USDA
Agricultural Marketing Service

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

Contact Us

Nov. 10, 2010

Contents

The next release is November 18, 2010

WEEKLY HIGHLIGHTS

USDA Projects Record 2010/11 Soybean Exports; Trims Corn Export Projection

In its November World Agricultural Supply Demand Estimates report, USDA raised its forecast of the 2010/11 soybean exports to a record 1.57 billion bushels. The increase was based on higher global import demand and a record sales pace, especially to China, which accounted for over 70 percent of U.S. soybean export sales through October. USDA lowered the 2010/11 projected corn exports from its previous estimate by 50 million bushels to 1.95 billion bushels, almost 2 percent lower than in 2009/10, based on higher prices, which have trimmed the demand. 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 27.5 percent higher than last year at this time.

Pacific Northwest Grain Inspections Rebound

For the week ending November 4, **total inspections of grain** (corn, wheat, and soybeans) in the Pacific Northwest grain inspections increased 14 percent from the past week as shipments to Asia rebounded. Grain inspections from all major U.S. export regions reached 2.46 million metric tons (mmt), down 16.4 percent from the previous week and 9 percent below last year this time. After revisions, grain inspections for the past week totaled 2.94 mmt, a record high for the year. Despite the decrease in overall grain inspections, weekly grain inspections were 5 percent above the 3-year average. Inspections during the last four weeks also increased; they were 14 percent higher than last year and 19 percent higher than the 3-year average.

Barge Operators Send Empty Barges Northbound Before Winter Sets In

During the week ending November 6, barge operators sent a total of 788 **empty barges northbound** through Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52. This level of empty barges has not been moved northbound since May. Barge operators are positioning barges for the final southbound movements before much of the Upper Mississippi River System is closed for the winter. Typically, the last tow of barges departs the Minneapolis-St. Paul area around Thanksgiving. Barge rates for the Twin Cities have been averaging about $41.04 per ton for the first 5 weeks of the fourth quarter, significantly higher than the 3-year fourth quarter average rate of $32.31. The above-average barge rates and the large number of up-bound empties are indicators of strong demand for southbound grain services in the Twin Cities area.

Diesel Fuel Prices Jump 5 Cents per Gallon

During the week ending November 8, U.S. average **diesel fuel prices** increased 5 cents per gallon to $3.12—1.6 percent higher than the previous week and 11 percent higher than the same week last year. Diesel prices have not been this high since May. Fuel prices have felt pressure from rising oil prices; spot crude oil prices have recently increased to over $85 per barrel. In addition, demand for diesel fuel globally has been strong as countries around the world continue to recover from the recession.

Snapshots by Sector

Rail

U.S. railroads originated 25,090 **carloads of grain** during the week ending October 30, down 9 percent from last week, but up 8 percent from last year and 2 percent higher than the 3-year average.

During the week ending November 6, average November non-shuttle **secondary railcar bids/offers** were $12.50 below tariff, down $16.50 from last week. Average shuttle rates were $408.50 below tariff, down $73.50 from last week.

Ocean

During the week ending November 4, 55 **ocean-going grain vessels** were loaded in the Gulf, down 14 percent from last year. Sixty-eight vessels are expected to be loaded in the U.S. Gulf within the next 10 days, down 12 percent from last year.

Barge

During the week ending Nov 6, **barge grain movements** totaled 543,066 tons, 24 percent lower than the previous week, and 22.5 percent lower than the same period last year.

Feature Article/Calendar

Third Quarter Corn and Soybean Transportation Costs Higher in Gulf but Lower in PNW

U.S. Gulf Costs: Total third quarter transportation costs for shipping corn and soybeans from Minneapolis, MN, through the Gulf to Japan increased 4 percent quarter-to-quarter and 17 percent year-to-year, pushed up by increased barge and trucking rates. Third quarter barge rates for shipping grain to the Gulf increased 49 percent quarter-to-quarter and 54 percent year-to-year in anticipation of increased demand for barges due to the earlier than average grain harvest (table 1). Truck rates increased over 12 percent quarter-to-quarter because of a higher demand for trucking, but rates dropped over 6 percent year-to-year.

Compared with the second quarter, the total landed cost for shipping from the U.S. Gulf to Japan rose 6 percent for corn and 4 percent for soybeans during the third quarter. This increase was due to higher truck and barge rates as well as increased farm values for each commodity. From year to year, the landed costs for shipping corn through the Gulf to Japan increased 10 percent because of increasing transportation costs and farm value. On the other hand, lower farm values pushed soybean total landed costs down 2 percent year-to-year despite increased transportation costs. Although corn farm values increased 6 percent year-to-year, soybean farm values decreased 6 percent. Transportation costs for shipping corn from the Gulf to Japan accounted for 43 percent of the total landed cost during the third quarter, below last quarter but higher than last year. The transportation cost's share of the total landed costs for soybeans was 23 percent, slightly below the previous quarter and the past year (table 1).

Table 1: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. Gulf

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	3rdQtr 09	2ndQtr 10	3rdQtr 10	Yr. to Yr.	Qtr to Qtr	3rdQtr 09	2ndQtr 10	3rdQtr 10	Yr. to Yr.	Qtr to Qtr
Truck	10.38	8.66	9.74	-6.17	12.47	10.38	8.66	9.74	-6.17	12.47
Barge	21.33	22.02	32.82	53.87	49.05	21.33	22.02	32.82	53.87	49.05
Ocean	57.28	69.36	61.45	7.28	-11.40	57.28	69.36	61.45	7.28	-11.40
Total Transportation Cost	88.99	100.04	104.01	16.88	3.97	88.99	100.04	104.01	16.88	3.97
Farm Value[1]	131.49	129.26	138.84	5.59	7.41	376.50	336.69	352.25	-6.44	4.62
Total Landed Cost	220.48	229.30	242.85	10.15	5.91	465.49	436.73	456.26	-1.98	4.47
Transportation % Landed Cost	40.36	43.63	42.83			19.12	22.91	22.80		

Source: USDA/AMS/TMP

[1] Rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains

[2] Source: USDA/NASS, Agricultural Prices

Pacific Northwest Costs: Total transportation costs from Minneapolis, MN, to Japan via the Pacific Northwest (PNW) decreased over 4 percent for corn and soybeans quarter-to-quarter because of lower ocean rates (see table 2). However, year-to-year total transportation cost increased due to higher ocean and rail costs. From year to year, transportation costs for shipping corn and soybeans to the PNW increased over 6 and 5 percent, respectively (table 2). Compared with the second quarter, third quarter PNW rail rates increased slightly for corn and soybeans. Year-to-year rail rates for shipping grain to the PNW increased over 5 percent for corn and 3 percent for soybeans because of higher fuel surcharges (see GTR table 7).

Table 2: Cost of Shipping Corn and Soybeans from Minneapolis to Japan through the U.S. PNW

	Corn					Soybeans				
	$/metric ton			Percent change		$/metric ton			Percent Change	
	3rdQtr 09	2ndQtr 10	3rdQtr 10	Yr. to Yr.	Qtr to Qtr	3rdQtr 09	2ndQtr 10	3rdQtr 10	Yr. to Yr.	Qtr to Qtr
Truck	10.38	8.66	9.74	-6.17	12.47	10.38	8.66	9.74	-6.17	12.47
Rail[1]	45.50	47.57	47.82	5.10	0.53	48.81	50.10	50.34	3.13	0.48
Ocean	30.03	39.38	33.77	12.45	-14.25	30.03	39.38	33.77	12.45	-14.25
Total Transportation Cost	85.91	95.61	91.33	6.31	-4.48	89.22	98.14	93.85	5.19	-4.37
Farm Value[2]	131.49	129.26	138.84	5.59	7.41	376.50	336.69	352.25	-6.44	4.62
Total Landed Cost	217.40	224.87	230.17	5.87	2.36	465.72	434.83	446.1	-4.21	2.59
Transportation % Landed Cost	39.52	42.52	39.68			19.16	22.57	21.04		

Source: USDA/AMS/TMP

[1] Rail tariffs include fuel surcharges and revisions for heavy axle rail cars and shuttle trains

[2] Source: USDA/NASS, Agricultural Prices

Although quarter-to-quarter PNW transport costs declined because of lower ocean rates, total landed costs increased over 2 percent for corn and about 3 percent for soybeans because of higher truck rates and farm values (see table 2). As was the case in the Gulf, year-to-year landed costs in PNW were also higher for corn but lower for soybeans. Transportation costs for corn shipped through the PNW accounted for about 40 percent of the total landed costs during the third quarter, less than the previous quarter but equal to last year. Third quarter transportation costs for soybeans shipped through the PNW accounted for 21 percent of the total landed costs, slightly under the previous quarter but higher than last year. Although down from last year, soybean farm value continued to account for a major share of the total landed costs when shipping soybeans to Japan. *Johnny.Hill@ams.usda.gov*

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail[2]	Barge	Ocean	
Week ending				Gulf	Pacific
11/10/10	209	108	254	n/a	n/a
10/27/10	206	274	273	264	230

[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	11/5/2010	10/29/2010
Corn	IL--Gulf	-0.72	-0.82
Corn	NE--Gulf	-1.02	-1.16
Soybean	IA--Gulf	-1.17	-1.32
HRW	KS--Gulf	-1.35	-1.35
HRS	ND--Portland	-4.00	-4.15

