Agricultural Marketing Service

October 6, 2011

Contents

The next release is Oct. 13, 2011

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

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WEEKLY HIGHLIGHTS

Corn Harvest Slightly Below Average Pace

As of October 2, 21 percent of this year's corn crop has been harvested, slightly below the 5-year average pace of 23 percent. Consistently dry, warm weather has enabled Kansas to harvest 53 percent of its corn crop, compared to the average of 48 percent. Missouri corn has been 66 percent harvested, ahead of its average pace of 51 percent. The top two corn producing States, Iowa and Illinois, have harvested 12 percent and 32 percent, respectively, of their corn crop. Iowa is currently 2 points ahead of its average pace, while Illinois is 4 points below its average pace. Ohio corn is only 26 percent mature compared to an average 71 percent. The late-planted Ohio corn crop is only 2 percent harvested, and the slow harvest pace is affecting transportation movements in the easternmost portion of the Corn Belt.

Total Inspections Down but Soybeans Rebound

For the week ending September 29, total inspections of grain (corn, wheat, and soybeans) for export from all major U.S. export regions reached 1.42 million metric tons (mmt), down 4 percent from the previous week and 37 percent below last year at this time. Inspections of soybeans (.236 mmt) increased 37 percent from the past week despite the drop in total grain inspections. Shipments of soybeans went primarily to China and Japan . Wheat inspections (.583 mmt) were up 4 percent from the past week, but corn inspections (.598 mmt) dropped 19 percent. Cumulative (shipped) wheat exports continued higher than last year while corn and soybeans remained lower (Table 12).

Independent Owner-Operator Truck Drivers Will Continue Serving the Port of Los Angeles

On September 26 the U.S. Court of Appeals for the Ninth Circuit published its opinion, American Trucking Associations v. Los Angeles, that the Port of Los Angeles may not require independent owner-operator truck drivers to become employees of the trucking companies that serve the port under its Clean Truck Program. The court ruled the employee-driver provision is tantamount to regulation and therefore preempted by the Federal Aviation Administration Authorization Act of 1994, 49 USC 14501(c), which prevents States from regulating motor carriers' rates, routes and services. However, the court affirmed the district court's ruling that the port's financial capability, maintenance, off-street parking, and placard provisions are not preempted by the law.

U.S. Average Diesel Fuel Prices Fall to 30-Week Low

During the week ending October 3, U.S. average diesel fuel prices decreased 4 cents to $3.75 per gallon—1 percent lower than the previous week but 25 percent higher than the same week last year. Over the past 4 weeks, diesel fuel prices fell 12 cents per gallon and were the lowest prices recorded since late February. Crude oil prices fell under $80 per barrel last week under pressure from falling demand and fears of a debt default by Greece, according to the Energy Information Administration's latest *Short-Term Energy Outlook*.

Snapshots by Sector

Rail

U.S. railroads originated 18,210 **carloads of grain** during the week ending September 24, down 6 percent from last week, 21 percent from last year, and 15 percent lower than the 3-year average.

During the week ending September 29, average October non-shuttle **secondary railcar bids/offers** were $11 below tariff, down $128.50 from last week and $455 lower than last year. Average shuttle rates were $183.50 above tariff, up $358.50 from last week and $1,054 lower than last year.

Barge

During the week ending October 1, **barge grain movements** totaled 332,729 tons, 13 percent higher than the previous week but 35 percent lower than the same period last year.

During the week ending October 1, 216 grain barges **moved down river**, up 16 percent from last week; 530 grain barges were **unloaded in New Orleans**, up 5 percent from the previous week.

Ocean

During the week ending September 29, 37 **ocean-going grain vessels** were loaded in the Gulf, down 16 percent from last year. Fifty-three vessels are expected to be loaded within the next 10 days, 28 percent less than the same period last year.

During the week ending September 30, the ocean freight rate for shipping bulk grain from the Gulf to Japan was $55.00 per metric ton (mt), unchanged from the previous week. The cost of shipping from the Pacific Northwest to Japan was $32 per mt, also unchanged from the previous week.

Fuel

During the week ending October 3, U.S. average **diesel fuel prices** decreased 4 cents to $3.75 per gallon—1 percent lower than the previous week, but 25 percent higher than the same week last year.

Feature Article/Calendar

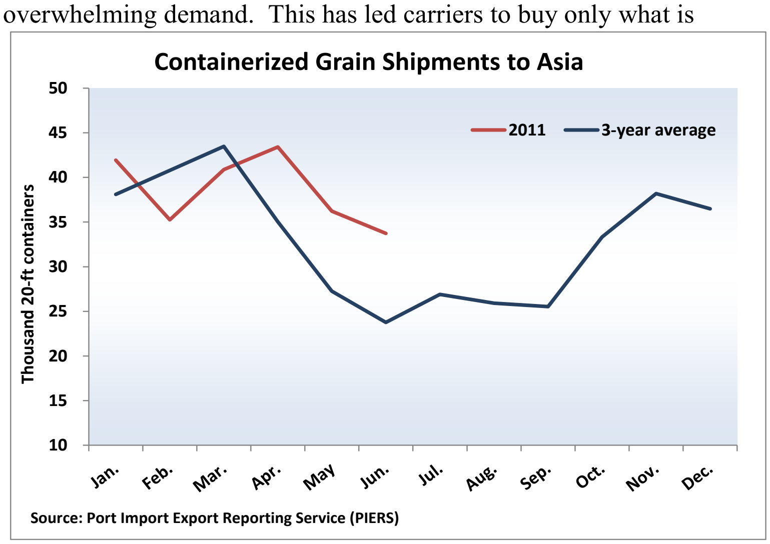
2011 Peak Shipping Season Container Availability

Container availability for U.S. exporters is expected to be adequate through the end of the U.S. peak shipping season which traditionally runs from July to October. However, slow import demand, higher prices for newly built containers, and an overall constrained global container supply will likely make finding containers in the months following the general peak season difficult, when containerized grain exports often hit their annual peaks (see figure below).

The peak shipping season is known to be busy for import containerized cargo bringing consumer products from all around the world, but mostly from Asia. U.S. retailers are stocking up on back-to-school supplies and merchandise for the holiday season from October through December. In an ideal situation, the influx of import containers provides a healthy pool of available containers for export cargo. This year's peak season has been lackluster as a result of slow demand for retail import cargo. In addition, carriers are facing a smaller global supply of containers and increased prices for newly built containers. All of these circumstances combined could lead to container shortages for U.S. exporters, particularly those at inland locations, at the end of the year and during the first quarter of next year.

Fears of another recession are likely keeping U.S. retailers from buying excess inventory, keeping import trade slow for this time of year. Port container statistics through the major U.S. West Coast container ports[1] in August were below last year and most saw volumes from July decrease as well, with the exception of Oakland, CA, and Los Angeles, CA, indicating that the peak season has been slow. According to the Drewry Container Rate Benchmark report, average freight rates for containerized imports have fallen during most of September, after an increase in early August, also indicating slow demand for U.S. imports and fewer containers for the export pool. Oversupply in the vessel fleet is also keeping downward pressure on rates.

Carriers began the season with fewer containers in the overall global supply. Industry exporters at the Midwest Shippers' Association Annual Specialty Grains Conference in August reported that the global supply of containers has fallen over the past couple of years due to the yearlong closure of Asian container manufacturers as a result of recessionary pressures. The manufacturers have been slow to come back online; plants had to be restarted and employees reestablished. Only recently have carriers reported that these plants are back to normal production schedules. In the meantime, container supplies were reduced. As a result, demand for new containers is strong and prices have nearly doubled in response to the overwhelming demand. This has led carriers to buy only what is necessary in what is considered an uncertain market.



As the peak shipping season tapers off and winter sets in, finding containers for export will probably be a challenge. Even though imports typically slow toward the end of the year, containerized grain exports are strong into the New Year and through the first quarter. On average, the busiest months of the year for containerized grain exports are March, February, November, and January (see figure above). In fact, ocean container carriers in the Westbound Transpacific Stabilization Agreement (WTSA) have recently announced rate increases for grain and other agricultural exports effective November 1 in expectation of increased demand. Because imports are slow and demand for exports is relatively high, this is traditionally the most difficult time of year for exporters to find containers, particularly for containerized grain exporters in the middle part of the country.
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[1] These container ports include Los Angeles, CA, Long Beach, CA, Oakland, CA, Seattle, WA, and Tacoma, WA.

