



ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2004-05

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in cooperation with

**North Dakota Wheat Commission
North Dakota Public Service Commission
North Dakota Grain Dealers Association**

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 2004-05* was prepared by Kimberly Vachal and Tamara VanWechel, Upper Great Plains Transportation Institute. The authors gratefully acknowledge the assistance of the North Dakota Grain Dealers Association, 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. **2004-05 numbers represent 95 percent of the required reports.**

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, Minneapolis-St. Paul (include other MN and 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 2004 to June 2005.
- **Commodity:** Hard red spring wheat, durum, barley, sunflowers, oats, soybeans, canola, and corn.

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.

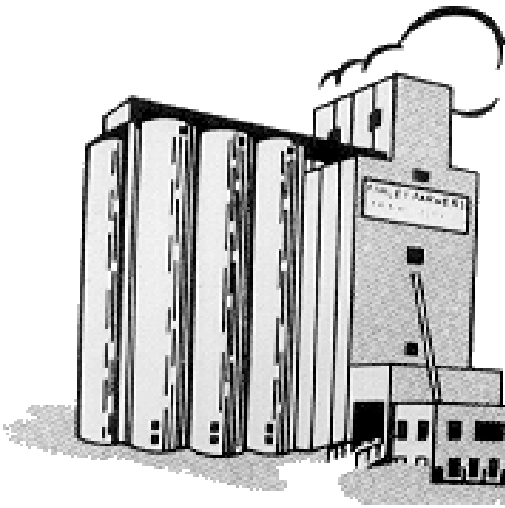
Mode for Grain & Oilseed Shipments by Rail:

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, 2004-05

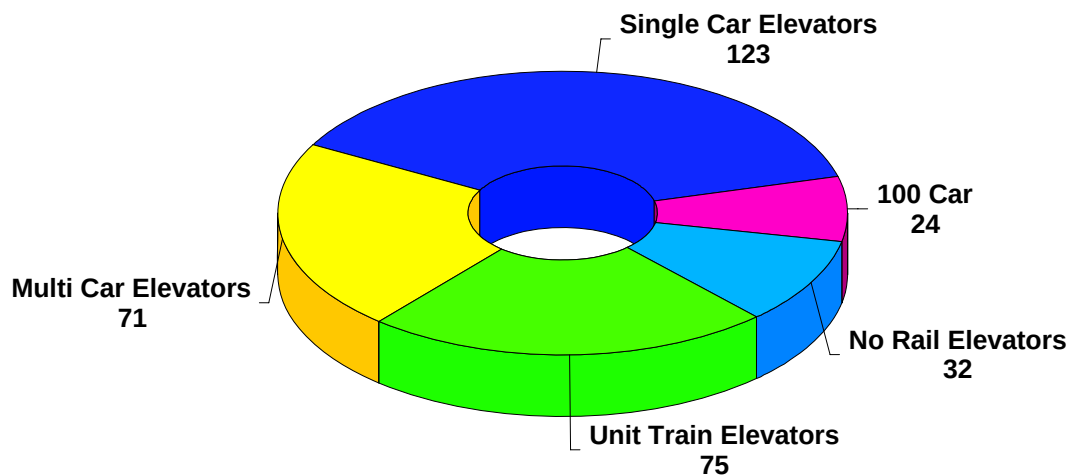
Storage: 228,027 Thousand Bu.

Grain Shipped to End User: 545,004 Thousand Bu.

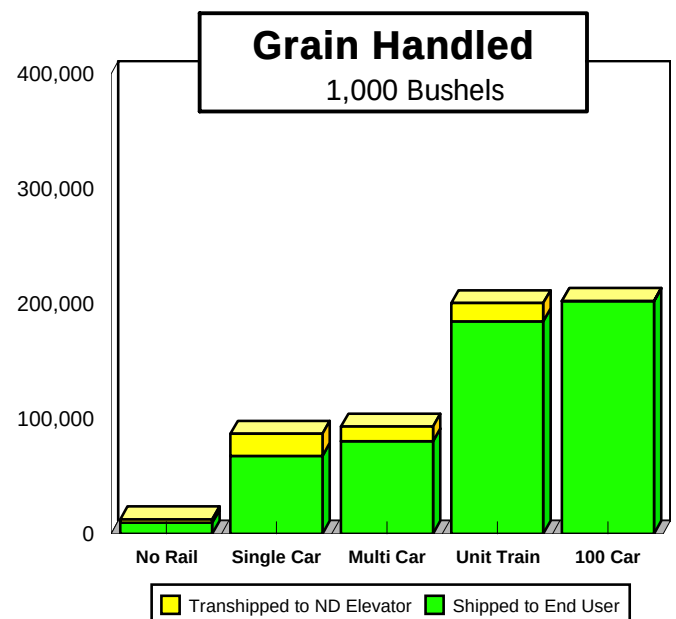
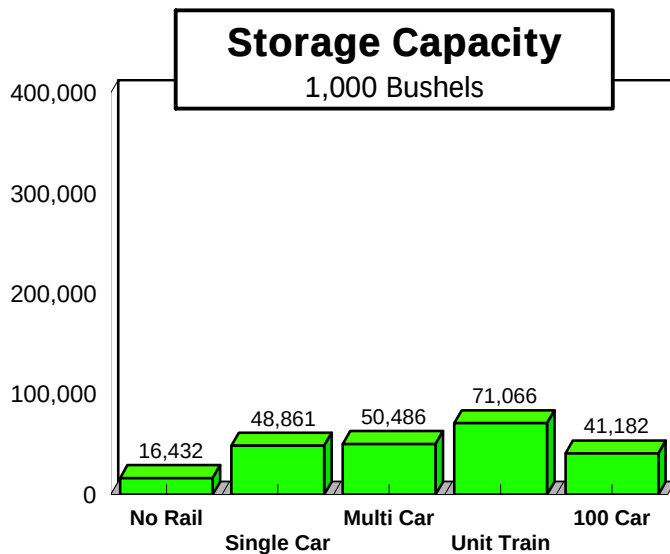
Grain Transhipped to ND Elevator: 51,164 Thousand Bu.

Average Turnover: 4.5

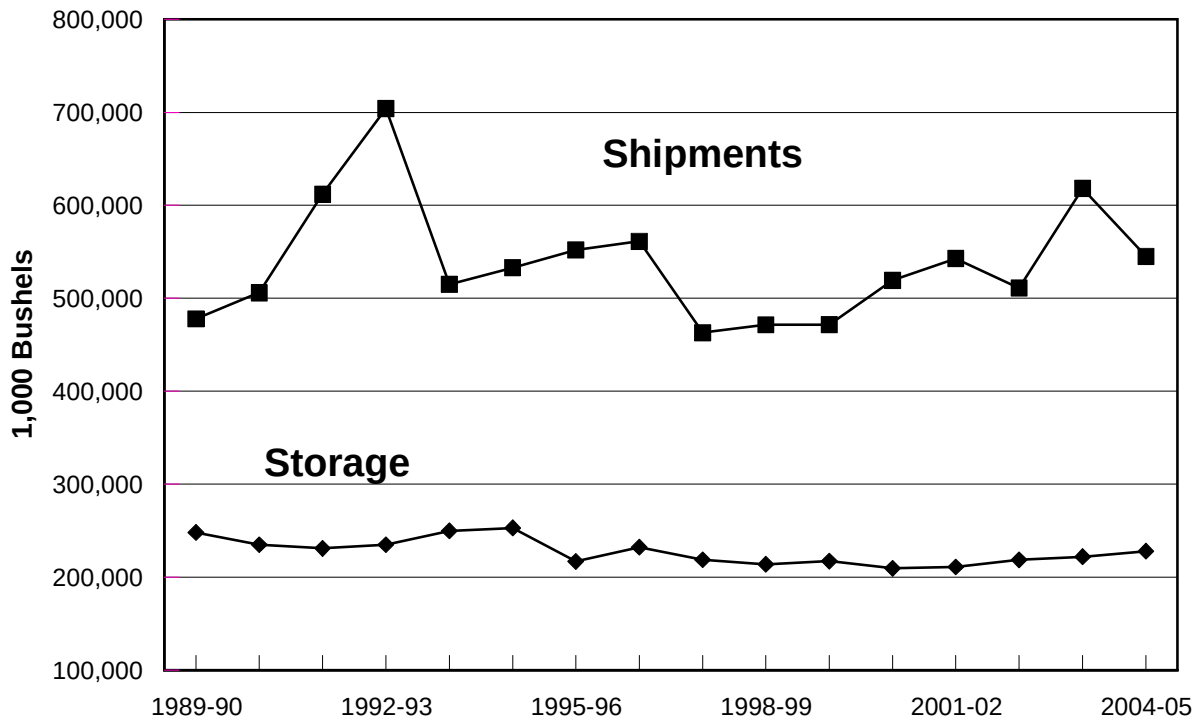
Elevator Categories



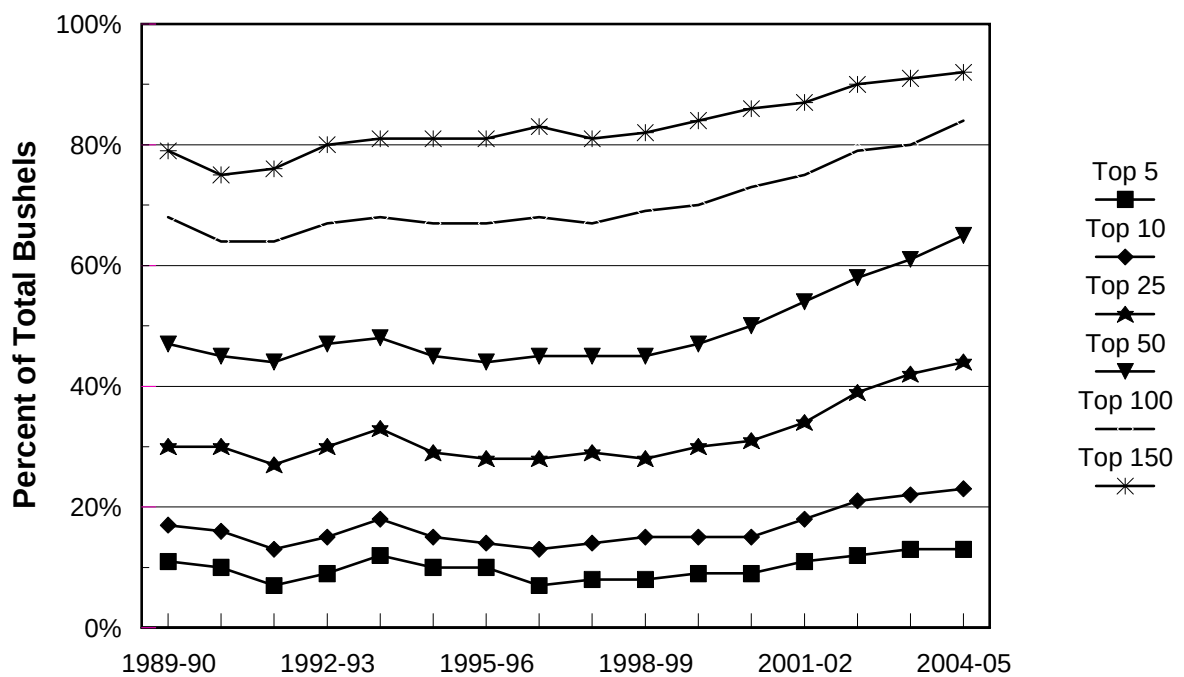
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



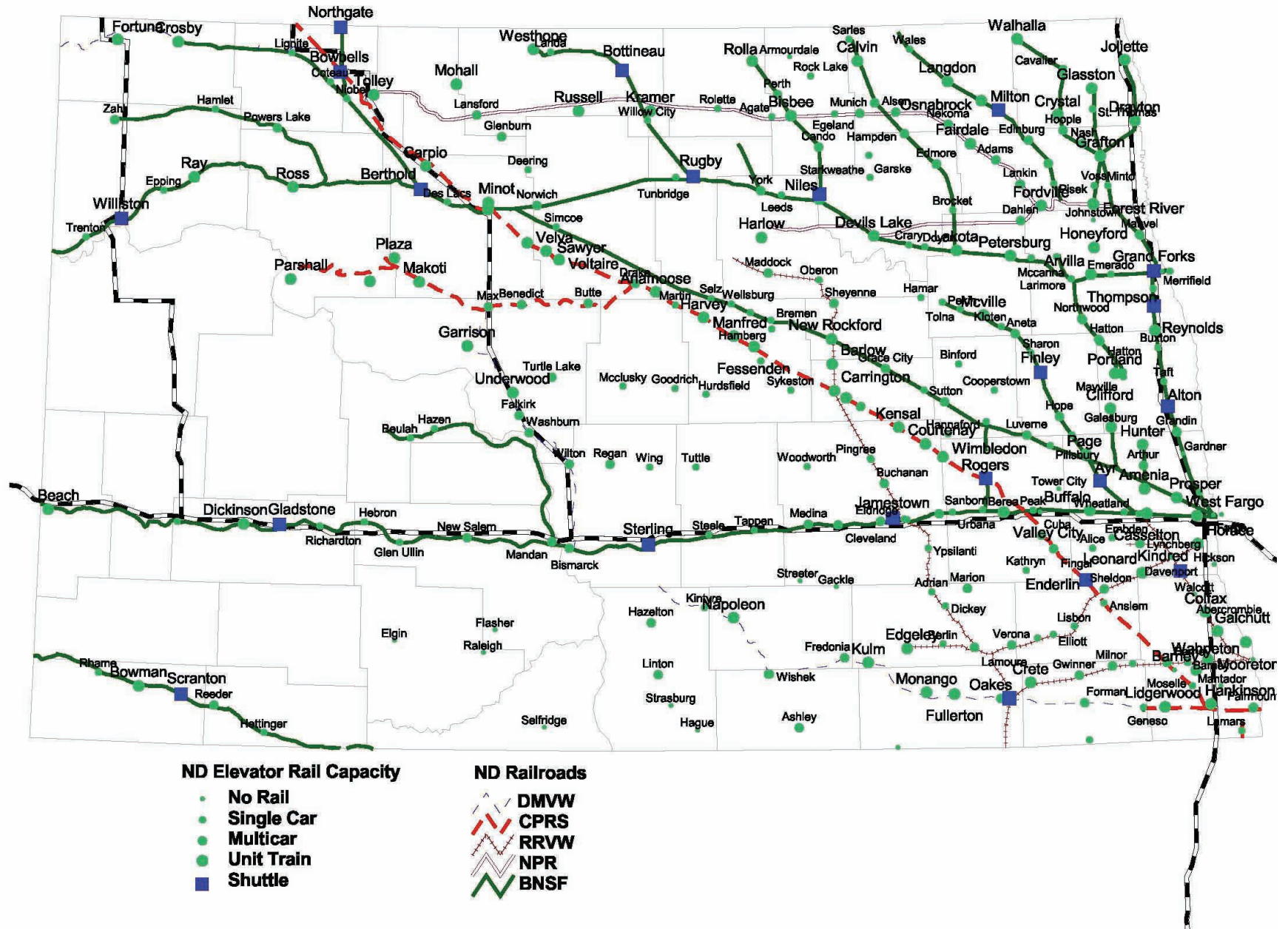
Storage and Total Grain Shipments for North Dakota Elevators



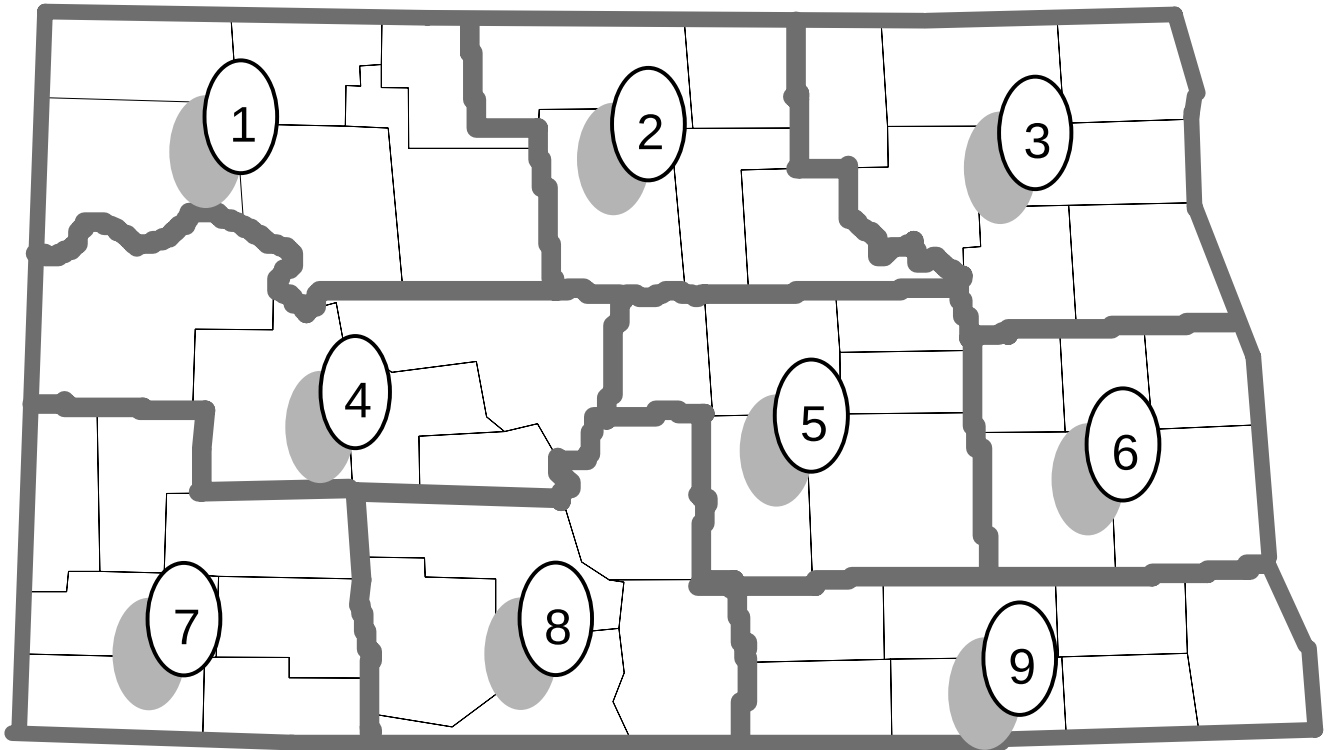
Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators



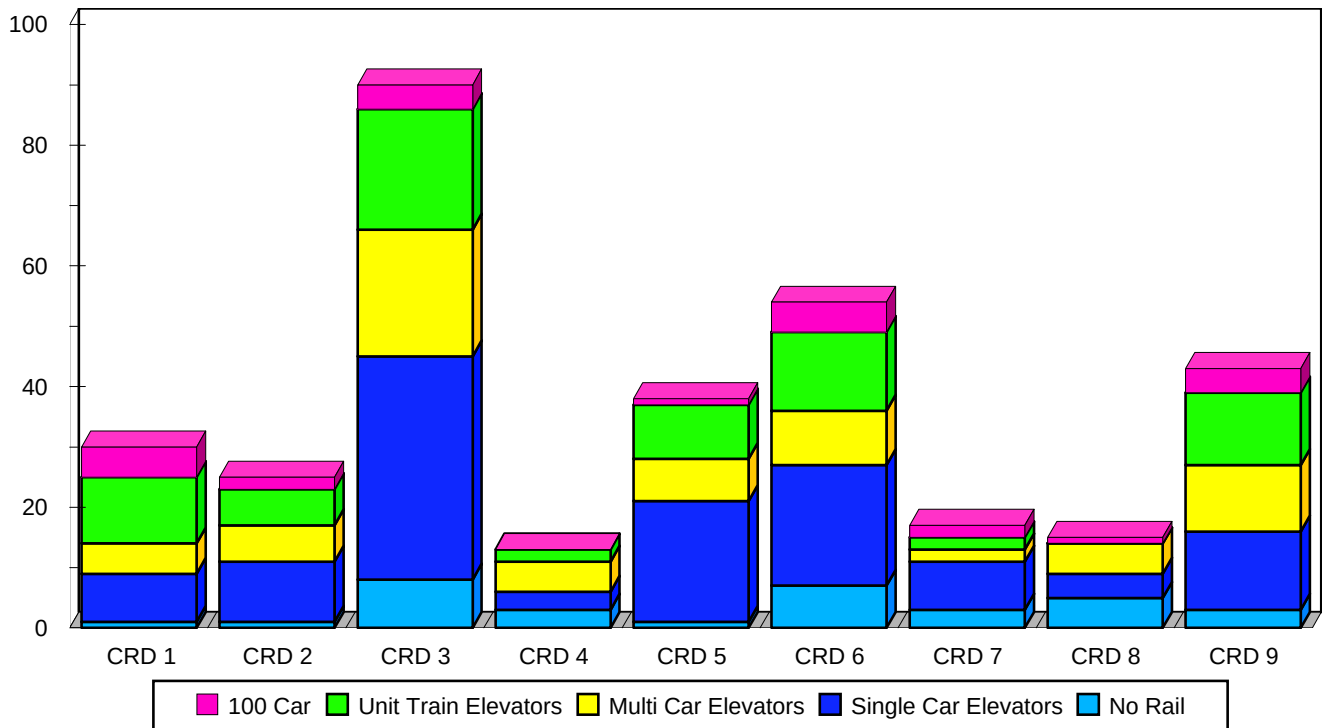
North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2005



NORTH DAKOTA CROP REPORTING DISTRICTS

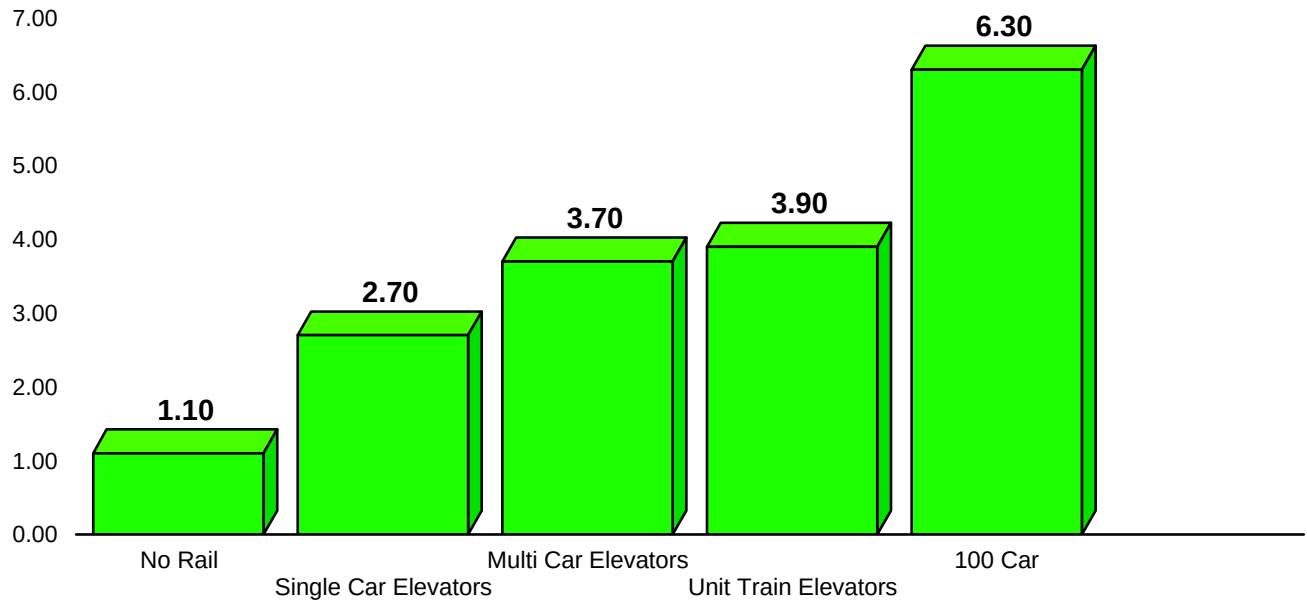


Elevators in Each CRD, 2004-05



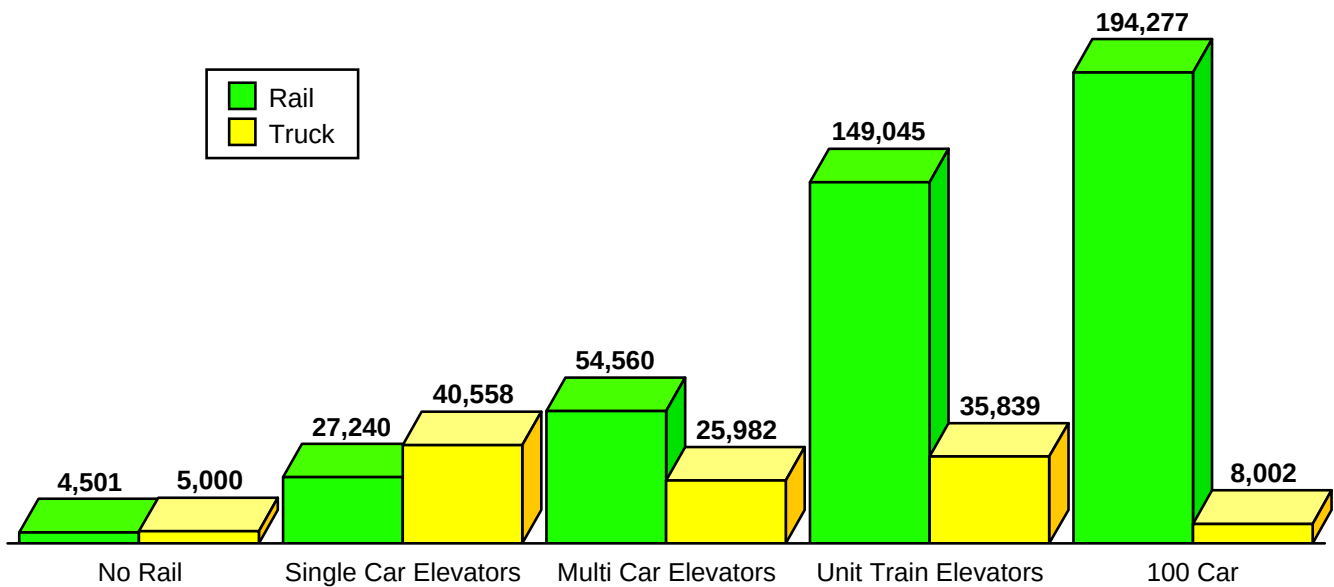
Turnover Ratios for Each Elevator Category, 2004-05

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2004-05

- Thousand Bushels -



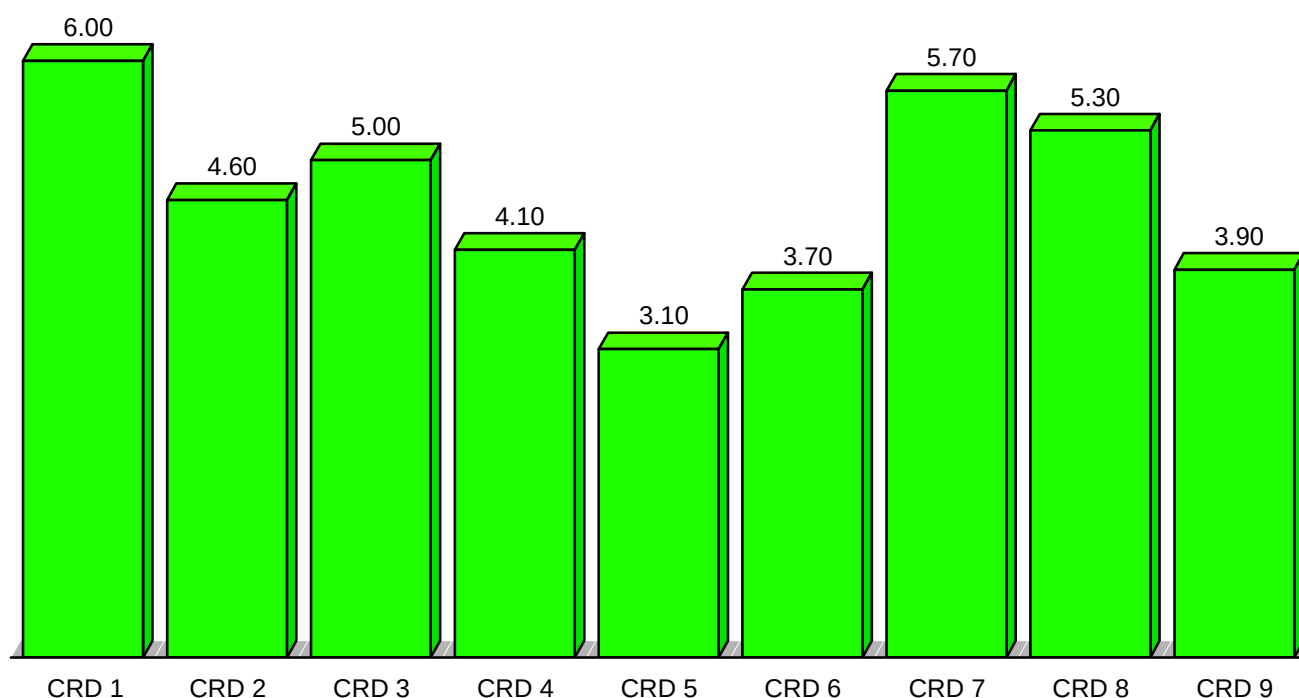
**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2004-05**

CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	30	20,142,500	2,538,853	75,036,223	6.0
2	25	13,031,000	4,119,900	45,968,681	4.6
3	90	48,292,239	10,789,354	102,546,004	5.0
4	13	7,007,000	931,385	22,359,661	4.1
5	38	33,360,800	6,599,742	60,075,562	3.1
6	54	48,960,984	16,308,126	85,371,001	3.7
7	17	11,456,200	1,839,238	35,680,640	5.7
8	15	5,433,000	313,900	14,515,307	5.3
9	43	40,343,200	7,723,692	103,451,003	3.9
All	325	207,884,423	51,164,190	545,004,082	4.6

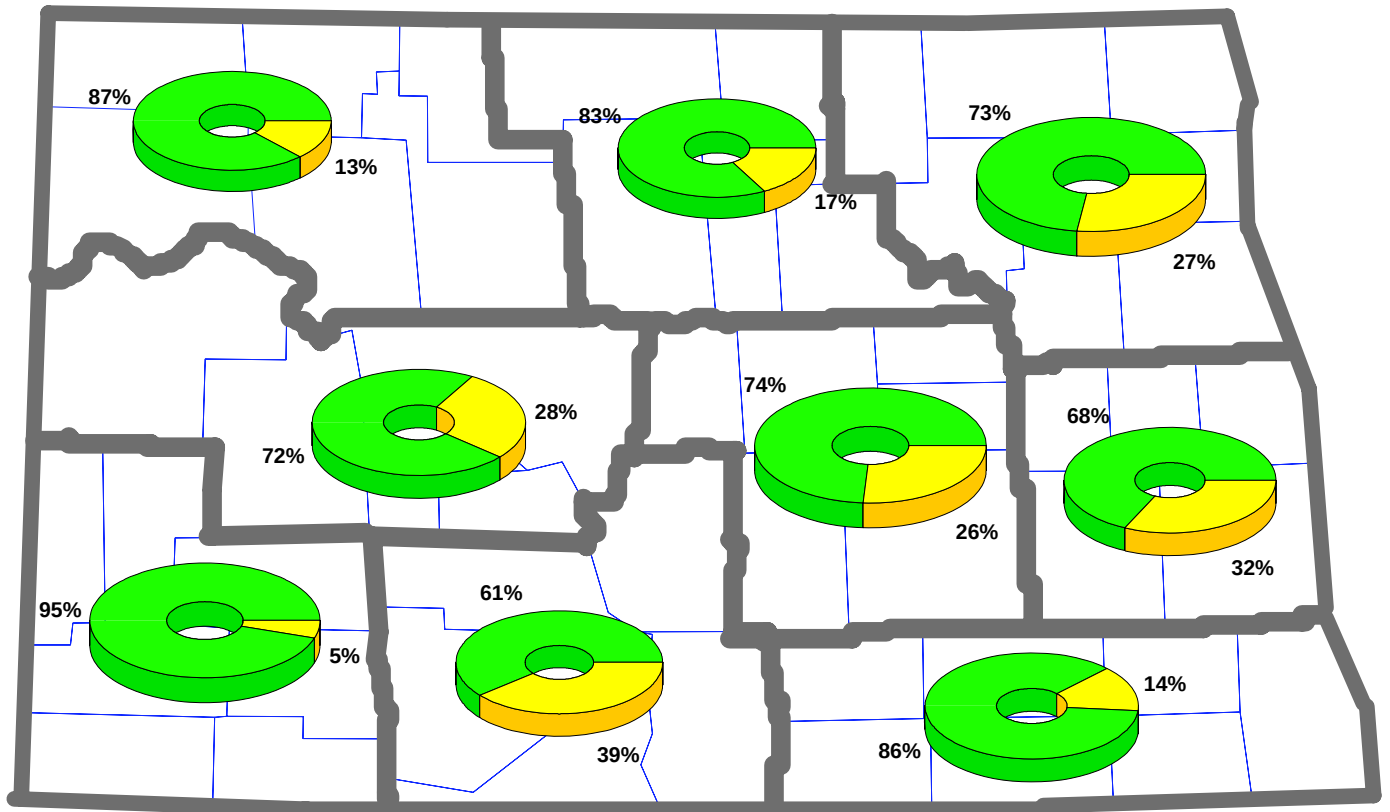
^aBushels transhipped to other ND elevators.

