USDA Agricultural Marketing Service

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Division
www.ams.usda.gov/GTR

Contact Us

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Contents

The next release is August 12, 2010

WEEKLY HIGHLIGHTS

BNSF to Rebase Fuel Surcharge

Beginning in January 2011, BNSF will reset the strike price on its fuel surcharge from $1.25 per gallon to $2.50 per gallon of diesel fuel. In addition, BNSF announced plans for a compensation program should the price of diesel fall below the strike price. The change will result in shippers paying lower fuel surcharges, but the amount of the reduction will be added to the base freight tariff rate.

Wheat Inspections Rebound As Export Sales Remain Strong

For the week ending July 29, **total inspections of grain** (corn, wheat, and soybeans) from all major U.S. export regions reached 1.38 million metric tons (mmt), down 14 percent from the past week and 12 percent below last year. Wheat inspections (.581 mmt) rebounded 40 percent from the previous week despite the drop in overall inspections of grain. Increased wheat shipments were primarily destined for Asia, Mexico, and South America. Export sales of wheat are expected to remain strong during the new marketing year due to world wheat production concerns and increased demand for most major U.S. varieties despite higher prices. For the week ending July 22, unshipped grain export balances (16.4 mmt) were 12.7 percent higher than last year.

Barge Rates Decline and May Encourage Higher Barge Grain Shipments

After increasing for four consecutive weeks, **barge rates** declined for the last two weeks ending August 3, possibly encouraging higher grain sales to the river elevators in anticipation of increased grain exports. As of August 3, barge rates from St. Louis to New Orleans decreased to $11.81 per ton, down 9 percent from the highest rate ($12.97 per ton) of the year reached just two weeks earlier on July 20. The lower barge rates have effectively increased cash prices offered by river elevators and may help increase farmer selling to the river elevators. **Barge shipments** have averaged 789,000 tons for the past four weeks, just 1 percent lower than the 3-year average. The Gulf port area is expecting 61 ocean-going **grain vessels** to be loaded in the next 10 days, 25 percent higher than last year.

Snapshots by Sector

Rail

U.S. railroads originated 20,890 **carloads of grain** during the week ending July 24, up 5 percent from the previous week, 6 percent higher than last year, and 8 percent lower than the 3-year average.

During the week ending July 31, average **August secondary railcar bids/offers** were $214 above tariff for non-shuttle, $15 higher than last week. Shuttle rates were $234 above tariff, $121 higher than last week.

Ocean

During the week ending July 29, 34 **ocean-going grain vessels** were loaded in the Gulf, down 23 percent from last year. Sixty-one vessels are expected to be loaded in the U.S. Gulf within the next 10 days, up 25 percent from last year.

During the week ending July 30, the cost of shipping grain from the Gulf to Japan averaged $60 per mt, up 4 percent from the previous week. The rate from the Pacific Northwest to Japan was $33.50 per mt, up 5 percent from the previous week.

Fuel

During the week ending August 2, U.S. average **diesel fuel prices** increased 1 cents per gallon to $2.93—0.3 percent higher than the previous week and 14.8 percent higher than the same week last year.

Feature Article/Calendar

Above Average Grain Barge Movements at Below Average Rates

Barge movements of grain on the locking section of the Mississippi River System were above average for the first and second quarters of 2010.[1] At the half-year mark, however, grain barge volumes from the locking portions of the river were 16.5 million tons, slightly less than last year's mid-year total of 17.4 million tons but above the average for the last three years. The above-average volumes occurred despite poor operating conditions on the river when flooding stopped or slowed barge traffic for periods during the first half of the year. The table below shows the average weekly quantities of barged grain.

Average weekly grain barge movements, by quarter, 2007-2010

	1st quarter (Jan.-Mar.)	2d quarter (Apr.-June)	3d quarter (July-Sept.)	4th quarter (Oct.-Dec.)
	1,000 tons			
2007	543	666	632	806
2008	522	491	567	561
2009	567	763	664	761
2010	576	693		
Average (2007-09)	544	653	621	709

Source : U.S. Army Corps of Engineers

Typically, barge movements are lowest in the first quarter, when portions of the river are closed by ice, and highest in the fourth quarter during the corn and soybean harvest. Atypical years, such as 2008, show slightly higher movements in the third quarter than the fourth quarter. During June and July, 2008, significant flooding disrupted barge traffic on a 300-mile stretch of Mississippi River for 26 days. This year's flooding closed portions of the river for several days throughout the year, but did not impact barge traffic as much as it did in 2008.

Generally, river flooding reduces barge availability and raises barge operating expenses. Travel times are increased, more fuel and labor are required, and loading operations may be impaired. Generally, these events cause freight rates to increase. However, this year's rates were not raised by the flood conditions, and were, in fact, below average. Rates remained steady as an ample barge supply was able to handle grain shippers' demand for barge services. There were intermittent barge rate increases in May and July, but they were related to market conditions rather than higher river levels and did not affect the overall trend.

Despite higher operating costs, the barge rates from St. Louis to the Gulf did not increase, but were below average for the first and second quarters of 2010 (see table). Barge operators have indicated that the lack of non-grain commodities using grain barges has increased their availability, which helped keep grain barge rates low. It is notable that rates during the third quarter 2007 more than doubled ($22.22 per ton) from the previous quarter due to a larger-than-normal southern corn harvest that pushed rates to record levels. As a result of a widespread and nearly simultaneous harvest of the large southern corn crop that year, an unprecedented number of barges were needed to move the corn to market. The demand for barges exceeded normal availability, resulting in a sharp upward swing in rates.

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[1] The amount of grain on the locking sections of the river refers to downbound grain reported at Mississippi River Locks 27, Ohio River Locks and Dam 52, and Norrell Lock and Dam (Lock 1) on the Arkansas River. The amount of grain that is originates on the Mississippi River below the locks is not included in this analysis.

Average St. Louis to New Orleans barge rates, by quarter 2007 – 2010

	1st quarter (Jan.-Mar.)	2d quarter (Apr.-June)	3d quarter (July-Sept.)	4th quarter (Oct.-Dec.)
	dollars per ton			
2007	$9.58	$8.70	$22.22	$13.89
2008	$14.24	$14.40	$19.55	$21.59
2009	$11.53	$7.90	$10.81	$14.56
2010	$9.86	$8.74		
Average (2007-09)	$11.78	$10.33	$17.53	$16.68

Source: USDA-AMS- TMP-TSD

FALL OUTLOOK: An early southern harvest is expected again this year, which could push third quarter rates to higher levels with an increased barge demand for the earlier maturing southern corn crop. The southern corn harvest could limit barge availability and raise rates for the later maturing and larger corn and soybean crops in the Upper Mississippi River Basin. If the overall progress of the corn crop stays ahead of the past two years, when weather disruptions slowed progress significantly, the corn harvest and the resulting transportation demand could be several weeks earlier than in 2008 or 2009.

Overall, the grain barge industry must anticipate a possible early corn crop that could be harvested in a shorter time frame, and hope that there continues to be no major man-made or weather-related disruptions to barge and ocean traffic during the harvest season.
Nick Marathon (Nick.Marathon@ams.usda.gov)

For detailed data on grain barge shipments go to the Transportation Services Division's Barge Resource Page at:
http://www.ams.usda.gov/AMSv1.0/ams.fetchTemplateData.do?template=TemplateN&navID=AgriculturalTransportation&leftNav=AgriculturalTransportation&page=ATBarge&description=Barge%20Resources

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail[2]	Barge	Ocean	
Week ending				Gulf	Pacific
08/04/10	197	309	206	268	238
07/28/10	196	208	216	257	227

[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	7/30/2010	7/23/2010
Corn	IL--Gulf	-0.63	-0.63
Corn	NE--Gulf	-0.82	-0.80
Soybean	IA--Gulf	-1.28	-1.26
HRW	KS--Gulf	-1.23	-1.29
HRS	ND--Portland	-2.00	-1.91

