

Market Share for Grain & Oilseed Shipments from North Dakota Elevators

North Dakota PSC Grain Movement Summary, July-June

1,000 Bushels

	<u>HRS Wheat</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2001-02	97,825	49%	23,777	12%	17,026	9%	14,950	8%	9,297	5%	34,769	18%	197,644
2002-03	96,771	50%	24,493	13%	13,179	7%	12,351	6%	15,190	8%	31,478	16%	193,462
2003-04	122,970	51%	33,899	14%	17,628	7%	13,138	5%	19,810	8%	35,962	15%	243,408
2004-05	119,556	50%	38,774	16%	17,013	7%	16,523	7%	21,909	9%	26,818	11%	240,592
2005-06	117,116	50%	39,568	17%	17,026	7%	14,344	6%	20,689	9%	23,568	10%	232,312
2006-07	121,187	53%	42,397	18%	16,288	7%	11,073	5%	18,964	8%	19,372	8%	229,280
2007-08	149,272	57%	43,314	16%	15,085	6%	14,707	6%	21,552	8%	19,535	7%	263,465
2008-09	103,069	53%	33,811	18%	14,352	7%	10,174	5%	16,897	9%	14,433	7%	192,735
2009-10	156,761	59%	42,818	16%	13,287	5%	15,267	6%	18,573	7%	19,564	7%	266,271
2010-11	211,978	65%	39,730	12%	16,502	5%	13,281	4%	21,184	6%	25,472	8%	328,147
2011-12*	62,293	60%	10,275	10%	4,458	4%	5,673	5%	11,358	11%	10,577	10%	104,634

	<u>Durum Wheat</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2001-02	22,498	37%	14,301	23%	712	1%	8,276	14%	5,442	9%	10,013	16%	61,242
2002-03	15,531	34%	10,437	23%	140	0%	8,329	18%	3,086	7%	7,805	17%	45,327
2003-04	23,103	43%	9,359	17%	301	1%	7,915	15%	4,269	8%	8,999	17%	53,946
2004-05	18,933	44%	8,902	21%	216	1%	6,756	16%	1,580	4%	6,565	15%	42,953
2005-06	21,533	37%	14,081	24%	151	0%	10,595	18%	3,775	7%	7,857	14%	57,993
2006-07	17,123	42%	6,555	16%	296	1%	7,554	18%	2,910	7%	6,412	16%	40,850
2007-08	21,907	46%	11,582	24%	392	1%	7,161	15%	3,345	7%	3,513	7%	47,900
2008-09	8,649	39%	4,027	18%	103	0%	4,296	20%	1,686	8%	3,151	14%	21,911
2009-10	22,648	53%	10,477	25%	60	0%	6,231	15%	65	0%	3,218	8%	42,698
2010-11	30,859	58%	10,818	20%	76	0%	4,980	9%	268	1%	5,784	11%	52,786
2011-12*	5,662	50%	2,019	18%	90	1%	2,050	18%	72	1%	1,425	13%	11,319

	<u>Barley</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2001-02	22,375	33%	8,189	12%	3,360	5%	1,002	1%	11,042	16%	22,688	33%	68,655
2002-03	24,074	39%	4,493	7%	2,387	4%	641	1%	10,542	17%	19,348	31%	61,485
2003-04	32,872	41%	7,222	9%	3,209	4%	498	1%	11,953	15%	25,014	31%	80,768
2004-05	19,267	32%	4,632	8%	3,980	7%	892	1%	9,623	16%	21,119	35%	59,515
2005-06	16,398	30%	7,335	13%	2,784	5%	674	1%	9,950	18%	17,604	32%	54,745
2006-07	17,924	35%	5,555	11%	1,707	3%	938	2%	9,994	19%	15,458	30%	51,577
2007-08	27,335	39%	5,153	7%	2,424	3%	2,872	4%	10,602	15%	21,016	30%	69,403
2008-09	22,945	40%	3,089	5%	1,291	2%	205	0%	9,689	17%	20,010	35%	57,230
2009-10	19,042	38%	4,327	9%	2,189	4%	754	1%	5,782	11%	18,484	37%	50,579
2010-11	19,544	40%	2,542	5%	2,103	4%	1,509	3%	6,101	12%	17,437	35%	49,237
2011-12*	5,433	26%	1,108	5%	766	4%	580	3%	3,643	18%	9,006	44%	20,537

	<u>Soybeans</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2001-02	23,108	38%	4,214	7%	14,905	24%	9,715	16%	791	1%	8,495	14%	61,228
2002-03	37,068	45%	7,231	9%	17,315	21%	8,290	10%	1,938	2%	10,942	13%	82,784
2003-04	42,514	49%	9,852	11%	11,848	14%	8,005	9%	2,502	3%	12,539	14%	87,260
2004-05	21,757	34%	10,138	16%	13,271	20%	7,637	12%	2,319	4%	9,661	15%	64,782
2005-06	26,606	32%	15,025	18%	20,266	25%	9,963	12%	2,454	3%	8,260	10%	82,575
2006-07	55,322	44%	18,108	14%	25,694	20%	15,151	12%	3,962	3%	8,001	6%	126,238
2007-08	57,549	45%	19,992	16%	26,034	20%	15,274	12%	3,043	2%	6,945	5%	128,838
2008-09	45,747	42%	17,237	16%	23,284	21%	13,025	12%	3,040	3%	7,873	7%	110,207
2009-10	62,415	45%	20,575	15%	26,194	19%	14,813	11%	3,498	3%	10,671	8%	138,166
2010-11	70,839	51%	19,935	14%	22,847	16%	12,999	9%	3,292	2%	9,879	7%	139,791
2011-12*	32,161	50%	9,672	15%	11,391	18%	4,715	7%	1,406	2%	5,135	8%	64,478

