[1]Diesel fuel prices include all taxes.

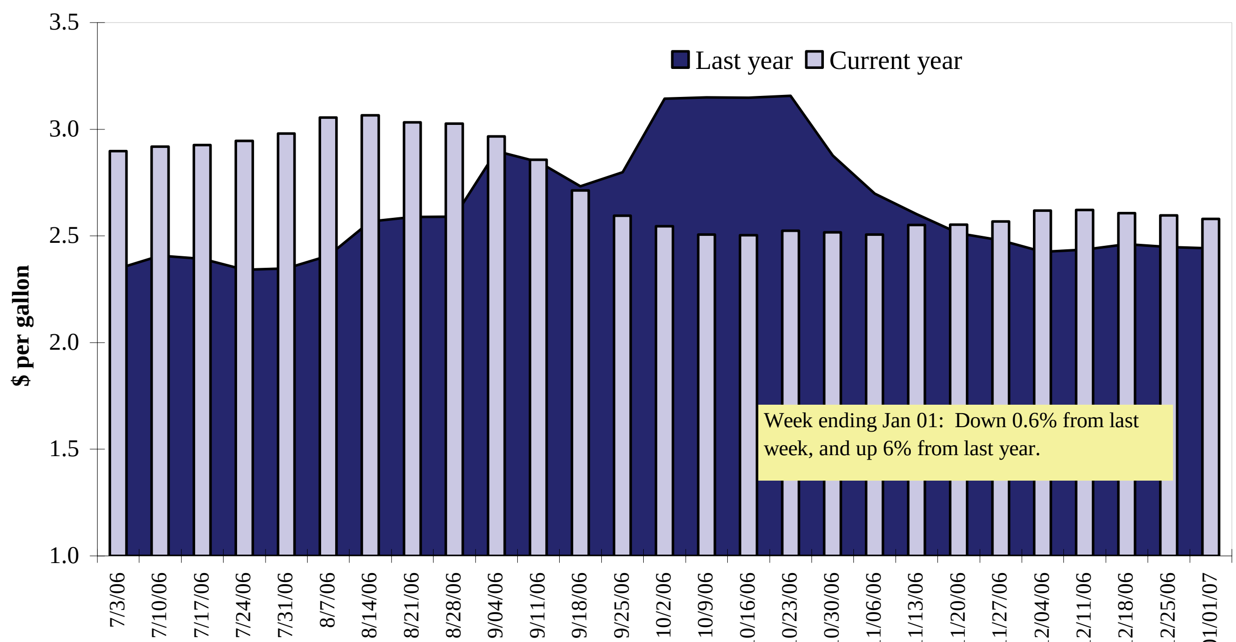
[2]Same as North Central

[3]Same as South Central

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

Figure 13

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




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

# Grain Exports

Table 12

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

| | Wheat | | | | | | Corn | Soybeans | Total |
|---|---|---|---|---|---|---|---|---|---|
| Week ending[1] | HRW | SRW | HRS | SWW | DUR | All wheat | | | |
| **Export Balances** | | | | | | | | | |
| 12/21/2006 | 1,681 | 553 | 1,280 | 1,033 | 83 | 4,630 | 11,890 | 7,376 | 23,896 |
| This week year ago | 2,719 | 291 | 1,092 | 704 | 28 | 4,834 | 6,619 | 4,286 | 15,739 |
| **Cumulative exports-crop year [2]** | | | | | | | | | |
| 2006/07 YTD | 3,152 | 1,987 | 3,622 | 2,616 | 534 | 11,911 | 17,911 | 12,218 | 42,040 |
| 2005/06 YTD | 6,202 | 1,213 | 4,727 | 2,476 | 504 | 15,122 | 14,891 | 10,240 | 40,253 |
| YTD 2006/07 as % of 2005/06 | 51 | 164 | 77 | 106 | 106 | 79 | 120 | 119 | 104 |
| Last 4 wks as % of same period 2005/06 | 57 | 179 | 106 | 127 | 452 | 88 | 165 | 177 | 144 |
| 2005/06 Total | 10,459 | 2,037 | 7,244 | 4,159 | 930 | 24,828 | 54,354 | 25,570 | 104,752 |
| 2004/05 Total | 9,407 | 3,217 | 8,083 | 4,773 | 686 | 26,166 | 44,953 | 29,878 | 100,997 |

