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Transportation and Marketing Programs/Transportation Services Division
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Contents

The next release is May 24, 2012

WEEKLY HIGHLIGHTS

Revisions to GTR Rail-to-Port Deliveries Data

This issue of the GTR provides a revision to Table 3. Year-to-date rail deliveries of grain to port for export in the Pacific Northwest (PNW) have been revised for calendar year 2012 and 2011. PNW rail deliveries to port are now comparable to monthly and annual averages. For the week ending May 9, year-to-date PNW rail deliveries are up 10 percent from last year, which is also reflected in higher year-to-date PNW **grain inspections** (Table 16). The complete set of the revised data going back to August 2011 is available on-line in the **Table 3 database**.

Soybean and Wheat Inspections Boost Total Exports

For the week ending May 10, **total inspections of grain** (wheat, corn, soybeans) for export reached 2.0 million metric tons (mmt), up 17 percent from the past week and 1 percent above last year at this time. A 90-percent jump in soybean inspections (.553 mmt) and a 15-percent increase in wheat inspections (.763 mmt) more than offset a 9-percent drop in corn inspections (.682 mmt). Mississippi Gulf soybean and wheat inspections increased over 100 percent from the previous week. Soybean inspections increased as shipments to Asia, mainly China, jumped 260 percent from the past week. Outstanding soybean **export sales** increased for the third consecutive week. Wheat inspections were the highest since March 8 (.864 mmt), with increased shipments to Asia and Egypt.

Nearly 90 Percent of the Corn Crop Planted

As of May 13, farmers in the top 18 corn-producing States have planted 87 percent of their corn crop, compared to the 2007–11 average of 66 percent at this time of year. Iowa farmers have planted 90 percent of their corn, compared to the 5-year average of 79 percent. The Illinois corn crop is 95 percent planted, compared to the average of 65 percent. Six other major corn-producing States have planted 90 percent or more of their corn. Soybean plantings are also ahead of schedule, with 46 percent planted, compared to the 5-year average of 24 percent. If summer growing weather conditions are favorable, an early harvest is possible, which could lead to a demand for transportation services earlier than normal.

Transportation Infrastructure Capital Projects Planned for Nebraska and Washington

In Nebraska, BNSF Railway allocated $202 million of its $3.9 billion 2012 capital commitment program to rail maintenance and capacity improvement projects for the State this year. It includes a second mainline in the Grand Island area and replacement of a bridge over the Missouri River between Plattsmouth and Pacific Junction, IA. BNSF also plans to replace 100 miles of rail and 140,000 ties, as well as perform track surfacing and undercutting work across 1,405 miles. In Washington, the Port of Tacoma has released a 10-year strategic development plan focusing on strategic investments in rail, road, waterway, terminal, and industrial infrastructure in order to remain globally competitive. The plan includes expanding Tideflats rail to handle mile-and-a-half-long unit trains, adding a second rail crossing over the Puyallup River, developing a new bulk facility on the Blair Waterway, and developing a peninsula into a highly efficient container terminal capable of handling the world's largest ships.

Snapshots by Sector

Rail

U.S. railroads originated 17,916 **carloads of grain** during the week ending May 5, down 9 percent from last week, 23 percent from last year, and 15 percent lower than the 3-year average.

During the week ending May 10, average May non-shuttle **secondary railcar bids/offers per car** were $22 above tariff, up $3 from last week and $16 higher than last year. Average shuttle bids/offers were $302.50 below tariff, down $30.50 from last week and $163 lower than last year.

Barge

During the week ending May 12, **barge grain movements** totaled 536,300 tons, 46 percent higher than the previous week but only 6 percent higher than the same period last year.

Ocean

During the week ending May 10, 30 **ocean-going grain vessels** were loaded in the Gulf, down 14 percent from the same period last year. Thirty-two vessels are expected to be loaded within the next 10 days, 33 percent less than the same period last year.

During the week ending May 11, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $50 per mt, down 4 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was $26.50 per mt, 9 percent less than the previous week.

Fuel

During the week ending May 14, U.S. average **diesel fuel prices** decreased 5 cents to $4 per gallon— 6 cents lower than the same week last year.

Feature Article/Calendar

Lower Trucking and Ocean Rates Drove Wheat Transportation Costs Down

First quarter 2012 transportation costs for shipping wheat from Kansas and North Dakota to Japan were below the previous quarter primarily because of lower trucking and ocean rates. The total landed costs for shipping wheat were also down from the previous quarter in the Pacific Northwest (PNW) and Gulf. The year-to-year costs of shipping wheat from each state were up in the PNW, but down in the Gulf (see tables 1 and 2). Year-to-year landed costs were down for Kansas partly because of lower truck and ocean rates and lower wheat farm values. North Dakota year-to-year landed costs, however, increased slightly mainly because of higher rail rates (see tables 1 and 2).

Transportation costs from Kansas and North Dakota through the PNW decreased 5 and 4 percent from quarter to quarter, but increased 1 percent from year to year. Lower trucking and ocean rates caused the drop in quarter-to-quarter transportation costs. Likewise, the quarter-to-quarter costs to ship wheat through the Gulf decreased 7 and 5 percent from Kansas and North Dakota because of decreased trucking and ocean rates. Year-to-year transportation costs for shipping through the Gulf decreased 5 percent from Kansas, but remained relatively unchanged from North Dakota through the Gulf (see table 2).

Table 1: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the PNW

	KS					ND				
Mode	2011 1st qtr	2011 4th qtr	2012 1st qtr	Year-to-Year change	Quarterly change	2011 1st qtr	2011 4th qtr	2012 1st qtr	Year-to-Year change	Quarterly change
				%	%				%	%
Truck	11.34	10.22	9.14	-19.40	-10.57	11.34	10.22	9.14	-19.40	-10.57
Rail[1]	46.06	52.50	52.71	14.44	0.40	45.94	51.83	52.89	15.13	2.05
Ocean vessel	31.92	31.96	28.28	-11.40	-11.51	31.92	31.96	28.28	-11.40	-11.51
Transportation Costs	89.32	94.68	90.13	0.91	-4.81	89.20	94.01	90.31	1.24	-3.94
Farm Value[2]	280.23	246.80	249.61	-10.93	1.14	291.87	310.85	294.93	1.05	-5.12
Total Landed Cost	369.55	341.48	339.74	-8.07	-0.51	381.07	404.86	385.24	1.09	-4.85
Transport % of landed cost	24.17	27.73	26.53			23.41	23.22	23.44		

Table 2: Quarterly rate comparisons for shipping KS & ND wheat to Japan through the Gulf

	KS					ND				
Mode	2011 1st qtr	2011 4th qtr	2012 1st qtr	Year-to-Year change	Quarterly change	2011 1st qtr	2011 4th qtr	2012 1st qtr	Year-to-Year change	Quarterly change
				%	%				%	%
Truck	11.34	10.22	9.14	-19.40	-10.57	11.34	10.22	9.14	-19.40	-10.57
Rail[1]	32.01	33.54	34.31	7.19	2.30	57.10	62.40	63.33	10.91	1.49
Ocean vessel	54.79	57.13	50.18	-8.41	-12.17	54.79	57.13	50.18	-8.41	-12.17
Transportation Costs	98.14	100.89	93.63	-4.60	-7.20	123.23	129.75	122.65	-0.47	-5.47
Farm Value[2]	280.23	246.80	249.61	-10.93	1.14	291.87	310.85	294.93	1.05	-5.12
Total Landed Cost	378.37	347.69	343.24	-9.28	-1.28	415.10	440.60	417.58	0.60	-5.22
Transport % of landed cost	25.94	29.02	27.28			29.69	29.45	29.37		

Source: USDA/AMS/TMP

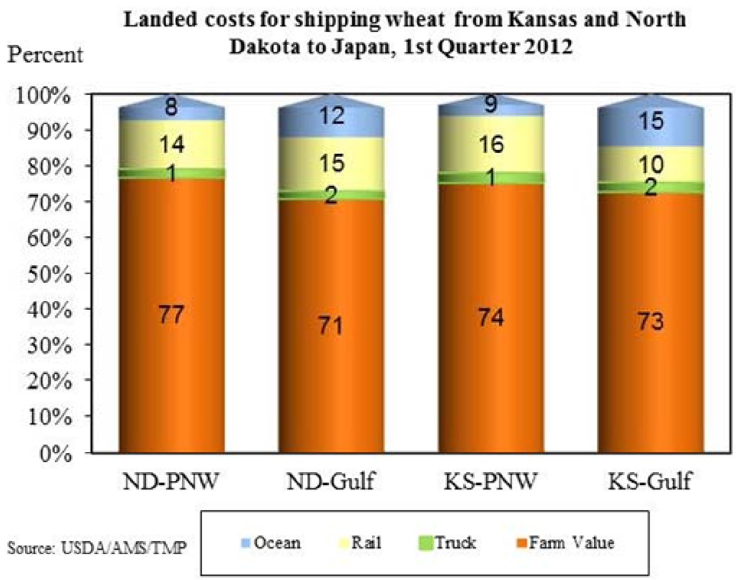
[1] Rail tariff rates include fuel surchrages and revisions for heavy axle railcars and shuttle trains.

