



ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2005-06

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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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| Oats | 33 |
| Sunflowers | 37 |
| Canola | 41 |
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| Durum | 58 |
| Barley | 60 |
| Oats | 61 |
| Sunflowers | 62 |
| Canola | 63 |
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| Corn | 65 |

Overview

The *Annual North Dakota Elevator Marketing Report for 2005-06* 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. **2005-06 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 2005 to June 2006.
- **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.

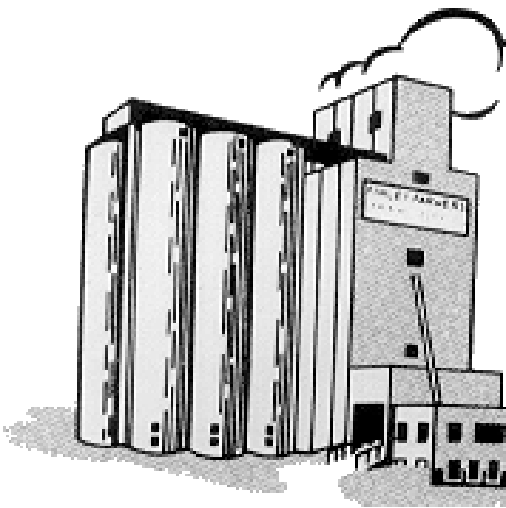
Mode for Grain & Oilseed Shipments by Rail:

| | |
|-------------------------|--|
| 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, 2005-06

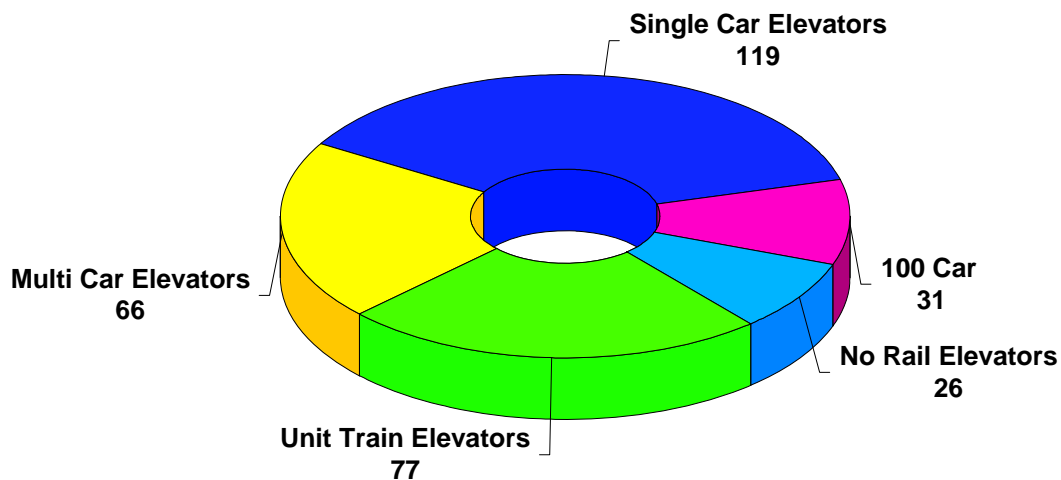
Storage: 222,166 Thousand Bu.

Grain Shipped to End User: 598,988 Thousand Bu.

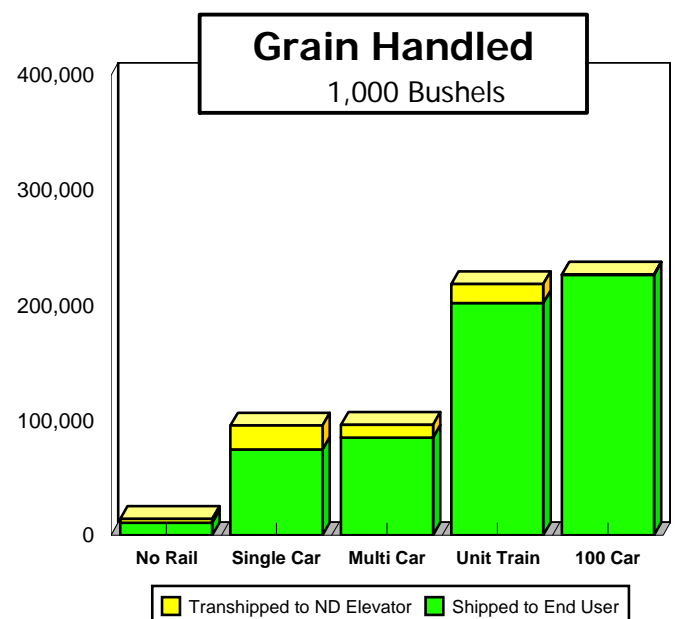
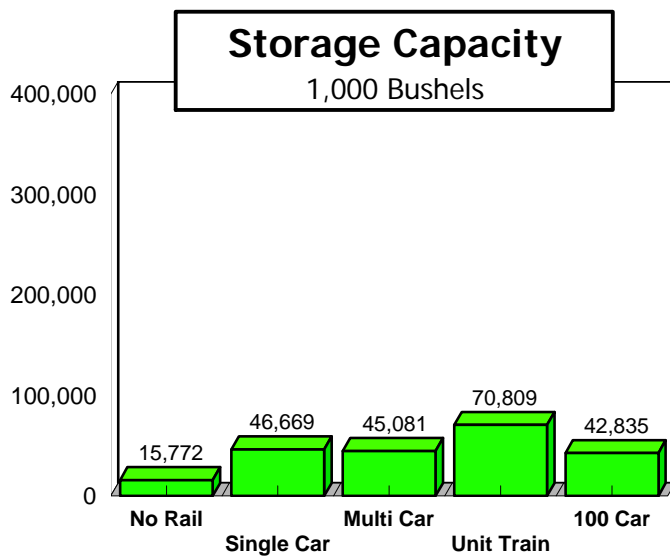
Grain Transhipped to ND Elevator: 51,695 Thousand Bu.

Average Turnover: 5.5

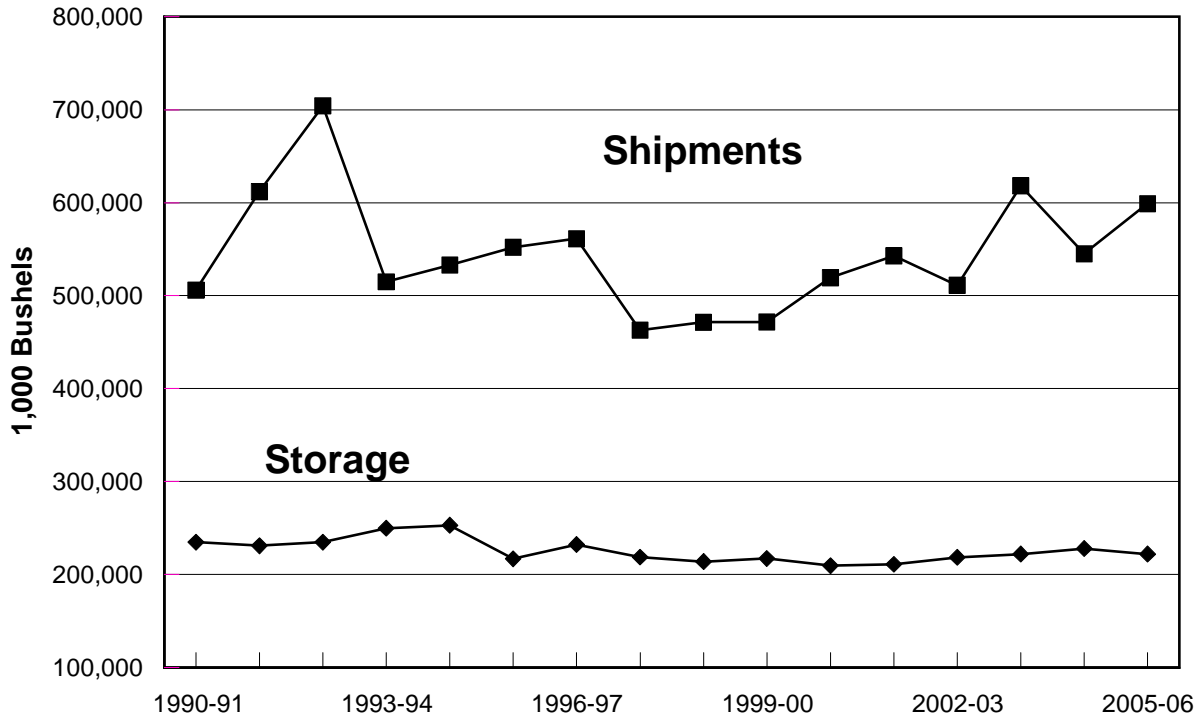
Elevator Categories



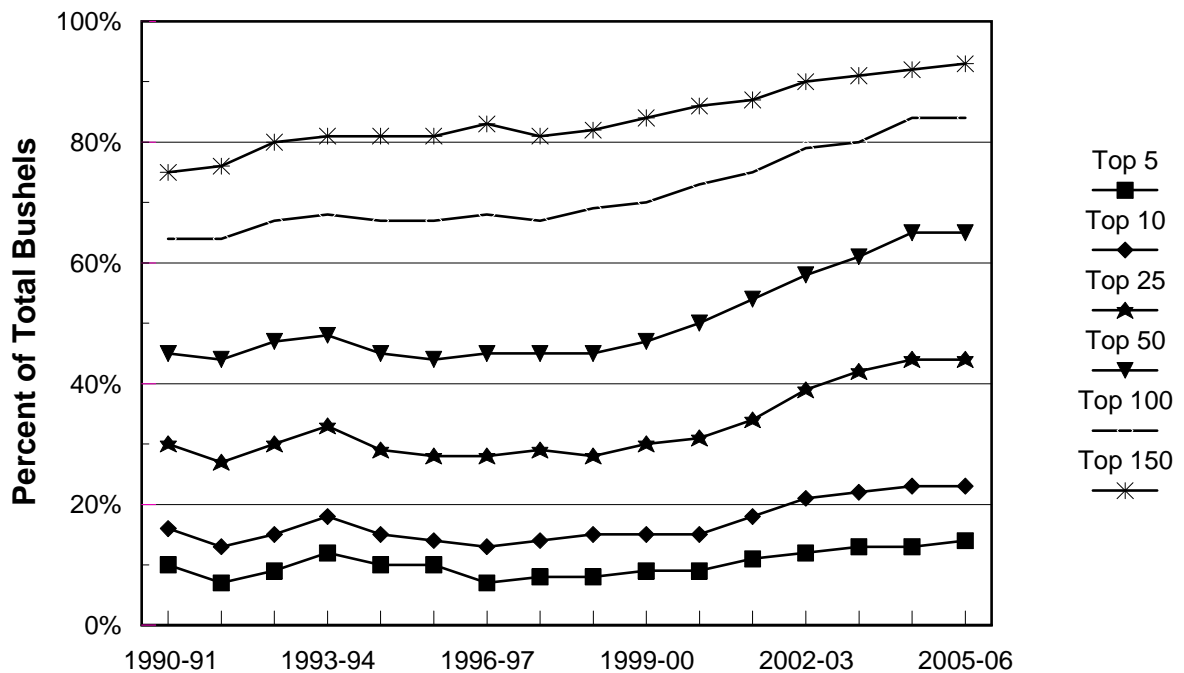
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



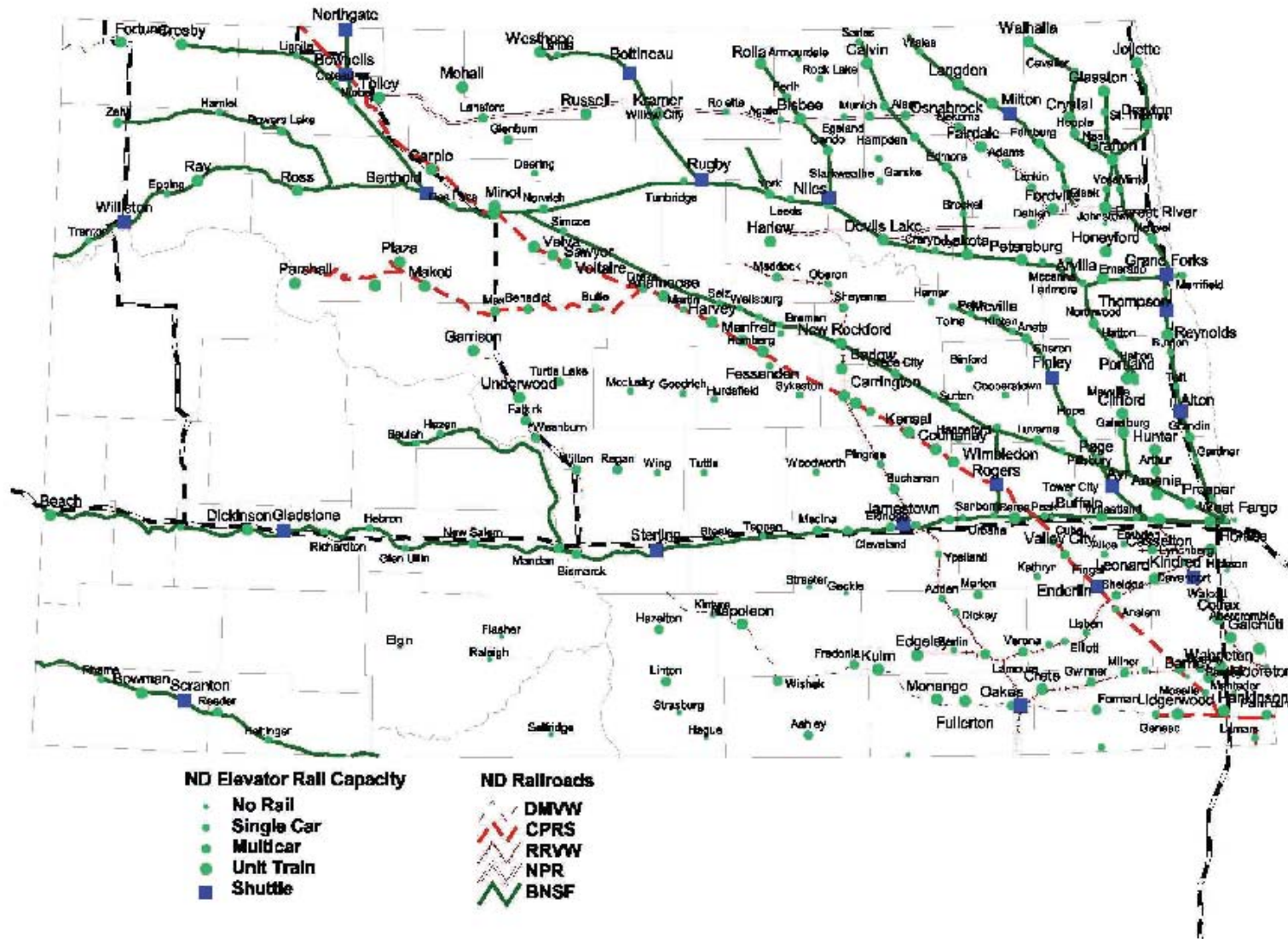
Storage and Total Grain Shipments for North Dakota Elevators