[1] Current unshipped export sales to date

[2] Shipped export sales to date, new crop year now in efect for wheat, corn, and soybeans

Note: YTD = year-to-date. Crop 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[1] of U.S. Corn**

| **Week ending 12/21/06** | **Total Commitments[2]** | | **% change** | **Exports[3]** |
|---|---|---|---|---|
| | **2006/07** | **2005/06** | **current CY** | |
| **Crop Year (CY)** | **Current CY** | **Last CY** | **from last CY** | **2005/06** |
| | - 1,000 mt - | | | - 1,000 mt - |
| Japan | 8,017 | 7,349 | 9 | 16,474 |
| Mexico | 5,094 | 3,049 | 67 | 6,653 |
| Korea | 2,280 | 1,064 | 114 | 5,573 |
| Taiwan | 2,484 | 2,394 | 4 | 4,951 |
| Egypt | 1,287 | 1,404 | (8) | 4,298 |
| **Top 5 importers** | **19,161** | **15,260** | **26** | **37,949** |
| **Total US corn export sales** | **29,801** | **21,510** | **39** | |
| **Top 5 importers' share of U.S. corn export sales** | 64% | 71% | | |
| **USDA forecast, Dec. 2006** | **55,880** | **54,610** | **2** | |
| **Corn Use for Ethanol USDA forecast, Dec. 2006** | **54,610** | **40,640** | **34** | |

(n) indicates negative number.

[1]Based on FAS 20005/06 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped); FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 14

**Top 5 Importers[1] of U.S. Soybeans**

| Week ending 12/21/06 | Total Commitments[2] | | % change | Exports[3] |
|---|---|---|---|---|
| | 2006/07 | 2005/06 | current CY | |
| Crop Year (CY) | Current CY | Last CY | from last CY | 2005/06 |
| | - 1,000 mt - | | | - 1,000 mt - |
| China | 8,107 | 5,894 | 38 | 9,706 |
| Mexico | 1,619 | 1,670 | (3) | 3,594 |
| Japan | 1,731 | 1,519 | 14 | 3,019 |
| EU-25 | 1,934 | 1,027 | 88 | 2,123 |
| Taiwan | 1,027 | 886 | 16 | 1,850 |
| **Top 5 importers** | **14,417** | **10,995** | **31** | **20,292** |
| **Total US soybean export sales** | **19,593** | **14,526** | **35** | |
| **Top 5 importers' share of U.S. soybean export sales** | 74% | 76% | | |
| **USDA forecast, Dec. 2006** | **31,160** | **25,800** | **21** | |

(n) indicates negative number.

[1]Based on FAS 2004/05 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped).

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 15

**Top 10 Importers[1] of All U.S. Wheat**

| Week ending 12/21/06 | Total Commitments[2] | | % change | Exports[3] |
|---|---|---|---|---|
| | 2006/07 | 2005/06 | current CY | |
| Crop Year (CY) | Current CY | Last CY | from last CY | 2005/06 |
| | - 1,000 mt - | | | - 1,000 mt - |
| Nigeria | 1,651 | 2,547 | (35) | 3,098 |
| Japan | 2,339 | 2,247 | 4 | 3,061 |
| Mexico | 1,509 | 1,830 | (18) | 2,625 |
| Iraq | 705 | 2,132 | (67) | 1,237 |
| Philippines | 1,411 | 1,293 | 9 | 1,878 |
| Egypt | 1,454 | 991 | 47 | 1,952 |
| Korea, South | 855 | 814 | 5 | 1,191 |
| Venezuela | 520 | 752 | (31) | 1,085 |
| Taiwan | 633 | 689 | (8) | 953 |
| Italy | 444 | 640 | (31) | 748 |
| **Top 10 importers** | **11,520** | **13,934** | **(17)** | **17,827** |
| **Total US wheat export sales** | **16,541** | **19,956** | **(17)** | |
| **Top 10 importers' share of U.S. wheat export sales** | 70% | 70% | | |
| **USDA forecast, Dec. 2006** | **24,490** | **27,460** | **(11)** | |

(n) indicates negative number.

