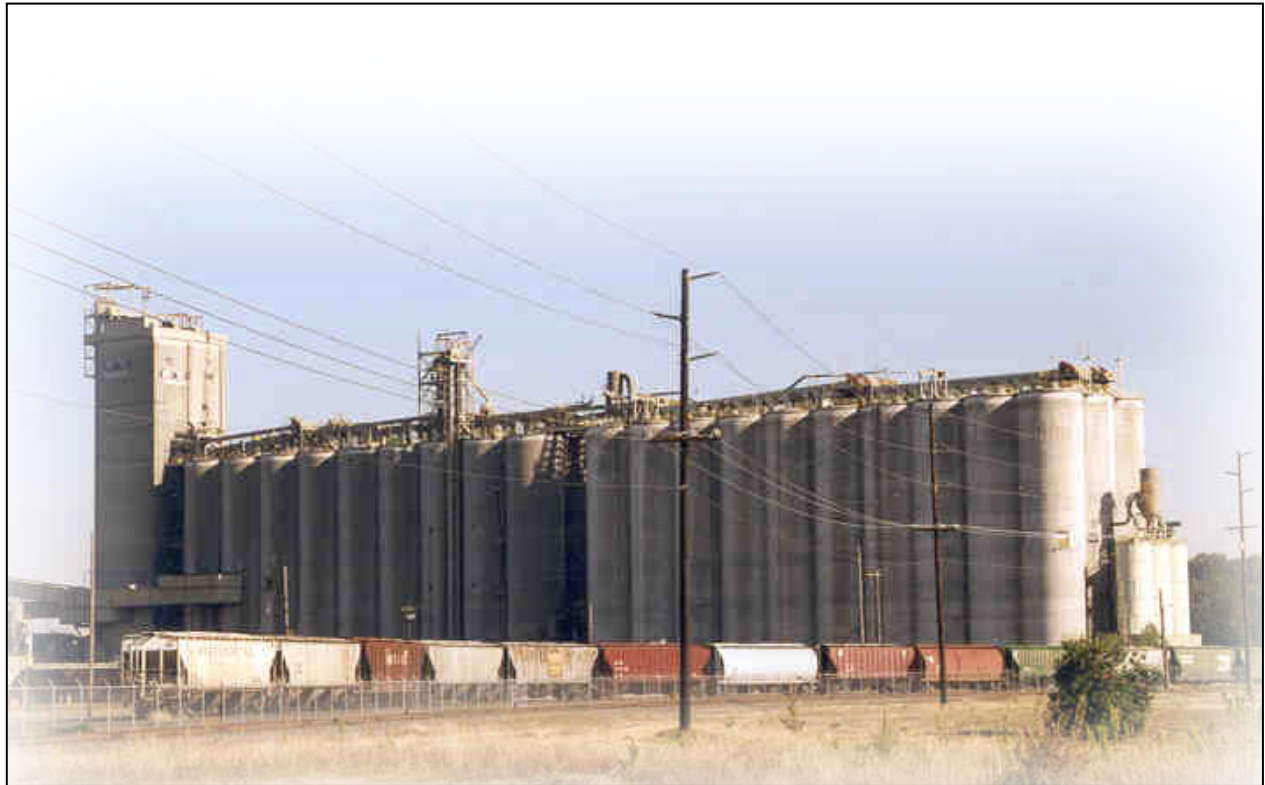


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ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2011-12



NDSU UPPER GREAT PLAINS
TRANSPORTATION INSTITUTE

ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2011-12

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in cooperation with

North Dakota Wheat Commission

Bismarck, ND

North Dakota Public Service Commission

Bismarck, ND

With special thanks to the North Dakota grain elevator industry for providing this data monthly.

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Overview

The *Annual North Dakota Elevator Marketing Report for 2011-12* 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 five 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) Shuttle Train (100 cars or more).
- **Time:** Crop year, from July 2011 to June 2012.
- **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
	Shuttle Train 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
100 Car Shipments:	Car orders purchased under rates for 100 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, 2011-12

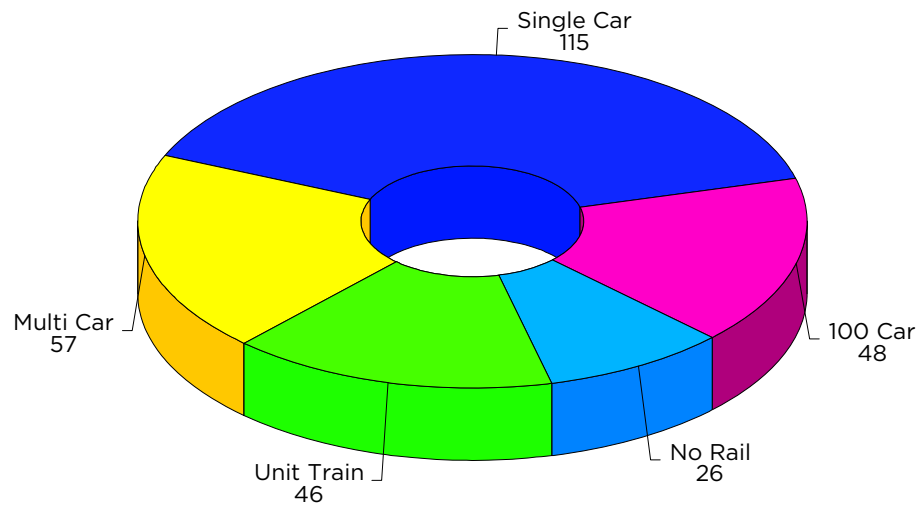
Storage: 295,868 Thousand Bu.

Grain Shipped to End User: 665,909 Thousand Bu.

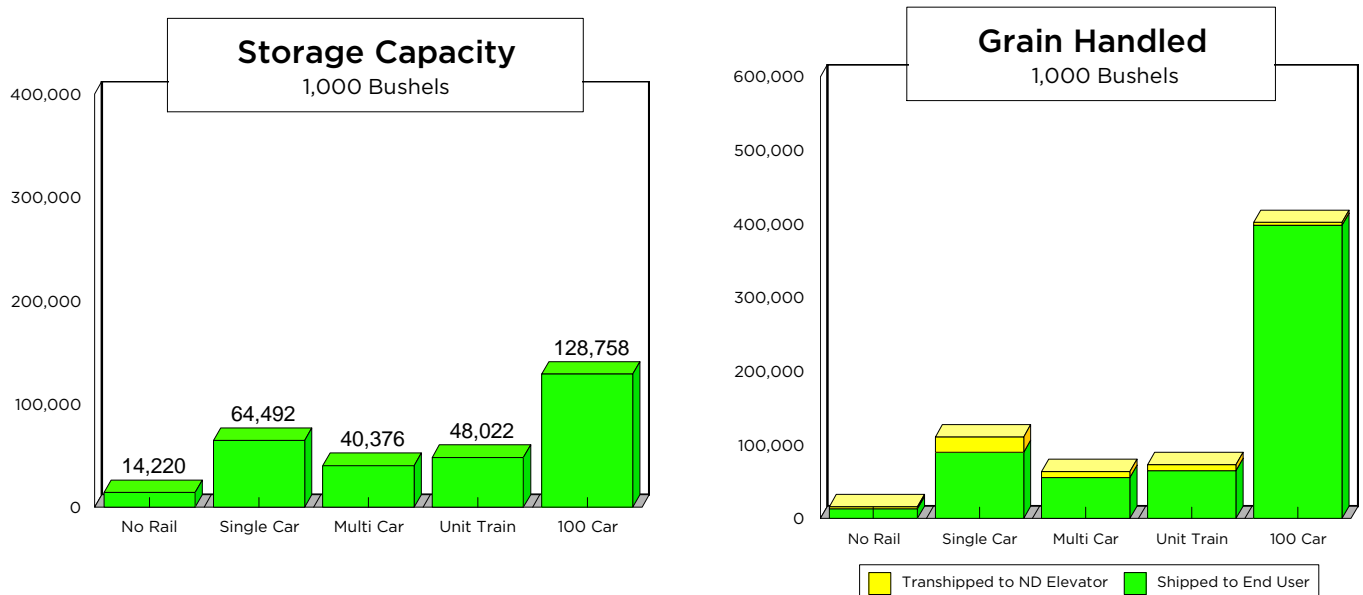
Grain Transhipped to ND Elevator: 43,579 Thousand Bu.

Average Turnover: 3.8

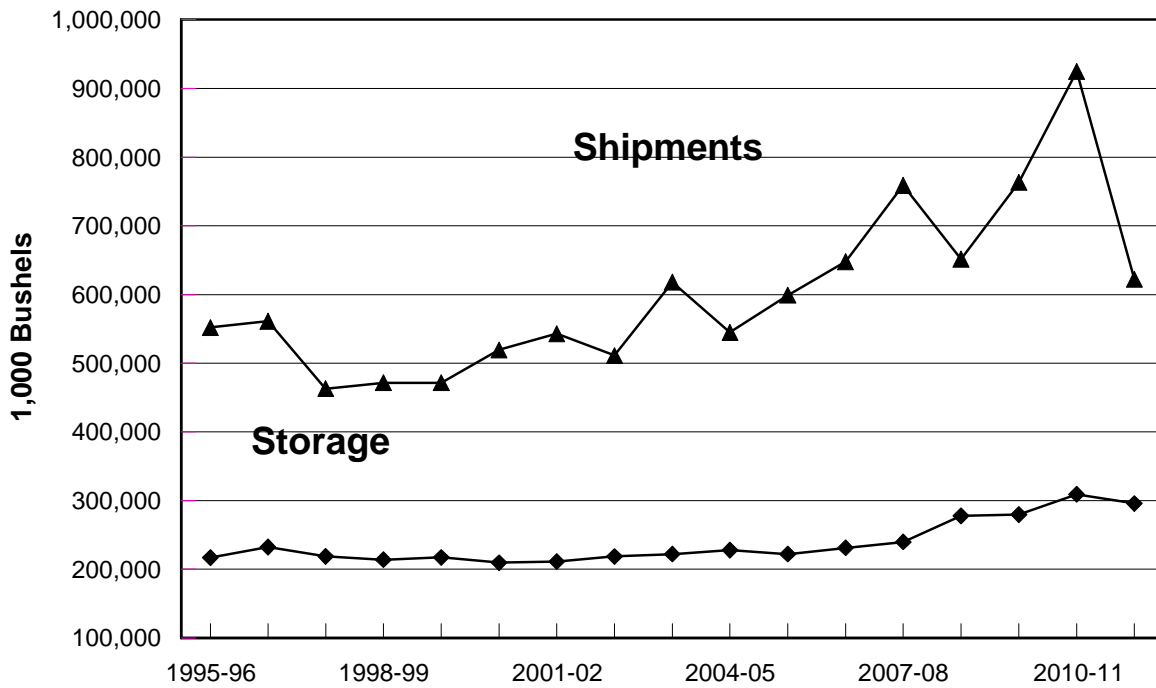
Elevator Categories



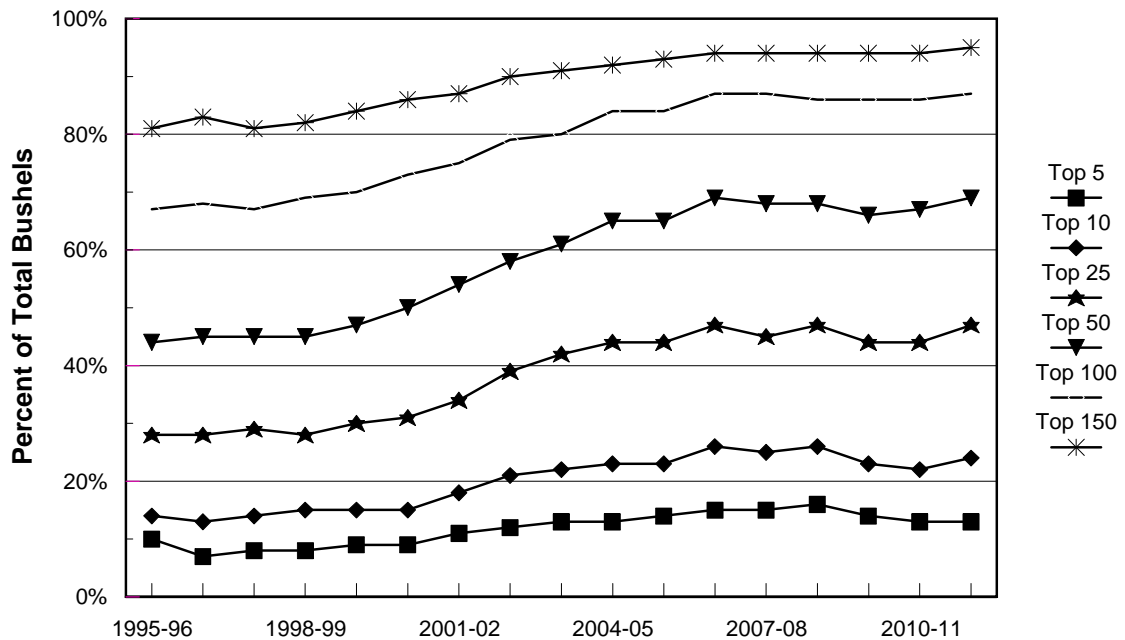
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



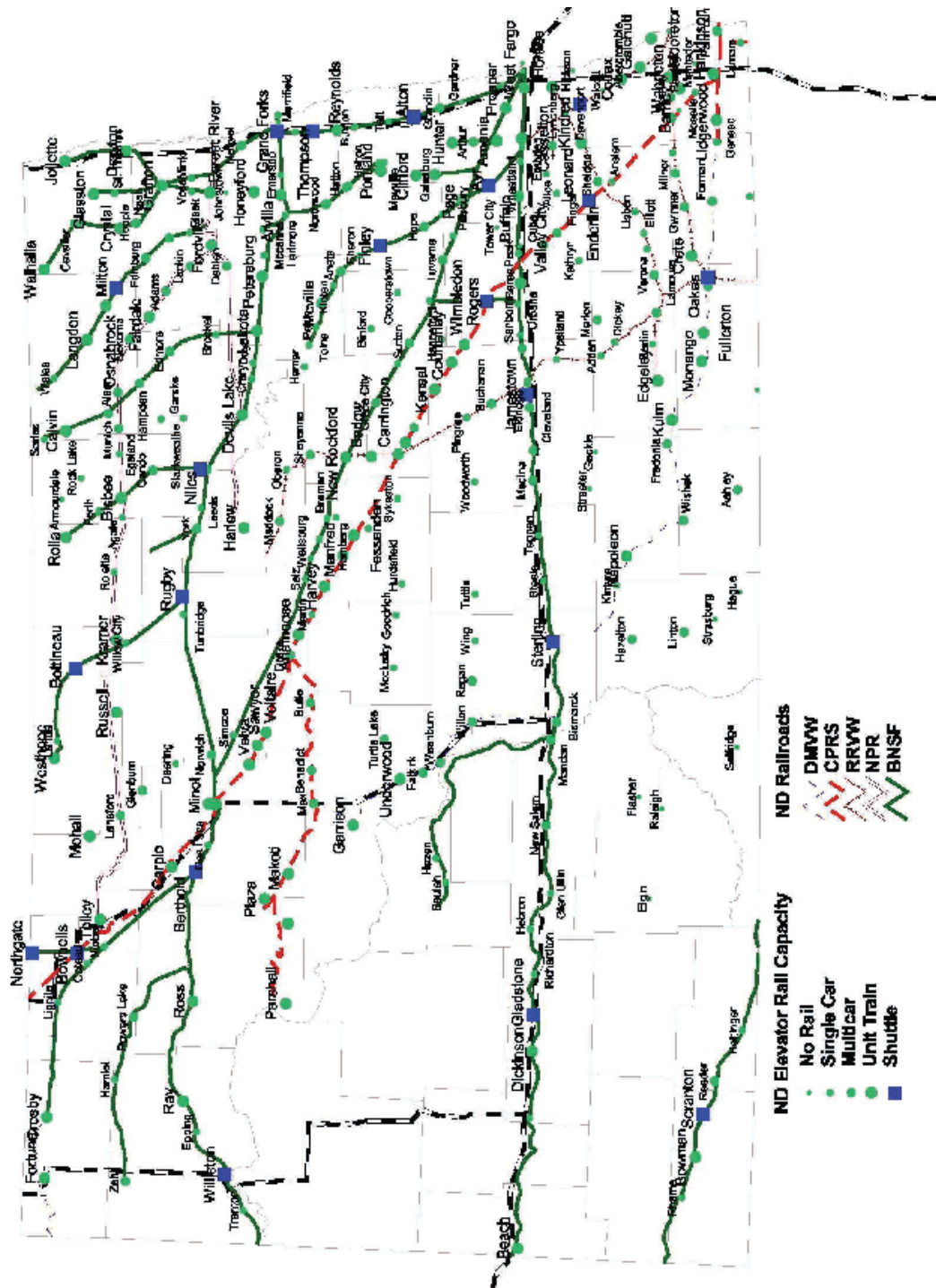
Storage and Total Grain Shipments for North Dakota Elevators



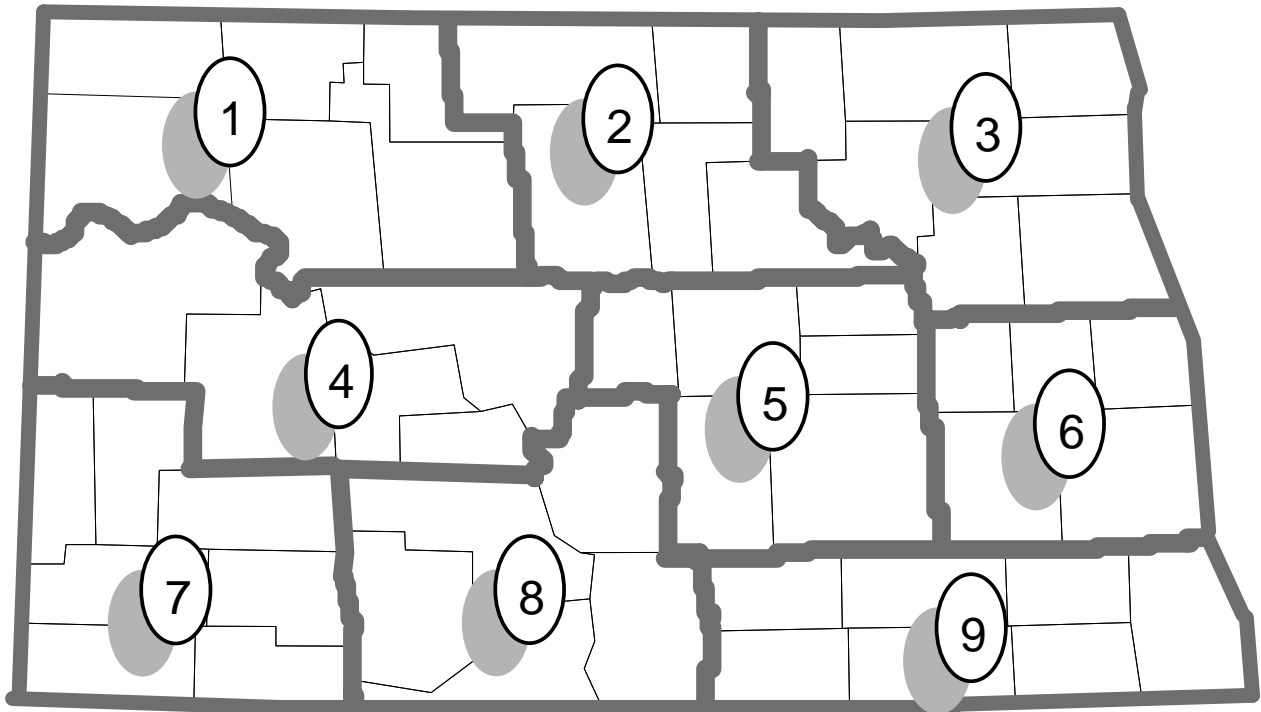
Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators



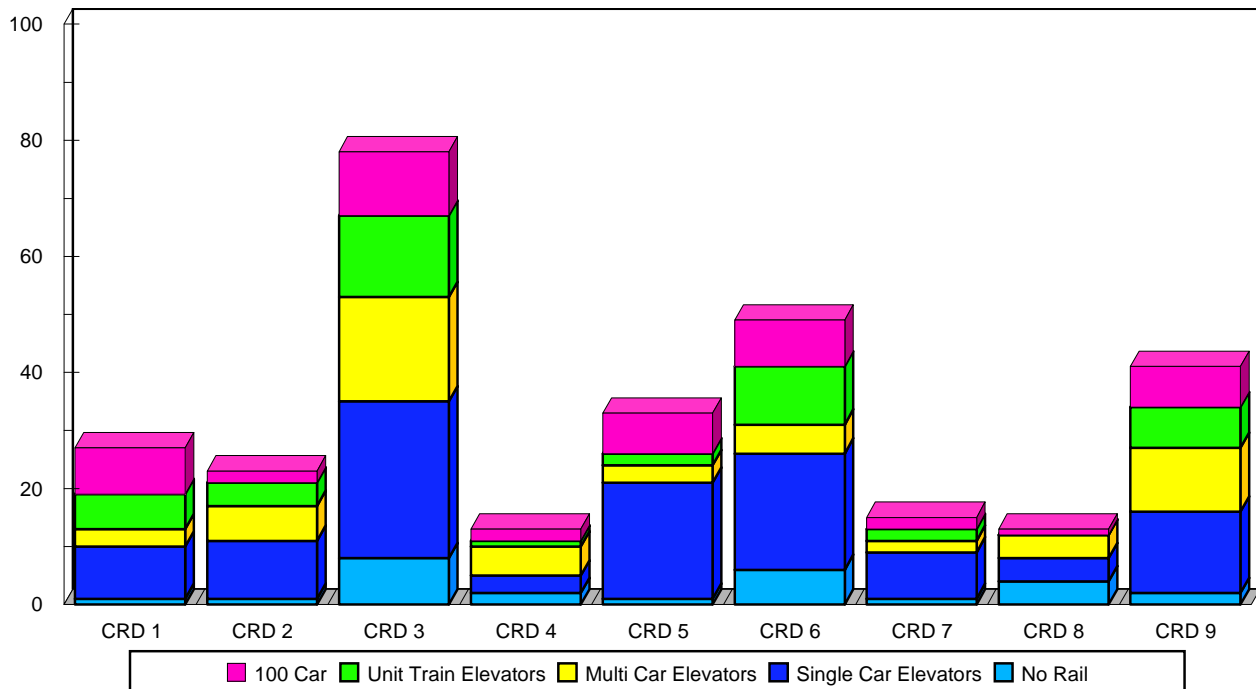
North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2007



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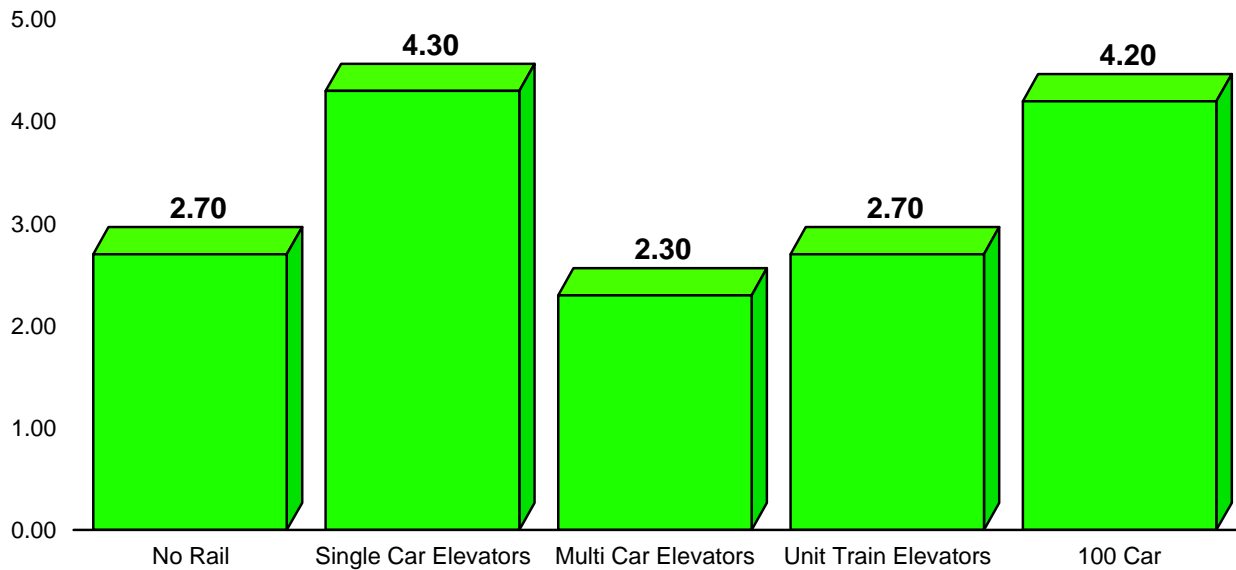


Elevators in Each CRD, 2011-12



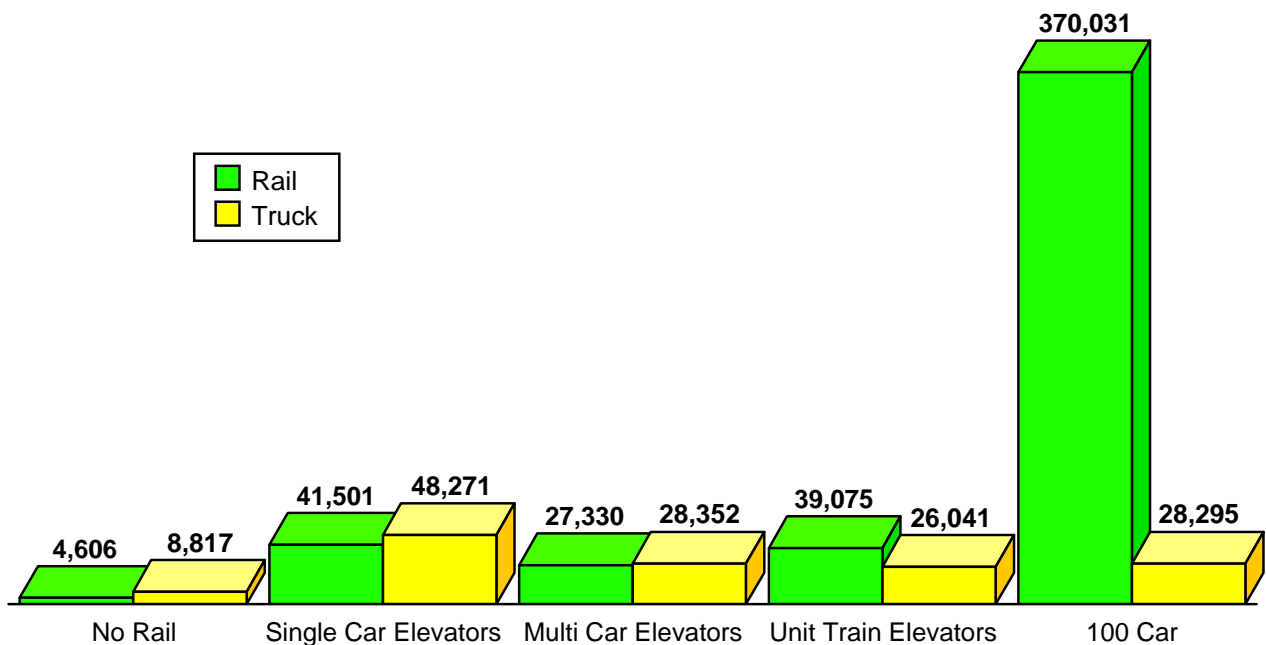
Turnover Ratios for Each Elevator Category, 2011-12

Ratio of Volume Handled to Storage Capacity



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2011-12

- Thousand Bushels -

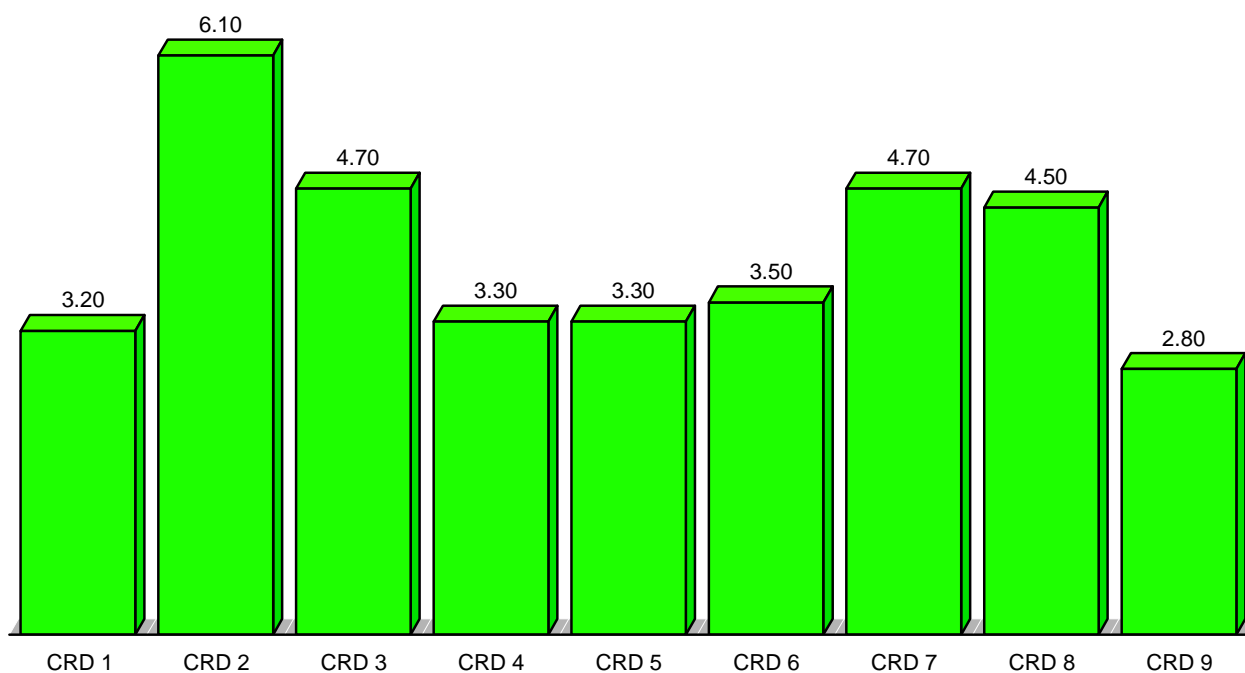


ND Elevator Storage, Shipments, and Turnover Ratios for Each CRD, 2011-12					
CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	27	25,255,000	2,138,396	48,832,205	3.2
2	23	15,314,000	4,545,936	33,980,867	6.1
3	78	58,968,817	13,443,199	148,429,157	4.7
4	13	8,622,000	1,180,599	23,426,224	3.3
5	33	35,712,828	7,729,473	82,246,346	3.3
6	49	81,058,100	9,813,703	128,399,506	3.5
7	15	11,450,200	111,433	30,590,710	4.7
8	13	5,454,000	400,426	17,222,436	4.5
9	41	54,033,000	4,215,620	109,202,331	2.8
All	292	295,867,945	43,578,785	622,329,782	4.0

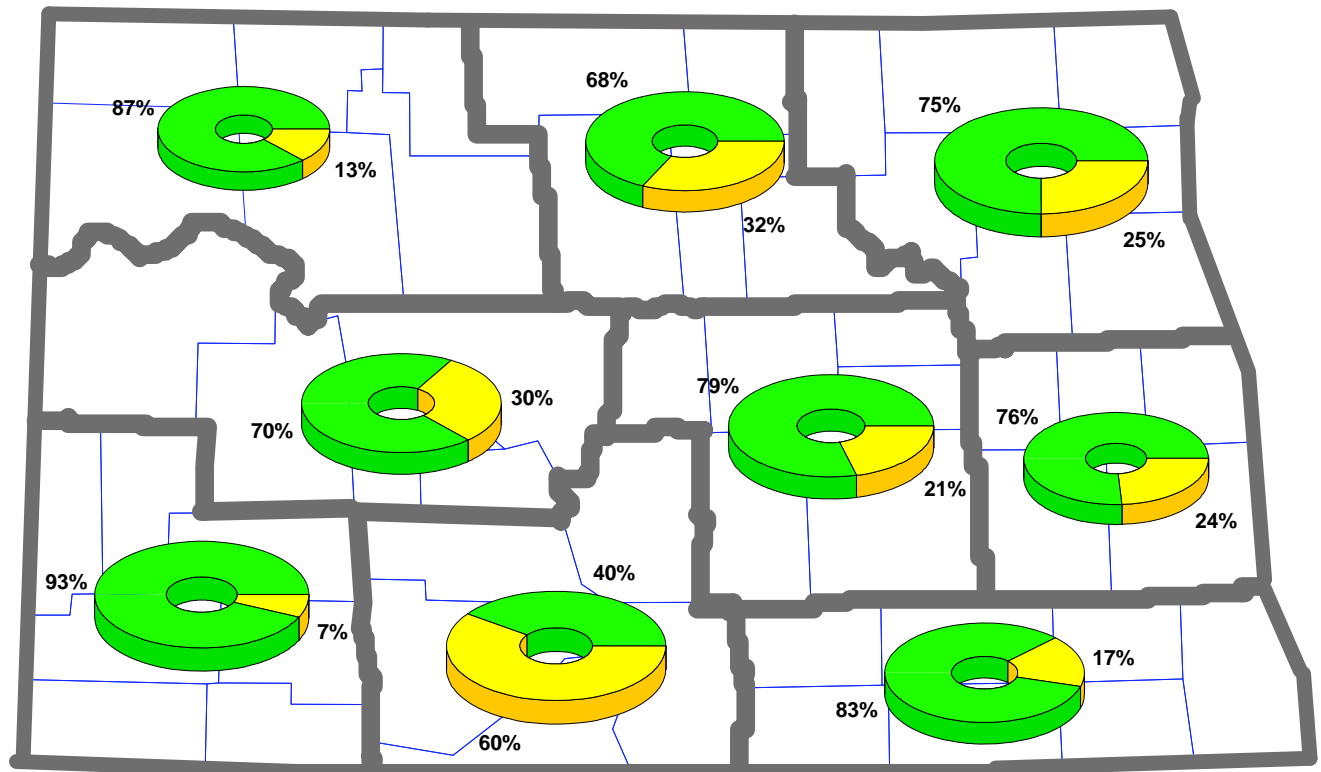
^a Bushels transhipped to other ND elevators.

