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

Contact Us

January 13, 2011

Contents

The next release is January 20, 2011

WEEKLY HIGHLIGHTS

Great Year Expected for Soybean and Wheat Exports; Corn Market Tightens.

In its January World Agricultural Supply Demand Estimates report, USDA estimated that 2010/11 soybean exports will be a record 1.59 billion bushels. The potential for record soybean exports is driven by a higher global import demand and a record sales pace, especially to China, the world's largest consumer of soybeans. Wheat exports are expected to reach 1.3 billion bushels, the highest since 1992/93 and 48 percent higher compared to last year. USDA decreased the 2010/11 projected corn production by 93 million bushels to 12.4 billion bushels. The decrease in corn production will reduce ending stocks to 745 million bushels, the lowest carryover level since 1995/96. Record December ethanol production pushed projected corn use for ethanol to 4.9 billion bushels. Corn exports are estimated at 1.95 billion bushels while feed and residual use is expected to be 5.2 billion bushels. Grain transportation demand is expected to be strong in the near term based on relatively high **outstanding export sales** (unshipped balances) of corn, soybeans, and wheat, which are 26 percent higher than last year at this time.

STB Schedules Hearing on Rail Competition

The Surface Transportation Board (STB) will receive comments and hold a public hearing to explore the current state of competition in the rail industry and possible policy alternatives to facilitate more competition. The hearing will reconsider past decisions on the bottleneck issue, competitive access, and interchange commitments. Initial comments are due February 18 and the hearing will begin on May 3. For further information, click here.

Weekly Average for Grain Inspections Above Last Year

The four-week running average for U.S. grain inspections (corn, wheat, and soybeans) from all major export regions averaged 2.22 million metric tons (mmt), 11 percent above last year, but 5 percent below the average for the past four weeks (*Table 16*). The four week average for wheat (.558 mmt) and corn (.671mmt) increased 80 and 20 percent, respectively, from last year, but soybeans dropped 12 percent, as demand from China slowed during late December. Average inspections by port region increased in each of the 3 major export regions; 14 percent in the Pacific Northwest, 2 percent in the Mississippi Gulf, and 64 percent in the Texas Gulf. The three-year average for total grain inspected was 24 percent above last year.

GTR Barge Data Available On-Line

Grain barge data on rates, shipments, and river levels are available on the USDA-AMS Transportation Services Division Barge Resource Page. The data, updated through 2010, provides historic information on weekly grain barge shipments as reported by the U.S. Army Corps of Engineers at seven strategically selected locks on the Mississippi, Illinois, Ohio, and Arkansas Rivers. Also, included are barge freight rates at seven locations on the Mississippi, Illinois, and Ohio Rivers. The web page includes summary tables on quarterly trends in rates and shipments.

Snapshots by Sector

Rail

U.S. railroads originated 18,114 **carloads of grain** during the week ending January 1, down 17 percent from last week, up 3 percent from last year, and 18 percent higher than the 3-year average.

During the week ending January 6, average January non-shuttle **secondary railcar bids/offers** were $66 above tariff, up $16.50 from last week. Average shuttle rates were $248 below tariff, down $48 from last week.

Barge

During the week ending January 8, **barge grain movements** totaled 567,520 tons, 0.2 percent lower than the previous week but 85 percent higher than the same period last year.

During the week ending January 8, 363 grain barges **moved down river**, down 2 percent from last week; 654 grain barges were **unloaded in New Orleans**, up 52 percent from the previous week.

Fuel

During the week ending January 10, U.S. average **diesel fuel prices** were $3.33—unchanged from the previous week, and 15.8 percent higher than the same week last year.

Ocean

During the week ending January 6, 38 **ocean-going grain vessels** were loaded in the Gulf, down 17 percent from last year. Seventy-four vessels are expected to be loaded in the U.S. Gulf within the next 10 days, up 14 percent from last year.

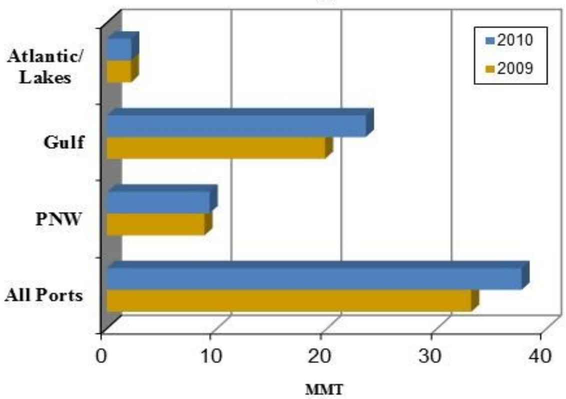
During the week ending January 7, the cost of shipping grain from the Gulf to Japan averaged $53 per mt, up $1 from the previous week. The rate from the Pacific Northwest to Japan was $29 per mt, down $1 from the previous week.

Feature Article/Calendar

Fourth Quarter Grain Inspections Reach Record Level

During the fourth quarter of 2010 the Grain Inspection, Packers, and Stockyards Administration (GIPSA) inspected a record 37.66 million metric tons (mmt) of grain (wheat, corn, and soybeans) for export at major U.S. ports (figure 1), 14 percent more than the fourth quarter of 2009 and 19 percent above the 5-year average. Inspections increased due to greater demand for corn from Asia and Central America and greater demand for wheat from Africa and Latin America. The increase was also helped by record soybean inspections, driven by increased demand from China.

Figure 1 - Fourth Quarter Grain Inspections, by Port Region

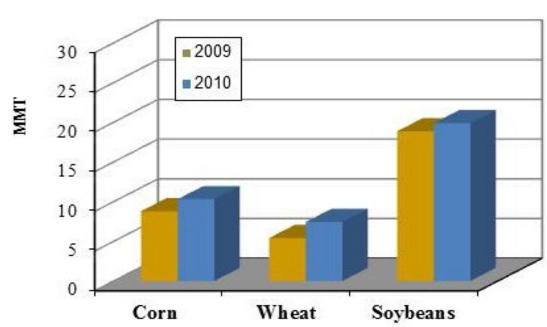


Gulf grain inspections increased 19 percent from last year, to 23.53 mmt; pushed up by more inspections of wheat, corn, and soybeans. Due to higher export activity in the Gulf, rail and barge movements of grain increased. Rail deliveries of grain to the Gulf ports were up 8 percent from last year and barge movements of grain through the Mississippi River locks increased 6 percent. Rail deliveries to the Pacific Northwest, however, decreased 29 percent from last year.

Fourth quarter Pacific Northwest (PNW) grain inspections reached a record 9.32 mmt, up 5 percent from last year, with increases in all three major grains. Rail deliveries to the Pacific Northwest, however, decreased 29 percent from last year. Atlantic/Lakes grain inspections (2.19 mmt) increased slightly from last year and were 5 percent above the 5-year average.

The ocean rate spread between the Pacific Northwest (PNW) and Gulf continued to decrease during the fourth quarter, dropping 10 percent from the third quarter and 12 percent from last year. Rates were pushed down by the increasing supply of new bulk vessels coupled with a weak demand for bulk shipments (*See* ***GTR dated 10/28/10.*** A decreased spread normally makes Gulf shipping more competitive relative to the PNW. Compared to last year, fourth quarter ocean rates for shipping grain decreased 16 percent when shipping from the Gulf to Japan and 19 percent from the PNW to Japan. .

Figure 2 - Fourth Quarter Grain Inspections, by Types



Soybean Inspections Surpass Record 2009 Level
Fourth quarter soybean inspections reached a record 19.90 mmt, 5 percent above the previous record set in 2009 (18.87 mmt) and 5 percent above the 5-year average. The increase continued to be driven by strong demand from China; inspections of U.S. soybeans destined to China during the quarter accounted for over 65 percent of total soybeans inspected for export. Soybean inspections increased 7 percent in the Gulf (to 12.29 mmt, a record level). PNW soybean inspections increased to a record 5.20 mmt, up 3 percent from last year and 52 percent above the 5-year average.

Fourth quarter wheat inspections increased 37 percent from last year, to 7.44 mmt, mainly due to increased demand and the Russian export ban (figure 2). Unshipped export sales of wheat were notably strong during the fourth quarter, averaging 8.27 mmt, up 107 percent from last year (*Table 12*). Gulf wheat inspections increased 62 percent from the previous year due in part to greater demand from Africa and Latin America. PNW wheat inspections (2.56 mmt,) increased 4 percent during the fourth quarter. The Atlantic/Great Lakes (.768 mmt) wheat inspections increased 51 percent as demand from Europe rebounded.