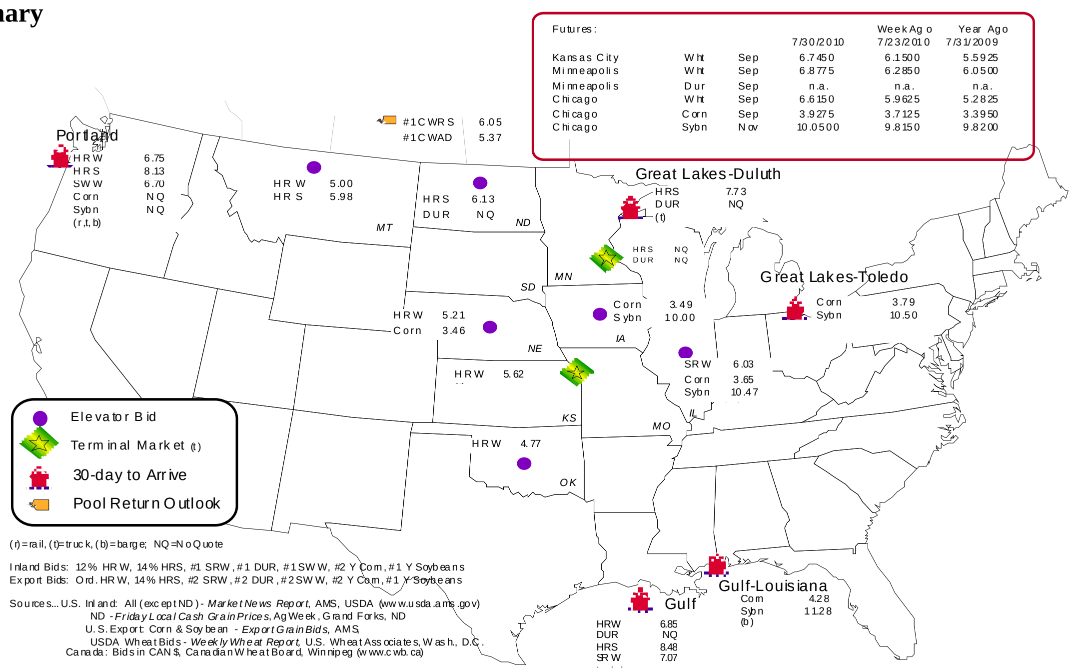
Note: nq = no quote

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
7/28/2010[p]	442	1,739	1,526	4,041	60	7,808
7/21/2010[r]	231	1,049	208	4,315	193	5,996
2010 YTD	9,113	39,717	27,574	100,074	17,937	194,415
2009 YTD	14,228	24,480	23,472	94,583	14,507	171,270
2010 YTD as % of 2009 YTD	64	162	117	106	124	114
Last 4 weeks as % of 2009[2]	87	197	142	108	43	120
Last 4 weeks as % of 4-year avg.[2]	21	79	144	96	39	84
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 2009 and prior 4-year average.

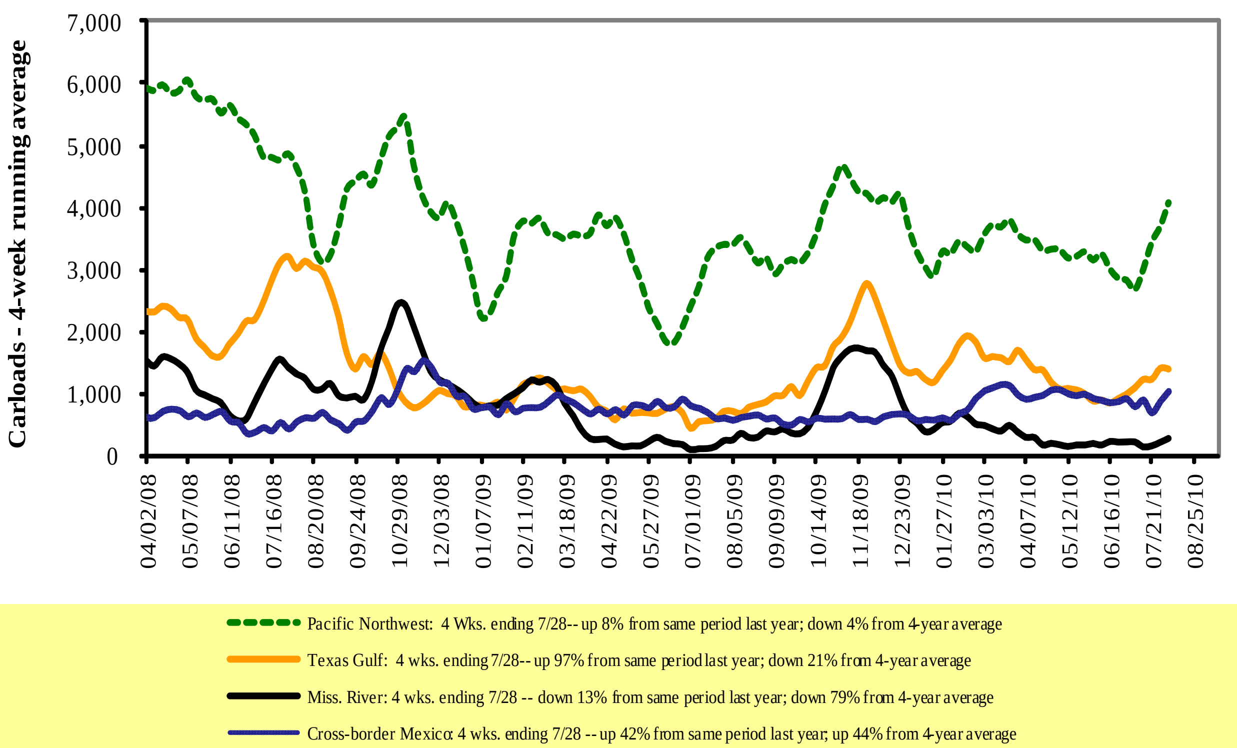
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

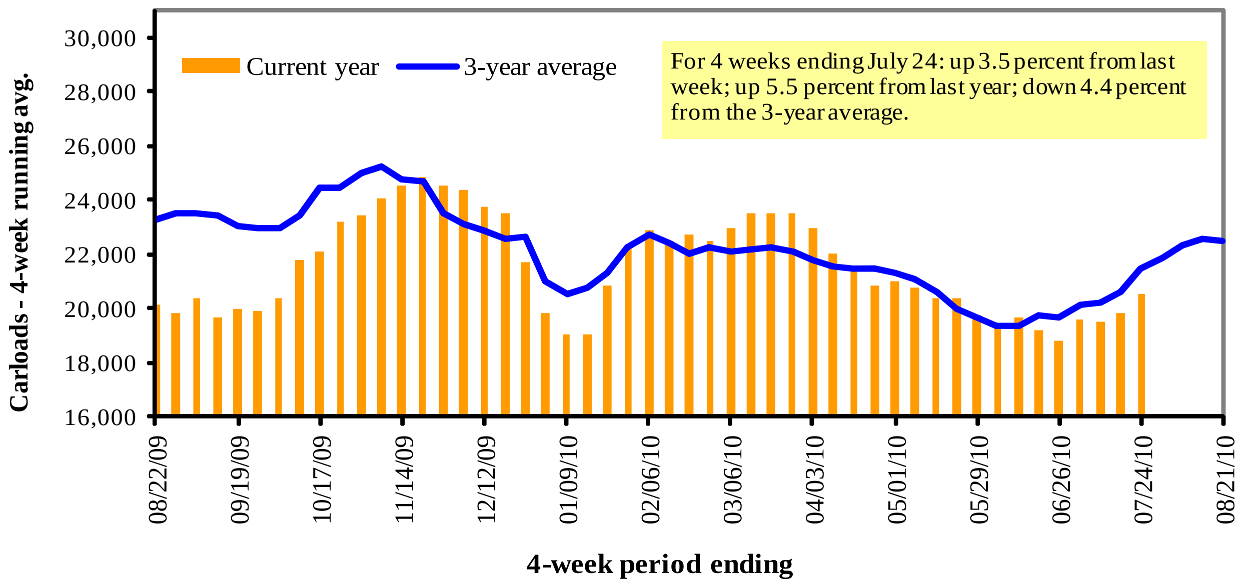
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
07/24/10	1,879	2,724	10,030	406	5,851	20,890	3,869	5,174
This week last year	1,668	2,679	9,860	572	4,856	19,635	3,361	6,118
2010 YTD	63,878	88,324	289,486	21,167	151,999	614,854	113,673	150,325
2009 YTD	61,327	75,538	245,806	19,599	136,016	538,286	115,008	156,970
2010 YTD as % of 2009 YTD	104	117	118	108	112	114	99	96
Last 4 weeks as % of 2009[1]	109	115	104	102	102	105	118	80
Last 4 weeks as % of 3-yr avg.[1]	82	99	100	101	92	96	100	98
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 7/31/2010	Aug-10	Aug-09	Sep-10	Sep-09	Oct-10	Oct-09	Nov-10	Nov-09
BNSF[3]								
COT grain units	no offer	9	no offer	no offer	no offer	3	no offer	no bids
COT grain single-car[5]	no offer	0 . . 4	no offer	20 . . 57	200	0 . . 17	0 . . 200	0 . . 1
UP[4]								
GCAS/Region 1	no bids	no bids	no bids	no bids	1	no bids	n/a	no offer
GCAS/Region 2	no bids	1	1	8	no offer	1	n/a	no offer

(Column heads Aug-10 through Nov-09 are under "Delivery period".)

[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.