[2] Source: USDA/NASS, wheat prices for North Dakota (mainly HRS) and Kansas (mainly HRW)

First quarter 2012 total landed costs (farm value plus transportation costs) to ship wheat from each State decreased from the previous quarter as overall transportation costs dropped (see tables 1,2). The landed costs ranged from $340 to $418 per metric ton. North Dakota landed costs continued to exceed those from Kansas. First quarter transportation costs for all routes also continued to represent 23 to 29 percent of the total landed costs, with nearly all lower than the previous quarter.

First quarter farm values for wheat grown in Kansas were up 1 percent quarter to quarter, but down 11 percent from last year (see tables1 and 2). Kansas wheat farm value represented a smaller share (74 and 73 percent) of the total landed cost, compared to last year (76 and 74), but the share increased from the previous quarter, which averaged 73 and 71 percent (see figure).

North Dakota farm value (approximately $295 per metric ton) for wheat decreased 5 percent from quarter to quarter but increased 1 percent from last year. North Dakota's farm value share of the landed cost in the PNW and Gulf (77 and 71 percent) remained unchanged from the previous quarter and last year (*see figure* *and* ***GTR dated 5/19/11****)*. The cost of moving wheat by truck to a railhead decreased 11 percent from quarter to quarter as demand for moving grain by truck declined. U.S. wheat exports decreased as supplies tightened and competition increased. Compared to last year, truck rates decreased over 19 percent.



Quarter-to-quarter ocean freight rates for shipping wheat to Japan during the first quarter decreased 12 percent in the PNW and Gulf (see tables 1, 2). The drop in rates was caused by slow demand for bulk commodities (*see* ***GTR dated 5/03/12***). Compared to last year, ocean rates for shipping wheat to Japan decreased 11 percent through the PNW and 8 percent through the Gulf as inclement weather throughout the world slowed bulk shipments.

Rail tariff rates to the PNW from Kansas and North Dakota increased slightly from quarter to quarter. Compared to last year, however, wheat rail rates from Kansas and North Dakota to the PNW increased 14 and 15 percent, respectively, due in part to higher fuel surcharges (see table 1). Quarter -to- quarter rail rates from Kansas and North Dakota to the Gulf increased 2 percent. Rail rates from each State to the Gulf increased 7 and 11 percent from year to year (see table 2).

According to the Grain Inspection, Packers and Stockyards Administration, first quarter wheat exports to Japan totaled .809 mmt, up 15 percent from the fourth quarter 2011 but 5 percent below the first quarter last year. Total first quarter wheat exports to Japan accounted for about 13 percent of total U.S. wheat exports. For the same period, however, total U.S. wheat exports reached 6.28 million metric tons, down 31 percent from the past year but 14 percent higher quarter to quarter (*see* ***GTR dated 4/26/12***). Year-to-date cumulative export sales (based on the marketing year) of all wheat shipped are down 20 percent from last year due to increased export competition from Russia and other countries. Johnny.Hill@ams.usda.gov

Grain Transportation Indicators

Table 1
Grain Transport Cost Indicators[1]

	Truck	Rail		Barge	Ocean	
Week ending		Unit Train	Shuttle		Gulf	Pacific
05/16/12	269	229	192	191	224	188
05/09/12	272	229	193	194	233	206

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

Source: Transportation & Marketing Programs/AMS/USDA

Table 2
Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

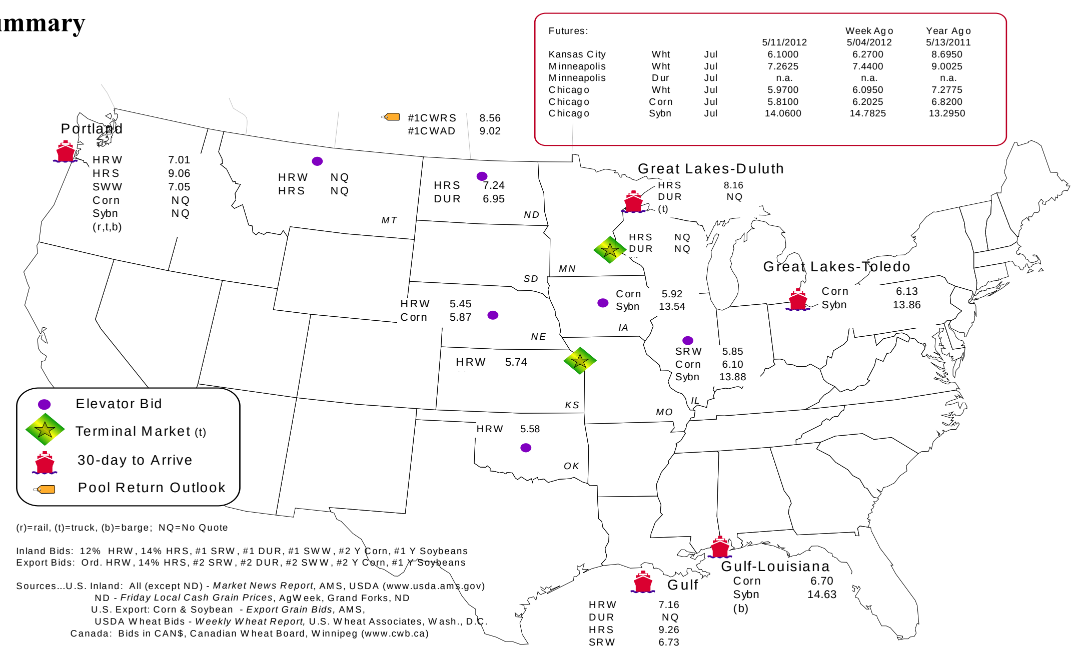
Commodity	Origin--Destination	5/11/2012	5/4/2012
Corn	IL--Gulf	-0.60	-0.69
Corn	NE--Gulf	-0.83	-0.92
Soybean	IA--Gulf	-1.09	-1.16
HRW	KS--Gulf	-1.42	-1.29
HRS	ND--Portland	-1.82	-1.68

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
5/09/2012[p]	20	81	1,376	4,027	283	5,787
5/02/2012[r]	25	322	1,761	3,840	359	6,307
2012 YTD[r]	3,585	12,161	23,906	82,968	8,790	131,410
2011 YTD[r]	18,526	44,080	16,247	75,210	13,228	167,291
2012 YTD as % of 2011 YTD	19	28	147	110	66	79
Last 4 weeks as % of 2011[2]	5	19	121	97	62	71
Last 4 weeks as % of 4-year avg.[2]	5	29	157	91	72	79
Total 2011	27,358	77,515	48,782	191,092	24,088	368,835
Total 2010	33,971	83,492	42,794	177,896	32,780	370,933

[1] Data is incomplete as it is voluntarily provided

[2] Compared with same 4-weeks in 2011 and prior 4-year average.

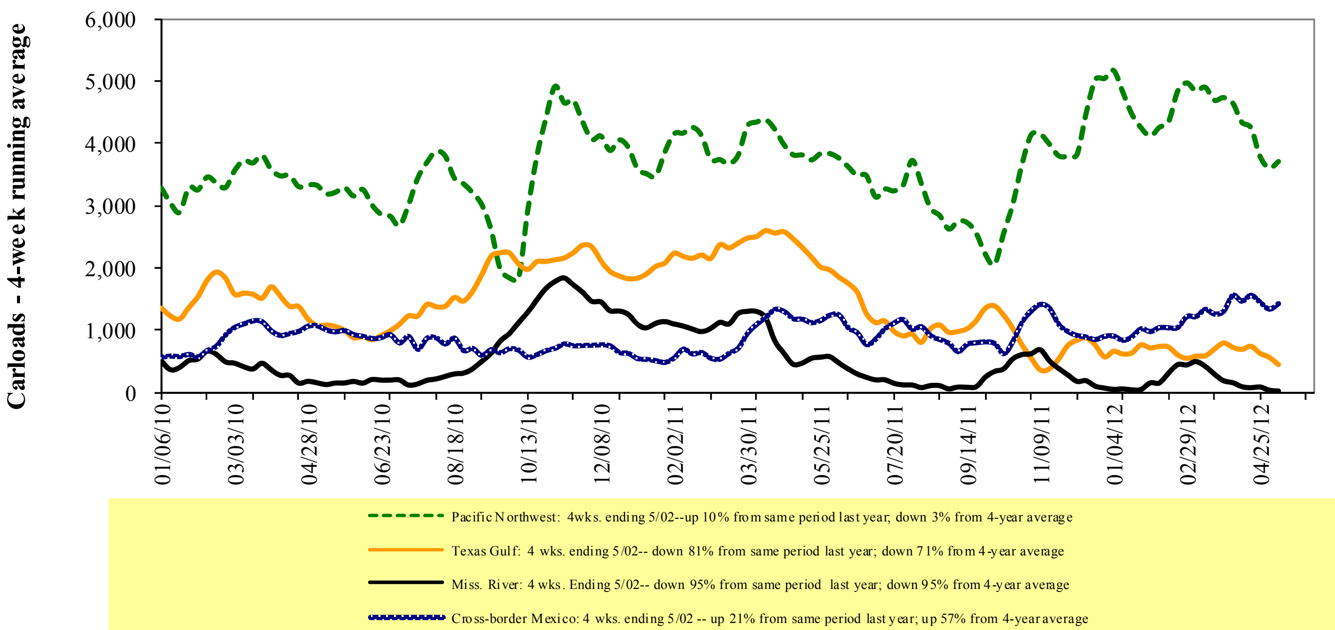
YTD = year-to-date; p = preliminary data; r = revised data; YTD PNW carloads includes revisions back to August 2011 ; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 29 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)

