

ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2010-11



Kimberly Vachal
Associate Research Fellow

Laurel Benson
Research Project Specialist

Upper Great Plains Transportation Institute
North Dakota State University
Fargo, North Dakota



in cooperation with

**North Dakota Wheat Commission
North Dakota Public Service Commission**

and

Special thanks to the **North Dakota Elevator Industry** who provide these data monthly.

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Overview

The *Annual North Dakota Elevator Marketing Report for 2010-11* was prepared by Kimberly Vachal and Laurel Benson, Upper Great Plains Transportation Institute. The authors gratefully acknowledge the assistance of the North Dakota Wheat Commission and the North Dakota Public Service Commission in compiling this report.

The objective of this report is to provide a benchmark for elevator managers in assessing performance, and supply a source for recognizing trends in the characteristics of North Dakota elevators. This report and the statistics mailed to individual elevators are presented as a source of information for elevator managers and those interested in the North Dakota grain industry. Continuation of the report as an annual project will be considered based on public response.

Source of Data

The distribution and shipment data in this report was developed from the Public Service Commission reports that require elevators to report monthly movements of grains and oilseeds by truck and rail. The storage capacities reported to the ND PSC were used to calculate the turnover ratios.

Scope of Report

Data are tabulated according to elevator type to provide general information on characteristics that describe commodity flows or provide a benchmark for elevators.

- **Turnover:** Equal to the ratio of volume of grain handled to the storage capacity available.
- **Destination:** Duluth-Superior, MN/WI, PNW, Midland-Southwest, North Dakota, and miscellaneous markets.
- **Origin:** Nine crop reporting districts.
- **Mode:** Truck or rail.
- **Elevator Size:** Elevators are stratified into four groups based on the number of cars an elevator can load without railroad switching services (1) Single Car (1 to 24 cars), (2) Multiple Car (25 to 49 cars), (3) Unit Train (50 to 99 cars), (4) No Rail, and (5) 100-car (100 cars or more).
- **Time:** Crop year, from July 2010 to June 2011.
- **Commodity:** Hard red spring wheat, durum, barley, sunflowers, soybeans, canola, corn, dry edible beans, and dry edible peas.

Organization of the Report

Five groups of data will be presented in this report: (1) individual elevator performance (e.g. turnover) and distribution information (due to confidentiality agreements, each elevator receives individual data on only its own activities), (2) storage capacity, volume handled, and turnover ratios by elevator size and for each crop reporting district, (3) elevator distribution and modal choice for the state, (4) destination information for each of the state's nine crop reporting districts and each of the commodities, (5) modal selection for each of the crop reporting districts and for each commodity marketed. Elevator managers will be able to compare their performance to that of similar elevators (e.g. size and location).

Definition of Elevator Summary Variables

Storage: Bushels of storage as reported by the elevator to the ND PSC.

Turnover Ratio: Ratio of grain and oilseed shipments to available storage capacity.

Elevator Size:

No Rail Elevator:	Elevator with no rail service
Single Car Elevator:	Elevator with track space for 1 to 24 cars
Multi Car Elevator:	Elevator with track space for 25 to 49 cars
Unit Train Elevator:	Elevator with track space for 50 to 99 cars
100-Car Elevator:	Elevator with track space for 100 cars or more

Information used in the reports was based on railroad and ND PSC data. Track space refers to the number of cars that can be loaded without railroad switching assistance.

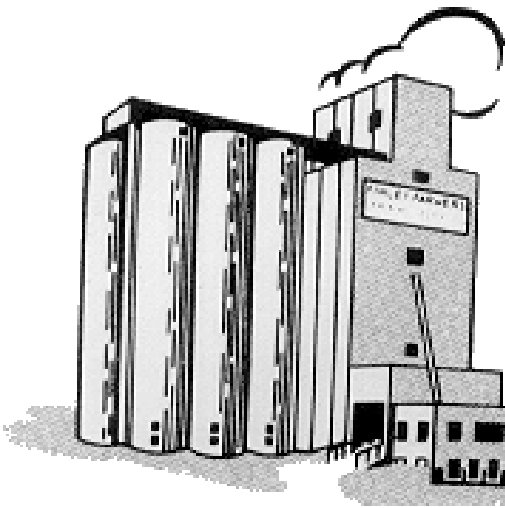
Mode for Grain & Oilseed Shipments by Rail:

Single Car Shipments:	Car orders purchased under rates for 1 to 24 cars
25 to 49 Car Shipments:	Car orders purchased under rates for 25 to 49 cars
50 Car Shipments:	Car orders purchased under rates for 50 or more cars

Information used in reports was based on the monthly grain and oilseed movement and storage reports that elevators submit to the ND PSC.

Destinations for Grain and Oilseed Shipments:

Destinations for grain and oilseed shipments, reported by the elevators in the monthly reports, are not final destinations for shipments. The destinations reported for rail shipments are the Waybill destinations. The destinations for truck shipments are reported as they are specified on the billing statement.



North Dakota Elevators, 2010-11

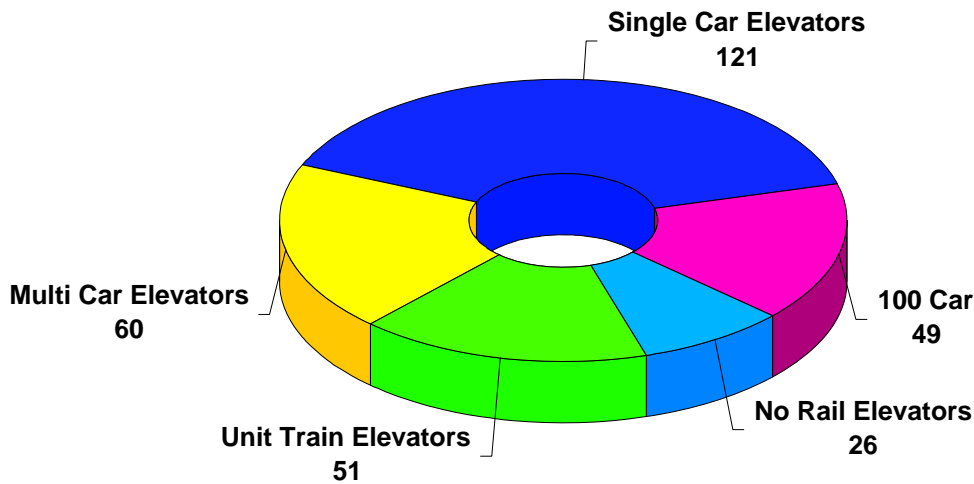
Storage: 309,276 Thousand Bu.

Grain Shipped to End User: 865,431 Thousand Bu.

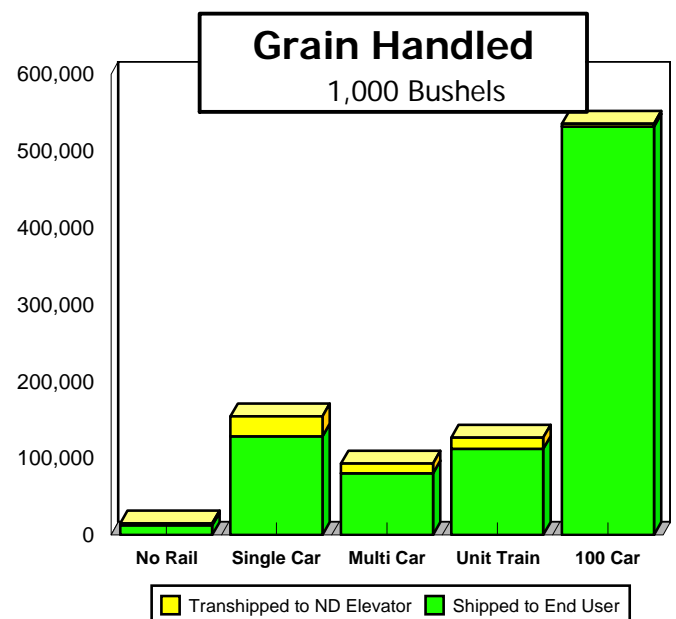
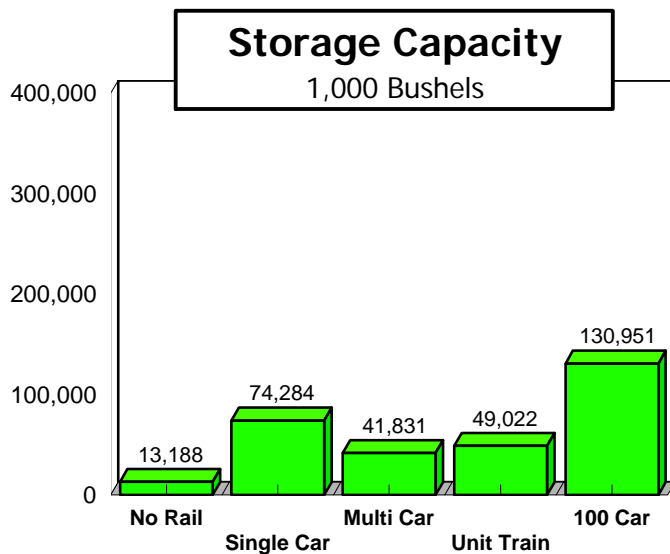
Grain Transhipped to ND Elevator: 59,424 Thousand Bu.

Average Turnover: 5.5

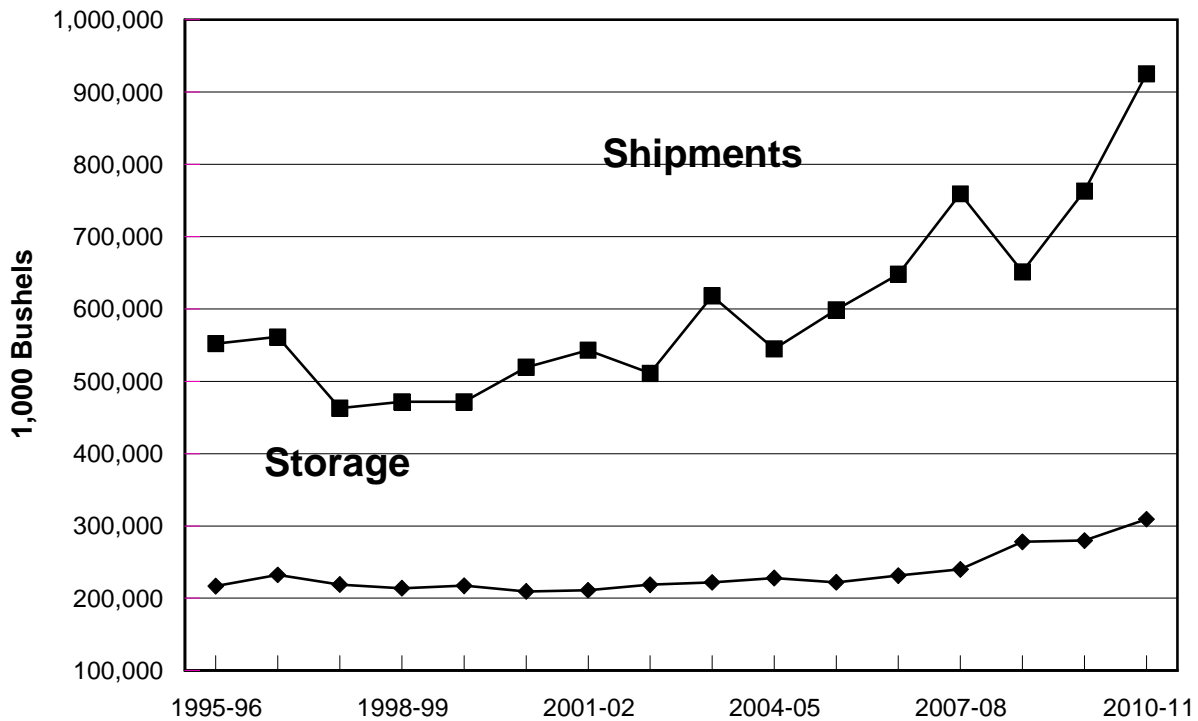
Elevator Categories



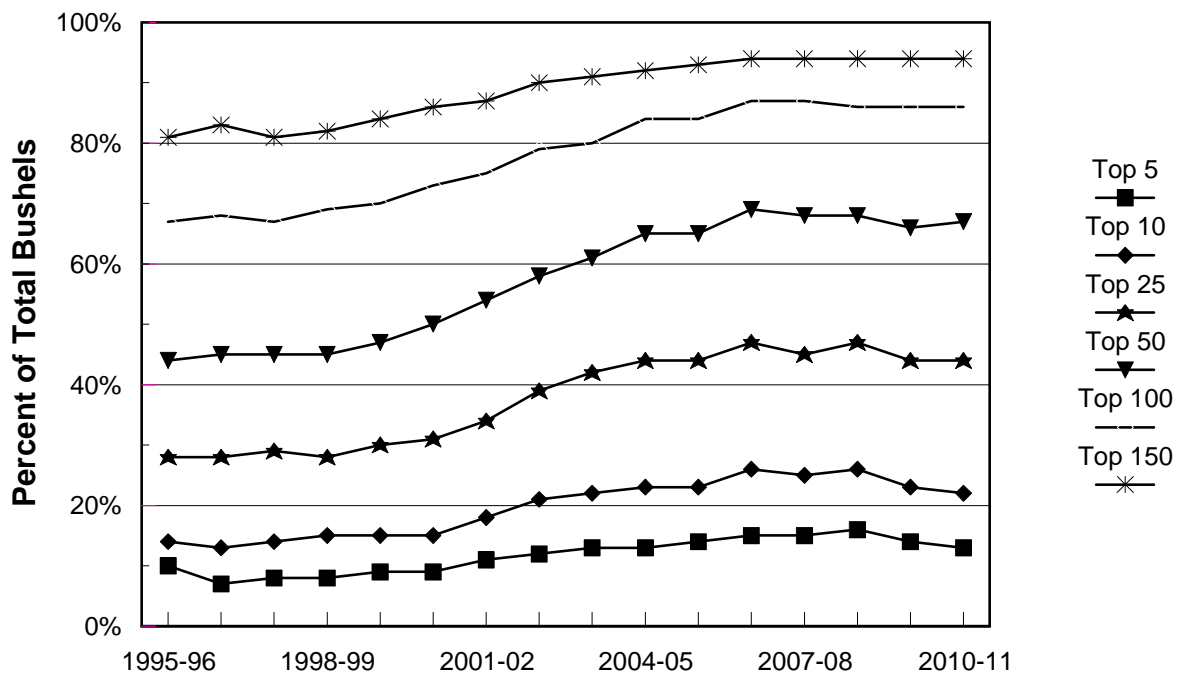
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



Storage and Total Grain Shipments for North Dakota Elevators

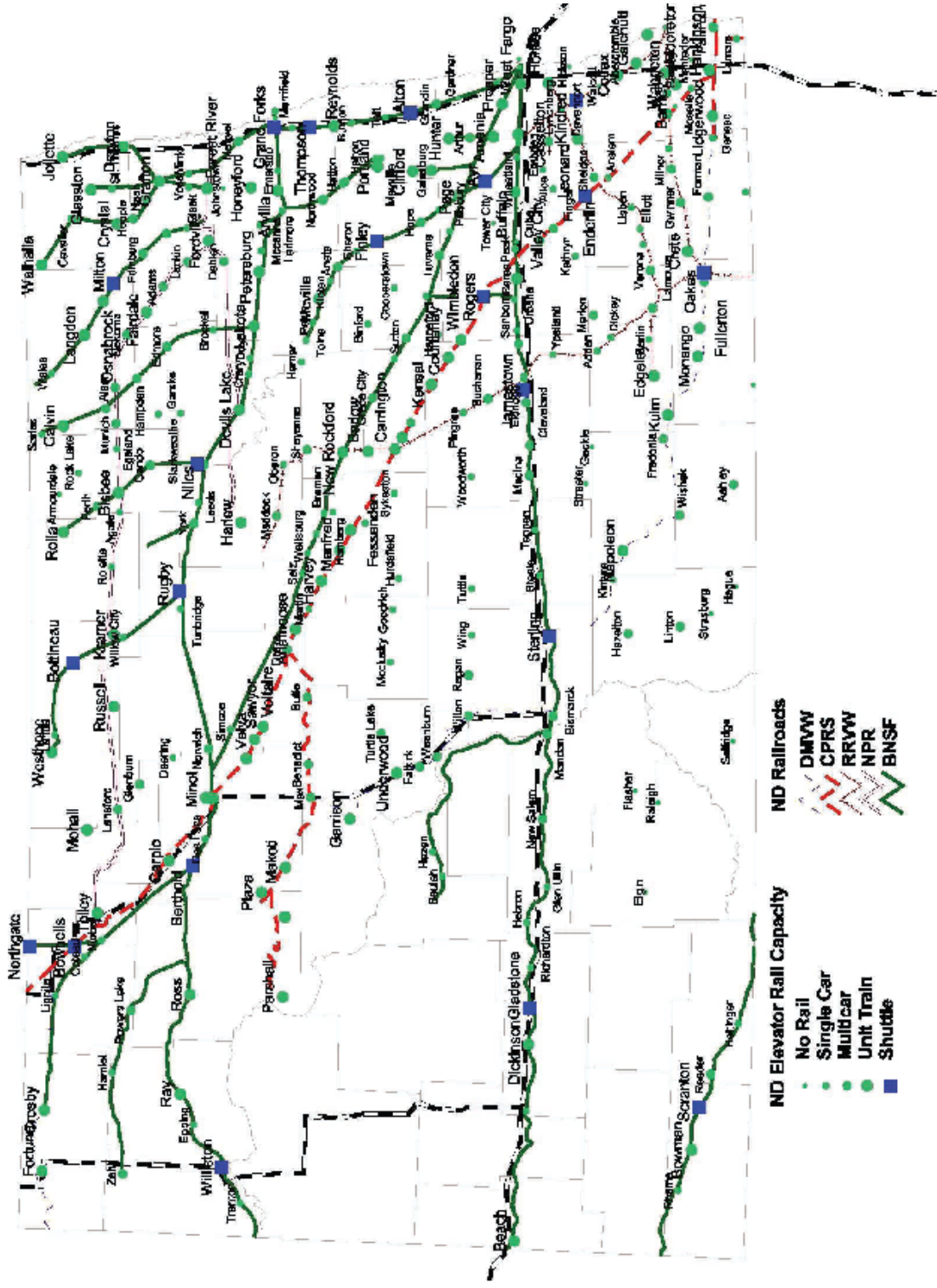


Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators

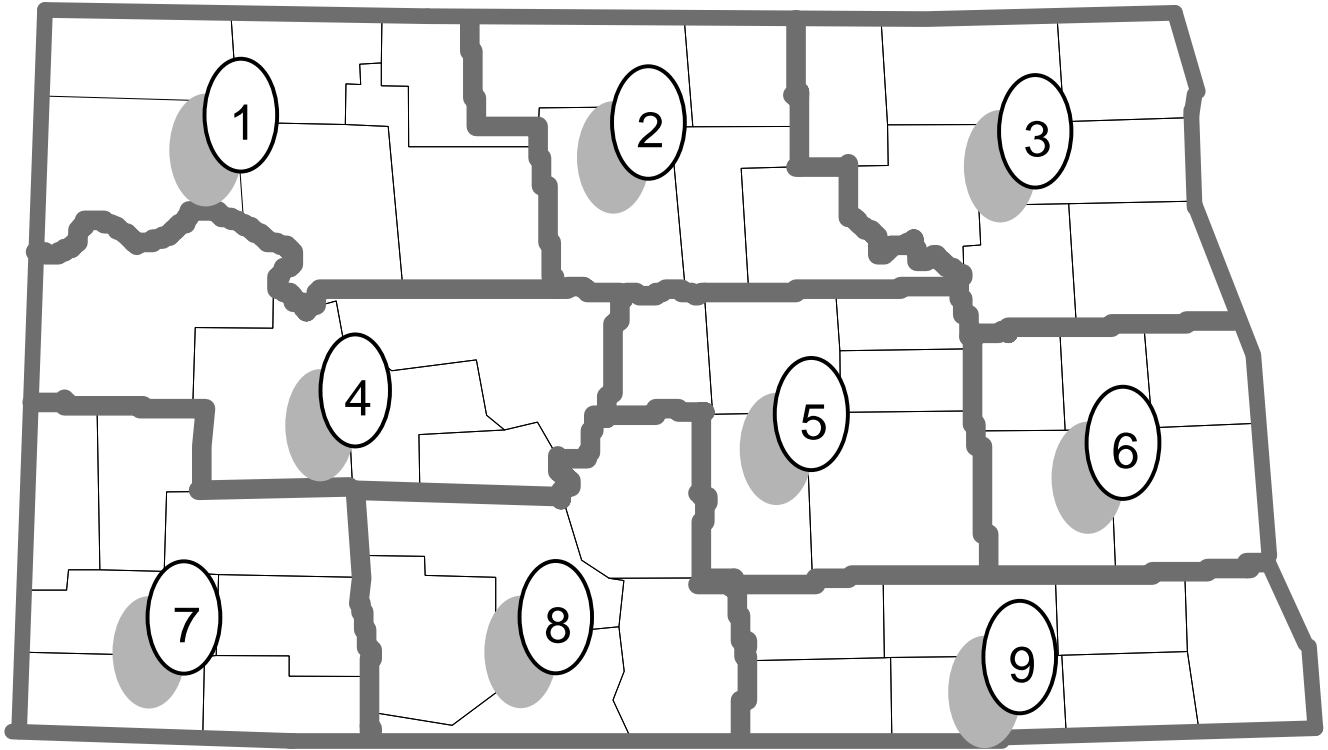


North Dakota Multicar, Unit, & Shuttle

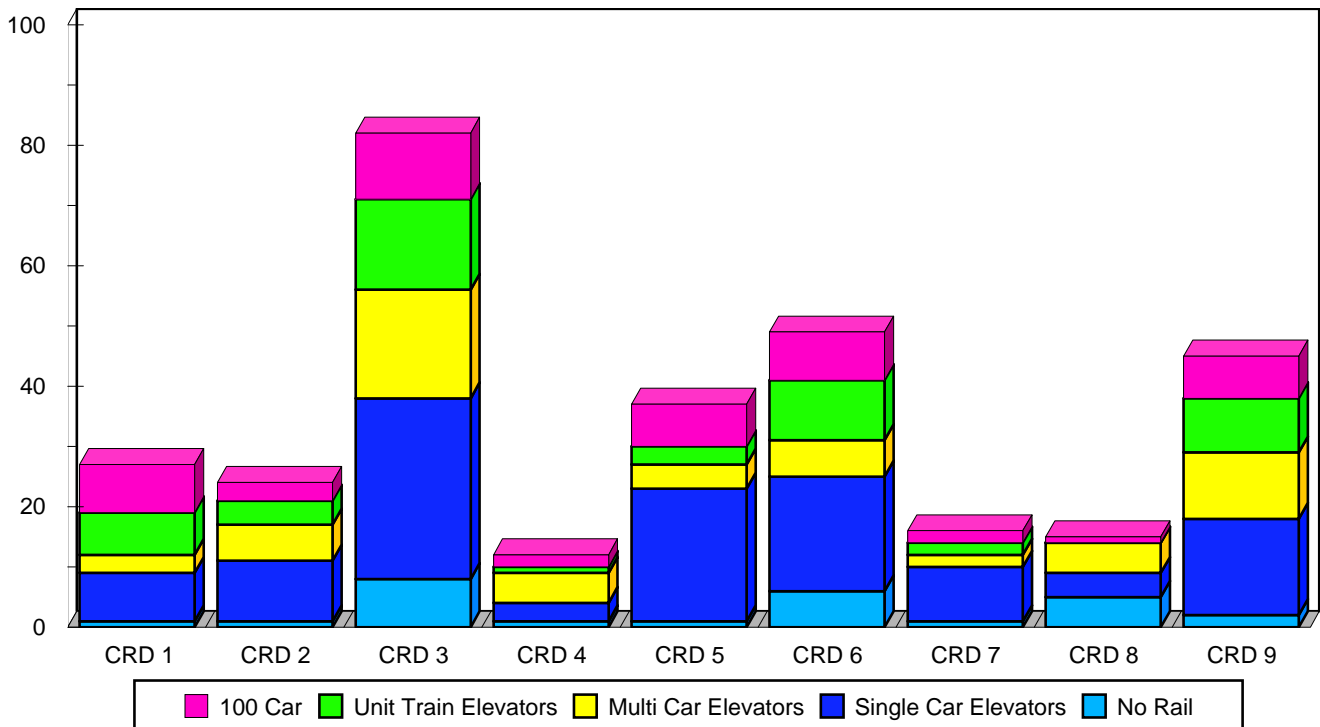
Train Car Loading Stations, 2007



NORTH DAKOTA CROP REPORTING DISTRICTS

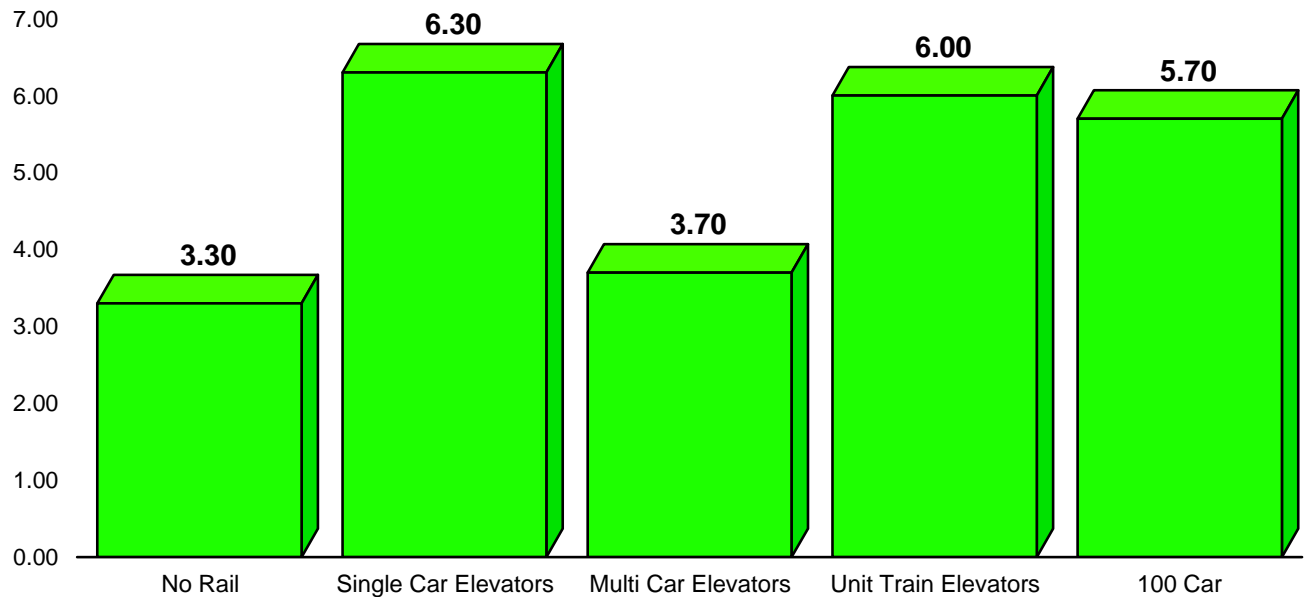


Elevators in Each CRD, 2010-11



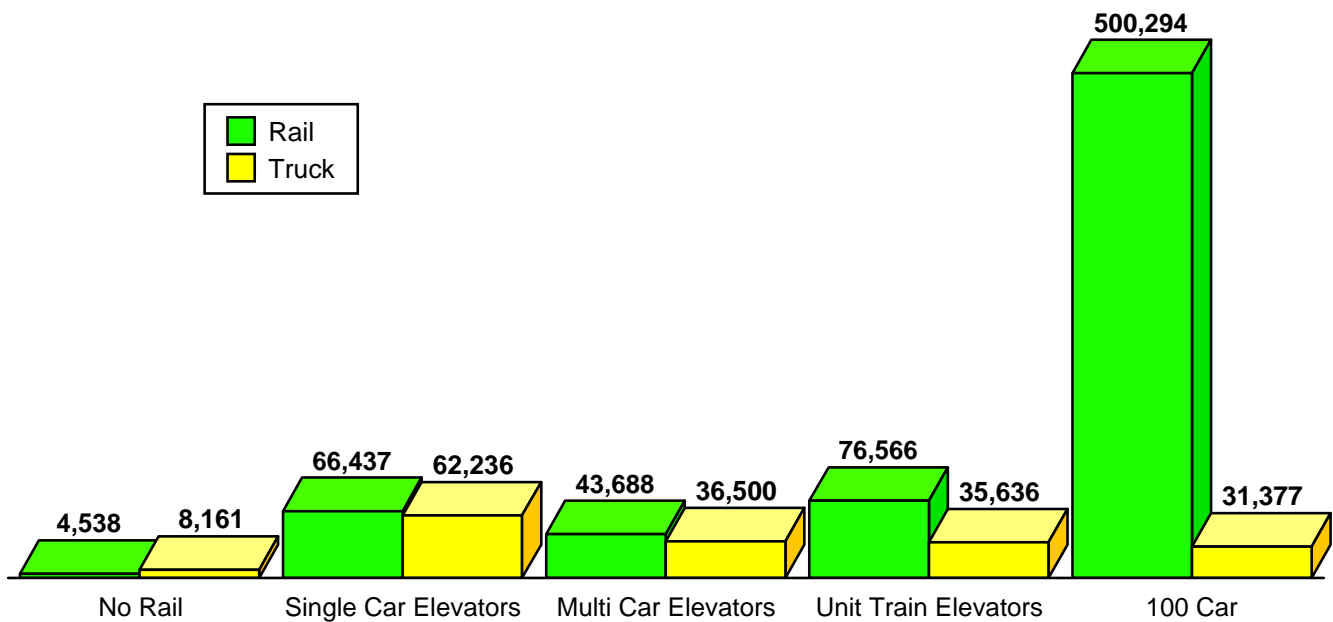
Turnover Ratios for Each Elevator Category, 2010-11

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2010-11

- Thousand Bushels -



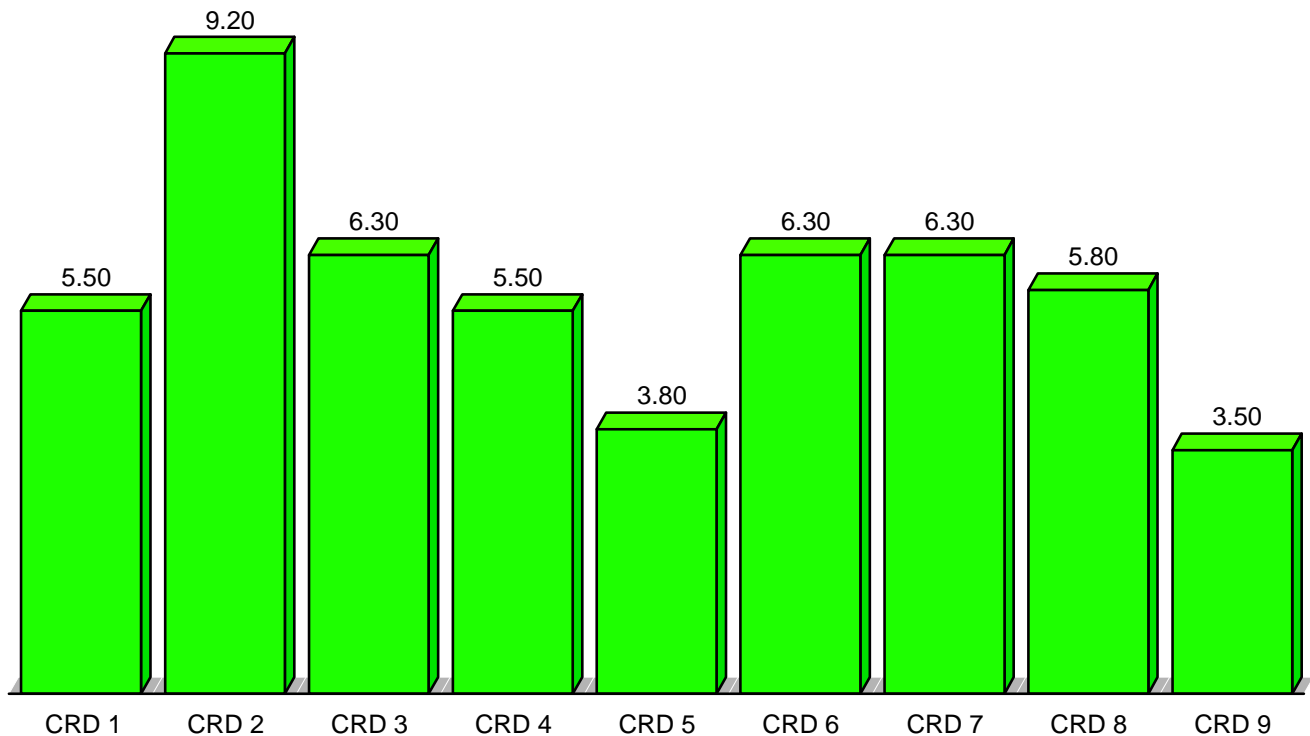
**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2010-11**

CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	27	24,644,000	2,119,069	98,910,501	5.5
2	24	14,660,000	6,529,039	61,845,398	9.2
3	82	63,425,600	19,240,114	185,082,814	6.3
4	12	8,818,000	2,369,190	37,945,086	5.5
5	37	48,206,328	8,608,012	101,973,932	3.8
6	49	74,262,100	14,764,795	165,824,995	6.3
7	16	11,699,200	329,430	49,186,670	6.3
8	15	6,287,000	634,334	20,343,739	5.8
9	45	57,274,000	4,829,780	144,317,731	3.5
All	307	309,276,228	80,673,763	865,430,866	5.8

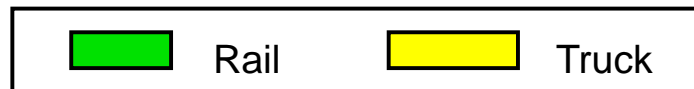
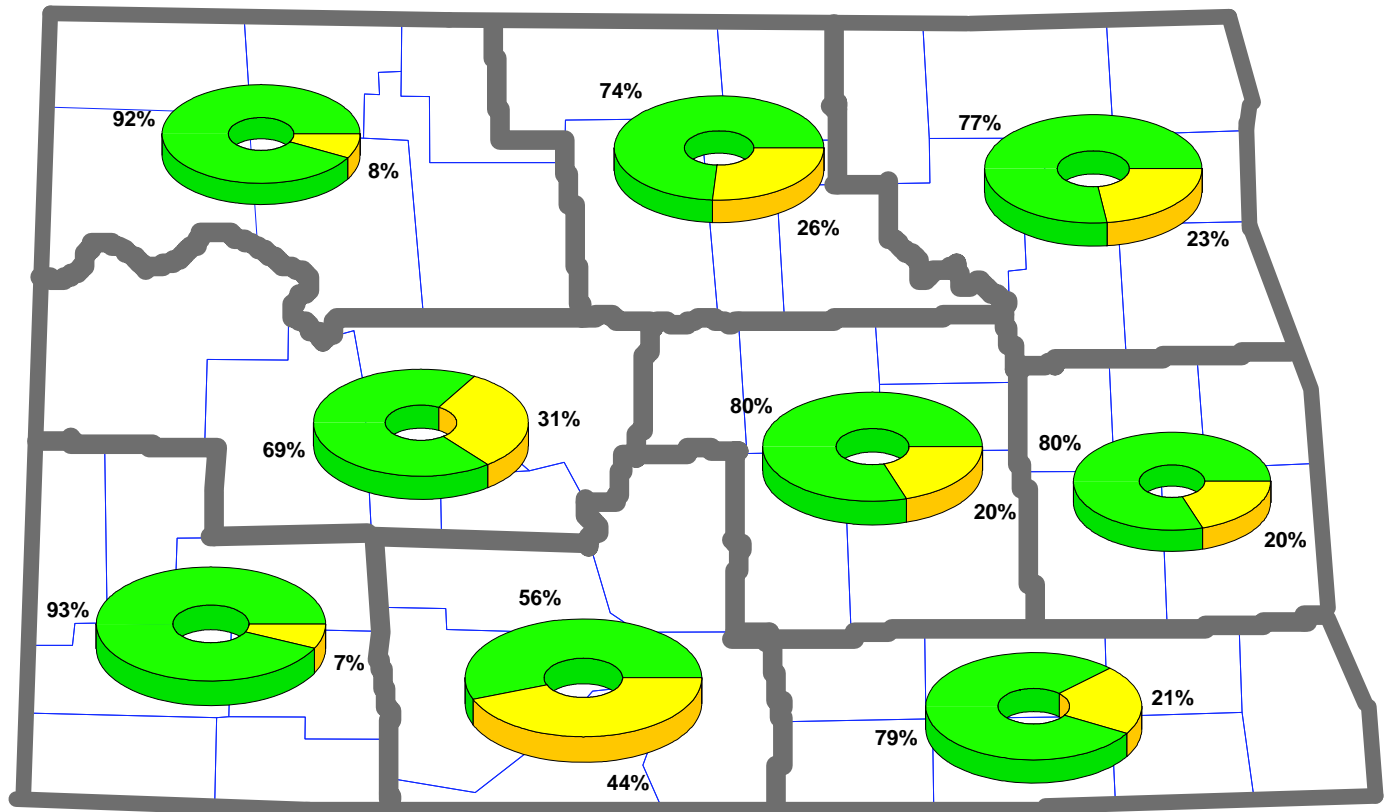
^aBushels transhipped to other ND elevators.

