USDA Agricultural Marketing Service

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WEEKLY HIGHLIGHTS

USDA's First Look at 2010/11 Points to Mixed Demand for Grain Transportation

In his address to the 86th annual Agricultural Outlook Forum, USDA Chief Economist Joe Glauber presented a summary of projections for the 2010/11 crop year. Continued weakness in the projected 2010/11 U.S. wheat exports (.975 mbu) is expected to keep demand for wheat transportation weak. Although U.S. corn exports are projected to increase by 50 mbu to 2.15 bbu in 2010/11, they remain under pressure from large world supplies of feed-quality wheat. The feed-quality wheat supplies could come on the market as early as this summer, so increases in transportation demand for U.S. corn exports could be delayed towards the end of 2010 or into 2011. U.S. soybean exports are projected to decrease by 25 mbu to 1.3 bbu, as competition from the expected record South American soybean harvest increases. Since soybeans and corn are harvested in the fall, most of the increases in grain transportation could occur in the last quarter of 2010.
http://www.usda.gov/oce/forum/2010_Speeches/Speeches/GlauberJ.pdf

Diesel Fuel Prices Jump Nearly 3 Percent in One Week

After a 12 cent decline over the past 5 weeks, **average diesel fuel prices** jumped 8 cents per gallon during the week ending February 22 to $2.83 per gallon—33 percent higher than the same period last year. Last week, diesel fuel prices experienced sudden upward pressure from crude oil spot prices that rose to $80 per barrel. Crude oil prices had been fluctuating in the low to mid-$70's since mid-January, when diesel prices began to fall. According to the Energy Information Agency (EIA), crude oil prices were pushed upwards by the continuing global economic recovery and the resulting increase in world oil demand. Also, the production targets set by the Organization of the Petroleum Exporting Countries (OPEC) and lower overall growth in non-OPEC crude-oil supply contributed to higher crude oil prices, which EIA forecasts to remain above $80 per barrel this summer.

Corn Inspections Rebound

For the week ending February 18, **total inspections of grain** (corn, wheat, and soybeans) from major U.S. export regions reached 2.17 million metric tons (mmt), up 11 percent from the previous week and 29 percent above the same week last year. Corn (.758 mmt) and wheat (.475 mmt) inspections saw the greatest increases this week. Total corn inspections increased 45 percent from the past week due to increased shipments to Asia; wheat inspections increased 8 percent due to shipments to Nigeria and Asia. Total Mississippi Gulf grain inspections increased 30 percent and Pacific Northwest grain inspections slid 14 percent despite a notable increase in wheat inspections. Overall soybean inspections decreased despite an increase in soybean inspections destined for China.

Snapshots by Sector

Rail

U.S. Railroads originated 22,225 **carloads of grain** during the week ending February 13, up 1 percent from last week, 3 percent from the same week last year, and were 1 percent higher than the 3-year average.

During the week ending February 20, average March **secondary railcar bids/offers** were $32 above tariff for non-shuttle, $5 higher than last week. Shuttle rates were $244 above tariff, $69 higher than last week.

Ocean

During the week ending February 18, 48 **ocean-going grain vessels** were loaded in the Gulf, up 30 percent from last year. Sixty-one vessels are expected to be loaded in the U.S. Gulf within the next 10 days, up 11 percent from last year.

During the week ending February 19, the cost of shipping grain from the Gulf to Japan averaged $63 per mt, up 3 percent from the previous week. The rate from the Pacific Northwest to Japan was $37 per mt, down 6 percent from the previous week.

Barge

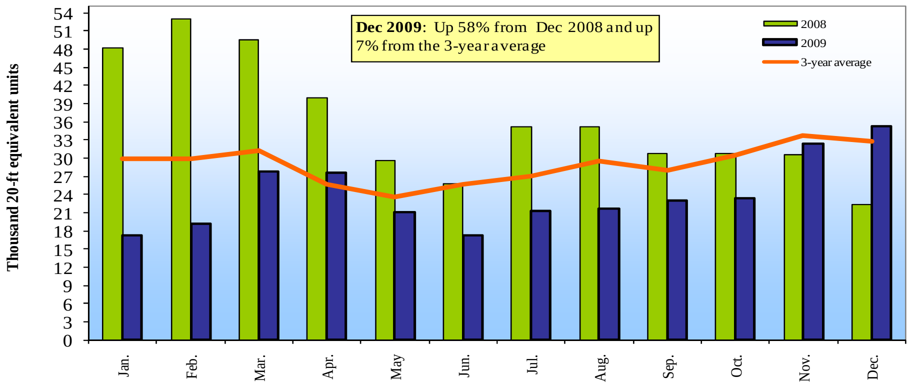
During the week ending February 20, **barge grain movements** totaled 548,782 tons, 19 percent lower than the previous week, but 3 percent higher than the same period last year.

Challenges for Containerized Grain Shippers Continue in 2010

Containerized agricultural shippers contended with fewer vessel calls, slower transit times, and insufficient container availability at many inland locations in 2009. Much of the same is expected in 2010. In addition, ocean container carriers report that through the first half of 2010 containerized agricultural shippers should expect several rounds of general rate increases (GRIs), continued container availability challenges, and limited vessel space and service. As other non-U.S. trade lanes around the world show signs of economic recovery, ocean carriers will likely turn their attention to these trade lanes using the ships and containers they currently have in operation.

The delayed harvest, a temporary increased supply of containers in key locations, and rising bulk ocean rates allowed containerized grain shipments to spike toward the end of 2009. Containerized grain shipments to Asia ended 2009 strong with the highest monthly shipments of the year occurring in December (see figure). More than 35,000 twenty-foot equivalent units (TEUs)—58 percent higher than the previous year and 7 percent higher than the 3-year average—were moved in December. The industry reports that many of these containers were filled with processed feed such as distiller's dried grains with solubles (DDGS), which is a byproduct of ethanol production.

U.S. Containerized Grain Shipments to Asia



Source: Port Import Export Reporting Service (PIERS)

DDGS shipments have helped keep containerized grain shipments up in 2009. DDGS exporters rely heavily on containers to move their products to overseas markets. DDGS exports reached a record of more than 5.6 million metric tons in 2009, nearly 25 percent higher than 2008. The new Renewable Fuel Standard announced in early February increased the 2010 ethanol production standard to 12.95 billion gallons, up 16.6 percent from the 2009 target. This expected increase in ethanol production will likely result in a larger supply of DDGS to feed the strong demand for cheaper animal feed supplements in growing economies. Increasing meat production, particularly in Asia, will probably continue as recovery from the global economic crisis continues.

Ocean Container Carrier Service and Rates

As 2010 progresses, shippers are expected to face worsening container availability issues. Even more burdensome is the continued lack of sufficient vessel space. Over 12 percent of the current global container vessel fleet is out of service, mostly smaller container vessels with capacities of 3,000 TEUs or less, leaving larger vessels to service the U.S. containerized export industry. The use of larger vessels requires fewer trips per ship. Carriers have advised that shippers should pay close attention to route changes and vessel calls, as these could change quickly with little notice. Carriers have periodically canceled some reservations and stopped accepting new bookings because vessel space is limited. One shipper reports that three shipping lines recently stopped taking new bookings and reduced their existing bookings due to insufficient vessel space. Additionally, carriers have restructured vessel routes to maximize their service levels and are operating ships at slower speeds to reduce fuel costs and consumption.

Ocean carriers are putting pressure on exporters with talks of increasing containerized rates, which were relatively low in most of 2009. Containerized export freight rates have increased an average of $200 per TEU since June and these increases will continue in 2010. For example, another GRI has been announced for March, at $300 per TEU. Bulk ocean freight rates were also on an upward trend through the harvest season, reaching their annual peak in November 2009. Recently rates have been falling because of the preparation and celebration of the Chinese New Year. Rates may increase when China comes back online. Grain shippers will be watching this year to take advantage of the most cost-effective shipping option as bulk and container rates fluctuate.