^b Bushels shipped to processors, and various export points.

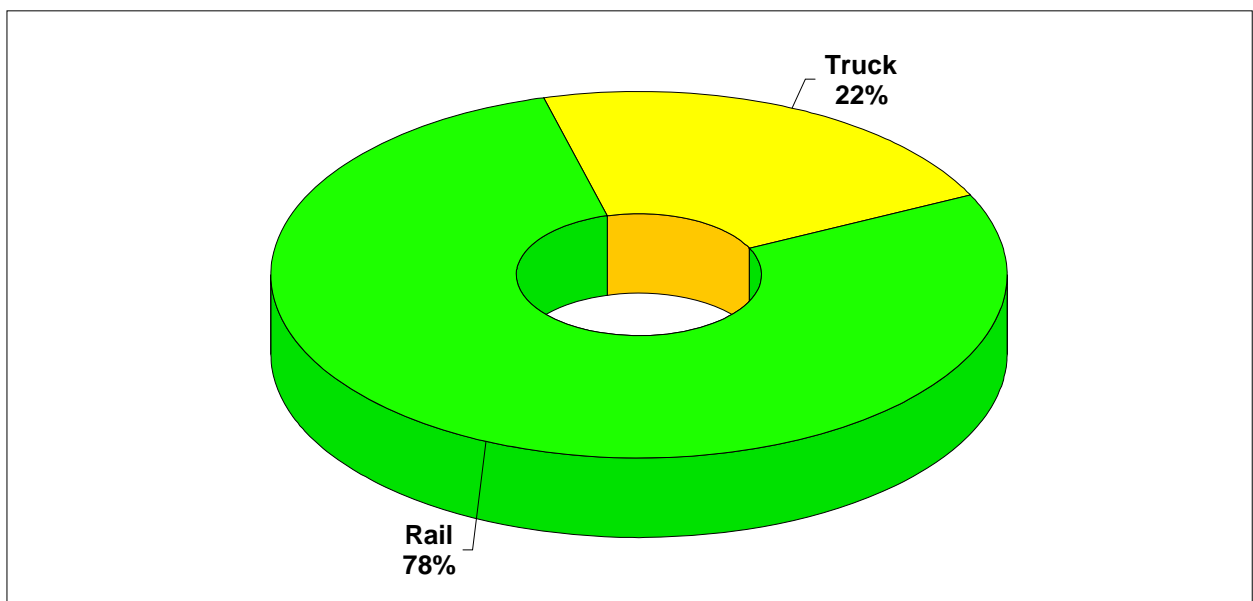
Average Turnover of Shipments to Storage for Each CRD, 2011-12 -Weighted by grain shipments-

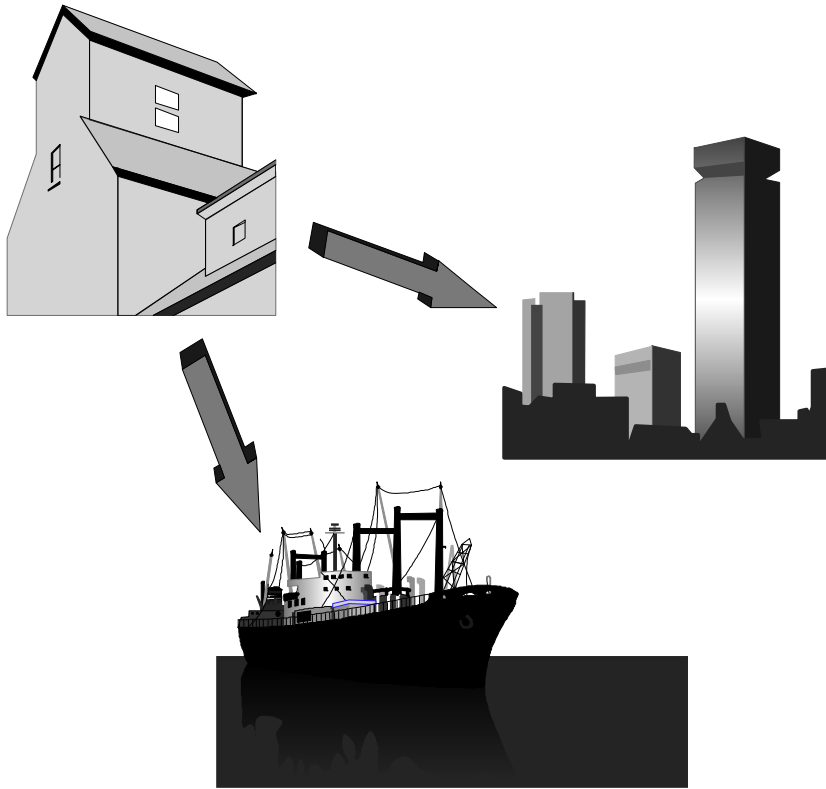


Modal Share of Grain and Oilseed Shipments from Each CRD, 2011-12



Rail/Truck Share of Grain and Oilseed Shipments from ND, 2011-12

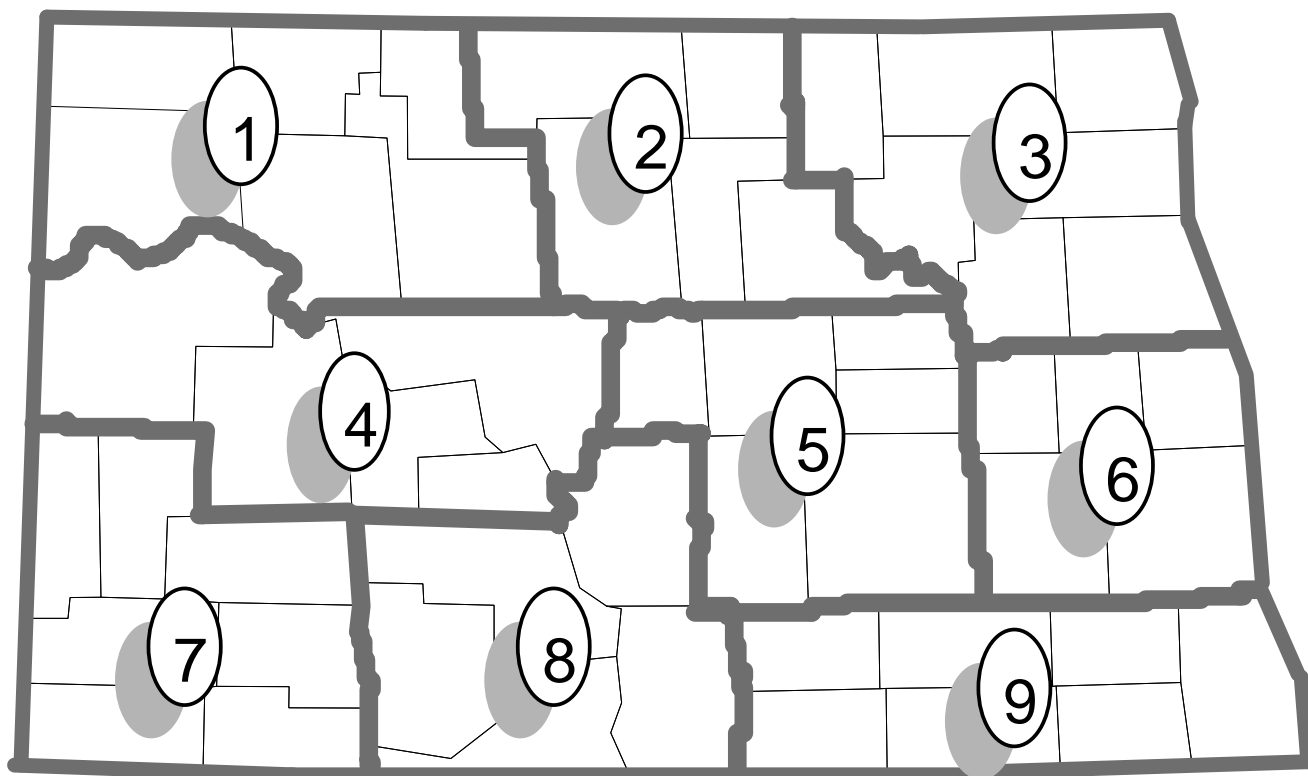




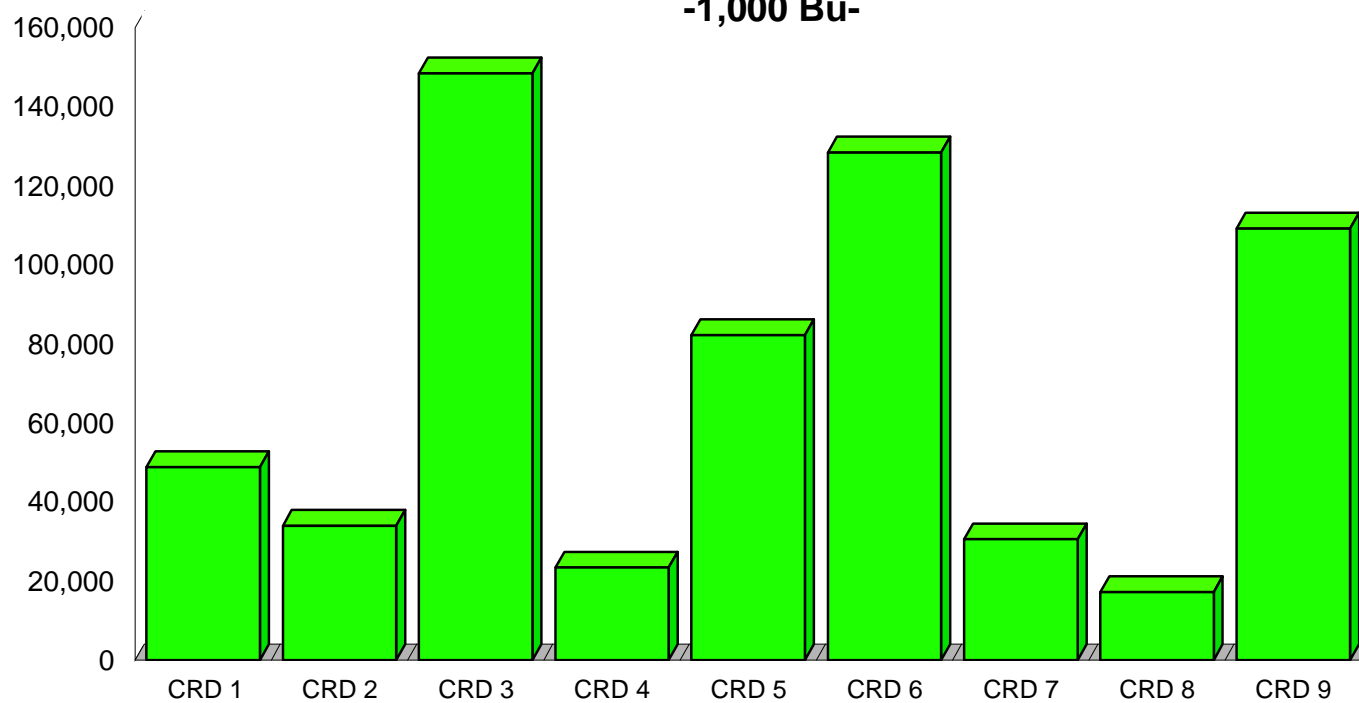
***Destinations for Grain and Oilseed
Shipments Originating from
North Dakota Elevators***

All Grains and Oilseeds

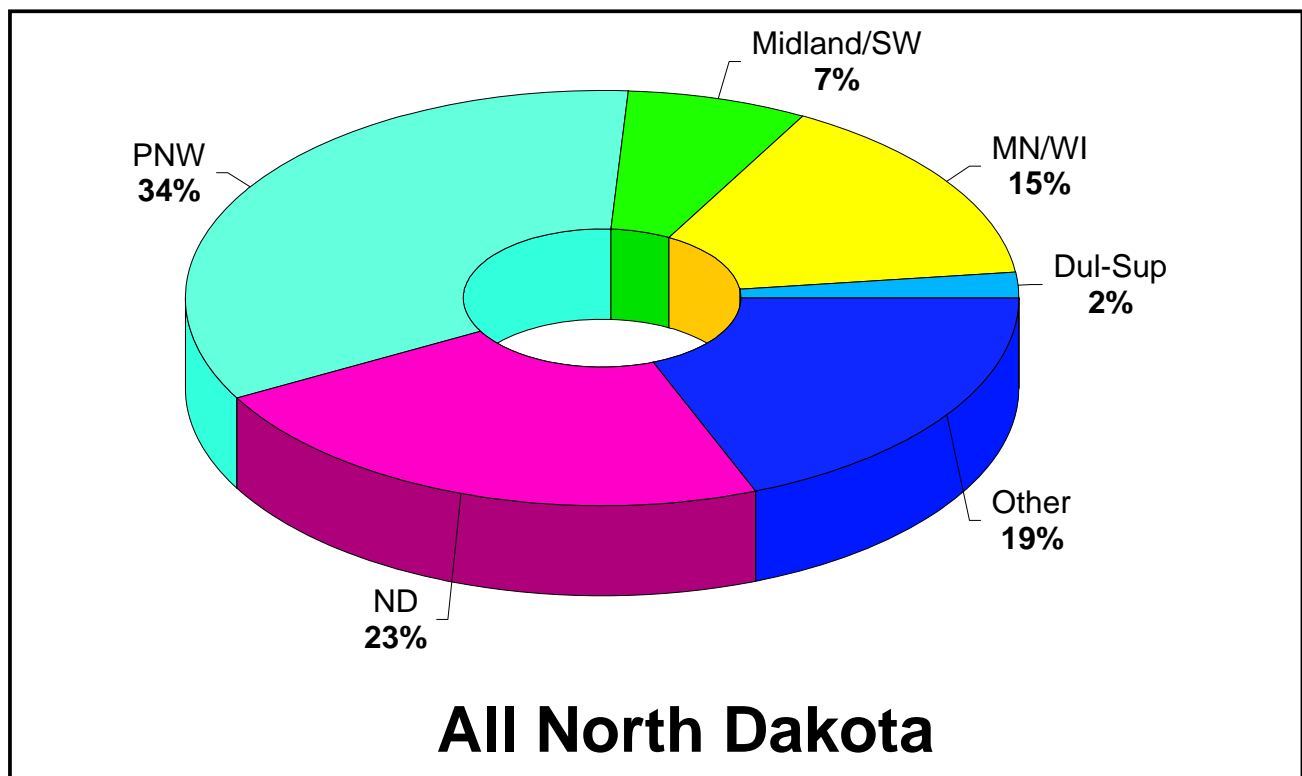
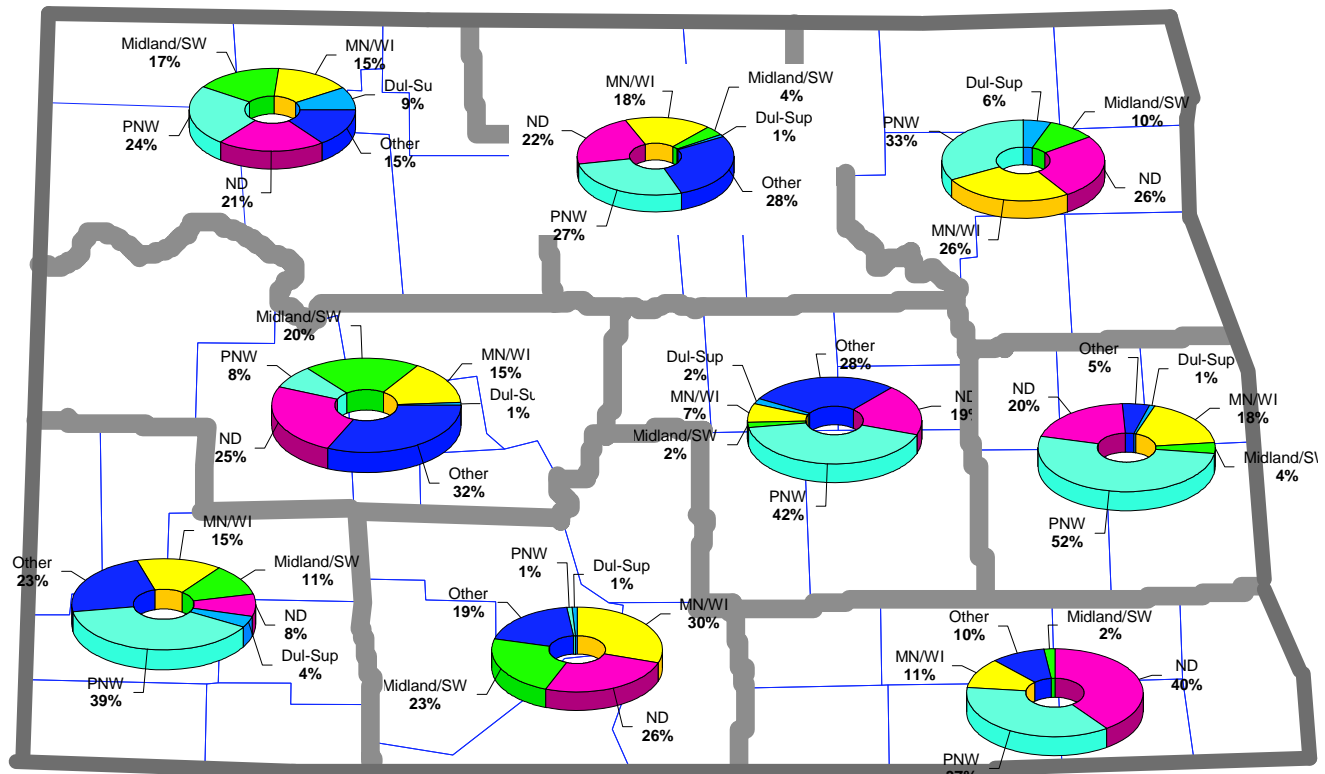
NORTH DAKOTA CROP REPORTING DISTRICTS



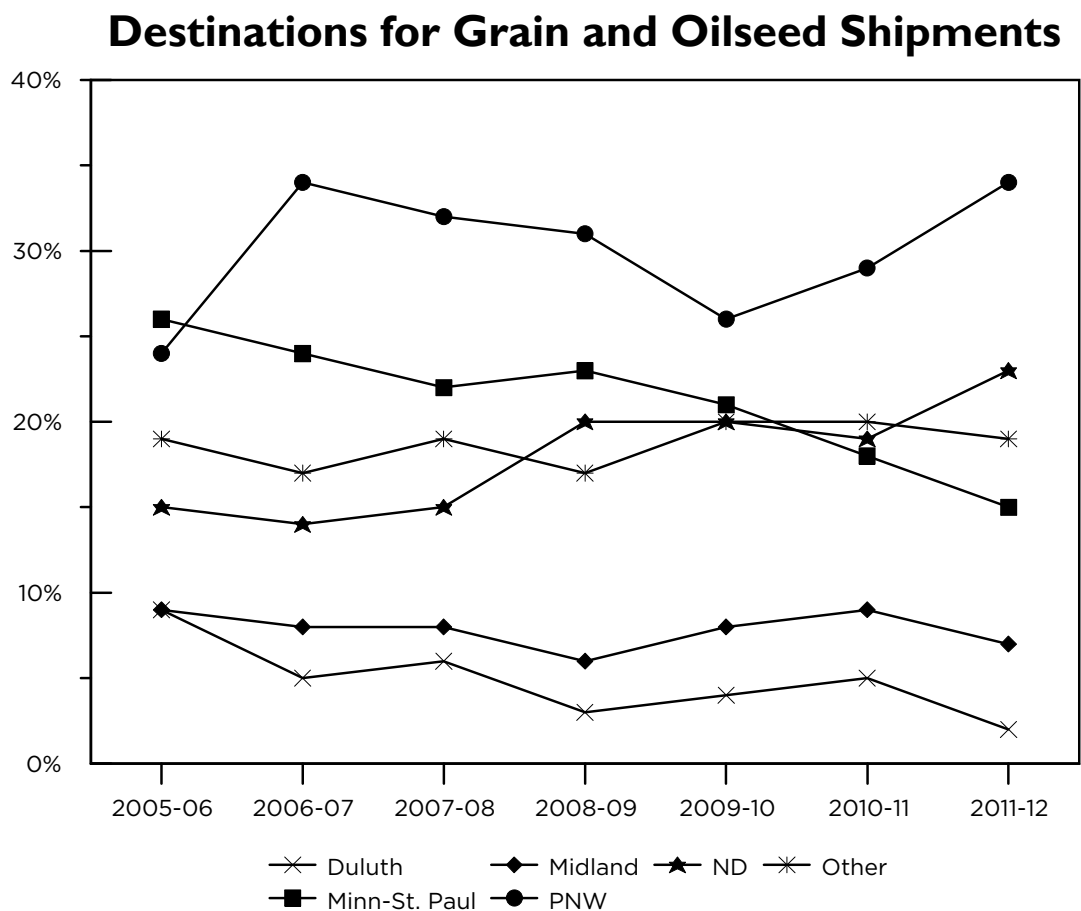
**Grain & Oilseed Shipments Originating
from Each CRD, 2011-12
-1,000 Bu-**



Destinations for Grain & Oilseed Shipments 2011-12 Crop Reporting District



Trends for Destinations of Grain and Oilseed Shipments from ND (1,000 Bushels)					
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
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
2011-12	13,910 2%	95,113 15%	41,259 7%	211,609 34%	622,330

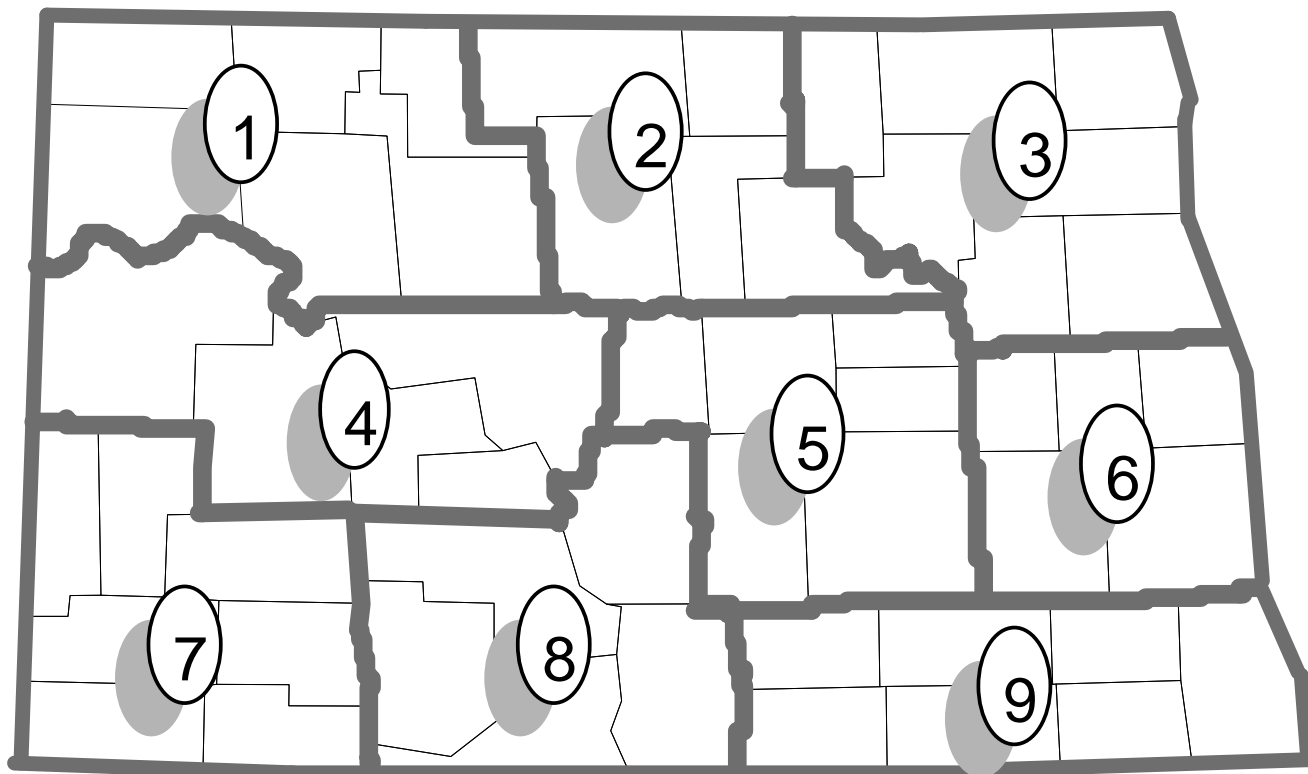


Destinations for Grain and Oilseed Shipments from ND CRD's (1,000 Bushels)

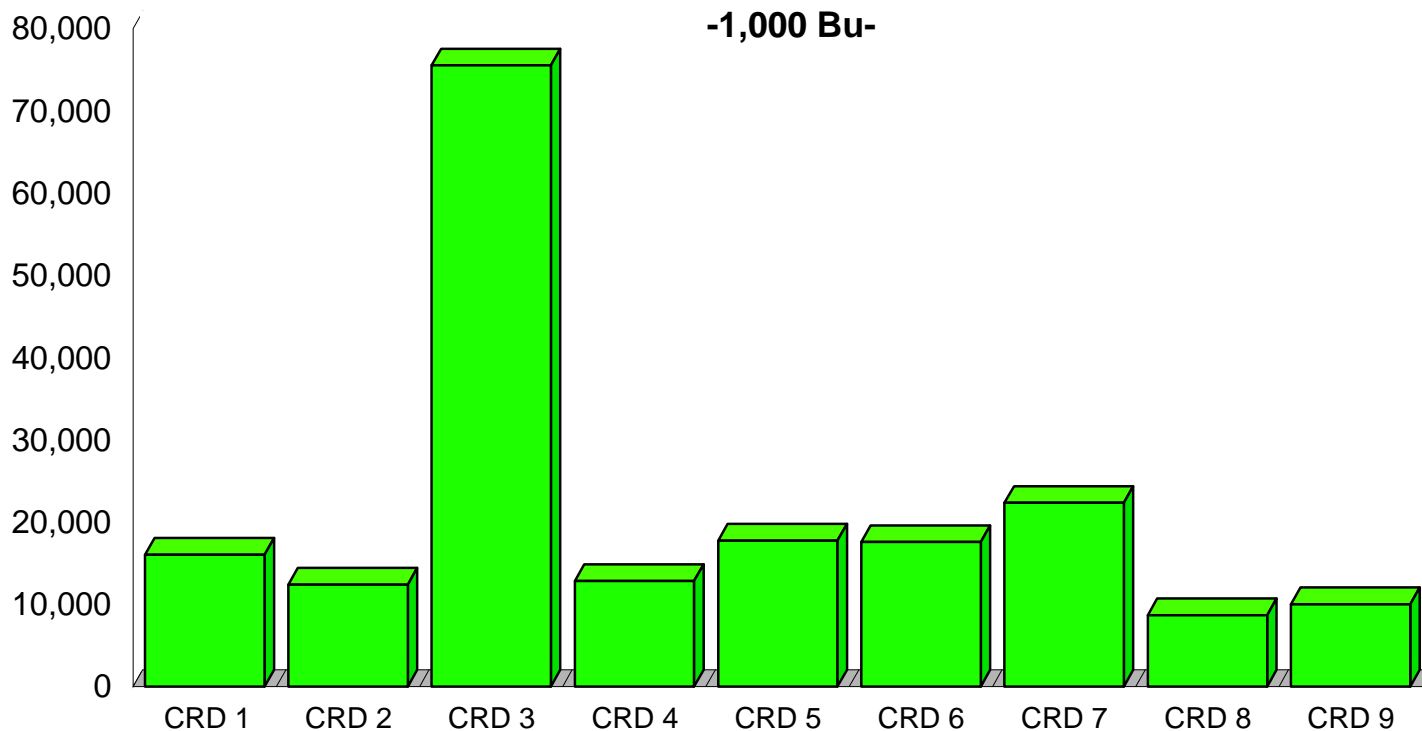
CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2005-06	15%	31%	16%	13%	15%	12%	91,549	2005-06	11%	25%	7%	20%	20%	19%	49,161
2006-07	10%	19%	19%	25%	17%	11%	83,666	2006-07	4%	41%	9%	17%	20%	12%	51,067
2007-08	16%	20%	10%	24%	14%	13%	96,419	2007-08	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
2011-12	9%	15%	17%	24%	21%	15%	48,832	2011-12	1%	18%	4%	27%	22%	28%	33,981
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2011-12	4%	19%	7%	24%	17%	30%	148,429	2011-12	1%	15%	20%	8%	25%	32%	23,426
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2011-12	2%	7%	2%	42%	19%	28%	82,246	2011-12	1%	18%	4%	52%	20%	5%	128,400
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2011-12	4%	15%	11%	39%	8%	23%	30,591	2011-12	1%	30%	23%	1%	26%	19%	17,222
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
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								
2011-12	0%	11%	2%	37%	40%	10%	109,202								

