Agricultural Marketing Service

August 11, 2011

Contents

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

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WEEKLY HIGHLIGHTS

U.S. Department of Transportation Reinforces Commitment to No New Regulations for America's Agricultural Community

On August 10, Federal Motor Carrier Safety Administration announced that it has no intention to propose new regulations governing the transport of agricultural products. The agency also released **guidance** designed to make sure States clearly understand the common-sense exemptions that allow farmers, their employees, and their families to accomplish their day-to-day work and transport their products to market. After hearing from concerned farmers earlier this year, FMCSA initiated this review to make sure States don't go overboard in enforcing regulations on agricultural operators, and to ensure consistent access to exemptions for farmers. No regulations will be proposed for any new safety requirements or changes to the rules governing the transport of agricultural products, farm machinery, or farm supplies to or from a farm.

Wheat Boosts Total Grain Inspections

For the week ending August 4, **total inspections of grain** (corn, wheat, and soybeans) for export from all major U.S. export regions reached 1.58 million metric tons (mmt), up 19 percent from the previous week and 0.6 percent higher than last year at this time. Wheat shipments jumped 57 percent from the previous week, causing the increase in overall grain inspections. Shipments of wheat were up in each of the three major export regions, with increased demand from Africa and Asia. Corn inspections were up slightly from the previous week and soybean inspections dropped 7 percent due to fewer shipments to Mexico. Cumulative (shipped) export sales of wheat increased 24 percent from last year **(table 12)**.

Barge Operators Encounter River Shoaling

Current river levels have been declining after widespread flooding slowed barge traffic on much of the inland waterways during the first half of the year. Navigation conditions have improved, but portions of the river system have developed shoaling as sediments have accumulated to create shallow conditions. The U.S. Army Corps of Engineers has been dredging in problem areas, but several shoaling incidents have stopped barge traffic for brief periods. Conditions have improved at the mouth of the Mississippi River where the Mississippi River Bar Pilots have increased the operating draft for ocean vessels from 45 to 46 feet. Bar pilots take command of all vessels entering or exiting the mouth of the Mississippi River. The increase in draft allows more cargo capacity for ocean-going vessels

Panama Canal Lock Maintenance Scheduled

The West Lane of the Miraflores Locks on the Panama Canal will be closed for approximately 72 hours due to maintenance dredging on August 11–14. The estimated transit capacity of the Canal due to the maintenance work is 24–26 vessels per day, rather than the normal transit capacity of 38–40 vessels. At this time, no major delays are anticipated.

Snapshots by Sector

Rail

U.S. railroads originated 20,180 **carloads of grain** during the week ending July 30, down 4 percent from last week, down 9 percent from last year, and 8 percent lower than the 3-year average.

During the week ending August 4, average August **non-shuttle secondary railcar bids/offers** were $23 above tariff, up $3.50 from last week. Average shuttle rates were $664.50 below tariff, up $31.50 from last week.

Barge

During the week ending August 6, **barge grain movements** totaled 630,073 tons, 20 percent lower than the previous week and 13 percent lower than the same period last year.

During the week ending August 6, 399 grain barges **moved down river**, down 21 percent from last week; 473 grain barges were **unloaded in New Orleans**, up 22.5 percent from the previous week.

Ocean

During the week ending August 4, 34 **ocean-going grain vessels** were loaded in the Gulf, up 3 percent from last year. Forty-one vessels are expected to be loaded within the next 10 days, 32 percent less than the same period last year.

During the week ending August 5, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $50.50 per metric ton (mt), down 3 percent from the previous week. The cost of shipping from the Pacific Northwest to Japan was $27 per mt—2 percent less than the previous week.

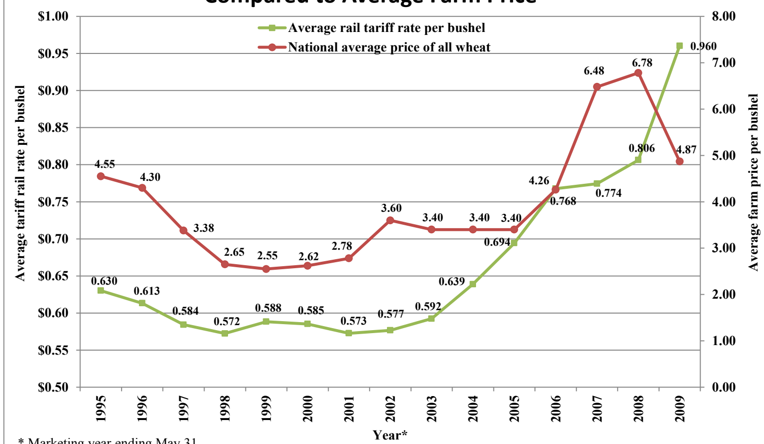
Fuel

During the week ending August 8, U.S. average **diesel fuel prices** decreased 4 cents to $3.90 per gallon—1 percent lower than the previous week, but 30 percent higher than the same week last year.

Average Grain Prices Compared to Rail Tariff Rates

Since 2004, agricultural producers have been concerned about increasing rail rates. Between marketing years 2003 and 2009, rail tariffs per bushel of wheat, corn, and soybeans increased 62, 83, and 83 percent, respectively (Figures 1, 2, and 3). In comparison, the average price per bushel of wheat, corn, and soybeans increased 43, 47, and 31 percent, respectively, over the same time period.

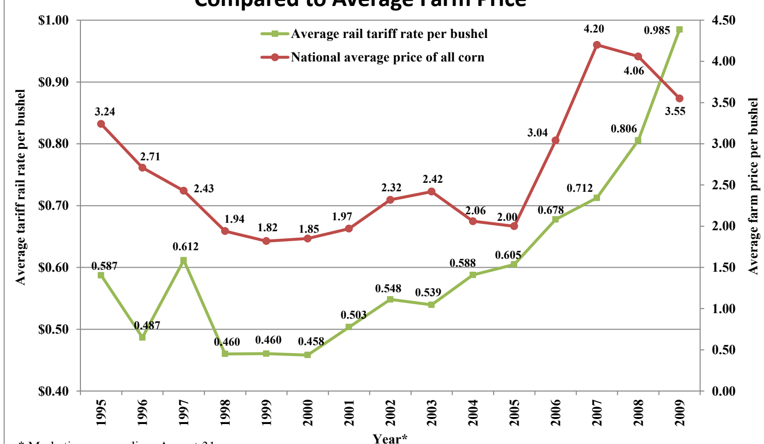
Figure 1: Wheat--Average Rail Tariff Compared to Average Farm Price*



* Marketing year ending May 31.
Sources: STB Confidential Waybill Sample
USDA, NASS, Crop Value Summary

Because grain and oilseeds are bulk commodities with a low value in proportion to their weight, the costs of rail transportation to market represent a significant percentage of the average on-farm price of the commodities. Rail transportation as a percentage of on-farm wheat prices ranged from 11.9 percent during marketing year 2008, when wheat prices were high, to 23.1 percent during marketing year 1999, when wheat prices were low. Rail transportation costs as a percentage of on-farm corn prices ranged from 17 percent during marketing year 2007 to 30.2 percent during marketing year 2005.

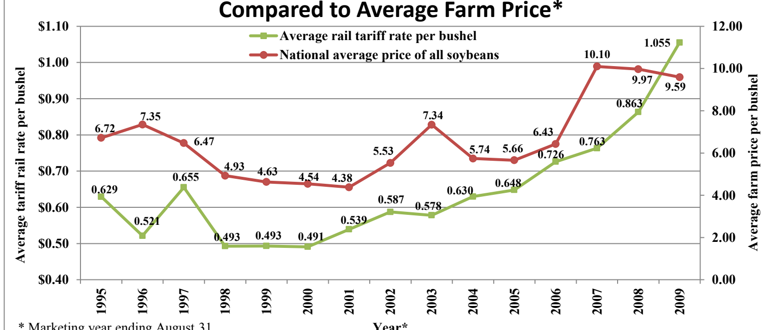
Figure 2: Corn--Average Rail Tariff Compared to Average Farm Price*



* Marketing year ending August 31.
Sources: STB Confidential Waybill Sample
USDA, NASS, Crop Value Summary

Agricultural producers are “price takers” rather than “price makers,” with little control over the price they receive for their products. They are unable to pass cost increases on to customers, and must absorb them because of their lack of market power. Consequently, increases in transportation costs result in decreased producer profit. Rail, truck, and barge rates determine the net price the producer receives. Higher transportation costs also affect the competitive position of U.S. agricultural products in highly competitive export markets. The rates agricultural shippers pay for transportation can facilitate or inhibit American competitiveness in world agricultural markets. Marvin.Prater@ams.usda.gov