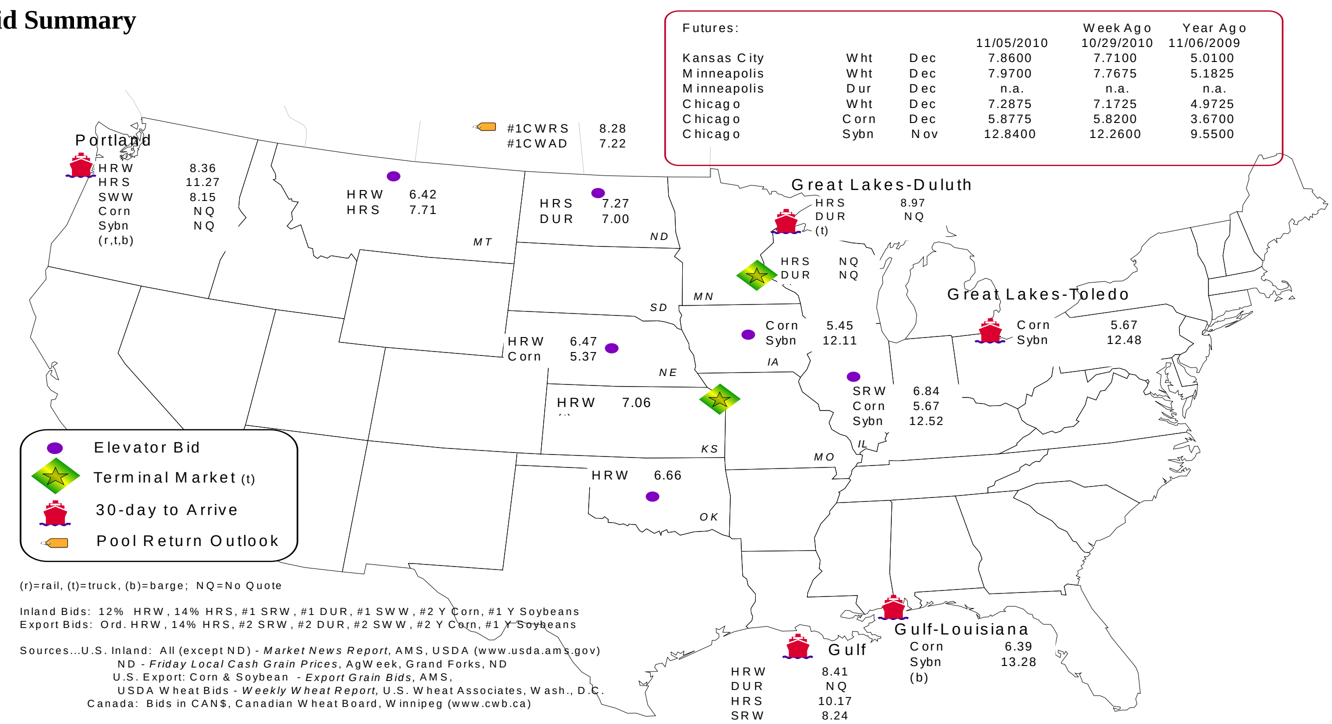
Note: nq = no quote

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
11/03/2010[p]	1,904	1,810	615	4,794	1,133	10,256
10/27/2010[r]	1,583	1,949	1,088	4,566	1,093	10,279
2010 YTD	23,100	66,735	37,119	145,909	25,254	298,117
2009 YTD	24,289	42,145	31,843	144,929	21,071	264,277
2010 YTD as % of 2009 YTD	95	158	117	101	120	113
Last 4 weeks as % of 2009[2]	113	111	119	105	112	109
Last 4 weeks as % of 4-year avg.[2]	80	106	74	92	114	93
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.

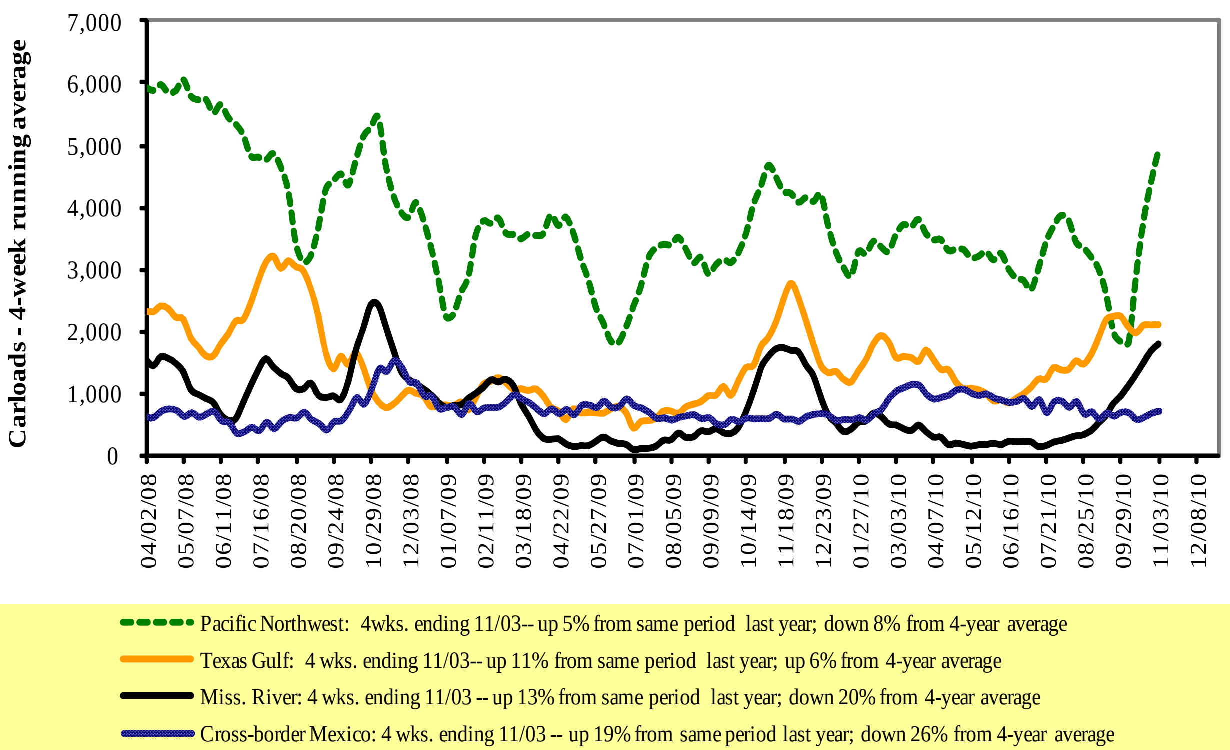
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

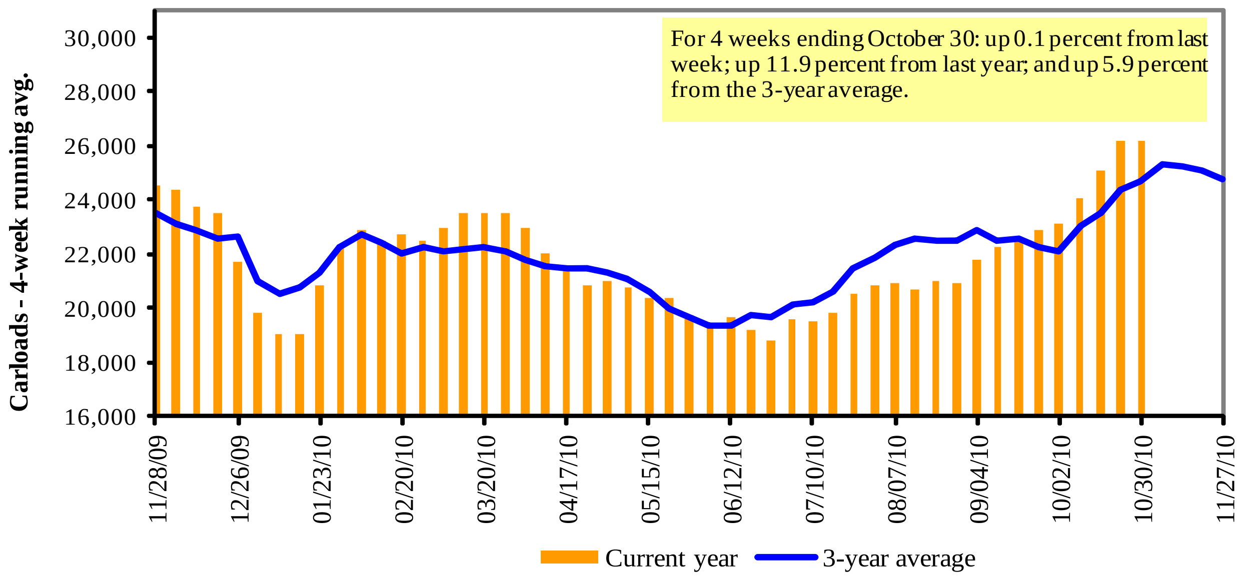
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
10/30/10	2,600	3,685	11,670	589	6,546	25,090	4,492	4,321
This week last year	2,514	2,717	10,992	1,065	6,048	23,336	3,701	5,503
2010 YTD	91,570	131,403	447,728	30,084	240,987	941,772	167,108	220,731
2009 YTD	84,805	113,040	390,735	29,846	215,885	834,311	166,620	233,178
2010 YTD as % of 2009 YTD	108	116	115	101	112	113	100	95
Last 4 weeks as % of 2009[1]	115	118	119	80	102	112	114	91
Last 4 weeks as % of 3-yr avg.[1]	96	108	109	94	105	106	92	89
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							
11/6/2010	Nov-10	Nov-09	Dec-10	Dec-09	Jan-11	Jan-10	Feb-11	Feb-10
BNSF[3]								
COT grain units	no offer	no offer	no offer	13	no offer	0	no offer	0
COT grain single-car[5]	no offer	no offer	no offer	0	no offer	0	no offer	0
UP[4]								
GCAS/Region 1	no offer	no bids	no bids	no bids	no bids	no bids	n/a	no offer
GCAS/Region 2	no bids	no bids	no bids	no bids	no bids	no bids	n/a	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.