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail[2]	Barge	Ocean	
Week ending				Gulf	Pacific
10/05/11	252	85	312	246	227
09/28/11	254	213	313	246	227

[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	9/30/2011	9/23/2011
Corn	IL--Gulf	-0.81	-0.78
Corn	NE--Gulf	-0.94	-0.84
Soybean	IA--Gulf	-1.12	-1.02
HRW	KS--Gulf	-1.45	-1.55
HRS	ND--Portland	-2.40	-2.25

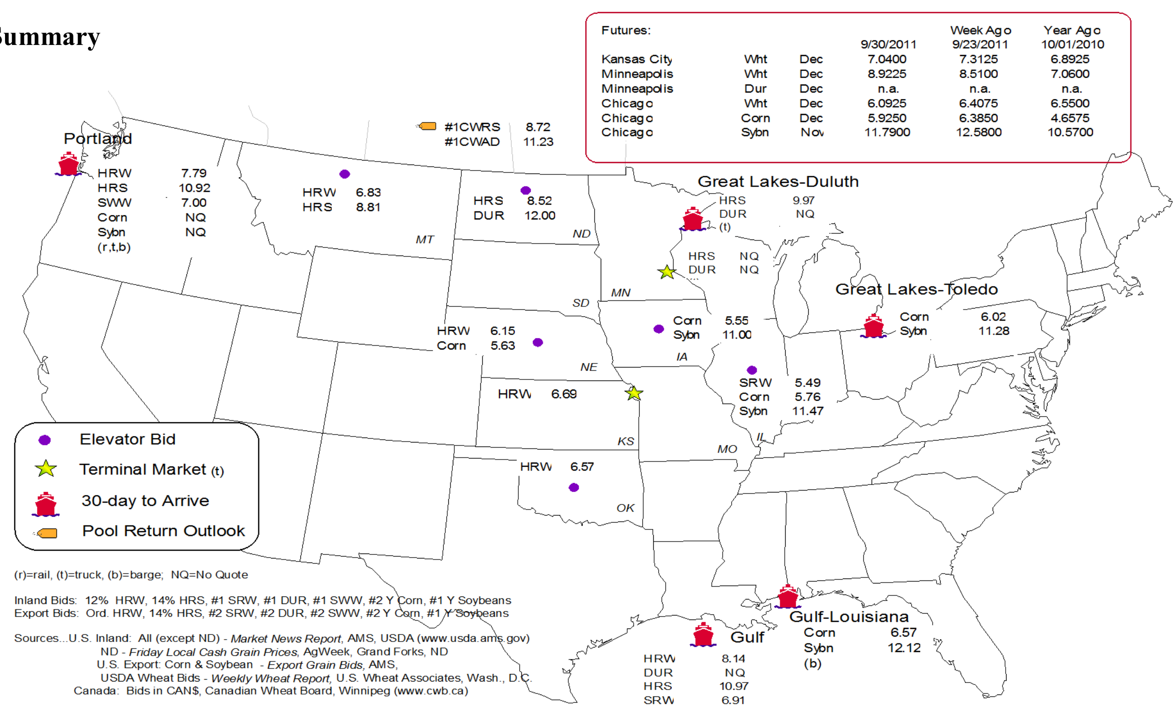
Note: nq = no quote

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
9/28/2011[p]	617	1,508	662	1,358	194	4,339
9/21/2011[r]	149	1,421	748	2,155	82	4,555
2011 YTD	22,959	69,014	35,368	133,892	17,224	278,457
2010YTD	14,513	56,509	33,807	123,503	20,245	248,577
2011 YTD as % of 2010 YTD	158	122	105	108	85	112
Last 4 weeks as % of 2010[2]	26	60	116	100	21	71
Last 4 weeks as % of 4-year avg.[2]	26	61	118	59	20	59
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.

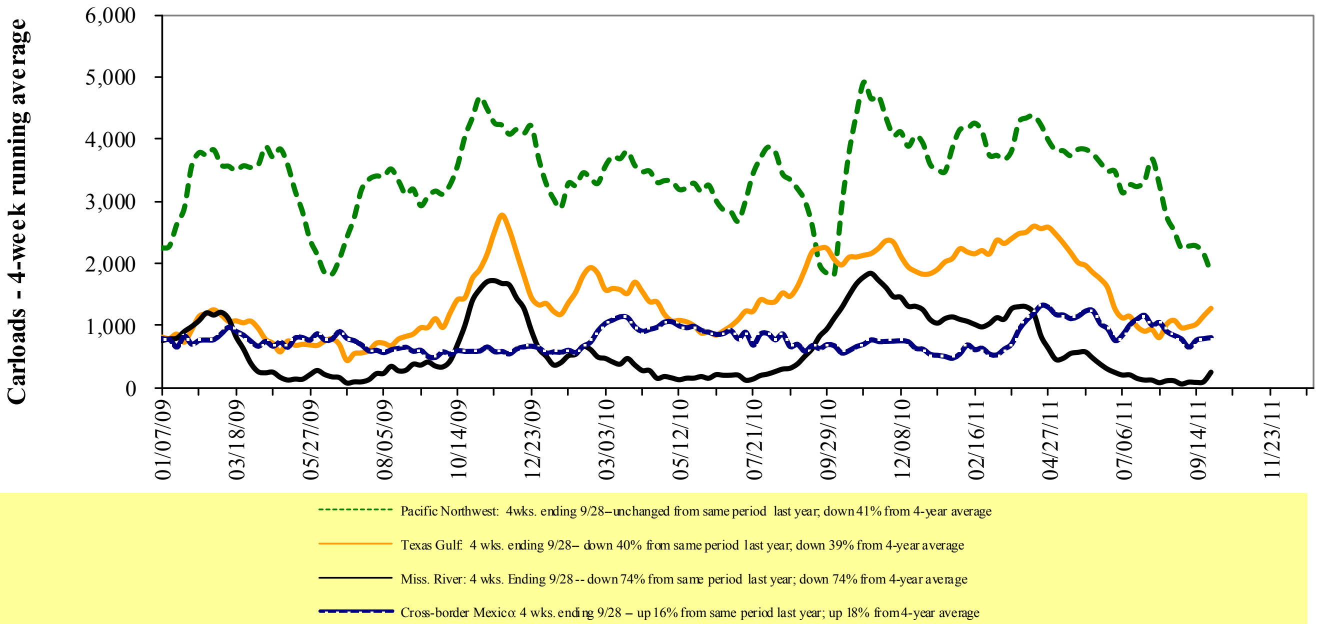
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

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)

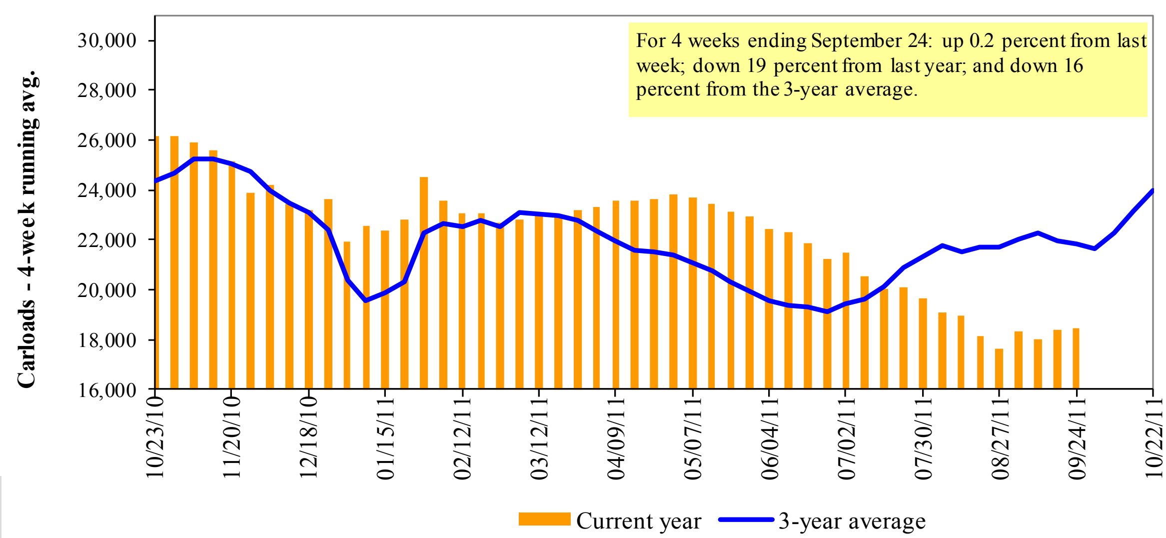
	East		West			U.S. total	Canada	
Week ending	**CSXT**	**NS**	**BNSF**	**KCS**	**UP**		**CN**	**CP**
09/24/11	1,158	2,278	9,084	1,139	4,551	18,210	4,025	4,447
This week last year	2,274	3,724	10,352	611	6,216	23,177	3,445	4,335
2011 YTD	67,505	108,876	398,980	26,079	220,106	821,546	144,409	191,786
2010 YTD	78,888	113,157	387,966	25,961	205,943	811,915	145,599	196,285
2011 YTD as % of 2010 YTD	86	96	103	100	107	101	99	98
Last 4 weeks as % of 2010[1]	52	69	85	157	79	81	101	99
Last 4 weeks as % of 3-yr avg.[1]	56	77	86	137	88	84	103	88
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