Figure 3: Soybeans--Average Rail Tariff Compared to Average Farm Price*



* Marketing year ending August 31.
Sources: STB Confidential Waybill Sample
USDA, NASS, Crop Value Summary

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail[2]	Barge	Ocean	
Week ending				Gulf	Pacific
08/10/11	262	184	209	226	191
08/03/11	264	115	201	233	195

[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	8/5/2011	7/29/2011
Corn	IL--Gulf	-0.55	-0.51
Corn	NE--Gulf	-0.65	-0.54
Soybean	IA--Gulf	-1.04	-1.18
HRW	KS--Gulf	-1.25	-1.10
HRS	ND--Portland	-3.26	-3.20

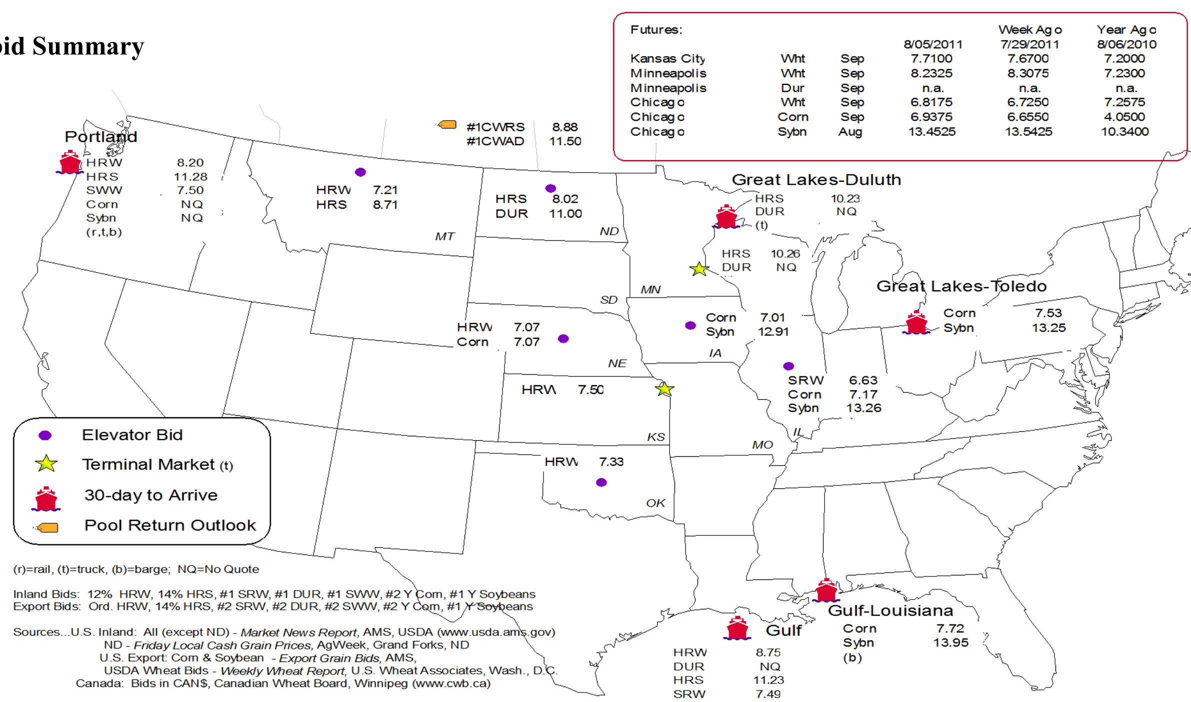
Note: nq = no quote

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
8/03/2011[p]	206	1,172	830	3,764	195	6,167
7/27/2011[r]	111	653	901	3,562	255	5,482
2011 YTD	21,726	59,733	28,850	117,551	16,287	244,147
2010YTD	9,214	41,036	28,072	103,319	18,036	199,677
2011 YTD as % of 2010 YTD	236	146	103	114	90	122
Last 4 weeks as % of 2010[2]	55	68	115	95	167	92
Last 4 weeks as % of 4-year avg.[2]	22	54	150	99	91	86
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.

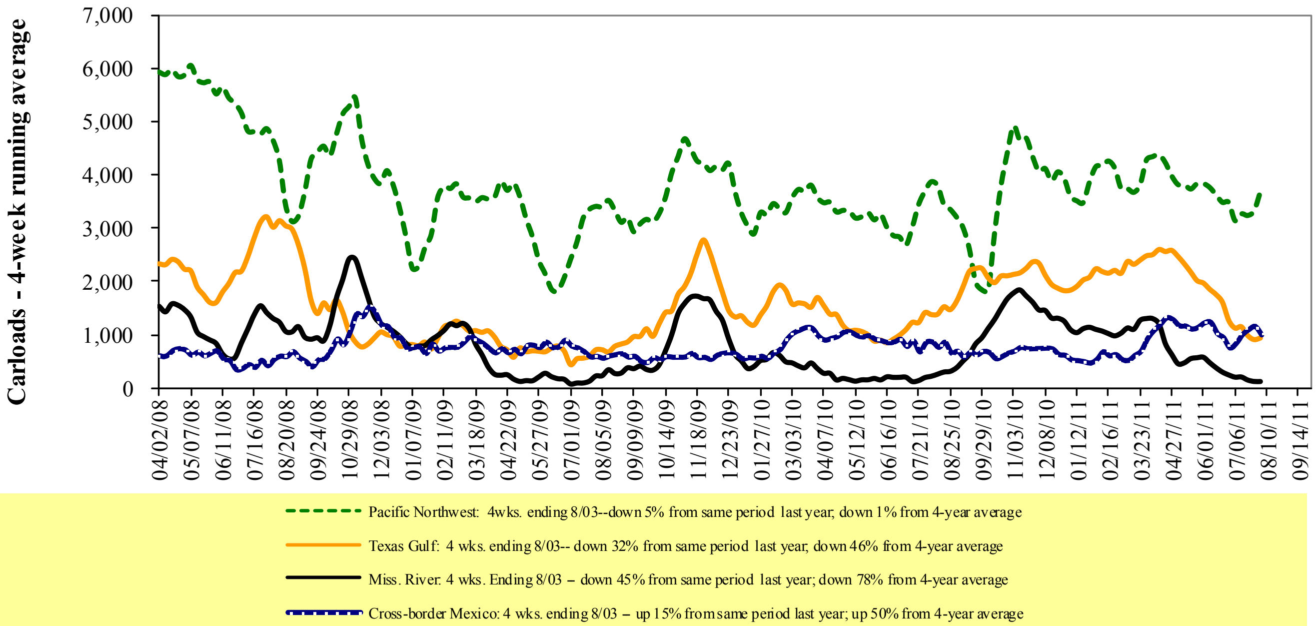
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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

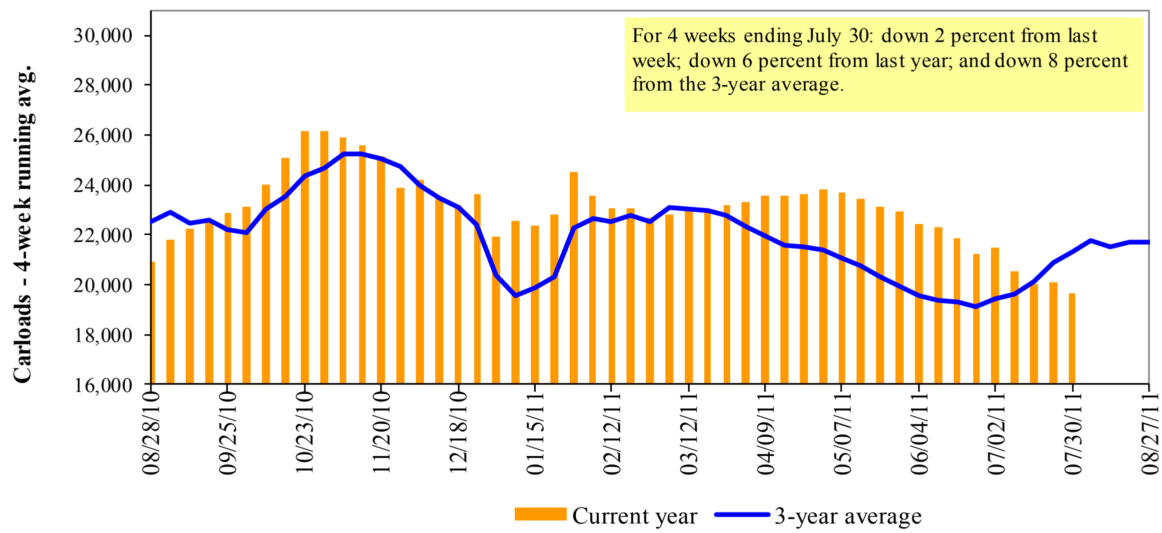
Table 4
Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
07/30/11	1,693	3,031	9,789	263	5,404	20,180	3,362	6,517
This week last year	1,856	2,934	11,152	538	5,801	22,281	3,560	5,701
2011 YTD	58,996	91,659	326,336	19,978	180,363	677,332	116,925	149,729
2010 YTD	61,927	85,452	279,456	20,761	146,148	593,744	109,768	145,651
2011 YTD as % of 2010 YTD	95	107	117	96	123	114	107	103
Last 4 weeks as % of 2010[1]	86	99	91	102	100	94	92	105
Last 4 weeks as % of 3-yr avg.[1]	79	100	90	89	94	91	96	110
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 8/4/2011	Delivery period							
	Aug-11	Aug-10	Sep-11	Sep-10	Oct-11	Oct-10	Nov-11	Nov-10
BNSF[3]								
COT grain units	7	no offer	no bids	no offer	139	no offer	7	no offer
COT grain single-car[5]	3 . . 7	no offer	5 . . 55	no offer	1 . . 25	no offer	0 . . 25	6 . . 212
UP[4]								
GCAS/Region 1	1	no bids	no bids	4	no bids	no offer	n/a	n/a
GCAS/Region 2	no bids	no bids	no bids	162	35	401	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.