	<u>Corn</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2001-02	1,229	3%	3,338	7%	13,101	28%	13,363	29%	3	0%	15,793	34%	46,827
2002-03	6,936	12%	3,272	5%	13,143	22%	14,080	23%	254	0%	22,462	37%	60,147
2003-04	17,977	24%	7,777	11%	16,237	22%	11,856	16%	784	1%	19,350	26%	73,981
2004-05	3,111	6%	5,147	10%	13,228	25%	17,322	33%	332	1%	13,501	26%	52,641
2005-06	10,423	11%	11,746	12%	29,295	31%	21,244	22%	815	1%	21,095	22%	94,619
2006-07	24,868	20%	14,094	12%	30,671	25%	26,354	22%	1,889	2%	24,284	20%	122,159
2007-08	43,473	25%	20,347	12%	34,015	20%	27,369	16%	2,723	2%	46,131	27%	174,058
2008-09	36,591	19%	16,507	9%	47,800	25%	31,347	17%	1,106	1%	56,549	30%	189,900
2009-10	23,504	14%	16,361	10%	36,312	22%	27,478	16%	1,261	1%	62,412	37%	167,327
2010-11	50,033	26%	15,803	8%	46,163	24%	19,299	10%	1,421	1%	59,732	31%	192,452
2011-12*	23,854	28%	6,250	7%	19,008	22%	10,632	12%	1,484	2%	24,360	28%	85,589

	<u>All Grains & Oilseeds</u>												
	BNSF		CP		RRVW		DMVW		NP		Truck		Total
2001-02	181,934	35%	62,998	12%	50,287	10%	50,553	10%	29,035	6%	140,869	27%	515,675
2002-03	194,598	37%	57,405	11%	46,525	9%	46,045	9%	34,133	7%	140,910	27%	519,617
2003-04	257,644	41%	77,961	12%	49,744	8%	43,777	7%	43,096	7%	155,008	25%	627,230
2004-05	196,986	38%	73,740	14%	48,421	9%	51,966	10%	37,452	7%	113,114	22%	521,678
2005-06	212,905	35%	99,708	16%	70,465	12%	61,206	10%	41,763	7%	120,975	20%	607,021
2006-07	259,456	40%	95,963	15%	75,640	12%	66,022	10%	40,579	6%	117,908	18%	655,568
2007-08	324,183	42%	107,601	14%	79,619	10%	71,119	9%	43,199	6%	142,305	19%	768,027
2008-09	242,324	37%	81,211	12%	87,904	13%	62,170	10%	34,227	5%	143,510	22%	651,345
2009-10	316,170	41%	101,068	13%	78,772	10%	69,052	9%	30,400	4%	167,829	22%	763,289
2010-11	419,924	49%	94,172	11%	88,850	10%	55,341	6%	33,235	4%	173,909	20%	865,431
2011-12*	140,139	44%	31,327	10%	36,448	11%	24,515	8%	18,514	6%	69,980	22%	320,922

*results are preliminary

Modal Share for Grain & Oilseed Shipments Originating from ND Elevators on BN,CP,RRVW,DMVW, and NP Railroads

North Dakota PSC Grain Movement Summary, July-June
1,000 Bushels

	BNSF				CP				HRS Wheat RRVW				DMVW				NP		Total		
	Rail		Truck		Rail		Truck		Rail		Truck		Rail		Truck		Rail	Truck			
2001-02	97,825	82%	21,065	18%	23,777	90%	2,508	10%	17,026	83%	3,401	17%	14,950	85%	2,545	15%	9,297	87%	1,376	13%	197,644
2002-03	96,771	83%	19,865	17%	24,493	92%	2,120	8%	13,179	85%	2,343	15%	12,351	83%	2,600	17%	15,190	91%	1,489	9%	193,462
2003-04	122,970	84%	23,561	16%	33,899	95%	1,615	5%	17,628	90%	2,022	10%	13,138	85%	2,338	15%	19,810	87%	3,010	13%	243,408
2004-05	119,556	87%	17,868	13%	38,774	96%	1,533	4%	17,013	95%	963	5%	16,523	91%	1,723	9%	21,909	92%	1,903	8%	240,592
2005-06	117,116	88%	15,645	12%	39,568	96%	1,816	4%	17,026	96%	741	4%	14,344	96%	631	4%	20,689	88%	2,726	12%	232,312
2006-07	121,187	90%	12,844	10%	42,397	97%	1,437	3%	16,288	96%	649	4%	11,073	94%	701	6%	18,964	89%	2,421	11%	229,280
2007-08	149,272	92%	12,739	8%	43,314	95%	2,084	5%	15,085	96%	574	4%	14,707	96%	574	4%	21,552	93%	1,641	7%	263,465
2008-09	103,069	92%	9,327	8%	33,811	95%	1,863	5%	14,352	96%	586	4%	10,174	96%	463	4%	16,897	93%	1,293	7%	192,735
2009-10	156,761	93%	12,219	7%	42,818	95%	2,432	5%	13,287	93%	996	7%	15,267	93%	1,236	7%	18,573	92%	1,530	8%	266,271
2010-11	211,978	92%	17,933	8%	39,730	92%	3,497	8%	16,502	96%	679	4%	13,281	92%	1,222	8%	21,184	95%	1,112	5%	328,147
2011-12*	62,293	89%	7,909	11%	10,275	91%	1,048	9%	4,458	93%	314	7%	5,673	98%	93	2%	11,358	94%	753	6%	104,634