Corn inspections (10.32 mmt) increased 17 percent from last year during the fourth quarter (figure 2). Unshipped export sales of corn averaged 12.68 mmt, up 20 percent from last year. Compared to the previous year, PNW corn inspections (1.55 mmt) increased 14 percent as demand increased from Asia. Gulf corn inspections (7.39 mmt) increased 24 percent as shipments to Asia and Central America rebounded. *Johnny.Hill@ams.usda.gov*

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

Week ending	Truck	Rail[2]	Barge	Ocean Gulf	Ocean Pacific
01/12/11	223	161	250	237	206
01/05/11	223	143	229	n/a	n/a

[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	1/7/2011	12/31/2010
Corn	IL--Gulf	-0.59	-0.66
Corn	NE--Gulf	-0.78	-0.85
Soybean	IA--Gulf	-1.23	-1.27
HRW	KS--Gulf	-1.45	-1.61
HRS	ND--Portland	-4.00	n/a

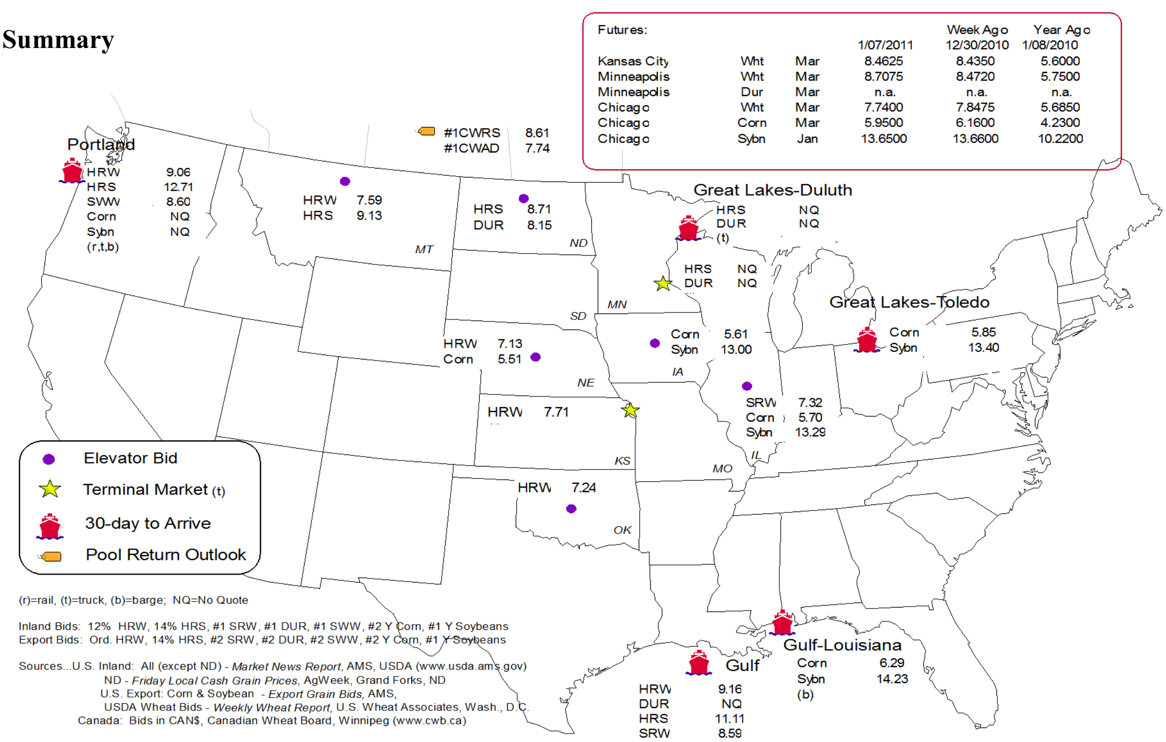
Note: nq = no quote

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	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
1/05/2011[p]	1,100	1,253	458	3,421	761	6,993
12/29/2010[r]	1,092	1,626	574	3,179	436	6,907
2011 YTD	1,100	1,253	458	3,421	761	6,993
2010YTD	490	1,429	829	2,772	999	6,519
2011 YTD as % of 2010 YTD	224	88	55	123	76	107
Last 4 weeks as % of 2010[2]	216	128	96	109	65	113
Last 4 weeks as % of 4-year avg.[2]	98	107	83	99	94	99
Total 2010	33,971	83,492	42,794	177,896	32,780	370,933
Total 2009	33,423	57,646	36,738	175,965	30,328	334,100

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2010 and prior 4-year average.

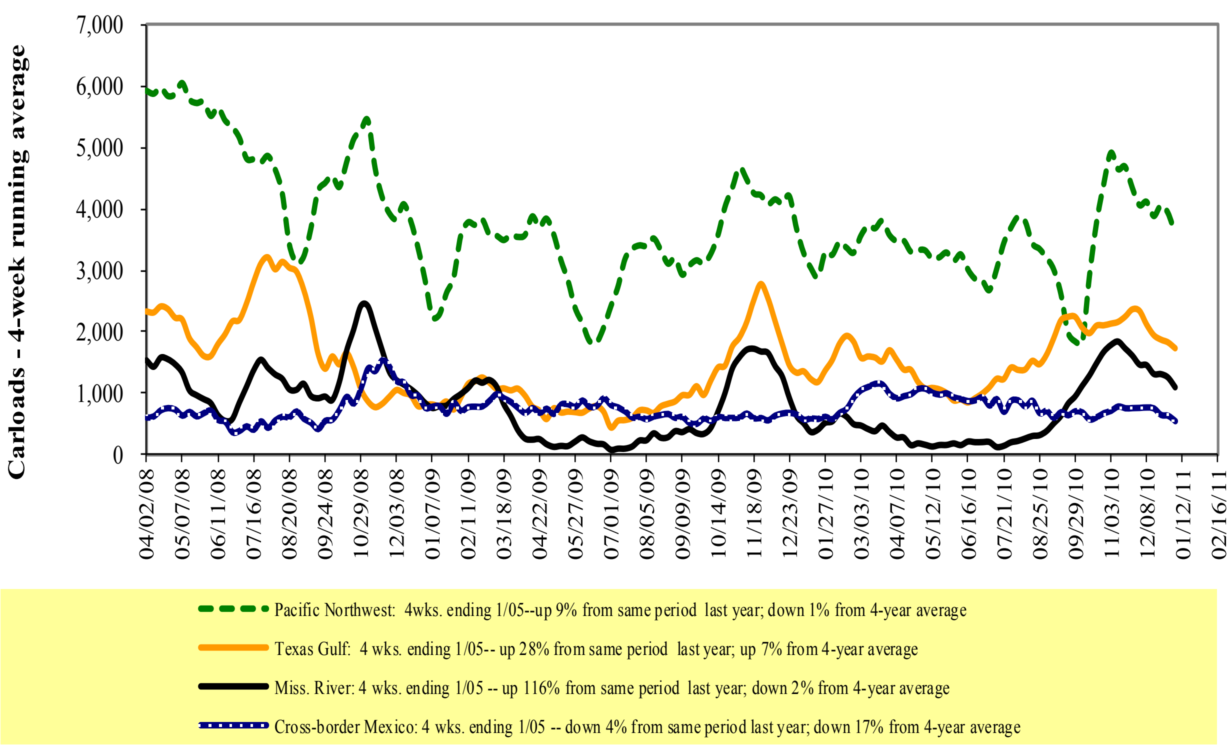
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

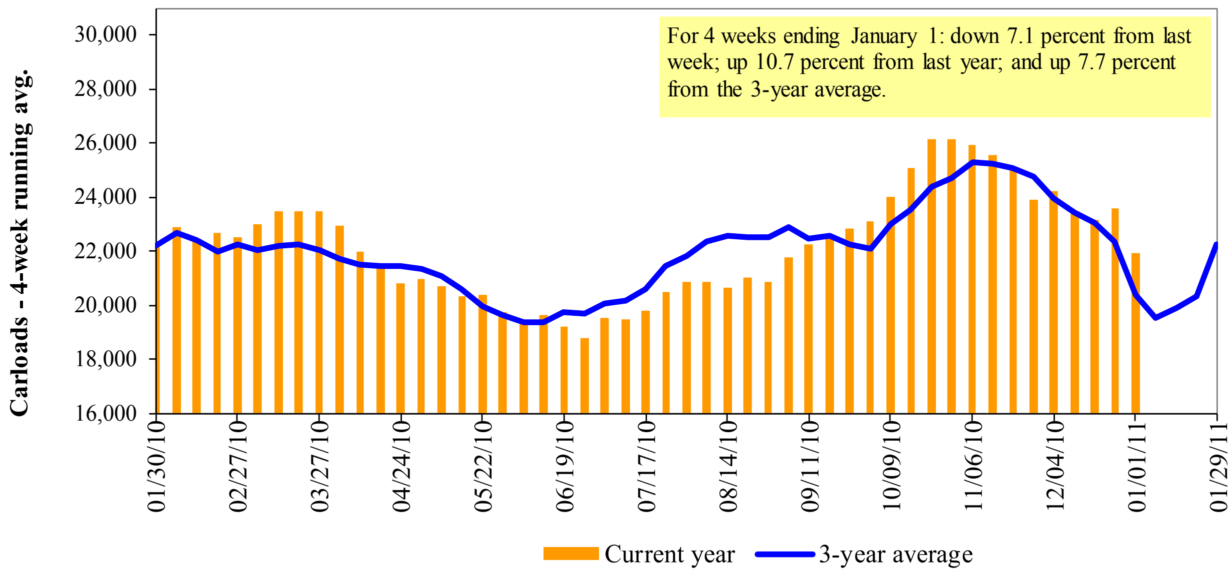
	East		West			U.S. total	Canada	
Week ending	**CSXT**	**NS**	**BNSF**	**KCS**	**UP**		**CN**	**CP**
01/01/11	1,951	2,610	8,160	402	4,991	18,114	2,756	3,218
This week last year	1,671	2,477	8,300	379	4,840	17,667	3,114	3,287
2010 YTD	111,995	159,790	546,901	35,807	295,361	1,149,854	203,066	265,532
2009 YTD	105,278	142,254	483,618	36,912	268,811	1,036,873	200,871	278,997
2010 YTD as % of 2009 YTD	106	112	113	97	110	111	101	95
Last 4 weeks as % of 2009[1]	110	102	112	96	115	111	110	100
Last 4 weeks as % of 3-yr avg.	97	106	110	86	113	108	93	96
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 2009 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							
1/6/2011	**Jan-11**	**Jan-10**	**Feb-11**	**Feb-10**	**Mar-11**	**Mar-10**	**Apr-11**	**Apr-10**
BNSF[3]								
COT grain units	no offer	no bids	no offer	no bids	0	no bids	no bids	no bids
COT grain single-car[5]	no offer	0 . . 17	10	0 . . 3	0	no bids	no bids	no bids
UP[4]								
GCAS/Region 1	1	no bids	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no bids	n/a	n/a

[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.