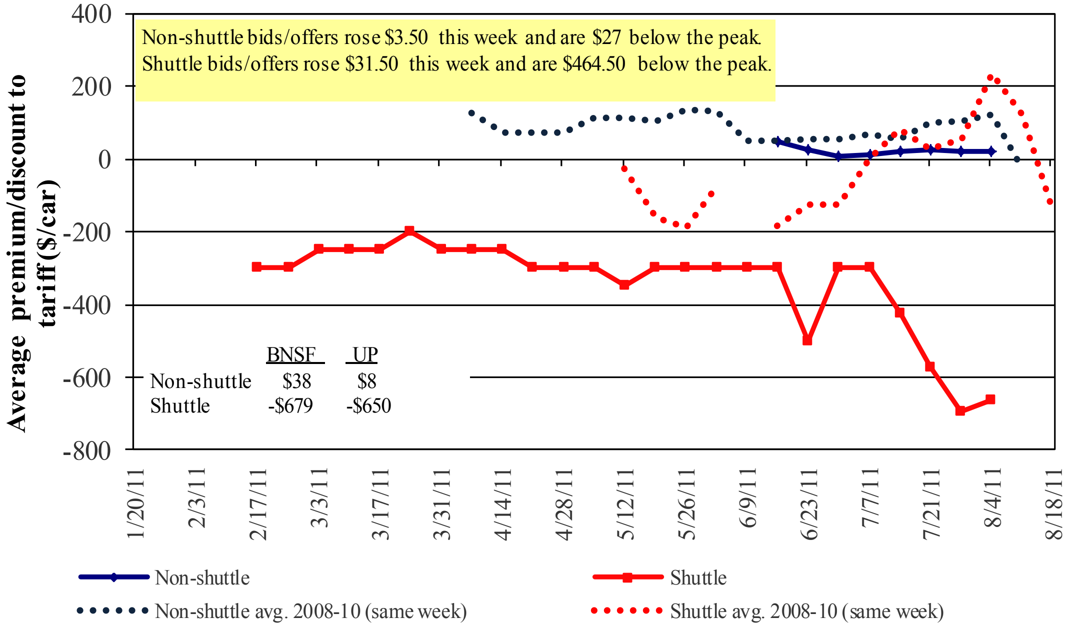
[5]Range is shown because average is not available. Not available = n/a.

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 August 2011, Secondary Market

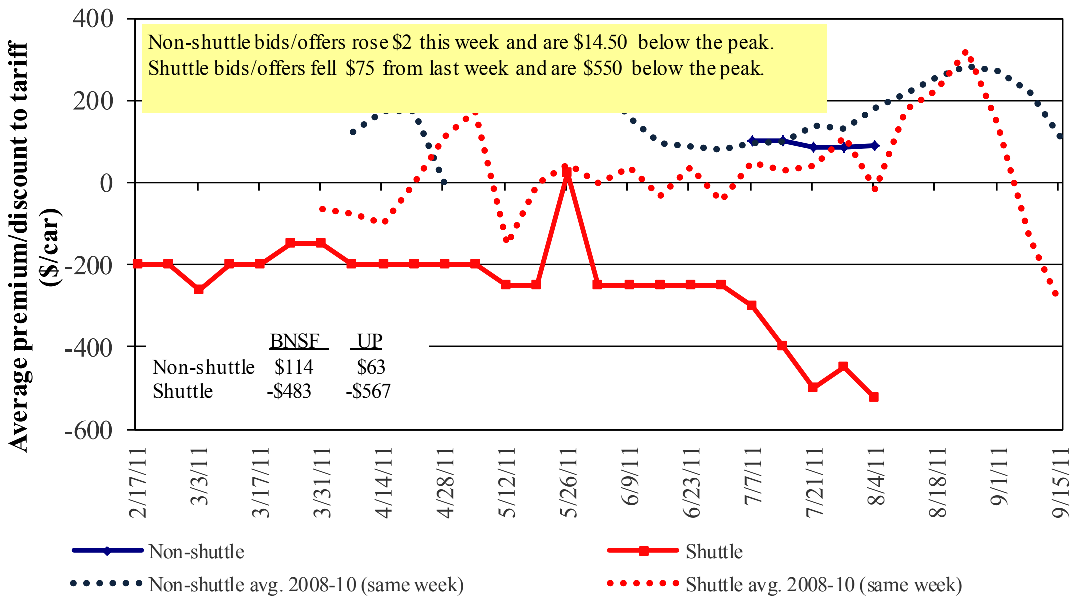


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

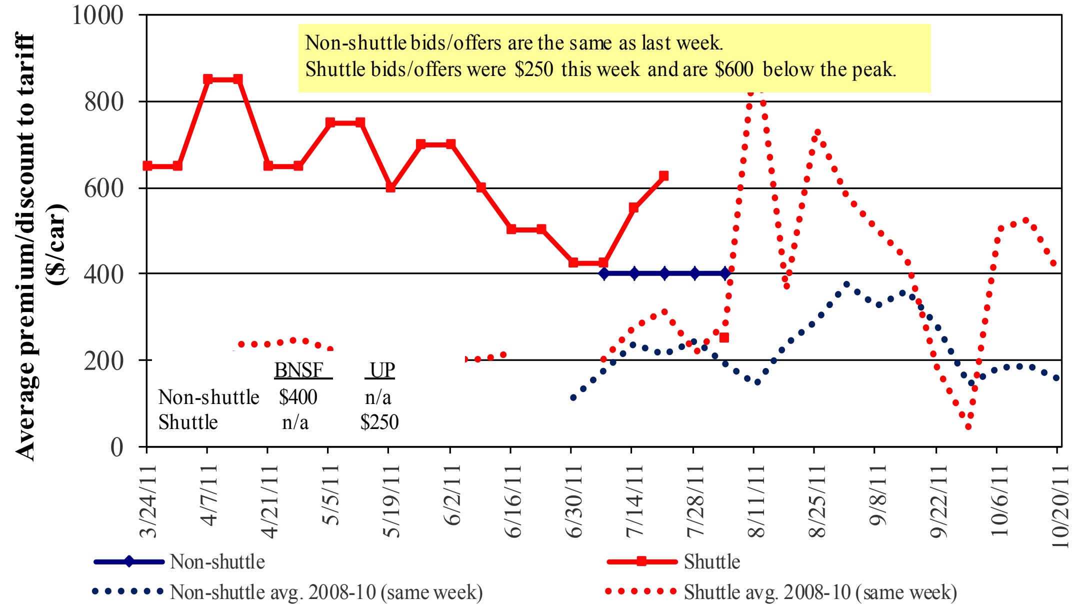


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in October 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					
8/4/2011	**Aug-11**	**Sep-11**	**Oct-11**	**Nov-11**	**Dec-11**	**Jan-12**
Non-shuttle						
BNSF-GF	38	114	400	300	200	n/a
Change from last week	17	(3)	-	-	-	n/a
Change from same week 2010	(437)	(374)	150	n/a	n/a	n/a
UP-Pool	8	63	n/a	n/a	n/a	n/a
Change from last week	(10)	7	n/a	n/a	n/a	n/a
Change from same week 2010	(67)	(187)	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	(679)	(483)	n/a	n/a	n/a	n/a
Change from last week	(12)	(283)	n/a	n/a	n/a	n/a
Change from same week 2010	(1,821)	n/a	n/a	n/a	n/a	n/a
UP-Pool	(650)	(567)	250	250	(100)	n/a
Change from last week	75	133	n/a	n/a	(100)	n/a
Change from same week 2010	(1,150)	n/a	n/a	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week