April.Taylor@ams.usda.gov

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

Week ending	Truck*	Rail[2]	Barge	Ocean Gulf	Ocean Pacific
02/24/10	190	127	176	282	262
02/17/10	185	122	169	273	248

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

[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)

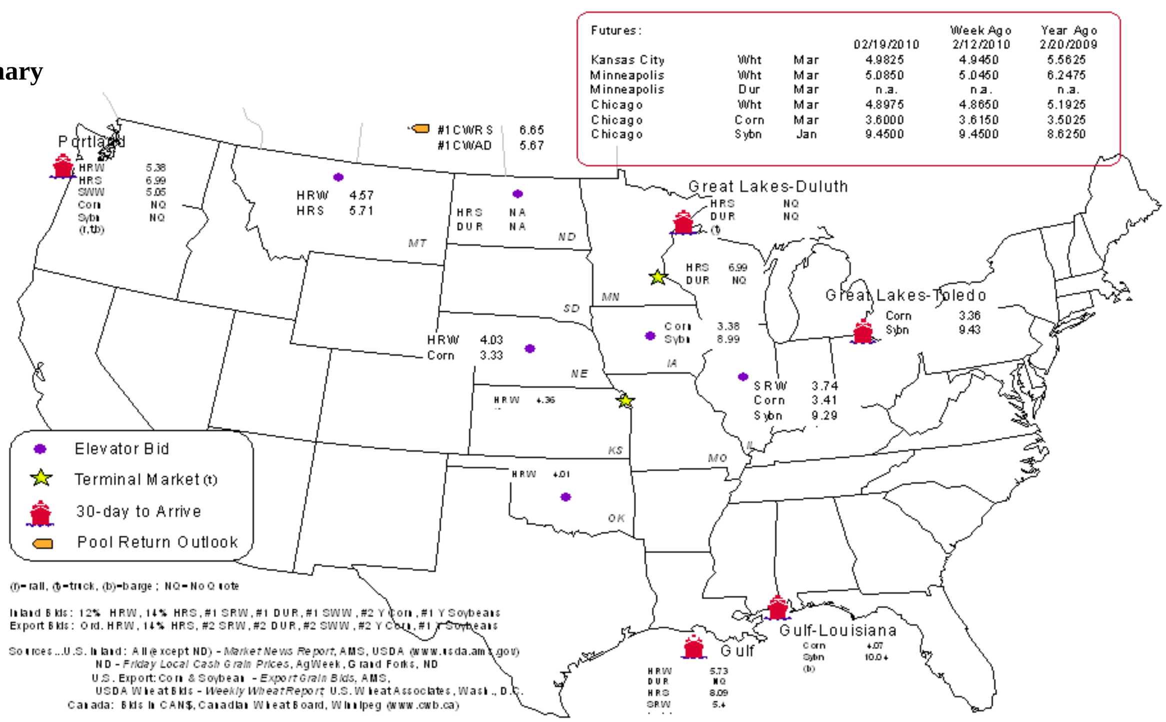
Commodity	Origin--Destination	2/19/2010	2/12/2010
Corn	IL--Gulf	-0.66	-0.71
Corn	NE--Gulf	-0.74	-0.75
Soybean	IA--Gulf	-1.05	-1.09
HRW	KS--Gulf	-1.37	-1.32
HRS	ND--Portland	n/a	-2.01

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 mar-

Figure 1
Grain bid Summary



Rail Transportation

Table 3

Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
2/17/2010[p]	367	1,421	959	3,346	979	7,072
2/10/2010[r]	783	2,144	947	3,481	1,062	8,417
2010 YTD	3,793	11,149	5,072	22,610	8,256	50,880
2009 YTD	7,374	7,103	5,386	23,131	4,539	47,533
2010 YTD as % of 2009 YTD	51	157	94	98	182	107
Last 4 weeks as % of 2009[2]	51	157	96	90	151	101
Last 4 weeks as % of 4-year avg.[2]	37	95	121	77	156	83
Total 2009	33,423	57,646	36,738	175,965	30,328	334,100
Total 2008	68,768	107,542	37,491	255,852	33,028	502,681

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2008 and prior 4-year average.

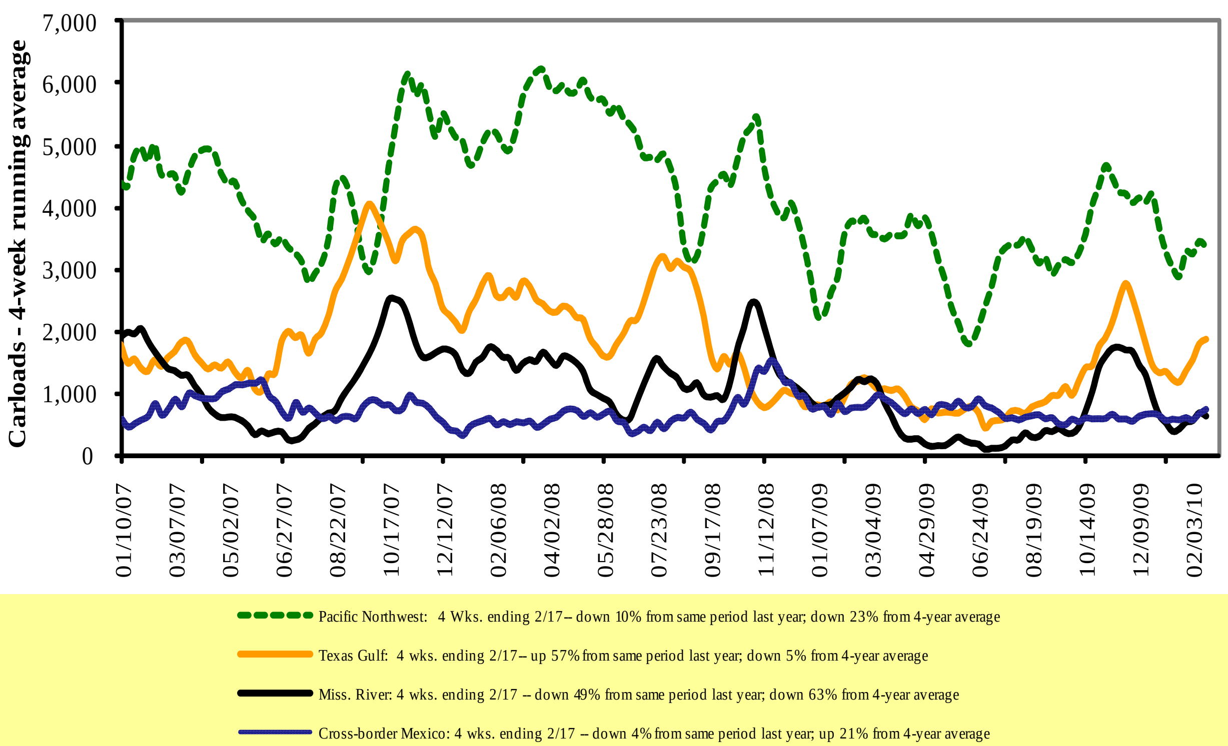
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

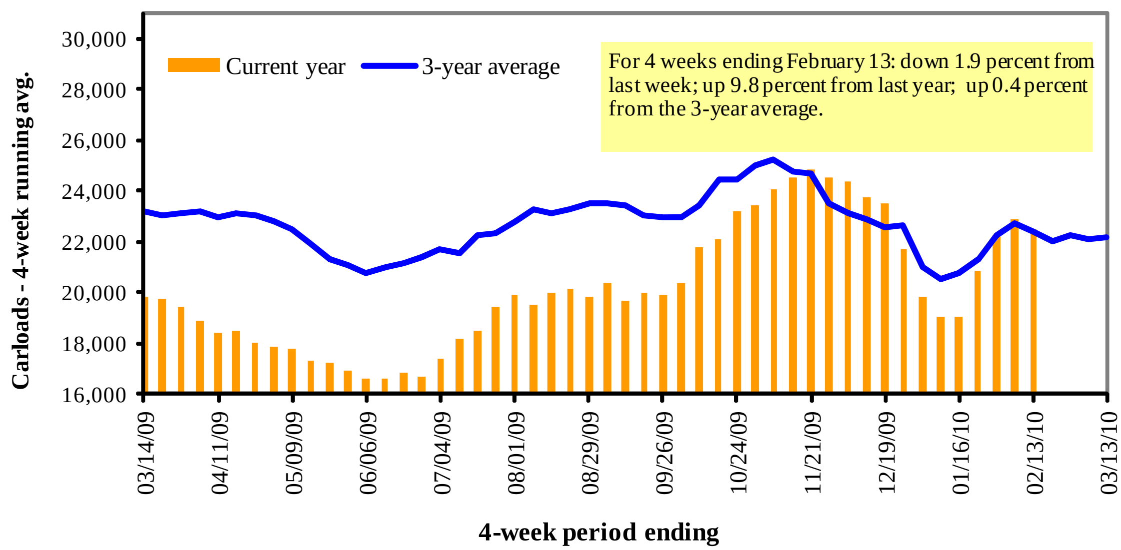
	East		West			U.S. total	Canada	
Week ending	CSXT	NS	BNSF	KCS	UP		CN	CP
02/13/10	1,758	2,556	12,465	778	4,668	22,225	3,562	4,488
This week last year	1,757	2,923	10,829	845	5,255	21,609	4,701	3,305
2010 YTD	14,026	17,471	65,082	4,656	32,048	133,283	24,619	29,965
2009 YTD	13,993	15,757	55,926	4,687	29,995	120,358	25,307	31,266
2010 YTD as % of 2009 YTD	100	111	116	99	107	111	97	96
Last 4 weeks as % of 2009[1]	103	109	106	113	105	107	111	110
Last 4 weeks as % of 3-yr avg.[1]	83	98	91	106	109	99	104	100
Total 2009	105,278	142,254	483,618	36,912	268,811	1,036,873	200,871	278,997

[1]As a percent of the same period in 2008 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							
2/20/2009	Mar-10	Mar-09	Apr-10	Apr-09	May-10	May-09	Jun-10	Jun-09
BNSF[3]								
COT grain units	8	no bids	0	no bids	0	no bids	no bids	no bids
COT grain single-car[5]	0 . . 200	no offer	1	no bids	0	0	0	no bids
UP[4]								
GCAS/Region 1	no bids	no bids	no bids	no bids	no bids	no bids	no offer	no offer
GCAS/Region 2	39	no bids	no bids	no bids	no bids	no bids	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; north grain and south 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.