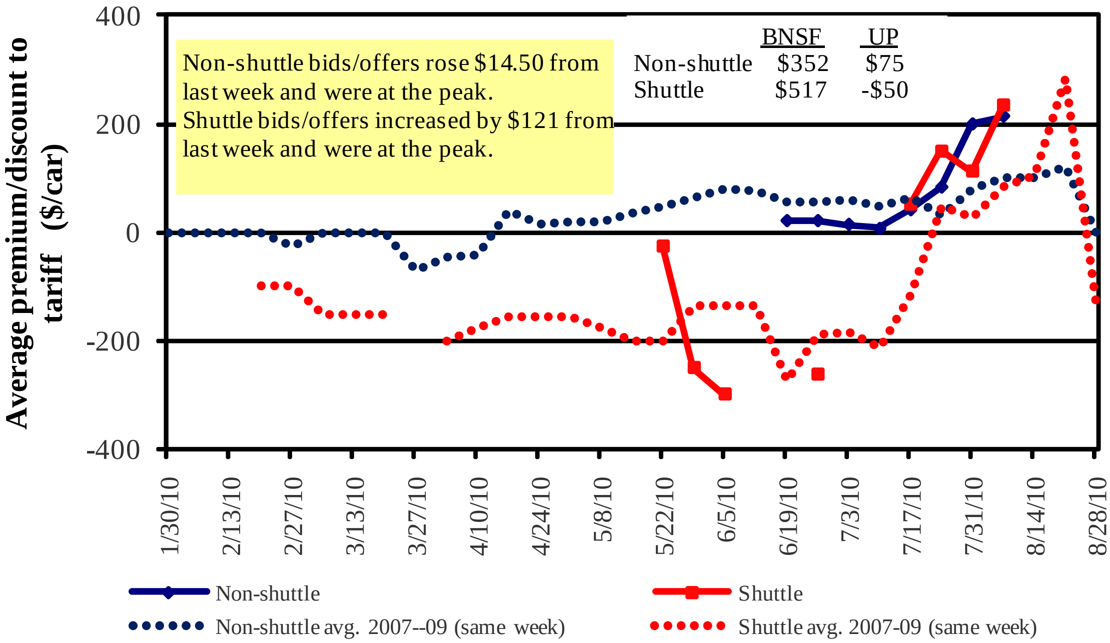
[5]Range is shown because average is not available. Not available = n/a.

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 August 2010, Secondary Market

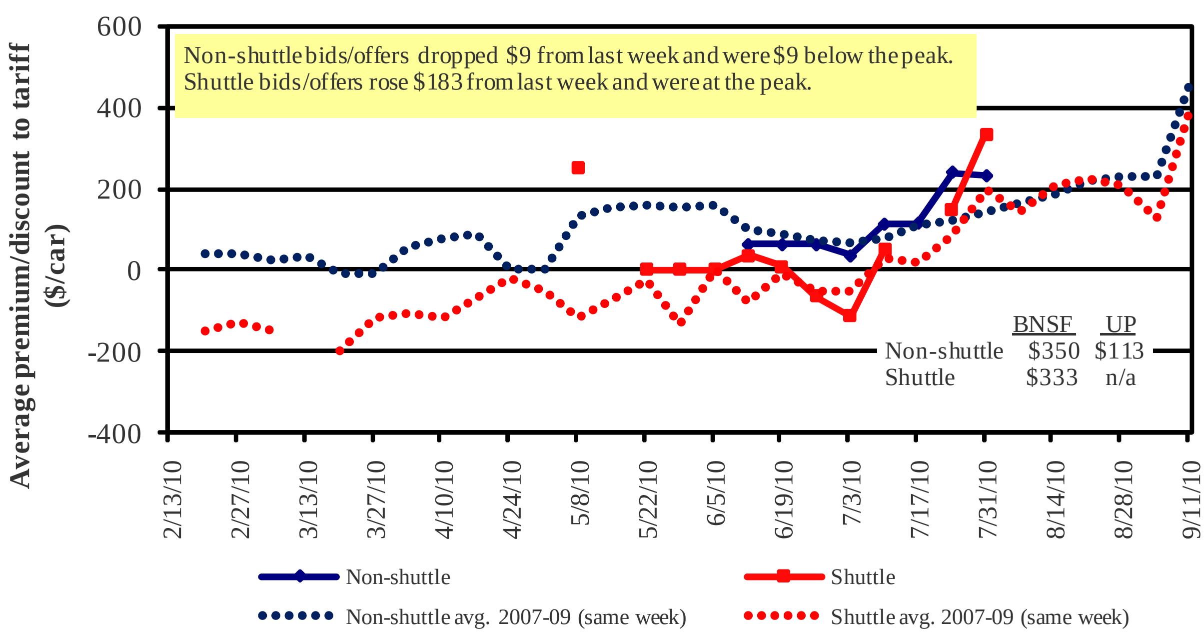


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

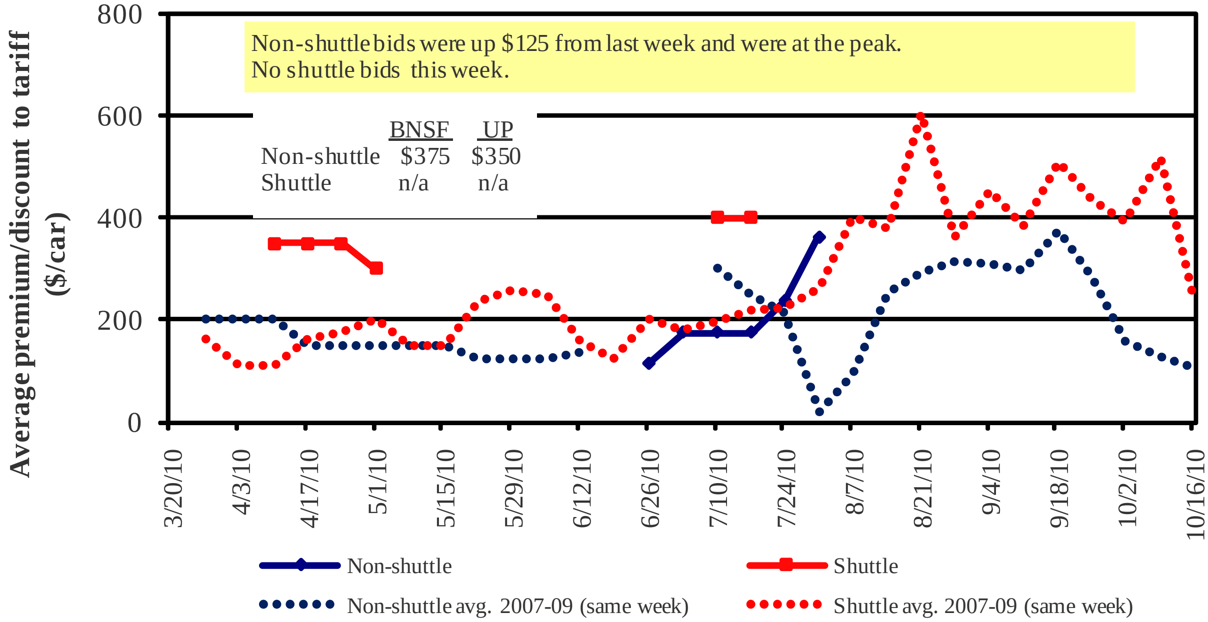


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in October 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 7/31/2010	Delivery period Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-10
Non-shuttle						
BNSF-GF	352	350	375	n/a	n/a	n/a
Change from last week	-27	-50	75	n/a	n/a	n/a
Change from same week 2009	334	317	n/a	n/a	n/a	n/a
UP-Pool	75	113	350	n/a	n/a	n/a
Change from last week	56	32	175	n/a	n/a	n/a
Change from same week 2009	50	93	330	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	517	333	n/a	n/a	250	n/a
Change from last week	342	183	n/a	n/a	n/a	n/a
Change from same week 2009	634	333	n/a	n/a	n/a	n/a
UP-Pool	-50	n/a	n/a	n/a	n/a	n/a
Change from last week	-100	n/a	n/a	n/a	n/a	n/a
Change from same week 2009	0	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: 8/2/2010	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	$128	$30.31	$0.83	3
	Kansas City, MO	Galveston, TX	$2,828	$140	$32.72	$0.89	8
	South Central, KS	Galveston, TX	$3,805	$302	$45.27	$1.23	10
	Minneapolis, MN	Houston, TX	$3,799	$611	$48.62	$1.32	7
	St. Louis, MO	Houston, TX	$3,715	$136	$42.45	$1.16	10
	South Central, ND	Houston, TX	$5,478	$680	$67.88	$1.85	5
	Minneapolis, MN	Portland, OR	$4,200	$743	$54.49	$1.48	7
	South Central, ND	Portland, OR	$4,200	$610	$53.02	$1.44	6
	Northwest, KS	Portland, OR	$5,100	$813	$65.18	$1.77	6
	Chicago, IL	Richmond, VA	$2,834	$210	$33.56	$0.91	14
Corn	Chicago, IL	Baton Rouge, LA	$2,925	$172	$34.14	$0.87	-4
	Council Bluffs, IA	Baton Rouge, LA	$3,020	$184	$35.31	$0.90	-4
	Kansas City, MO	Dalhart, TX	$3,284	$220	$38.63	$0.98	2
	Minneapolis, MN	Portland, OR	$3,609	$743	$47.97	$1.22	5
	Evansville, IN	Raleigh, NC	$3,204	$205	$37.58	$0.95	9
	Columbus, OH	Raleigh, NC	$3,093	$180	$36.08	$0.92	9
	Council Bluffs, IA	Stockton, CA	$4,900	$803	$62.86	$1.60	4
Soybeans	Chicago, IL	Baton Rouge, LA	$3,178	$172	$36.93	$1.01	2
	Council Bluffs, IA	Baton Rouge, LA	$3,192	$184	$37.21	$1.01	3
	Minneapolis, MN	Portland, OR	$4,110	$743	$53.49	$1.46	9
	Evansville, IN	Raleigh, NC	$3,204	$205	$37.58	$1.02	9
	Chicago, IL	Raleigh, NC	$3,804	$256	$44.75	$1.22	8
Shuttle Train							
Wheat	St. Louis, MO	Houston, TX	$2,942	$136	$33.93	$0.92	7
	Minneapolis, MN	Portland, OR	$3,700	$743	$48.98	$1.33	6
Corn	Fremont, NE	Houston, TX	$2,520	$449	$32.73	$0.83	4
	Minneapolis, MN	Portland, OR	$3,528	$743	$47.08	$1.20	9
Soybeans	Council Bluffs, IA	Houston, TX	$2,787	$436	$35.52	$0.97	4
	Minneapolis, MN	Portland, OR	$3,774	$743	$49.79	$1.36	11