	BNSF				CP				Durum Wheat RRVW				DMVW				NP		Total		
	Rail		Truck		Rail		Truck		Rail		Truck		Rail		Truck		Rail	Truck			
2001-02	22,498	80%	5,596	20%	14,301	87%	2,197	13%	712	79%	191	21%	8,276	89%	1,040	11%	5,442	90%	583	10%	61,242
2002-03	15,531	76%	5,029	24%	10,437	91%	1,093	9%	140	43%	185	57%	8,329	92%	718	8%	3,086	88%	420	12%	45,327
2003-04	23,103	81%	5,409	19%	9,359	88%	1,219	12%	301	56%	237	44%	7,915	90%	833	10%	4,269	86%	693	14%	53,946
2004-05	18,933	84%	3,688	16%	8,902	88%	1,189	12%	216	66%	113	34%	6,756	87%	966	13%	1,580	84%	293	16%	42,953
2005-06	21,533	81%	4,922	19%	14,081	91%	1,329	9%	151	72%	60	28%	10,595	92%	974	8%	3,775	94%	228	6%	57,993
2006-07	17,123	84%	3,323	16%	6,555	82%	1,435	18%	296	86%	49	14%	7,554	88%	1,045	12%	2,910	90%	310	10%	40,850
2007-08	21,907	93%	1,606	7%	11,582	92%	1,046	8%	392	97%	14	3%	7,161	95%	408	5%	3,345	96%	143	4%	47,900
2008-09	8,649	87%	1,291	13%	4,027	75%	1,359	25%	103	71%	42	29%	4,296	97%	137	3%	1,686	89%	205	11%	21,911
2009-10	22,648	94%	1,331	6%	10,477	86%	1,647	14%	60	100%	0	0%	6,231	97%	166	3%	65	100%	0	0%	42,698
2010-11	30,859	90%	3,283	10%	10,818	85%	1,932	15%	76	96%	3	4%	4,980	90%	541	10%	268	96%	11	4%	52,786
2011-12*	5,662	88%	803	12%	2,019	82%	451	18%	90	100%	0	0%	2,050	93%	162	7%	72	91%	7	9%	11,319

	BNSF				CP				Barley RRVW				DMVW				NP		Total		
	Rail		Truck		Rail		Truck		Rail		Truck		Rail		Truck		Rail	Truck			
2001-02	22,375	61%	14,143	39%	8,189	71%	3,394	29%	3,360	69%	1,539	31%	1,002	31%	2,249	69%	11,042	94%	734	6%	68,655
2002-03	24,074	66%	12,597	34%	4,493	59%	3,094	41%	2,387	57%	1,804	43%	641	54%	537	46%	10,542	92%	886	8%	61,485
2003-04	32,872	66%	16,695	34%	7,222	66%	3,795	34%	3,209	62%	1,933	38%	498	34%	970	66%	11,953	92%	1,004	8%	80,768
2004-05	19,267	58%	13,994	42%	4,632	54%	3,916	46%	3,980	70%	1,673	30%	892	66%	455	34%	9,623	95%	468	5%	59,515
2005-06	16,398	59%	11,380	41%	7,335	75%	2,443	25%	2,784	61%	1,758	39%	674	53%	606	47%	9,950	94%	632	6%	54,745
2006-07	17,924	61%	11,247	39%	5,555	76%	1,749	24%	1,707	57%	1,309	43%	938	69%	431	31%	9,994	97%	311	3%	51,577
2007-08	27,335	68%	12,912	32%	5,153	64%	2,884	36%	2,424	55%	2,002	45%	2,872	62%	1,763	38%	10,602	97%	373	3%	69,403
2008-09	22,945	64%	13,059	36%	3,089	62%	1,895	38%	1,291	41%	1,861	59%	205	14%	1,248	86%	9,689	92%	883	8%	57,230
2009-10	19,042	63%	11,189	37%	4,327	70%	1,851	30%	2,189	51%	2,108	49%	754	28%	1,958	72%	5,782	90%	675	10%	50,579
2010-11	19,544	65%	10,608	35%	2,542	55%	2,062	45%	2,103	48%	2,298	52%	1,509	62%	920	38%	6,101	88%	827	12%	49,237
2011-12*	5,433	48%	5,858	52%	1,108	53%	970	47%	766	64%	436	36%	580	54%	491	46%	3,643	81%	834	19%	20,537

	BNSF				CP				Soybeans RRVW				DMVW				NP		Total		
	Rail		Truck		Rail		Truck		Rail		Truck		Rail		Truck		Rail	Truck			
2001-02	23,108	83%	4,730	17%	4,214	83%	881	17%	14,905	85%	2,617	15%	9,715	99%	54	1%	791	86%	131	14%	61,228
2002-03	37,068	87%	5,369	13%	7,231	85%	1,311	15%	17,315	83%	3,609	17%	8,290	97%	277	3%	1,938	90%	222	10%	82,784
2003-04	42,514	88%	5,735	12%	9,852	85%	1,760	15%	11,848	75%	4,018	25%	8,005	97%	266	3%	2,502	84%	493	16%	87,260
2004-05	21,757	85%	3,873	15%	10,138	87%	1,449	13%	13,271	82%	2,978	18%	7,637	90%	830	10%	2,319	84%	453	16%	64,782
2005-06	26,606	89%	3,303	11%	15,025	92%	1,313	8%	20,266	89%	2,469	11%	9,963	95%	564	5%	2,454	82%	541	18%	82,575
2006-07	55,322	94%	3,317	6%	18,108	93%	1,401	7%	25,694	91%	2,391	9%	15,151	99%	190	1%	3,962	86%	621	14%	126,238
2007-08	57,549	95%	3,334	5%	19,992	92%	1,789	8%	26,034	96%	1,086	4%	15,274	98%	328	2%	3,043	94%	204	6%	158,838
2008-09	45,747	93%	3,231	7%	17,237	86%	2,743	14%	23,284	96%	950	4%	13,025	98%	214	2%	3,040	90%	348	10%	110,207
2009-10	62,415	93%	4,926	7%	20,575	87%	3,102	13%	26,194	96%	1,159	4%	14,813	97%	499	3%	3,498	91%	336	9%	138,166
2010-11	70,839	95%	3,728	5%	19,935	85%	3,656	15%	22,847	94%	1,537	6%	12,999	96%	576	4%	3,292	98%	53	2%	139,791
2011-12*	32,161	94%	1,872	6%	9,672	86%	1,601	14%	11,391	95%	567	5%	4,715	89%	555	11%	1,406	99%	17	1%	64,478