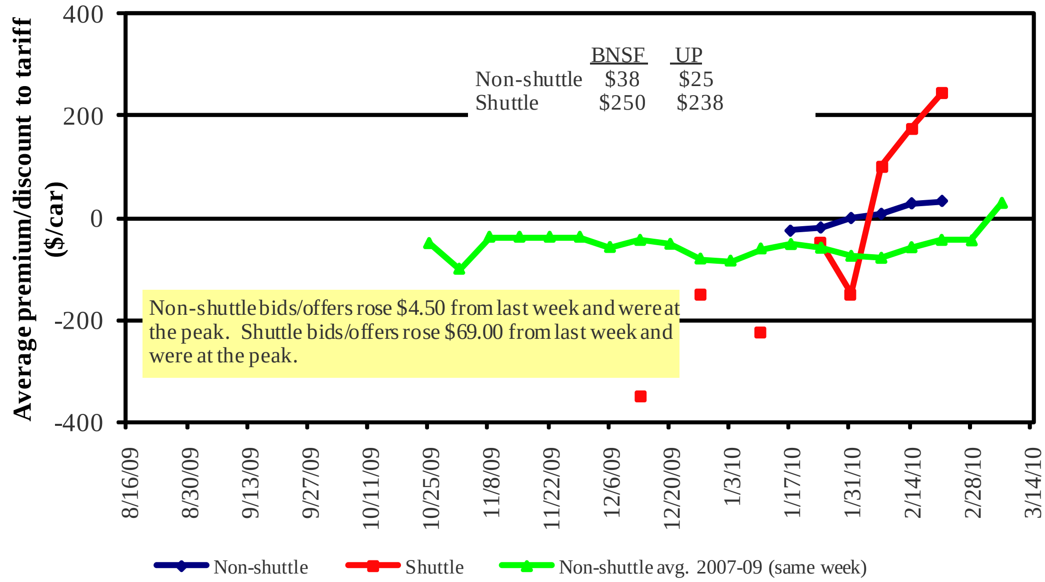
[5]Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA.

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 March 2010, Secondary Market

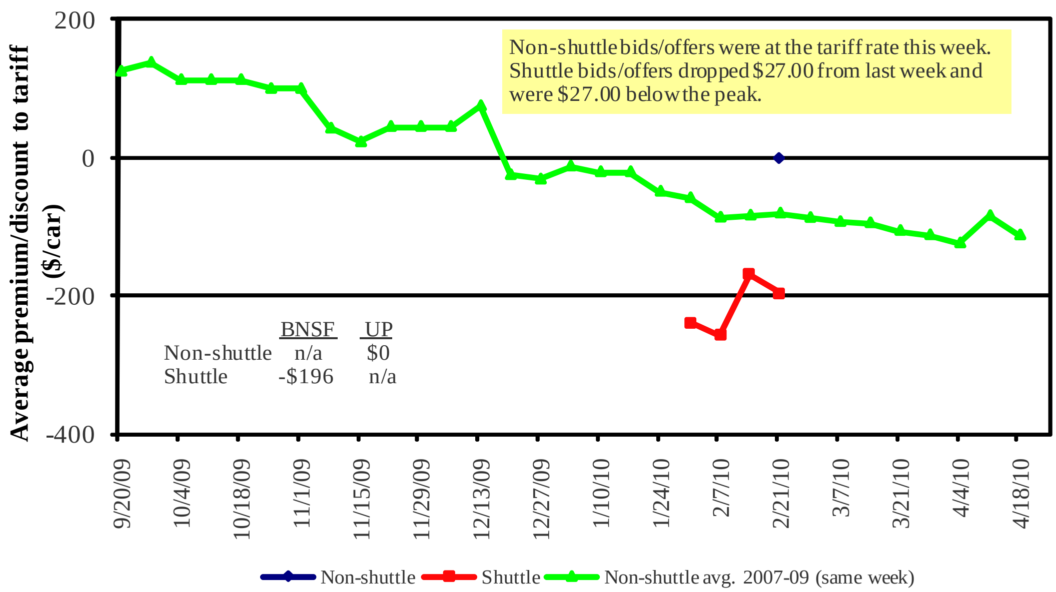


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in April 2010, Secondary Market

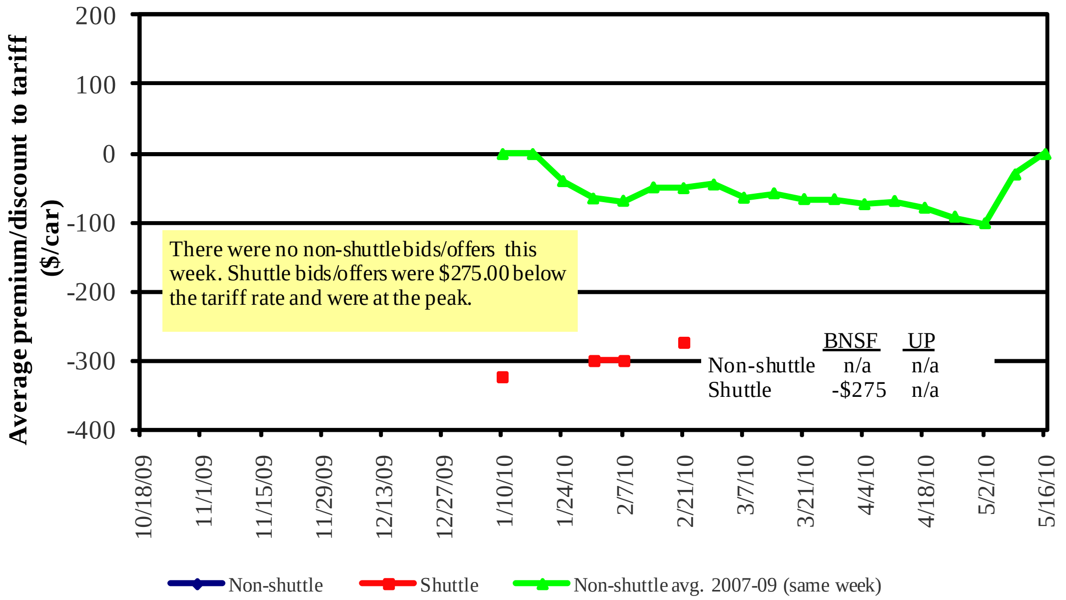


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in May 2010, Secondary Market



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

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

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

Week ending 2/20/2010	Delivery period: Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10
Non-shuttle						
BNSF-GF	38	n/a	n/a	n/a	n/a	n/a
Change from last week	9	n/a	n/a	n/a	n/a	n/a
Change from same week 2008	46	n/a	n/a	n/a	n/a	n/a
UP-Pool	25	0	n/a	n/a	n/a	n/a
Change from last week	0	n/a	n/a	n/a	n/a	n/a
Change from same week 2008	69	13	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	250	-196	-275	-150	n/a	n/a
Change from last week	0	-27	n/a	17	n/a	n/a
Change from same week 2008	421	n/a	n/a	n/a	n/a	n/a
UP-Pool	238	n/a	n/a	-150	n/a	n/a
Change from last week	138	n/a	n/a	25	n/a	n/a
Change from same week 2008	363	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,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

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

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 2/1/2010	Origin region	Destination region	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train[1]							
Wheat	Chicago, IL	Albany, NY	$2,622	$112	$30.13	$0.82	8
	Kansas City, MO	Galveston, TX	$2,753	$107	$31.53	$0.86	11
	South Central, KS	Galveston, TX	$3,655	$267	$43.23	$1.18	9
	Minneapolis, MN	Houston, TX	$3,799	$540	$47.83	$1.30	9
	St. Louis, MO	Houston, TX	$3,565	$104	$40.44	$1.10	9
	South Central, ND	Houston, TX	$5,328	$601	$65.35	$1.78	3
	Minneapolis, MN	Portland, OR	$4,200	$657	$53.53	$1.46	9
	South Central, ND	Portland, OR	$4,200	$539	$52.24	$1.42	9
	Northwest, KS	Portland, OR	$5,100	$718	$64.13	$1.75	8
	Chicago, IL	Richmond, VA	$2,834	$166	$33.07	$0.90	13
Corn	Chicago, IL	Baton Rouge, LA	$2,925	$131	$33.69	$0.86	-4
	Council Bluffs, IA	Baton Rouge, LA	$3,020	$140	$34.84	$0.89	-4
	Kansas City, MO	Dalhart, TX	$3,284	$195	$38.34	$0.97	1
	Minneapolis, MN	Portland, OR	$3,609	$657	$47.02	$1.19	8
	Evansville, IN	Raleigh, NC	$3,204	$163	$37.11	$0.94	8
	Columbus, OH	Raleigh, NC	$3,093	$142	$35.66	$0.91	8
	Council Bluffs, IA	Stockton, CA	$4,900	$709	$61.83	$1.57	-6
Soybeans	Chicago, IL	Baton Rouge, LA	$3,178	$131	$36.48	$0.99	2
	Council Bluffs, IA	Baton Rouge, LA	$3,192	$140	$36.73	$1.00	2
	Minneapolis, MN	Portland, OR	$4,110	$657	$52.54	$1.43	-2
	Evansville, IN	Raleigh, NC	$3,204	$163	$37.11	$1.01	8
	Chicago, IL	Raleigh, NC	$3,804	$202	$44.16	$1.20	7
Shuttle Train							
Wheat	St. Louis, MO	Houston, TX	$2,867	$104	$32.75	$0.89	10
	Minneapolis, MN	Portland, OR	$3,700	$657	$48.02	$1.31	7
Corn	Fremont, NE	Houston, TX	$2,520	$397	$32.15	$0.82	3
	Minneapolis, MN	Portland, OR	$3,528	$657	$46.13	$1.17	8
Soybeans	Council Bluffs, IA	Houston, TX	$2,787	$385	$34.96	$0.95	3
	Minneapolis, MN	Portland, OR	$3,774	$657	$48.84	$1.33	10