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 90-110 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

Effective date: 8/2/2010				Fuel	Tariff plus surcharge per:		Percent
	Origin		Tariff	surcharge			change
Commodity	state	Destination region	rate/car[1]	per car[2]	metric ton[3]	bushel[3]	Y/Y[4]
Wheat	MT	Chihuahua, CI	$6,291	$778	$72.22	$1.96	10
	OK	Cuautitlan, EM	$5,857	$576	$65.73	$1.79	10
	KS	Guadalajara, JA	$6,436	$879	$74.75	$2.03	16
	TX	Salinas Victoria, NL	$3,292	$186	$35.53	$0.97	10
Corn	IA	Guadalajara, JA	$6,670	$835	$76.68	$2.08	10
	SD	Penjamo, GJ	$6,440	$990	$75.92	$2.06	7
	NE	Queretaro, QA	$6,130	$554	$68.29	$1.86	3
	SD	Salinas Victoria, NL	$4,570	$736	$54.21	$1.47	1
	MO	Tlalnepantla, EM	$5,318	$539	$59.85	$1.63	3
	SD	Torreon, CU	$5,330	$820	$62.84	$1.71	5
Soybeans	MO	Bojay (Tula), HG	$6,066	$742	$69.56	$1.89	10
	NE	Guadalajara, JA	$6,550	$815	$75.25	$2.05	11
	IA	Penjamo (Celaya), GJ	$6,690	$1,001	$78.58	$2.14	11
	KS	Torreon, CU	$5,255	$548	$59.29	$1.61	9
Sorghum	OK	Cuautitlan, EM	$4,339	$735	$51.84	$1.41	5
	TX	Guadalajara, JA	$5,350	$776	$62.59	$1.70	17
	NE	Penjamo, GJ	$6,395	$765	$73.15	$1.99	8
	KS	Queretaro, QA	$5,398	$424	$59.48	$1.62	1
	NE	Salinas Victoria, NL	$4,282	$442	$48.27	$1.31	1
	NE	Torreon, CU	$5,240	$584	$59.50	$1.62	7

[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]Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

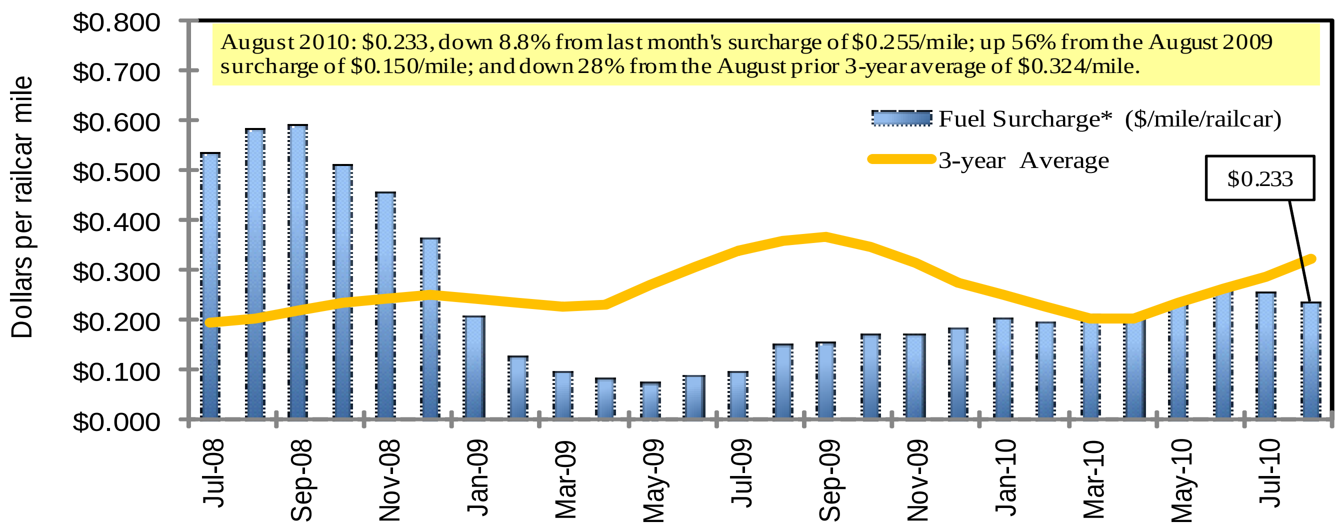
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4]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.

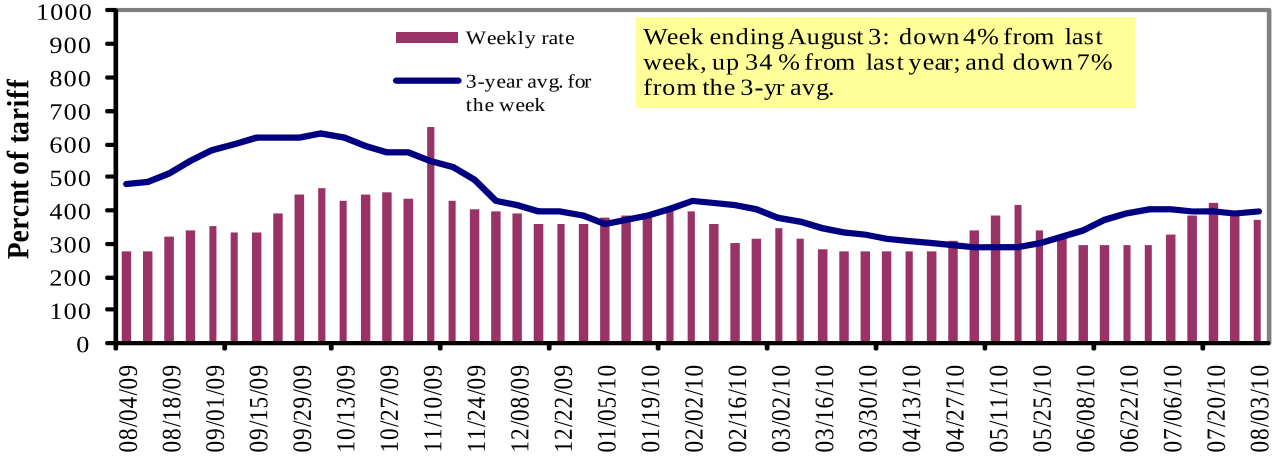
* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

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]	8/3/2010	453	386	371	296	394	394	289
	7/27/2010	462	397	388	298	397	397	290
$/ton	8/3/2010	28.04	20.54	17.21	11.81	18.48	15.92	9.07
	7/27/2010	28.60	21.12	18.00	11.89	18.62	16.04	9.11
Current week % change from the same week:								
	Last year	44	40	34	37	62	62	56
	3-year avg. [2]	-2	-6	-7	-8	22	22	-3
Rate[1]	September	568	564	566	528	565	565	539
	November	523	454	450	380	448	448	385