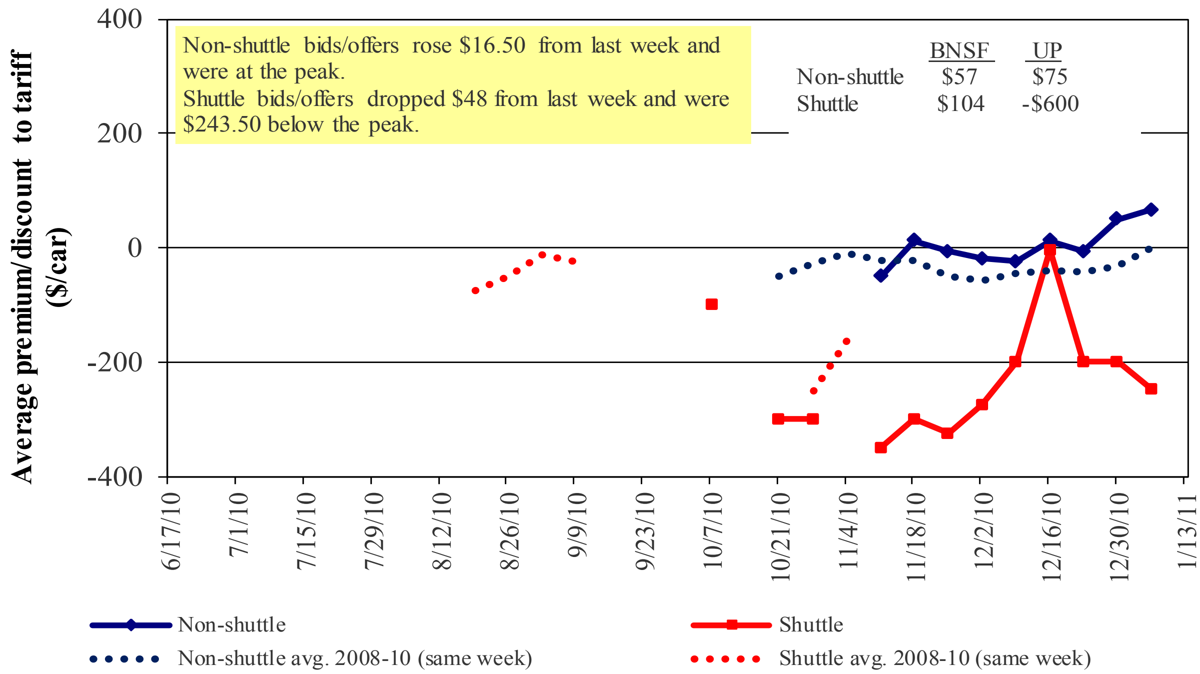
[5]Range is shown because average is not available. Not available = n/a.

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 January 2011, Secondary Market

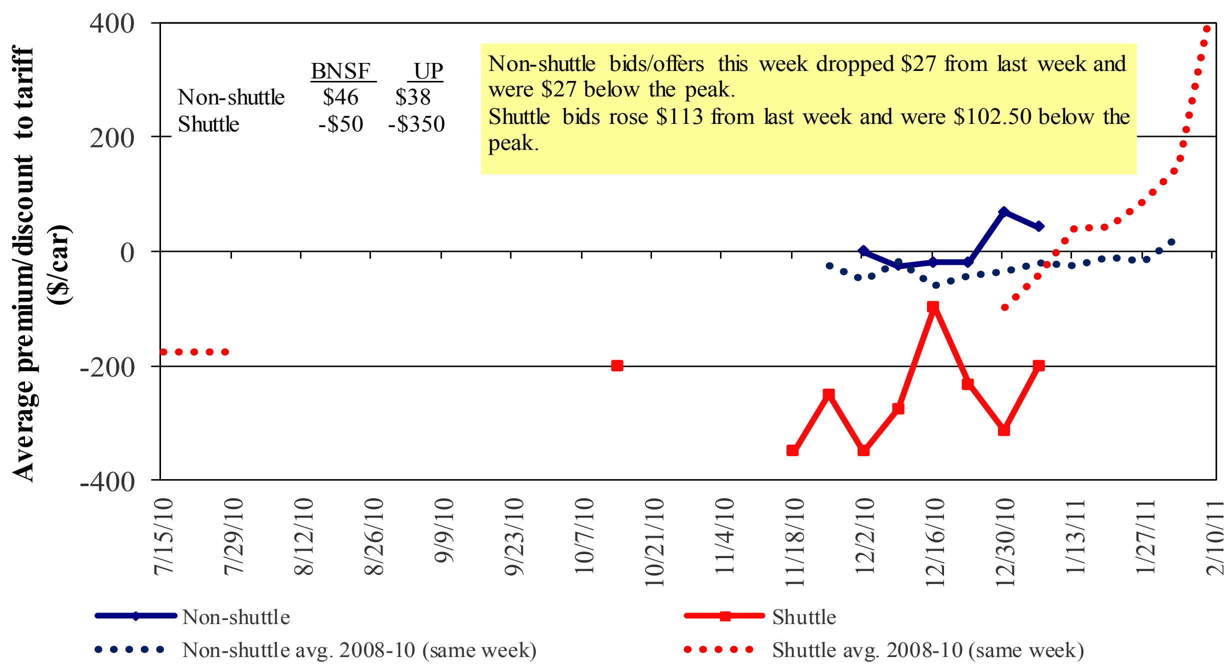


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in February 2011, Secondary Market