[1]A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 100 short tons (90.72 metric tons): corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

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 Mexico

Commodity	Origin state	Destination region	Tariff rate/car[1]	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Effective date: 2/1/2010							
Wheat	MT	Chihuahua, CI	$6,291	$611	$70.52	$1.92	8
	OK	Cuautitlan, EM	$5,726	$461	$63.21	$1.72	9
	KS	Guadalajara, JA	$6,196	$471	$68.11	$1.85	8
	TX	Salinas Victoria, NL	$3,154	$149	$33.75	$0.92	7
Corn	IA	Guadalajara, JA	$6,670	$547	$73.74	$2.00	6
	SD	Penjamo, GJ	$6,440	$800	$73.97	$2.01	4
	NE	Queretaro, QA	$6,130	$442	$67.15	$1.83	2
	SD	Salinas Victoria, NL	$4,570	$608	$52.90	$1.44	-1
	MO	Tlalnepantla, EM	$5,318	$430	$58.73	$1.60	2
	SD	Torreon, CU	$5,330	$670	$61.30	$1.67	3
Soybeans	MO	Bojay (Tula), HG	$5,994	$470	$66.04	$1.80	5
	NE	Guadalajara, JA	$6,475	$538	$71.66	$1.95	6
	IA	Penjamo (Celaya), GJ	$6,590	$795	$75.45	$2.05	11
	KS	Torreon, CU	$5,180	$353	$56.54	$1.54	5
Sorghum	OK	Cuautitlan, EM	$4,370	$607	$50.85	$1.38	4
	TX	Guadalajara, JA	$5,350	$520	$59.98	$1.63	13
	NE	Penjamo, GJ	$6,395	$492	$70.37	$1.91	5
	KS	Queretaro, QA	$5,398	$341	$58.64	$1.59	1
	NE	Salinas Victoria, NL	$4,282	$358	$47.41	$1.29	0
	NE	Torreon, CU	$5,240	$405	$57.67	$1.57	4

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.

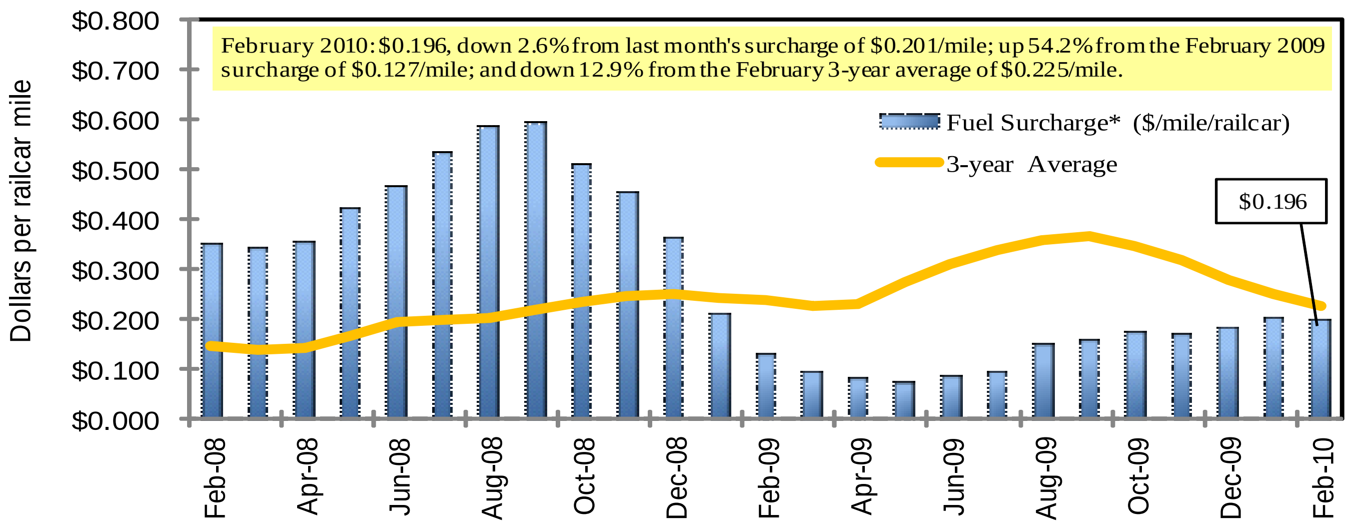
[2]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

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

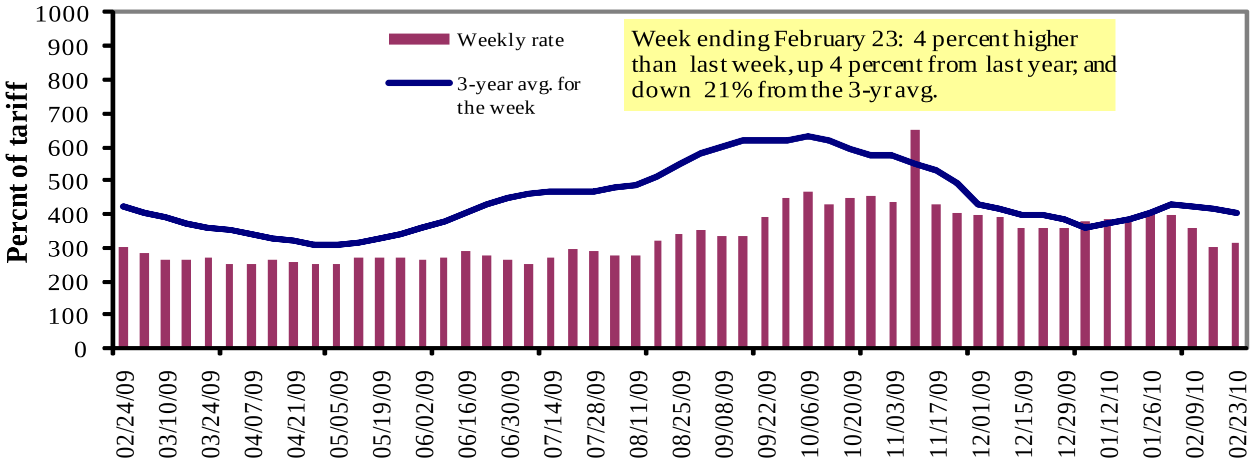
* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

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

Barge Transportation

Figure 8

Illinois River Barge Freight Rate[1,2]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Freight Rates: Southbound Only

		Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	2/23/2010	-	-	317	215	255	255	192
	2/16/2010	-	-	305	215	267	267	198
$/ton	2/23/2010	-	-	14.71	8.58	11.96	10.30	6.03
	2/16/2010	-	-	14.15	8.58	12.52	10.79	6.22
Current week % change from the same week:								
	Last year	-	-	4	-5	15	15	-4
	3-year avg. [2]	-	-	-21	-28	-16	-16	-26
Rate[1]	March	-	-	305	211	250	250	192
	May	340	314	300	211	246	246	191

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds.