[1]Based on FAS 2005/06 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped); FAS Weekly Export Sales Report.

[3] 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 12/28/06 | 2006 YTD[1] | 2005 YTD[1] | 2006 YTD as % of 2005 YTD | Last 4-weeks as % of 2005 | Last 4-weeks as % of 3-yr. avg. | Total[1] 2005 |
|---|---|---|---|---|---|---|---|
| **Pacific Northwest** | | | | | | | |
| Wheat | 330 | 11,143 | 10,801 | 103 | 106 | 132 | 10,801 |
| Corn | 109 | 9,445 | 10,130 | 93 | 68 | 83 | 10,130 |
| Soybeans | 72 | 5,983 | 6,225 | 96 | 135 | 119 | 6,225 |
| **Total** | **511** | **26,571** | **27,156** | **98** | **97** | **111** | **27,156** |
| **Mississippi Gulf** | | | | | | | |
| Wheat | 70 | 4,130 | 4,643 | 89 | 90 | 68 | 4,643 |
| Corn | 582 | 35,417 | 28,202 | 126 | 101 | 91 | 28,202 |
| Soybeans | 425 | 16,192 | 14,793 | 109 | 149 | 100 | 14,793 |
| **Total** | **1,078** | **55,739** | **47,638** | **117** | **116** | **93** | **47,638** |
| **Texas Gulf** | | | | | | | |
| Wheat | 114 | 5,070 | 7,743 | 65 | 50 | 59 | 7,743 |
| Corn | 86 | 3,056 | 812 | 376 | 648 | 428 | 812 |
| Soybeans | 7 | 153 | 36 | 422 | 118 | 159 | 36 |
| **Total** | **207** | **8,279** | **8,591** | **96** | **93** | **105** | **8,591** |
| **Great Lakes** | | | | | | | |
| Wheat | 0 | 1,313 | 2,067 | 64 | 16 | 19 | 2,067 |
| Corn | 12 | 1,659 | 796 | 208 | 40 | 69 | 796 |
| Soybeans | 0 | 1,064 | 828 | 128 | 96 | 81 | 828 |
| **Total** | **12** | **4,036** | **3,691** | **109** | **39** | **62** | **3,691** |
| **Atlantic** | | | | | | | |
| Wheat | 0 | 662 | 301 | 220 | n/a | n/a | 301 |
| Corn | 18 | 690 | 249 | 277 | 75 | 102 | 249 |
| Soybeans | 0 | 492 | 801 | 61 | 87 | 80 | 801 |
| **Total** | **18** | **1,844** | **1,352** | **136** | **102** | **80** | **1,352** |
| **U.S. total from ports[2]** | | | | | | | |
| Wheat | 515 | 22,318 | 25,556 | 87 | 76 | 81 | 25,556 |
| Corn | 806 | 50,267 | 40,189 | 125 | 98 | 97 | 40,189 |
| Soybeans | 505 | 23,883 | 22,683 | 105 | 142 | 99 | 22,683 |
| **Total** | **1,826** | **96,468** | **88,428** | **109** | **103** | **94** | **88,428** |