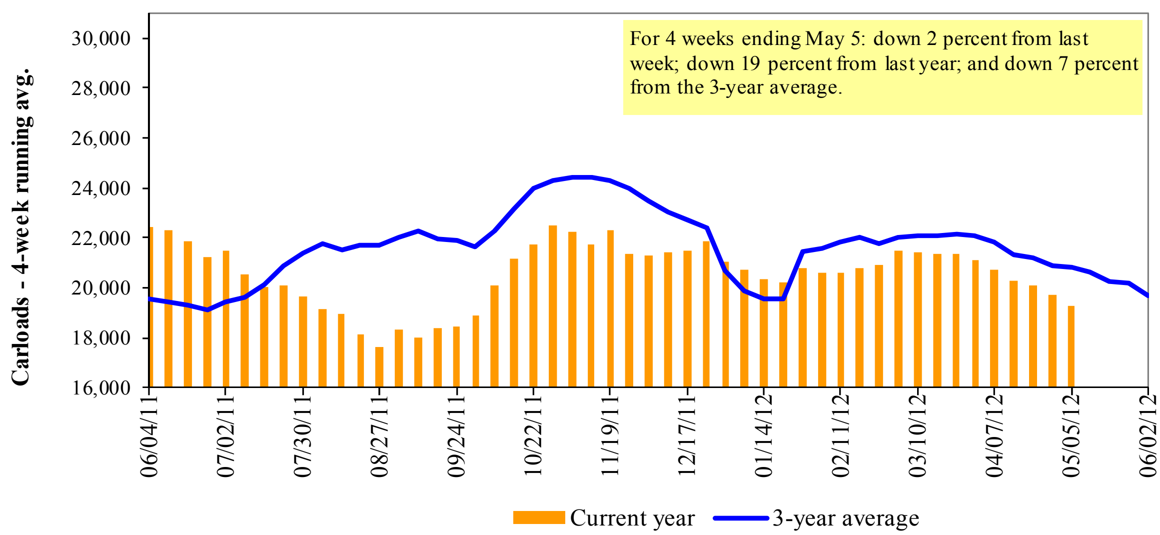
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
05/05/12	1,719	2,646	8,727	359	4,465	17,916	4,084	4,741
This week last year	1,763	2,850	11,448	963	6,134	23,158	4,733	5,049
2012 YTD	36,744	51,167	182,483	8,582	91,313	370,289	70,724	90,912
2011 YTD	38,259	53,997	207,894	11,361	111,586	423,097	73,740	84,689
2012 YTD as % of 2011 YTD	96	95	88	76	82	88	96	107
Last 4 weeks as % of 2011[1]	79	95	81	68	77	81	99	93
Last 4 weeks as % of 3-yr avg.[1]	79	97	98	69	91	93	106	85
Total 2011	98,506	150,869	546,090	34,683	292,401	1,122,549	200,610	269,399

[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

Railcar Auction Offerings[1] ($/car)[2]

Week ending 5/10/2012	Delivery period							
	May-12	May-11	Jun-12	Jun-11	Jul-12	Jul-11	Aug-12	Aug-11
BNSF[3]								
COT grain units	no bids	3	0	4	0	3	0	no offer
COT grain single-car[5]	0	0 . . 6	0	0 . . 31	0	2 . . 17	0 . . 5	no offer
UP[4]								
GCAS/Region 1	no offer	no bids	no bids	no bids	no bids	no bids	n/a	n/a
GCAS/Region 2	no offer	no bids	no bids	no bids	1	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.

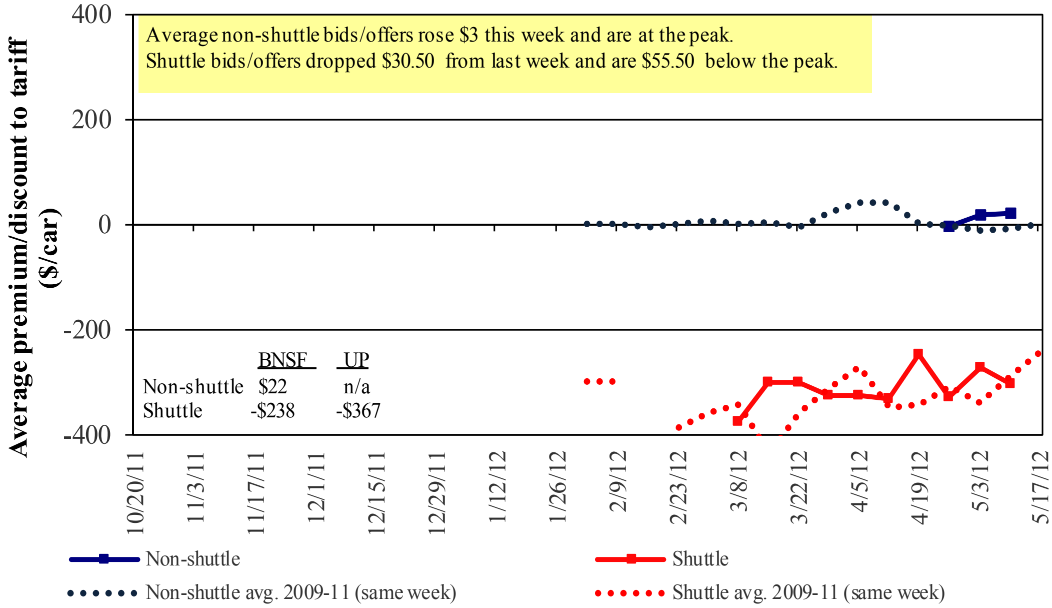
[5]Range is shown because average is not available. Not available = n/a.

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 2012, Secondary Market

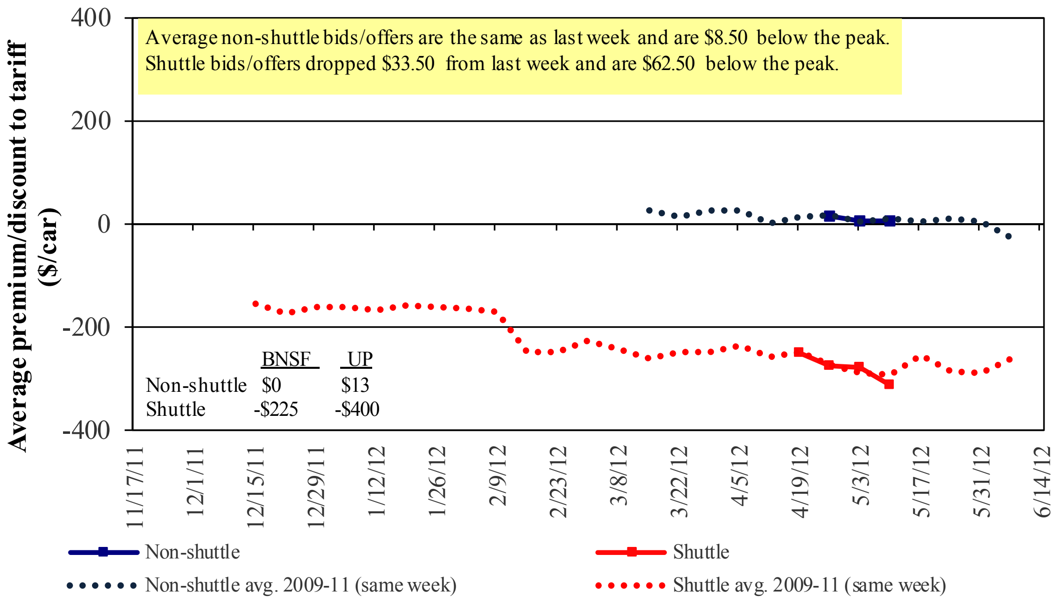


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in June 2012, Secondary Market

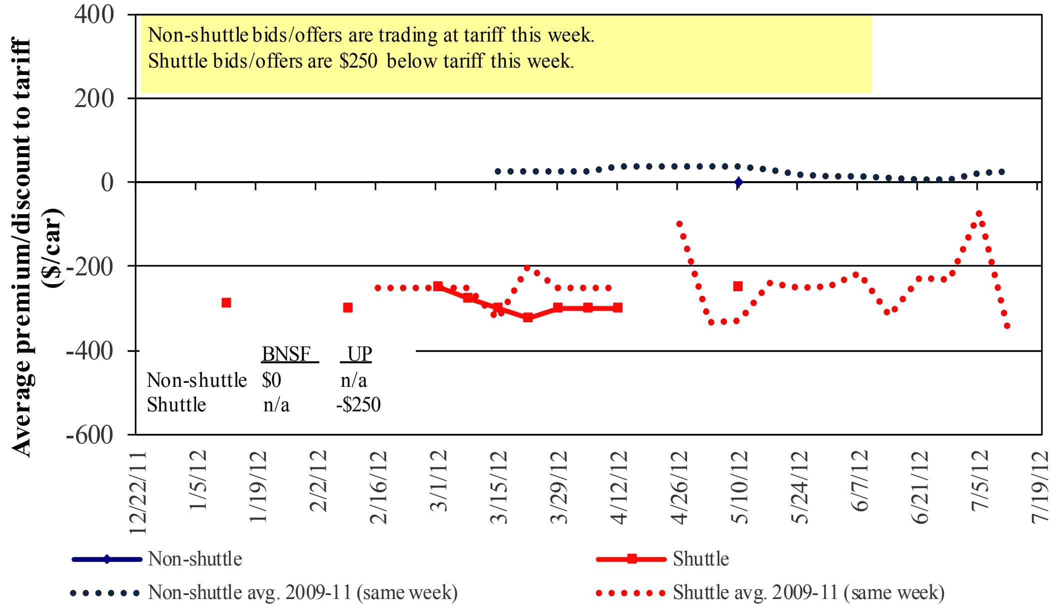


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in July 2012, 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 Railcar Market ($/car)[1]