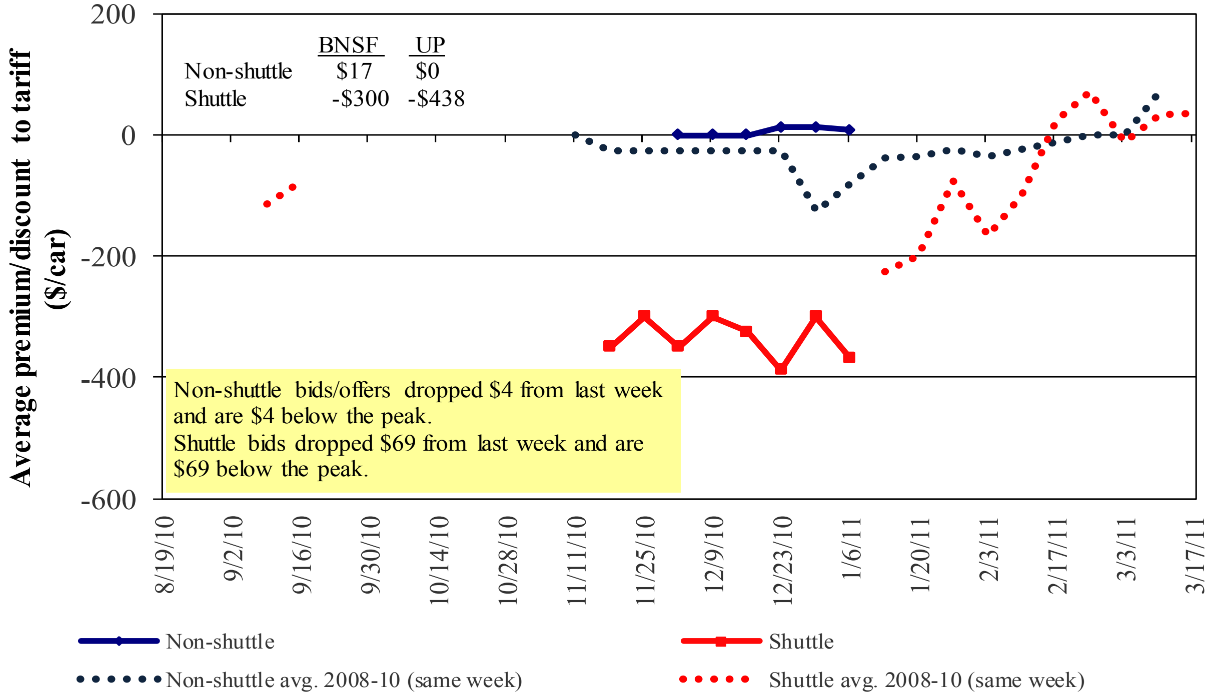


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in March 2011, 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	Delivery period					
1/6/2011	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11
Non-shuttle						
BNSF-GF	57	46	17	n/a	n/a	n/a
Change from last week	(4)	(54)	(8)	n/a	n/a	n/a
Change from same week 2010	57	(4)	n/a	n/a	n/a	n/a
UP-Pool	75	38	-	n/a	n/a	n/a
Change from last week	37	-	-	n/a	n/a	n/a
Change from same week 2010	n/a	57	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	104	(50)	(300)	n/a	-550	n/a
Change from last week	154	n/a	n/a	n/a	n/a	n/a
Change from same week 2010	(171)	(75)	(75)	n/a	-225	n/a
UP-Pool	(600)	(350)	(438)	(500)	n/a	n/a
Change from last week	(250)	(37)	(138)	n/a	n/a	n/a
Change from same week 2010	(675)	(375)	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: 1/3/2011	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	bushel[2]
Unit train						
Wheat	Wichita, KS	St. Louis, MO	$2,774	$106	$28.60	$0.78
	Grand Forks, ND	Duluth-Superior, MN	$2,563	$143	$26.87	$0.73
	Wichita, KS	Los Angeles, CA	$5,047	$734	$57.41	$1.56
	Wichita, KS	New Orleans, LA	$3,275	$187	$34.38	$0.94
	Sioux Falls, SD	Galveston-Houston, TX	$4,981	$603	$55.45	$1.51
	Northwest KS	Galveston-Houston, TX	$3,543	$205	$37.22	$1.01
	Amarillo, TX	Los Angeles, CA	$3,742	$285	$39.99	$1.09
Corn	Champaign-Urbana, IL	New Orleans, LA	$2,812	$211	$30.02	$0.82
	Toledo, OH	Raleigh, NC	$3,760	$251	$39.83	$1.08
	Des Moines, IA	Davenport, IA	$1,843	$45	$18.75	$0.51
	Indianapolis, IN	Atlanta, GA	$3,196	$189	$33.61	$0.91
	Indianapolis, IN	Knoxville, TN	$2,760	$121	$28.61	$0.78
	Des Moines, IA	Little Rock, AR	$2,938	$131	$30.48	$0.83
	Des Moines, IA	Los Angeles, CA	$4,372	$383	$47.22	$1.29
Soybeans	Minneapolis, MN	New Orleans, LA	$3,381	$216	$35.72	$0.97
	Toledo, OH	Huntsville, AL	$2,921	$178	$30.78	$0.84
	Indianapolis, IN	Raleigh, NC	$3,830	$253	$40.54	$1.10
	Indianapolis, IN	Huntsville, AL	$2,613	$121	$27.15	$0.74
	Champaign-Urbana, IL	New Orleans, LA	$3,156	$211	$33.44	$0.91
Shuttle Train						
Wheat	Great Falls, MT	Portland, OR	$2,868	$422	$32.68	$0.89
	Wichita, KS	Galveston-Houston, TX	$2,867	$329	$31.74	$0.86
	Chicago, IL	Albany, NY	$3,497	$235	$37.07	$1.01
	Grand Forks, ND	Portland, OR	$4,131	$730	$48.27	$1.31
	Grand Forks, ND	Galveston-Houston, TX	$5,046	$760	$57.65	$1.57
	Northwest KS	Portland, OR	$4,510	$336	$48.12	$1.31
Corn	Minneapolis, MN	Portland, OR	$4,120	$888	$49.74	$1.35
	Sioux Falls, SD	Tacoma, WA	$4,120	$814	$48.99	$1.33
	Champaign-Urbana, IL	New Orleans, LA	$2,677	$211	$28.68	$0.78
	Lincoln, NE	Galveston-Houston, TX	$2,880	$474	$33.31	$0.91
	Des Moines, IA	Amarillo, TX	$3,330	$165	$34.71	$0.94
	Minneapolis, MN	Tacoma, WA	$4,120	$881	$49.67	$1.35
	Council Bluffs, IA	Stockton, CA	$3,480	$912	$43.61	$1.19
Soybeans	Sioux Falls, SD	Tacoma, WA	$4,320	$814	$50.98	$1.39
	Minneapolis, MN	Portland, OR	$4,270	$888	$51.23	$1.39
	Fargo, ND	Tacoma, WA	$4,270	$723	$49.59	$1.35
	Council Bluffs, IA	New Orleans, LA	$3,510	$244	$37.28	$1.01
	Toledo, OH	Huntsville, AL	$2,536	$178	$26.95	$0.73
	Grand Island, NE	Portland, OR	$4,520	$344	$48.30	$1.31

[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 = 111 short tons (100.7 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

*Regional economic areas defined by the Bureau of Economic Analysis (BEA)

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[2]	Tariff plus surcharge per: metric ton[3]	bushel[3]	Percent change Y/Y[4]
Effective date: 1/3/2011							
Wheat	MT	Chihuahua, CI	$6,854	$772	$77.92	$2.12	11
	OK	Cuautitlan, EM	$6,191	$613	$69.52	$1.89	10
	KS	Guadalajara, JA	$6,825	$890	$78.83	$2.14	12
	TX	Salinas Victoria, NL	$3,433	$208	$37.20	$1.01	12
Corn	IA	Guadalajara, JA	$7,056	$901	$81.29	$2.06	9
	SD	Penjamo, GJ	$6,619	$1,010	$77.95	$1.98	4
	NE	Queretaro, QA	$6,240	$626	$70.16	$1.78	3
	SD	Salinas Victoria, NL	$4,785	$768	$56.73	$1.44	7
	MO	Tlalnepantla, EM	$5,428	$610	$61.70	$1.57	4
	SD	Torreon, CU	$5,681	$846	$66.69	$1.69	8
Soybeans	MO	Bojay (Tula), HG	$6,351	$771	$72.77	$1.98	7
	NE	Guadalajara, JA	$7,166	$876	$82.17	$2.23	14
	IA	El Castillo, JA[5]	$7,352	$1,004	$85.38	$2.32	12
	KS	Torreon, CU	$5,800	$571	$65.09	$1.77	13
Sorghum	OK	Cuautitlan, EM	$4,729	$767	$56.15	$1.42	11
	TX	Guadalajara, JA	$5,781	$657	$65.78	$1.67	11
	NE	Penjamo, GJ	$6,407	$793	$73.57	$1.87	2
	KS	Queretaro, QA	$5,641	$470	$62.44	$1.58	5
	NE	Salinas Victoria, NL	$4,500	$484	$50.92	$1.29	5
	NE	Torreon, CU	$5,546	$625	$63.05	$1.60	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

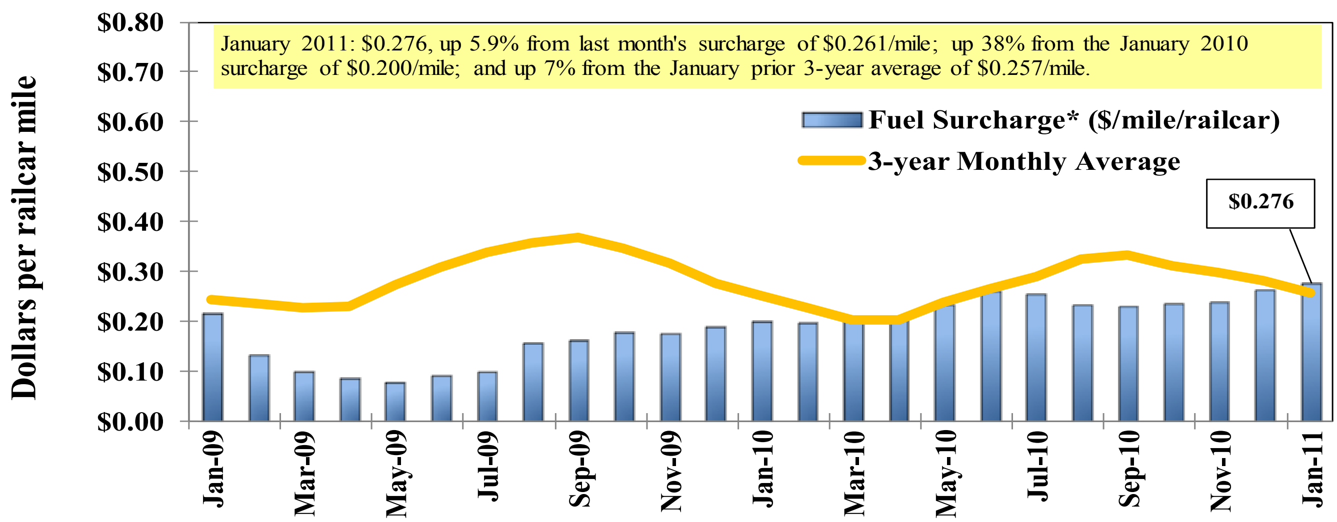
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[5] Beginning 12/6/10, El Castillo, JA replaced Penjamo, GJ as the destination

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.

