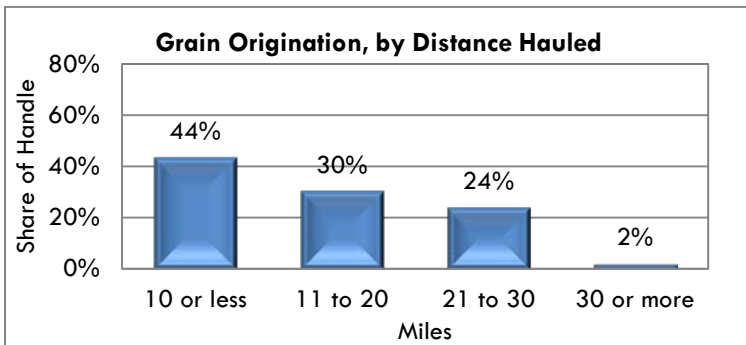
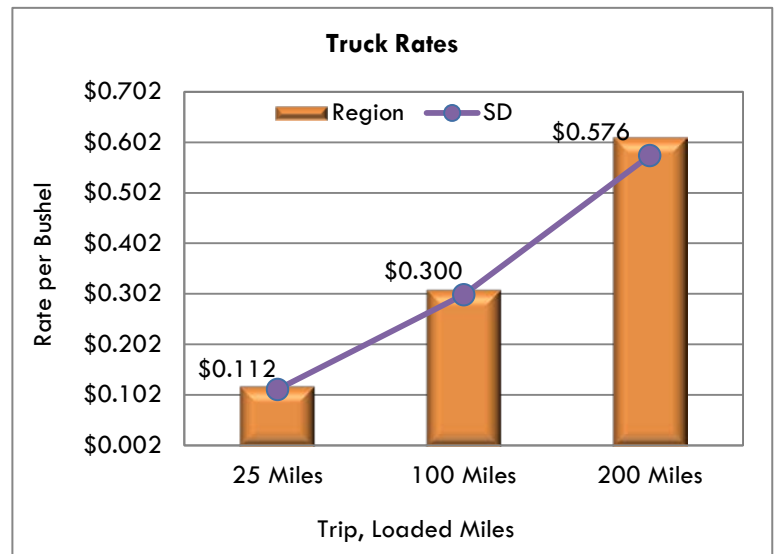
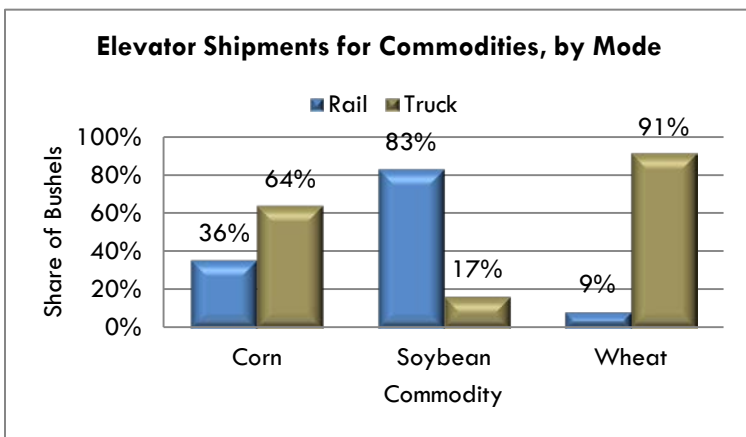
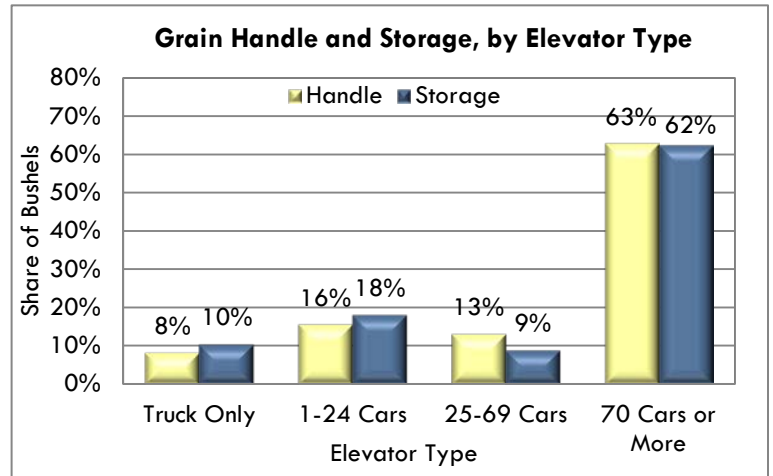
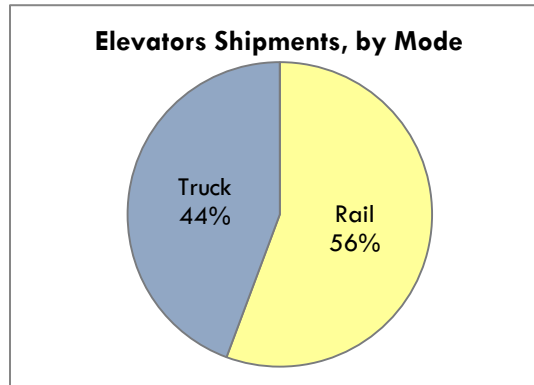