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

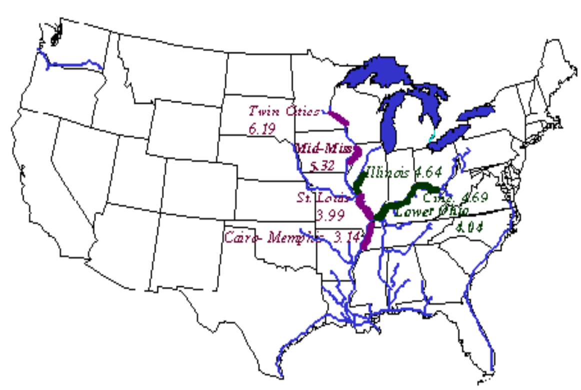
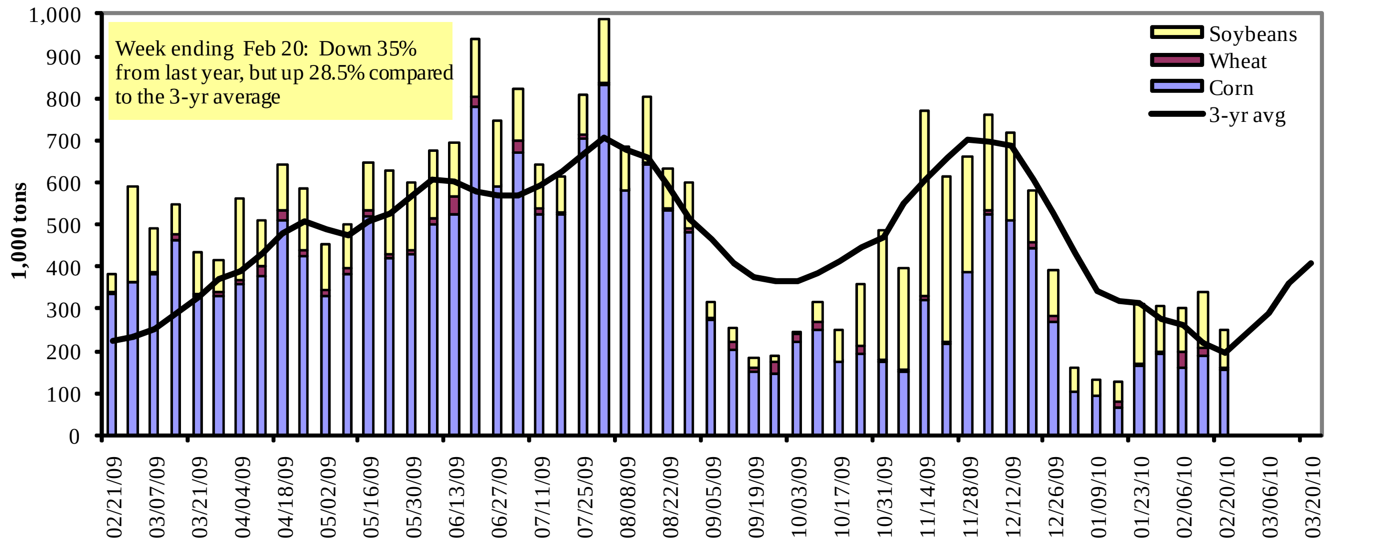


Figure 10

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



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

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

Table 10

Barge Grain Movements (1,000 tons)

Week ending 2/20/2010	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	0	0	0
Alton, IL (L26)	153	4	77	0	234
Granite City, IL (L27)	155	4	91	0	250
Illinois River (L8)	161	2	88	0	251
Ohio River (L52)	164	0	84	0	249
Arkansas River (L1)	0	4	38	8	50
Weekly total - 2010	319	8	213	8	549
Weekly total - 2009	414	17	88	13	532
2010 YTD[1]	2,072	179	1,942	79	4,272
2009 YTD	2,308	77	1,371	36	3,792
2010 as % of 2009 YTD	90	232	142	222	113
Last 4 weeks as % of 2009[2]	121	233	207	174	151
Total 2009	23,424	1,501	10,465	430	35,819

[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.

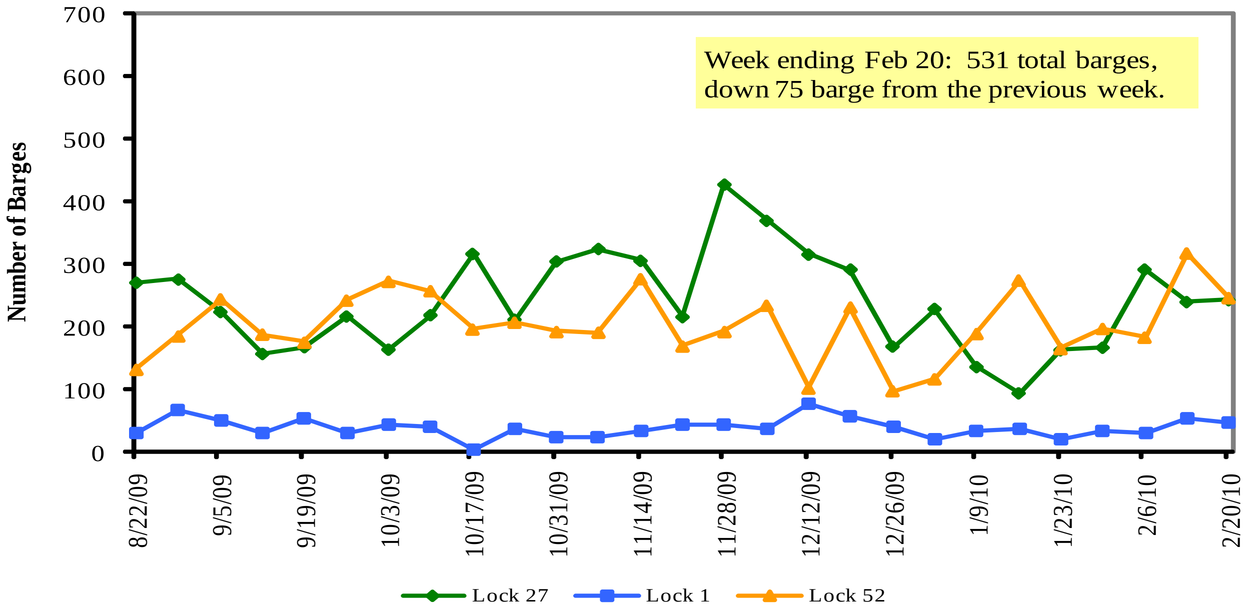
[2] As a percent of same period in 2009.

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

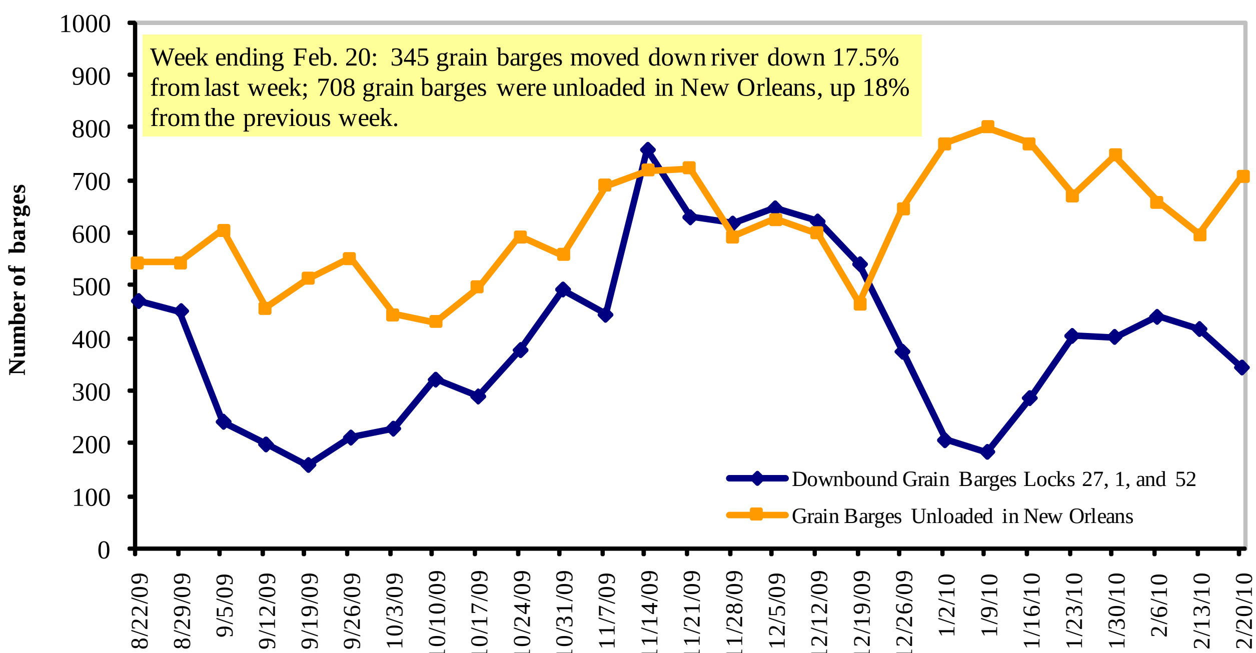
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



Source: U.S. Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



Source: U.S. Army Corps of Engineers and GIPSA

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 2/22/2010 (US$/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.877	0.068	0.678
	New England	3.011	0.020	0.497
	Central Atlantic	2.967	0.062	0.599
	Lower Atlantic	2.826	0.075	0.728
II	Midwest[2]	2.794	0.089	0.723
III	Gulf Coast[3]	2.793	0.075	0.719
IV	Rocky Mountain	2.827	0.050	0.669
V	West Coast	2.918	0.072	0.680
	California	2.980	0.078	0.761
Total	U.S.	2.832	0.076	0.702