Week ending	Delivery period					
5/10/2012	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12
Non-shuttle						
BNSF-GF	22	-	-	n/a	n/a	n/a
Change from last week	4	-	n/a	n/a	n/a	n/a
Change from same week 2011	(3)	(67)	(100)	n/a	n/a	n/a
UP-Pool	n/a	13	n/a	n/a	n/a	93
Change from last week	n/a	-	n/a	n/a	n/a	-
Change from same week 2011	n/a	13	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	(238)	(225)	n/a	n/a	n/a	n/a
Change from last week	6	(42)	n/a	n/a	n/a	n/a
Change from same week 2011	(276)	171	n/a	n/a	n/a	n/a
UP-Pool	(367)	(400)	(250)	(375)	n/a	500
Change from last week	(67)	(25)	n/a	n/a	n/a	-
Change from same week 2011	(50)	38	150	(75)	n/a	(250)

[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: 5/1/2012	Origin region*	Destination region*	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[3]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$2,992	$207	$31.77	$0.86	4
	Grand Forks, ND	Duluth-Superior, MN	$3,260	$122	$33.59	$0.91	15
	Wichita, KS	Los Angeles, CA	$5,895	$627	$64.77	$1.76	4
	Wichita, KS	New Orleans, LA	$3,492	$365	$38.30	$1.04	4
	Sioux Falls, SD	Galveston-Houston, TX	$5,573	$515	$60.46	$1.65	4
	Northwest KS	Galveston-Houston, TX	$3,760	$400	$41.31	$1.12	4
	Amarillo, TX	Los Angeles, CA	$3,959	$556	$44.84	$1.22	4
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,038	$412	$34.26	$0.93	8
	Toledo, OH	Raleigh, NC	$4,382	$468	$48.16	$1.31	16
	Des Moines, IA	Davenport, IA	$1,934	$87	$20.07	$0.55	5
	Indianapolis, IN	Atlanta, GA	$3,821	$351	$41.43	$1.13	19
	Indianapolis, IN	Knoxville, TN	$3,273	$225	$34.74	$0.95	18
	Des Moines, IA	Little Rock, AR	$3,074	$257	$33.08	$0.90	5
	Des Moines, IA	Los Angeles, CA	$4,985	$747	$56.93	$1.55	14
Soybeans	Minneapolis, MN	New Orleans, LA	$3,314	$454	$37.42	$1.02	4
	Toledo, OH	Huntsville, AL	$3,497	$332	$38.02	$1.03	19
	Indianapolis, IN	Raleigh, NC	$4,453	$471	$48.90	$1.33	16
	Indianapolis, IN	Huntsville, AL	$3,189	$225	$33.90	$0.92	21
	Champaign-Urbana, IL	New Orleans, LA	$3,382	$412	$37.68	$1.03	8
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,351	$361	$36.86	$1.00	4
	Wichita, KS	Galveston-Houston, TX	$3,247	$281	$35.03	$0.95	4
	Chicago, IL	Albany, NY	$3,645	$438	$40.55	$1.10	5
	Grand Forks, ND	Portland, OR	$4,832	$623	$54.17	$1.47	4
	Grand Forks, ND	Galveston-Houston, TX	$5,854	$649	$64.58	$1.76	5
	Northwest KS	Portland, OR	$4,727	$656	$53.45	$1.45	3
Corn	Minneapolis, MN	Portland, OR	$4,800	$759	$55.20	$1.50	4
	Sioux Falls, SD	Tacoma, WA	$4,760	$695	$54.17	$1.47	4
	Champaign-Urbana, IL	New Orleans, LA	$2,857	$412	$32.47	$0.88	7
	Lincoln, NE	Galveston-Houston, TX	$3,310	$405	$36.89	$1.00	5
	Des Moines, IA	Amarillo, TX	$3,430	$323	$37.27	$1.01	4
	Minneapolis, MN	Tacoma, WA	$4,800	$753	$55.14	$1.50	4
	Council Bluffs, IA	Stockton, CA	$4,200	$779	$49.44	$1.35	5
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,040	$695	$56.95	$1.55	5
	Minneapolis, MN	Portland, OR	$5,030	$759	$57.49	$1.56	5
	Fargo, ND	Tacoma, WA	$4,930	$618	$55.09	$1.50	5
	Council Bluffs, IA	New Orleans, LA	$3,710	$476	$41.57	$1.13	6
	Toledo, OH	Huntsville, AL	$2,672	$332	$29.83	$0.81	6
	Grand Island, NE	Portland, OR	$5,115	$671	$57.46	$1.56	13

[1] A unit train refers to shipments of at least 25 cars. Shuttle train rates are available for qualified shipments of 75-120 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: 5/1/2012				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	$7,741	$659	$85.83	$2.33	13
	OK	Cuautitlan, EM	$6,747	$801	$77.12	$2.10	11
	KS	Guadalajara, JA	$7,411	$774	$83.63	$2.27	7
	TX	Salinas Victoria, NL	$3,703	$302	$40.92	$1.11	14
Corn	IA	Guadalajara, JA	$7,699	$910	$87.96	$2.23	3
	SD	Penjamo, GJ	$7,776	$863	$88.27	$2.24	8
	NE	Queretaro, QA	$7,073	$808	$80.53	$2.04	7
	SD	Salinas Victoria, NL	$5,650	$656	$64.43	$1.63	6
	MO	Tlalnepantla, EM	$6,502	$785	$74.45	$1.89	12
	SD	Torreon, CU	$6,522	$722	$74.02	$1.88	5
Soybeans	MO	Bojay (Tula), HG	$7,015	$768	$79.51	$2.16	4
	NE	Guadalajara, JA	$7,904	$878	$89.73	$2.44	5
	IA	El Castillo, JA[5]	$8,255	$857	$93.11	$2.53	7
	KS	Torreon, CU	$6,421	$544	$71.17	$1.94	5
Sorghum	OK	Cuautitlan, EM	$5,670	$655	$64.62	$1.64	7
	TX	Guadalajara, JA	$6,653	$561	$73.71	$1.87	6
	NE	Penjamo, GJ	$7,426	$783	$83.88	$2.13	7
	KS	Queretaro, QA	$6,425	$492	$70.67	$1.79	5
	NE	Salinas Victoria, NL	$5,128	$576	$58.28	$1.48	7
	NE	Torreon, CU	$6,068	$643	$68.57	$1.74	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

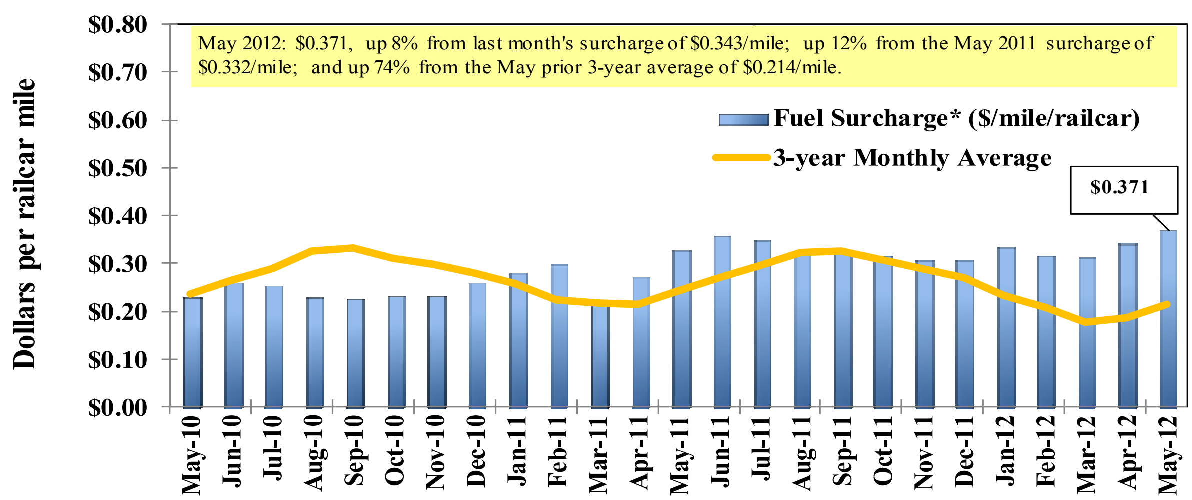
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[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.