^bBushels shipped to processors, and various export points.

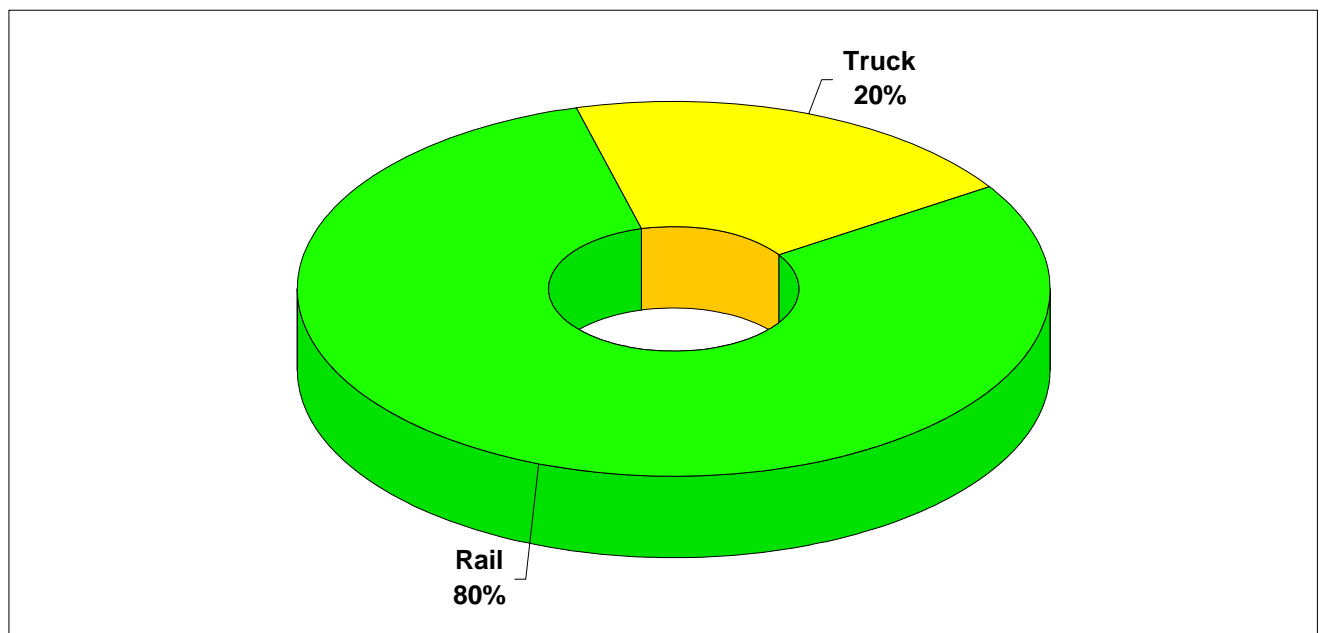
**Average Turnover of Shipments to Storage
for Each CRD, 2010-11
-Weighted by grain shipments-**

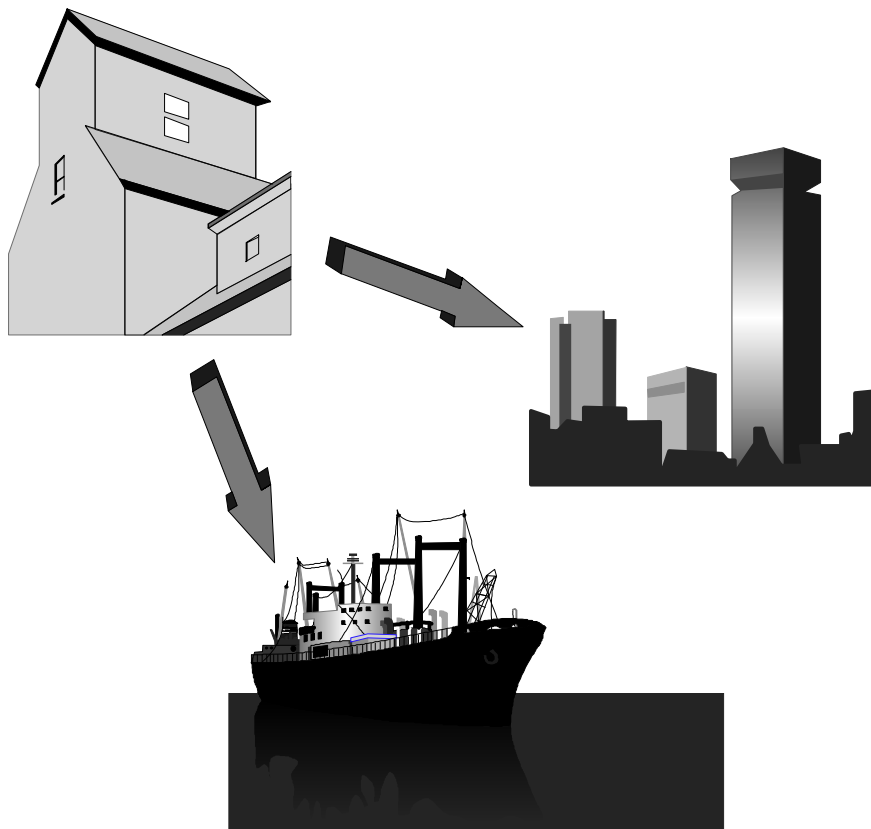


Modal Share of Grain and Oilseed Shipments from Each CRD, 2010-11



Rail/Truck Share of Grain and Oilseed Shipments from ND, 2010-11

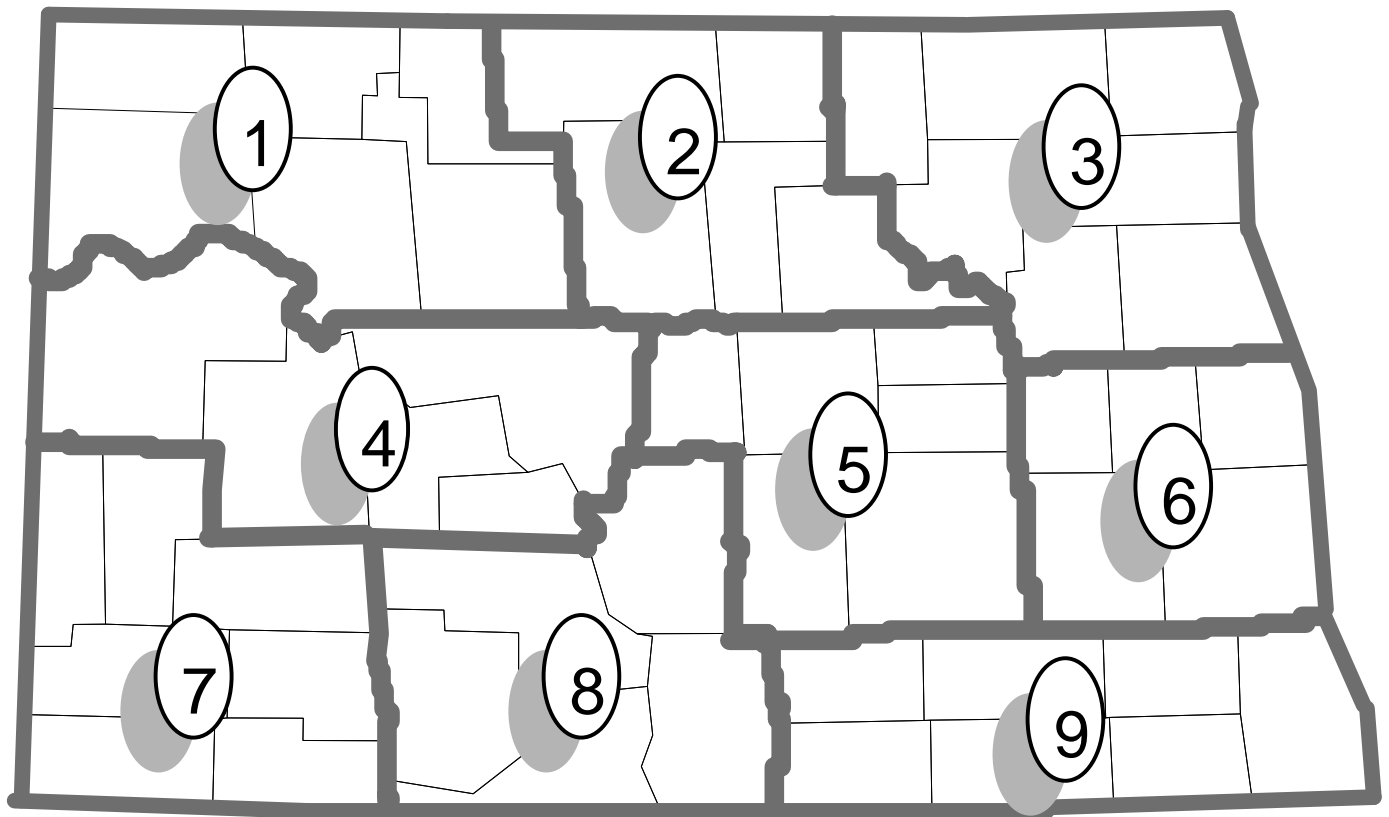




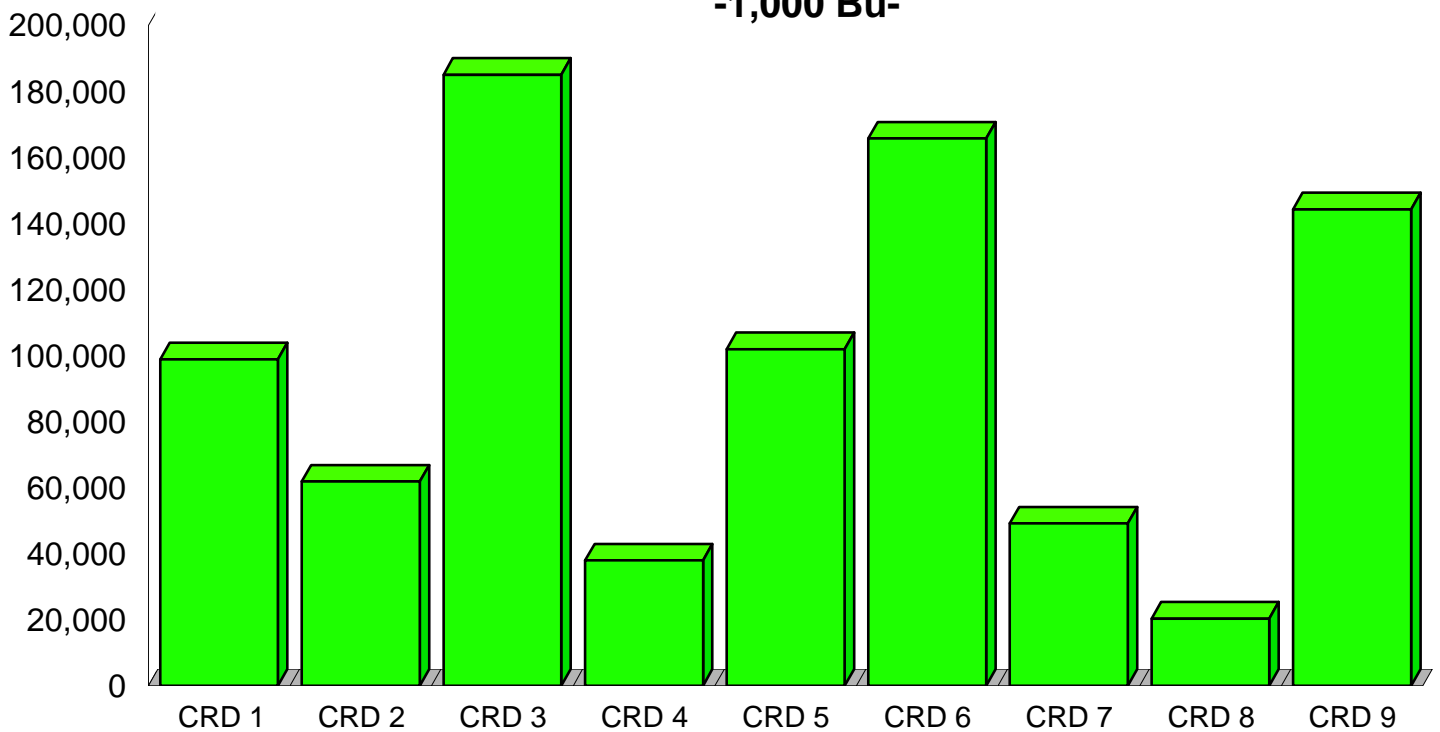
***Destinations for Grain and Oilseed
Shipments Originating from
North Dakota Elevators***

All Grains and Oilseeds

NORTH DAKOTA CROP REPORTING DISTRICTS



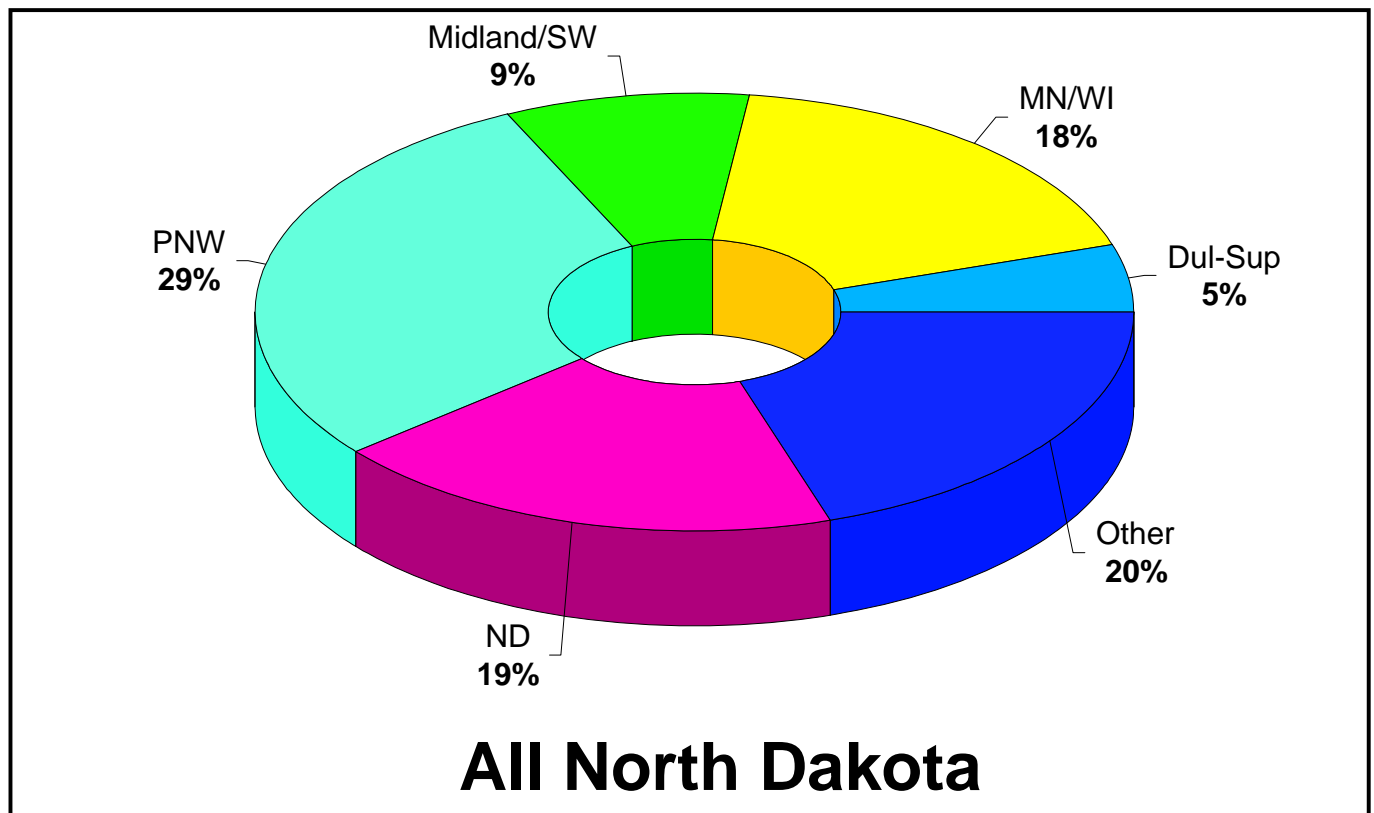
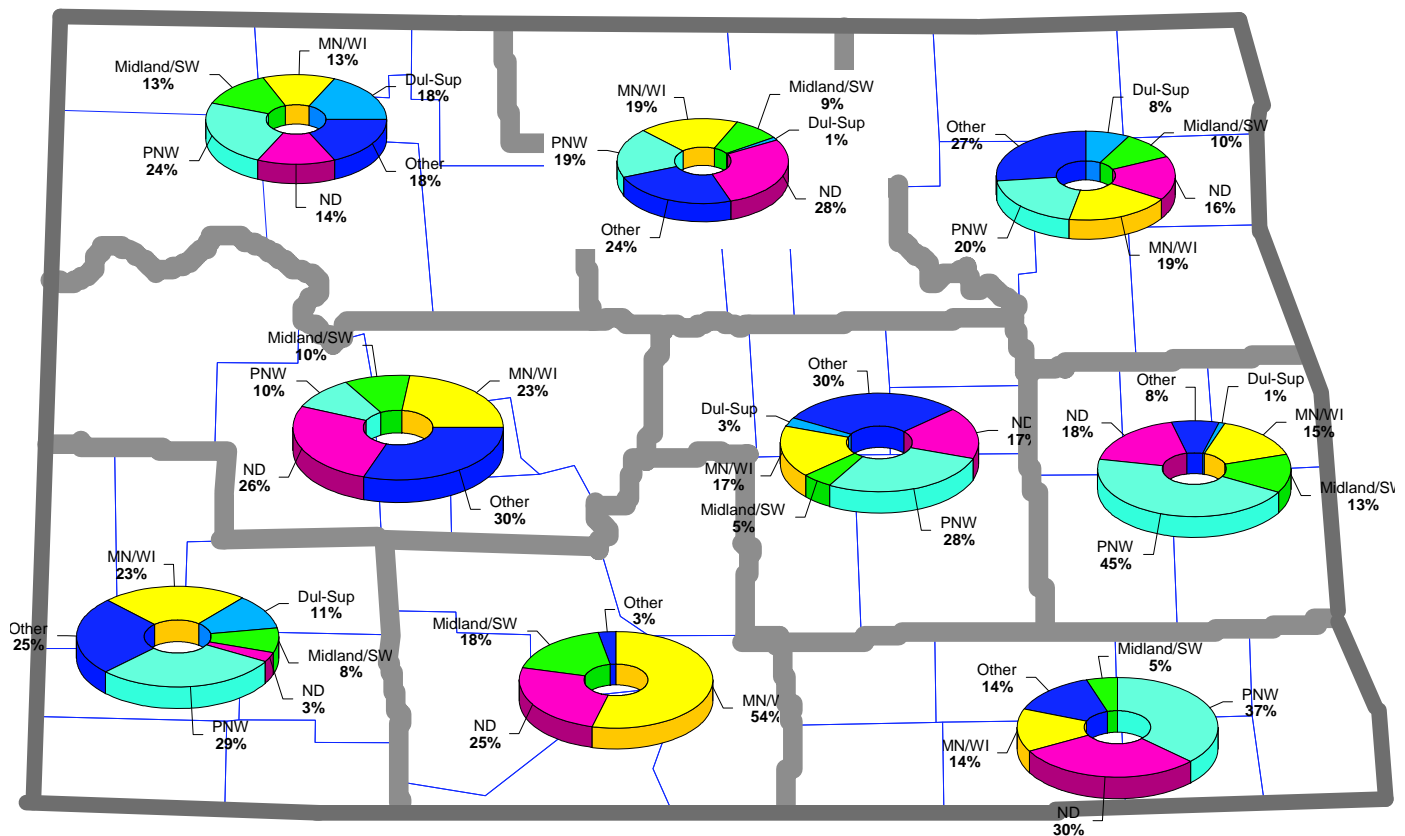
**Grain & Oilseed Shipments Originating
from Each CRD, 2010-11
-1,000 Bu-**



Destinations for Grain & Oilseed Shipments

2010-11

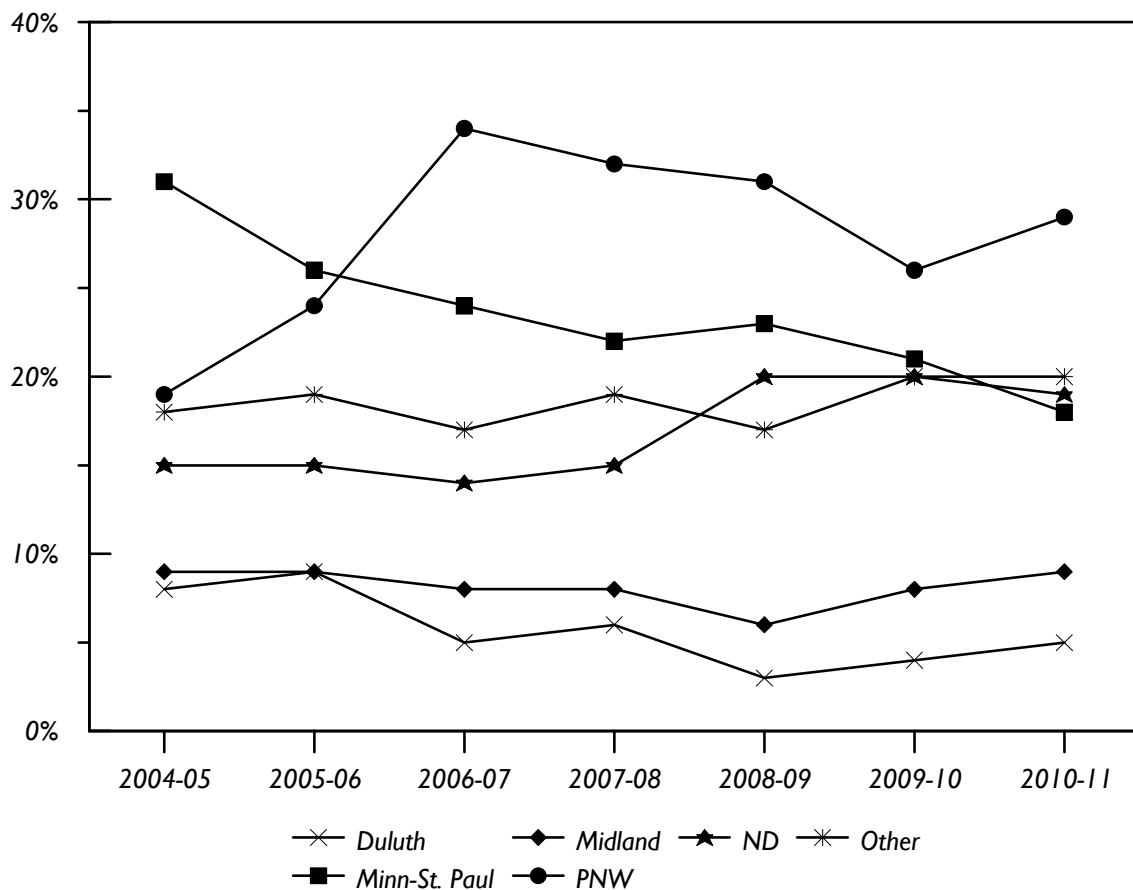
Crop Reporting District



Trends for Destinations of Grain and Oilseed Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2004-05	45,445 8%	170,439 31%	49,980 9%	103,380 19%	545,004
2005-06	51,261 9%	156,108 26%	55,066 9%	143,212 24%	598,988
2006-07	31,509 5%	154,577 24%	51,415 8%	219,706 34%	647,882
2007-08	42,339 6%	163,483 22%	60,977 8%	241,577 32%	759,132
2008-09	16,608 3%	149,794 23%	41,526 6%	203,054 31%	651,345
2009-10	33,486 4%	159,539 21%	62,757 8%	200,436 26%	763,289
2010-11	44,953 5%	152,972 18%	81,345 9%	249,025 29%	865,431

Destinations for Grain and Oilseed Shipments



Destinations for Grain and Oilseed Shipments from ND CRD's (1,000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	6%	21%	19%	24%	16%	15%	75,036	2004-05	12%	27%	11%	18%	2%	14%	45,969
2005-06	15%	31%	16%	13%	15%	12%	91,549	2005-06	11%	25%	7%	20%	20%	19%	49,161
2006-07	10%	19%	19%	25%	17%	11%	83,666	2006-07	4%	41%	9%	17%	20%	12%	51,067
2007-08	16%	20%	10%	24%	14%	13%	96,419	2007-08	6%	30%	7%	19%	21%	20%	56,003
2008-09	6%	25%	17%	19%	21%	11%	70,041	2008-09	4%	23%	6%	16%	30%	20%	43,796
2009-10	15%	23%	15%	19%	14%	15%	93,306	2009-10	3%	23%	5%	10%	26%	32%	54,521
2010-11	18%	13%	13%	24%	14%	18%	98,911	2010-11	1%	19%	9%	19%	28%	24%	61,845

CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	13%	32%	7%	7%	20%	24%	102,546	2004-05	2%	62%	10%	2%	14%	12%	22,360
2005-06	9%	25%	11%	9%	19%	31%	106,106	2005-06	9%	40%	8%	0%	14%	29%	25,222
2006-07	5%	25%	7%	12%	19%	34%	125,328	2006-07	4%	32%	17%	6%	22%	20%	23,210
2007-08	5%	24%	7%	18%	17%	32%	155,866	2007-08	3%	25%	14%	5%	30%	24%	32,427
2008-09	2%	26%	5%	17%	18%	32%	138,404	2008-09	2%	22%	9%	8%	36%	24%	24,489
2009-10	5%	17%	8%	19%	18%	31%	144,186	2009-10	0%	28%	11%	9%	25%	26%	38,435
2010-11	8%	19%	10%	20%	16%	27%	185,083	2010-11	0%	23%	10%	10%	26%	30%	37,945

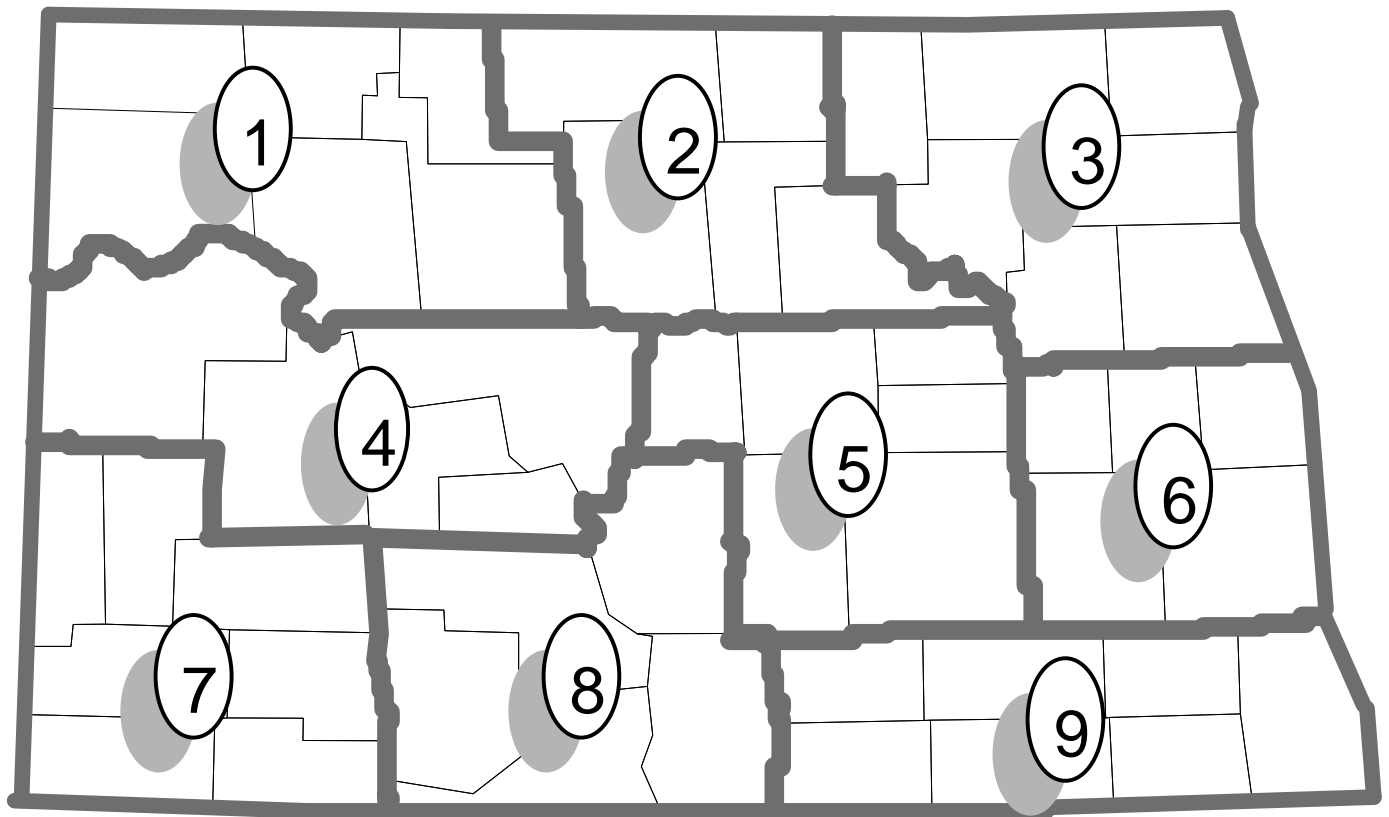
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	13%	38%	9%	12%	16%	12%	60,076	2004-05	7%	33%	6%	26%	15%	12%	85,371
2005-06	9%	25%	11%	9%	19%	31%	106,106	2005-06	9%	40%	8%	0%	14%	29%	25,222
2006-07	7%	30%	8%	23%	18%	16%	63,161	2006-07	3%	19%	5%	62%	7%	4%	146,456
2007-08	3%	29%	4%	27%	19%	18%	83,564	2007-08	4%	16%	5%	55%	11%	9%	149,859
2008-09	3%	27%	7%	22%	22%	19%	69,168	2008-09	2%	18%	5%	53%	15%	6%	142,770
2009-10	2%	25%	4%	23%	22%	24%	81,038	2009-10	2%	17%	9%	45%	20%	8%	140,149
2010-11	3%	17%	5%	28%	17%	30%	101,974	2010-11	1%	15%	13%	45%	18%	8%	165,825

CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	11%	23%	17%	35%	6%	8%	35,681	2004-05	5%	72%	13%	1%	8%	1%	14,515
2005-06	9%	25%	11%	9%	19%	31%	106,106	2005-06	9%	40%	8%	0%	14%	29%	25,222
2006-07	12%	21%	11%	30%	2%	24%	30,616	2006-07	1%	78%	5%	1%	12%	3%	7,075
2007-08	14%	18%	22%	33%	2%	12%	42,556	2007-08	1%	65%	8%	1%	21%	4%	14,765
2008-09	18%	38%	10%	4%	4%	25%	13,651	2008-09	0%	56%	12%	0%	31%	0%	7,443
2009-10	9%	20%	15%	29%	3%	24%	50,062	2009-10	1%	62%	13%	0%	22%	3%	18,411
2010-11	11%	23%	8%	29%	3%	25%	49,187	2010-11	0%	54%	18%	0%	25%	3%	20,344

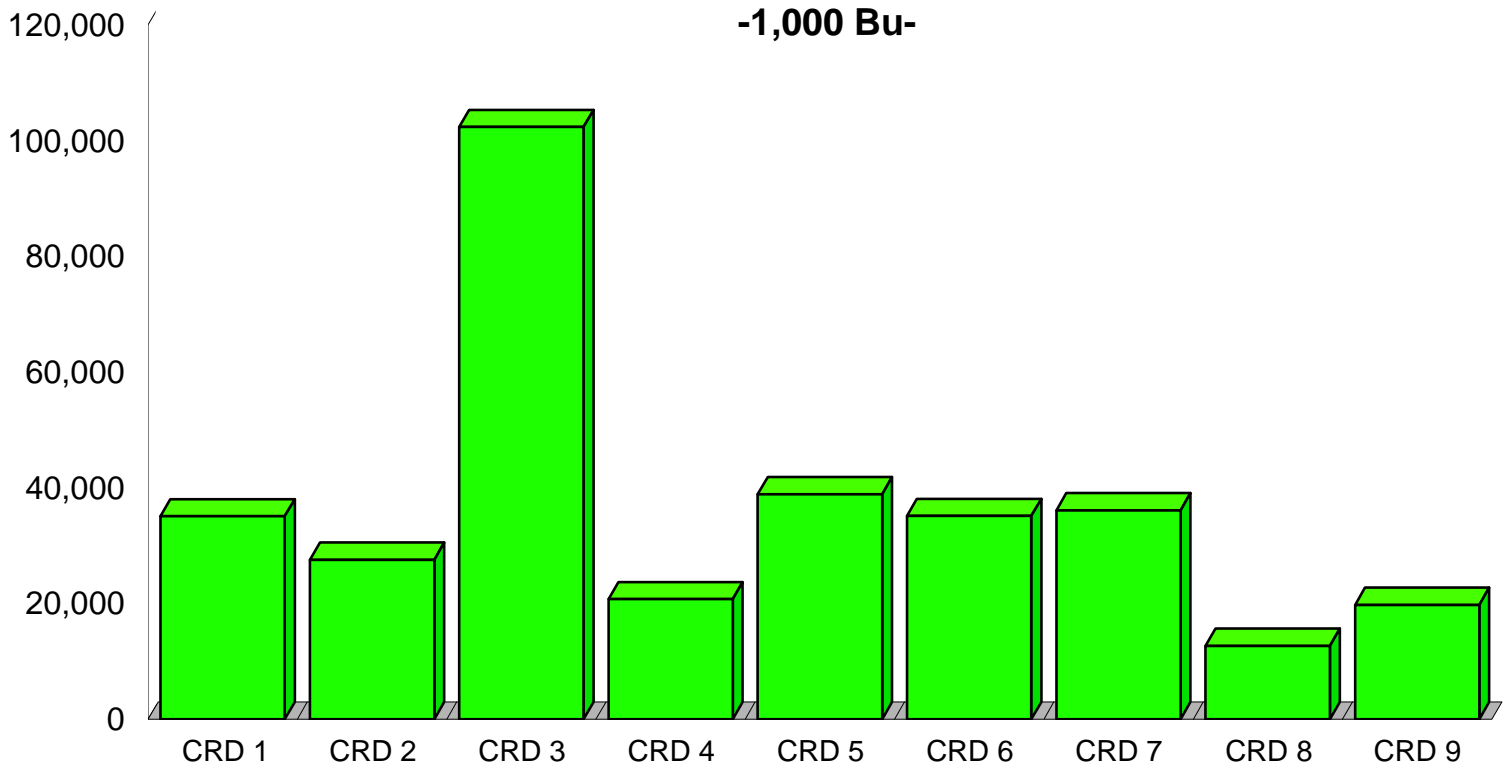
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
2004-05	2%	25%	2%	26%	12%	33%	103,451								
2005-06	9%	25%	11%	9%	19%	31%	106,106								
2006-07	1%	18%	2%	50%	11%	19%	117,304								
2007-08	1%	14%	4%	47%	15%	20%	127,674								
2008-09	0%	19%	2%	46%	21%	12%	141,583								
2009-10	0%	17%	3%	35%	29%	15%	140,181								
2010-11	0%	14%	5%	37%	30%	14%	144,318								