[1] Includes weekly revisions

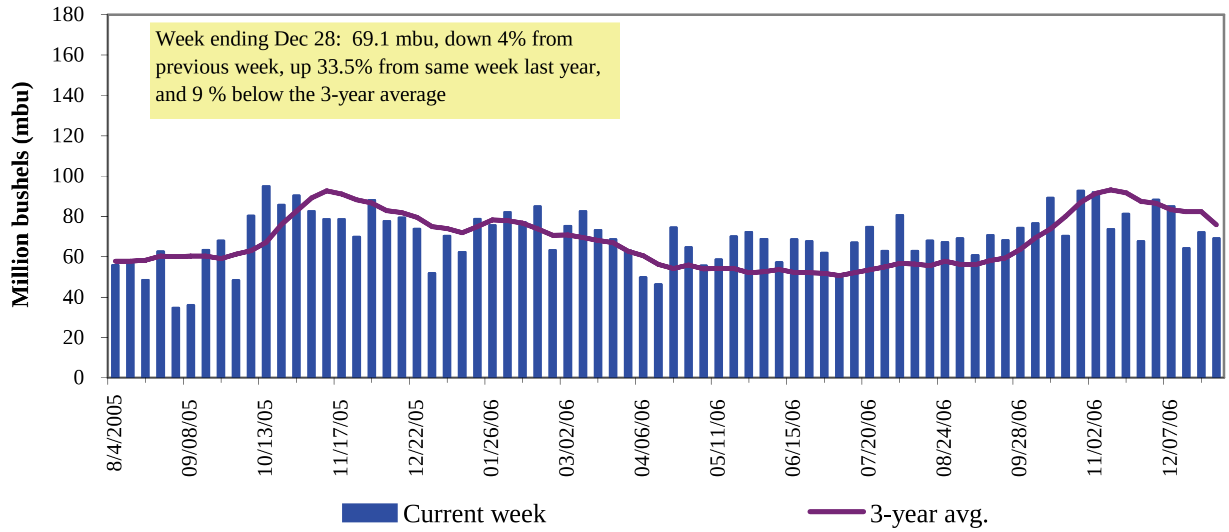
[2] Total includes only port regions shown above

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

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 49 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2005.

Figure 14

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

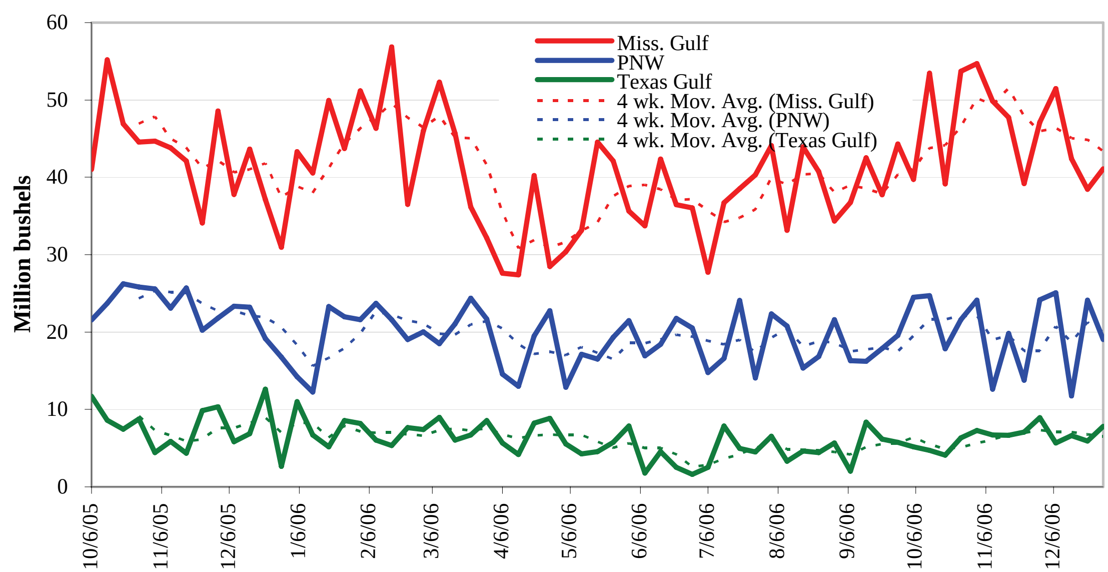



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

**Weekly U.S. Grain Inspections:  U.S. Gulf and PNW (wheat, corn, and soybeans)**




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

| Dec. 28: % change from: | MS Gulf | TX Gulf | U.S. Gulf | PNW |
|---|---|---|---|---|
| Last week | up 7 | up 33 | up 10 | down 21 |
| Last year (same week) | up 33 | up 195 | up 46 | up 14 |
| 3-yr avg. (4-wk mov. avg) | down 12 | up 27 | down 7 | up 6 |