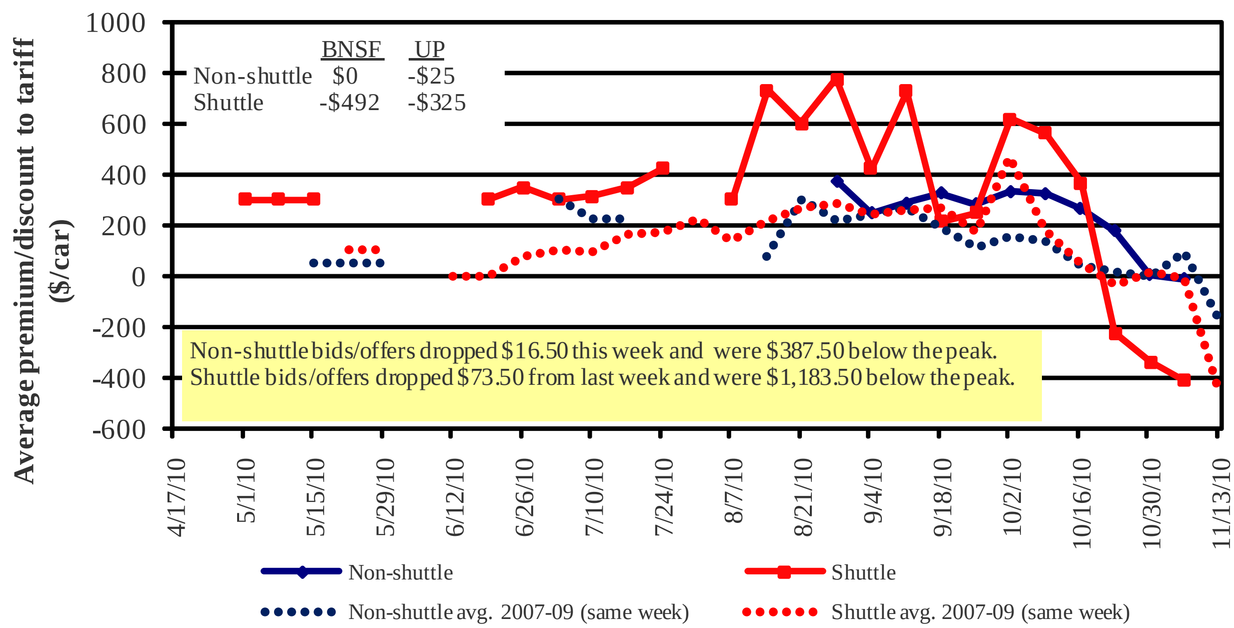
[5]Range is shown because average is not available. Not available = n/a.

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 November 2010, Secondary Market