HRS Wheat

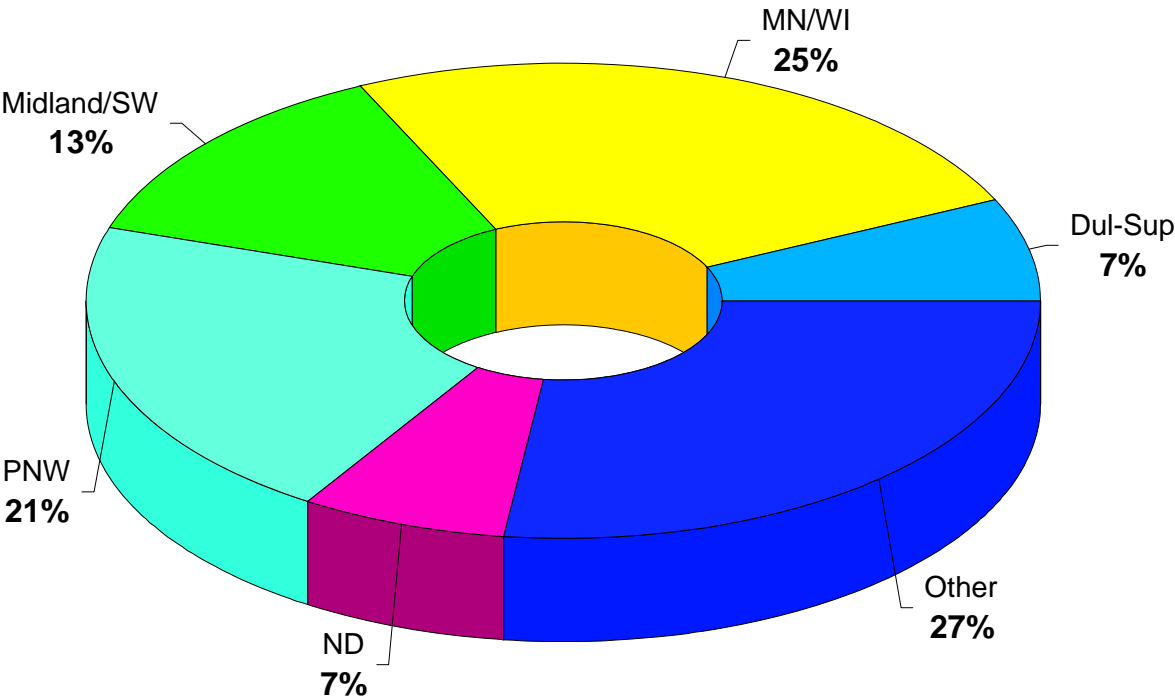
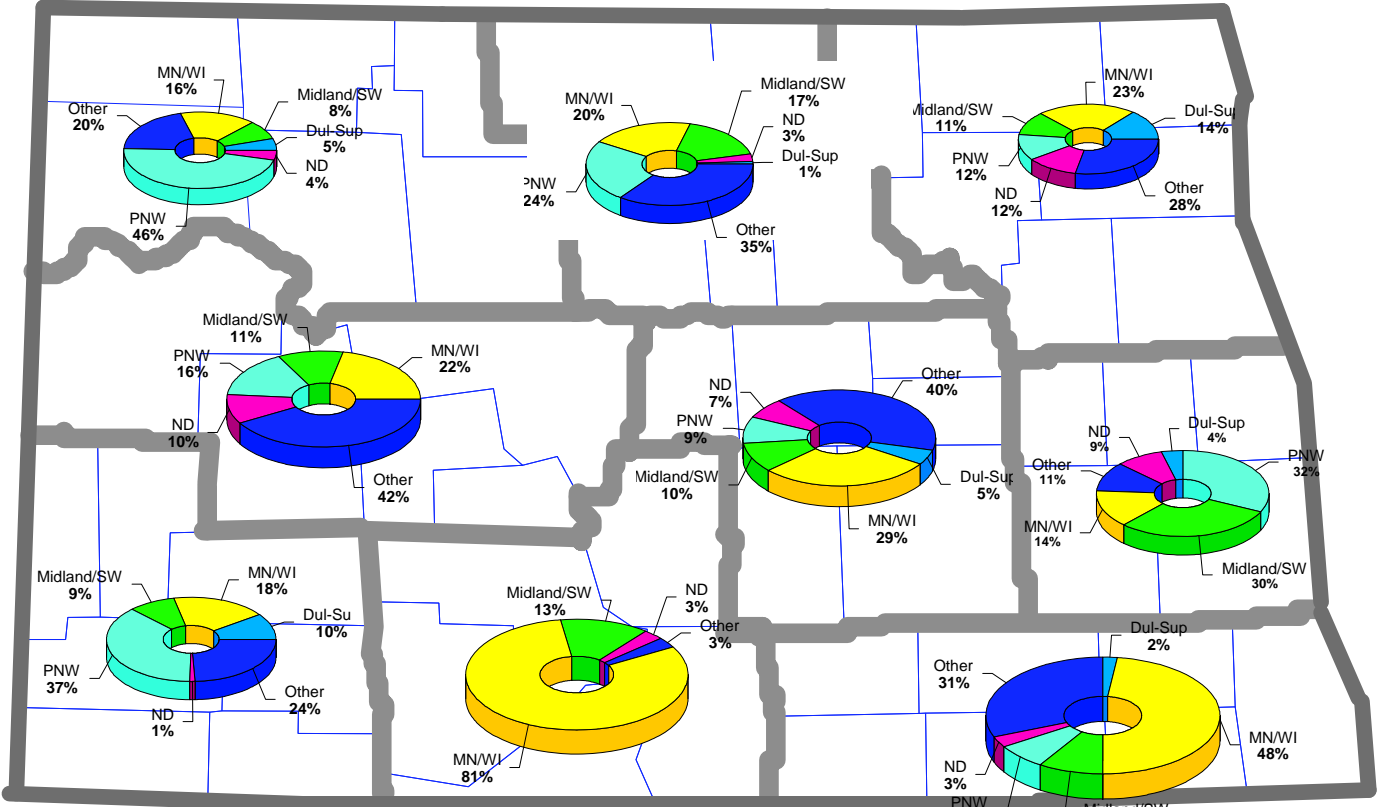
NORTH DAKOTA CROP REPORTING DISTRICTS



**Hard Red Spring Wheat Shipments
Originating from Each CRD, 2010-11**
-1,000 Bu-



Destinations for Hard Red Spring Wheat Shipments 2010-11 Crop Reporting District

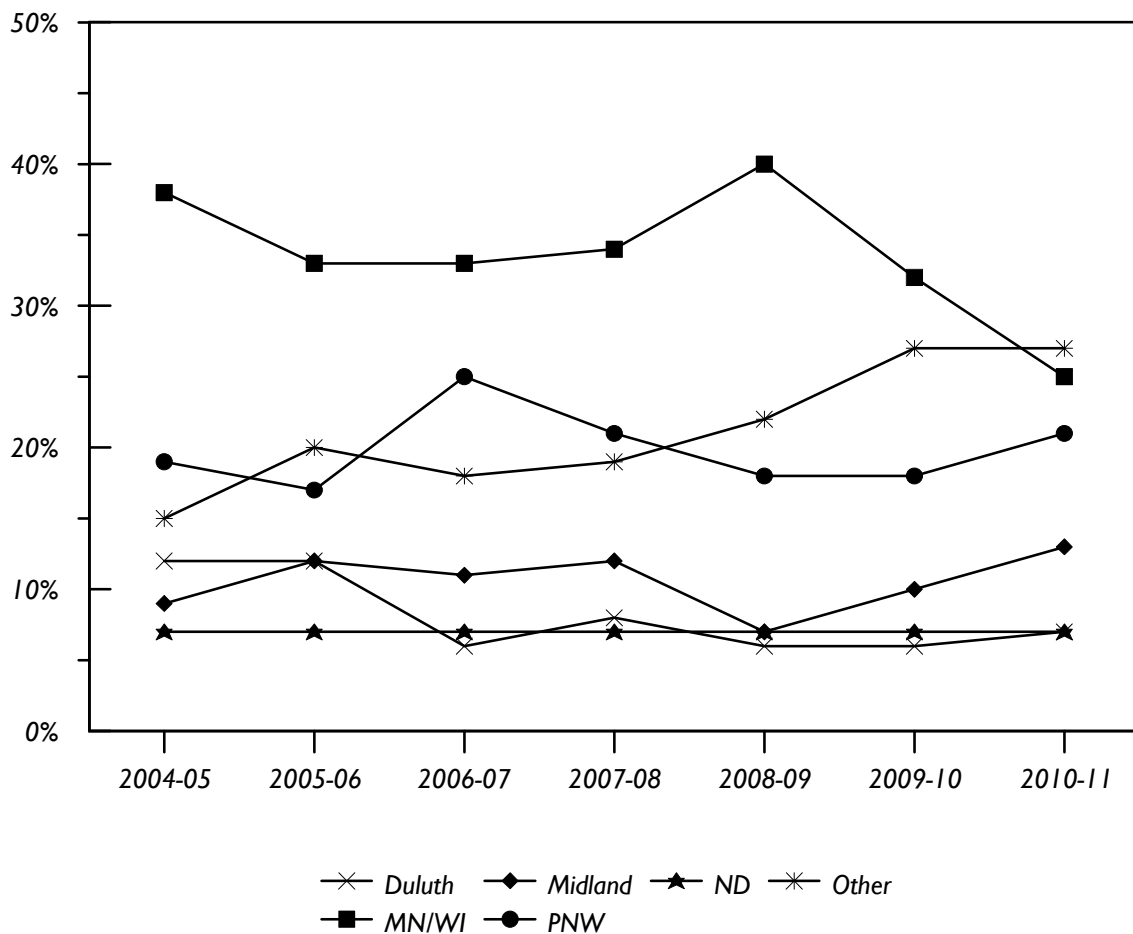


All North Dakota

Trends for Destinations of Hard Red Spring Wheat Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2004-05	31,369 12%	95,259 38%	23,462 9%	47,226 19%	253,110
2005-06	27,038 12%	77,230 33%	27,482 12%	38,732 17%	232,312
2006-07	13,960 6%	76,126 33%	24,410 11%	57,905 25%	172,401
2007-08	20,640 8%	88,719 34%	30,756 12%	56,645 21%	196,760
2008-09	11,312 6%	77,674 40%	14,448 7%	33,829 18%	192,735
2009-10	17,269 6%	85,204 32%	25,518 10%	47,571 18%	266,271
2010-11	23,661 7%	81,778 25%	41,956 13%	68,089 21%	328,147

Destinations for Hard Red Spring Wheat Shipments



Destinations for Hard Red Spring Wheat Shipments from ND CRD's (1,000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	0%	9%	2%	73%	5%	11%	21,945	2004-05	20%	17%	15%	27%	3%	17%	23,765
2005-06	4%	33%	4%	44%	10%	4%	20,892	2005-06	17%	22%	10%	22%	3%	26%	24,767
2006-07	0%	13%	7%	69%	7%	2%	24,971	2006-07	5%	42%	15%	23%	2%	14%	24,889
2007-08	1%	18%	4%	62%	4%	10%	27,135	2007-08	10%	34%	13%	21%	3%	19%	28,203
2008-09	1%	31%	8%	50%	6%	4%	19,164	2008-09	5%	29%	12%	28%	3%	23%	18,905
2009-10	4%	29%	10%	36%	6%	16%	34,472	2009-10	7%	25%	7%	9%	3%	49%	25,272
2010-11	5%	16%	8%	46%	4%	20%	35,053	2010-11	1%	20%	17%	24%	3%	35%	27,521

CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	17%	38%	5%	5%	15%	20%	67,782	2004-05	4%	68%	8%	2%	8%	9%	11,786
2005-06	11%	32%	10%	9%	12%	26%	62,748	2005-06	9%	34%	5%	0%	5%	46%	13,511
2006-07	7%	36%	7%	10%	15%	26%	66,731	2006-07	7%	28%	25%	6%	8%	26%	12,321
2007-08	9%	36%	9%	10%	12%	24%	75,259	2007-08	5%	28%	19%	7%	6%	35%	18,021
2008-09	5%	38%	3%	9%	12%	33%	65,227	2008-09	3%	30%	7%	14%	9%	36%	12,186
2009-10	10%	24%	8%	13%	15%	31%	66,503	2009-10	0%	29%	11%	13%	10%	38%	22,381
2010-11	14%	23%	11%	12%	12%	28%	102,337	2010-11	0%	22%	11%	16%	10%	42%	20,721

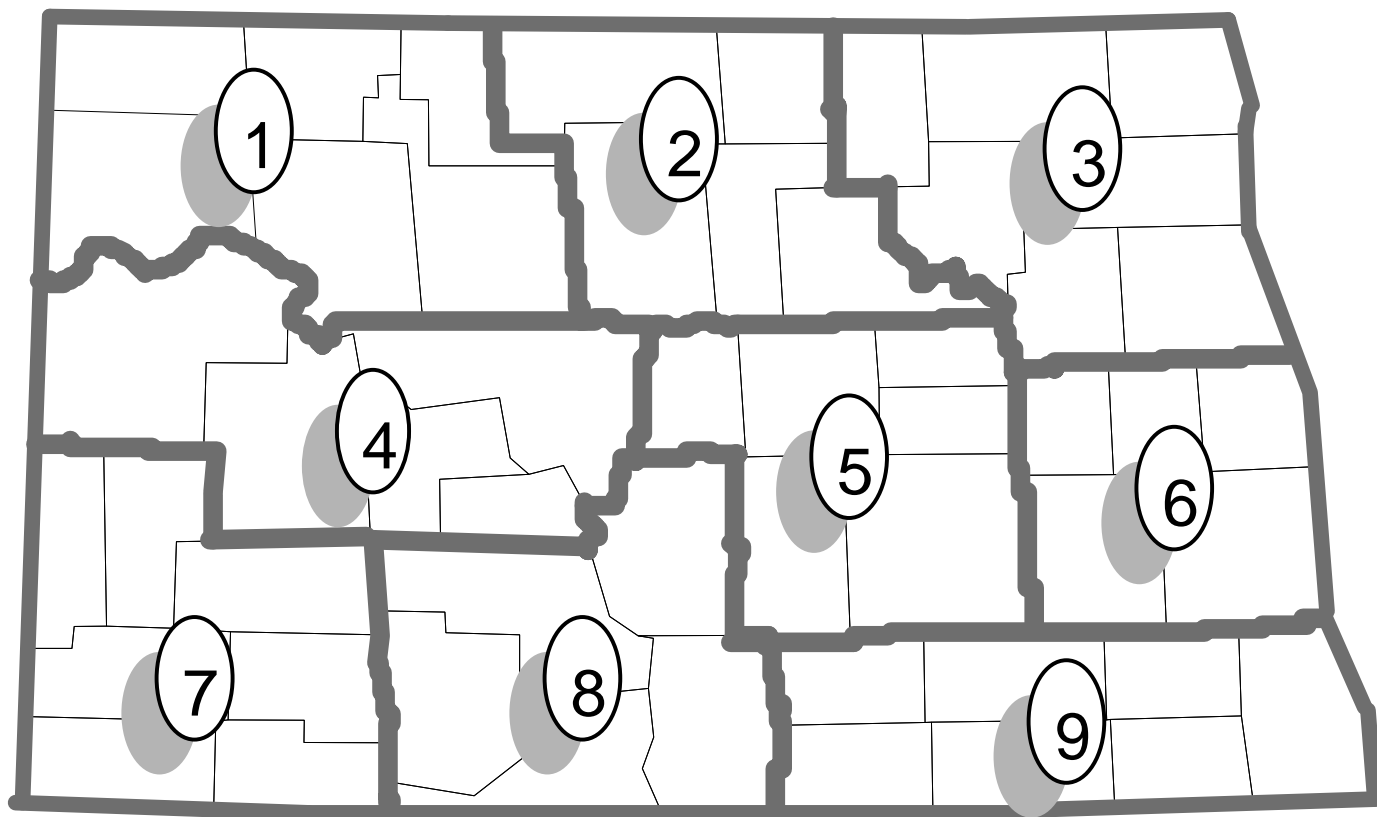
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	17%	48%	15%	8%	2%	11%	30,261	2004-05	15%	34%	11%	21%	2%	17%	28,650
2005-06	27%	36%	21%	1%	9%	7%	24,392	2005-06	10%	13%	18%	48%	4%	6%	25,117
2006-07	11%	43%	14%	7%	4%	20%	24,161	2006-07	6%	21%	14%	55%	3%	0%	28,960
2007-08	7%	55%	7%	5%	10%	16%	28,867	2007-08	15%	16%	11%	37%	6%	15%	26,023
2008-09	9%	53%	9%	3%	6%	19%	22,552	2008-09	10%	23%	16%	42%	4%	5%	22,884
2009-10	7%	48%	7%	5%	7%	27%	26,899	2009-10	12%	23%	16%	32%	6%	11%	20,945
2010-11	5%	29%	10%	9%	7%	40%	38,865	2010-11	4%	14%	30%	32%	9%	11%	35,101

CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	11%	14%	18%	46%	3%	8%	27,393	2004-05	6%	79%	12%	1%	1%	1%	12,522
2005-06	13%	29%	10%	18%	0%	30%	27,312	2005-06	0%	81%	13%	1%	1%	4%	11,666
2006-07	7%	13%	12%	39%	0%	29%	22,790	2006-07	1%	90%	5%	1%	1%	3%	5,737
2007-08	10%	12%	26%	40%	0%	12%	32,956	2007-08	1%	84%	8%	1%	5%	2%	10,983
2008-09	24%	41%	8%	4%	1%	22%	9,734	2008-09	0%	84%	10%	0%	7%	0%	4,423
2009-10	8%	17%	15%	33%	2%	25%	39,404	2009-10	1%	84%	9%	1%	2%	3%	12,809
2010-11	10%	18%	9%	37%	1%	24%	36,102	2010-11	0%	81%	13%	0%	3%	3%	12,682

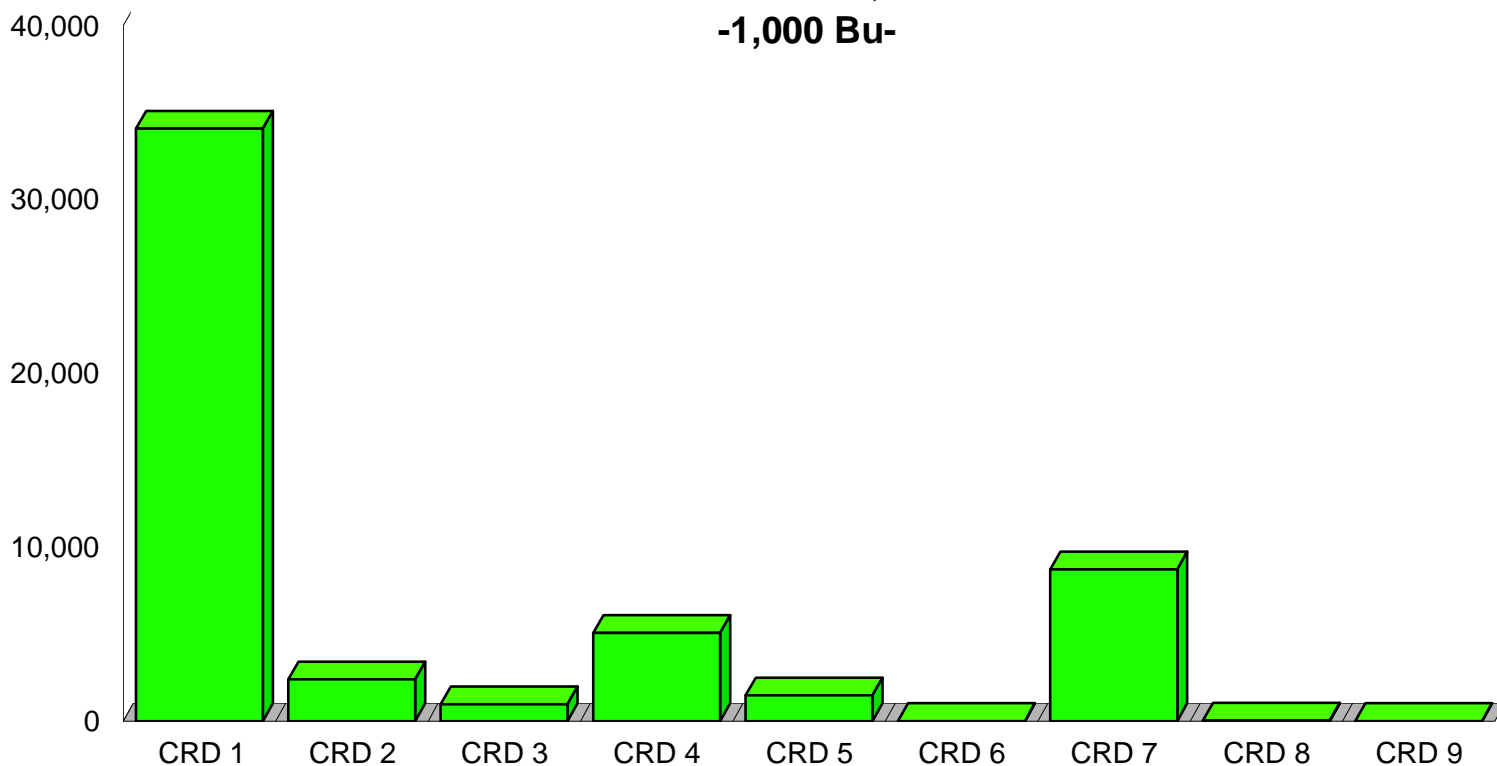
CRD 9							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	5%	60%	3%	0%	4%	27%	29,007
2005-06	7%	49%	15%	3%	3%	23%	21,907
2006-07	6%	33%	11%	25%	7%	18%	18,719
2007-08	5%	57%	12%	2%	2%	22%	16,018
2008-09	0%	70%	4%	5%	1%	19%	17,659
2009-10	1%	64%	4%	3%	2%	25%	17,586
2010-11	2%	48%	9%	7%	3%	31%	19,765

Durum

NORTH DAKOTA CROP REPORTING DISTRICTS



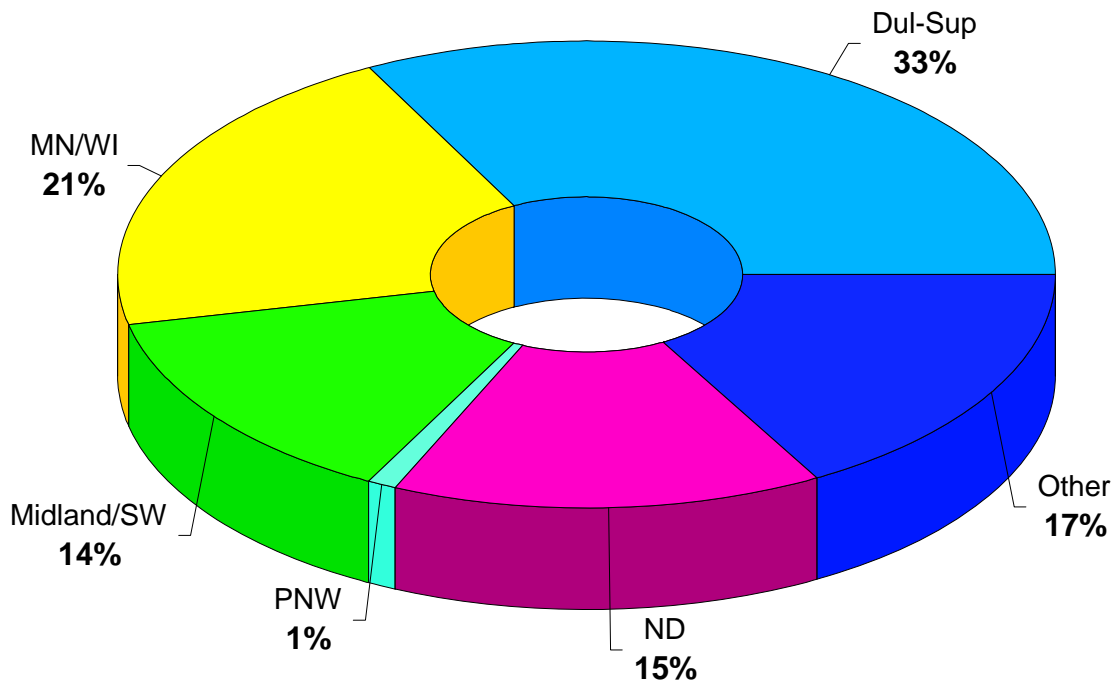
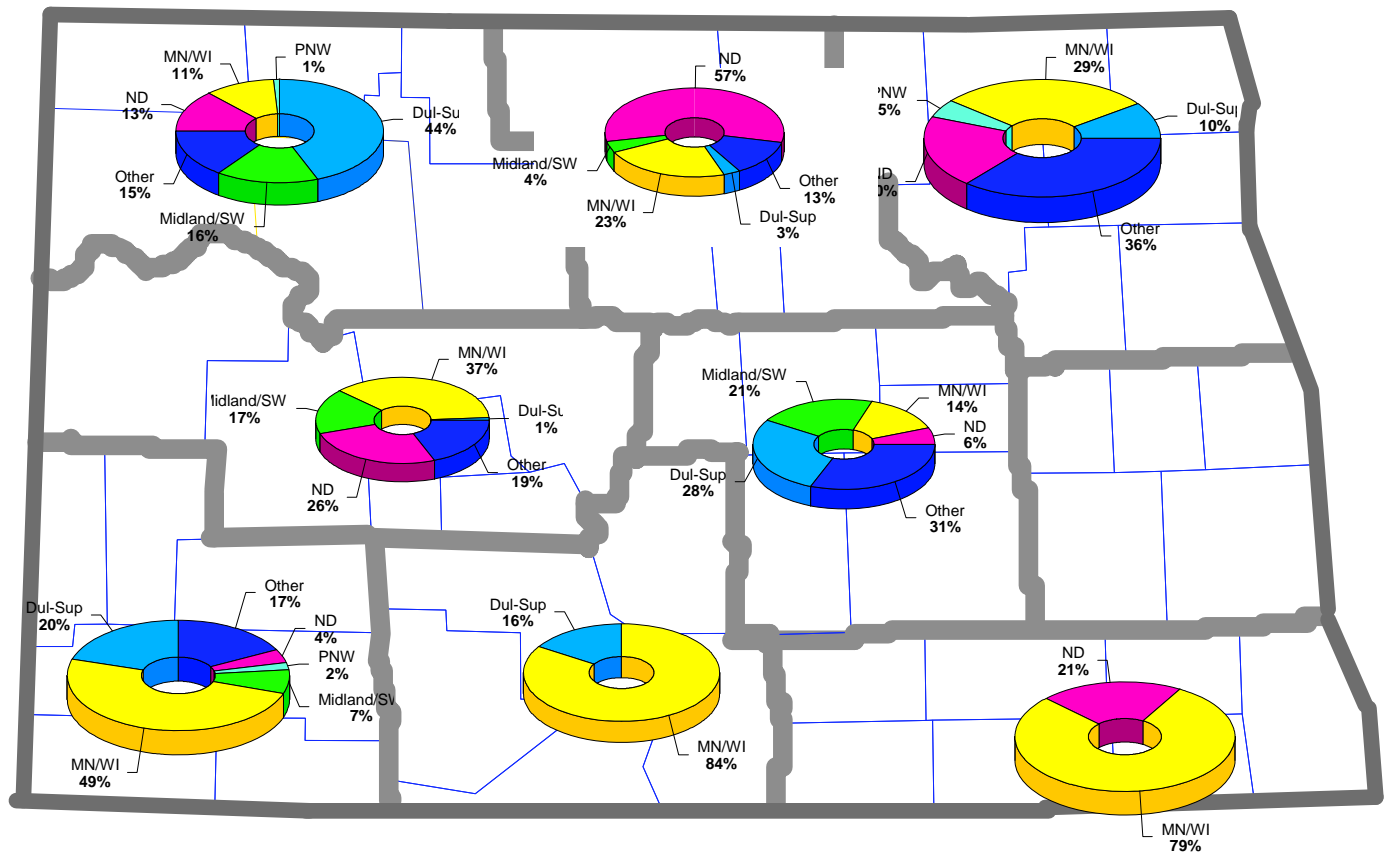
**Durum Shipments Originating
from Each CRD, 2010-11
-1,000 Bu-**



Destinations for Durum Shipments

2010-11

Crop Reporting District

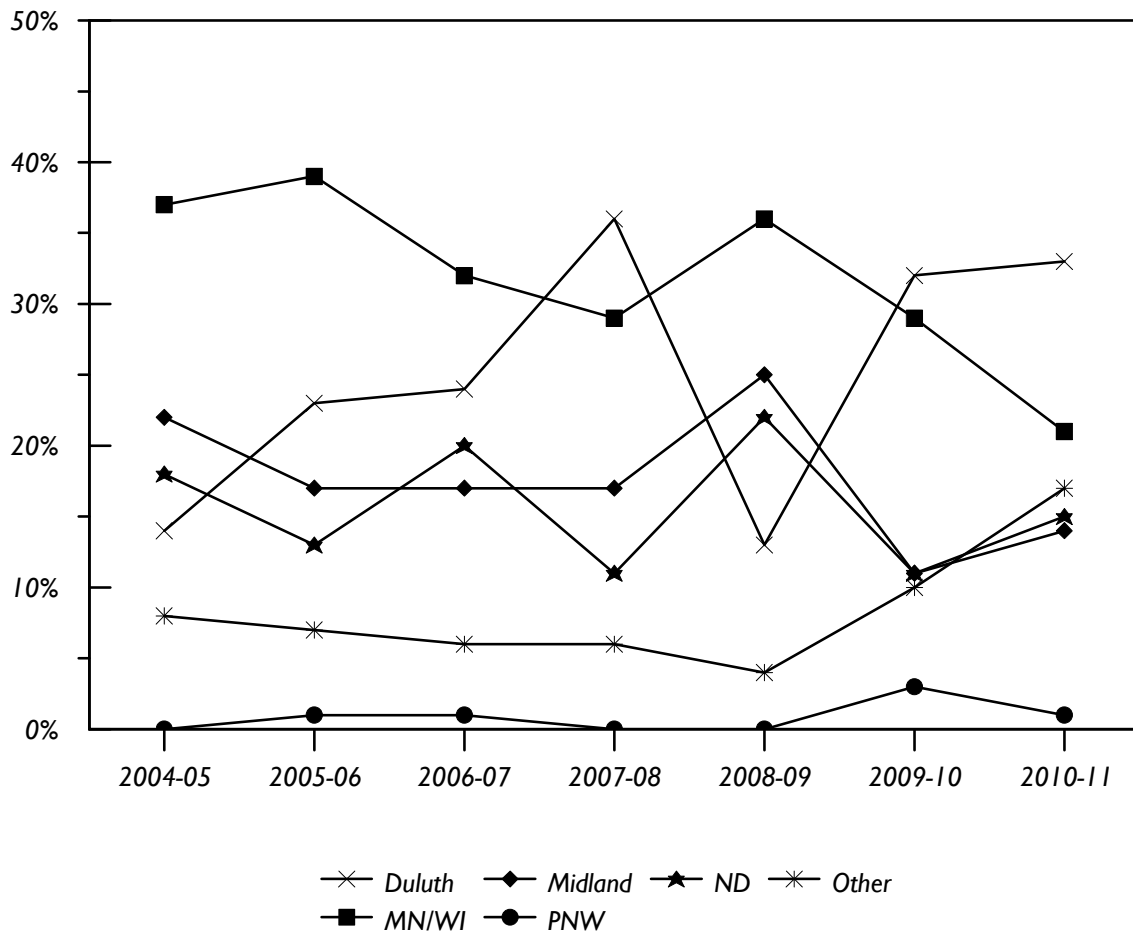


All North Dakota

Trends for Destinations of Durum Wheat Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2004-05	6,476 14%	16,980 37%	10,038 22%	176 0%	45,518
2005-06	13,172 23%	22,740 39%	10,089 17%	528 1%	57,993
2006-07	9,905 24%	13,248 32%	6,785 17%	216 1%	30,154
2007-08	17,024 36%	13,806 29%	8,339 17%	207 0%	39,376
2008-09	2,879 13%	7,920 36%	5,551 25%	21 0%	21,911
2009-10	13,535 32%	12,363 29%	6,898 11%	1,087 3%	42,698
2010-11	17,424 33%	10,874 21%	7,370 14%	591 1%	52,786

Destinations for Durum Shipments



Destinations for Durum Shipments from ND CRD's (1,000 Bushels)

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	15%	25%	27%	0%	25%	7%	26,849	2004-05	27%	23%	14%	0%	12%	24%	1,864
2005-06	24%	33%	21%	1%	13%	7%	38,091	2005-06	37%	20%	6%	0%	24%	13%	2,120
2006-07	27%	22%	22%	0%	24%	6%	25,451	2006-07	25%	48%	8%	1%	19%	0%	1,729
2007-08	40%	23%	20%	0%	11%	5%	33,798	2007-08	5%	35%	0%	0%	25%	33%	1,404
2008-09	16%	34%	26%	0%	21%	3%	16,797	2008-09	1%	28%	4%	0%	66%	1%	584
2009-10	39%	23%	16%	3%	11%	8%	30,675	2009-10	18%	39%	1%	0%	41%	2%	1,116
2010-11	44%	11%	16%	1%	13%	15%	34,073	2010-11	3%	23%	4%	0%	57%	13%	2,400

CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	42%	31%	3%	0%	12%	11%	1,818	2004-05	0%	63%	27%	0%	6%	4%	5,088
2005-06	42%	13%	1%	0%	27%	18%	1,877	2005-06	6%	57%	21%	0%	13%	4%	5,776
2006-07	33%	13%	4%	2%	27%	21%	1,556	2006-07	0%	53%	14%	2%	27%	3%	4,119
2007-08	16%	17%	0%	0%	20%	46%	887	2007-08	2%	42%	24%	0%	32%	0%	3,450
2008-09	1%	13%	65%	0%	14%	7%	508	2008-09	0%	41%	26%	0%	33%	0%	1,620
2009-10	2%	53%	0%	0%	13%	32%	145	2009-10	4%	51%	23%	1%	20%	1%	3,406
2010-11	10%	29%	0%	5%	20%	36%	975	2010-11	1%	37%	17%	0%	26%	19%	5,084