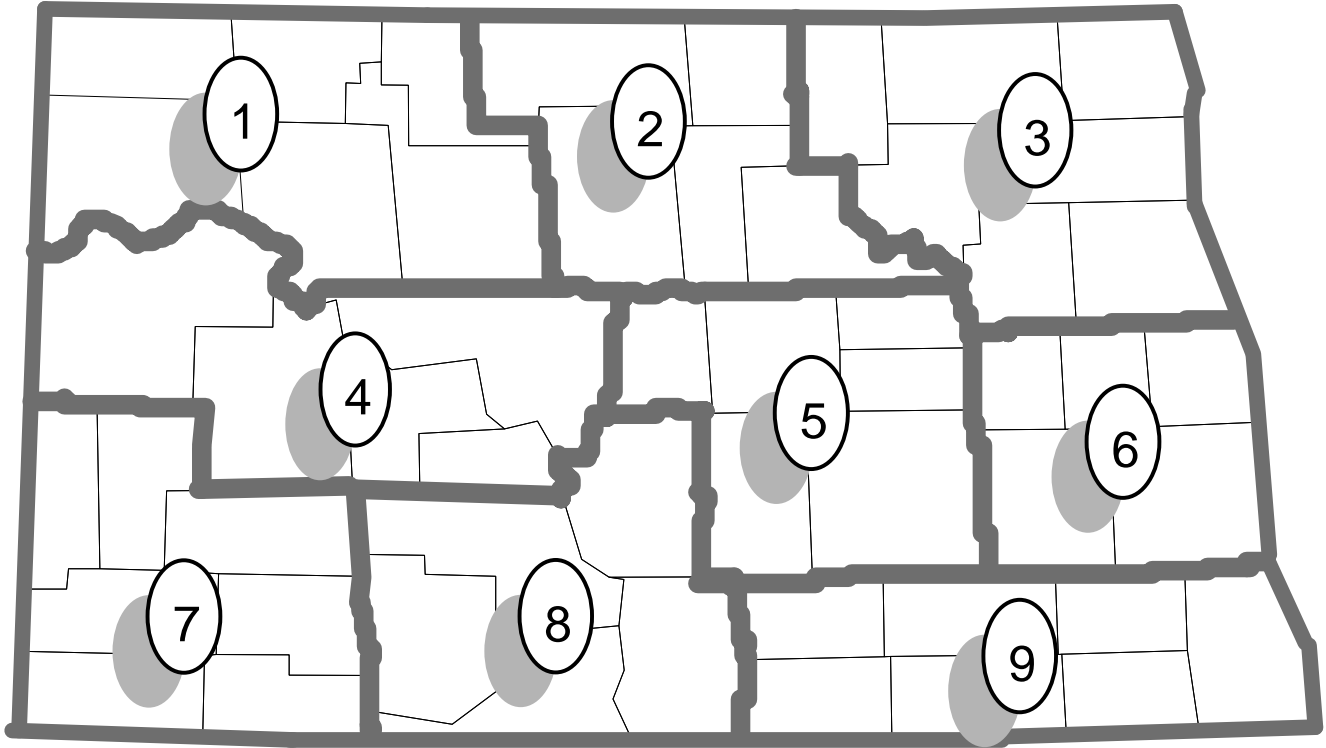
Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators



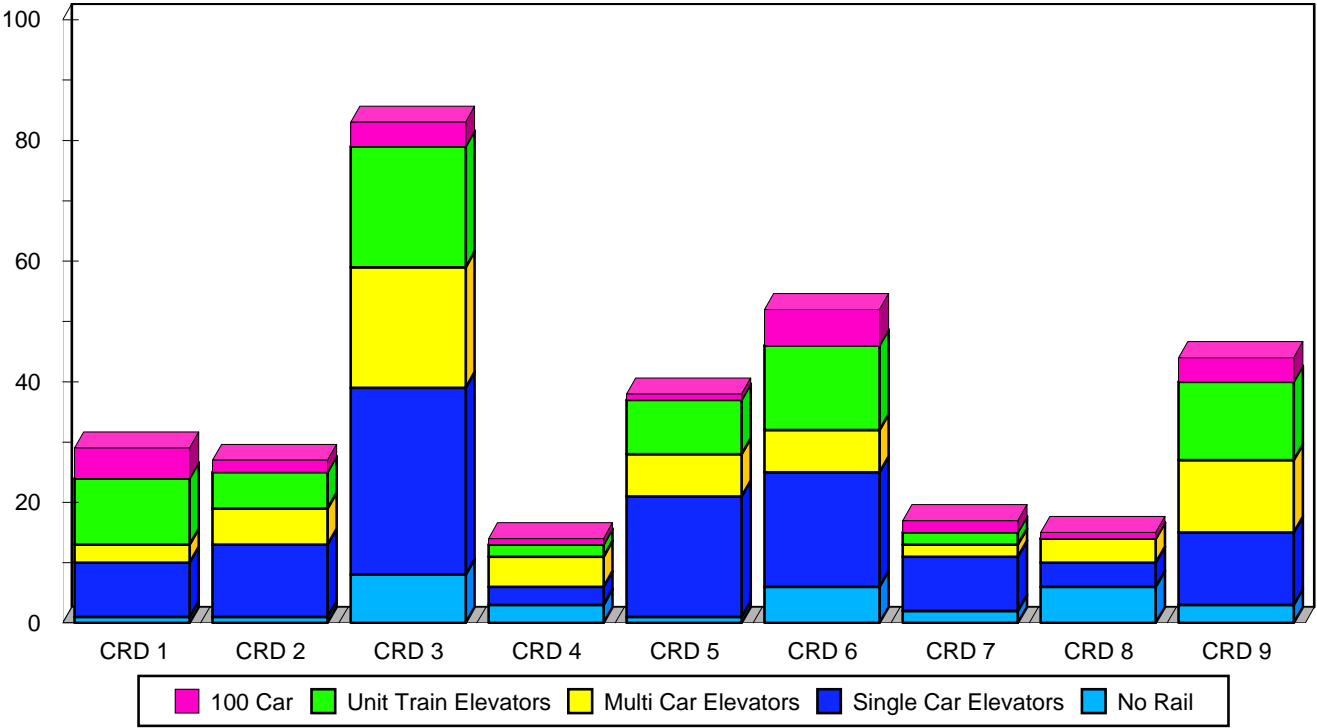
North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2006



NORTH DAKOTA CROP REPORTING DISTRICTS

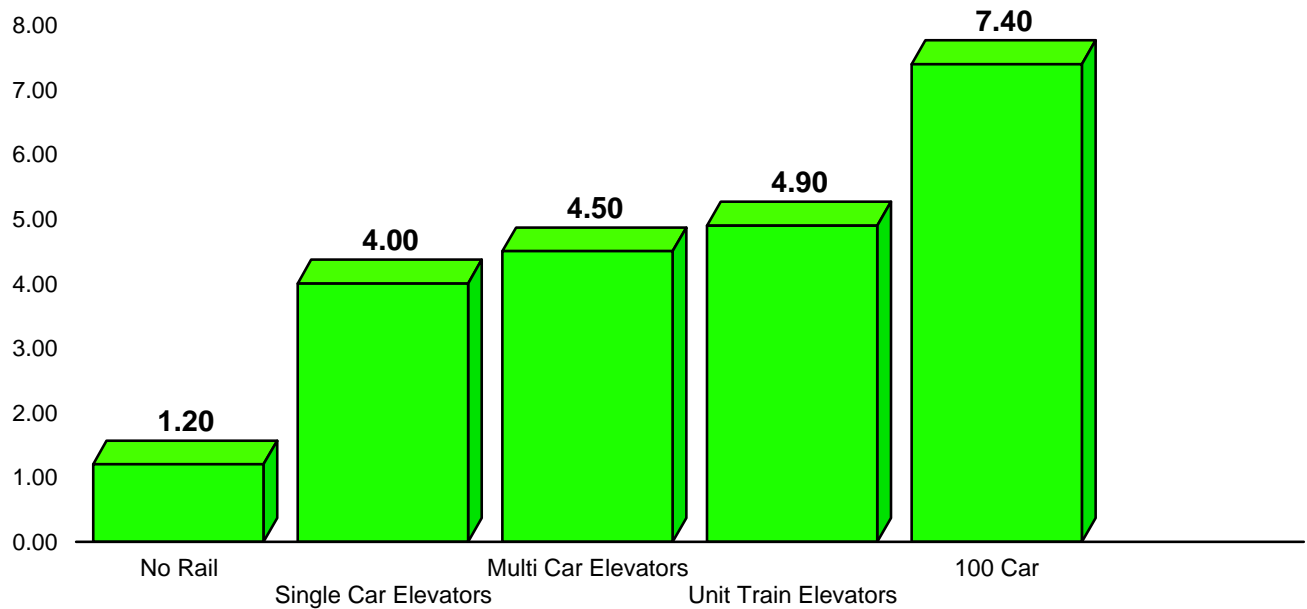


Elevators in Each CRD, 2005-06



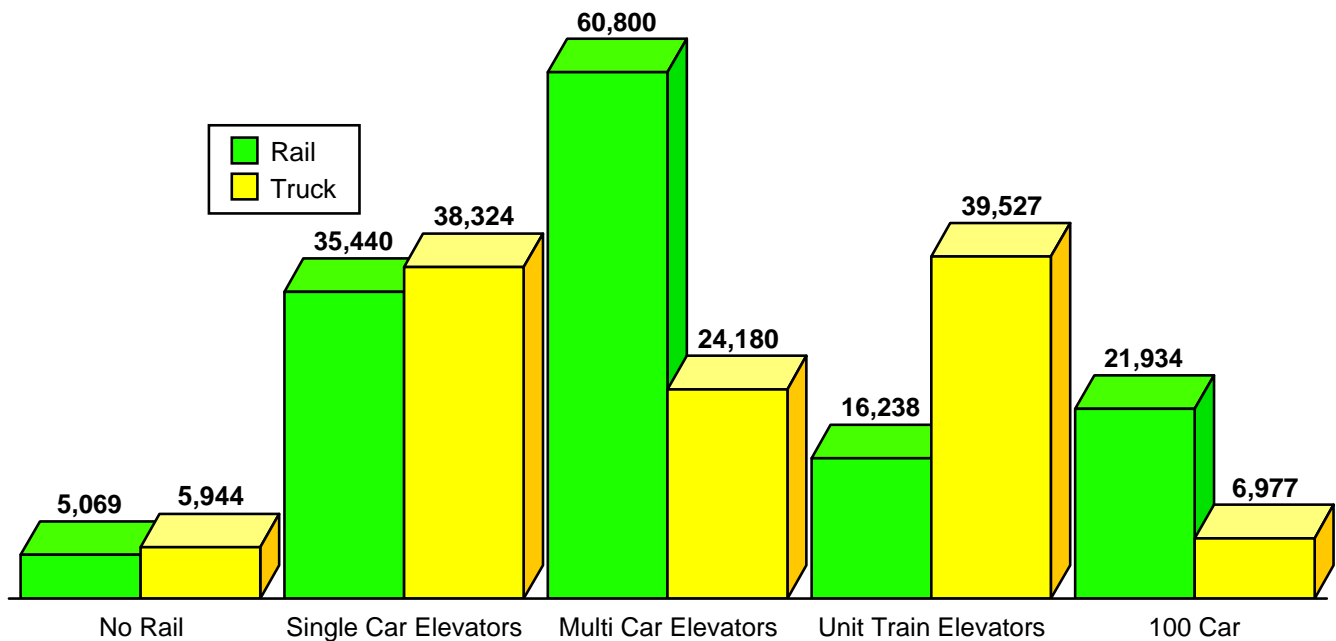
Turnover Ratios for Each Elevator Category, 2005-06