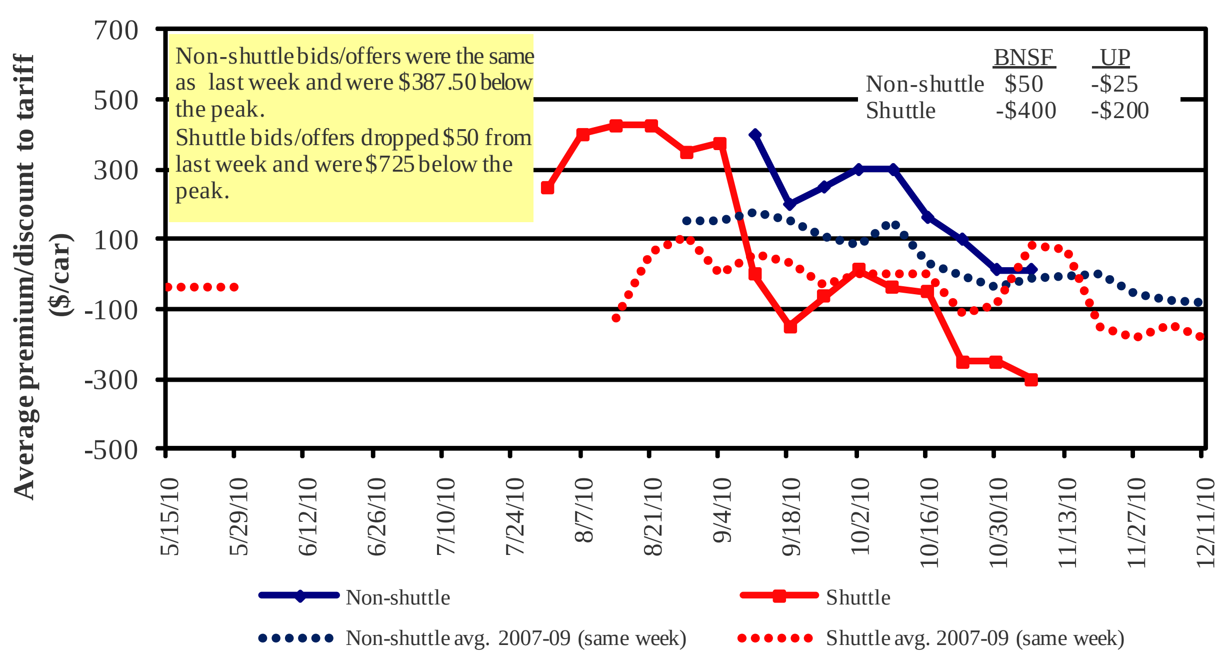


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

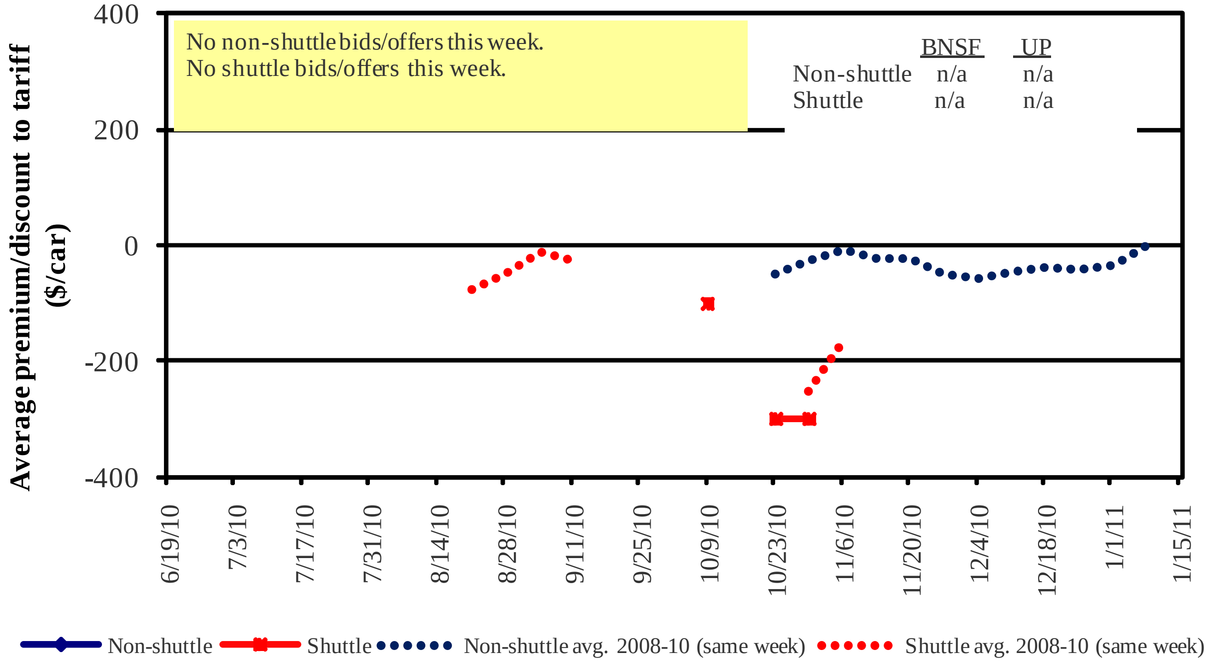


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in January 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					
11/6/2010	**Nov-10**	**Dec-10**	**Jan-10**	**Feb-10**	**Mar-10**	**Apr-10**
Non-shuttle						
BNSF-GF	-	50	n/a	n/a	n/a	n/a
Change from last week	(25)	-	n/a	n/a	n/a	n/a
Change from same week 2009	(238)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(25)	(25)	n/a	n/a	n/a	n/a
Change from last week	(8)	-	n/a	n/a	n/a	n/a
Change from same week 2009	(20)	(17)	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	(492)	(400)	n/a	n/a	n/a	n/a
Change from last week	(79)	n/a	n/a	n/a	n/a	n/a
Change from same week 2009	(1,005)	(594)	n/a	n/a	n/a	n/a
UP-Pool	(325)	(200)	n/a	n/a	n/a	n/a
Change from last week	(68)	50	n/a	n/a	n/a	n/a
Change from same week 2009	(425)	(75)	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: 11/1/2010	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]
Unit train						
Wheat	Wichita, KS	St. Louis, MO	$2,774	$86	$28.40	$0.77
	Grand Forks, ND	Duluth-Superior, MN	$2,563	$128	$26.72	$0.73
	Wichita, KS	Los Angeles, CA	$5,047	$658	$56.65	$1.54
	Wichita, KS	New Orleans, LA	$3,275	$151	$34.02	$0.93
	Sioux Falls, SD	Galveston-Houston, TX	$4,981	$540	$54.83	$1.49
	Northwest KS	Galveston-Houston, TX	$3,543	$166	$36.83	$1.00
	Amarillo, TX	Los Angeles, CA	$3,742	$231	$39.45	$1.07
Corn	Champaign-Urbana, IL	New Orleans, LA	$2,812	$171	$29.62	$0.81
	Toledo, OH	Raleigh, NC	$3,760	$208	$39.40	$1.07
	Des Moines, IA	Davenport, IA	$1,843	$36	$18.66	$0.51
	Indianapolis, IN	Atlanta, GA	$3,196	$156	$33.29	$0.91
	Indianapolis, IN	Knoxville, TN	$2,760	$100	$28.40	$0.77
	Des Moines, IA	Little Rock, AR	$2,938	$106	$30.23	$0.82
	Des Moines, IA	Los Angeles, CA	$4,372	$310	$46.49	$1.27
Soybeans	Minneapolis, MN	New Orleans, LA	$3,316	$164	$34.56	$0.94
	Toledo, OH	Huntsville, AL	$2,921	$148	$30.47	$0.83
	Indianapolis, IN	Raleigh, NC	$3,830	$209	$40.11	$1.09
	Indianapolis, IN	Huntsville, AL	$2,613	$100	$26.94	$0.73
	Champaign-Urbana, IL	New Orleans, LA	$3,156	$171	$33.04	$0.90
Shuttle Train						
Wheat	Great Falls, MT	Portland, OR	$2,868	$378	$32.24	$0.88
	Wichita, KS	Galveston-Houston, TX	$2,867	$295	$31.40	$0.85
	Chicago, IL	Albany, NY	$3,497	$195	$36.66	$1.00
	Grand Forks, ND	Portland, OR	$4,131	$654	$47.51	$1.29
	Grand Forks, ND	Galveston-Houston, TX	$5,046	$681	$56.87	$1.55
	Northwest KS	Portland, OR	$4,510	$272	$47.49	$1.29
Corn	Minneapolis, MN	Portland, OR	$4,000	$796	$47.63	$1.30
	Sioux Falls, SD	Tacoma, WA	$4,000	$729	$46.96	$1.28
	Champaign-Urbana, IL	New Orleans, LA	$2,677	$171	$28.28	$0.77
	Lincoln, NE	Galveston-Houston, TX	$2,880	$425	$32.82	$0.89
	Des Moines, IA	Amarillo, TX	$3,330	$134	$34.40	$0.94
	Minneapolis, MN	Tacoma, WA	$4,000	$789	$47.56	$1.29
	Council Bluffs, IA	Stockton, CA	$3,480	$817	$42.67	$1.16
Soybeans	Sioux Falls, SD	Tacoma, WA	$4,320	$729	$50.14	$1.36
	Minneapolis, MN	Portland, OR	$4,270	$796	$50.31	$1.37
	Fargo, ND	Tacoma, WA	$4,270	$648	$48.84	$1.33
	Council Bluffs, IA	New Orleans, LA	$3,510	$197	$36.81	$1.00
	Toledo, OH	Huntsville, AL	$2,536	$148	$26.65	$0.73
	Grand Island, NE	Portland, OR	$4,420	$278	$46.66	$1.27

[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]	Tariff plus surcharge per: bushel[3]	Percent change Y/Y[4]
Effective date: 11/1/2010							
Wheat	MT	Chihuahua, CI	$6,705	$691	$75.57	$2.05	9
	OK	Cuautitlan, EM	$6,026	$537	$67.05	$1.82	7
	KS	Guadalajara, JA	$6,705	$814	$76.83	$2.09	9
	TX	Salinas Victoria, NL	$3,397	$178	$36.53	$0.99	10
Corn	IA	Guadalajara, JA	$7,000	$815	$79.85	$2.17	8
	SD	Penjamo, GJ	$6,520	$905	$75.86	$2.06	2
	NE	Queretaro, QA	$6,240	$534	$69.21	$1.88	3
	SD	Salinas Victoria, NL	$4,785	$688	$55.92	$1.52	7
	MO	Tlalnepantla, EM	$5,428	$520	$60.78	$1.65	3
	SD	Torreon, CU	$5,610	$758	$65.06	$1.77	6
Soybeans	MO	Bojay (Tula), HG	$6,103	$695	$69.46	$1.89	3
	NE	Guadalajara, JA	$6,700	$784	$76.47	$2.08	6
	IA	Penjamo (Celaya), GJ	$6,690	$899	$77.54	$2.11	3
	KS	Torreon, CU	$5,405	$509	$60.42	$1.64	5
Sorghum	OK	Cuautitlan, EM	$4,729	$687	$55.34	$1.50	11
	TX	Guadalajara, JA	$5,670	$589	$63.95	$1.74	8
	NE	Penjamo, GJ	$6,455	$721	$73.32	$1.99	2
	KS	Queretaro, QA	$5,591	$406	$61.27	$1.67	3
	NE	Salinas Victoria, NL	$4,410	$421	$49.35	$1.34	2
	NE	Torreon, CU	$5,400	$554	$60.83	$1.65	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]Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009

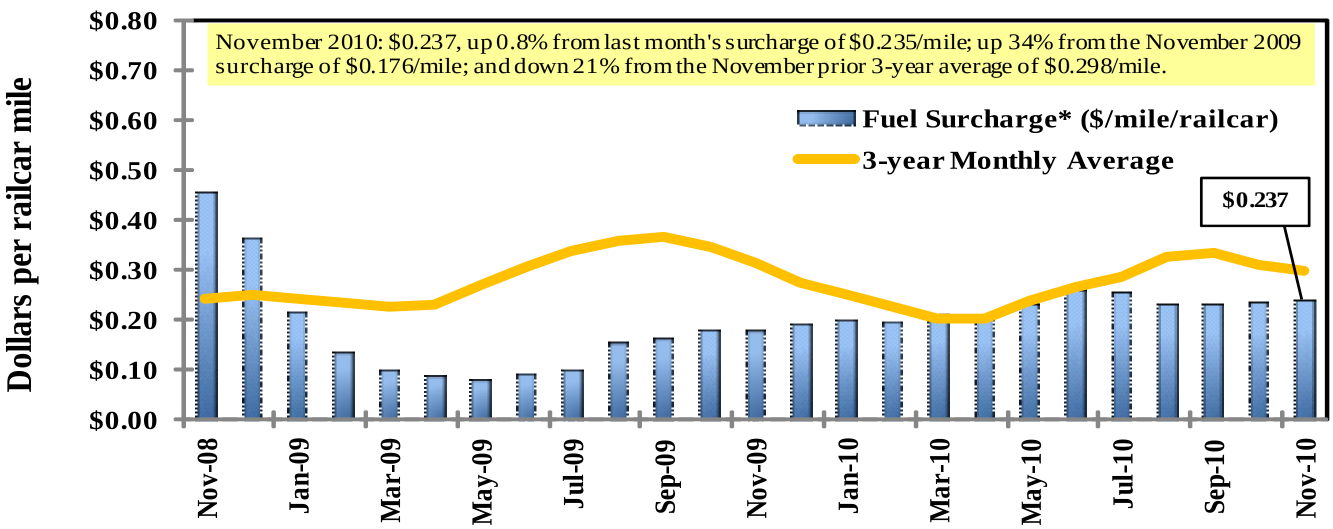
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[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]

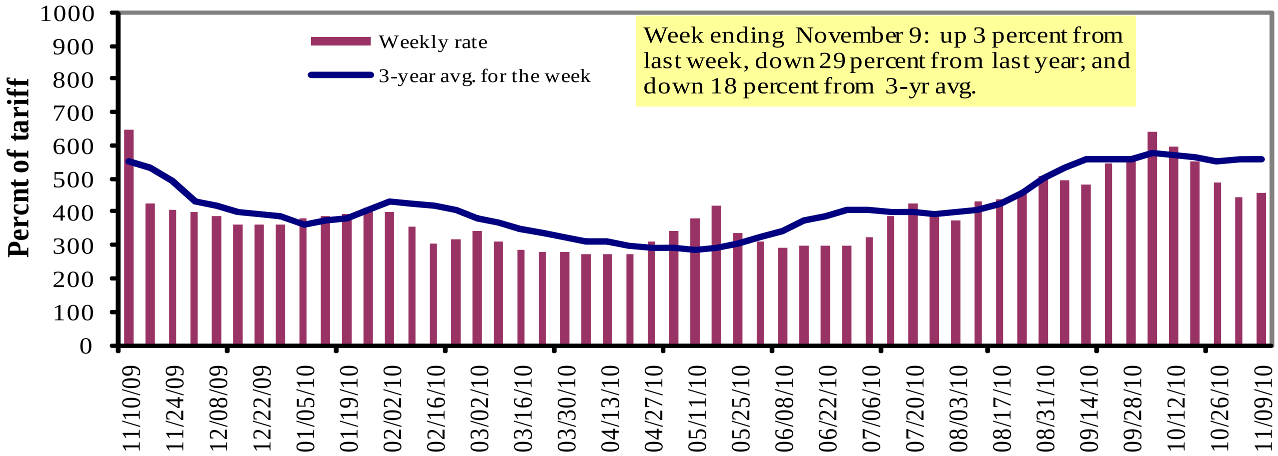


[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

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

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]	11/9/2010	618	523	458	408	405	405	335
	11/2/2010	619	546	444	383	398	398	325
$/ton	11/9/2010	38.25	27.82	21.25	16.28	18.99	16.36	10.52
	11/2/2010	38.32	29.05	20.60	15.28	18.67	16.08	10.21
Current week % change from the same week:								
	Last year	-8	-19	-29	-42	-39	-39	-51
	3-year avg. [2]	17	-2	-18	-20	-26	-26	-31
Rate[1]	December	-	-	420	325	370	370	317
	January	-	-	402	313	357	357	287