	BNSF				CP				Corn RRVW				DMVW				NP		Total		
	Rail		Truck		Rail		Truck		Rail		Truck		Rail		Truck		Rail	Truck			
2001-02	1,229	11%	9,596	89%	3,338	83%	696	17%	13,101	73%	4,918	27%	13,363	99%	177	1%	3	0%	319	0%	46,827
2002-03	6,936	35%	13,086	65%	3,272	64%	1,825	36%	13,143	67%	6,393	33%	14,080	97%	484	3%	254	0%	619	0%	60,147
2003-04	17,977	62%	10,912	38%	7,777	83%	1,577	17%	16,237	73%	5,908	27%	11,856	97%	353	3%	784	0%	427	0%	73,981
2004-05	3,111	31%	6,950	69%	5,147	71%	2,097	29%	13,228	79%	3,601	21%	17,322	97%	621	3%	332	0%	89	0%	52,641
2005-06	10,423	42%	14,382	58%	11,746	81%	2,726	19%	29,295	89%	3,439	11%	21,244	99%	144	1%	815	0%	118	0%	94,619
2006-07	24,868	60%	16,567	40%	14,094	87%	2,123	13%	30,671	88%	4,085	12%	26,354	97%	869	3%	1,889	0%	322	0%	122,159
2007-08	43,473	61%	28,282	39%	20,347	89%	2,490	11%	34,015	79%	9,135	21%	27,369	89%	3,549	11%	2,723	0%	1,017	0%	174,058
2008-09	36,591	59%	25,414	41%	16,507	61%	10,757	39%	47,800	79%	12,686	21%	31,347	89%	3,986	11%	1,106	0%	471	0%	189,900
2009-10	23,504	43%	30,664	57%	16,361	61%	10,630	39%	36,312	71%	14,562	29%	27,478	90%	2,901	10%	1,261	0%	312	0%	167,327
2010-11	50,033	67%	25,142	33%	15,803	60%	10,531	40%	46,163	73%	16,854	27%	19,299	87%	2,958	13%	1,421	0%	207	0%	192,452
2011-12*	23,854	66%	12,020	34%	6,250	62%	3,809	38%	19,008	79%	5,136	21%	10,								

Destination for Grain & Oilseed Shipments Originating from North Dakota Elevators

North Dakota PSC Grain Movement Summary, July-June
1,000 Bushels

	<u>HRS Wheat</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2001-02	19,413	10%	59,885	30%	8,209	4%	19,692	10%	46,505	24%	13,858	7%	30,083	15%	197,644
2002-03	26,006	13%	64,501	33%	8,682	4%	22,744	12%	30,210	16%	14,133	7%	27,187	14%	193,462
2003-04	25,000	10%	86,989	36%	16,757	7%	24,017	10%	39,511	16%	16,025	7%	35,108	14%	243,408
2004-05	30,488	13%	79,630	33%	10,564	4%	22,617	9%	45,419	19%	15,697	7%	36,179	15%	240,592
2005-06	27,038	12%	65,656	28%	11,573	5%	27,482	12%	38,732	17%	15,279	7%	46,551	20%	232,312
2006-07	13,960	6%	67,012	29%	9,114	4%	24,410	11%	57,905	25%	15,903	7%	40,976	18%	229,280
2007-08	20,640	8%	80,091	30%	8,627	3%	30,756	12%	56,645	21%	17,532	7%	49,174	19%	263,465
2008-09	11,312	6%	68,273	35%	9,401	5%	14,448	7%	33,829	18%	13,564	7%	41,907	22%	192,735
2009-10	17,269	6%	75,959	29%	9,246	3%	25,518	10%	47,571	18%	19,619	7%	71,089	27%	266,271
2010-11	23,661	7%	66,783	20%	14,995	5%	41,956	13%	68,089	21%	23,702	7%	88,960	27%	328,147
2011-12*	5,922	6%	20,320	19%	4,781	5%	8,758	8%	21,566	21%	9,612	9%	33,674	32%	104,634