[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 8/1/2011	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	$187	$31.57	$0.86	11
	Grand Forks, ND	Duluth-Superior, MN	$2,822	$107	$29.09	$0.79	9
	Wichita, KS	Los Angeles, CA	$5,710	$551	$62.17	$1.69	10
	Wichita, KS	New Orleans, LA	$3,492	$329	$37.95	$1.03	12
	Sioux Falls, SD	Galveston-Houston, TX	$5,410	$452	$58.21	$1.58	6
	Northwest KS	Galveston-Houston, TX	$3,760	$361	$40.92	$1.11	11
	Amarillo, TX	Los Angeles, CA	$3,959	$502	$44.30	$1.21	12
Corn	Champaign-Urbana, IL	New Orleans, LA	$2,812	$372	$31.62	$0.86	8
	Toledo, OH	Raleigh, NC	$3,760	$424	$41.55	$1.13	14
	Des Moines, IA	Davenport, IA	$1,843	$79	$19.08	$0.52	-1
	Indianapolis, IN	Atlanta, GA	$3,196	$319	$34.90	$0.95	12
	Indianapolis, IN	Knoxville, TN	$2,760	$204	$29.44	$0.80	12
	Des Moines, IA	Little Rock, AR	$2,938	$232	$31.48	$0.86	7
	Des Moines, IA	Los Angeles, CA	$4,835	$675	$54.71	$1.49	20
Soybeans	Minneapolis, MN	New Orleans, LA	$3,289	$410	$36.73	$1.00	11
	Toledo, OH	Huntsville, AL	$2,921	$301	$32.00	$0.87	11
	Indianapolis, IN	Raleigh, NC	$3,830	$427	$42.28	$1.15	14
	Indianapolis, IN	Huntsville, AL	$2,613	$204	$27.98	$0.76	11
	Champaign-Urbana, IL	New Orleans, LA	$3,156	$372	$35.04	$0.95	10
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,239	$317	$35.31	$0.96	10
	Wichita, KS	Galveston-Houston, TX	$3,144	$247	$33.67	$0.92	7
	Chicago, IL	Albany, NY	$3,497	$398	$38.68	$1.05	-3
	Grand Forks, ND	Portland, OR	$4,702	$547	$52.13	$1.42	10
	Grand Forks, ND	Galveston-Houston, TX	$5,648	$570	$61.75	$1.68	9
	Northwest KS	Portland, OR	$4,727	$592	$52.82	$1.44	11
Corn	Minneapolis, MN	Portland, OR	$4,680	$666	$53.09	$1.44	13
	Sioux Falls, SD	Tacoma, WA	$4,640	$610	$52.14	$1.42	13
	Champaign-Urbana, IL	New Orleans, LA	$2,677	$372	$30.28	$0.82	7
	Lincoln, NE	Galveston-Houston, TX	$3,190	$356	$35.21	$0.96	10
	Des Moines, IA	Amarillo, TX	$3,330	$291	$35.96	$0.98	8
	Minneapolis, MN	Tacoma, WA	$4,680	$661	$53.04	$1.44	13
	Council Bluffs, IA	Stockton, CA	$4,080	$684	$47.31	$1.29	13
Soybeans	Sioux Falls, SD	Tacoma, WA	$4,840	$610	$54.12	$1.47	10
	Minneapolis, MN	Portland, OR	$4,830	$666	$54.58	$1.49	11
	Fargo, ND	Tacoma, WA	$4,730	$543	$52.36	$1.43	9
	Council Bluffs, IA	New Orleans, LA	$3,510	$429	$39.12	$1.06	9
	Toledo, OH	Huntsville, AL	$2,536	$301	$28.18	$0.77	13
	Grand Island, NE	Portland, OR	$4,520	$606	$50.90	$1.39	11

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

[2]Approximate load per car = 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: 8/1/2011							
Commodity	**Origin state**	**Destination region**	**Tariff rate/car[1]**	**Fuel surcharge per car[2]**	**Tariff plus surcharge per: metric ton[3]**	**bushel[3]**	**Percent change Y/Y[4]**
Wheat	MT	Chihuahua, CI	$7,491	$579	$82.46	$2.24	15
	OK	Cuautitlan, EM	$6,610	$606	$73.73	$2.00	12
	KS	Guadalajara, JA	$7,210	$861	$82.47	$2.24	10
	TX	Salinas Victoria, NL	$3,656	$246	$39.88	$1.08	12
Corn	IA	Guadalajara, JA	$7,445	$881	$85.06	$2.16	11
	SD	Penjamo, GJ	$7,245	$757	$81.77	$2.07	8
	NE	Queretaro, QA	$6,802	$779	$77.46	$1.97	14
	SD	Salinas Victoria, NL	$5,360	$576	$60.65	$1.54	13
	MO	Tlalnepantla, EM	$5,959	$759	$68.64	$1.74	15
	SD	Torreon, CU	$6,248	$634	$70.32	$1.78	13
Soybeans	MO	Bojay (Tula), HG	$6,705	$772	$76.39	$2.08	10
	NE	Guadalajara, JA	$7,519	$876	$85.78	$2.33	14
	IA	El Castillo, JA[5]	$7,770	$753	$87.08	$2.37	11
	KS	Torreon, CU	$6,042	$601	$67.87	$1.85	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	$810	$78.83	$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	$641	$65.85	$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

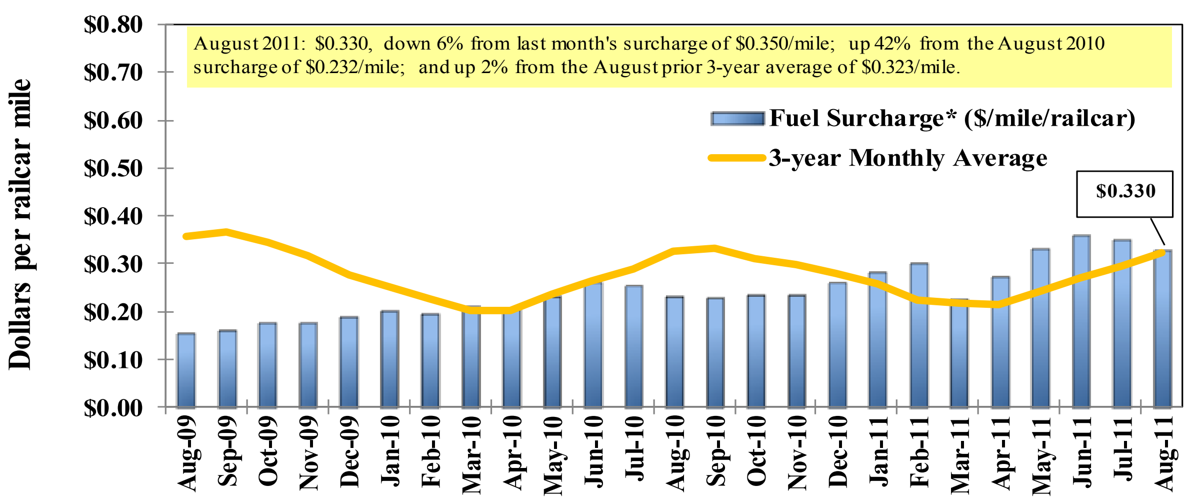
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[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.