^bBushels shipped to processors, and various export points.

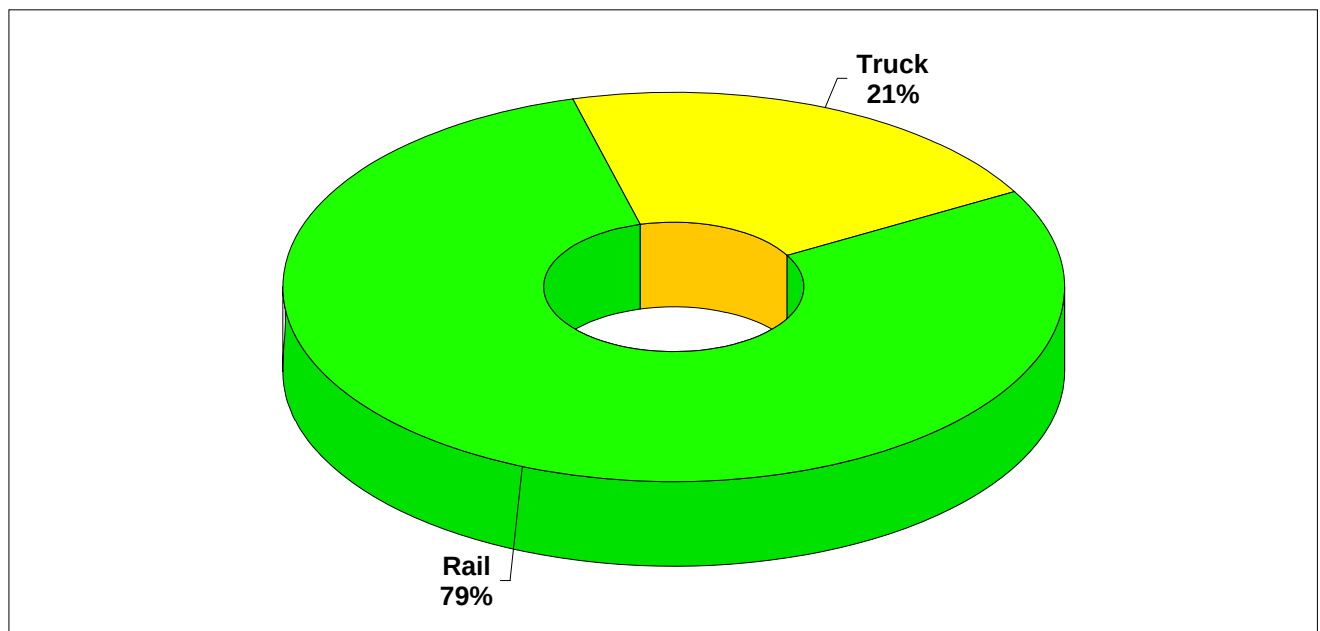
**Average Turnover of Shipments to Storage
for Each CRD, 2004-05
-Weighted by grain shipments-**

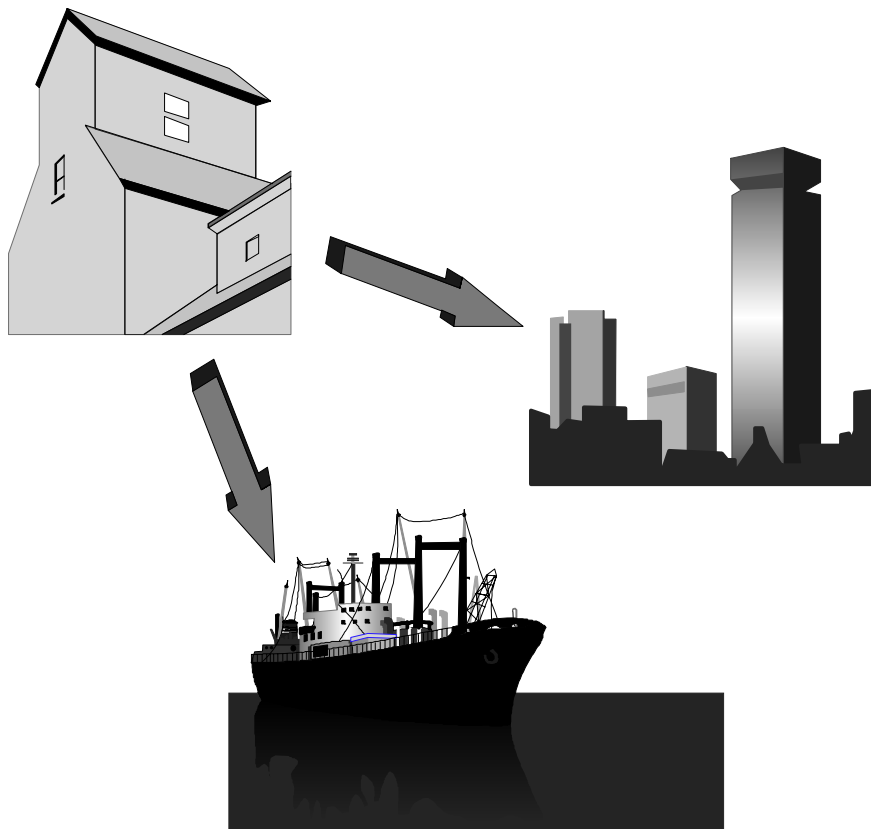


Modal Share of Grain and Oilseed Shipments from Each CRD, 2004-05



Rail/Truck Share of Grain and Oilseed Shipments from ND, 2004-05

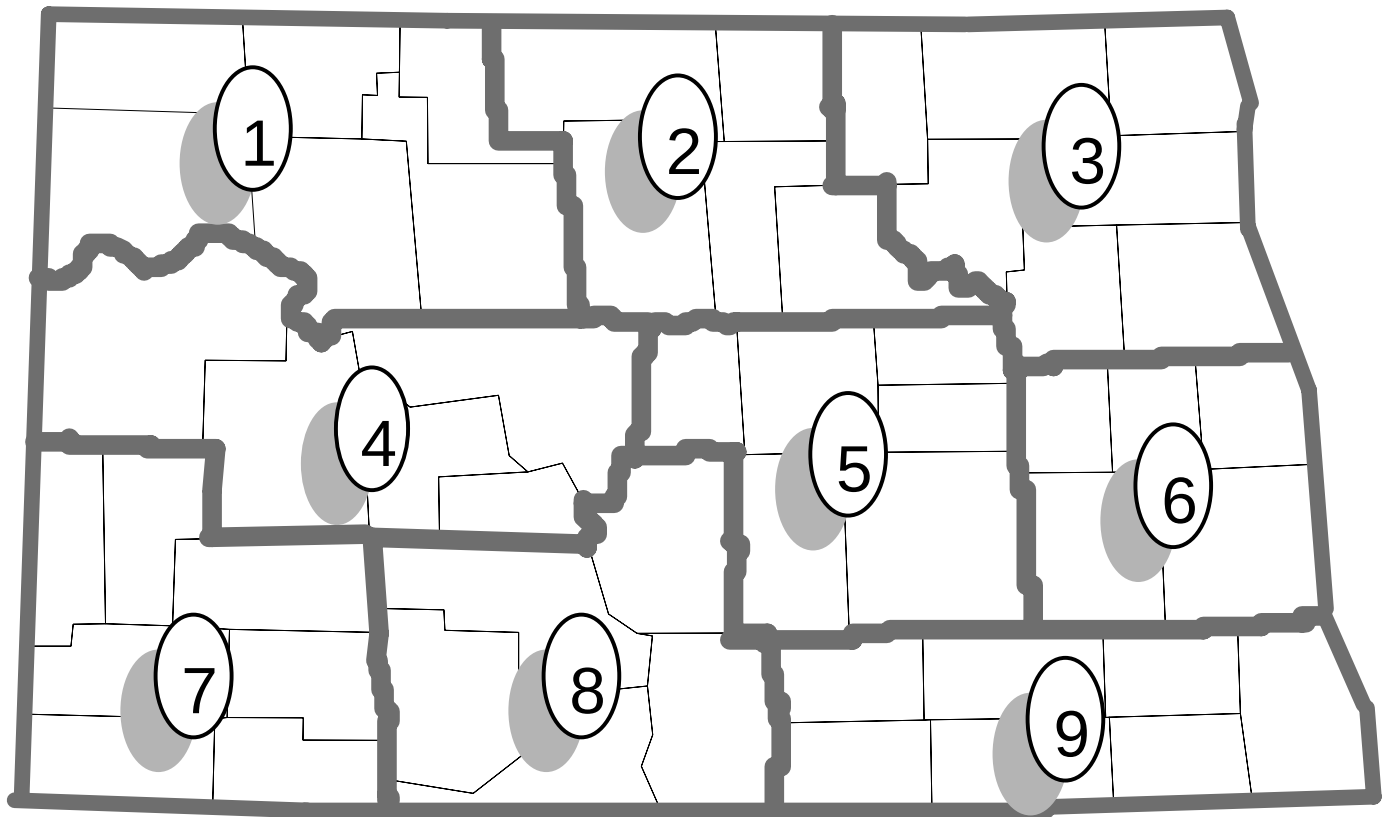




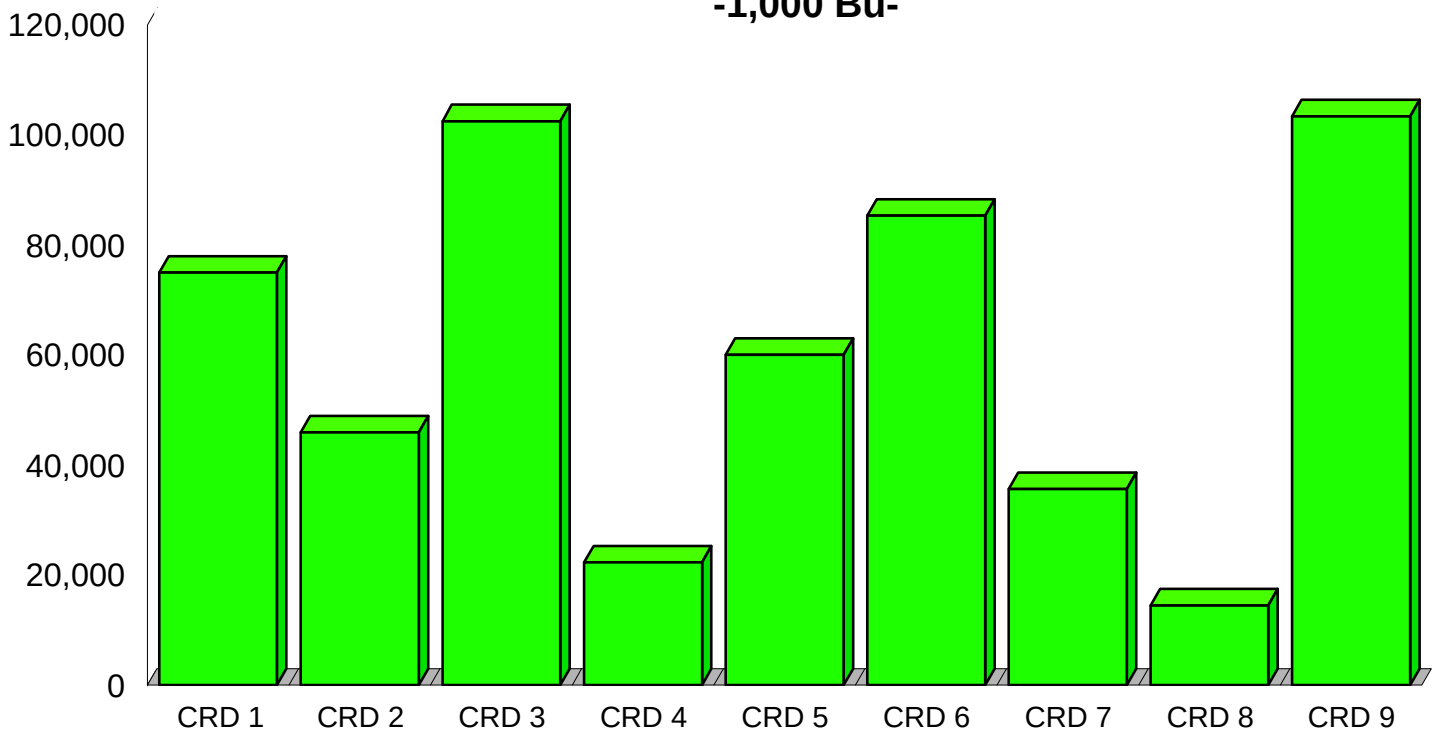
***Destinations for Grain and Oilseed
Shipments Originating from
North Dakota Elevators***

All Grains and Oilseeds

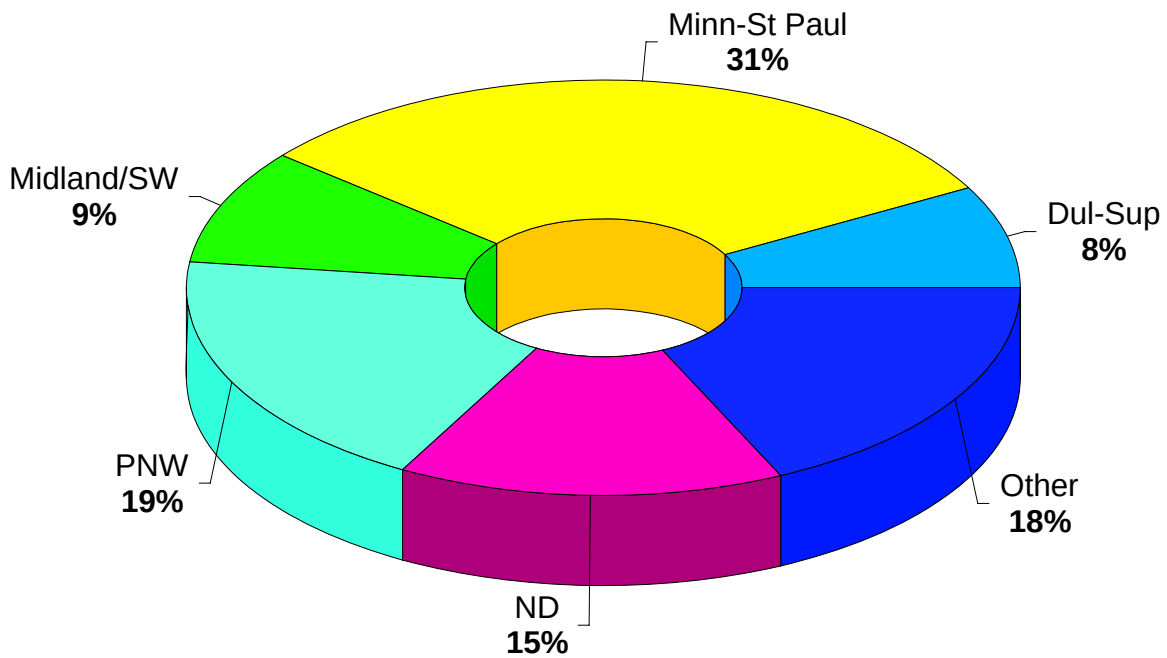
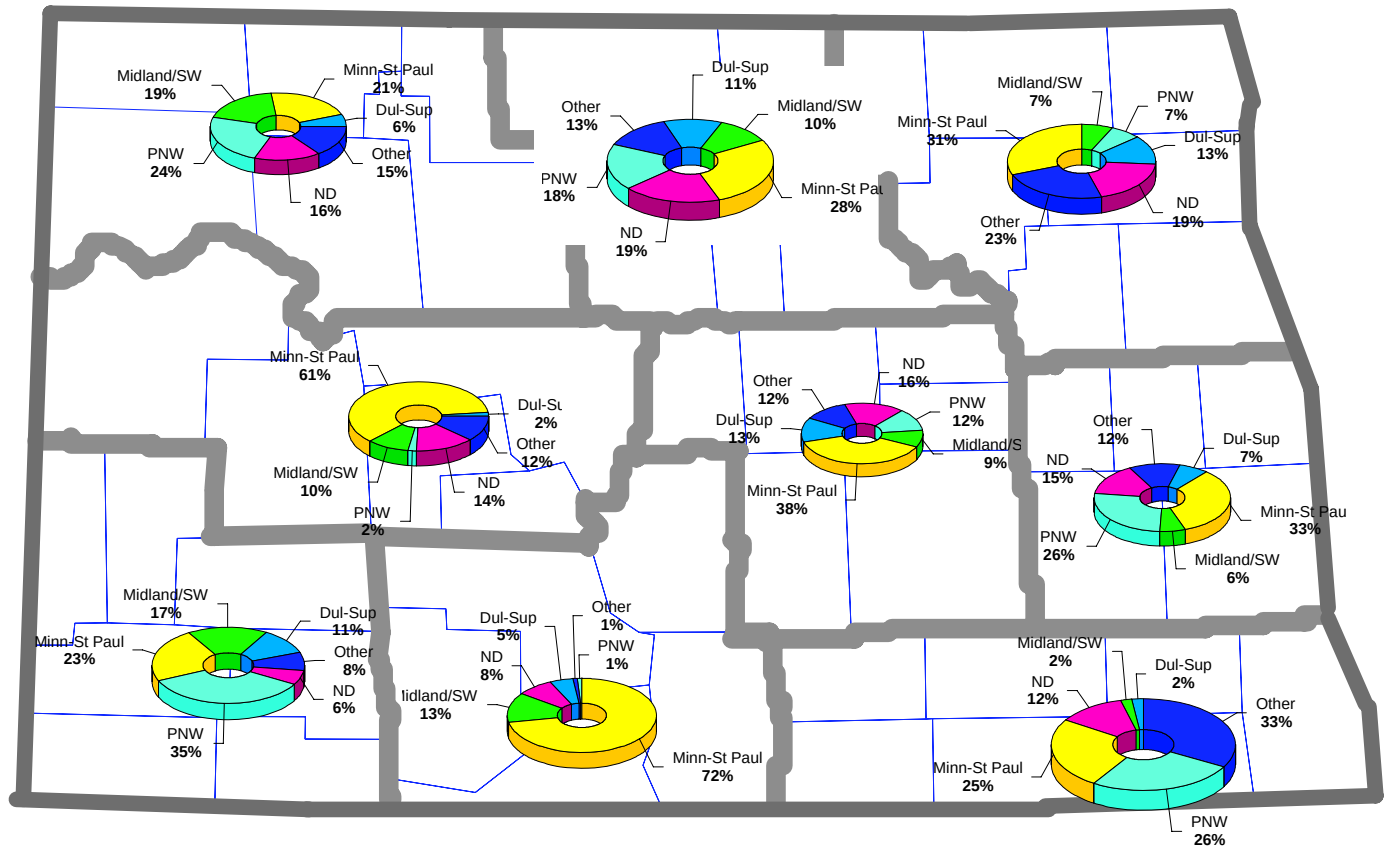
NORTH DAKOTA CROP REPORTING DISTRICTS



**Grain & Oilseed Shipments Originating
from Each CRD, 2004-05
-1,000 Bu-**



Destinations for Grain & Oilseed Shipments 2004-05 Crop Reporting District

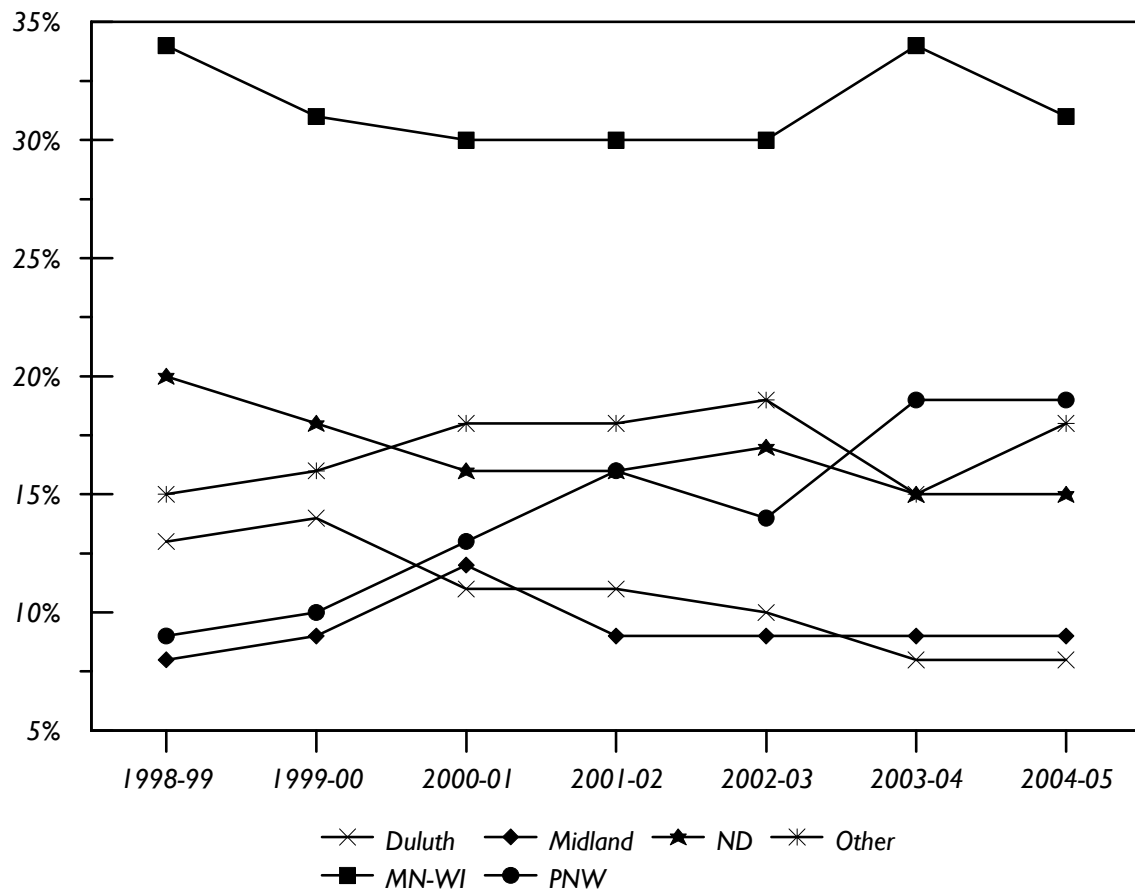


All North Dakota

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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	58,959 12%	158,368 34%	37,597 8%	42,398 9%	471,958
1999-00	68,356 14%	145,809 31%	41,636 9%	47,411 10%	471,737
2000-01	57,011 11%	162,650 30%	62,423 12%	70,984 13%	538,110
2001-02	53,551 11%	147,730 30%	43,182 9%	80,220 16%	497,969
2002-03	52,366 10%	154,241 30%	45,442 9%	71,345 14%	511,167
2003-04	48,692 8%	210,517 34%	53,271 9%	116,793 19%	618,193
2004-05	45,445 8%	170,439 31%	49,980 9%	103,380 19%	545,004

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
1998-99	4%	46%	8%	13%	19%	9%	55,473	1998-99	9%	28%	7%	13%	31%	12%	41,444
1999-00	5%	36%	16%	15%	22%	7%	61,527	1999-00	11%	26%	6%	11%	38%	9%	27,929
2000-01	7%	28%	23%	17%	18%	8%	76,136	2000-01	7%	37%	7%	11%	31%	8%	36,266
2001-02	15%	25%	10%	20%	20%	10%	75,680	2001-02	11%	34%	6%	17%	25%	7%	34,920
2002-03	13%	24%	13%	18%	23%	10%	66,422	2002-03	11%	24%	9%	23%	25%	7%	38,608
2003-04	8%	25%	21%	20%	17%	9%	77,316	2003-04	11%	29%	9%	20%	24%	7%	53,113
2004-05	6%	21%	19%	24%	16%	15%	75,036	2004-05	12%	27%	11%	18%	2%	14%	45,969

CRD 3								CRD 4							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	22%	25%	8%	5%	21%	20%	93,014	1998-99	2%	33%	17%	2%	12%	35%	19,200
1999-00	16%	26%	11%	1%	18%	27%	93,794	1999-00	4%	39%	9%	5%	13%	31%	16,338
2000-01	17%	27%	10%	4%	18%	24%	96,766	2000-01	3%	27%	6%	8%	21%	35%	21,227
2001-02	15%	25%	9%	4%	20%	26%	80,976	2001-02	6%	46%	6%	3%	22%	17%	18,295
2002-03	13%	33%	6%	3%	20%	25%	98,876	2002-03	1%	53%	7%	3%	17%	18%	16,634
2003-04	9%	36%	6%	7%	17%	24%	126,613	2003-04	3%	60%	7%	3%	15%	12%	20,327
2004-05	13%	32%	7%	7%	20%	24%	102,546	2004-05	2%	62%	10%	2%	14%	12%	22,360

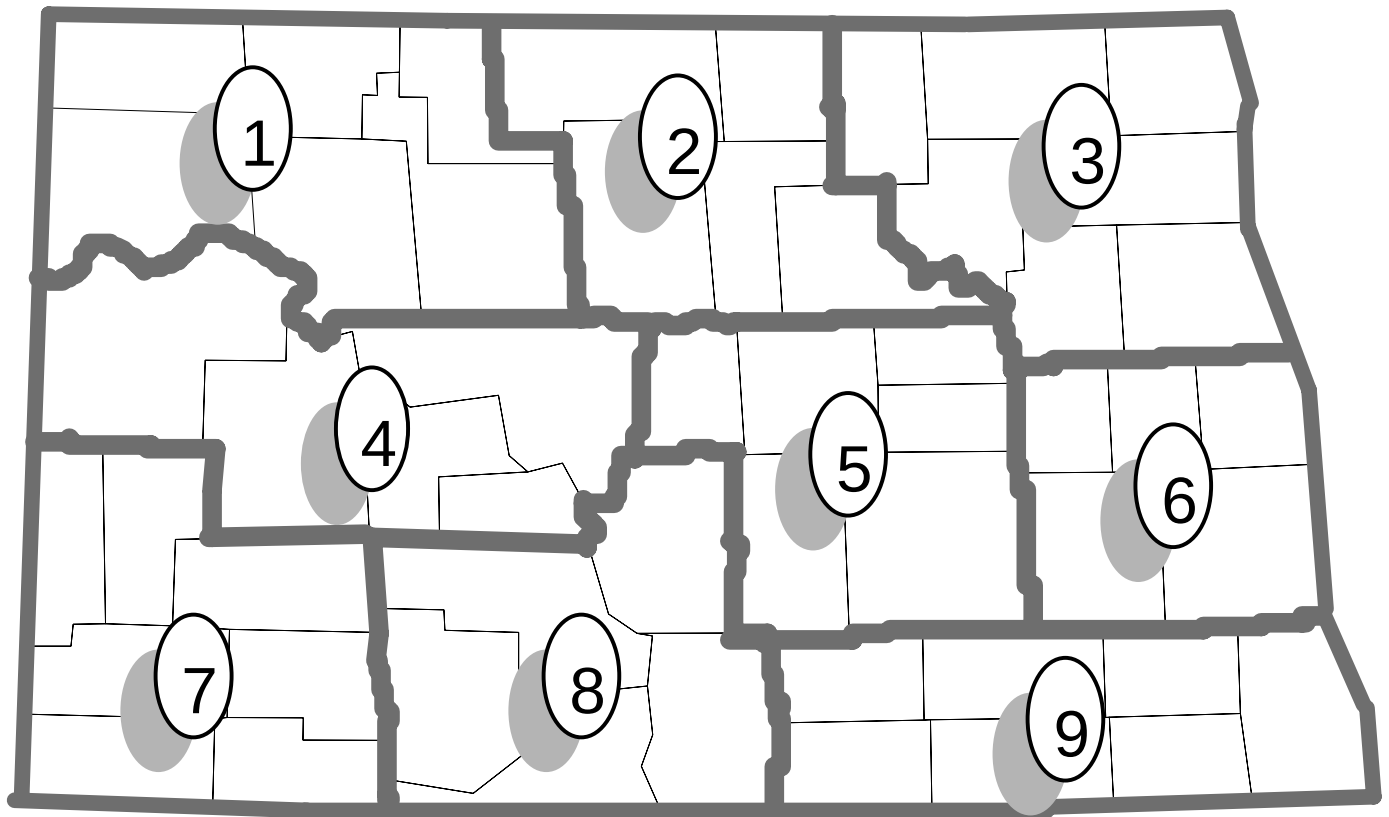
CRD 5								CRD 6							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	5%	32%	7%	1%	31%	24%	45,241	1998-99	17%	32%	9%	9%	18%	16%	100,757
1999-00	8%	28%	12%	1%	28%	24%	49,294	1999-00	23%	30%	7%	10%	11%	19%	98,723
2000-01	7%	29%	16%	5%	25%	18%	53,336	2000-01	16%	28%	12%	15%	11%	19%	104,415
2001-02	4%	34%	7%	19%	18%	18%	50,879	2001-02	17%	22%	11%	17%	12%	21%	98,730
2002-03	14%	33%	10%	6%	24%	14%	50,881	2002-03	13%	23%	11%	22%	12%	18%	120,036
2003-04	8%	34%	5%	13%	19%	21%	61,479	2003-04	10%	28%	9%	33%	10%	8%	143,523
2004-05	13%	38%	9%	12%	16%	12%	60,076	2004-05	7%	33%	6%	26%	15%	12%	85,371

CRD 7								CRD 8							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	5%	39%	10%	30%	7%	8%	29,497	1998-99	1%	71%	3%	3%	15%	8%	13,101
1999-00	9%	25%	14%	40%	6%	6%	27,254	1999-00	3%	70%	2%	3%	16%	7%	13,795
2000-01	4%	29%	15%	37%	5%	9%	37,346	2000-01	5%	66%	4%	1%	18%	6%	17,907
2001-02	4%	24%	15%	47%	5%	5%	36,670	2001-02	1%	72%	3%	1%	20%	3%	16,071
2002-03	0%	34%	15%	38%	4%	8%	24,112	2002-03	1%	68%	9%	5%	13%	4%	10,833
2003-04	6%	51%	11%	20%	2%	9%	33,341	2003-04	2%	72%	7%	0%	16%	2%	15,487
2004-05	11%	23%	17%	35%	6%	8%	35,681	2004-05	5%	72%	13%	1%	8%	1%	14,515