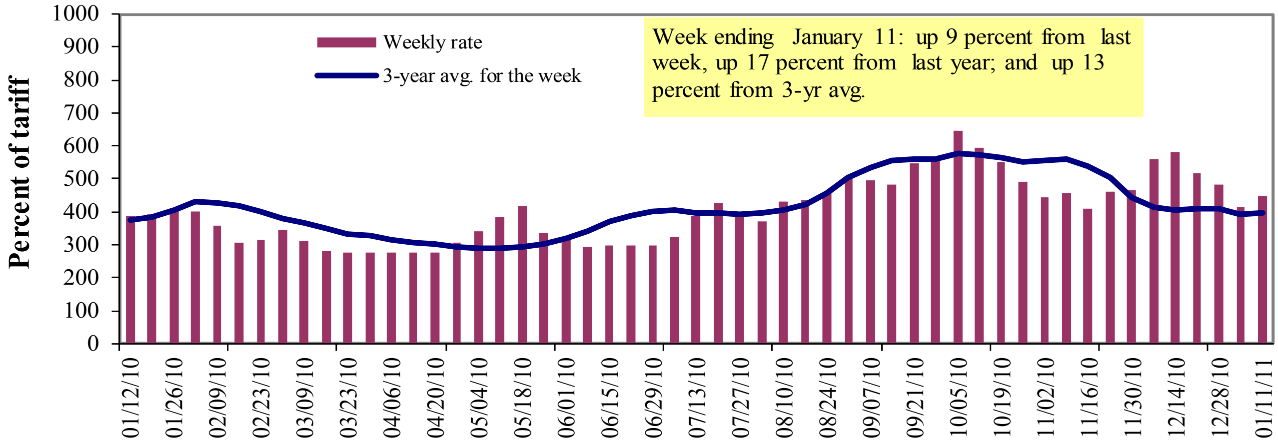
* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

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]	1/11/2011	-	-	450	380	436	436	360
	1/4/2011	-	-	413	301	378	378	278
$/ton	1/11/2011	-	-	20.88	15.16	20.45	17.61	11.30
	1/4/2011	-	-	19.16	12.01	17.73	15.27	8.73
Current week % change from the same week:								
	Last year	-	-	17	45	41	41	58
	3-year avg. [2]	-	-	13	26	30	30	37
Rate[1]	February	-	-	418	319	379	379	285
	April	413	370	363	284	340	340	263

[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

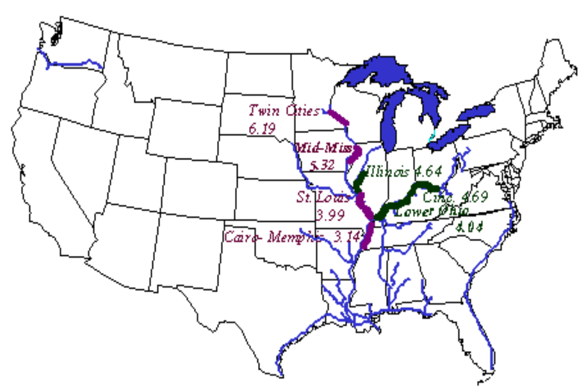
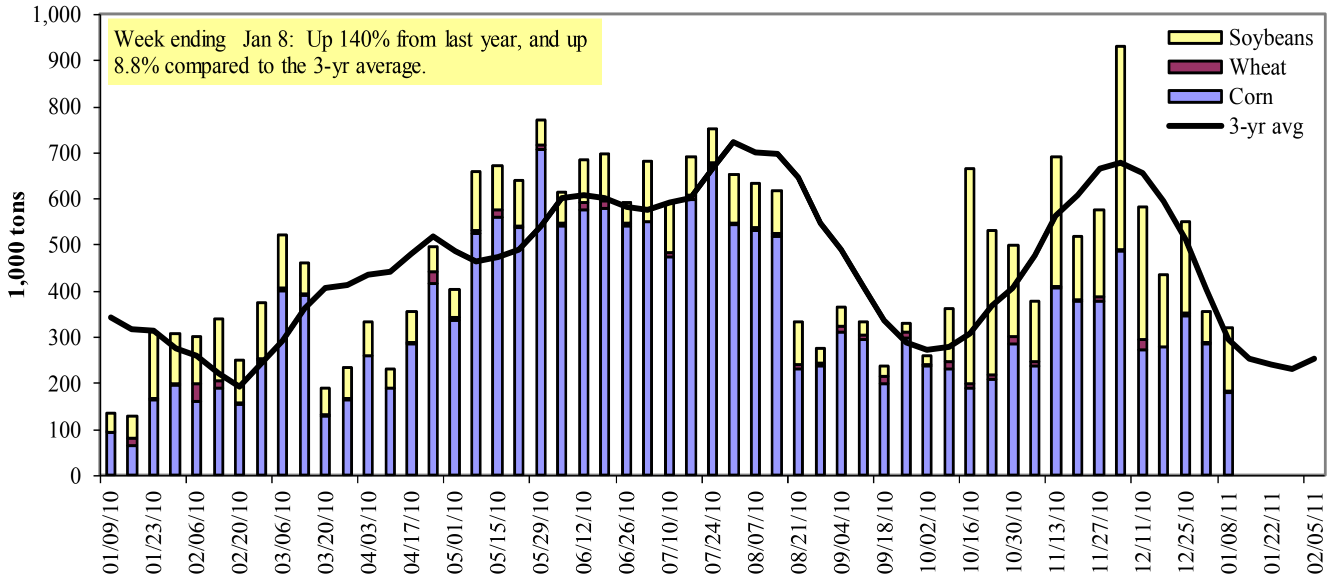


Figure 10

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 1/8/2011	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)	196	5	112	0	313
Granite City, IL (L27)	180	5	137	0	321
Illinois River (L8)	200	6	119	0	325
Ohio River (L52)	97	7	99	4	206
Arkansas River (L1)	0	7	32	1	41
Weekly total - 2011	276	19	268	5	568
Weekly total - 2010	136	13	152	7	307
2011 YTD[1]	276	19	268	5	568
2010 YTD	136	13	152	7	307
2011 as % of 2010 YTD	203	148	176	70	185
Last 4 weeks as % of 2010[2]	124	140	149	104	134
Total 2010	22,904	1,233	10,525	488	35,148

[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.

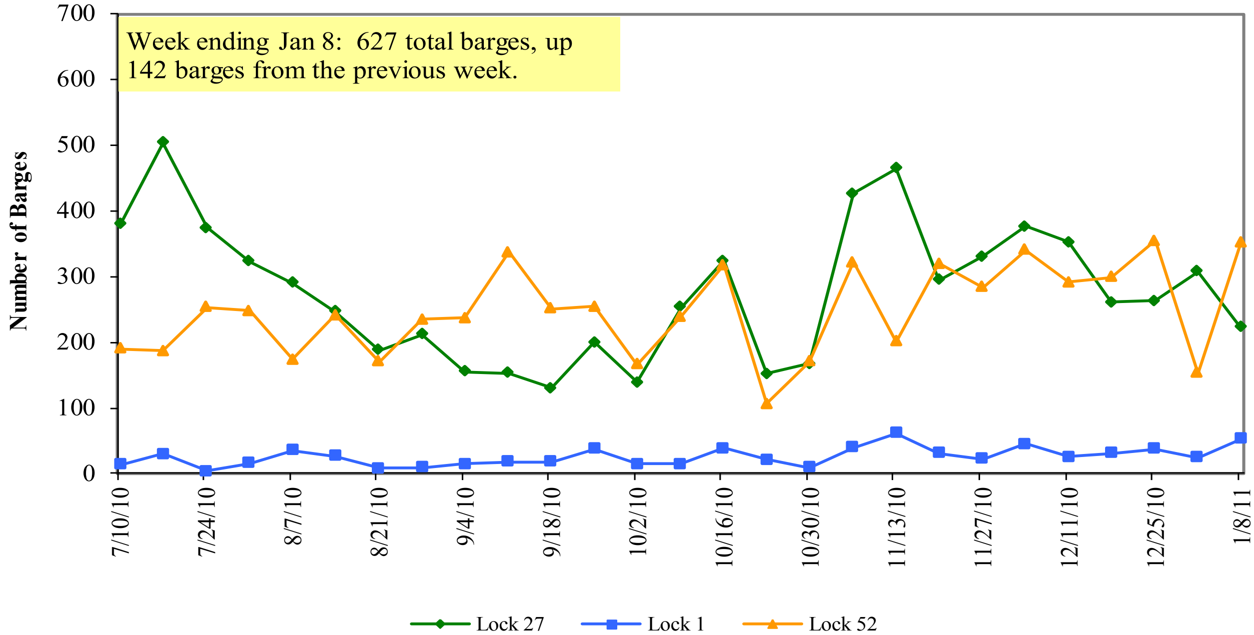
[2] As a percent of same period in 2010.