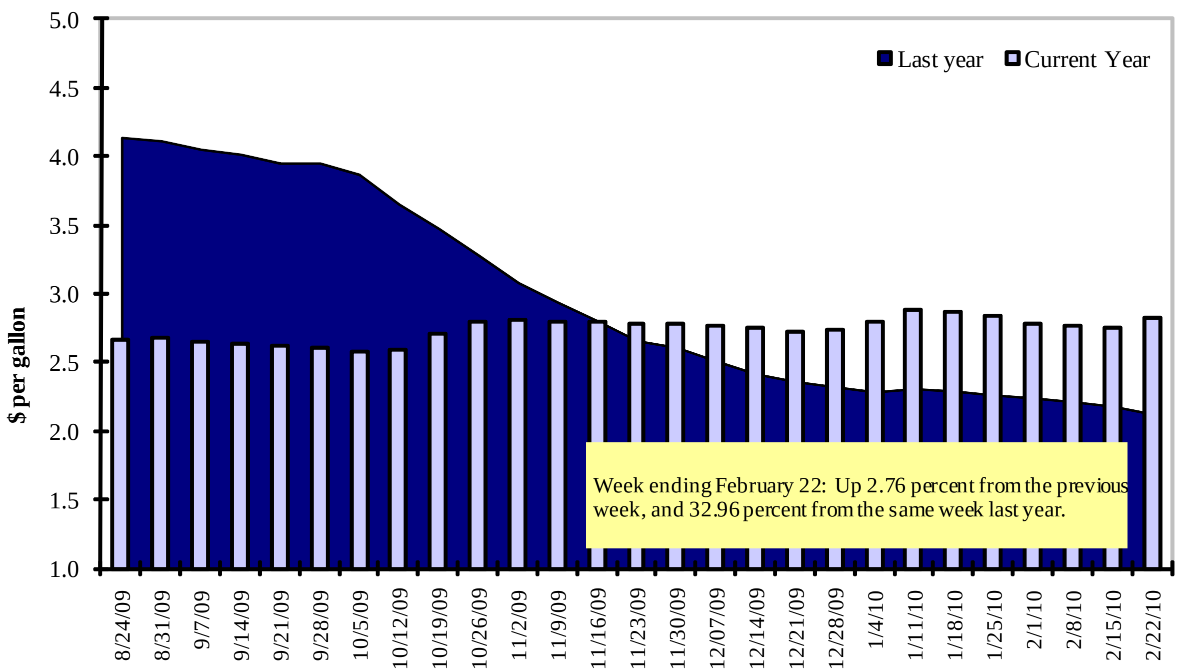
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
2/11/2010	1,714	531	1,115	880	186	4,427	12,236	7,615	24,278
This week year ago	1,232	733	856	768	53	3,643	9,894	5,870	19,407
Cumulative exports-marketing year[2]									
2009/10 YTD	5,577	2,062	3,444	2,849	738	14,670	18,623	27,847	61,140
2008/09 YTD	9,271	4,051	4,007	2,197	359	19,884	17,857	20,724	58,465
YTD 2009/10 as % of 2008/09	60	51	86	130	206	74	104	134	105
Last 4 wks as % of same period 2008/09	136	68	126	118	367	119	121	153	130
2008/09 Total	11,244	5,100	5,408	3,420	454	25,626	44,650	33,705	103,981
2007/08 Total	13,709	5,568	7,842	4,191	1,075	32,385	59,666	30,411	122,462

[1] Current unshipped export sales to date

[2] Shipped export sales to date; new marketing year is now in effect for corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

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

Table 13

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

Week ending 02/11/10	**Total Commitments**[2] **2009/10 Current MY**	**2008/09 Last MY**	**% change current MY from last MY**	**Exports**[3] **2008/09**
	- 1,000 mt -			- 1,000 mt -
Japan	7,987	9,376	(15)	15,910
Mexico	6,111	5,395	13	7,454
Korea	4,109	2,700	52	5,129
Taiwan	1,893	1,764	7	3,198
Egypt	1,188	1,155	3	2,233
Top 5 importers	**21,287**	**20,390**	**4**	**33,924**
Total US corn export sales[4]	**30,859**	**27,751**	**11**	**45,214**
% of Projected	61%	59%		
Change from Last Week	975	1,332		
Top 5 importers' share of U.S. corn export sales	69%	73%		
USDA forecast, February 2010	**50,800**	**47,180**	**8**	
Corn Use for Ethanol USDA forecast, February 2010	**109,220**	**93,396**	**17**	

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = 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 02/11/10	Total Commitments[2] 2009/10 Current MY	2008/09 Last MY	% change current MY from last MY	Exports[3] 2008/09
	- 1,000 mt -			- 1,000 mt -
China	21,715	15,514	40	18,681
Mexico	2,011	1,680	20	3,098
Japan	1,656	2,003	(17)	2,410
EU-25	2,329	2,015	16	2,180
Taiwan	1,218	1,030	18	1,592
Top 5 importers	**28,930**	**22,242**	**30**	**27,961**
Total US soybean export sales	**35,462**	**26,594**	**33**	
% of Projected	93%	76%		
Change from last week	204	1,094		
Top 5 importers' share of U.S. soybean export sales	82%	84%		
USDA forecast, February 2010	**38,100**	**34,930**	**9**	
Soybean Use for Biodiesel USDA forecast, February 2010	**5,275**	**4,566**	**16**	

(n) indicates negative number.

[1]Based on FAS 2006/07 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = 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 15

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

Week Ending 02/11/2010	Total Commitments[2] 2009/10 Current MY	2008/09 Last MY	% change current MY from last MY	Exports[3] 2008/09
	- 1,000 mt -			- 1,000 mt -
Japan	2,576	2,596	(1)	3,103
Nigeria	2,795	2,242	25	2,661
Mexico	1,721	2,313	(26)	2,423
Egypt	456	1,849	(75)	1,928
Philippines	1,533	1,397	10	1,480
Iraq	304	1,205	(75)	1,205
Korea, South	1,042	1,017	2	1,127
Brazil	214	777	(72)	789
Colombia	519	721	(28)	749
Taiwan	666	522	28	714
Top 10 importers	**11,825**	**14,639**	**(19)**	**16,179**
Total US wheat export sales	**19,096**	**23,527**	**(19)**	**27,640**
% of Projected	85%	85%		
Change from last week	409	433		
Top 10 importers' share of U.S. wheat export sales	62%	62%		
USDA forecast, February 2010	**22,450**	**27,640**	**(19)**	

(n) indicates negative number.

[1]Based on FAS **2008/09** 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 02/18/10	2010 YTD[1]	2009 YTD[1]	2010 YTD as % of 2009 YTD	Last 4-weeks as % of 2009	Last 4-weeks as % of 3-yr. avg.	Total[1] 2009
Pacific Northwest							
Wheat	210	1,444	1,358	106	128	93	10,091
Corn	138	1,046	781	134	134	106	8,498
Soybeans	131	1,784	1,525	117	94	102	9,743
Total	**478**	**4,274**	**3,664**	**117**	**113**	**100**	**28,332**
Mississippi Gulf							
Wheat	43	480	492	98	129	97	4,019
Corn	549	3,204	3,574	90	90	73	28,843
Soybeans	688	4,943	4,657	106	94	109	21,831
Total	**1,281**	**8,627**	**8,723**	**99**	**94**	**90**	**54,693**
Texas Gulf							
Wheat	223	957	685	140	148	128	5,735
Corn	72	290	156	186	185	127	1,968
Soybeans	59	588	327	180	112	284	2,402
Total	**353**	**1,835**	**1,168**	**157**	**141**	**150**	**10,105**
Great Lakes							
Wheat	0	2	0	n/a	n/a	0	990
Corn	0	0	0	n/a	n/a	n/a	353
Soybeans	0	0	0	n/a	n/a	0	781
Total	**0**	**2**	**0**	**n/a**	**n/a**	**0**	**2,124**
Atlantic							
Wheat	0	22	23	96	n/a	94	552
Corn	0	40	21	193	188	21	472
Soybeans	55	289	258	112	82	136	1,268
Total	**55**	**351**	**301**	**116**	**97**	**94**	**2,292**
U.S. total from ports[2]							
Wheat	475	2,905	2,557	114	136	103	21,387
Corn	758	4,580	4,531	101	102	80	40,134
Soybeans	933	7,604	6,768	112	94	113	36,025
Total	**2,166**	**15,089**	**13,856**	**109**	**104**	**98**	**97,546**

[1] Includes weekly revisions, some regional totals may not add exactly due to rounding.

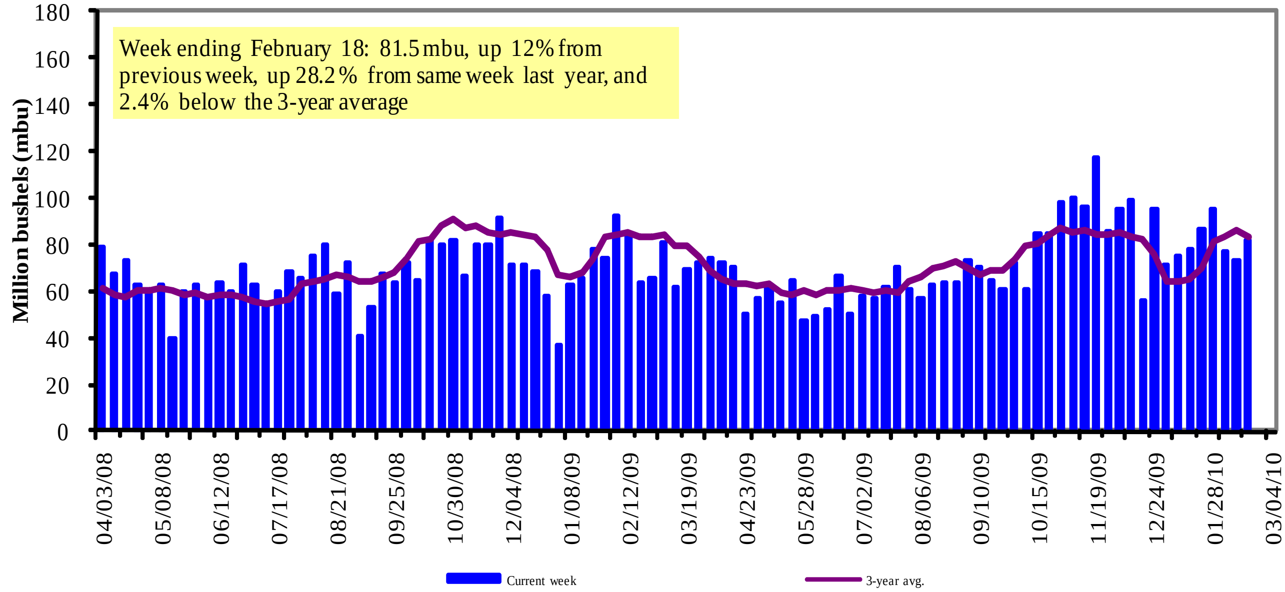
[2] Total includes only port regions shown above

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, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 62 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2009.

