

Market Share for Grain & Oilseed Shipments from North Dakota Elevators

North Dakota PSC Grain Movement Summary, July-June

1,000 Bushels

	<u>HRS Wheat</u>													
	BNSF		CP		RRVW		DMVW		NP*		Truck		Total	
1996-97	108,199	48%	30,693	14%	25,680	12%	11,864	5%	5,589	3%	41,120	18%	223,145	
1997-98	77,722	43%	22,692	13%	18,179	10%	13,562	8%	6,948	4%	40,224	22%	179,327	
1998-99	69,084	44%	18,215	11%	11,321	7%	11,379	7%	9,086	6%	39,544	25%	158,629	
1999-00	84,663	48%	26,394	15%	15,060	8%	8,563	5%	6,649	4%	36,121	20%	177,450	
2000-01	103,521	52%	19,960	10%	19,250	10%	15,989	8%	10,158	5%	31,190	16%	200,068	
2001-02	97,825	49%	23,777	12%	17,026	9%	14,950	8%	9,297	5%	34,769	18%	197,644	
2002-03	96,771	50%	24,493	13%	13,179	7%	12,351	6%	15,190	8%	31,478	16%	193,462	
2003-04	122,970	51%	33,899	14%	17,628	7%	13,138	5%	19,810	8%	35,962	15%	243,408	
2004-05	119,556	50%	38,774	16%	17,013	7%	16,523	7%	21,909	9%	26,818	11%	240,592	
2005-06	117,116	50%	39,568	17%	17,026	7%	14,344	6%	20,689	9%	23,568	10%	232,312	
2006-07	121,187	53%	42,397	18%	16,288	7%	11,073	5%	18,964	8%	19,372	8%	229,280	

	<u>Durum Wheat</u>													
	BNSF		CP		RRVW		DMVW		NP*		Truck		Total	
1996-97	20,564	30%	23,652	34%	1,059	2%	7,165	10%	2,584	4%	13,689	20%	68,713	
1997-98	15,614	27%	19,695	34%	965	2%	6,036	10%	3,991	7%	11,250	20%	57,551	
1998-99	13,444	25%	17,692	33%	473	1%	5,968	11%	3,054	6%	12,468	23%	53,099	
1999-00	21,235	33%	14,633	23%	1,649	3%	9,106	14%	4,425	7%	13,007	20%	64,056	
2000-01	27,575	36%	15,996	21%	1,715	2%	11,354	15%	6,391	8%	13,994	18%	77,025	
2001-02	22,498	37%	14,301	23%	712	1%	8,276	14%	5,442	9%	10,013	16%	61,242	
2002-03	15,531	34%	10,437	23%	140	0%	8,329	18%	3,086	7%	7,805	17%	45,327	
2003-04	23,103	43%	9,359	17%	301	1%	7,915	15%	4,269	8%	8,999	17%	53,946	
2004-05	18,933	44%	8,902	21%	216	1%	6,756	16%	1,580	4%	6,565	15%	42,953	
2005-06	21,533	37%	14,081	24%	151	0%	10,595	18%	3,775	7%	7,857	14%	57,993	
2006-07	17,123	42%	6,555	16%	296	1%	7,554	18%	2,910	7%	6,412	16%	40,850	

	<u>Barley</u>													
	BNSF		CP		RRVW		DMVW		NP*		Truck		Total	
1996-97	60,243	55%	9,822	9%	3,844	4%	588	1%	4,422	4%	30,669	28%	109,587	
1997-98	46,678	50%	3,597	4%	2,715	3%	673	1%	7,364	8%	32,979	35%	94,006	
1998-99	36,098	41%	6,504	7%	2,413	3%	966	1%	10,785	12%	30,540	35%	87,306	
1999-00	29,204	39%	4,414	6%	1,867	3%	1,466	2%	6,324	9%	30,868	42%	74,142	
2000-01	29,793	35%	9,340	11%	4,035	5%	1,214	1%	11,032	13%	29,118	34%	84,531	
2001-02	22,375	33%	8,189	12%	3,360	5%	1,002	1%	11,042	16%	22,688	33%	68,655	
2002-03	24,074	39%	4,493	7%	2,387	4%	641	1%	10,542	17%	19,348	31%	61,485	
2003-04	32,872	41%	7,222	9%	3,209	4%	498	1%	11,953	15%	25,014	31%	80,768	
2004-05	19,267	32%	4,632	8%	3,980	7%	892	1%	9,623	16%	21,119	35%	59,515	
2005-06	16,398	30%	7,335	13%	2,784	5%	674	1%	9,950	18%	17,604	32%	54,745	
2006-07	17,924	35%	5,555	11%	1,707	3%	938	2%	9,994	19%	15,458	30%	51,577	

	<u>Soybeans</u>													
	BNSF		CP		RRVW		DMVW		NP*		Truck		Total	
1996-97	9,356	44%	2,286	11%	6,718	32%	36	0%	10	0%	2,772	13%	21,178	
1997-98	8,556	34%	4,443	18%	7,520	30%	225	1%	75	0%	4,351	17%	25,170	
1998-99	14,083	48%	4,966	17%	6,074	21%	483	2%	332	1%	3,505	12%	29,443	
1999-00	17,271	40%	9,601	23%	11,991	28%	617	1%	189	0%	2,999	7%	42,668	
2000-01	19,632	40%	4,189	8%	14,565	29%	7,359	15%	277	1%	3,596	7%	49,617	
2001-02	23,108	38%	4,214	7%	14,905	24%	9,715	16%	791	1%	8,495	14%	61,228	
2002-03	37,068	45%	7,231	9%	17,315	21%	8,290	10%	1,938	2%	10,942	13%	82,784	
2003-04	42,514	49%	9,852	11%	11,848	14%	8,005	9%	2,502	3%	12,539	14%	87,260	
2004-05	21,757	34%	10,138	16%	13,271	20%	7,637	12%	2,319	4%	9,661	15%	64,782	
2005-06	26,606	32%	15,025	18%	20,266	25%	9,963	12%	2,454	3%	8,260	10%	82,575	
2006-07	55,322	44%	18,108	14%	25,694	20%	15,151	12%	3,962	3%	8,001	6%	126,238	