HRS Wheat

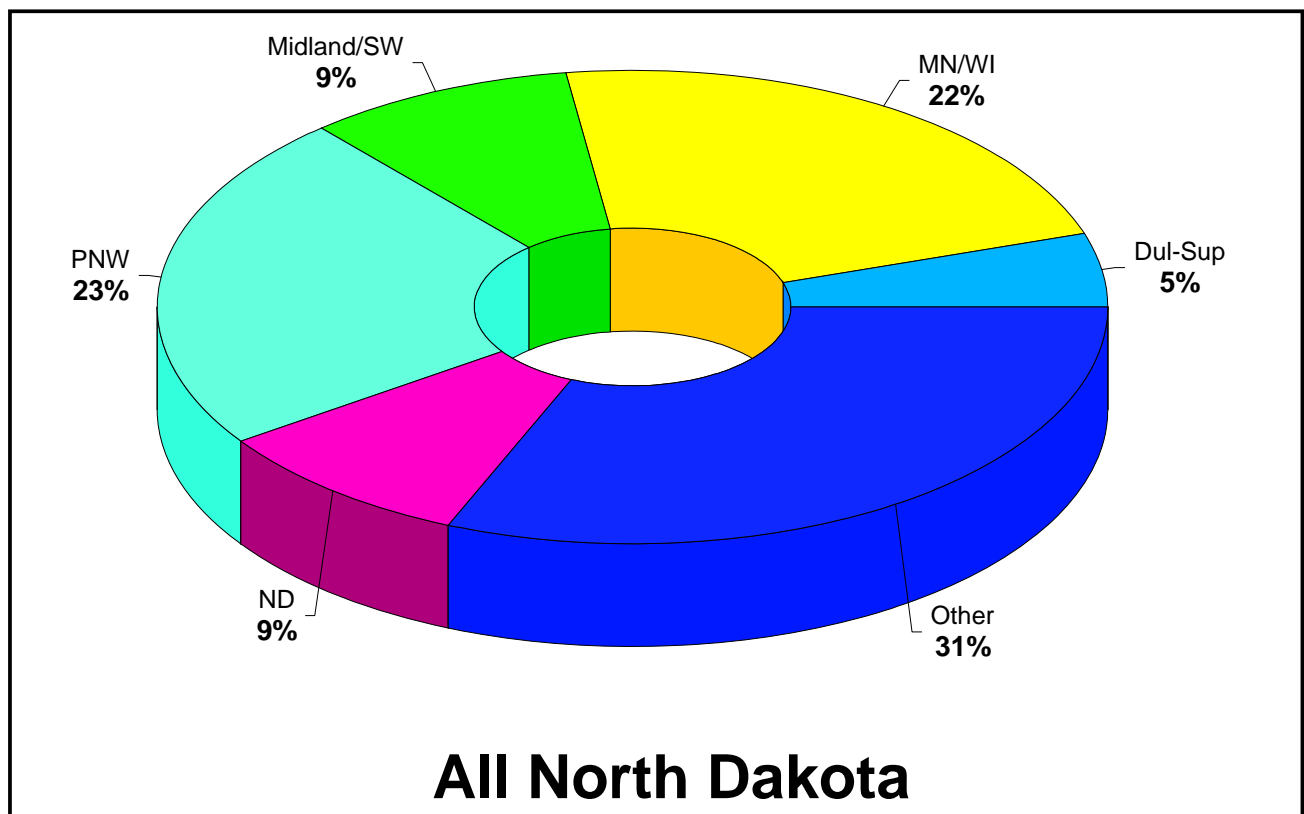
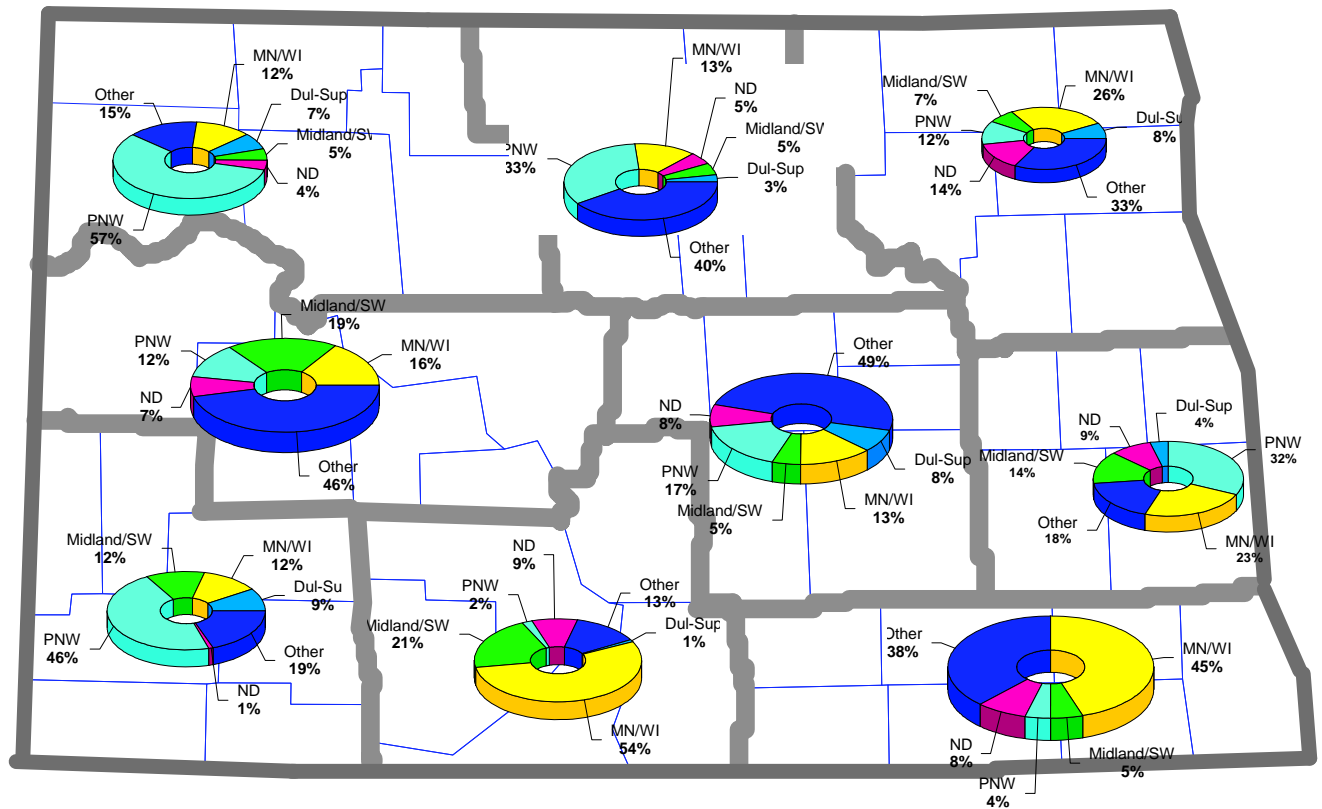
NORTH DAKOTA CROP REPORTING DISTRICTS



**Hard Red Spring Wheat Shipments
Originating from Each CRD, 2011-12**
-1,000 Bu-



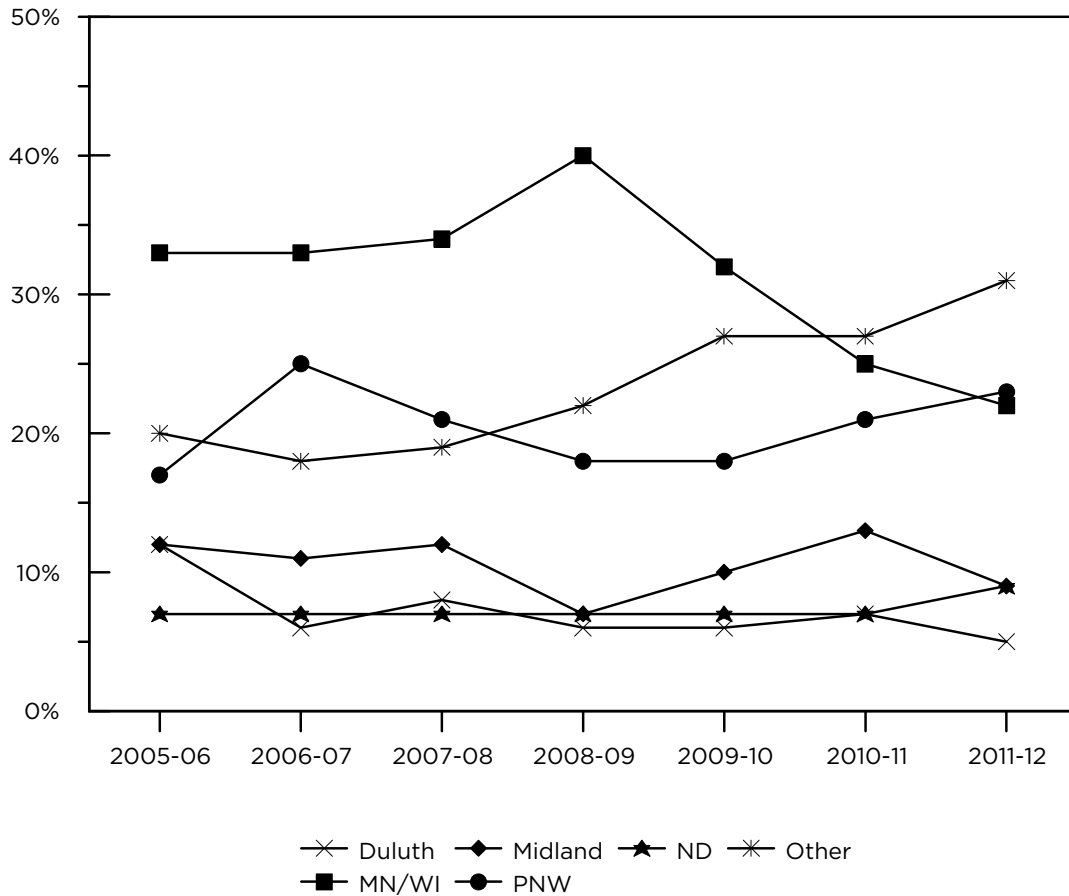
Destinations for Hard Red Spring Wheat Shipments 2011-12 Crop Reporting District



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

	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2005-06	27,038	77,230	27,482	38,732	232,312
	12%	33%	12%	17%	
2006-07	13,960	76,126	24,410	57,905	172,401
	6%	33%	11%	25%	
2007-08	20,640	88,719	30,756	56,645	196,760
	8%	34%	12%	21%	
2008-09	11,312	77,674	14,448	33,829	192,735
	6%	40%	7%	18%	
2009-10	17,269	85,204	25,518	47,571	266,271
	6%	32%	10%	18%	
2010-11	23,661	81,778	41,956	68,089	328,147
	7%	25%	13%	21%	
2011-12	9,804	42,399	17,698	44,479	190,161
	5%	22%	9%	23%	

Destinations for Hard Red Spring Wheat Shipments

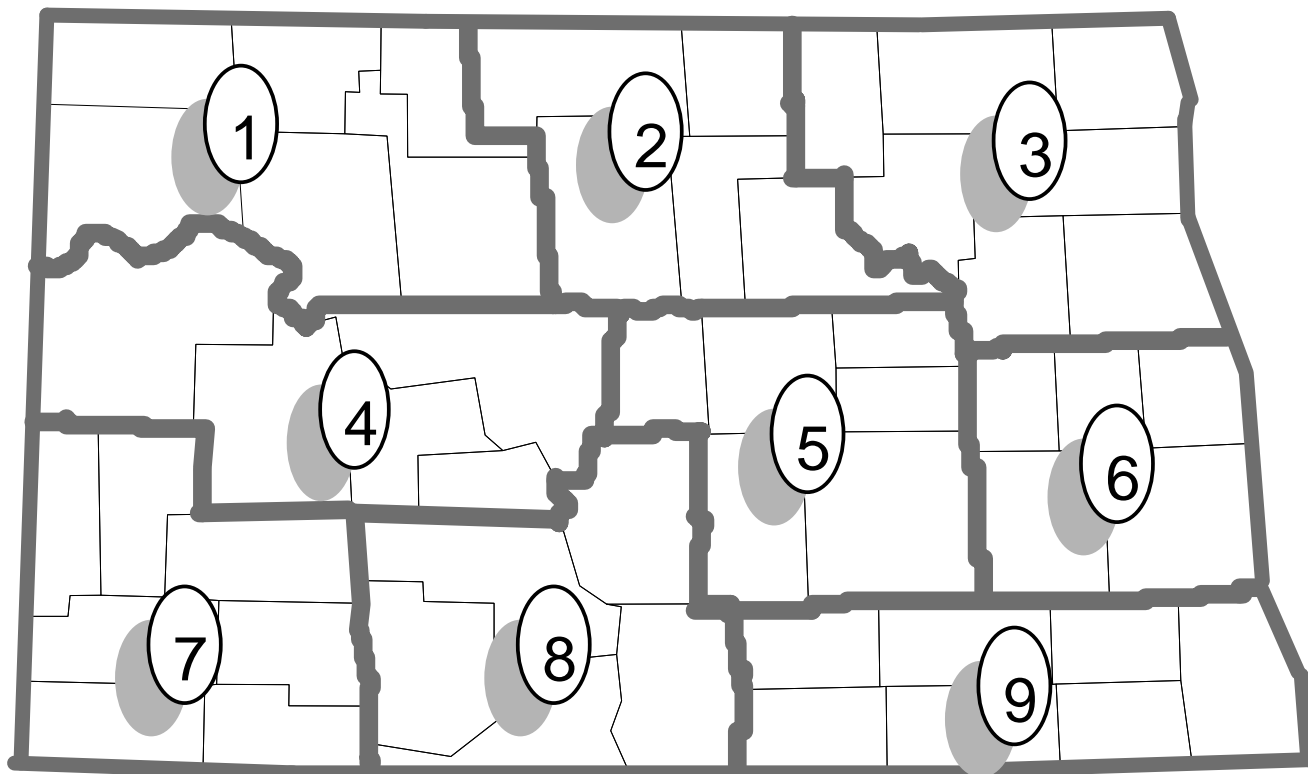


Destinations for Hard Red Spring Wheat Shipments from ND CRD's (1,000 Bushels)

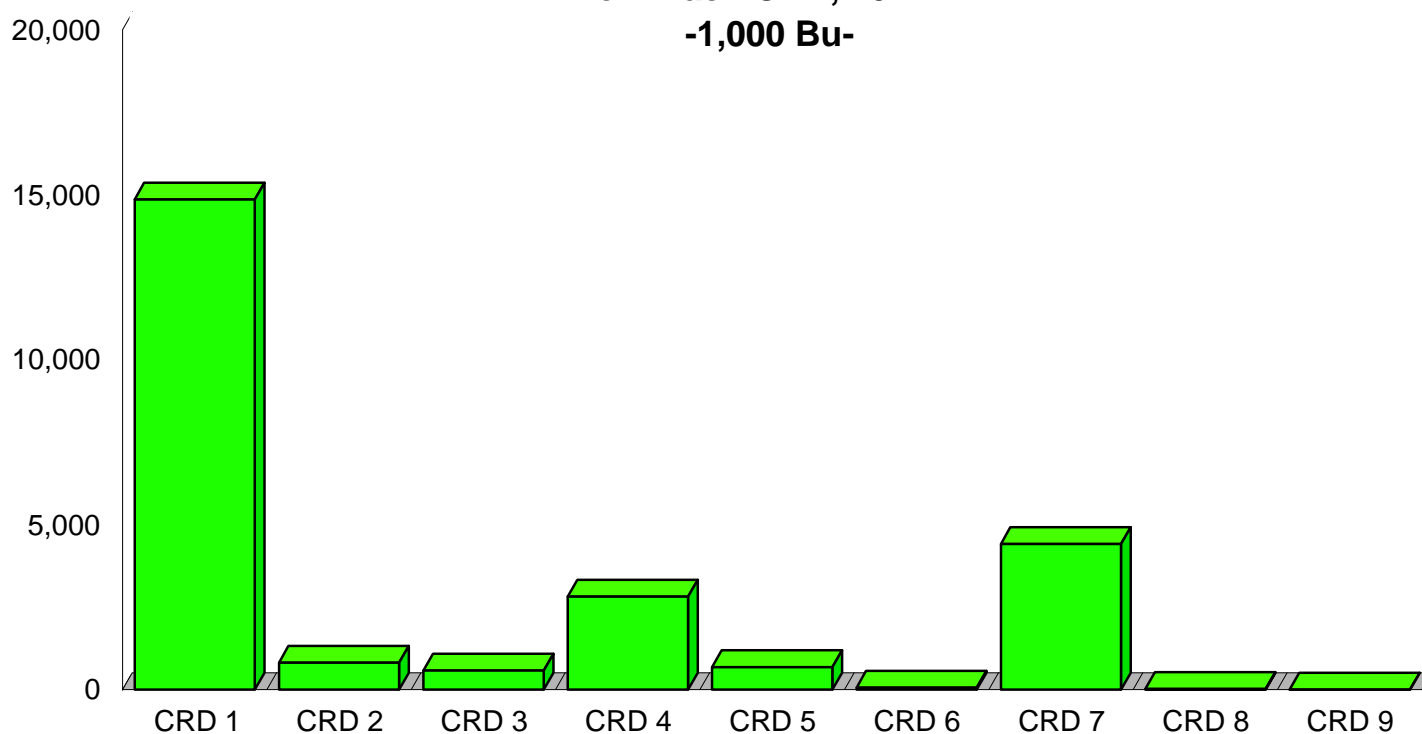
CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2005-06	4%	33%	4%	44%	10%	4%	20,892	2005-06	17%	22%	10%	22%	3%	26%	24,767
2006-07	0%	13%	7%	69%	7%	2%	24,971	2006-07	5%	42%	15%	23%	2%	14%	24,889
2007-08	1%	18%	4%	62%	4%	10%	27,135	2007-08	10%	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
2011-12	7%	12%	5%	58%	4%	15%	16,048	2011-12	3%	13%	5%	33%	5%	40%	12,402
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2011-12	8%	25%	7%	12%	14%	32%	72,528	2011-12	0%	16%	19%	12%	7%	46%	12,822
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2011-12	8%	13%	5%	17%	8%	49%	17,733	2011-12	4%	23%	14%	32%	9%	18%	17,579
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2011-12	1%	13%	13%	50%	1%	21%	22,351	2011-12	1%	55%	21%	2%	9%	13%	8,693
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
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								
2011-12	0%	45%	5%	4%	8%	38%	10,004								

Durum

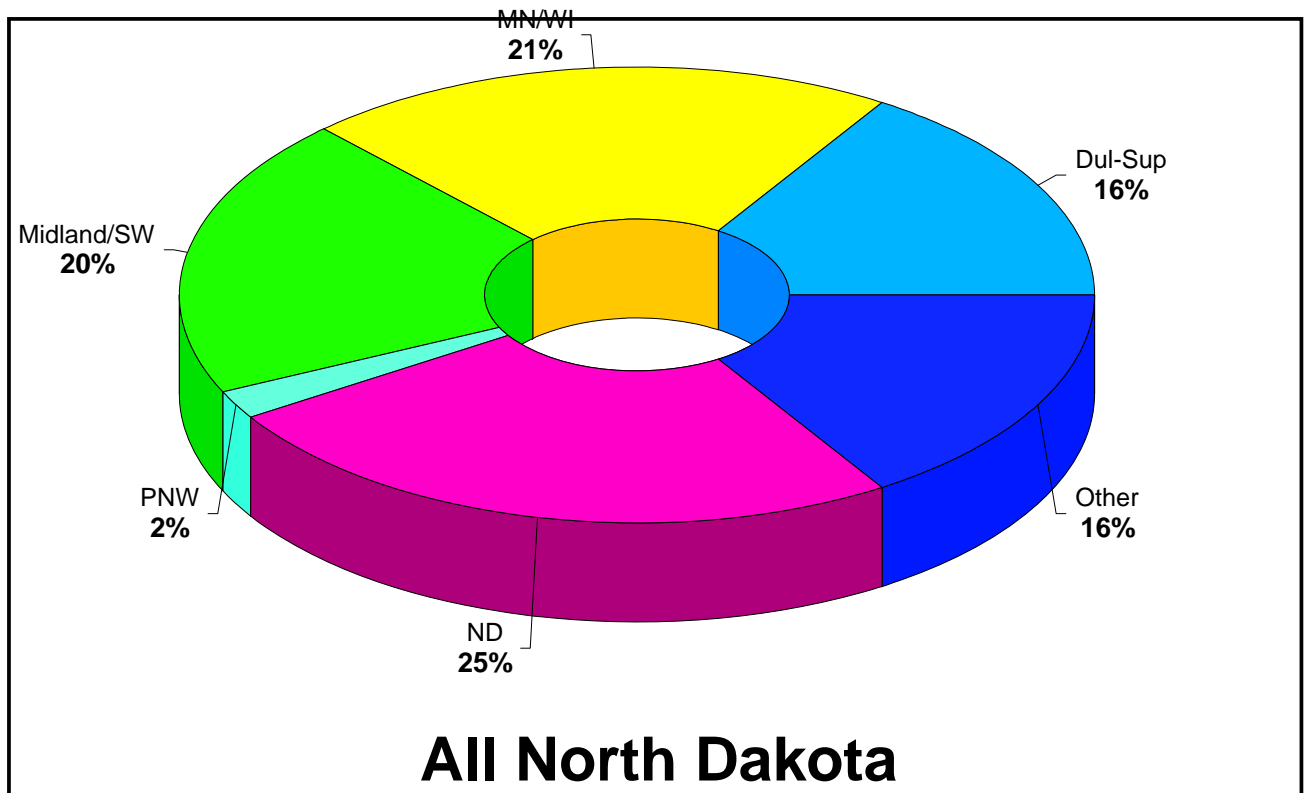
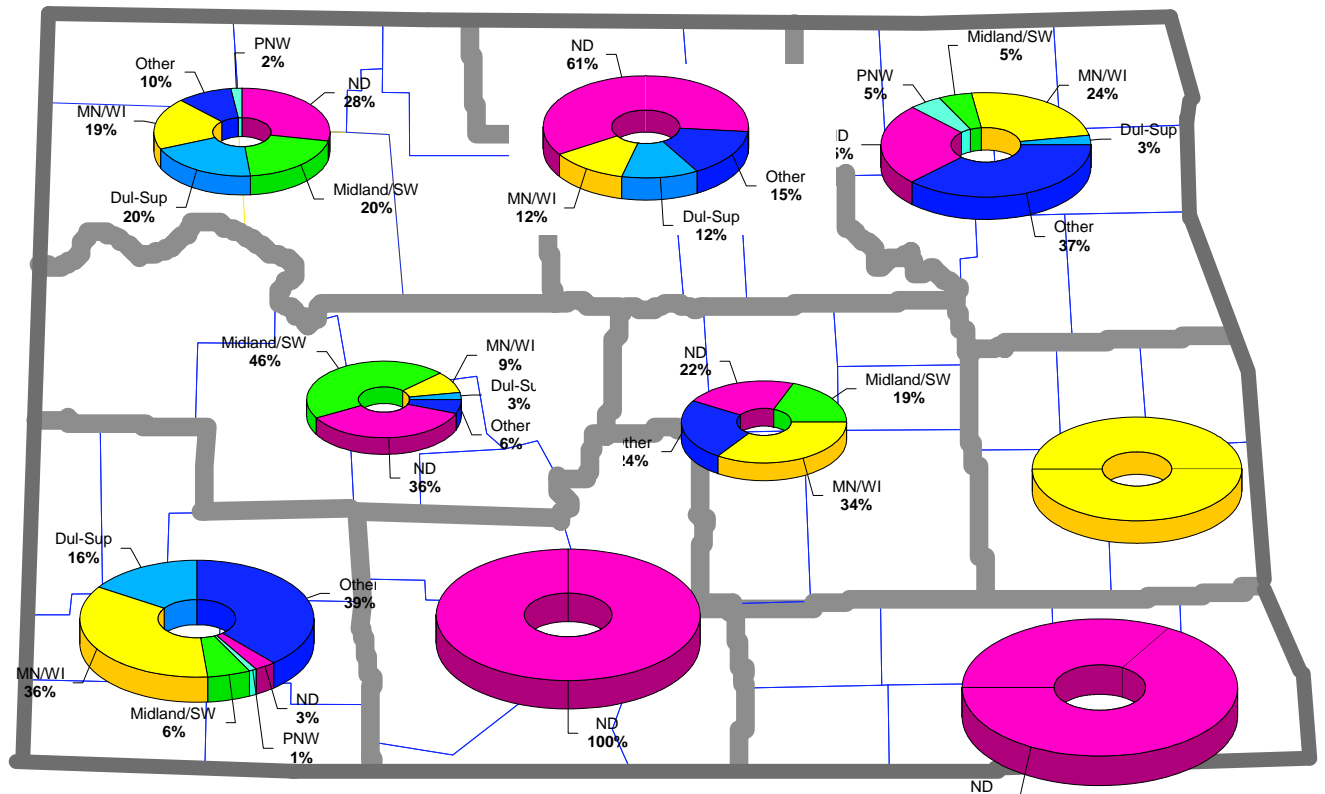
NORTH DAKOTA CROP REPORTING DISTRICTS



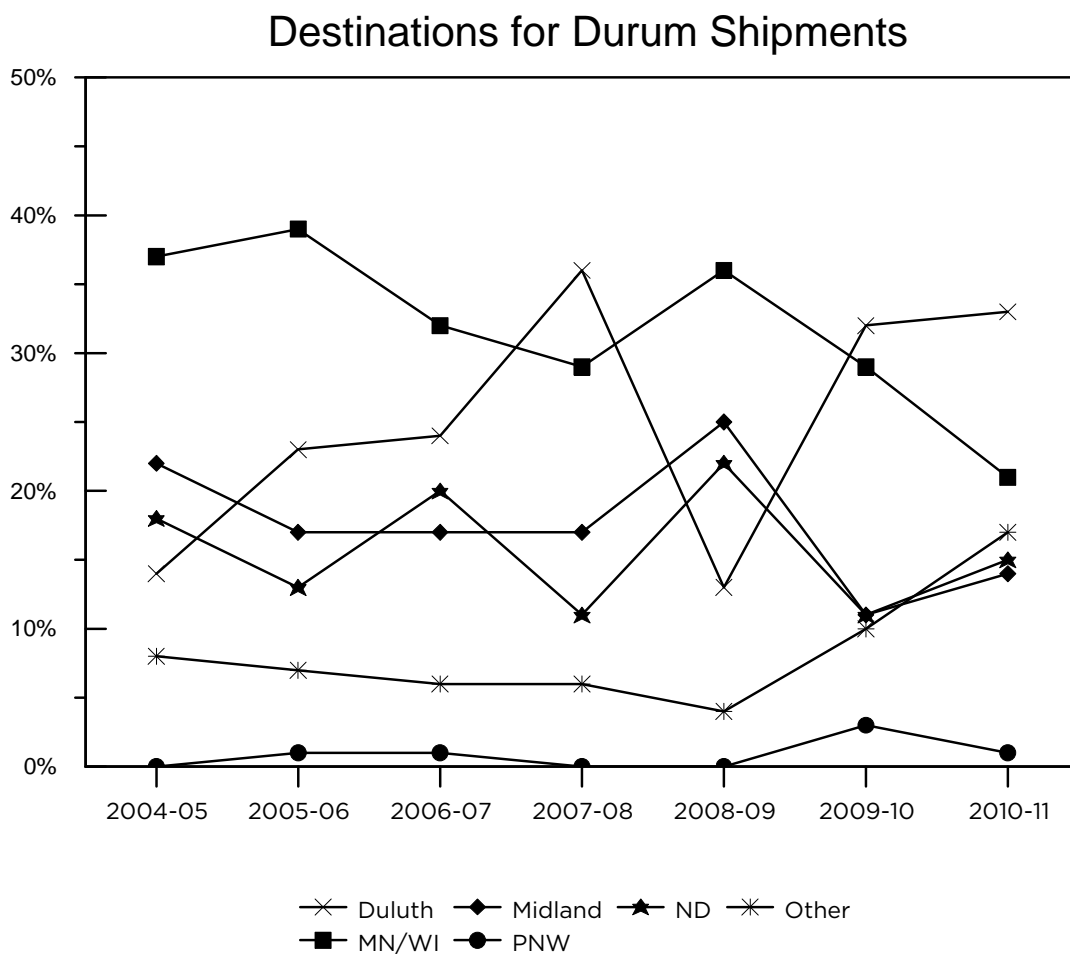
**Durum Shipments Originating
from Each CRD, 2011-12
-1,000 Bu-**



Destinations for Durum Shipments 2011-12 Crop Reporting District



Trends for Destinations of Durum Wheat Shipments from ND (1,000 Bushels)					
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
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
2011-12	3,949 16%	5,172 21%	4,729 20%	404 2%	24,249

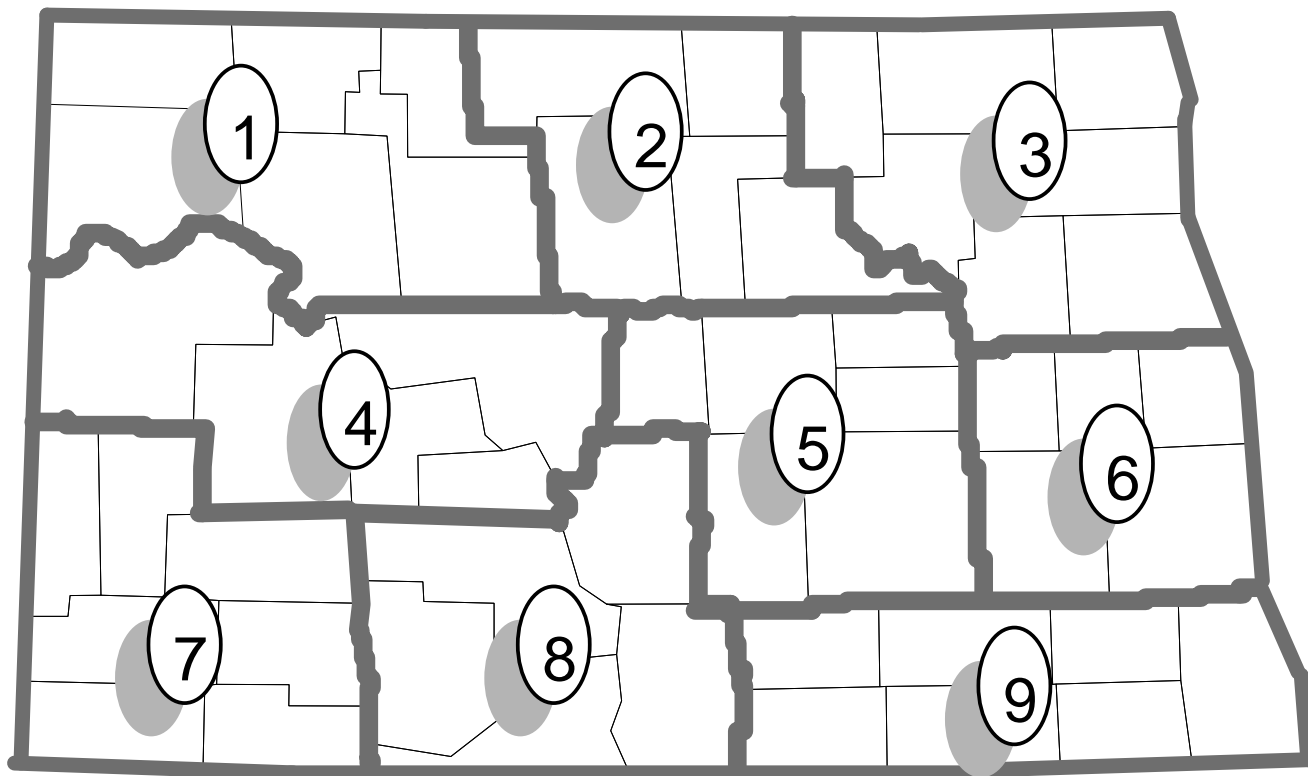


Destinations for Durum Shipments from ND CRD's (1,000 Bushels)