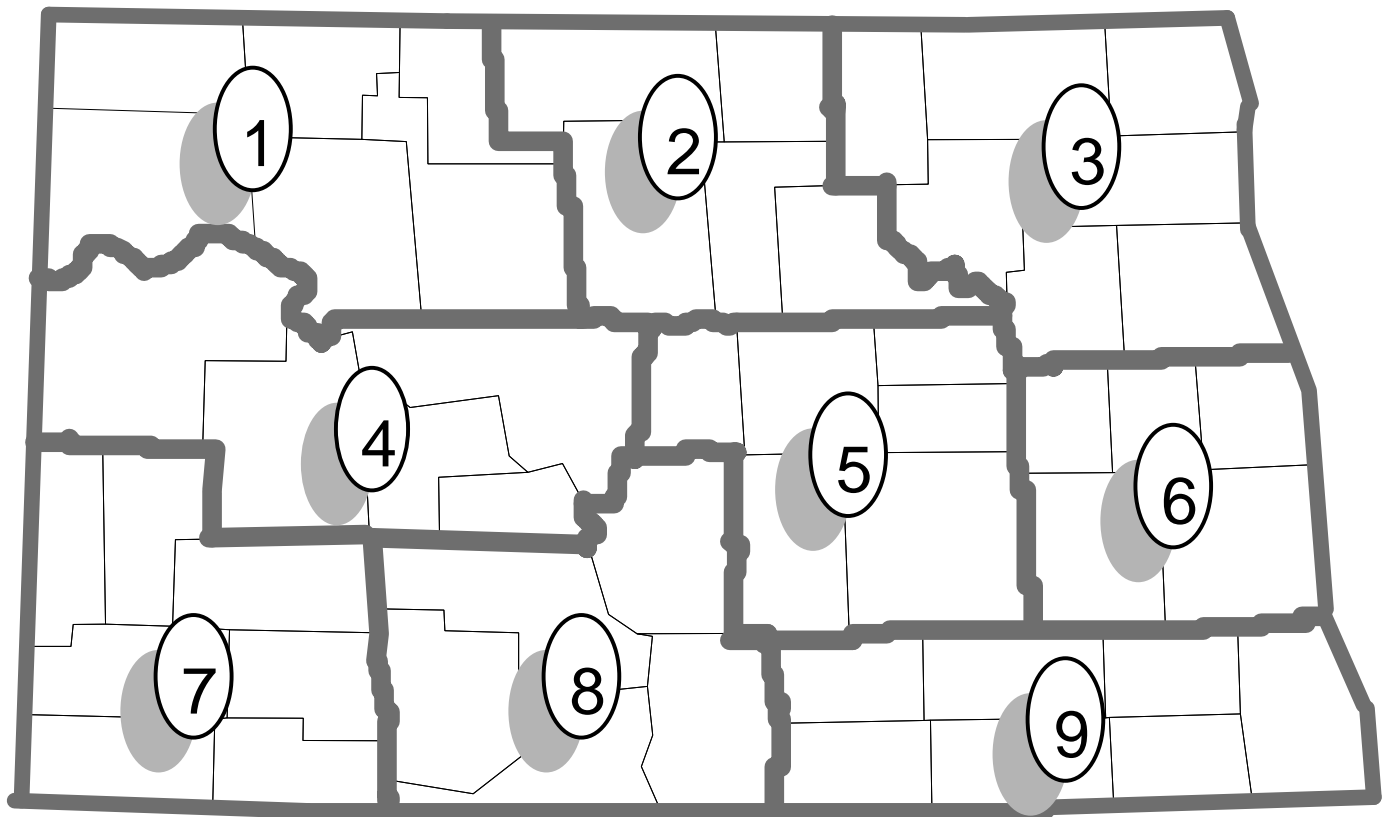
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	5%	52%	10%	0%	10%	24%	1,388	2004-05	18%	79%	0%	0%	3%	0%	453
2005-06	6%	62%	8%	0%	14%	10%	1,635	2005-06	20%	80%	0%	0%	0%	0%	144
2006-07	8%	64%	2%	0%	24%	2%	1,156	2006-07	8%	41%	0%	0%	51%	0%	31
2007-08	29%	47%	4%	0%	10%	11%	1,215	2007-08	2%	71%	0%	0%	2%	25%	138
2008-09	3%	47%	0%	0%	24%	25%	440	2008-09	0%	0%	0%	0%	0%	0%	0
2009-10	16%	24%	6%	0%	11%	43%	683	2009-10	0%	0%	0%	0%	85%	15%	56
2010-11	28%	14%	21%	0%	6%	31%	1,485	2010-11	0%	0%	0%	0%	0%	0%	0

CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	12%	60%	14%	1%	9%	4%	7,544	2004-05	0%	64%	1%	0%	35%	0%	199
2005-06	23%	59%	5%	2%	6%	4%	8,128	2005-06	0%	98%	1%	0%	0%	2%	132
2006-07	32%	52%	7%	1%	1%	7%	6,445	2006-07	0%	96%	0%	0%	4%	0%	68
2007-08	41%	44%	9%	1%	0%	4%	6,567	2007-08	0%	100%	0%	0%	0%	0%	85
2008-09	11%	51%	24%	1%	4%	11%	1,781	2008-09	0%	70%	0%	0%	30%	0%	56
2009-10	16%	44%	16%	3%	2%	19%	6,564	2009-10	0%	84%	0%	0%	16%	0%	53
2010-11	20%	49%	7%	2%	4%	17%	8,730	2010-11	16%	84%	0%	0%	0%	0%	30

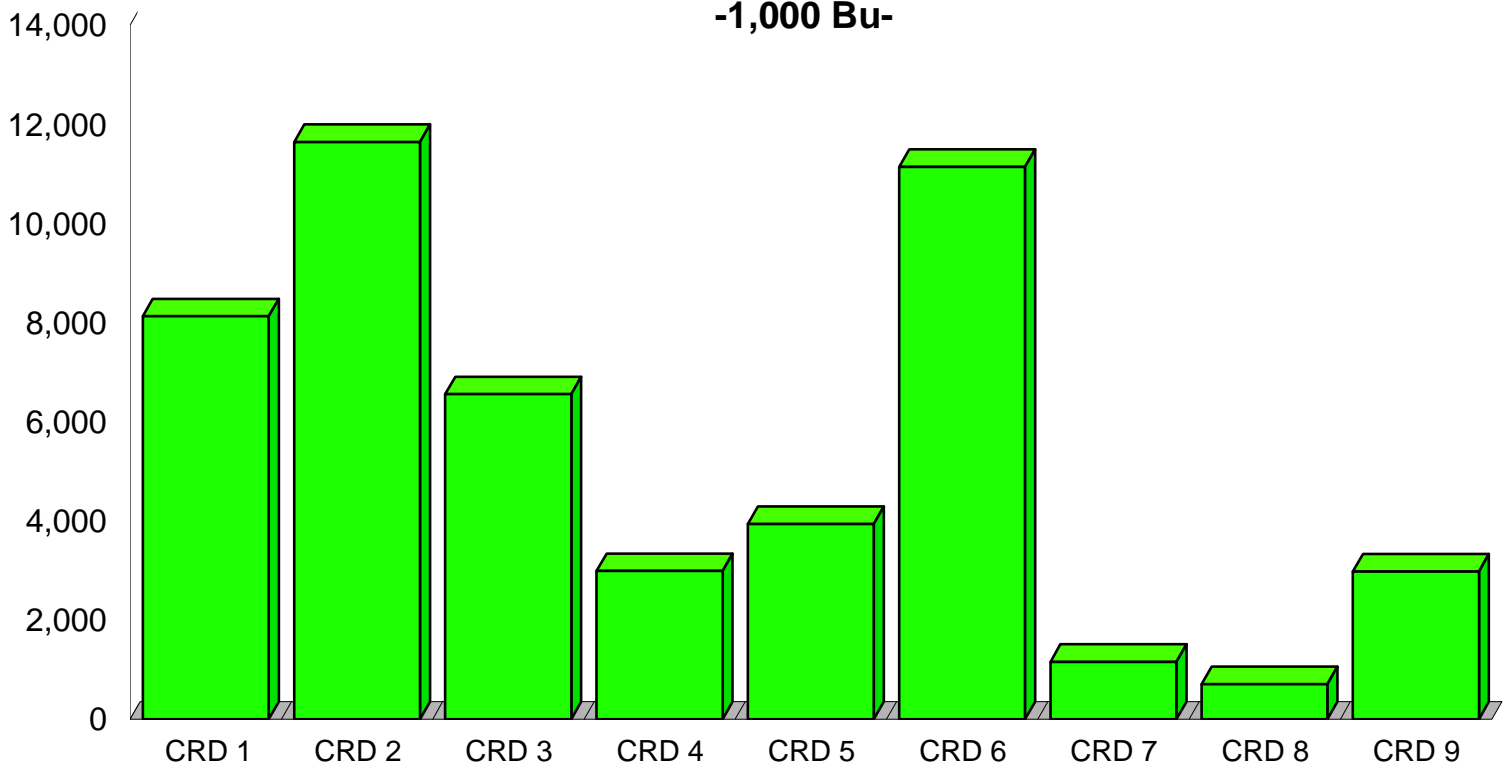
CRD 9							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total
2004-05	2%	64%	0%	0%	2%	33%	314
2005-06	7%	93%	0%	0%	0%	0%	89
2006-07	0%	94%	0%	0%	5%	1%	293
2007-08	0%	100%	0%	0%	0%	0%	356
2008-09	0%	96%	0%	0%	11%	0%	124
2009-10	0%	0%	0%	0%	0%	0%	0
2010-11	0%	79%	0%	0%	21%	0%	9

Barley

NORTH DAKOTA CROP REPORTING DISTRICTS



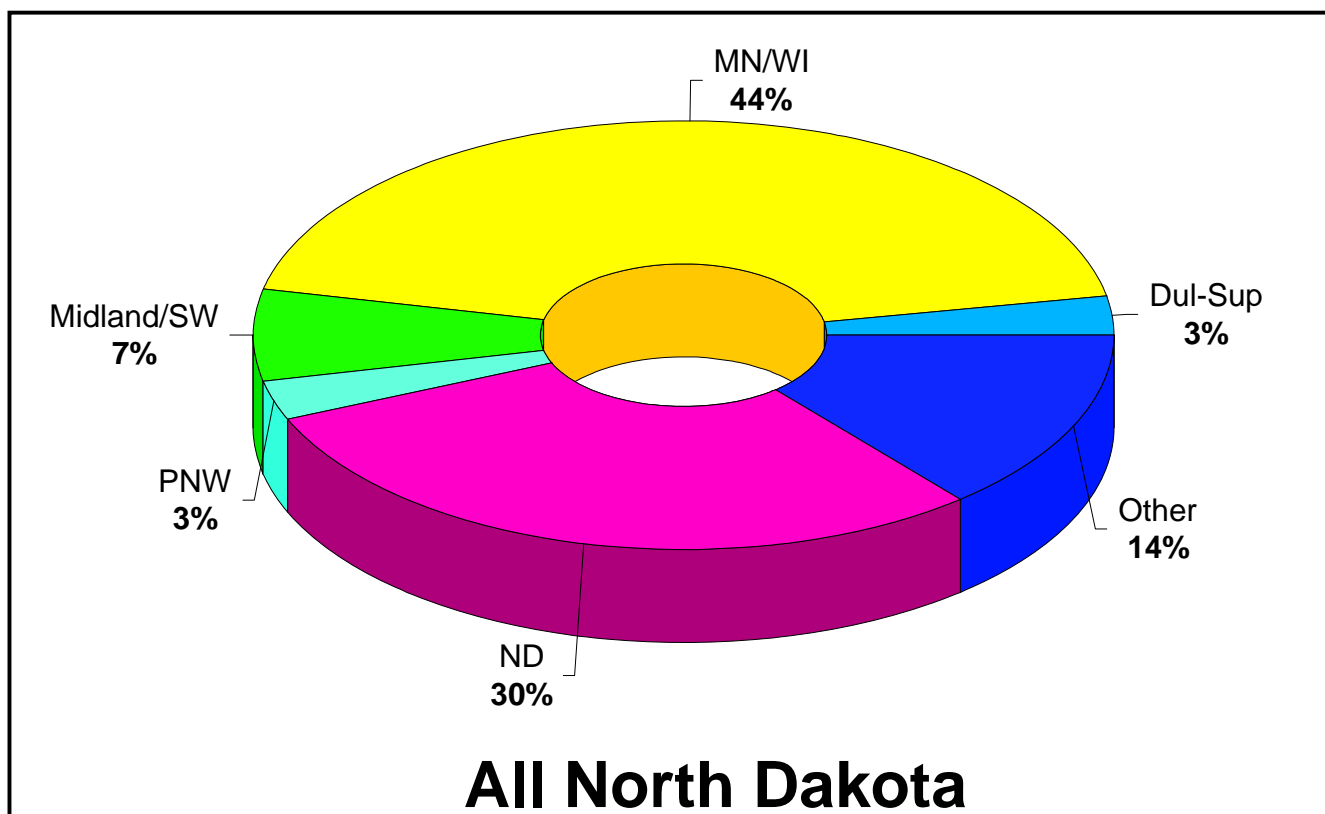
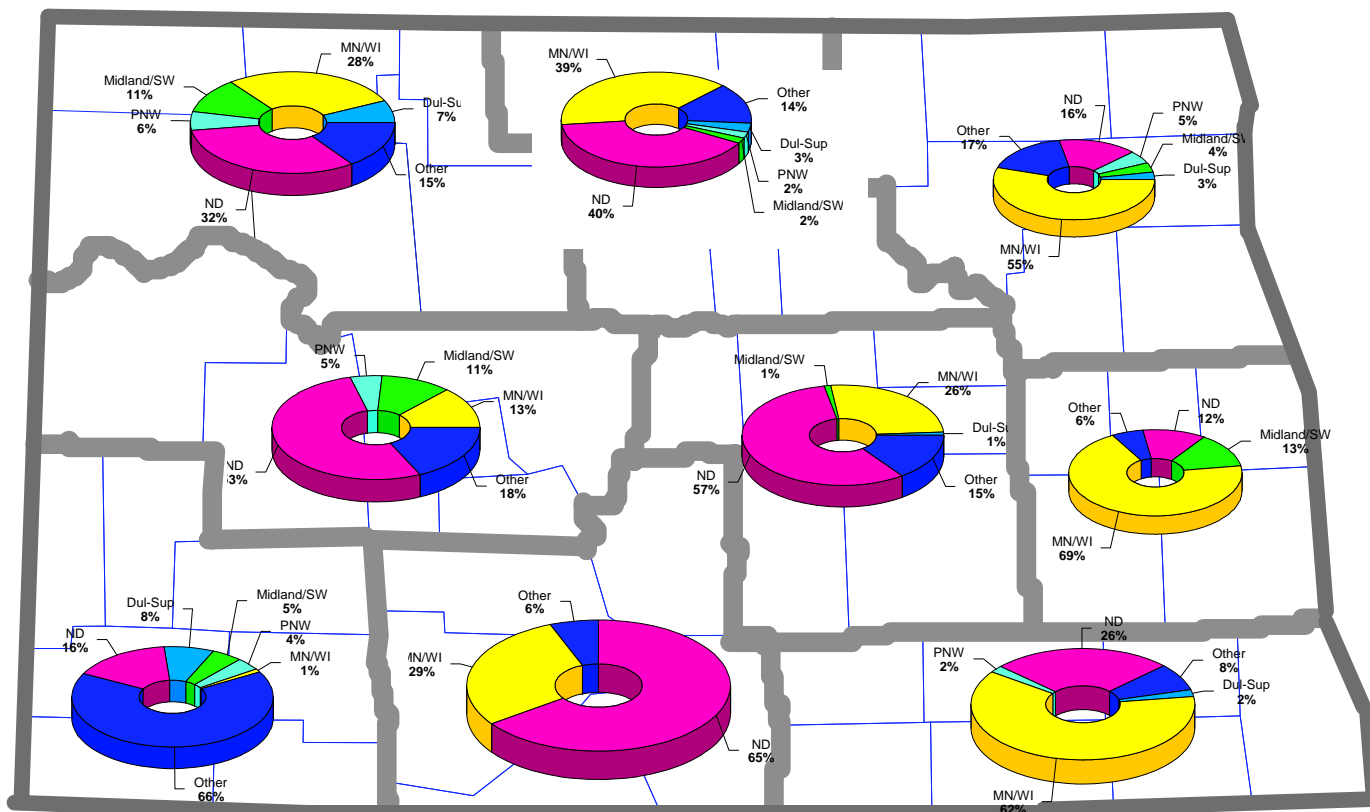
**Barley Shipments Originating
from Each CRD, 2010-11
-1,000 Bu-**



Destinations for Barley Shipments

2010-11

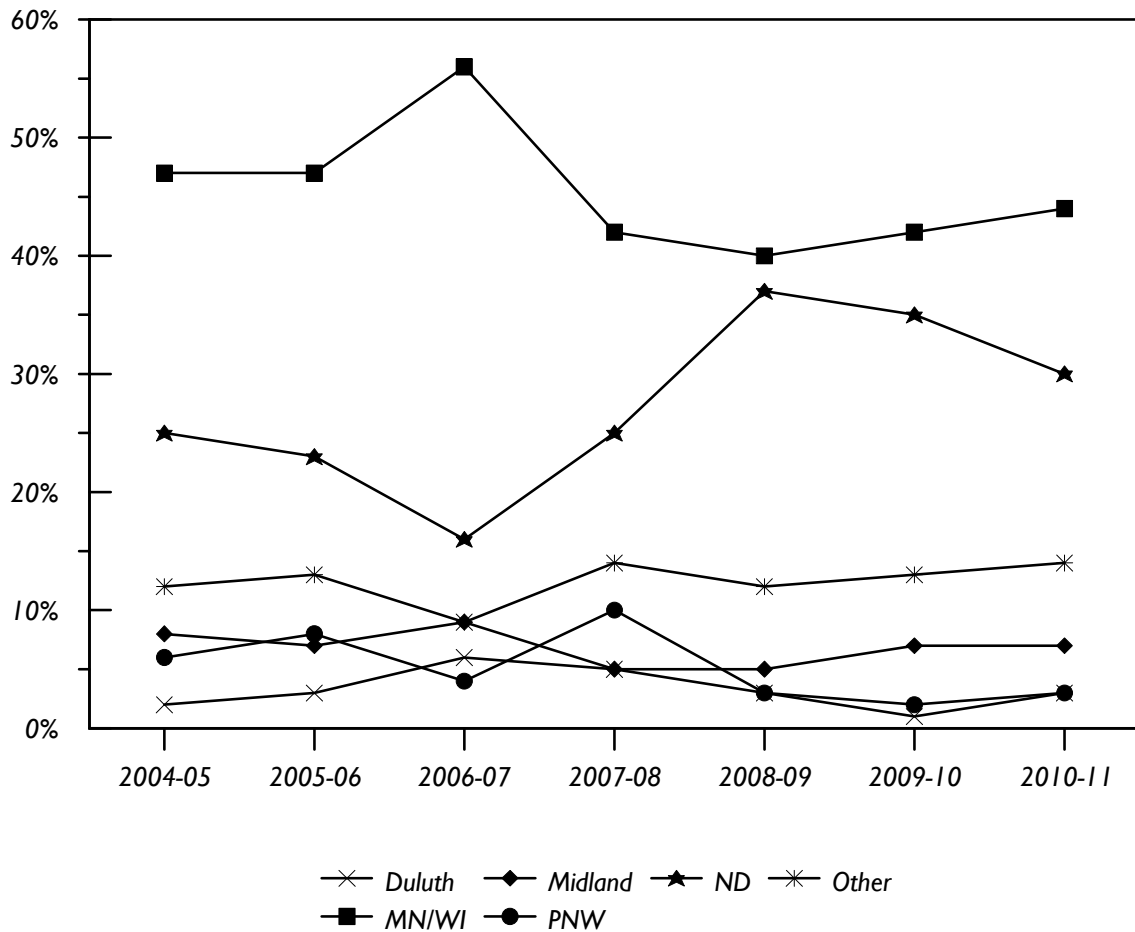
Crop Reporting District



Trends for Destinations of Barley Shipments from ND
(1,000 Bushels)

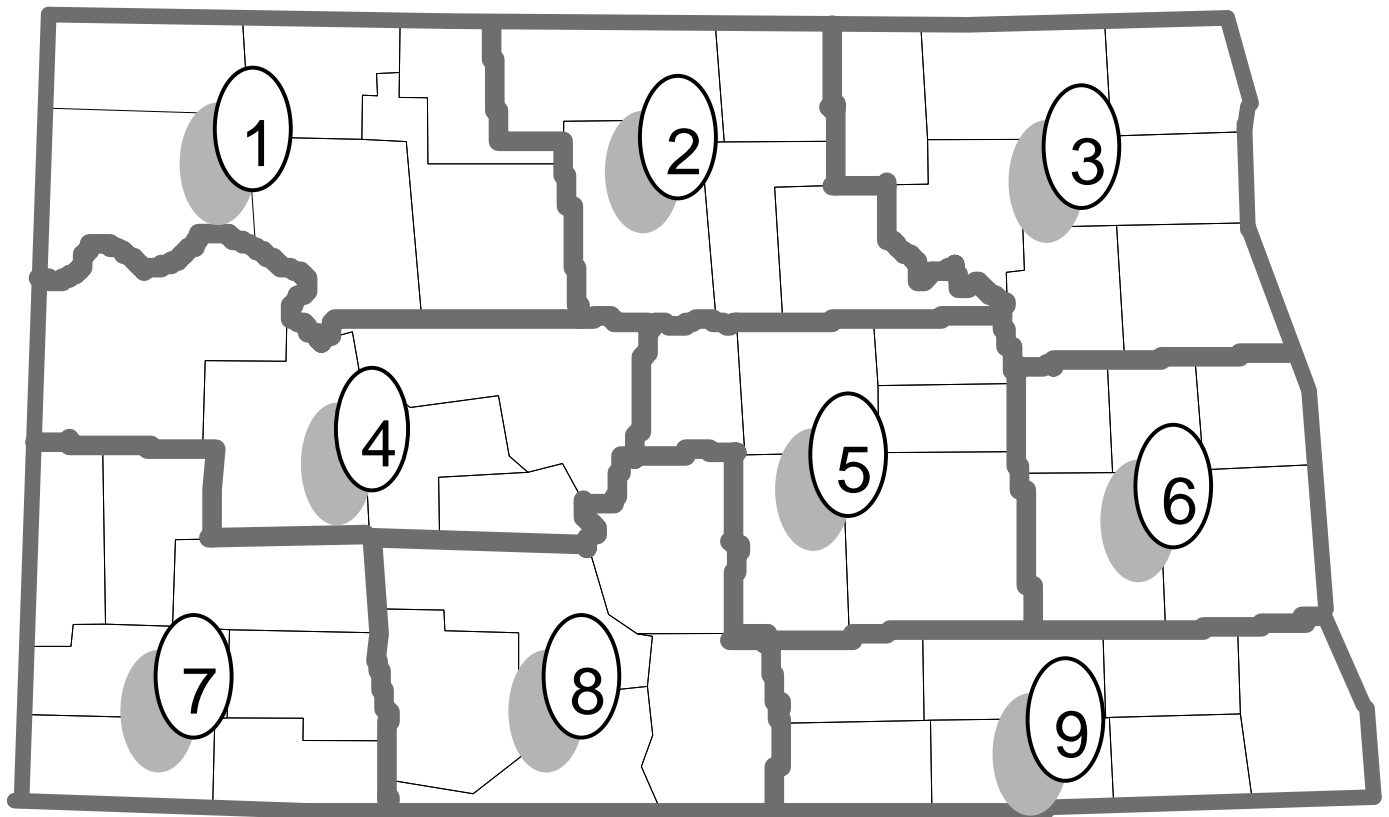
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2004-05	1,024 2%	30,250 47%	5,431 8%	3,674 6%	64,569
2005-06	1,504 3%	25,510 47%	4,051 7%	4,114 8%	54,745
2006-07	2,940 6%	28,981 56%	4,673 9%	2,215 4%	38,809
2007-08	3,164 5%	29,421 42%	3,227 5%	6,606 10%	42,418
2008-09	1,891 3%	22,855 40%	2,974 5%	1,681 3%	57,230
2009-10	464 1%	21,464 42%	3,549 7%	1,001 2%	50,579
2010-11	1,309 3%	21,671 44%	3,289 7%	1,300 3%	49,237

Destinations for Barley Shipments

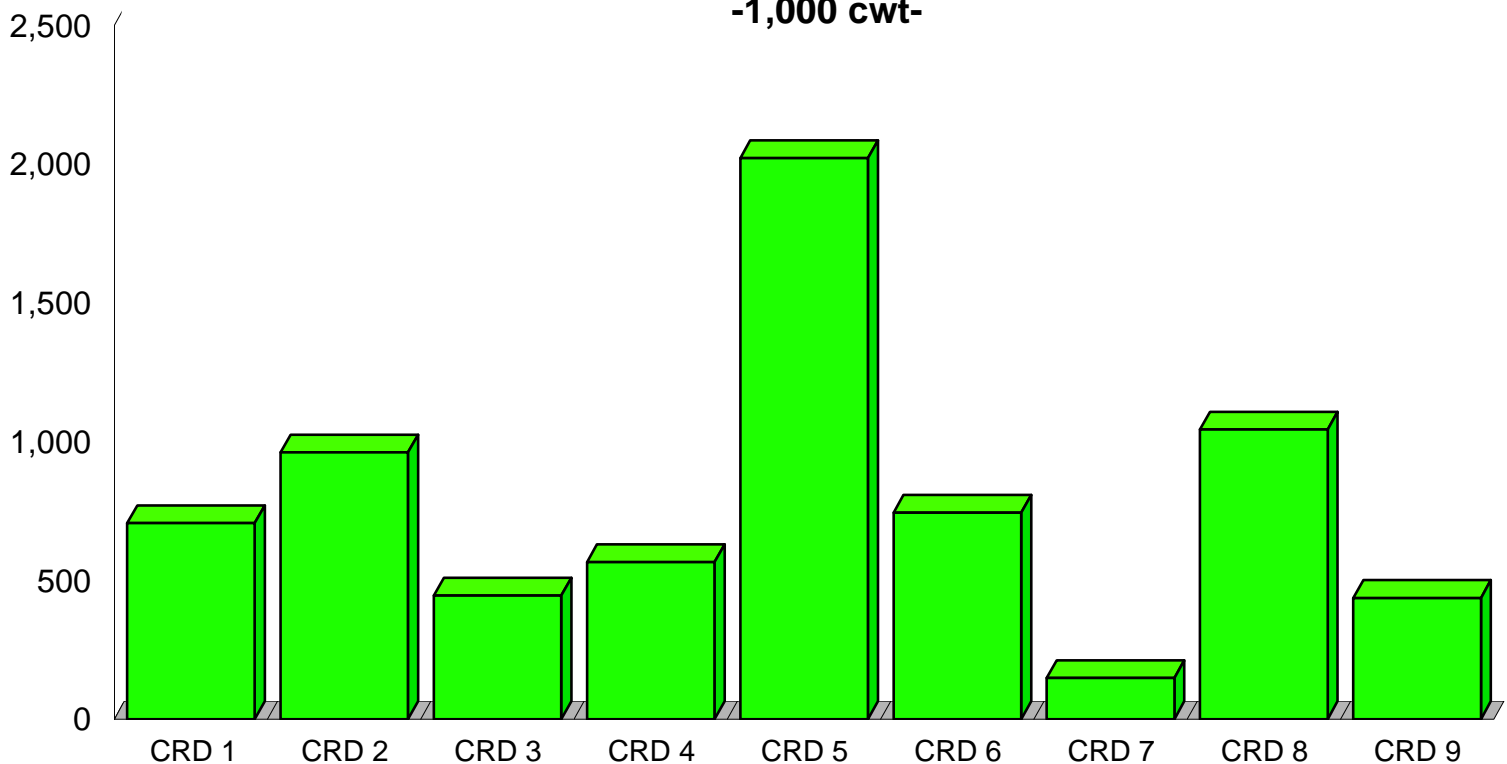


Sunflowers

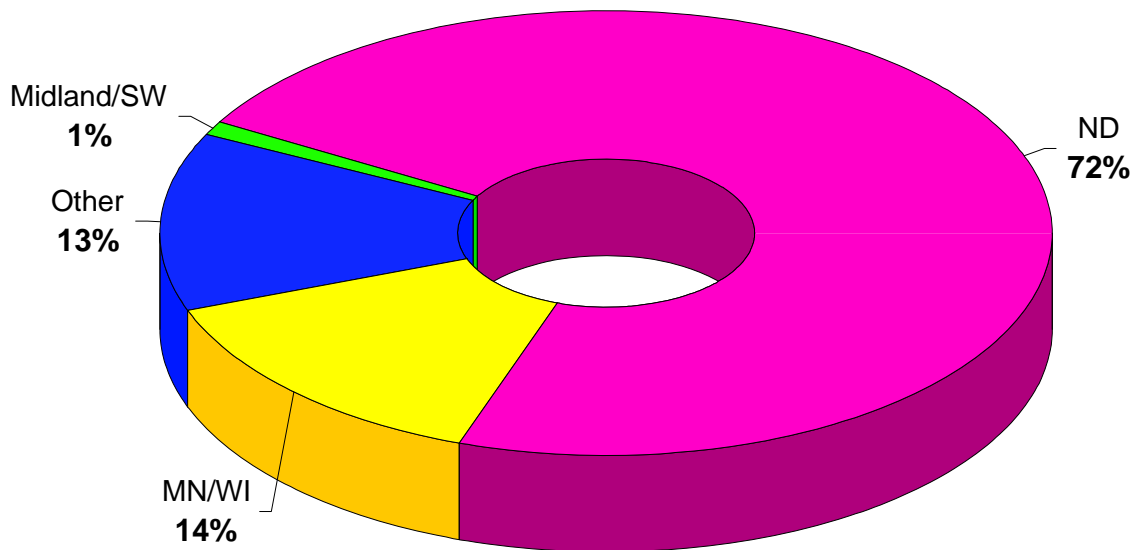
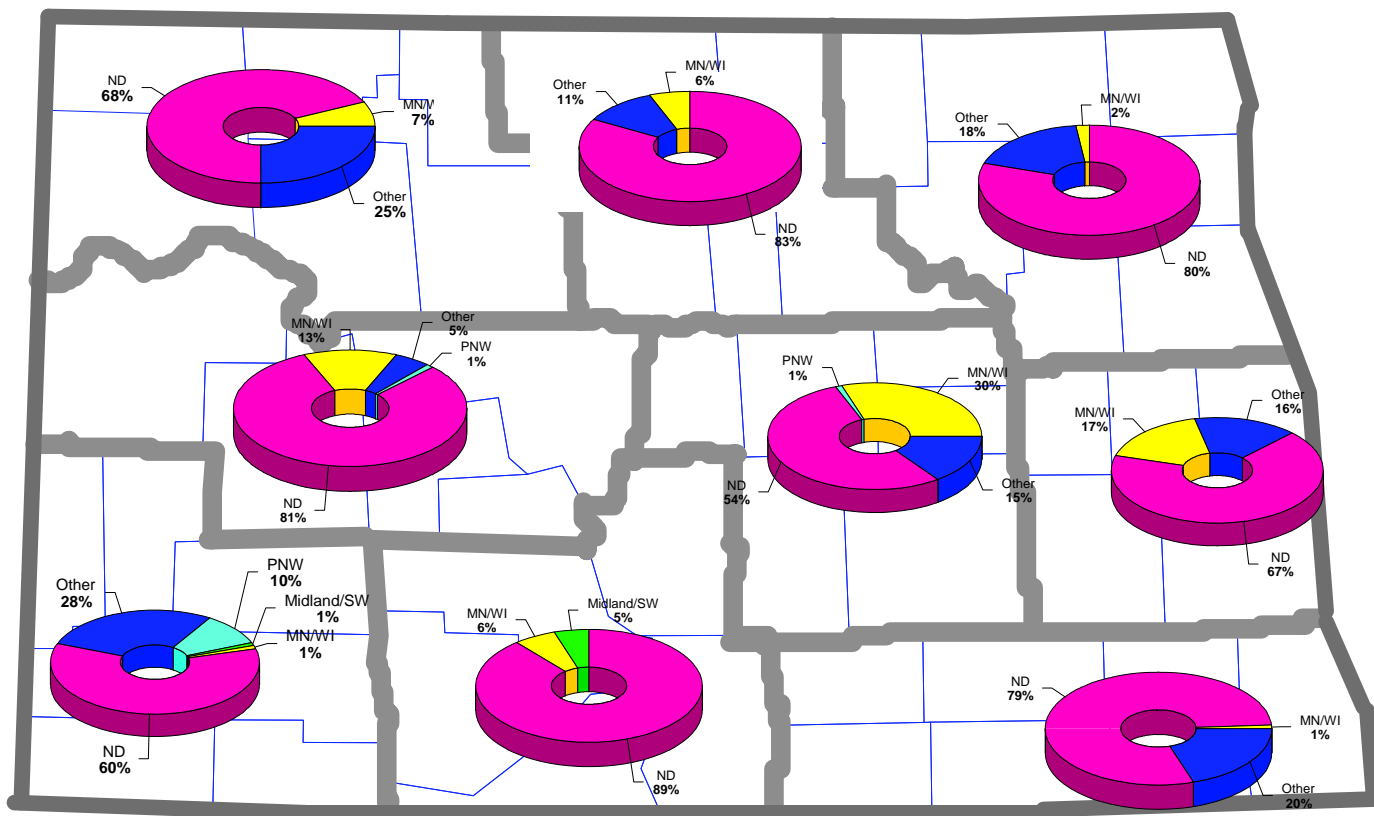
NORTH DAKOTA CROP REPORTING DISTRICTS



**Sunflower Shipments Originating
from Each CRD, 2010-11
-1,000 cwt-**



Destinations for Sunflower Shipments 2010-11 Crop Reporting District

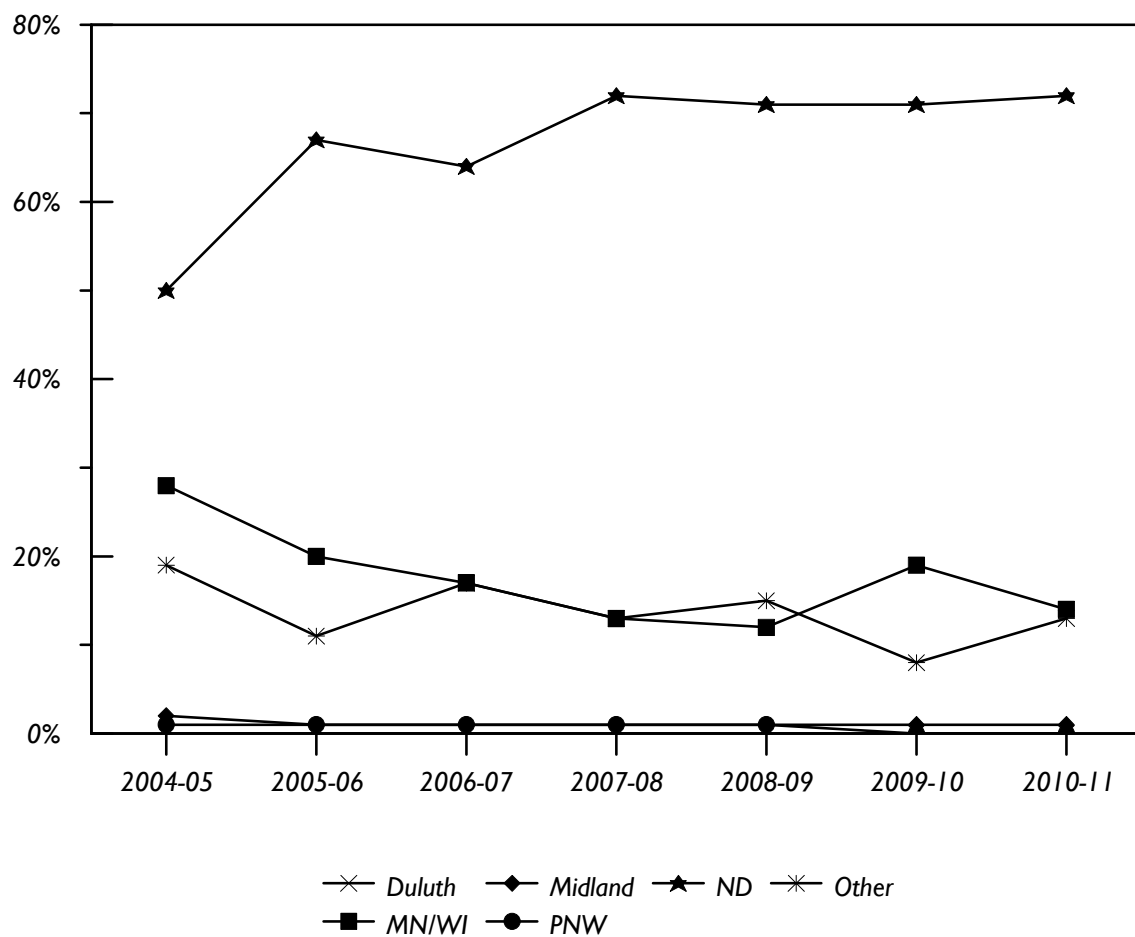


All North Dakota

Trends for Destinations of Sunflower Shipments from ND
(1,000 cwt)