	<u>Corn</u>													
	BNSF		CP		RRVW		DMVW		NP*		Truck		Total	
1996-97	4,884	19%	2,262	9%	12,943	50%	396	2%	61	0%	5,139	20%	25,685	
1997-98	4,579	16%	5,419	19%	12,003	42%	657	2%	116	0%	5,967	21%	28,740	
1998-99	7,407	21%	6,328	18%	9,009	26%	2,296	7%	284	1%	9,159	27%	34,483	
1999-00	4,467	12%	11,145	29%	12,915	34%	1,261	3%	3	0%	8,734	23%	38,525	
2000-01	7,564	15%	2,782	5%	15,732	31%	12,322	24%	0	0%	12,730	25%	51,130	
2001-02	1,229	3%	3,338	7%	13,101	28%	13,363	29%	3	0%	15,793	34%	46,827	
2002-03	6,936	12%	3,272	5%	13,143	22%	14,080	23%	254	0%	22,462	37%	60,147	
2003-04	17,977	24%	7,777	11%	16,237	22%	11,856	16%	784	1%	19,350	26%	73,981	
2004-05	3,111	6%	5,147	10%	13,228	25%	17,322	33%	332	1%	13,501	26%	52,641	
2005-06	10,423	11%	11,746	12%	29,295	31%	21,244	22%	815	1%	21,095	22%	94,619	
2006-07	24,868	20%	14,094	12%	30,671	25%	26,354	22%	1,889	2%	24,284	20%	122,159	

	<u>All Grains & Oilseeds</u>													
	BNSF		CP		RRVW		DMVW		NP*		Truck		Total	
1996-97	216,159	42%	71,958	14%	51,655	10%	21,256	4%	12,927	2%	143,220	28%	517,176	
1997-98	163,291	35%	59,728	13%	42,973	9%	22,377	5%	19,827	4%	154,750	33%	462,946	
1998-99	151,494	34%	60,397	13%	31,469	7%	24,321	5%	26,665	6%	154,376	34%	448,722	
1999-00	170,508	36%	72,287	15%	44,650	9%	22,985	5%	19,025	4%	149,294	31%	478,750	
2000-01	204,121	37%	59,842	11%	56,013	10%	50,905	9%	31,195	6%	146,269	27%	548,344	
2001-02	181,934	35%	62,998	12%	50,287	10%	50,553	10%	29,035	6%	140,869	27%	515,675	
2002-03	194,598	37%	57,405	11%	46,525	9%	46,045	9%	34,133	7%	140,910	27%	519,617	
2003-04	257,644	41%	77,961	12%	49,744	8%	43,777	7%	43,096	7%	155,008	25%	627,230	
2004-05	196,986	38%	73,740	14%	48,421	9%	51,966	10%	37,452	7%	113,114	22%	521,678	
2005-06	212,905	35%	99,708	16%	70,465	12%	61,206	10%	41,763	7%	120,975	20%	607,021	
2006-07	259,456	40%	95,963	15%	75,640	12%	66,022	10%	40,579	6%	117,908	18%	655,568	

*Northern Plains Railroad is associated with CP Rail-NP began operation January 1997

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

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

	BNSF				CP				HRS Wheat RRVW				DMVW				NP*		Total		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck					
1996-97	108,199	83%	22,291	17%	30,693	87%	4,597	13%	25,680	79%	6,988	21%	11,864	84%	2,210	16%	5,589	86%	935	14%	223,145
1997-98	77,722	77%	23,009	23%	22,692	85%	4,010	15%	18,179	72%	6,984	28%	13,562	90%	1,487	10%	6,948	86%	1,085	14%	179,327
1998-99	69,084	75%	23,205	25%	18,215	83%	3,679	17%	11,321	64%	6,390	36%	11,379	90%	1,264	10%	9,086	86%	1,496	14%	158,628
1999-00	84,663	80%	21,469	20%	26,394	92%	2,150	8%	15,060	74%	5,329	26%	8,563	80%	2,101	20%	6,649	84%	1,313	16%	177,450
2000-01	103,521	85%	18,583	15%	19,960	90%	2,291	10%	19,250	88%	2,694	12%	15,989	91%	1,609	9%	10,158	88%	1,354	12%	200,068
2001-02	97,825	82%	21,065	18%	23,777	90%	2,508	10%	17,026	83%	3,401	17%	14,950	85%	2,545	15%	9,297	87%	1,376	13%	197,644
2002-03	96,771	83%	19,865	17%	24,493	92%	2,120	8%	13,179	85%	2,343	15%	12,351	83%	2,600	17%	15,190	91%	1,489	9%	193,462
2003-04	122,970	84%	23,561	16%	33,899	95%	1,615	5%	17,628	90%	2,022	10%	13,138	85%	2,338	15%	19,180	87%	3,010	13%	243,408
2004-05	119,556	87%	17,868	13%	38,774	96%	1,533	4%	17,013	95%	963	5%	16,523	91%	1,723	9%	21,909	92%	1,903	8%	240,592
2005-06	117,116	88%	15,645	12%	39,568	96%	1,816	4%	17,026	96%	741	4%	14,344	96%	631	4%	20,689	88%	2,726	12%	232,312
2006-07	121,187	90%	12,844	10%	42,397	97%	1,437	3%	16,288	96%	649	4%	11,073	94%	701	6%	18,964	89%	2,421	11%	229,280

