Grain Transportation Report

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

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WEEKLY HIGHLIGHTS

Ice Build-up Slows Barge Traffic

Due to several feet of ice build-up on the interior wall of the main chamber at Mississippi River Melvin Price Locks and Dam (also known as Locks and Dam 26), a width restriction of 89 feet is in effect until further notice. Barges are generally 35 feet wide and are assembled in tows with three barges tied together side-by-side. With the restriction, only 2 of the 35-foot barges can be lashed together. This reduces the capacity of the lock. Ice accumulations have also limited barge operations on the Illinois River.

Pace of Grain Barge Unloadings Remains Strong in New Orleans

The number of grain **barges unloaded** in New Orleans increased this week to 759 barges—10 percent higher than the previous week. Although barge grain shipments have been below average, nearly 700 barges a week have unloaded in New Orleans since the beginning of the year. Also, an industry representative reported that grain was being stored in barges in New Orleans until recently.

Number of Empty Upbound Barges Decreases

Empty upbound barges passing through Locks and Dam 27 decreased this week to 121 barges, 25 percent lower than the previous week. The total number of barges traveling up river decreased to 147, with 82 percent of them empty.

Snapshot by Sector

Inspections

For the week ending February 8, corn **inspections** increased 11 percent to 0.884 million mt. Wheat inspections dropped 44 percent to 0.338 mmt, and soybeans 26 percent to 0.675 mmt.

Barge

For the week ending February 10, **barge volumes** were 389 thousand tons, a decrease of 6 percent from the previous week.

Ocean

During the week ending February 8, 45 **grain vessels** were loaded in the U.S. Gulf, unchanged from this time last year. Sixty-eight vessels were due within the next 10 days, 17 percent higher than last year.

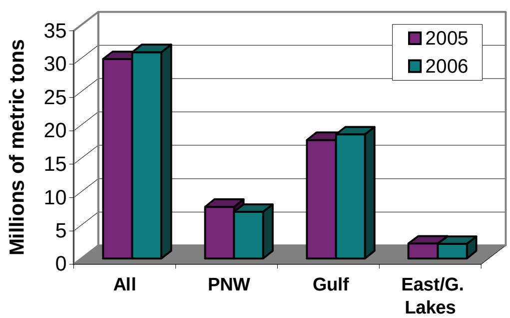
Fuel

During the week ending February 12, the average U.S. **diesel fuel price** increased \$.04 to \$2.48 per gallon, unchanged from this time last year.

Feature Article/Calendar

Fourth Quarter Grain Inspections Up. During the fourth quarter 2006, the Grain Inspection, Stockyards and Packers Administration (GIPSA) inspected 30.92 million metric tons (mmt) of grain (wheat, corn, and soybeans) for export at major U.S. ports (figure 1), 3 percent higher than the fourth quarter 2005 and 1 percent higher than the 5-year average. U.S. Gulf grain inspections increased 5 percent over last year, to 18.59 mmt., primarily caused by increased corn and soybean inspections. Total fourth quarter Pacific Northwest (PNW) grain inspections were 7.02 mmt, 9 percent lower than last year but 8 percent higher than the 5-year average. Fourth quarter East Coast/Great Lakes total grain inspections decreased 1 percent from last year and 10 percent from the 5-year average, at 2.22 mmt. According to the Foreign Agricultural Service (FAS), total year-to-date (YTD) grain (wheat, corn, and soybeans) exports through November increased 12 percent over last year to 99.34 mmt. Exports to Japan (+9%), Mexico (+14%), and China (+12%) contributed to the increase.

Figure 1 - Fourth Quarter Grain Inspections by Ports

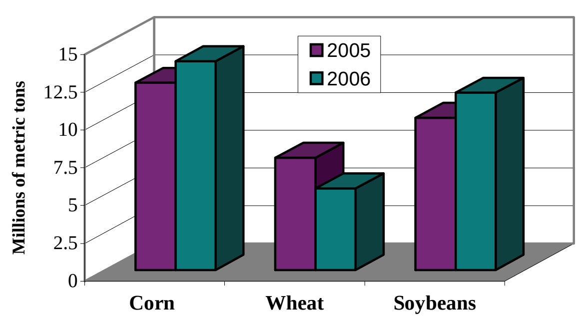


Source: USDA/GIPSA

Total Soybean and Corn Inspections Up; Wheat Down. Fourth quarter soybean inspections rebounded from last year, increasing 16 percent to 11.73 mmt (figure 2), due to a 21 percent increase in U.S. Gulf soybean inspections and a 17 percent increase in the East Coast/Great Lakes region. PNW fourth quarter soybean inspections dropped slightly from last year. According to FAS, YTD soybean exports increased 8 percent from last year to 25.04 mmt, helped by increased sales to Mexico, Japan, and China.

Fourth quarter corn inspections totaled 13.81 mmt tons, 11 percent higher than last year (figure 2). The increase was led by a 15 percent increase in U.S. Gulf corn inspections (9.78 mmt), and increased demand from Mexico and South America. Fourth quarter PNW corn inspections, at 1.66 mmt, decreased 24 percent from last year due to slowing Asian demand. Total fourth quarter wheat inspections totaled 5.39 mmt, 27 percent lower than last year (figure 2), mainly due to a 44 percent decrease in Gulf inspections. Lower U.S. fourth quarter inspections for export could be attributed to a smaller U.S. crop and lower demand. Increased wheat production in other countries, such as Russia and the European Union, have contributed also. *Johnny.Hill@usda.gov*

Figure 2 - Fourth Quarter Grain Inspections by Types



Source: USDA/GIPSA

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail[2]	Barge	Ocean[3]	
Week ending				Gulf	Pacific
02/14/07	166	45	202	n/a	n/a
02/07/07	163	-17	199	n/a	n/a

[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.
[3]Data for these routes has been suspended by the Baltic Exchange, Inc. Alternate sources of data are currently being explored
Source: Transportation & Marketing Programs/AMS/USDA