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2005-06

- Thousand Bushels -



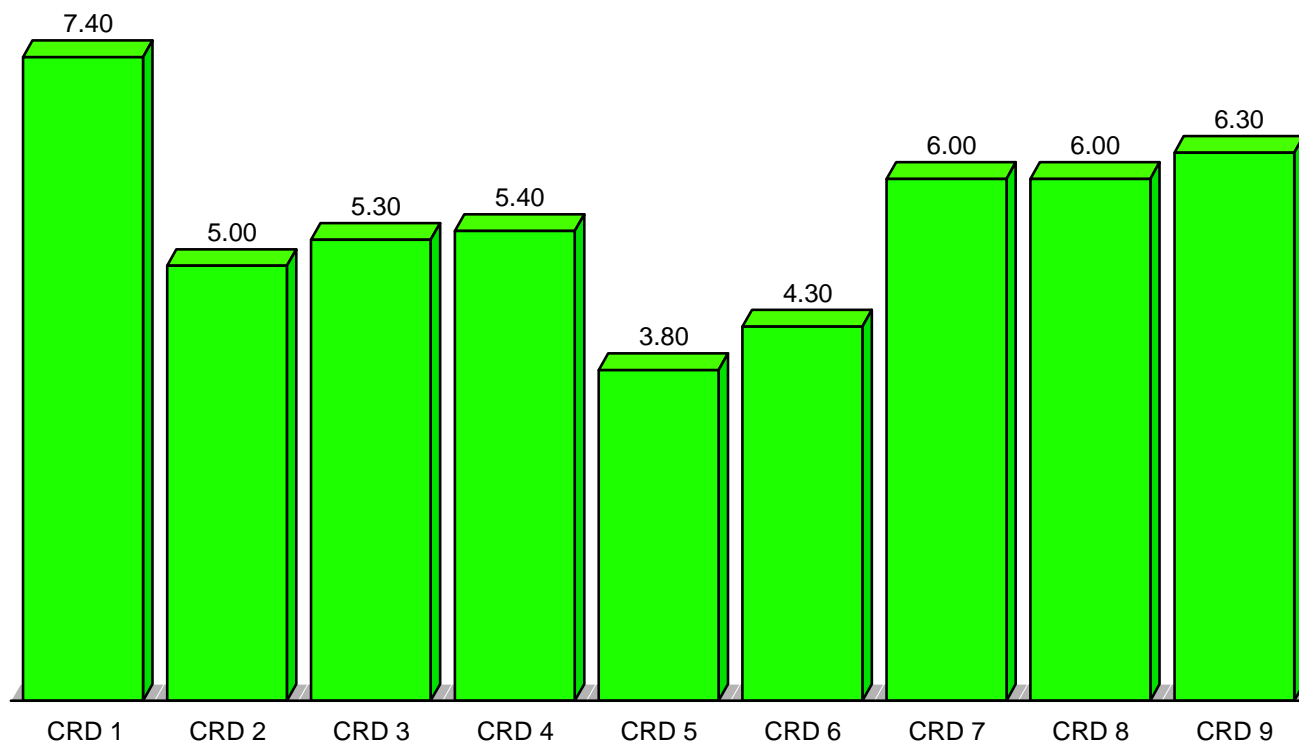
**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2005-06**

| CRD | # Elev | Storage Capacity | Total Transhipped ^a | Total Shipments ^b | Average Turnover |
|-----|--------|------------------|--------------------------------|------------------------------|------------------|
| 1 | 29 | 19,542,982 | 2,708,916 | 91,548,862 | 7.4 |
| 2 | 27 | 14,032,000 | 1,876,902 | 49,160,868 | 5.0 |
| 3 | 83 | 46,721,549 | 12,149,061 | 106,105,883 | 5.3 |
| 4 | 14 | 6,759,000 | 1,675,571 | 25,221,673 | 5.4 |
| 5 | 38 | 32,785,300 | 7,563,757 | 65,123,261 | 3.8 |
| 6 | 52 | 50,439,816 | 16,725,627 | 100,433,724 | 4.3 |
| 7 | 17 | 11,022,200 | 655,802 | 37,174,865 | 6.0 |
| 8 | 15 | 5,041,000 | 528,960 | 13,703,801 | 6.0 |
| 9 | 44 | 35,822,200 | 7,810,086 | 110,514,974 | 6.3 |
| All | 319 | 222,166,047 | 51,694,682 | 598,987,911 | 5.5 |

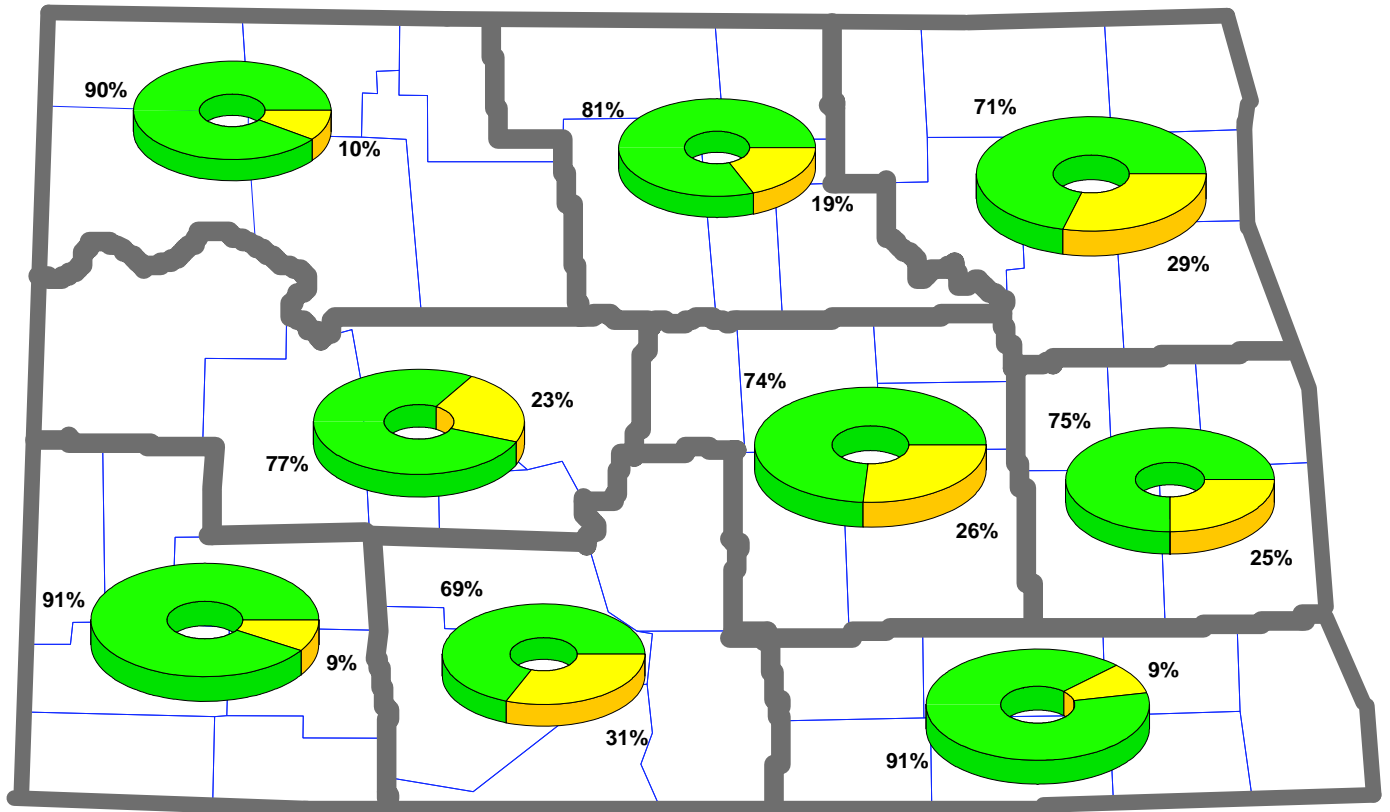
^aBushels transhipped to other ND elevators.

^bBushels shipped to processors, and various export points.

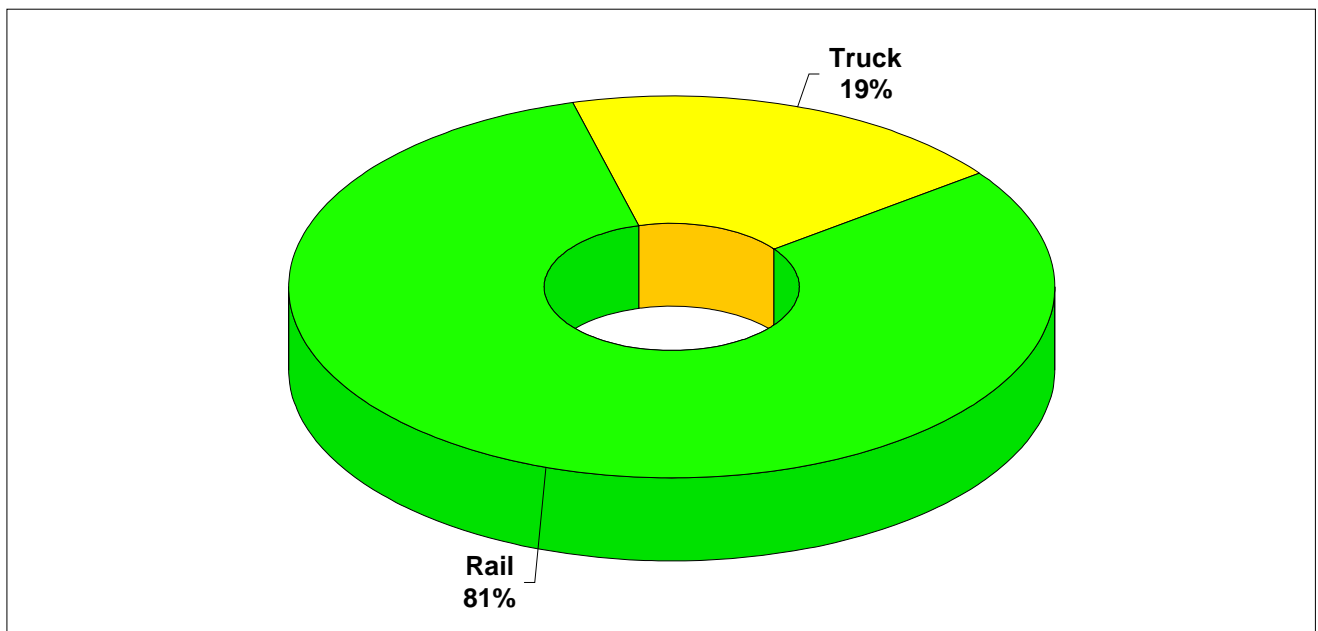
**Average Turnover of Shipments to Storage
for Each CRD, 2005-06
-Weighted by grain shipments-**