	BNSF				CP				Durum Wheat RRVW				DMVW				NP*		Total		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck					
1996-97	20,564	73%	7,498	27%	23,652	89%	2,977	11%	1,059	67%	528	33%	7,165	83%	1,456	17%	2,584	81%	587	19%	68,713
1997-98	15,614	71%	6,407	29%	19,695	91%	1,904	9%	965	74%	334	26%	6,036	85%	1,057	15%	3,991	79%	1,043	21%	57,551
1998-99	13,444	65%	7,091	35%	17,692	88%	2,493	12%	473	48%	519	52%	5,968	87%	892	13%	3,054	74%	1,058	26%	53,099
1999-00	21,235	73%	7,902	27%	14,633	87%	2,153	13%	1,649	68%	767	32%	9,106	94%	583	6%	4,425	77%	1,340	23%	64,056
2000-01	27,575	77%	8,342	23%	15,996	87%	2,398	13%	1,715	80%	416	20%	11,354	89%	1,432	11%	6,391	87%	952	13%	77,025
2001-02	22,498	80%	5,596	20%	14,301	87%	2,197	13%	712	79%	191	21%	8,276	89%	1,040	11%	5,442	90%	583	10%	61,242
2002-03	15,531	76%	5,029	24%	10,437	91%	1,093	9%	140	43%	185	57%	8,329	92%	718	8%	3,086	88%	420	12%	45,327
2003-04	23,103	81%	5,409	19%	9,359	88%	1,219	12%	301	56%	237	44%	7,915	90%	833	10%	4,269	86%	693	14%	53,946
2004-05	18,933	84%	3,688	16%	8,902	88%	1,189	12%	216	66%	113	34%	6,756	87%	966	13%	1,580	84%	293	16%	42,953
2005-06	21,533	81%	4,922	19%	14,081	91%	1,329	9%	151	72%	60	28%	10,595	92%	974	8%	3,775	94%	228	6%	57,993
2006-07	17,123	84%	3,323	16%	6,555	82%	1,435	18%	296	86%	49	14%	7,554	88%	1,045	12%	2,910	90%	310	10%	40,850

	BNSF				CP				Barley RRVW				DMVW				NP*		Total		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck					
1996-97	60,243	76%	19,226	24%	9,822	58%	7,055	42%	3,844	58%	2,754	42%	588	38%	940	62%	4,422	89%	548	11%	109,587
1997-98	46,678	69%	21,087	31%	3,597	34%	7,108	66%	2,715	49%	2,791	51%	673	61%	425	39%	7,364	85%	1,347	15%	94,006
1998-99	36,098	64%	20,426	36%	6,504	55%	5,281	45%	2,413	49%	2,535	51%	966	48%	1,052	52%	10,785	92%	964	8%	87,306
1999-00	29,204	57%	21,725	43%	4,414	48%	4,878	52%	1,867	42%	2,584	58%	1,466	67%	729	33%	6,324	88%	845	12%	74,142
2000-01	29,793	60%	19,718	40%	9,340	73%	3,432	27%	4,035	68%	1,874	32%	1,214	30%	2,890	70%	11,032	93%	777	7%	84,531
2001-02	22,375	61%	14,143	39%	8,189	71%	3,394	29%	3,360	69%	1,539	31%	1,002	31%	2,249	69%	11,042	94%	734	6%	68,655
2002-03	24,074	66%	12,597	34%	4,493	59%	3,094	41%	2,387	57%	1,804	43%	641	54%	537	46%	10,542	92%	886	8%	61,485
2003-04	32,872	66%	16,695	34%	7,222	66%	3,795	34%	3,209	62%	1,933	38%	498	34%	970	66%	11,953	92%	1,004	8%	80,768
2004-05	19,267	58%	13,994	42%	4,632	54%	3,916	46%	3,980	70%	1,673	30%	892	66%	455	34%	9,623	95%	468	5%	59,515
2005-06	16,398	59%	11,380	41%	7,335	75%	2,443	25%	2,784	61%	1,758	39%	674	53%	606	47%	9,950	94%	632	6%	54,745
2006-07	17,924	61%	11,247	39%	5,555	76%	1,749	24%	1,707	57%	1,309	43%	938	69%	431	31%	9,994	97%	311	3%	51,577

	BNSF				CP				Soybeans RRVW				DMVW				NP*		Total		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck					
1996-97	9,356	90%	993	10%	2,286	84%	428	16%	6,718	84%	1,299	16%	36	43%	47	57%	10	67%	5	33%	21,178
1997-98	8,556	82%	1,855	18%	4,443	92%	383	8%	7,520	79%	2,022	21%	225	76%	71	24%	75	79%	20	21%	25,170
1998-99	14,083	89%	1,741	11%	4,966	95%	267	5%	6,074	81%	1,452	19%	483	96%	22	4%	332	94%	23	6%	29,443
1999-00	17,271	93%	1,235	7%	9,601	93%	695	7%	11,991	93%	883	7%	617	94%	38	6%	189	93%	13	7%	42,668
2000-01	19,632	93%	1,514	7%	4,189	84%	777	16%	14,565	93%	1,152	7%	7,359	100%	20	0%	277	92%	25	8%	49,617
2001-02	23,108	83%	4,730	17%	4,214	83%	881	17%	14,905	85%	2,617	15%	9,715	99%	54	1%	791	86%	131	14%	61,228
2002-03	37,068	87%	5,369	13%	7,231	85%	1,311	15%	17,315	83%	3,609	17%	8,290	97%	277	3%	1,938	90%	222	10%	82,784
2003-04	42,514	88%	5,735	12%	9,852	85%	1,760	15%	11,848	75%	4,018	25%	8,005	97%	266	3%	2,502	84%	493	16%	87,260
2004-05	21,757	85%	3,873	15%	10,138	87%	1,449	13%	13,271	82%	2,978	18%	7,637	90%	830	10%	2,319	84%	453	16%	64,782
2005-06	26,606	89%	3,303	11%	15,025	92%	1,313	8%	20,266	89%	2,469	11%	9,963	95%	564	5%	2,454	82%	541	18%	82,575
2006-07	55,322	94%	3,317	6%	18,108	93%	1,401	7%	25,694	91%	2,391	9%	15,151	99%	190	1%	3,962	86%	621	14%	126,238

