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

Contact Us

May 5, 2011

Contents

The next release is May 12, 2011

WEEKLY HIGHLIGHTS

Midwest Flood Update

A relatively weak storm system will move across the Upper Midwest Region today bringing some moderate rainfall particularly to Minnesota and Wisconsin. After the system moves through, dry weather is expected for the next several days. All locks on the Upper Mississippi River are open and operational, but barge operators are encountering navigation restrictions further downriver because of persistent flood conditions and the opening of the Birds Point-New Madrid Floodway. As the flood water drains, points on the lower Mississippi, Ohio, and Arkansas Rivers are expected to reach record levels over the next few weeks. The Union Pacific and BNSF Railroads were able to restore some service through Arkansas, but the Vicksburg Southern Railroad has halted service around Vicksburg, MS, in anticipation of severe flood conditions. Intermodal traffic through Memphis, TN, is moving, but 24–36 hour delays should be expected due to rerouting.

Strong Rail Volumes Continue

Wheat exports continue to support U.S. Class I railroad grain car loadings as shown by the 4-week average volumes well above the 3-year average for the last five weeks. In addition, flood conditions on the Mississippi River System may be causing some grain shippers to switch to rail from barge. U.S. railroads originated 24,284 **carloads of grain** during the week ending April 23, up 4 percent from the previous week, up 20 percent from last year, and 14 percent higher than the 3-year average.

Total Grain Inspections Rebound

For the week ending April 28, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 1.81 million metric tons (mmt), up 6 percent from the previous week and 34 percent above last year at this time. Total grain inspections increased after a two-week decline as wheat inspections (.975 mmt), which increased 29 from the previous week, offset the decreases in corn and soybean inspections. Texas Gulf wheat inspections (.398 mmt) jumped 97 percent from the prior week, destined primarily to Africa and the Middle East. Wheat inspections in the Mississippi Gulf (.098 mmt) region increased 63 percent from the prior week due to increased shipments to Egypt.

Snapshots by Sector

Rail

During the week ending April 28, average May **non-shuttle secondary railcar bids/offers** were $9 above tariff, down $13.50 from last week. Average shuttle rates were $462.50 below tariff, down $71 from last week.

Ocean

During the week ending April 28, 33 **ocean-going grain vessels** were loaded in the Gulf, up 10 percent from last year. Forty-seven vessels are expected to be loaded in the U.S. Gulf within the next 10 days, unchanged from the same period last year.

During the week ending April 29, the cost of shipping grain from the Gulf to Japan averaged $51 per mt, up 1 percent from the previous week. The rate from the Pacific Northwest to Japan was $30 per mt, up 7 percent from the previous week.

Barge

During the week ending April 30, **barge grain movements** totaled 258,350 tons, 45 percent lower than the previous week and 50 percent lower than the same period last year.

During the week ending April 30, 162 grain barges **moved down river**, down 46 percent from last week; 390 grain barges were **unloaded in New Orleans**, up 29 percent from the previous week.

Fuel

During the week ending May 2, U.S. average **diesel fuel prices** increased 3 cents per gallon to $4.12—up 0.6 percent from the previous week and 32 percent higher than the same week last year.

Flood and Cyclones Helped Keep Bulk Ocean Rates Low During the 1st Quarter

Flooding in the coal producing regions of Eastern Australia and cyclones in the iron ore exporting regions of Western Australia affected trade volumes, helping to moderate bulk ocean freight rates during the 1st quarter. The impact of lower trade volumes on ocean rates for U.S. bulk grain was not as pronounced as in other bulk commodities because bulk grain shipments remained strong; poor crops in many parts of the world gave U.S. exports a boost. Ocean freight rates for shipping bulk grain from the U.S. Gulf to Japan—$54.79 per metric ton (mt)—decreased 3 percent from the previous quarter and were 19 percent below the same period last year (see table). The rates from the U.S. Gulf to Europe averaged a little over $23 per mt—7 percent lower than the previous quarter and 7 percent lower than the same period a year ago. Rates for shipping bulk grain from the Pacific Northwest to Japan, at $31.92, increased about 2 percent from the previous quarter, but were 20 percent lower than a year ago. All the rates were considerably below their 4-year averages.

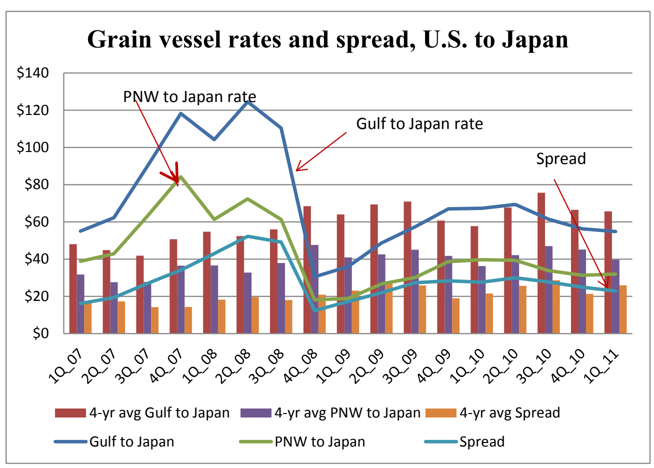
Ocean freight rates for grain routes during 1st quarter 2011

Route	Jan.	Feb.	Mar.	1st quarter 2011	Change from		
					4th qtr '10	1st qtr '10	4-yr avg
	--$/mt--			--$/mt--	Percent		
U.S. Gulf to Japan	51.50	53.63	59.25	54.79	-2.6	-19	-28
PNW to Japan	29.00	31.75	35.00	31.92	1.8	-20	-32
U.S. Gulf to Europe	22.75	22.88	23.75	23.13	-7	-7	-42
Spread	22.50	21.88	24.25	22.88	-8	-17	-20

Source: O'Neil Commodity Consulting

The rates were at the lowest levels in January; some states in India had put a ban on iron ore exports, floods and cyclones in Australia disrupted trade, commodity prices rose, and activity lessened during the New Year holidays, all of which dampened rates. In addition, China reportedly started the year with huge iron ore stockpiles. All these events had a strong impact on international bulk markets. Ocean freight rates started to increase in February and continued to rise during March as Asian demand for bulk shipments picked up. The market was also supported by healthy South American grain export volumes. In addition, operations at the coal terminals of Queensland, Australia, a major dry bulk shipping demand center, returned to normal, increasing chartering activity in the dry bulk market.

Market Outlook: Although bulk grain ocean freight rates rose during January to March, they were still far below their levels a year ago. It is uncertain if the rates will remain at the current relatively low level or increase in the near future. Although the Japanese earthquake and tsunami may have a short-term negative effect on dry bulk shipping, rebuilding the infrastructures is expected to have a positive impact on bulk shipping in the longer term. Some Asian iron ore miners are planning expansion and increased trade to China and Europe. An Indian coal mining company is also planning expansion by acquiring overseas coal mines. If all the planned expansion comes to fruition, it will generate increased demand for dry bulk shipping, and possibly increase ocean freight rates. However, there is currently an excess vessel capacity supply as more vessels have been added to the fleet and cargo demand has not caught up. Surajudeen.Olowolayemo@ams.usda.gov



Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

Week ending	Truck	Rail[2]	Barge	Ocean Gulf	Ocean Pacific
05/04/11	277	104	256	228	213
04/27/11	275	118	223	226	199

[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	4/29/2011	4/21/2011
Corn	IL--Gulf	-0.80	-0.78
Corn	NE--Gulf	-1.02	-1.02
Soybean	IA--Gulf	-1.14	-1.14
HRW	KS--Gulf	-1.62	-1.62
HRS	ND--Portland	-3.57	-3.46