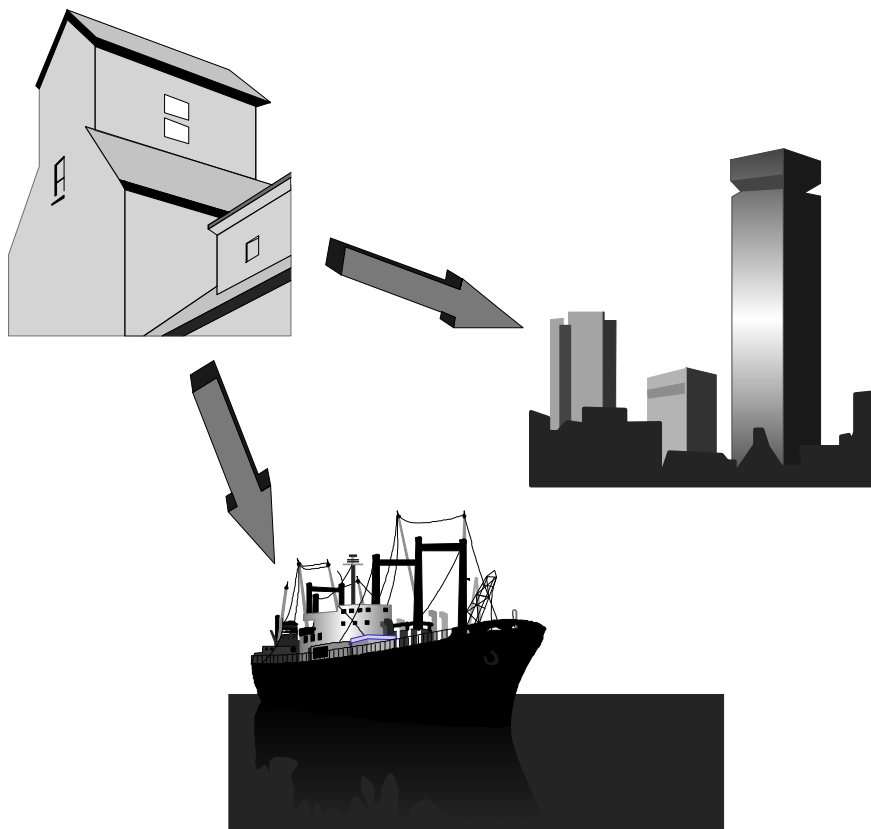


Modal Share of Grain and Oilseed Shipments from Each CRD, 2005-06



Rail/Truck Share of Grain and Oilseed Shipments from ND, 2005-06

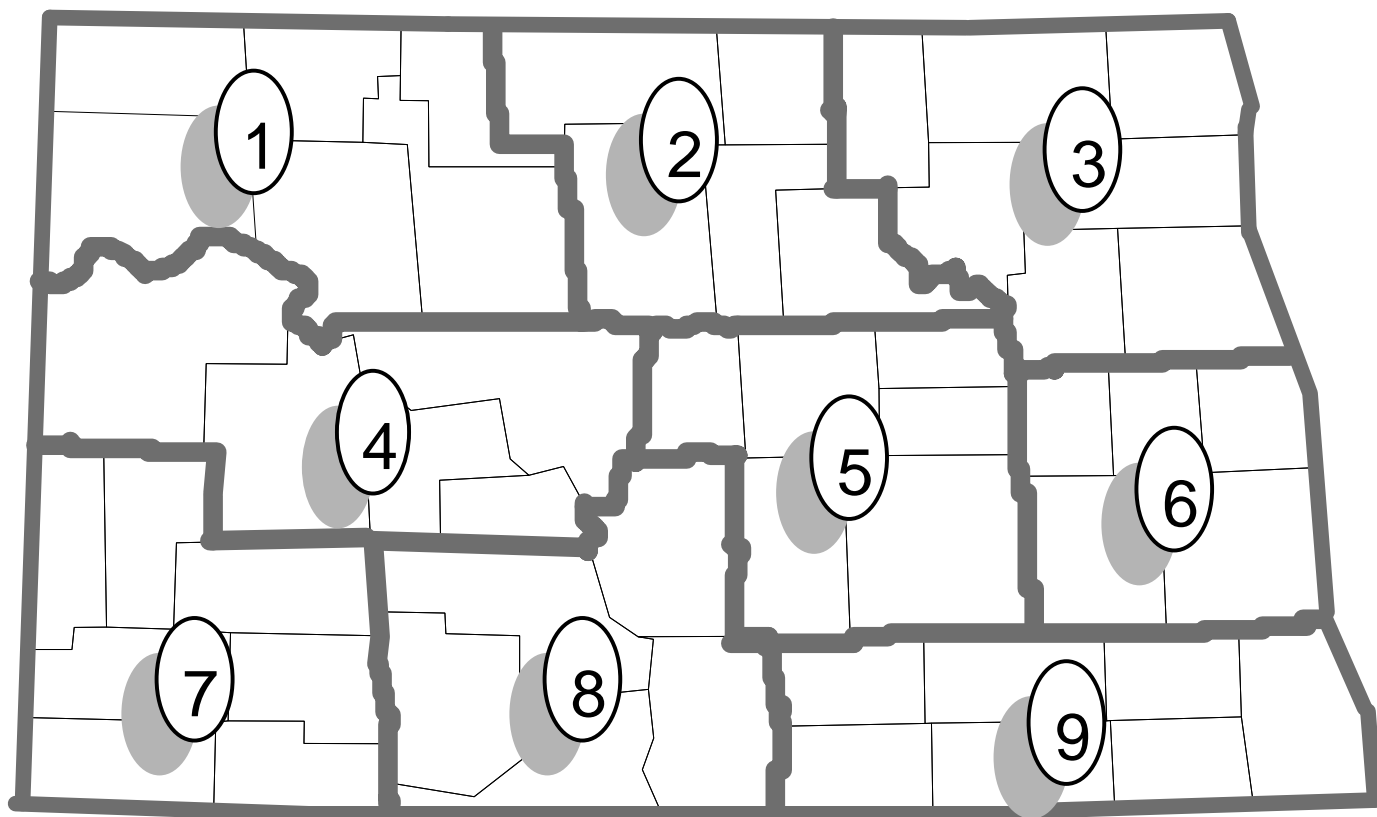




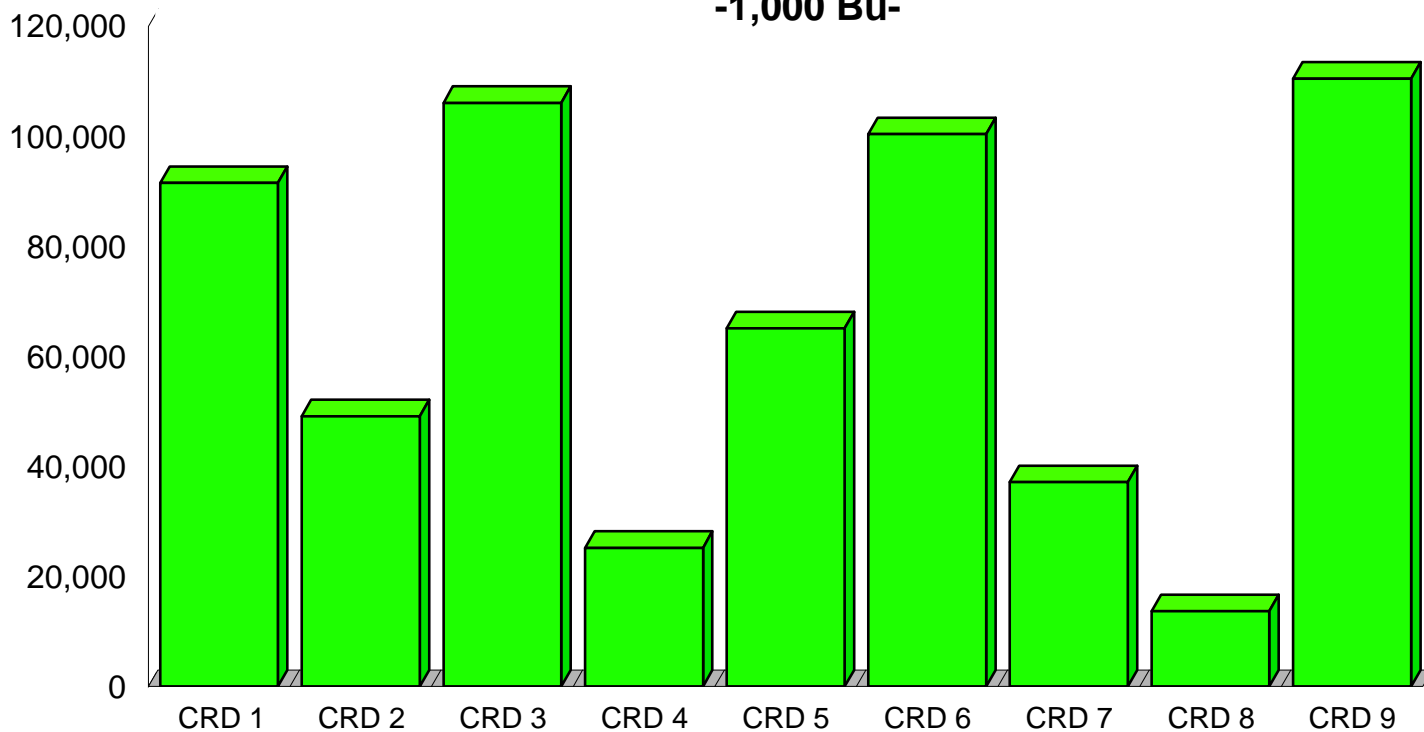
***Destinations for Grain and Oilseed
Shipments Originating from
North Dakota Elevators***

All Grains and Oilseeds

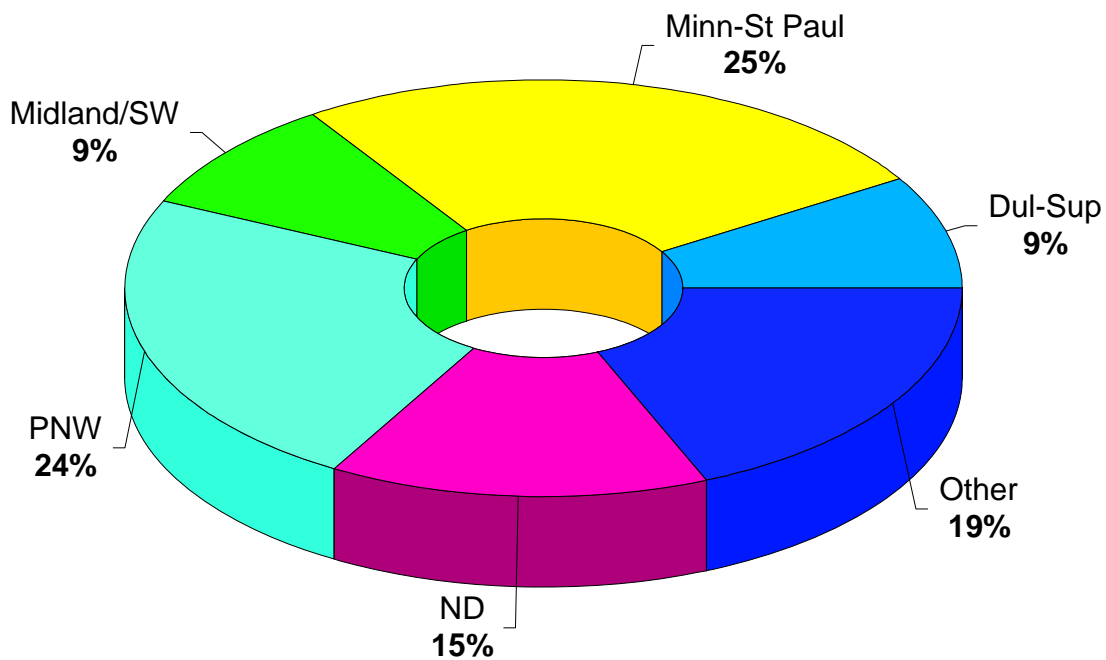
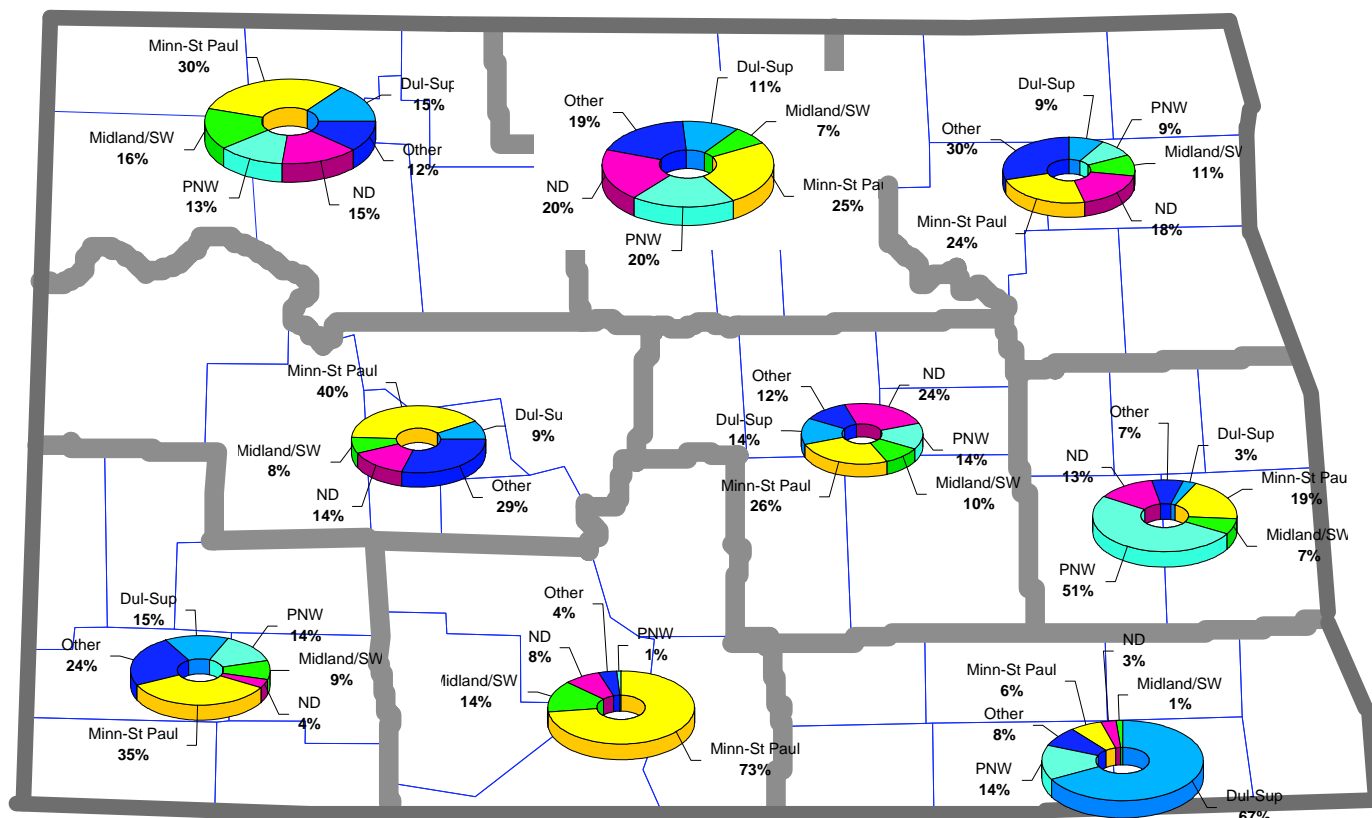
NORTH DAKOTA CROP REPORTING DISTRICTS



Grain & Oilseed Shipments Originating from Each CRD, 2005-06 -1,000 Bu-



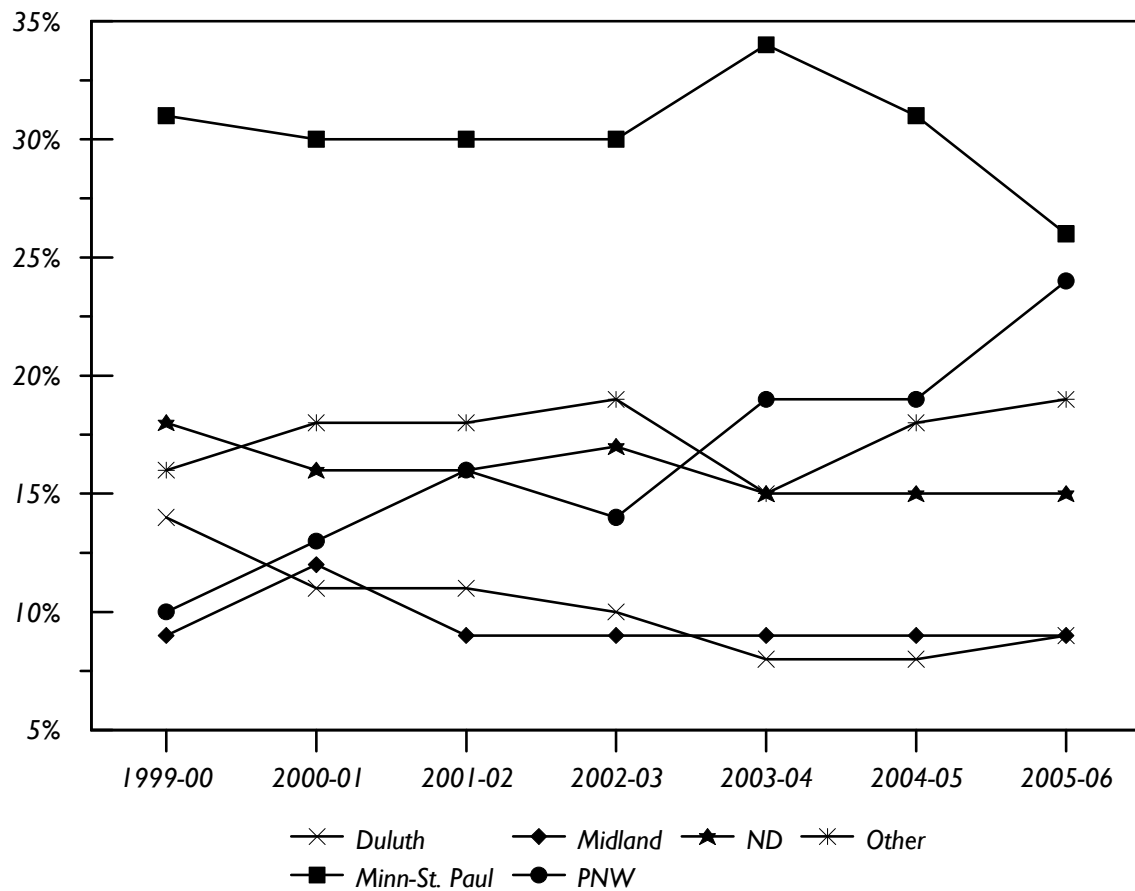
Destinations for Grain & Oilseed Shipments 2005-06 Crop Reporting District



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

| | Dul-Sup | Minn-St. Paul | Midland/SW | PNW | Total |
|---------|---------------|----------------|---------------|----------------|---------|
| 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 |
| 2005-06 | 51,261 9% | 156,108 26% | 55,066 9% | 143,212 24% | 598,988 |

Destinations for Grain and Oilseed Shipments



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

| CRD 1 | | | | | | | | CRD 2 | | | | | | | |
|---------|--------|---------------|---------|-----|-----|-------|--------|---------|--------|---------------|---------|-----|-----|-------|--------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 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 |
| 2005-06 | 15% | 31% | 16% | 13% | 15% | 12% | 91,549 | 2005-06 | 11% | 25% | 7% | 20% | 20% | 19% | 49,161 |

| CRD 3 | | | | | | | | CRD 4 | | | | | | | |
|---------|--------|---------------|---------|-----|-----|-------|---------|---------|--------|---------------|---------|-----|-----|-------|--------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 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 |
| 2005-06 | 9% | 25% | 11% | 9% | 19% | 31% | 106,106 | 2005-06 | 9% | 40% | 8% | 0% | 14% | 29% | 25,222 |