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

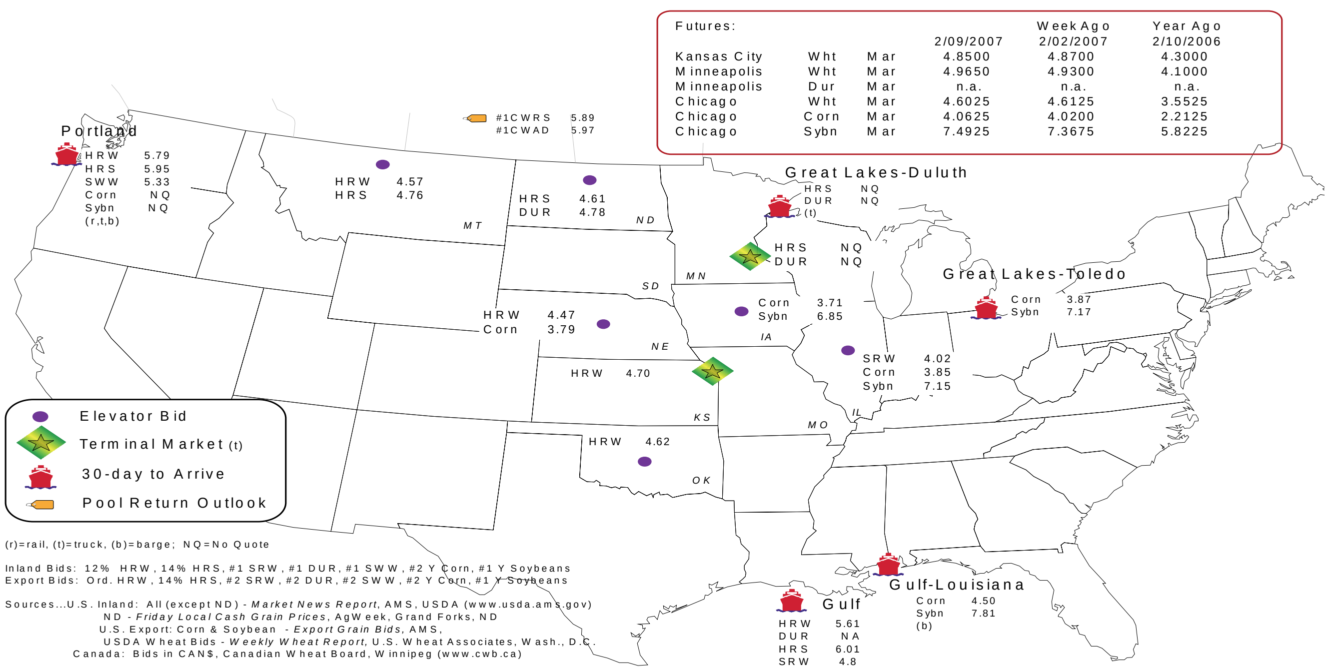
Commodity	Origin--Destination	2/9/2007	2/2/2007
Corn	IL--Gulf	-0.65	-0.59
Corn	NE--Gulf	-0.71	-0.63
Soybean	IA--Gulf	-0.96	-0.93
HRW	KS--Gulf	-0.91	-0.92
HRS	ND--Portland	-1.34	-1.26

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
2/07/2007[p]	1,359	1,067	424	4,193	309	7,352
1/31//2007[r]	2,006	1,571	945	4,874	916	10,312
2007 YTD	11,108	8,866	3,230	28,399	3,752	55,355
2006 YTD	11,586	14,070	3,681	24,720	2,854	56,911
2007 YTD as % of 2006 YTD	96	63	88	115	131	97
Last 4 weeks as % of 2006 [3]	81	56	87	114	131	92
Last 4 weeks as % of 4-year avg.[3]	n/a	66	73	115	106	n/a
Total 2006	96,593	99,866	45,971	213,682	29,334	485,446
Total 2005	50,677	99,864	60,879	223,328	15,752	450,500

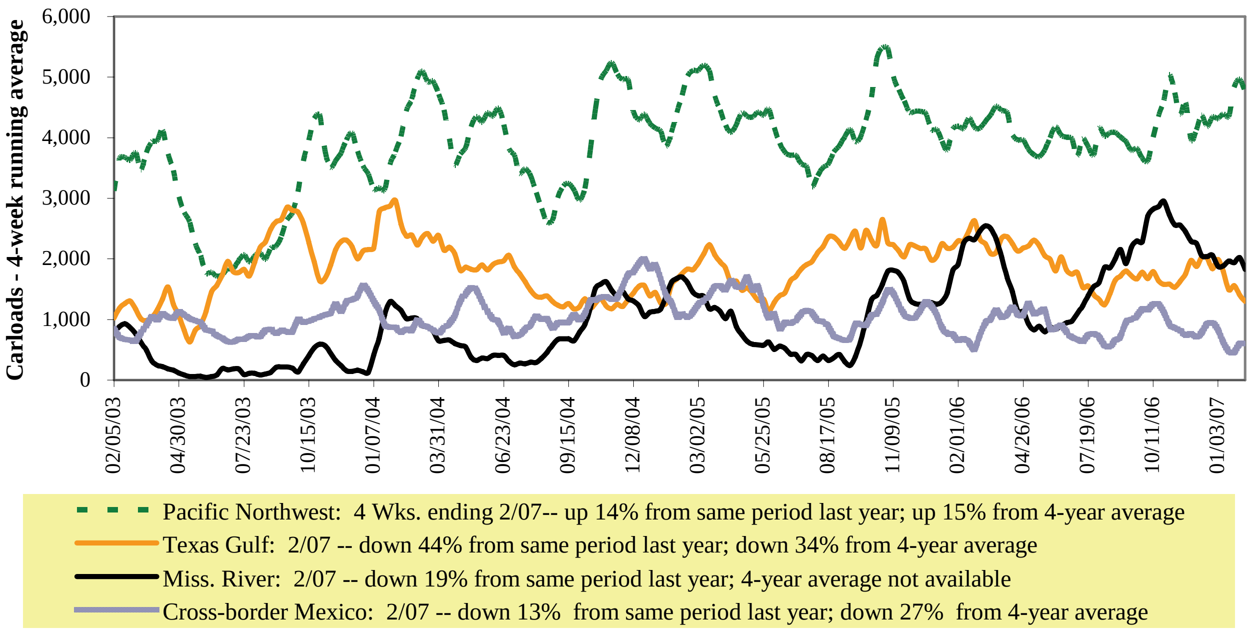
[1] Data is incomplete as it is voluntarily provided; [2] Mississippi Gulf data back to January, 2004 from several new sources has been added resulting in large increases in the numbers reported; [3] Compared with same 4-weeks in 2006 and prior 4-year average.

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

Source: Transportation & Marketing Programs/AMS/USDA

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

Figure 2
Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

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

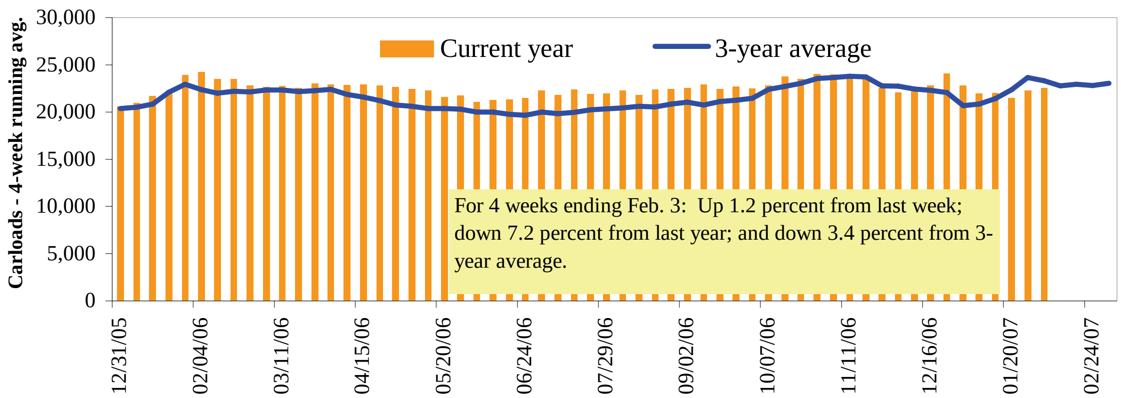
	East		West			U.S. total	Canada	
Week ending	**CSXT**	**NS**	**BNSF**	**KCS**	**UP**		**CN**	**CP**
02/03/07	2,685	3,341	9,805	534	5,510	21,875	4,562	4,576
This week last year	3,351	3,622	10,795	623	5,549	23,940	4,615	4,492
2007 YTD	15,418	16,079	51,680	2,874	24,837	110,888	24,671	22,148
2006 YTD	16,954	16,937	51,486	3,036	31,217	119,630	24,872	22,124
2007 YTD as % of 2006 YTD	91	95	100	95	80	93	99	100
Last 4 weeks as % of 2006[1]	89	97	100	97	80	93	95	95
Last 4 weeks as % of 3-yr avg.[1]	97	92	109	85	81	97	103	113
Total 2006	164,056	168,819	515,102	28,629	301,197	1,177,803	258,932	238,765

[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	**Delivery period**							
2/10/2007	**Feb-07**	**Feb-06**	**Mar-07**	**Mar-06**	**Apr-07**	**Apr-06**	**May-07**	**May-06**
BNSF[3]								
COT grain units	no offer	n/a	no bid	no offer	no bid	no offer	no bid	no bid
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 bid	no bid	no offer	no offer
GCAS/Region 2	no bid	n/a	no bid	no offer	no bid	no bid	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.