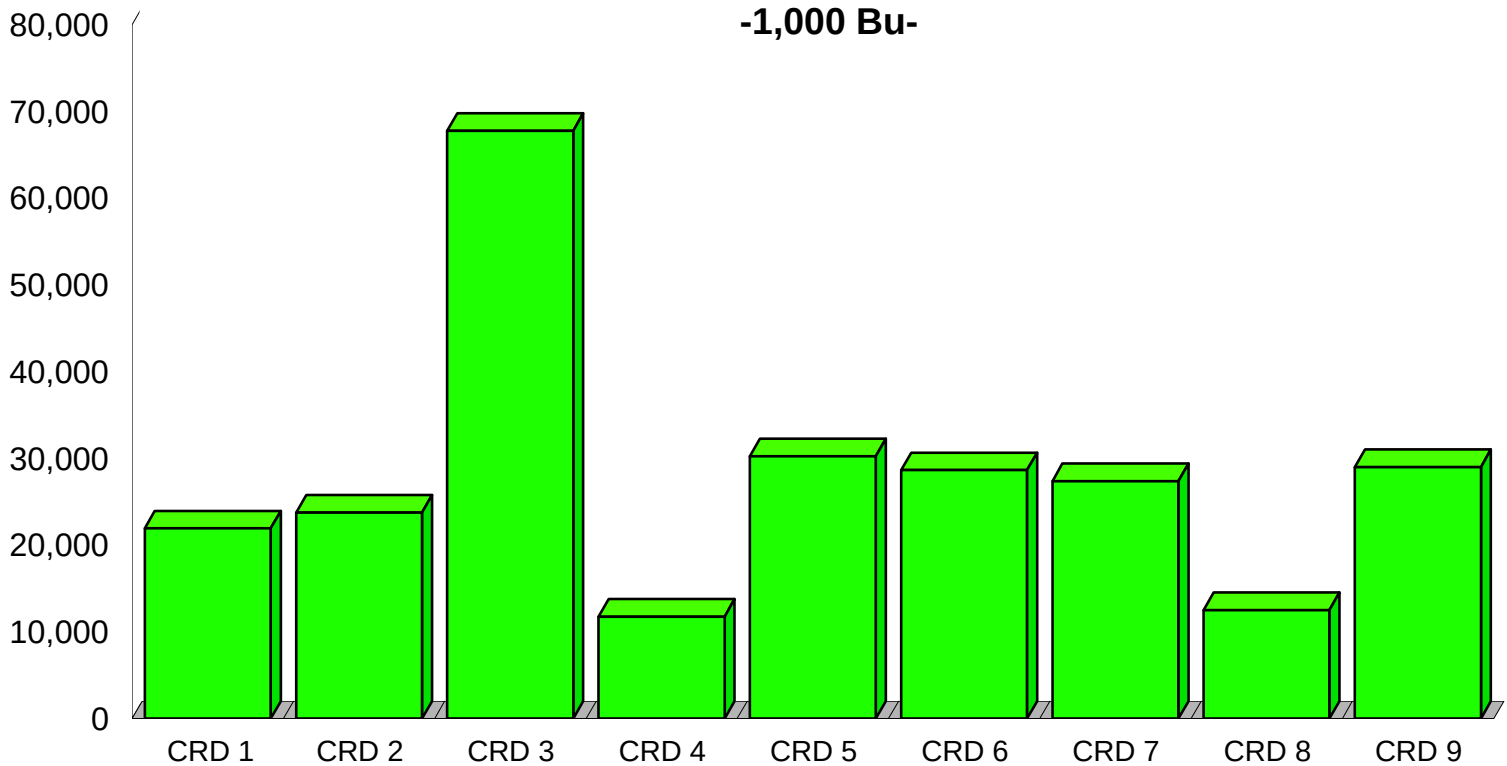
CRD 9							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	15%	33%	6%	9%	22%	16%	74,229
1999-00	19%	31%	3%	15%	15%	18%	83,082
2000-01	10%	30%	5%	18%	12%	25%	94,713
2001-02	5%	35%	5%	12%	11%	32%	94,187
2002-03	4%	32%	3%	10%	13%	38%	84,763
2003-04	2%	33%	2%	21%	14%	27%	86,994
2004-05	2%	25%	2%	26%	12%	33%	103,451

HRS Wheat

NORTH DAKOTA CROP REPORTING DISTRICTS



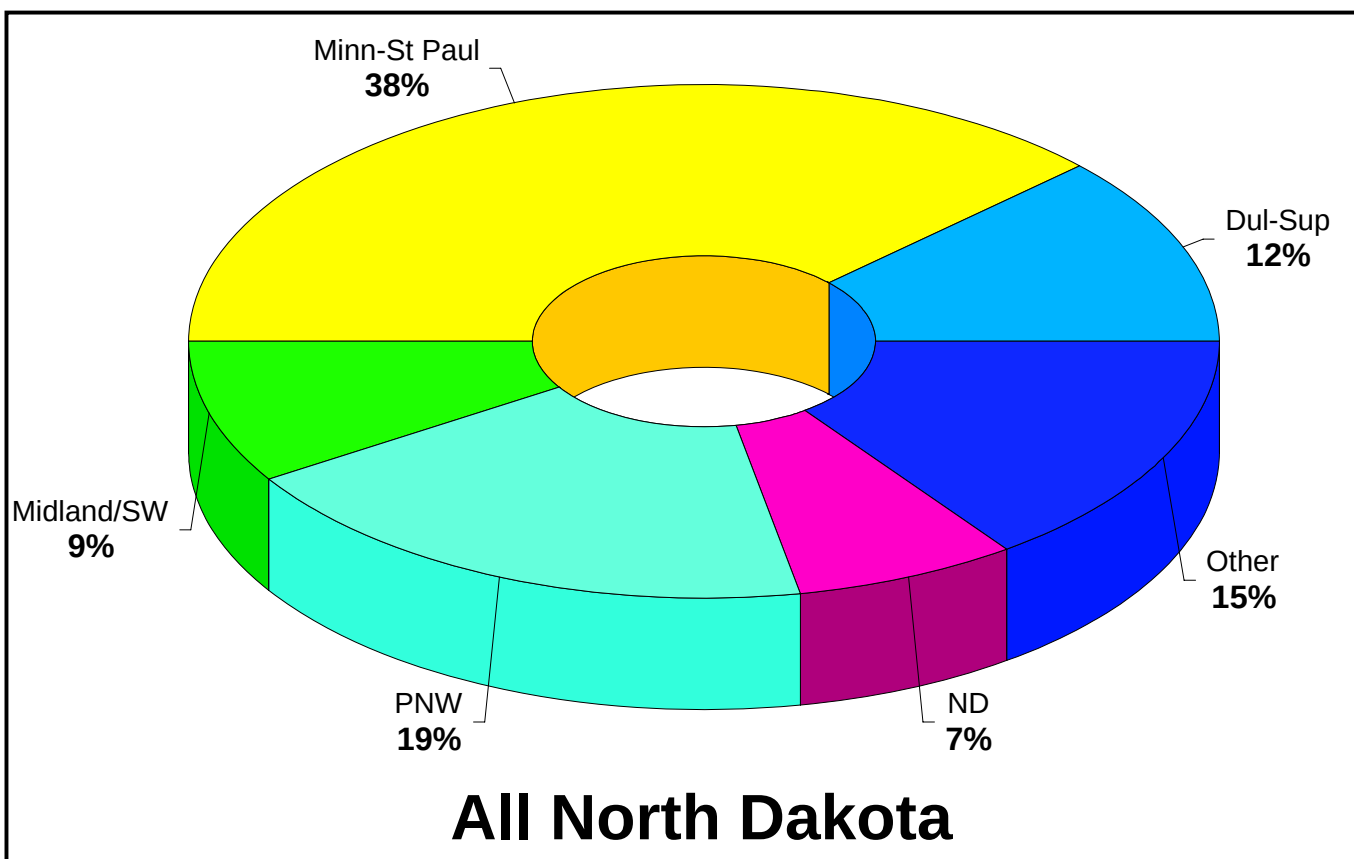
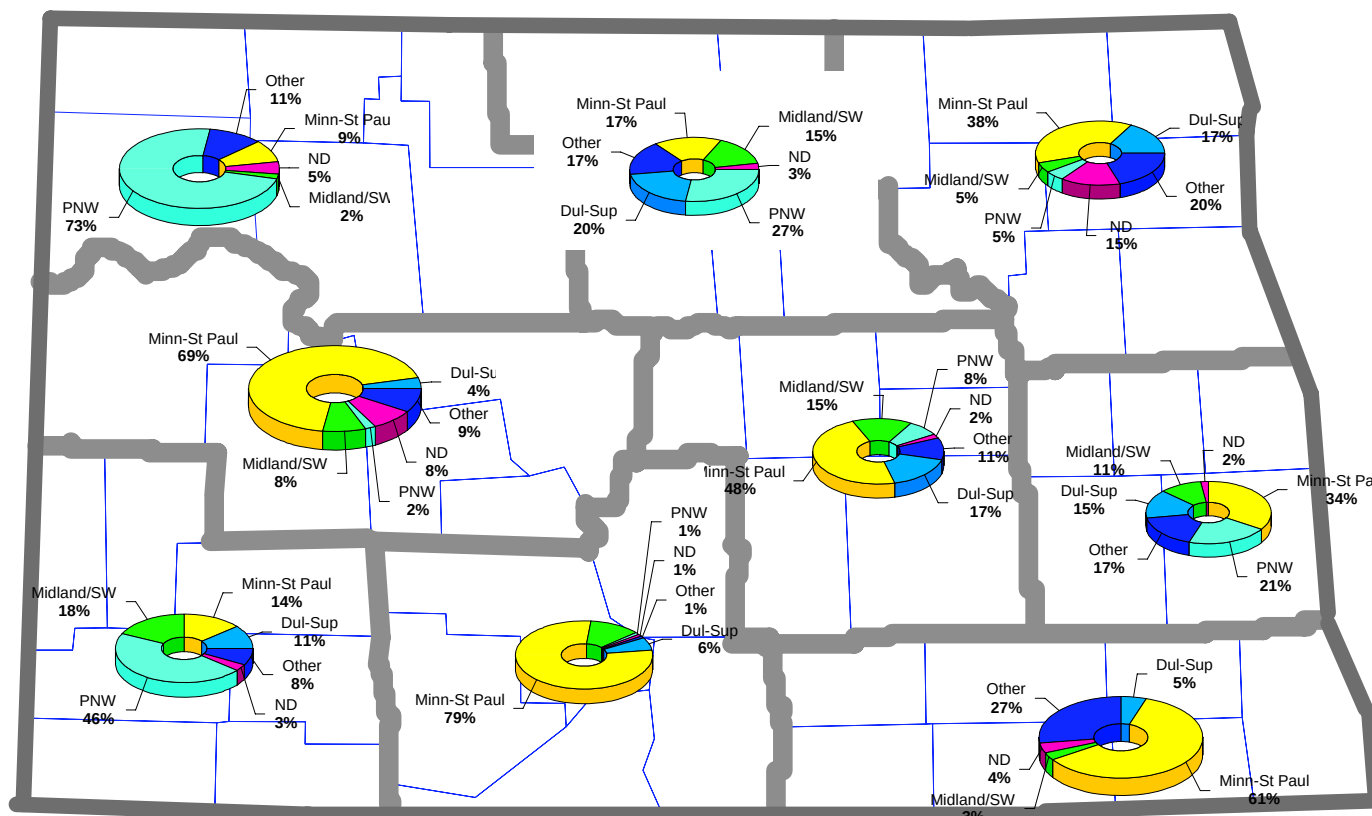
**Hard Red Spring Wheat Shipments
Originating from Each CRD, 2004-05**
-1,000 Bu-



Destinations for Hard Red Spring Wheat Shipments

2004-05

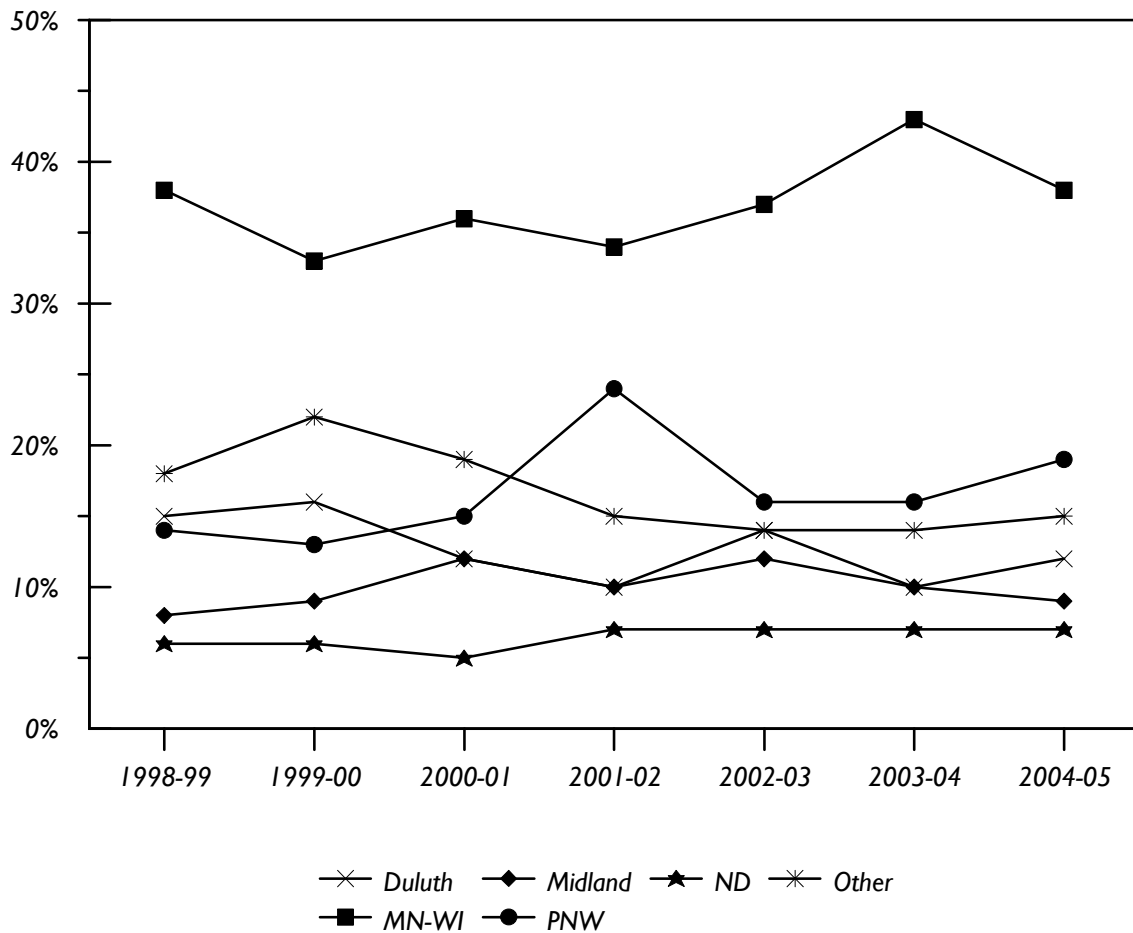
Crop Reporting District



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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	24,326 15%	64,921 39%	13,389 8%	23,672 14%	167,713
1999-00	29,068 16%	28,179 33%	15,809 9%	23,644 13%	177,450
2000-01	24,403 12%	71,865 36%	24,447 12%	29,848 15%	200,068
2001-02	19,105 10%	65,497 34%	19,104 10%	46,300 24%	192,457
2002-03	26,006 13%	73,182 38%	22,744 12%	30,210 16%	193,462
2003-04	25,000 10%	103,746 43%	24,017 10%	39,511 16%	243,408
2004-05	31,369 12%	95,259 38%	23,462 9%	47,226 19%	253,110

Destinations for Hard Red Spring Wheat Shipments



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

<u>CRD 1</u>						<u>CRD 2</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	8%	19%	66%	7%	11,384	1998-99	15%	29%	48%	8%	11,405
1999-00	9%	16%	68%	6%	12,268	1999-00	15%	38%	29%	18%	7,977
2000-01	11%	19%	65%	5%	16,171	2000-01	14%	30%	46%	9%	9,090
2001-02	7%	11%	76%	6%	16,831	2001-02	20%	13%	60%	7%	10,186
2002-03	7%	9%	79%	5%	15,740	2002-03	11%	8%	77%	7%	15,644
2003-04	12%	11%	72%	4%	17,820	2003-04	13%	13%	69%	5%	20,998
2004-05	7%	9%	80%	4%	21,945	2004-05	11%	12%	61%	4%	23,765

<u>CRD 3</u>						<u>CRD 4</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	14%	21%	26%	39%	35,099	1998-99	11%	45%	3%	41%	6,594
1999-00	13%	32%	29%	26%	44,229	1999-00	11%	28%	8%	52%	6,636
2000-01	14%	31%	32%	23%	46,282	2000-01	15%	44%	5%	37%	6,301
2001-02	13%	28%	25%	33%	39,364	2001-02	20%	30%	8%	42%	6,716
2002-03	7%	22%	47%	24%	54,305	2002-03	15%	22%	17%	46%	7,501
2003-04	7%	19%	49%	25%	70,521	2003-04	17%	33%	16%	34%	9,017
2004-05	11%	17%	54%	19%	67,782	2004-05	32%	23%	25%	21%	11,786

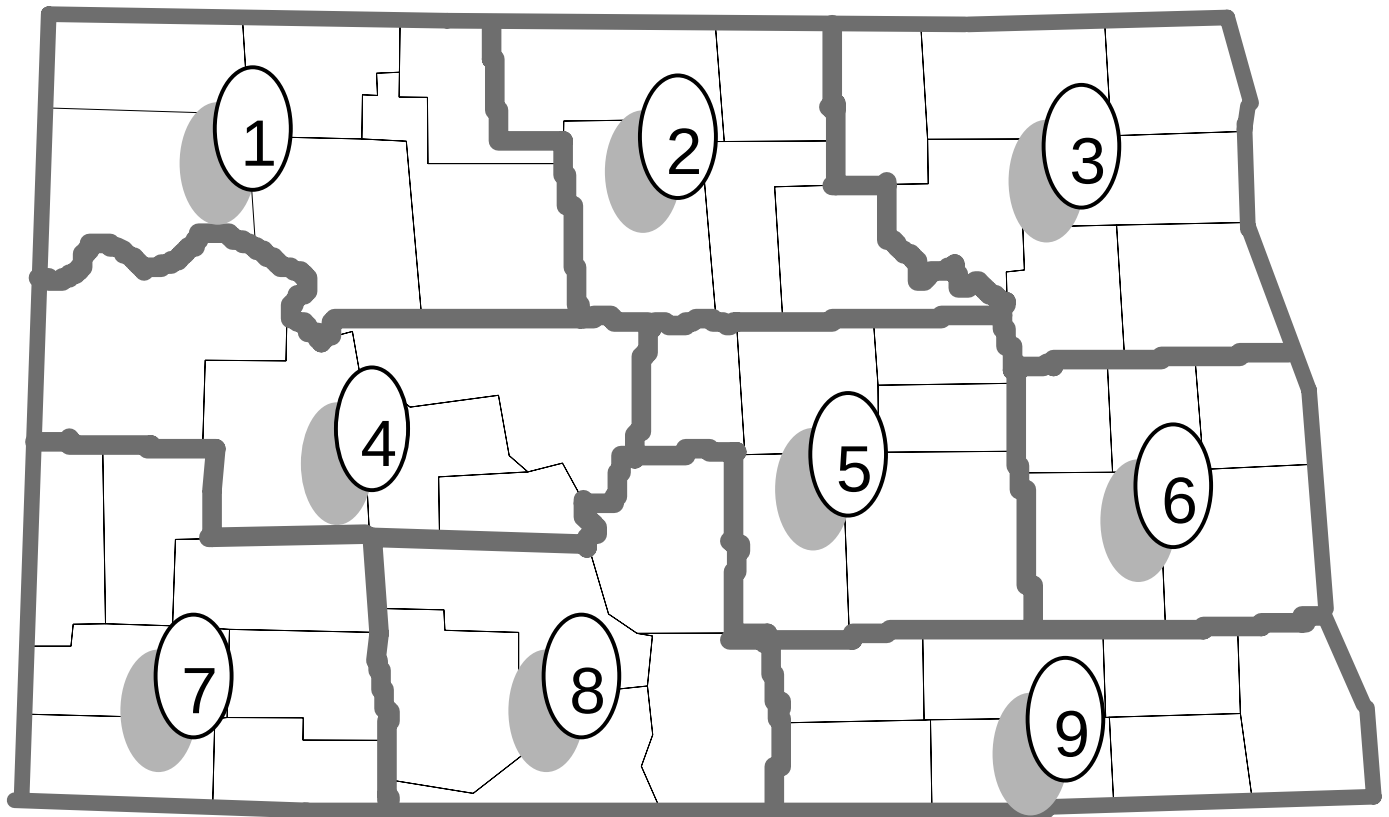
<u>CRD 5</u>						<u>CRD 6</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	11%	32%	39%	18%	15,410	1998-99	7%	34%	34%	25%	27,539
1999-00	12%	21%	55%	12%	22,078	1999-00	8%	46%	26%	20%	29,400
2000-01	17%	27%	40%	16%	22,214	2000-01	8%	41%	37%	14%	33,091
2001-02	14%	25%	43%	18%	23,571	2001-02	4%	32%	53%	11%	35,475
2002-03	10%	29%	47%	14%	20,395	2002-03	2%	23%	66%	11%	32,285
2003-04	6%	37%	28%	13%	24,206	2003-04	3%	13%	75%	7%	38,292
2004-05	13%	27%	55%	6%	30,261	2004-05	3%	19%	68%	11%	28,650

<u>CRD 7</u>						<u>CRD 8</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	2%	10%	80%	8%	21,999	1998-99	10%	22%	19%	49%	9,731
1999-00	2%	13%	76%	9%	21,192	1999-00	15%	9%	29%	47%	10,289
2000-01	4%	9%	81%	6%	27,822	2000-01	7%	10%	52%	31%	12,822
2001-02	1%	6%	86%	6%	27,684	2001-02	6%	3%	55%	36%	11,689
2002-03	1%	7%	86%	5%	17,940	2002-03	3%	5%	58%	34%	8,530
2003-04	22%	11%	121%	4%	24,874	2003-04	4%	4%	63%	29%	12,047
2004-05	0%	14%	83%	2%	27,393	2004-05	6%	3%	58%	33%	12,522

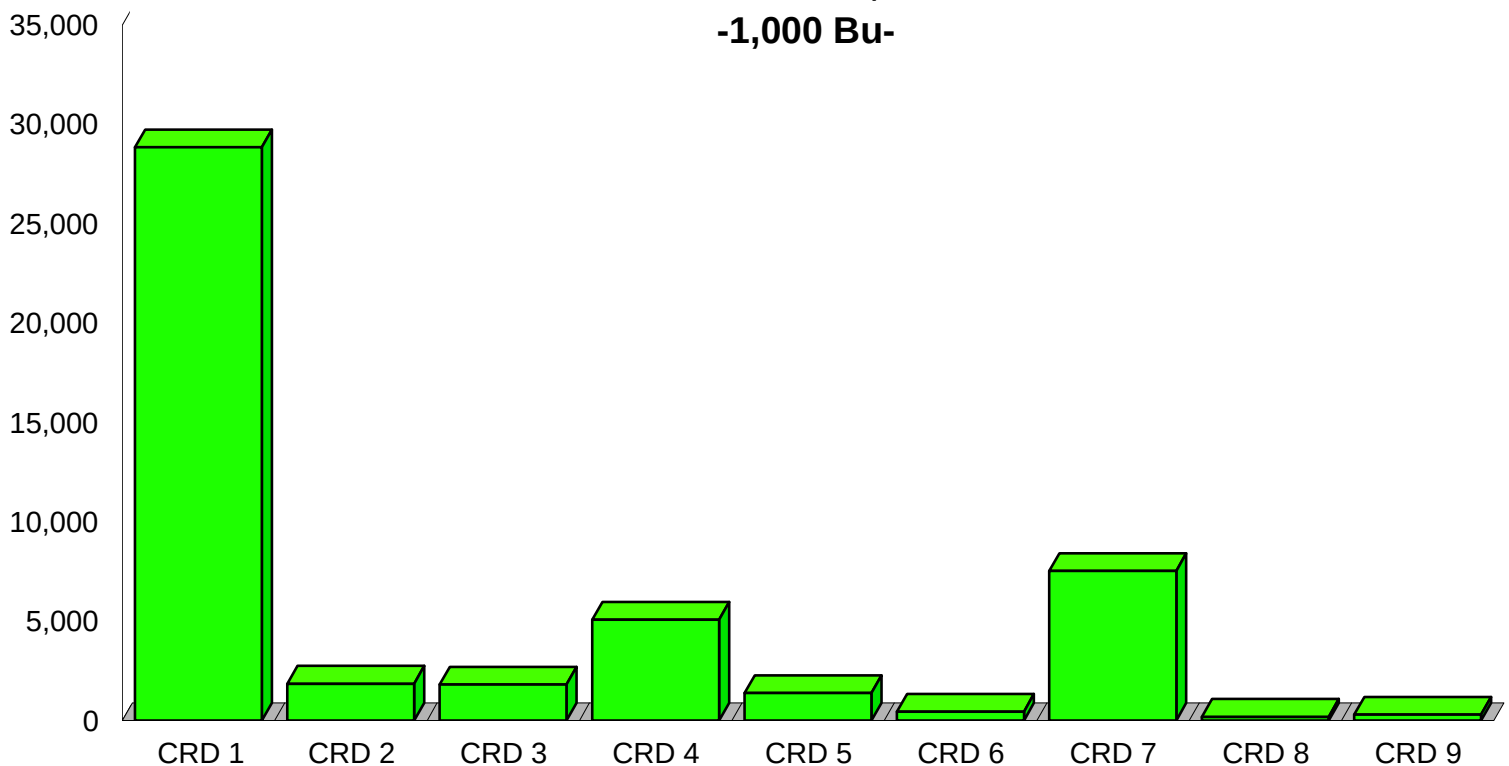
<u>CRD 9</u>					
	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	30%	28%	18%	24%	23,451
1999-00	44%	35%	5%	16%	23,381
2000-01	33%	48%	9%	10%	26,276
2001-02	32%	38%	18%	12%	26,128
2002-03	34%	38%	15%	13%	20,196
2003-04	25%	36%	67%	8%	25,632
2004-05	27%	33%	34%	6%	29,007

Durum

NORTH DAKOTA CROP REPORTING DISTRICTS



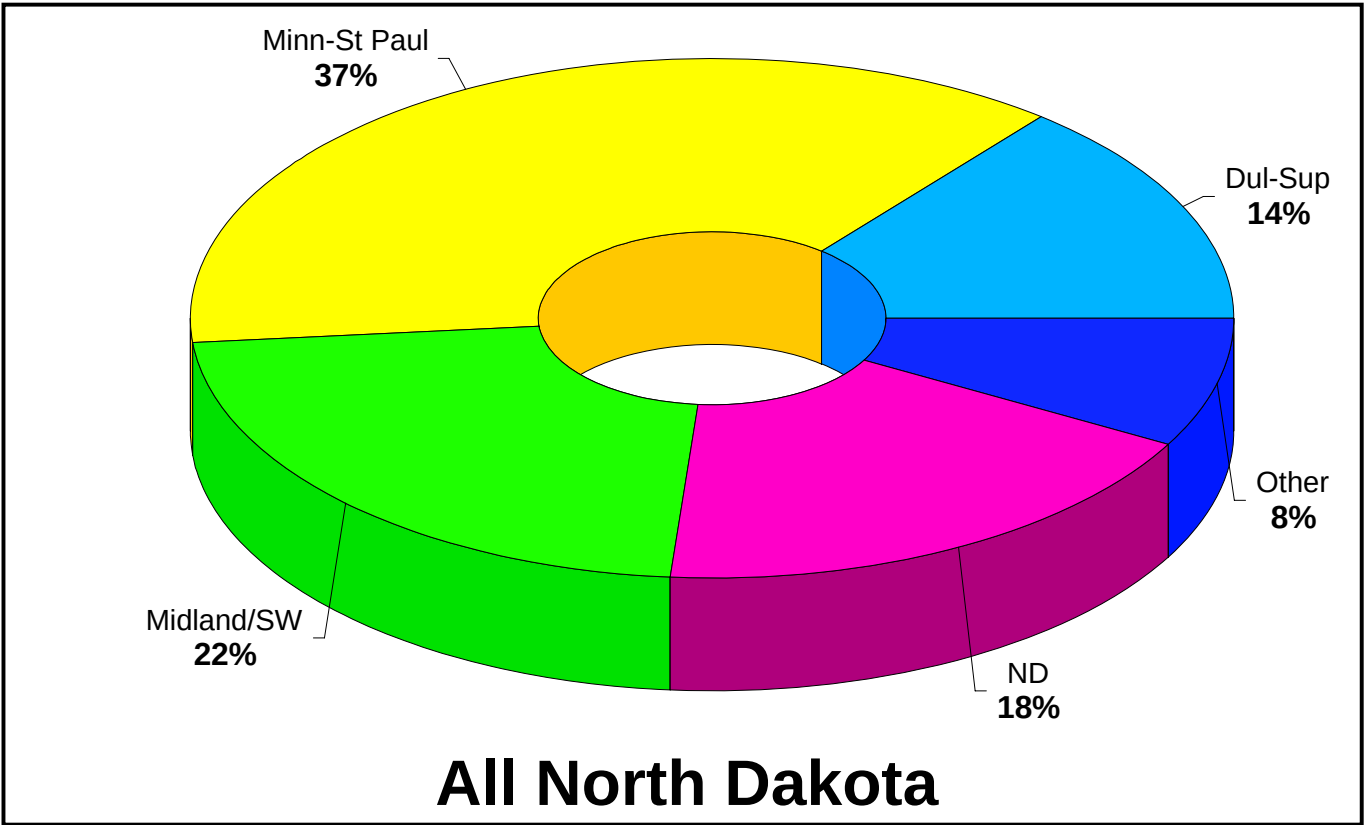
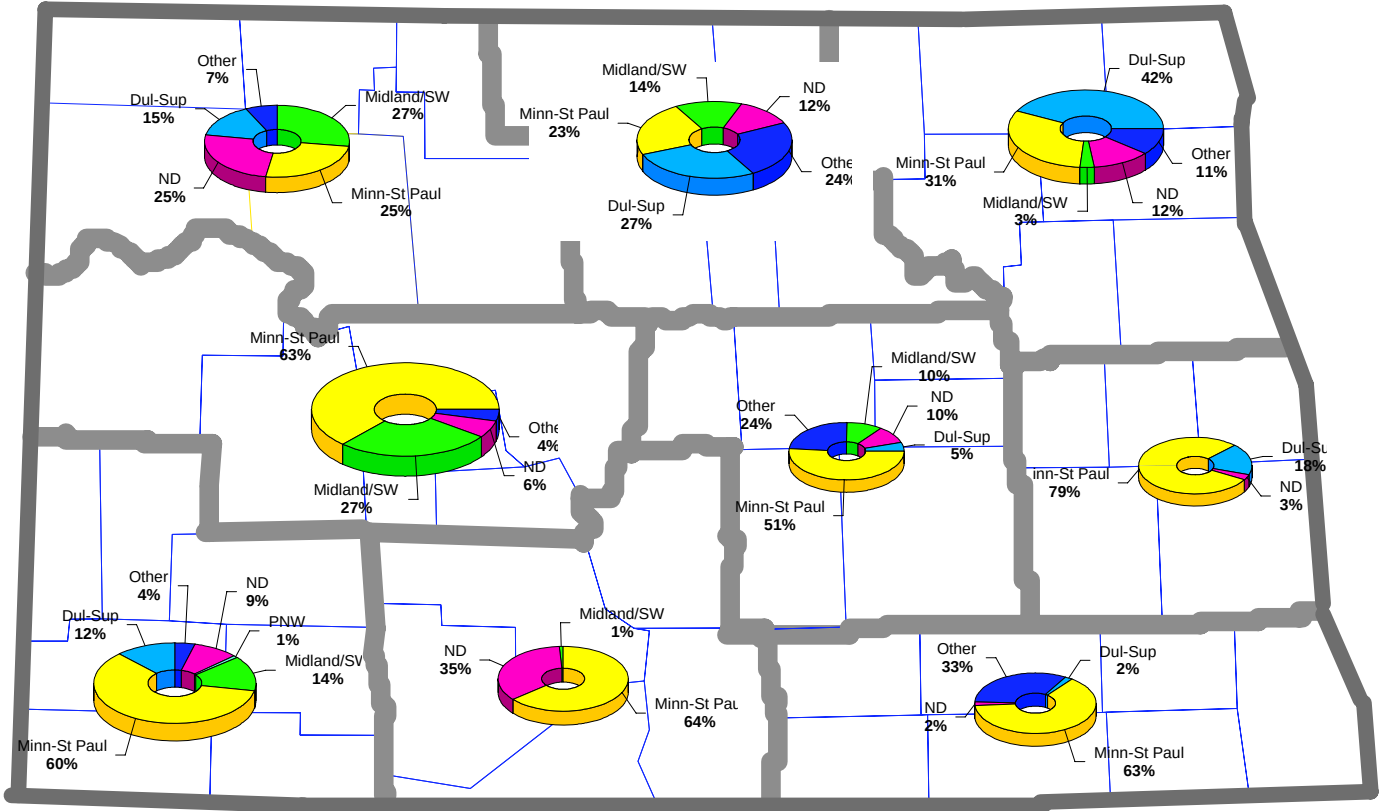
**Durum Shipments Originating
from Each CRD, 2004-05
-1,000 Bu-**