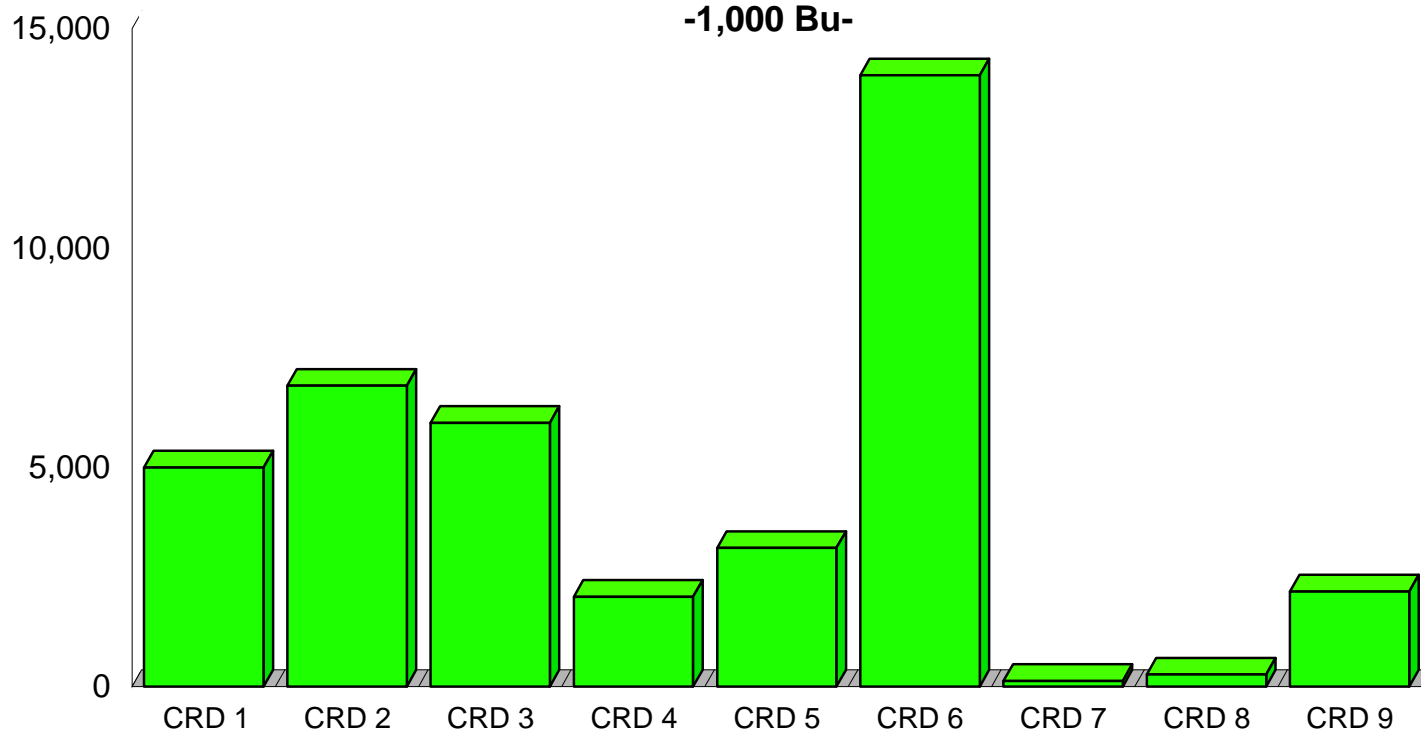
CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2005-06	24%	33%	21%	1%	13%	7%	38,091	2005-06	37%	20%	6%	0%	24%	13%	2,120
2006-07	27%	22%	22%	0%	24%	6%	25,451	2006-07	25%	48%	8%	1%	19%	0%	1,729
2007-08	40%	23%	20%	0%	11%	5%	33,798	2007-08	5%	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
2011-12	20%	19%	20%	2%	28%	10%	14,862	2011-12	12%	12%	0%	0%	60%	15%	816
CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2011-12	3%	24%	5%	5%	25%	37%	578	2011-12	3%	9%	46%	0%	36%	6%	2,821
CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2011-12	0%	34%	19%	0%	22%	24%	679	2011-12	0%	100%	0%	0%	0%	0%	60
CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
2005-06	23%	59%	5%	2%	6%	4%	8,128	2005-06	0%	98%	0%	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
2011-12	16%	36%	6%	1%	3%	39%	4,409	2011-12	0%	0%	0%	0%	100%	0%	23
CRD 9															
	Duluth	MN/WI	Midland	PNW	ND	Other	Total								
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								
2011-12	0%	0%	0%	0%	100%	0%	1								

Barley

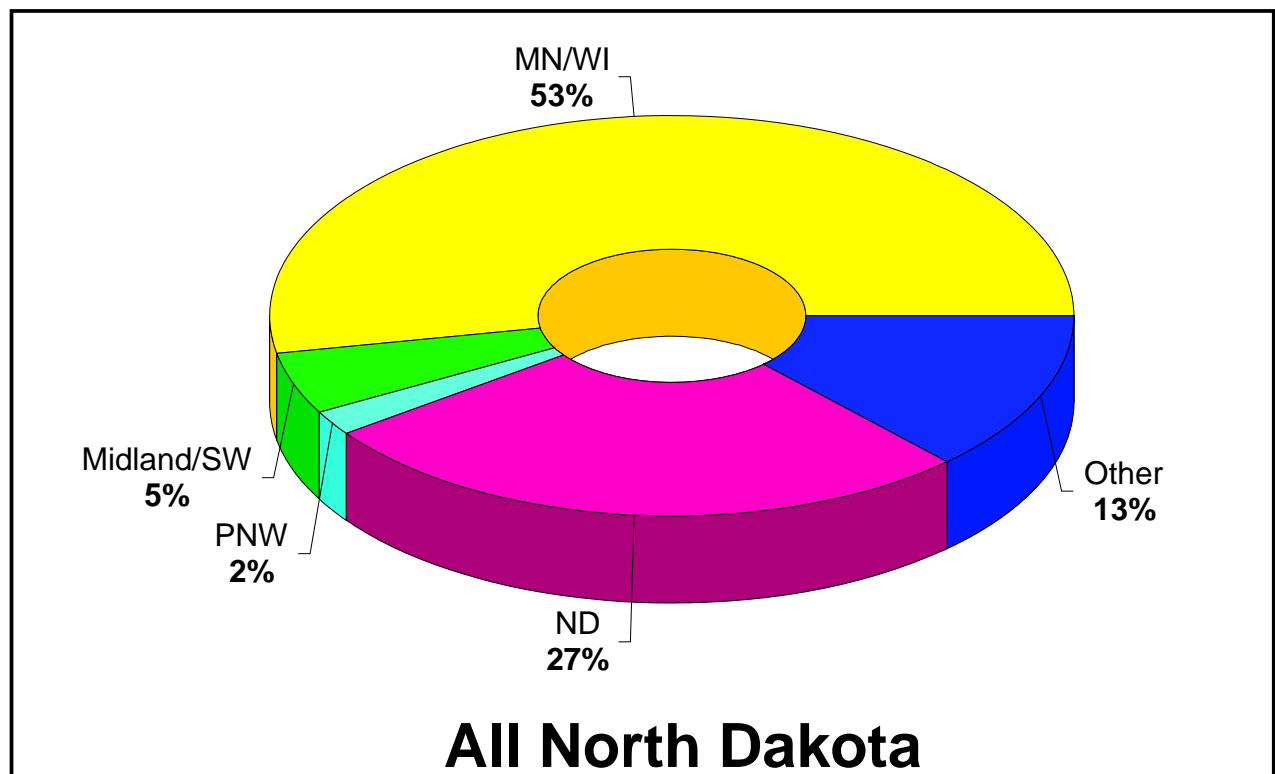
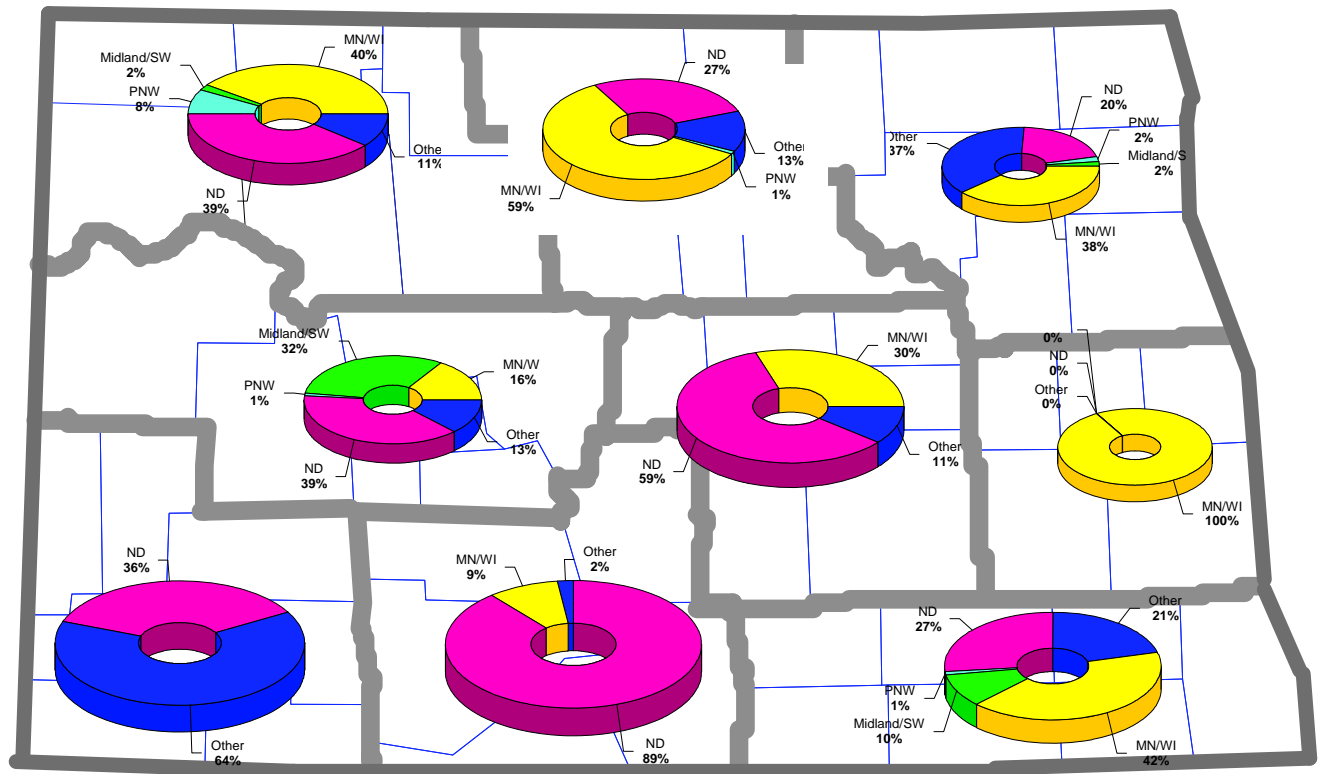
NORTH DAKOTA CROP REPORTING DISTRICTS



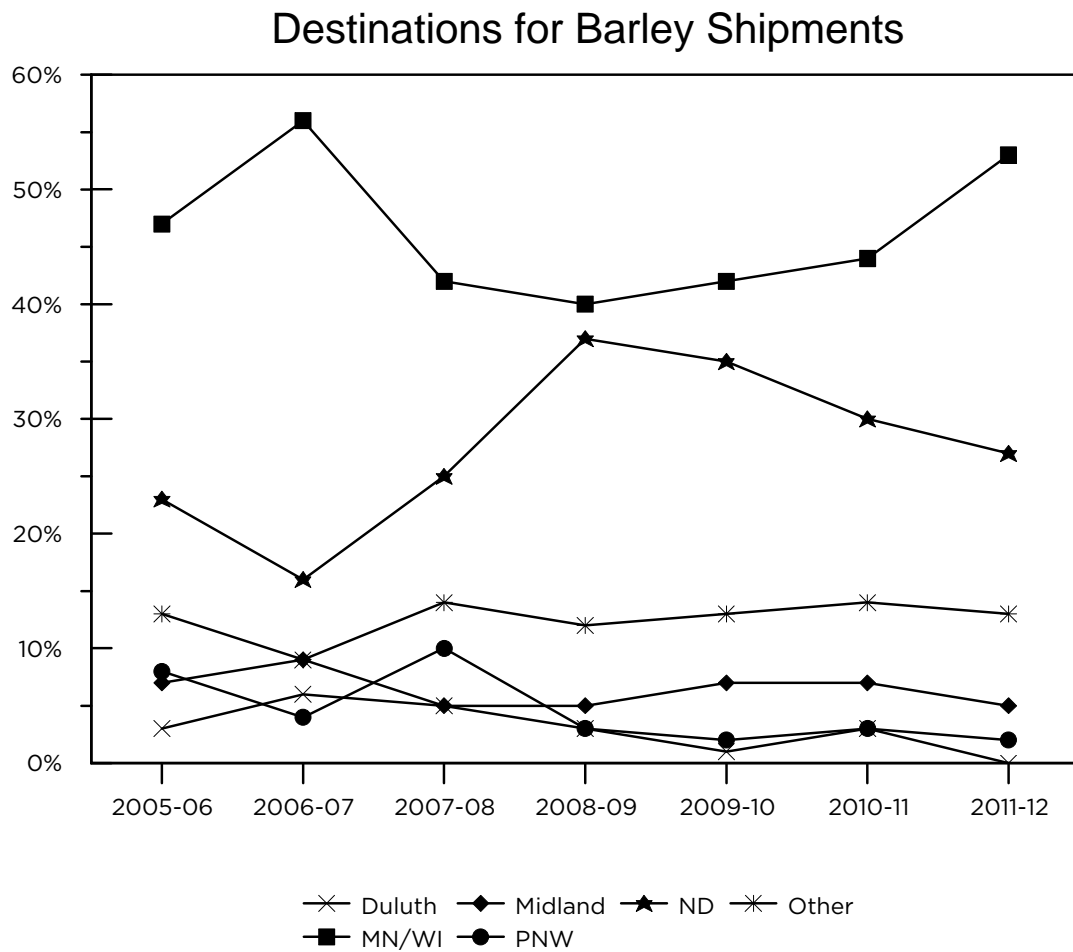
**Barley Shipments Originating
from Each CRD, 2010-11
-1,000 Bu-**



Destinations for Barley Shipments 2011-12 Crop Reporting District

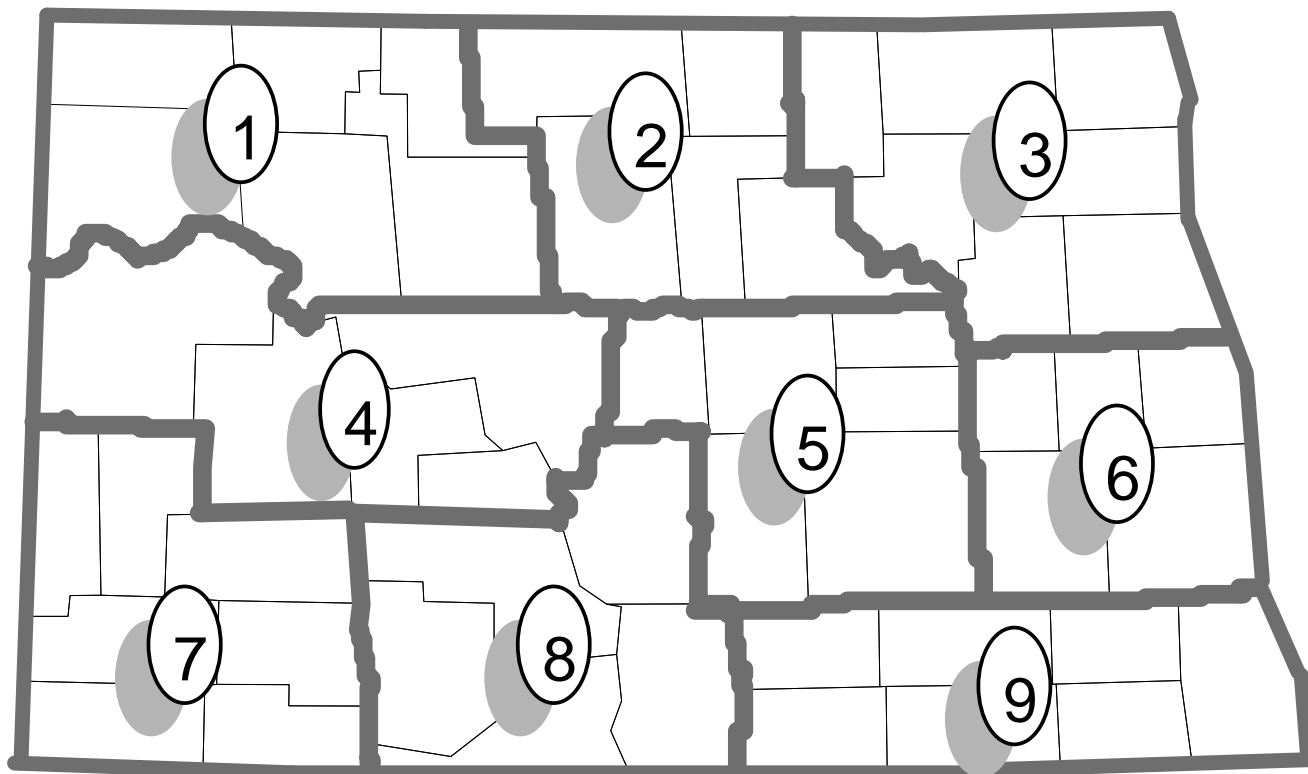


Trends for Destinations of Barley Shipments from ND (1,000 Bushels)					
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2005-06	1,504	25,510	4,051	4,114	54,745
	3%	47%	7%	8%	
2006-07	2,940	28,981	4,673	2,215	38,809
	6%	56%	9%	4%	
2007-08	3,164	29,421	3,227	6,606	42,418
	5%	42%	5%	10%	
2008-09	1,891	22,855	2,974	1,681	57,230
	3%	40%	5%	3%	
2009-10	464	21,464	3,549	1,001	50,579
	1%	42%	7%	2%	
2010-11	1,309	21,671	3,289	1,300	49,237
	3%	44%	7%	3%	
2011-12	17	21,050	2,067	672	39,584
	0%	53%	5%	2%	

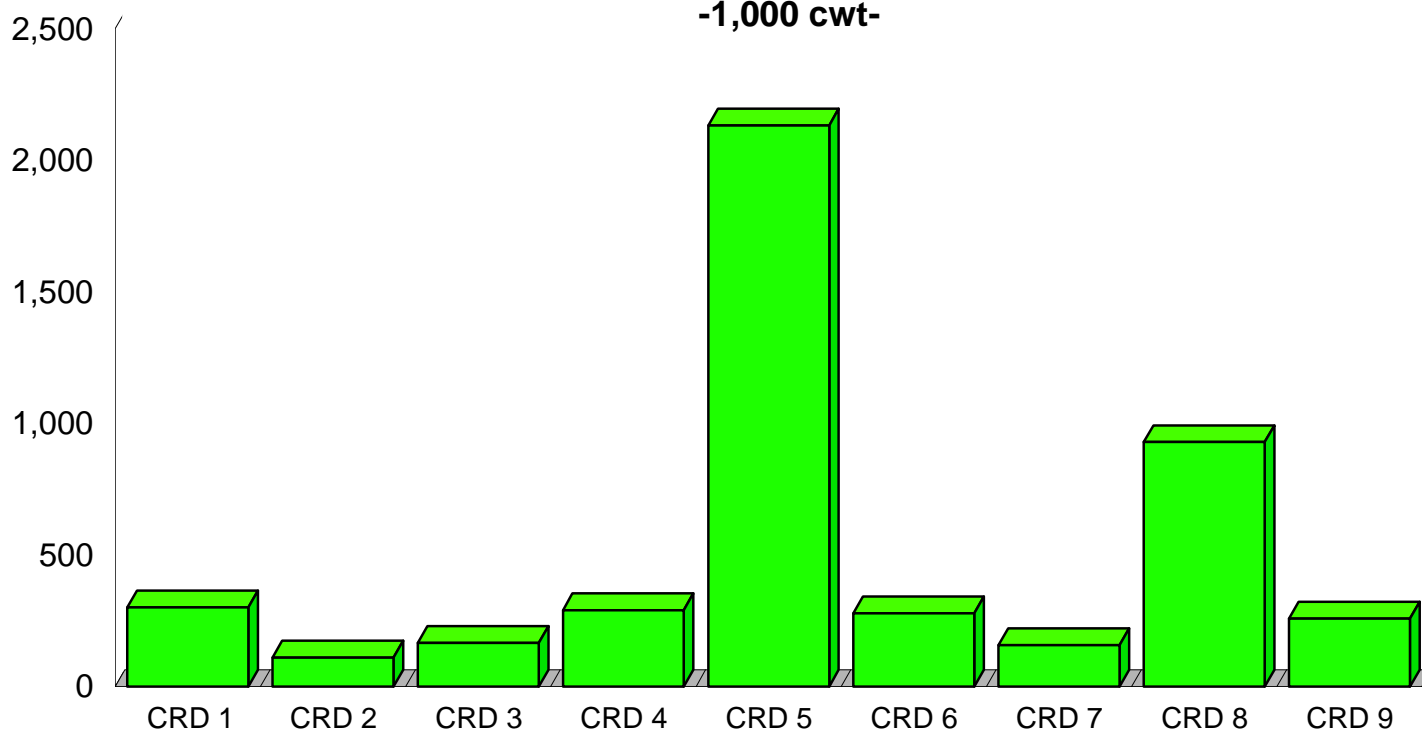


Sunflowers

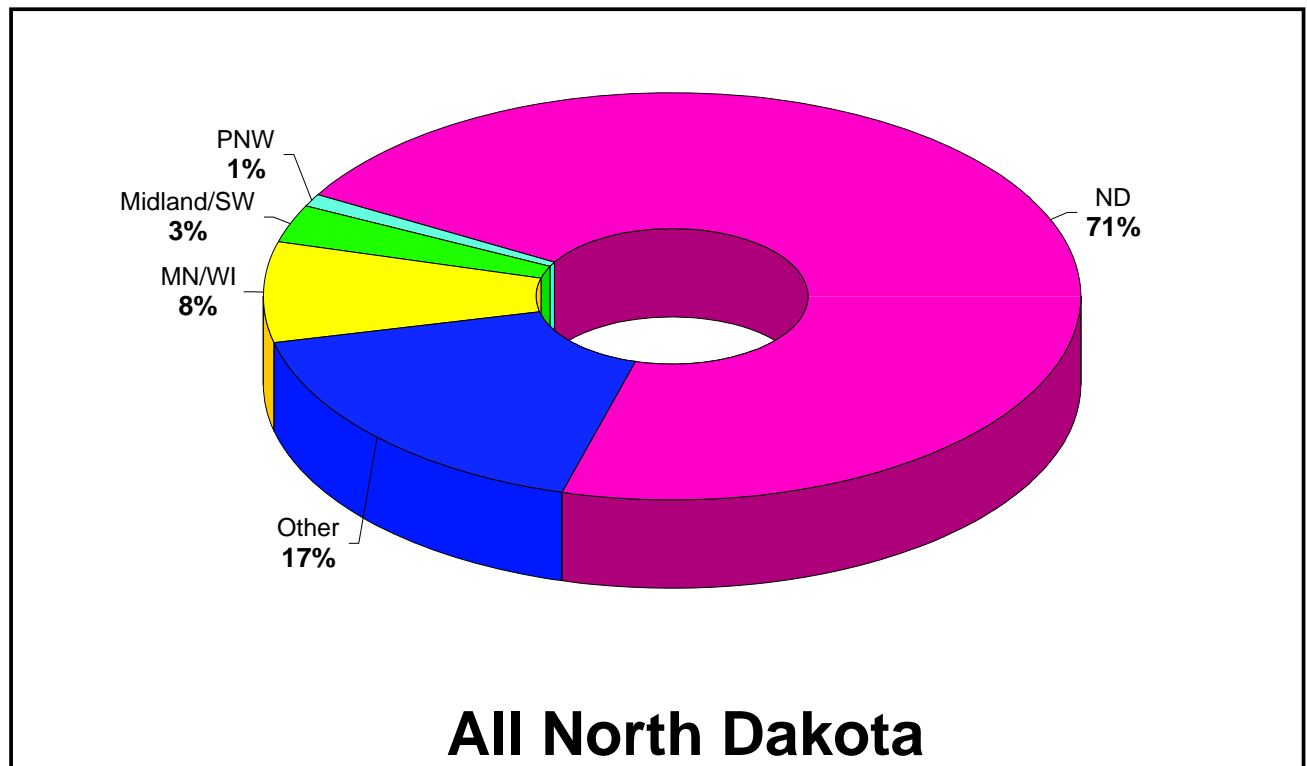
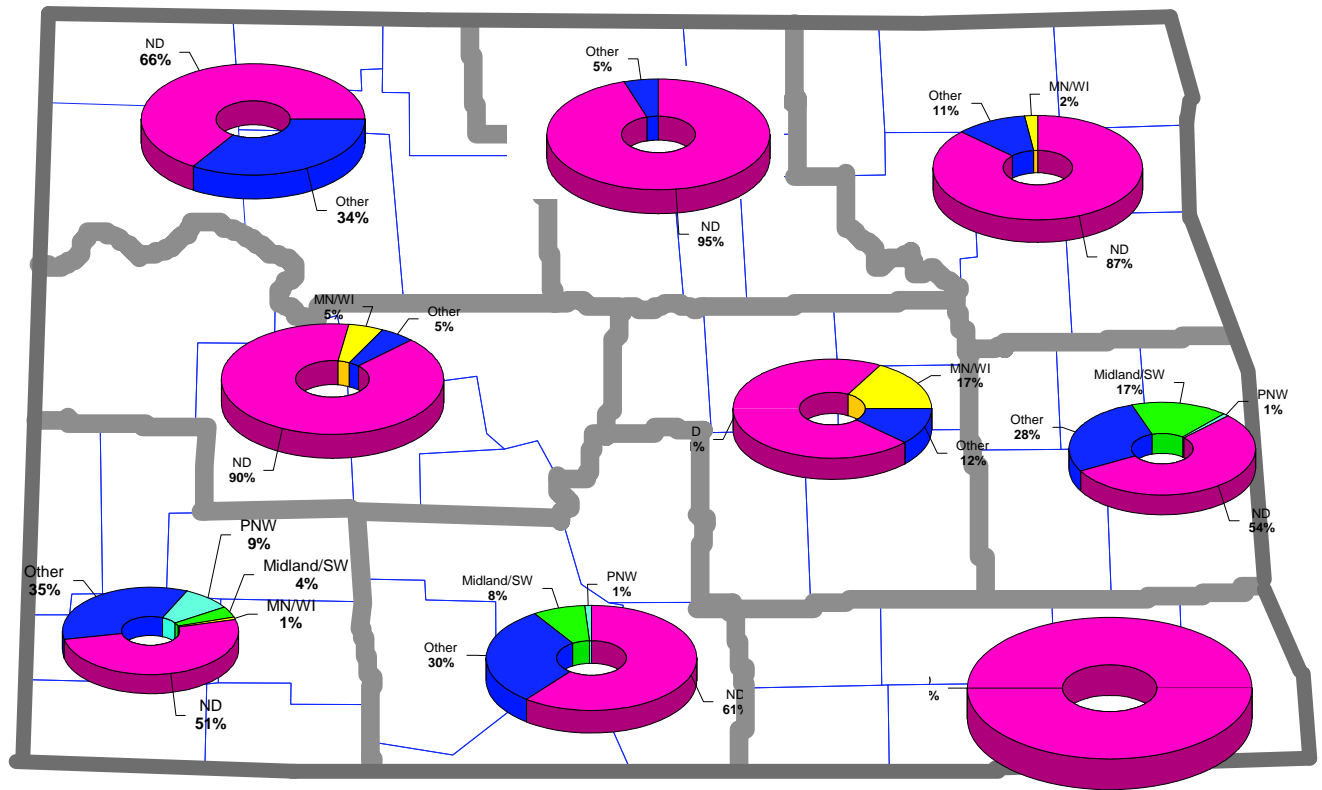
NORTH DAKOTA CROP REPORTING DISTRICTS



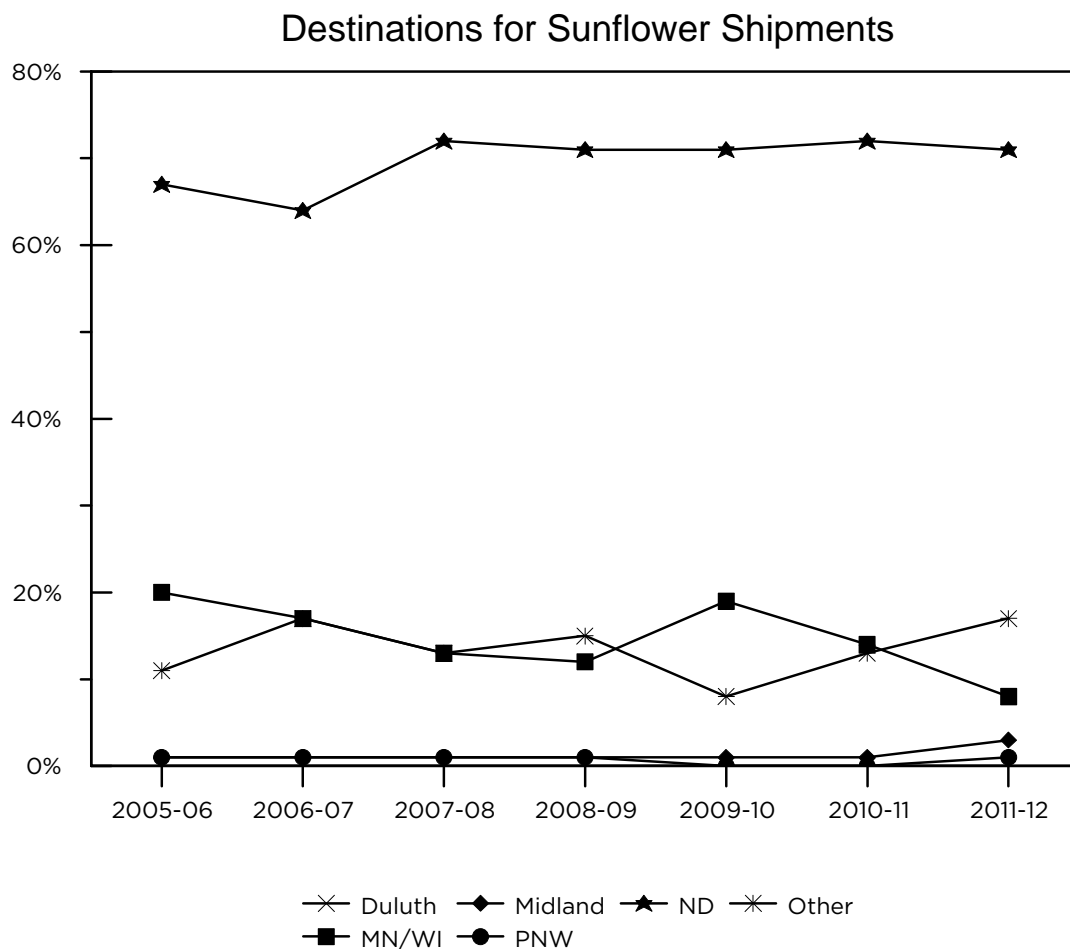
**Sunflower Shipments Originating
from Each CRD, 2011-12**
-1,000 cwt-