	BNSF				CP				Corn RRVW				DMVW				NP*		Total		
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck					
1996-97	4,884	73%	1,809	27%	2,262	61%	1,473	39%	12,943	89%	1,587	11%	396	87%	58	13%	61	29%	151	71%	25,637
1997-98	4,579	62%	2,748	38%	5,419	83%	1,144	17%	12,003	86%	1,950	14%	657	99%	7	1%	19	14%	116	86%	28,643
1998-99	7,407	55%	6,102	45%	6,328	89%	771	11%	9,009	82%	1,953	18%	2,296	98%	47	2%	193	40%	284	60%	28,643
1999-00	4,467	44%	5,762	56%	11,145	94%	661	6%	12,915	86%	2,132	14%	1,261	99%	9	1%	3	0%	170	0%	38,525
2000-01	7,564	50%	7,687	50%	2,782	86%	467	14%	15,732	82%	3,508	18%	12,322	99%	97	1%	0	0%	197	0%	51,130
2001-02	1,229	11%	9,596	89%	3,338	83%	696	17%	13,101	73%	4,918	27%	13,363	99%	177	1%	3	0%	319	0%	46,827
2002-03	6,936	35%	13,086	65%	3,272	64%	1,825	36%	13,143	67%	6,393	33%	14,080	97%	484	3%	254	0%	619	0%	60,147
2003-04	17,977	62%	10,912	38%	7,777	83%	1,577	17%	16,237	73%	5,908	27%	11,856	97%	353	3%	784	0%	427	0%	73,981
2004-05	3,111	31%	6,950	69%	5,147	71%	2,097	29%	13,228	79%	3,601	21%	17,322	97%	621	3%	332	0%	89	0%	52,641
2005-06	10,423	42%	14,382	58%	11,746	81%	2,726	19%	29,295	89%	3,439	11%	21,244	99%	144	1%	815	0%	118	0%	94,619
2006-07	24,868	60																			

Destination for Grain & Oilseed Shipments Originating from North Dakota Elevators

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

	<u>HRS Wheat</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
1996-97	36,028	16%	65,310	29%	7,151	3%	21,048	9%	37,722	17%	8,741	4%	47,145	21%	223,145
1997-98	32,140	18%	54,824	31%	6,173	3%	18,040	10%	32,646	18%	10,182	6%	25,321	14%	179,327
1998-99	22,883	14%	54,244	34%	6,845	4%	12,878	8%	22,788	14%	10,018	6%	28,974	18%	158,630
1999-00	29,068	16%	52,041	29%	6,139	3%	15,809	9%	23,644	13%	11,383	6%	39,367	22%	177,450
2000-01	24,403	12%	64,860	32%	7,005	4%	24,447	12%	29,848	15%	10,522	5%	38,983	19%	200,068
2001-02	19,413	10%	59,885	30%	8,209	4%	19,692	10%	46,505	24%	13,858	7%	30,083	15%	197,644
2002-03	26,006	13%	64,501	33%	8,682	4%	22,744	12%	30,210	16%	14,133	7%	27,187	14%	193,462
2003-04	25,000	10%	86,989	36%	16,757	7%	24,017	10%	39,511	16%	16,025	7%	35,108	14%	243,408
2004-05	30,488	13%	79,630	33%	10,564	4%	22,617	9%	45,419	19%	15,697	7%	36,179	15%	240,592
2005-06	27,038	12%	65,656	28%	11,573	5%	27,482	12%	38,732	17%	15,279	7%	46,551	20%	232,312
2006-07	13,960	6%	67,012	29%	9,114	4%	24,410	11%	57,905	25%	15,903	7%	40,976	18%	229,280

	<u>Durum Wheat</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
1996-97	10,541	15%	23,379	34%	6,284	9%	11,333	16%	879	1%	6,579	10%	9,717	14%	68,713
1997-98	9,091	16%	18,496	32%	4,154	7%	8,728	15%	217	0%	9,530	17%	7,334	13%	57,551
1998-99	4,737	9%	21,991	41%	3,252	6%	5,866	11%	608	1%	10,491	20%	6,154	12%	53,099
1999-00	8,569	13%	21,987	34%	3,695	6%	9,407	15%	676	1%	11,966	19%	7,756	12%	64,056
2000-01	10,297	13%	21,369	28%	7,526	10%	13,781	18%	2,134	3%	12,396	16%	9,521	12%	77,025
2001-02	15,311	25%	16,042	26%	5,758	9%	5,745	9%	1,469	2%	12,451	20%	4,465	7%	61,242
2002-03	7,990	18%	11,640	26%	4,461	10%	7,773	17%	365	1%	10,876	24%	2,222	5%	45,327
2003-04	8,935	17%	14,871	28%	5,707	11%	12,376	23%	800	1%	7,986	15%	3,271	6%	53,946
2004-05	6,367	15%	11,474	27%	4,434	10%	9,121	21%	176	0%	7,900	18%	3,480	8%	42,953
2005-06	13,172	23%	14,183	24%	8,557	15%	10,089	17%	528	1%	7,552	13%	3,912	7%	57,993
2006-07	9,905	24%	9,185	22%	4,063	10%	6,785	17%	216	1%	8,304	20%	2,392	6%	40,850