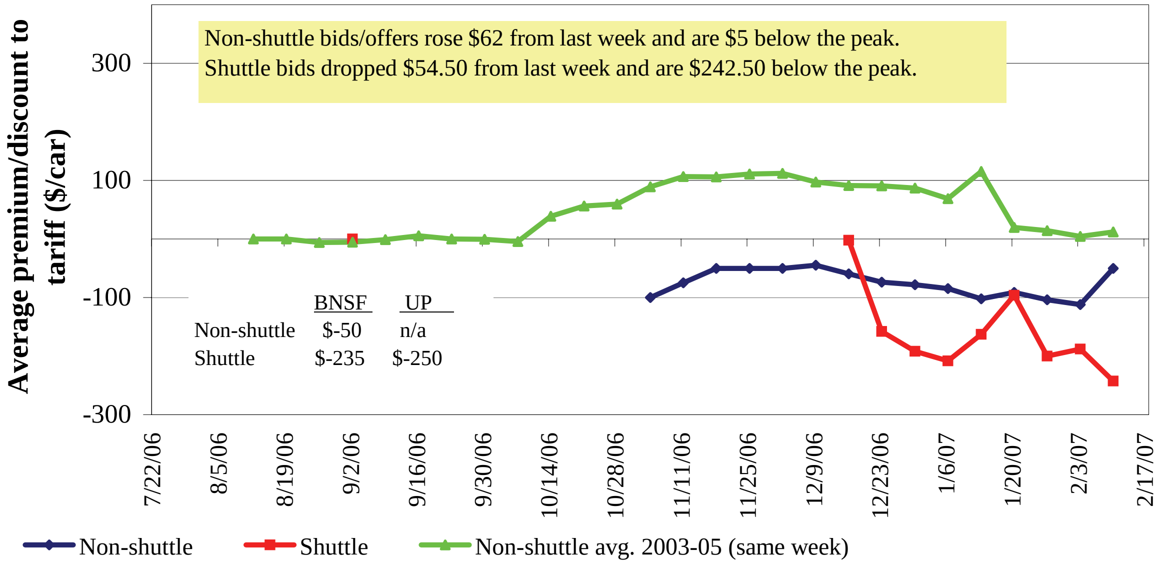
Source: Transportation & Marketing Programs/AMS/USDA. n/a = not applicable

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 February 2007, Secondary Market



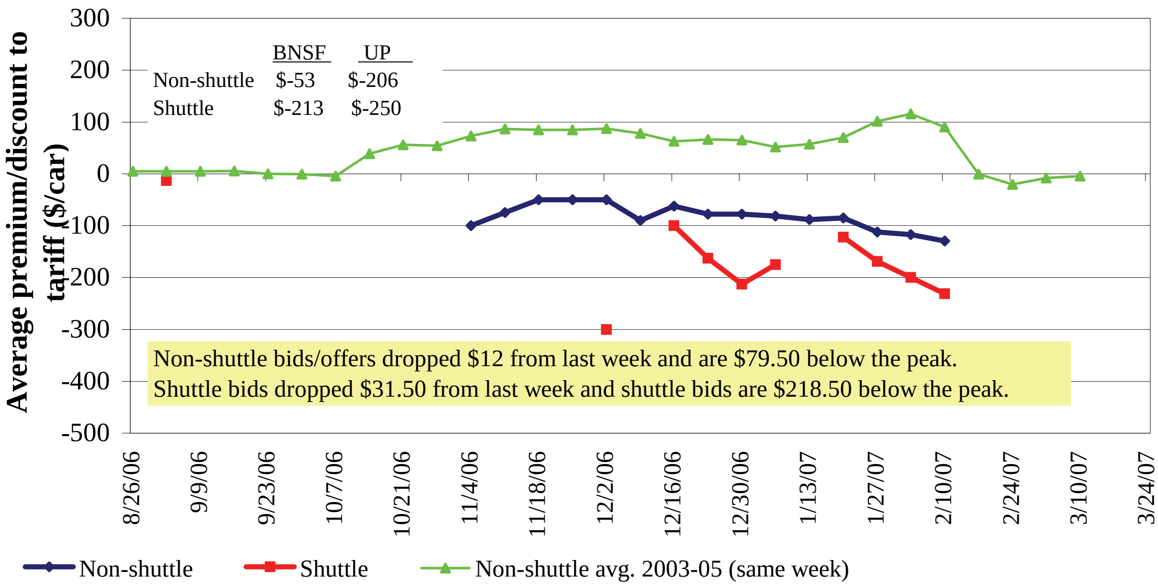
Non-shuttle bids include unit-train and single-car bids.

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

Figure 5

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



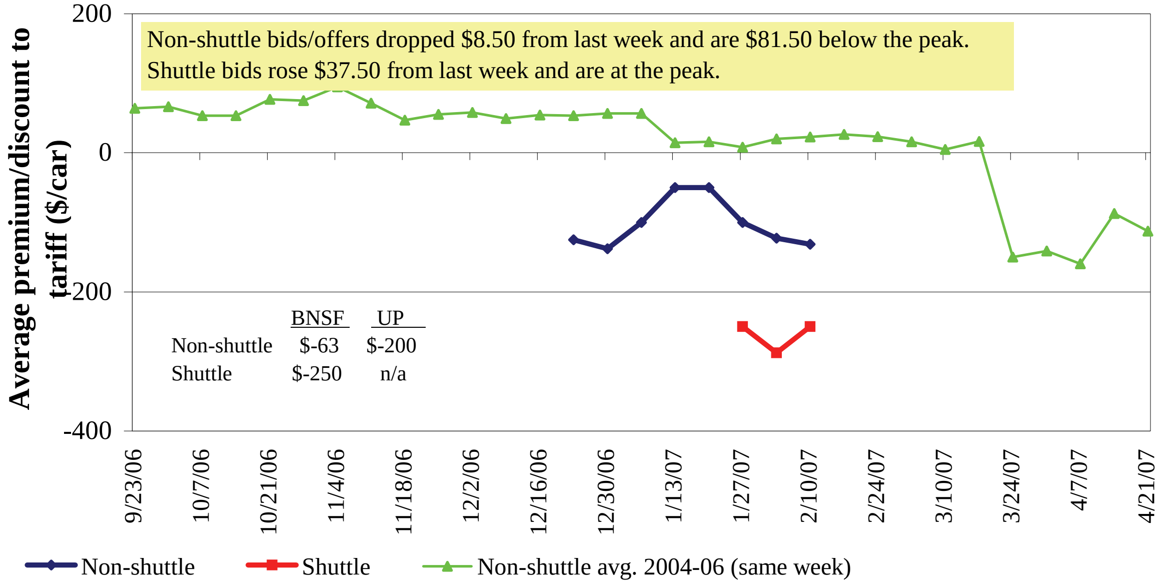
Non-shuttle bids include unit-train and single-car bids.