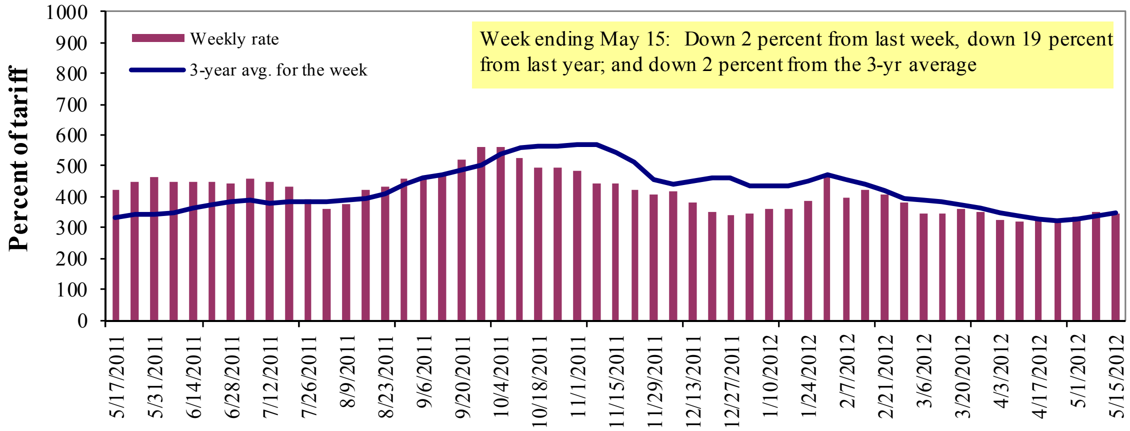
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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]	5/15/2012	437	365	343	250	277	277	218
	5/8/2012	438	368	350	242	280	280	210
$/ton	5/15/2012	27.05	19.42	15.92	9.98	12.99	11.19	6.85
	5/8/2012	27.11	19.58	16.24	9.66	13.13	11.31	6.59
Current week % change from the same week:								
	Last year	-	-	-19	-21	-35	-35	-
	3-year avg. [2]	-	-	-2	-2	6	6	-
Rate[1]	June	438	367	348	253	277	277	223
	August	475	445	452	392	455	455	385

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

Source: Transportation & Marketing Programs/AMS/USDA

- no rates due to 2011 flooding

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

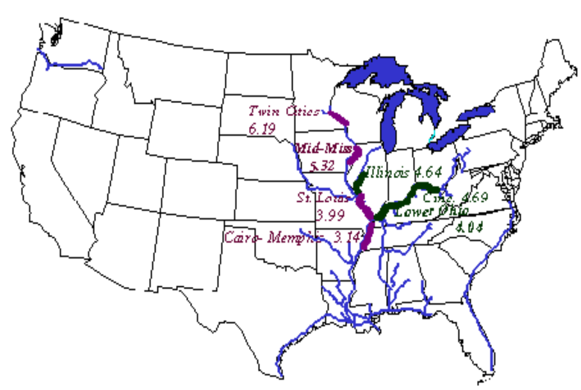
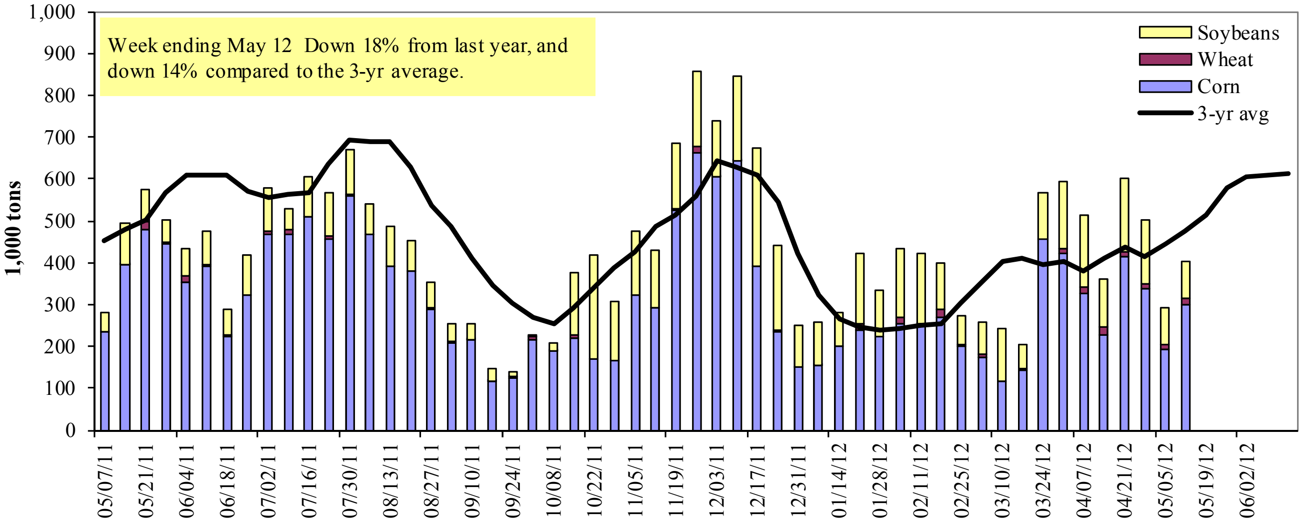


Figure 10

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 5/12/2012	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	144	0	60	0	203
Winfield, MO (L25)	267	8	66	3	343
Alton, IL (L26)	305	17	80	3	406
Granite City, IL (L27)	302	15	86	3	407
Illinois River (L8)	42	8	14	0	64
Ohio River (L52)	28	5	63	4	99
Arkansas River (L1)	0	28	3	0	30
Weekly total - 2012	330	48	152	7	536
Weekly total - 2011	403	2	101	0	506
2012 YTD[1]	6,603	665	4,127	125	11,520
2011 YTD	6,260	386	3,176	125	9,948
2012 as % of 2011 YTD	105	172	130	100	116
Last 4 weeks as % of 2011[2]	117	78	235	143	145
Total 2011	19,921	1,460	8,553	422	30,356

[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.

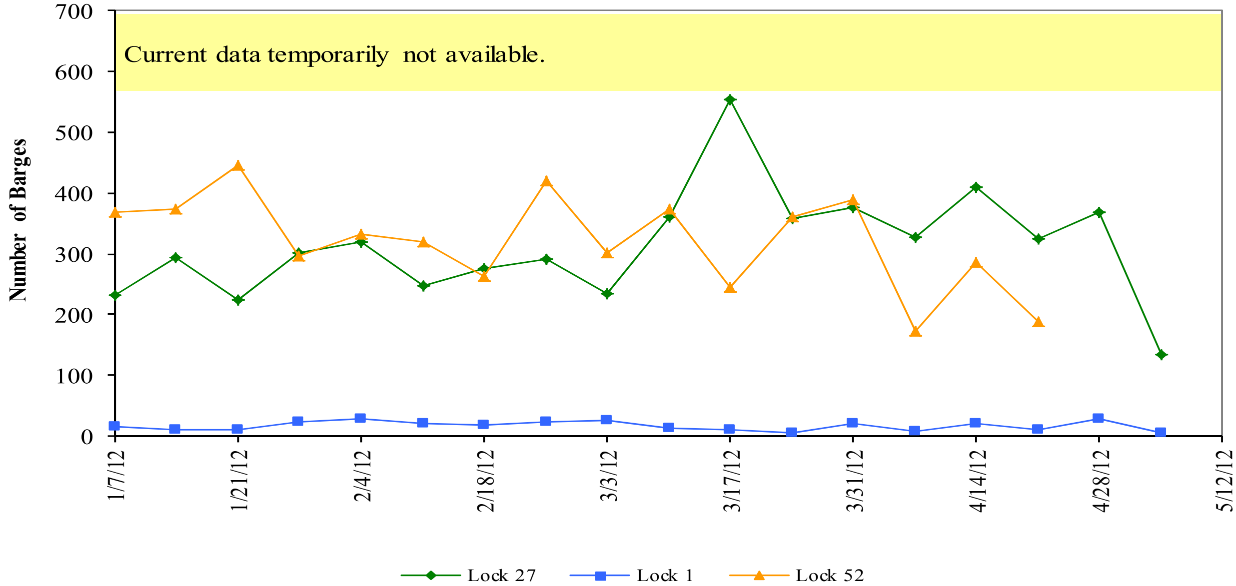
[2] As a percent of same period in 2011.

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

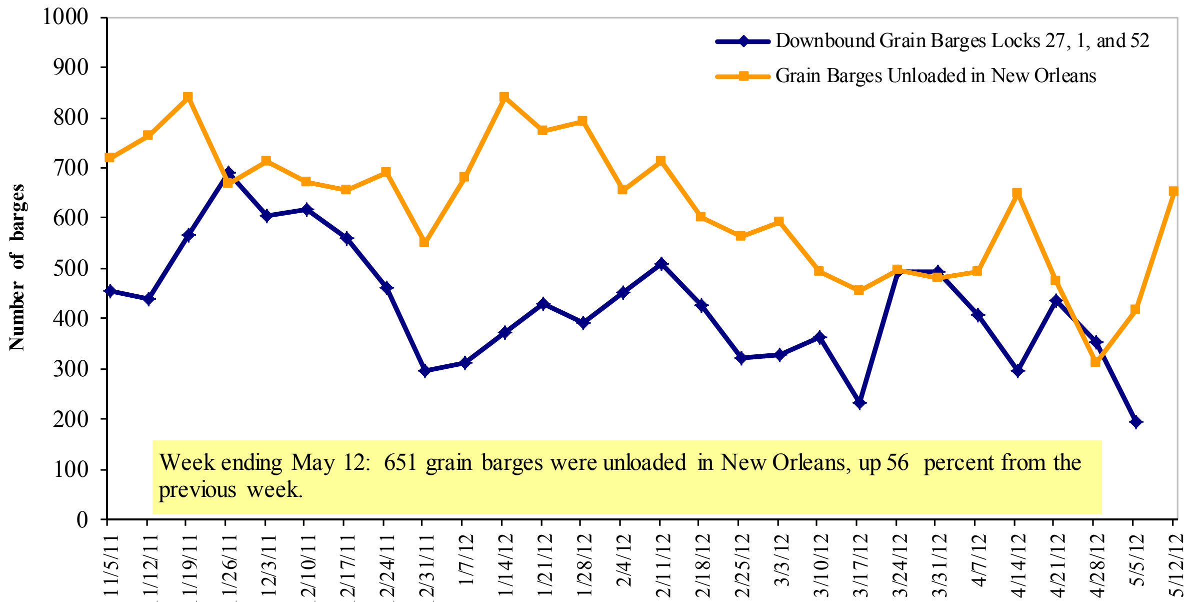
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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