	<u>Barley</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
1996-97	5,912	5%	34,866	32%	9,347	9%	12,697	12%	7,749	7%	22,014	20%	17,002	16%	109,587
1997-98	9,213	10%	29,336	31%	9,377	10%	5,902	6%	10,819	12%	18,506	20%	10,853	12%	94,006
1998-99	3,400	4%	34,501	40%	8,008	9%	7,346	8%	4,291	5%	19,177	22%	10,583	12%	87,306
1999-00	3,245	4%	32,210	43%	6,359	9%	5,256	7%	738	1%	17,562	24%	8,772	12%	74,142
2000-01	4,361	5%	29,486	35%	5,871	7%	8,278	10%	7,266	9%	17,222	20%	12,047	14%	84,531
2001-02	3,435	5%	26,576	39%	5,668	8%	6,757	10%	5,151	8%	9,985	15%	11,083	16%	68,655
2002-03	1,325	2%	21,672	35%	12,309	20%	4,612	8%	1,030	2%	12,626	21%	7,910	13%	61,485
2003-04	3,773	5%	27,119	34%	17,427	22%	4,657	6%	3,029	4%	16,305	20%	8,458	10%	80,768
2004-05	1,012	2%	18,317	31%	9,317	16%	5,102	9%	3,114	5%	15,269	26%	7,384	12%	59,515
2005-06	1,504	3%	14,787	27%	10,723	20%	4,051	7%	4,114	8%	12,561	23%	7,004	13%	54,745
2006-07	2,940	6%	18,160	35%	10,821	21%	4,673	9%	2,215	4%	8,177	16%	4,591	9%	51,577

	<u>Soybeans</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
1996-97	8,251	39%	1,607	8%	486	2%	16	0%	5,808	27%	2,522	12%	2,542	12%	21,232
1997-98	9,210	37%	4,394	17%	717	3%	813	3%	4,751	19%	2,291	9%	3,044	12%	25,220
1998-99	12,978	44%	6,708	23%	1,124	4%	854	3%	3,516	12%	976	3%	3,367	11%	29,523
1999-00	20,573	48%	5,415	13%	1,099	3%	950	2%	8,393	20%	660	2%	5,577	13%	42,668
2000-01	13,523	27%	5,386	11%	1,986	4%	2,129	4%	17,296	35%	1,626	3%	7,670	15%	49,617
2001-02	13,469	22%	6,075	10%	5,191	8%	1,219	2%	21,010	34%	5,632	9%	8,631	14%	61,228
2002-03	15,473	19%	5,791	7%	7,262	9%	1,824	2%	32,233	39%	9,436	11%	10,765	13%	82,784
2003-04	10,292	12%	7,573	9%	7,643	9%	493	1%	42,919	49%	10,188	12%	8,152	9%	87,260
2004-05	5,718	9%	5,884	9%	3,203	5%	556	1%	30,365	47%	6,594	10%	12,462	19%	64,782
2005-06	3,807	5%	5,787	7%	2,827	3%	717	1%	50,579	61%	6,419	8%	12,439	15%	82,575
2006-07	2,398	2%	8,876	7%	3,192	3%	1,265	1%	93,098	74%	5,338	4%	12,071	10%	126,238

	<u>Corn</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
1996-97	514	2%	2,253	9%	432	2%	1,131	4%	13,687	53%	3,399	13%	4,220	16%	25,637
1997-98	1,074	4%	3,304	12%	565	2%	2,317	8%	12,851	45%	2,678	9%	5,853	20%	28,643
1998-99	6,633	19%	1,531	4%	342	1%	1,852	5%	8,981	26%	8,720	25%	6,332	18%	34,391
1999-00	5,577	14%	3,904	10%	1,145	3%	1,273	3%	13,084	34%	4,401	11%	9,141	24%	38,525
2000-01	3,417	7%	3,435	7%	2,559	5%	4,585	9%	13,604	27%	8,435	16%	15,094	30%	51,130
2001-02	318	1%	2,793	6%	2,048	4%	1,658	4%	5,447	12%	8,997	19%	25,565	55%	46,827
2002-03	954	2%	2,872	5%	1,014	2%	1,303	2%	6,488	11%	12,183	20%	35,332	59%	60,147
2003-04	8	0%	3,905	5%	3,407	5%	1,399	2%	29,642	40%	14,169	19%	21,451	29%	73,981
2004-05	0	0%	3,138	6%	751	1%	424	1%	18,395	35%	12,258	23%	17,675	34%	52,641
2005-06	0	0%	2,991	3%	2,366	3%	1,726	2%	47,921	51%	16,555	17%	23,059	24%	94,619
2006-07	114	0%	4,823	4%	4,087	3%	1,646	1%	63,365	52%	21,753	18%	26,370	22%	122,159