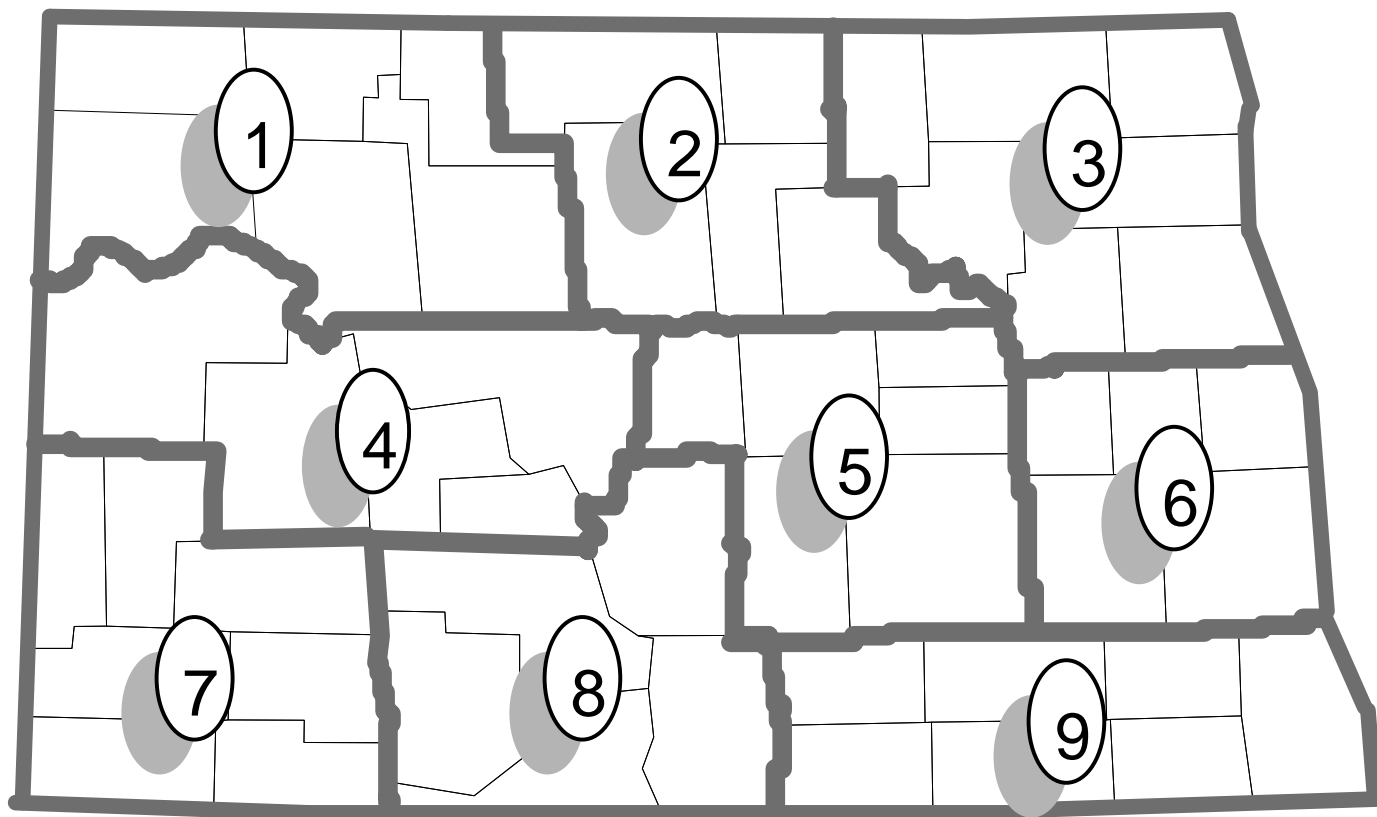
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2004-05	3	1,527	114	48	5,452
	0%	28%	2%	1%	
2005-06	0	1,281	82	61	6,395
	0%	20%	1%	1%	
2006-07	0	1,302	81	37	1,420
	0%	17%	1%	1%	
2007-08	0	929	87	54	1,070
	0%	13%	1%	1%	
2008-09	1	865	63	62	6,949
	0%	12%	1%	1%	
2009-10	21	1,571	58	20	8,028
	0%	19%	1%	0%	
2010-11	0	985	55	30	7,074
	0%	14%	1%	0%	

Destinations for Sunflower Shipments

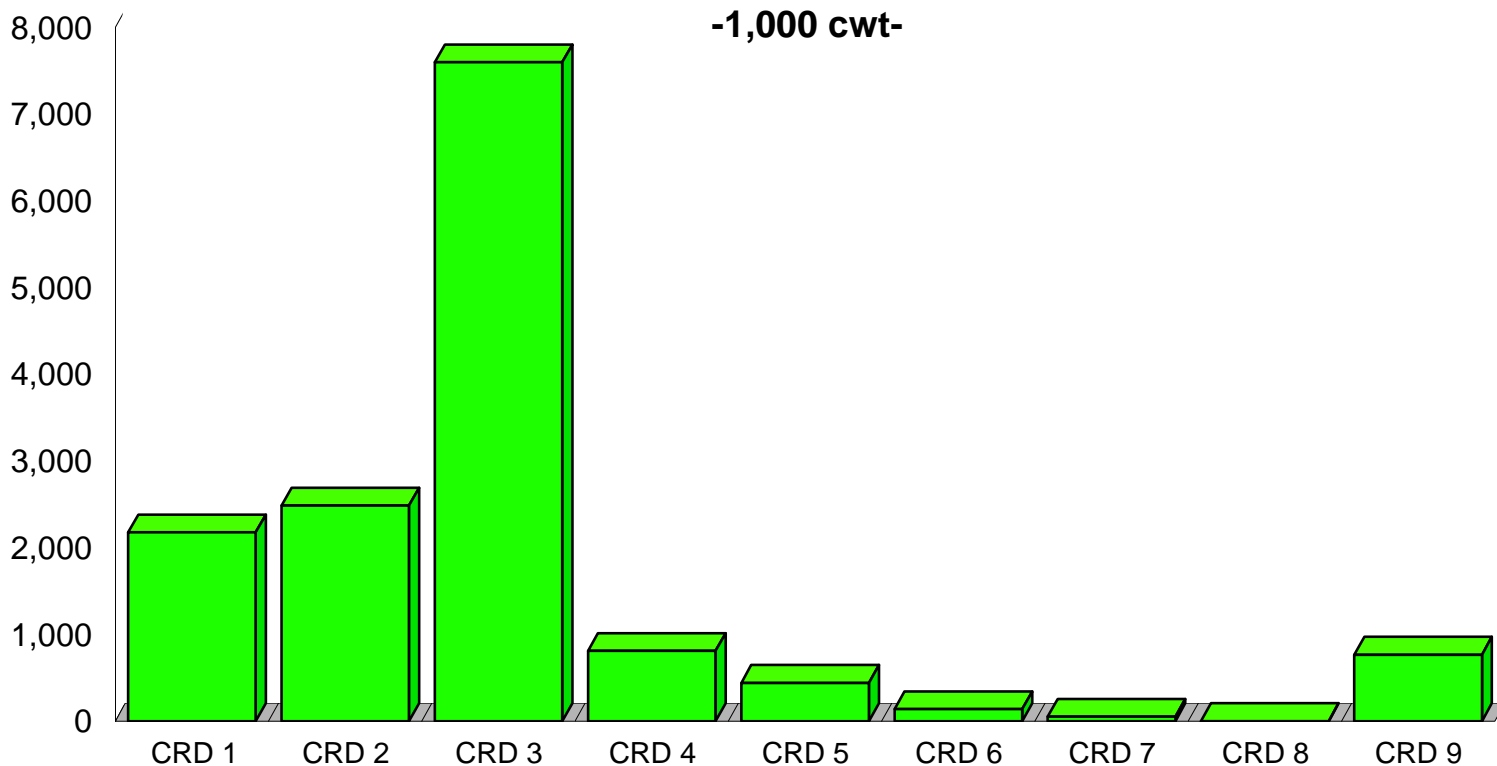


Canola

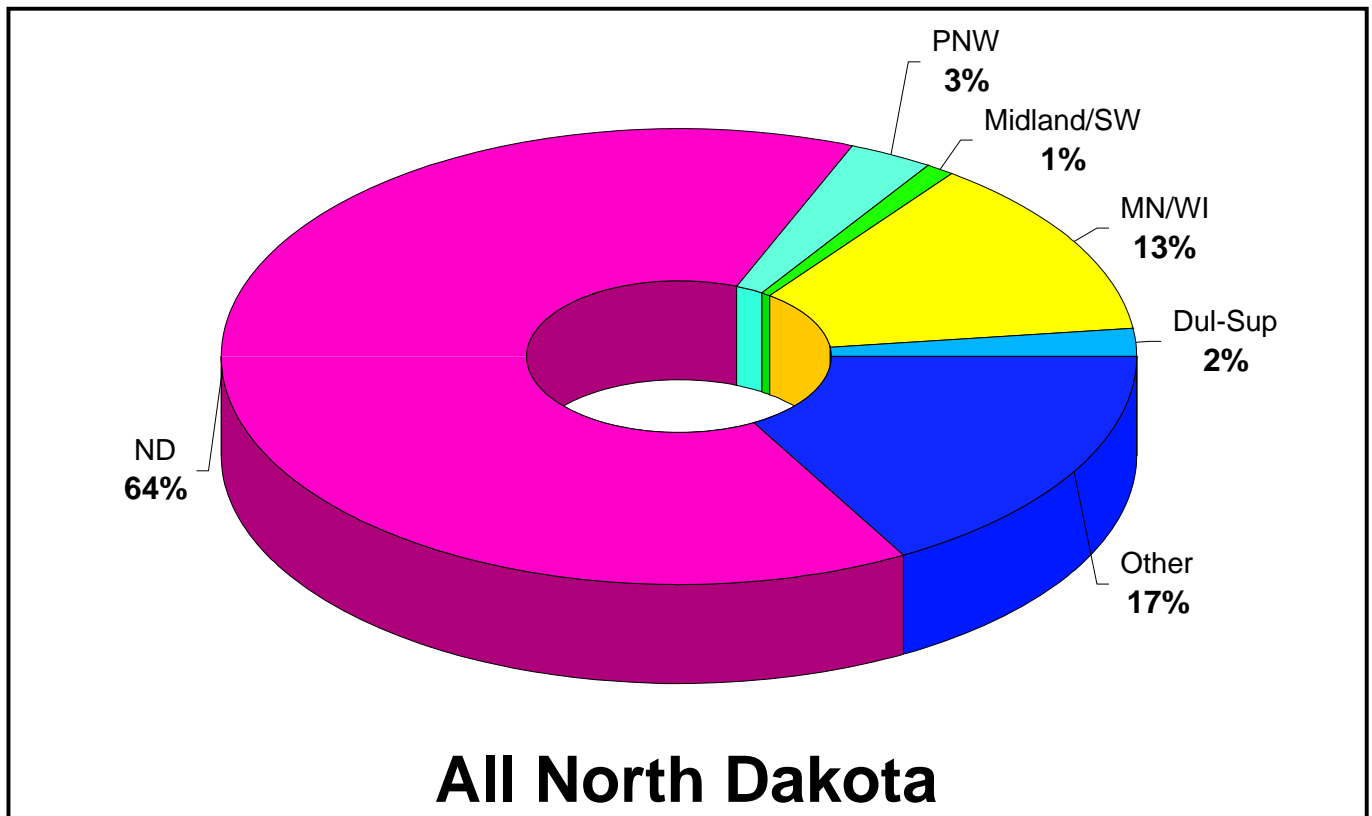
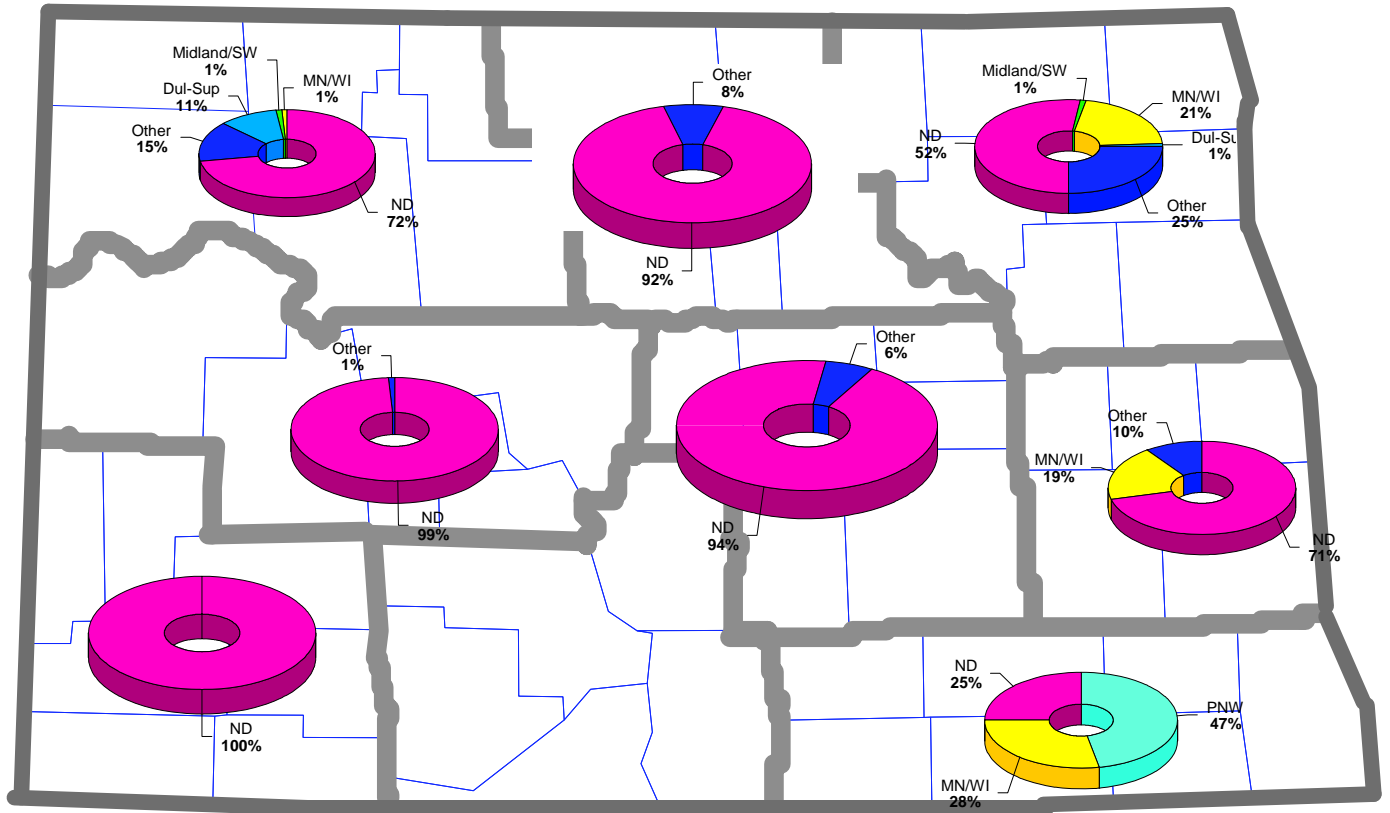
NORTH DAKOTA CROP REPORTING DISTRICTS



**Canola Shipments Originating
from Each CRD, 2010-11**
-1,000 cwt-



Destinations for Canola Shipments 2010-11 Crop Reporting District

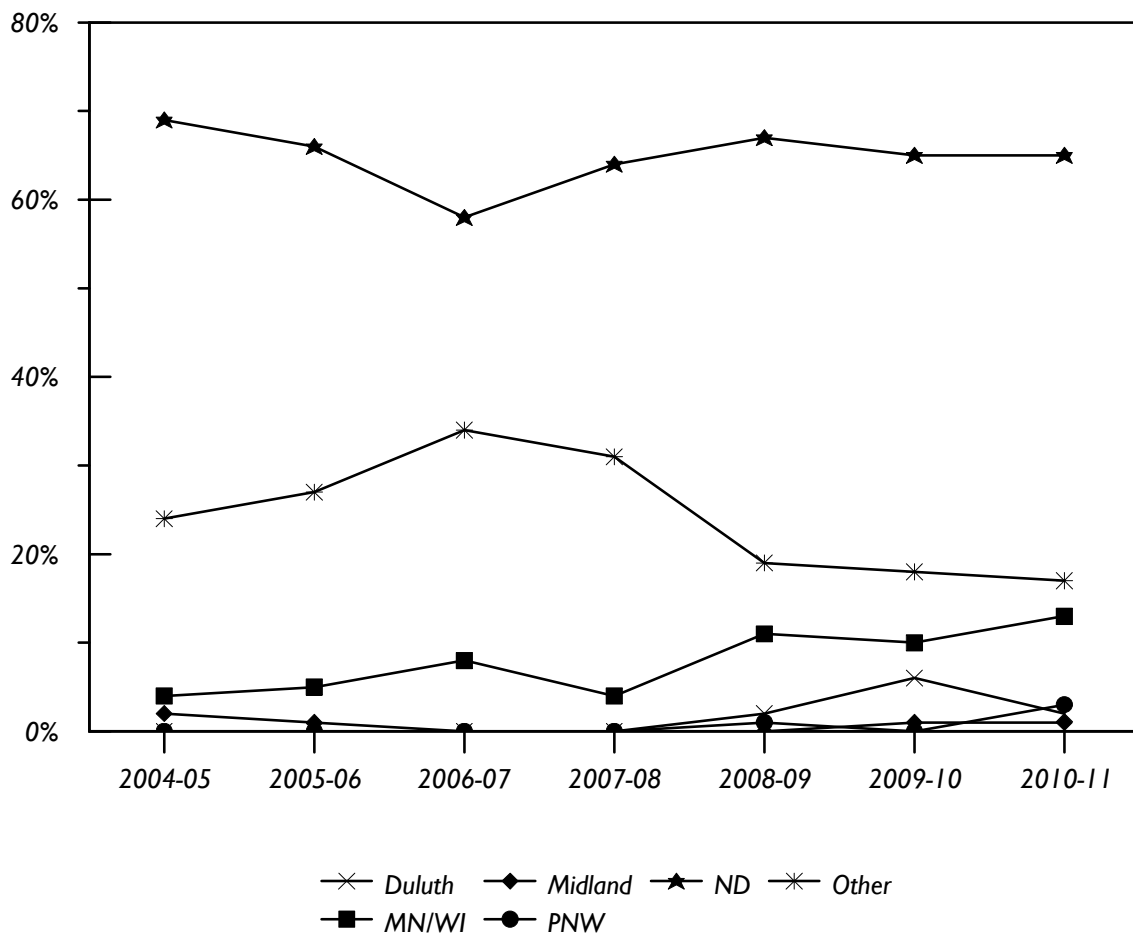


All North Dakota

Trends for Destinations of Canola Shipments from ND
(1,000 cwt)

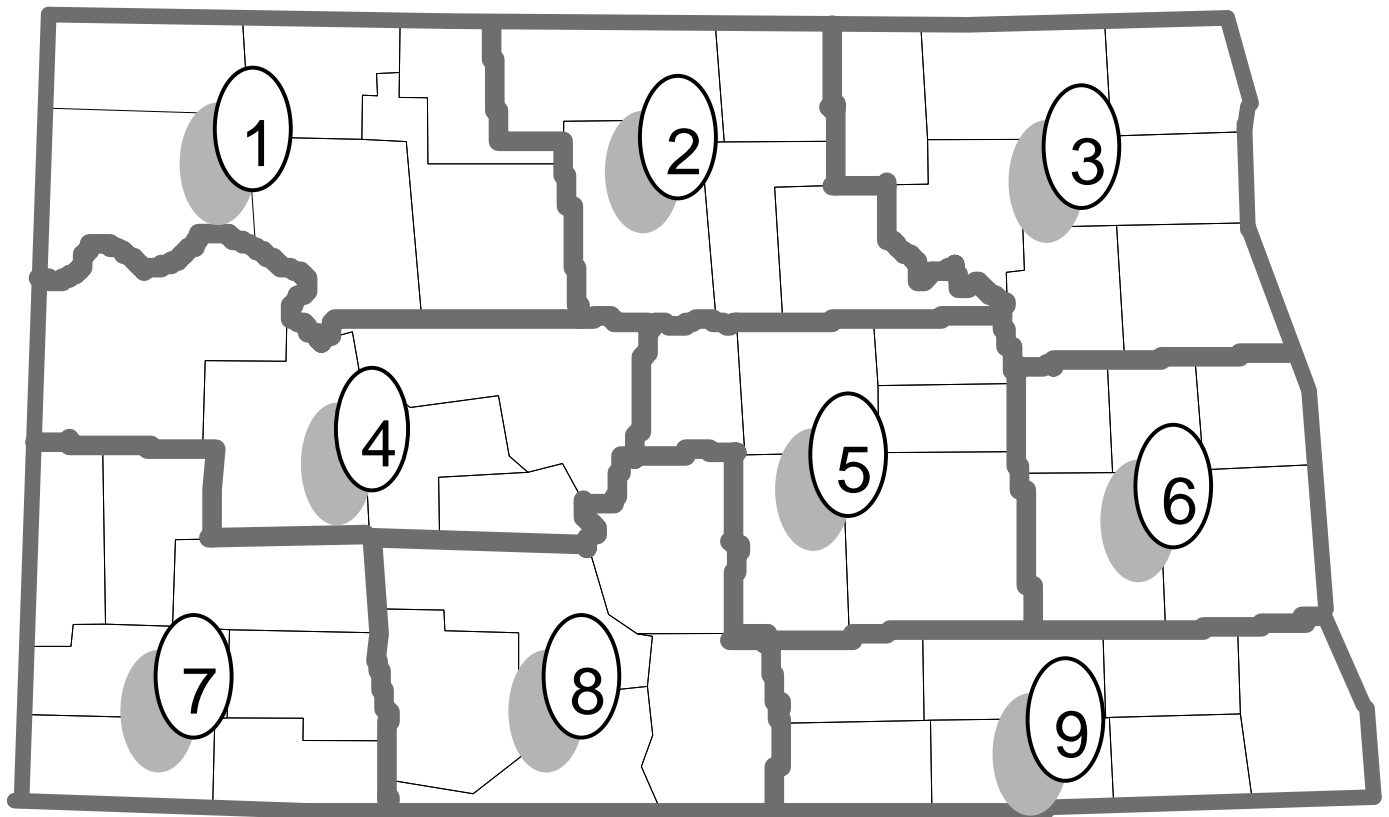
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2004-05	4 0%	278 4%	136 2%	0 0%	6,753
2005-06	1 0%	404 5%	95 1%	21 0%	8,033
2006-07	1 0%	639 8%	5 0%	19 0%	664
2007-08	0 0%	397 4%	0 0%	44 0%	441
2008-09	174 3%	962 11%	0 0%	61 1%	8,516
2009-10	623 6%	1,049 10%	60 1%	4 0%	10,532
2010-11	275 2%	1,817 13%	115 1%	397 3%	14,468

Destinations for Canola Shipments

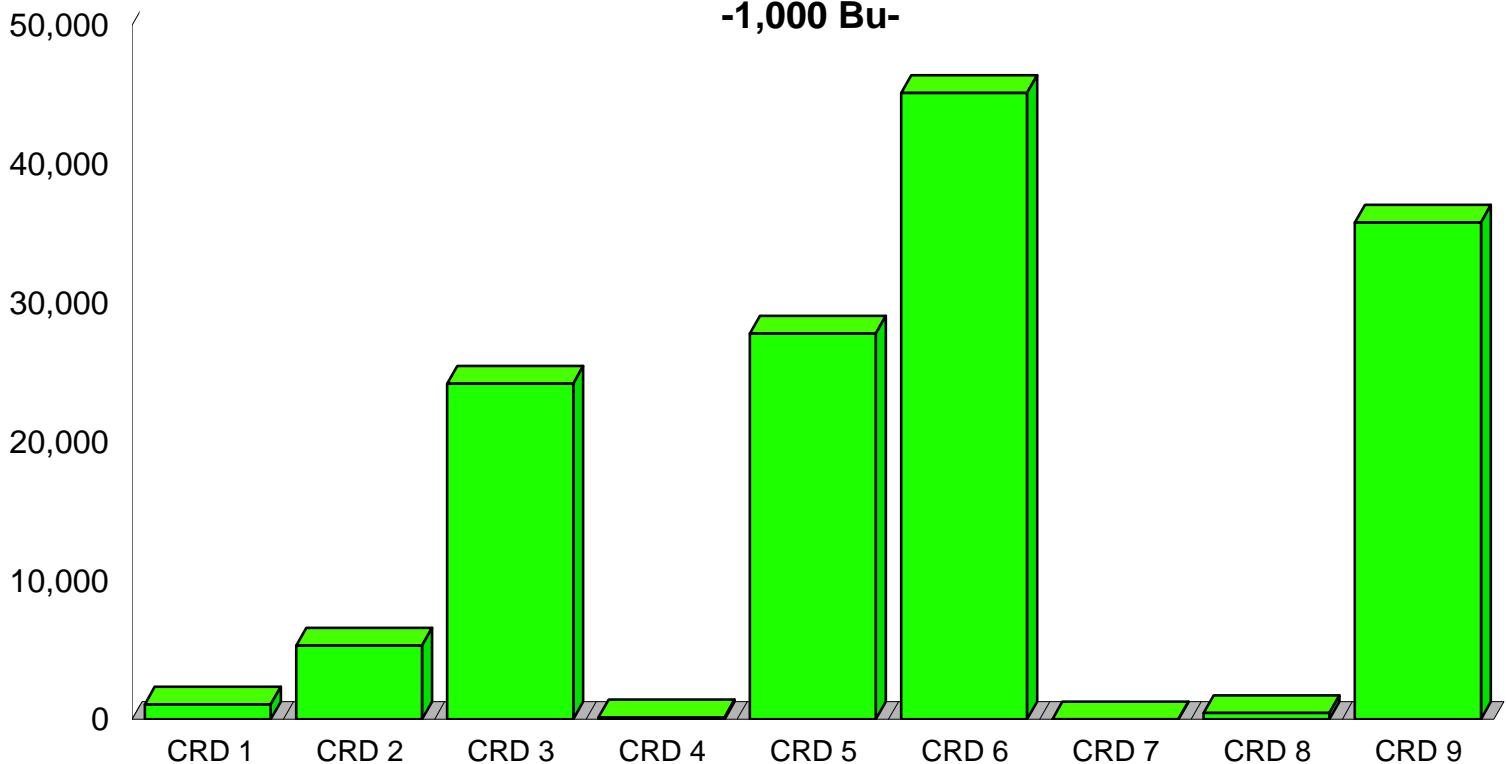


Soybeans

NORTH DAKOTA CROP REPORTING DISTRICTS



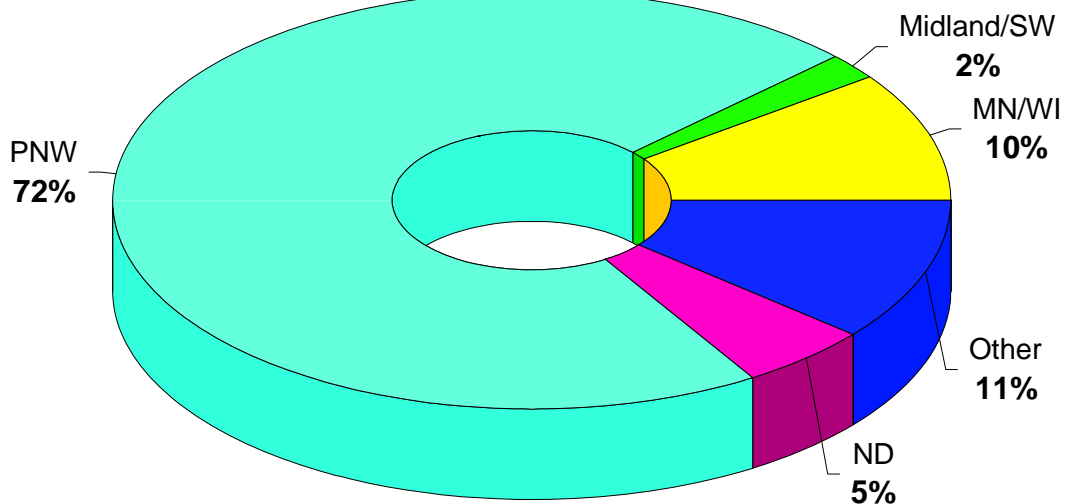
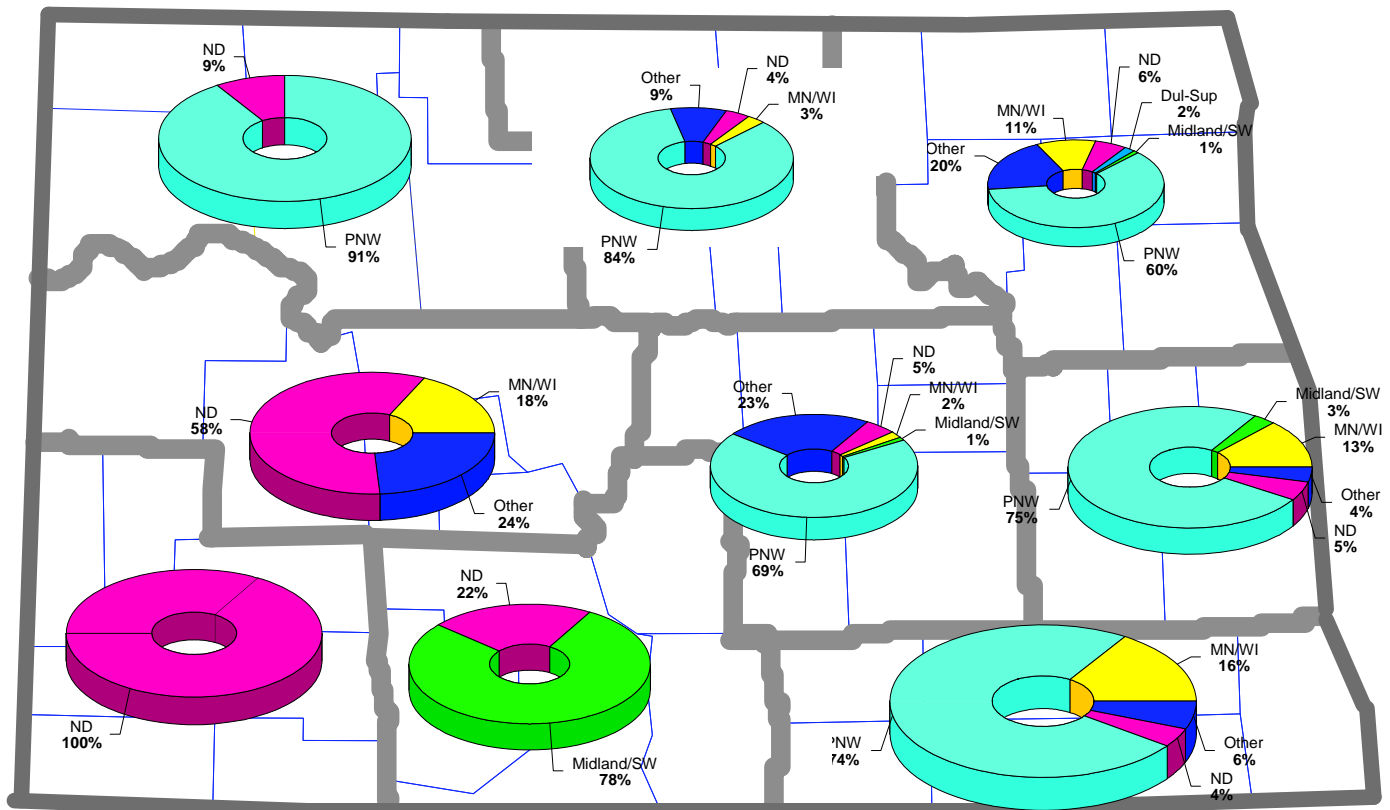
**Soybean Shipments Originating
from Each CRD, 2010-11
-1,000 Bu-**



Destinations for Soybeans Shipments

2010-11

Crop Reporting District

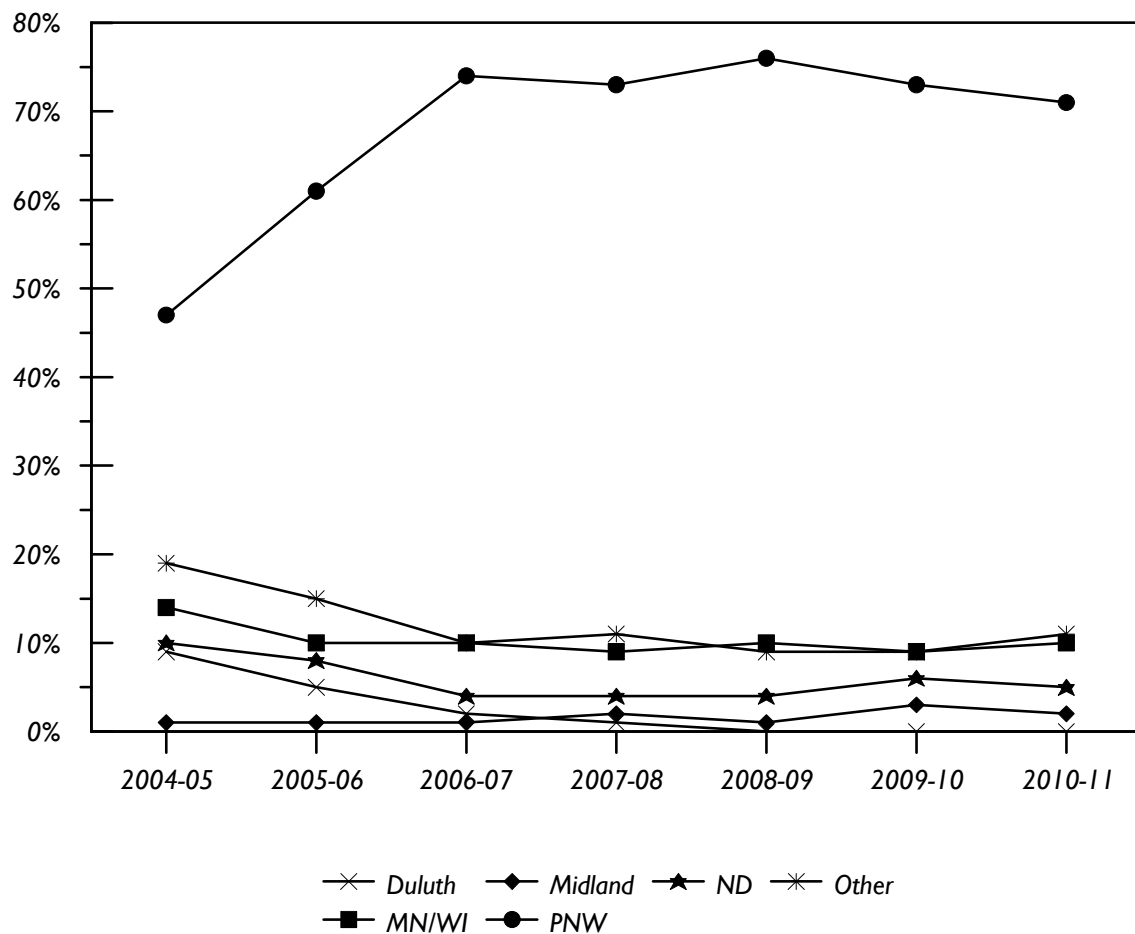


All North Dakota

Trends for Destinations of Soybean Shipments from ND
(1,000 Bushels)