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

Week ending	**Delivery period**							
9/29/2011	**Oct-11**	**Oct-10**	**Nov-11**	**Nov-10**	**Dec-11**	**Dec-10**	**Jan-12**	**Jan-11**
BNSF[3]								
COT grain units	no offer	no offer	no offer	no offer	no offer	no offer	no bids	no offer
COT grain single-car[5]	0	no offer	0 . . 2	no offer	0	no offer	no offer	no offer
UP[4]								
GCAS/Region 1	no bids	no offer	no bids	no offer	no bids	1	n/a	n/a
GCAS/Region 2	no bids	no offer	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.

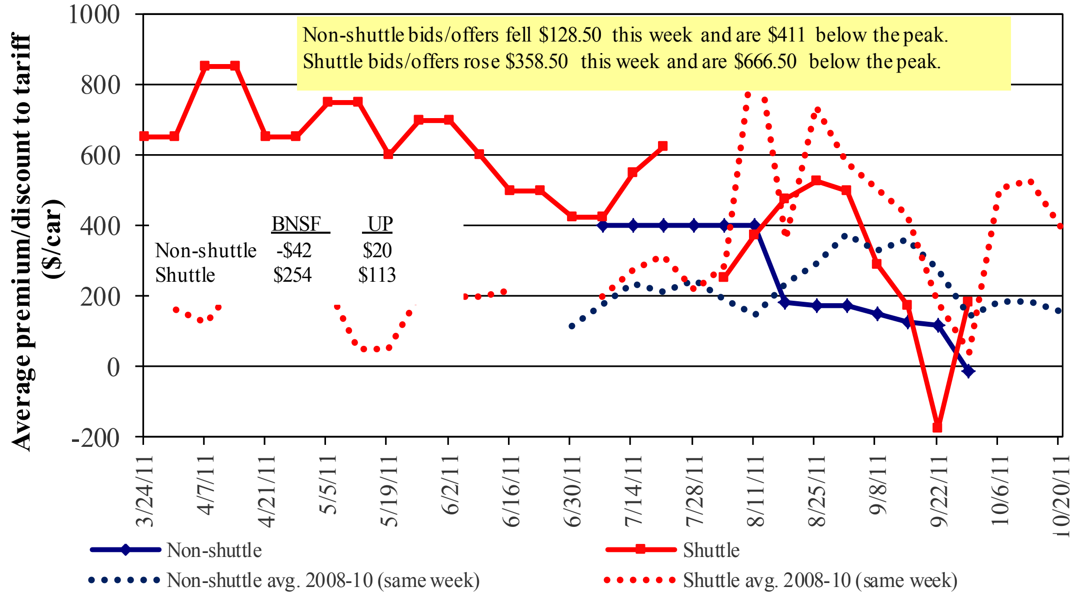
[5]Range is shown because average is not available. Not available = n/a.

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 October 2011, Secondary Market