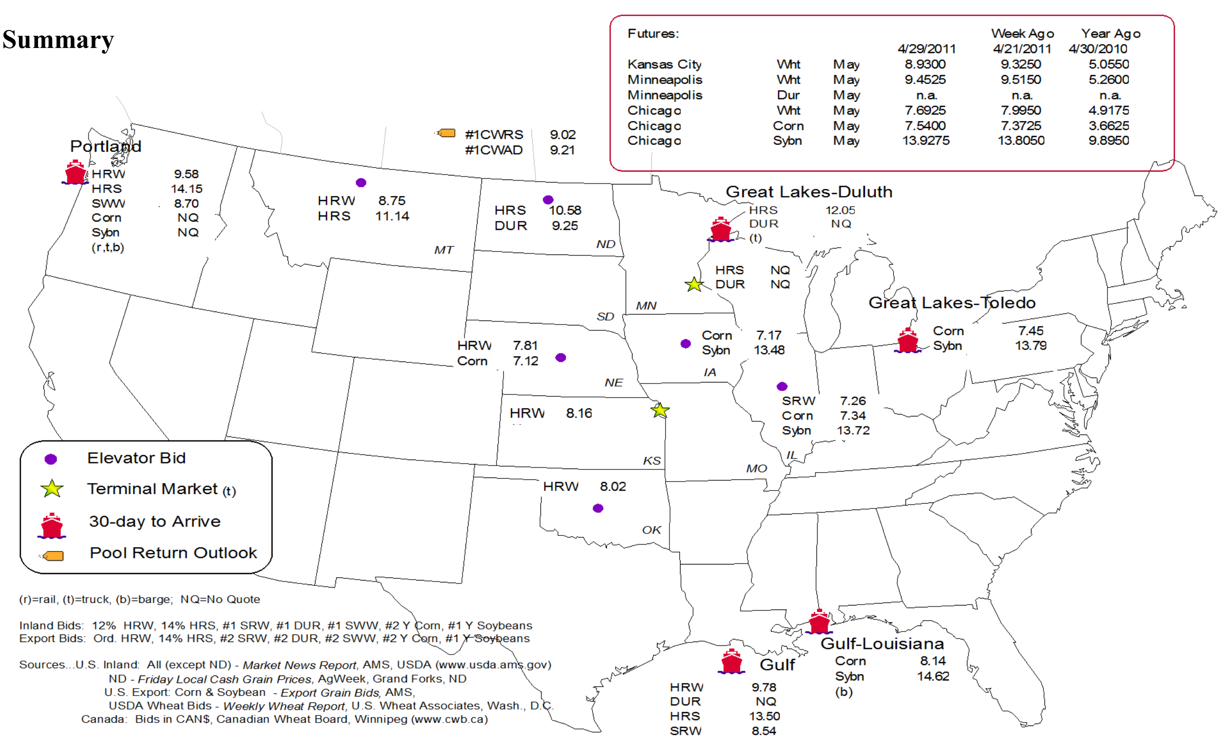
Note: nq = no quote

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
4/27/2011[p]	482	1,647	1,188	3,936	626	7,879
4/20/2011[r]	228	1,921	1,392	4,116	564	8,221
2011 YTD	17,344	38,336	14,064	68,012	12,208	149,964
2010YTD	6,706	25,409	15,702	57,667	15,718	121,202
2011 YTD as % of 2010 YTD	259	151	90	118	78	124
Last 4 weeks as % of 2010[2]	350	194	122	119	130	142
Last 4 weeks as % of 4-year avg.[2]	105	170	145	90	124	114
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.

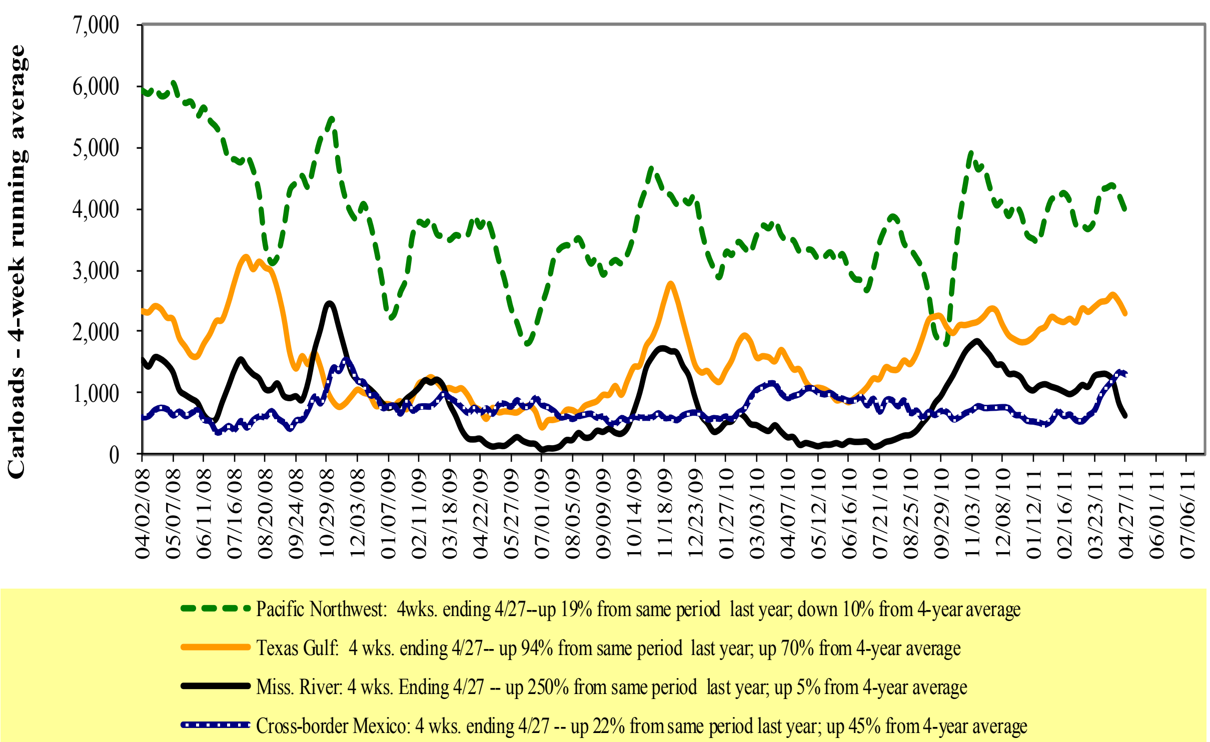
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

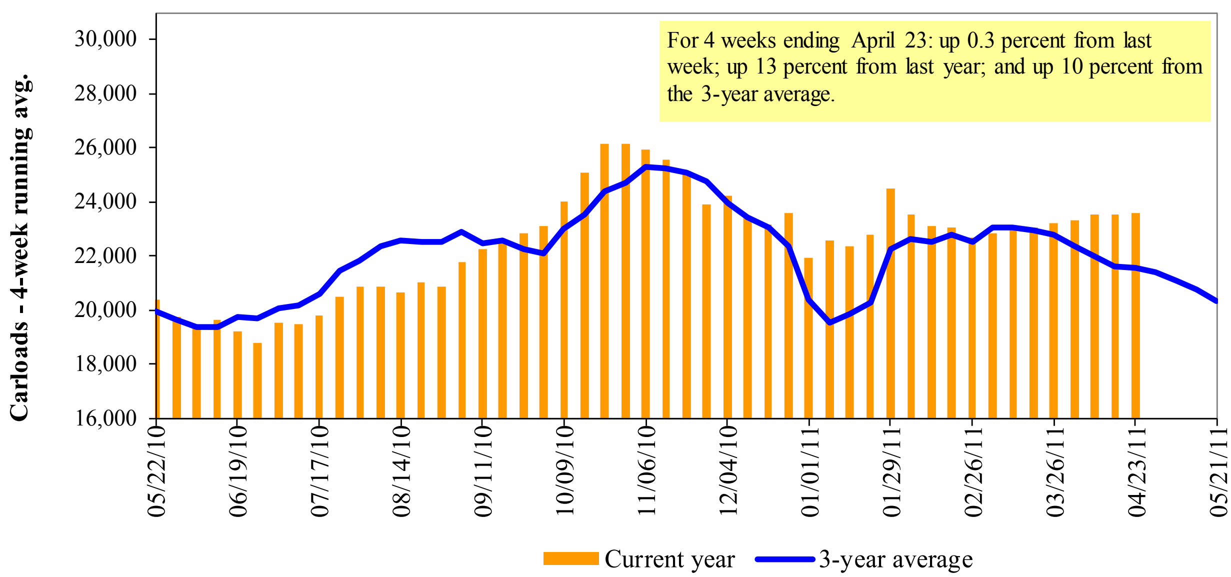
	East		West			U.S. total	Canada	
Week ending	**CSXT**	**NS**	**BNSF**	**KCS**	**UP**		**CN**	**CP**
04/23/11	2,129	2,877	11,847	687	6,744	24,284	3,872	4,408
This week last year	2,156	3,600	8,919	670	4,885	20,230	3,881	6,558
2011 YTD	34,625	47,953	183,371	9,869	100,153	375,971	64,669	73,511
2010 YTD	36,648	48,831	170,672	12,256	87,770	356,177	65,250	86,417
2011 YTD as % of 2010 YTD	94	98	107	81	114	106	99	85
Last 4 weeks as % of 2010[1]	107	94	116	102	123	113	114	82
Last 4 weeks as % of 3-yr avg.	88	101	116	105	116	110	108	86
Total 2010	111,935	159,836	546,901	35,807	295,361	1,149,840	203,038	265,835

[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**							
4/28/2011	**May-11**	**May-10**	**Jun-11**	**Jun-10**	**Jul-11**	**Jul-10**	**Aug-11**	**Aug-10**
BNSF[3]								
COT grain units	no offer	0	3	0	9	0	no offer	1
COT grain single-car[5]	no offer	0 . . 25	3 . . 26	0	4 . . 5	no bids	no offer	0
UP[4]								
GCAS/Region 1	no bids	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.