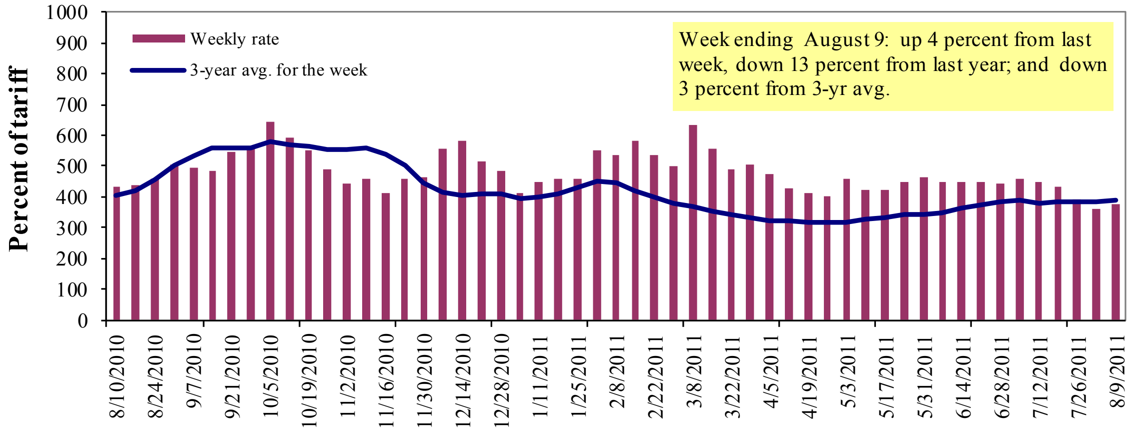
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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]	8/9/2011	453	393	377	290	358	358	275
	8/2/2011	445	372	362	258	357	357	250
$/ton	8/9/2011	28.04	20.91	17.49	11.57	16.79	14.46	8.64
	8/2/2011	27.55	19.79	16.80	10.29	16.74	14.42	7.85
Current week % change from the same week:								
	Last year	-2	-10	-13	-23	-20	-20	-27
	3-year avg. [2]	1	-2	-3	-5	5	5	-4
Rate[1]	September	533	542	550	450	538	538	423
	November	663	575	538	488	488	488	375

[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

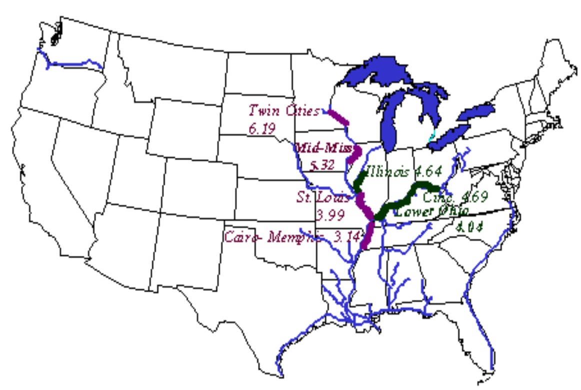
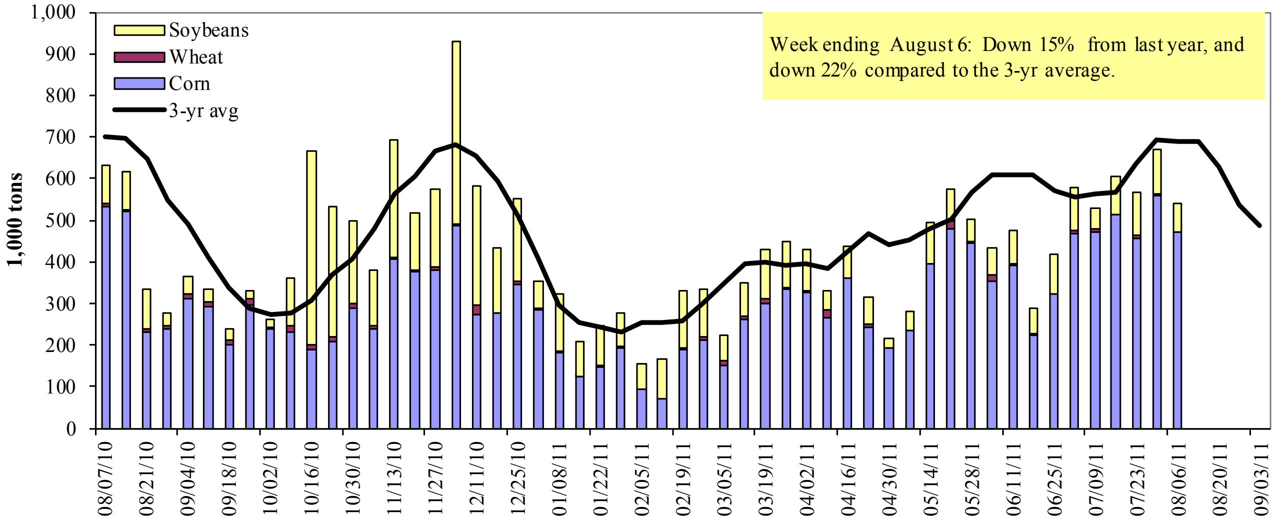


Figure 10

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 8/6/2011	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	230	0	50	0	280
Winfield, MO (L25)	342	0	47	0	389
Alton, IL (L26)	449	0	67	0	516
Granite City, IL (L27)	470	0	69	0	539
Illinois River (L8)	60	0	26	0	86
Ohio River (L52)	14	28	23	0	65
Arkansas River (L1)	0	10	6	11	27
Weekly total - 2011	484	38	97	11	630
Weekly total - 2010	561	34	123	8	726
2011 YTD[1]	11,865	975	4,433	236	17,508
2010 YTD	14,971	764	4,846	274	20,855
2011 as % of 2010 YTD	79	128	91	86	84
Last 4 weeks as % of 2010[2]	80	128	107	273	88
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.

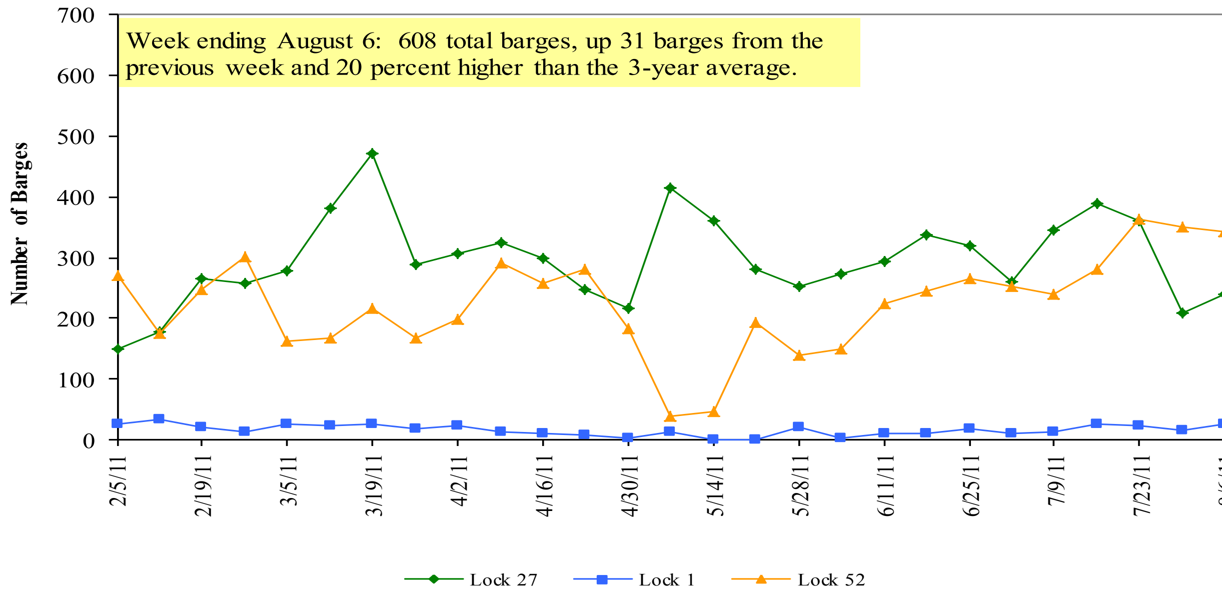
[2] As a percent of same period in 2010.