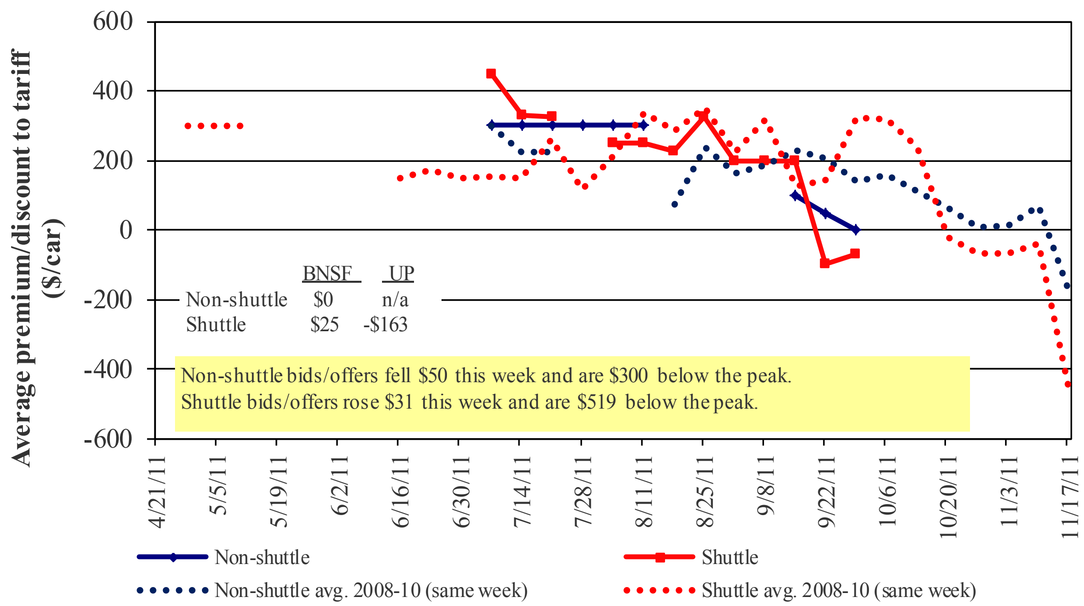


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

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

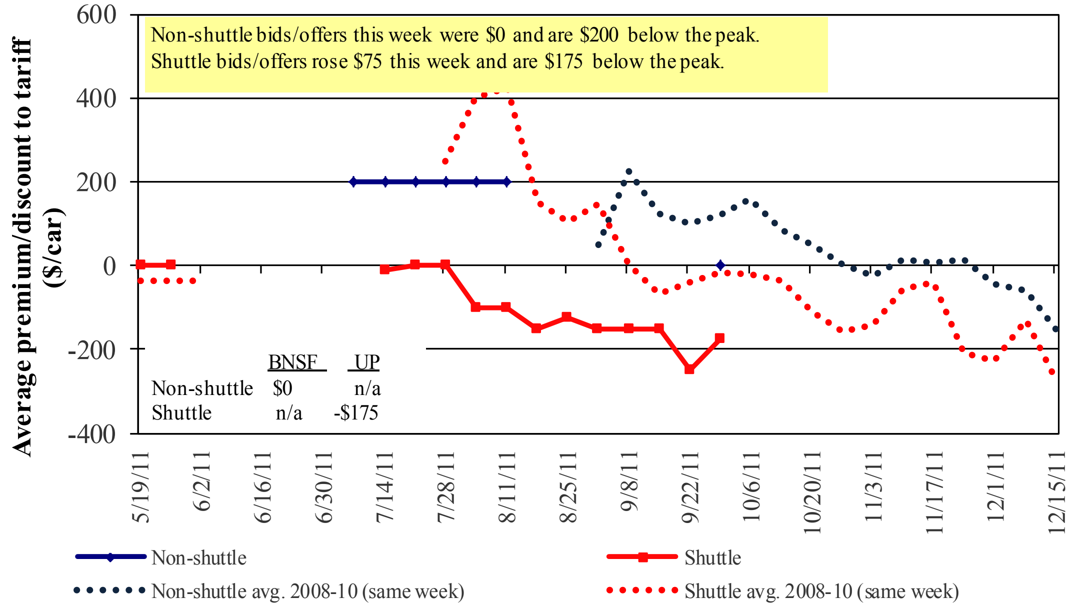


Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

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

Week ending	Delivery period					
9/29/2011	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12
Non-shuttle						
BNSF-GF	(42)	-	-	n/a	n/a	n/a
Change from last week	(127)	(50)	n/a	n/a	n/a	n/a
Change from same week 2010	(730)	(467)	(500)	n/a	n/a	n/a
UP-Pool	20	n/a	n/a	n/a	n/a	n/a
Change from last week	(130)	n/a	n/a	n/a	n/a	n/a
Change from same week 2010	(180)	n/a	n/a	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	254	25	n/a	n/a	n/a	n/a
Change from last week	704	n/a	n/a	n/a	n/a	n/a
Change from same week 2010	(1,646)	(975)	n/a	n/a	n/a	n/a
UP-Pool	113	(163)	(175)	n/a	n/a	n/a
Change from last week	13	(63)	25	n/a	n/a	n/a
Change from same week 2010	(462)	(401)	(125)	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: 10/3/2011	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	$182	$31.52	$0.86	11
	Grand Forks, ND	Duluth-Superior, MN	$3,097	$104	$31.79	$0.87	19
	Wichita, KS	Los Angeles, CA	$5,710	$536	$62.02	$1.69	9
	Wichita, KS	New Orleans, LA	$3,492	$320	$37.86	$1.03	11
	Sioux Falls, SD	Galveston-Houston, TX	$5,410	$440	$58.09	$1.58	6
	Northwest KS	Galveston-Houston, TX	$3,760	$351	$40.82	$1.11	11
	Amarillo, TX	Los Angeles, CA	$3,959	$489	$44.17	$1.20	12
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,062	$362	$34.00	$0.93	14
	Toledo, OH	Raleigh, NC	$3,942	$407	$43.19	$1.18	10
	Des Moines, IA	Davenport, IA	$1,934	$77	$19.97	$0.54	7
	Indianapolis, IN	Atlanta, GA	$3,381	$306	$36.61	$1.00	10
	Indianapolis, IN	Knoxville, TN	$2,833	$196	$30.08	$0.82	6
	Des Moines, IA	Little Rock, AR	$3,074	$225	$32.76	$0.89	8
	Des Moines, IA	Los Angeles, CA	$4,985	$656	$56.02	$1.52	20
Soybeans	Minneapolis, MN	New Orleans, LA	$3,424	$395	$37.92	$1.03	10
	Toledo, OH	Huntsville, AL	$3,057	$289	$33.23	$0.90	9
	Indianapolis, IN	Raleigh, NC	$4,013	$410	$43.92	$1.20	9
	Indianapolis, IN	Huntsville, AL	$2,749	$196	$29.25	$0.80	9
	Champaign-Urbana, IL	New Orleans, LA	$3,406	$362	$37.42	$1.02	13
Shuttle Train							
Wheat	Great Falls, MT	Portland, OR	$3,239	$308	$35.22	$0.96	9
	Wichita, KS	Galveston-Houston, TX	$3,144	$240	$33.60	$0.91	7
	Chicago, IL	Albany, NY	$3,645	$382	$39.99	$1.09	9
	Grand Forks, ND	Portland, OR	$4,702	$532	$51.98	$1.41	9
	Grand Forks, ND	Galveston-Houston, TX	$5,745	$554	$62.55	$1.70	10
	Northwest KS	Portland, OR	$4,727	$576	$52.66	$1.43	11
Corn	Minneapolis, MN	Portland, OR	$4,800	$648	$54.10	$1.47	16
	Sioux Falls, SD	Tacoma, WA	$4,760	$593	$53.16	$1.45	15
	Champaign-Urbana, IL	New Orleans, LA	$2,877	$362	$32.17	$0.88	13
	Lincoln, NE	Galveston-Houston, TX	$3,310	$346	$36.30	$0.99	13
	Des Moines, IA	Amarillo, TX	$3,430	$283	$36.88	$1.00	7
	Minneapolis, MN	Tacoma, WA	$4,800	$643	$54.05	$1.47	16
	Council Bluffs, IA	Stockton, CA	$4,200	$665	$48.31	$1.31	15
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,040	$593	$55.94	$1.52	12
	Minneapolis, MN	Portland, OR	$5,030	$648	$56.38	$1.53	12
	Fargo, ND	Tacoma, WA	$4,930	$527	$54.20	$1.47	11
	Council Bluffs, IA	New Orleans, LA	$3,710	$418	$40.99	$1.12	11
	Toledo, OH	Huntsville, AL	$2,672	$289	$29.40	$0.80	10
	Grand Island, NE	Portland, OR	$4,520	$589	$50.74	$1.38	8

[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: 10/3/2011				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	$7,491	$563	$82.29	$2.24	8
	OK	Cuautitlan, EM	$6,610	$589	$73.56	$2.00	10
	KS	Guadalajara, JA	$7,210	$849	$82.35	$2.24	7
	TX	Salinas Victoria, NL	$3,656	$240	$39.81	$1.08	10
Corn	IA	Guadalajara, JA	$7,445	$864	$84.89	$2.15	5
	SD	Penjamo, GJ	$7,245	$736	$81.55	$2.07	7
	NE	Queretaro, QA	$7,012	$759	$79.40	$2.01	15
	SD	Salinas Victoria, NL	$5,650	$560	$63.45	$1.61	13
	MO	Tlalnepantla, EM	$6,227	$740	$71.19	$1.81	17
	SD	Torreon, CU	$6,248	$617	$70.14	$1.78	7
Soybeans	MO	Bojay (Tula), HG	$6,745	$760	$76.69	$2.09	10
	NE	Guadalajara, JA	$7,662	$869	$87.16	$2.37	13
	IA	El Castillo, JA[5]	$7,770	$732	$86.87	$2.36	11
	KS	Torreon, CU	$6,169	$594	$69.10	$1.88	13
Sorghum	OK	Cuautitlan, EM	$5,670	$559	$63.65	$1.62	15
	TX	Guadalajara, JA	$6,653	$479	$72.87	$1.85	10
	NE	Penjamo, GJ	$7,171	$794	$81.38	$2.07	14
	KS	Queretaro, QA	$6,198	$523	$68.67	$1.74	12
	NE	Salinas Victoria, NL	$4,963	$497	$55.79	$1.42	13
	NE	Torreon, CU	$5,941	$627	$67.11	$1.70	10

[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

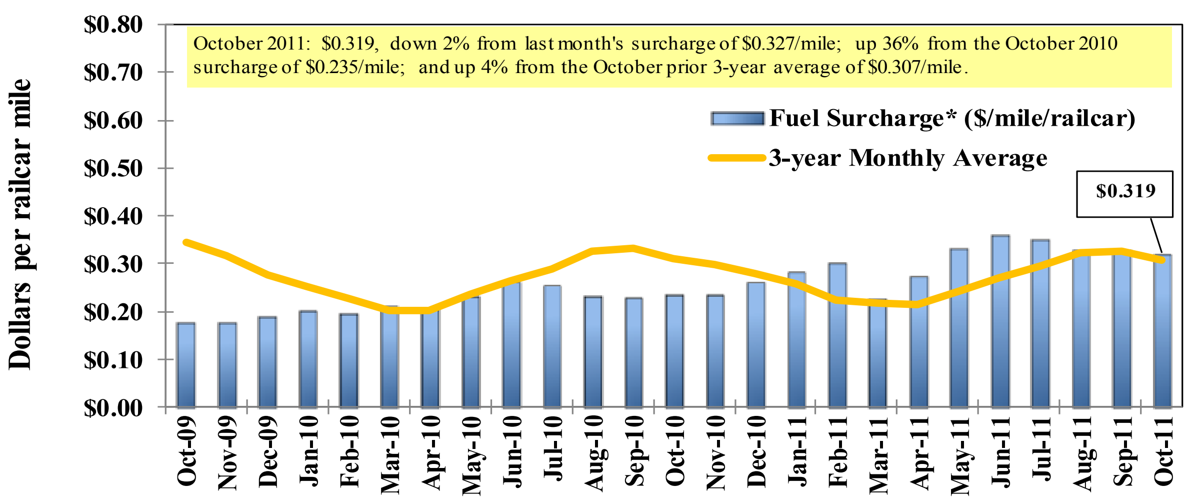
[4]Percentage change year over year calculated using tariff rate plus fuel surchage

[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.

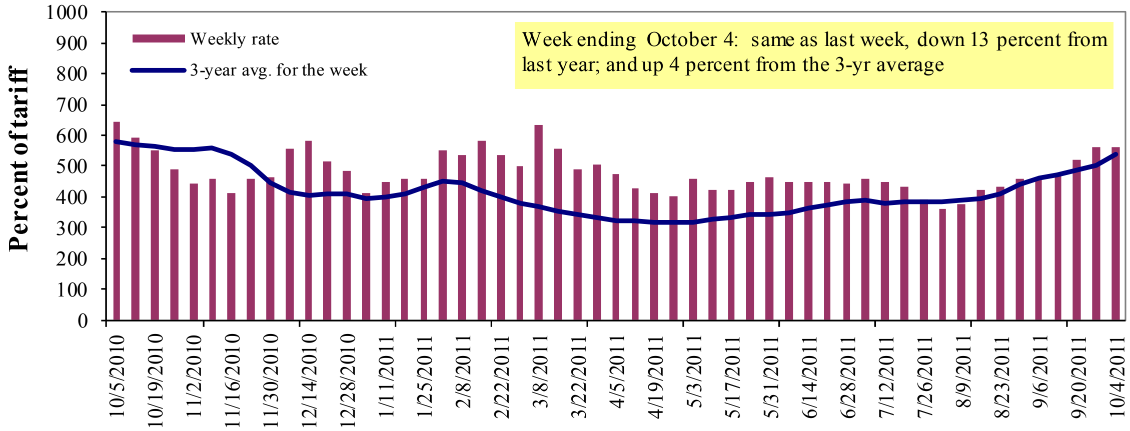
** BNSF strike price (diesel price when fuel surcharges begin) changed from $1.25/gal. to $2.50/gal starting March 1, 2011. As a result, the weighted average fuel surcharge for March 2011 was $0.227/mile instead of $0.331/mile.