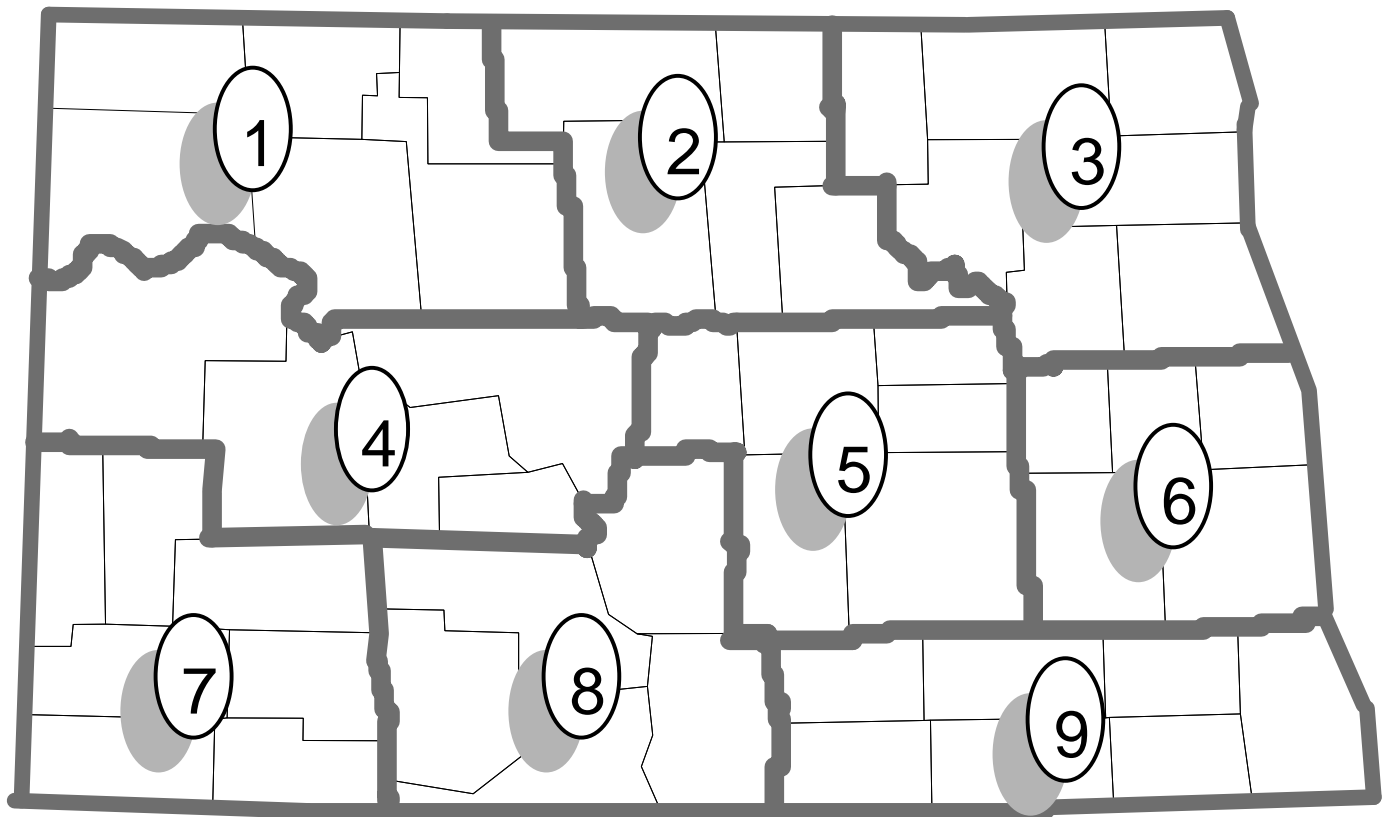
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2004-05	5,718 9%	9,642 14%	639 1%	31,332 47%	66,732
2005-06	3,807 5%	8,614 10%	717 1%	50,579 61%	82,575
2006-07	2,398 2%	12,068 10%	1,265 1%	93,098 74%	108,829
2007-08	702 1%	11,622 9%	3,112 2%	94,008 73%	109,444
2008-09	1 0%	10,900 10%	1,252 1%	83,365 76%	110,207
2009-10	103 0%	12,327 9%	4,266 3%	100,526 73%	138,166
2010-11	418 0%	14,675 10%	2,292 2%	99,656 71%	139,791

Destinations for Soybean Shipments

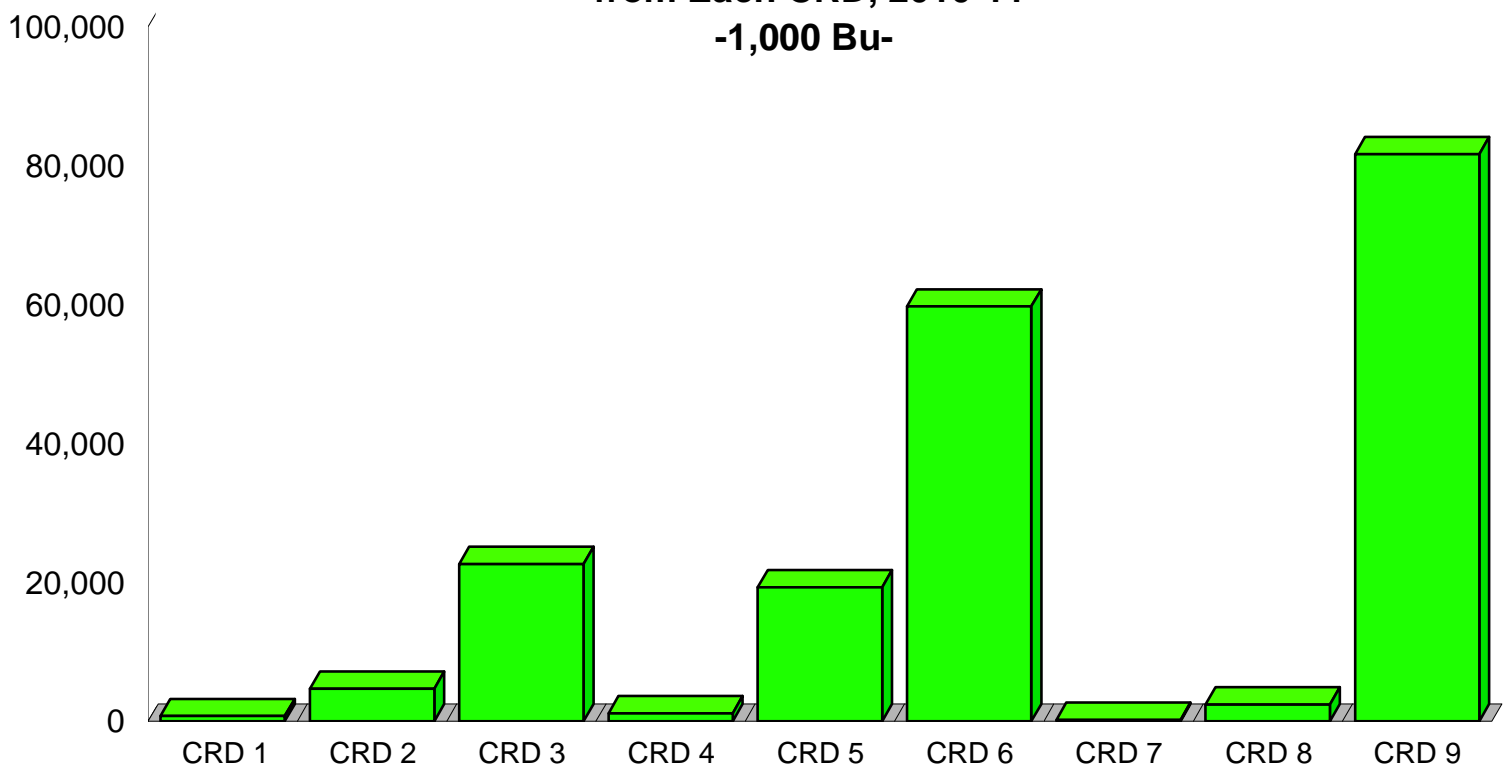


Corn

NORTH DAKOTA CROP REPORTING DISTRICTS



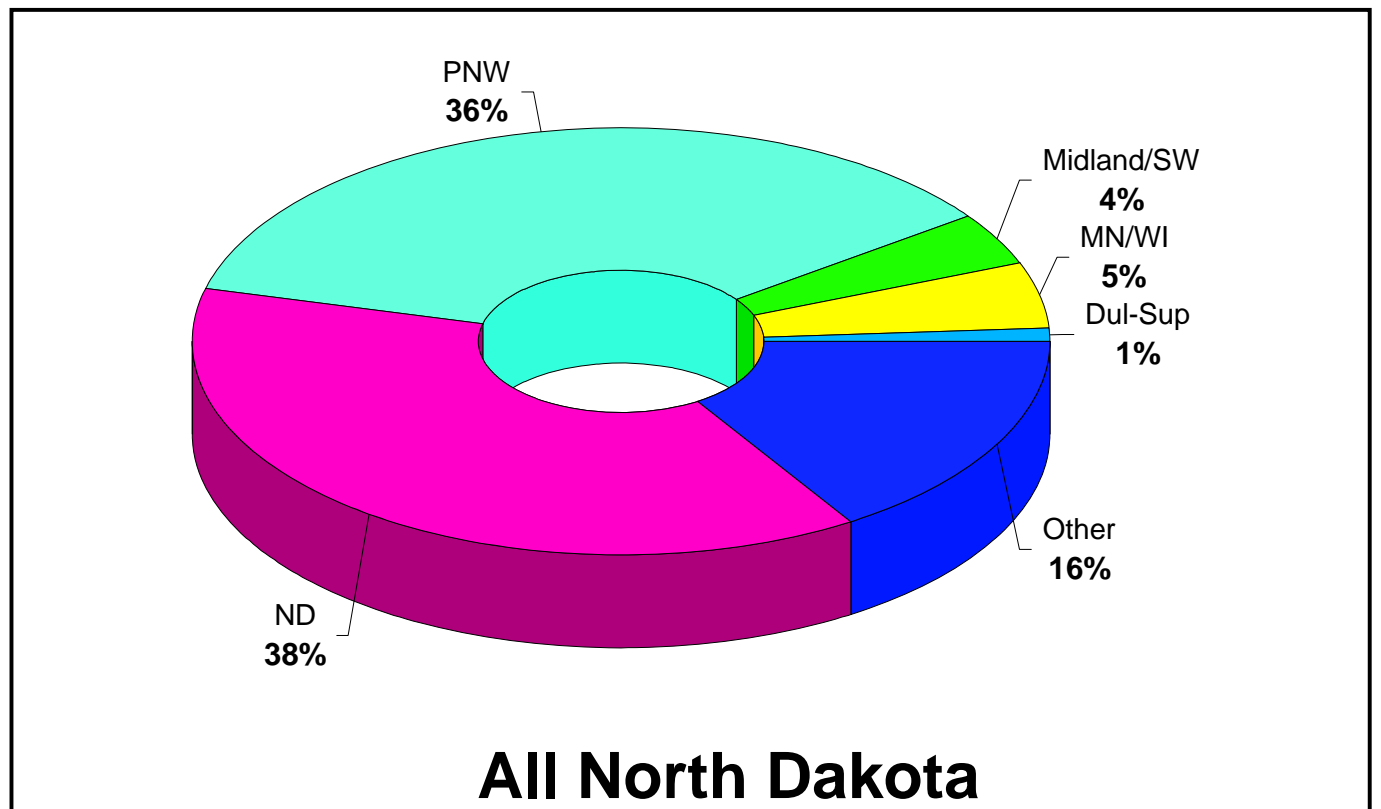
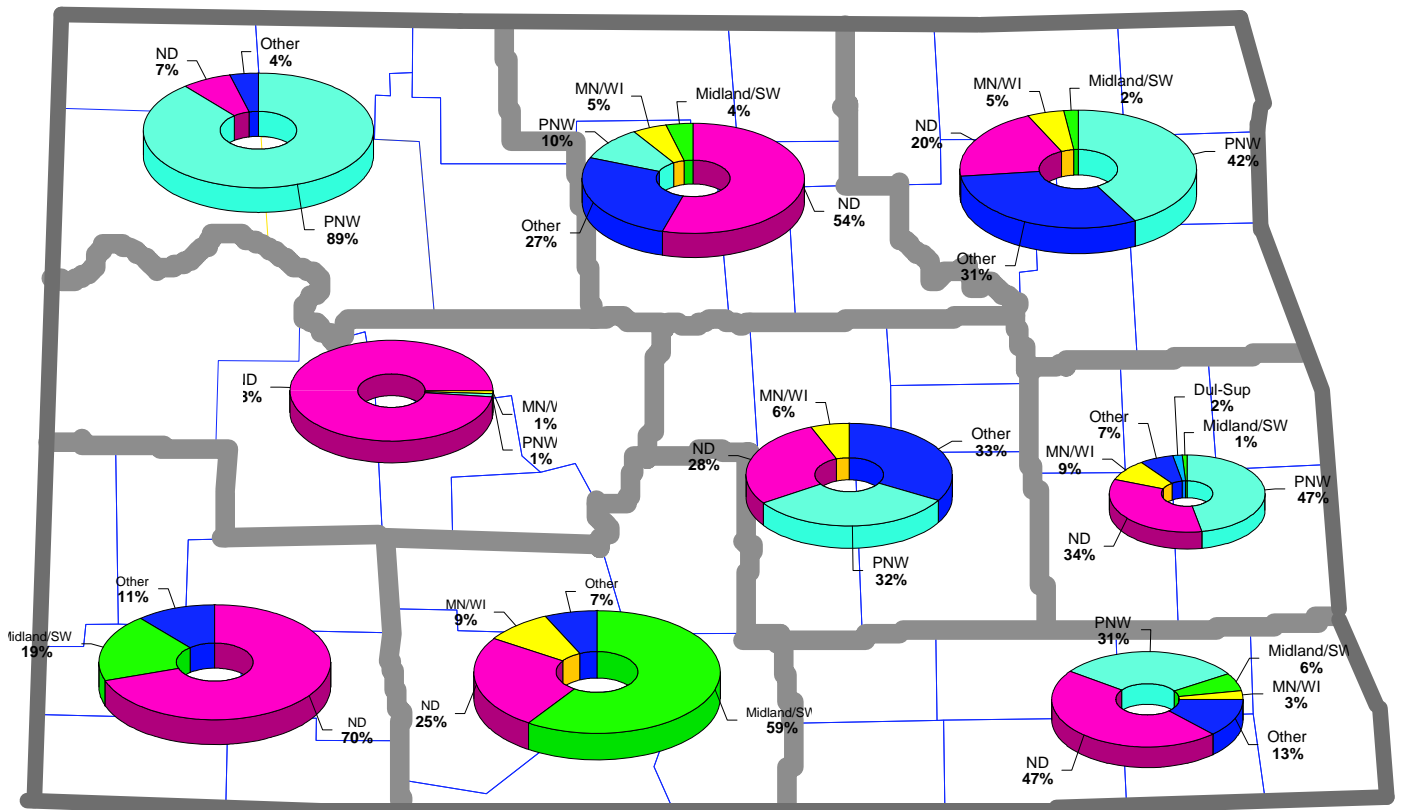
**Corn Shipments Originating
from Each CRD, 2010-11
-1,000 Bu-**



Destinations for Corn Shipments

2010-11

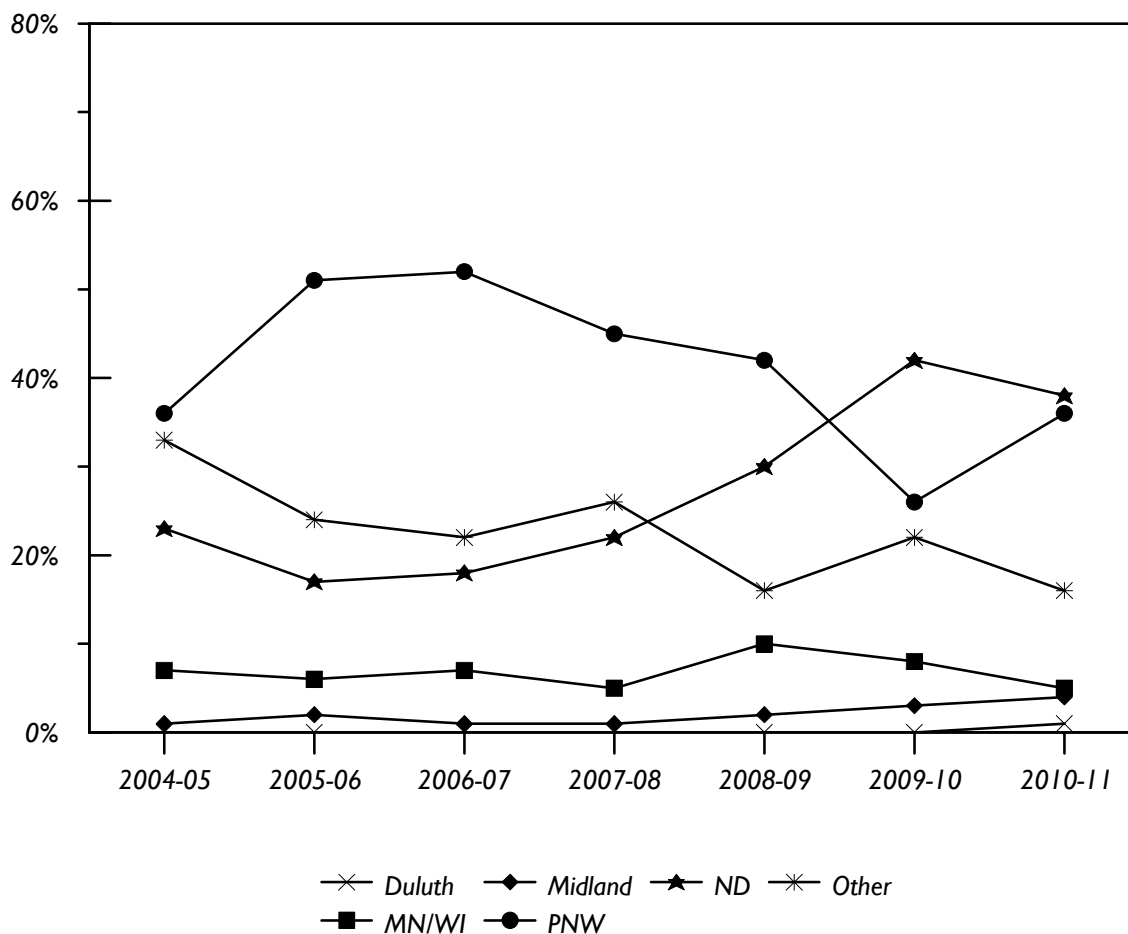
Crop Reporting District



Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)

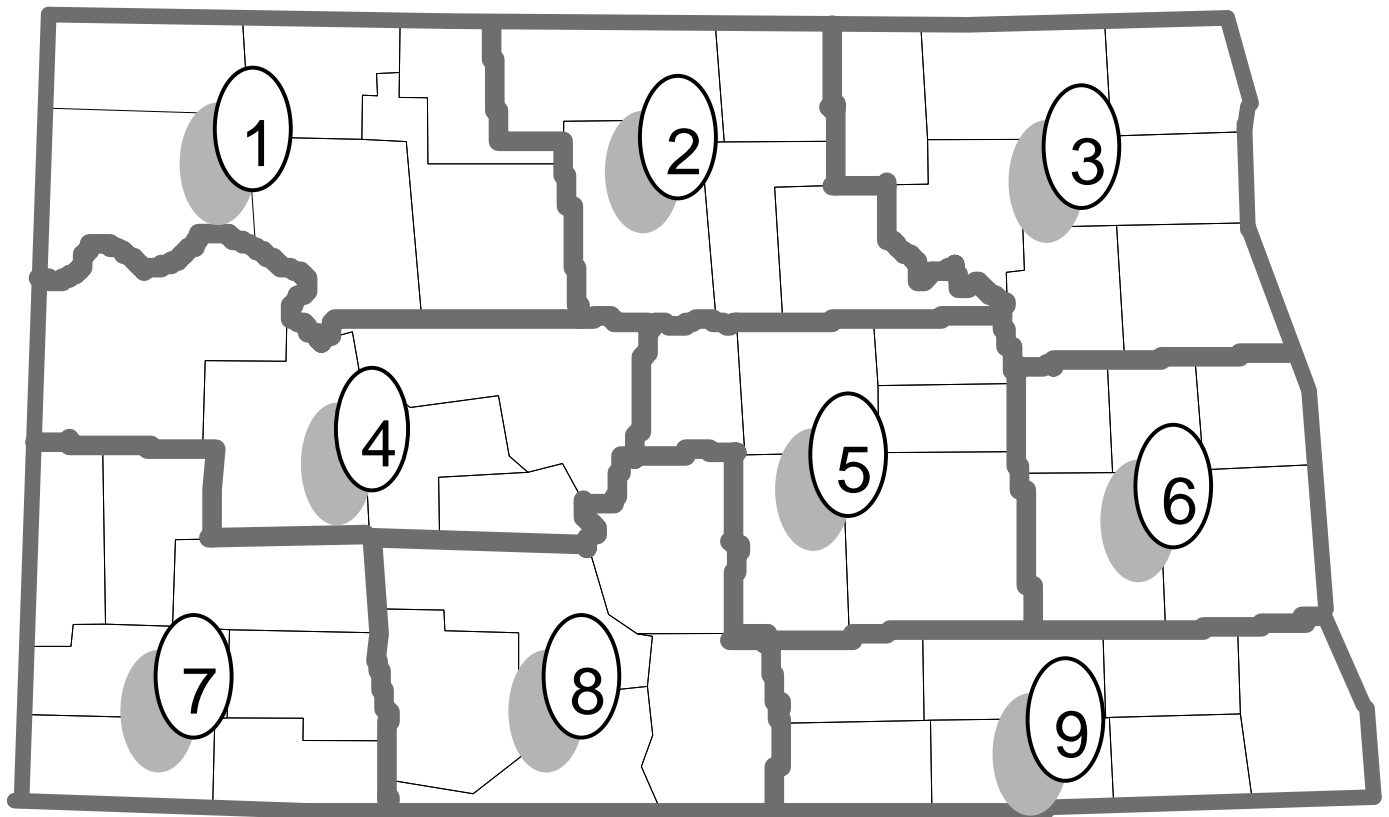
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2004-05	0	4,192	493	20,452	56,821
	0%	7%	1%	36%	
2005-06	0	5,358	1,726	47,921	94,619
	0%	6%	2%	51%	
2006-07	114	8,910	1,646	63,365	74,035
	0%	7%	1%	52%	
2007-08	72	9,257	1,724	78,985	90,038
	0%	5%	1%	45%	
2008-09	1	19,852	2,906	80,482	189,900
	0%	10%	2%	42%	
2009-10	514	12,652	4,812	43,002	189,900
	0%	8%	3%	26%	
2010-11	1,075	10,466	7,661	70,225	192,452
	1%	5%	4%	36%	

Destinations for Corn Shipments

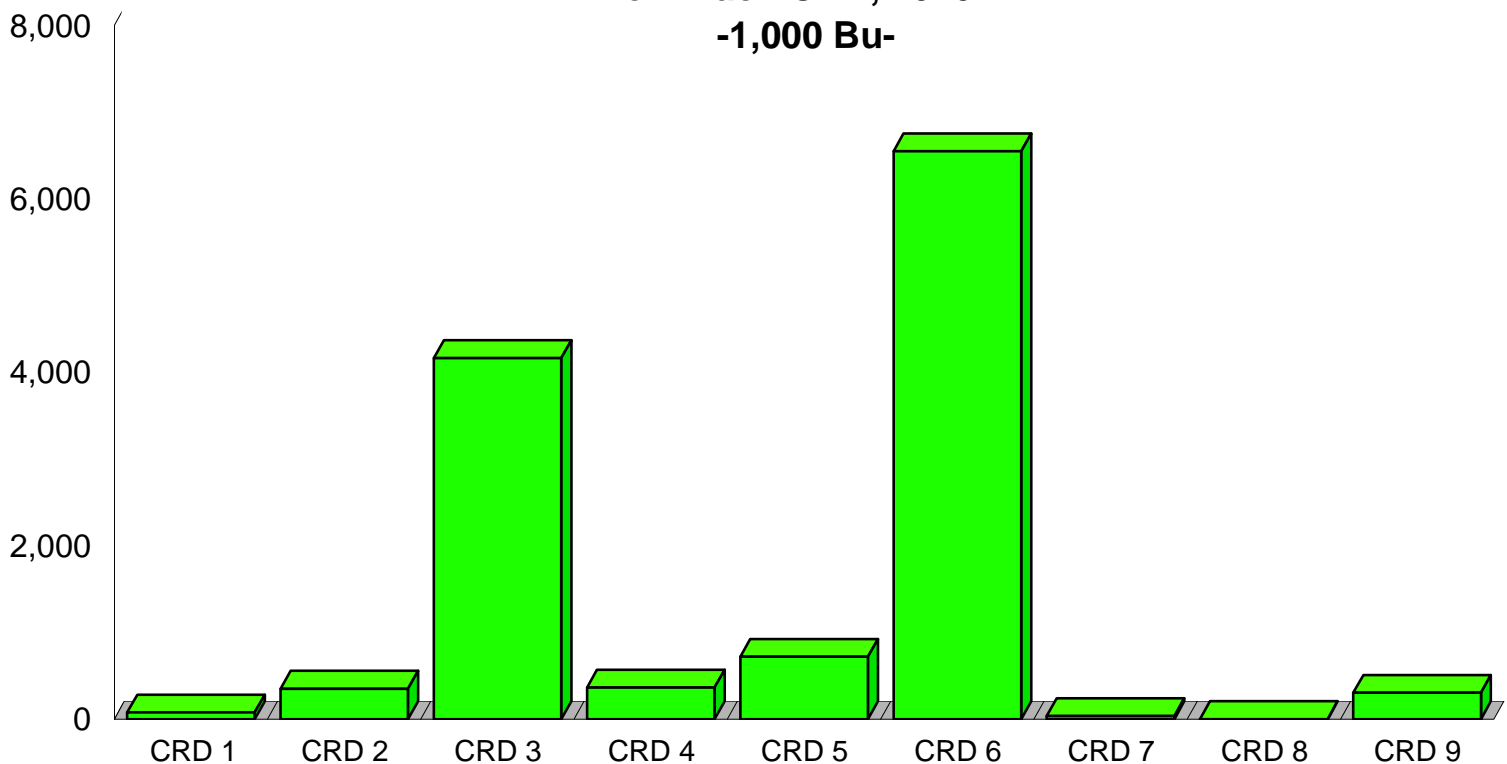


Dry Edible Beans (DEB)

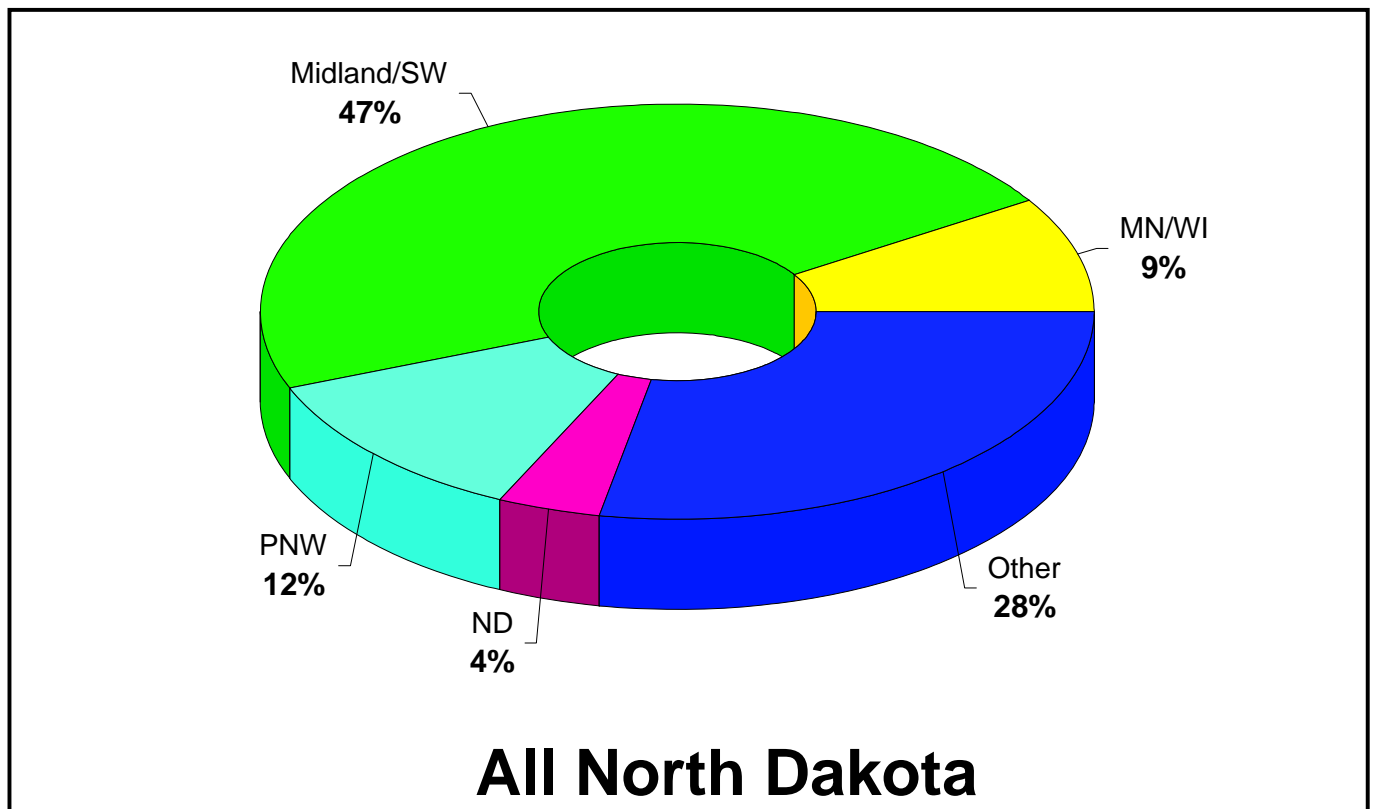
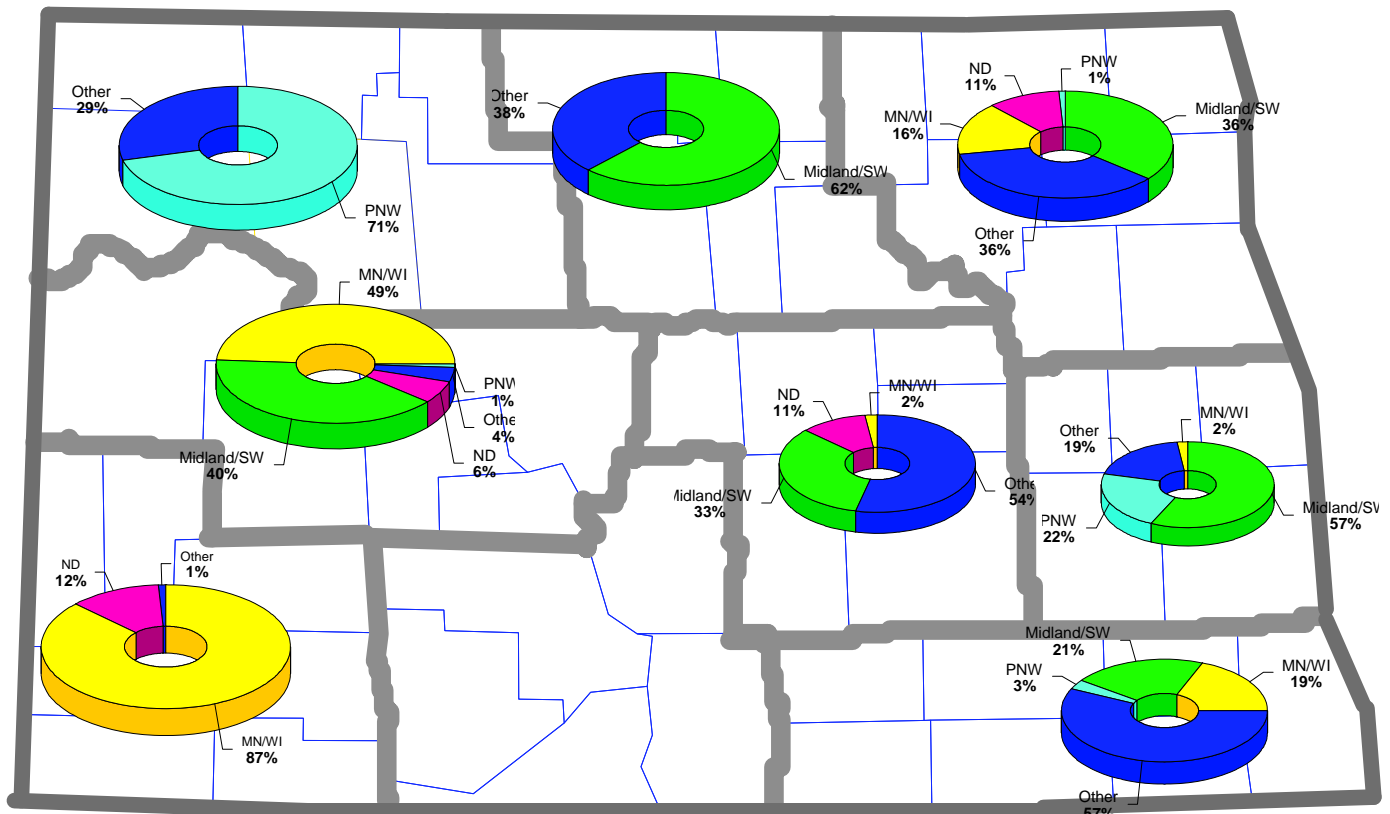
NORTH DAKOTA CROP REPORTING DISTRICTS