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

Figure 6

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



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

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

Week ending	**Delivery period**					
2/10/2007	**Feb-07**	**Mar-07**	**Apr-07**	**May-07**	**Jun-07**	**Jul-07**
Non-shuttle						
BNSF-GF	-50	-53	-63	-50	-45	n/a
Change from last week	-18	-15	-5	5	0	n/a
Change from same week 2006	-25	-32	-38	-6	-14	n/a
UP-Pool	n/a	-206	-200	-200	-125	-83
Change from last week	n/a	-9	-12	-12	0	0
Change from same week 2006	n/a	-164	-130	-130	-55	-83
Shuttle[2]						
BNSF-GF	-235	-213	-250	-250	-213	-213
Change from last week	-47	-13	0	0	n/a	n/a
Change from same week 2006	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	-250	-250	n/a	n/a	n/a	n/a
Change from last week	-62	n/a	n/a	n/a	n/a	n/a
Change from same week 2006	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: 2/5/2007	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	$3,749	89	$41.32	$1.12
	Minneapolis, MN	Portland, OR	$3,840	97	$42.33	$1.15
	South Central, ND	Portland, OR	$3,840	97	$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	123	$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	94	$39.02	$1.06
Corn	Fremont, NE	Houston, TX	$2,268	107	$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:	2/05/07						
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	$4,545	111	$46.44	$1.26
	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	100	$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	106	$38.43	$0.98
	NE	Brownsville, TX	Unit	$4,001\4	110	$40.88	$1.04
	IA	Eagle Pass, TX	Unit	$3,991	106	$40.78	$1.03
	MO	Eagle Pass, TX	Shuttle	$3,850\4	114	$39.34	$1.00
	NE	Eagle Pass, TX	Shuttle	$4,250\4	113	$43.42	$1.10
	IA	Laredo, TX	Shuttle	$3,915	106	$40.00	$1.02
Soybean	IA	Brownsville, TX	Shuttle	$3,537	107	$36.14	$0.98
	MN	Brownsville, TX	Shuttle	$3,718	103	$37.99	$1.03
	NE	Brownsville, TX	Shuttle	$3,345	107	$34.18	$0.93
	NE	Eagle Pass, TX	Shuttle	$3,422	107	$34.96	$0.95
	IA	Laredo, TX	Unit	$3,575	106	$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.

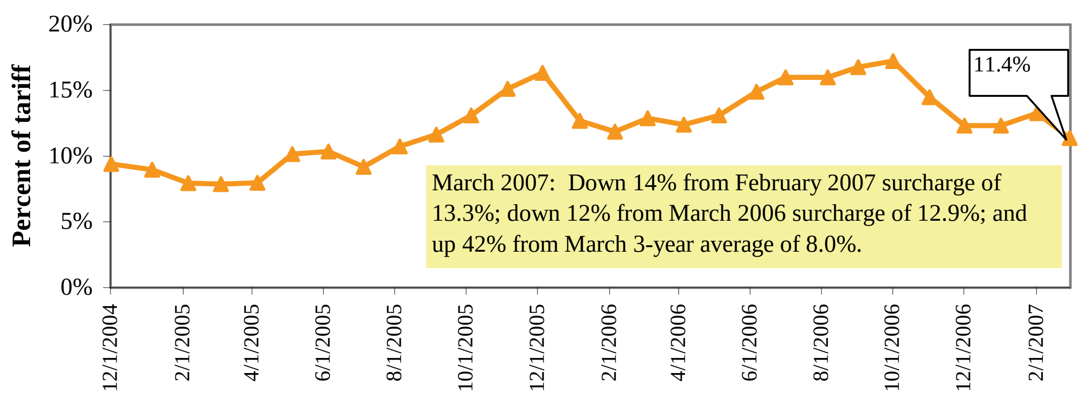
[3]Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[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]

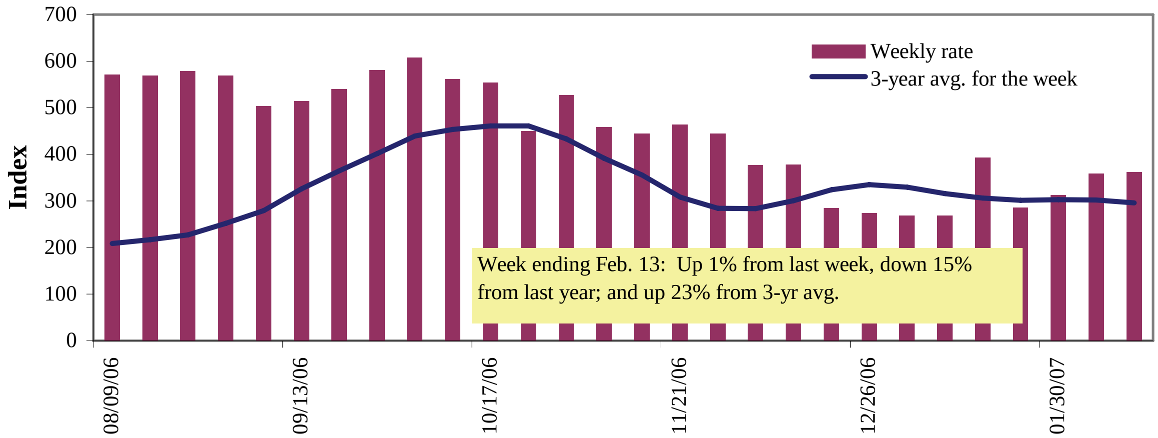


[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

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]	2/13/2007	n/a	n/a	363	283	282	282	218
	2/6/2007	n/a	n/a	358	233	268	268	196
$/ton	2/13/2007	n/a	n/a	16.82	11.29	13.23	11.39	6.85
	2/6/2007	n/a	n/a	16.61	9.30	12.57	10.83	6.15
Current week % change from the same week:								
	Last year	n/a	n/a	-15	-27	-19	-20	-35
	3-year avg. [2]	n/a	n/a	23	7	10	9	-6
Index	March	n/a	339	327	285	285	285	223
	May	364	326	314	273	275	275	238