	<u>Durum Wheat</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2001-02	15,311	25%	16,042	26%	5,758	9%	5,745	9%	1,469	2%	12,451	20%	4,465	7%	61,242
2002-03	7,990	18%	11,640	26%	4,461	10%	7,773	17%	365	1%	10,876	24%	2,222	5%	45,327
2003-04	8,935	17%	14,871	28%	5,707	11%	12,376	23%	800	1%	7,986	15%	3,271	6%	53,946
2004-05	6,367	15%	11,474	27%	4,434	10%	9,121	21%	176	0%	7,900	18%	3,480	8%	42,953
2005-06	13,172	23%	14,183	24%	8,557	15%	10,089	17%	528	1%	7,552	13%	3,912	7%	57,993
2006-07	9,905	24%	9,185	22%	4,063	10%	6,785	17%	216	1%	8,304	20%	2,392	6%	40,850
2007-08	17,024	36%	9,748	20%	4,058	8%	8,339	17%	207	0%	5,436	11%	3,088	6%	47,900
2008-09	2,879	13%	6,342	29%	1,578	7%	5,551	25%	21	0%	4,762	22%	778	4%	21,911
2009-10	13,535	32%	8,615	20%	3,748	9%	6,898	16%	1,087	3%	4,749	11%	4,068	10%	42,698
2010-11	17,424	33%	7,235	14%	3,639	7%	7,370	14%	591	1%	7,703	15%	8,824	17%	52,786
2011-12*	2,809	25%	1,676	15%	273	2%	2,074	18%	54	0%	2,770	24%	1,663	15%	11,319

	<u>Barley</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2001-02	3,435	5%	26,576	39%	5,668	8%	6,757	10%	5,151	8%	9,985	15%	11,083	16%	68,655
2002-03	1,325	2%	21,672	35%	12,309	20%	4,612	8%	1,030	2%	12,626	21%	7,910	13%	61,485
2003-04	3,773	5%	27,119	34%	17,427	22%	4,657	6%	3,029	4%	16,305	20%	8,458	10%	80,768
2004-05	1,012	2%	18,317	31%	9,317	16%	5,102	9%	3,114	5%	15,269	26%	7,384	12%	59,515
2005-06	1,504	3%	14,787	27%	10,723	20%	4,051	7%	4,114	8%	12,561	23%	7,004	13%	54,745
2006-07	2,940	6%	18,160	35%	10,821	21%	4,673	9%	2,215	4%	8,177	16%	4,591	9%	51,577
2007-08	3,164	5%	18,190	26%	11,231	16%	3,227	5%	6,606	10%	17,561	25%	9,423	14%	69,403
2008-09	1,891	3%	13,848	24%	9,007	16%	2,974	5%	1,681	3%	20,892	37%	6,937	12%	57,230
2009-10	464	1%	11,915	24%	9,549	19%	3,549	7%	1,001	2%	17,544	35%	6,556	13%	50,579
2010-11	1,309	3%	10,636	22%	11,035	22%	3,289	7%	1,300	3%	14,823	30%	6,845	14%	49,237
2011-12*	17	0%	6,080	30%	4,895	24%	890	4%	558	3%	6,093	30%	2,004	10%	20,537

	<u>Soybeans</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2001-02	13,469	22%	6,075	10%	5,191	8%	1,219	2%	21,010	34%	5,632	9%	8,631	14%	61,228
2002-03	15,473	19%	5,791	7%	7,262	9%	1,824	2%	32,233	39%	9,436	11%	10,765	13%	82,784
2003-04	10,292	12%	7,573	9%	7,643	9%	493	1%	42,919	49%	10,188	12%	8,152	9%	87,260
2004-05	5,718	9%	5,884	9%	3,203	5%	556	1%	30,365	47%	6,594	10%	12,462	19%	64,782
2005-06	3,807	5%	5,787	7%	2,827	3%	717	1%	50,579	61%	6,419	8%	12,439	15%	82,575
2006-07	2,398	2%	8,876	7%	3,192	3%	1,265	1%	93,098	74%	5,338	4%	12,071	10%	126,238
2007-08	702	1%	7,781	6%	3,841	3%	3,112	2%	94,008	73%	5,465	4%	13,929	11%	128,838
2007-08	702	1%	7,781	6%	3,841	3%	3,112	2%	94,008	73%	5,465	4%	13,929	11%	128,838
2009-10	103	0%	6,496	5%	5,831	4%	4,266	3%	100,526	73%	7,905	6%	13,039	9%	138,166
2010-11	418	0%	7,344	5%	7,331	5%	2,292	2%	99,656	71%	7,126	5%	15,624	11%	139,791
2011-12*	0	0%	2,106	3%	2,904	5%	625	1%	47,665	74%	3,724	6%	7,454	12%	64,478

	<u>Corn</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2001-02	318	1%	2,793	6%	2,048	4%	1,658	4%	5,447	12%	8,997	19%	25,565	55%	46,827
2002-03	954	2%	2,872	5%	1,014	2%	1,303	2%	6,488	11%	12,183	20%	35,332	59%	60,147
2003-04	8	0%	3,905	5%	3,407	5%	1,399	2%	29,642	40%	14,169	19%	21,451	29%	73,981
2004-05	0	0%	3,138	6%	751	1%	424	1%	18,395	35%	12,258	23%	17,675	34%	52,641
2005-06	0	0%	2,991	3%	2,366	3%	1,726	2%	47,921	51%	16,555	17%	23,059	24%	94,619
2006-07	114	0%	4,823	4%	4,087	3%	1,646	1%	63,365	52%	21,753	18%	26,370	22%	122,159
2007-08	72	0%	6,930	4%	2,327	1%	1,724	1%	78,985	45%	38,125	22%	45,896	26%	174,058
2008-09	1	0%	10,891	6%	8,961	5%	2,906	2%	80,482	42%	56,657	30%	30,003	16%	189,900
2009-10	514	0%	7,496	4%	5,155	3%	4,812	3%	43,002	26%	69,490	42%	36,858	22%	167,327
2010-11	1,075	1%	8,273	4%	2,193	1%	7,661	4%	70,225	36%	73,074	38%	29,951	16%	192,452
2011-12*	0	0%	4,080	5%	1,465	2%	2,771	3%	31,946	37%	33,981	40%	11,346	13%	85,589