[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

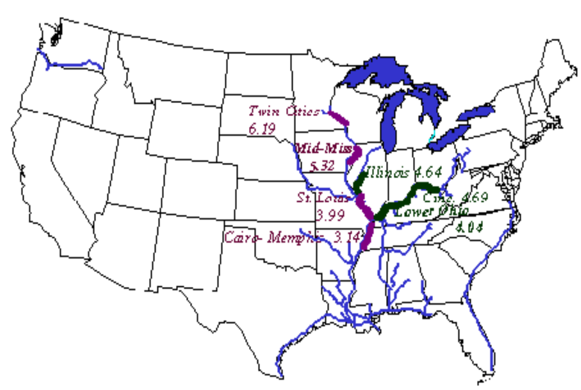
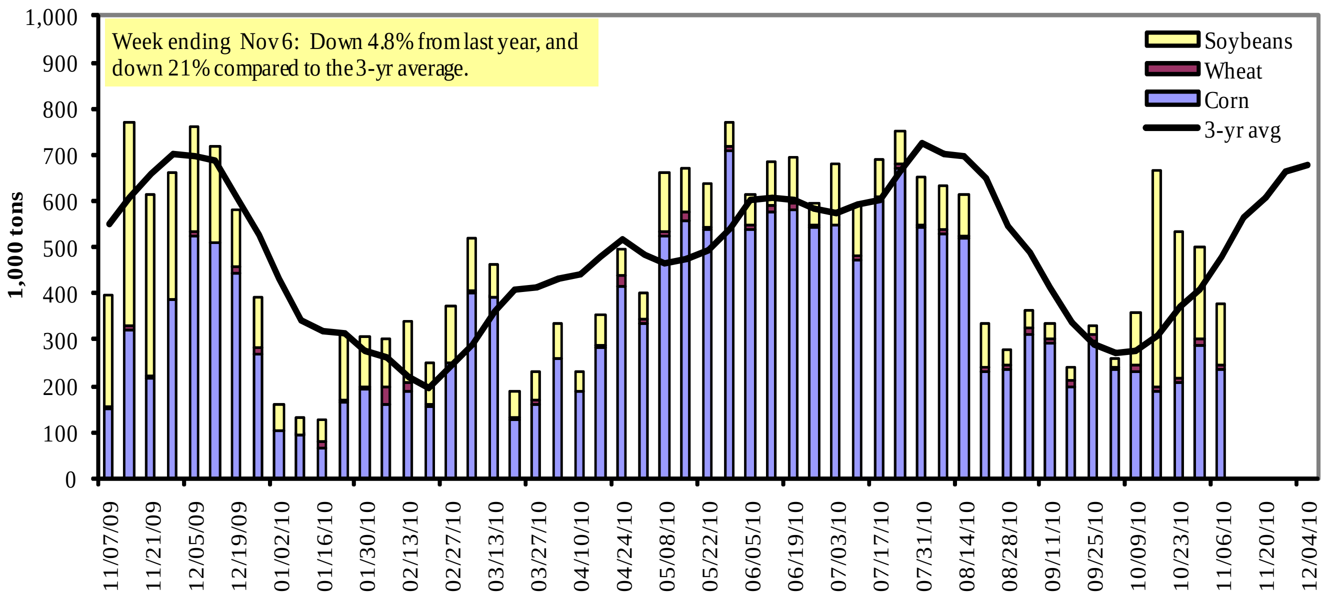


Figure 10

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 11/6/2010	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	189	2	137	0	328
Winfield, MO (L25)	238	8	99	0	345
Alton, IL (L26)	251	8	104	0	363
Granite City, IL (L27)	238	8	133	0	379
Illinois River (L8)	61	0	30	0	91
Ohio River (L52)	52	4	79	0	134
Arkansas River (L1)	0	1	28	0	29
Weekly total - 2010	290	13	240	0	543
Weekly total - 2009	259	34	389	19	701
2010 YTD[1]	19,630	1,099	7,711	394	28,834
2009 YTD	20,028	1,374	7,540	369	29,311
2010 as % of 2009 YTD	98	80	102	107	98
Last 4 weeks as % of 2009[2]	106	67	137	61	120
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.

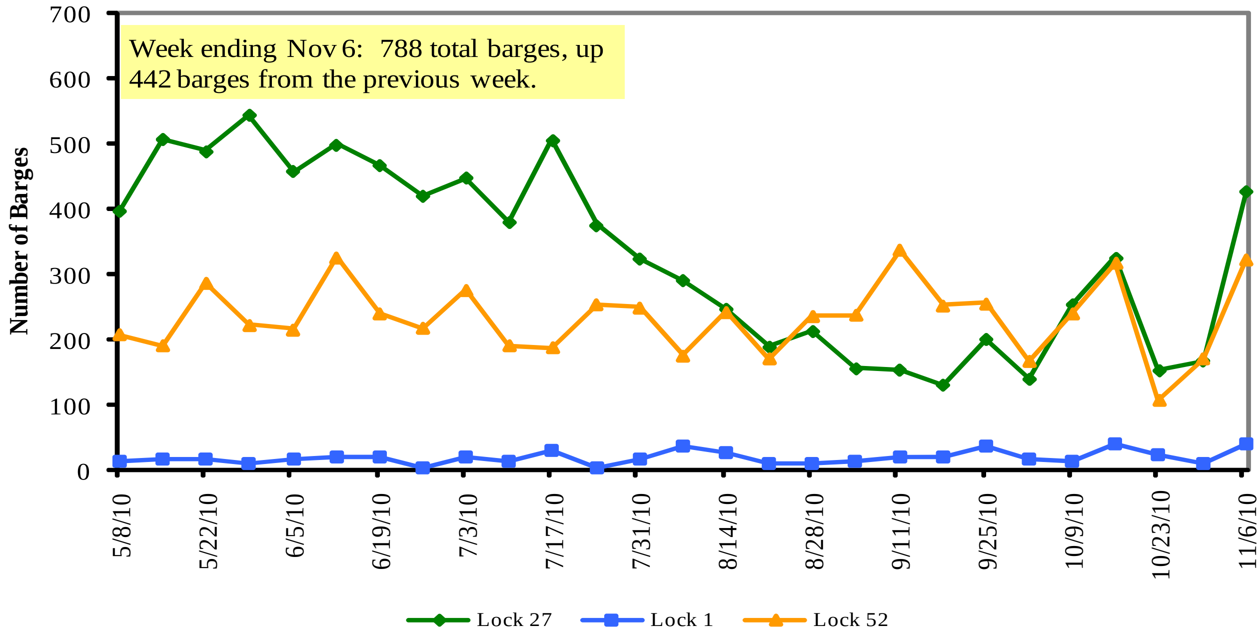
[2] As a percent of same period in 2009.