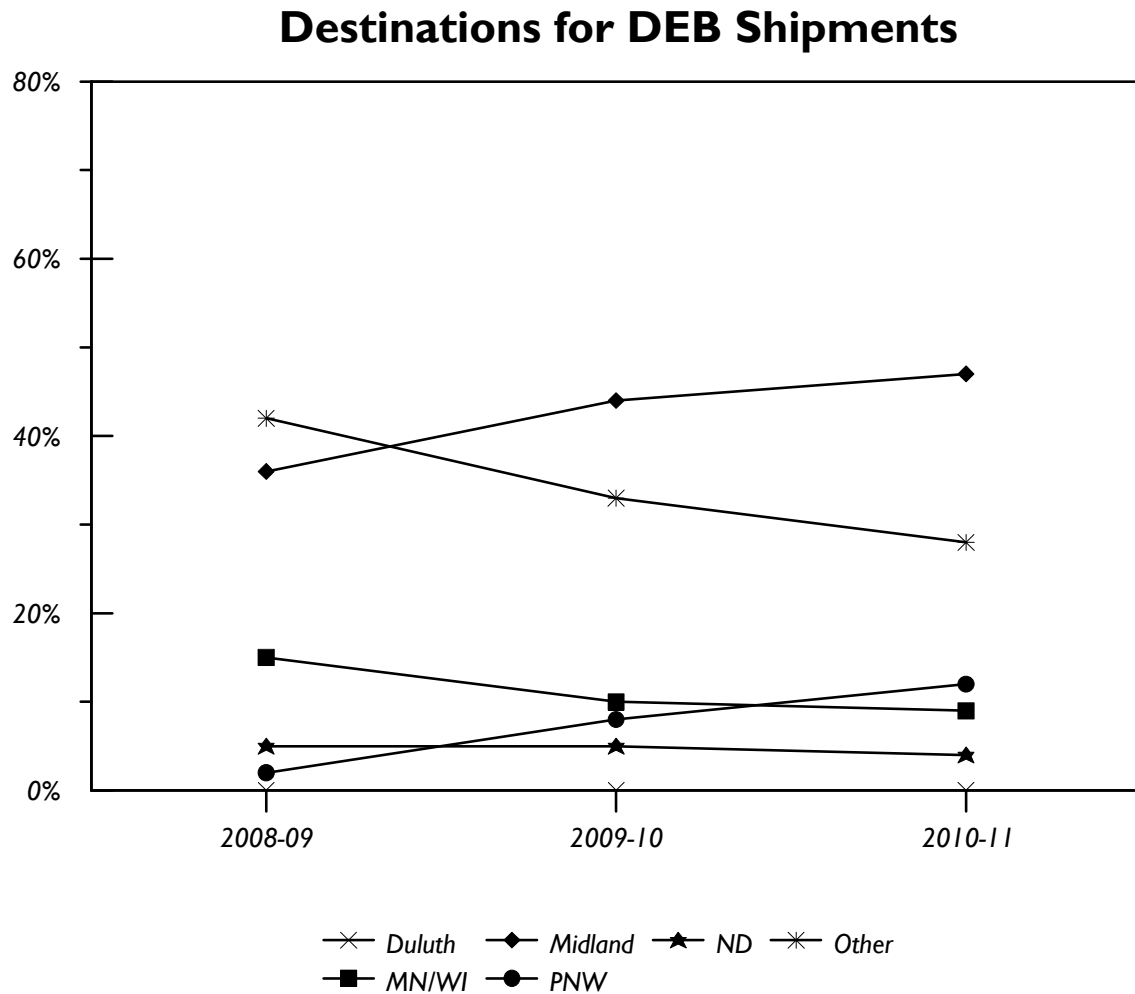
**DEB Shipments Originating
from Each CRD, 2010-11**
-1,000 Bu-



Destinations for DEB Shipments 2010-11 Crop Reporting District

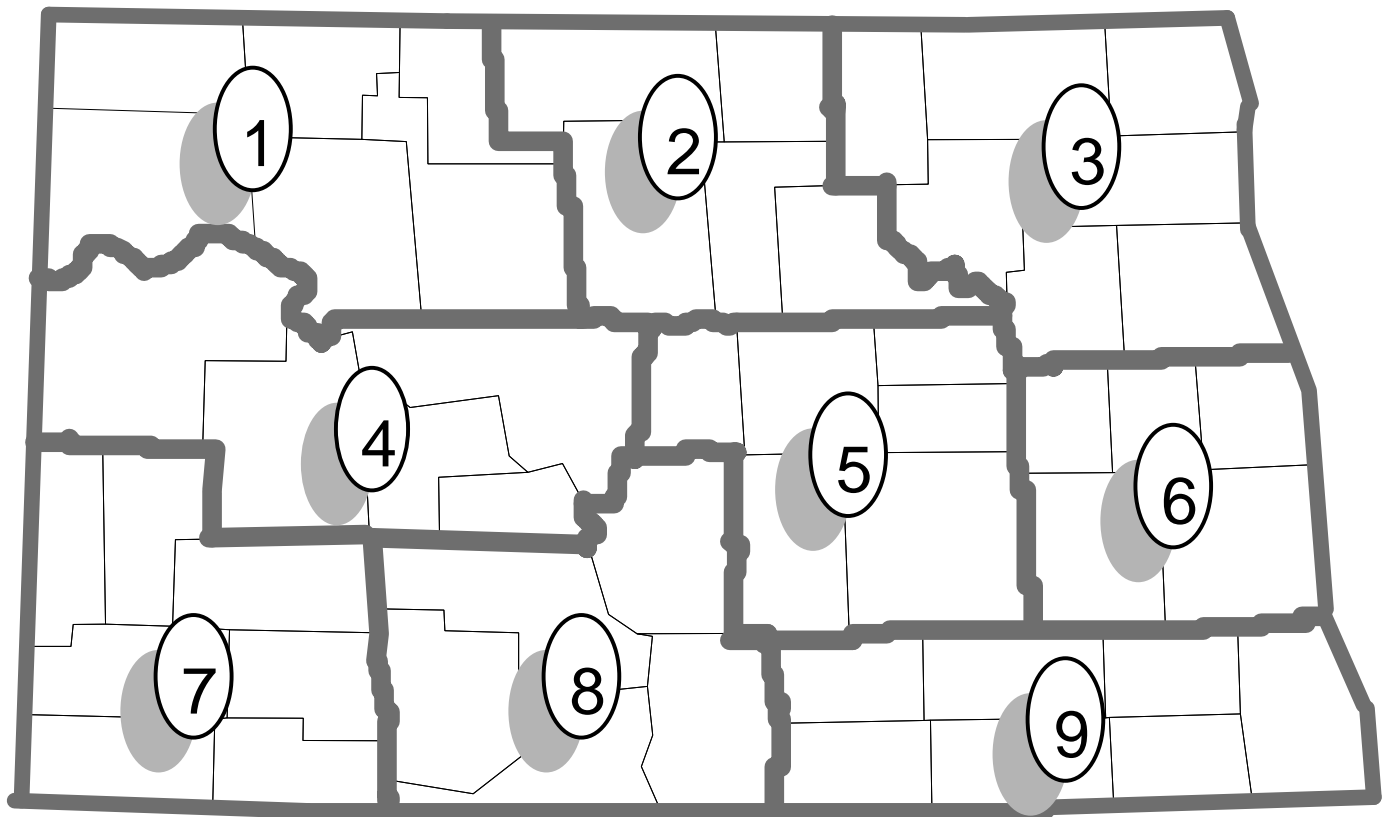


Trends for Destinations of DEB Shipments from ND (1,000 Bushels)					
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2008-09	0	1,437	3,437	192	9,583
	0%	15%	36%	2%	
2009-10	6	1,145	5,023	893	11,462
	0%	10%	44%	8%	
2010-11	0	1,092	5,905	1,545	12,565
	0%	9%	47%	12%	

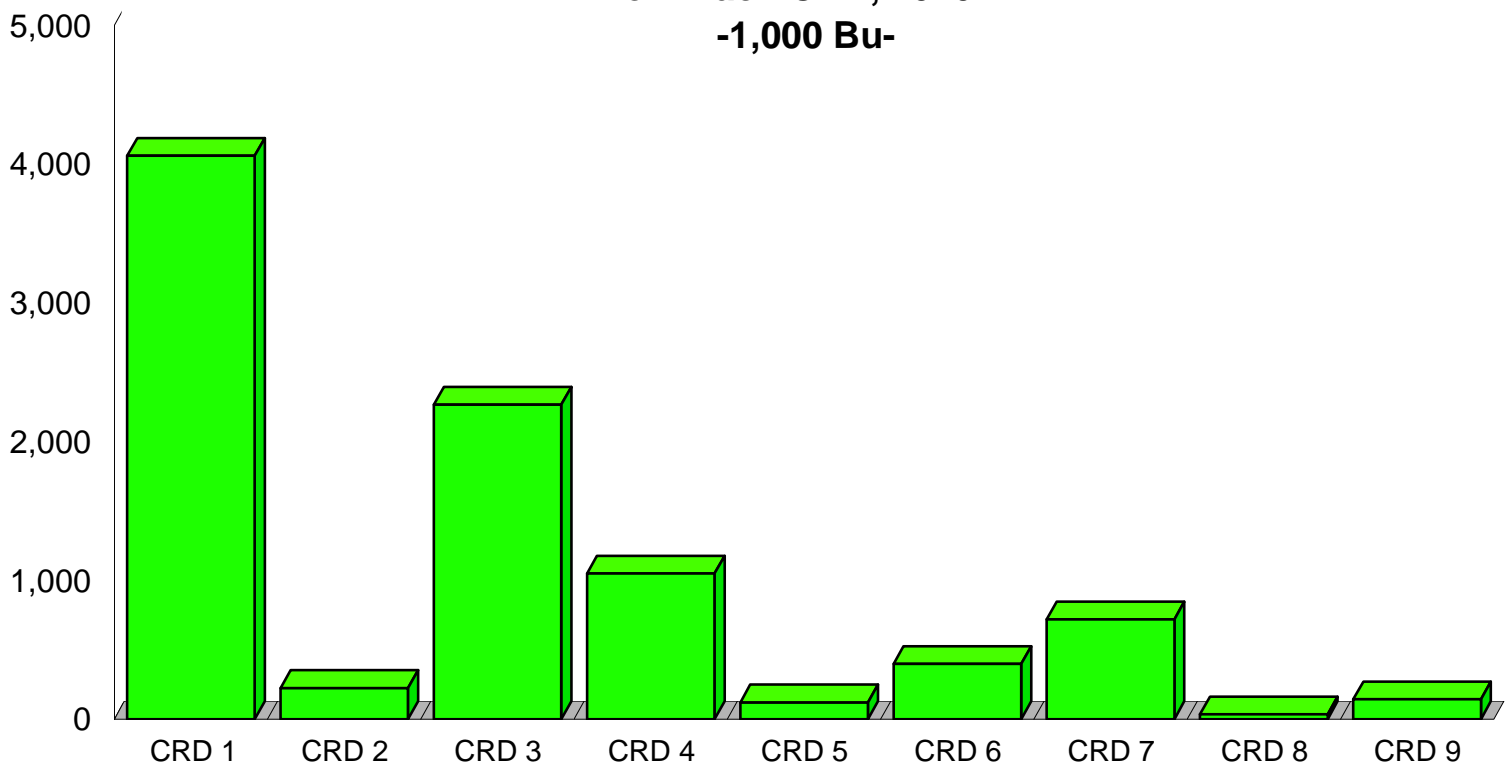


Dry Edible Peas (DEPeas)

NORTH DAKOTA CROP REPORTING DISTRICTS



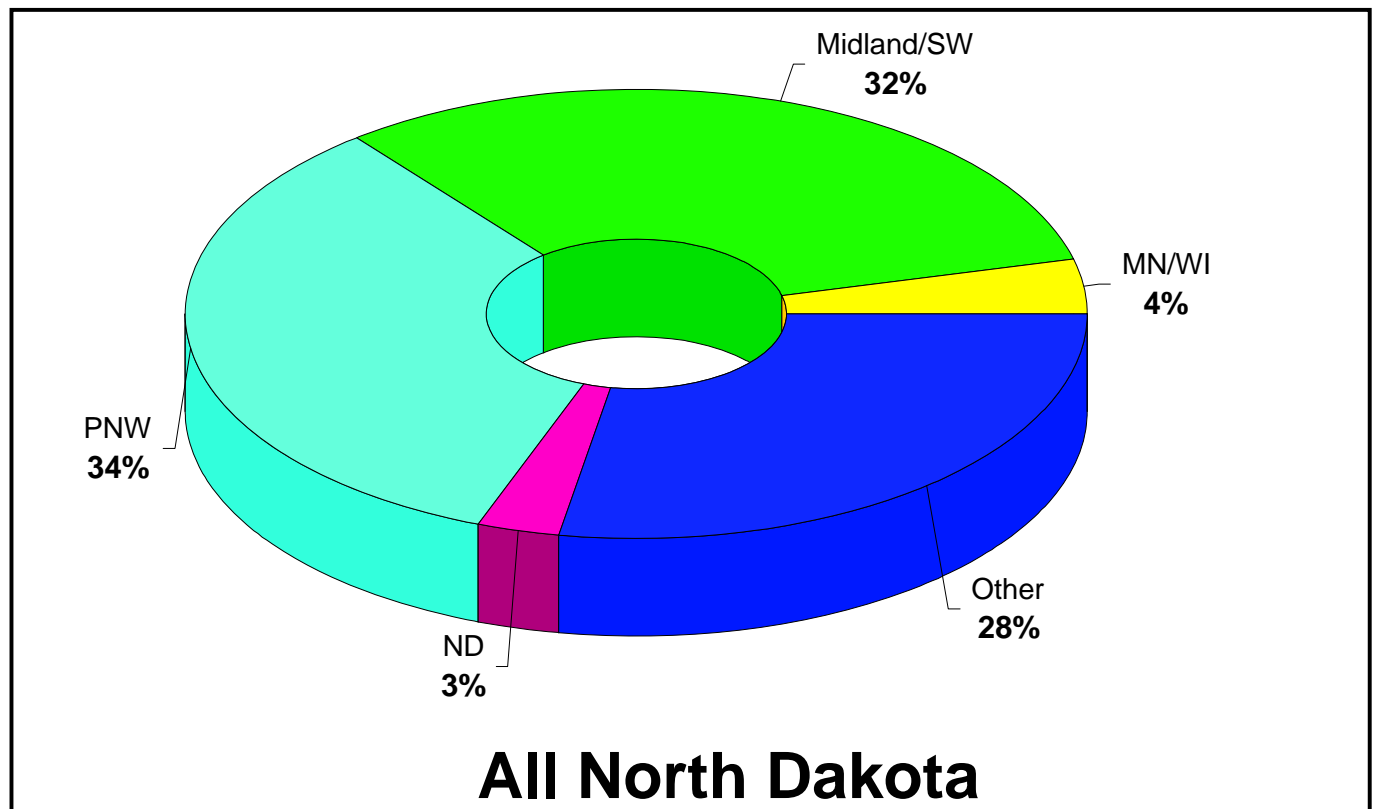
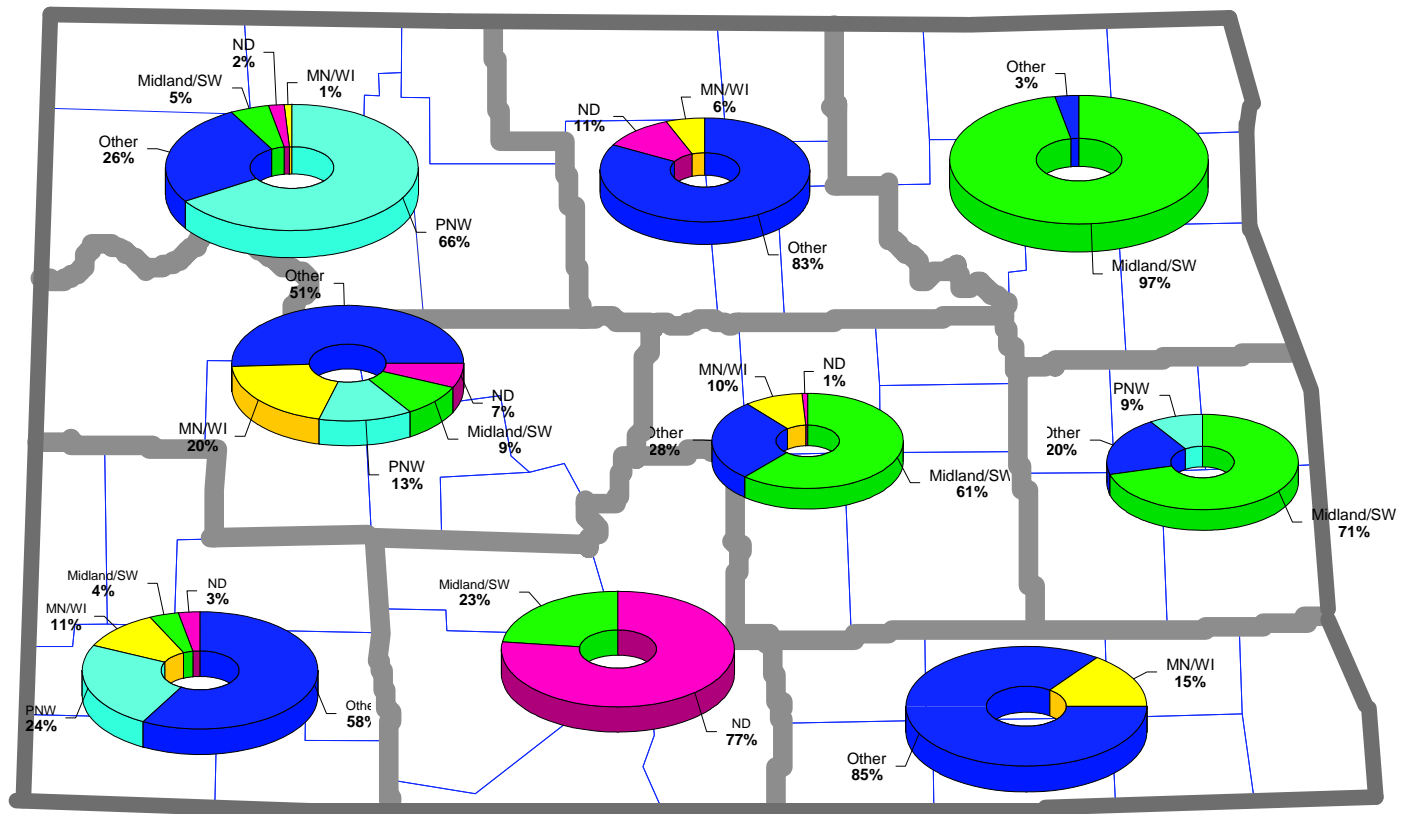
**DEPeas Shipments Originating
from Each CRD, 2010-11**
-1,000 Bu-



Destinations for DEPeas Shipments

2010-11

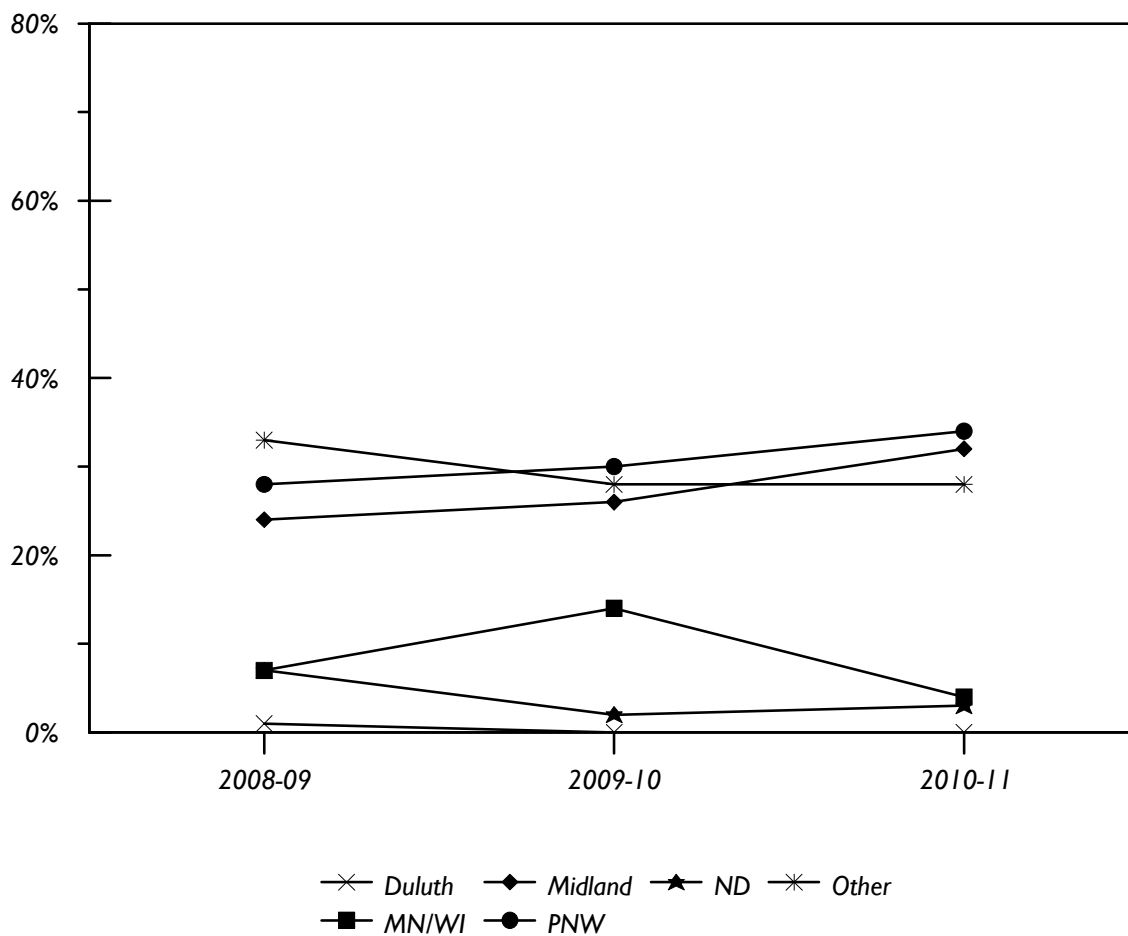
Crop Reporting District

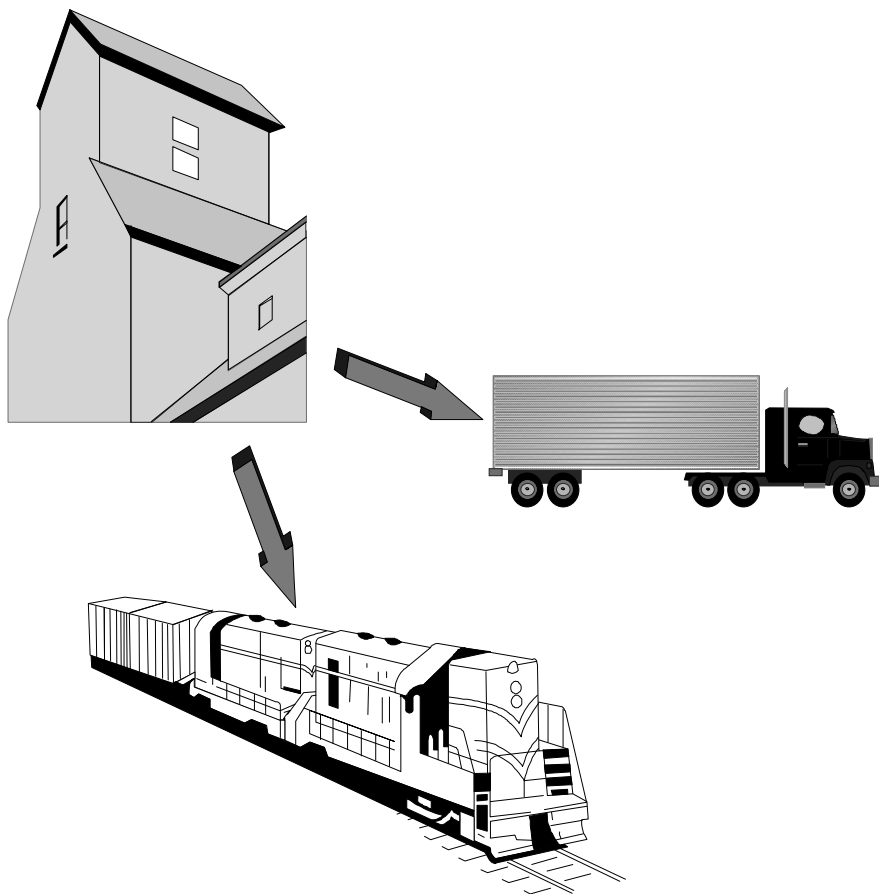


Trends for Destinations of DEPeas Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2008-09	52 1%	433 7%	1,384 24%	1,631 28%	5,805
2009-10	0 0%	1,211 14%	2,318 26%	2,697 30%	8,939
2010-11	4 0%	363 4%	2,894 32%	3,025 34%	9,015

Destinations for DEPeas Shipments

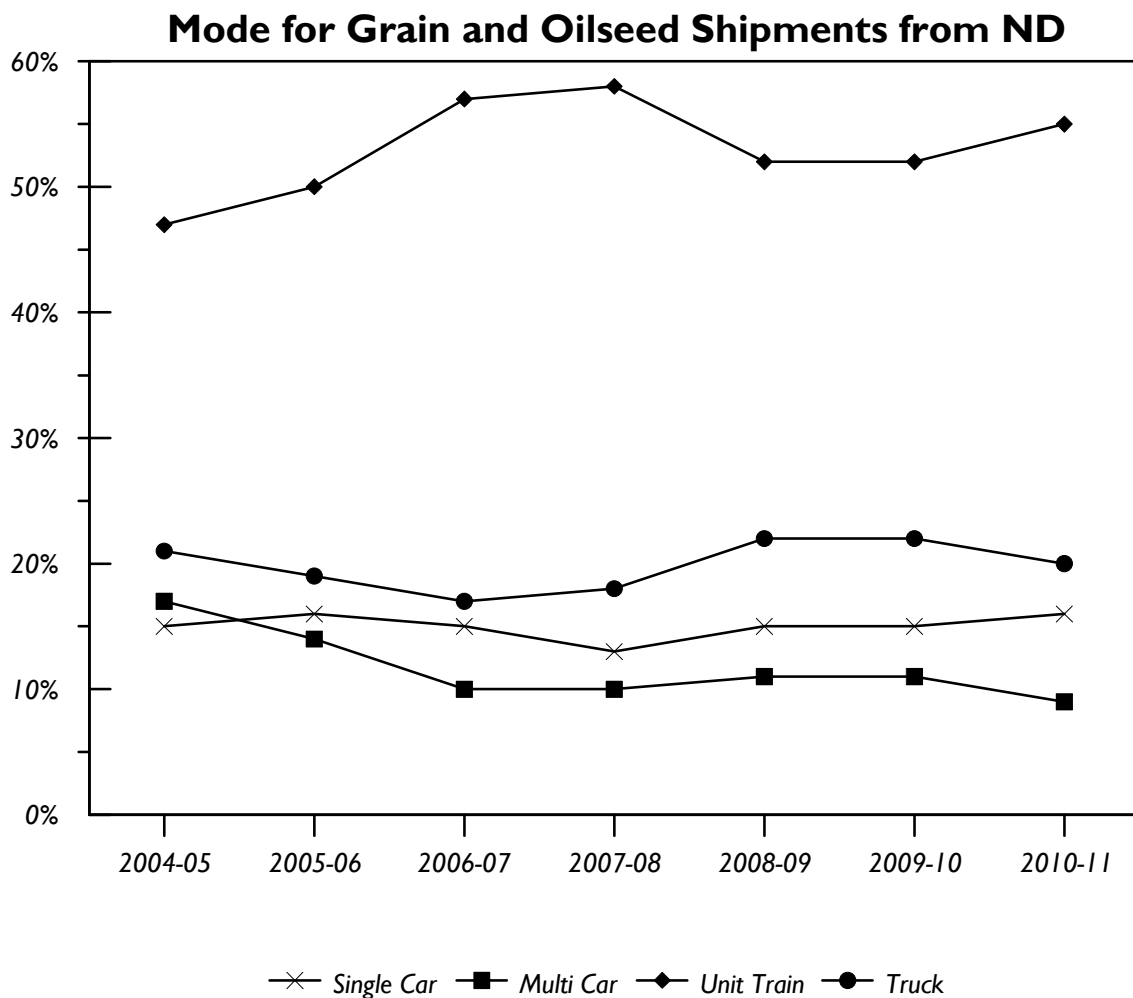




*Mode for Grain and Oilseed
Shipments Originating from
North Dakota Elevators*

**Mode for Grain and Oilseed Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	84,122 15%	91,432 17%	254,069 47%	115,381 21%	545,004
2005-06	96,964 16%	86,196 14%	301,386 50%	114,952 19%	598,988
2006-07	100,044 15%	68,189 17%	368,069 47%	111,579 21%	647,882
2007-08	101,011 13%	78,669 10%	444,088 58%	135,365 18%	759,133
2008-09	99,457 15%	68,628 11%	339,751 52%	143,510 22%	651,345
2009-10	119,824 15%	81,377 11%	394,260 52%	167,829 22%	763,289
2010-11	139,567 16%	77,289 9%	474,664 55%	173,909 20%	865,431



Mode for Grain and Oilseed Shipments from Each CRD (1,000 Bushels)

CRD 1						CRD 2					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	23%	23%	41%	13%	75,036	2004-05	18%	11%	54%	17%	45,969
2005-06	20%	28%	42%	10%	91,549	2005-06	18%	17%	48%	19%	49,161
2006-07	25%	30%	46%	9%	83,666	2006-07	15%	17%	48%	20%	51,067
2007-08	22%	20%	51%	6%	96,419	2007-08	14%	15%	51%	21%	56,003
2008-09	31%	28%	34%	7%	70,041	2008-09	16%	19%	39%	25%	43,796
2009-10	26%	26%	41%	6%	96,306	2009-10	17%	14%	43%	26%	54,521
2010-11	28%	19%	44%	8%	98,911	2010-11	21%	12%	41%	26%	61,845

CRD 3						CRD 4					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	16%	15%	42%	27%	102,546	2004-05	29%	20%	23%	28%	22,360
2005-06	17%	9%	46%	29%	106,106	2005-06	18%	16%	43%	23%	25,222
2006-07	15%	8%	47%	29%	125,328	2006-07	24%	12%	4%	28%	23,210
2007-08	13%	8%	53%	26%	155,866	2007-08	14%	11%	43%	31%	32,427
2008-09	14%	7%	53%	26%	138,404	2008-09	17%	9%	33%	40%	24,489
2009-10	13%	5%	52%	29%	144,186	2009-10	18%	11%	41%	30%	38,435
2010-11	13%	5%	60%	23%	185,083	2010-11	17%	8%	45%	31%	37,945

CRD 5						CRD 6					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	17%	18%	39%	26%	60,076	2004-05	6%	15%	47%	32%	85,371
2005-06	28%	14%	32%	26%	6,523	2005-06	6%	9%	60%	25%	100,434
2006-07	20%	11%	45%	24%	63,161	2006-07	5%	8%	72%	16%	145,456
2007-08	20%	11%	46%	24%	83,564	2007-08	4%	7%	68%	20%	149,859
2008-09	22%	9%	41%	29%	69,168	2008-09	5%	4%	65%	25%	142,770
2009-10	19%	7%	47%	27%	81,038	2009-10	9%	5%	60%	26%	140,149
2010-11	15%	6%	59%	20%	101,974	2010-11	13%	4%	63%	20%	165,825

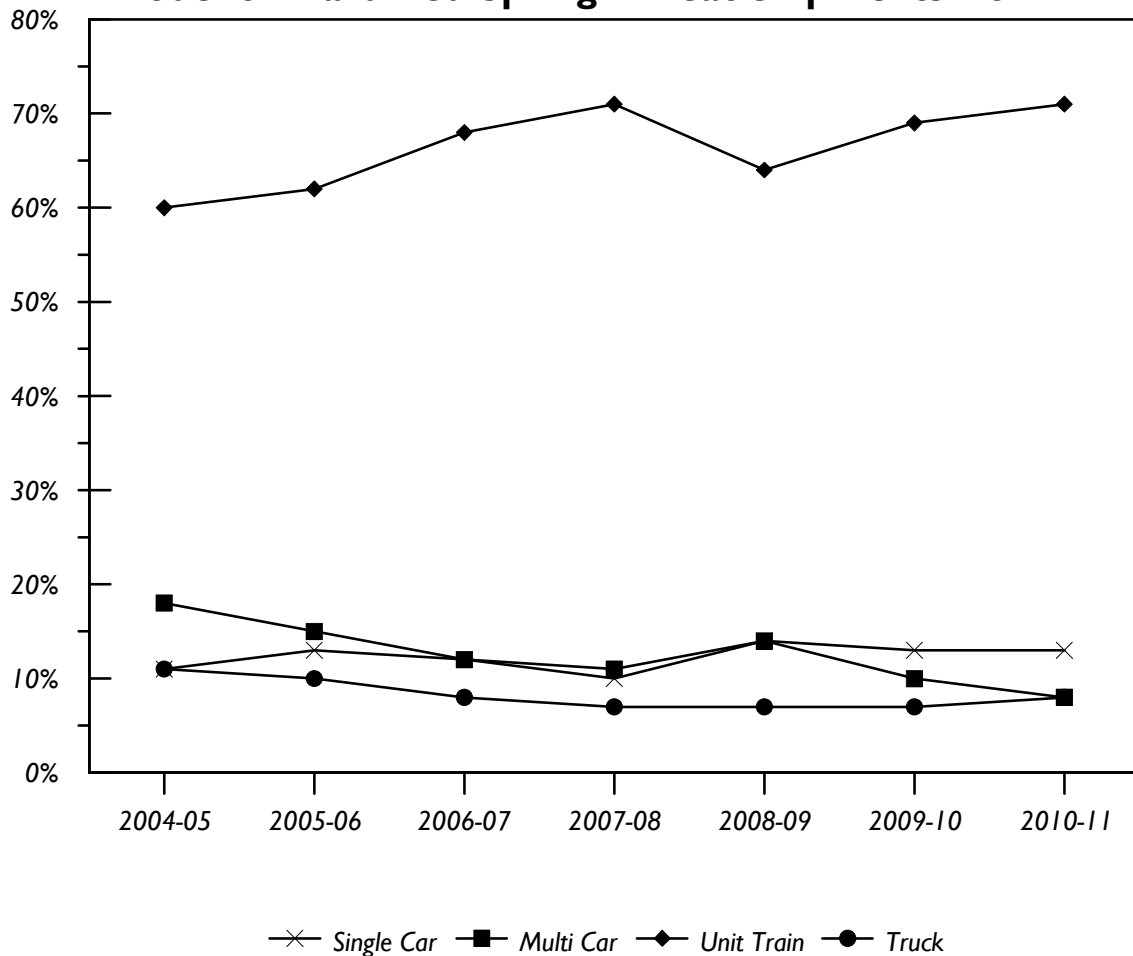
CRD 7						CRD 8					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	1%	23%	71%	5%	35,681	2004-05	7%	4%	50%	39%	14,515
2005-06	4%	22%	64%	9%	37,175	2005-06	8%	2%	59%	31%	13,704
2006-07	12%	9%	74%	5%	30,616	2006-07	15%	7%	54%	24%	7,075
2007-08	8%	10%	78%	4%	42,556	2007-08	9%	2%	55%	34%	14,765
2008-09	19%	25%	43%	12%	13,651	2008-09	5%	11%	37%	47%	7,443
2009-10	15%	13%	66%	5%	50,062	2009-10	12%	2%	51%	34%	18,411
2010-11	13%	17%	63%	7%	49,187	2010-11	9%	1%	46%	44%	20,344

CRD 9					
	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	18%	17%	51%	14%	103,451
2005-06	19%	11%	61%	9%	110,515
2006-07	19%	7%	66%	8%	117,304
2007-08	15%	8%	69%	9%	127,674
2008-09	15%	9%	62%	14%	151,583
2009-10	15%	12%	54%	19%	140,181
2010-11	16%	12%	51%	21%	144,318

**Mode for Hard Red Spring Wheat Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	27,974 11%	45,513 18%	151,461 60%	28,161 11%	253,110
2005-06	29,884 13%	35,570 15%	143,289 62%	23,568 10%	232,312
2006-07	27,546 12%	26,582 12%	155,781 68%	19,372 8%	229,280
2007-08	25,892 10%	29,743 11%	188,294 71%	19,535 7%	263,464
2008-09	27,200 14%	26,965 14%	124,137 64%	14,433 7%	192,735
2009-10	35,211 13%	27,456 10%	184,039 69%	19,564 7%	266,271
2010-11	41,865 13%	26,382 8%	234,427 71%	25,472 8%	328,147