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

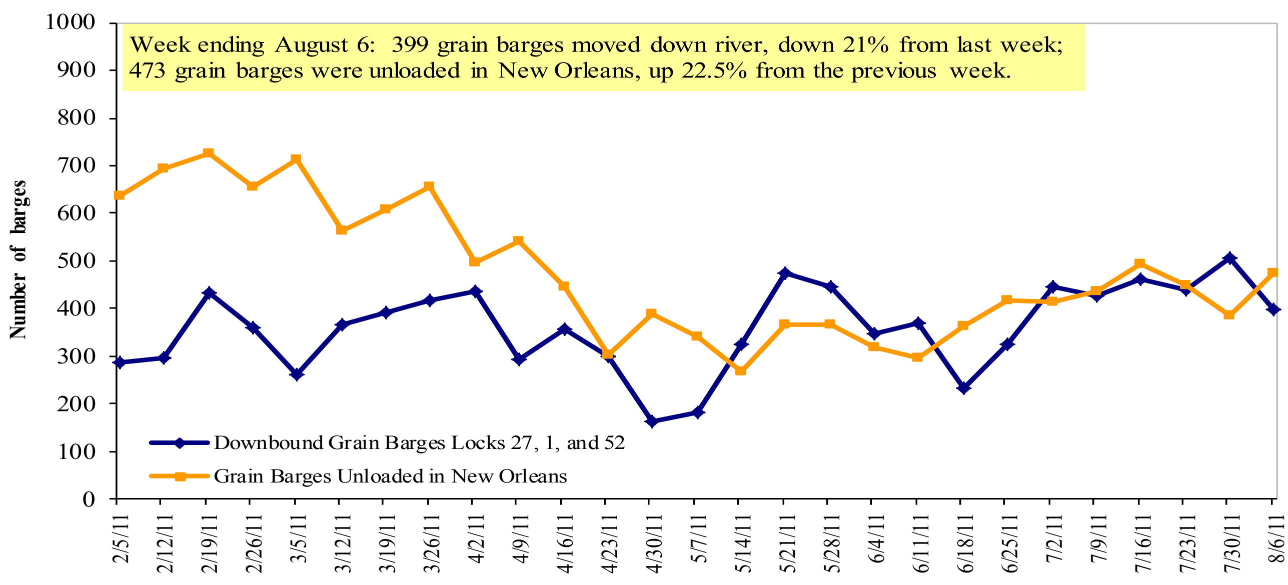
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 8/8/2011 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.936	-0.038	0.936
	New England	4.031	-0.014	1.004
	Central Atlantic	4.053	-0.037	0.967
	Lower Atlantic	3.877	-0.041	0.915
II	Midwest[2]	3.875	-0.043	0.909
III	Gulf Coast[3]	3.868	-0.036	0.921
IV	Rocky Mountain	3.851	-0.004	0.860
V	West Coast	3.949	-0.051	0.825
	California	4.067	-0.069	0.884
Total	U.S.	3.897	-0.040	0.906

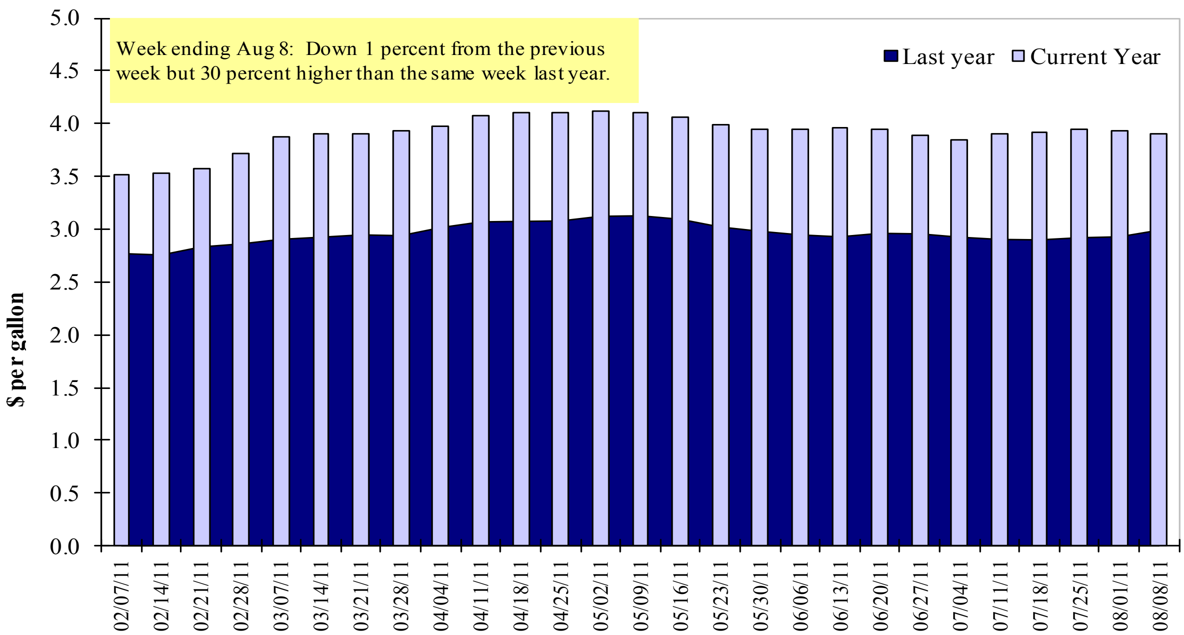
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances[1]									
7/28/2011	1,819	979	1,709	1,140	153	5,800	6,236	2,761	14,797
This week year ago	2,116	601	1,229	1,144	309	5,400	8,033	2,656	16,089
Cumulative exports-marketing year[2]									
2010/11 YTD	2,159	548	1,204	737	113	4,761	41,126	38,900	84,787
2009/10 YTD	1,836	357	936	629	83	3,840	43,371	38,016	85,227
YTD 2010/11 as % of 2009/10	118	154	129	117	136	124	95	102	99
Last 4 wks as % of same period 2009/10	87	163	144	100	38	109	88	124	101
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 wheat

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

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

Table 13

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

Week ending 07/28/11	Total Commitments[2]			% change	Exports[3]
	2011/12	2010/11	2009/10	current MY	
	Next MY	Current MY	Last MY	from last MY	2009/10
		- 1,000 mt -			- 1,000 mt -
Japan	1,287	14,524	15,550	(7)	14,343
Mexico	1,884	6,977	8,162	(15)	7,999
Korea	336	6,003	7,784	(23)	7,562
Taiwan	12	2,694	3,108	(13)	2,949
Egypt	40	3,131	3,092	1	2,935
Top 5 importers	**3,559**	**33,329**	**37,696**	**(12)**	**35,788**
Total US corn export sales	**7,988**	**47,362**	**51,404**	**(8)**	**50,460**
% of Projected	18%	102%	102%		
Change from Last Week	461	298	472		
Top 5 importers' share of U.S. corn export sales	45%	70%	73%		
USDA forecast, August 2011	**44,450**	**46,360**	**50,300**	**(8)**	
Corn Use for Ethanol USDA forecast, Ethanol August 2011	**129,540**	**127,508**	**116,027**	**10**	

(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 07/28/2011	Total Commitments[2] 2011/12 Next MY	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	7,992	25,476	22,799	12	22,454
Mexico	141	3,208	3,249	(1)	3,276
Japan	123	2,203	2,481	(11)	2,347
EU-25	60	2,599	2,703	(4)	2,647
Taiwan	1	1,417	1,571	(10)	1,556
Top 5 importers	**8,317**	**34,903**	**32,803**	**6**	**32,280**
Total US soybean export sales	**9,908**	**41,661**	**40,672**	**2**	**40,850**
% of Projected	26%	102%	100%		
Change from last week	1,086	(406)	6		
Top 5 importers' share of U.S. soybean export sales	84%	84%	81%		
USDA forecast, August 2011	**38,100**	**40,690**	**40,850**	**(0.4)**	
Soybean Use for Biodiesel USDA forecast, August 2011	**8,393**	**5,155**	**4,031**	**28**	

(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 07/28/2011	Total Commitments[2] 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	1,166	1,196	(3)	3,233
Japan	1,464	1,096	34	3,148
Mexico	1,253	999	25	2,601
Philippines	1,066	1,042	2	1,518
Korea	386	571	(32)	1,111
Peru	400	436	(8)	923
Taiwan	243	184	32	913
Colombia	266	318	(16)	783
Indonesia	316	139	128	781
Yemen	170	0		659
Top 10 importers	**6,730**	**5,981**	**13**	**15,670**
Total US wheat export sales	**10,561**	**9,240**	**14**	**33,439**
% of Projected	35%	26%		
Change from last week	500	843		
Top 10 importers' share of U.S. wheat export sales	64%	65%		
USDA forecast, August 2011	**29,940**	**35,080**	**(15)**	

(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.