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

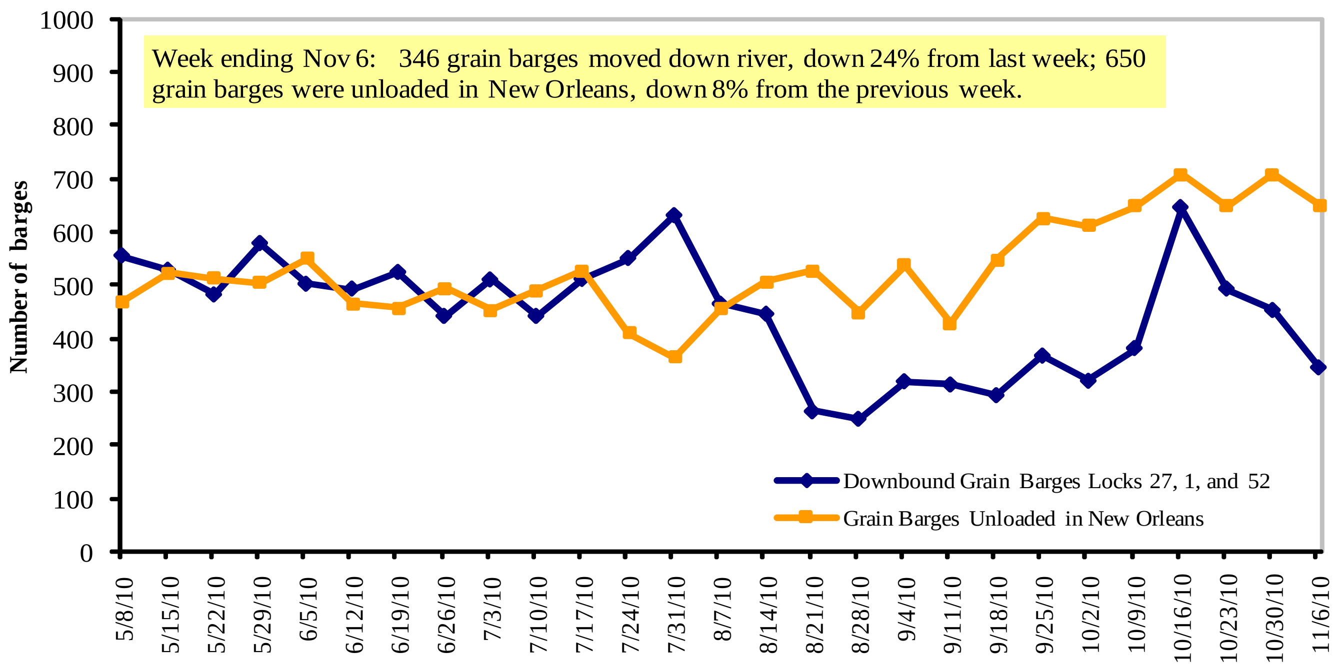
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 11/8/2010 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.114	0.051	0.293
	New England	3.170	0.023	0.304
	Central Atlantic	3.225	0.044	0.299
	Lower Atlantic	3.061	0.056	0.289
II	Midwest[2]	3.102	0.053	0.323
III	Gulf Coast[3]	3.030	0.048	0.284
IV	Rocky Mountain	3.199	0.058	0.376
V	West Coast	3.273	0.031	0.364
	California	3.279	0.042	0.307
Total	U.S.	3.116	0.049	0.315

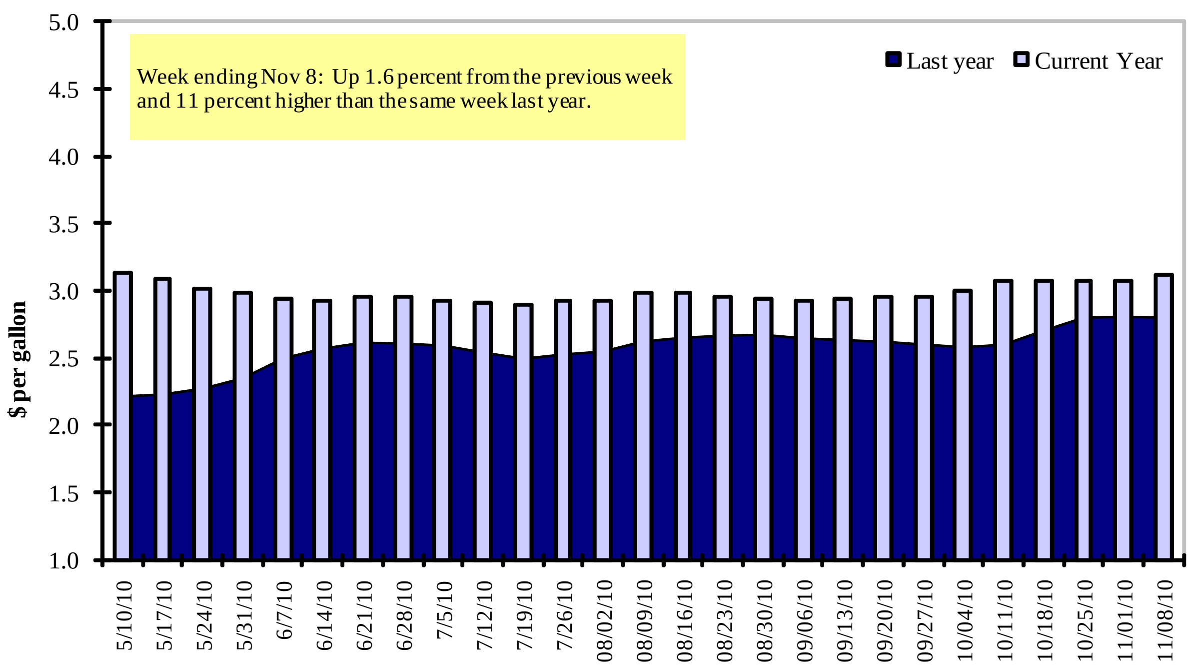
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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)

Week ending	HRW	SRW	HRS	SWW	DUR	All wheat	Corn	Soybeans	Total
	Wheat								
Export Balances[1]									
10/28/2010	3,365	553	2,326	1,185	194	7,623	12,798	20,473	40,894
This week year ago	1,263	557	1,020	980	322	4,141	10,140	17,795	32,076
Cumulative exports-marketing year[2]									
2010/11 YTD	5,834	868	3,230	1,993	469	12,394	7,382	8,459	28,235
2009/10 YTD	3,346	1,462	2,167	1,677	468	9,120	7,710	5,539	22,369
YTD 2010/11 as % of 2009/10	174	59	149	119	100	136	96	153	126
Last 4 wks as % of same period 2008/09	272	99	212	124	59	182	131	116	129
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 10/28/10	**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 -
Japan	5,907	4,520	31	14,343
Mexico	3,061	3,124	(2)	7,999
Korea	1,607	2,546	(37)	7,562
Taiwan	798	1,054	(24)	2,949
Egypt[4]	1,312	613	114	2,935
Top 5 importers	**12,685**	**11,855**	**7**	**35,788**
Total US corn export sales	**20,180**	**17,850**	**13**	**50,460**
% of Projected	41%	35%		
Change from Last Week	443	564		
Top 5 importers' share of U.S. corn export sales	63%	66%		
USDA forecast, November 2010	**49,530**	**50,460**	**(2)**	
Corn Use for Ethanol USDA forecast, Ethanol November 2010	**121,920**	**115,824**	**5**	

(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: 120,000 mt on 11/1 to Egypt for 2010/11.

Table 14

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

Week ending 10/28/10	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[4]	17,601	14,158	24	22,454
Mexico[5]	1,192	914	31	3,276
Japan	1,057	1,056	0	2,347
EU-25	671	454	48	2,647
Taiwan	584	678	(14)	1,556
Top 5 importers	**21,105**	**17,260**	**22**	**32,280**
Total US soybean export sales	**28,931**	**23,334**	**24**	**40,850**
% of Projected	68%	57%		
Change from last week	1,576	383		
Top 5 importers' share of U.S. soybean export sales	73%	74%		
USDA forecast, November 2010	**42,730**	**40,850**	**5**	
Soybean Use for Biodiesel USDA forecast, November 2010	**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.

[4] Not included - FAS Press Release: 120,000 mt on 11/08 for 2010/11 and 180,000 mt for 2011/12 to China.

[5] Not included - FAS Press Release: 112,000 mt on 11/09 for 2010/11 to Mexico.

Table 15

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

Week Ending 10/28/2010	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	1,924	1,785	8	3,233
Japan	1,969	1,676	17	3,148
Mexico	1,586	1,135	40	1,975
Philippines	1,561	1,043	50	1,518
Korea, South	1,090	676	61	1,111
Taiwan	450	504	(11)	844
Venezuela	296	294	1	658
Colombia	438	395	11	575
Peru	608	334	82	567
Egypt	1,876	424	343	529
Top 10 importers	**11,797**	**8,265**	**43**	**14,156**
Total US wheat export sales[4]	**20,018**	**13,261**	**51**	**23,980**
% of Projected	59%	55%		
Change from last week	566	285		
Top 10 importers' share of U.S. wheat export sales	59%	62%		
USDA forecast, November 2010	**34,020**	**23,980**	**42**	

(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 HRW to Unknown on 11/2 for 2010/11.

Table 16

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

Port regions	Week ending 11/04/10	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	181	9,486	8,680	109	88	84	10,091
Corn	53	8,452	7,218	117	101	27	8,498
Soybeans	556	7,770	6,989	111	111	138	9,743
Total	**791**	**25,708**	**22,887**	**112**	**104**	**107**	**28,332**
Mississippi Gulf							
Wheat	47	3,428	3,594	95	89	79	4,019
Corn	458	25,728	25,755	100	104	92	28,843
Soybeans	746	15,816	15,235	104	140	164	21,831
Total	**1,251**	**44,972**	**44,585**	**101**	**121**	**122**	**54,693**
Texas Gulf							
Wheat	162	7,794	4,820	162	230	125	5,735
Corn	66	1,603	1,751	92	86	130	1,968
Soybeans	59	1,227	1,237	99	68	204	2,402
Total	**287**	**10,623**	**7,808**	**136**	**116**	**144**	**10,105**
Great Lakes							
Wheat	30	1,469	793	185	89	82	990
Corn	14	100	289	35	455	82	353
Soybeans	70	428	466	92	74	118	781
Total	**115**	**1,997**	**1,548**	**129**	**86**	**99**	**2,124**
Atlantic							
Wheat	0	314	550	57	1,101	107	552
Corn	0	419	420	100	54	80	472
Soybeans	14	897	579	155	189	267	1,268
Total	**14**	**1,630**	**1,549**	**105**	**128**	**138**	**2,292**
U.S. total from ports[2]							
Wheat	421	22,491	18,438	122	122	96	21,387
Corn	592	36,302	35,433	102	101	84	40,134
Soybeans	1,446	26,137	24,505	107	117	155	36,025
Total	**2,459**	**84,929**	**78,376**	**108**	**114**	**119**	**97,546**