[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

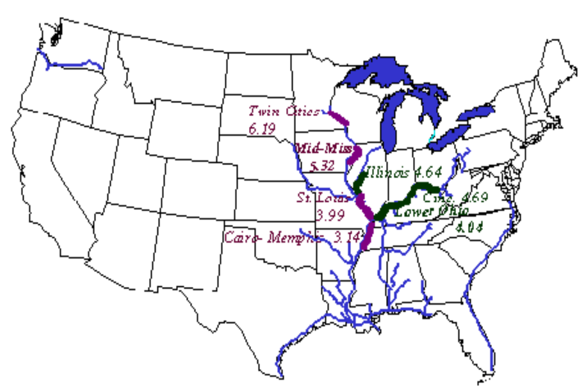
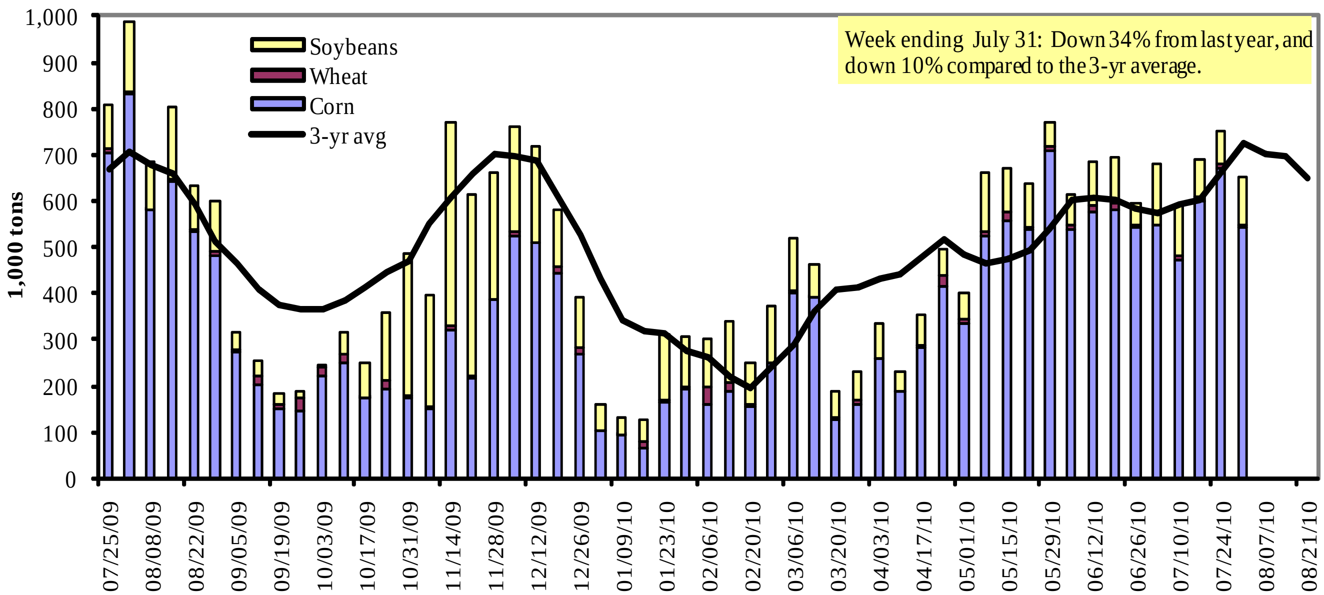


Figure 10

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 7/31/2010	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	219	2	32	2	255
Winfield, MO (L25)	256	0	60	0	316
Alton, IL (L26)	499	3	107	0	609
Granite City, IL (L27)	546	3	103	0	652
Illinois River (L8)	137	3	33	0	173
Ohio River (L52)	90	15	24	0	129
Arkansas River (L1)	0	23	14	0	37
Weekly total - 2010	636	41	136	0	813
Weekly total - 2009	865	26	174	8	1,074
2010 YTD[1]	14,546	743	4,875	273	20,436
2009 YTD	14,998	882	5,423	263	21,565
2010 as % of 2009 YTD	97	84	90	104	95
Last 4 weeks as % of 2009[2]	95	118	90	100	95
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.

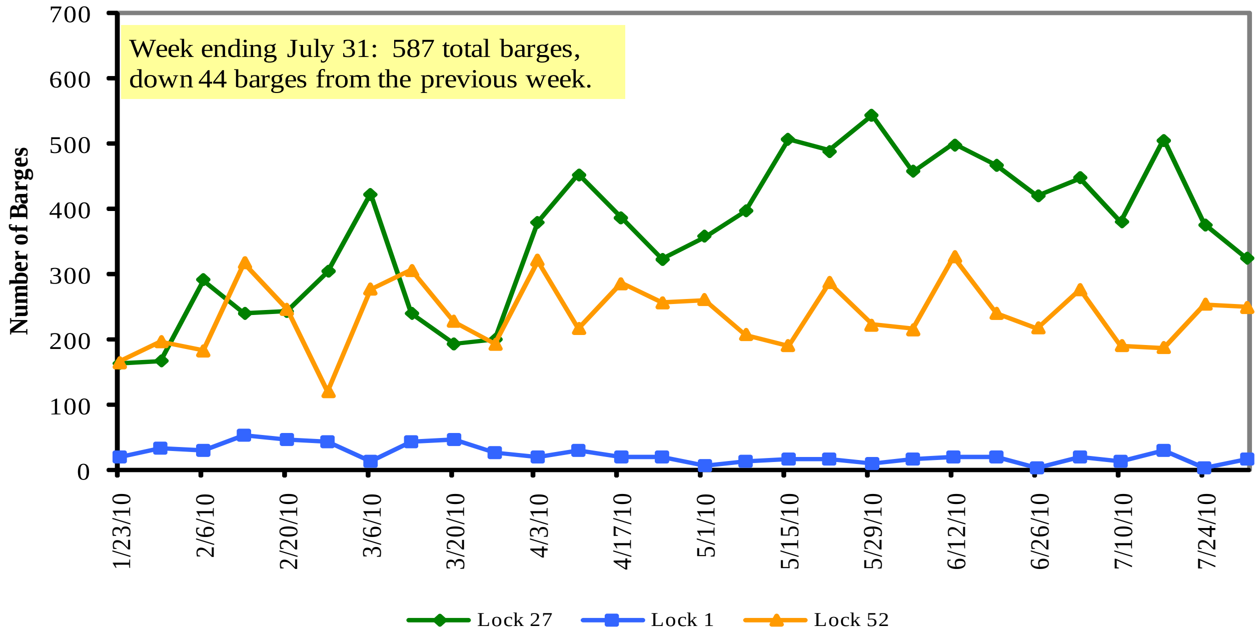
[2] As a percent of same period in 2009.

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

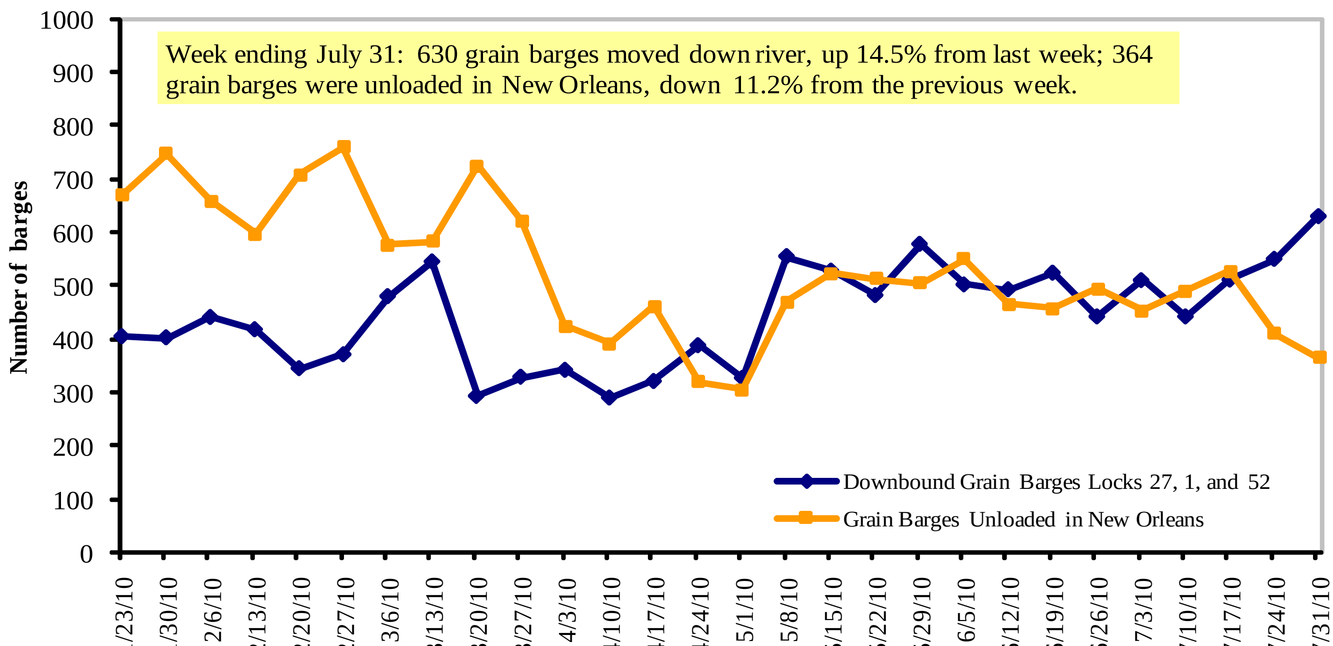
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 8/02/2010 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.934	0.006	0.355
	New England	3.009	-0.005	0.372
	Central Atlantic	3.020	0.000	0.349
	Lower Atlantic	2.890	0.010	0.355
II	Midwest[2]	2.900	0.009	0.380
III	Gulf Coast[3]	2.887	0.012	0.374
IV	Rocky Mountain	2.937	0.017	0.400
V	West Coast	3.071	0.011	0.428
	California	3.132	0.007	0.369
Total	U.S.	2.928	0.009	0.378