Destinations for Durum Shipments

2004-05

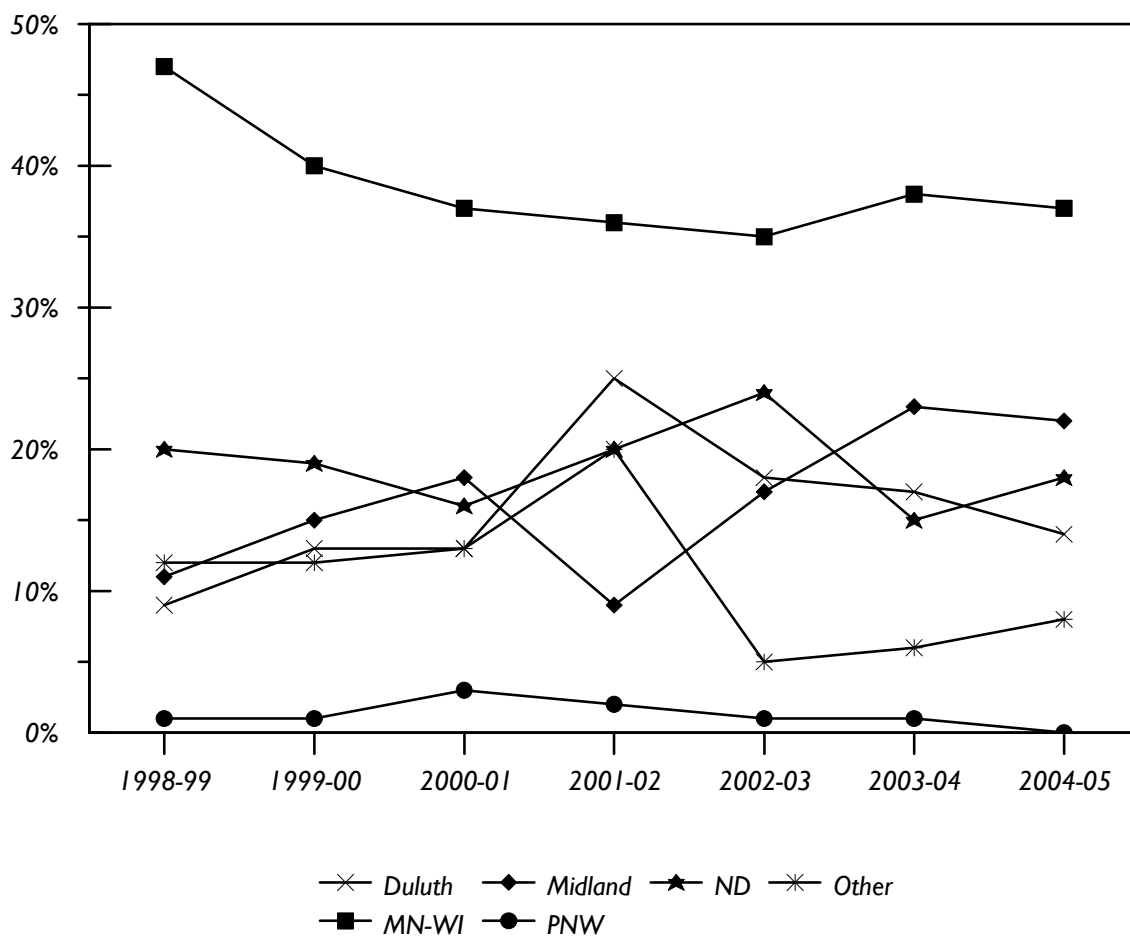
Crop Reporting District



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

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	4,884 9%	25,983 47%	6,229 11%	608 1%	55,372
1999-00	8,569 13%	25,682 40%	9,407 15%	676 1%	64,056
2000-01	10,297 13%	28,895 38%	13,781 18%	2,134 3%	77,025
2001-02	15,272 25%	21,595 35%	57,041 94%	1,469 2%	60,845
2002-03	7,990 18%	16,101 36%	7,773 17%	365 1%	45,327
2003-04	8,935 17%	20,578 38%	12,376 23%	800 1%	53,946
2004-05	6,476 14%	16,980 37%	10,038 22%	176 0%	45,518

Destinations for Durum Shipments



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

<u>CRD 1</u>								<u>CRD 2</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	7%	51%	9%	2%	26%	5%	28,588	1998-99	14%	32%	3%	1%	31%	18%	4,622
1999-00	8%	42%	16%	1%	25%	8%	35,273	1999-00	34%	28%	5%	2%	31%	1%	4,116
2000-01	12%	34%	27%	3%	20%	4%	39,479	2000-01	25%	39%	5%	9%	17%	4%	5,751
2001-02	29%	28%	10%	2%	29%	2%	34,509	2001-02	33%	48%	1%	3%	11%	3%	4,392
2002-03	21%	24%	21%	0%	32%	2%	29,854	2002-03	32%	44%	0%	0%	15%	8%	2,146
2003-04	18%	24%	32%	1%	19%	5%	31,759	2003-04	37%	45%	0%	0%	17%	0%	2,478
2004-05	15%	25%	27%	0%	25%	7%	26,849	2004-05	27%	23%	14%	0%	12%	24%	1,864

<u>CRD 3</u>								<u>CRD 4</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	19%	46%	2%	0%	19%	15%	4,324	1998-99	1%	24%	34%	0%	5%	36%	8,010
1999-00	24%	29%	15%	0%	17%	14%	8,131	1999-00	7%	18%	21%	1%	3%	50%	5,954
2000-01	26%	26%	8%	2%	17%	22%	8,864	2000-01	6%	17%	9%	2%	14%	53%	8,838
2001-02	41%	18%	3%	1%	9%	29%	6,251	2001-02	12%	28%	18%	0%	21%	21%	5,095
2002-03	31%	40%	2%	0%	13%	14%	2,535	2002-03	1%	36%	24%	0%	16%	23%	3,752
2003-04	15%	50%	15%	0%	8%	12%	4,187	2003-04	7%	63%	16%	0%	10%	4%	5,305
2004-05	42%	31%	3%	0%	12%	11%	1,818	2004-05	0%	63%	27%	0%	6%	4%	5,088

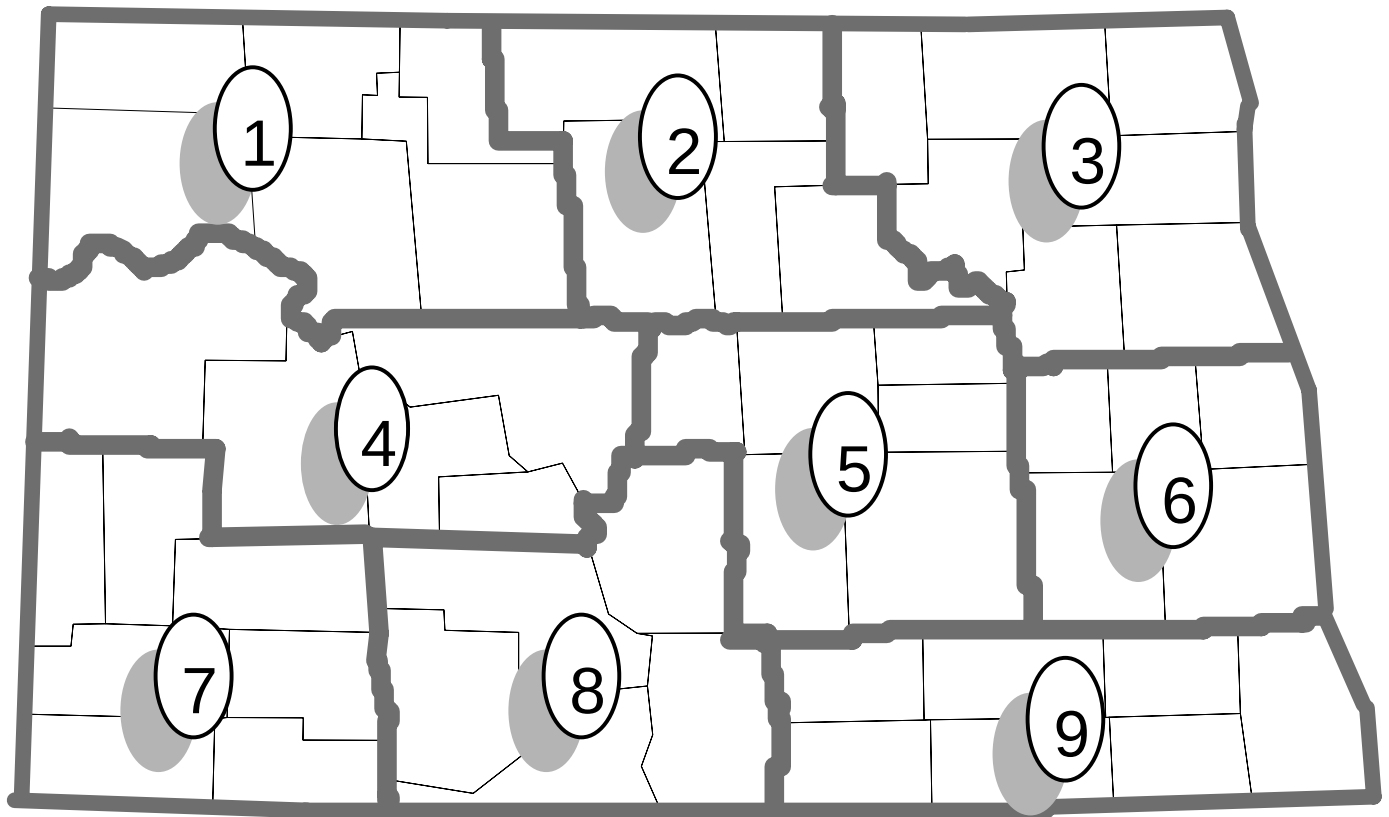
<u>CRD 5</u>								<u>CRD 6</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	13%	49%	18%	0%	11%	10%	3,126	1998-99	17%	50%	12%	11%	3%	7%	998
1999-00	21%	48%	14%	0%	9%	7%	3,250	1999-00	34%	51%	2%	3%	2%	7%	1,815
2000-01	17%	49%	15%	1%	11%	8%	3,393	2000-01	27%	35%	8%	0%	1%	30%	1,899
2001-02	15%	52%	11%	13%	2%	7%	2,600	2001-02	44%	31%	2%	6%	1%	16%	752
2002-03	14%	51%	11%	0%	6%	19%	1,444	2002-03	14%	84%	0%	0%	1%	1%	160
2003-04	10%	54%	9%	0%	12%	15%	2,390	2003-04	21%	18%	0%	0%	62%	0%	272
2004-05	5%	52%	10%	0%	10%	24%	1,388	2004-05	18%	79%	0%	0%	3%	0%	453

<u>CRD 7</u>								<u>CRD 8</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	9%	71%	3%	0%	11%	5%	4,995	1998-99	0%	98%	1%	0%	1%	0%	285
1999-00	5%	75%	15%	0%	0%	4%	4,321	1999-00	17%	76%	0%	0%	2%	4%	352
2000-01	2%	81%	11%	1%	3%	2%	7,601	2000-01	5%	90%	0%	0%	4%	0%	514
2001-02	0%	78%	13%	2%	3%	5%	6,910	2001-02	2%	92%	0%	0%	5%	0%	348
2002-03	0%	84%	7%	7%	1%	0%	5,216	2002-03	0%	100%	0%	0%	0%	0%	110
2003-04	13%	68%	8%	5%	1%	5%	7,099	2003-04	0%	92%	3%	0%	5%	0%	185
2004-05	12%	60%	14%	1%	9%	4%	7,544	2004-05	0%	64%	1%	0%	35%	0%	199

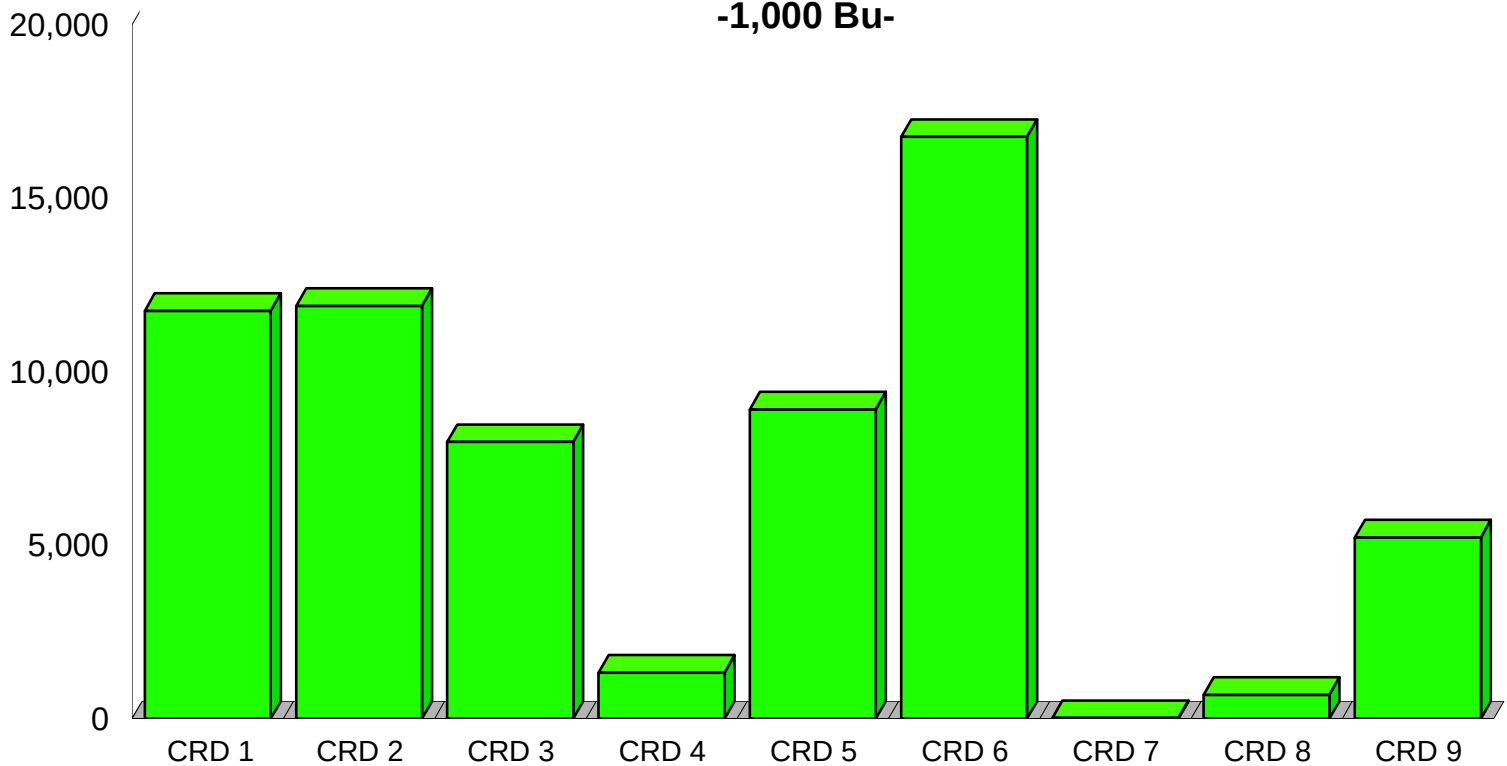
<u>CRD 9</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	52%	35%	4%	0%	0%	9%	425
1999-00	37%	46%	2%	0%	0%	14%	844
2000-01	24%	52%	0%	0%	1%	23%	687
2001-02	10%	70%	8%	0%	2%	10%	380
2002-03	8%	85%	0%	0%	5%	2%	110
2003-04	2%	68%	2%	0%	11%	16%	271
2004-05	2%	64%	0%	0%	2%	33%	314

Barley

NORTH DAKOTA CROP REPORTING DISTRICTS



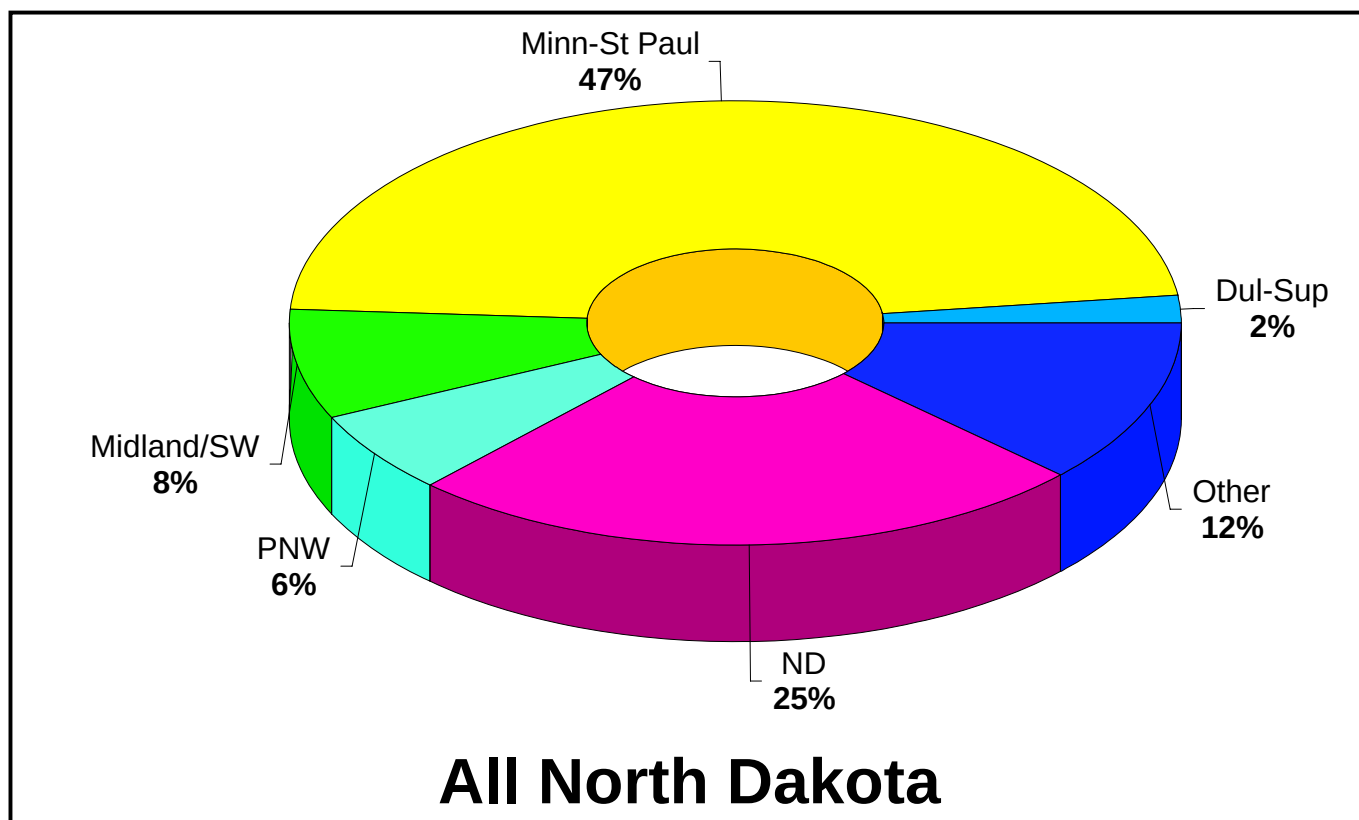
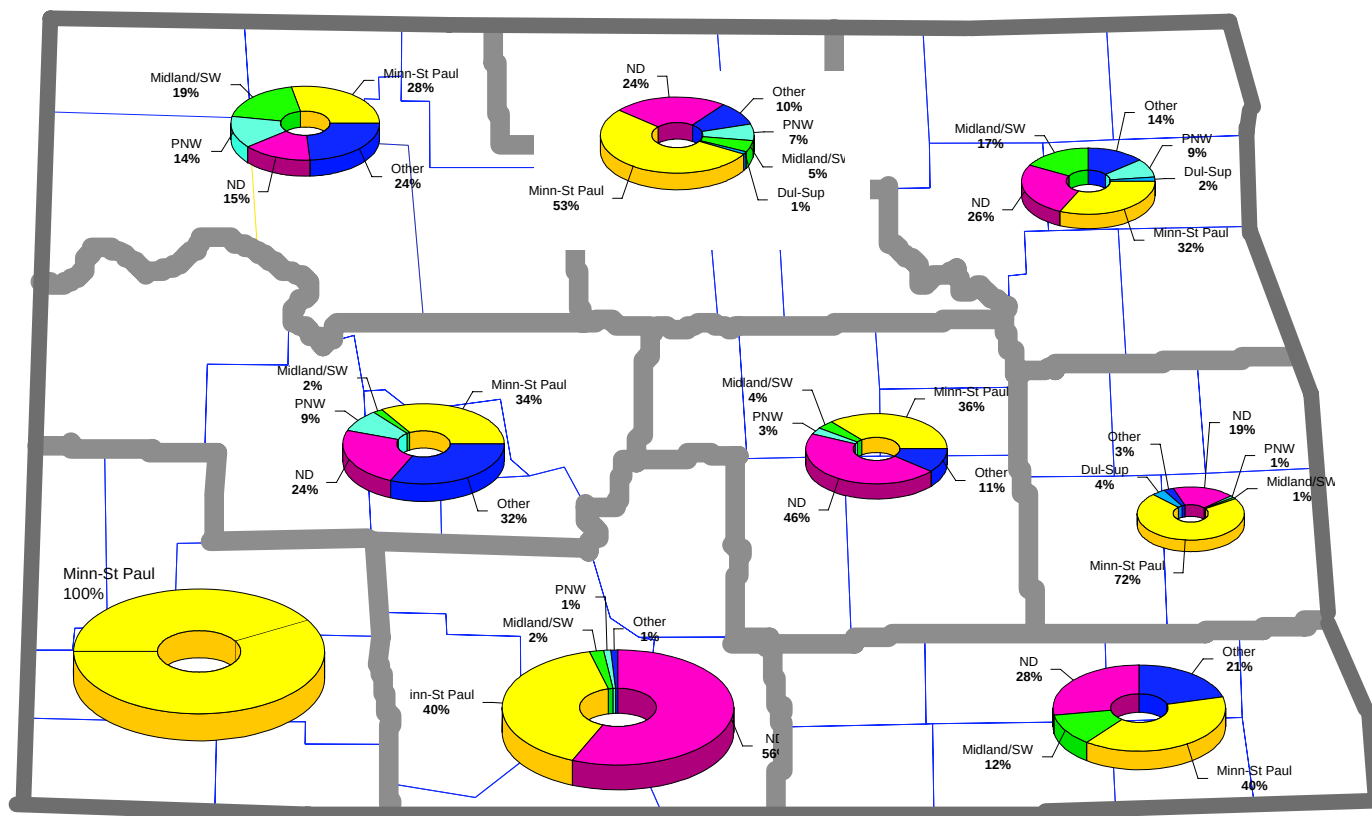
**Barley Shipments Originating
from Each CRD, 2004-05**
-1,000 Bu-



Destinations for Barley Shipments

2004-05

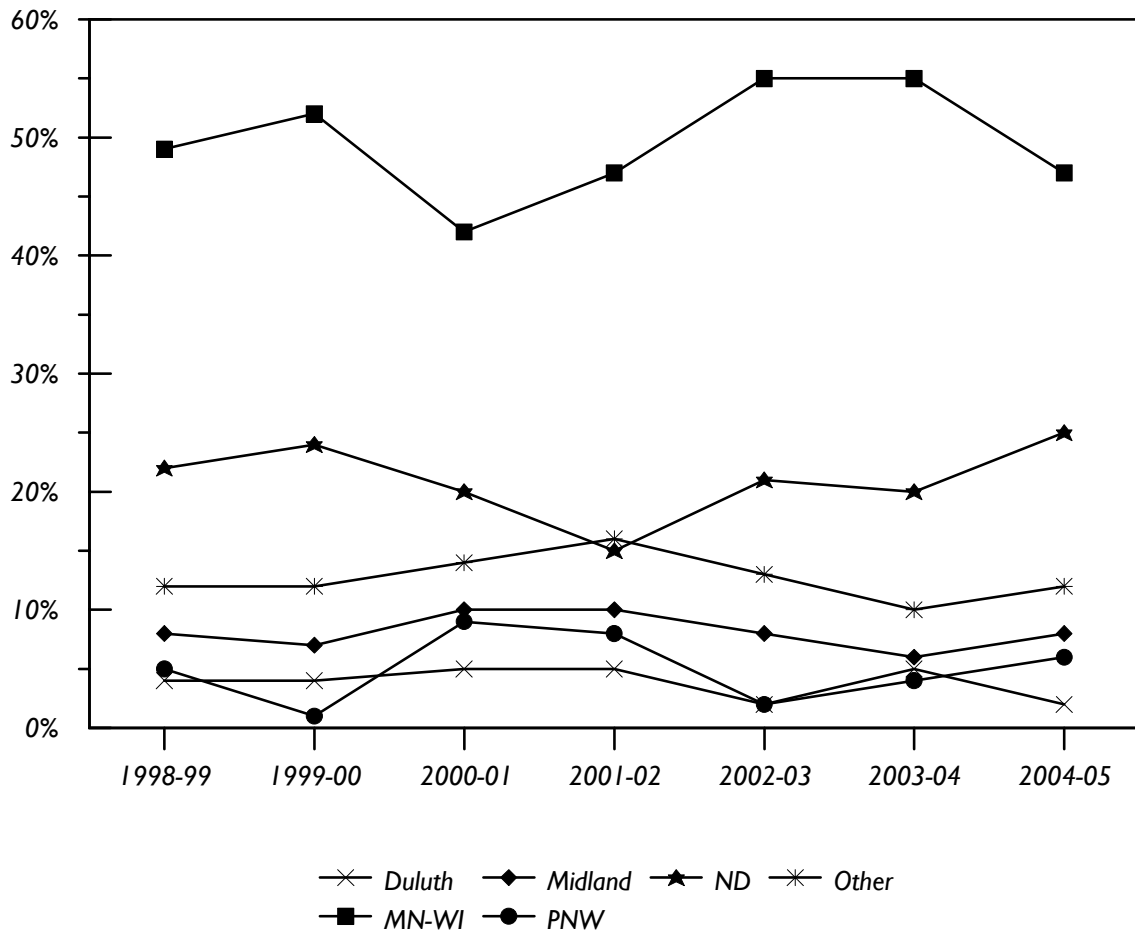
Crop Reporting District



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

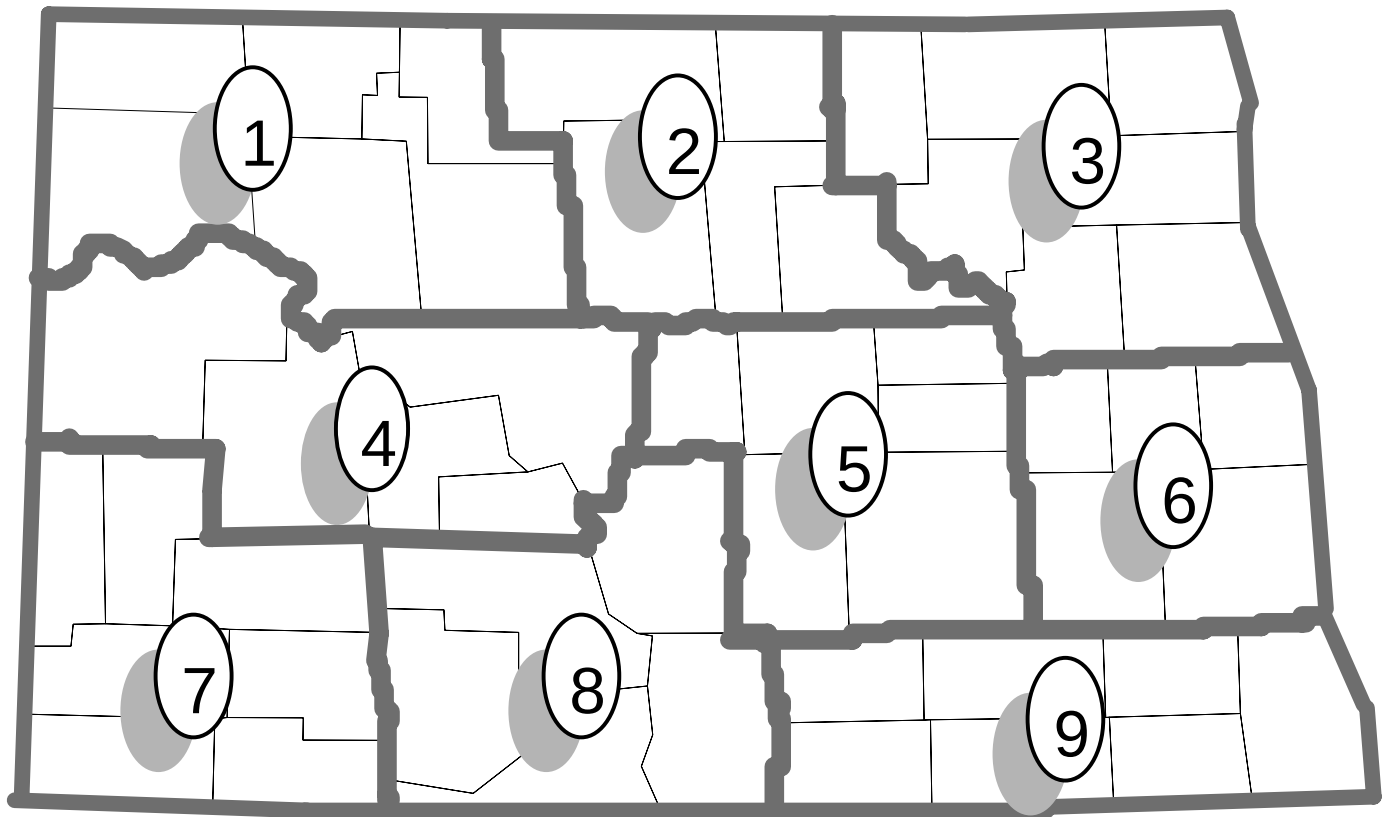
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	3,400 4%	43,999 48%	7,642 8%	4,314 5%	90,892
1999-00	3,245 4%	38,569 52%	5,256 7%	738 1%	74,142
2000-01	4,361 5%	35,357 42%	8,278 10%	7,266 9%	84,531
2001-02	3,435 5%	32,049 47%	6,744 10%	5,151 8%	67,994
2003-03	1,325 2%	33,981 55%	4,612 8%	1,030 2%	61,485
2003-04	3,773 5%	44,546 55%	4,657 6%	3,029 4%	80,768
2004-05	1,024 2%	30,250 47%	5,431 8%	3,674 6%	64,569