Figure 14

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

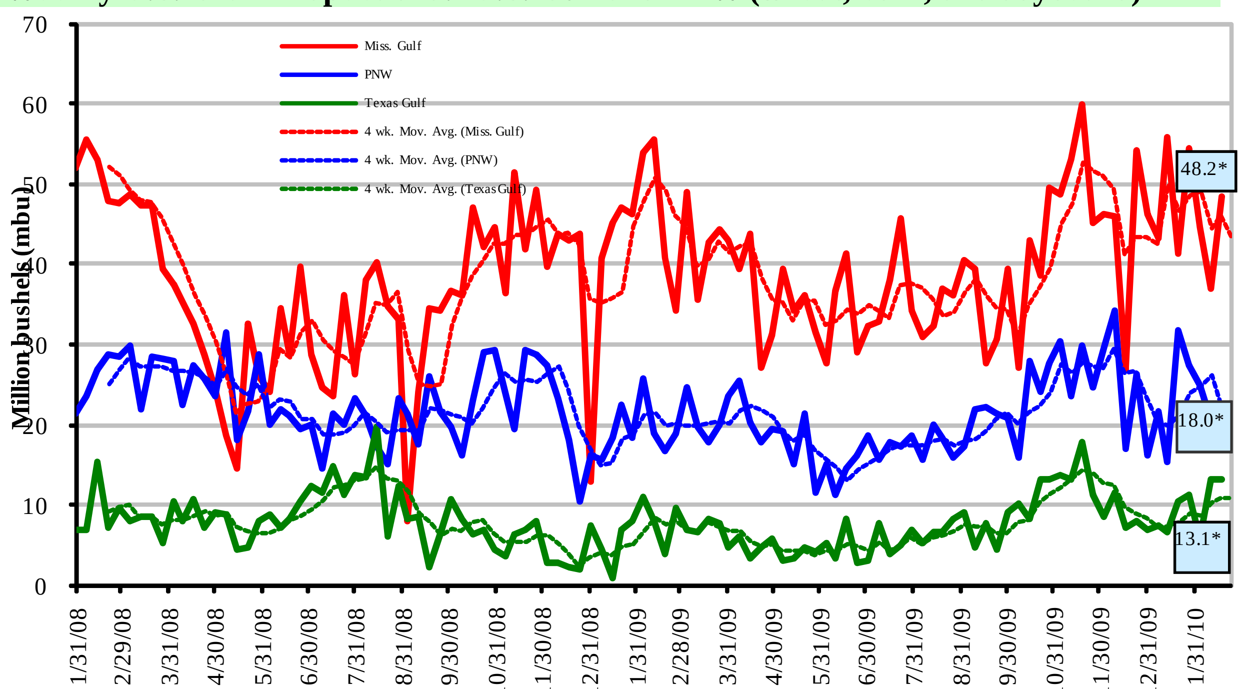


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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); *mbu, this week.

February 18, % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 31	down 1.1	up 22.4	down 13
Last year (same week)	up 19	up 243	up 38.2	up 6.4
3-yr avg. (4-wk mov. avg.)	down 6	up 80	up 5	down 21.1

Ocean Transportation

Table 17

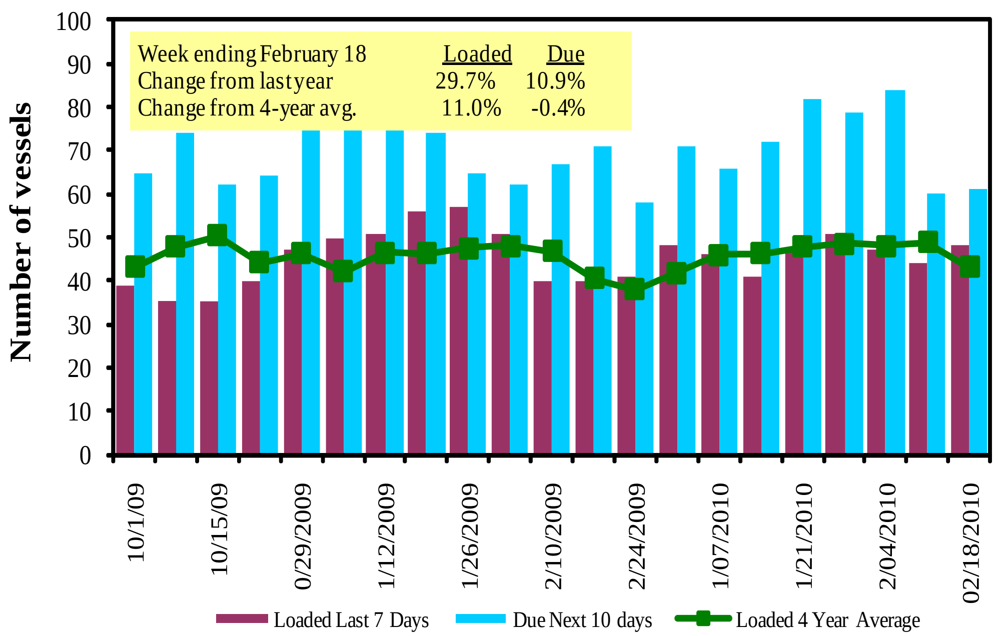
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
2/18/2010	65	48	61	17	10
2/11/2010	69	44	60	18	n/a
2009 range	(18..72)	(21..57)	(37..86)	(2..19)	(3..19)
2009 avg.	37	39	55	10	9

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

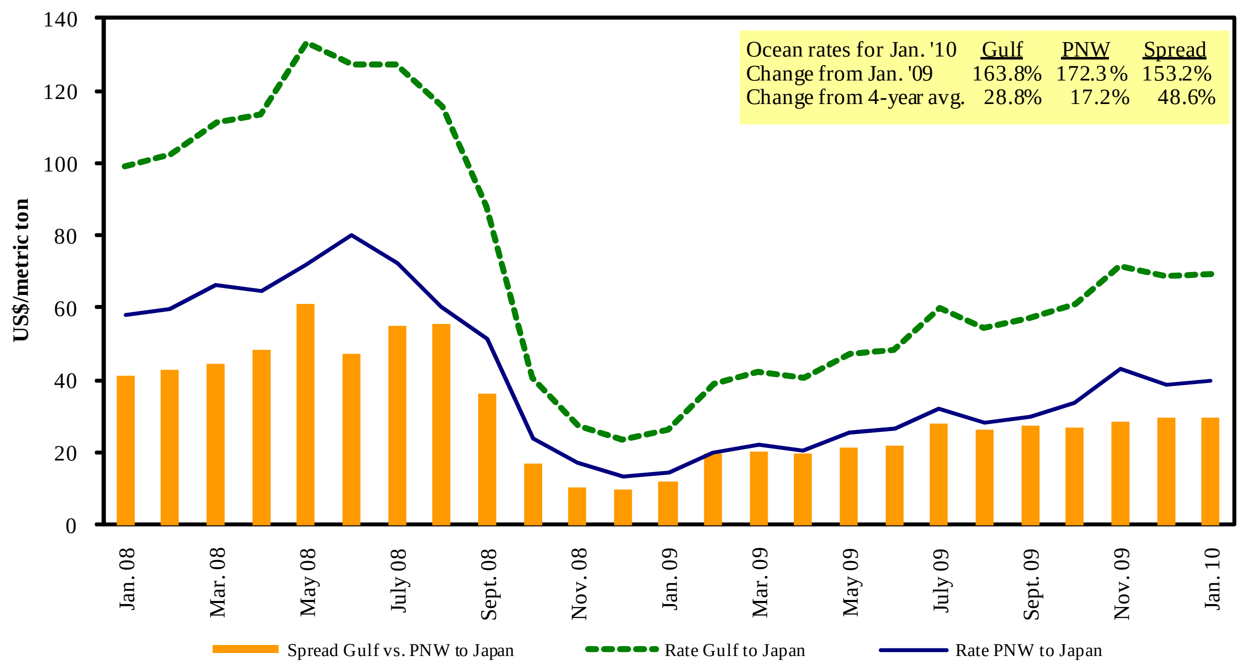
U.S. Gulf[1] Vessel Loading Activity



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: Drewry Shipping Consultants Ltd (www.drewry.co.uk)/O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 2/20/2010