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]	10/4/2011	567	557	562	475	567	567	472
	9/27/2011	552	563	563	457	567	567	432
$/ton	10/4/2011	35.10	29.63	26.08	18.95	26.59	22.91	14.82
	9/27/2011	34.17	29.95	26.12	18.23	26.59	22.91	13.56
Current week % change from the same week:								
	Last year	-14	-11	-13	-12	-13	-13	-8
	3-year avg. [2]	10	7	4	-8	-4	-4	-10
Rate[1]	November	542	467	455	388	487	487	365
	January	--	--	465	370	452	452	343

[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

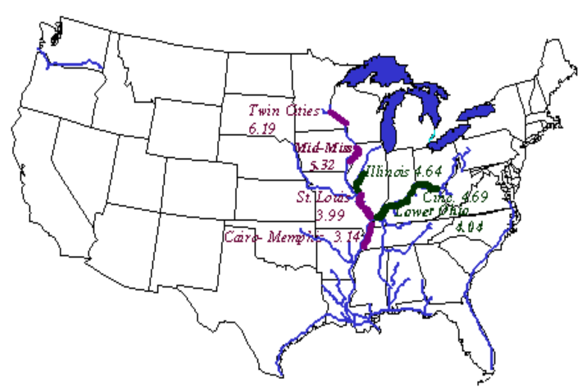
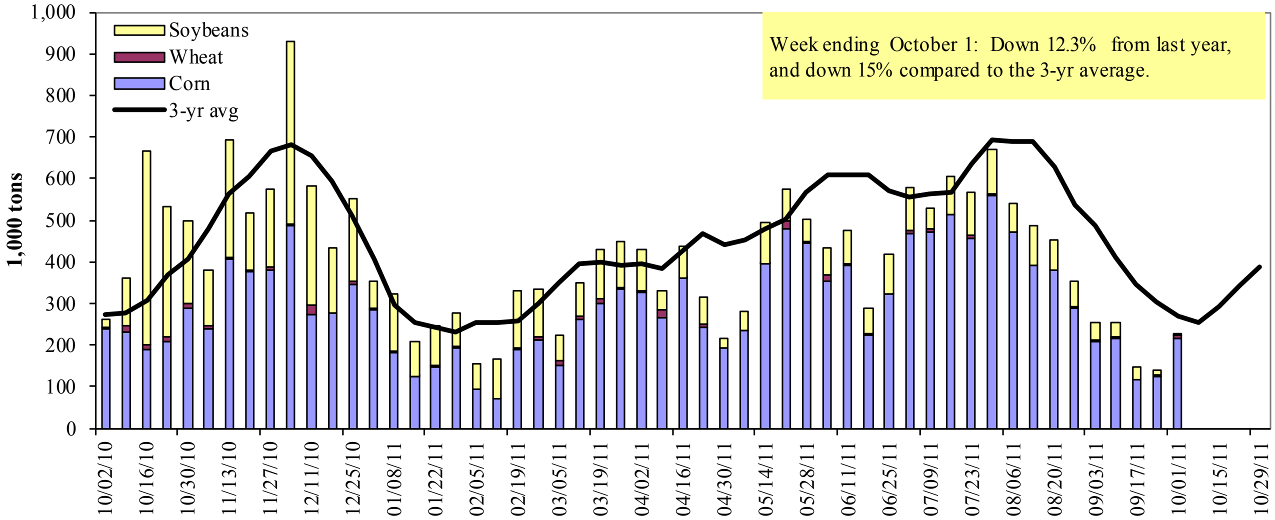


Figure 10

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 10/1/2011	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	24	0	8	0	32
Winfield, MO (L25)	141	5	5	0	151
Alton, IL (L26)	241	5	5	3	254
Granite City, IL (L27)	217	5	6	3	231
Illinois River (L8)	67	0	0	3	70
Ohio River (L52)	66	1	5	0	73
Arkansas River (L1)	7	11	10	1	29
Weekly total - 2011	290	17	21	4	333
Weekly total - 2010	342	11	146	13	512
2011 YTD[1]	14,202	1,211	4,945	294	20,653
2010 YTD	18,020	1,001	5,512	351	24,884
2011 as % of 2010 YTD	79	121	90	84	83
Last 4 weeks as % of 2010[2]	64	76	53	38	62
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.

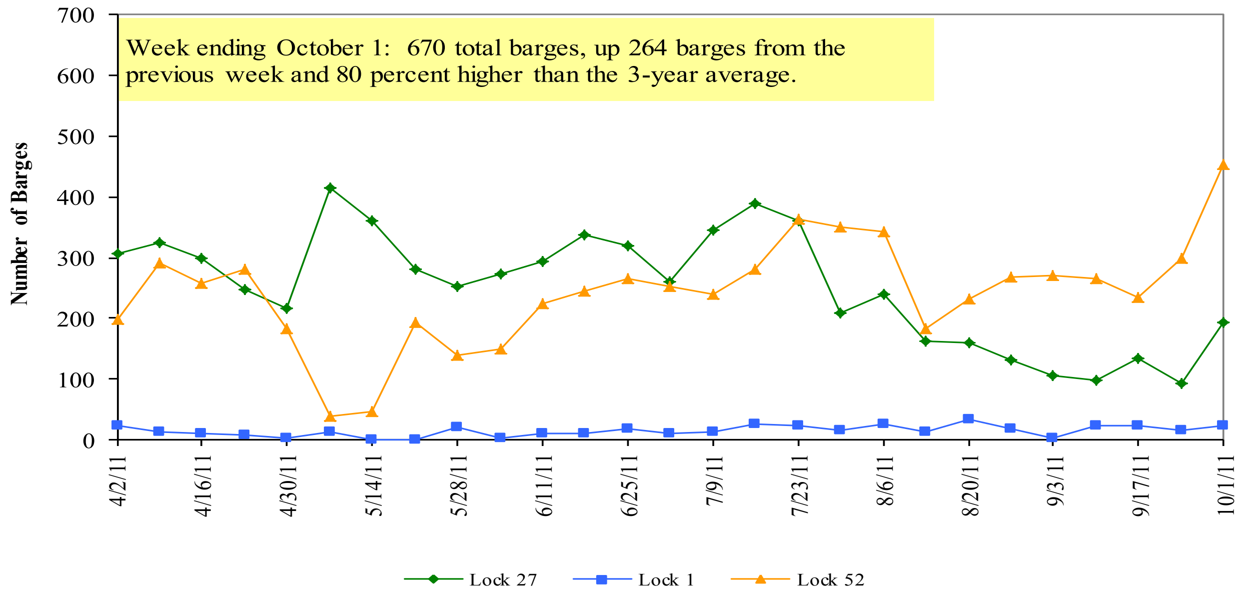
[2] As a percent of same period in 2010.