	<u>All Grains & Oilseeds</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
2001-02	54,039	10%	117,410	23%	33,825	7%	43,838	9%	80,802	16%	86,218	17%	99,544	19%	515,675
2002-03	52,384	10%	113,086	22%	42,061	8%	45,442	9%	71,345	14%	92,296	18%	103,002	20%	519,617
2003-04	48,692	8%	149,934	24%	61,332	10%	53,271	8%	116,793	19%	98,161	16%	99,047	16%	627,230
2004-05	44,443	9%	123,743	24%	36,391	7%	46,864	9%	97,895	19%	78,533	15%	93,809	18%	521,678
2005-06	51,261	8%	111,369	18%	45,142	7%	55,066	9%	143,212	24%	88,547	15%	112,423	19%	607,021
2006-07	31,509	5%	114,551	17%	40,665	6%	51,415	8%	219,706	34%	89,096	14%	108,626	17%	655,568
2007-08	42,339	6%	126,970	17%	36,910	5%	60,977	8%	241,577	31%	116,783	15%	142,470	19%	768,027
2008-09	16,608	3%	109,295	17%	40,499	6%	41,526	6%	203,054	31%	131,806	20%	108,558	17%	651,345
2009-10	33,486	4%	116,638	15%	42,901	6%	62,757	8%	200,436	26%	155,917	20%	151,155	20%	763,289
2010-11	44,953	5%	106,922	12%	46,050	5%	81,345	9%	249,025	29%	165,731	19%	171,405	20%	865,431
2011-12*	8,881	3%	36,992	12%	16,166	5%	19,276	6%	104,584	33%	71,290	22%	63,734	20%	320,922

*results are preliminary

Modal Share to Each Destination for Grain & Oilseed Shipments Originating from North Dakota Elevators

North Dakota PSC Grain Movement Summary, July-June
1,000 Bushels

	<u>HRS Wheat</u>														Total
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2001-02	80%	20%	79%	21%	59%	41%	97%	3%	98%	2%	14%	86%	95%	5%	197,644
2002-03	84%	16%	84%	16%	58%	42%	97%	3%	98%	2%	23%	77%	95%	5%	193,462
2003-04	84%	16%	89%	11%	82%	18%	94%	6%	99%	1%	18%	82%	88%	12%	243,408
2004-05	90%	10%	91%	9%	88%	12%	94%	6%	100%	0%	27%	73%	94%	6%	240,592
2005-06	96%	4%	94%	6%	91%	9%	95%	5%	99%	1%	24%	76%	91%	9%	232,312
2006-07	99%	1%	96%	4%	90%	10%	98%	2%	99%	1%	17%	83%	96%	4%	229,280
2007-08	100%	0%	96%	4%	92%	8%	96%	4%	100%	0%	25%	75%	98%	2%	263,465
2008-09	100%	0%	98%	2%	91%	9%	94%	6%	100%	0%	23%	77%	99%	1%	192,735
2009-10	100%	0%	97%	3%	90%	10%	94%	6%	100%	0%	28%	72%	99%	1%	266,271
2010-11	100%	0%	98%	2%	94%	6%	94%	6%	100%	0%	22%	78%	98%	2%	328,147
2011-12*	100%	0%	95%	5%	94%	6%	89%	11%	100%	0%	26%	74%	96%	4%	104,634

	<u>Durum Wheat</u>														Total
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2001-02	92%	8%	80%	20%	93%	7%	99%	1%	100%	0%	62%	38%	93%	7%	61,242
2002-03	89%	11%	74%	26%	83%	17%	99%	1%	100%	0%	73%	27%	90%	10%	45,327
2003-04	94%	6%	80%	20%	87%	13%	99%	1%	95%	5%	47%	53%	92%	8%	53,946
2004-05	93%	7%	84%	16%	86%	14%	99%	1%	100%	0%	55%	45%	98%	2%	42,953
2005-06	97%	3%	88%	12%	97%	3%	98%	2%	96%	4%	35%	65%	88%	12%	57,993
2006-07	99%	1%	86%	14%	96%	4%	97%	3%	93%	7%	46%	54%	94%	6%	40,850
2007-08	100%	0%	94%	6%	99%	1%	98%	2%	97%	3%	53%	47%	98%	2%	47,900
2008-09	100%	0%	93%	7%	89%	11%	97%	3%	100%	0%	52%	48%	99%	1%	21,911
2009-10	100%	0%	93%	7%	97%	3%	97%	3%	99%	1%	56%	44%	99%	1%	42,698
2010-11	100%	0%	90%	10%	98%	2%	98%	2%	100%	0%	42%	58%	96%	4%	52,786
2011-12*	100%	0%	89%	11%	100%	0%	100%	0%	100%	0%	59%	41%	95%	5%	11,319

	<u>Barley</u>														Total
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2001-02	92%	8%	61%	39%	69%	31%	95%	5%	99%	1%	12%	88%	90%	10%	68,655
2002-03	98%	2%	70%	30%	81%	19%	95%	5%	97%	3%	28%	72%	86%	14%	61,485
2003-04	99%	1%	67%	33%	94%	6%	95%	5%	96%	4%	25%	75%	71%	29%	80,768
2004-05	90%	10%	66%	34%	91%	9%	90%	10%	100%	0%	19%	81%	85%	15%	59,515
2005-06	97%	3%	65%	35%	93%	7%	91%	9%	99%	1%	19%	81%	87%	13%	54,745
2006-07	100%	0%	59%	41%	96%	4%	88%	12%	100%	0%	18%	82%	94%	6%	51,577
2007-08	100%	0%	66%	34%	91%	9%	64%	36%	98%	2%	31%	69%	94%	6%	69,403
2008-09	100%	0%	55%	45%	90%	10%	56%	44%	99%	1%	48%	52%	91%	9%	57,230
2009-10	91%	9%	69%	31%	89%	11%	56%	44%	100%	0%	38%	62%	80%	20%	50,579
2010-11	100%	0%	66%	34%	80%	20%	50%	50%	96%	4%	47%	53%	70%	30%	49,237
2011-12*	100%	0%	66%	34%	67%	33%	77%	23%	85%	15%	26%	74%	74%	26%	20,537