Destinations for Barley Shipments

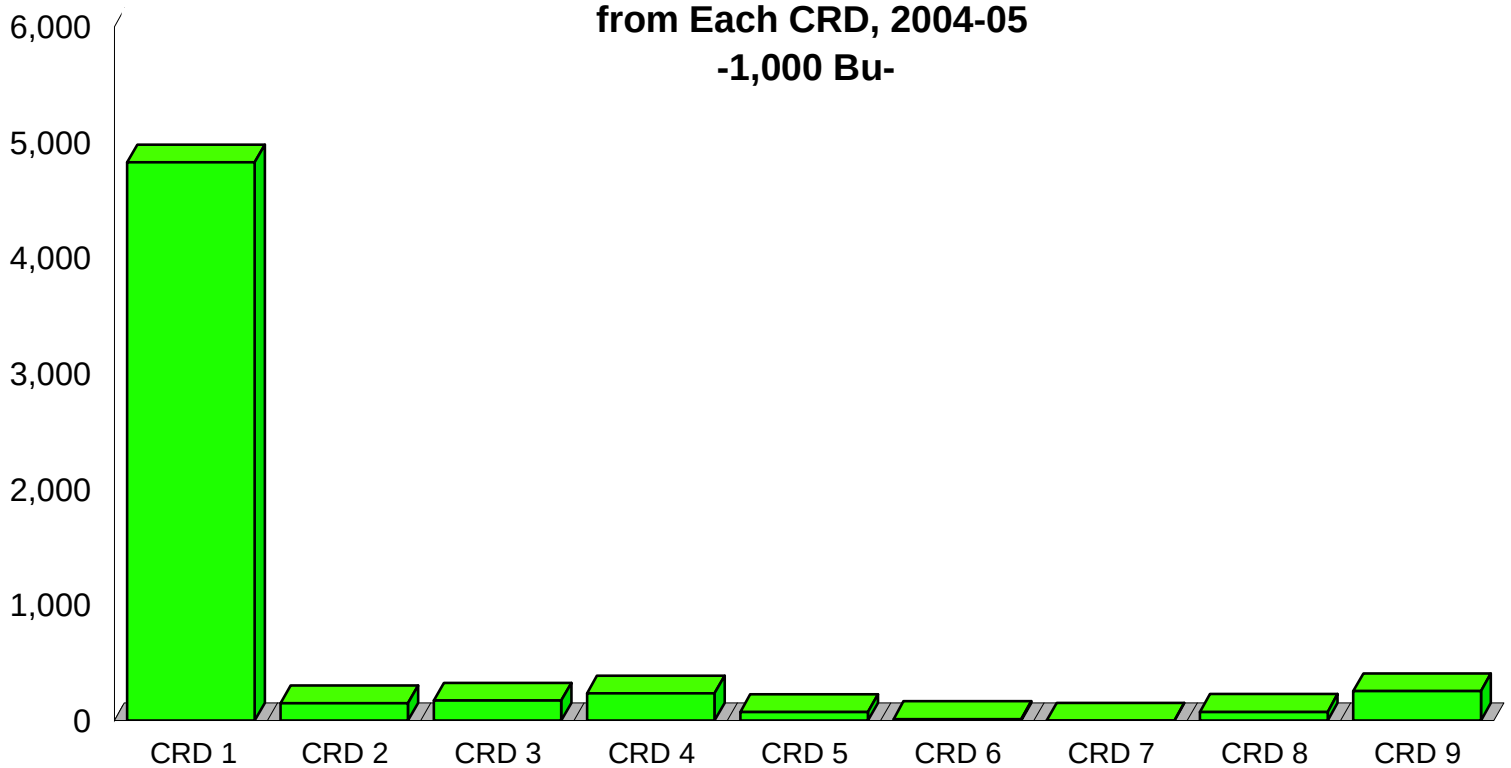


Oats

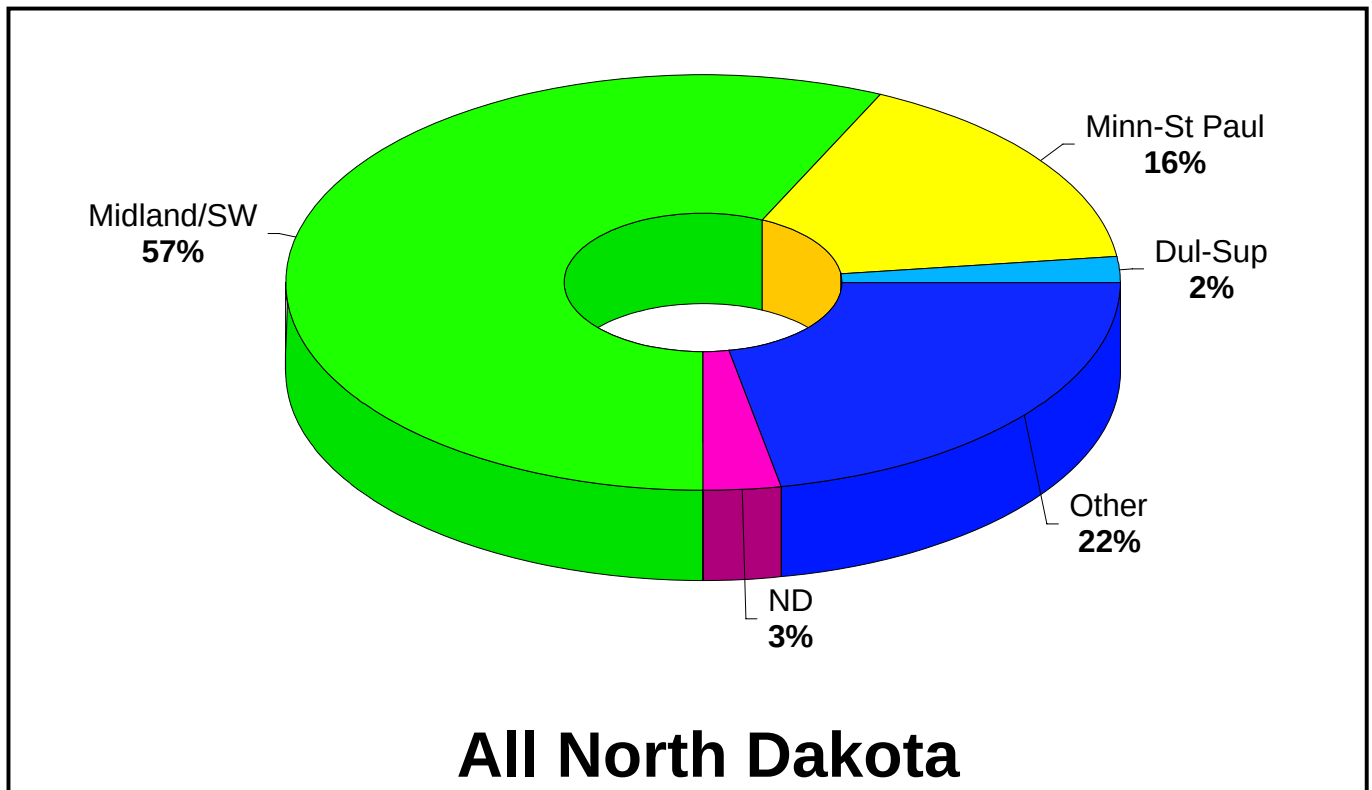
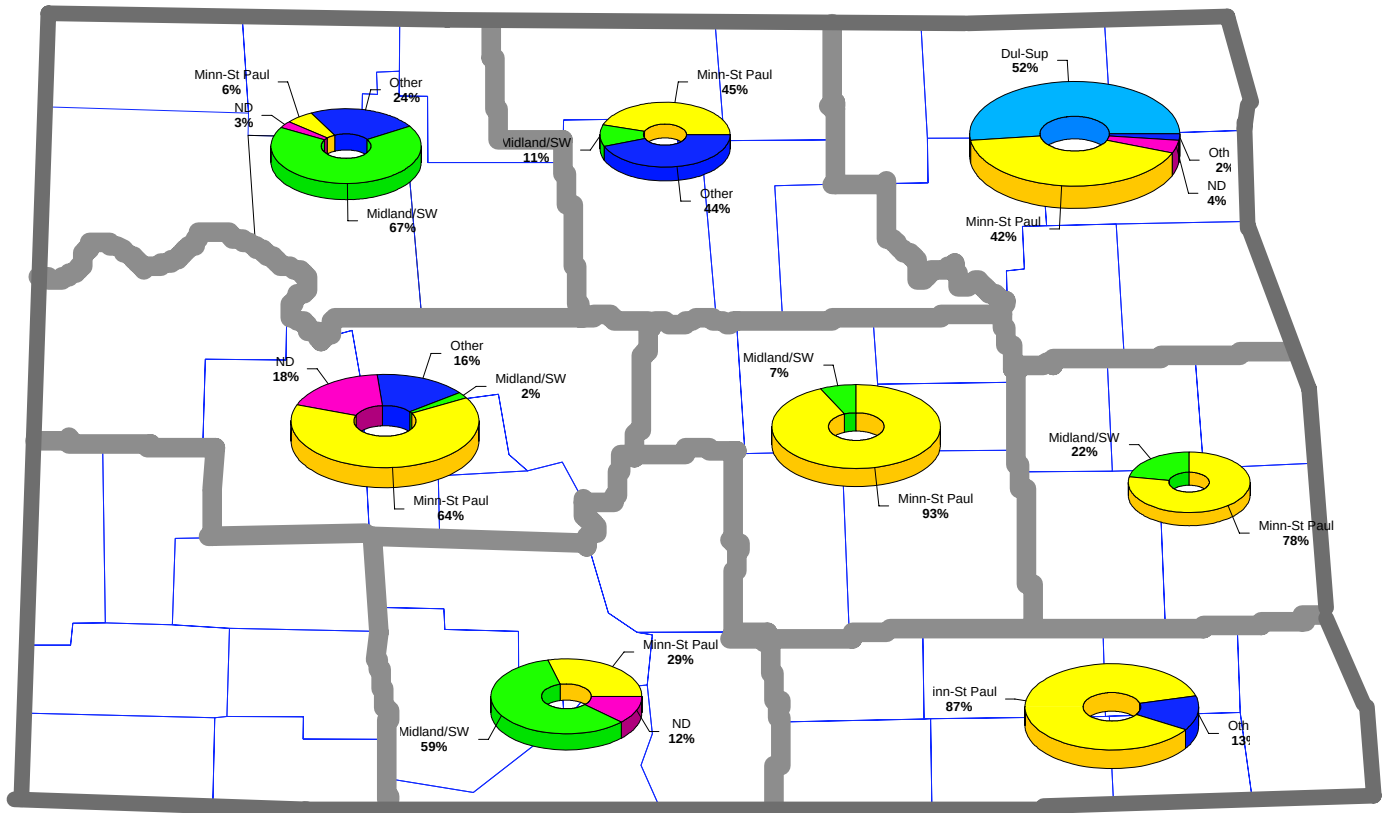
NORTH DAKOTA CROP REPORTING DISTRICTS



**Oat Shipments Originating
from Each CRD, 2004-05
-1,000 Bu-**



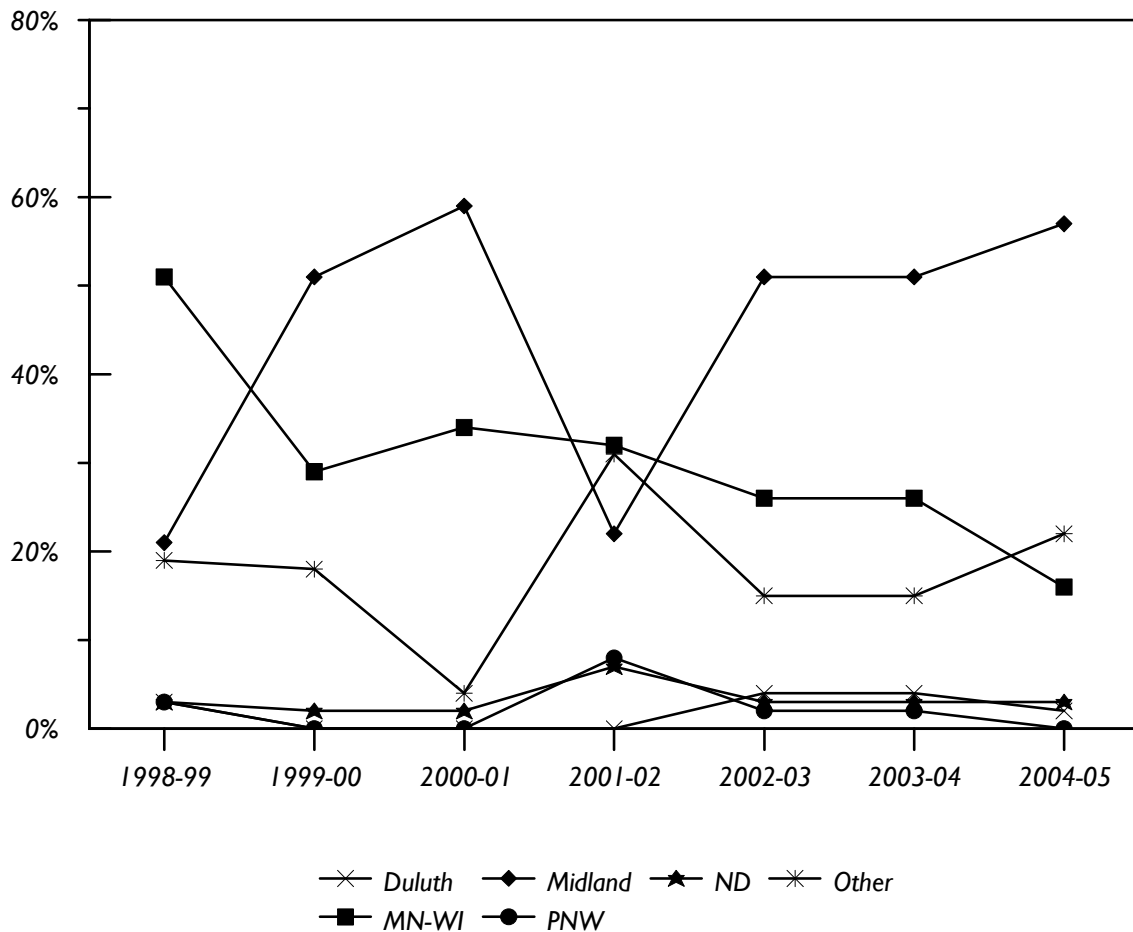
Destinations for Oat Shipments 2004-05 Crop Reporting District



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

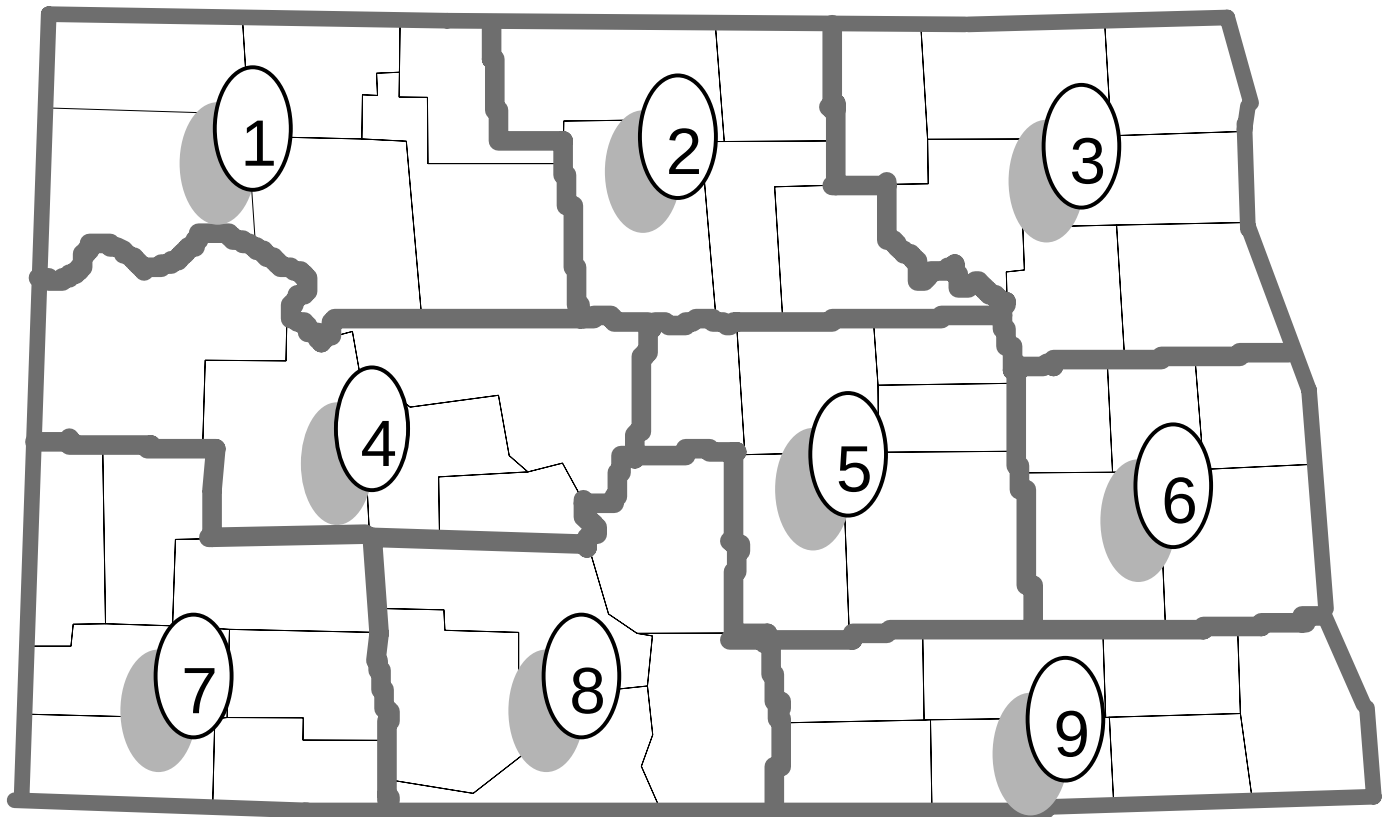
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	20	782	392	53	2,273
	1%	34%	17%	2%	
1999-00	18	1,475	2,556	2	5,034
	0%	29%	51%	0%	
2000-01	0	1,383	2,388	14	4,031
	0%	34%	59%	0%	
2001-02	2	1,471	2,330	550	6,299
	0%	23%	37%	9%	
2002-03	5	1,157	786	202	3,655
	0%	32%	22%	8%	
2003-04	193	1,451	2,782	94	5,487
	4%	26%	51%	2%	
2004-05	90	911	3,342	0	5,817
	2%	16%	57%	0%	

Destinations for Oat Shipments

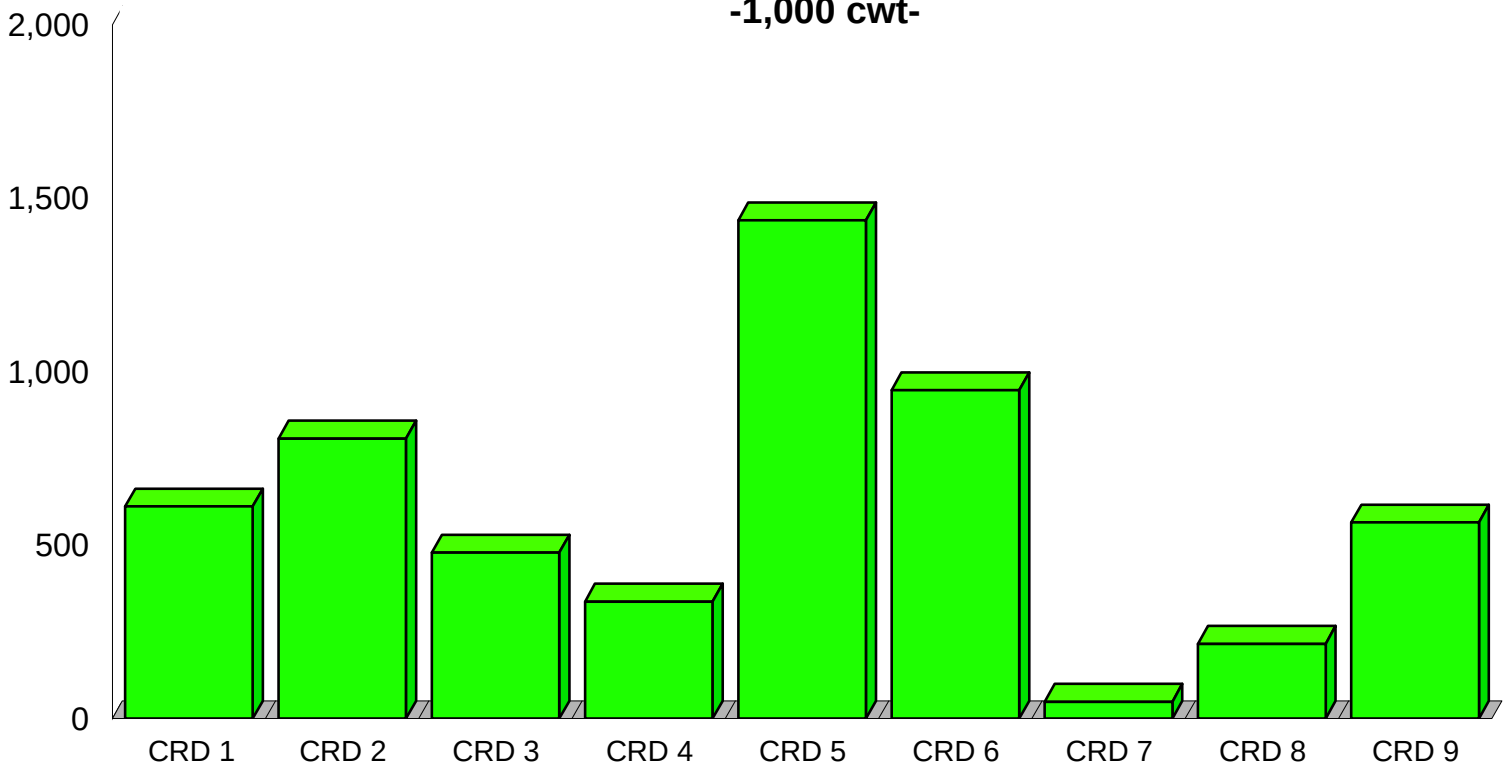


Sunflowers

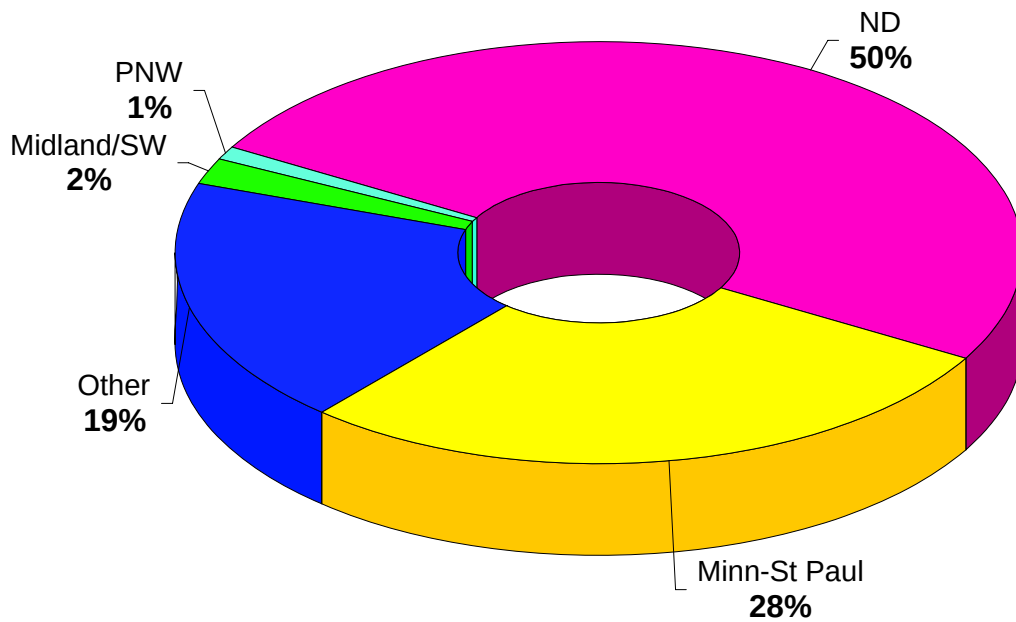
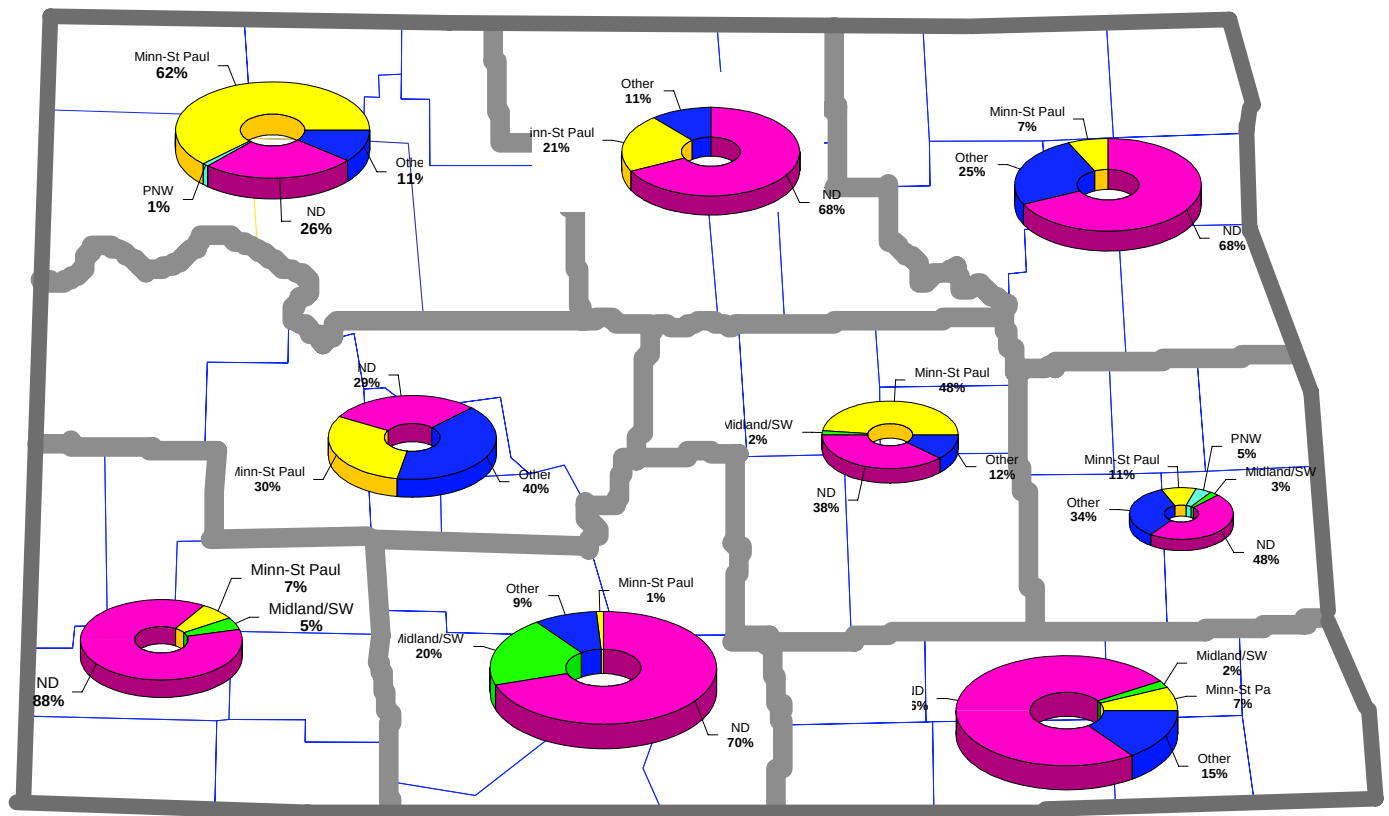
NORTH DAKOTA CROP REPORTING DISTRICTS



**Sunflower Shipments Originating
from Each CRD, 2004-05**
-1,000 cwt-



Destinations for Sunflower Shipments 2004-05 Crop Reporting District

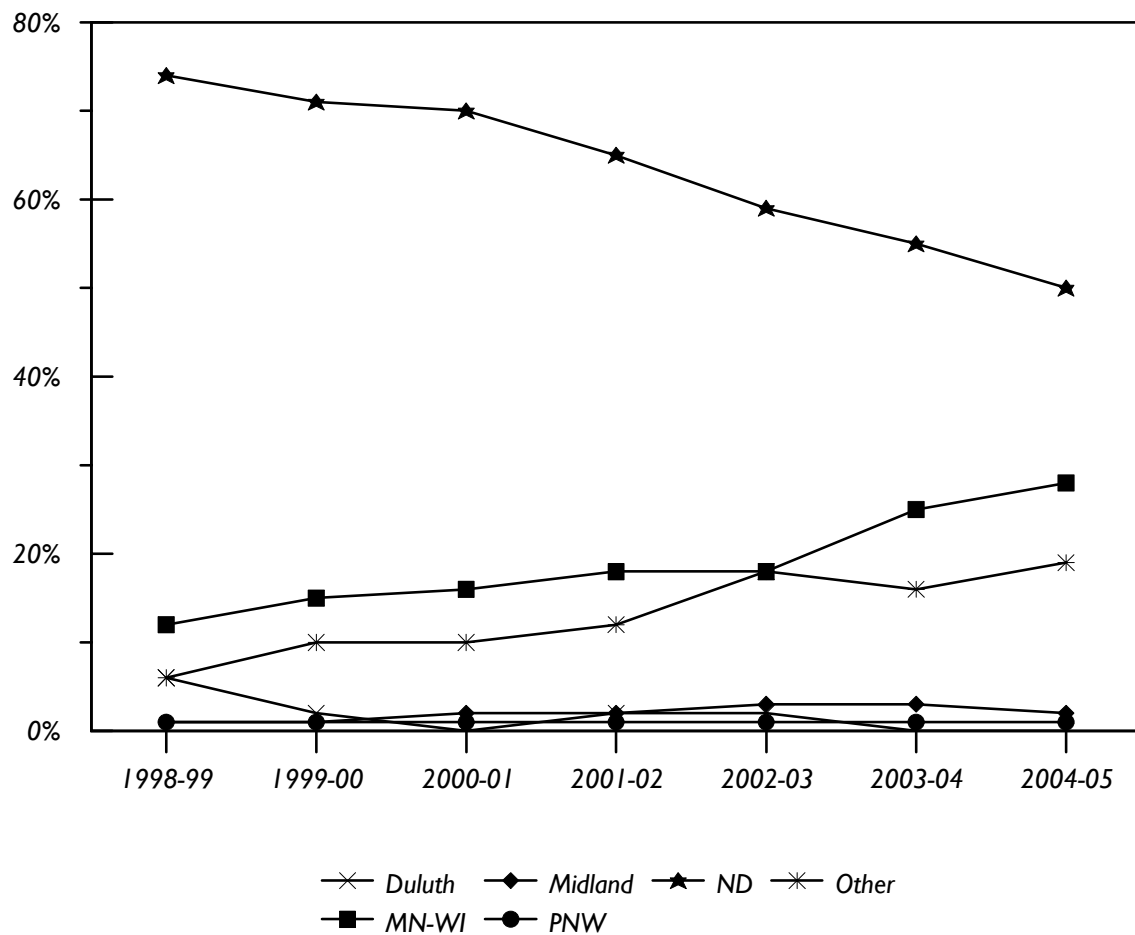


All North Dakota

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

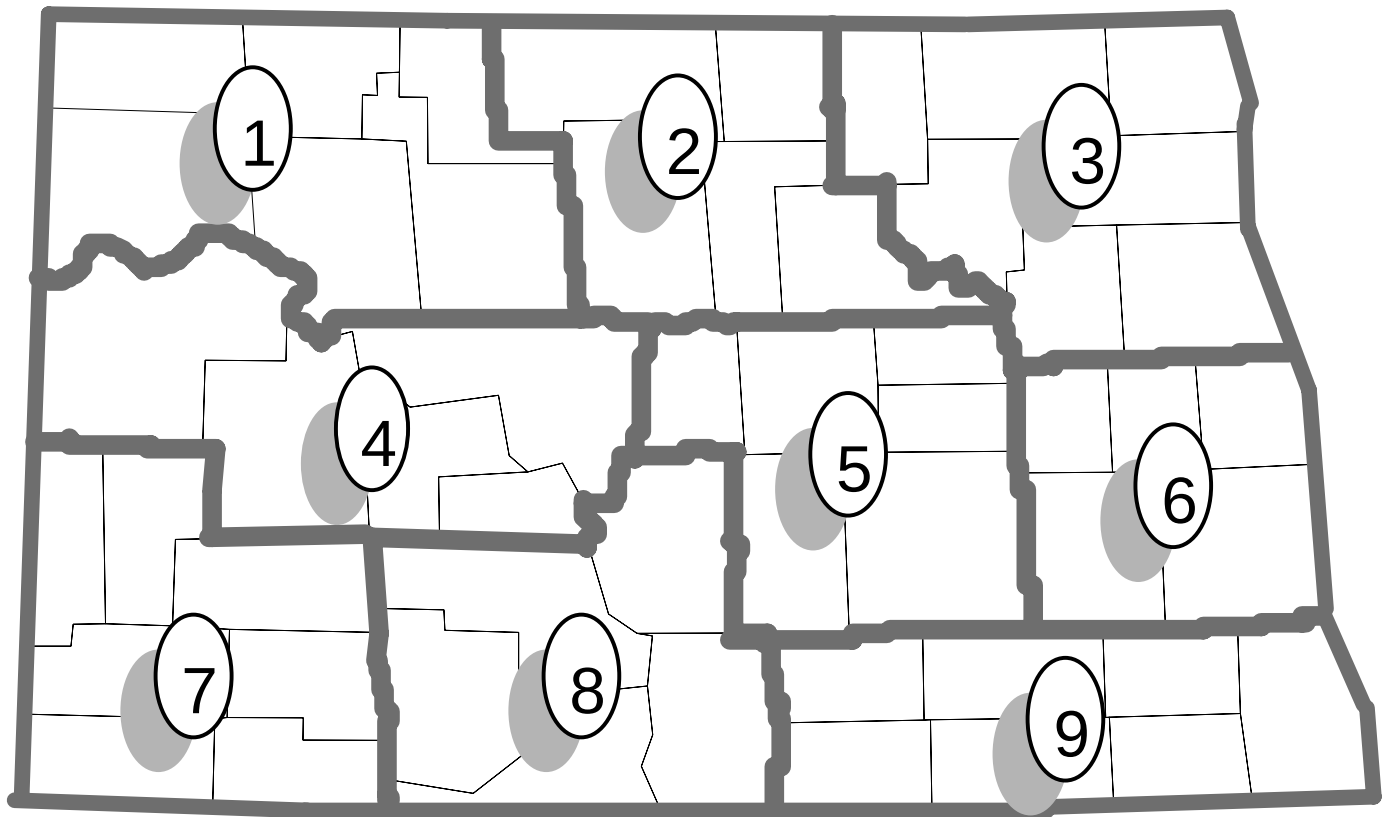
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	925	2,428	159	100	14,634
	6%	17%	1%	1%	
1999-00	221	1,804	153	101	11,773
	2%	15%	1%	1%	
2000-01	4	1,667	261	129	10,693
	0%	16%	2%	1%	
2001-02	201	1,561	135	103	8,891
	2%	18%	2%	1%	
2002-03	3	1,658	312	112	9,155
	2%	18%	3%	1%	
2003-04	9	2,770	279	100	10,873
	0%	25%	3%	1%	
2004-05	3	1,527	114	48	5,452
	0%	28%	2%	1%	