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

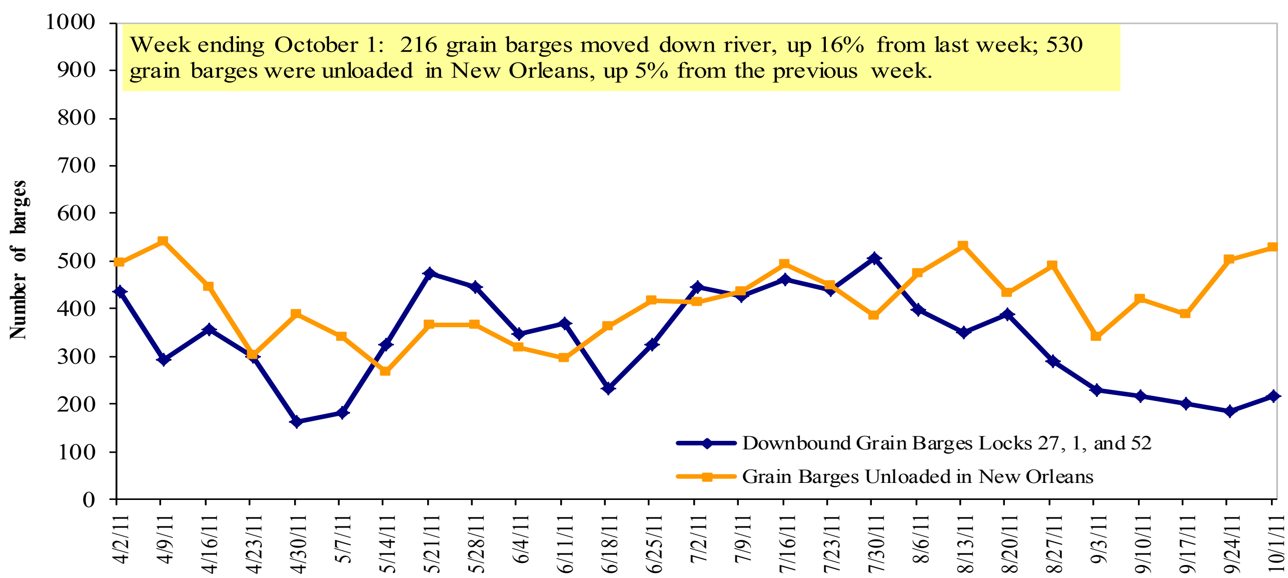
Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52



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 10/3/2011 (US $/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.765	-0.039	0.768
	New England	3.941	-0.022	0.901
	Central Atlantic	3.881	-0.041	0.786
	Lower Atlantic	3.699	-0.040	0.747
II	Midwest[2]	3.699	-0.039	0.709
III	Gulf Coast[3]	3.693	-0.037	0.773
IV	Rocky Mountain	3.846	-0.021	0.822
V	West Coast	3.927	-0.030	0.762
	California	4.007	-0.032	0.828
Total	U.S.	3.749	-0.037	0.749

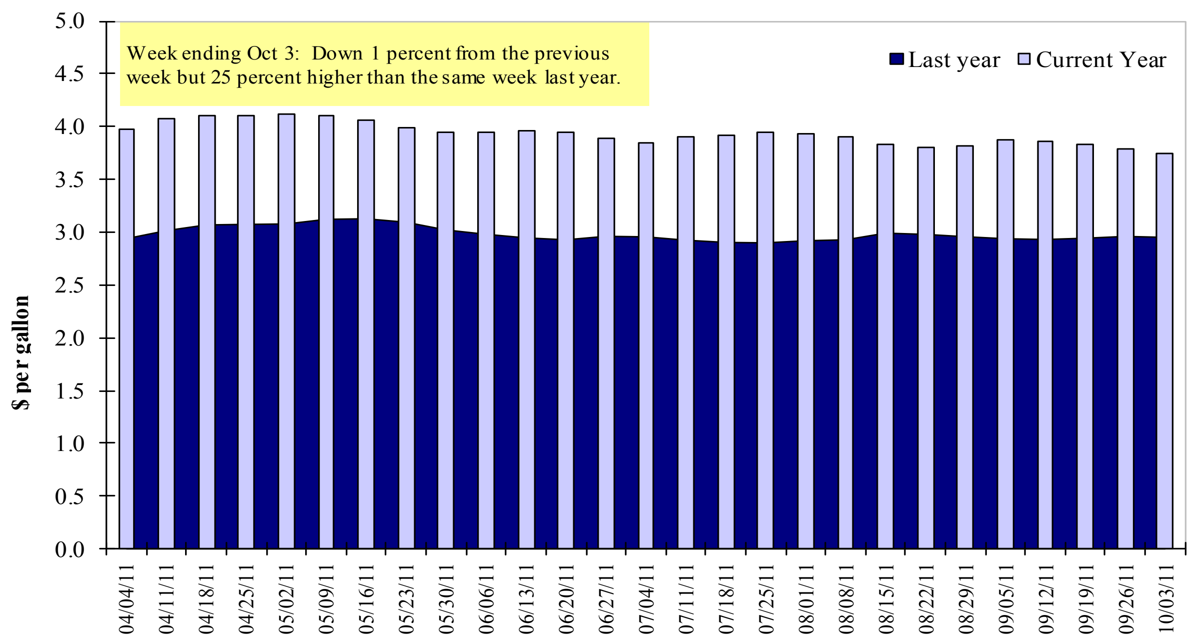
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

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

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

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



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

Grain Exports

Table 12

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

Week ending	Wheat HRW	Wheat SRW	Wheat HRS	Wheat SWW	Wheat DUR	All wheat	Corn	Soybeans	Total
Export Balances[1]									
9/22/2011	1,503	674	1,367	988	84	4,615	13,748	15,213	33,576
This week year ago	3,734	609	2,119	1,216	238	7,916	14,142	20,155	42,213
Cumulative exports-marketing year[2]									
2011/12 YTD	4,088	1,326	2,392	1,595	221	9,622	2,071	903	12,596
2010/11 YTD	4,408	589	2,331	1,519	331	9,178	3,319	1,121	13,618
YTD 2011/12 as % of 2010/11	93	225	103	105	67	105	62	81	92
Last 4 wks as % of same period 2010/11	43	108	68	84	32	61	96	72	78
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 09/22/11	Total Commitments[2] 2011/12 Current MY	Total Commitments[2] 2010/11 Last MY	% change current MY from last MY	Exports[3] 2010/11
	- 1,000 mt -			- 1,000 mt -
Japan	3,257	5,158	(37)	14,279
Mexico	2,797	2,455	14	7,019
Korea	988	1,309	(25)	6,104
Egypt	356	1,178	(70)	3,302
Taiwan	605	694	(13)	2,393
Top 5 importers	**8,003**	**10,793**	**(26)**	**33,096**
Total US corn export sales	**15,820**	**17,482**	**(10)**	**46,610**
% of Projected	38%	38%		
Change from Last Week	788	948		
Top 5 importers' share of U.S. corn export sales	51%	62%		
USDA forecast, September 2011	**41,910**	**46,610**	**(10)**	
Corn Use for Ethanol USDA forecast, Ethanol September 2011	**127,000**	**116,612**	**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 09/22/2011	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 -
China	11,414	12,645	(10)	24,445
Mexico	819	853	(4)	3,215
Japan	603	718	(16)	1,887
EU-25	125	204	(39)	2,607
Indonesia	425	555	(23)	1,397
Top 5 importers	**13,387**	**14,976**	**(11)**	**33,551**
Total US soybean export sales	**16,116**	**21,277**	**(24)**	**40,690**
% of Projected	42%	52%		
Change from last week	1,033	1,738		
Top 5 importers' share of U.S. soybean export sales	83%	70%		
USDA forecast, September 2011	**38,510**	**40,690**	**(5)**	
Soybean Use for Biodiesel USDA forecast, September 2011	**8,632**	**5,755**	**50**	

(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 09/22/2011	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	1,702	1,579	8	3,233
Japan	1,878	1,691	11	3,148
Mexico	1,749	1,373	27	2,601
Philippines	1,225	1,267	(3)	1,518
Korea	581	1,001	(42)	1,111
Peru	540	568	(5)	923
Taiwan	355	396	(10)	913
Colombia	310	386	(20)	783
Indonesia	433	351	24	781
Yemen	265	197		659
Top 10 importers	**9,036**	**8,807**	**3**	**15,670**
Total US wheat export sales	**14,237**	**17,093**	**(17)**	**33,439**
% of Projected	51%	49%		
Change from last week	429	631		
Top 10 importers' share of U.S. wheat export sales	63%	52%		
USDA forecast, September 2011	**27,896**	**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.