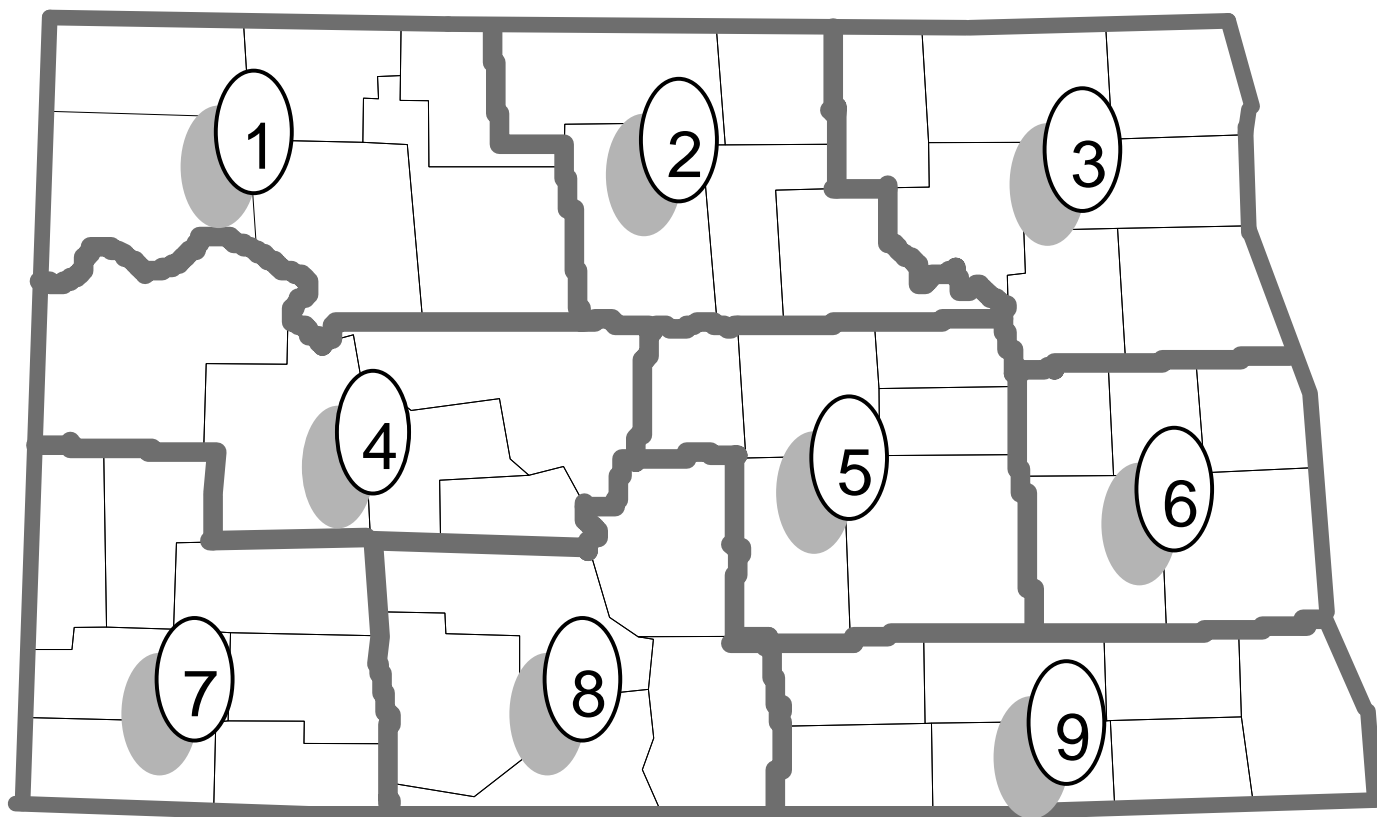
| CRD 5 | | | | | | | | CRD 6 | | | | | | | |
|---------|--------|---------------|---------|-----|-----|-------|--------|---------|--------|---------------|---------|-----|-----|-------|---------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 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 |
| 2005-06 | 14% | 26% | 10% | 14% | 24% | 12% | 65,123 | 2005-06 | 3% | 19% | 7% | 50% | 13% | 7% | 100,434 |

| CRD 7 | | | | | | | | CRD 8 | | | | | | | |
|---------|--------|---------------|---------|-----|----|-------|--------|---------|--------|---------------|---------|-----|-----|-------|--------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 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 |
| 2005-06 | 15% | 35% | 9% | 14% | 4% | 24% | 37,175 | 2005-06 | 0% | 73% | 14% | 1% | 8% | 4% | 13,704 |

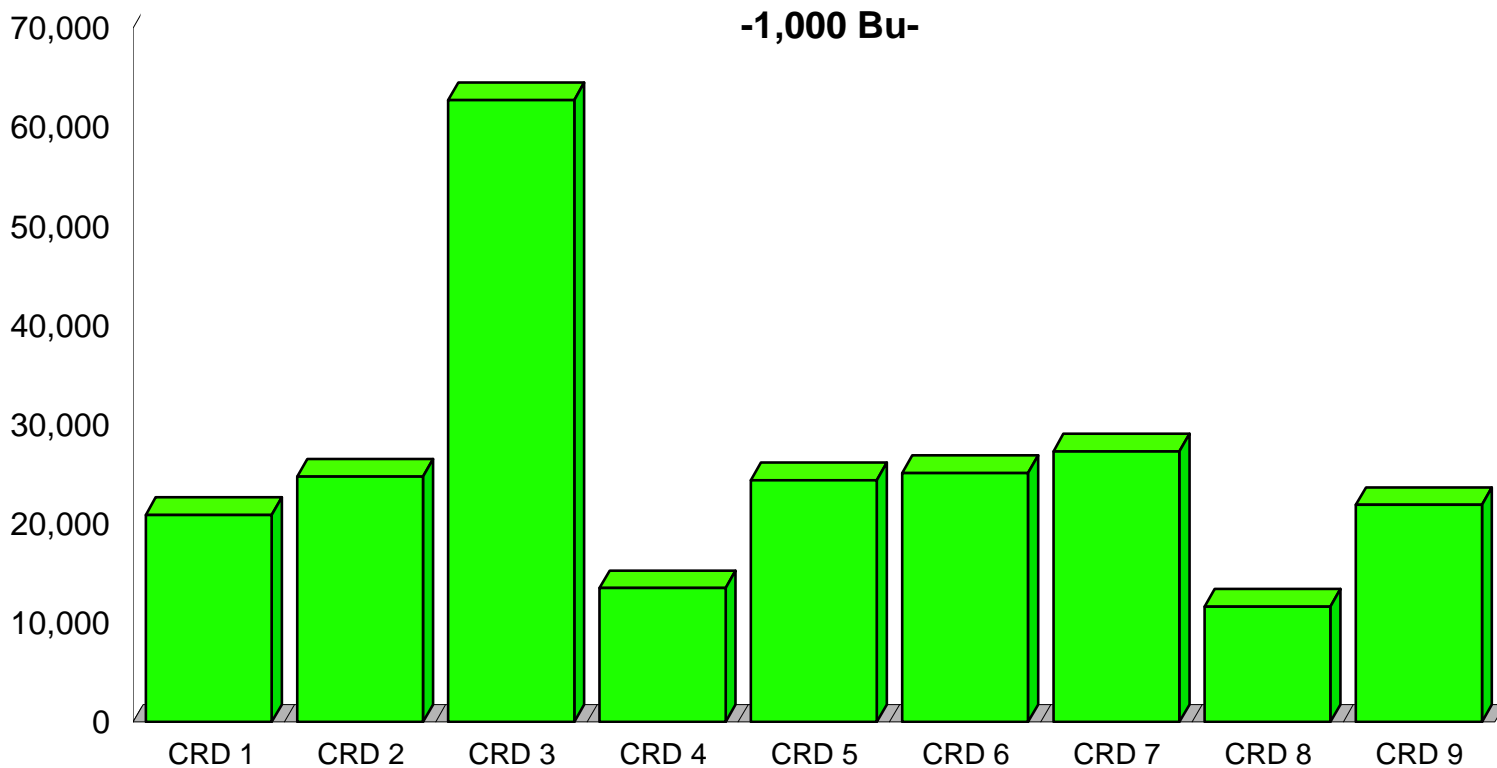
| CRD 9 | | | | | | | |
|---------|--------|---------------|---------|-----|-----|-------|---------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 1999-00 | 19% | 31% | 3% | 15% | 15% | 18% | 83,082 |
| 2000-01 | 10% | 30% | 5% | 18% | 12% | 25% | 94,713 |
| 2001-02 | 5% | 35% | 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 |
| 2005-06 | 2% | 19% | 4% | 42% | 9% | 24% | 110,515 |

HRS Wheat

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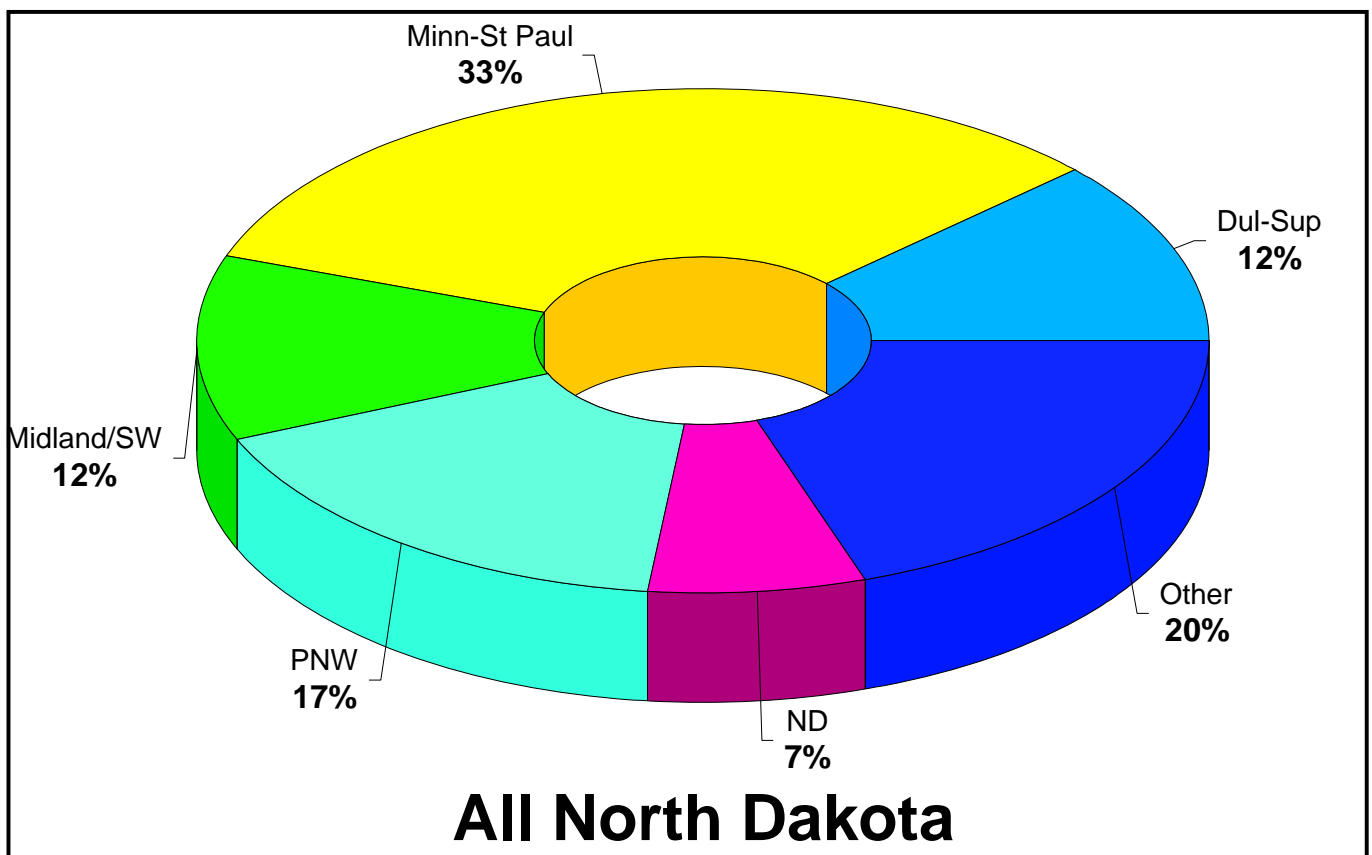
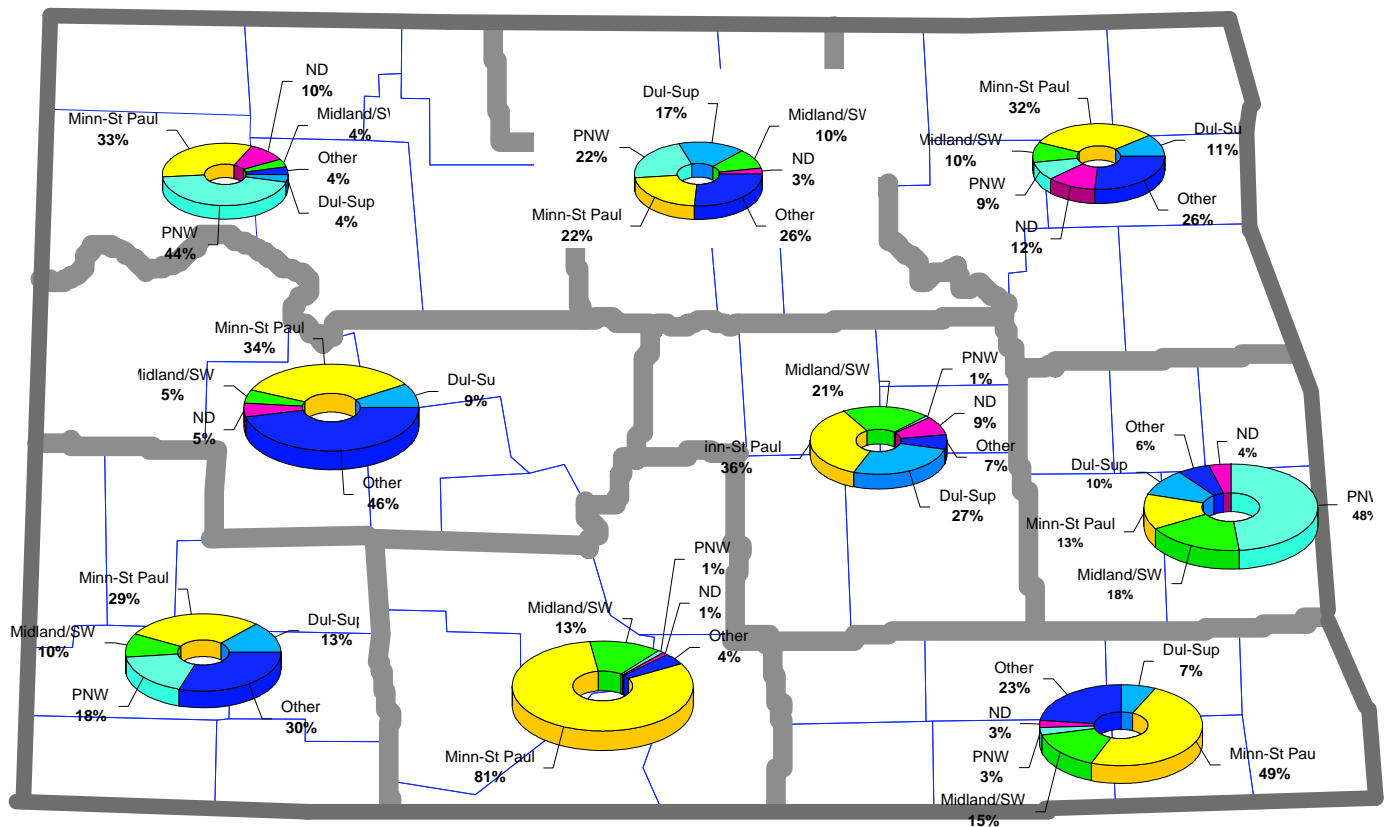
**Hard Red Spring Wheat Shipments
Originating from Each CRD, 2005-06**
-1,000 Bu-