***Current downbound grain barge data temporarily not available.**

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 5/14/2012 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	4.054	-0.054	-0.021
	New England	4.192	-0.040	-0.015
	Central Atlantic	4.135	-0.059	-0.075
	Lower Atlantic	3.969	-0.052	-0.036
II	Midwest[2]	3.897	-0.065	-0.118
III	Gulf Coast[3]	3.915	-0.047	-0.081
IV	Rocky Mountain	4.004	-0.043	-0.130
V	West Coast	4.277	-0.035	0.029
	California	4.349	-0.036	-0.022
Total	U.S.	4.005	-0.052	-0.056

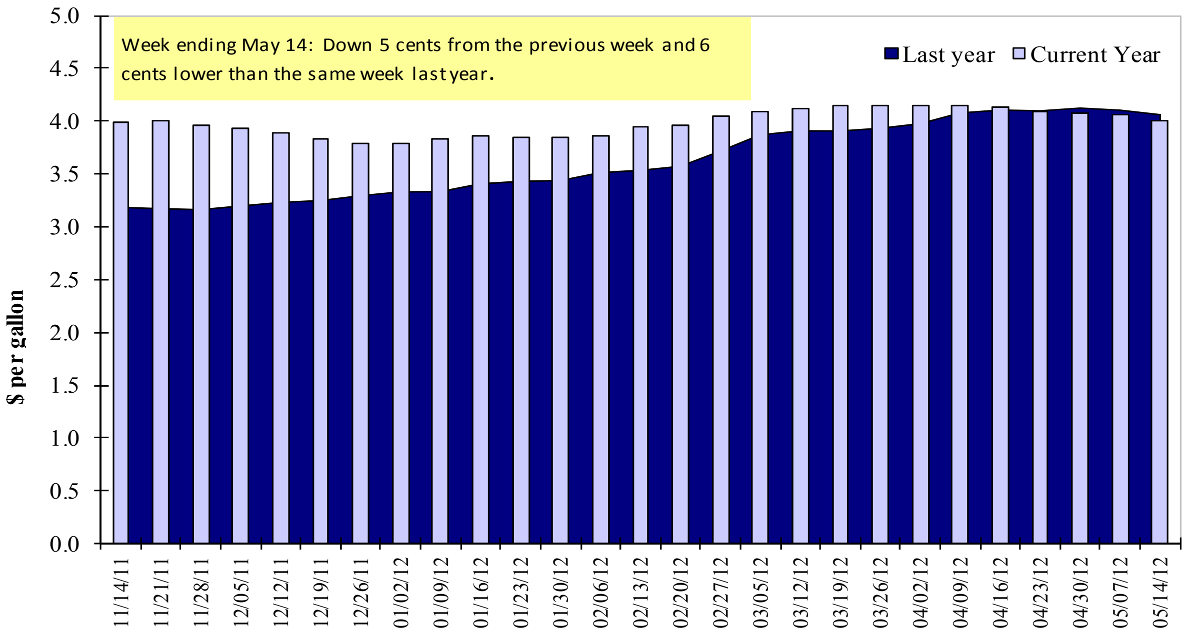
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[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]									
5/3/2012	1,074	711	874	596	44	3,299	9,691	5,065	18,055
This week year ago	2,234	378	1,263	854	43	4,771	11,389	4,621	20,781
Cumulative exports-marketing year[2]									
2011/12 YTD	9,067	3,621	5,874	5,198	447	24,206	27,837	29,419	81,462
2010/11 YTD	14,653	2,555	7,932	4,443	925	30,508	30,051	36,525	97,084
YTD 2011/12 as % of 2010/11	62	142	74	117	48	79	93	81	84
Last 4 wks as % of same period 2010/11	52	225	76	91	69	79	85	102	88
2010/11 Total	15,837	2,828	8,623	4,717	979	32,984	44,569	39,753	117,306
2009/10 Total	8,458	2,733	5,329	3,897	983	21,400	47,700	39,285	108,385

[1] Current unshipped export sales to date

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

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

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

Table 13

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

Week ending 05/03/12	Total Commitments[2]			% change	Exports[3]
	2012/13	2011/12	2010/11	current MY	
	Next MY	Current MY	Last MY	from last MY	2010/11
		- 1,000 mt -			- 1,000 mt -
Japan	961	10,559	12,691	(17)	14,279
Mexico	497	9,255	6,490	43	7,019
Korea	117	3,716	4,717	(21)	6,104
China*	173	4,463	314	1,321	978
Taiwan	0	1,493	2,349	(36)	2,393
Top 5 importers	**1,747**	**29,486**	**26,561**	**11**	**30,772**
Total US corn export sales	**4,429**	**37,527**	**41,441**	**(9)**	**46,600**
% of Projected		87%	89%		
Change from Last Week	249	224	434		
Top 5 importers' share of U.S. corn export sales	39%	79%	64%		
USDA forecast, May 2012	**48,260**	**43,180**	**46,600**	**(7)**	
Corn Use for Ethanol USDA forecast, Ethanol May 2012	**127,000**	**127,000**	**127,534**	**(0.4)**	

(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, or Export Sales Query--http://www.fas.usda.gov/esrquery/

[3]FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

*China -- New to the Top 5 in the 2011/12 Marketing Year, replacing Egypt.

Table 14

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

Week Ending 05/03/2012	Total Commitments[2] 2012/13 Next MY	2011/12 Current MY	2010/11 Last MY	% change current MY from last MY	Exports[3] 2010/11
		- 1,000 mt -			- 1,000 mt -
China	8,032	21,976	25,545	(14)	24,445
Mexico	40	2,853	2,750	4	3,215
Japan	91	1,614	1,988	(19)	1,887
EU	60	1,040	2,599	(60)	2,607
Indonesia	61	1,346	1,347	(0)	1,397
Top 5 importers	**8,284**	**28,828**	**34,229**	**(16)**	**33,551**
Total US soybean export sales	**10,311**	**34,484**	**41,145**	**(16)**	**40,860**
% of Projected	25%	96%	101%		
Change from last week	1,361	467	59		
Top 5 importers' share of U.S. soybean export sales	80%	84%	83%		
USDA forecast, May 2012	**40,960**	**35,790**	**40,860**	**(12)**	

(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, or Export Sales Query--http://www.fas.usda.gov/esrquery/

[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 05/03/2012	Total Commitments[2] 2012/13 Next MY	2011/12 Current MY	2010/11 Last MY	% change current MY from last MY	Exports[3] 2010/11
		- 1,000 mt -			- 1,000 mt -
Nigeria	112	3,235	3,682	(12)	3,233
Japan	43	3,714	3,611	3	3,148
Mexico	606	3,498	2,645	32	2,601
Philippines	266	2,084	1,890	10	1,518
Korea	94	1,992	1,658	20	1,111
Peru	0	554	1,056	(47)	923
Taiwan	3	1,015	951	7	913
Colombia	42	447	876	(49)	783
Indonesia	0	827	780	6	781
Yemen	0	418	725	(42)	659
Top 10 importers	**1,167**	**17,784**	**17,872**	**(0.5)**	**15,670**
Total US wheat export sales	**2,184**	**27,505**	**35,279**	**(22)**	**35,080**
% of Projected	7%	99%	101%		
Change from last week	329	222	321		
Top 10 importers' share of U.S. wheat export sales	53%	65%	51%		
USDA forecast, May 2012	**31,300**	**27,900**	**35,080**	**(20)**	

(n) indicates negative number.