[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 09/29/11	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	355	285	125	11,224	8,558	131	106	106	11,062
Corn	2	119	1	7,038	8,391	84	44	32	9,950
Soybeans	0	8	1	3,795	5,106	74	117	130	10,191
Total	**357**	**411**	**87**	**22,056**	**22,055**	**100**	**88**	**79**	**31,203**
Mississippi Gulf									
Wheat	94	90	103	4,205	3,012	140	114	83	4,199
Corn	596	599	100	19,751	22,935	86	70	77	29,794
Soybeans	235	162	145	11,274	11,834	95	53	84	22,519
Total	**925**	**852**	**109**	**35,230**	**37,781**	**93**	**68**	**79**	**56,512**
Texas Gulf									
Wheat	115	158	72	9,425	6,771	139	60	87	9,339
Corn	0	0	n/a	810	1,370	59	0	0	1,859
Soybeans	0	0	n/a	763	672	114	0	0	1,916
Total	**115**	**158**	**72**	**10,998**	**8,813**	**125**	**54**	**74**	**13,115**
Great Lakes									
Wheat	20	22	87	829	1,226	68	18	29	1,897
Corn	0	15	0	149	53	284	n/a	82	119
Soybeans	0	0	n/a	22	0	n/a	n/a	0	655
Total	**20**	**37**	52	**1,001**	**1,278**	**78**	**23**	**32**	**2,672**
Atlantic									
Wheat	0	4	1	650	246	265	19	12	343
Corn	0	3	0	197	332	59	5	5	469
Soybeans	1	3	50	491	727	68	135	153	1,417
Total	**1**	**10**	**14**	**1,339**	**1,304**	**103**	**24**	**19**	**2,229**
U.S. total from ports[2]									
Wheat	583	560	104	26,333	19,813	133	76	86	26,839
Corn	598	735	81	27,945	33,080	84	63	63	42,192
Soybeans	236	173	137	16,346	18,339	89	58	88	36,699
Total	**1,417**	**1,469**	**96**	**70,624**	**71,232**	**99**	**67**	**75**	**105,730**

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

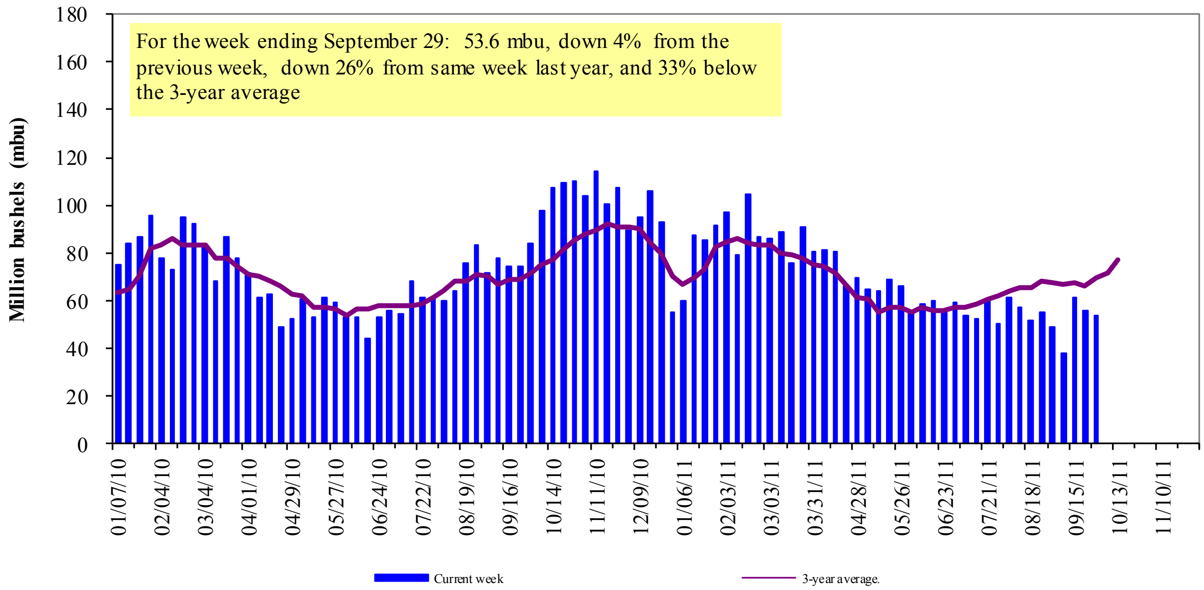
[2] Total includes only port regions shown above

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)

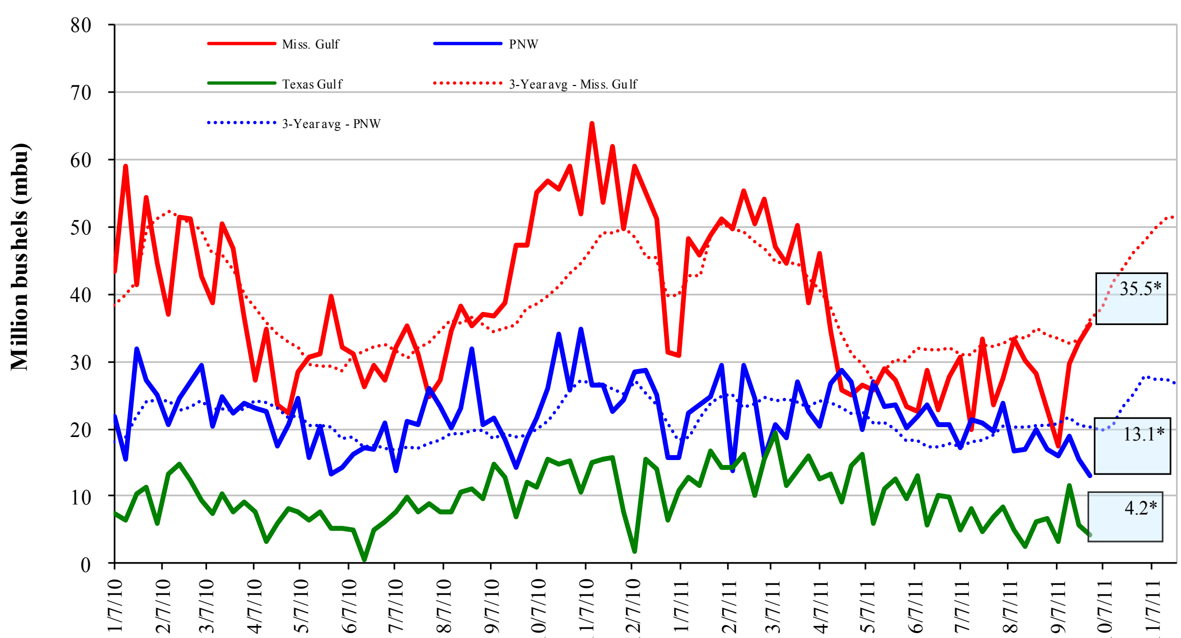


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

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.

September 29 % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 8	down 28	up 3	down 15
Last year (same week)	down 25	down 65	down 33	down 30
3-yr avg. (4-wk mov. avg.)	down 2.4	down 50	down 12	down 34

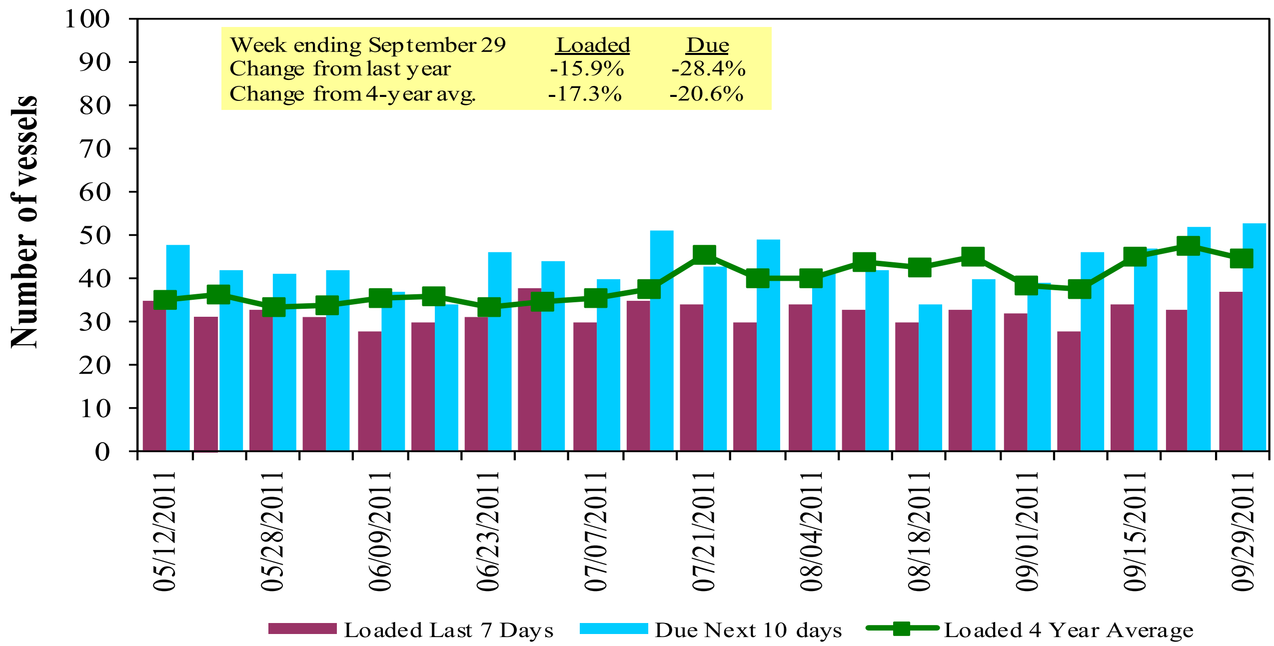
Ocean Transportation

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
9/29/2011	27	37	53	9	n/a
9/22/2011	24	33	52	8	13
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