Destinations for Sunflower Shipments

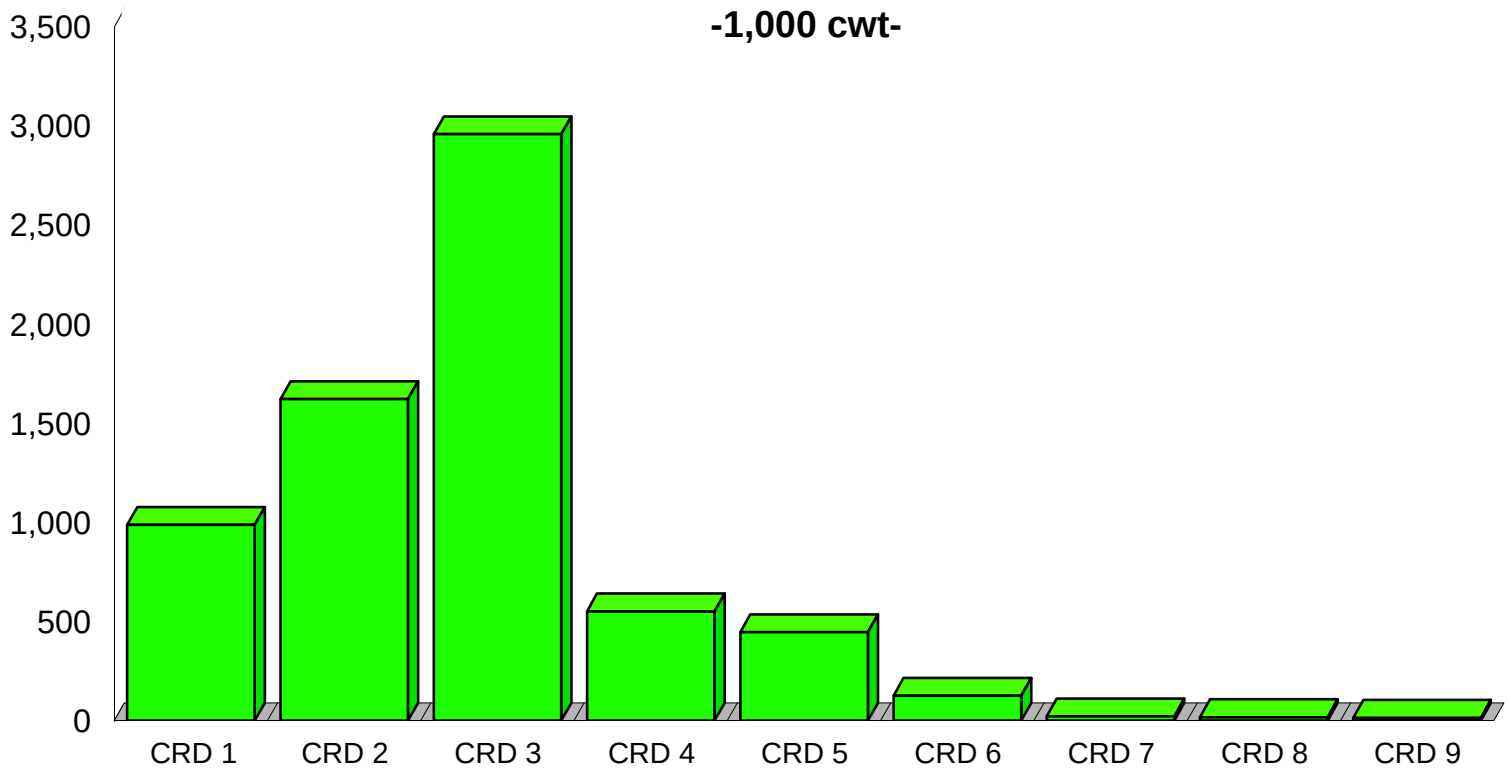


Canola

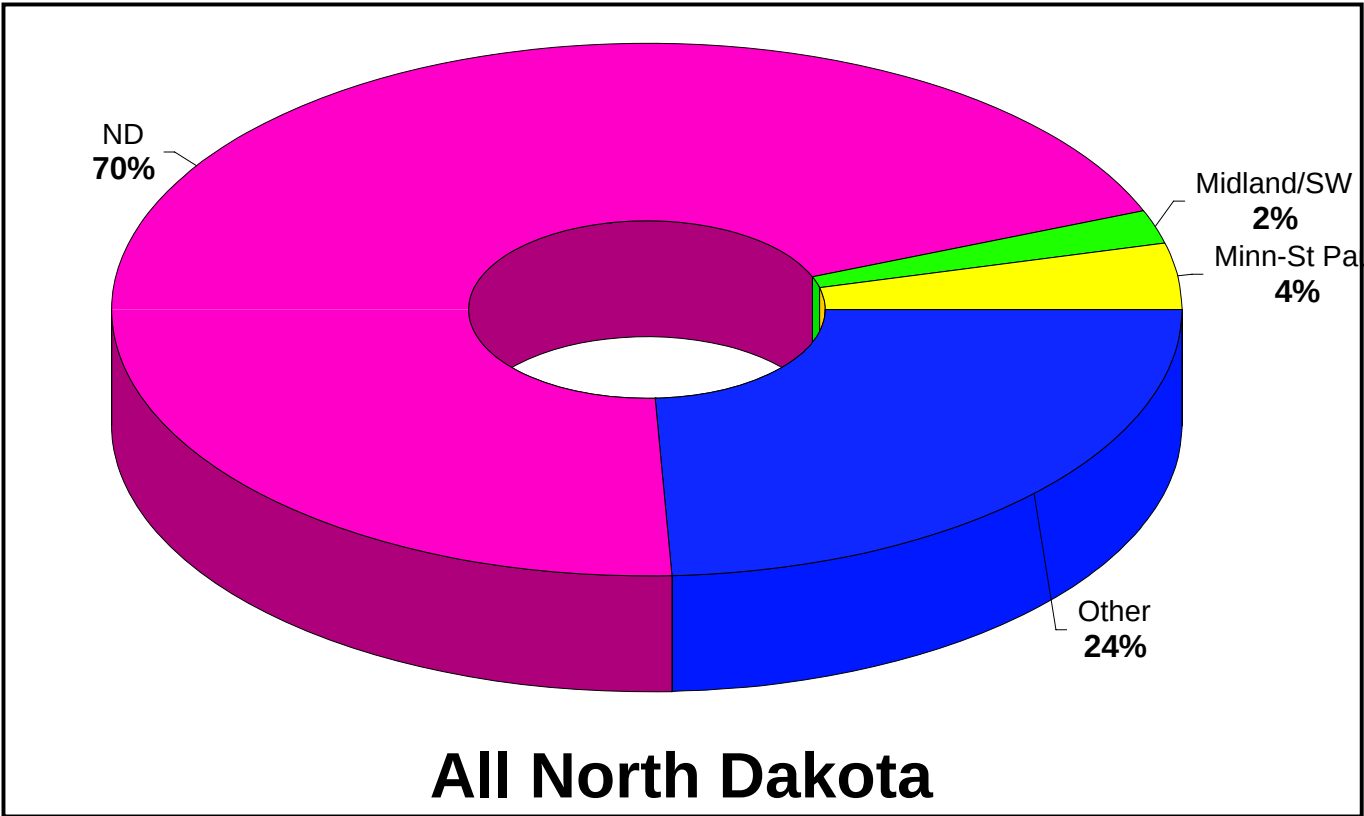
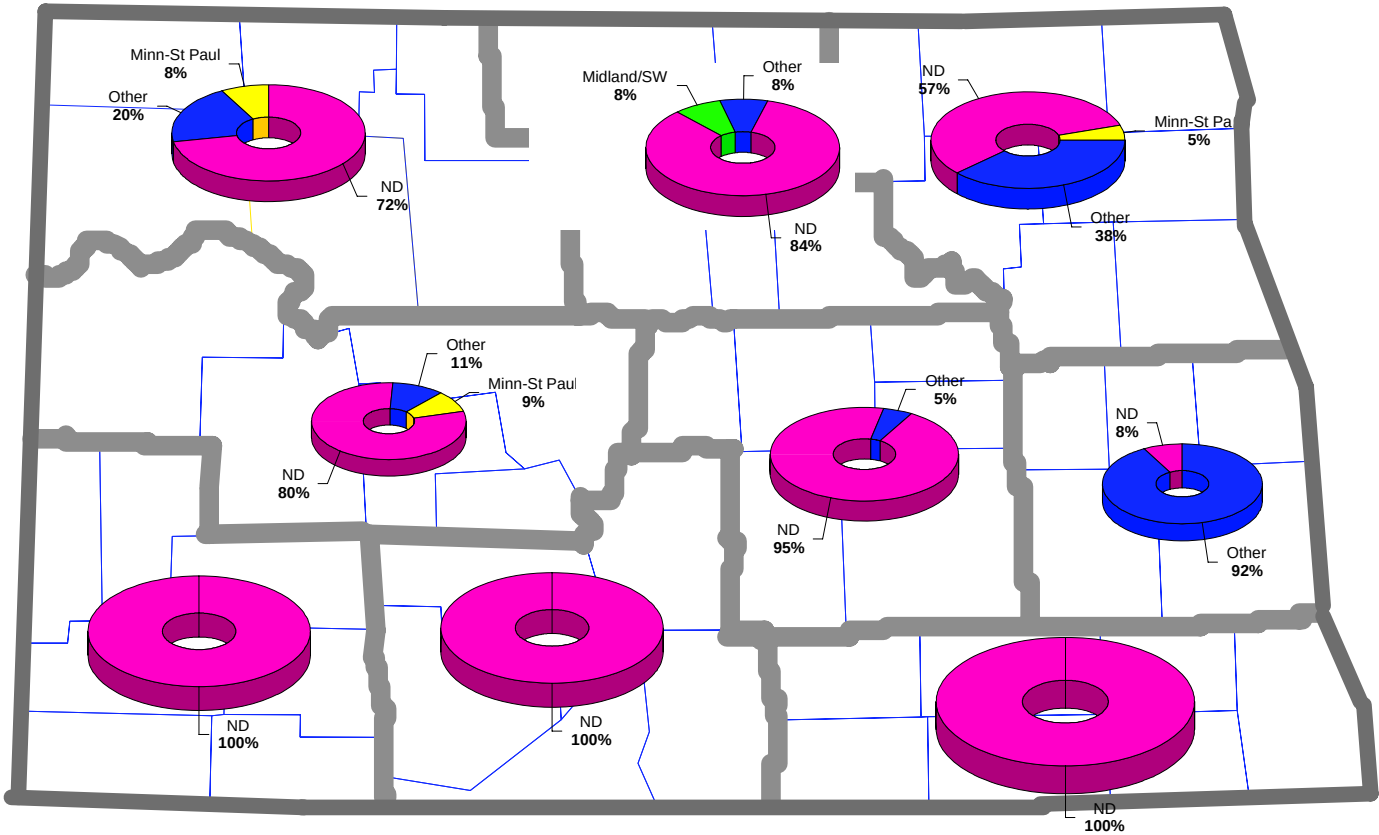
NORTH DAKOTA CROP REPORTING DISTRICTS



**Canola Shipments Originating
from Each CRD, 2004-05**
-1,000 cwt-



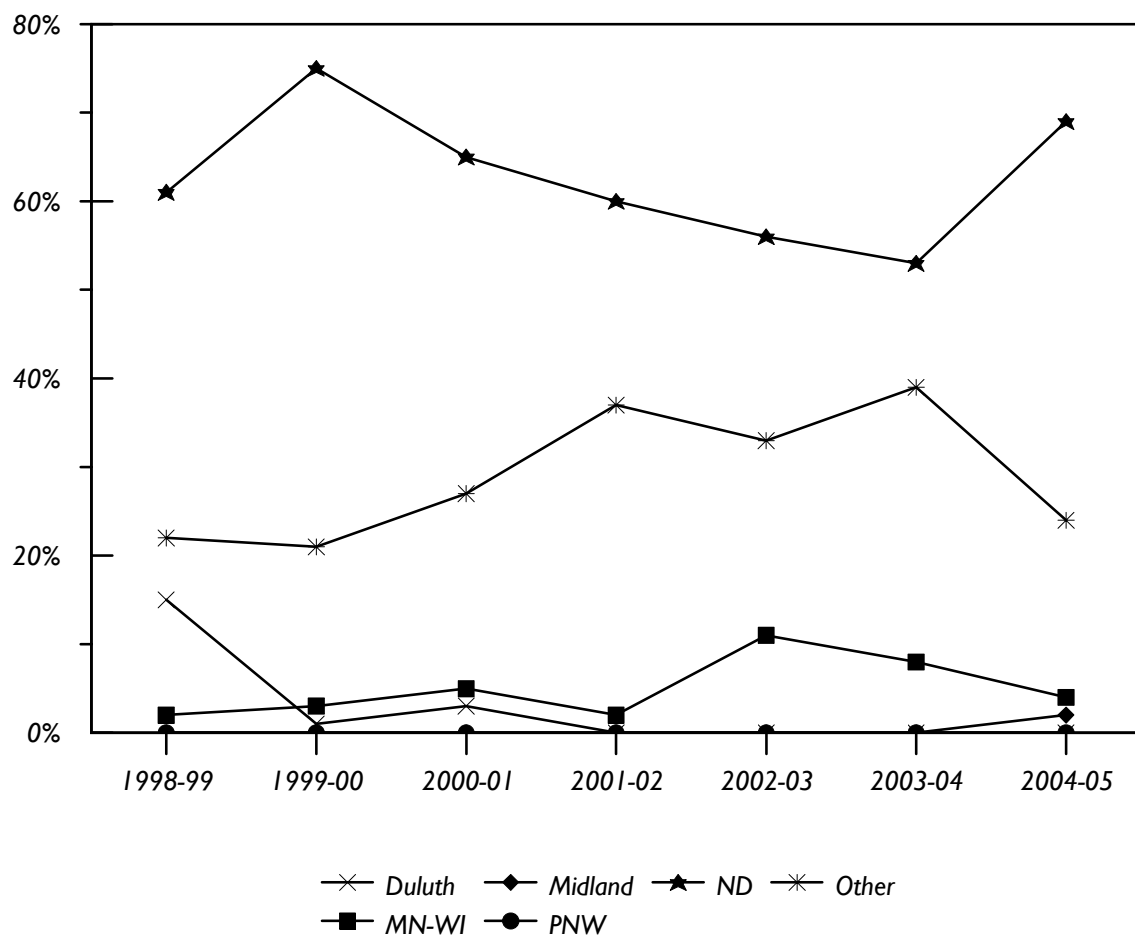
Destinations for Canola Shipments 2004-05 Crop Reporting District



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

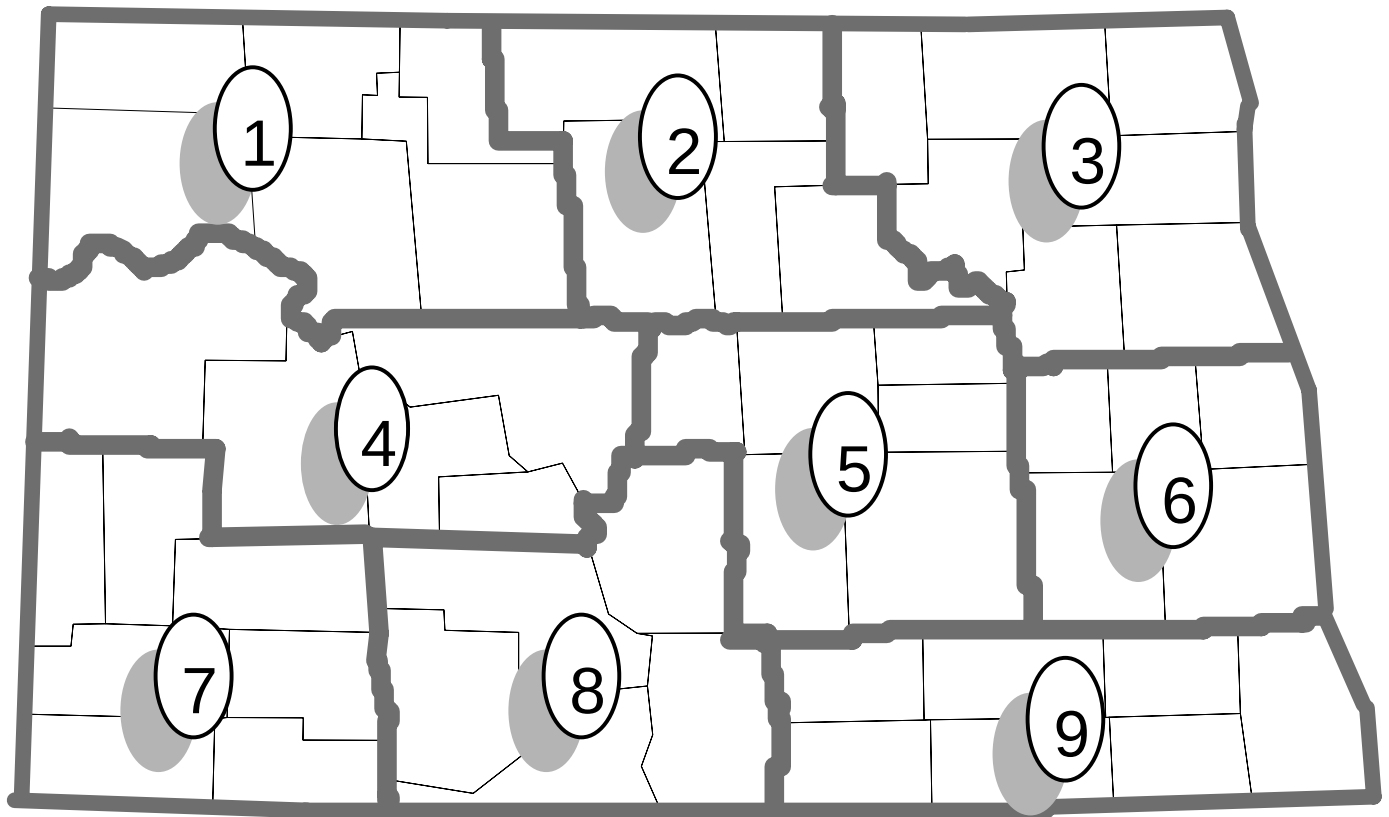
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	1,685	287	1	0	11,941
	14%	2%	0%	0%	
1999-00	56	224	2	19	7,013
	1%	3%	0%	0%	
2000-01	297	483	7	28	10,233
	3%	5%	0%	0%	
2001-02	26	183	14	0	9,208
	0%	2%	0%	0%	
2002-03	19	906	0	0	8,450
	0%	11%	0%	0%	
2003-04	5	749	0	24	9,038
	0%	8%	0%	0%	
2004-05	4	278	136	0	6,753
	0%	4%	2%	0%	

Destinations for Canola Shipments

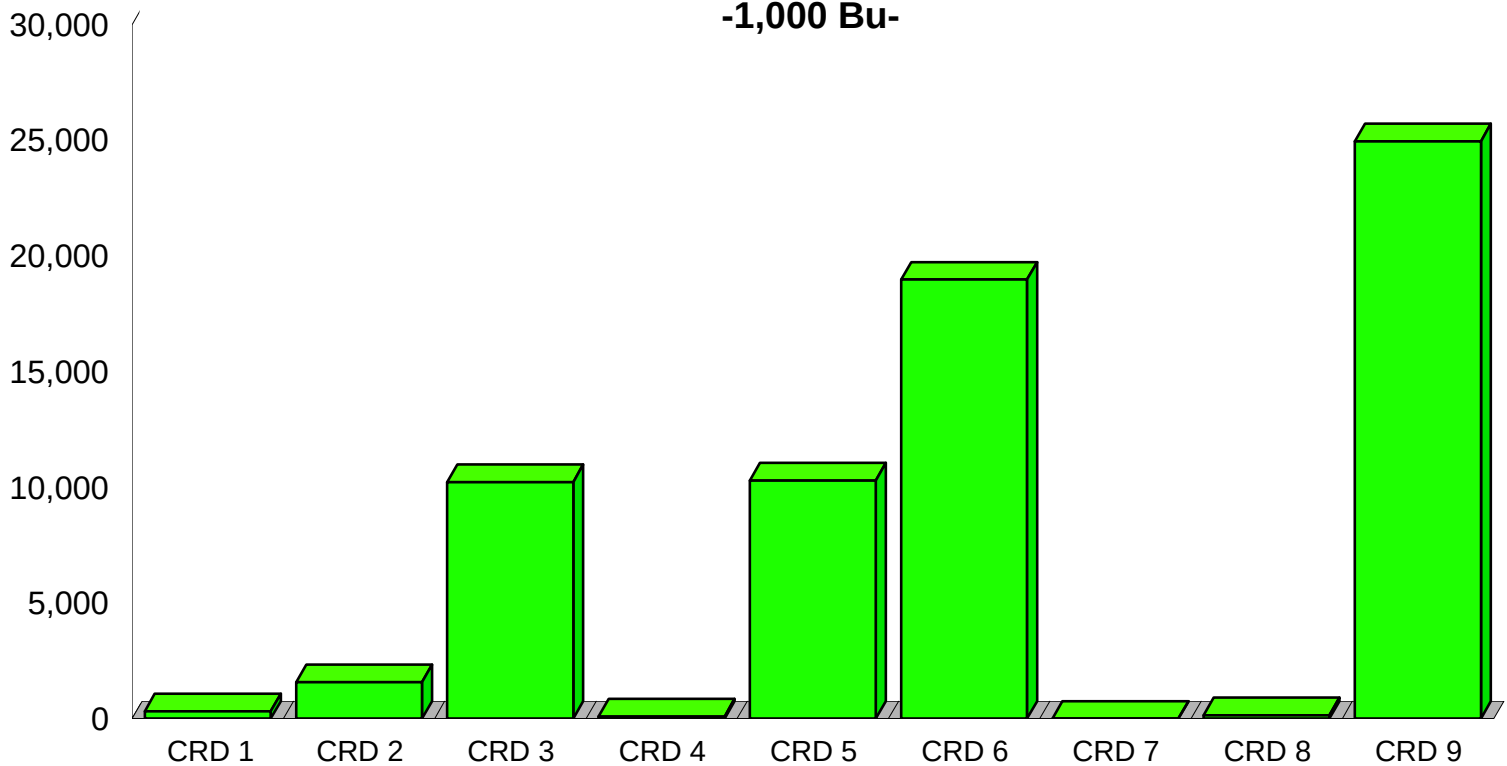


Soybeans

NORTH DAKOTA CROP REPORTING DISTRICTS



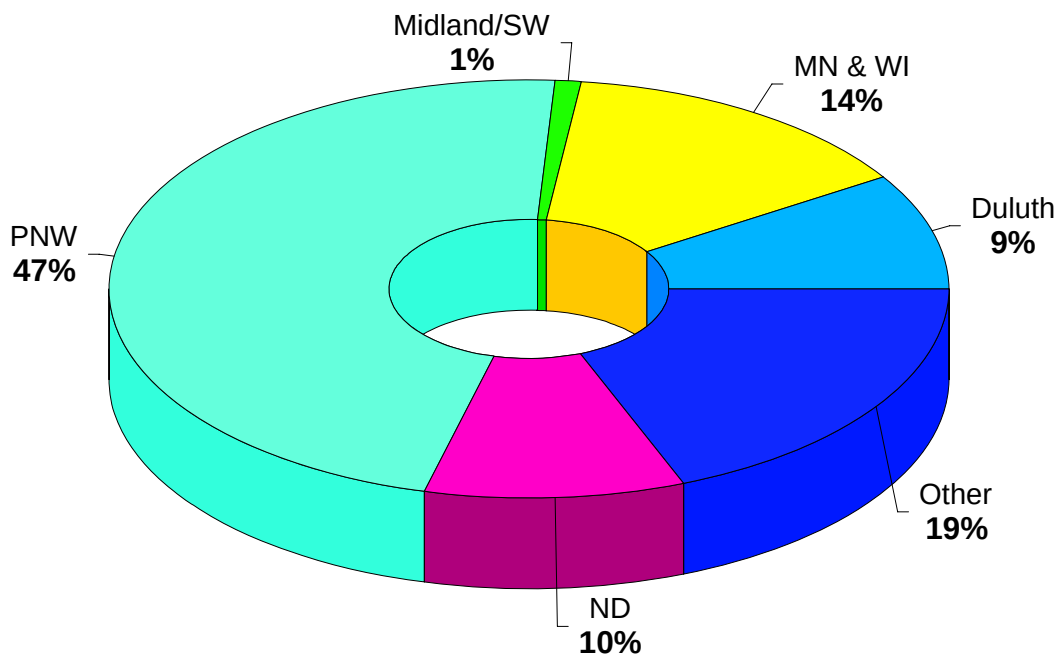
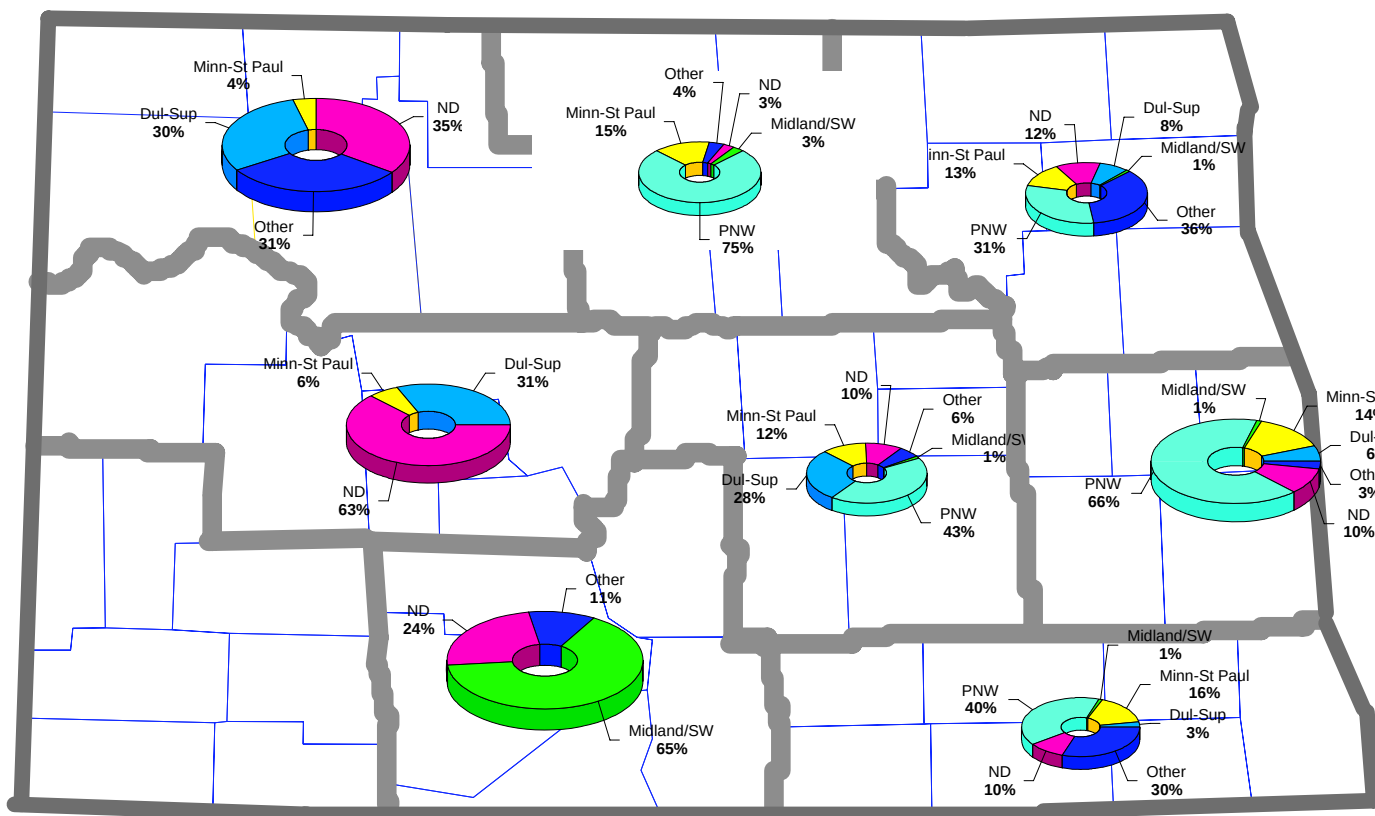
**Soybean Shipments Originating
from Each CRD, 2004-05**
-1,000 Bu-



Destinations for Soybeans Shipments

2004-05

Crop Reporting District

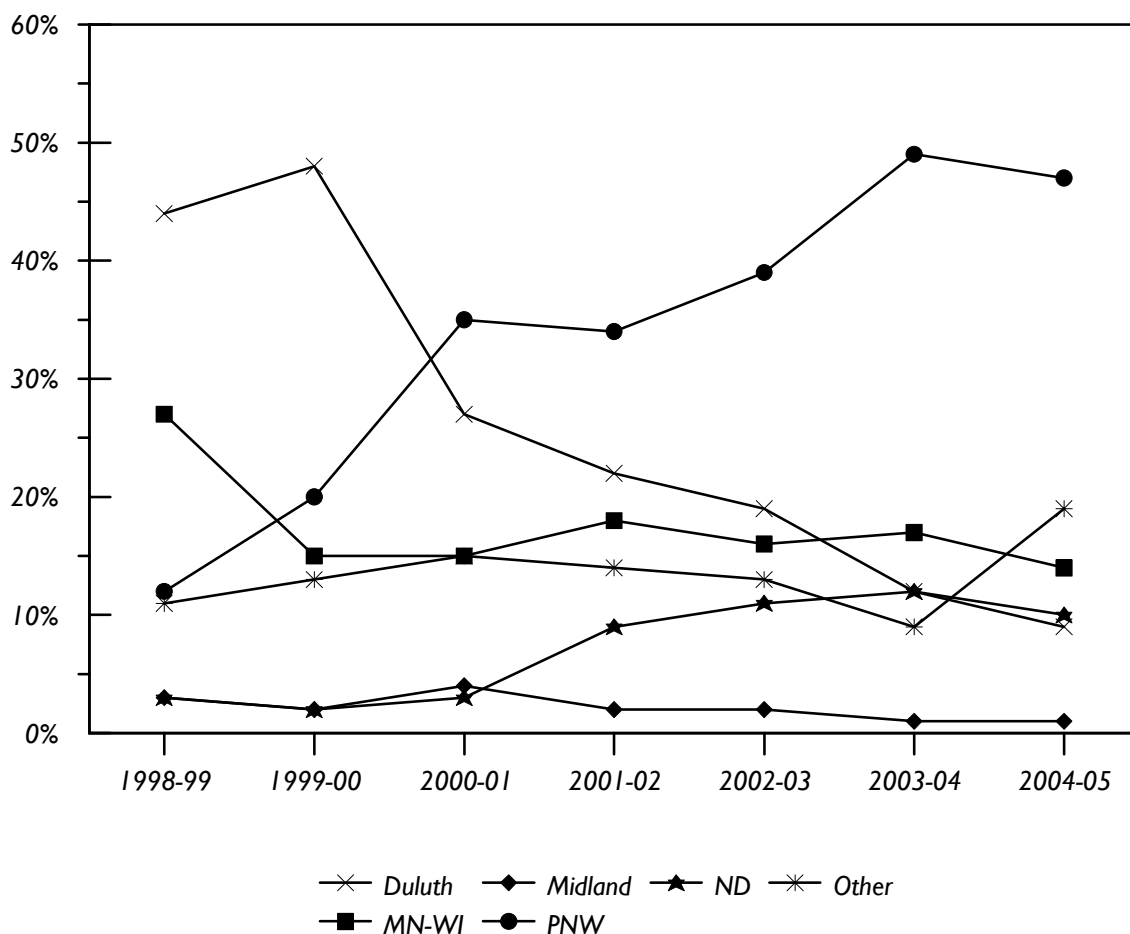


All North Dakota

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

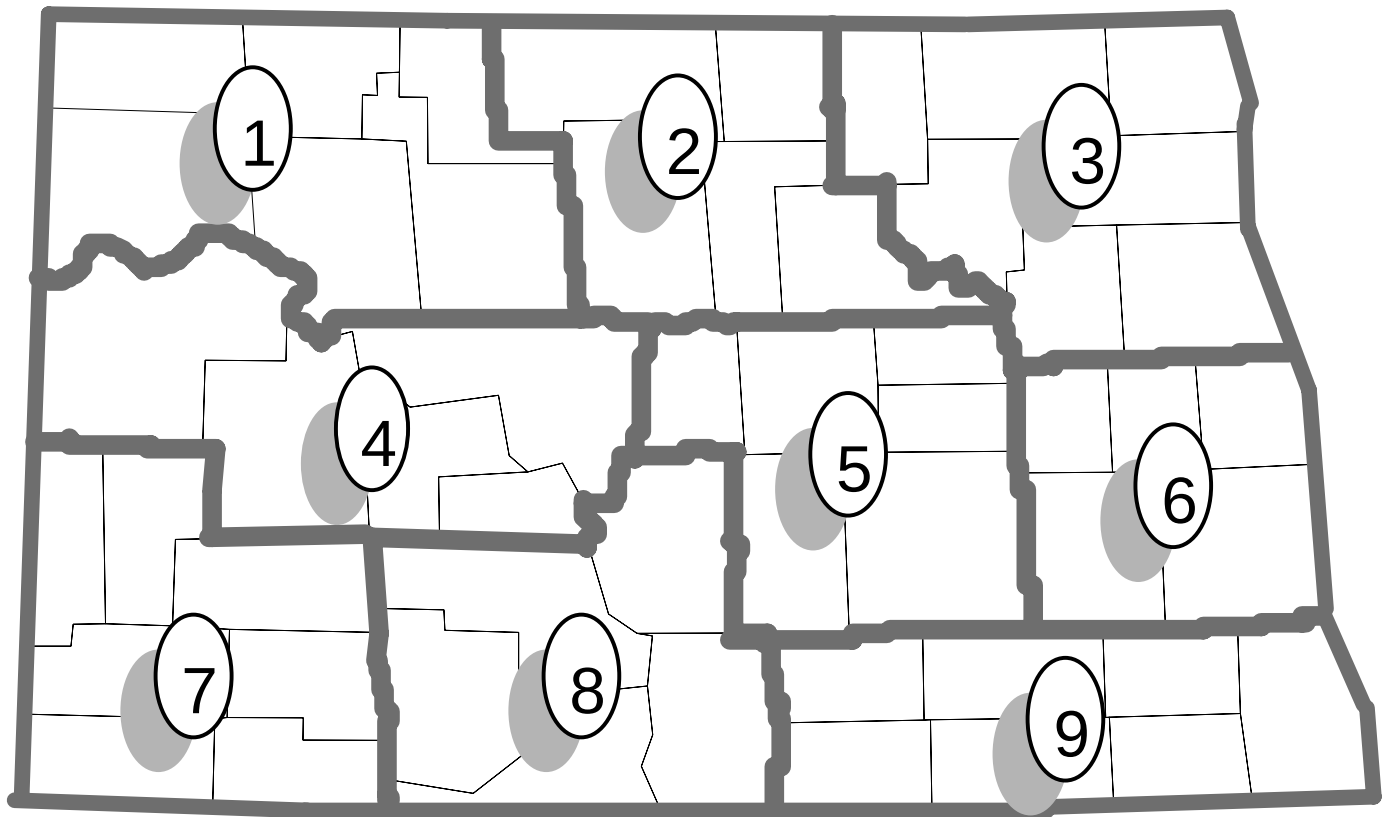
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	12,978 44%	7,833 27%	854 3%	3,516 12%	29,526
1999-00	20,753 48%	6,514 15%	950 2%	8,393 20%	42,668
2000-01	13,523 27%	7,372 15%	2,129 4%	17,296 35%	49,617
2001-02	13,358 22%	11,022 18%	1,219 2%	20,644 34%	60,153
2002-03	15,473 19%	13,053 16%	1,824 2%	32,233 39%	82,784
2003-04	10,292 12%	15,216 17%	493 1%	42,919 49%	87,260
2004-05	5,718 9%	9,642 14%	639 1%	31,332 47%	66,732