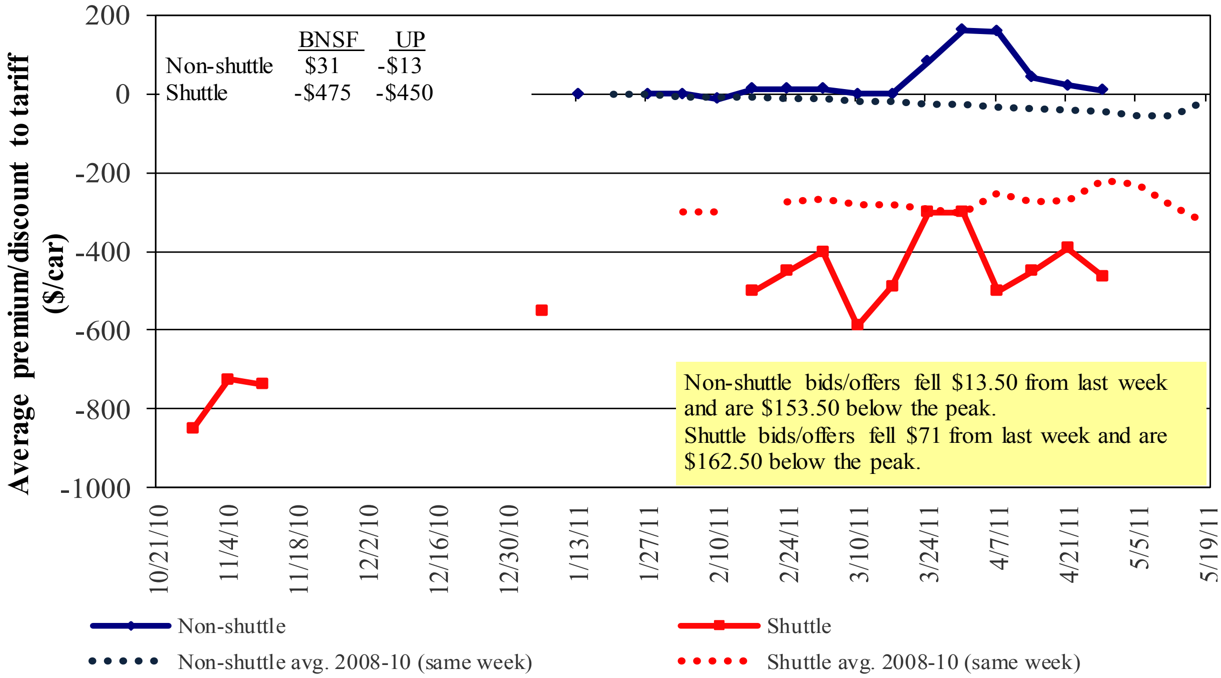
[5]Range is shown because average is not available. Not available = n/a.