	<u>Soybeans</u>														Total
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2001-02	96%	4%	94%	6%	65%	35%	94%	6%	99%	1%	11%	89%	94%	6%	61,228
2002-03	99%	1%	98%	2%	72%	28%	98%	2%	100%	0%	20%	80%	91%	9%	82,784
2003-04	99%	1%	99%	1%	67%	33%	93%	7%	100%	0%	19%	81%	83%	17%	87,260
2004-05	99%	1%	92%	8%	43%	57%	79%	21%	100%	0%	15%	85%	88%	12%	64,782
2005-06	97%	3%	100%	0%	48%	52%	78%	22%	100%	0%	26%	74%	86%	14%	82,575
2006-07	96%	4%	99%	1%	43%	57%	98%	2%	100%	0%	19%	81%	87%	13%	126,238
2007-08	97%	3%	99%	1%	51%	49%	98%	2%	99%	1%	36%	64%	95%	5%	128,838
2008-09	0%	100%	99%	1%	27%	73%	83%	17%	100%	0%	44%	56%	84%	16%	110,207
2009-10	90%	10%	92%	8%	42%	58%	80%	20%	100%	0%	48%	52%	86%	14%	138,166
2010-11	100%	0%	99%	1%	41%	59%	84%	16%	100%	0%	35%	65%	97%	3%	139,791
2011-12*	#DIV/0!	#DIV/0!	97%	3%	35%	65%	73%	27%	99%	1%	48%	52%	90%	10%	64,478

	<u>Corn</u>														Total
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2001-02	99%	1%	96%	4%	70%	30%	74%	26%	99%	1%	25%	75%	69%	31%	46,827
2002-03	99%	1%	92%	8%	49%	51%	42%	58%	94%	6%	28%	72%	68%	32%	60,147
2003-04	0%	100%	93%	7%	78%	22%	68%	32%	99%	1%	26%	74%	67%	33%	73,981
2004-05	#DIV/0!	#DIV/0!	98%	2%	33%	67%	29%	71%	100%	0%	33%	67%	75%	25%	52,641
2005-06	#DIV/0!	#DIV/0!	99%	1%	62%	38%	69%	31%	100%	0%	29%	71%	66%	34%	94,619
2006-07	100%	0%	99%	1%	72%	28%	67%	33%	100%	0%	39%	61%	65%	35%	122,159
2007-08	92%	8%	97%	3%	79%	21%	83%	17%	100%	0%	42%	58%	50%	50%	174,058
2008-09	0%	100%	96%	4%	32%	68%	77%	23%	99%	1%	43%	57%	46%	54%	189,900
2009-10	100%	0%	97%	3%	37%	63%	75%	25%	99%	1%	43%	57%	52%	48%	167,327
2010-11	100%	0%	99%	1%	45%	55%	49%	51%	100%	0%	45%	55%	54%	46%	192,452
2011-12*	#DIV/0!	#DIV/0!	94%	6%	66%	34%	18%	82%	100%	0%	52%	48%	57%	43%	85,589

	<u>All Grains and Oilseeds</u>														Total
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2001-02	89%	11%	76%	24%	62%	38%	91%	9%	98%	2%	23%	77%	78%	22%	515,675
2002-03	90%	10%	81%	19%	64%	36%	91%	9%	97%	3%	28%	72%	74%	26%	519,617
2003-04	90%	10%	84%	16%	75%	25%	93%	7%	99%	1%	21%	79%	72%	28%	627,230
2004-05	92%	8%	87%	13%	70%	30%	93%	7%	100%	0%	23%	77%	81%	19%	521,678
2005-06	97%	3%	89%	11%	80%	20%	93%	7%	99%	1%	21%	79%	80%	20%	607,021
2006-07	99%	1%	89%	11%	74%	26%	95%	5%	100%	0%	24%	76%	79%	21%	655,568
2007-08	99%	1%	91%	9%	76%	24%	93%	7%	99%	1%	31%	69%	75%	25%	768,027
2008-09	99%	1%	91%	9%	60%	40%	89%	11%	99%	1%	35%	65%	76%	24%	651,345
2009-10	99%	1%	93%	7%	63%	37%	89%	11%	100%	0%	32%	68%	80%	20%	763,289
2010-11	100%	0%	94%	6%	70%	30%	88%	12%	100%	0%	32%	68%	83%	17%	865,431
2011-12*	100%	0%	90%	10%	65%	35%	76%	24%	99%	1%	39%	61%	82%	18%	320,922

*results are preliminary

	<u>Sunflowers</u>													
	BNSF		CP		RRVW		DMVW		NP*		Truck		Total	
2001-02	682	2%	2,952	9%	13	0%	534	2%	390	1%	27,465	86%	32,036	
2002-03	1,149	4%	2,668	8%	138	0%	689	2%	492	2%	27,561	84%	32,697	
2003-04	1,335	3%	4,953	13%	48	0%	748	2%	910	2%	30,840	79%	38,834	
2004-05	230	1%	295	2%	39	0%	401	2%	8	0%	17,193	95%	18,166	
2005-06	316	1%	1,678	7%	126	1%	146	1%	390	2%	20,182	88%	22,839	
2006-07	993	4%	2,418	9%	96	0%	98	0%	269	1%	22,700	85%	26,572	
2007-08	819	3%	1,912	7%	513	2%	18	0%	140	1%	22,265	87%	25,667	
2008-09	1,870	8%	2,101	8%	0	0%	77	0%	375	2%	20,395	82%	24,818	
2009-10	501	2%	394	1%	42	0%	171	1%	203	1%	28,005	96%	29,316	
2010-11	891	4%	595	2%	59	0%	4	0%	33	0%	23,683	94%	25,266	
2011-12*	169	3%	91	2%	24	0%	13	0%	0	0%	5,486	95%	5,783	