Destinations for Sunflower Shipments 2011-12 Crop Reporting District

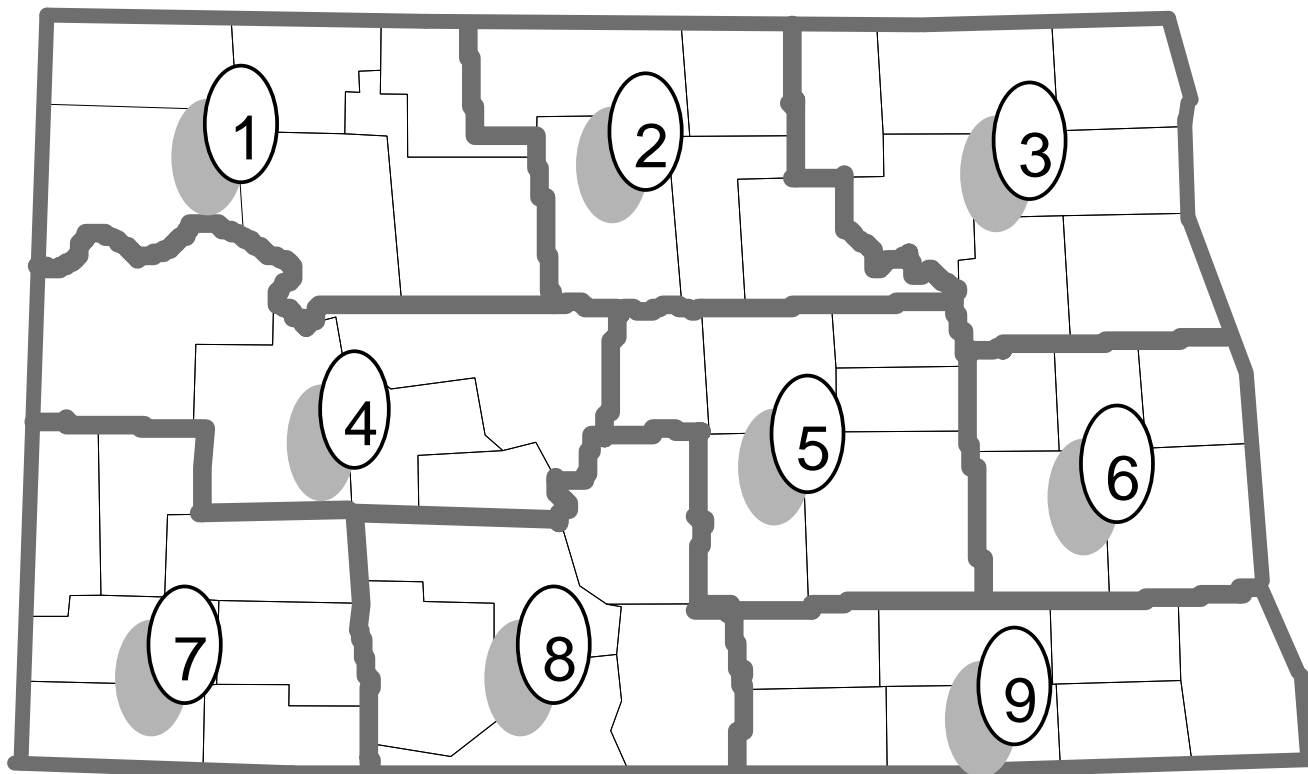


Trends for Destinations of Sunflower Shipments from ND (1,000 cwt)					
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2005-06	0	1,281	82	61	6,395
	0%	20%	1%	1%	
2006-07	0	1,302	81	37	1,420
	0%	17%	1%	1%	
2007-08	0	929	87	54	1,070
	0%	13%	1%	1%	
2008-09	1	865	63	62	6,949
	0%	12%	1%	1%	
2009-10	21	1,571	58	20	8,028
	0%	19%	1%	0%	
2010-11	0	985	55	30	7,074
	0%	14%	1%	0%	
2011-12	0	393	130	27	4,622
	0%	8%	3%	1%	

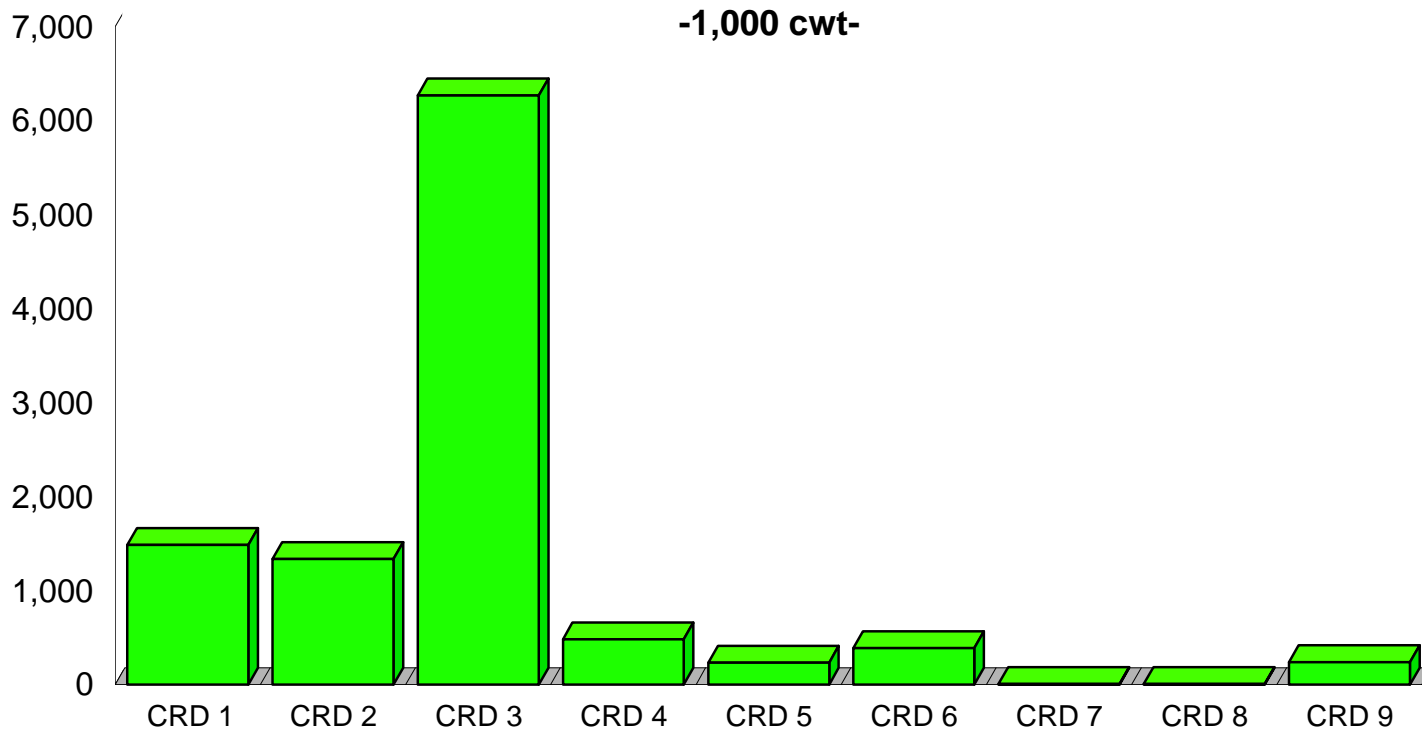


Canola

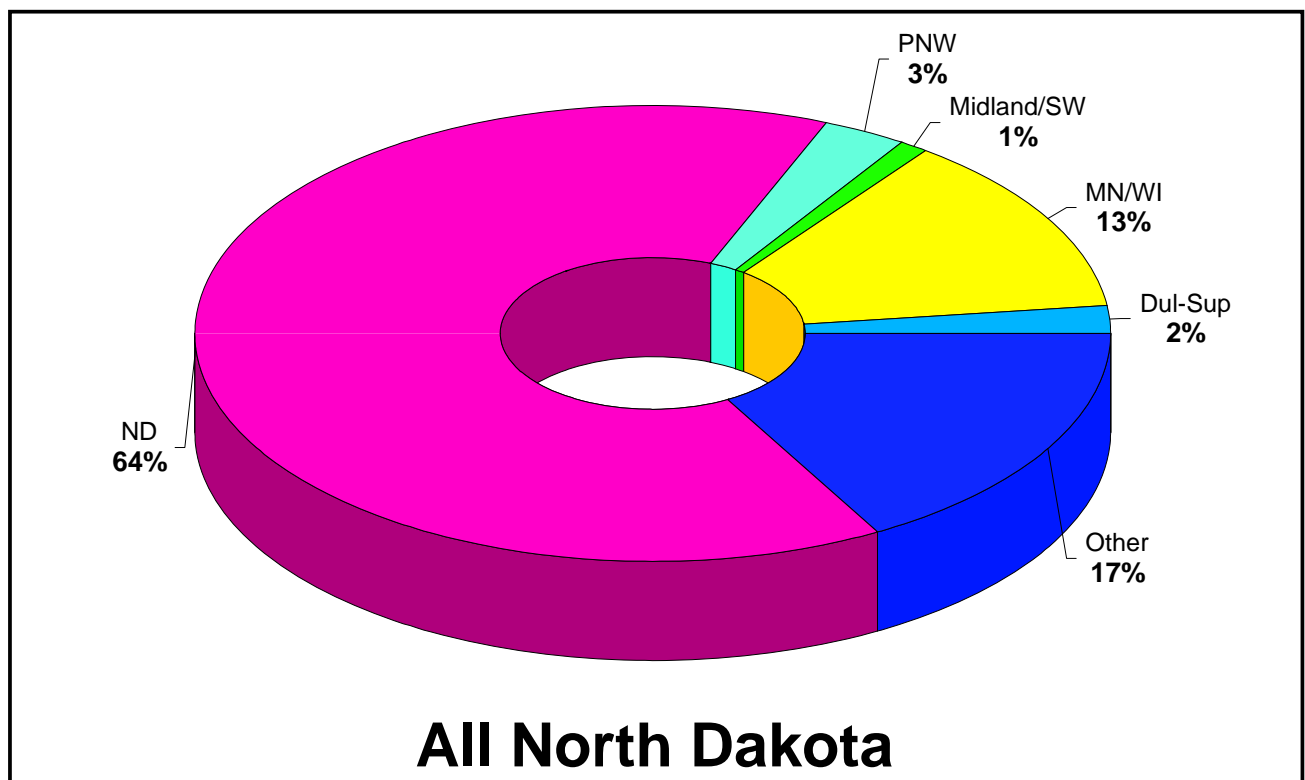
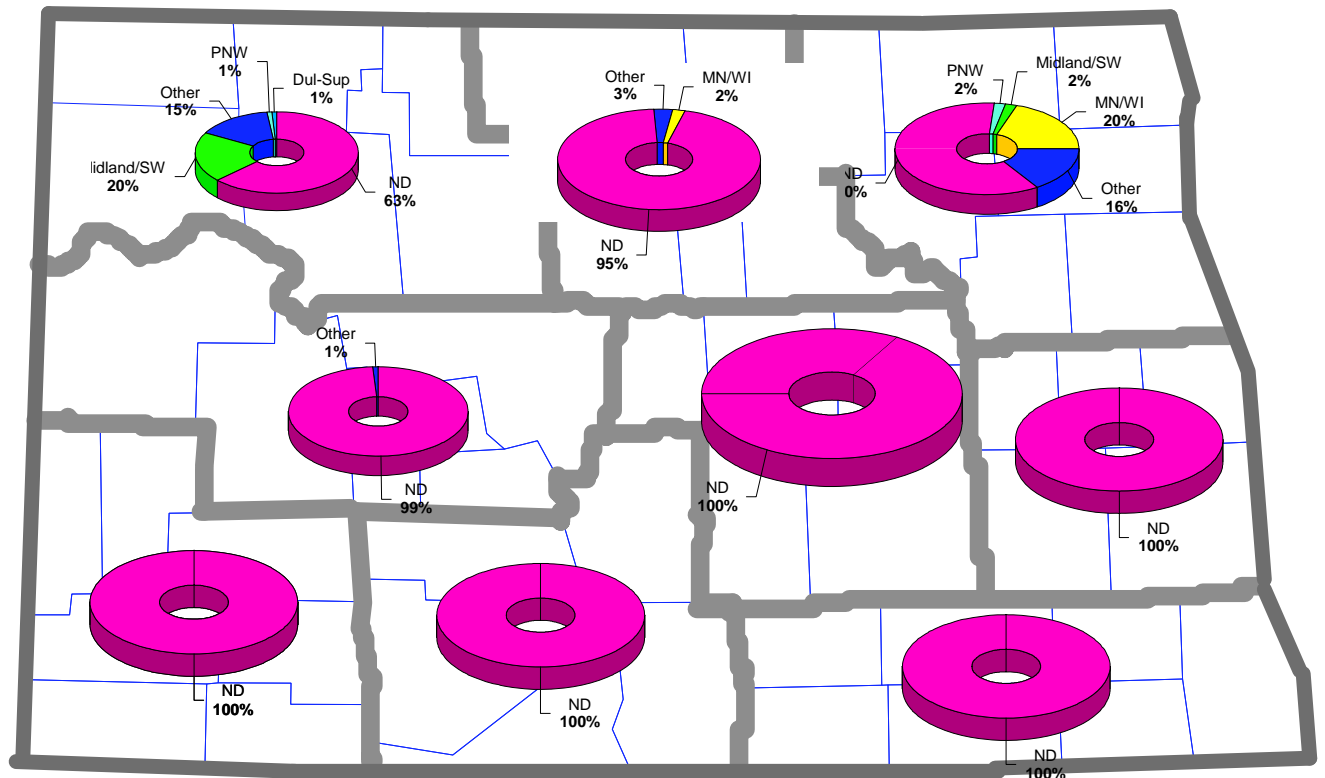
NORTH DAKOTA CROP REPORTING DISTRICTS



**Canola Shipments Originating
from Each CRD, 2011-12**
-1,000 cwt-

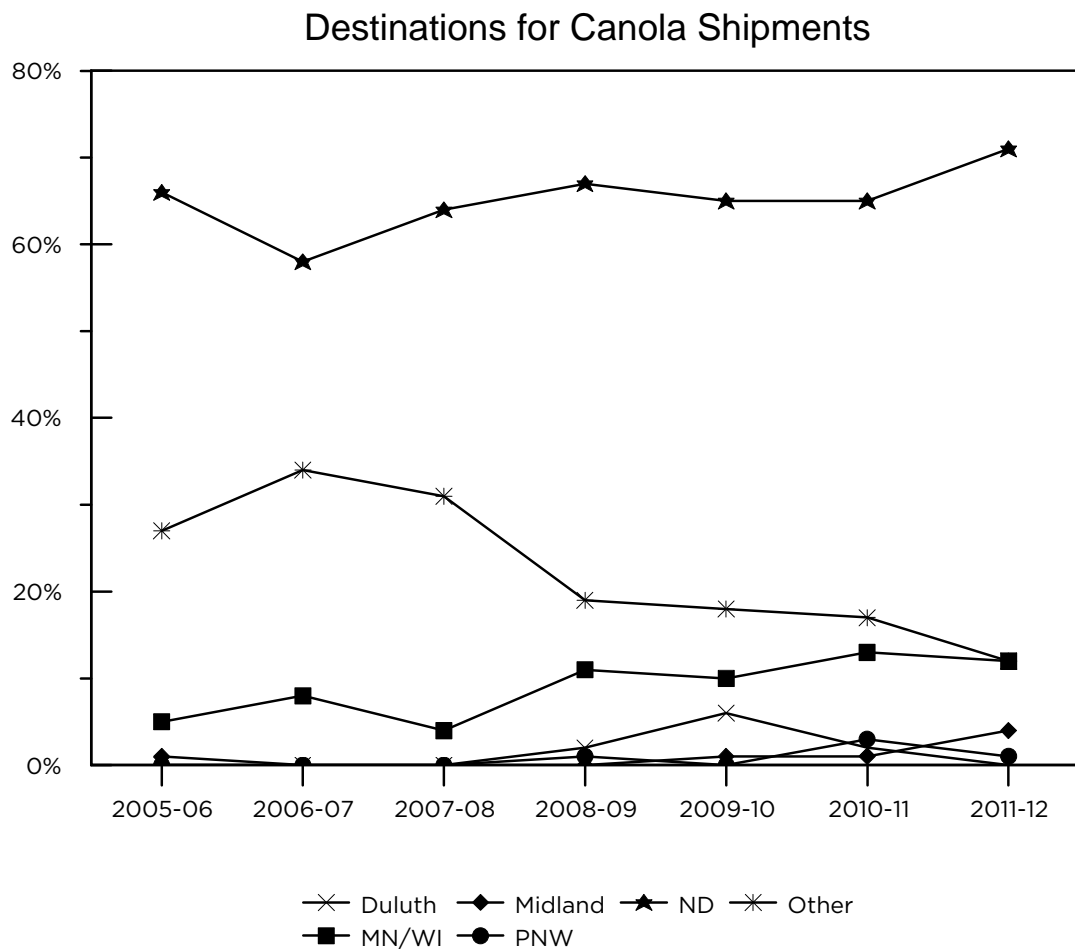


Destinations for Canola Shipments 2011-12 Crop Reporting District



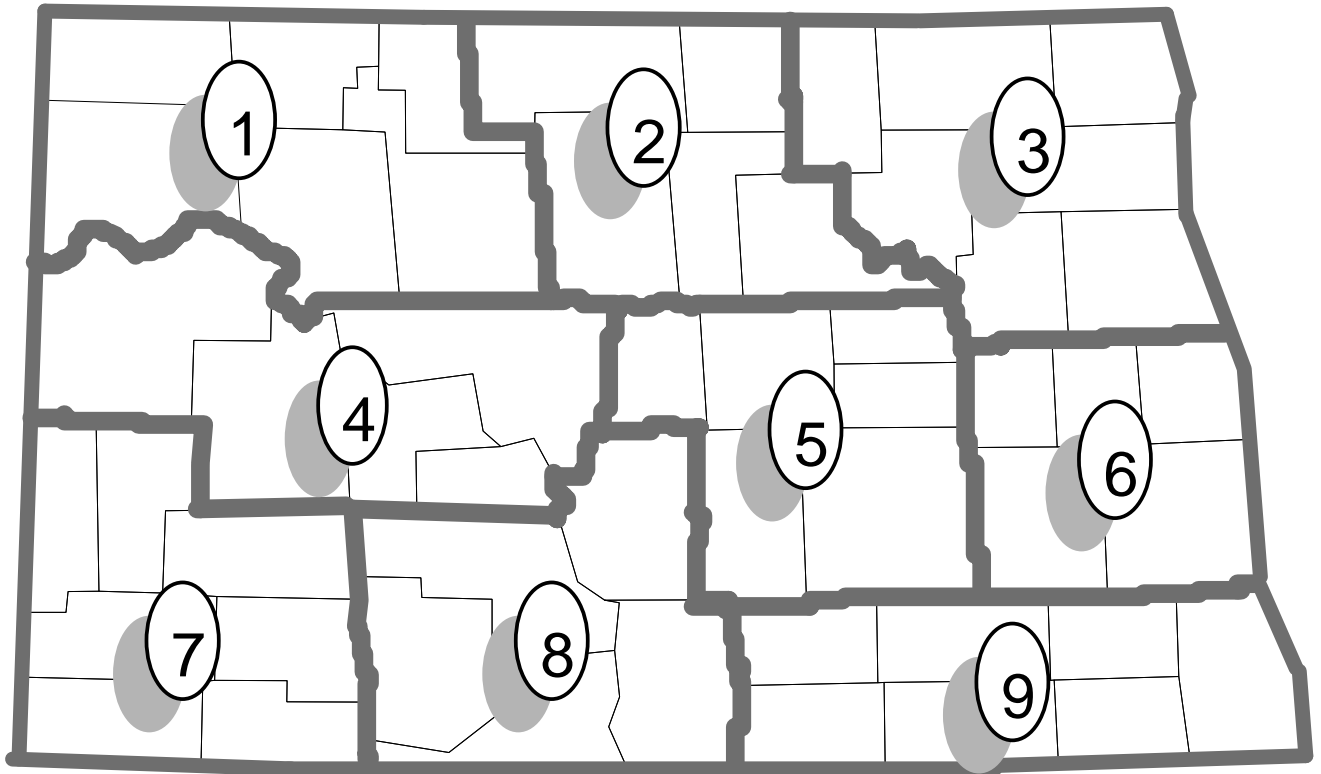
All North Dakota

Trends for Destinations of Canola Shipments from ND (1,000 cwt)					
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
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
2011-12	11 0%	1,282 12%	395 4%	136 1%	10,439

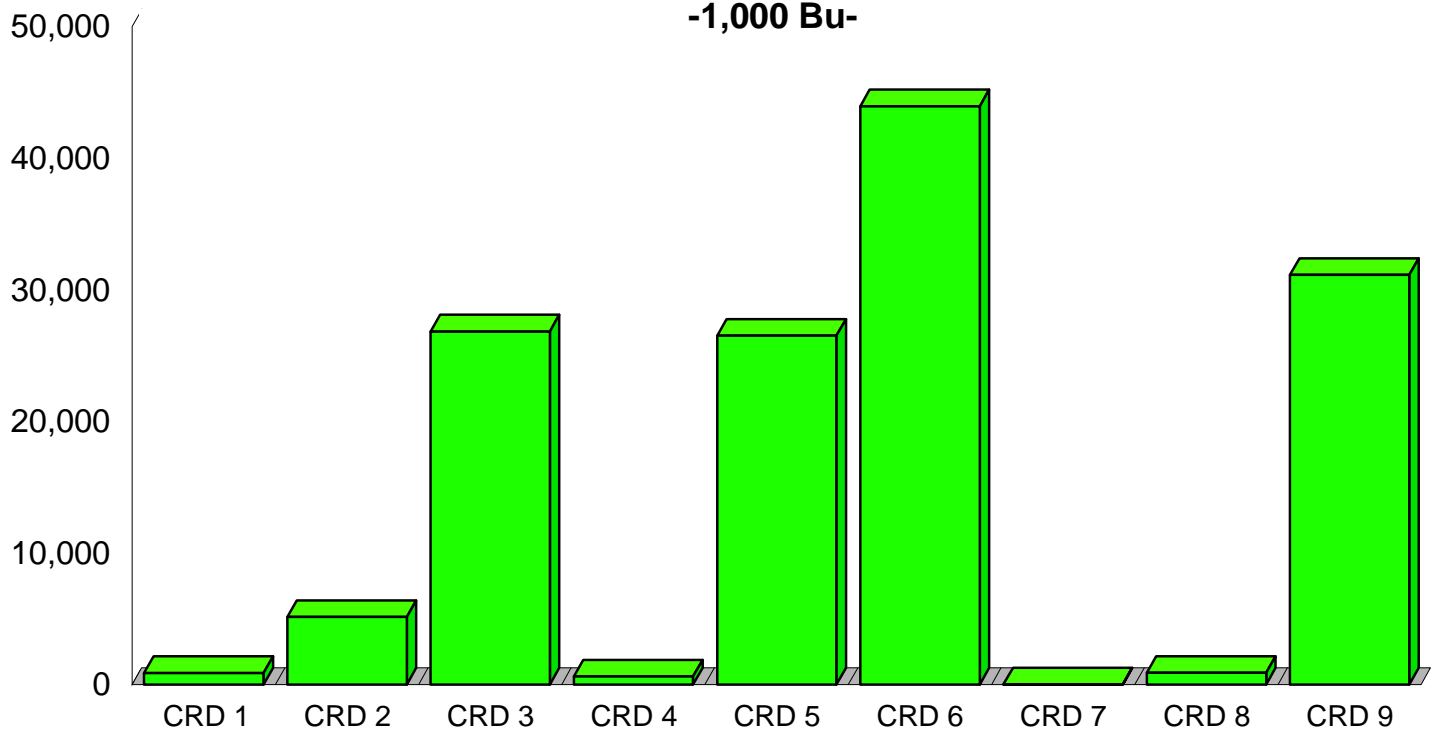


Soybeans

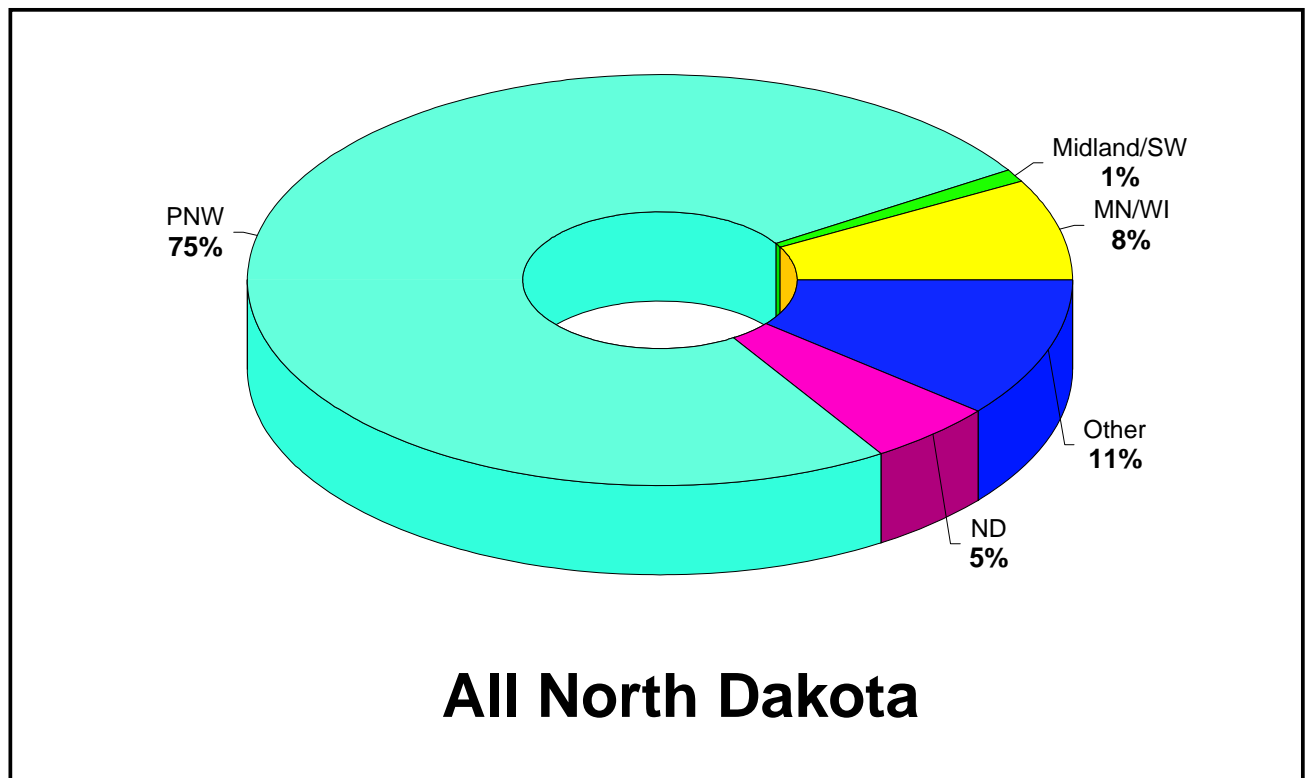
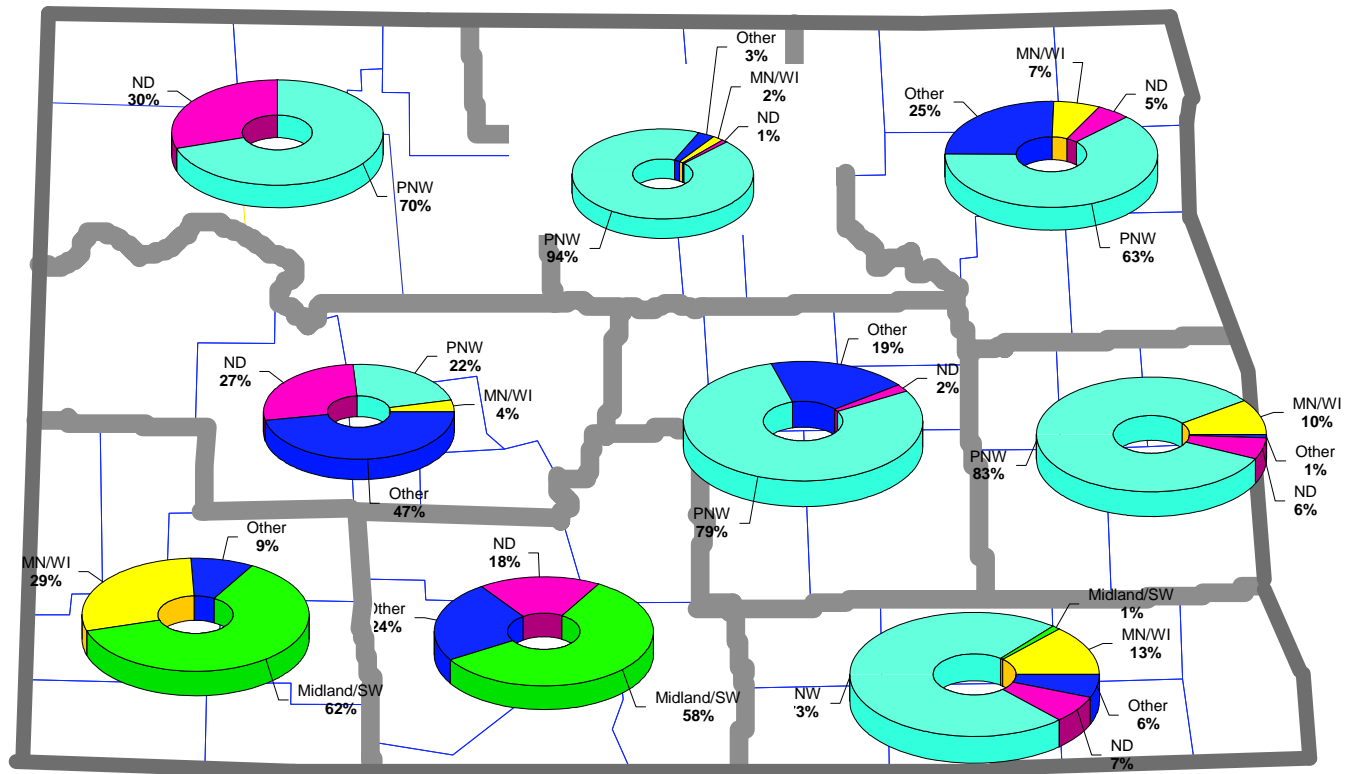
NORTH DAKOTA CROP REPORTING DISTRICTS



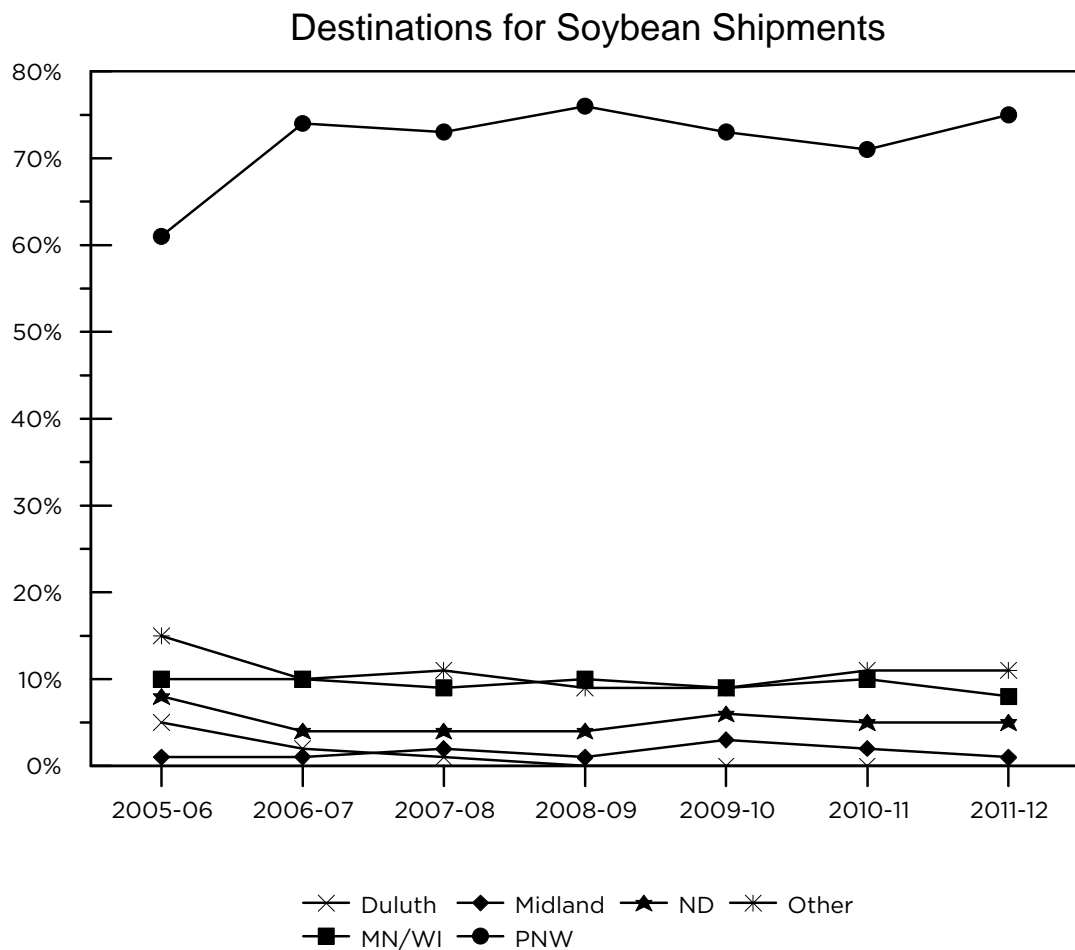
**Soybean Shipments Originating
from Each CRD, 2011-12
-1,000 Bu-**