# Ocean Transportation

Table 17

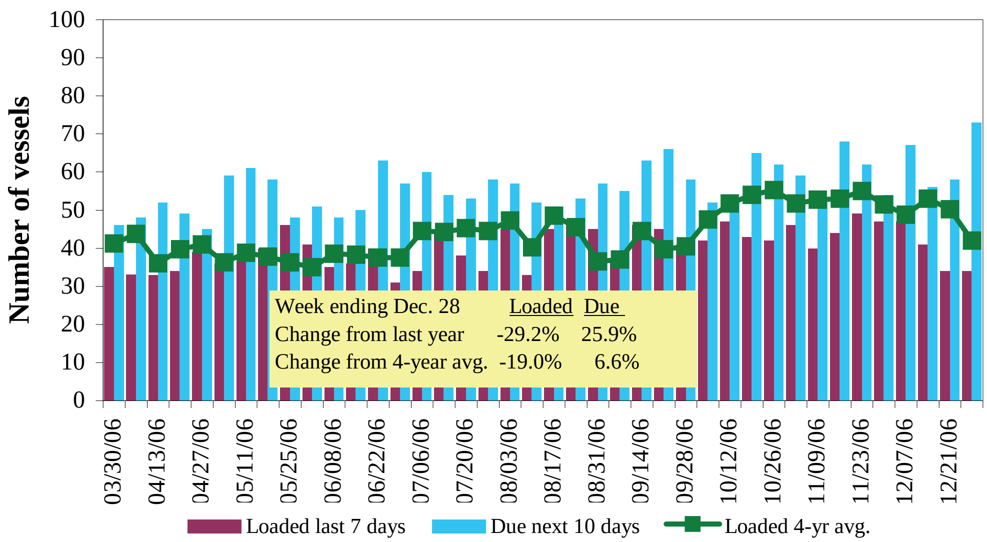
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

| | Gulf | | | Pacific Northwest | Vancouver B.C. |
|---|---|---|---|---|---|
| Date | In port | Loaded 7-days | Due next 10-days | In port | In port |
| 12/28/2006 | 37 | 34 | 73 | 10 | 10 |
| 12/21/2006 | 32 | 34 | 58 | 11 | 9 |
| 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 16

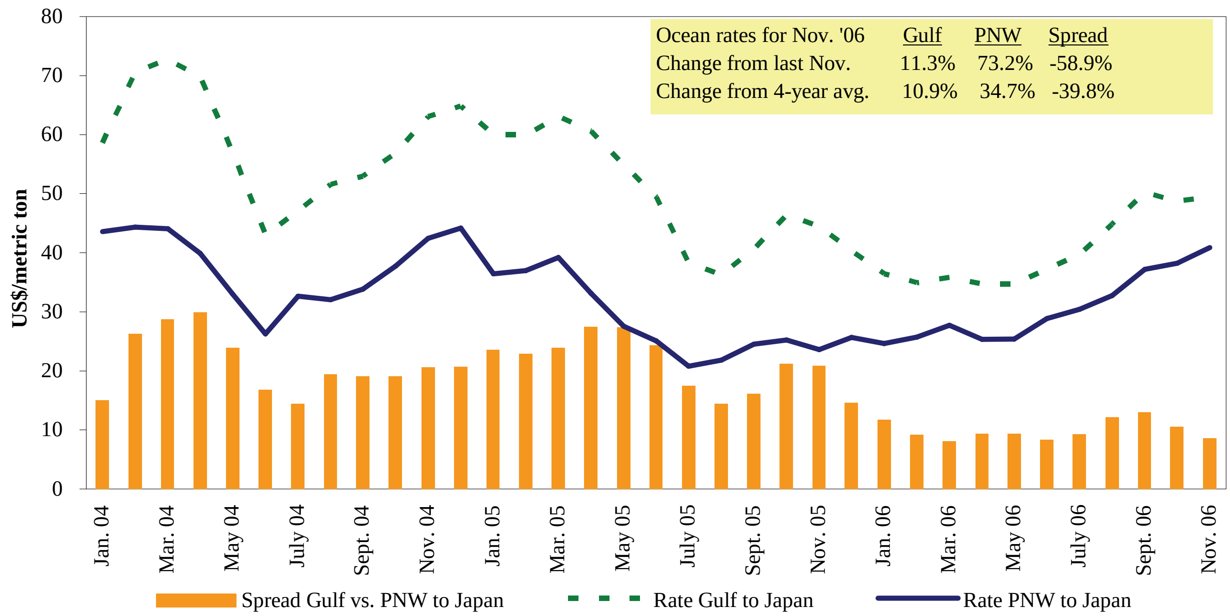
**U.S. Gulf[1] Vessel Loading Activity, 2005/06**