[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

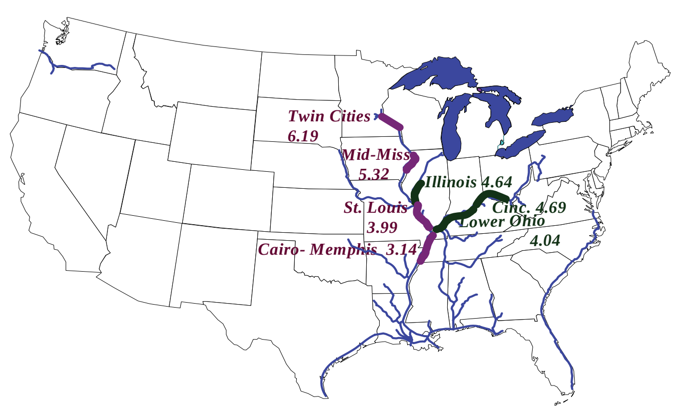
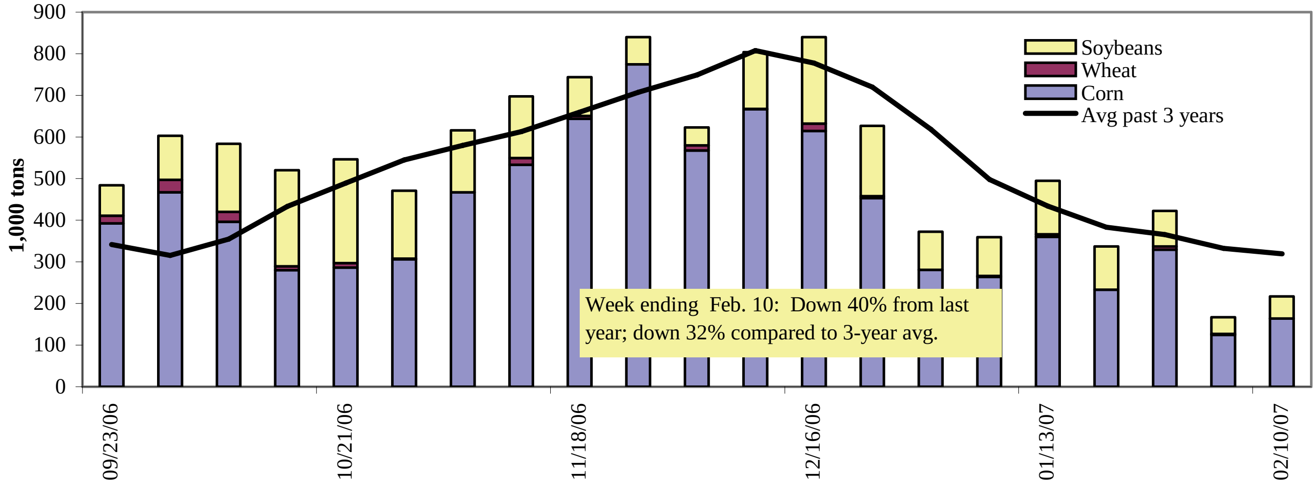


Figure 10

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 2/10/2007	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	9	0	9	0	18
Alton, IL (L26)	146	0	43	0	189
Granite City, IL (L27)	164	0	53	0	217
Illinois River (L8)	89	0	22	0	111
Ohio River (L52)	95	6	39	2	142
Arkansas River (L1)	0	8	15	7	30
Weekly total - 2007	259	14	106	9	389
Weekly total - 2006	471	24	180	22	697
2007 YTD[1]	2,157	96	1,018	73	3,344
2006 YTD	2,382	135	901	125	3,543
2007 as % of 2006 YTD	91	72	113	58	94
Last 4 weeks as % of 2006[2]	84	46	104	78	87
Total 2006	27,439	1,442	7,733	719	37,332

[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.

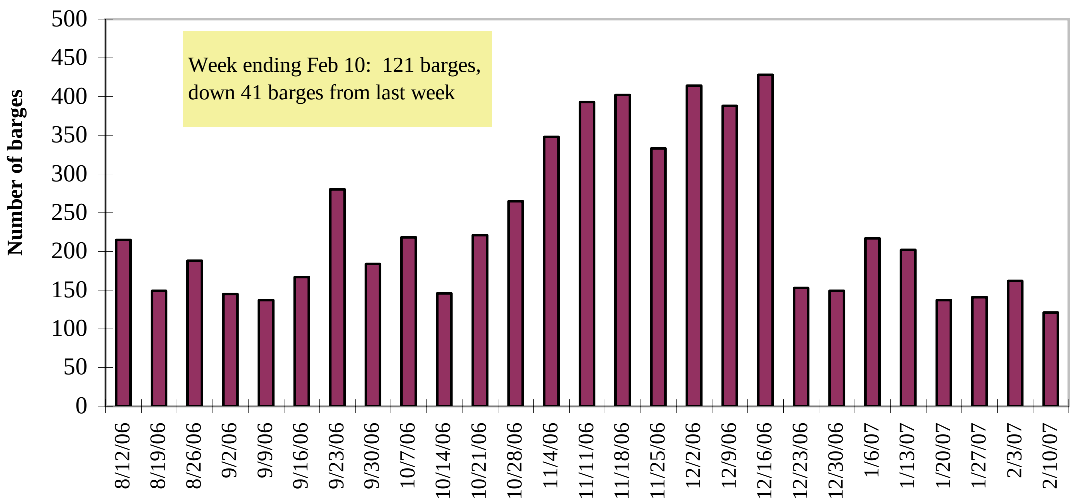
[2] As a percent of same period in 2006.

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

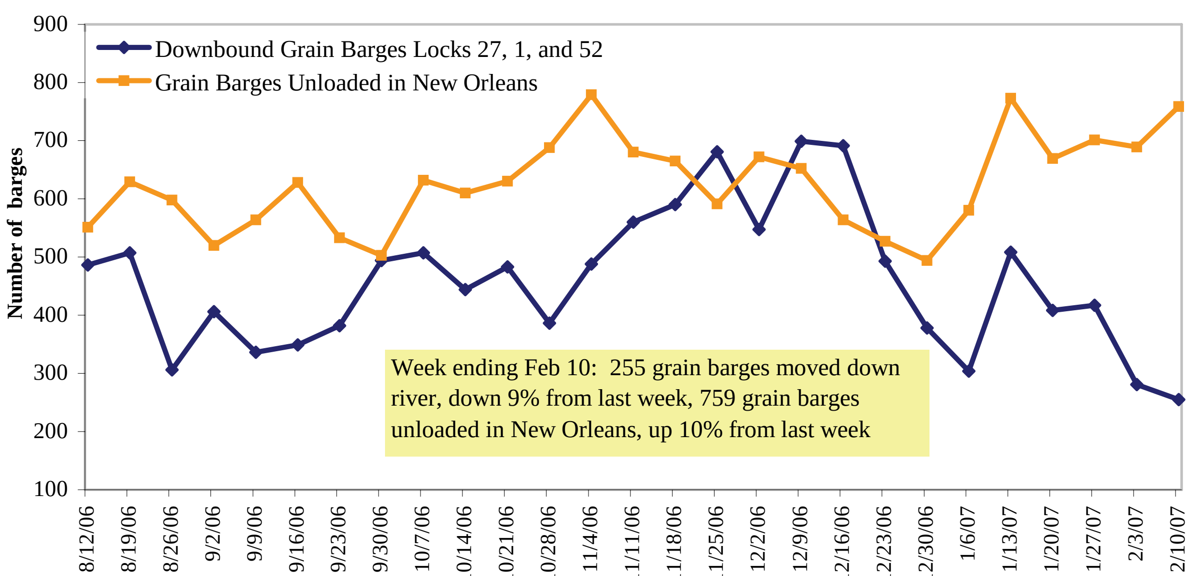
Upbound Empty Barges Transiting Mississippi River Lock 27



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 2/12/07 (US$/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.465	0.032	-0.044
	New England	2.625	0.032	0.008
	Central Atlantic	2.564	0.037	-0.027
	Lower Atlantic	2.408	0.030	-0.056
II	Midwest[1]	2.429	0.052	0.010
III	Gulf Coast[2]	2.394	0.034	-0.053
IV	Rocky Mountain	2.517	-0.006	0.017
V	West Coast	2.777	0.057	0.156
	California	2.905	0.080	0.196
Total	U.S.	2.476	0.041	0.000

[1]Diesel fuel prices include all taxes.