Destinations for Soybeans Shipments 2011-12 Crop Reporting District

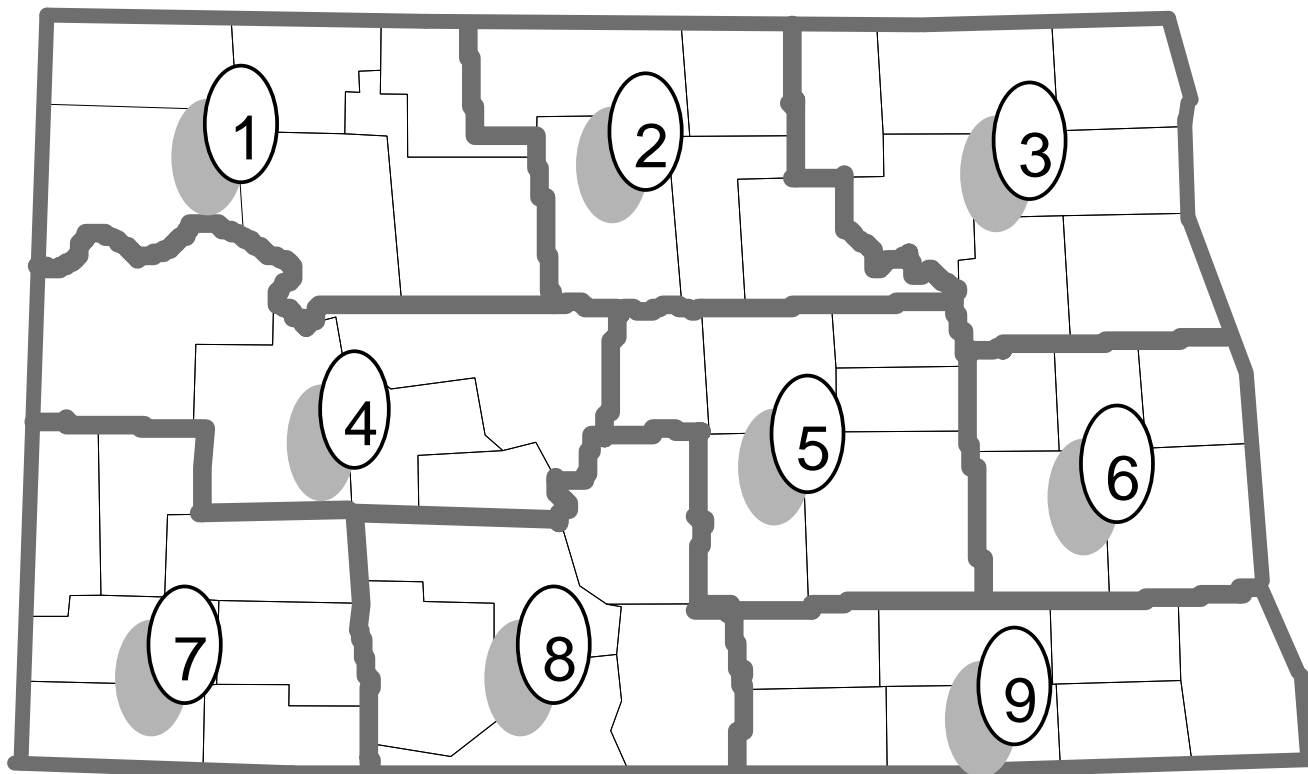


Trends for Destinations of Soybean Shipments from ND (1,000 Bushels)					
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2005-06	3,807	8,614	717	50,579	82,575
	5%	10%	1%	61%	
2006-07	2,398	12,068	1,265	93,098	108,829
	2%	10%	1%	74%	
2007-08	702	11,622	3,112	94,008	109,444
	1%	9%	2%	73%	
2008-09	1	10,900	1,252	83,365	110,207
	0%	10%	1%	76%	
2009-10	103	12,327	4,266	100,526	138,166
	0%	9%	3%	73%	
2010-11	418	14,675	2,292	99,656	139,791
	0%	10%	2%	71%	
2011-12	0	10,887	989	102,333	135,965
	0%	8%	1%	75%	

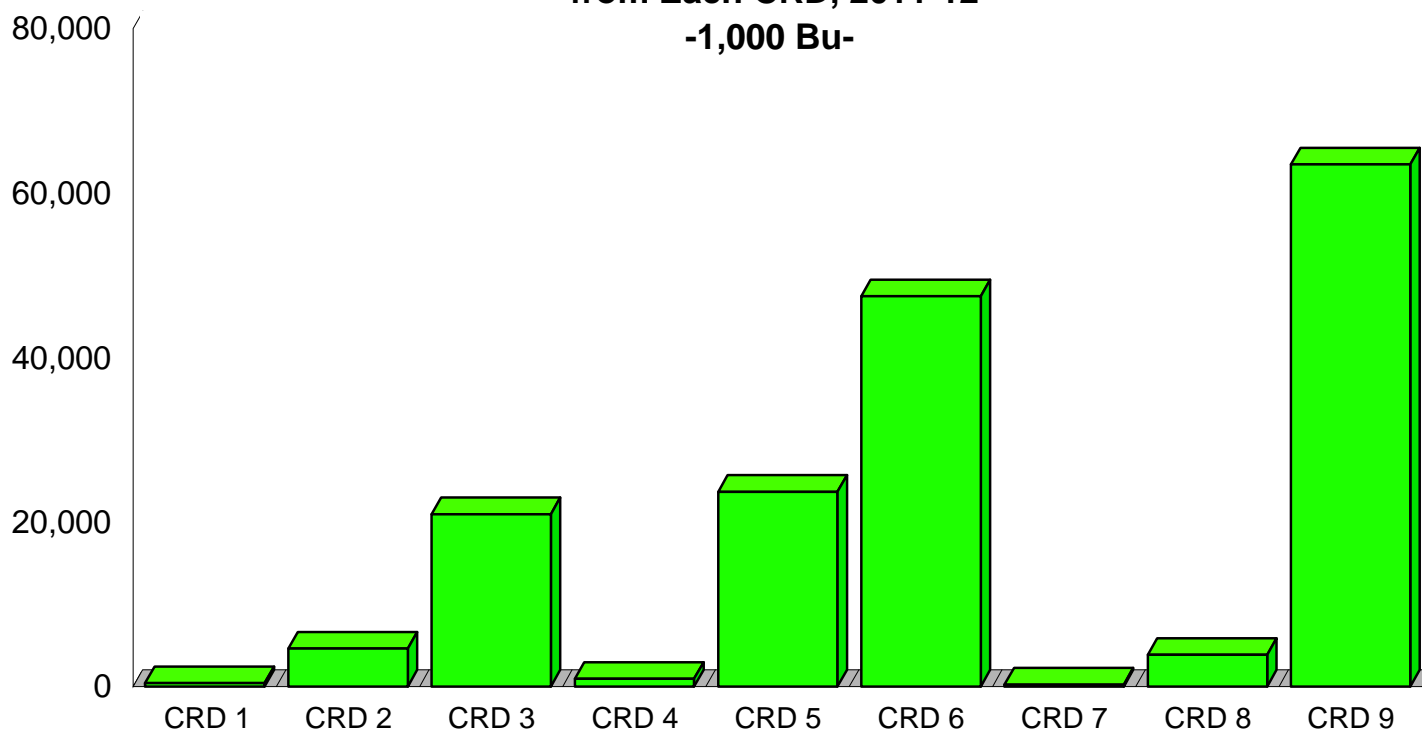


Corn

NORTH DAKOTA CROP REPORTING DISTRICTS



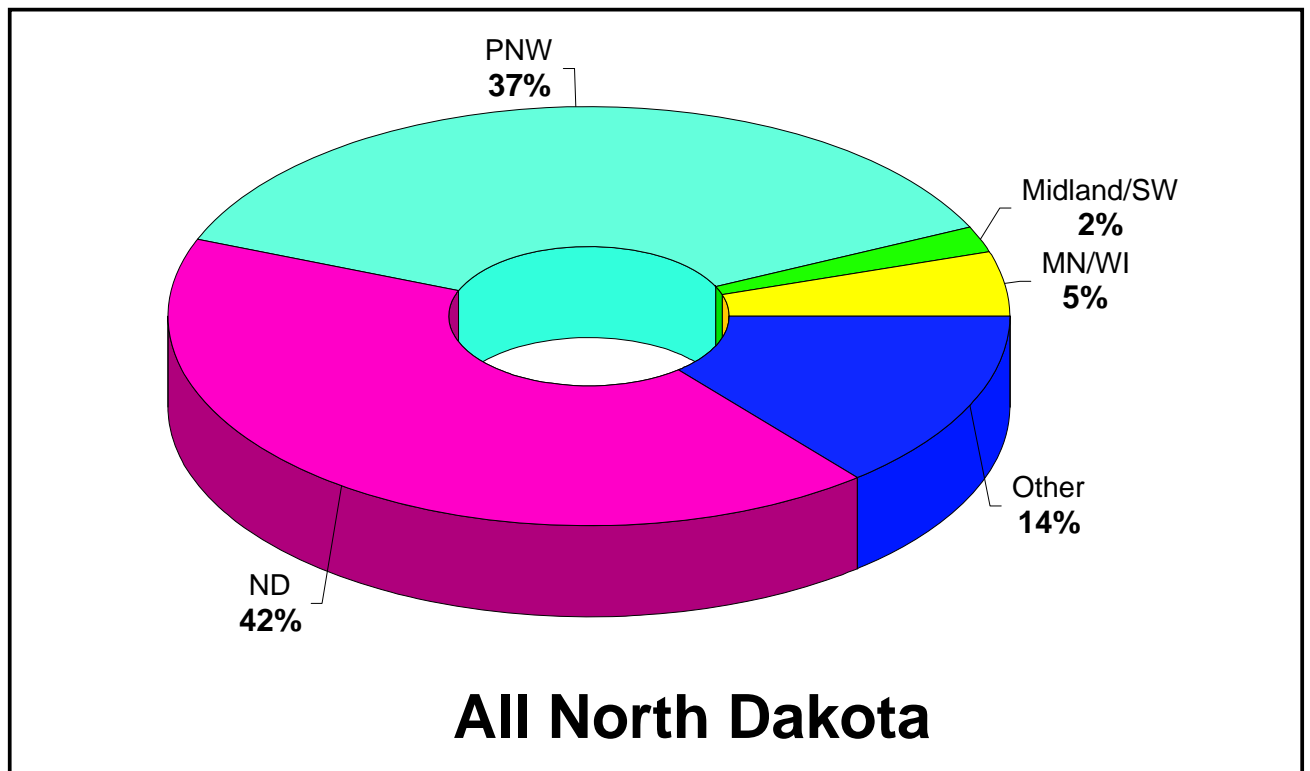
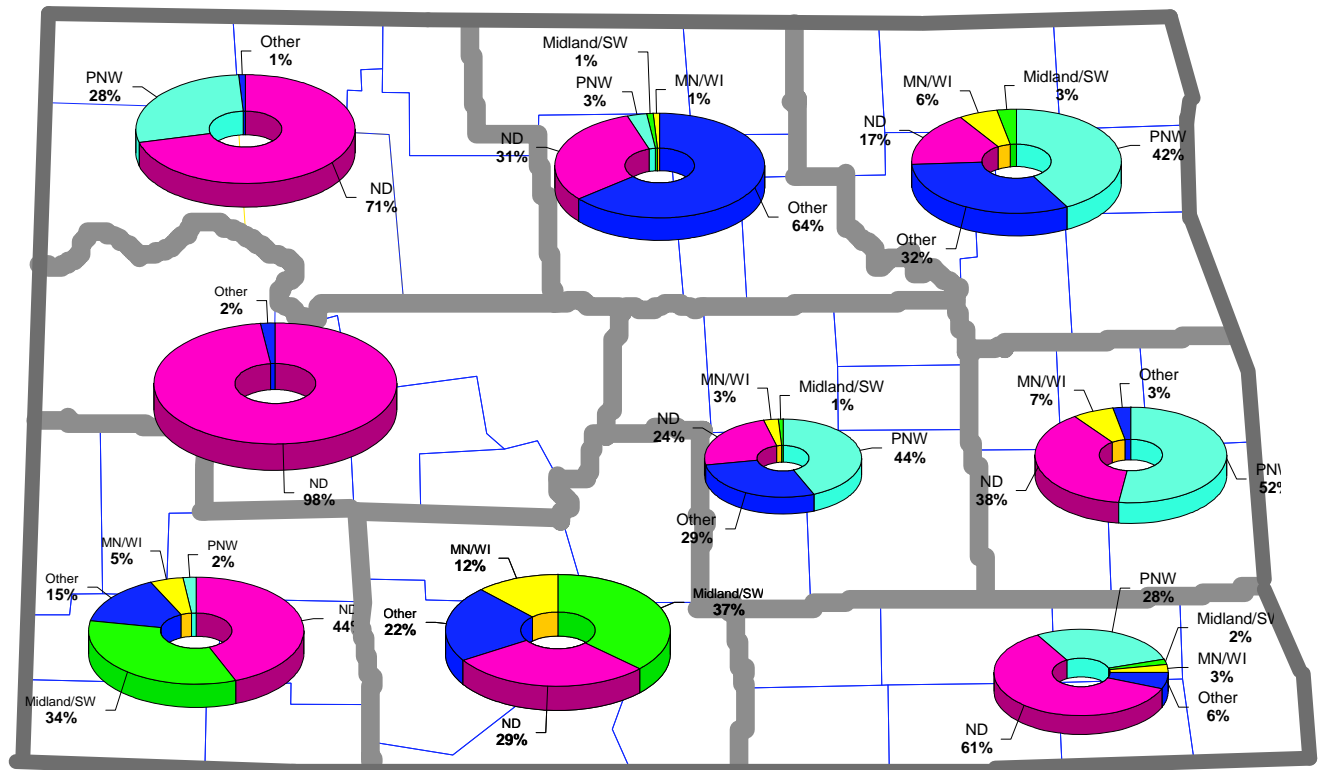
**Corn Shipments Originating
from Each CRD, 2011-12
-1,000 Bu-**



Destinations for Corn Shipments

2011-12

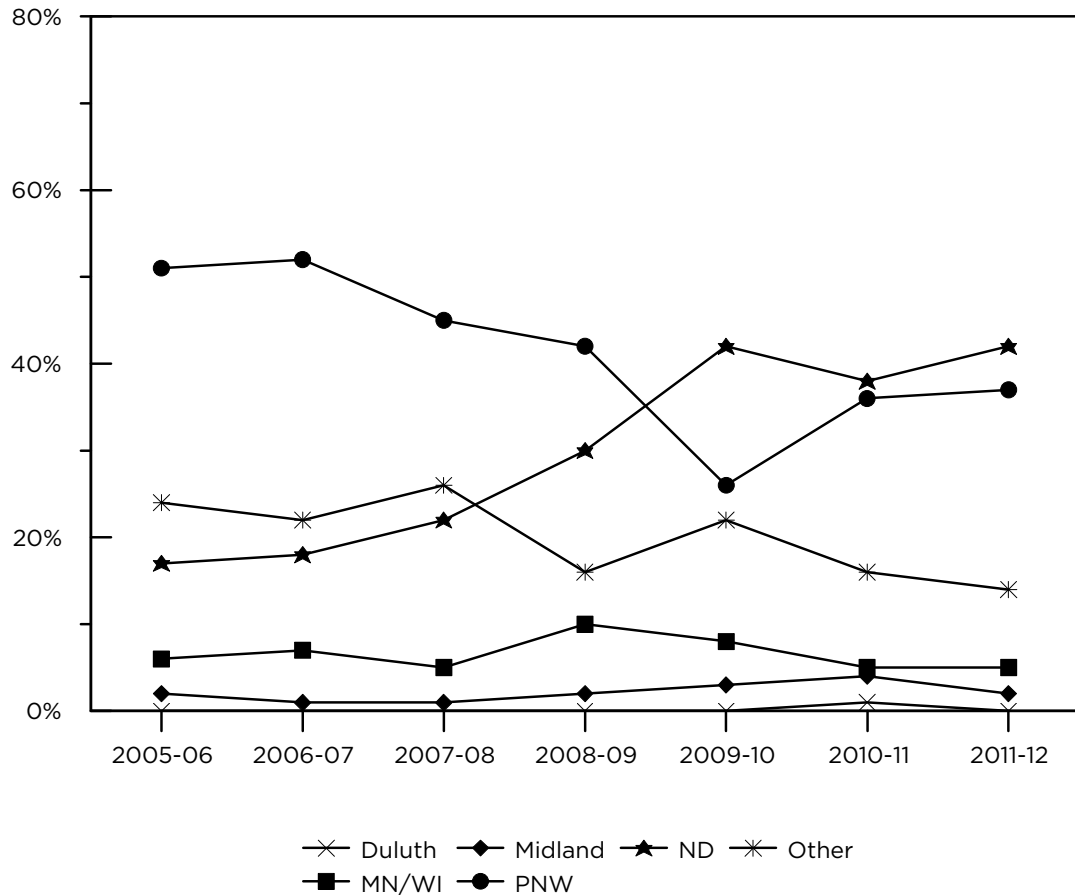
Crop Reporting District



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

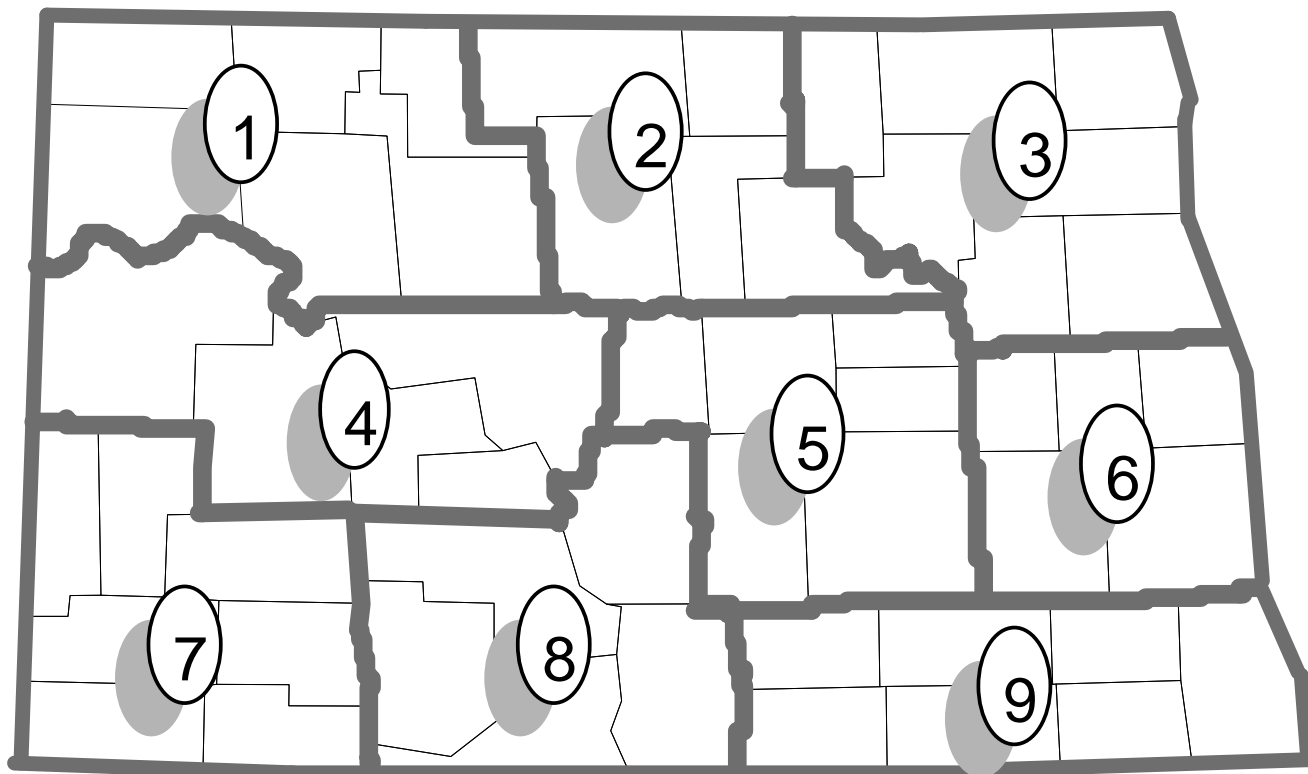
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2005-06	0	5,358	1,726	47,921	94,619
	0%	6%	2%	51%	
2006-07	114	8,910	1,646	63,365	74,035
	0%	7%	1%	52%	
2007-08	72	9,257	1,724	78,985	90,038
	0%	5%	1%	45%	
2008-09	1	19,852	2,906	80,482	189,900
	0%	10%	2%	42%	
2009-10	514	12,652	4,812	43,002	189,900
	0%	8%	3%	26%	
2010-11	1,075	10,466	7,661	70,225	192,452
	1%	5%	4%	36%	
2011-12	2,918	7,941	3,603	61,640	165,631
	0%	5%	2%	37%	

Destinations for Corn Shipments

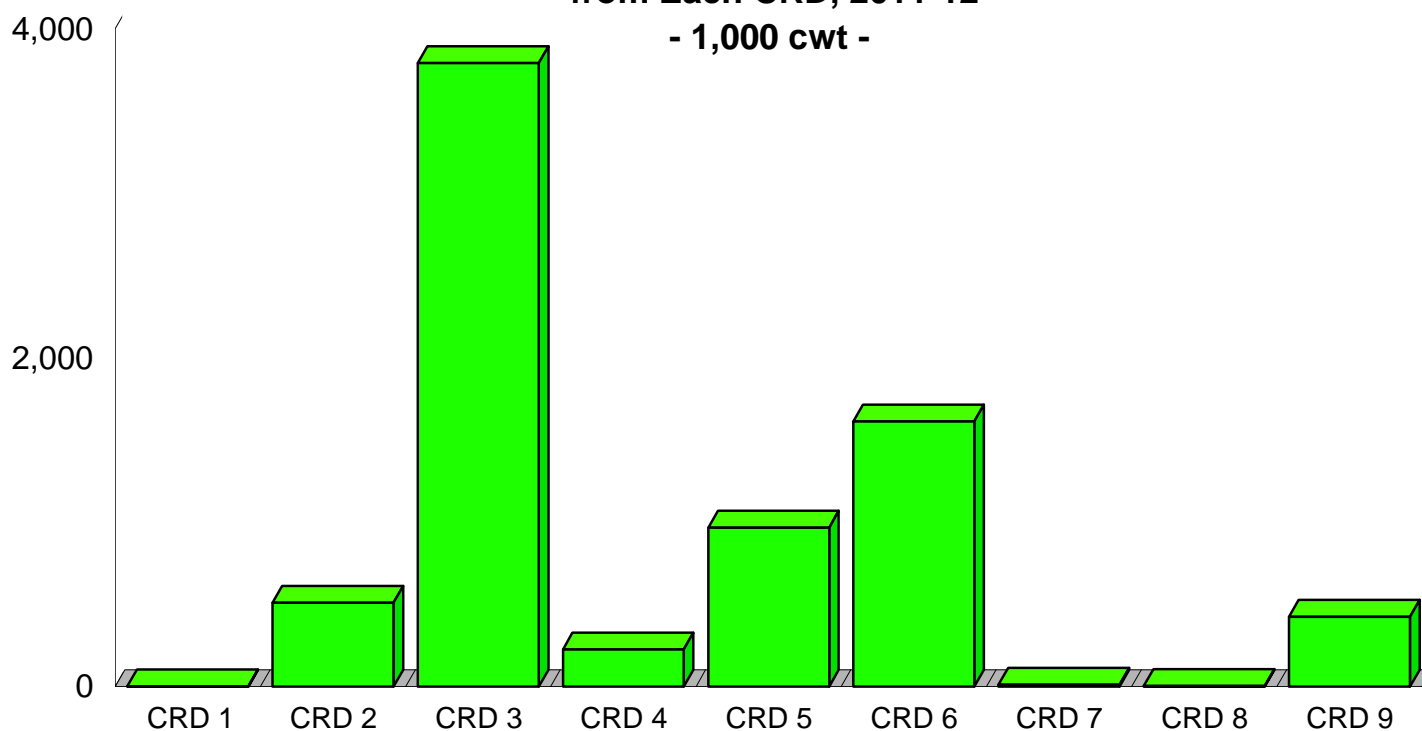


Dry Edible Beans (DEB)

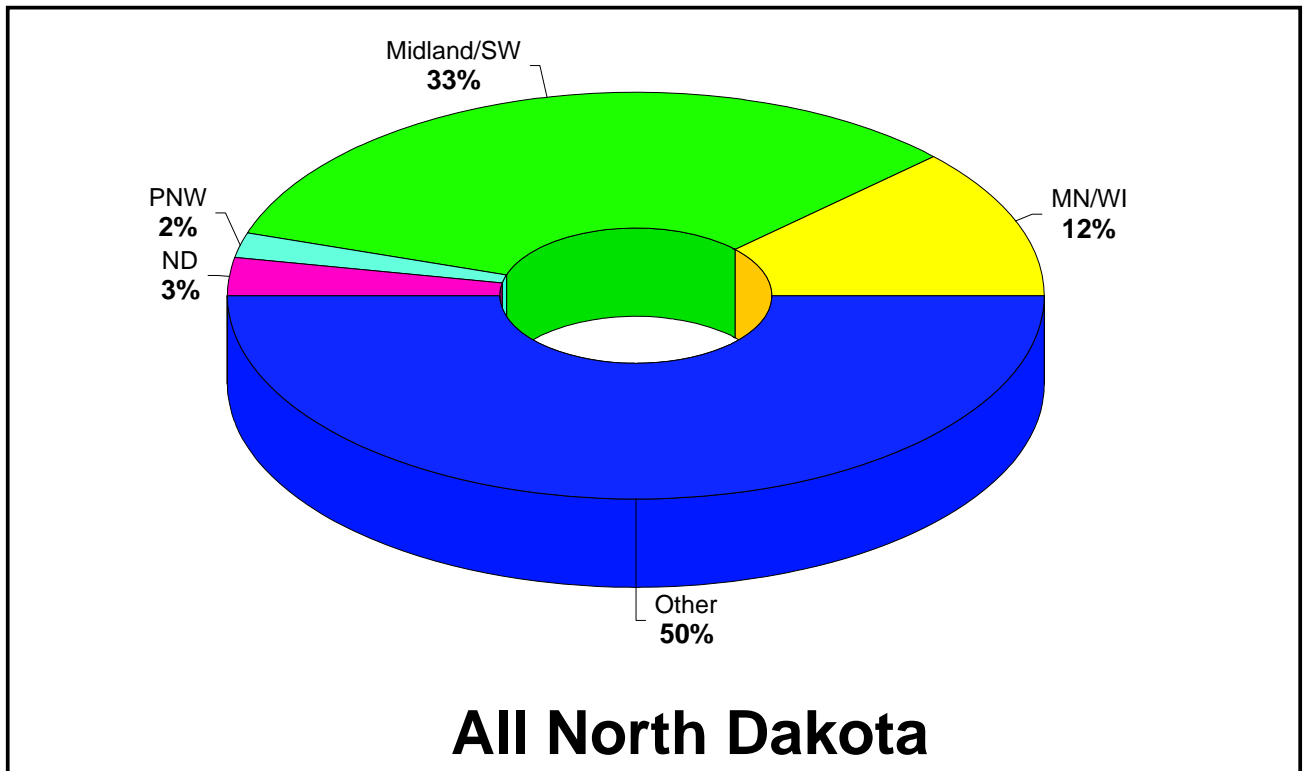
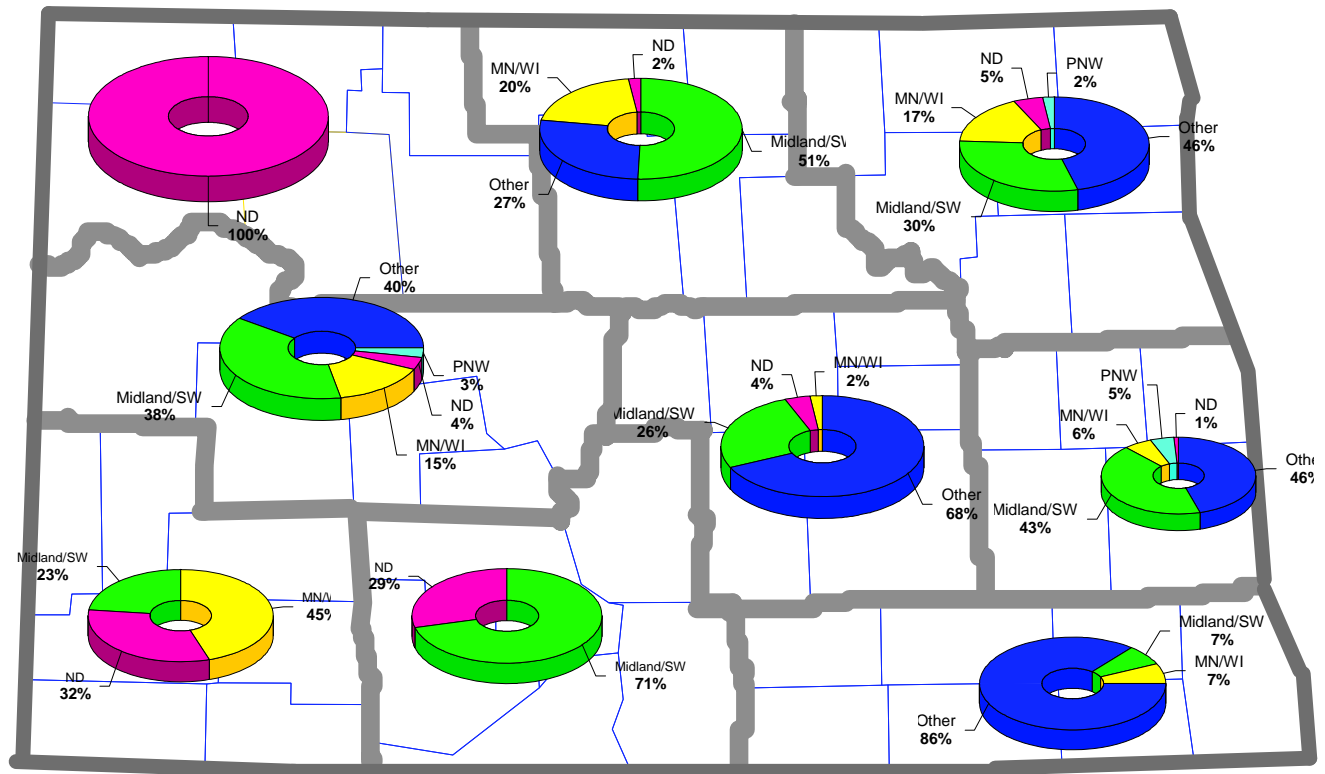
NORTH DAKOTA CROP REPORTING DISTRICTS