Destinations for Soybean Shipments

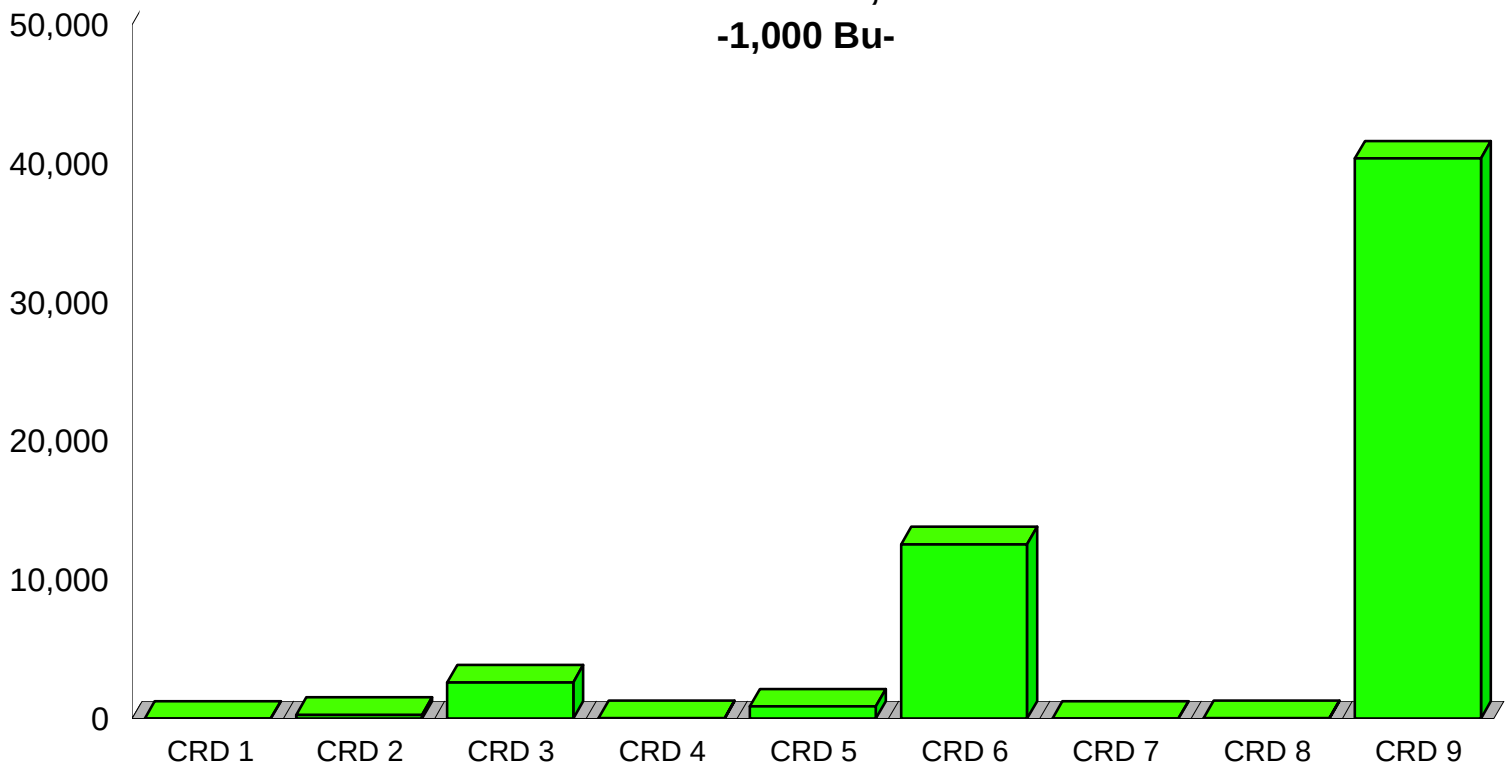


Corn

NORTH DAKOTA CROP REPORTING DISTRICTS



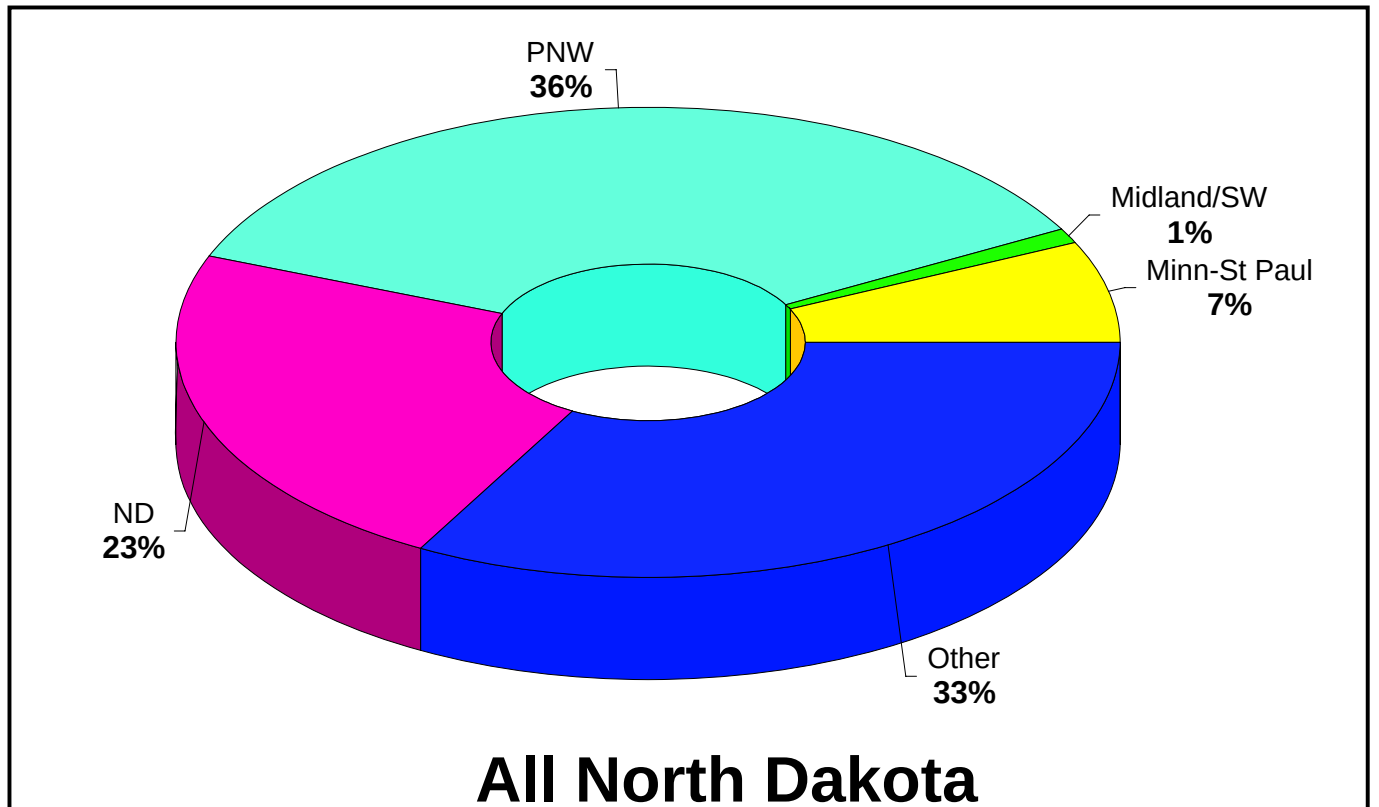
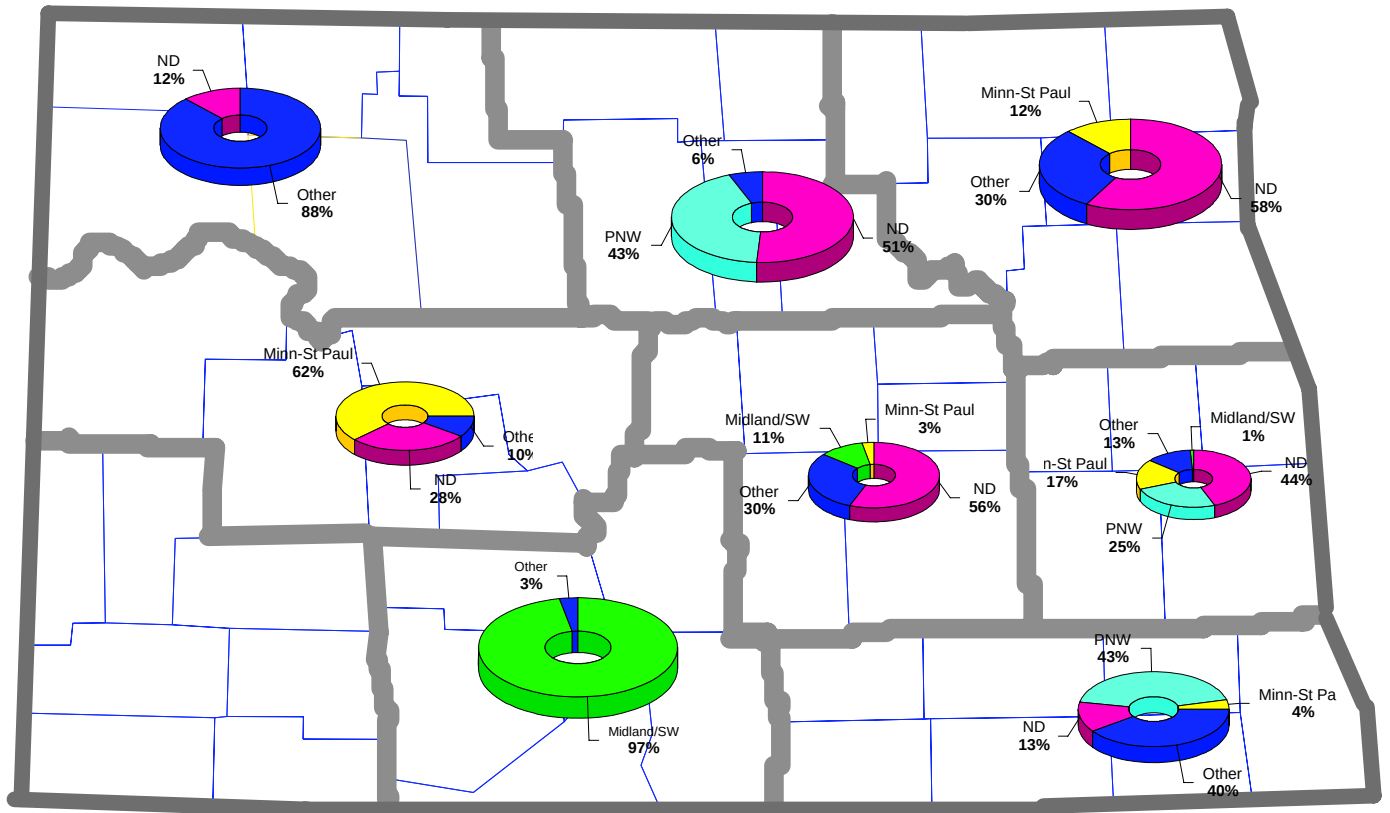
**Corn Shipments Originating
from Each CRD, 2004-05
-1,000 Bu-**



Destinations for Corn Shipments

2004-05

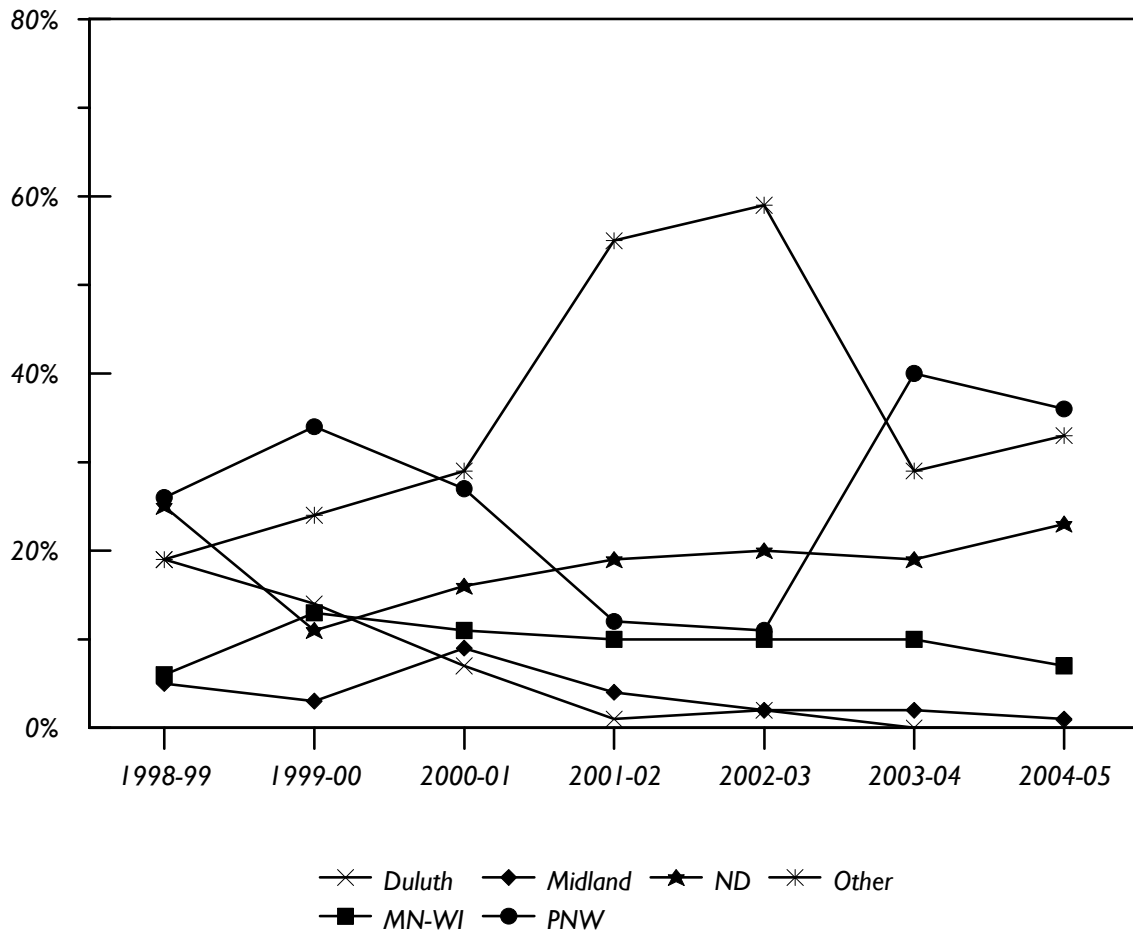
Crop Reporting District

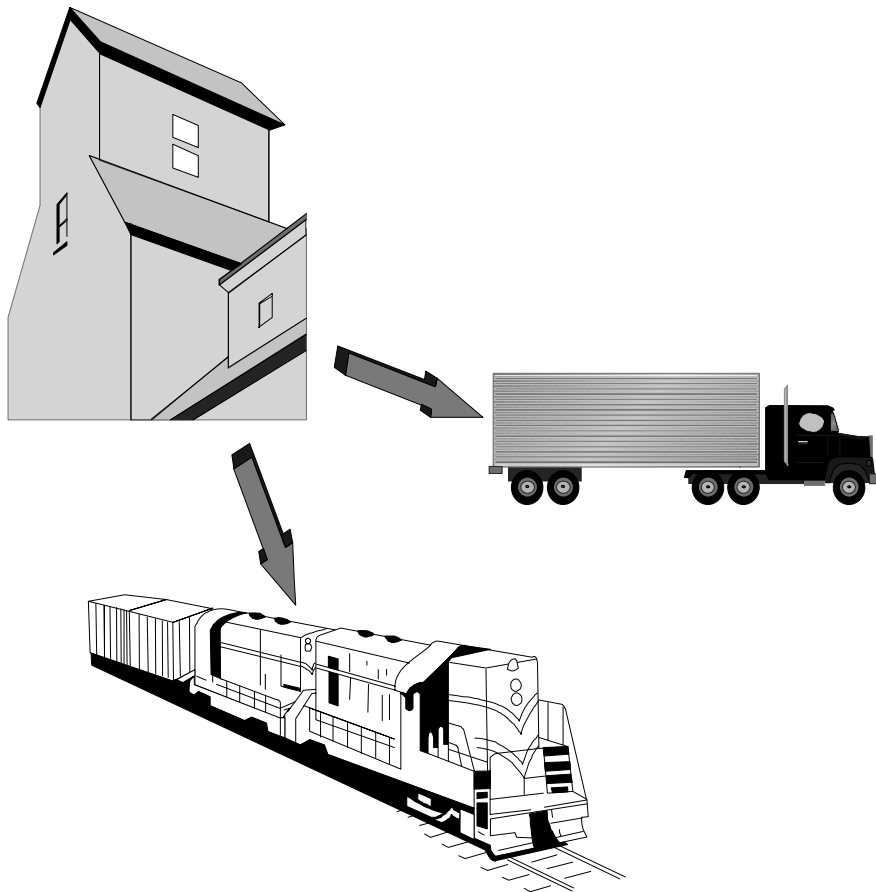


Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1998-99	7,012 20%	1,994 6%	1,909 5%	9,177 26%	35,886
1999-00	5,577 14%	5,049 13%	1,273 3%	13,084 34%	38,525
2000-01	3,417 7%	5,993 12%	4,585 9%	13,604 27%	51,130
2001-02	315 1%	4,824 10%	1,658 4%	5,447 12%	46,079
2002-03	954 2%	3,886 10%	1,303 2%	6,488 11%	60,147
2003-04	8 0%	7,312 10%	1,399 2%	29,642 40%	73,981
2004-05	0 0%	4,192 7%	493 1%	20,452 36%	56,821

Destinations for Corn Shipments



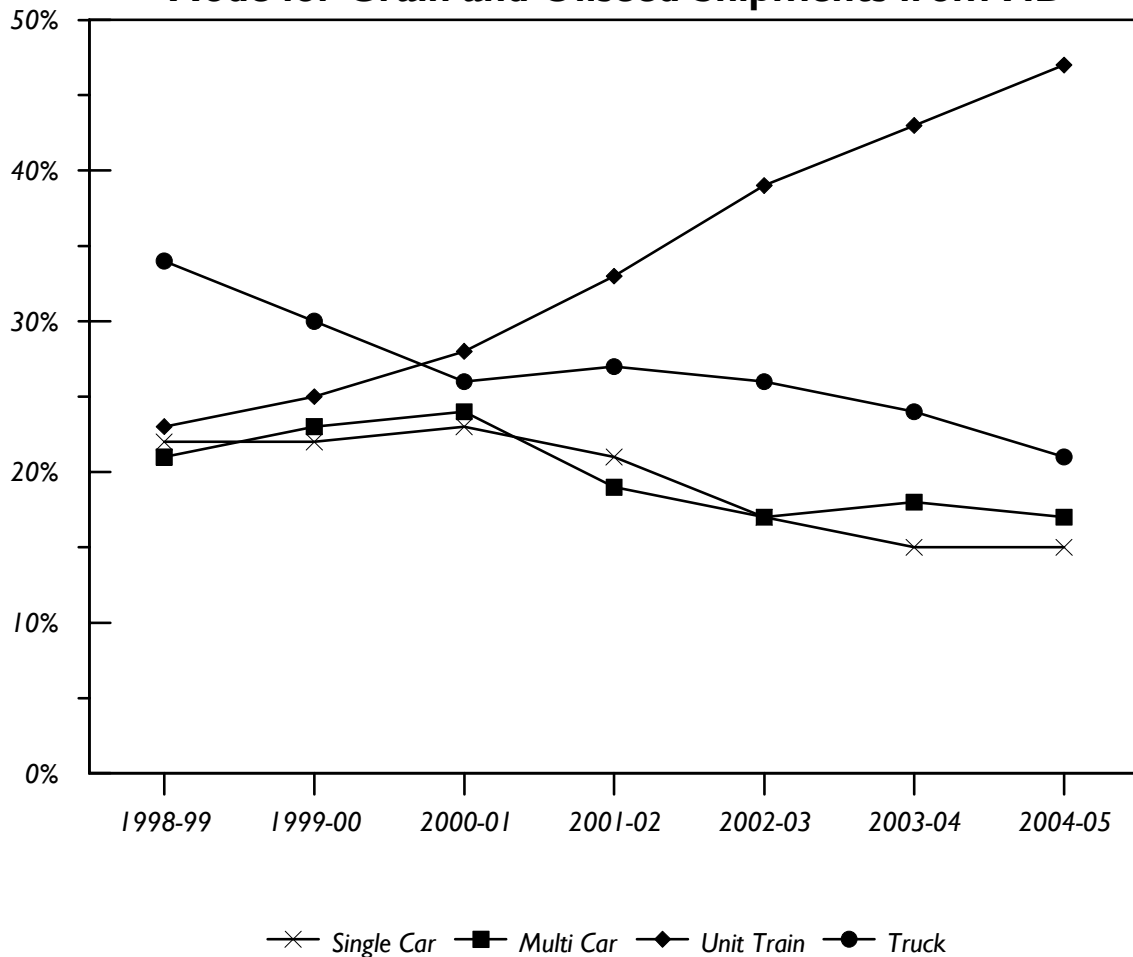


***Mode for Grain and Oilseed
Shipments Originating from
North Dakota Elevators***

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

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	103,902	99,061	106,272	162,723	471,958
	22%	21%	23%	34%	
1999-00	101,553	110,191	116,461	143,530	471,737
	22%	23%	25%	30%	
2000-01	122,314	126,861	149,192	139,743	538,110
	23%	24%	28%	26%	
2001-02	105,449	97,682	163,026	131,812	497,969
	21%	20%	33%	26%	
2002-03	88,314	86,497	201,327	135,029	511,167
	17%	17%	39%	26%	
2003-04	90,457	114,113	265,330	148,293	618,193
	15%	18%	43%	24%	
2004-05	84,122	91,432	254,069	115,381	545,004
	15%	17%	47%	21%	

Mode for Grain and Oilseed Shipments from ND



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

<u>CRD 1</u>						<u>CRD 2</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	24%	29%	33%	14%	54,675	1998-99	23%	26%	20%	31%	40,535
1999-00	22%	23%	43%	12%	61,527	1999-00	20%	23%	15%	42%	27,929
2000-01	26%	25%	38%	11%	76,136	2000-01	24%	19%	30%	28%	36,266
2001-02	27%	18%	43%	12%	75,680	2001-02	27%	17%	31%	25%	34,921
2002-03	30%	19%	38%	13%	66,422	2002-03	23%	8%	46%	23%	38,608
2003-04	24%	23%	39%	14%	77,316	2003-04	19%	17%	42%	23%	53,113
2004-05	23%	23%	41%	13%	75,036	2004-05	18%	11%	54%	17%	45,969

<u>CRD 3</u>						<u>CRD 4</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	26%	17%	16%	41%	92,029	1998-99	22%	23%	20%	35%	18,863
1999-00	25%	23%	16%	35%	93,794	1999-00	22%	24%	17%	38%	16,338
2000-01	27%	22%	20%	32%	96,766	2000-01	39%	22%	2%	36%	21,227
2001-02	25%	19%	17%	39%	80,976	2001-02	33%	17%	8%	42%	18,295
2002-03	16%	3%	32%	35%	98,876	2002-03	49%	20%	13%	43%	16,634
2003-04	15%	15%	37%	32%	126,613	2003-04	24%	23%	15%	38%	20,327
2004-05	16%	15%	42%	27%	102,546	2004-05	29%	20%	23%	28%	22,360

<u>CRD 5</u>						<u>CRD 6</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	21%	17%	15%	46%	41,132	1998-99	13%	25%	23%	39%	95,954
1999-00	17%	14%	25%	44%	49,294	1999-00	13%	31%	23%	34%	98,723
2000-01	25%	10%	21%	39%	53,336	2000-01	12%	28%	30%	30%	104,415
2001-02	25%	16%	24%	35%	50,879	2001-02	8%	25%	38%	30%	98,730
2002-03	16%	14%	31%	38%	50,881	2002-03	7%	17%	50%	26%	120,036
2003-04	14%	21%	31%	34%	61,479	2003-04	6%	18%	54%	22%	143,523
2004-05	17%	18%	39%	26%	60,076	2004-05	6%	15%	47%	32%	85,371

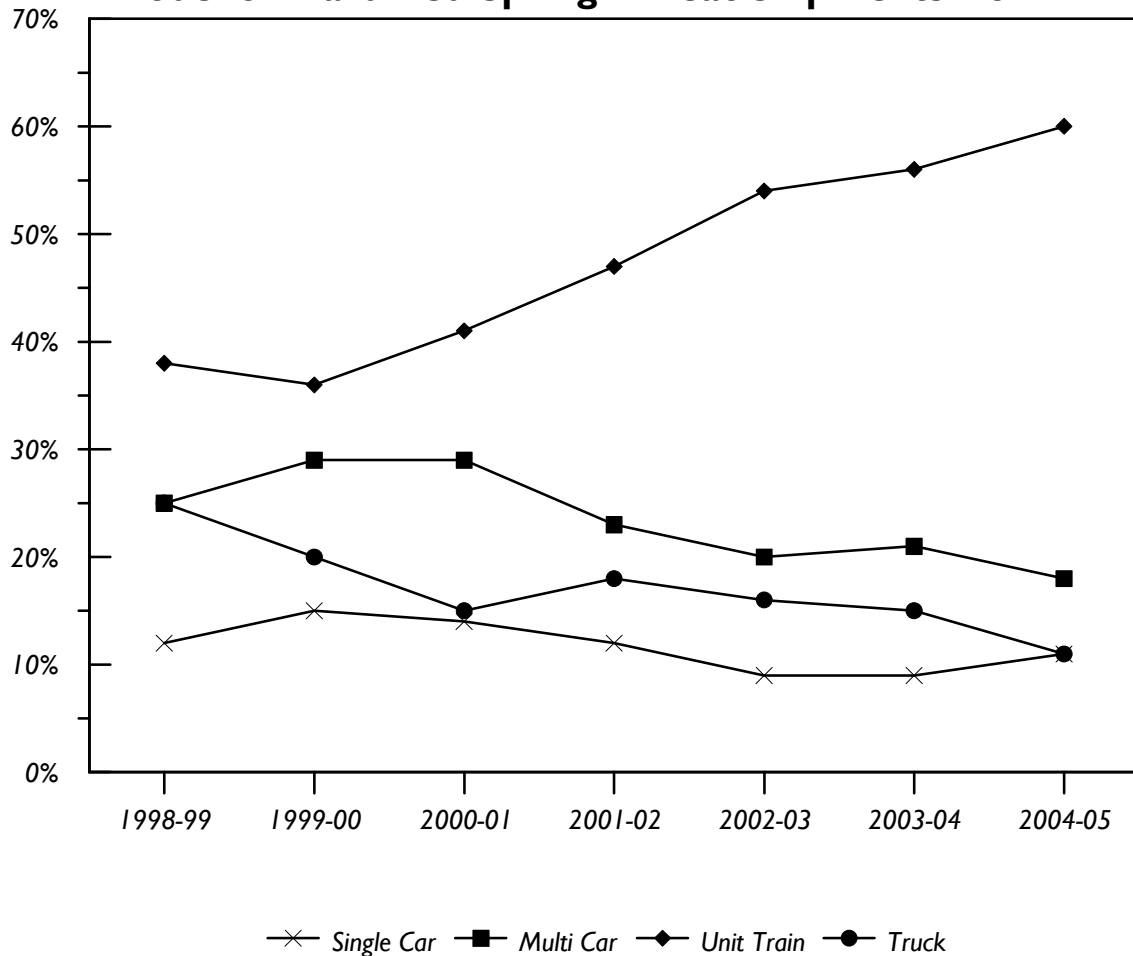
<u>CRD 7</u>						<u>CRD 8</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	4%	15%	66%	15%	28,202	1998-99	12%	17%	15%	56%	12,358
1999-00	4%	18%	63%	15%	27,254	1999-00	17%	8%	22%	53%	13,795
2000-01	5%	14%	70%	10%	37,346	2000-01	10%	8%	21%	44%	17,907
2001-02	3%	13%	73%	10%	36,670	2001-02	7%	2%	40%	50%	16,072
2002-03	2%	17%	71%	10%	24,112	2002-03	5%	4%	47%	44%	10,833
2003-04	2%	24%	64%	9%	33,341	2003-04	5%	4%	49%	42%	15,487
2004-05	1%	23%	71%	5%	35,681	2004-05	7%	4%	50%	39%	14,515

<u>CRD 9</u>					
	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	36%	17%	14%	33%	73,721
1999-00	36%	25%	16%	23%	83,082
2000-01	32%	16%	16%	21%	94,713
2001-02	30%	25%	26%	19%	94,188
2002-03	27%	21%	31%	21%	84,763
2003-04	22%	19%	25%	14%	86,994
2004-05	18%	17%	51%	14%	103,451

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

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	21,096 12%	42,355 25%	62,368 38%	41,894 25%	167,713
1999-00	25,947 15%	51,594 29%	63,788 36%	36,121 20%	177,450
2000-01	27,302 14%	58,900 29%	82,677 41%	31,190 16%	200,068
2001-02	23,649 12%	44,087 23%	91,117 47%	33,603 17%	192,457
2002-03	17,876 9%	38,922 20%	105,186 54%	31,478 16%	193,462
2003-04	20,966 9%	50,019 21%	136,461 56%	35,962 15%	243,408
2004-05	27,974 11%	45,513 18%	151,461 60%	28,161 11%	253,110

Mode for Hard Red Spring Wheat Shipments from ND



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

<u>CRD 1</u>						<u>CRD 2</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	8%	19%	66%	7%	11,384	1998-99	15%	29%	48%	8%	11,405
1999-00	9%	16%	68%	6%	12,268	1999-00	15%	38%	29%	18%	7,977
2000-01	11%	19%	65%	5%	16,171	2000-01	14%	30%	46%	9%	9,090
2001-02	7%	11%	76%	6%	16,831	2001-02	20%	13%	60%	7%	10,186
2002-03	7%	9%	79%	5%	15,740	2002-03	11%	8%	77%	7%	15,644
2003-04	12%	11%	72%	4%	17,820	2003-04	13%	13%	69%	5%	20,998
2004-05	7%	9%	80%	4%	21,945	2004-05	11%	12%	61%	4%	23,765