# South Dakota Elevator Transportation Activities and Service, 2012 Survey

March 2012

## SURVEY RESPONSES

Response Rate: 43%=43 responses of 100 mailed • Respondent Shipments=41% of 2011 Production



## Market Flows of Corn, Soybeans, and Wheat, by Mode and Destination

Crop	Mode	In-State End User	Domestic East	Domestic West	Export Gulf	Export Pacific	Export Mexico	Export Canada	Domestic Other	Export Other
Corn	Rail	0.0%	0.0%	37.6%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%
	Truck	37.8%	16.3%	4.6%	0.0%	2.4%	0.0%	0.0%	0.4%	0.0%
Soybean	Rail	0.0%	0.0%	0.0%	11.8%	41.2%	0.0%	0.0%	0.0%	0.0%
	Truck	45.0%	0.9%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%
Wheat	Rail	0.0%	13.1%	0.0%	50.3%	0.0%	0.0%	0.0%	0.0%	0.0%
	Truck	16.3%	20.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

In Cooperation with the South Dakota Grain & Feed Association

...Upper Great Plains Transportation Institute, NDSU, is solely responsible for the content of the report, 701.231.7767, [info@ugpti.org](mailto:info@ugpti.org).

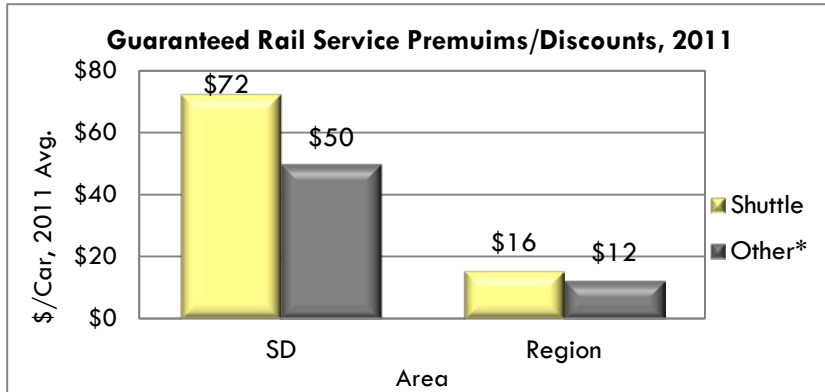
Funding provided by Federal Highway Administration, U.S. DOT.

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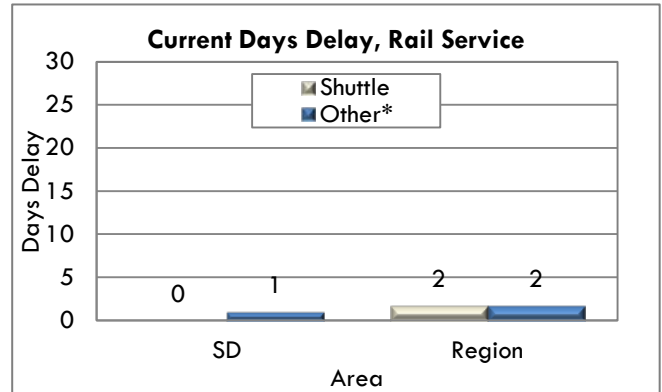
### Importance of Transportation Issues in the Future U.S. Grain Industry Growth, based on Response Rating