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

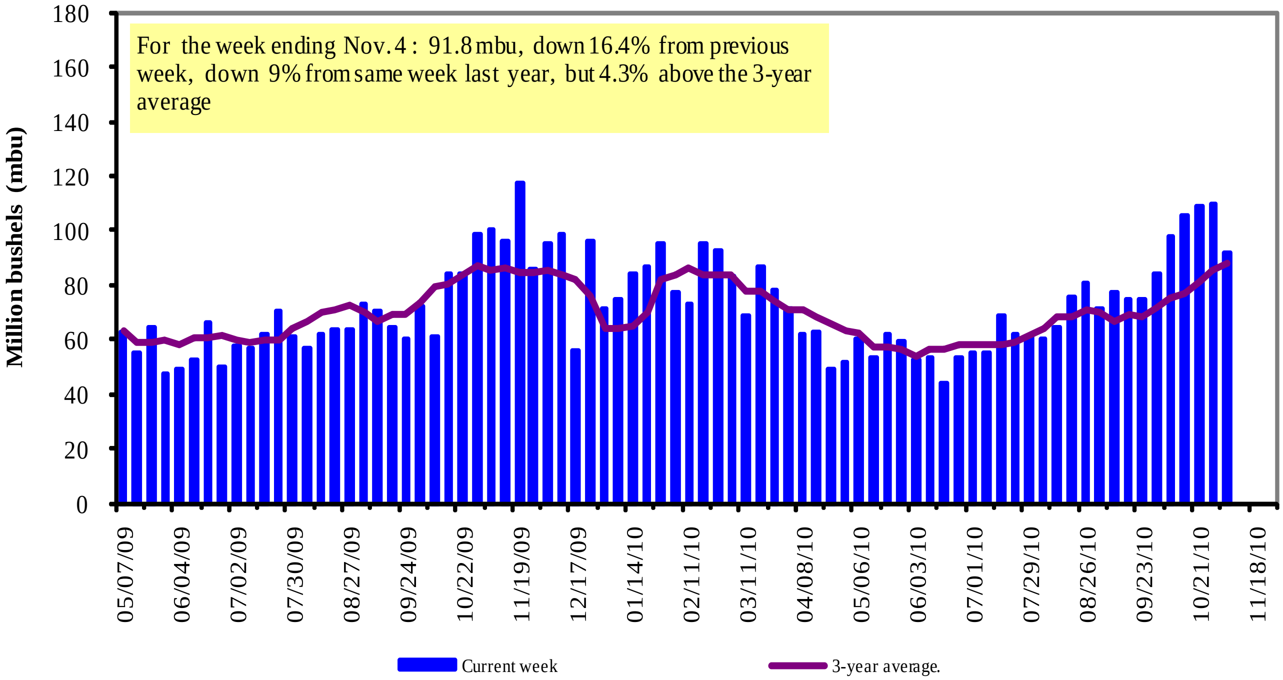
[2] Total includes only port regions shown above

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)

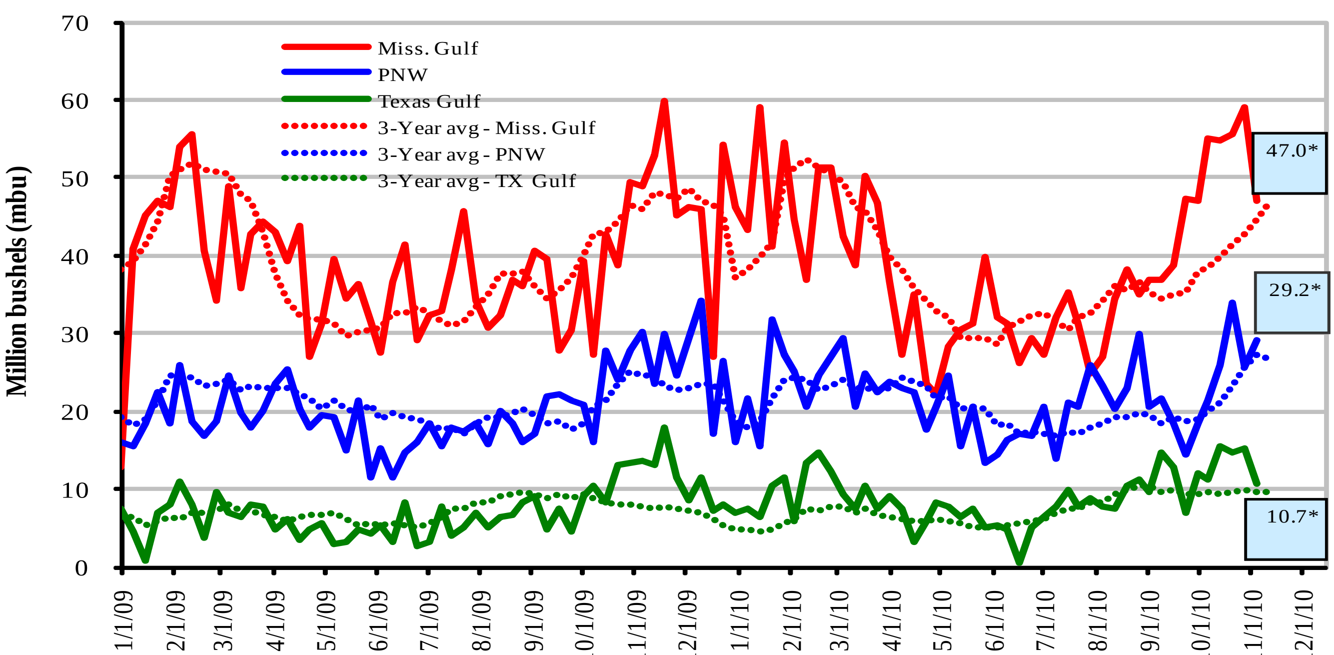


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

Nov 4, % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 20	down 30	down 22	up 14
Last year (same week)	down 4	down 21	down 7	down 4
3-yr avg. (4-wk mov. avg.)	up 6	down 10	up 7	up 6

Ocean Transportation

Table 17

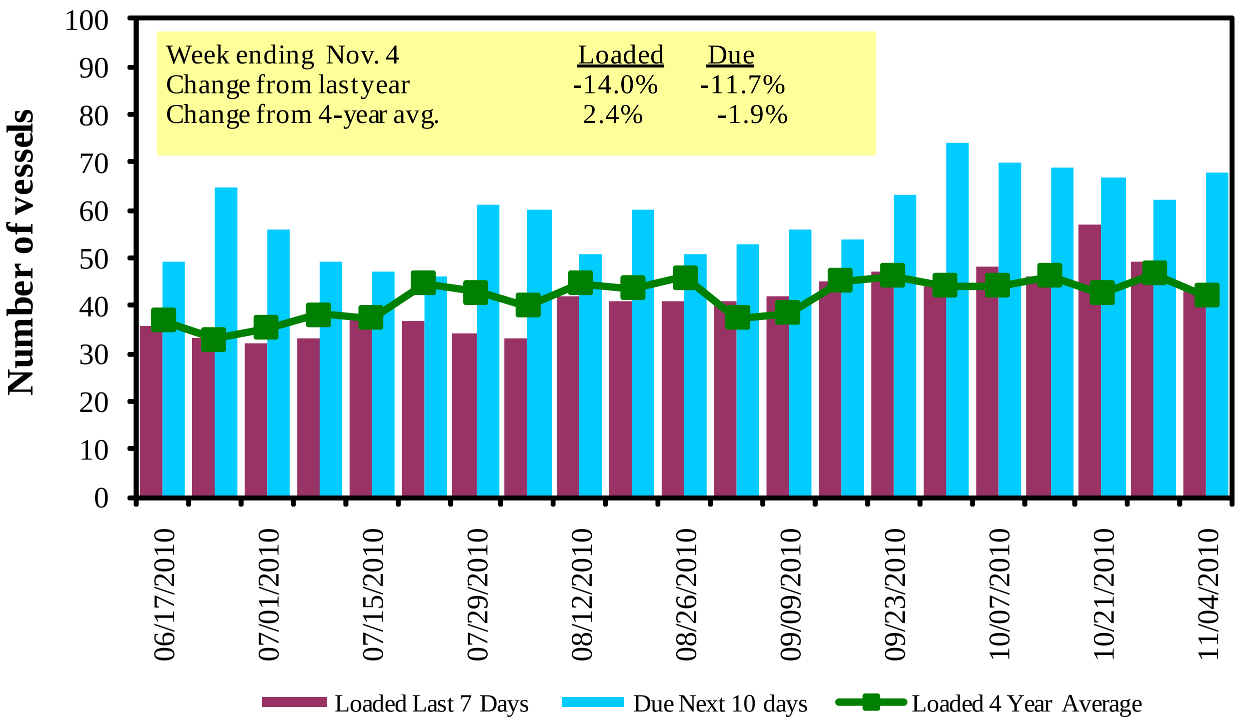
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
11/4/2010	55	43	68	10	14
10/28/2010	47	49	62	13	20
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