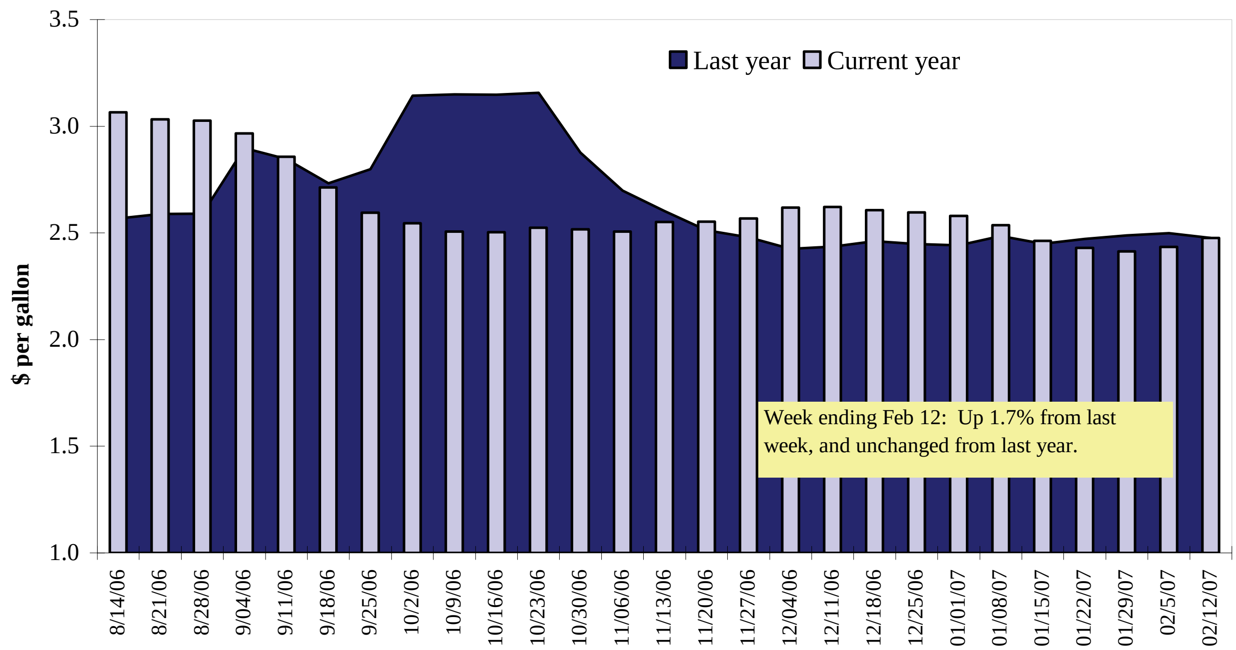
[2]Same as North Central

[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									
2/1/2007	1,526	656	1,013	1,004	114	4,313	11,687	6,686	22,686
This week year ago	1,751	299	1,057	687	104	3,898	8,455	4,247	16,600
Cumulative exports-crop year [2]									
2006/07 YTD	4,293	2,332	4,384	3,377	587	14,971	23,987	17,016	55,974
2005/06 YTD	7,725	1,424	5,431	2,920	555	18,055	20,518	13,954	52,527
YTD 2006/07 as % of 2005/06	56	164	81	116	106	83	117	122	107
Last 4 wks as % of same period 2005/06	86	193	104	146	86	110	142	163	140
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

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 02/01/07	**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 [4]	10,252	9,683	6	16,474
Mexico	6,295	3,628	74	6,653
Korea	2,282	1,781	28	5,573
Taiwan	2,737	2,767	(1)	4,951
Egypt	1,838	1,953	(6)	4,298
Top 5 importers	**23,405**	**19,812**	**18**	**37,949**
Total US corn export sales	**35,674**	**28,973**	**23**	
Top 5 importers' share of U.S. corn export sales	66%	68%		
USDA forecast, Feb. 2007	**57,150**	**54,610**	**5**	
Corn Use for Ethanol USDA forecast, Feb. 2007	**54,610**	**40,640**	**34**	

(n) indicates negative number.

[1] Based on FAS 2005/06 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.

[4] Not included - FAS Daily Press Release: Corn Export Sales to Iraq on 2/09: 140,208 mt for 2006/07.

Table 14

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

Week ending 02/01/07 Crop Year (CY)	Total Commitments[2] 2006/07 Current CY	2005/06 Last CY	% change current CY from last CY	Exports[3] 2005/06
	- 1,000 mt -			- 1,000 mt -
China	9,814	7,319	34	9,706
Mexico	2,265	1,980	14	3,594
Japan	1,981	1,873	6	3,019
EU-25	2,644	1,491	77	2,123
Taiwan	1,254	1,110	13	1,850
Top 5 importers	**17,958**	**13,773**	**30**	**20,292**
Total US soybean export sales	**23,702**	**18,201**	**30**	
Top 5 importers' share of U.S. soybean export sales	76%	76%		
USDA forecast, Feb. 2007	**29,940**	**25,800**	**16**	

(n) indicates negative number.

[1]Based on FAS 2005/06 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 02/01/07 Crop Year (CY)	Total Commitments[2] 2006/07 Current CY	2005/06 Last CY	% change current CY from last CY	Exports[3] 2005/06
	- 1,000 mt -			- 1,000 mt -
Nigeria	2,022	2,680	(25)	3,098
Japan	2,626	2,557	3	3,061
Mexico	1,655	2,180	(24)	2,625
Iraq	898	2,131	(58)	1,237
Philippines	1,504	1,498	0	1,878
Egypt	1,686	1,001	68	1,952
Korea, South	972	968	0	1,191
Venezuela	598	842	(29)	1,085
Taiwan	816	750	9	953
Italy	479	675	(29)	748
Top 10 importers	**13,255**	**15,280**	**(13)**	**17,827**
Total US wheat export sales	**19,284**	**21,953**	**(12)**	
Top 10 importers' share of U.S. wheat export sales	69%	70%		
USDA forecast, Feb. 2007	**23,810**	**27,460**	**(13)**	

(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 02/08/07	2007 YTD[1]	2006 YTD[1]	2007 YTD as % of 2006 YTD	Last 4-weeks as % of 2006	Last 4-weeks as % of 3-yr. avg.	Total[1] 2006
Pacific Northwest							
Wheat	205	1,540	1,378	112	107	112	11,083
Corn	0	801	969	83	78	73	9,556
Soybeans	193	1,014	773	131	120	140	6,049
Total	**398**	**3,354**	**3,120**	**108**	**103**	**107**	**26,688**
Mississippi Gulf							
Wheat	97	531	546	97	93	81	4,124
Corn	794	3,831	3,925	98	107	115	35,462
Soybeans	482	2,995	2,745	109	113	104	16,222
Total	**1,373**	**7,358**	**7,216**	**102**	**108**	**107**	**55,808**
Texas Gulf							
Wheat	36	493	1,151	43	55	56	5,078
Corn	35	121	79	154	223	165	3,055
Soybeans	0	28	10	288	1,570	1,118	153
Total	**71**	**642**	**1,240**	**52**	**68**	**68**	**8,286**
Great Lakes							
Wheat	0	0	0	n/a	0	0	1,382
Corn	0	10	0	n/a	0	0	1,701
Soybeans	0	0	52	0	0	0	1,113
Total	**0**	**10**	**52**	**20**	**0**	**0**	**4,196**
Atlantic							
Wheat	0	92	13	688	459	382	686
Corn	55	111	0	22942	177	410	736
Soybeans	0	88	1	10384	217	114	621
Total	**55**	**290**	**15**	**1981**	**238**	**229**	**2,043**
U.S. total from ports[2]							
Wheat	338	2,655	3,089	86	89	90	22,354
Corn	884	4,874	4,973	98	104	109	50,509
Soybeans	675	4,125	3,581	115	117	111	24,157
Total	**1,897**	**11,654**	**11,642**	**100**	**104**	**105**	**97,020**