	<u>All Grains & Oilseeds</u>														
	Duluth		Mpls		Other MN & WI		Midland & Gulf		PNW		ND		Other		Total
1995-96	46,572	8%	143,389	25%	34,375	6%	62,905	11%	104,130	18%	76,640	14%	97,131	17%	565,142
1996-97	62,308	12%	131,382	25%	27,170	5%	56,208	11%	66,838	13%	77,047	15%	96,222	19%	517,176
1997-98	65,502	14%	114,720	25%	25,754	6%	42,837	9%	62,415	13%	85,980	19%	65,739	14%	462,946
1998-99	55,936	12%	125,807	28%	25,475	6%	36,033	8%	41,066	9%	91,423	20%	72,981	16%	448,721
1999-00	68,412	14%	120,825	25%	25,208	5%	41,637	9%	47,430	10%	89,151	19%	86,087	18%	478,750
2000-01	57,308	10%	130,582	24%	32,441	6%	62,430	11%	71,012	13%	93,953	17%	100,619	18%	548,344
2001-02	54,039	10%	117,410	23%	33,825	7%	43,838	9%	80,802	16%	86,218	17%	99,544	19%	515,675
2002-03	52,384	10%	113,086	22%	42,061	8%	45,442	9%	71,345	14%	92,296	18%	103,002	20%	519,617
2003-04	48,692	8%	149,934	24%	61,332	10%	53,271	8%	116,793	19%	98,161	16%	99,047	16%	627,230
2004-05	44,443	9%	123,743	24%	36,391	7%	46,864	9%	97,895	19%	78,533	15%	93,809	18%	521,678
2005-06	51,261	8%	111,369	18%	45,142	7%	55,066	9%	143,212	24%	88,547	15%	112,423	19%	607,021
2006-07	31,509	5%	114,551	17%	40,665	6%	51,415	8%	219,706	34%	89,096	14%	108,626	17%	655,568

*Northern Plains Railroad is associated with CP Rail-NP began operation January 1997

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

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

	Duluth		Mpls		Other MN & WI		HRS Wheat Midland & Gulf		PNW		ND		Other		Total
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
	1996-97	74%	26%	74%	26%	67%	33%	91%	9%	96%	4%	18%	82%	96%	
1997-98	75%	25%	70%	30%	66%	34%	91%	9%	94%	6%	20%	80%	92%	8%	179,327
1998-99	58%	42%	71%	29%	66%	34%	94%	6%	96%	4%	11%	89%	96%	4%	158,628
1999-00	73%	27%	73%	27%	71%	29%	98%	2%	96%	4%	22%	78%	94%	6%	177,450
2000-01	78%	22%	81%	19%	70%	30%	98%	2%	98%	2%	16%	84%	97%	3%	200,068
2001-02	80%	20%	79%	21%	59%	41%	97%	3%	98%	2%	14%	86%	95%	5%	197,644
2002-03	84%	16%	84%	16%	58%	42%	97%	3%	98%	2%	23%	77%	95%	5%	193,462
2003-04	84%	16%	89%	11%	82%	18%	94%	6%	99%	1%	18%	82%	88%	12%	243,408
2004-05	90%	10%	91%	9%	88%	12%	94%	6%	100%	0%	27%	73%	94%	6%	240,592
2005-06	96%	4%	94%	6%	91%	9%	95%	5%	99%	1%	24%	76%	91%	9%	232,312
2006-07	99%	1%	96%	4%	90%	10%	98%	2%	99%	1%	17%	83%	96%	4%	229,280

	Duluth		Mpls		Other MN & WI		Durum Wheat Midland & Gulf		PNW		ND		Other		Total
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
	1996-97	74%	26%	75%	25%	88%	12%	98%	2%	95%	5%	45%	55%	97%	
1997-98	73%	27%	77%	23%	85%	15%	98%	2%	99%	1%	61%	39%	98%	2%	57,551
1998-99	64%	36%	80%	20%	73%	27%	97%	3%	99%	1%	53%	47%	95%	5%	53,099
1999-00	73%	27%	82%	18%	83%	17%	100%	0%	100%	0%	51%	49%	97%	3%	64,056
2000-01	84%	16%	81%	19%	89%	11%	99%	1%	100%	0%	51%	49%	87%	13%	77,025
2001-02	92%	8%	80%	20%	93%	7%	99%	1%	100%	0%	62%	38%	93%	7%	61,242
2002-03	89%	11%	74%	26%	83%	17%	99%	1%	100%	0%	73%	27%	90%	10%	45,327
2003-04	94%	6%	80%	20%	87%	13%	99%	1%	95%	5%	47%	53%	92%	8%	53,946
2004-05	93%	7%	84%	16%	86%	14%	99%	1%	100%	0%	55%	45%	98%	2%	42,953
2005-06	97%	3%	88%	12%	97%	3%	98%	2%	96%	4%	35%	65%	88%	12%	57,993
2006-07	99%	1%	86%	14%	96%	4%	97%	3%	93%	7%	46%	54%	94%	6%	40,850

	Duluth		Mpls		Other MN & WI		Barley Midland & Gulf		PNW		ND		Other		Total
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
	1996-97	90%	10%	75%	25%	75%	25%	92%	8%	100%	0%	25%	75%	92%	
1997-98	78%	22%	67%	33%	64%	36%	87%	13%	100%	0%	14%	86%	91%	9%	94,006
1998-99	84%	16%	70%	30%	66%	34%	90%	10%	98%	2%	22%	78%	90%	10%	87,306
1999-00	90%	10%	62%	38%	72%	28%	89%	11%	88%	12%	20%	80%	79%	21%	74,142
2000-01	90%	10%	59%	41%	67%	33%	95%	5%	99%	1%	23%	77%	92%	8%	84,531
2001-02	92%	8%	61%	39%	69%	31%	95%	5%	99%	1%	12%	88%	90%	10%	68,655
2002-03	98%	2%	70%	30%	81%	19%	95%	5%	97%	3%	28%	72%	86%	14%	61,485
2003-04	99%	1%	67%	33%	94%	6%	95%	5%	96%	4%	25%	75%	71%	29%	80,768
2004-05	90%	10%	66%	34%	91%	9%	90%	10%	100%	0%	19%	81%	85%	15%	59,515
2005-06	97%	3%	65%	35%	93%	7%	91%	9%	99%	1%	19%	81%	87%	13%	54,745
2006-07	100%	0%	59%	41%	96%	4%	88%	12%	100%	0%	18%	82%	94%	6%	51,577