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 May 2011, Secondary Market

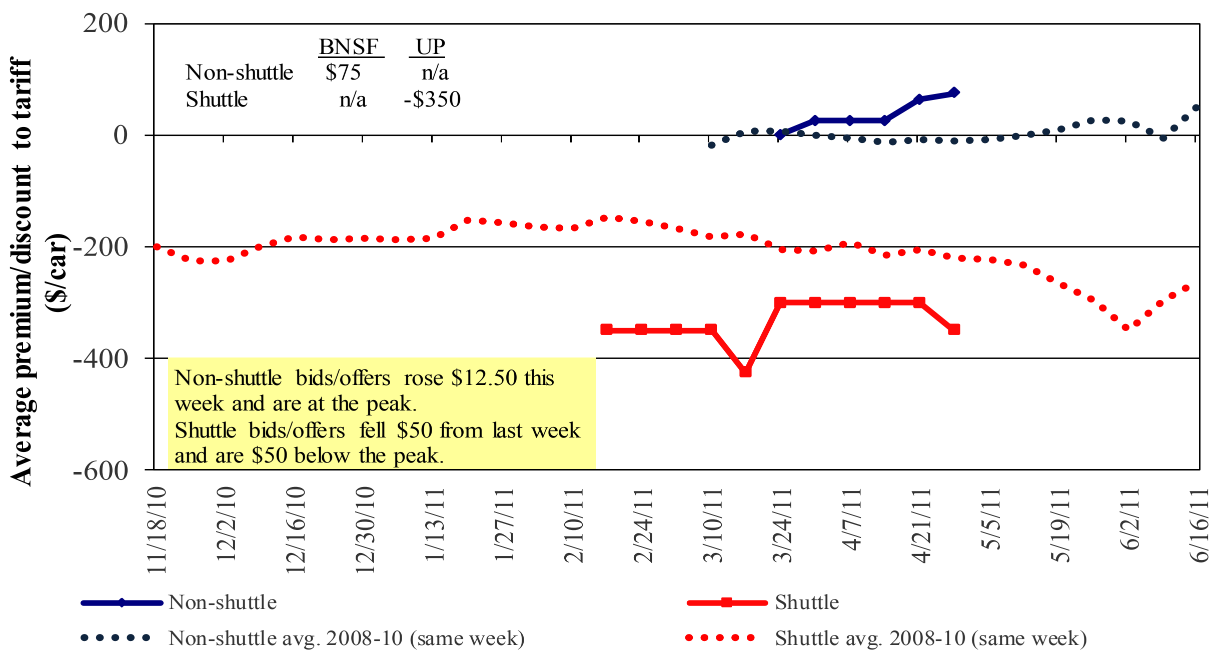


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

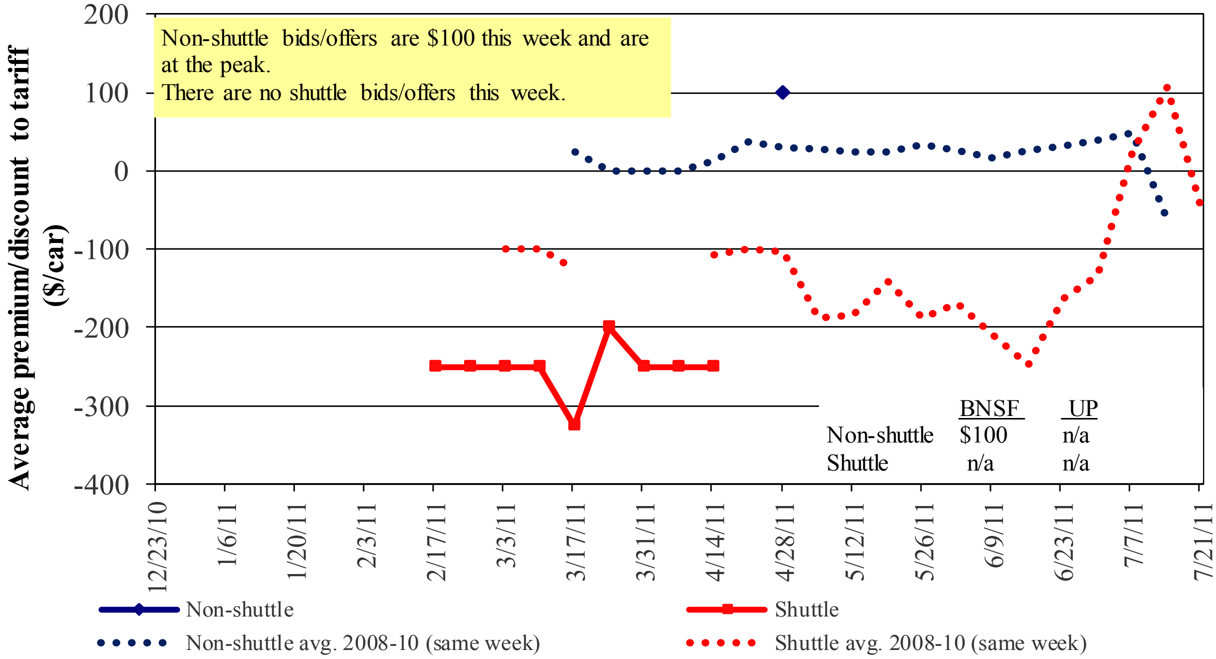


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in July 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 4/28/2011	Delivery period May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11
Non-shuttle						
BNSF-GF	31	75	100	n/a	n/a	n/a
Change from last week	(27)	(25)	n/a	n/a	n/a	n/a
Change from same week 2010	30	87	n/a	n/a	n/a	n/a
UP-Pool	(13)	n/a	n/a	n/a	n/a	n/a
Change from last week	-	n/a	n/a	n/a	n/a	n/a
Change from same week 2010	(5)	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	(475)	n/a	n/a	n/a	n/a	n/a
Change from last week	(142)	n/a	n/a	n/a	n/a	n/a
Change from same week 2010	(143)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(450)	(350)	n/a	(300)	(200)	650
Change from last week	-	(50)	n/a	-	-	-
Change from same week 2010	(300)	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: 5/2/2011	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	$2,883	$187	$30.49	$0.83
	Grand Forks, ND	Duluth-Superior, MN	$2,822	$107	$29.09	$0.79
	Wichita, KS	Los Angeles, CA	$5,710	$551	$62.17	$1.69
	Wichita, KS	New Orleans, LA	$3,384	$329	$36.87	$1.00
	Sioux Falls, SD	Galveston-Houston, TX	$5,410	$452	$58.21	$1.58
	Northwest KS	Galveston-Houston, TX	$3,651	$361	$39.84	$1.08
	Amarillo, TX	Los Angeles, CA	$3,850	$502	$43.22	$1.18
Corn	Champaign-Urbana, IL	New Orleans, LA	$2,812	$372	$31.62	$0.86
	Toledo, OH	Raleigh, NC	$3,760	$416	$41.47	$1.13
	Des Moines, IA	Davenport, IA	$1,843	$79	$19.08	$0.52
	Indianapolis, IN	Atlanta, GA	$3,196	$312	$34.84	$0.95
	Indianapolis, IN	Knoxville, TN	$2,760	$200	$29.40	$0.80
	Des Moines, IA	Little Rock, AR	$2,938	$232	$31.48	$0.86
	Des Moines, IA	Los Angeles, CA	$4,372	$675	$50.11	$1.36
Soybeans	Minneapolis, MN	New Orleans, LA	$3,206	$402	$35.83	$0.98
	Toledo, OH	Huntsville, AL	$2,921	$295	$31.94	$0.87
	Indianapolis, IN	Raleigh, NC	$3,830	$419	$42.19	$1.15
	Indianapolis, IN	Huntsville, AL	$2,613	$200	$27.94	$0.76
	Champaign-Urbana, IL	New Orleans, LA	$3,156	$372	$35.04	$0.95
Shuttle Train						
Wheat	Great Falls, MT	Portland, OR	$3,239	$317	$35.31	$0.96
	Wichita, KS	Galveston-Houston, TX	$3,144	$247	$33.67	$0.92
	Chicago, IL	Albany, NY	$3,497	$390	$38.60	$1.05
	Grand Forks, ND	Portland, OR	$4,702	$547	$52.13	$1.42
	Grand Forks, ND	Galveston-Houston, TX	$5,648	$570	$61.75	$1.68
	Northwest KS	Portland, OR	$4,619	$592	$51.74	$1.41
Corn	Minneapolis, MN	Portland, OR	$4,680	$666	$53.09	$1.44
	Sioux Falls, SD	Tacoma, WA	$4,640	$610	$52.14	$1.42
	Champaign-Urbana, IL	New Orleans, LA	$2,677	$372	$30.28	$0.82
	Lincoln, NE	Galveston-Houston, TX	$3,190	$356	$35.21	$0.96
	Des Moines, IA	Amarillo, TX	$3,330	$291	$35.96	$0.98
	Minneapolis, MN	Tacoma, WA	$4,680	$661	$53.04	$1.44
	Council Bluffs, IA	Stockton, CA	$4,080	$684	$47.31	$1.29
Soybeans	Sioux Falls, SD	Tacoma, WA	$4,840	$610	$54.12	$1.47
	Minneapolis, MN	Portland, OR	$4,830	$666	$54.58	$1.49
	Fargo, ND	Tacoma, WA	$4,730	$543	$52.36	$1.43
	Council Bluffs, IA	New Orleans, LA	$3,510	$429	$39.12	$1.06
	Toledo, OH	Huntsville, AL	$2,536	$295	$28.12	$0.77
	Grand Island, NE	Portland, OR	$4,520	$606	$50.90	$1.39

[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

Effective date: 5/2/2011				**Fuel**			**Percent**
	Origin		**Tariff**	**surcharge**	**Tariff plus surcharge per:**		**change**
Commodity	**state**	**Destination region**	**rate/car[1]**	**per car[2]**	**metric ton[3]**	**bushel[3]**	**Y/Y[4]**
Wheat	MT	Chihuahua, CI	$6,854	$579	$75.95	$2.06	6
	OK	Cuautitlan, EM	$6,191	$606	$69.45	$1.89	8
	KS	Guadalajara, JA	$6,825	$832	$78.24	$2.13	9
	TX	Salinas Victoria, NL	$3,277	$237	$35.90	$0.98	6
Corn	IA	Guadalajara, JA	$7,520	$872	$85.74	$2.18	12
	SD	Penjamo, GJ	$7,245	$757	$81.77	$2.07	9
	NE	Queretaro, QA	$6,590	$779	$75.29	$1.91	11
	SD	Salinas Victoria, NL	$5,360	$576	$60.65	$1.54	13
	MO	Tlalnepantla, EM	$5,762	$759	$66.63	$1.69	12
	SD	Torreon, CU	$6,248	$634	$70.32	$1.78	13
Soybeans	MO	Bojay (Tula), HG	$6,705	$758	$76.25	$2.07	10
	NE	Guadalajara, JA	$7,519	$862	$85.63	$2.33	14
	IA	El Castillo, JA[5]	$7,770	$753	$87.08	$2.37	12
	KS	Torreon, CU	$6,042	$593	$67.78	$1.84	15
Sorghum	OK	Cuautitlan, EM	$5,350	$575	$60.54	$1.54	18
	TX	Guadalajara, JA	$6,289	$493	$69.29	$1.76	11
	NE	Penjamo, GJ	$6,905	$797	$78.70	$2.00	8
	KS	Queretaro, QA	$6,038	$538	$67.18	$1.70	13
	NE	Salinas Victoria, NL	$4,818	$511	$54.45	$1.38	13
	NE	Torreon, CU	$5,804	$634	$65.78	$1.67	11

[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

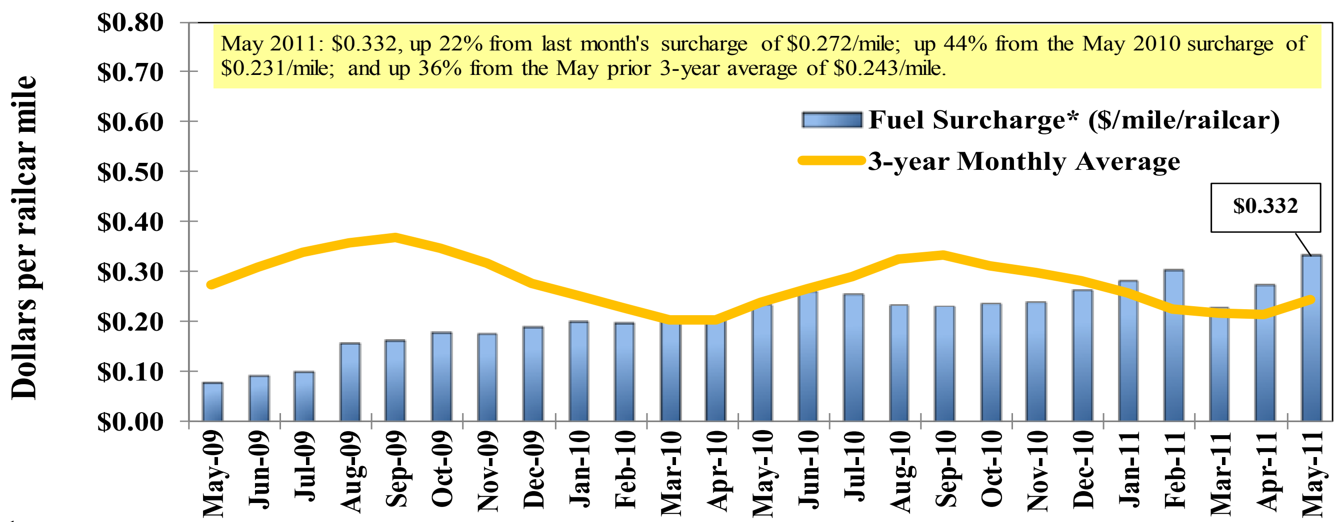
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[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]



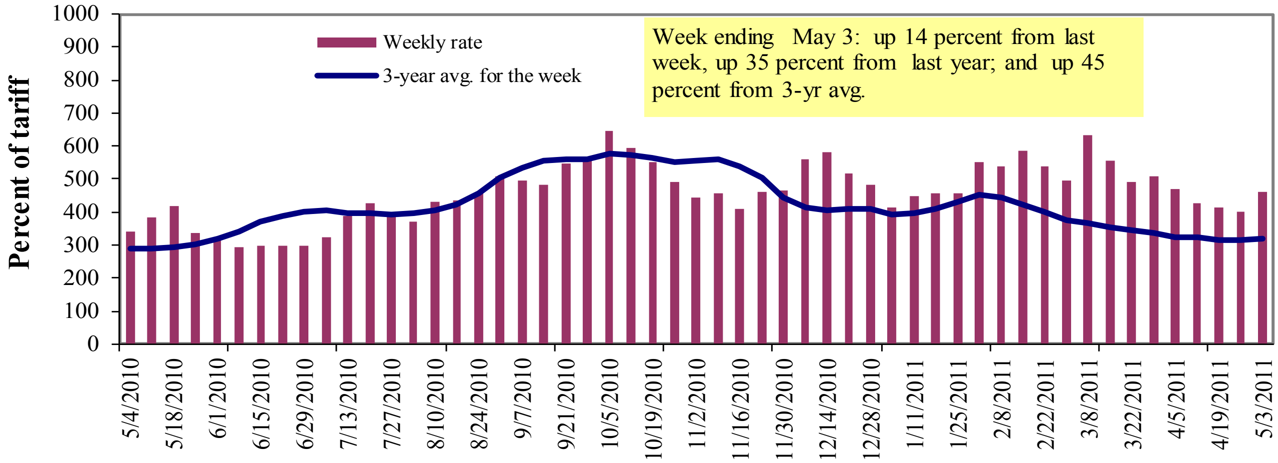
[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Mileage-based fuel surcharges for March and April 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	5/3/2011	-	465	460	328	387	387	-
	4/26/2011	-	-	402	300	-	-	-
$/ton	5/3/2011	-	24.74	21.34	13.09	18.15	15.63	-
	4/26/2011	-	-	18.65	11.97	-	-	-
Current week % change from the same week:								
	Last year	-	36	35	36	65	65	-
	3-year avg. [2]	-	36	45	38	49	49	-
Rate[1]	June	542	454	458	325	417	417	-
	August	550	492	502	375	475	475	-