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

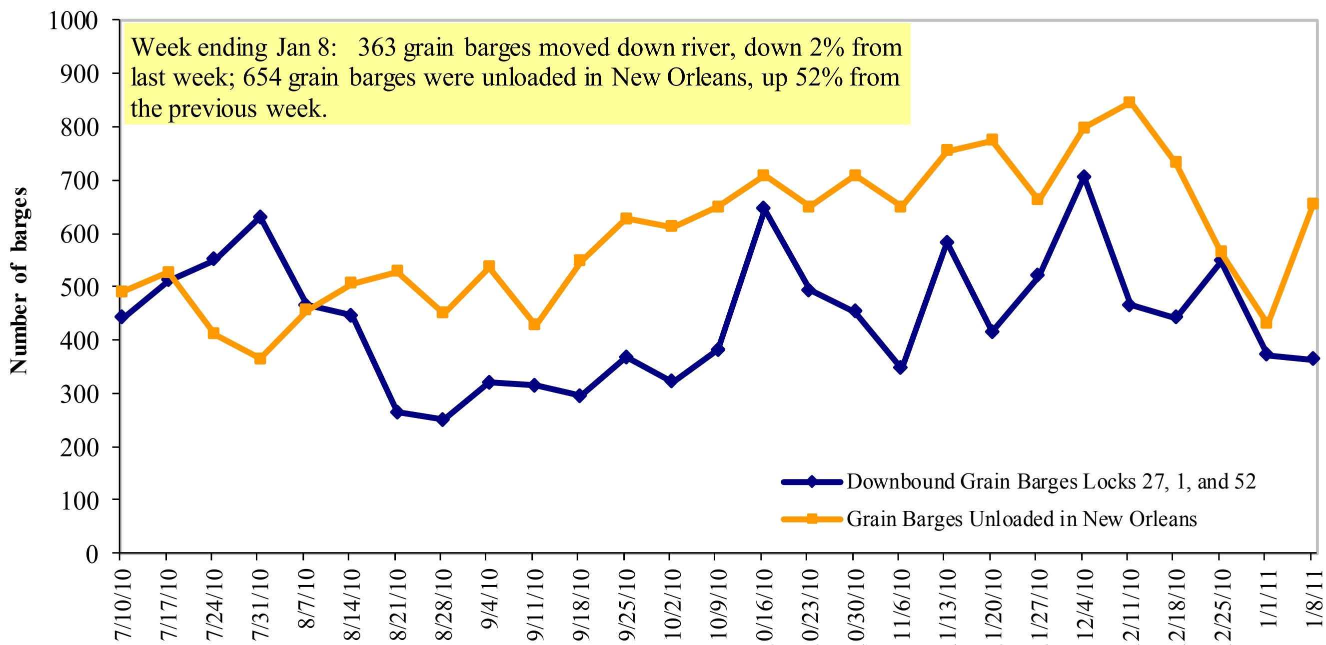
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 1/10/2011 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.364	0.007	0.442
	New England	3.450	0.023	0.382
	Central Atlantic	3.478	0.008	0.452
	Lower Atlantic	3.308	0.005	0.444
II	Midwest[2]	3.302	-0.001	0.458
III	Gulf Coast[3]	3.284	0.005	0.438
IV	Rocky Mountain	3.334	0.002	0.520
V	West Coast	3.445	0.002	0.474
	California	3.516	0.009	0.484
Total	U.S.	3.333	0.002	0.454

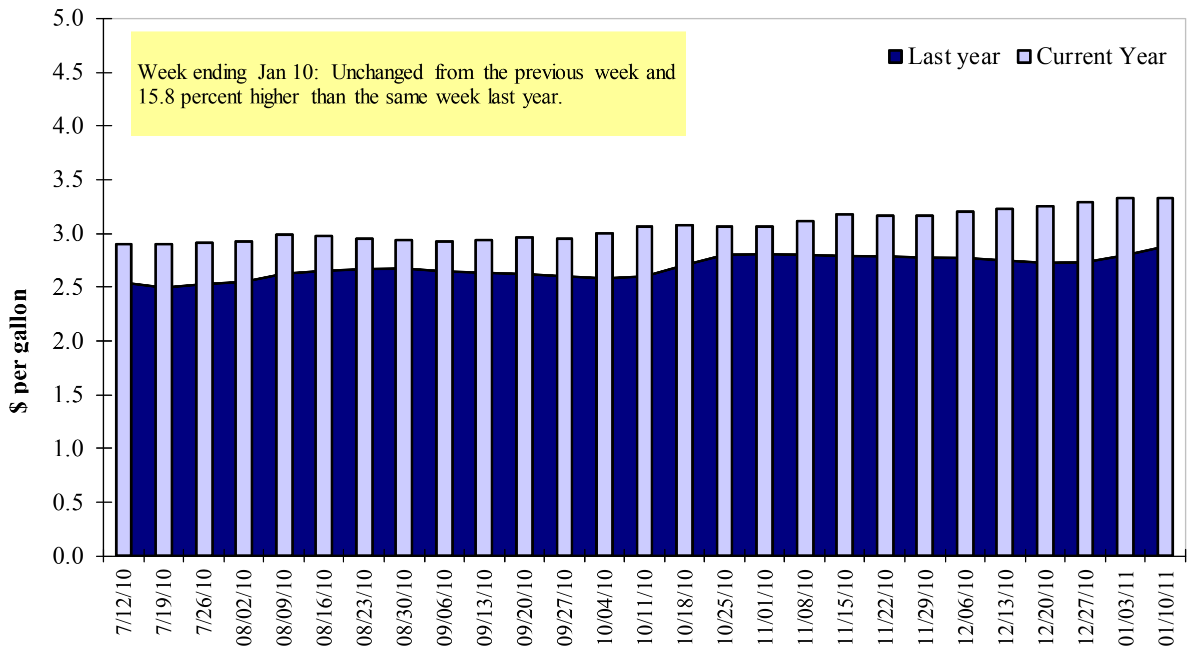
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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]									
12/30/2010	3,971	814	2,611	1,277	114	8,786	11,814	14,129	34,729
This week year ago	1,368	482	914	695	218	3,677	11,160	12,517	27,354
Cumulative exports-marketing year[2]									
2010/11 YTD	8,025	1,171	4,696	2,701	672	17,265	14,510	21,272	53,047
2009/10 YTD	4,544	1,797	2,940	2,425	669	12,375	14,218	19,691	46,284
YTD 2010/11 as % of 2009/10	177	65	160	111	100	140	102	108	115
Last 4 wks as % of same period 2009/10	294	171	287	183	57	241	109	118	131
2009/10 Total	8,458	2,733	5,329	3,897	983	21,400	47,700	39,285	108,385
2008/09 Total	11,244	5,100	5,408	3,420	454	25,626	44,650	33,705	103,981

[1] Current unshipped export sales to date

[2] Shipped export sales to date; the new marketing year 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 12/30/10	Total Commitments[2] 2010/11 Current MY	Total Commitments[2] 2009/10 Last MY	% change current MY from last MY	Exports[3] 2009/10
	- 1,000 mt -			- 1,000 mt -
Japan	7,610	6,763	13	14,343
Mexico	4,074	5,253	(22)	7,999
Korea	3,372	3,309	2	7,562
Taiwan	1,227	1,545	(21)	2,949
Egypt	1,789	882	103	2,935
Top 5 importers	**18,072**	**17,753**	**2**	**35,788**
Total US corn export sales	**26,324**	**25,378**	**4**	**50,460**
% of Projected	53%	50%		
Change from Last Week	312	365		
Top 5 importers' share of U.S. corn export sales	69%	70%		
USDA forecast, January 2011	**49,530**	**50,460**	**(2)**	
Corn Use for Ethanol USDA forecast, Ethanol Janary 2011	**124,460**	**116,027**	**7**	

(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 12/30/10	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 -
China	22,623	19,757	15	22,454
Mexico	1,716	1,486	16	3,276
Japan	1,225	1,482	(17)	2,347
EU-25	1,488	1,596	(7)	2,647
Taiwan	788	1,095	(28)	1,556
Top 5 importers	**27,839**	**25,415**	**10**	**32,280**
Total US soybean export sales	**35,401**	**32,207**	**10**	**40,850**
% of Projected	82%	79%		
Change from last week	425	726		
Top 5 importers' share of U.S. soybean export sales	79%	79%		
USDA forecast, January 2011	**43,270**	**40,850**	**6**	
Soybean Use for Biodiesel USDA forecast, January 2011	**6,954**	**4,076**	**71**	

(n) indicates negative number.

[1]Based on FAS 2008/09 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 12/30/2010	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	2,387	2,240	7	3,233
Japan	2,586	2,175	19	3,148
Mexico	2,243	1,371	64	1,975
Philippines	1,720	1,319	30	1,518
Korea, South	1,272	879	45	1,111
Taiwan	659	573	15	844
Venezuela	488	420	16	658
Colombia	593	449	32	575
Peru	741	394	88	567
Egypt	2,568	456	464	529
Top 10 importers	**15,256**	**10,275**	**48**	**14,156**
Total US wheat export sales	**26,051**	**16,052**	**62**	**23,980**
% of Projected	74%	67%		
Change from last week	398	93		
Top 10 importers' share of U.S. wheat export sales	59%	64%		
USDA forecast, January 2010	**35,380**	**23,980**	**48**	