	Duluth		Mpls		Other MN & WI		Soybeans Midland & Gulf		PNW		ND		Other		Total
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
	1996-97	98%	2%	91%	9%	87%	13%	63%	37%	99%	1%	8%	92%	94%	
1997-98	94%	6%	80%	20%	35%	65%	95%	5%	99%	1%	7%	93%	89%	11%	28,643
1998-99	96%	4%	86%	14%	59%	41%	76%	24%	96%	4%	5%	95%	88%	12%	34,391
1999-00	96%	4%	92%	8%	55%	45%	97%	3%	100%	0%	9%	91%	89%	11%	42,668
2000-01	98%	2%	98%	2%	56%	44%	100%	0%	99%	1%	7%	93%	93%	7%	49,617
2001-02	96%	4%	94%	6%	65%	35%	94%	6%	99%	1%	11%	89%	94%	6%	61,228
2002-03	99%	1%	98%	2%	72%	28%	98%	2%	100%	0%	20%	80%	91%	9%	82,784
2003-04	99%	1%	99%	1%	67%	33%	93%	7%	100%	0%	19%	81%	83%	17%	87,260
2004-05	99%	1%	92%	8%	43%	57%	79%	21%	100%	0%	15%	85%	88%	12%	64,782
2005-06	97%	3%	100%	0%	48%	52%	78%	22%	100%	0%	26%	74%	86%	14%	82,575
2006-07	96%	4%	99%	1%	43%	57%	98%	2%	100%	0%	19%	81%	87%	13%	126,238

	Duluth		Mpls		Other MN & WI		Corn Midland & Gulf		PNW		ND		Other		Total
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
	1996-97	99%	1%	91%	9%	4%	96%	63%	37%	99%	1%	100%	0%	36%	
1997-98	88%	12%	93%	7%	2%	98%	78%	22%	78%	22%	98%	2%	27%	73%	28,643
1998-99	100%	0%	95%	5%	14%	86%	86%	14%	100%	0%	36%	64%	54%	46%	34,391
1999-00	99%	1%	96%	4%	74%	26%	63%	37%	99%	1%	52%	48%	40%	60%	38,525
2000-01	93%	7%	80%	20%	79%	21%	86%	14%	99%	1%	22%	78%	74%	26%	51,130
2001-02	99%	1%	96%	4%	70%	30%	74%	26%	99%	1%	25%	75%	69%	31%	46,827
2002-03	99%	1%	92%	8%	49%	51%	42%	58%	94%	6%	28%	72%	68%	32%	60,147
2003-04	0%	100%	93%	7%	78%	22%	68%	32%	99%	1%	26%	74%	67%	33%	73,981
2004-05	#DIV/0!	#DIV/0!	98%	2%	33%	67%	29%	71%	100%	0%	33%	67%	75%	25%	52,641
2005-06	#DIV/0!	#DIV/0!	99%	1%	62%	38%	69%	31%	100%	0%	29%	71%	66%	34%	94,619
2006-07	100%	0%	99%	1%	72%	28%	67%	33%	100%	0%	39%	61%	65%	35%	122,159

	Duluth		Mpls		Other MN & WI		All Grains and Oilseeds Midland & Gulf		PNW		ND		Other		Total
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
	1996-97	78%	22%	75%	25%	68%	32%	90%	10%	97%	3%	17%	83%	84%	
1997-98	76%	24%	71%	29%	56%	44%	87%	13%	96%	4%	15%	85%	78%	22%	462,946
1998-99	74%	26%	74%	26%	55%	45%	87%	13%	96%	4%	20%	80%	78%	22%	448,723
1999-00	83%	17%	73%	27%	59%	41%	91%	9%	96%	4%	21%	79%	77%	23%	478,750
2000-01	85%	15%	76%	24%	66%	34%	92%	8%	98%	2%	23%	77%	83%	17%	548,344
2001-02	89%	11%	76%	24%	62%	38%	91%	9%	98%	2%	23%	77%	78%	22%	515,675
2002-03	90%	10%	81%	19%	64%	36%	91%	9%	97%	3%	28%	72%	74%	26%	519,617
2003-04	90%	10%	84%	16%	75%	25%	93%	7%	99%	1%	21%	79%	72%	28%	627,230
2004-05	92%	8%	87%	13%	70%	30%	93%	7%	100%	0%	23%	77%	81%	19%	521,678
2005-06	97%	3%	89%	11%	80%	20%	93%	7%	99%	1%	21%	79%	80%	20%	607,021
2006-07	99%	1%	89%	11%	74%	26%	95%	5%	100%	0%	24%	76%	79%	21%	655,568

*Northern Plains Railroad is associated with CP Rail-NP began operation January 1997

	<u>Sunflowers</u>												Total
	BNSF	CP	RRVW	DMVW	NP*	Truck							
1996-97	923	3%	1,279	4%	340	1%	200	1%	143	0%	32,534	92%	35,419
1997-98	1,060	2%	2,834	6%	764	2%	574	1%	464	1%	44,090	89%	49,786
1998-99	1,918	4%	4,537	9%	1,416	3%	1,193	2%	1,458	3%	38,532	79%	49,054
1999-00	1,352	3%	2,847	7%	629	1%	654	2%	491	1%	36,072	86%	42,045
2000-01	819	2%	2,990	8%	52	0%	393	1%	638	2%	33,297	87%	38,189
2001-02	682	2%	2,952	9%	13	0%	534	2%	390	1%	27,465	86%	32,036
2002-03	1,149	4%	2,668	8%	138	0%	689	2%	492	2%	27,561	84%	32,697
2003-04	1,335	3%	4,953	13%	48	0%	748	2%	910	2%	30,840	79%	38,834
2004-05	230	1%	295	2%	39	0%	401	2%	8	0%	17,193	95%	18,166
2005-06	316	1%	1,678	7%	126	1%	146	1%	390	2%	20,182	88%	22,839
2006-07	993	4%	2,418	9%	96	0%	98	0%	269	1%	22,700	85%	26,572