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

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

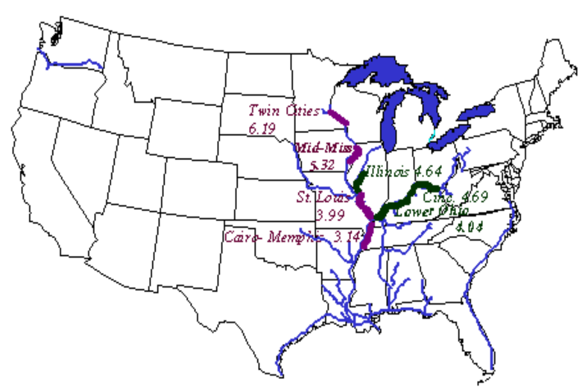
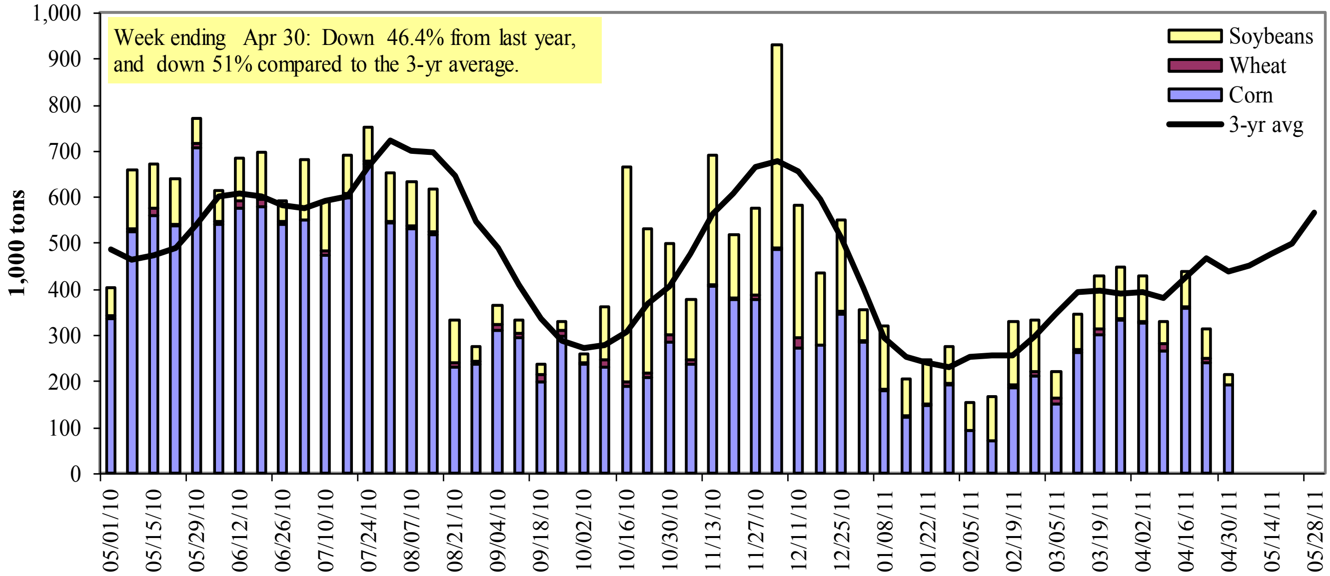


Figure 10

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 4/30/2011	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	17	0	0	0	17
Winfield, MO (L25)	0	0	0	0	0
Alton, IL (L26)	196	0	23	0	219
Granite City, IL (L27)	193	0	23	2	218
Illinois River (L8)	149	0	21	0	170
Ohio River (L52)	14	5	14	0	32
Arkansas River (L1)	0	3	1	4	8
Weekly total - 2011	207	8	38	6	258
Weekly total - 2010	401	17	93	4	515
2011 YTD[1]	5,622	385	3,025	121	9,153
2010 YTD	6,153	338	3,174	142	9,807
2011 as % of 2010 YTD	91	114	95	85	93
Last 4 weeks as % of 2010[2]	82	123	80	112	83
Total 2010	22,768	1,220	10,373	481	34,841

[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.

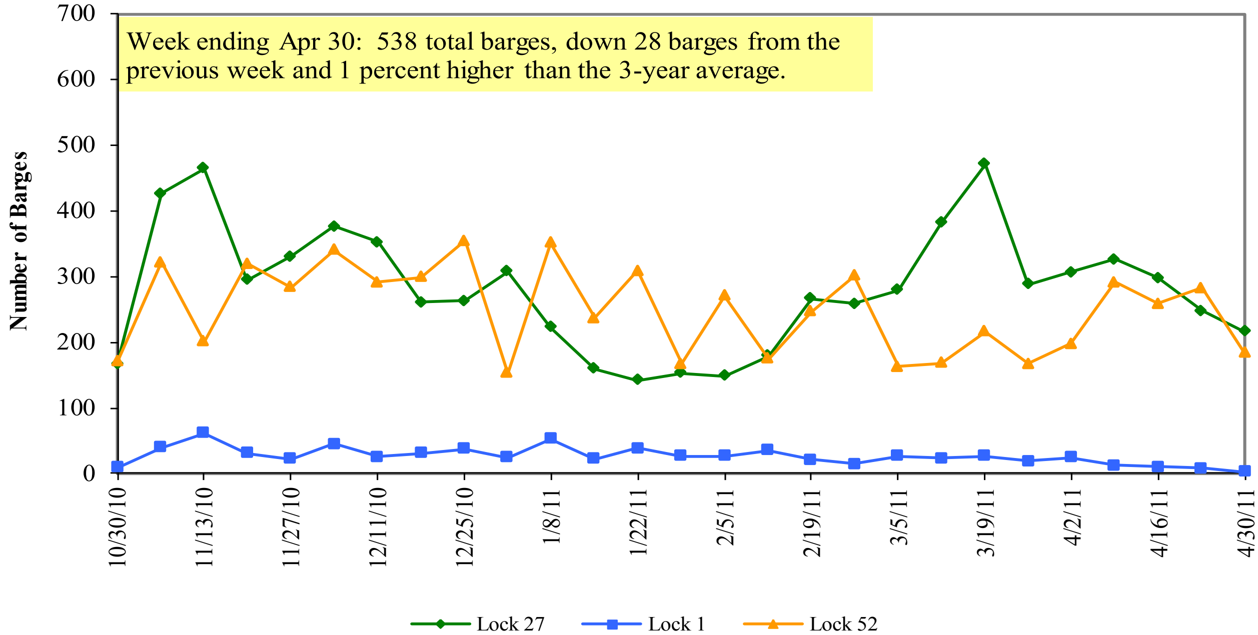
[2] As a percent of same period in 2010.

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

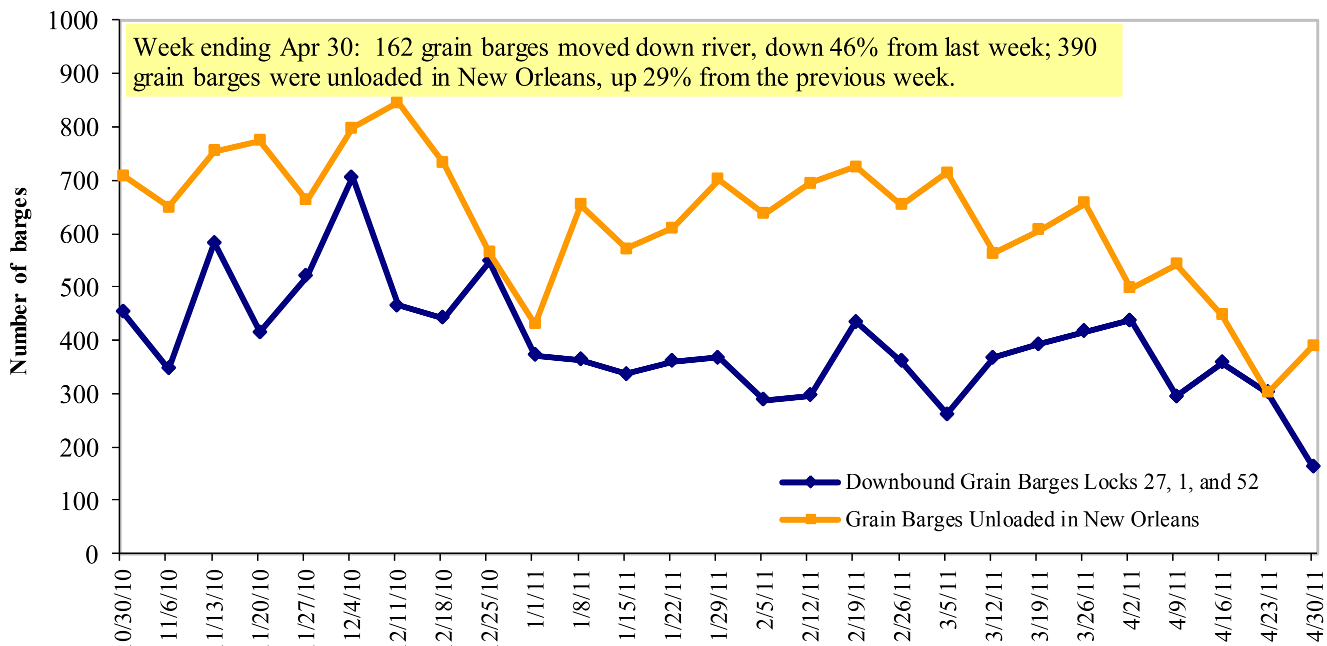
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 5/2/2011 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	4.128	0.023	1.001
	New England	4.231	0.009	1.093
	Central Atlantic	4.269	0.031	1.031
	Lower Atlantic	4.059	0.021	0.980
II	Midwest[2]	4.086	0.025	0.990
III	Gulf Coast[3]	4.060	0.036	0.977
IV	Rocky Mountain	4.156	0.022	0.990
V	West Coast	4.328	0.023	1.085
	California	4.465	0.027	1.205
Total	U.S.	4.124	0.026	1.002