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Morocco	Wheat	Feb 25/28	30,000	41.00
U.S. Gulf	Morocco	Wheat	Feb 8/10	25,000	46.00
U.S. Gulf	Egyptian Mediterranean	Hvy Grain	Jan 7/12	60,000	39.00
U.S. Gulf	Djibouti[1]	Wheat	Jan 1/10	2,770	114.50
U.S. Gulf	China	Hvy Grain	Oct 20/30	55,000	54.00
Brazil	France	Grains	Sep 10/20	20,000	34.00
Brazil	Ireland	Grain	Dec 25/30	25,000	43.50
Brazil	Morocco	Corn	Oct 25/Nov 5	25,000	29.00
Ukraine	Kenya	Wheat	Dec 25/30	25,000	52.00
Ukraine	Mediterranean	Wheat	Dec 14/18	30,000	20.00
France	Algeria	Wheat	Nov 5/15	25,000	29.50
France	Algeria	Wheat	Oct 20/30	25,000	27.25
France	Algeria	Wheat	Sep 25/30	25,000	25.50
France	Algeria	Hvy Grain	Jan 15/20	28,500	28.25
River Plate	Continent	Grain	Dec 20/28	25,000	36.50
River Plate	Continent	Grain	Dec 1/10	25,000	48.00
River Plate	Continent	Grain	Nov 25/30	25,000	40.00
River Plate	Poland	Grains	Sep 1/20	24,000	37.25
River Plate	Poland	Soybeanmeal	Sep 5/15	25,000	37.75

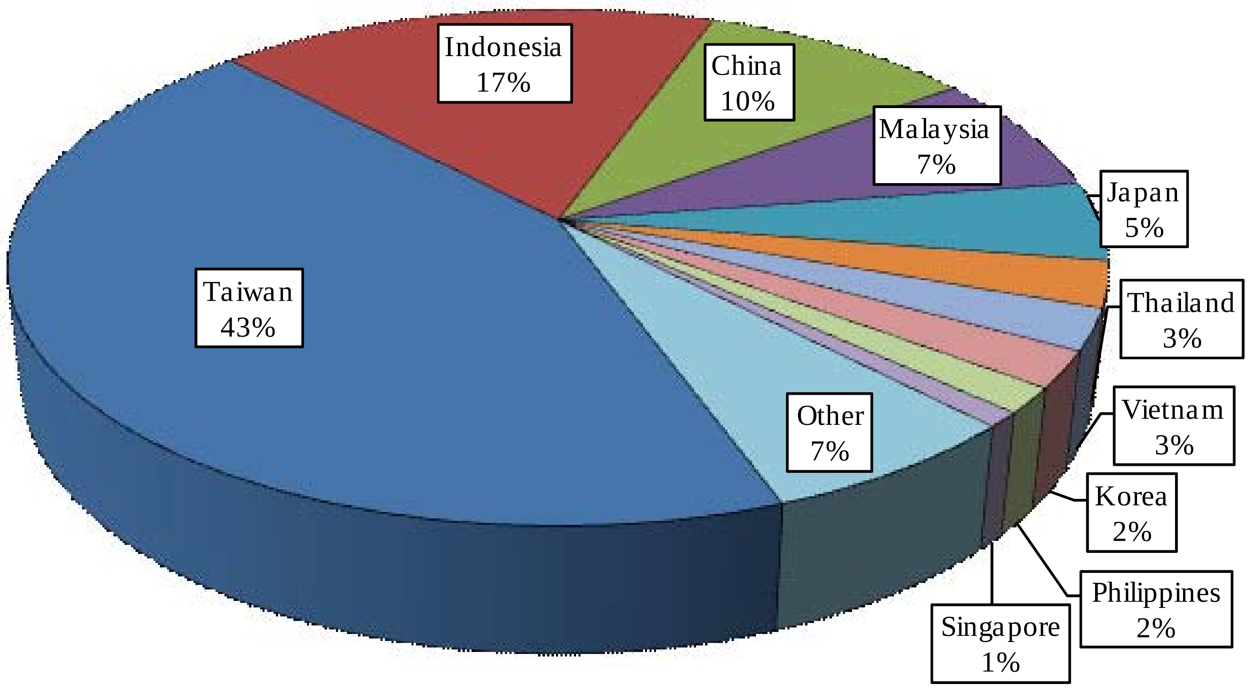
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

[1]75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

During 2008, containers were used to transport 6 percent of total U.S. waterborne grain exports, and 9 percent of U.S. grain exports to Asia.

Figure 18

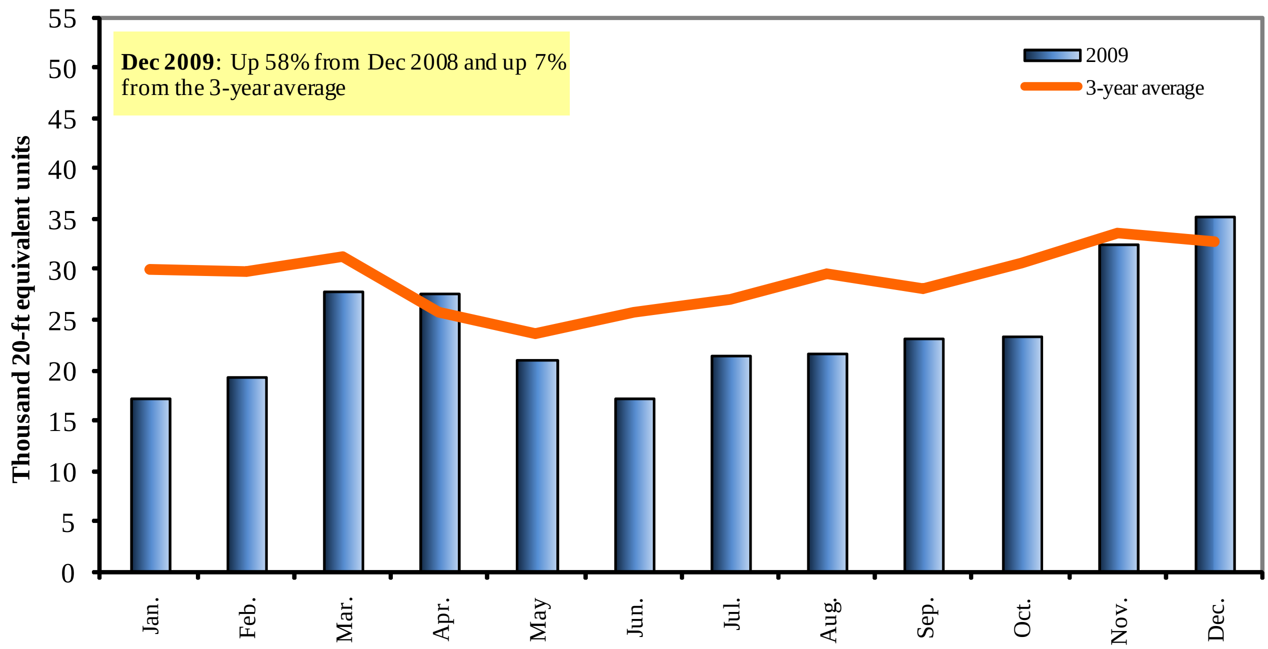
Top 10 Destination Markets for U.S. Containerized Grain Exports, December 2009



Source: Port Import Export Reporting Service (PIERS)

Figure 19

Monthly Shipments of Containerized Grain to Asia



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

Contacts and Links

Coordinators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 694 - 3050
Pierre Bahizi	pierre.bahizi@ams.usda.gov	(202) 694 - 2503
Daniel Nibarger	daniel.nibarger@ams.usda.gov	(202) 436 - 9713
Weekly Highlight Editors		
Marina Denicoff	marina.denicoff@ams.usda.gov	(202) 694 - 2504
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 694 - 3050
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
Daniel Nibarger	daniel.nibarger@ams.usda.gov	(202) 436 - 9713
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 694 - 3050
Rail Transportation		
Marvin Prater	marvin.prater@ams.usda.gov	(202) 694 - 3051
Johnny Hill	johnny.hill@ams.usda.gov	(202) 694 - 2506
Daniel Nibarger	daniel.nibarger@ams.usda.gov	(202) 436 - 9713
Isaac Weingram	isaac.weingram@ams.usda.gov	(202) 694 - 2500
Barge Transportation		
Nicholas Marathon	nick.marathon@ams.usda.gov	(202) 694 - 2508
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
Truck Transportation		
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
Ron Hagen	ron.hagen@ams.usda.gov	(202) 694 - 2505
Grain Exports		
Johnny Hill	johnny.hill@ams.usda.gov	(202) 694 - 2506
Marina Denicoff	marina.denicoff@ams.usda.gov	(202) 694 - 2504
Ocean Transportation		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@ams.usda.gov	(202) 694 - 3050
(Freight rates and vessels)		
April Taylor	april.taylor@ams.usda.gov	(202) 295 - 7374
(Container rates)		

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