[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 08/04/11	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	298	211	141	8,762	6,351	138	127	153	11,062
Corn	235	239	98	6,208	6,524	95	85	95	9,950
Soybeans	66	66	100	3,467	4,711	74	44	41	10,191
Total	**599**	**516**	**116**	**18,437**	**17,586**	**105**	**93**	**103**	**31,203**
Mississippi Gulf									
Wheat	133	50	265	3,357	2,305	146	112	70	4,199
Corn	509	504	101	15,819	17,815	89	88	85	29,794
Soybeans	52	51	101	10,052	9,451	106	65	58	22,519
Total	**694**	**605**	**115**	**29,229**	**29,571**	**99**	**87**	**79**	**56,512**
Texas Gulf									
Wheat	219	171	128	8,194	4,743	173	95	89	9,339
Corn	9	18	52	810	1,098	74	22	22	1,859
Soybeans	0	0	n/a	763	667	114	0	0	1,916
Total	**229**	**190**	**121**	**9,767**	**6,507**	**150**	**84**	**79**	**13,115**
Great Lakes									
Wheat	3	1	236	642	376	171	37	67	1,897
Corn	11	0	n/a	66	53	126	0	70	119
Soybeans	0	0	n/a	22	0	n/a	0	n/a	655
Total	**14**	**1**	1,140	**731**	**429**	**170**	**51**	**68**	**2,672**
Atlantic									
Wheat	34	3	1,116	611	194	315	4,102	72	343
Corn	4	0	n/a	187	240	78	36	56	469
Soybeans	2	12	17	460	707	65	318	419	1,417
Total	**40**	**15**	**262**	**1,258**	**1,140**	**110**	**150**	**85**	**2,229**
U.S. total from ports[2]									
Wheat	688	437	157	21,568	13,969	154	108	102	26,839
Corn	768	762	101	23,089	25,729	90	84	85	42,192
Soybeans	120	129	93	14,765	15,535	95	58	53	36,699
Total	**1,575**	**1,328**	**119**	**59,422**	**55,233**	**108**	**89**	**87**	**105,730**

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

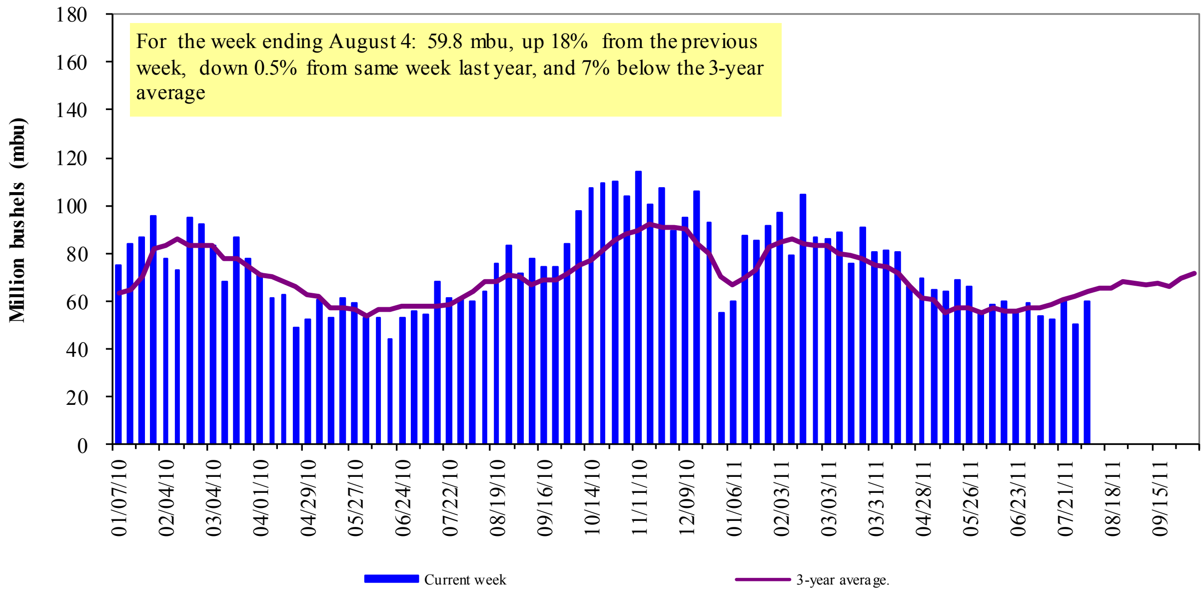
[2] Total includes only port regions shown above

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)

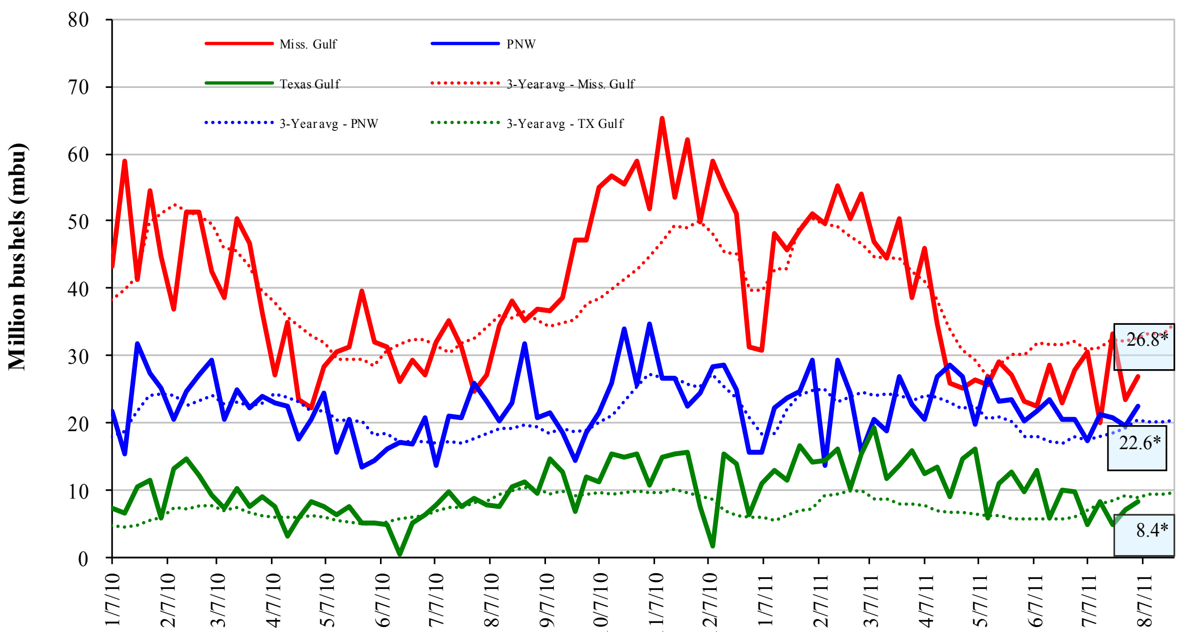


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

August 4 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 14	up 20	up 15	up 15
Last year (same week)	down 1	up 9	up 1	down 3
3-yr avg. (4-wk mov. avg.)	down 18	down 7	down 16	down 13

Ocean Transportation

Table 17

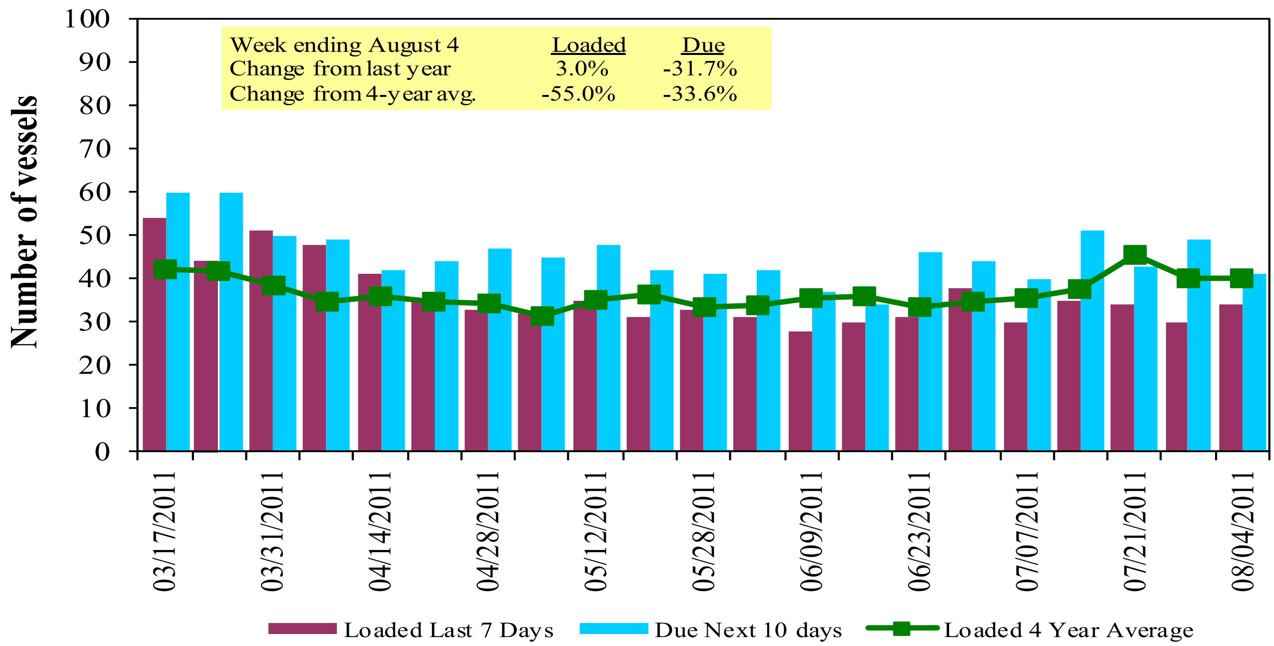
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