	<u>Sunflowers</u>														Total						
	BNSF				CP				RRVW				DMVW			NP					
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck		Rail	Truck				
2001-02	682	4%	14,874	96%	2,952	51%	2,850	49%	13	0%	3,257	100%	534	16%	2,909	84%	390	14%	2,372	86%	32,036
2002-03	1,149	7%	14,789	93%	2,668	42%	3,727	58%	138	4%	3,090	96%	689	18%	3,083	82%	492	21%	1,879	79%	32,697
2003-04	1,335	7%	17,132	93%	4,953	53%	4,368	47%	48	2%	2,583	98%	748	20%	2,960	80%	910	25%	2,719	75%	38,834
2004-05	230	3%	8,152	97%	295	6%	4,754	94%	39	4%	847	96%	401	15%	2,256	85%	8	1%	839	99%	18,166
2005-06	316	3%	10,192	97%	1,678	29%	4,145	71%	126	11%	1,066	89%	146	6%	2,250	94%	390	20%	1,513	80%	22,839
2006-07	993	7%	12,505	93%	2,418	39%	3,790	61%	96	7%	1,223	93%	98	5%	1,909	95%	269	10%	2,536	90%	26,572
2007-08	819	7%	11,607	93%	1,912	38%	3,081	62%	513	32%	1,076	68%	18	1%	2,525	99%	140	5%	2,543	95%	25,667
2008-09	1,870	15%	10,487	85%	2,101	37%	3,641	63%	0	0%	778	100%	77	3%	2,330	97%	375	15%	2,048	85%	24,818
2009-10	501	3%	14,802	97%	394	8%	4,764	92%	42	2%	2,412	98%	171	5%	3,145	95%	203	15%	1,178	85%	29,316
2010-11	891	8%	10,363	92%	595	12%	4,331	88%	59	2%	2,782	98%	4	0%	2,990	100%	33	2%	1,666	98%	25,266
2011-12*	169	5%	2,935	95%	91	14%	556	86%	24	38%	40	62%	13	1%	855	99%	0	0%	116	100%	5,783

	<u>Sunflowers</u>														Total
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		
2001-02	719	2%	1,743	5%	3,883	12%	482	2%	368	1%	20,928	65%	3,914	12%	32,036
2002-03	11	0%	1,246	4%	4,676	14%	1,116	3%	400	1%	19,209	59%	6,039	18%	32,697
2003-04	31	0%	3,498	9%	6,394	16%	996	3%	359	1%	21,483	55%	6,073	16%	38,834
2004-05	12	0%	711	4%	4,149	23%	353	2%	117	1%	9,283	51%	3,540	19%	18,166
2005-06	0	0%	1,265	6%	3,310	14%	291	1%	219	1%	15,307	67%	2,448	11%	22,839
2006-07	0	0%	793	3%	3,856	15%	290	1%	134	1%	16,982	64%	4,517	17%	26,572
2007-08	4	0%	192	1%	3,128	12%	312	1%	192	1%	18,464	72%	3,375	13%	25,667
2008-09	4	0%	360	1%	2,729	11%	225	1%	221	1%	17,609	71%	3,670	15%	24,818
2009-10	77	0%	838	3%	4,773	16%	206	1%	73	0%	20,892	71%	2,458	8%	29,316
2010-11	0	0%	455	2%	3,064	12%	198	1%	106	0%	18,090	72%	3,351	13%	25,266
2011-12*	2	0%	37	1%	613	11%	216	4%	38	1%	3,328	58%	1,550	27%	5,783

	<u>Sunflowers</u>														Total
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
2001-02	100%	0%	36%	64%	5%	95%	6%	94%	6%	94%	11%	89%	17%	83%	
2002-03	100%	0%	46%	54%	6%	94%	16%	84%	16%	84%	11%	89%	31%	69%	
2003-04	38%	62%	82%	18%	17%	83%	35%	65%	35%	65%	9%	91%	27%	73%	
2004-05	0%	100%	22%	78%	3%	97%	0%	100%	0%	100%	3%	97%	12%	88%	
2005-06	#DIV/0!	#DIV/0!	23%	77%	21%	79%	15%	85%	15%	85%	4%	96%	42%	58%	
2006-07	#DIV/0!	#DIV/0!	42%	58%	1%	99%	20%	80%	20%	80%	7%	93%	50%	50%	
2007-08	0%	100%	12%	88%	10%	90%	6%	94%	6%	94%	11%	89%	27%	73%	
2008-09	0%	100%	17%	83%	16%	84%	27%	73%	27%	73%	15%	85%	28%	72%	
2009-10	0%	100%	32%	68%	0%	100%	0%	100%	0%	100%	3%	97%	19%	81%	
2010-11	#DIV/0!	#DIV/0!	10%	90%	0%	100%	0%	100%	0%	100%	4%	96%	25%	75%	
2011-12*	0%	100%	35%	65%	0%	100%	17%	83%	17%	83%	1%	99%	14%	86%	

*results are preliminary