Source:Transportation & Marketing Programs/AMS/USDA

[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17
**Grain Vessel Rates, U.S. to Japan**




Source: Baltic Exchange (www.balticexchange.com)

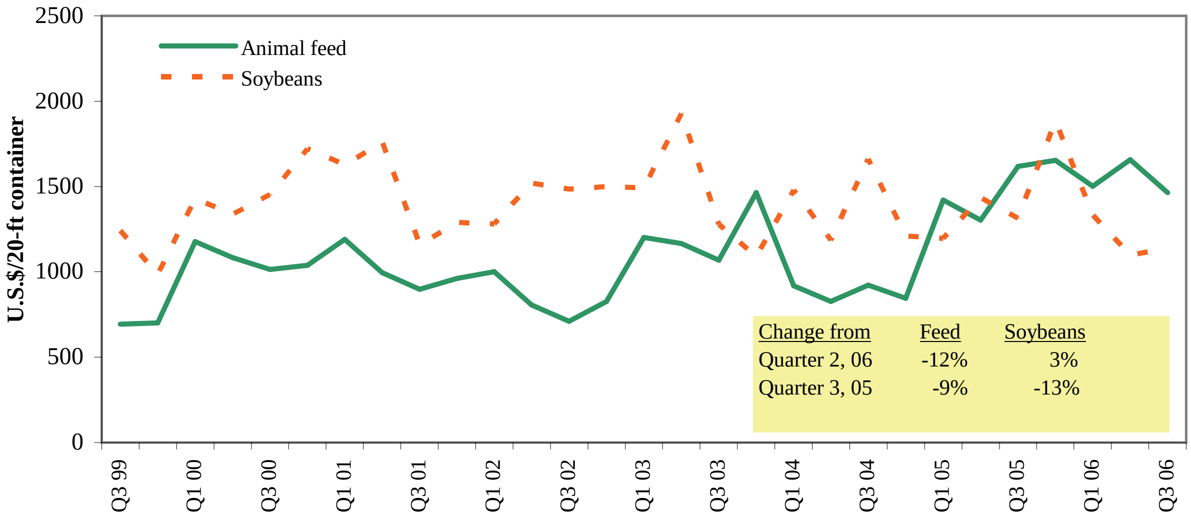
Table 18
**Ocean Freight Rates For Selected Shipments, Week Ending 12/30/06**