Mode for Hard Red Spring Wheat Shipments from ND



Mode for Hard Red Spring Wheat Shipments from Each CRD (1,000 Bushels)

CRD 1						CRD 2					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	7%	9%	80%	4%	21,945	2004-05	11%	12%	61%	4%	23,765
2005-06	13%	16%	62%	10%	20,892	2005-06	9%	18%	71%	2%	24,767
2006-07	9%	9%	78%	4%	24,971	2006-07	8%	22%	67%	3%	24,889
2007-08	12%	10%	72%	6%	27,135	2007-08	6%	19%	73%	2%	28,203
2008-09	16%	15%	67%	2%	19,164	2008-09	10%	20%	67%	3%	18,905
2009-10	15%	15%	68%	2%	34,472	2009-10	5%	12%	80%	3%	25,272
2010-11	18%	9%	70%	3%	35,053	2010-11	11%	10%	78%	2%	27,521

CRD 3						CRD 4					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	11%	17%	54%	19%	67,782	2004-05	32%	23%	25%	21%	11,786
2005-06	10%	7%	61%	19%	62,748	2005-06	9%	14%	66%	11%	13,511
2006-07	9%	9%	64%	17%	66,731	2006-07	11%	11%	64%	14%	12,321
2007-08	8%	10%	78%	13%	75,259	2007-08	6%	10%	75%	9%	18,021
2008-09	9%	8%	71%	12%	65,227	2008-09	9%	14%	66%	11%	12,186
2009-10	8%	5%	73%	14%	66,503	2009-10	10%	10%	68%	12%	22,381
2010-11	9%	5%	74%	12%	102,337	2010-11	5%	7%	78%	10%	20,721

CRD 5						CRD 6					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	13%	27%	55%	6%	30,261	2004-05	3%	19%	68%	11%	28,650
2005-06	29%	24%	40%	7%	24,392	2005-06	4%	11%	80%	6%	25,117
2006-07	21%	14%	62%	3%	24,161	2006-07	3%	10%	81%	5%	28,960
2007-08	20%	13%	63%	4%	28,867	2007-08	3%	10%	80%	7%	26,023
2008-09	30%	17%	51%	2%	22,552	2008-09	8%	7%	80%	5%	22,884
2009-10	25%	13%	60%	2%	26,899	2009-10	10%	18%	62%	10%	20,945
2010-11	19%	8%	70%	4%	38,865	2010-11	9%	7%	74%	10%	35,101

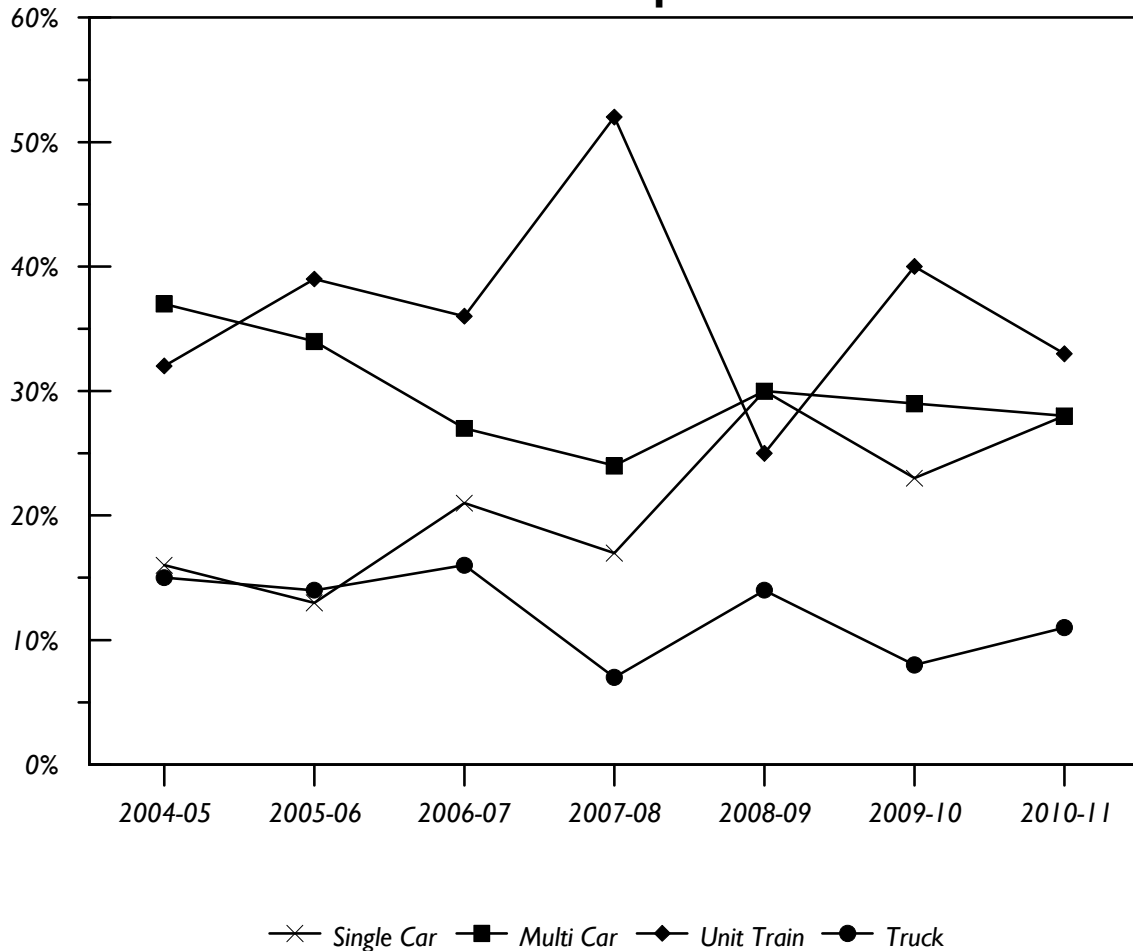
CRD 7						CRD 8					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	0%	14%	83%	2%	27,393	2004-05	6%	3%	58%	33%	12,522
2005-06	2%	17%	76%	5%	27,312	2005-06	7%	3%	69%	21%	11,666
2006-07	8%	2%	88%	2%	22,790	2006-07	14%	7%	67%	12%	5,737
2007-08	2%	5%	92%	1%	32,956	2007-08	6%	2%	74%	18%	10,983
2008-09	14%	29%	51%	6%	9,734	2008-09	0%	18%	63%	19%	4,423
2009-10	8%	8%	81%	2%	39,404	2009-10	14%	3%	73%	11%	12,809
2010-11	7%	11%	79%	2%	36,102	2010-11	10%	1%	74%	16%	12,682

CRD 9					
	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	27%	33%	34%	6%	29,007
2005-06	36%	29%	32%	3%	21,907
2006-07	38%	21%	36%	5%	18,719
2007-08	37%	27%	32%	4%	16,018
2008-09	37%	27%	32%	4%	17,659
2009-10	42%	16%	36%	7%	17,586
2010-11	42%	21%	29%	8%	19,765

**Mode for Durum Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	7,195 16%	16,750 37%	14,552 32%	7,020 15%	45,518
2005-06	7,281 13%	19,973 34%	22,882 39%	7,857 14%	57,993
2006-07	8,604 21%	11,087 27%	14,748 36%	6,412 16%	40,850
2007-08	7,996 14%	11,596 24%	24,795 52%	3,513 7%	47,900
2008-09	6,574 30%	6,607 30%	5,579 25%	3,151 14%	21,911
2009-10	9,943 23%	12,462 29%	17,076 40%	3,218 8%	42,698
2010-11	14,929 28%	14,854 28%	17,218 33%	5,784 11%	52,786

Mode for Durum Shipments from ND



Mode for Durum Shipments from Each CRD (1,000 Bushels)

CRD 1						CRD 2					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	15%	36%	37%	12%	26,849	2004-05	42%	34%	1%	23%	1,864
2005-06	9%	36%	47%	8%	38,091	2005-06	39%	25%	3%	32%	2,120
2006-07	18%	27%	45%	10%	25,451	2006-07	36%	42%	1%	20%	1,729
2007-08	13%	22%	62%	3%	33,798	2007-08	23%	32%	18%	27%	1,404
2008-09	29%	32%	33%	7%	16,797	2008-09	25%	8%	0%	67%	584
2009-10	20%	26%	50%	3%	30,675	2009-10	13%	44%	0%	43%	1,116
2010-11	30%	24%	41%	5%	34,073	2010-11	16%	23%	0%	61%	2,400

CRD 3						CRD 4					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	31%	25%	0%	43%	1,818	2004-05	11%	20%	43%	27%	5,088
2005-06	30%	21%	15%	34%	1,877	2005-06	14%	29%	29%	28%	5,776
2006-07	65%	6%	0%	29%	1,556	2006-07	16%	24%	16%	44%	4,119
2007-08	55%	13%	11%	21%	887	2007-08	27%	24%	15%	34%	3,450
2008-09	68%	18%	0%	14%	508	2008-09	15%	27%	7%	51%	1,620
2009-10	77%	1%	3%	20%	145	2009-10	26%	30%	11%	33%	3,406
2010-11	57%	18%	0%	25%	975	2010-11	26%	21%	17%	37%	5,084

CRD 5						CRD 6					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	63%	0%	0%	37%	1,388	2004-05	27%	66%	0%	7%	453
2005-06	64%	0%	0%	36%	1,635	2005-06	0%	67%	0%	33%	144
2006-07	34%	0%	0%	66%	1,156	2006-07	0%	0%	0%	100%	31
2007-08	55%	18%	0%	26%	1,215	2007-08	0%	70%	0%	30%	138
2008-09	48%	0%	0%	52%	440	2008-09	0%	0%	0%	0%	0
2009-10	57%	0%	25%	18%	683	2009-10	14%	0%	0%	86%	56
2010-11	48%	39%	0%	14%	1,485	2010-11	0%	0%	0%	0%	0

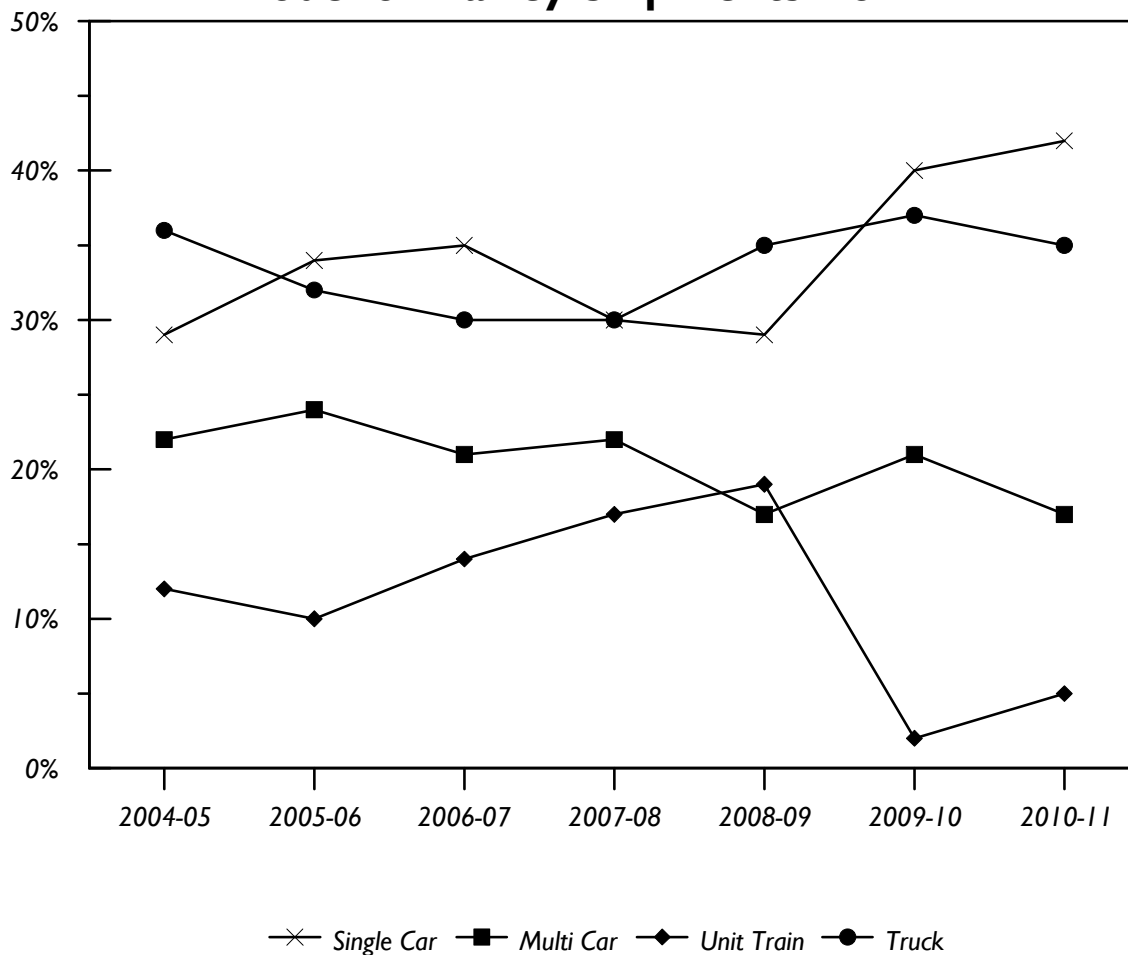
CRD 7						CRD 8					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2004-05	1%	61%	31%	1%	7,544	2004-05	10%	0%	0%	90%	199
2005-06	6%	45%	37%	12%	8,128	2005-06	0%	0%	0%	100%	132
2006-07	18%	34%	41%	6%	6,445	2006-07	0%	0%	0%	100%	68
2007-08	16%	34%	46%	4%	6,567	2007-08	12%	0%	0%	88%	85
2008-09	35%	44%	16%	6%	6,564	2008-09	49%	0%	0%	51%	53
2009-10	1%	61%	31%	1%	5,993	2009-10	7%	0%	0%	93%	6
2010-11	20%	53%	30%	5%	8,730	2010-11	83%	0%	0%	17%	30

CRD 9					
	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	61%	30%	0%	10%	314
2005-06	99%	0%	0%	1%	89
2006-07	52%	42%	0%	6%	293
2007-08	7%	93%	0%	0%	356
2008-09	0%	77%	0%	23%	124
2009-10	0%	0%	0%	0%	0
2010-11	78%	0%	0%	22%	9

**Mode for Barley Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	18,967 29%	14,256 22%	7,959 12%	23,387 36%	64,569
2005-06	18,704 34%	13,187 24%	5,249 10%	17,604 32%	54,745
2006-07	18,100 35%	10,913 21%	7,105 10%	15,458 32%	51,577
2007-08	21,008 30%	15,360 22%	12,018 17%	21,016 30%	69,402
2008-09	16,772 29%	9,748 17%	10,700 19%	20,010 35%	57,230
2009-10	20,385 40%	10,604 21%	1,105 2%	18,484 37%	50,579
2010-11	20,774 42%	8,584 17%	2,442 5%	17,437 35%	49,237

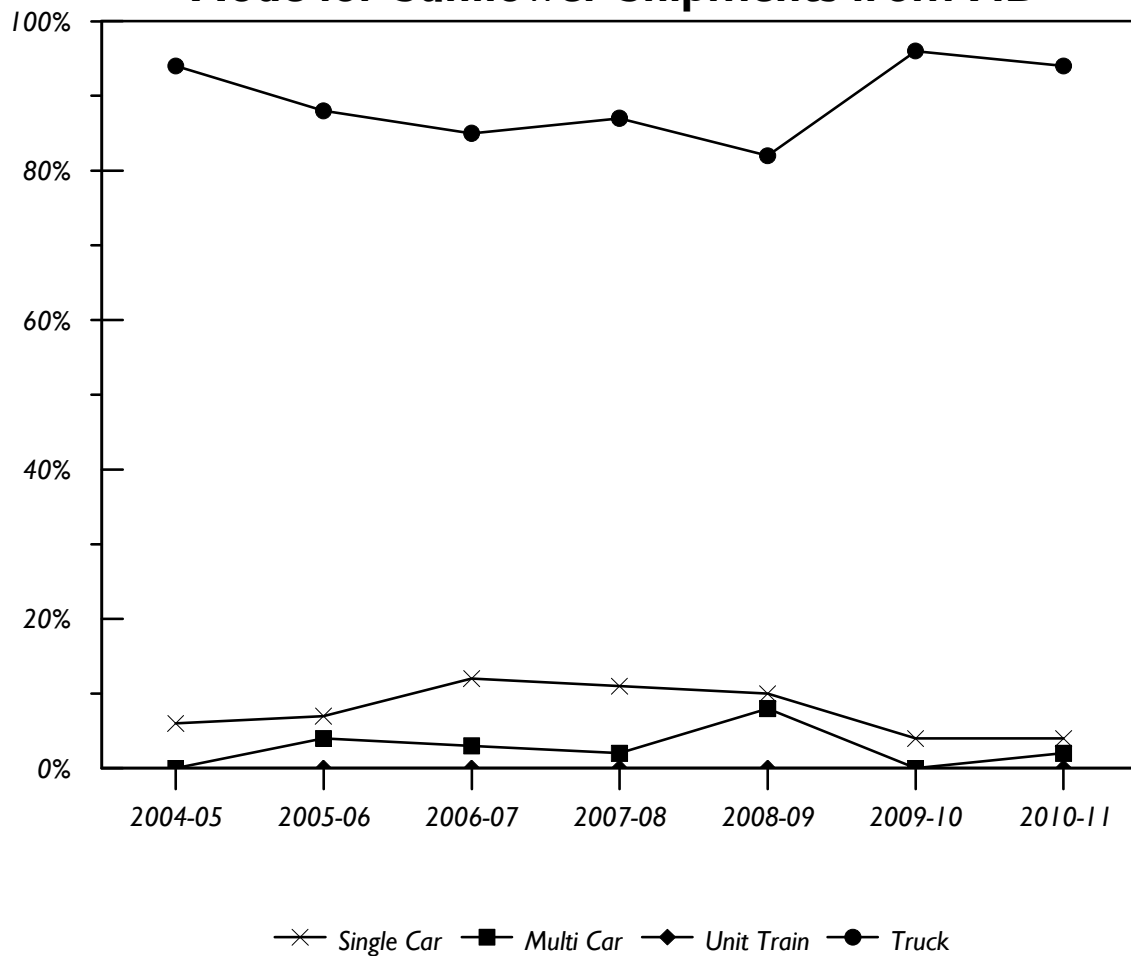
Mode for Barley Shipments from ND



**Mode for Sunflower Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	341	0	0	5,111	5,452
	6%	0%	0%	94%	
2005-06	481	261	2	5,651	6,395
	7%	4%	0%	88%	
2006-07	880	205	0	6,356	7,440
	12%	3%	0%	85%	
2007-08	792	161	0	6,234	7,187
	11%	2%	0%	87%	
2008-09	686	551	2	5,711	6,949
	10%	8%	0%	82%	
2009-10	326	28	13	7,841	8,208
	4%	0%	0%	96%	
2010-11	282	161	0	6,631	7,074
	4%	2%	0%	94%	

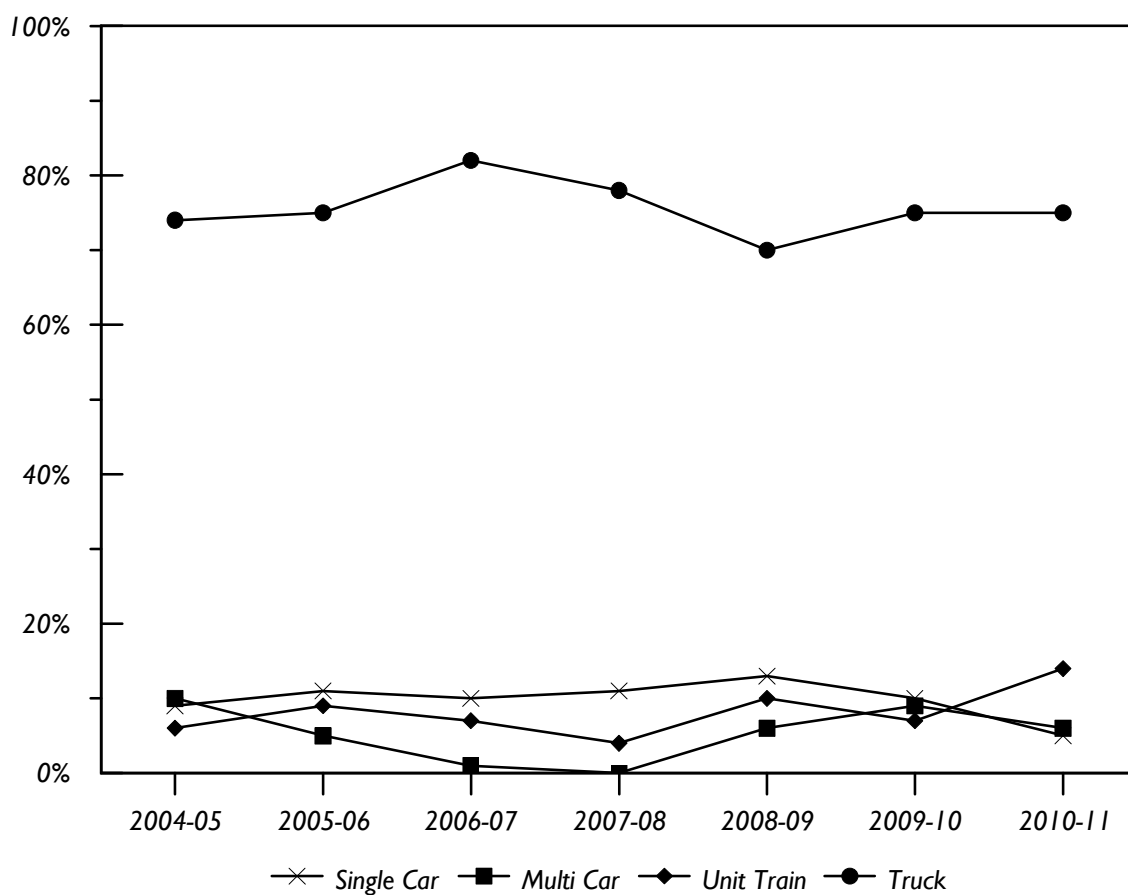
Mode for Sunflower Shipments from ND



**Mode for Canola Shipments from ND
(1,000 cwt)**

	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	647	703	380	5,023	6,753
	9%	10%	6%	74%	
2005-06	855	399	756	6,022	8,033
	11%	5%	9%	75%	
2006-07	756	101	500	6,329	7,686
	10%	1%	7%	82%	
2007-08	999	571	384	6,940	8,894
	11%	6%	4%	78%	
2008-09	1,125	521	889	5,981	8,516
	13%	6%	10%	70%	
2009-10	1,042	916	709	7,865	10,532
	10%	9%	7%	75%	
2010-11	730	847	2,060	10,829	14,468
	5%	6%	14%	75%	

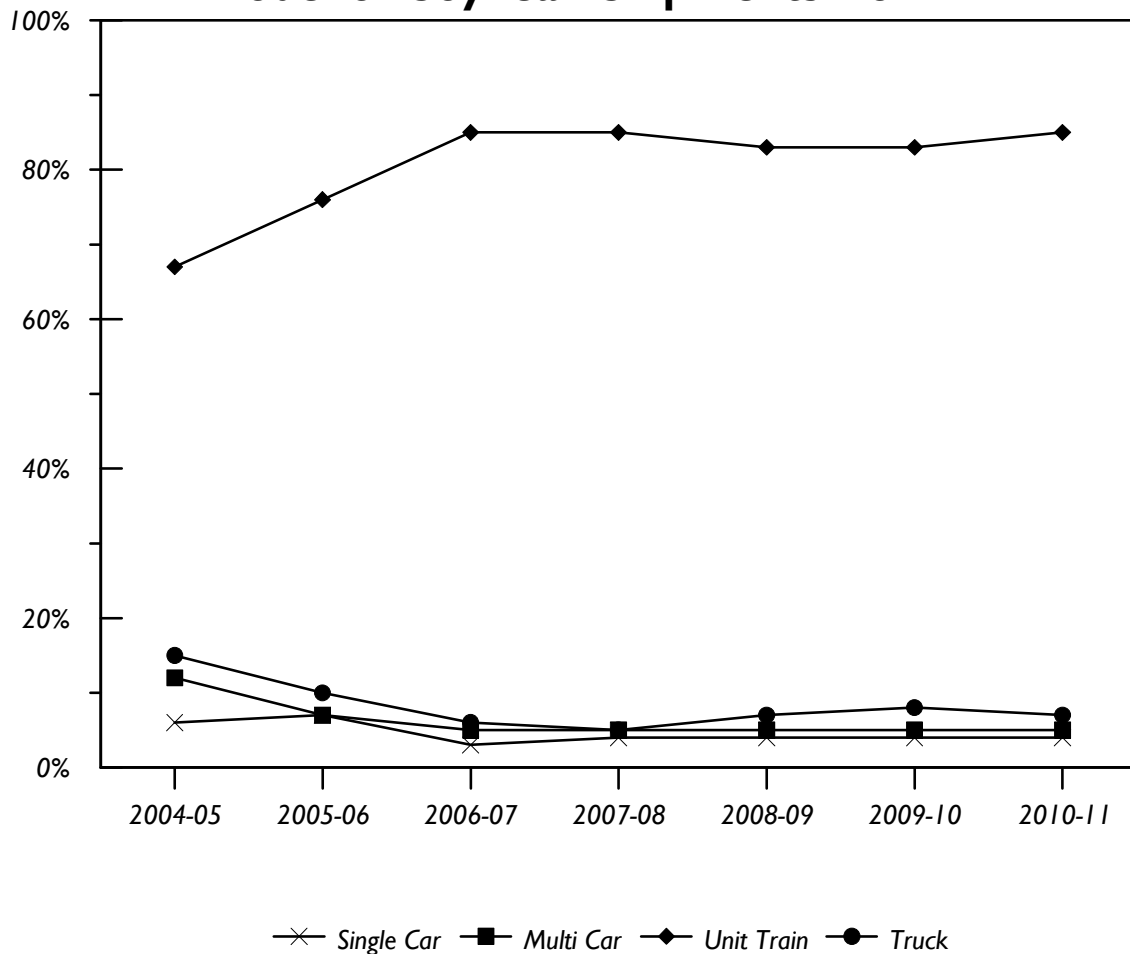
Mode for Canola Shipments from ND



**Mode for Soybean Shipments from ND
(1,000 Bushels)**

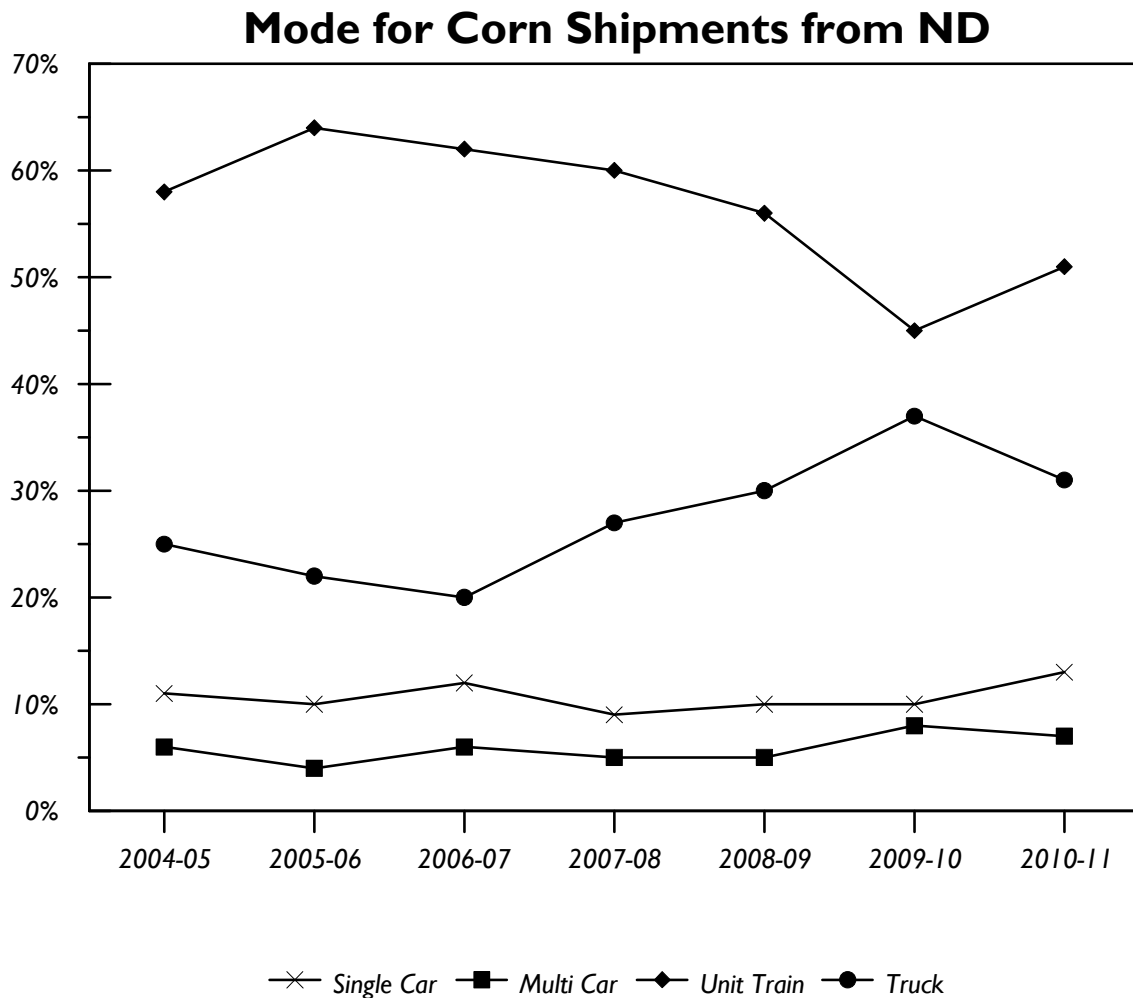
	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	4,234 6%	7,735 12%	44,726 67%	10,037 15%	66,732
2005-06	5,390 7%	5,893 7%	63,033 76%	8,260 10%	82,575
2006-07	3,981 3%	6,809 5%	107,447 85%	8,001 6%	126,238
2007-08	4,998 4%	7,019 5%	109,875 85%	6,945 5%	128,837
2008-09	4,844 4%	5,668 5%	91,821 83%	7,873 7%	110,207
2009-10	5,725 4%	6,504 5%	115,266 83%	10,671 8%	138,166
2010-11	4,984 4%	6,530 5%	118,398 85%	9,879 7%	139,791

Mode for Soybean Shipments from ND

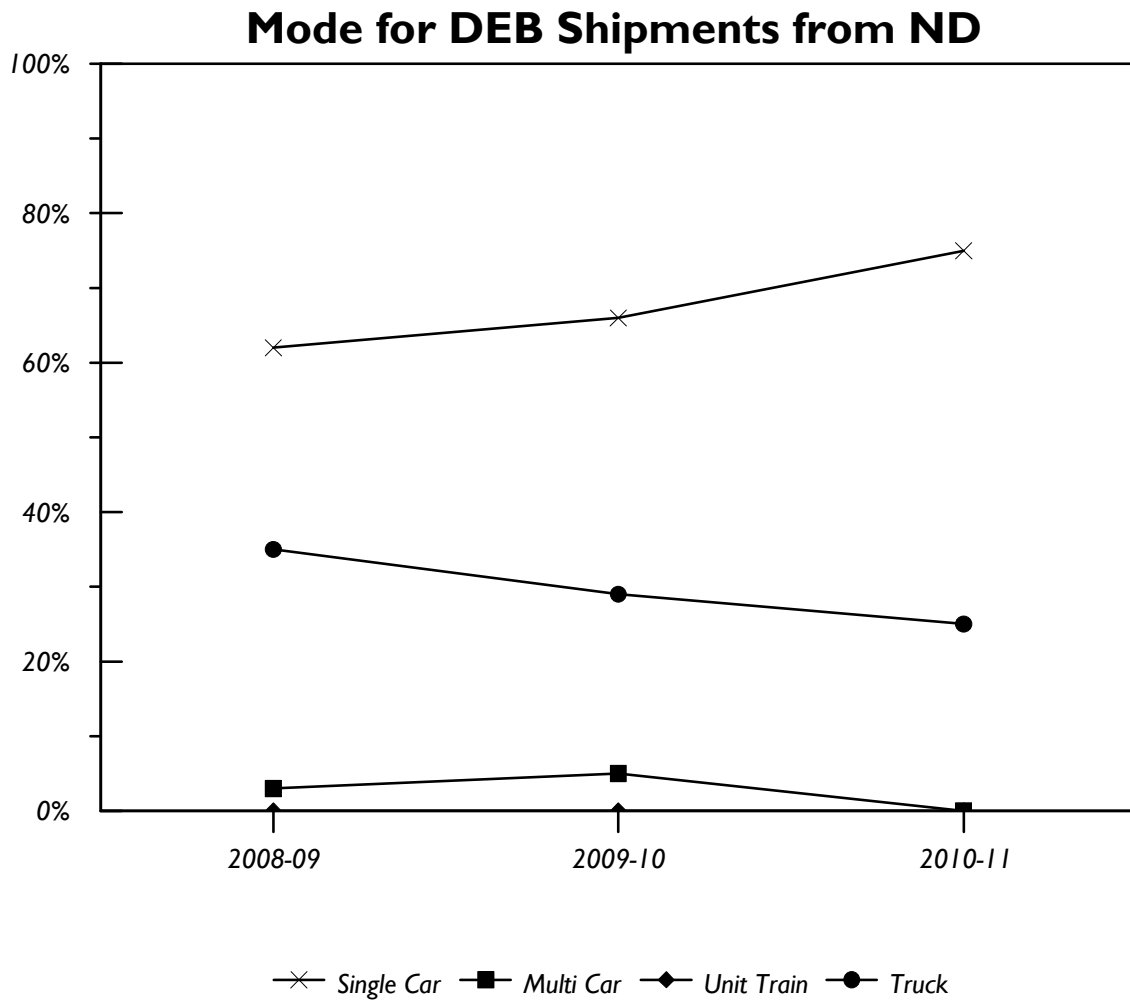


**Mode for Corn Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
2004-05	6,020 11%	3,159 6%	33,188 58%	14,453 25%	56,821
2005-06	9,666 10%	3,371 4%	60,486 64%	21,095 22%	94,619
2006-07	14,256 12%	7,530 6%	76,090 62%	24,284 22%	122,159
2007-08	15,825 9%	8,457 5%	103,646 60%	46,131 27%	174,059
2008-09	18,142 10%	9,525 5%	105,683 56%	56,549 30%	189,900
2009-10	17,547 10%	12,578 8%	74,790 45%	62,412 37%	167,327
2010-11	24,105 13%	13,621 7%	94,993 51%	59,732 31%	192,452



Mode for DEB Shipments from ND (1,000 cwt)					
	Single Car	Multi Car	Unit Train	Truck	Total
2008-09	5,896 62%	287 3%	0 0%	3,400 35%	9,583
2009-10	7,566 66%	613 5%	0 0%	3,284 29%	11,462
2010-11	9,384 75%	44 0%	0 0%	3,137 25%	12,565



Mode for DEPeas Shipments from ND (1,000 cwt)					
	Single Car	Multi Car	Unit Train	Truck	Total
2008-09	4,392 76%	652 11%	29 0%	732 13%	5,805
2009-10	5,423 61%	2,104 24%	287 3%	1,124 13%	8,939
2010-11	5,243 58%	864 10%	1,838 20%	1,070 12%	9,015