[1] Includes weekly revisions

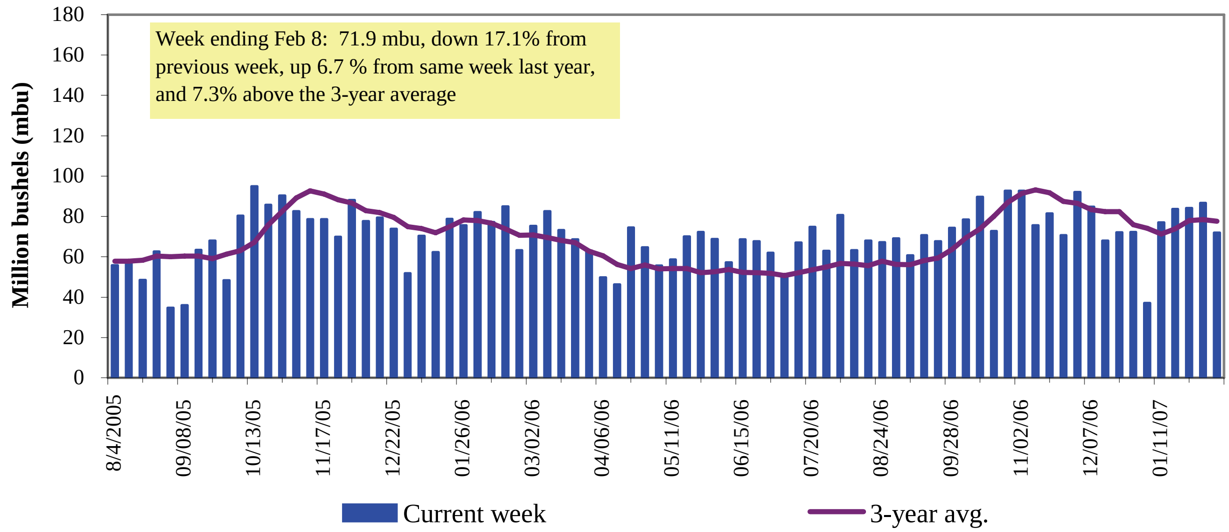
[2] Total includes only port regions shown above

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 51 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2006.

Figure 14

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

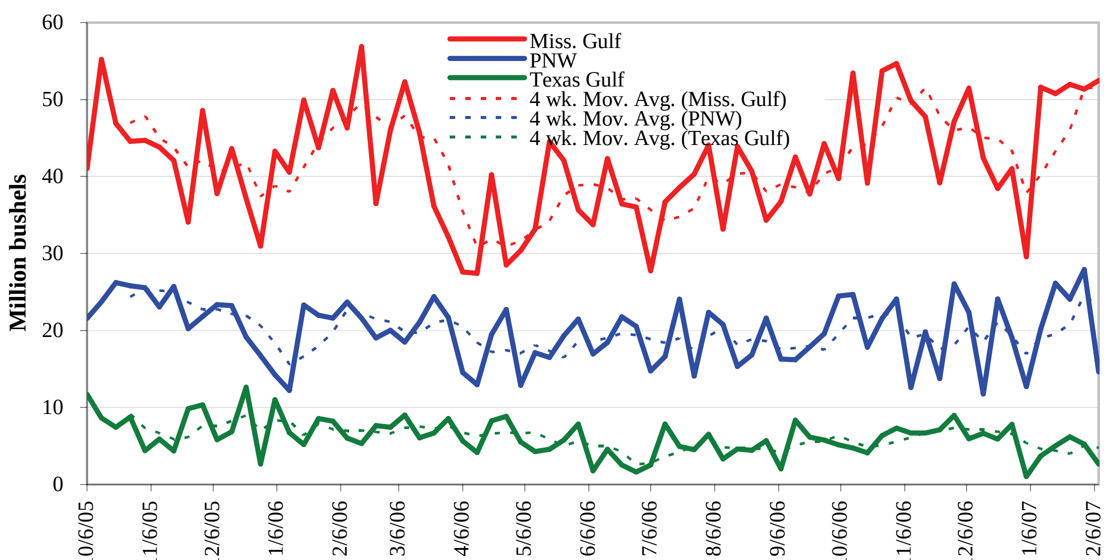


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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)

Feb 8: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 2	down 49	down 3	down 48
Last year (same week)	up 13	down 56	up 5	down 38
3-yr avg. (4-wk mov. avg)	up 9	down 32	up 0.3	up 33

Ocean Transportation

Table 17

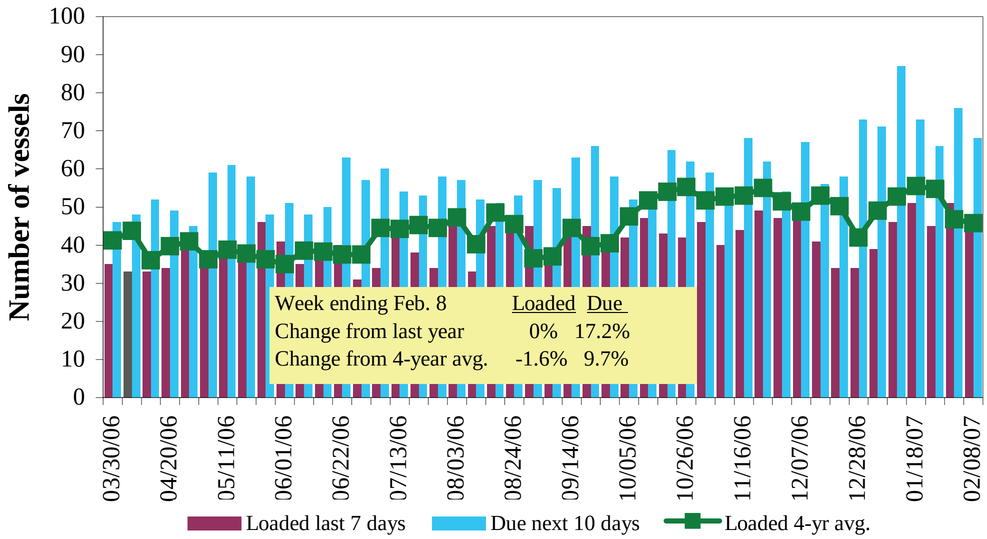
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
2/8/2007	48	45	68	11	8
2/1/2007	53	51	76	6	12
2006 range	(16..40)	(31..56)	(45..81)	(1..17)	(2..13)
2006 avg.	27	42	58	8	7