Destinations for Hard Red Spring Wheat Shipments

2005-06

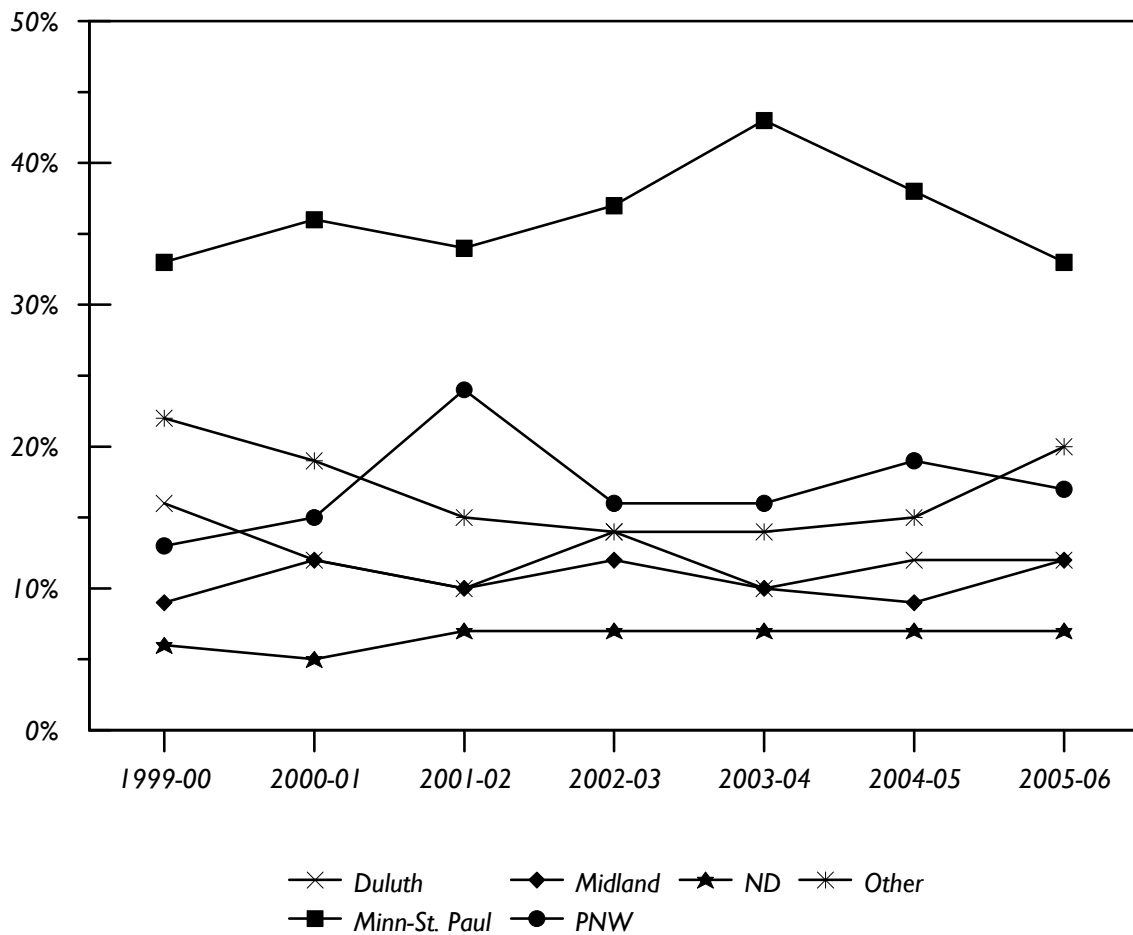
Crop Reporting District



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

| | Dul-Sup | Minn-St. Paul | Midland/SW | PNW | Total |
|---------|---------------|----------------|---------------|---------------|---------|
| 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 |
| 2005-06 | 27,038 12% | 77,230 33% | 27,482 12% | 38,732 17% | 232,312 |

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 | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 1999-00 | 0% | 19% | 4% | 70% | 3% | 4% | 12,268 | 1999-00 | 14% | 25% | 10% | 34% | 6% | 11% | 7,977 |
| 2000-01 | 1% | 14% | 12% | 65% | 1% | 6% | 16,171 | 2000-01 | 7% | 43% | 8% | 29% | 7% | 6% | 9,090 |
| 2001-02 | 4% | 9% | 2% | 77% | 3% | 5% | 16,831 | 2001-02 | 13% | 26% | 5% | 47% | 6% | 3% | 10,185 |
| 2002-03 | 11% | 7% | 1% | 72% | 3% | 6% | 15,740 | 2002-03 | 20% | 11% | 14% | 51% | 4% | 0% | 16,063 |
| 2003-04 | 1% | 12% | 2% | 76% | 6% | 3% | 17,820 | 2003-04 | 23% | 13% | 16% | 37% | 3% | 7% | 20,998 |
| 2004-05 | 0% | 9% | 2% | 73% | 5% | 11% | 21,945 | 2004-05 | 20% | 17% | 15% | 27% | 3% | 17% | 23,765 |
| 2005-06 | 4% | 33% | 4% | 44% | 10% | 4% | 20,892 | 2005-06 | 17% | 22% | 10% | 22% | 3% | 26% | 24,767 |

| CRD 3 | | | | | | | | CRD 4 | | | | | | | |
|---------|--------|---------------|---------|-----|-----|-------|--------|---------|--------|---------------|---------|-----|----|-------|--------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 1999-00 | 24% | 23% | 8% | 1% | 15% | 28% | 44,229 | 1999-00 | 2% | 67% | 0% | 10% | 7% | 14% | 6,636 |
| 2000-01 | 20% | 33% | 8% | 1% | 14% | 24% | 46,282 | 2000-01 | 3% | 48% | 1% | 22% | 1% | 25% | 6,301 |
| 2001-02 | 18% | 30% | 6% | 4% | 23% | 19% | 39,363 | 2001-02 | 5% | 76% | 2% | 8% | 1% | 8% | 6,716 |
| 2002-03 | 17% | 43% | 5% | 1% | 18% | 16% | 54,305 | 2002-03 | 1% | 79% | 3% | 7% | 1% | 10% | 7,501 |
| 2003-04 | 10% | 46% | 5% | 4% | 15% | 20% | 70,521 | 2003-04 | 3% | 72% | 6% | 6% | 5% | 8% | 9,017 |
| 2004-05 | 17% | 38% | 5% | 5% | 15% | 20% | 67,782 | 2004-05 | 4% | 68% | 8% | 2% | 8% | 9% | 11,786 |
| 2005-06 | 11% | 32% | 10% | 9% | 12% | 26% | 62,748 | 2005-06 | 9% | 34% | 5% | 0% | 5% | 46% | 13,511 |

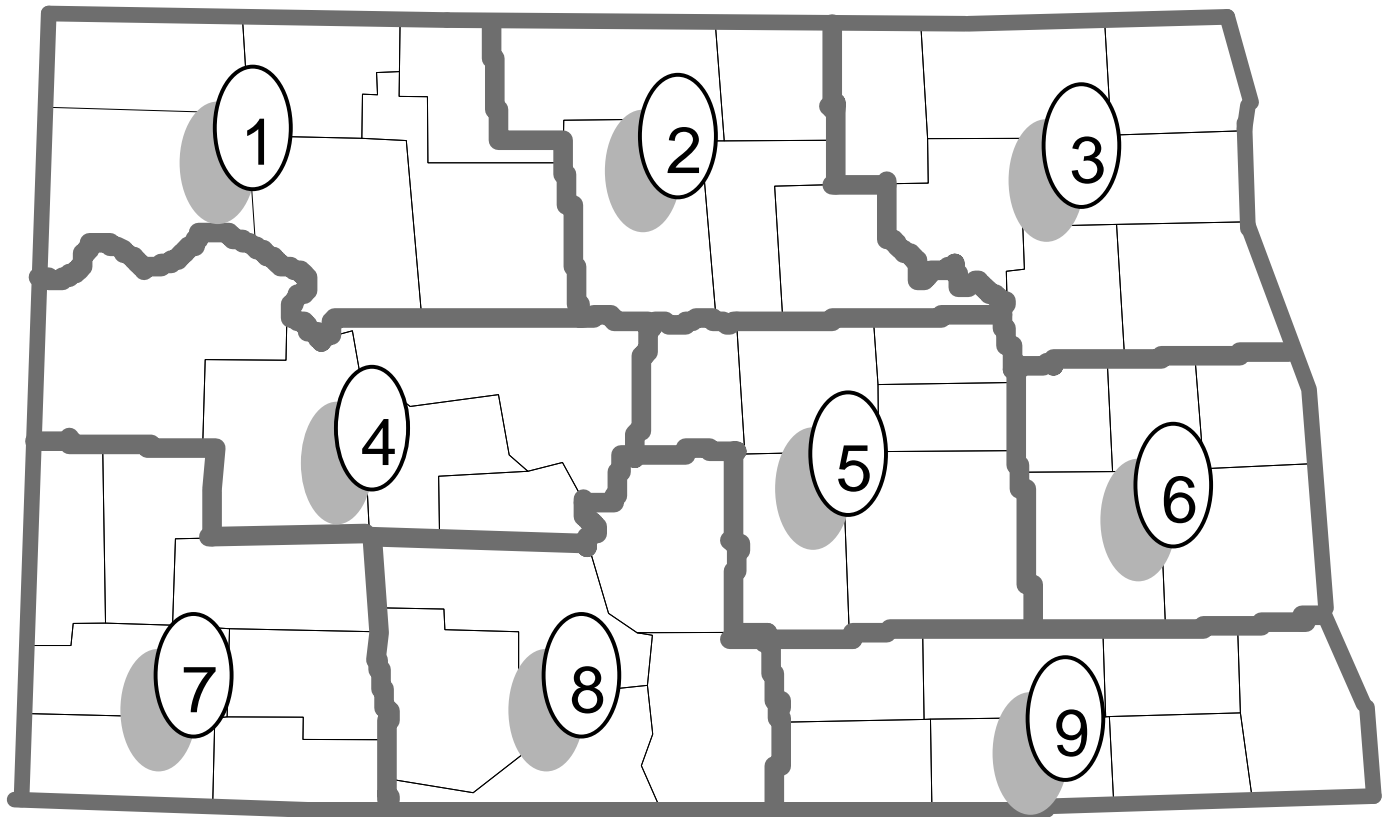
| CRD 5 | | | | | | | | CRD 6 | | | | | | | |
|---------|--------|---------------|---------|-----|----|-------|--------|---------|--------|---------------|---------|-----|----|-------|--------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 1999-00 | 14% | 31% | 20% | 0% | 1% | 33% | 22,078 | 1999-00 | 29% | 30% | 9% | 1% | 2% | 29% | 29,400 |
| 2000-01 | 11% | 33% | 30% | 2% | 3% | 22% | 22,214 | 2000-01 | 19% | 30% | 16% | 2% | 2% | 31% | 33,091 |
| 2001-02 | 5% | 39% | 9% | 23% | 3% | 20% | 23,570 | 2001-02 | 17% | 21% | 20% | 11% | 2% | 28% | 35,474 |
| 2002-03 | 13% | 49% | 17% | 1% | 3% | 17% | 20,394 | 2002-03 | 23% | 23% | 27% | 1% | 6% | 21% | 32,793 |
| 2003-04 | 8% | 50% | 7% | 10% | 4% | 21% | 24,206 | 2003-04 | 21% | 25% | 25% | 16% | 1% | 12% | 38,292 |
| 2004-05 | 17% | 48% | 15% | 8% | 2% | 11% | 30,261 | 2004-05 | 15% | 34% | 11% | 21% | 2% | 17% | 28,650 |
| 2005-06 | 27% | 36% | 21% | 1% | 9% | 7% | 24,392 | 2005-06 | 10% | 13% | 18% | 48% | 4% | 6% | 25,117 |

| CRD 7 | | | | | | | | CRD 8 | | | | | | | |
|---------|--------|---------------|---------|-----|----|-------|--------|---------|--------|---------------|---------|-----|----|-------|--------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 1999-00 | 11% | 15% | 14% | 51% | 3% | 6% | 21,192 | 1999-00 | 2% | 82% | 2% | 3% | 4% | 7% | 10,289 |
| 2000-01 | 6% | 15% | 17% | 49% | 3% | 10% | 27,822 | 2000-01 | 5% | 84% | 3% | 2% | 0% | 6% | 12,822 |
| 2001-02 | 5% | 9% | 17% | 62% | 4% | 5% | 27,684 | 2001-02 | 1% | 93% | 3% | 1% | 0% | 2% | 11,688 |
| 2002-03 | 0% | 21% | 18% | 50% | 2% | 9% | 17,940 | 2002-03 | 1% | 84% | 9% | 4% | 1% | 1% | 8,530 |
| 2003-04 | 5% | 48% | 12% | 25% | 1% | 10% | 24,874 | 2003-04 | 3% | 87% | 6% | 1% | 2% | 1% | 12,047 |
| 2004-05 | 11% | 14% | 18% | 46% | 3% | 8% | 27,393 | 2004-05 | 6% | 79% | 12% | 1% | 1% | 1% | 12,522 |
| 2005-06 | 13% | 29% | 10% | 18% | 0% | 30% | 27,312 | 2005-06 | 0% | 81% | 13% | 1% | 1% | 4% | 11,666 |