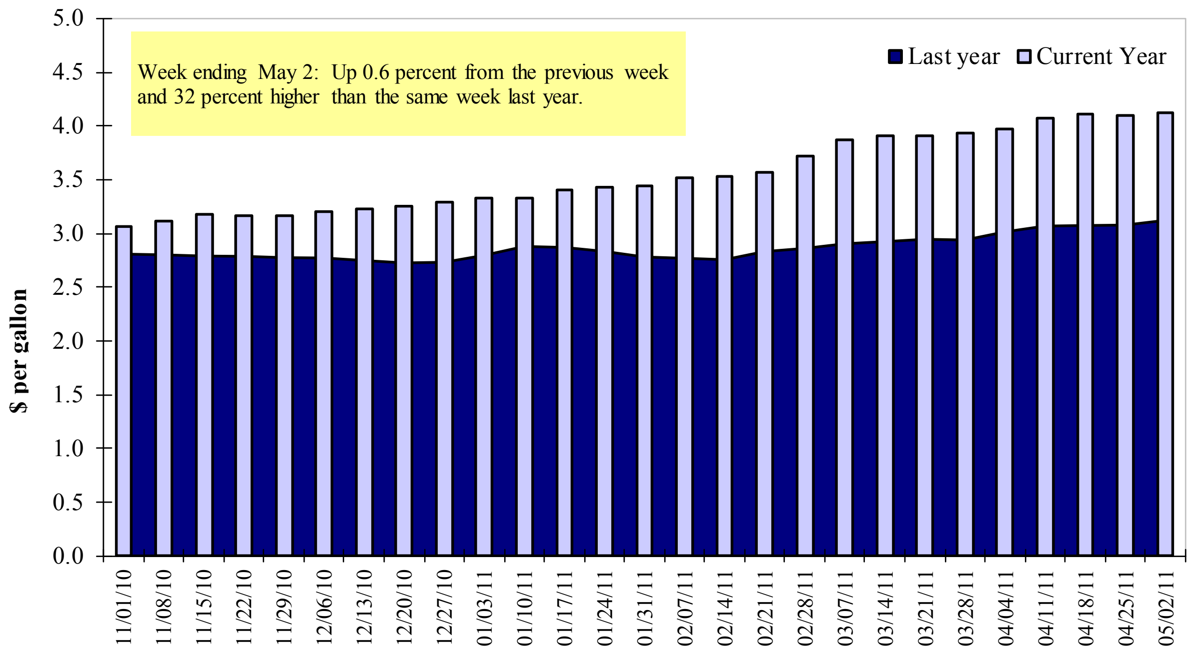
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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]									
4/21/2011	2,852	529	1,535	1,106	49	6,070	12,330	4,921	23,321
This week year ago	1,013	281	833	471	90	2,689	10,343	1,880	14,912
Cumulative exports-marketing year[2]									
2010/11 YTD	13,773	2,329	7,497	4,117	900	28,615	28,393	36,144	93,152
2009/10 YTD	7,479	2,577	4,701	3,525	903	19,184	29,228	35,215	83,627
YTD 2010/11 as % of 2009/10	184	90	159	117	100	149	97	103	111
Last 4 wks as % of same period 2009/10	305	224	227	260	106	258	125	275	168
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 04/21/11	**Total Commitments**[2]		**% change**	**Exports**[3]
	2010/11	**2009/10**	**current MY**	
	Current MY	**Last MY**	**from last MY**	**2009/10**
	- 1,000 mt -			**- 1,000 mt -**
Japan	12,376	11,183	11	14,343
Mexico	6,459	7,316	(12)	7,999
Korea	4,392	6,673	(34)	7,562
Taiwan	2,343	2,599	(10)	2,949
Egypt	2,437	1,794	36	2,935
Top 5 importers	**28,007**	**29,566**	**(5)**	**35,788**
Total US corn export sales	**40,723**	**39,571**	**3**	**50,460**
% of Projected	82%	78%		
Change from Last Week	349	1,229		
Top 5 importers' share of U.S. corn export sales	69%	75%		
USDA forecast, April 2011	**49,530**	**50,460**	**(2)**	
Corn Use for Ethanol USDA forecast, Ethanol April 2011	**127,000**	**116,027**	**9**	

(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 04/21/2011	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	25,231	21,723	16	22,454
Mexico	2,699	2,642	2	3,276
Japan	1,960	2,044	(4)	2,347
EU-25	2,599	2,666	(3)	2,647
Taiwan	1,234	1,402	(12)	1,556
Top 5 importers	**33,722**	**30,476**	**11**	**32,280**
Total US soybean export sales	**41,065**	**37,094**	**11**	**40,850**
% of Projected	96%	91%		
Change from last week	144	101		
Top 5 importers' share of U.S. soybean export sales	82%	82%		
USDA forecast, April 2011	**43,000**	**40,850**	**5**	
Soybean Use for Biodiesel USDA forecast, April 2011	**6,474**	**4,076**	**59**	

(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 04/21/2011	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	3,631	3,404	7	3,233
Japan	3,533	3,183	11	3,148
Mexico	2,647	1,927	37	1,975
Philippines	1,875	1,566	20	1,518
Korea, South	1,647	1,201	37	1,111
Taiwan	948	844	12	844
Venezuela	665	706	(6)	658
Colombia	820	541	52	575
Peru	986	526	88	567
Egypt	3,945	456	766	529
Top 10 importers	**20,697**	**14,353**	**44**	**14,156**
Total US wheat export sales	**34,685**	**21,872**	**59**	**23,980**
% of Projected	100%	91%		
Change from last week	265	173		
Top 10 importers' share of U.S. wheat export sales	60%	66%		
USDA forecast, April 2011	**34,700**	**23,980**	**45**	

(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 04/28/11	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	410	425	96	4,658	2,768	168	173	170	11,062
Corn	299	203	147	2,855	2,397	119	108	108	9,950
Soybeans	0	130	0	2,933	3,865	76	70	55	10,191
Total	**709**	**758**	**94**	**10,446**	**9,031**	**116**	**123**	**116**	**31,203**
Mississippi Gulf									
Wheat	98	60	163	1,880	1,058	178	150	182	4,199
Corn	397	541	73	8,857	7,800	114	110	98	29,794
Soybeans	117	65	181	8,963	7,604	118	151	103	22,519
Total	**613**	**666**	**92**	**19,700**	**16,462**	**120**	**123**	**107**	**56,512**
Texas Gulf									
Wheat	398	194	205	5,094	2,313	220	311	221	9,339
Corn	0	28	0	459	630	73	29	51	1,859
Soybeans	0	0	n/a	760	647	118	0	0	1,916
Total	**398**	**222**	**180**	**6,313**	**3,591**	**176**	**203**	**187**	**13,115**
Great Lakes									
Wheat	64	55	117	259	68	381	160	222	1,897
Corn	0	0	n/a	0	0	n/a	0	0	119
Soybeans	0	0	n/a	0	0	n/a	n/a	n/a	655
Total	**64**	**55**	**117**	**259**	**68**	**381**	**145**	**185**	**2,672**
Atlantic									
Wheat	5	0	1,920	412	96	430	366	480	343
Corn	7	9	77	105	108	97	106	123	469
Soybeans	10	0	n/a	380	650	58	84	98	1,417
Total	**22**	**9**	**241**	**896**	**855**	**105**	**166**	**199**	**2,229**
U.S. total from ports[2]									
Wheat	975	734	133	12,302	6,304	195	203	194	26,839
Corn	703	780	90	12,275	10,936	112	103	99	42,192
Soybeans	128	195	66	13,036	12,766	102	109	82	36,699
Total	**1,806**	**1,709**	**106**	**37,614**	**30,006**	**125**	**133**	**122**	**105,730**