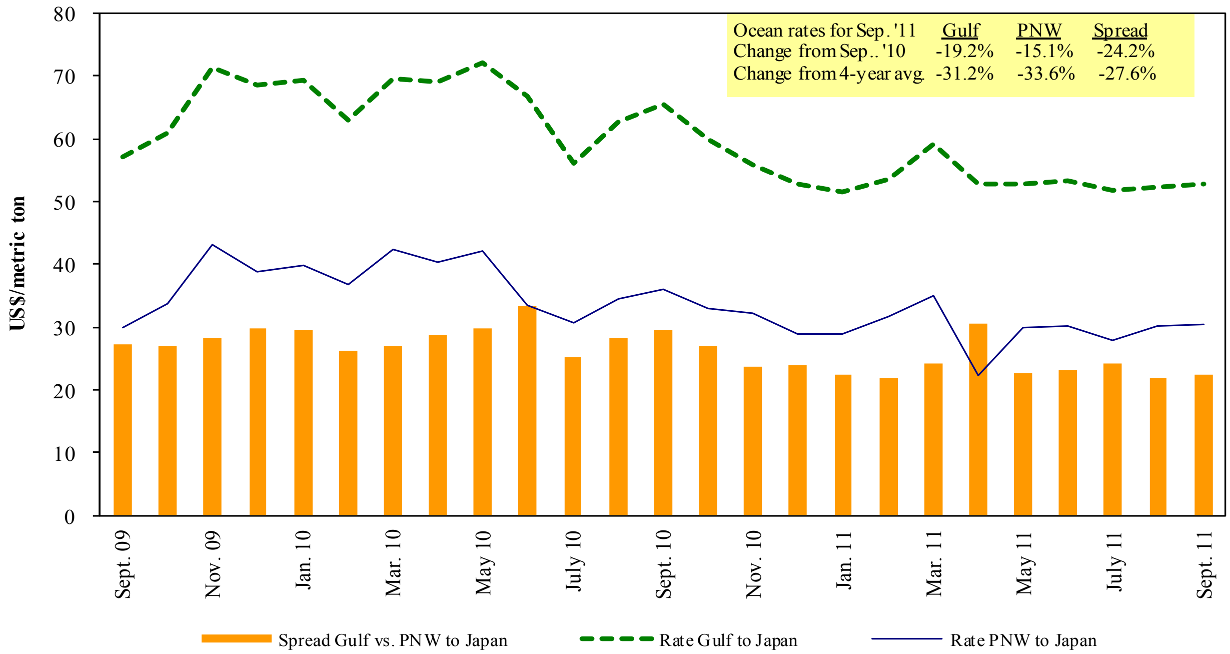
Figure 16
U.S. Gulf[1] Vessel Loading Activity



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 10/01/2011

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Heavy Grain	Oct 21/30	55,000	52.50
U.S. Gulf	China	Heavy Grain	Oct 5/10	60,000	59.00
U.S. Gulf	China	Heavy Grain	Sep 15/30	60,000	54.00
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	Djibouti[1]	Wheat	Mar 31/Apr 9	17,260	129.95
Brazil	China	Heavy Grain	May 18/27	60,000	49.50
France	Algeria	Wheat	Sep 25/30	25,000	24.50
River Plate	Algeria	Maize	Oct 1/5	25,000	34.50
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	Algeria	Wheat	Aug 18/25	25,000	49.00
South Africa	Taiwan	Corn	Aug 5/15	55,000	31.00

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

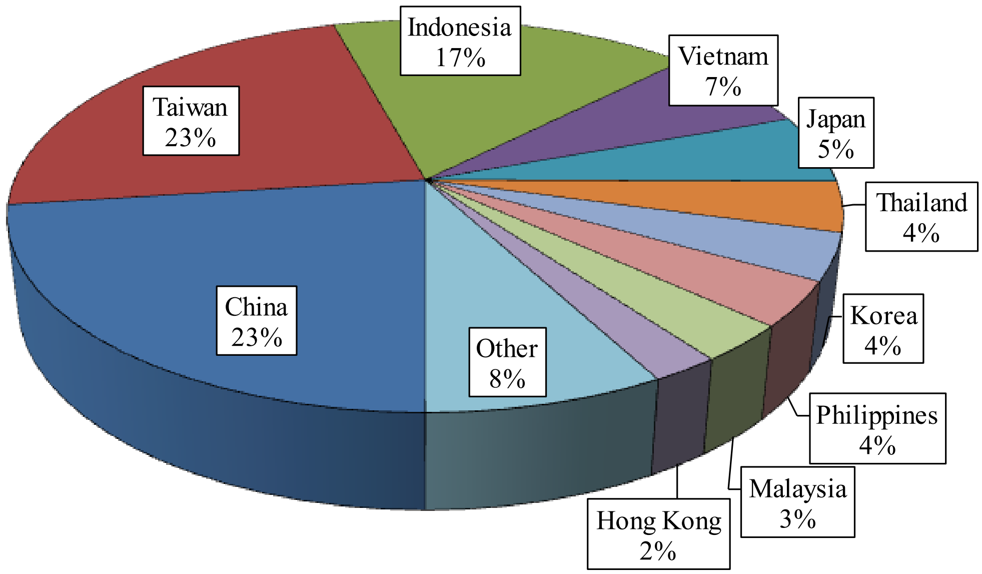
[1]75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

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, June 2011

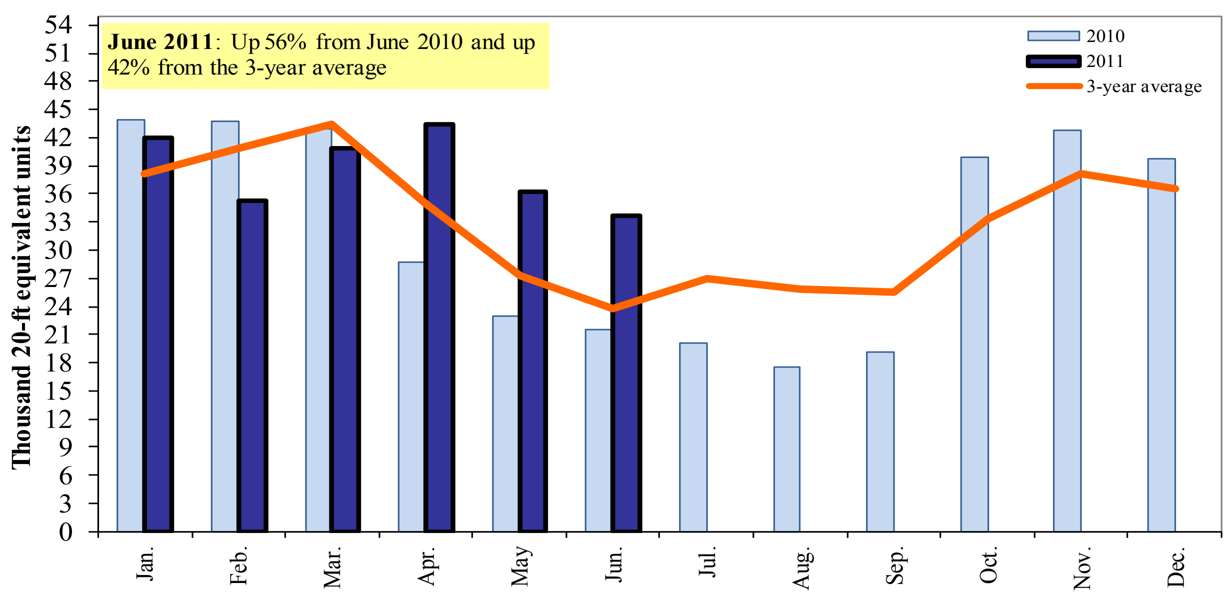


Source: USDA/Agricultural Marketing Service/Transportation Services Division analysis of Port Import Export Reporting Service (PIERS) data

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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