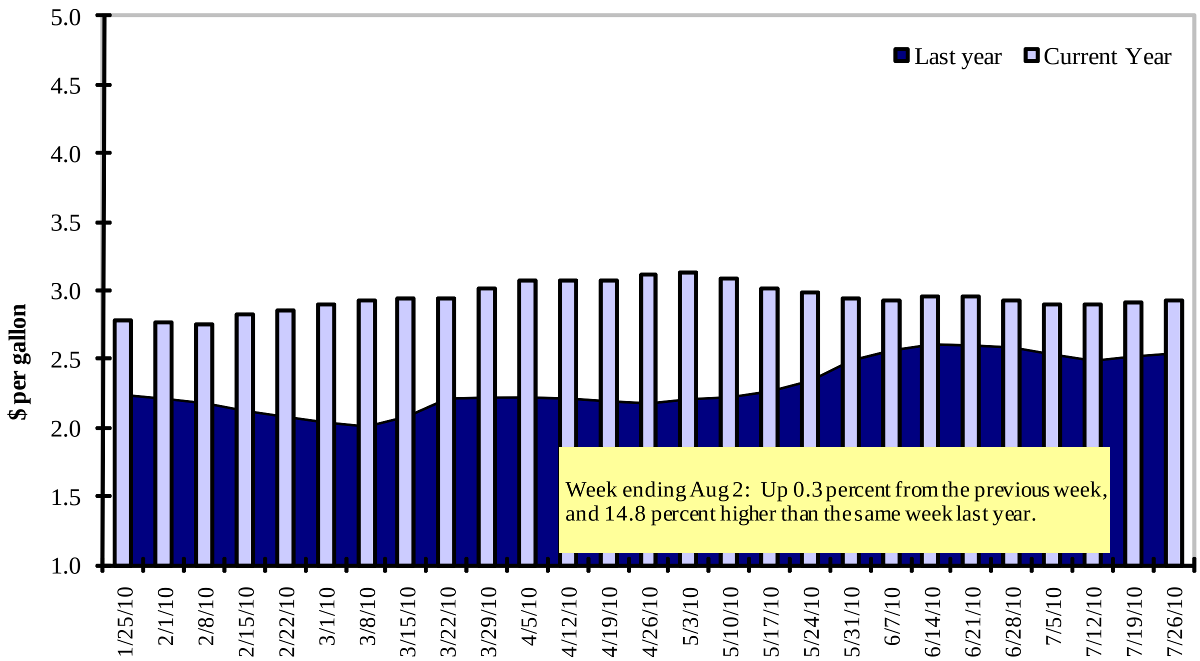
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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]									
7/22/2010	2,013	540	1,187	1,021	356	5,118	8,394	2,910	16,422
This week year ago	1,326	598	929	787	213	3,853	7,837	2,887	14,577
Cumulative exports-marketing year[2]									
2009/10 YTD	1,539	336	747	581	76	3,279	42,539	37,756	83,574
2008/09 YTD	946	372	494	565	61	2,436	39,059	32,142	73,637
YTD 2009/10 as % of 2008/09	163	90	151	103	125	135	109	117	113
Last 4 wks as % of same period 2008/09	149	89	115	125	143	126	118	95	116
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; the new marketing year begins for wheat

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 07/22/10	**Total Commitments**[2]			**% change**	**Exports**[3]
	2010/11	**2009/10**	**2008/09**	**current MY**	
	Next MY	**Current MY**	**Last MY**	**from last MY**	**2008/09**
		- 1,000 mt -			- 1,000 mt -
Japan	564	15,381	16,126	(5)	15,910
Mexico	925	8,109	7,397	10	7,454
Korea	401	7,783	5,052	54	5,129
Taiwan	2	3,087	3,489	(12)	3,198
Egypt	60	2,972	2,103	41	2,233
Top 5 importers	**1,951**	**37,332**	**34,167**	**9**	**33,924**
Total US corn export sales[4]	**3,642**	**50,932**	**46,896**	**9**	**47,180**
% of Projected	7%	103%	99%		
Change from Last Week	528	432	459		
Top 5 importers' share of U.S. corn export sales	54%	73%	73%		
USDA forecast, July 2010	**49,530**	**49,530**	**47,180**	**5**	
Corn Use for Ethanol USDA forecast, Ethanol July 2010	**119,380**	**114,300**	**93,396**	**22**	

(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.

[4] Not included - FAS Press Release: 223,**000 mt** on 08/02 to Unknown for 2010/11.

Table 14

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

Week ending 07/22/10	Total Commitments[2] 2010/11 Next MY	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[4]	5,109	22,972	19,114	20	18,681
Mexico	245	3,213	3,140	2	3,098
Japan	181	2,426	2,628	(8)	2,410
EU-25	60	2,698	2,186	23	2,180
Taiwan	0	1,565	1,581	(1)	1,592
Top 5 importers	**5,595**	**32,873**	**28,648**	**15**	**27,961**
Total US soybean export sales[5]	**8,319**	**40,666**	**35,029**	**16**	**34,930**
% of Projected	22%	102%	100%		
Change from last week	1,144	339	246		
Top 5 importers' share of U.S. soybean export sales	67%	81%	82%		
USDA forecast, July 2010	**37,290**	**39,740**	**34,930**	**14**	
Soybean Use for Biodiesel USDA forecast, July 2010	**6,954**	**5,275**	**4,573**	**15**	

(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.

[4] Not included - FAS Press Release: 339,000 mt on 8/2-3 to China for 2010/11.

Table 15

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

Week Ending 07/22/2010	Total Commitments[2] 2010/11 Current MY	2009/10 Last MY	% change current MY from last MY	Exports[3] 2009/10
	- 1,000 mt -			- 1,000 mt -
Nigeria	1,175	1,985	(41)	3,233
Japan	936	662	41	3,148
Mexico	982	661	49	1,975
Philippines	948	607	56	1,518
Korea, South	489	463	6	1,111
Taiwan	184	255	(28)	844
Venezuela	172	137	25	658
Colombia	298	190	57	575
Peru	405	169	139	567
Indonesia	20	58	(66)	529
Top 10 importers	**5,609**	**5,188**	**8**	**14,156**
Total US wheat export sales[4]	**8,397**	**6,289**	**34**	**23,540**
% of Projected	31%	27%		
Change from last week	920	575		
Top 10 importers' share of U.S. wheat export sales	67%	82%		
USDA forecast, July 2010	**27,220**	**23,540**	**16**	

(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.

[4]Not Included, FAS Press Release: **110,000 mt** to Unknown on 8/2 for 2010/11.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port regions	Week ending 07/29/10	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	244	6,140	5,451	113	148	132	10,091
Corn	241	6,049	5,095	119	103	109	8,498
Soybeans	0	4,597	4,257	108	60	51	9,743
Total	**485**	**16,786**	**14,804**	**113**	**107**	**104**	**28,332**
Mississippi Gulf							
Wheat	98	2,281	2,397	95	116	63	4,019
Corn	465	17,303	17,810	97	79	101	28,843
Soybeans	79	9,285	10,692	87	75	102	21,831
Total	**642**	**28,869**	**30,899**	**93**	**82**	**94**	**54,693**
Texas Gulf							
Wheat	212	4,582	3,117	147	180	105	5,735
Corn	0	1,012	952	106	45	66	1,968
Soybeans	0	667	472	141	n/a	0	2,402
Total	**212**	**6,261**	**4,540**	**138**	**144**	**100**	**10,105**
Great Lakes							
Wheat	26	328	157	209	512	152	990
Corn	10	53	130	40	60	38	353
Soybeans	0	0	69	0	n/a	0	781
Total	**36**	**381**	**356**	**107**	**228**	**101**	**2,124**
Atlantic							
Wheat	1	194	338	57	2	1	552
Corn	5	240	111	216	175	201	472
Soybeans	1	702	435	161	77	155	1,268
Total	**7**	**1,136**	**884**	**128**	**54**	**42**	**2,292**
U.S. total from ports[2]							
Wheat	581	13,525	11,459	118	150	96	21,387
Corn	721	24,656	24,099	102	84	102	40,134
Soybeans	80	15,251	15,925	96	70	79	36,025
Total	**1,382**	**53,432**	**51,484**	**104**	**96**	**97**	**97,546**

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

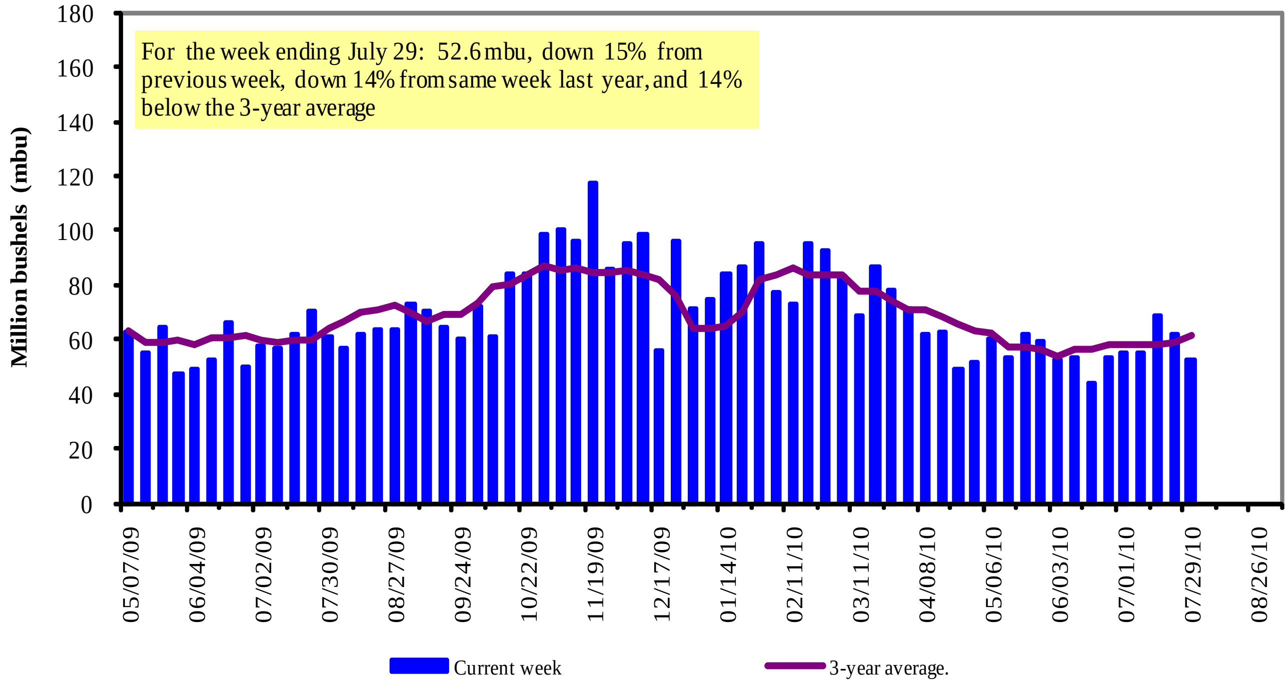
[2] Total includes only port regions shown above