**DEB Shipments Originating
from Each CRD, 2011-12
- 1,000 cwt -**

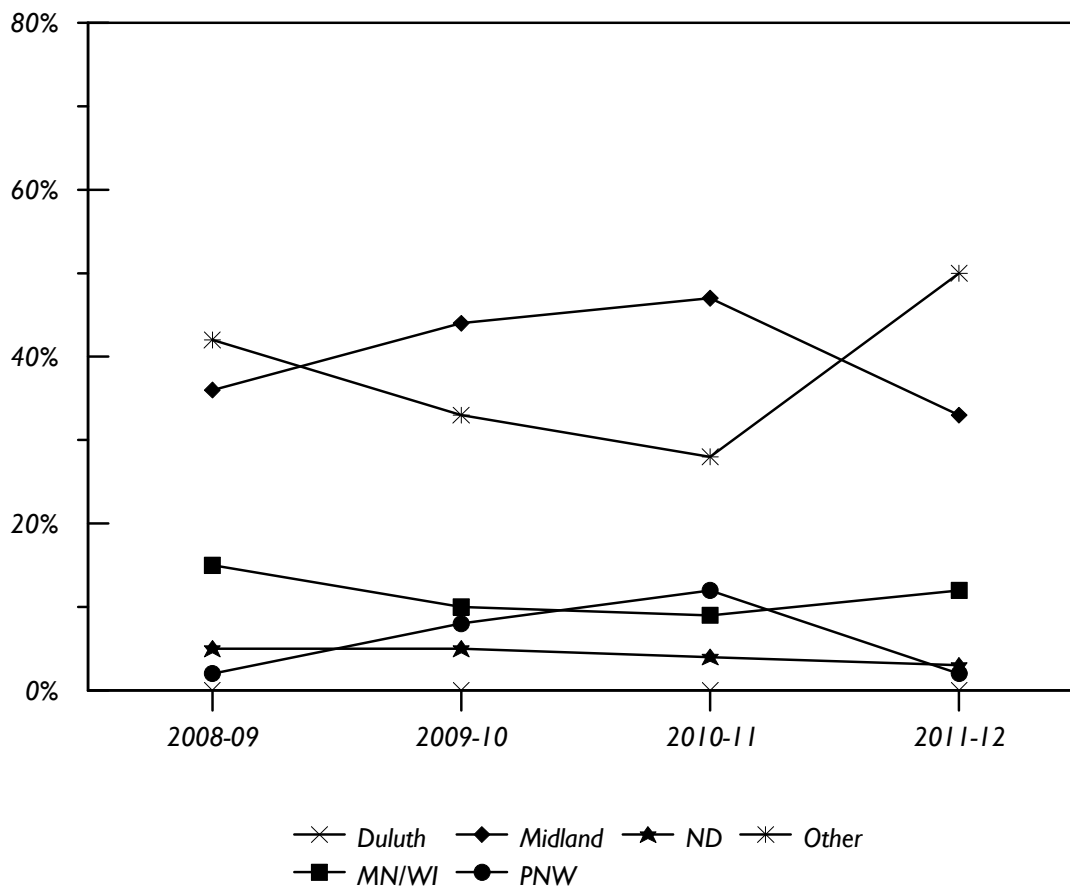


Destinations for DEB Shipments 2011-12 Crop Reporting District



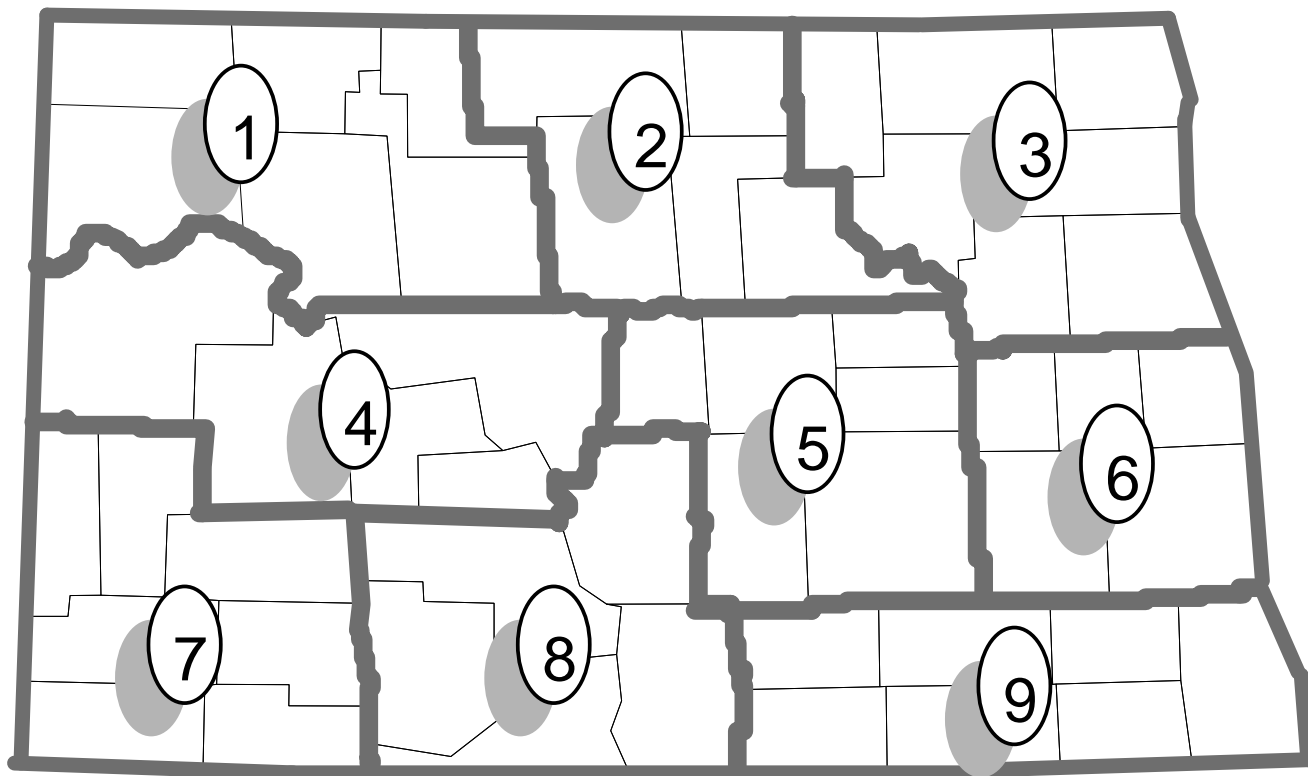
Trends for Destinations of DEB Shipments from ND (1,000 Cwt.)					
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2008-09	0	1,437	3,437	192	9,583
	0%	15%	36%	2%	
2009-10	6	1,145	5,023	893	11,462
	0%	10%	44%	8%	
2010-11	0	1,092	5,905	1,545	12,565
	0%	9%	47%	12%	
2011-12	0	940	2,456	154	7,546
	0%	12%	33%	2%	

Destinations for DEB Shipments

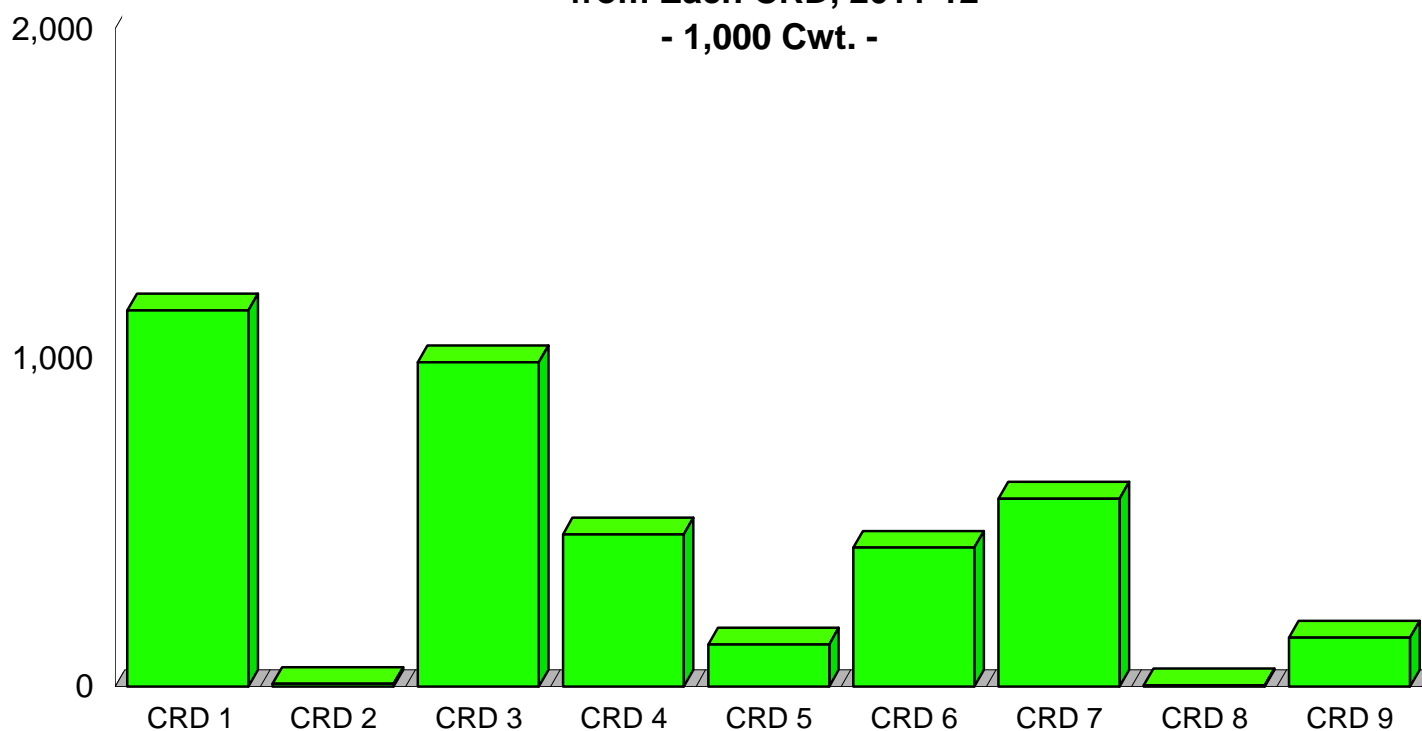


Dry Edible Peas (DEPeas)

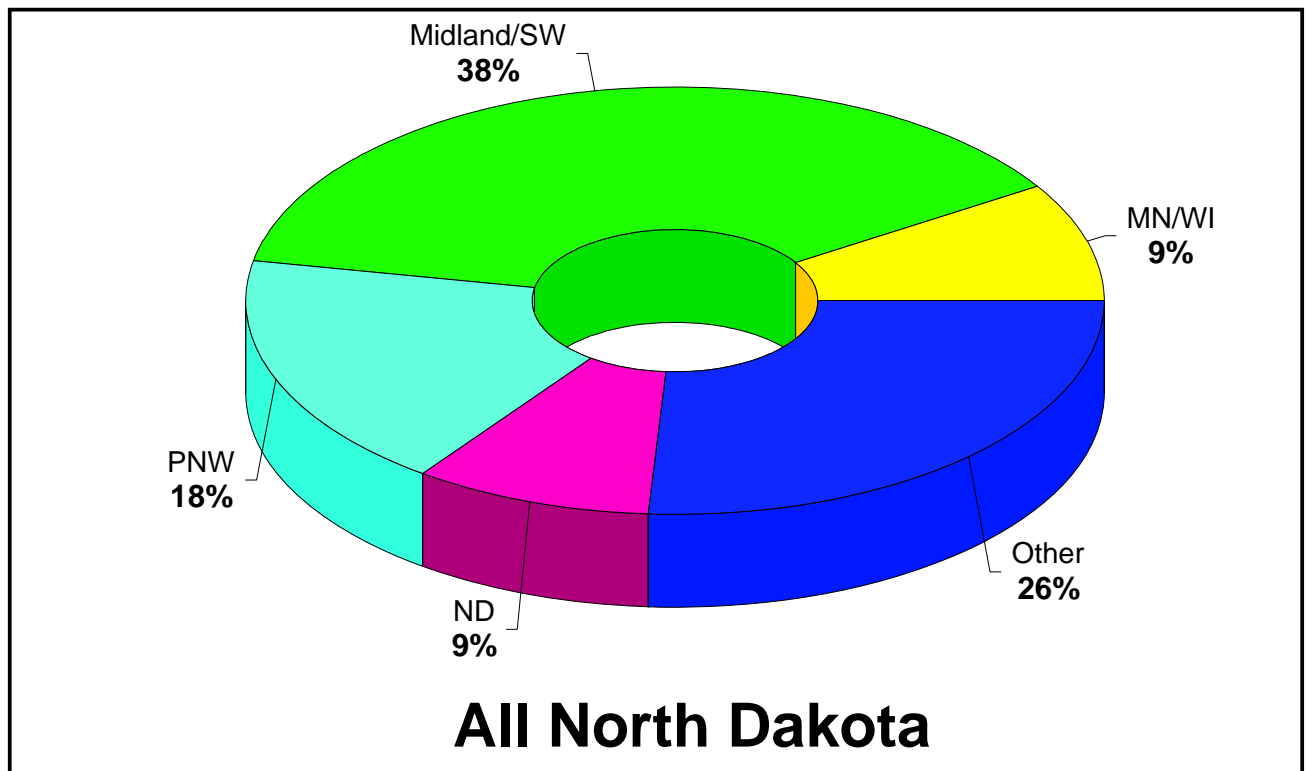
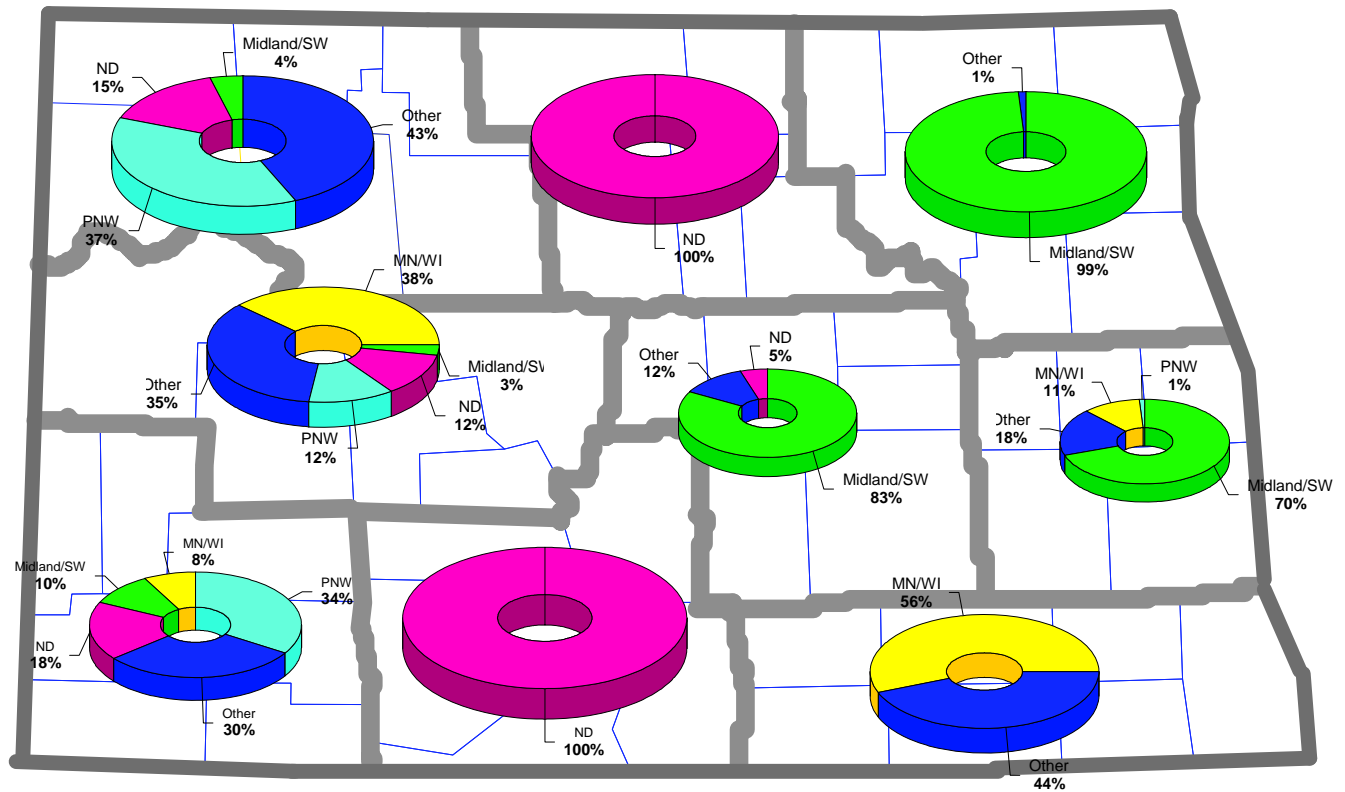
NORTH DAKOTA CROP REPORTING DISTRICTS



**DEPeas Shipments Originating
from Each CRD, 2011-12
- 1,000 Cwt. -**

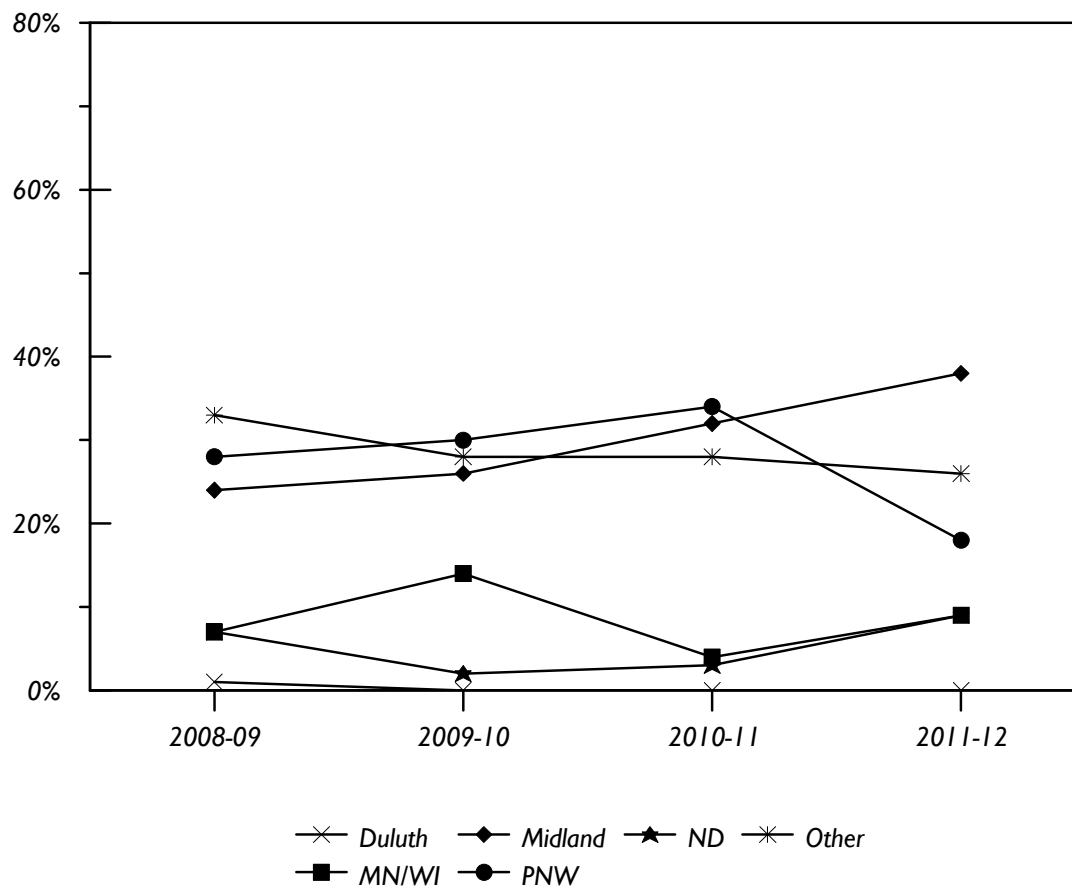


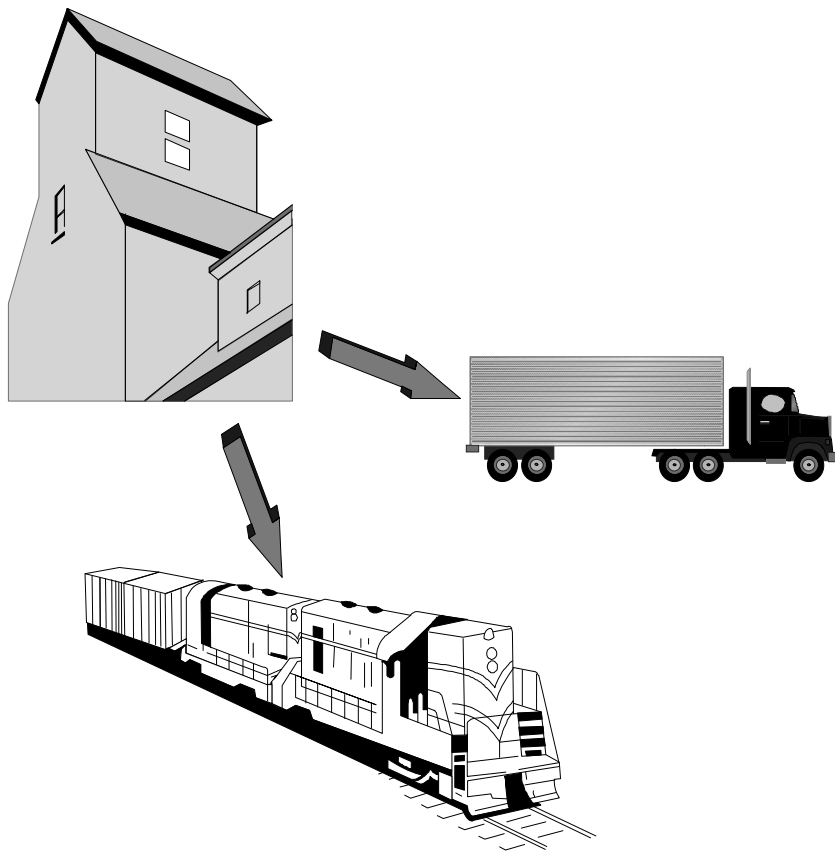
Destinations for DEPeas Shipments 2011-12 Crop Reporting District



Trends for Destinations of DEPeas Shipments from ND (1,000 Cwt.)					
	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
2011-12	2 0%	357 9%	1,490 38%	680 18%	3,874

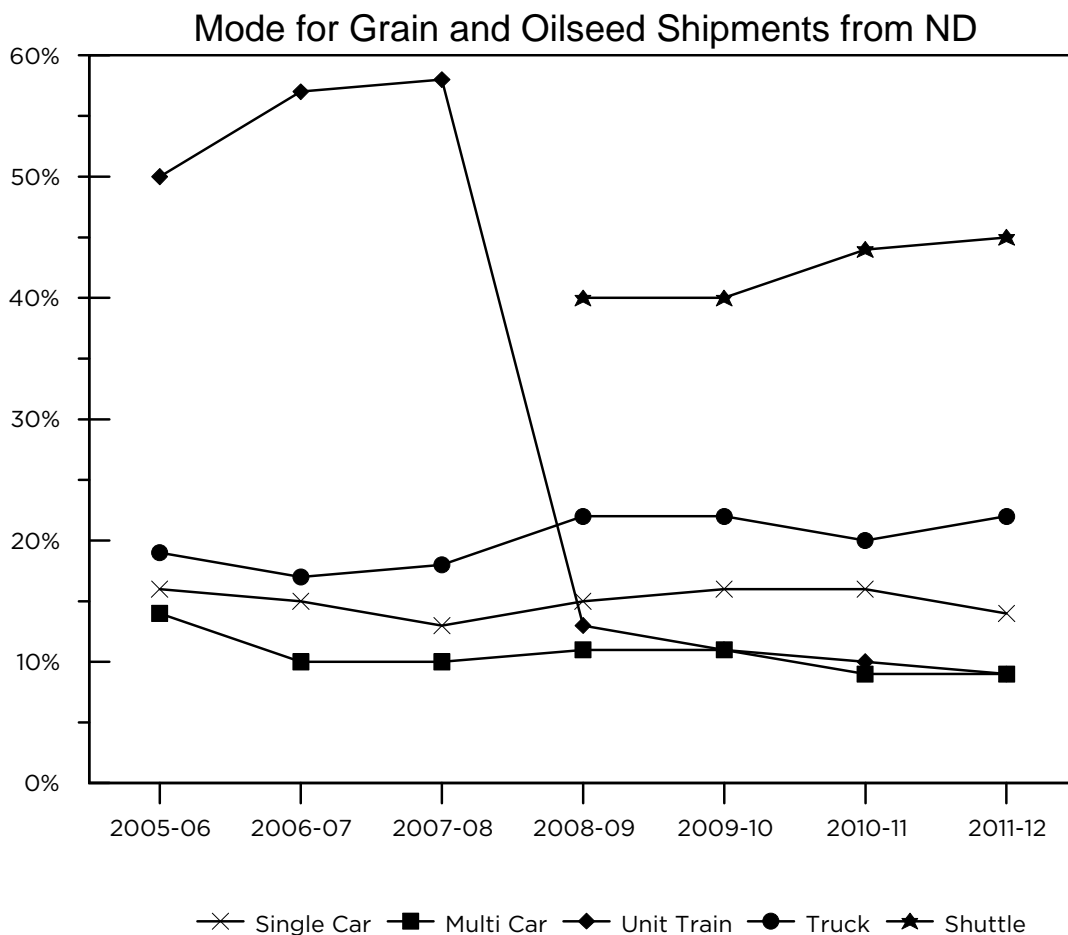
Destinations for DEPeas Shipments





*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	Shuttle	Total
2005-06	96,964	86,196	301,386	114,952		598,988
	16%	14%	50%	19%		
2006-07	100,044	68,189	368,069	111,579		647,882
	15%	17%	47%	21%		
2007-08	101,011	78,669	444,088	135,365		759,133
	13%	10%	58%	18%		
2008-09	99,457	68,628	82,386	143,510	257,365	651,345
	15%	11%	13%	22%	40%	
2009-10	119,824	81,377	86,703	167,829	307,558	763,289
	16%	11%	11%	22%	40%	
2010-11	139,567	77,289	89,796	173,909	384,868	865,431
	16%	9%	10%	20%	44%	
2011-12	87,687	57,162	56,026	139,778	281,677	622,330
	14%	9%	9%	22%	45%	



NOTE: Unit and shuttle trains reported in aggregate up to 2008-09,

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

CRD 1							CRD 2						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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%	22%	7%	12%	70,041	2008-09	16%	19%	17%	25%	22%	43,796
2009-10	26%	26%	26%	6%	15%	96,306	2009-10	17%	14%	17%	26%	27%	54,521
2010-11	28%	19%	26%	8%	19%	98,911	2010-11	21%	12%	12%	26%	30%	61,845
2011-12	37%	25%	11%	13%	14%	48,832	2011-12	20%	5%	13%	32%	30%	33,981

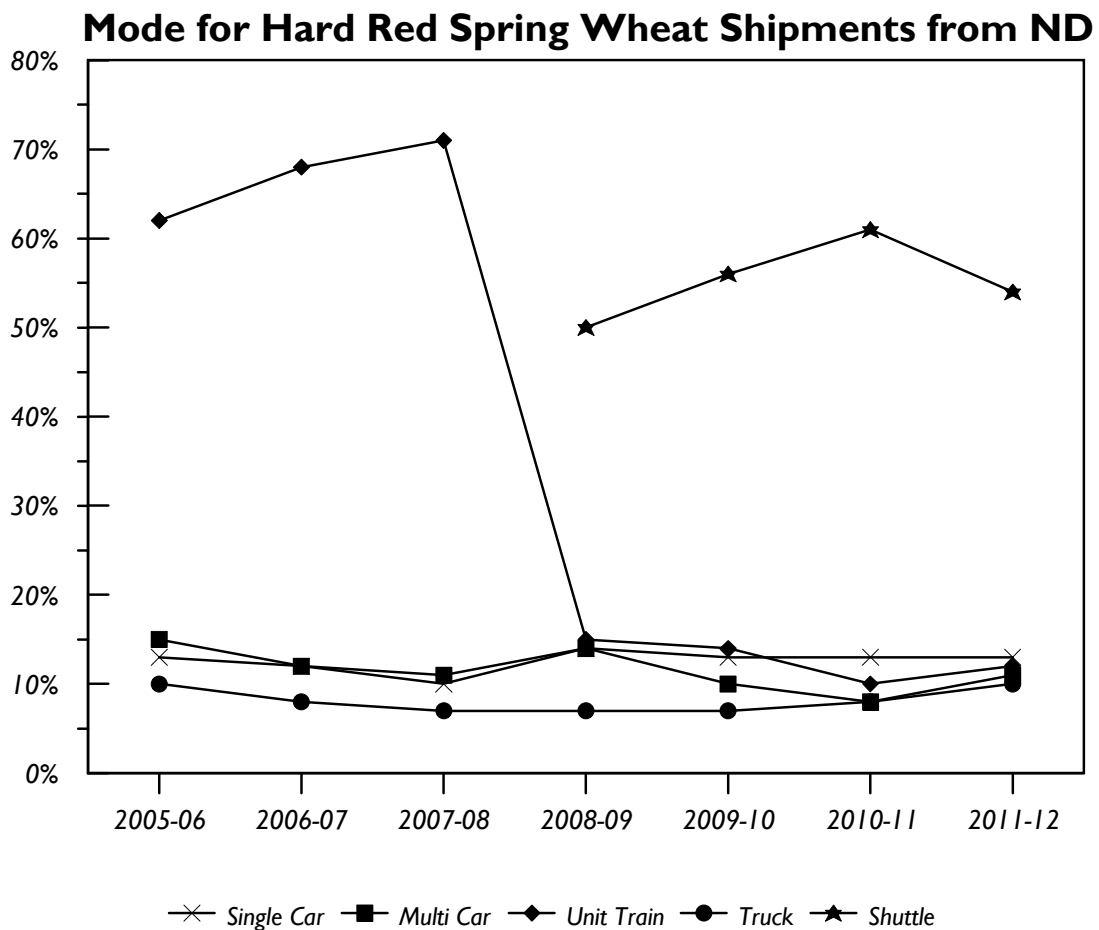
CRD 3							CRD 4						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
2005-06	17%	9%	46%	29%		106,106	2005-06	18%	16%	43%	23%		25,222
2006-07	15%	8%	47%	29%		125,328	2006-07	24%	12%	4%	28%		23,210
2007-08	13%	8%	53%	26%		155,866	2007-08	14%	11%	43%	31%		32,427
2008-09	14%	7%	9%	26%	44%	138,404	2008-09	17%	9%	12%	40%	22%	24,489
2009-10	13%	5%	7%	29%	45%	144,186	2009-10	18%	11%	8%	30%	33%	38,435
2010-11	13%	5%	9%	23%	51%	185,083	2010-11	17%	8%	12%	31%	33%	37,945
2011-12	10%	6%	8%	25%	50%	148,429	2011-12	22%	7%	15%	30%	27%	23,426

CRD 5							CRD 6						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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%	14%	29%	27%	69,168	2008-09	5%	4%	5%	25%	60%	142,770
2009-10	19%	7%	7%	27%	40%	81,038	2009-10	9%	5%	6%	26%	53%	140,149
2010-11	15%	6%	5%	20%	54%	101,974	2010-11	13%	4%	4%	20%	58%	165,825
2011-12	13%	4%	4%	21%	58%	82,246	2011-12	7%	4%	6%	24%	59%	128,400

CRD 7							CRD 8						
	Single	Multi	Unit					Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total		Car	Car	Train	Truck	Shuttle	Total
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%	40%	12%	3%	13,651	2008-09	5%	11%	10%	47%	27%	7,443
2009-10	15%	13%	5%	5%	61%	50,062	2009-10	12%	2%	6%	34%	45%	18,411
2010-11	13%	17%	9%	7%	54%	49,187	2010-11	9%	1%	6%	44%	41%	20,344
2011-12	21%	17%	7%	7%	48%	30,591	2011-12	3%	10%	10%	60%	17%	17,222

CRD 9						
	Single	Multi	Unit			
	Car	Car	Train	Truck	Shuttle	Total
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%	15%	14%	47%	141,583
2009-10	15%	12%	14%	19%	39%	140,181
2010-11	16%	12%	13%	21%	37%	144,318
2011-12	14%	16%	14%	17%	39%	109,202