(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 01/06/11	Previous Week[1]	Current Week as % of Previous	2011 YTD[1]	2010 YTD[1]	2011 YTD as % of 2010 YTD	Last 4-weeks as % of 2010	Last 4-weeks as % of 3-yr. avg.	Total[1] 2010
Pacific Northwest									
Wheat	252	115	219	252	198	128	126	117	11,059
Corn	166	51	330	166	85	197	82	97	9,894
Soybeans	237	278	85	237	304	78	130	175	10,238
Total	**655**	**444**	**148**	**655**	**586**	**112**	**114**	**129**	**31,191**
Mississippi Gulf									
Wheat	21	38	54	21	28	73	193	168	4,199
Corn	280	445	63	280	393	71	139	104	29,794
Soybeans	727	339	214	727	730	100	81	112	22,433
Total	**1,028**	**822**	**125**	**1,028**	**1,151**	**89**	**102**	**111**	**56,426**
Texas Gulf									
Wheat	300	176	170	300	97	310	241	245	9,324
Corn	0	0	n/a	0	0	n/a	281	112	1,859
Soybeans	56	0	na	56	106	52	74	180	1,916
Total	**356**	**176**	**202**	**356**	**203**	**175**	**164**	**208**	**13,100**
Great Lakes									
Wheat	0	0	n/a	0	2	0	260	255	1,897
Corn	0	0	n/a	0	0	n/a	56	57	119
Soybeans	0	0	n/a	0	0	n/a	56	1,237	655
Total	**0**	**0**	**n/a**	**0**	**2**	**0**	**289**	**259**	**2,672**
Atlantic									
Wheat	59	2	3,816	59	0	31,071	7,657	169	343
Corn	0	0	n/a	0	16	0	21	15	460
Soybeans	0	33	1	0	50	1	26	49	1,388
Total	**60**	**35**	**171**	**60**	**66**	**90**	**53**	**68**	**2,191**
U.S. total from ports[2]									
Wheat	632	332	191	632	325	194	180	164	26,822
Corn	447	495	90	447	494	90	120	101	42,128
Soybeans	1,019	651	157	1,019	1,190	86	88	127	36,631
Total	**2,098**	**1,478**	**142**	**2,098**	**2,009**	**104**	**111**	**124**	**105,580**

[1] Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

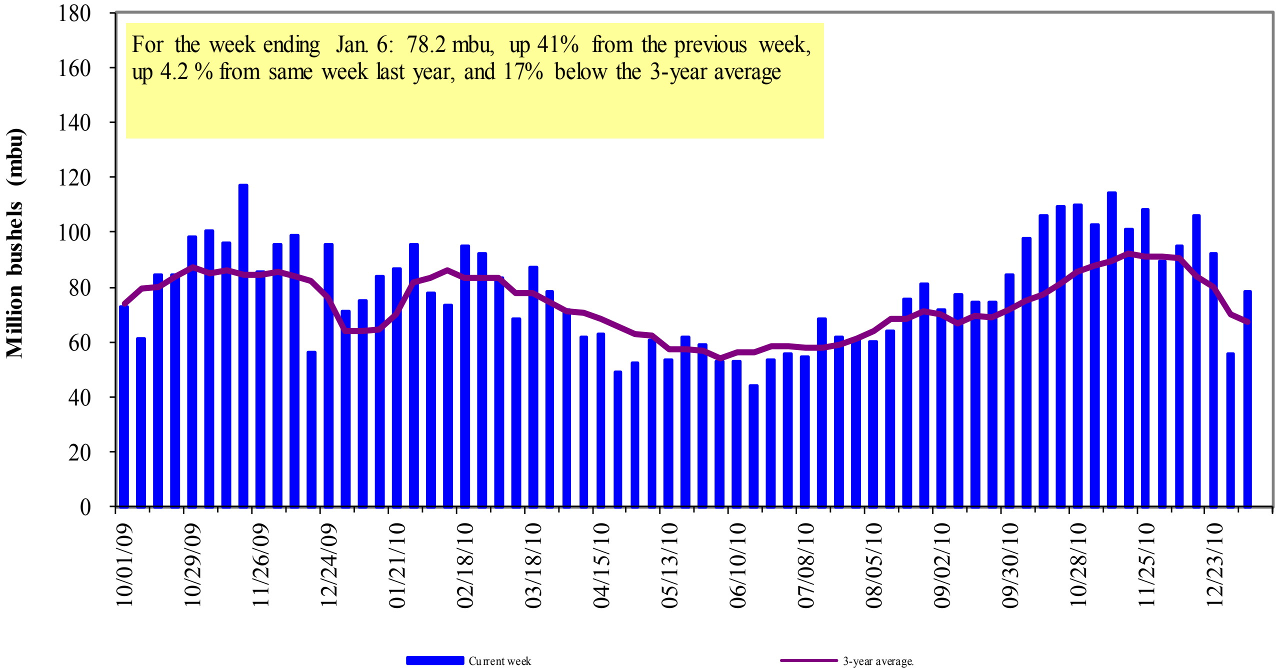
[2] Total includes only port regions shown above

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 61 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2010.

Figure 14

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

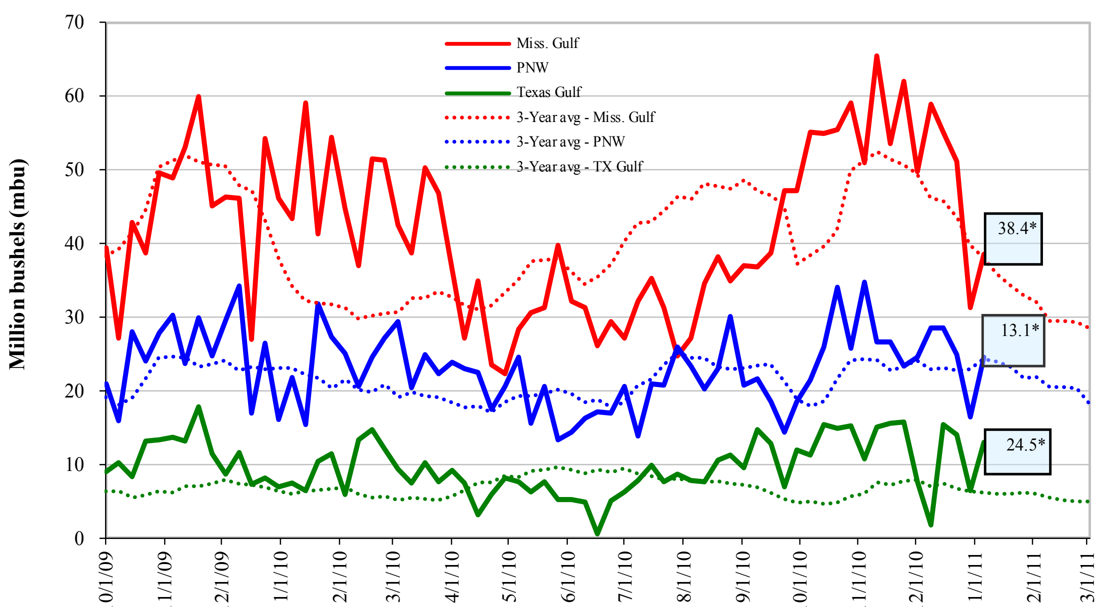


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

Jan 6 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 23	up 102	up 36	up 49
Last year (same week)	down 11	up 75	up 2	up 13
3-yr avg. (4-wk mov. avg.)	down 3	up 120	up 13	up 14

Ocean Transportation

Table 17

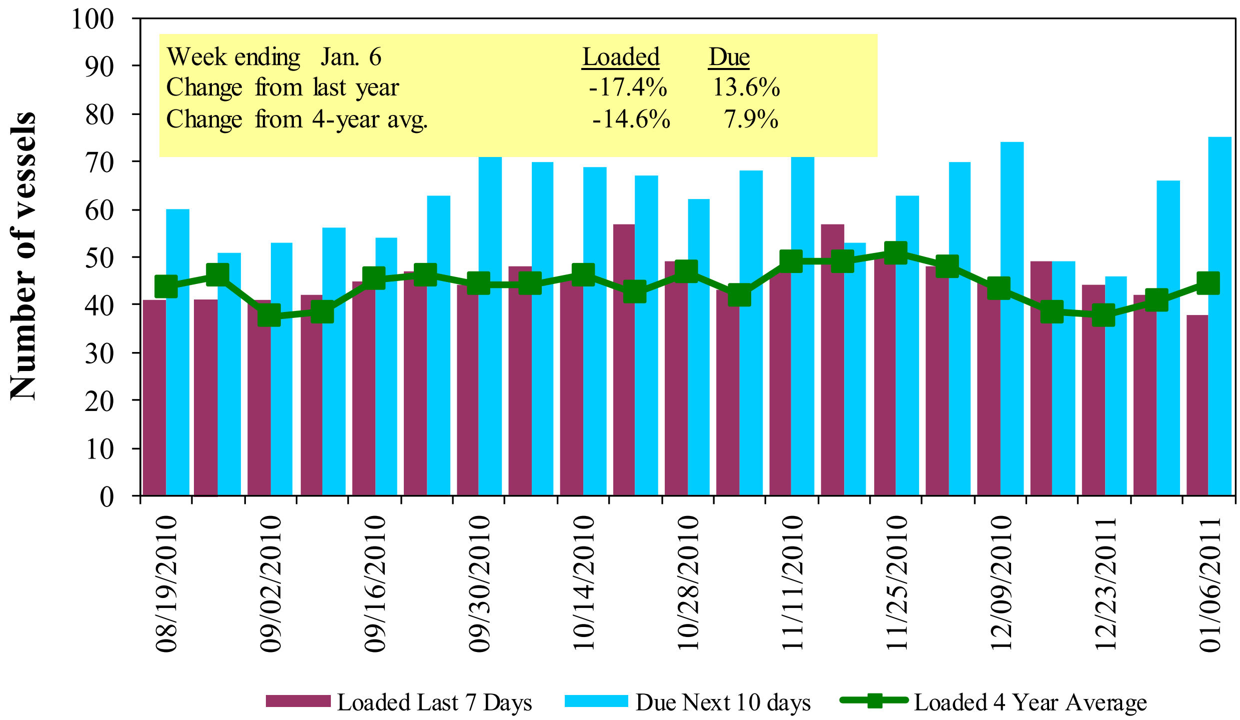
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
1/6/2011	39	38	74	19	13
12/30/2010	28	42	66	21	11
2010 range	(15..69)	(30..57)	(33..84)	(4..24)	(2..20)
2010 avg.	41	42	58	12	11