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)

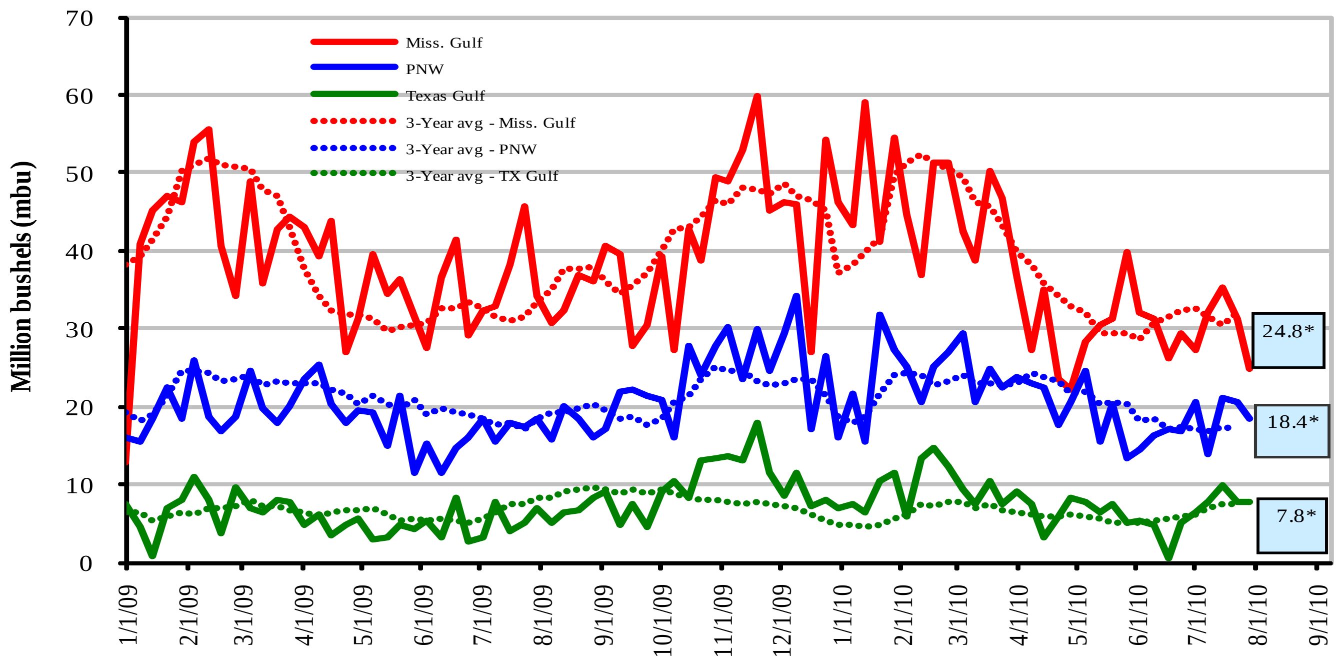


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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

Figure 15

U.S. Grain Inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); *mbu, this week.

July 29, % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 21	up 1.4	down 16	down 11
Last year (same week)	down 27	up 14	down 21	up 0.6
3-yr avg. (4-wk mov. avg.)	down 24	down 7	down 21	up 5.2

Ocean Transportation

Table 17

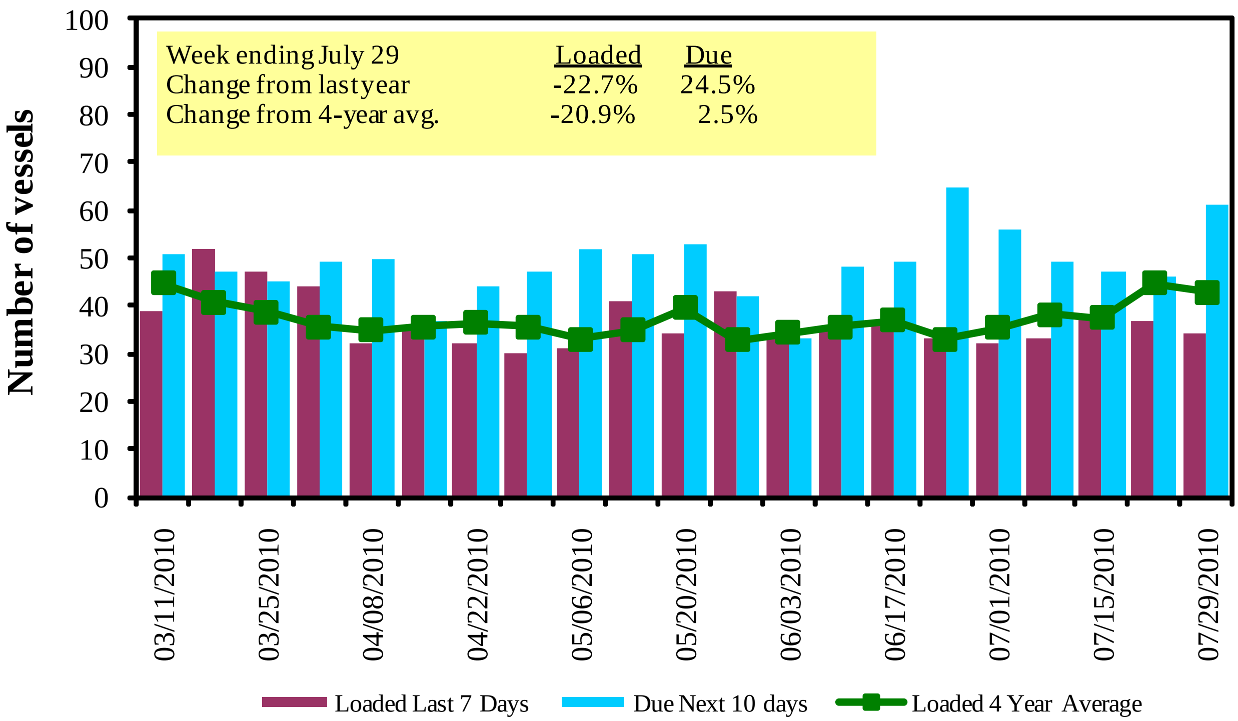
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
7/29/2010	35	34	61	11	16
7/22/2010	32	37	46	7	15
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