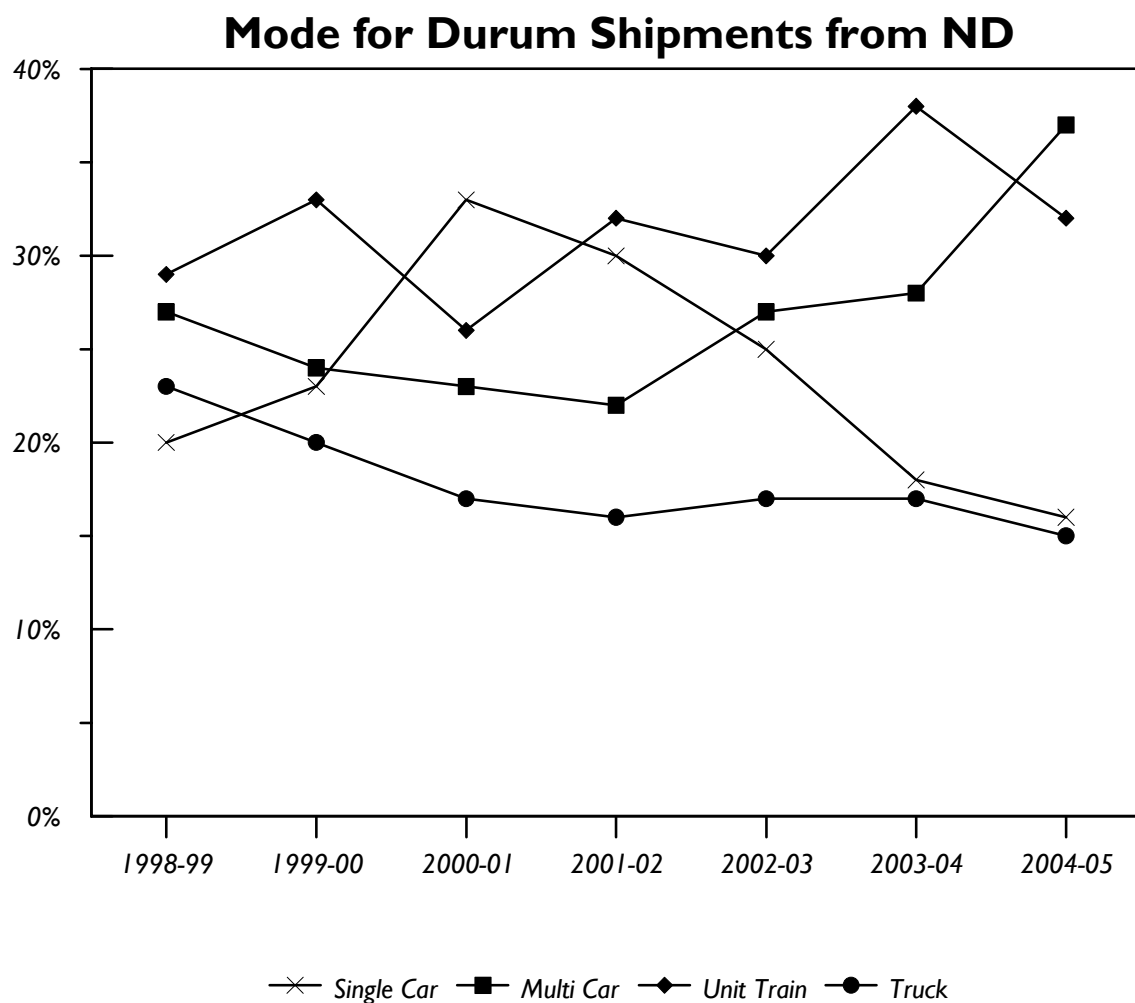
<u>CRD 3</u>						<u>CRD 4</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	14%	21%	26%	39%	35,099	1998-99	11%	45%	3%	41%	6,594
1999-00	13%	32%	29%	26%	44,229	1999-00	11%	28%	8%	52%	6,636
2000-01	14%	31%	32%	23%	46,282	2000-01	15%	44%	5%	37%	6,301
2001-02	13%	28%	25%	33%	39,364	2001-02	20%	30%	8%	42%	6,716
2002-03	7%	22%	47%	24%	54,305	2002-03	15%	22%	17%	46%	7,501
2003-04	7%	19%	49%	25%	70,521	2003-04	17%	33%	16%	34%	9,017
2004-05	11%	17%	54%	19%	67,782	2004-05	32%	23%	25%	21%	11,786

<u>CRD 5</u>						<u>CRD 6</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	11%	32%	39%	18%	15,410	1998-99	7%	34%	34%	25%	27,539
1999-00	12%	21%	55%	12%	22,078	1999-00	8%	46%	26%	20%	29,400
2000-01	17%	27%	40%	16%	22,214	2000-01	8%	41%	37%	14%	33,091
2001-02	14%	25%	43%	18%	23,571	2001-02	4%	32%	53%	11%	35,475
2002-03	10%	29%	47%	14%	20,395	2002-03	2%	23%	66%	11%	32,285
2003-04	6%	37%	28%	13%	24,206	2003-04	3%	13%	75%	7%	38,292
2004-05	13%	27%	55%	6%	30,261	2004-05	3%	19%	68%	11%	28,650

<u>CRD 7</u>						<u>CRD 8</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1998-99	2%	10%	80%	8%	21,999	1998-99	10%	22%	19%	49%	9,731
1999-00	2%	13%	76%	9%	21,192	1999-00	15%	9%	29%	47%	10,289
2000-01	4%	9%	81%	6%	27,822	2000-01	7%	10%	52%	31%	12,822
2001-02	1%	6%	86%	6%	27,684	2001-02	6%	3%	55%	36%	11,689
2002-03	1%	7%	86%	5%	17,940	2002-03	3%	5%	58%	34%	8,530
2003-04	22%	11%	121%	4%	24,874	2003-04	4%	4%	63%	29%	12,047
2004-05	0%	14%	83%	2%	27,393	2004-05	6%	3%	58%	33%	12,522

<u>CRD 9</u>					
	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	30%	28%	18%	24%	23,451
1999-00	44%	35%	5%	16%	23,381
2000-01	33%	48%	9%	10%	26,276
2001-02	32%	38%	18%	12%	26,128
2002-03	34%	38%	15%	13%	20,196
2003-04	25%	36%	67%	8%	25,632
2004-05	27%	33%	34%	6%	29,007

Mode for Durum Shipments from ND (1,000 Bushels)					
	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	11,459	15,088	15,871	12,955	55,372
	20%	27%	29%	23%	
1999-00	14,726	15,244	21,079	13,007	64,056
	23%	24%	33%	20%	
2000-01	25,104	17,501	20,426	13,994	77,025
	33%	23%	27%	18%	
2001-02	16,926	13,610	20,504	9,804	60,845
	28%	22%	34%	16%	
2002-03	11,421	12,313	13,787	7,805	45,327
	25%	27%	30%	17%	
2003-04	9,498	15,023	20,426	8,999	53,946
	18%	28%	38%	17%	
2004-05	7,195	16,750	14,552	7,020	45,518
	16%	37%	32%	15%	



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

<u>CRD 1</u>								<u>CRD 2</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	7%	51%	9%	2%	26%	5%	28,588	1998-99	14%	32%	3%	1%	31%	18%	4,622
1999-00	8%	42%	16%	1%	25%	8%	35,273	1999-00	34%	28%	5%	2%	31%	1%	4,116
2000-01	12%	34%	27%	3%	20%	4%	39,479	2000-01	25%	39%	5%	9%	17%	4%	5,751
2001-02	29%	28%	10%	2%	29%	2%	34,509	2001-02	33%	48%	1%	3%	11%	3%	4,392
2002-03	21%	24%	21%	0%	32%	2%	29,854	2002-03	32%	44%	0%	0%	15%	8%	2,146
2003-04	18%	24%	32%	1%	19%	5%	31,759	2003-04	37%	45%	0%	0%	17%	0%	2,478
2004-05	15%	25%	27%	0%	25%	7%	26,849	2004-05	27%	23%	14%	0%	12%	24%	1,864

<u>CRD 3</u>								<u>CRD 4</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	19%	46%	2%	0%	19%	15%	4,324	1998-99	1%	24%	34%	0%	5%	36%	8,010
1999-00	24%	29%	15%	0%	17%	14%	8,131	1999-00	7%	18%	21%	1%	3%	50%	5,954
2000-01	26%	26%	8%	2%	17%	22%	8,864	2000-01	6%	17%	9%	2%	14%	53%	8,838
2001-02	41%	18%	3%	1%	9%	29%	6,251	2001-02	12%	28%	18%	0%	21%	21%	5,095
2002-03	31%	40%	2%	0%	13%	14%	2,535	2002-03	1%	36%	24%	0%	16%	23%	3,752
2003-04	15%	50%	15%	0%	8%	12%	4,187	2003-04	7%	63%	16%	0%	10%	4%	5,305
2004-05	42%	31%	3%	0%	12%	11%	1,818	2004-05	0%	63%	27%	0%	6%	4%	5,088

<u>CRD 5</u>								<u>CRD 6</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	13%	49%	18%	0%	11%	10%	3,126	1998-99	17%	50%	12%	11%	3%	7%	998
1999-00	21%	48%	14%	0%	9%	7%	3,250	1999-00	34%	51%	2%	3%	2%	7%	1,815
2000-01	17%	49%	15%	1%	11%	8%	3,393	2000-01	27%	35%	8%	0%	1%	30%	1,899
2001-02	15%	52%	11%	13%	2%	7%	2,600	2001-02	44%	31%	2%	6%	1%	16%	752
2002-03	14%	51%	11%	0%	6%	19%	1,444	2002-03	14%	84%	0%	0%	1%	1%	160
2003-04	10%	54%	9%	0%	12%	15%	2,390	2003-04	21%	18%	0%	0%	62%	0%	272
2004-05	5%	52%	10%	0%	10%	24%	1,388	2004-05	18%	79%	0%	0%	3%	0%	453

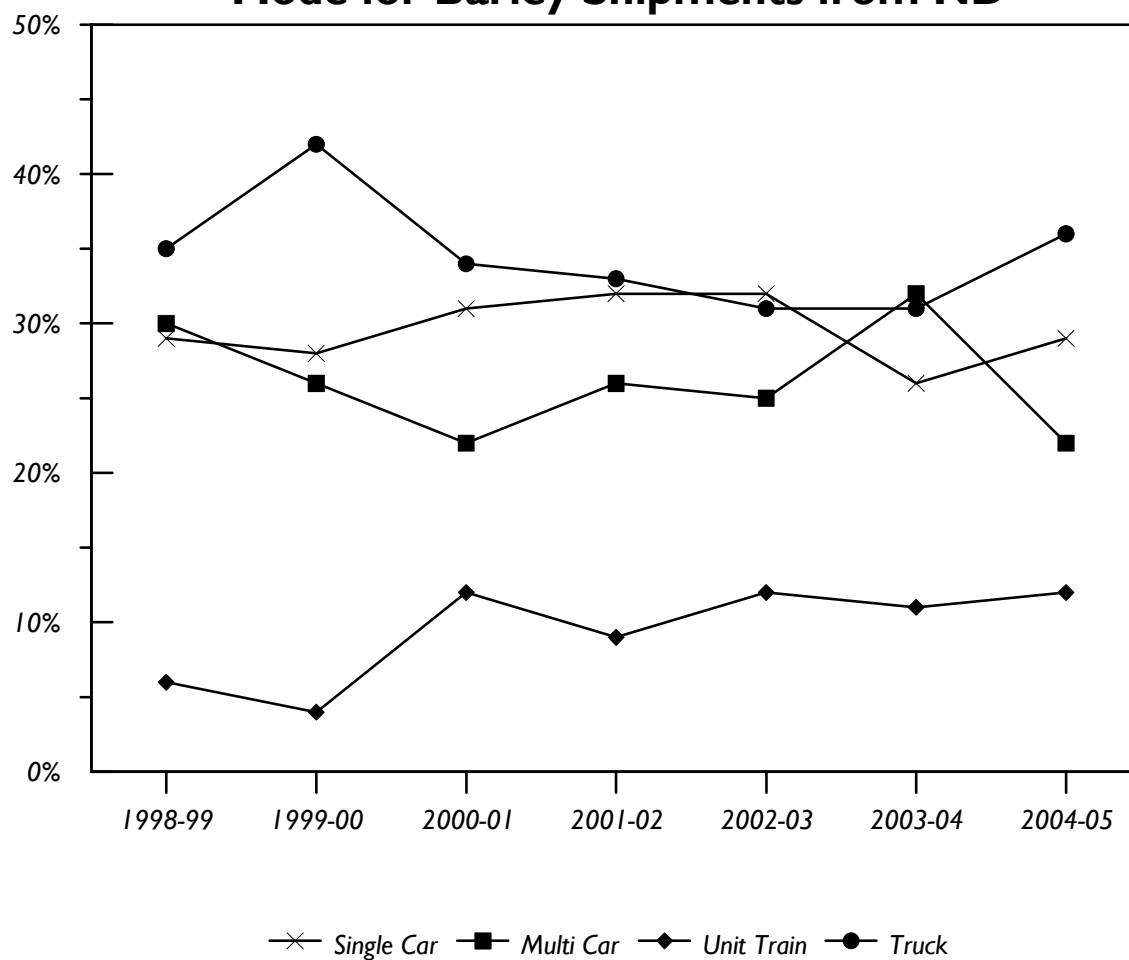
<u>CRD 7</u>								<u>CRD 8</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	9%	71%	3%	0%	11%	5%	4,995	1998-99	0%	98%	1%	0%	1%	0%	285
1999-00	5%	75%	15%	0%	0%	4%	4,321	1999-00	17%	76%	0%	0%	2%	4%	352
2000-01	2%	81%	11%	1%	3%	2%	7,601	2000-01	5%	90%	0%	0%	4%	0%	514
2001-02	0%	78%	13%	2%	3%	5%	6,910	2001-02	2%	92%	0%	0%	5%	0%	348
2002-03	0%	84%	7%	7%	1%	0%	5,216	2002-03	0%	100%	0%	0%	0%	0%	110
2003-04	13%	68%	8%	5%	1%	5%	7,099	2003-04	0%	92%	3%	0%	5%	0%	185
2004-05	12%	60%	14%	1%	9%	4%	7,544	2004-05	0%	64%	1%	0%	35%	0%	199

<u>CRD 9</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1998-99	52%	35%	4%	0%	0%	9%	425
1999-00	37%	46%	2%	0%	0%	14%	844
2000-01	24%	52%	0%	0%	1%	23%	687
2001-02	10%	70%	8%	0%	2%	10%	380
2002-03	8%	85%	0%	0%	5%	2%	110
2003-04	2%	68%	2%	0%	11%	16%	271
2004-05	2%	64%	0%	0%	2%	33%	314

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

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	25,941	27,121	6,184	31,646	90,892
	29%	30%	6%	35%	
1999-00	21,095	19,317	2,862	30,868	74,142
	28%	26%	4%	42%	
2000-01	26,692	18,483	10,238	29,118	84,531
	32%	22%	12%	34%	
2001-02	21,692	17,534	6,391	22,376	67,994
	32%	26%	9%	33%	
2002-03	19,597	15,221	7,319	19,348	61,485
	32%	25%	12%	31%	
2003-04	21,165	26,017	8,572	25,014	80,768
	26%	32%	11%	31%	
2004-05	18,967	14,256	7,959	23,387	64,569
	29%	22%	12%	36%	

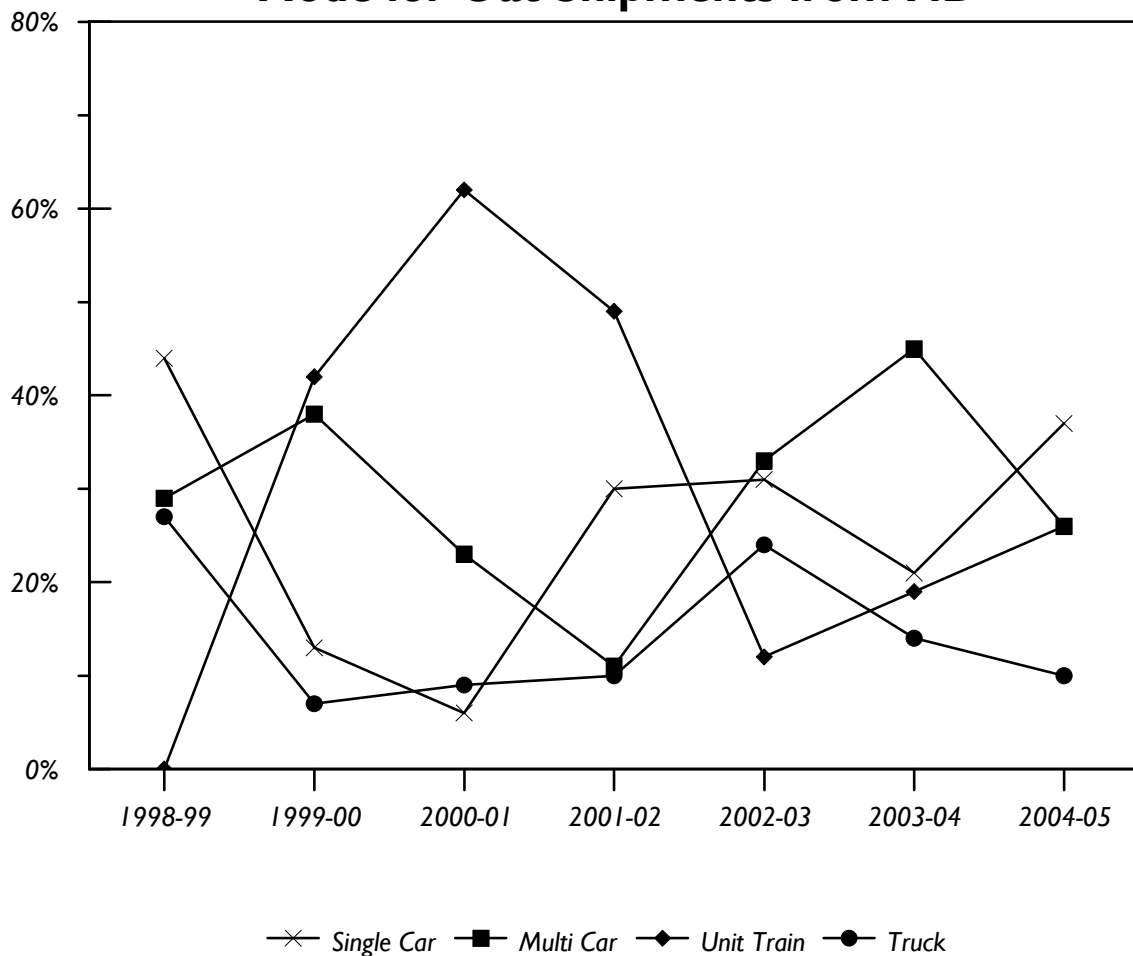
Mode for Barley Shipments from ND



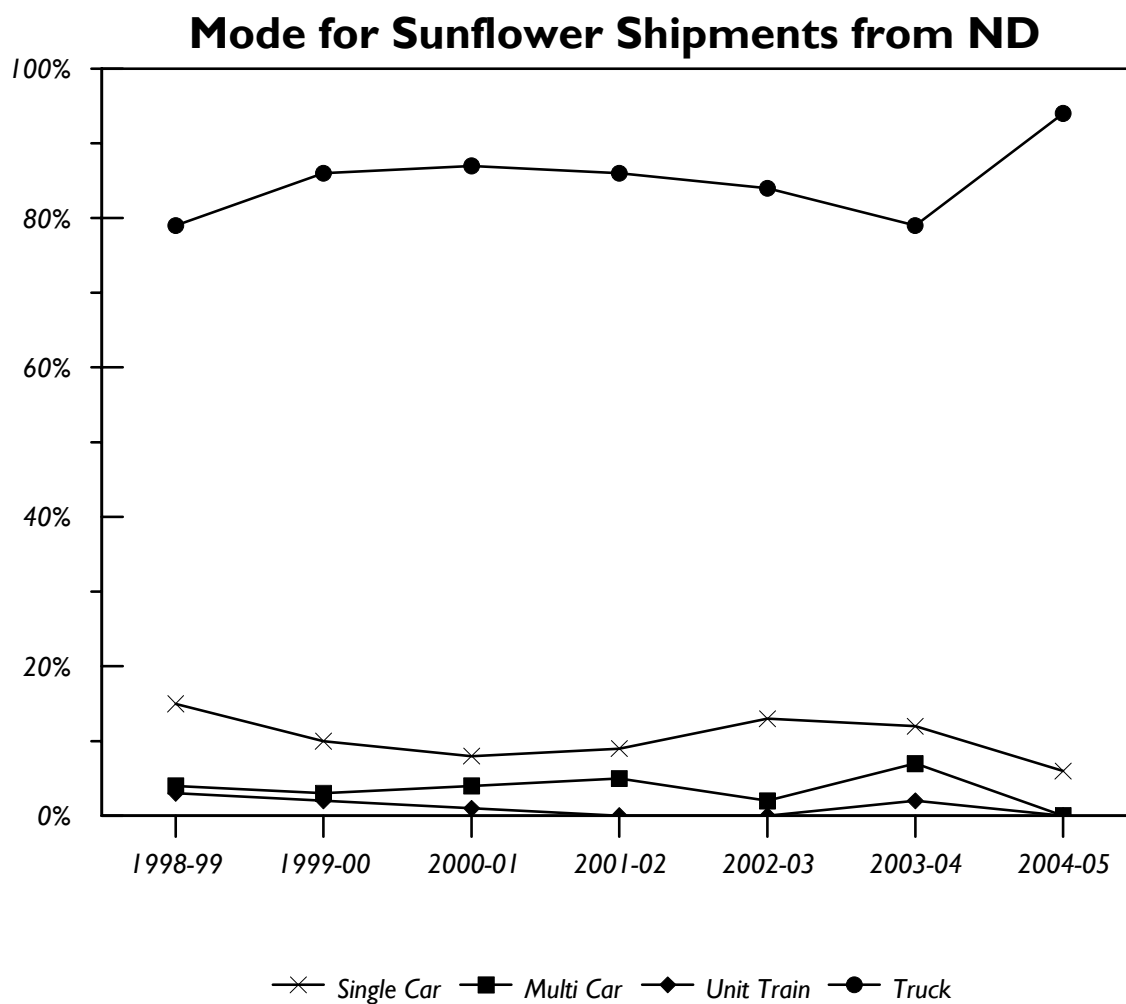
**Mode for Oat Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	1,001	655	0	617	2,273
	44%	29%	0%	27%	
1999-00	638	1,930	2,092	374	5,034
	13%	38%	42%	7%	
2000-01	226	944	2,482	378	4,031
	6%	23%	62%	9%	
2001-02	1,872	669	3,108	650	6,299
	30%	11%	49%	10%	
2002-03	1,132	1,212	428	883	3,655
	31%	33%	12%	24%	
2003-04	1,164	2,483	1,064	777	5,487
	21%	45%	19%	14%	
2004-05	2,169	1,534	1,519	594	5,817
	37%	26%	26%	10%	

Mode for Oat Shipments from ND



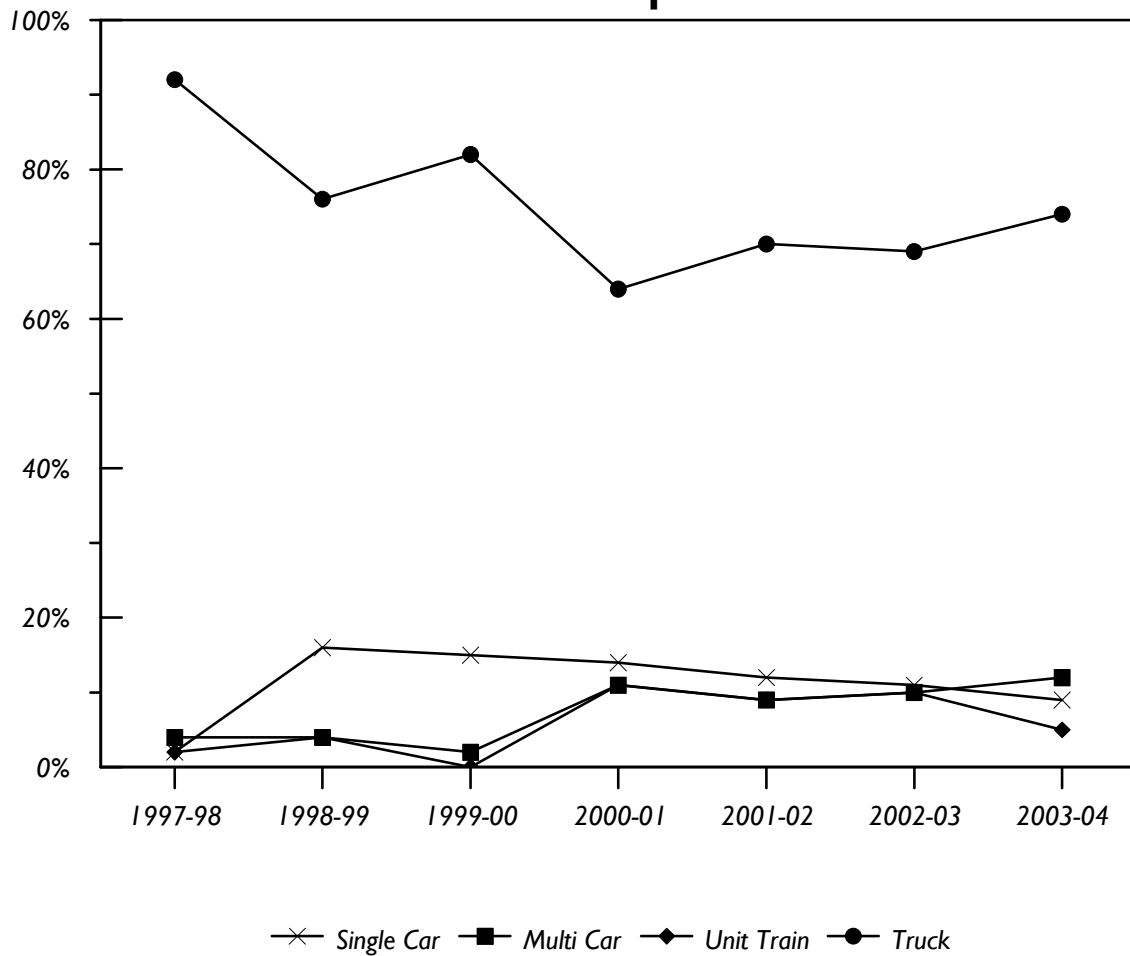
Mode for Sunflower Shipments from ND (1,000 cwt)					
	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	2,139	508	437	11,549	14,634
	15%	4%	3%	79%	
1999-00	1,123	353	196	10,100	11,773
	10%	3%	2%	86%	
2000-01	820	394	156	9,323	10,693
	8%	4%	1%	87%	
2001-02	825	450	0	8,891	10,433
	8%	4%	0%	85%	
2002-03	1,220	213	5	7,717	9,155
	13%	2%	0%	84%	
2003-04	1,275	798	165	8,635	10,873
	12%	7%	2%	79%	
2004-05	341	0	0	5,111	5,452
	6%	0%	0%	94%	



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

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	1,877 16%	473 4%	437 4%	9,143 76%	11,941
1999-00	1,078 15%	143 2%	29 0%	5,763 82%	7,013
2000-01	1,461 14%	1,130 11%	1,117 11%	6,525 64%	10,234
2001-02	1,147 12%	855 9%	802 9%	6,403 70%	9,208
2002-03	923 11%	833 10%	812 10%	5,882 69%	8,450
2003-04	783 9%	1,069 12%	469 5%	6,716 74%	9,038
2004-05	647 9%	703 10%	380 6%	5,023 74%	6,753

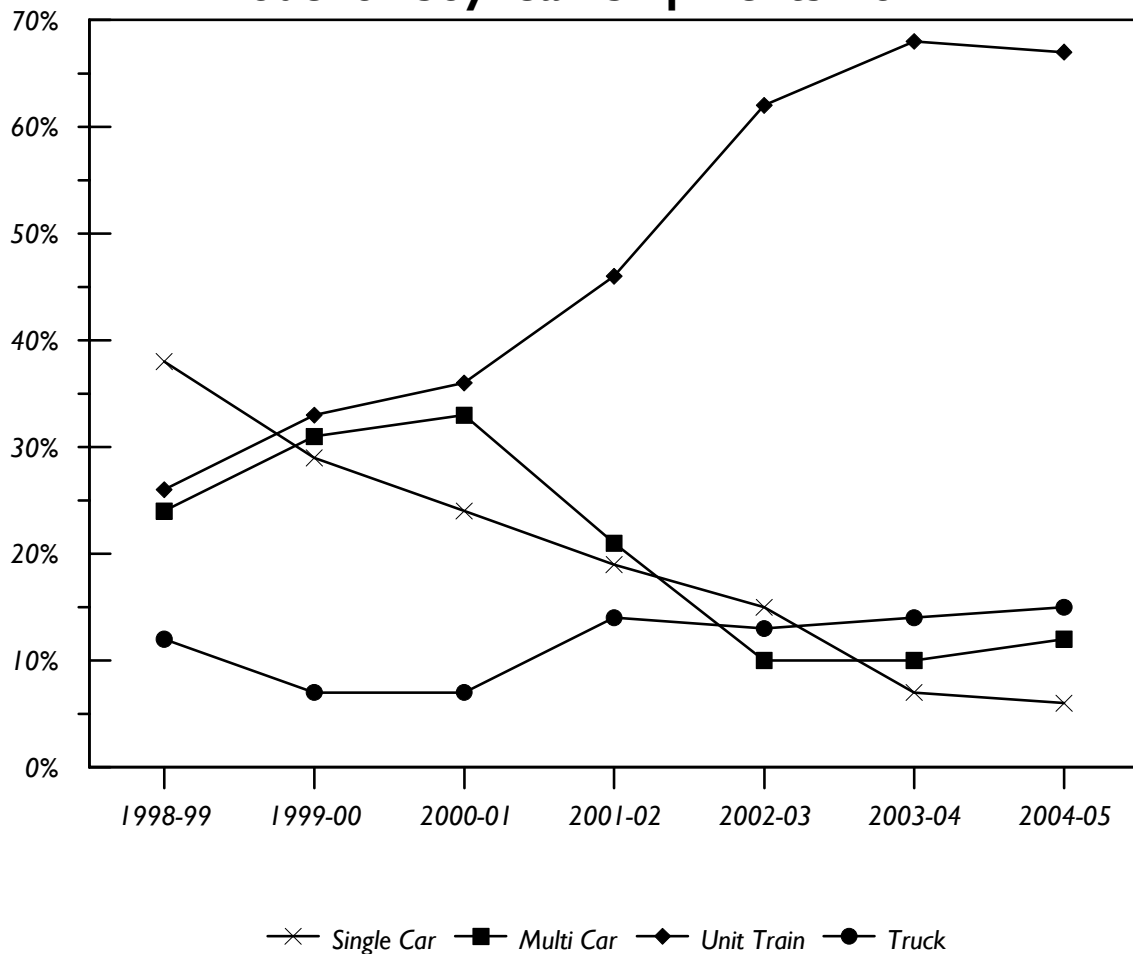
Mode for Canola Shipments from ND



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

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	10,992 38%	7,132 24%	7,827 26%	3,576 12%	29,526
1999-00	12,407 29%	13,287 31%	13,975 33%	2,999 7%	42,668
2000-01	12,494 25%	16,170 33%	17,357 35%	3,596 7%	49,617
2001-02	11,803 20%	12,217 20%	27,914 46%	8,219 14%	60,153
2002-03	12,811 15%	8,097 10%	50,934 62%	10,942 13%	82,784
2003-04	6,169 7%	8,907 10%	59,646 68%	12,539 14%	87,260
2004-05	4,234 6%	7,735 12%	44,726 67%	10,037 15%	66,732

Mode for Soybean Shipments from ND



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

	Single Car	Multi Car	Unit Train	Truck	Total
1998-99	11,251 31%	3,493 9%	11,561 33%	9,580 27%	35,886
1999-00	11,014 29%	6,872 18%	11,906 31%	8,734 23%	38,525
2000-01	13,125 26%	11,242 22%	14,033 27%	12,730 25%	51,130
2001-02	11,318 25%	6,232 14%	13,038 28%	15,492 34%	46,079
2002-03	7,623 13%	7,638 13%	22,423 37%	22,462 37%	60,147
2003-04	10,145 14%	6,421 9%	38,065 51%	19,350 26%	73,981
2004-05	6,020 11%	3,159 6%	33,188 58%	14,453 25%	56,821

Mode for Corn Shipments from ND