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

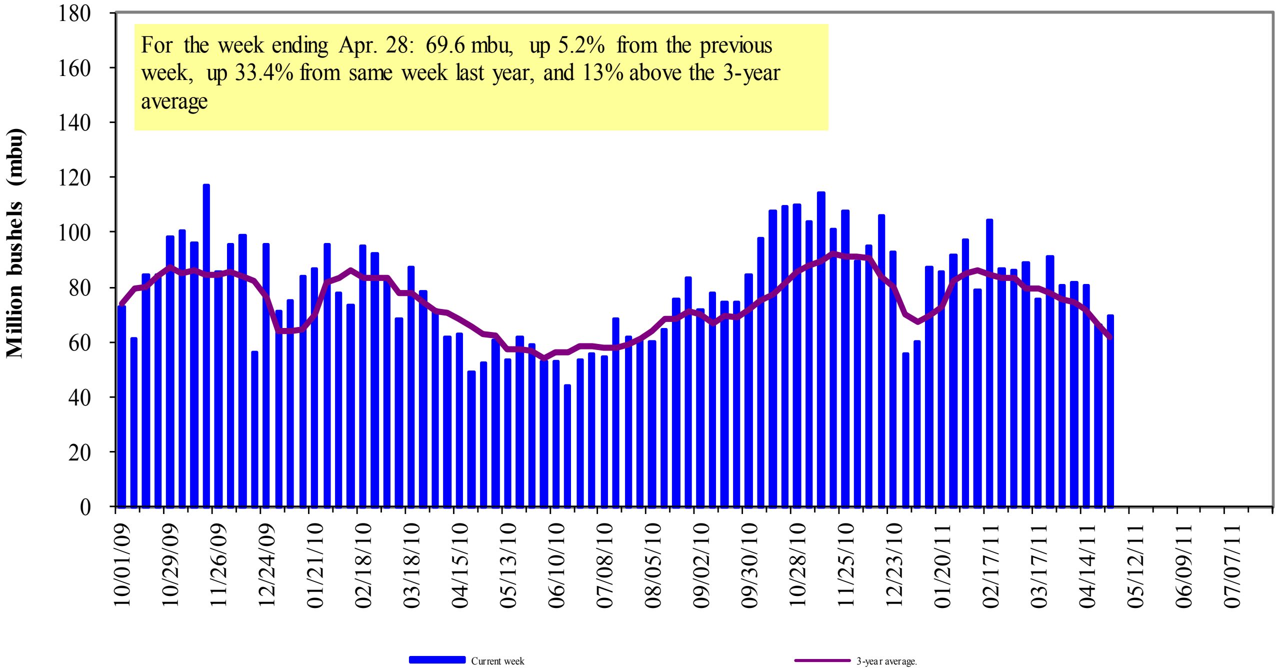
[2] Total includes only port regions shown above

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)

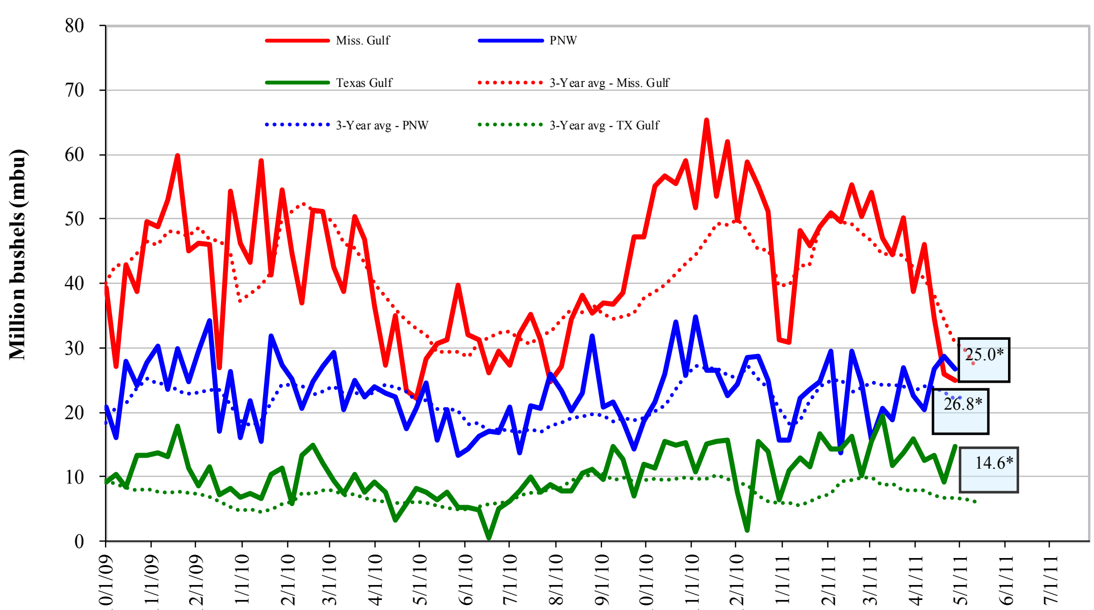


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

Apr. 28 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 39	up 61	up 14	down 7
Last year (same week)	up 12	up 77	up 19	up 30
3-yr avg. (4-wk mov. avg.)	down 19	up 119	up 6	up 26

Ocean Transportation

Table 17

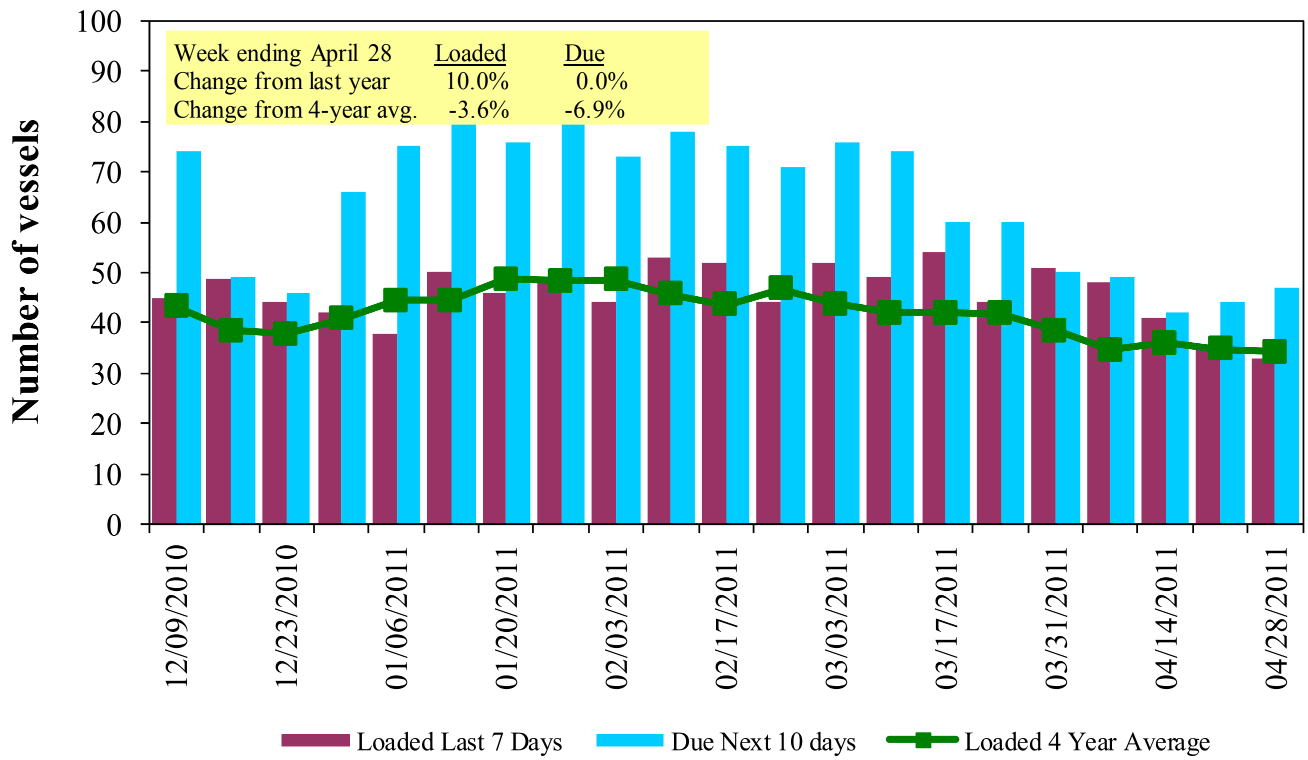
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
4/28/2011	31	33	47	22	16
4/21/2011	28	35	44	22	14
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