[1] Modified from the FAS **2010/11** 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, or Export Sales Query--http://www.fas.usda.gov/esrquery/

[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 05/10/12	Previous Week[1]	Current Week as % of Previous	2012 YTD[1]	2011 YTD[1]	2012 YTD as % of 2011 YTD	Last 4-weeks as % of 2011	Last 4-weeks as % of 3-yr. avg.	Total[1] 2011
Pacific Northwest									
Wheat	365	310	118	5,225	5,407	97	90	136	13,995
Corn	152	181	84	2,616	3,277	80	69	69	9,198
Soybeans	183	0	n/a	4,053	3,011	135	179	153	7,321
Total	**700**	**491**	**143**	**11,894**	**11,695**	**102**	**90**	**110**	**30,513**
Mississippi Gulf									
Wheat	312	128	243	2,467	2,231	111	127	184	5,031
Corn	373	377	99	8,185	9,775	84	73	68	26,267
Soybeans	282	140	201	8,371	9,054	92	305	149	19,262
Total	**967**	**646**	**150**	**19,023**	**21,060**	**90**	**107**	**97**	**50,560**
Texas Gulf									
Wheat	56	127	44	1,800	5,631	32	34	57	10,837
Corn	0	23	0	279	518	54	71	52	1,021
Soybeans	0	0	n/a	0	763	0	0	0	926
Total	**56**	**151**	**37**	**2,079**	**6,912**	**30**	**37**	**56**	**12,784**
Interior									
Wheat	30	12	256	451	441	102	108	181	1,110
Corn	152	167	91	3,285	2,590	127	74	138	7,509
Soybeans	52	127	41	1,679	1,613	104	79	112	4,273
Total	**234**	**306**	**77**	**5,416**	**4,644**	**117**	**152**	**131**	**12,892**
Great Lakes									
Wheat	0	0	n/a	38	367	10	8	18	1,038
Corn	0	0	n/a	30	0	n/a	n/a	303	178
Soybeans	20	19	102	41	0	n/a	n/a	340	382
Total	**20**	**19**	**102**	**109**	**367**	**30**	**32**	**61**	**1,598**
Atlantic									
Wheat	0	87	0	88	472	19	131	286	686
Corn	5	5	99	71	128	56	34	45	295
Soybeans	16	5	287	455	393	116	165	153	1,042
Total	**20**	**97**	**21**	**614**	**992**	**62**	**108**	**163**	**2,022**
U.S. total from ports[2]									
Wheat	763	664	115	10,069	14,550	69	74	117	32,697
Corn	682	753	91	14,467	16,288	89	79	78	44,466
Soybeans	553	292	190	14,600	14,833	98	179	141	33,205
Total	**1,998**	**1,709**	**117**	**39,135**	**45,671**	**86**	**88**	**101**	**110,369**

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

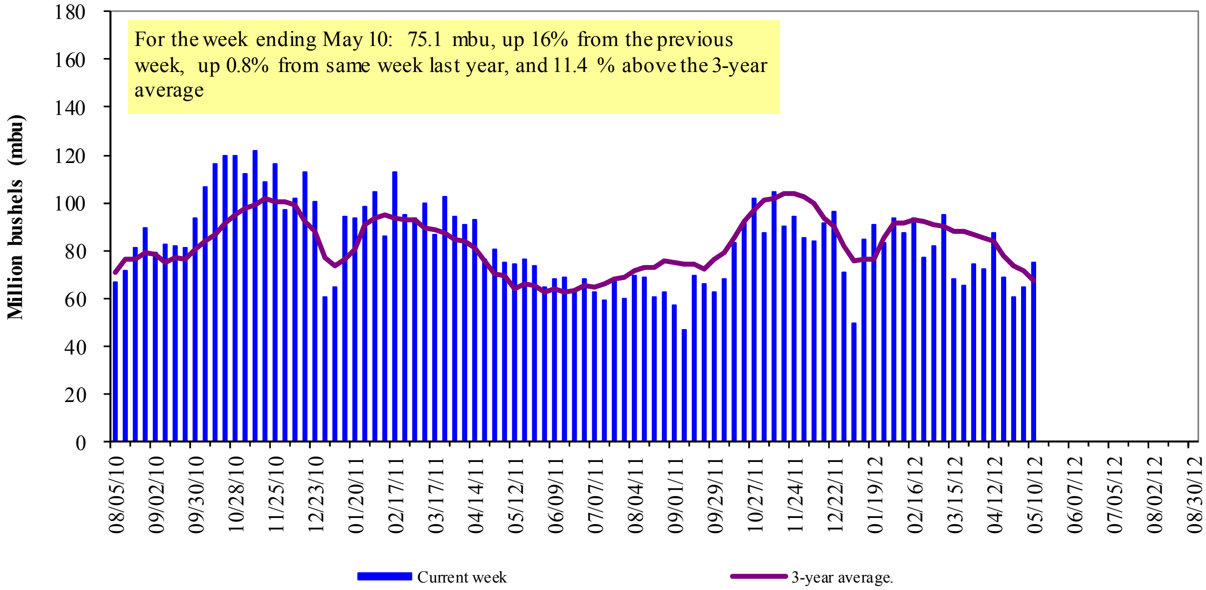
[2] Total includes only port regions shown above; Interior land-based shipments now included.

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 59 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2011.

Figure 14

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

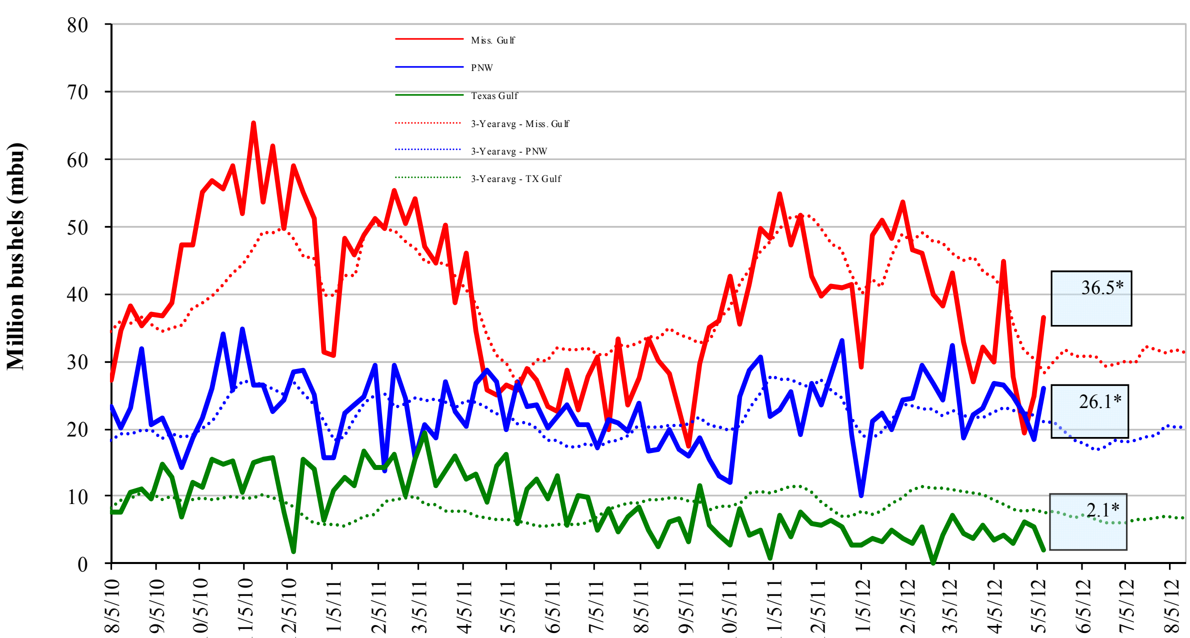


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

May 10 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 48	down 63	up 27	up 41
Last year (same week)	up 42	down 65	up 22	down 3
3-yr avg. (4-wk mov. avg.)	up 29	down 73	up 7	up 36

Ocean Transportation

Table 17

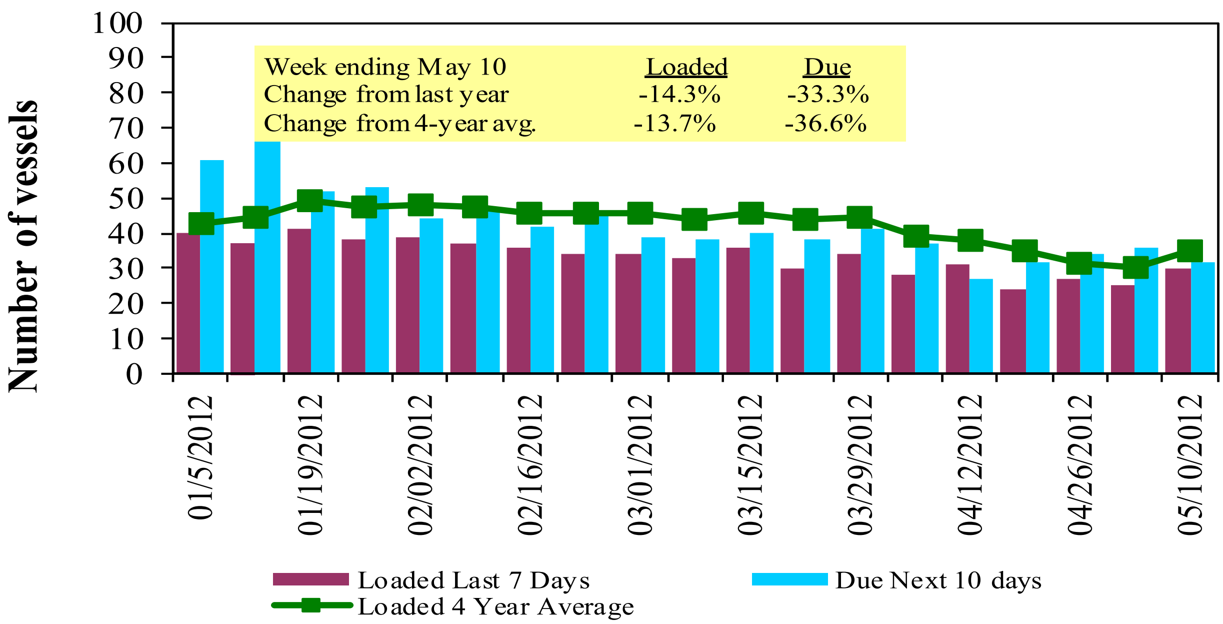
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
5/10/2012	20	30	32	17	n/a
5/3/2012	22	25	36	15	n/a
2011 range	(14..65)	(28..54)	(34..83)	(5..25)	(1..20)
2011 avg.	31	38	53	15	12