Mode for Hard Red Spring Wheat Shipments from ND (1,000 Bushels)						
	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2005-06	29,884	35,570	143,289	23,568		232,312
	13%	15%	62%	10%		
2006-07	27,546	26,582	155,781	19,372		229,280
	12%	12%	68%	8%		
2007-08	25,892	29,743	188,294	19,535		263,464
	10%	11%	71%	7%		
2008-09	27,200	26,965	28,459	14,433	95,678	192,735
	14%	14%	15%	7%	50%	
2009-10	35,211	27,456	36,076	19,564	147,963	266,271
	13%	10%	14%	7%	56%	
2010-11	41,865	26,382	33,694	25,472	200,733	328,147
	13%	8%	10%	8%	61%	
2011-12	25,533	20,035	23,023	18,872	102,698	190,161
	13%	11%	12%	10%	54%	



NOTE: Unit and shuttle trains reported in aggregate up to 2008-09,

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

CRD 1							CRD 2						
	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total		Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%	25%	2%	42%	19,164	2008-09	10%	20%	27%	3%	41%	18,905
2009-10	15%	15%	26%	2%	42%	34,472	2009-10	5%	12%	35%	3%	45%	25,272
2010-11	18%	9%	19%	3%	51%	35,053	2010-11	107%	10%	25%	2%	53%	27,521
2011-12	25%	10%	20%	3%	41%	16,048	2011-12	13%	6%	29%	6%	47%	12,402

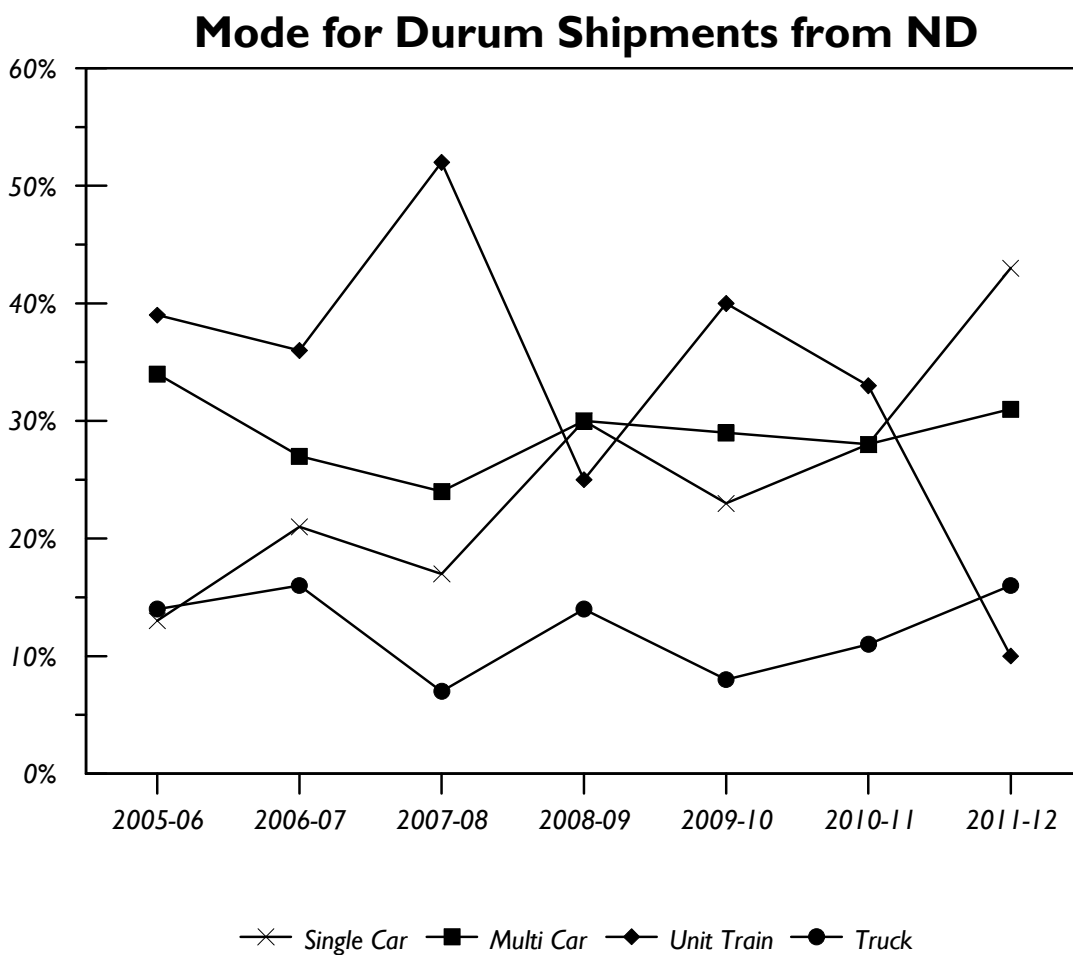
CRD 3							CRD 4						
	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total		Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2005-06	10%	7%	61%	19%		62,748	2005-06	9%	14%	66%	11%		13,511
2006-07	9%	9%	64%	17%		66,731	2006-07	11%	11%	64%	14%		12,321
2007-08	8%	10%	78%	13%		75,259	2007-08	6%	10%	75%	9%		18,021
2008-09	9%	8%	5%	12%	66%	65,227	2008-09	9%	14%	23%	11%	44%	12,186
2009-10	8%	5%	8%	14%	64%	66,503	2009-10	10%	10%	12%	12%	56%	22,381
2010-11	9%	5%	6%	12%	67%	102,337	2010-11	5%	7%	17%	10%	61%	20,721
2011-12	8%	7%	8%	15%	62%	72,528	2011-12	13%	7%	23%	7%	49%	12,822

CRD 5							CRD 6						
	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total		Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%	7%	8%	2%	30%	22,552	2008-09	8%	7%	8%	5%	72%	22,884
2009-10	25%	13%	12%	2%	48%	26,899	2009-10	10%	18%	9%	10%	53%	20,945
2010-11	19%	8%	8%	4%	62%	38,865	2010-11	9%	7%	5%	10%	69%	35,101
2011-12	25%	10%	8%	2%	56%	17,733	2011-12	10%	15%	8%	11%	56%	17,579

CRD 7							CRD 8						
	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total		Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%	47%	6%	4%	9,734	2008-09	0%	18%	17%	19%	46%	4,423
2009-10	8%	8%	4%	2%	77%	39,404	2009-10	14%	3%	8%	11%	65%	12,809
2010-11	7%	11%	5%	2%	74%	36,102	2010-11	10%	1%	8%	16%	65%	12,682
2011-12	11%	15%	6%	2%	66%	22,351	2011-12	3%	25%	20%	27%	34%	8,693

CRD 9						
	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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	22%	13%	9%	5%	8%	17,659
2009-10	42%	16%	13%	7%	23%	17,586
2010-11	42%	21%	12%	10%	17%	19,765
2011-12	39%	22%	16%	9%	14%	10,004

Mode for Durum Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
2005-06	7,281	19,973	22,882	7,857	57,993
	13%	34%	39%	14%	
2006-07	8,604	11,087	14,748	6,412	40,850
	21%	27%	36%	16%	
2007-08	7,996	11,596	24,795	3,513	47,900
	14%	24%	52%	7%	
2008-09	6,574	6,607	5,579	3,151	21,911
	30%	30%	25%	14%	
2009-10	9,943	12,462	17,076	3,218	42,698
	23%	29%	40%	8%	
2010-11	14,929	14,854	17,218	5,784	52,786
	28%	28%	33%	11%	
2011-12	10,327	7,548	2,402	3,972	24,249
	43%	31%	10%	16%	



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

CRD 1						CRD 2					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
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
2011-12	43%	37%	10%	11%	14,862	2011-12	15%	10%	0%	74%	816

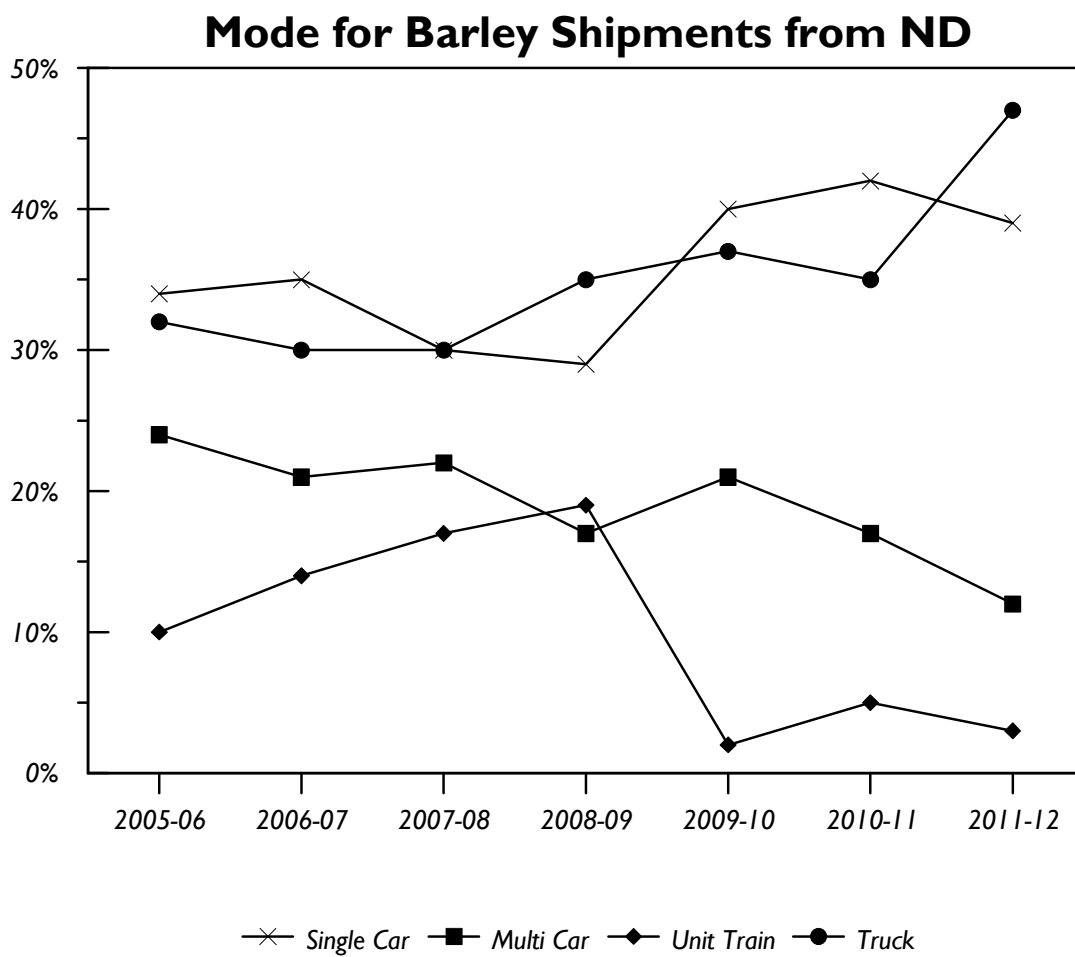
CRD 3						CRD 4					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
2005-06	30%	21%	15%	34%	1,877	2005-06	14%	29%	28%	5,776	
2006-07	65%	6%	0%	29%	1,556	2006-07	16%	24%	16%	4,119	
2007-08	55%	13%	11%	21%	887	2007-08	27%	24%	15%	3,450	
2008-09	68%	18%	0%	14%	508	2008-09	15%	27%	7%	1,620	
2009-10	77%	1%	3%	20%	145	2009-10	26%	30%	11%	3,406	
2010-11	57%	18%	0%	25%	975	2010-11	26%	21%	17%	5,084	
2011-12	86%	0%	0%	15%	578	2011-12	40%	13%	7%	2,821	

CRD 5						CRD 6					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
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
2011-12	66%	0%	0%	34%	679	2011-12	100%	0%	0%	0%	60

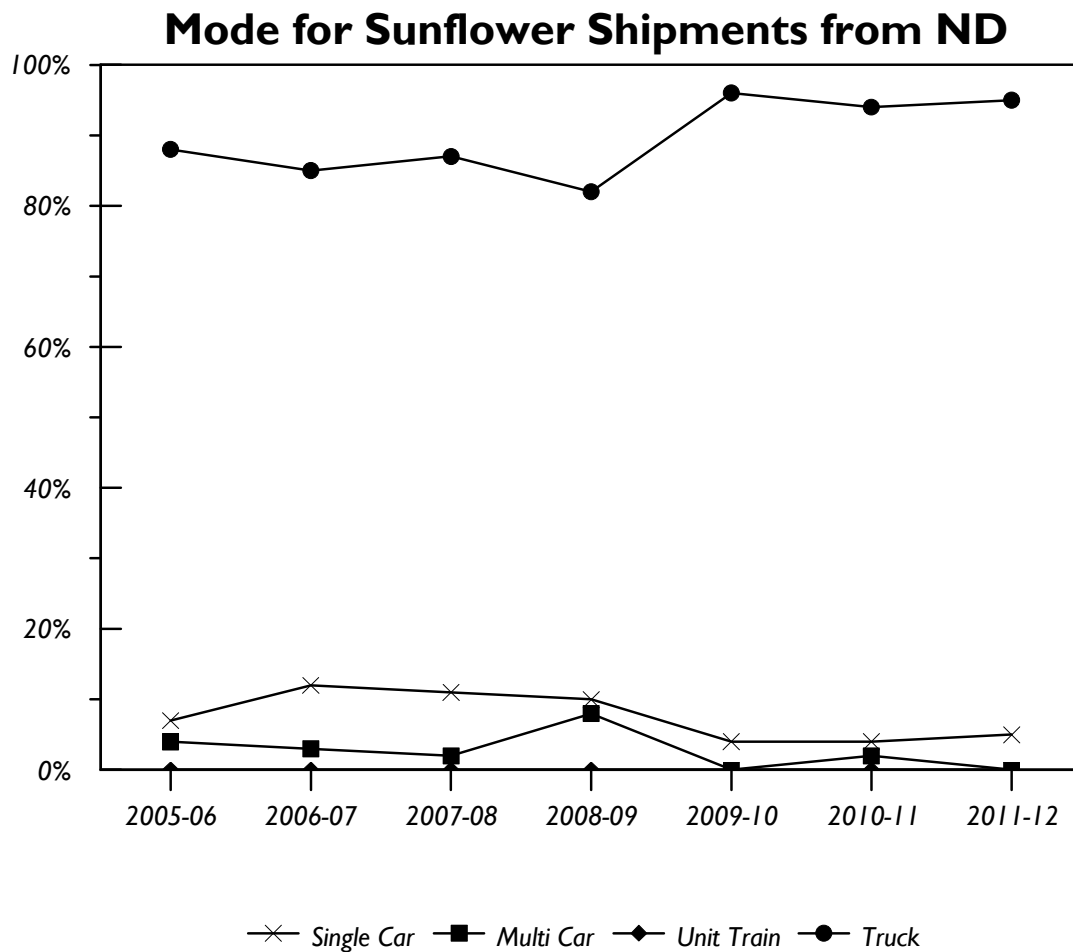
CRD 7						CRD 8					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
2005-06	6%	45%	37%	12%	8,128	2005-06	0%	0%	0%	100%	132
2006-07	18%	34%	41%	6%	6,445	2006-07	0%	0%	0%	100%	68
2007-08	16%	34%	46%	4%	6,567	2007-08	12%	0%	0%	88%	85
2008-09	35%	44%	16%	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
2011-12	39%	37%	18%	6%	4,409	2011-12	0%	0%	0%	100%	23

CRD 9					
	Single	Multi	Unit		
	Car	Car	Train	Truck	Total
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
2011-12	0%	0%	0%	0%	0

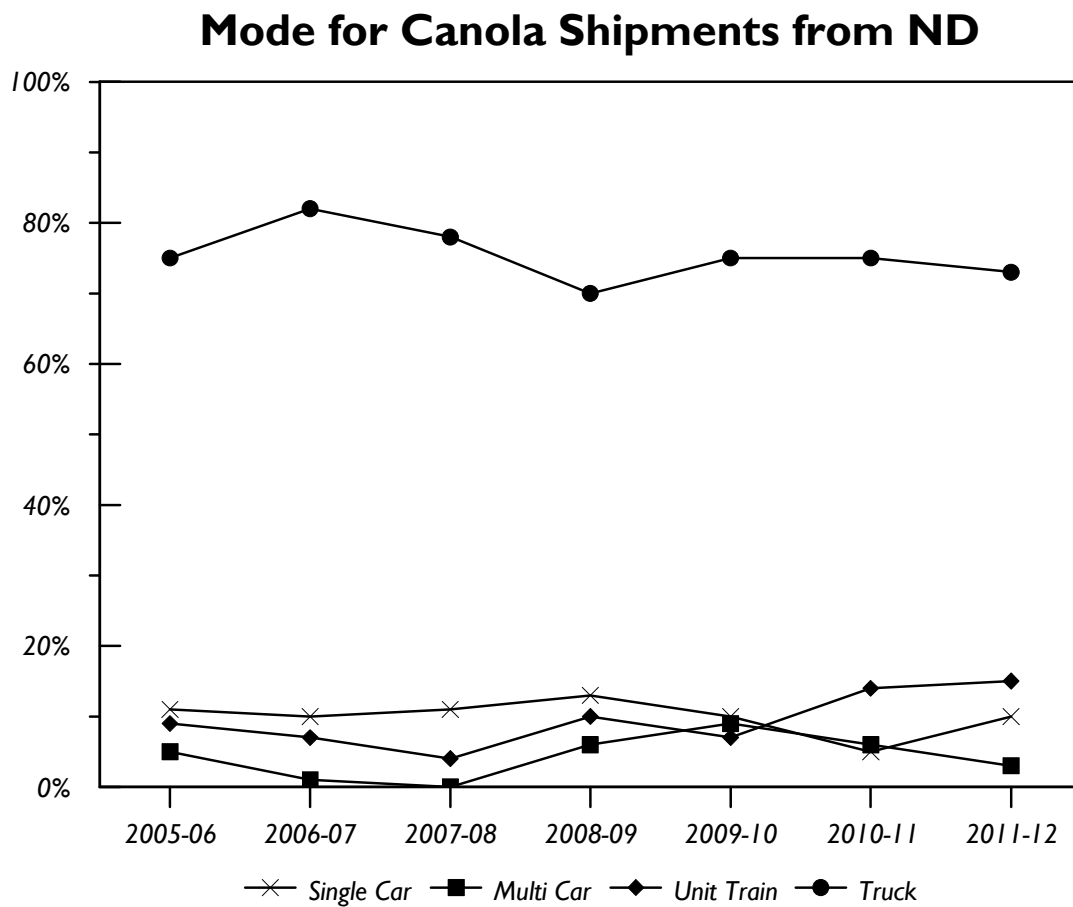
Mode for Barley Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
2005-06	18,704 34%	13,187 24%	5,249 10%	17,604 32%	54,745
2006-07	18,100 35%	10,913 21%	7,105 10%	15,458 32%	51,577
2007-08	21,008 30%	15,360 22%	12,018 17%	21,016 30%	69,402
2008-09	16,772 29%	9,748 17%	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
2011-12	15,314 39%	4,581 12%	1,050 3%	18,639 47%	39,584



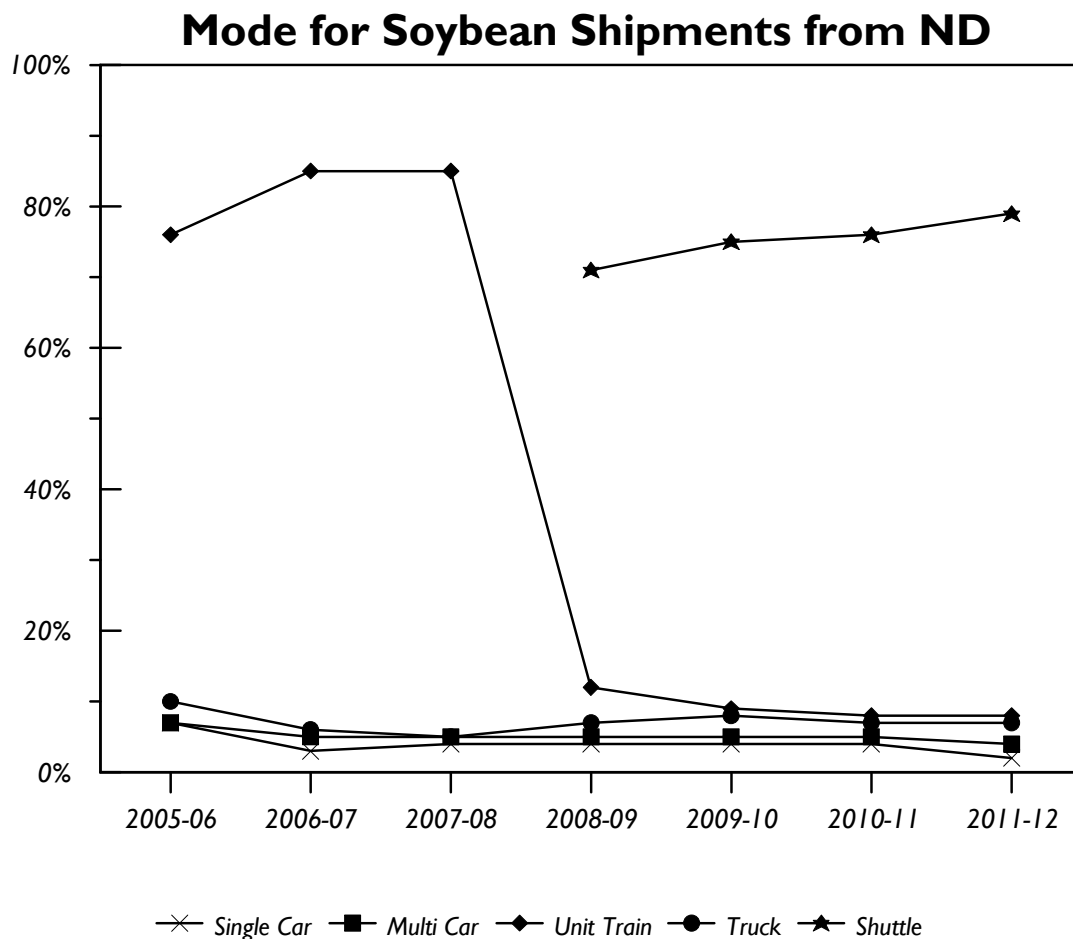
Mode for Sunflower Shipments from ND (1,000 cwt)					
	Single Car	Multi Car	Unit Train	Truck	Total
2005-06	481	261	2	5,651	6,395
	7%	4%	0%	88%	
2006-07	880	205	0	6,356	7,440
	12%	3%	0%	85%	
2007-08	792	161	0	6,234	7,187
	11%	2%	0%	87%	
2008-09	686	551	2	5,711	6,949
	10%	8%	0%	82%	
2009-10	326	28	13	7,841	8,208
	4%	0%	0%	96%	
2010-11	282	161	0	6,631	7,074
	4%	2%	0%	94%	
2011-12	233	6	0	4,383	4,622
	5%	0%	0%	95%	



Mode for Canola Shipments from ND (1,000 cwt)					
	Single Car	Multi Car	Unit Train	Truck	Total
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%	
2011-12	992	294	1,548	7,606	10,439
	10%	3%	15%	73%	

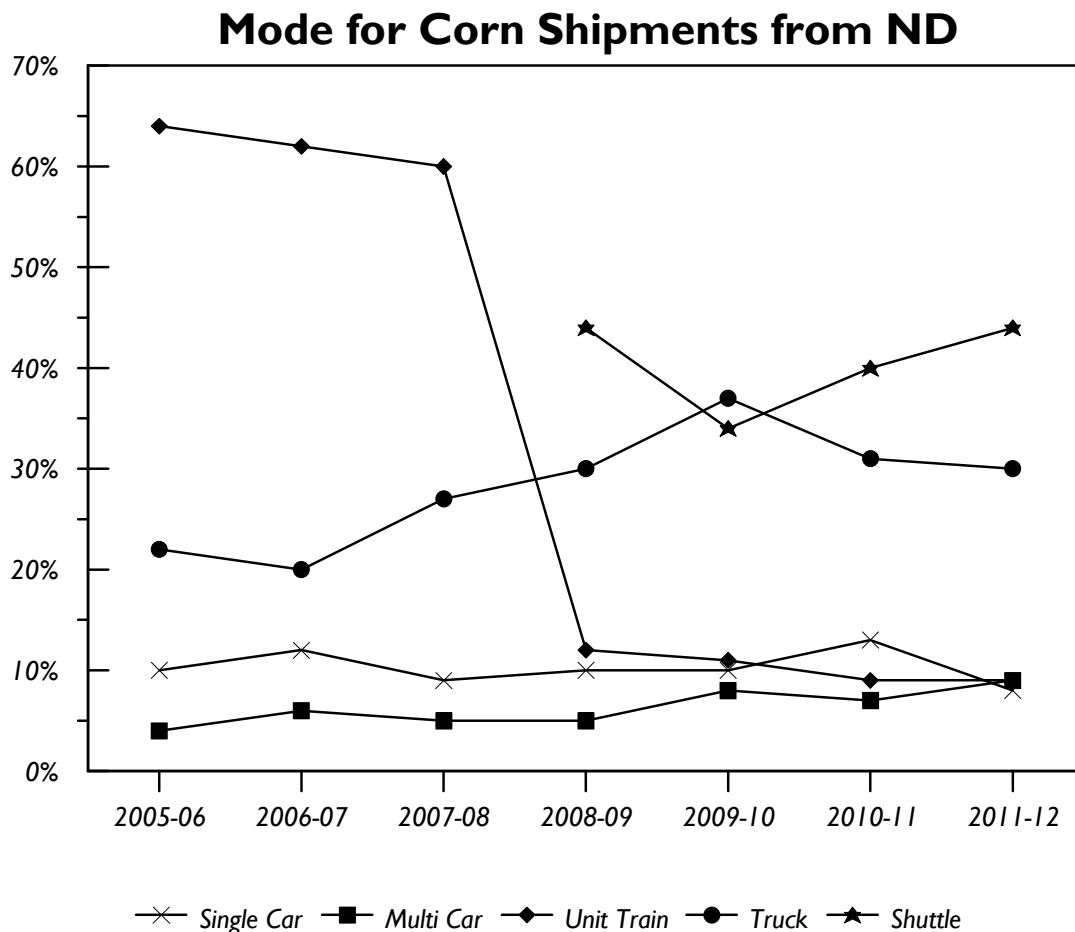


Mode for Soybean Shipments from ND (1,000 Bushels)						
	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
2005-06	5,390	5,893	63,033	8,260		82,575
	7%	7%	76%	10%		
2006-07	3,981	6,809	107,447	8,001		126,238
	3%	5%	85%	6%		
2007-08	4,998	7,019	109,875	6,945		128,837
	4%	5%	85%	5%		
2008-09	4,844	5,668	13,151	7,873	78,670	110,207
	4%	5%	12%	7%	71%	
2009-10	5,725	6,504	12,257	10,671	103,008	138,166
	4%	5%	9%	8%	75%	
2010-11	4,984	6,530	11,849	9,879	106,549	139,791
	4%	5%	8%	7%	76%	
2011-12	3,225	4,791	11,368	9,698	106,882	135,965
	2%	4%	8%	7%	79%	



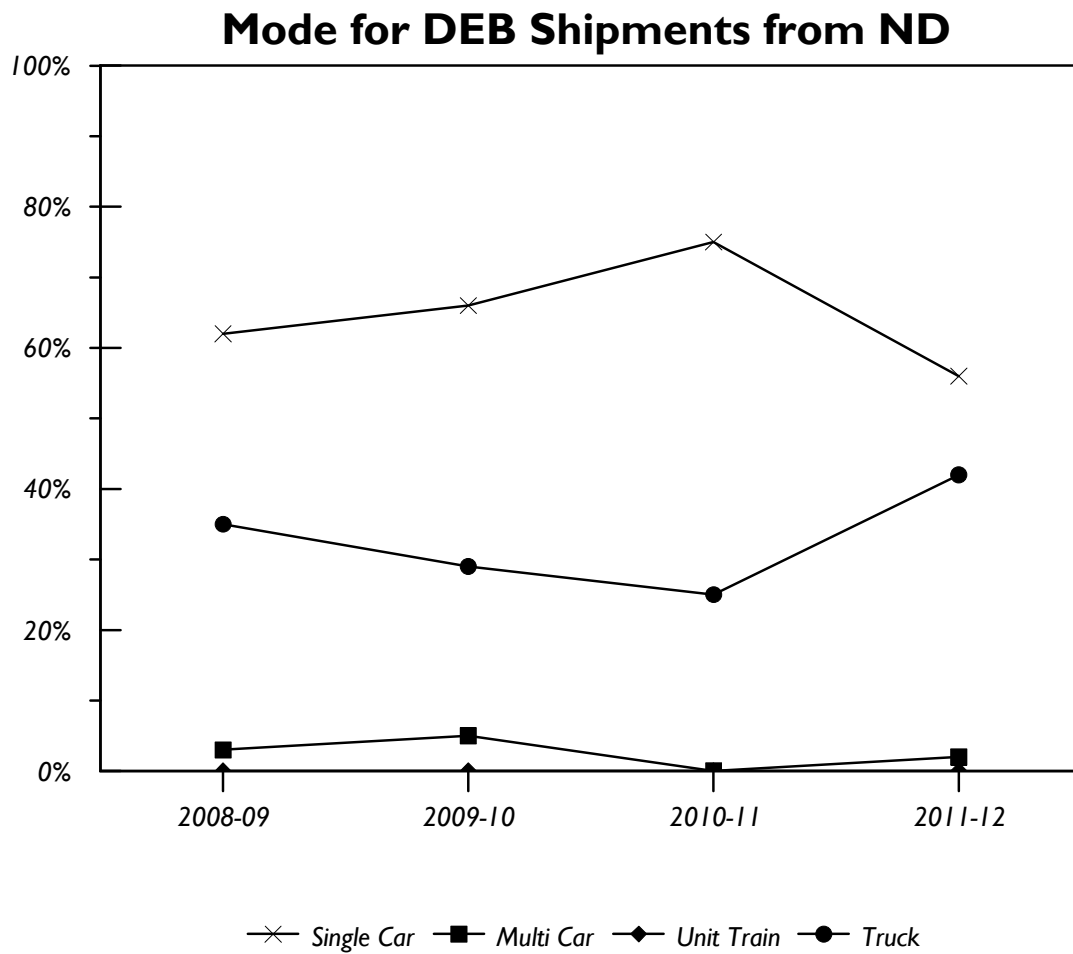
NOTE: Unit and shuttle trains reported in aggregate up to 2008-09,

Mode for Corn Shipments from ND (1,000 Bushels)						
	Single Car	Multi Car	Unit Train	Truck	Shuttle	Total
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%	22,666 12%	56,549 30%	83,018 44%	189,900
2009-10	17,547 10%	12,578 8%	18,251 11%	62,412 37%	56,539 34%	167,327
2010-11	24,105 13%	13,621 7%	17,408 9%	59,732 31%	77,586 40%	192,452
2011-12	13,824 8%	15,605 9%	15,088 9%	49,016 30%	72,098 44%	165,631



NOTE: Unit and shuttle trains reported in aggregate up to 2008-09,

Mode for DEB Shipments from ND (1,000 cwt)					
	Single Car	Multi Car	Unit Train	Truck	Total
2008-09	5,896	287	0	3,400	9,583
	62%	3%	0%	35%	
2009-10	7,566	613	0	3,284	11,462
	66%	5%	0%	29%	
2010-11	9,384	44	0	3,137	12,565
	75%	0%	0%	25%	
2011-12	4,212	154	0	3,181	7,546
	56%	2%	0%	42%	



Mode for DEPeas Shipments from ND (1,000 cwt)					
	Single Car	Multi Car	Unit Train	Truck	Total
2008-09	4,392	652	29	732	5,805
	76%	11%	0%	13%	
2009-10	5,423	2,104	287	1,124	8,939
	61%	24%	3%	13%	
2010-11	5,243	864	1,838	1,070	9,015
	58%	10%	20%	12%	
2011-12	2,769	216	0	889	3,874
	71%	6%	0%	23%	