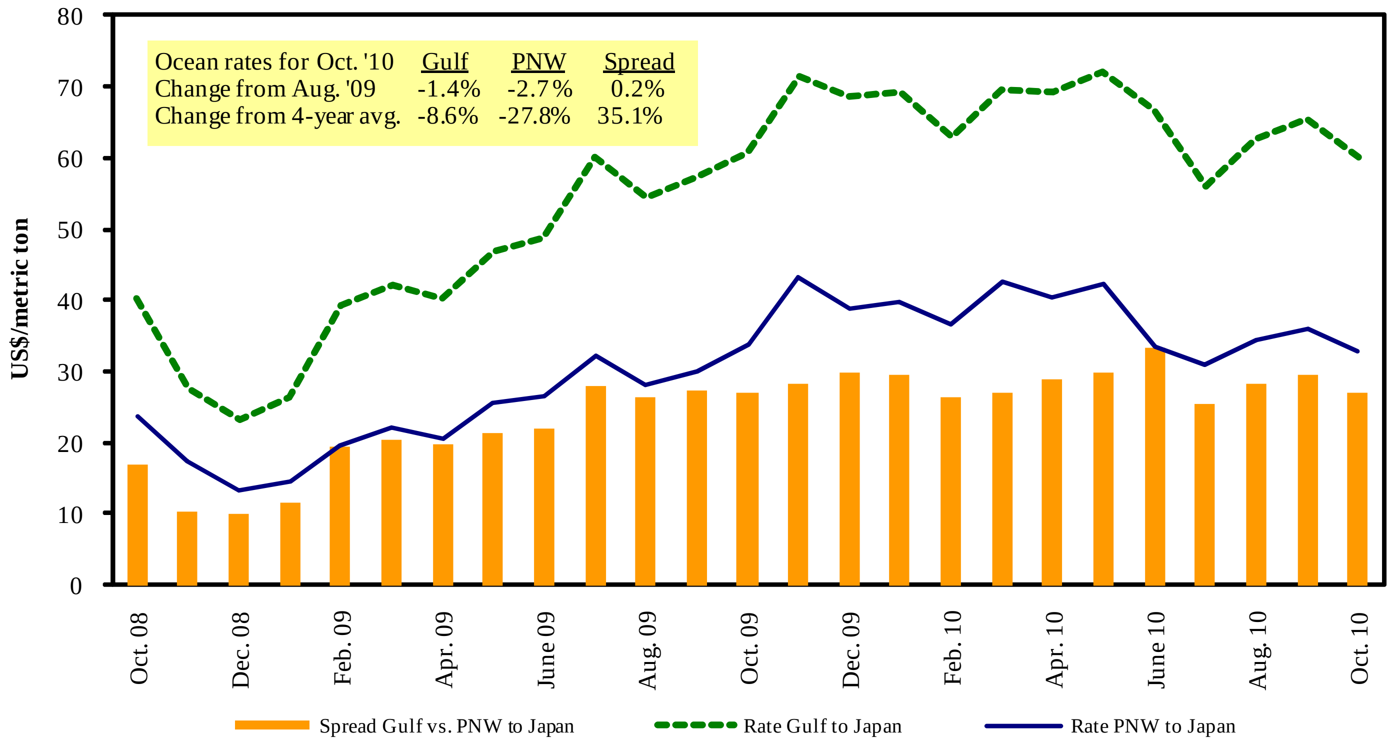
U.S. Gulf[1] Vessel Loading Activity



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

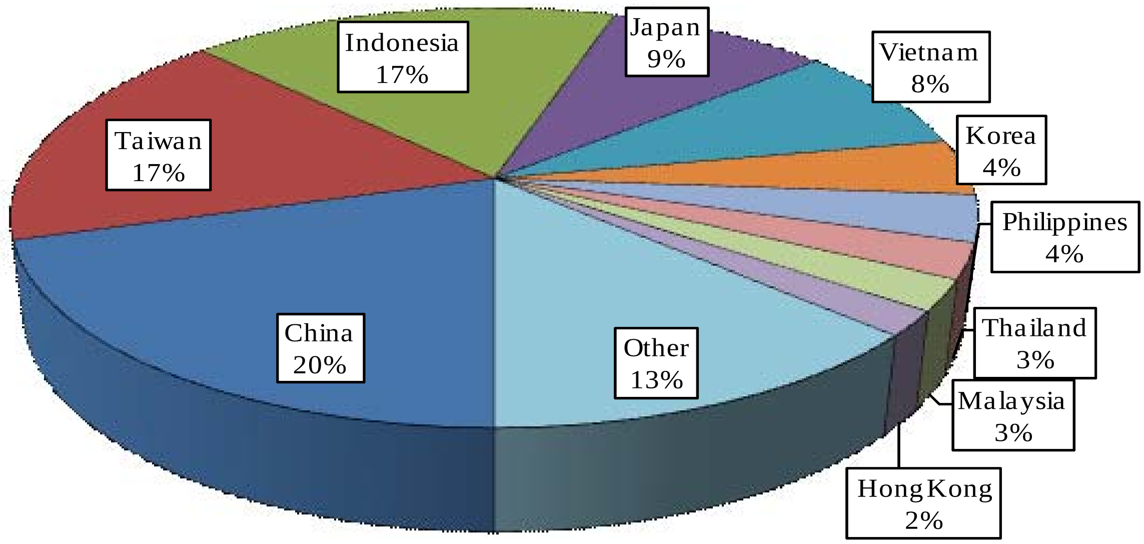
Ocean Freight Rates For Selected Shipments, Week Ending 11/06/2010

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Dec 1/5	55,000	63.00
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	China	Heavy Grain	Oct 22/30	55,000	57.00
U.S. Gulf	China	Heavy Grain	Oct 15/30	55,000	57.00
U.S. Gulf	China	Heavy Grain	Oct 16/25	55,000	57.00
U.S. Gulf	China	Heavy Grain	Oct 14/23	55,000	61.50
U.S. Gulf	China	Heavy Grain	Oct 15/25	55,000	62.00
U.S. Gulf	China	Heavy Grain	Oct 15/25	55,000	58.75
U.S. Gulf	China	Heavy Grain	Oct 1/10	54,000	64.00
U.S. Gulf	N. China	Heavy Grain	Oct 1/10	55,000	63.50
U.S. Gulf	N. China	Heavy Grain	Oct 1/25	55,000	63.50
U.S. Gulf	Egypt Med	Heavy Grain	Sep 5/10	55,000	42.00
U.S. Gulf	Portugal	Soybeanmeal	Oct 29/Nov 10	24,000	36.00
U.S. PNW	Bangladesh[1]	Wheat	Aug 20/30	24,590	92.00
Brazil	Algeria	Corn	Oct 15/20	25,000	36.00
Brazil	Morocco	Heavy Grain	Oct 3/5	26,000	36.75

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, July 2010

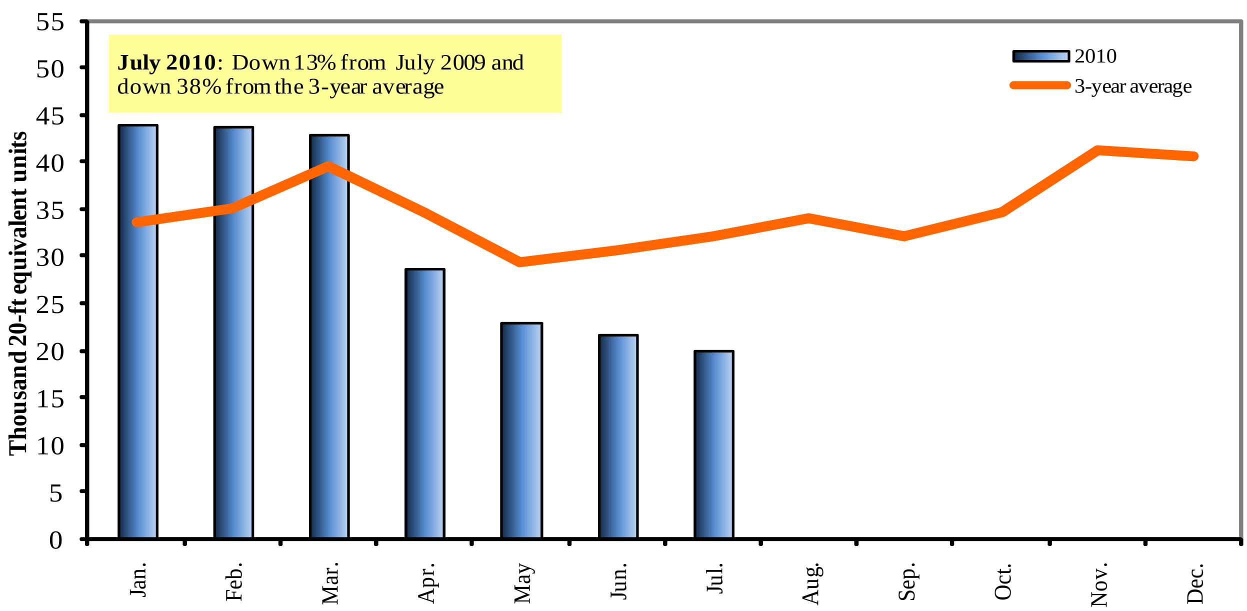


Source: Port Import Export Reporting Service (PIERS)

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**.

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
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
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
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)*.