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

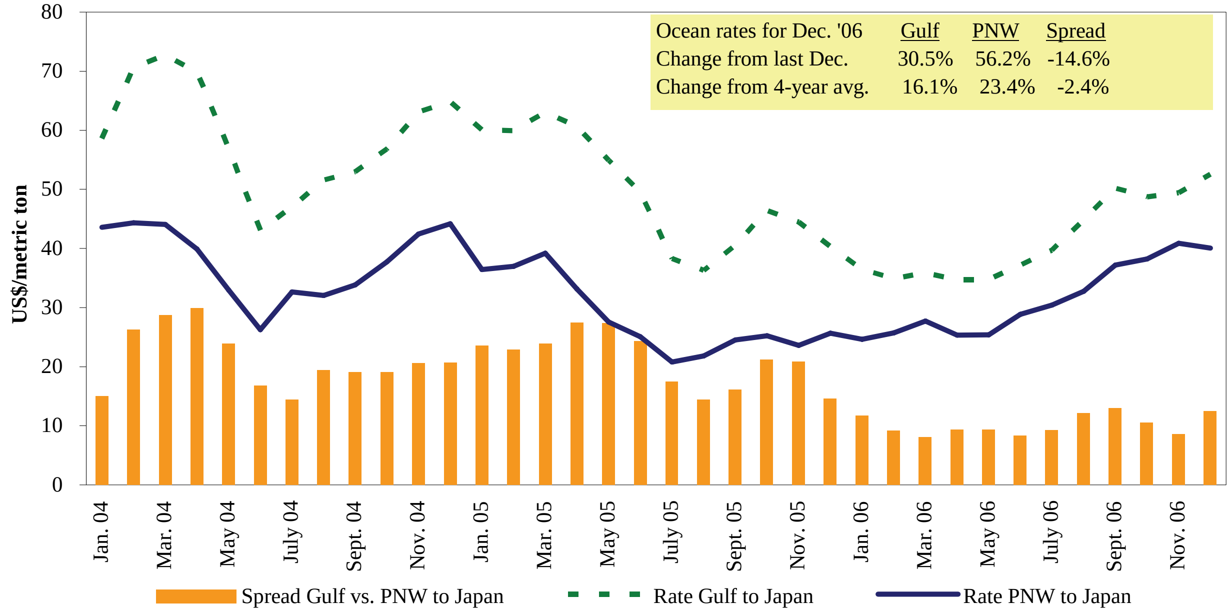
U.S. Gulf[1] Vessel Loading Activity, 2005/06



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)

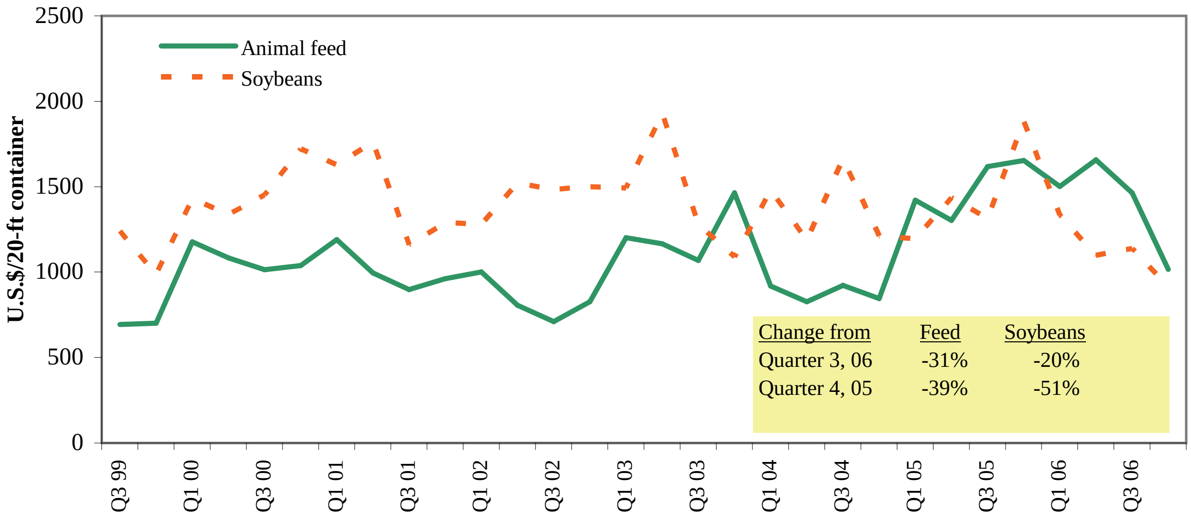
Table 18
Ocean Freight Rates For Selected Shipments, Week Ending 2/10/2007

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	Nov 4/11	54,000	49.50
U.S. Gulf	China	Hvy Grain	Nov 15/20	55,000	46.00
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
U.S. Gulf	Tunisia	Maize	Jan 5/10	23,000	50.00
St. Lawrence	Morocco	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	Grain	Jan 23/25	25,000	58.00
River Plate	Poland	Grain	Jan 20/30	25,000	49.00
River Plate	Algeria	Corn	Nov 2/7	30,000	46.50

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.

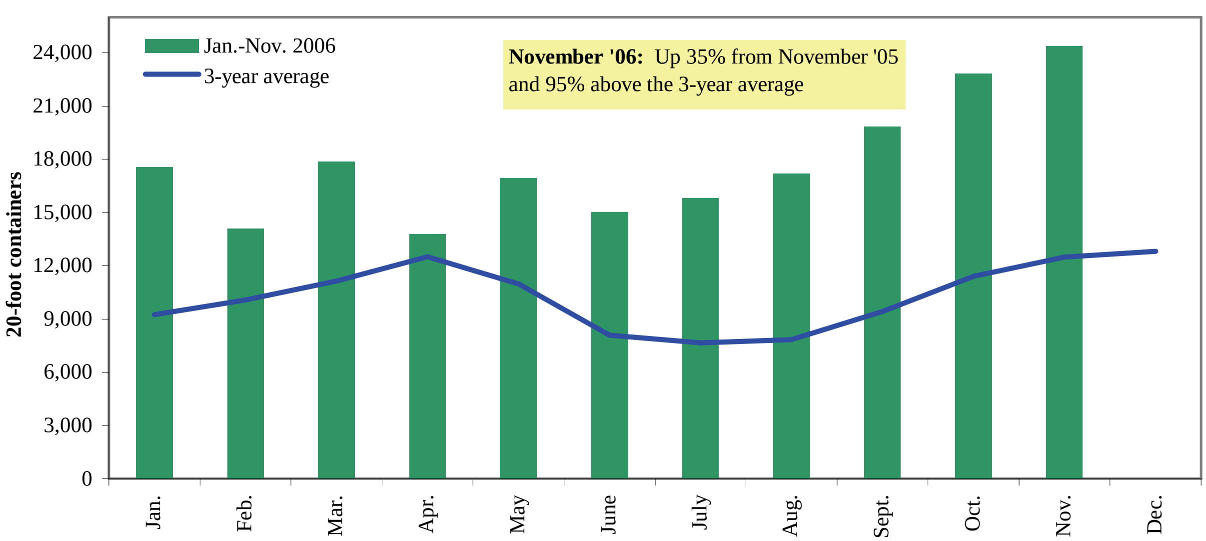
Countries include: Animal Feed: Bangkok-Thailand (6%), Busan-Korea (18%), Hong Kong (25%), Kaohsiung-Taiwan (17%), Keelung-Taiwan (8%), Tokyo-Japan (26%). Soybeans: Busan-Korea (2%), Hong Kong (1%), Kaohsiung-Taiwan (96%), Tokyo-Japan (1%)
Source: Ocean Rate Bulletin, Quarter 4, 2006, Transportation & 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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