| Export region | Import region | Grain types | Loading date | Volume loads (metric tons) | Freight rate (US$/metric ton) |
|---|---|---|---|---|---|
| U.S. Gulf | Japan | Hvy Grain | Nov1/15 | 54,000 | 50.50 |
| U.S. Gulf | Japan | Hvy Grain | Nov1/15 | 54,000 | 50.25 |
| U.S. Gulf | Japan | Hvy Grain | Nov 4/11 | 54,000 | 49.50 |
| U.S. Gulf | China | Hvy Grain | Nov 15/20 | 55,000 | 46.00 |
| U.S. Gulf | China | Hvy Grain | Oct 15/20 | 55,000 | 49.00 |
| U.S. Gulf | Egypt | Hvy Grain | Oct 10/20 | 60,000 | 33.50 |
| U.S. Gulf | Sudan/Kenya[1] | Sorghum | Nov 6/16 | 46,530 | 92.40 |
| U.S. Gulf | Algeria | Maize | Dec 1/2 | 25,000 | 35.25 |
| St. Lawrence | Morroco | Hvy Grain | Nov 25/Dec 5 | 25,000 | 32.00 |
| Romania | Portugal | Hvy Grain | Nov 20/30 | 20,000 | 25.00 |
| Canada | China | Barley | Sept 15/25 | 50,000 | 39.75 |
| France | India | Grain | Oct 15/30 | 60,000 | 26.00 |
| River Plate | Algeria | Corn | Nov 2/7 | 30,000 | 46.50 |
| River Plate | Algeria | Soybean Meal | Sept 29/30 | 25,000 | 52.00 |
| River Plate | Algeria | Corn | Oct 10/18 | 25,000 | 47.00 |

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option
[1]75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.
Source: Maritime Research Inc. (www.maritime-research.com)

Figure 18

**Ocean Rates[1] for Containerized Shipments to Selected Asian Countries**




[1]Rates are weighted by shipping line market share and destination country.

Countries include: Animal Feed: Busan-Korea (9%), Kaohsiung-Taiwan (48%), Tokyo-Japan (19%), Hong Kong (13%), Bangkok-Thailand (10%) and soybeans: Busan-Korea (0%), Kaohsiung-Taiwan (98%), Tokyo-Japan (2%)

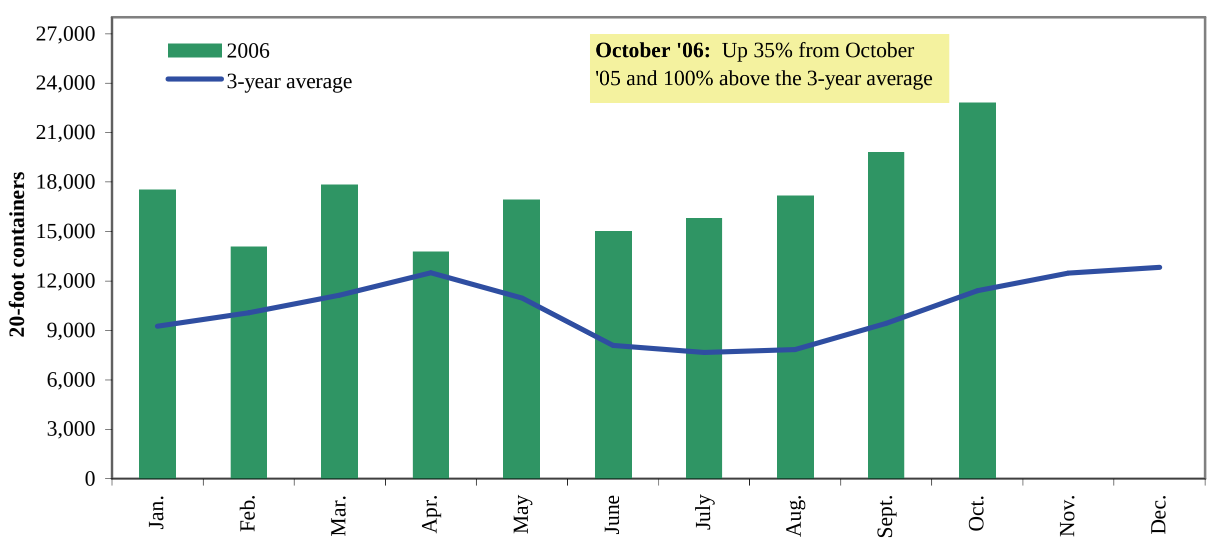
Source: Ocean Rate Bulletin, Quarter 3, 2006, Transportation & Marketing Programs/AMS/USDA

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

During 2005, containers were used to transport 4 percent of total U.S. grain exported, and 5 percent of total U.S. grain exported to Asia.

Figure 19

**Monthly Shipments of Containerized Grain to Asia**




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

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