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

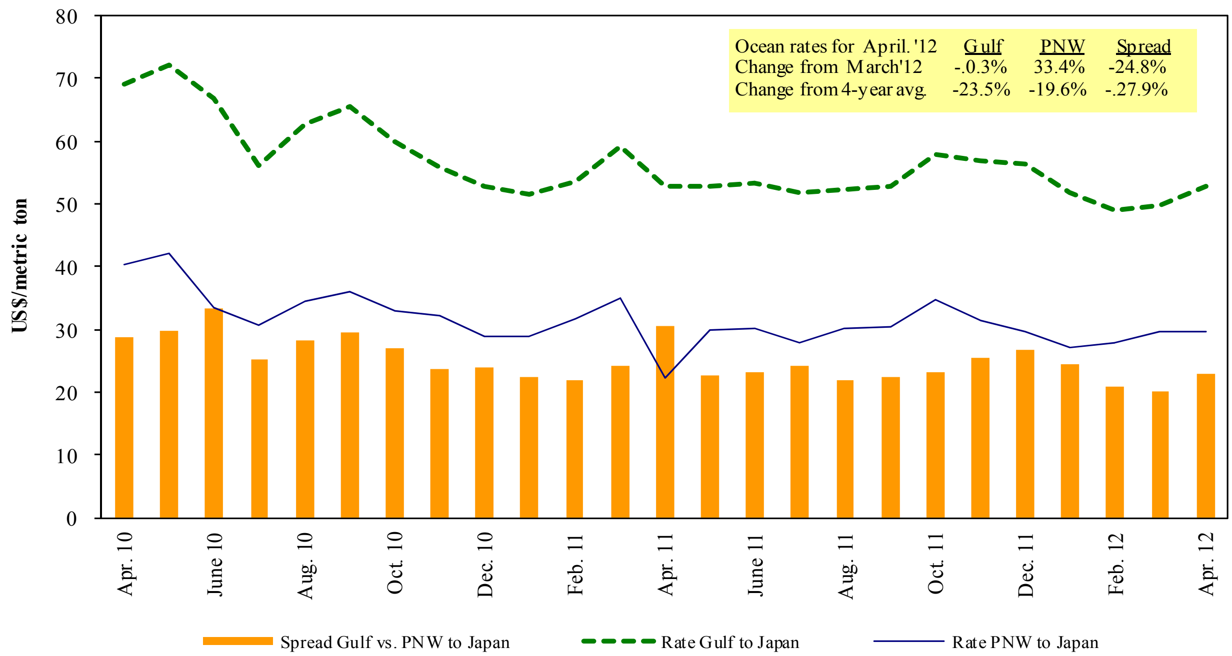
U.S. Gulf[1] Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA

Figure 17

Grain Vessel Rates, U.S. to Japan



Source: O'Neil Commodity Consulting

Table 18

Ocean Freight Rates For Selected Shipments, Week Ending 05/12/2012

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Mar 1/10	50,000	46.65
U.S. Gulf	Korea	Heavy Grain	Mar 1/10	55,000	46.00
U.S. Gulf	Japan	Heavy Grain	Apr 1/10	58,000	46.00
U.S. Gulf	Turkey	Heavy Grain	Feb 25/28	50,000	25.00
PNW	Djibouti[1]	Wheat	May 5/15	26,430	118.03
PNW	China	Grain	Jan 10/20	55,000	26.75
St. Lawrence	Nigeria	Wheat	Apr 5/15	25,000	45.00
Argentina	Morocco	Barley	Apr 1/10	25,000	39.75
Australia	Vietnam	Grain	Mar 1/10	60,000	19.00
Brazil	Tunisia	Wheat	Feb 14/16	23,750	38.50
Brazil	Taiwan	Heavy Grain	Feb 1/10	65,000	29.50
Brazil	China	Heavy Grain	May 1/30	66,000	40.50
Brazil	China	Heavy Grain	Apr 1/10	60,000	47.75
Brazil	China	Heavy Grain	Mar 5/15	60,000	43.00
Brazil	China	Heavy Grain	Mar 1/10	60,000	44.75
Brazil	China	Grain	Mar 1/10	55,000	47.00
River Plate	China	Heavy Grain	Feb 20/25	60,000	45.00
River Plate	Egypt Med	Corn	Feb 25/ Mar 5	30,000	39.25
River Plate	Morocco	Corn	Mar 25/30	25,000	35.00
Ukraine	Japan	Corn	Apr 6/15	47,000	47.50

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

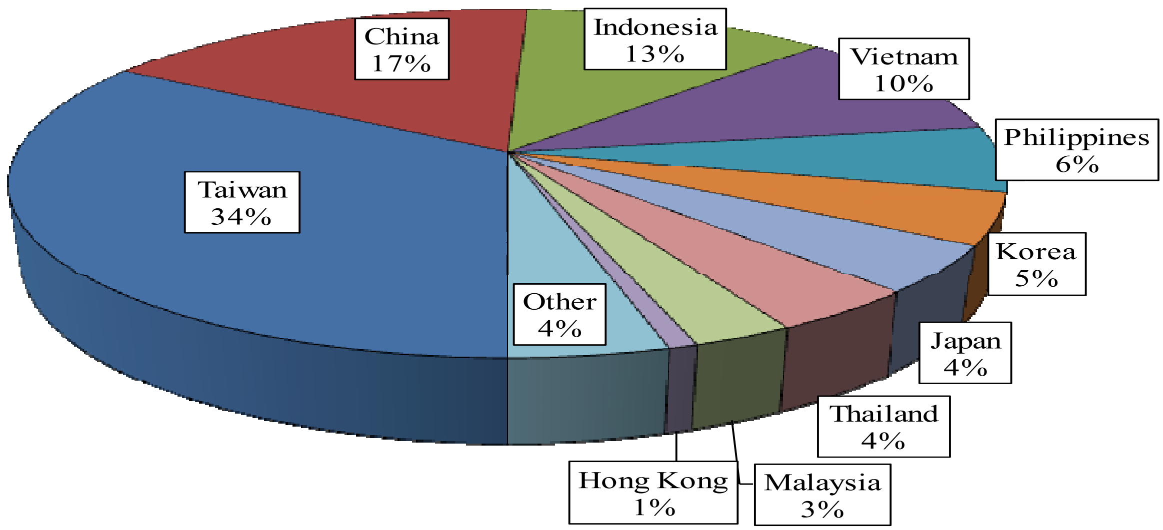
[1] 75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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

In 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, December 2011

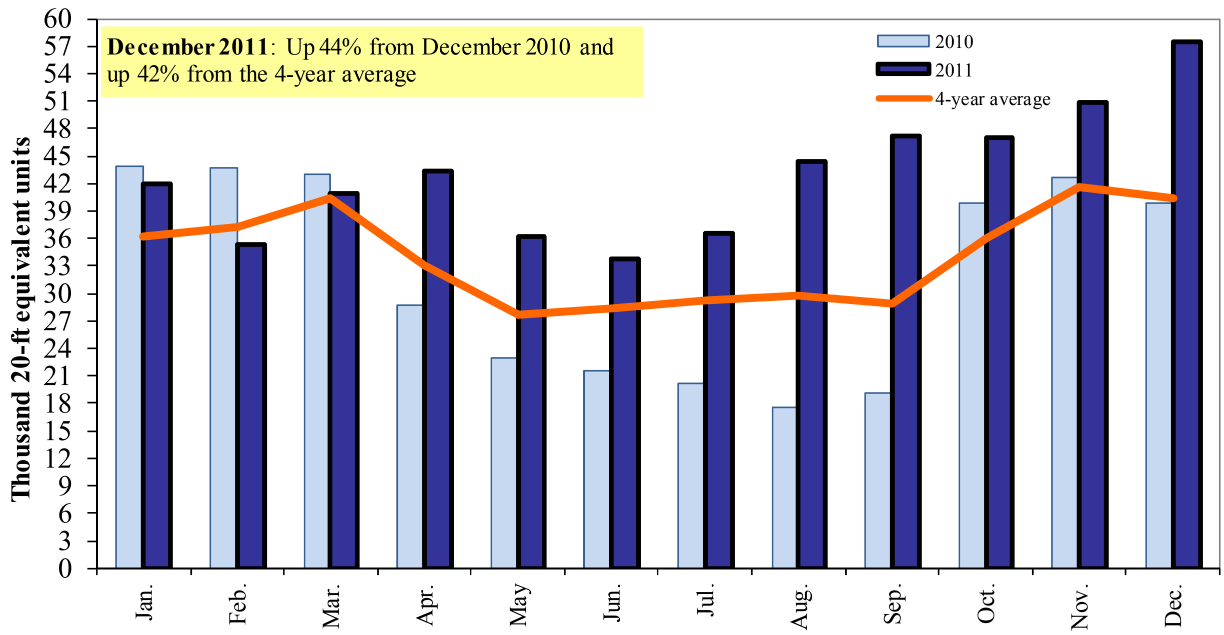


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 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: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 230310, 110220, 110290, 120100, 230210, 230990, 230330, and 120810.

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