	<u>Sunflowers</u>												Total								
	BNSF	CP	RRVW	DMVW	NP*	Truck															
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck									
1996-97	923	6%	14,469	94%	1,279	18%	5,915	82%	340	4%	8,036	96%	200	7%	2,487	93%	143	17%	706	83%	35,419
1997-98	1,060	5%	18,825	95%	2,834	26%	8,044	74%	764	7%	10,344	93%	574	19%	2,384	81%	464	14%	2,851	86%	49,786
1998-99	1,918	10%	17,692	90%	4,537	44%	5,693	56%	1,416	17%	6,898	83%	1,193	27%	3,174	73%	1,458	33%	2,946	67%	49,055
1999-00	1,352	7%	17,041	93%	2,847	33%	5,656	67%	629	9%	6,623	91%	654	20%	2,653	80%	491	15%	2,799	85%	42,045
2000-01	819	5%	16,494	95%	2,990	40%	4,419	60%	52	1%	4,865	99%	393	10%	3,354	90%	638	22%	2,212	78%	38,189
2001-02	682	4%	14,874	96%	2,952	51%	2,850	49%	13	0%	3,257	100%	534	16%	2,909	84%	390	14%	2,372	86%	32,036
2002-03	1,149	7%	14,789	93%	2,668	42%	3,727	58%	138	4%	3,090	96%	689	18%	3,083	82%	492	21%	1,879	79%	32,697
2003-04	1,335	7%	17,132	93%	4,953	53%	4,368	47%	48	2%	2,583	98%	748	20%	2,960	80%	910	25%	2,719	75%	38,834
2004-05	230	3%	8,152	97%	295	6%	4,754	94%	39	4%	847	96%	401	15%	2,256	85%	8	1%	839	99%	18,166
2005-06	316	3%	10,192	97%	1,678	29%	4,145	71%	126	11%	1,066	89%	146	6%	2,250	94%	390	20%	1,513	80%	22,839
2006-07	993	7%	12,505	93%	2,418	39%	3,790	61%	96	7%	1,223	93%	98	5%	1,909	95%	269	10%	2,536	90%	26,572

	<u>Sunflowers</u>												Total		
	Duluth	Mpls	Other MN & WI	Midland & Gulf	PNW	ND	Other								
1996-97	108	0%	1,553	4%	1,656	5%	838	2%	86	0%	27,548	78%	3,631	10%	35,419
1997-98	2,179	4%	2,243	5%	3,674	8%	612	1%	280	1%	36,634	75%	3,164	6%	48,786
1998-99	2,981	6%	4,602	9%	3,907	8%	560	1%	333	1%	32,691	67%	3,981	8%	49,055
1999-00	789	2%	2,306	5%	4,136	10%	548	1%	362	1%	29,833	71%	4,071	10%	42,045
2000-01	15	0%	2,290	6%	3,663	10%	930	2%	460	1%	26,860	70%	3,972	10%	38,189
2001-02	719	2%	1,743	5%	3,883	12%	482	2%	368	1%	20,928	65%	3,914	12%	32,036
2002-03	11	0%	1,246	4%	4,676	14%	1,116	3%	400	1%	19,209	59%	6,039	18%	32,697
2003-04	31	0%	3,498	9%	6,394	16%	996	3%	359	1%	21,483	55%	6,073	16%	38,834
2004-05	12	0%	711	4%	4,149	23%	353	2%	117	1%	9,283	51%	3,540	19%	18,166
2005-06	0	0%	1,265	6%	3,310	14%	291	1%	219	1%	15,307	67%	2,448	11%	22,839
2006-07	0	0%	793	3%	3,856	15%	290	1%	134	1%	16,982	64%	4,517	17%	26,572

	<u>Sunflowers</u>												Total		
	Duluth	Mpls	Other MN & WI	Midland & Gulf	PNW	ND	Other								
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	
1996-97	35%	65%	61%	39%	13%	87%	10%	90%	10%	90%	4%	96%	17%	83%	35,419
1997-98	7%	93%	61%	39%	16%	84%	11%	89%	11%	89%	4%	96%	28%	72%	48,786
1998-99	56%	44%	78%	22%	12%	88%	6%	94%	6%	94%	10%	90%	39%	61%	49,055
1999-00	92%	8%	60%	40%	4%	96%	8%	92%	8%	92%	8%	92%	31%	69%	42,045
2000-01	0%	100%	55%	45%	3%	97%	0%	100%	0%	100%	11%	89%	16%	84%	38,189
2001-02	100%	0%	36%	64%	5%	95%	6%	94%	6%	94%	11%	89%	17%	83%	32,036
2002-03	100%	0%	46%	54%	6%	94%	16%	84%	16%	84%	11%	89%	31%	69%	32,697
2003-04	38%	62%	82%	18%	17%	83%	35%	65%	35%	65%	9%	91%	27%	73%	38,834
2004-05	0%	100%	22%	78%	3%	97%	0%	100%	0%	100%	3%	97%	12%	88%	18,166
2005-06	#DIV/0!	#DIV/0!	23%	77%	21%	79%	15%	85%	15%	85%	4%	96%	42%	58%	22,839
2006-07	#DIV/0!	#DIV/0!	42%	58%	1%	99%	20%	80%	20%	80%	7%	93%	50%	50%	26,572