Date	Gulf In port	Gulf Loaded 7-days	Gulf Due next 10-days	Pacific Northwest In port	Vancouver B.C. In port
8/4/2011	23	34	41	10	5
7/28/2011	17	30	49	10	5
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

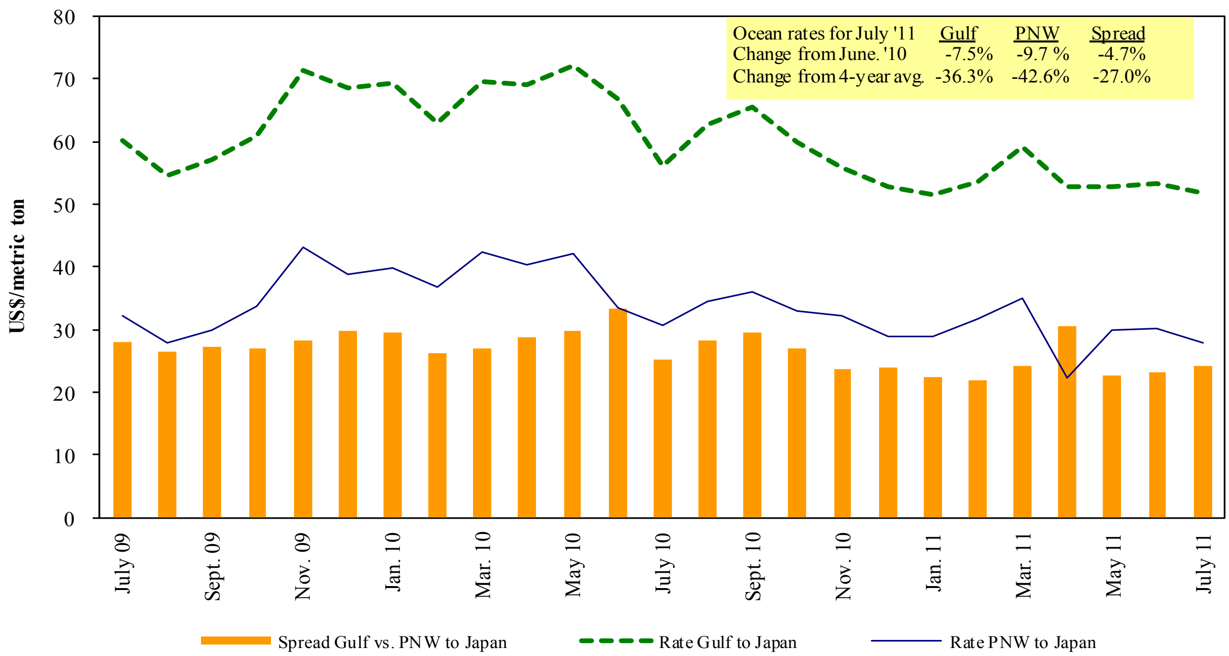


Source: Transportation & Marketing Programs/AMS/USDA

[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 08/06/2011

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Sep 1/10	60,000	48.25
U.S. Gulf	China	Heavy Grain	Aug 17/Sep 30	60,000	49.00
U.S. Gulf	China	Heavy Grain	Dec 1/30	55,000	51.00
U.S. Gulf	Egypt	Grain	May 1/10	60,000	28.50
U.S. Gulf	Japan	Heavy Grain	June 1/12	54,000	52.50
U.S. Gulf	Isreal	Wheat	May 20/30	50,000	36.00
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
Brazil	China	Heavy Grain	May 18/27	60,000	49.50
Brazil	China	Heavy Grain	April 5/15	60,000	51.00
Brazil	Turkey	Heavy Grain	May 20/30	50,000	32.00
River Plate	Algeria	Corn	July 15/25	25,000	43.50
River Plate	Algeria	Corn	July 1/10	25,000	42.90
River Plate	Algeria	Corn	June 15/25	25,000	42.75
River Plate	Morocco	Heavy Grain	Apr 25/28	2,500	44.50
River Plate	Spain	Maize	May 16/18	25,000	44.00
River Plate	Spain	Corn	Apri 24/25	2,500	46.00
South Africa	Taiwan	Corn	Aug 5/15	55,000	31.00
Ukraine	Spain Med	Corn	May 20/24	25,000	18.00

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

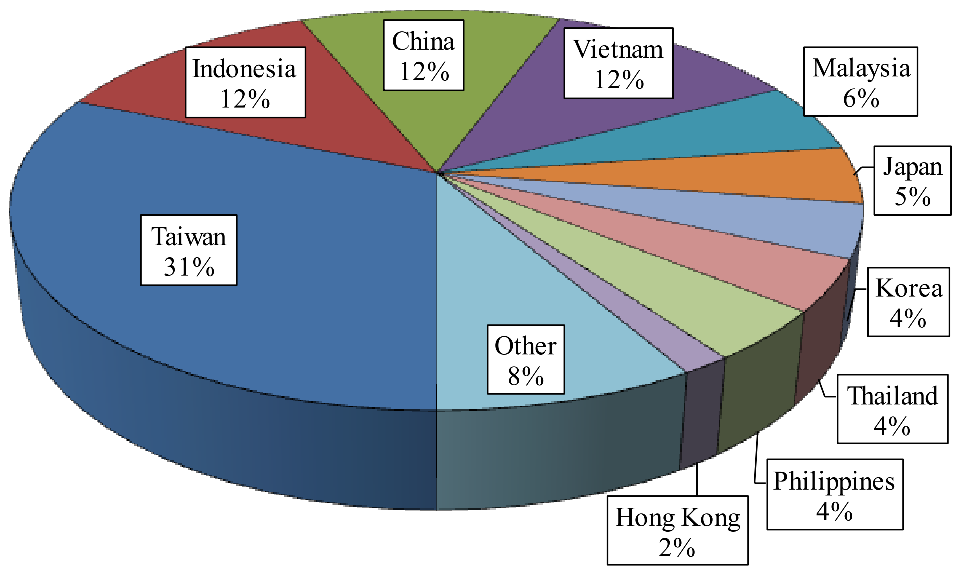
[1]75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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, April 2011

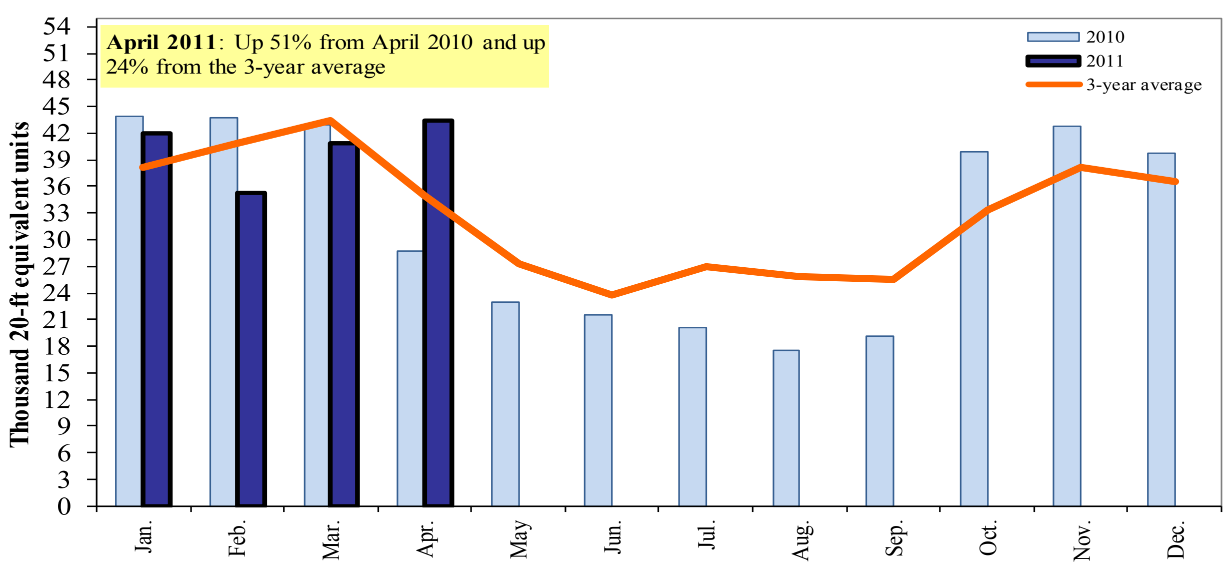


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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