Rank	Issue	Rating	Rank	Issue (cont.)	Rating
1	Local Road Investments	4.2	7	Bio-Energy Industry Expansion Demands	3.4
2	Export Market Demands	4.1	8	Food Security/Safety	3.4
3	Local Processing/Feeding Demands	3.7	9	Rail Industry Capacity	3.2
4	Domestic Farm Policy	3.7	10	Port Capacity	3.1
5	Trade Agreements/International Policy	3.5	11	International Competitor Investments	3.0
6	Truck Industry Capacity	3.5	12	Inland Waterway Capacity	3.0

Rating 1=Not Important to 5=Very Important

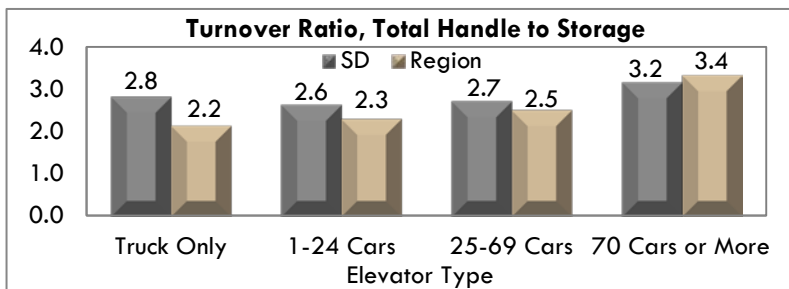
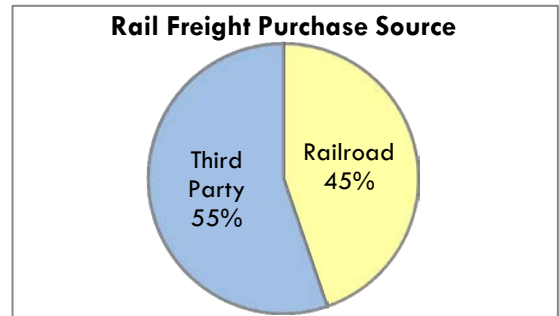
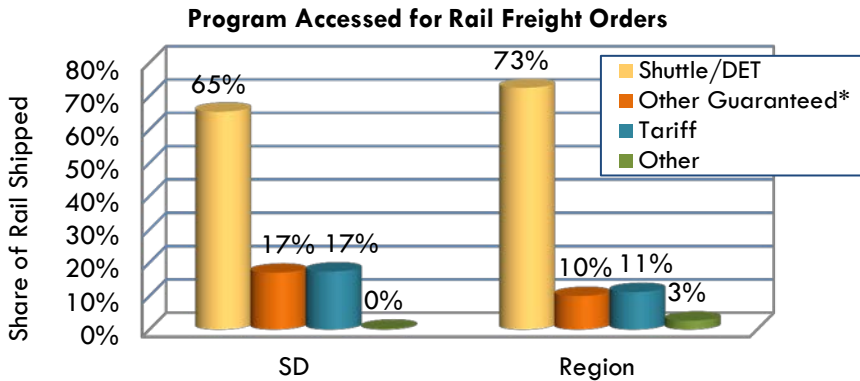


**Range for Rail Premiums**  
 2011 Shuttle: \$-150...\$150  
 2011 Other Guaranteed: \$0...\$185



**Range for Days Delay**  
 Current Shuttle: 0...2 days  
 Current Other Guaranteed: 0...5 days

\*Other Guaranteed Rail Freight includes COTs, GCAS, DET, CAPs, etc.



Early Market Indicators		Average premium paid for any guaranteed rail freight service purchased for next year	
Area	Share Ordered by March 15	Shuttle/DET	Other Guaranteed
\$ per car			
SD	19%	143	28
Region	25%	-3	16

### Rail Carrier Service Factor Ratings

Railroad	Marketing and Sales Service	Timely Delivery of Equipment	Car Ordering Alternatives/Process	Condition of Equipment	Availability of Order Information	Access to Marketing Personnel	2011 Average
Average Rating, 1=Poor to 5=Excellent							
BNSF	2.9	3.3	3.7	3.7	3.6	3.1	3.4
State, Weighted	0.9	3.3	3.7	3.7	3.6	3.1	3.0

Responses Weighted by Rail Shipments; For fewer than 3 response for railroad rating not included.