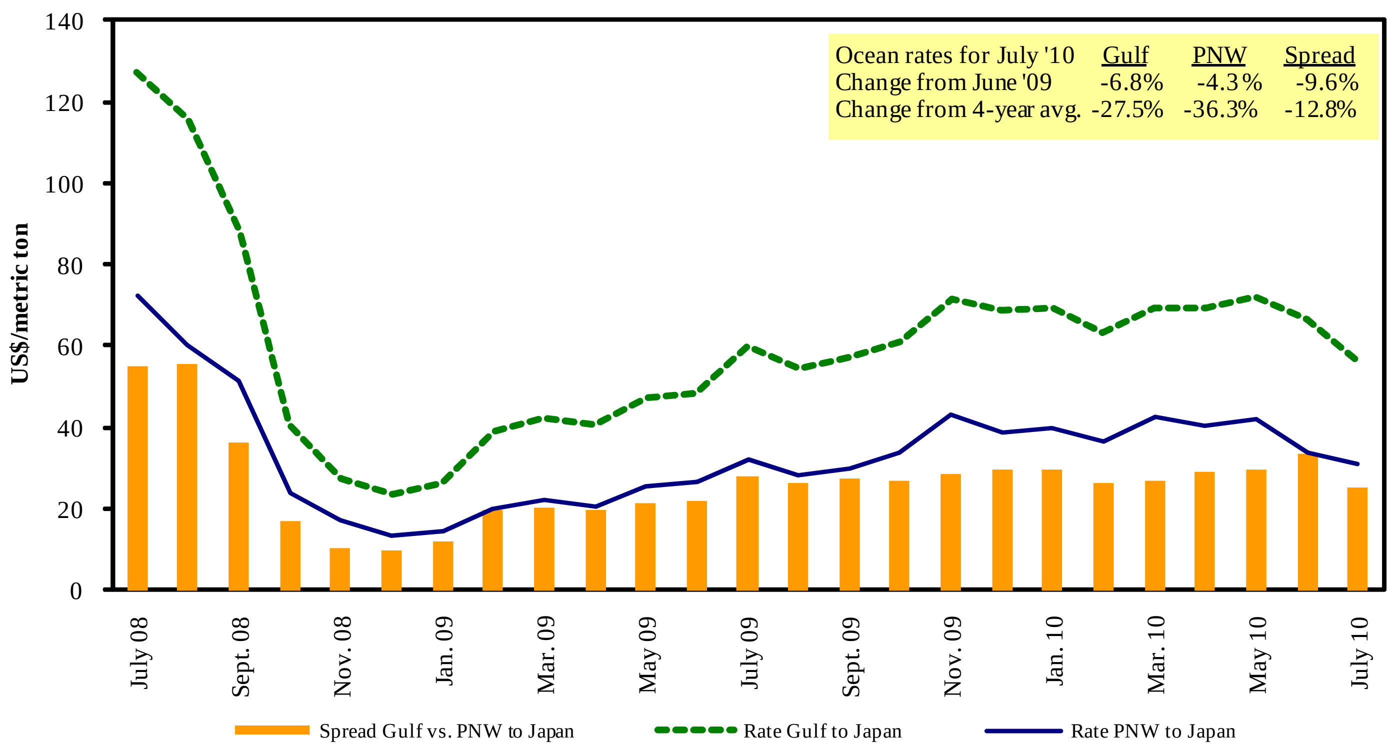
U.S. Gulf[1] Vessel Loading Activity



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: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 7/31/2010

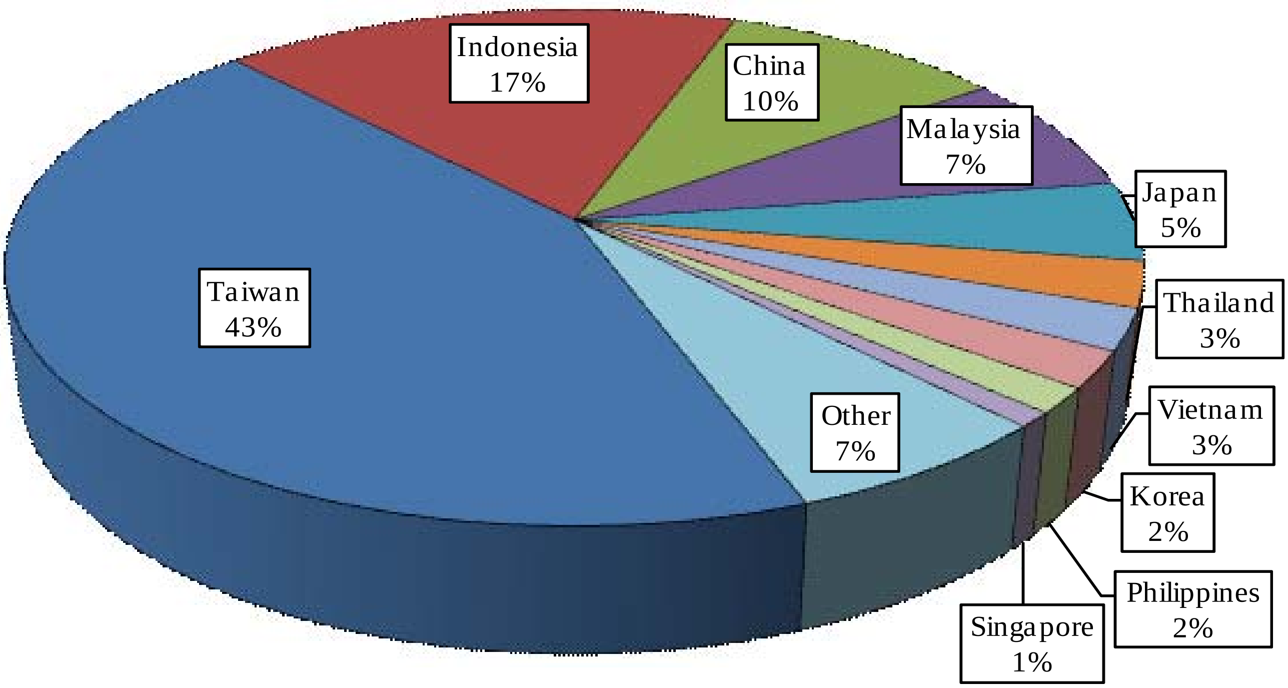
Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	July 15/30	55,000	59.00
U.S. Gulf	China	Heavy Grain	Aug 5/10	55,000	56.00
U.S. Gulf	South Africa	Wheat	Jun 28/30	25,000	57.50
U.S. Gulf	South Africa	Wheat	July 1/10	25,000	56.00
U.S. Atlantic	Poland	Soybeans	Mar 9/15	24,000	50.00
U.S. PNW	Bangladesh[1]	Wheat	Aug 20/30	24,590	92.00
St. Lawrence	Morocco	Wheat	Apr 27/ May 5	21,000	38.75
St. Lawrence	Morocco	Wheat	Jul 26/31	25,000	26.50
Brazil	Spain	Corn	Aug 10/15	25,000	31.50
Ukraine	Saudi Arabia	Barley	May 20/30	35,000	42.00
France	Algeria	Wheat	May 25/30	25,000	31.00
France	Algeria	Wheat	May 10/20	25,000	26.75
France	Algeria	Wheat	Jun 25/30	25,000	29.00
France	Algeria	Wheat	Jul 5/10	25,000	25.50
River Plate	Algeria	Soybeanmeal	July 1/10	25,000	56.00
River Plate	Algeria	Soybeanmeal	May 28/31	25,000	69.00

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

In 2009, containers were used to transport 5 percent of total waterborne grain exports, and 6 percent of U.S. grain exports to Asia.

Figure 18

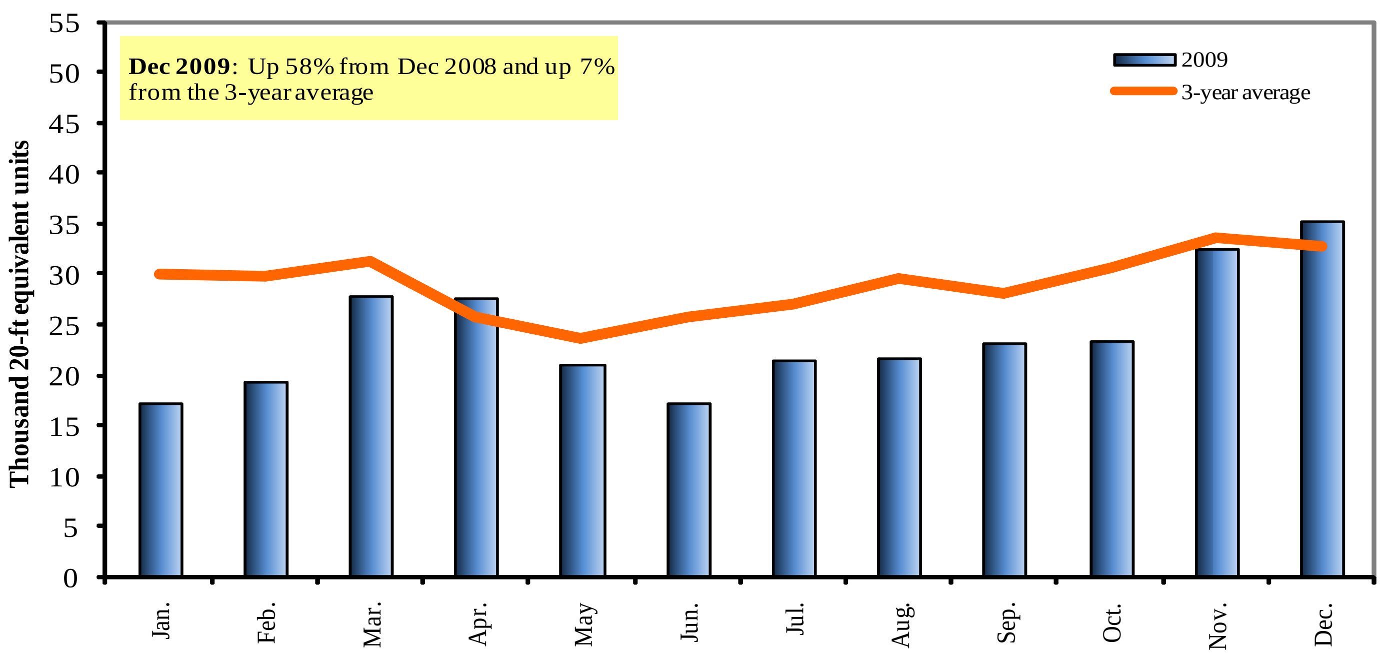
Top 10 Destination Markets for U.S. Containerized Grain Exports, December 2009



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
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
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 (Freight rates and vessels)	surajudeen.olowolayemo@ams.usda.gov	(202) 694 - 3050
April Taylor (Container movements)	april.taylor@ams.usda.gov	(202) 295 - 7374

Subscription Information: Send relevant information to **GTRContactUs@ams.usda.gov** for an electronic copy *(printed copies are also available upon request)*.