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

U.S. Gulf[1] Vessel Loading Activity

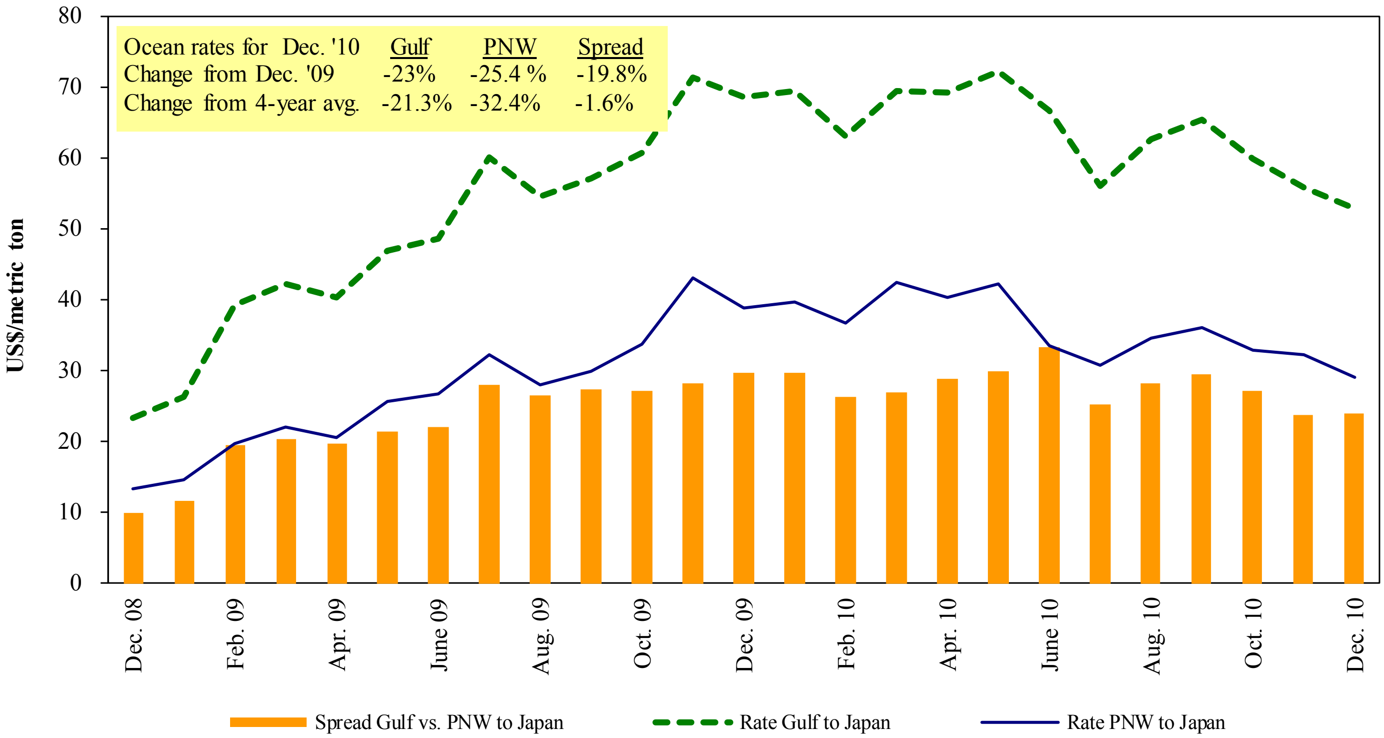


Source:Transportation & Marketing Programs/AMS/USDA

[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 1/8/2011

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Dec 22/31	55,000	57.00
U.S. Gulf	China	Heavy Grain	Dec 20/30	55,000	57.00
U.S. Gulf	China	Heavy Grain	Dec 1/5	55,000	63.00
U.S. Gulf	China	Heavy Grain	Nov 20/30	55,000	56.00
U.S. Gulf	China	Heavy Grain	Nov 15/24	55,000	57.00
U.S. Gulf	China	Heavy Grain	Nov 15/24	55,000	56.75
U.S. Gulf	Pakistan[1]	Wheat	Nov 26/Dec 6	8,100	77.99
River Plate	Algeria	Corn	Dec 5/10	25,000	36.00
River Plate	Algeria	Soybeanmeal	Nov 28/30	25,000	39.50
River Plate	Algeria	Corn	Nov 16/25	25,000	31.00
River Plate	Italy	Heavy Grain	Nov 1/2	28,000	41.50
Romania	Egypt Med	Wheat	Nov 1/10	25,000	17.25

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

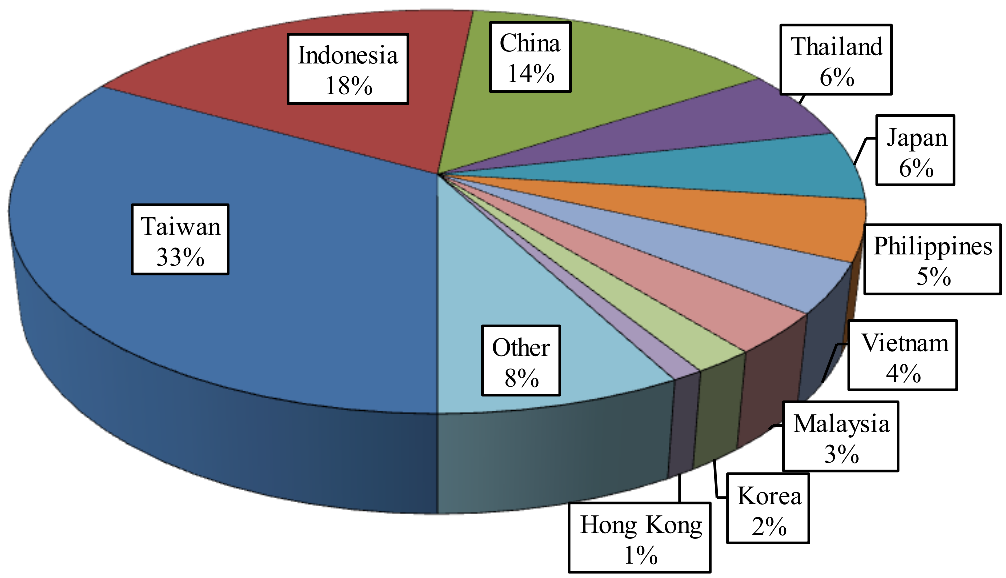
[1]75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

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, October 2010

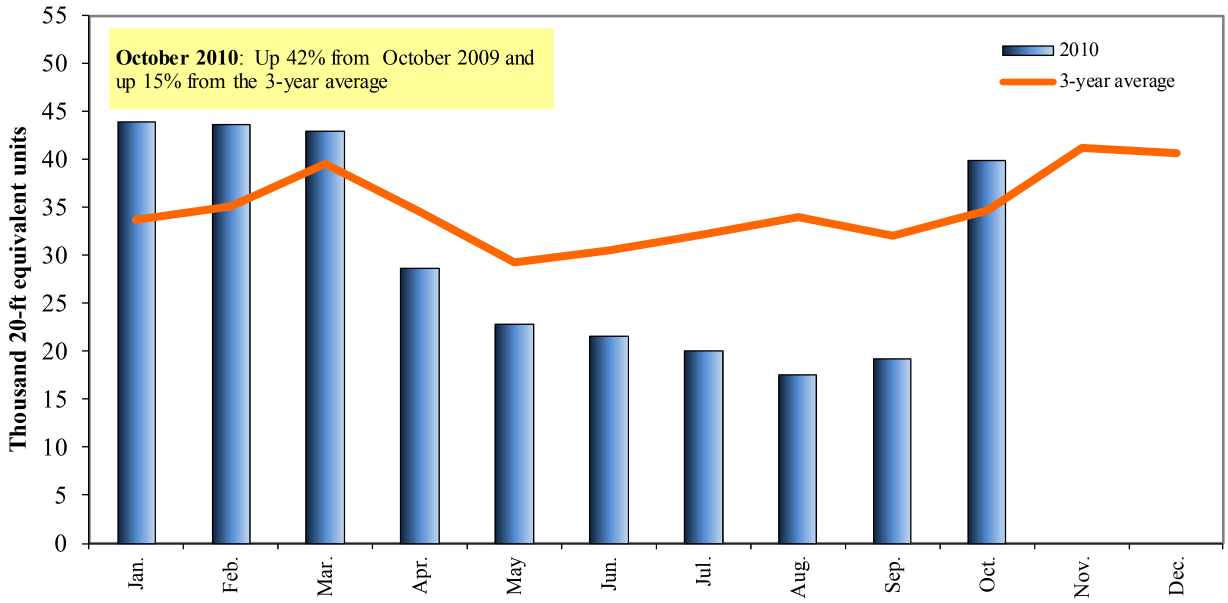


Source: Port Import Export Reporting Service (PIERS)

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements (recently added codes are highlighted in bold type): 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, **230330**, and **120810**.

Figure 19

Monthly Shipments of Containerized Grain to Asia



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

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements (recently added codes are highlighted in bold type): 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, **230330**, and **120810**.

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