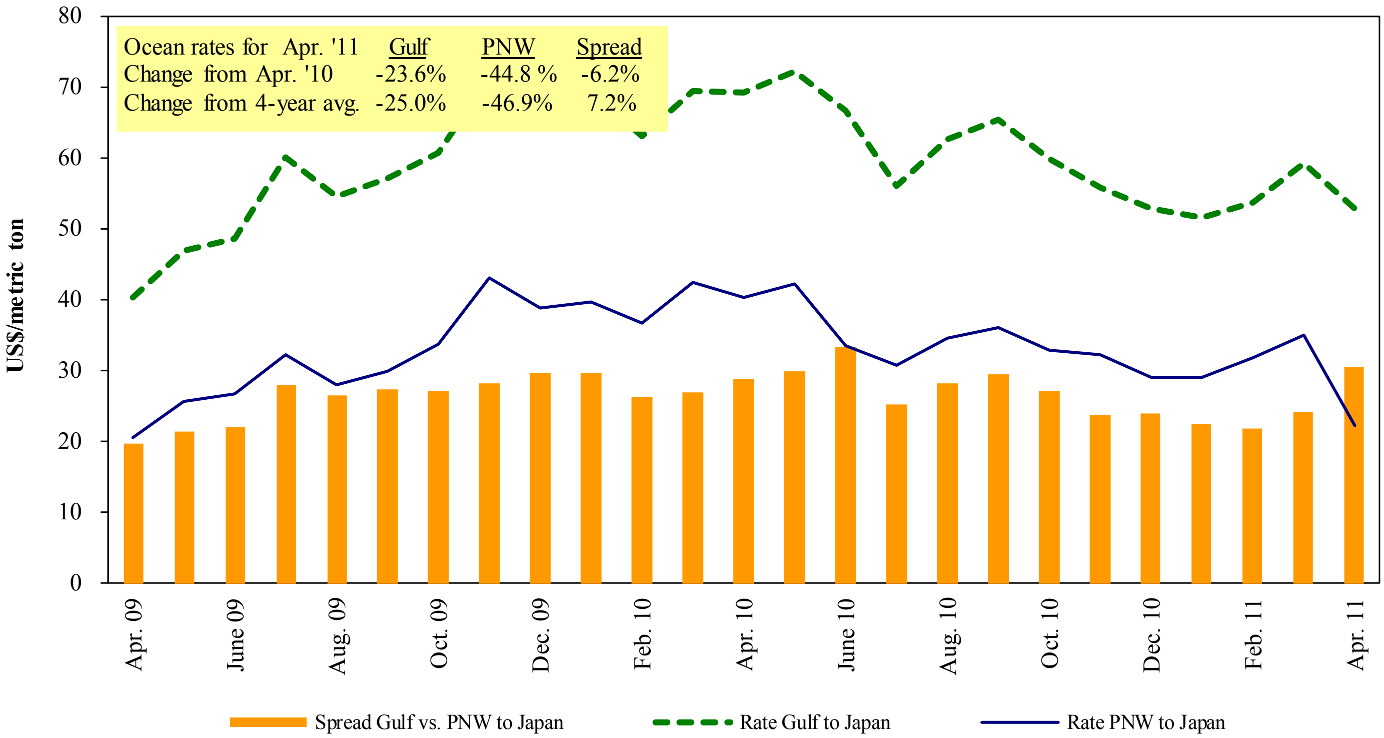


Source:Transportation & Marketing Programs/AMS/USDA

[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 4/30/2011

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	May 1/10	55,000	56.00
U.S. Gulf	China	Heavy Grain	Mar 20/29	52,000	52.00
U.S. Gulf	China	Heavy Grain	Mar 8/15	55,000	53.60
U.S. Gulf	China	Heavy Grain	Feb 1/28	58,000	48.00
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	Egypt	Grain	May 1/10	60,000	28.50
U.S. Gulf	Isreal	Wheat	May 20/30	50,000	36.00
U.S. Gulf	Nicaragua	Corn/Soybean meal	Feb 7/17	24,000	56.42
U.S. Gulf	Nigeria	Wheat	Apr 17/23	25,000	46.50
U.S. Gulf	Djibouti[1]	Wheat	Mar 31/Apr 9	17,260	129.95
PNW	Rotterdam	Heavy Grain	Feb 15/25	55,000	26.00
Brazil	China	Heavy Grain	May 18/27	60,000	49.50
Brazil	China	Heavy Grain	April 5/15	60,000	51.00
Brazil	China	Heavy Grain	April 1/15	55,000	47.00
River Plate	Algeria	Corn	Apr 15/25	25,000	41.50
River Plate	Algeria	Corn	April 15/25	30,000	41.50
River Plate	Morocco	corn	Feb 28/Mar 8	25,000	37.25
River Plate	Morocco	Heavy Grain	Apr 25/28	2,500	44.50
River Plate	Spain	Corn	Apri 24/25	2,500	46.00
Uruguay	Algeria	Wheat	Feb 5/10	25,000	46.00

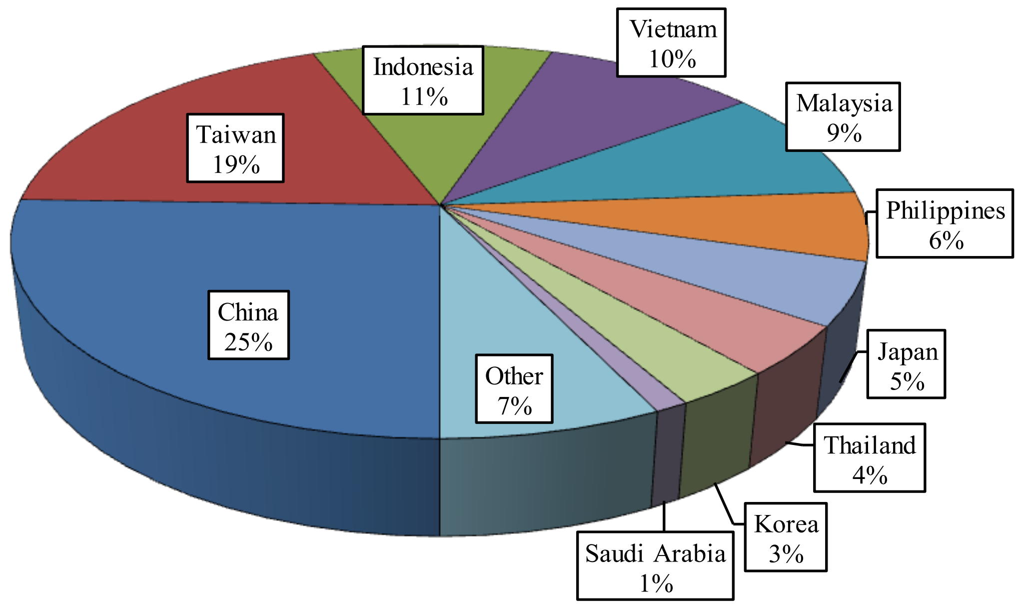
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

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

In 2010, containers were used to transport 5 percent of total U.S. waterborne grain exports, and 7 percent of U.S. grain exports to Asia. Asia is the top destination for U.S. containerized grain exports—94 percent in 2010.

Figure 18

Top 10 Destination Markets for U.S. Containerized Grain Exports, January 2011

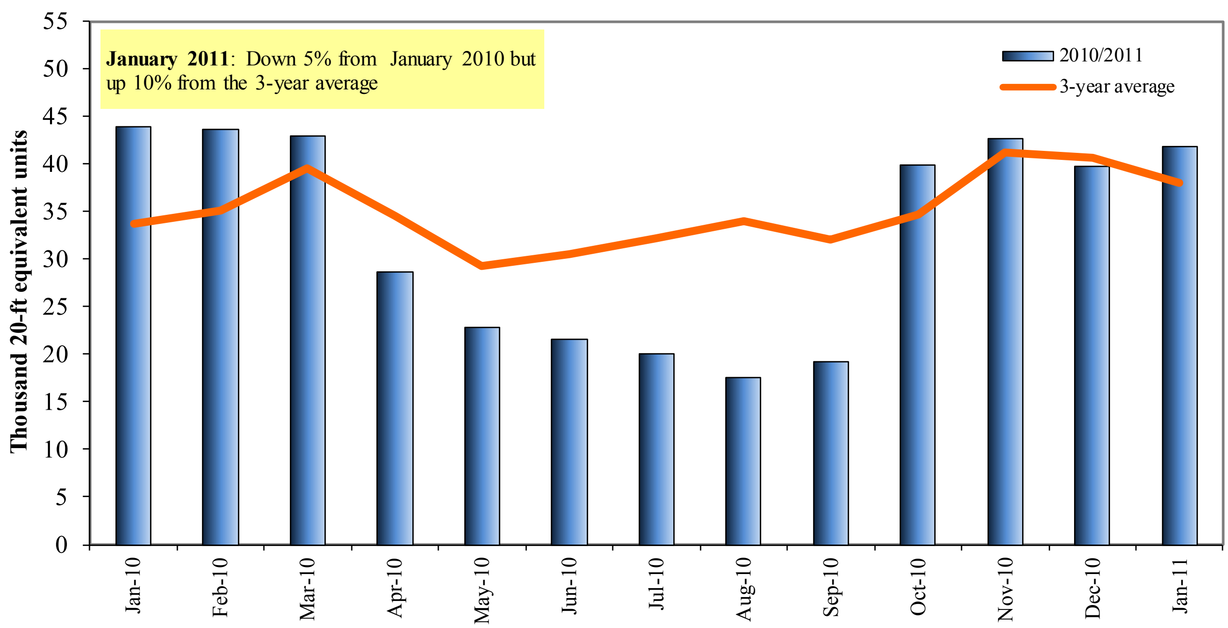


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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