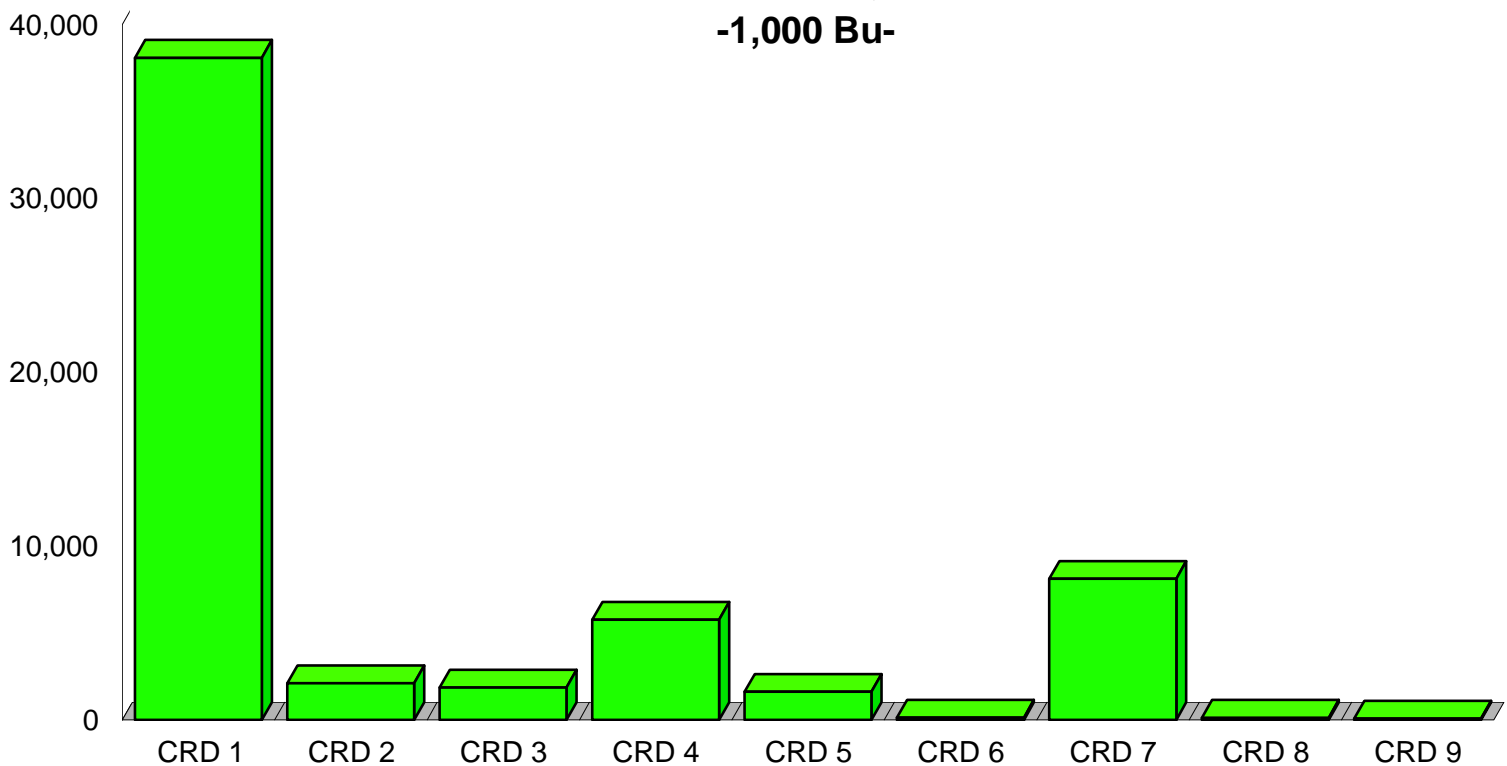
| CRD 9 | | | | | | | |
|---------|--------|---------------|---------|-----|----|-------|--------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 1999-00 | 12% | 51% | 1% | 0% | 7% | 29% | 23,381 |
| 2000-01 | 13% | 58% | 3% | 0% | 3% | 24% | 26,276 |
| 2001-02 | 5% | 65% | 8% | 0% | 5% | 17% | 26,128 |
| 2002-03 | 8% | 62% | 4% | 0% | 2% | 24% | 20,196 |
| 2003-04 | 5% | 61% | 5% | 0% | 6% | 23% | 25,632 |
| 2004-05 | 5% | 60% | 3% | 0% | 4% | 27% | 29,007 |
| 2005-06 | 7% | 49% | 15% | 3% | 3% | 23% | 21,907 |

Durum

NORTH DAKOTA CROP REPORTING DISTRICTS



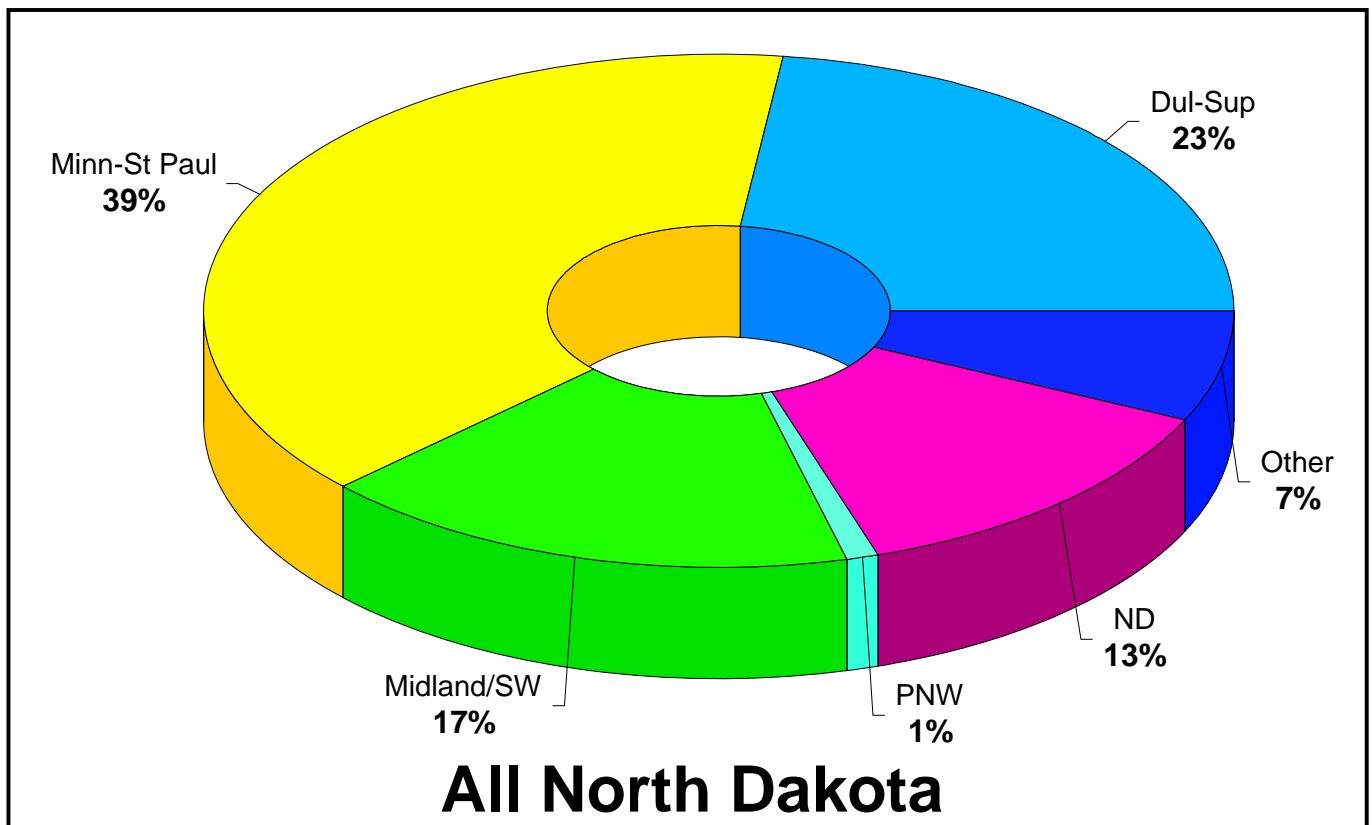
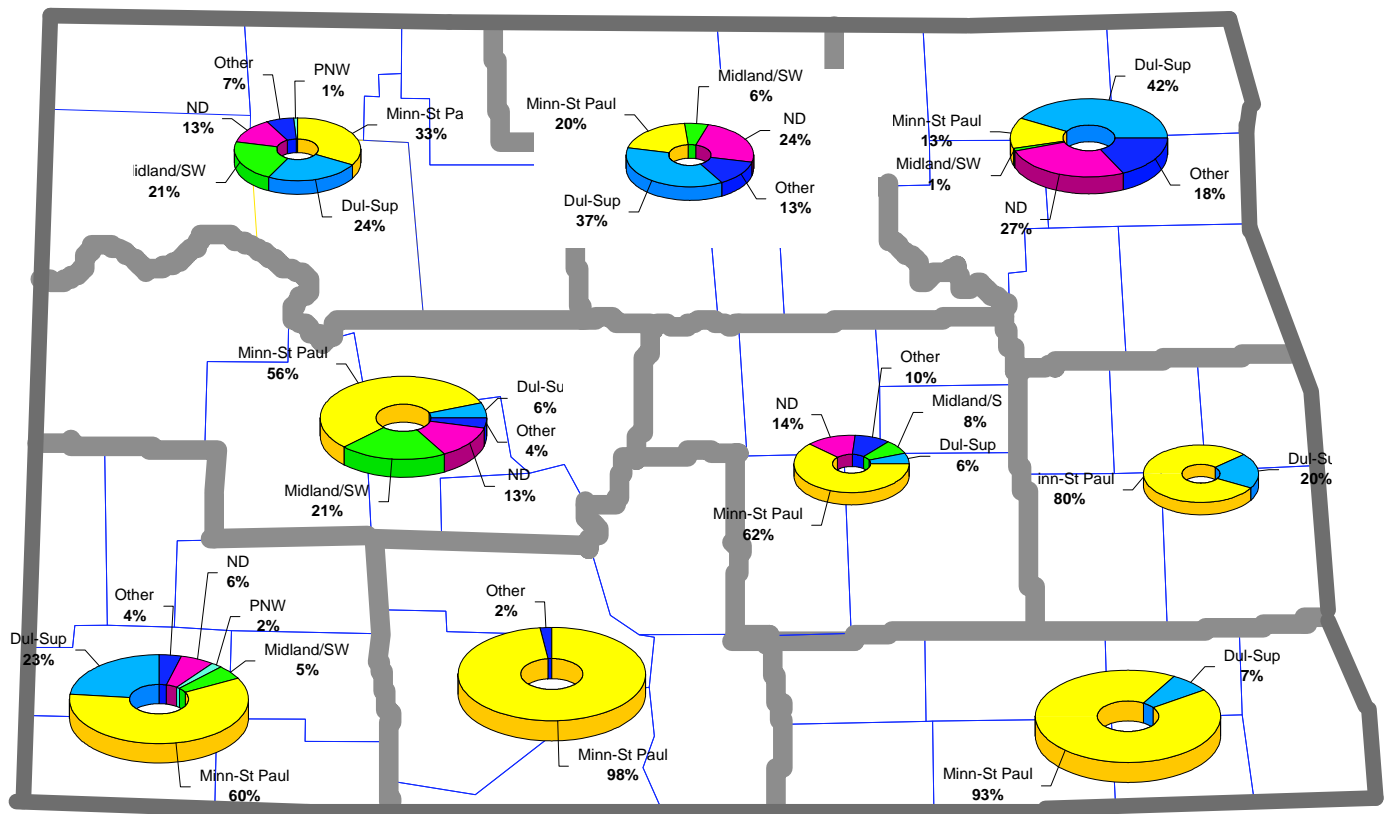
**Durum Shipments Originating
from Each CRD, 2005-06
-1,000 Bu-**



Destinations for Durum Shipments

2005-06

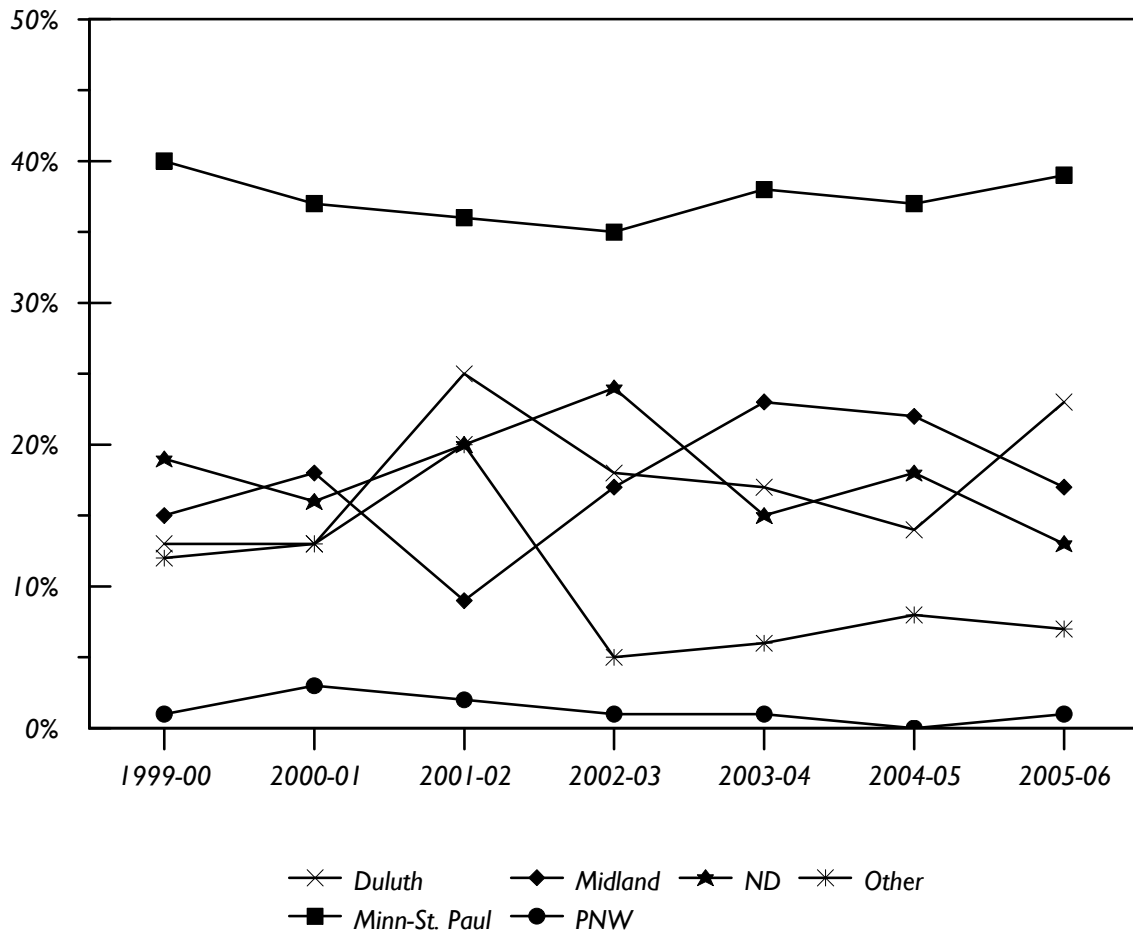
Crop Reporting District



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

| | Dul-Sup | Minn-St. Paul | Midland/SW | PNW | Total |
|---------|---------------|---------------|---------------|-------------|--------|
| 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 |
| 2005-06 | 13,172 23% | 22,740 39% | 10,089 17% | 528 1% | 57,993 |

Destinations for Durum Shipments



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

| CRD 1 | | | | | | | | CRD 2 | | | | | | | |
|---------|--------|---------------|---------|-----|-----|-------|--------|---------|--------|---------------|---------|-----|-----|-------|-------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 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 |
| 2005-06 | 24% | 33% | 21% | 1% | 13% | 7% | 38,091 | 2005-06 | 37% | 20% | 6% | 0% | 24% | 13% | 2,120 |

| CRD 3 | | | | | | | | CRD 4 | | | | | | | |
|---------|--------|---------------|---------|-----|-----|-------|-------|---------|--------|---------------|---------|-----|-----|-------|-------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 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 |
| 2005-06 | 42% | 13% | 1% | 0% | 27% | 18% | 1,877 | 2005-06 | 6% | 57% | 21% | 0% | 13% | 4% | 5,776 |

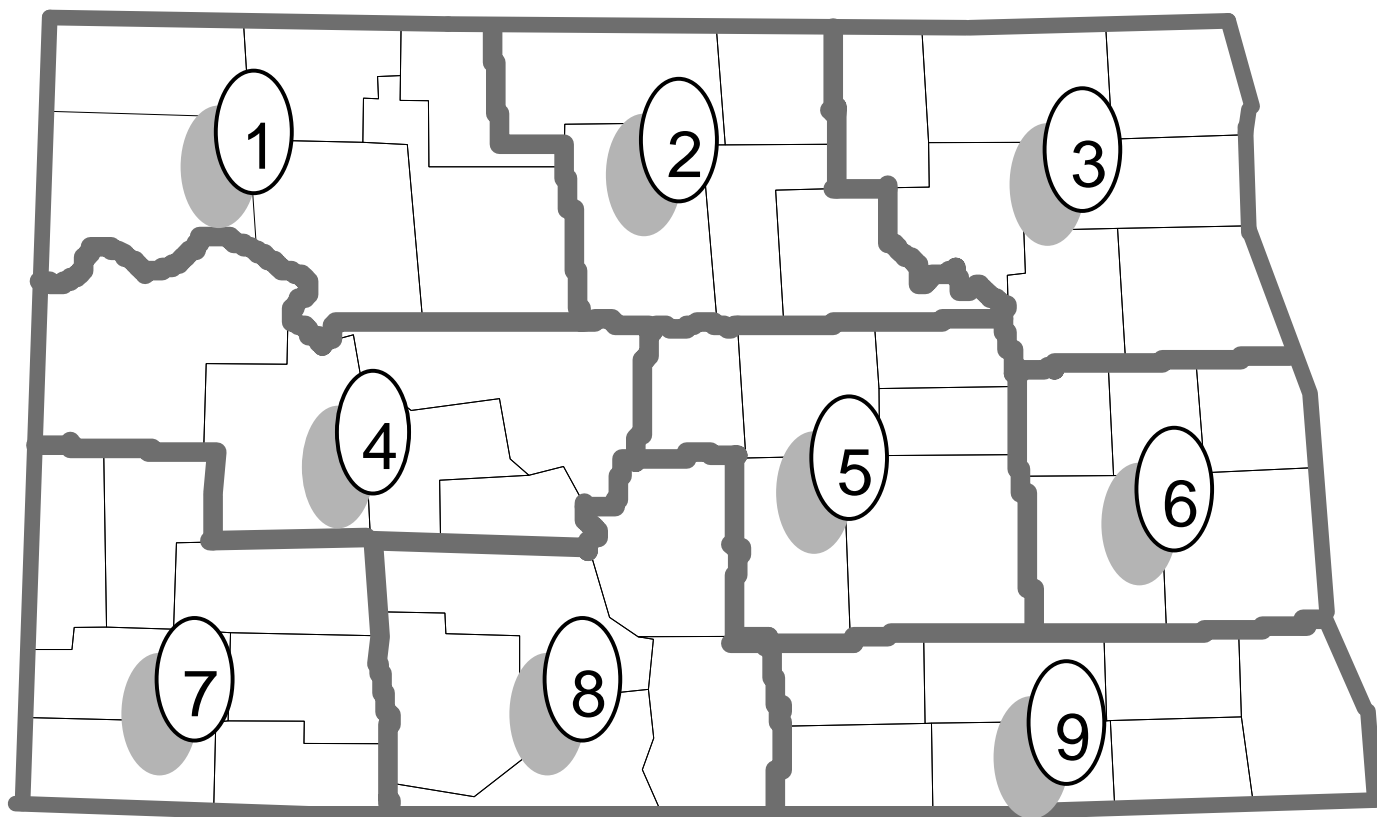
| CRD 5 | | | | | | | | CRD 6 | | | | | | | |
|---------|--------|---------------|---------|-----|-----|-------|-------|---------|--------|---------------|---------|-----|-----|-------|-------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 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 |
| 2005-06 | 6% | 62% | 8% | 0% | 14% | 10% | 1,635 | 2005-06 | 20% | 80% | 0% | 0% | 0% | 0% | 144 |

| CRD 7 | | | | | | | | CRD 8 | | | | | | | |
|---------|--------|---------------|---------|-----|----|-------|-------|---------|--------|---------------|---------|-----|-----|-------|-------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total | | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 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 |
| 2005-06 | 23% | 59% | 5% | 2% | 6% | 4% | 8,128 | 2005-06 | 0% | 98% | 0% | 0% | 0% | 2% | 132 |

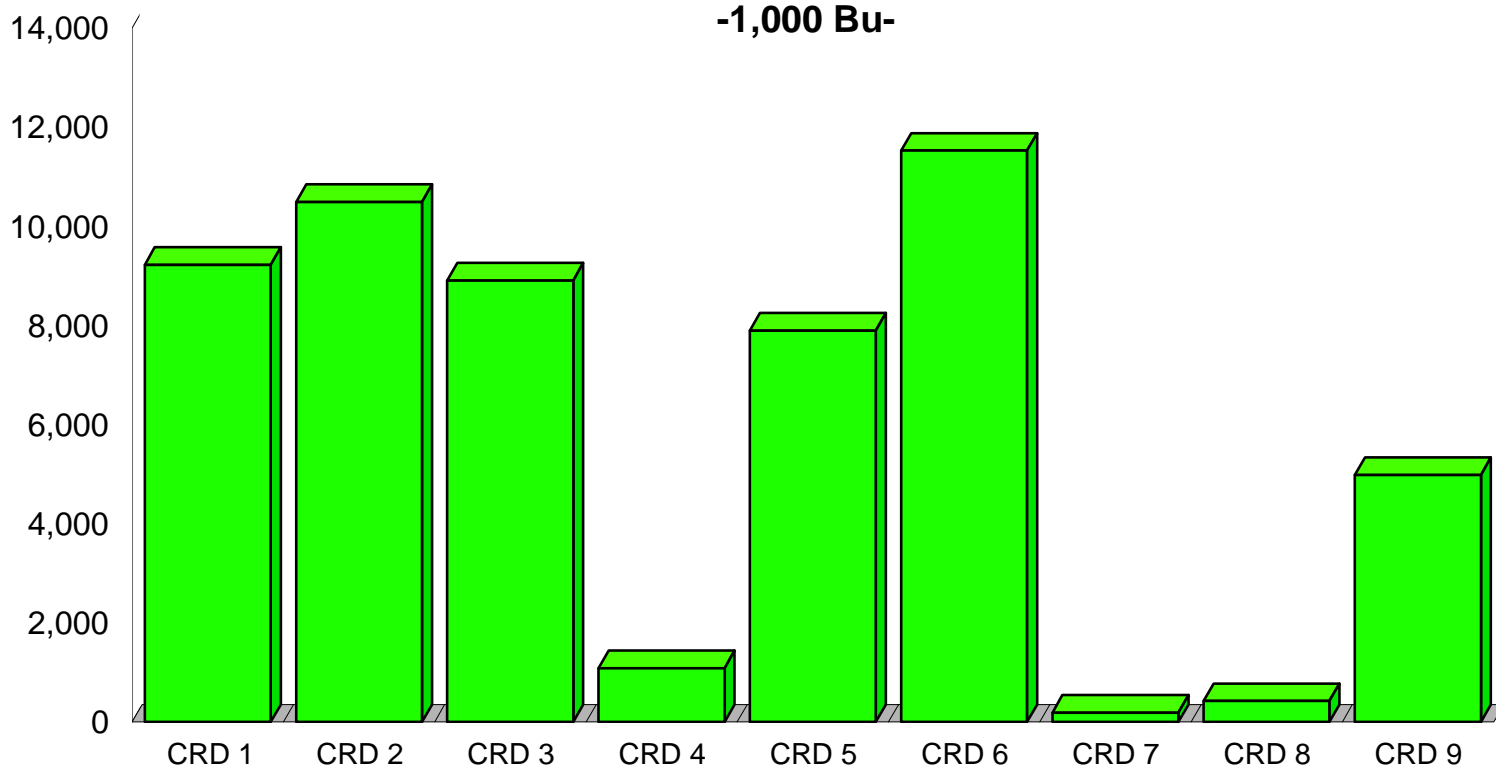
| CRD 9 | | | | | | | |
|---------|--------|---------------|---------|-----|-----|-------|-------|
| | Duluth | Minn-St. Paul | Midland | PNW | ND | Other | Total |
| 1999-00 | 37% | 46% | 2% | 0% | 0% | 14% | 844 |
| 2000-01 | 24% | 52% | 0% | 0% | 1% | 23% | 687 |
| 2001-02 | 10% | 70% | 8% | 0% | 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 |
| 2005-06 | 7% | 93% | 0% | 0% | 0% | 0% | 89 |

Barley

NORTH DAKOTA CROP REPORTING DISTRICTS



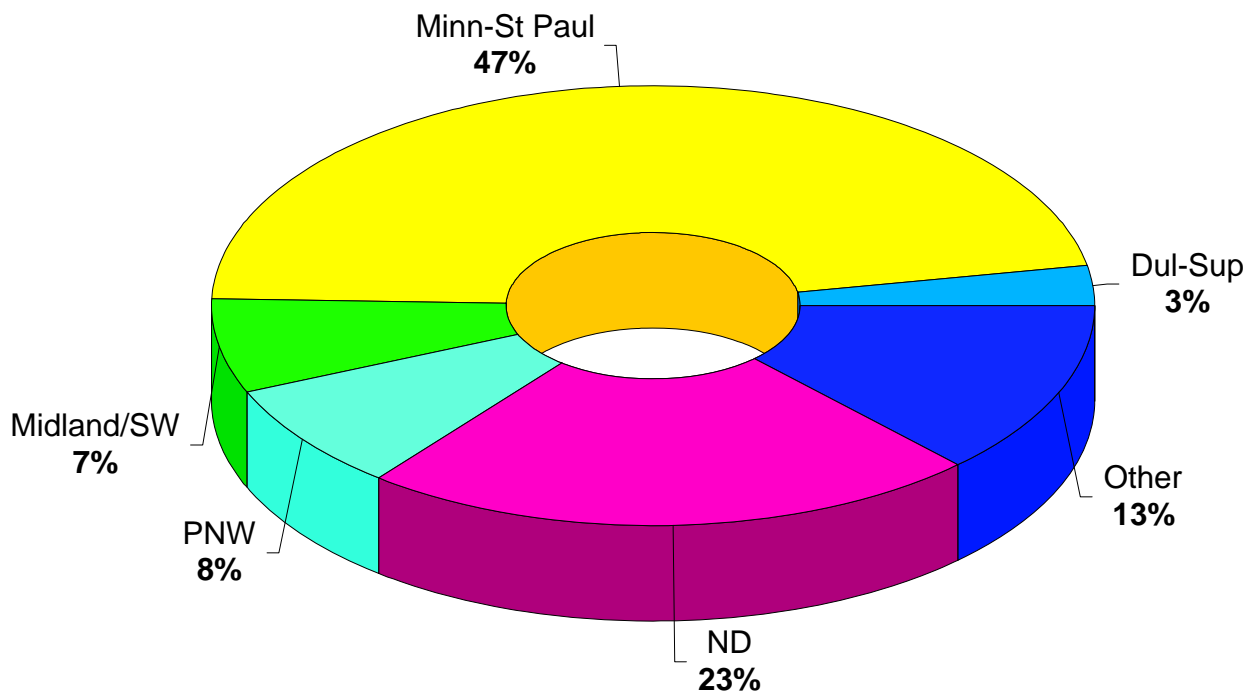
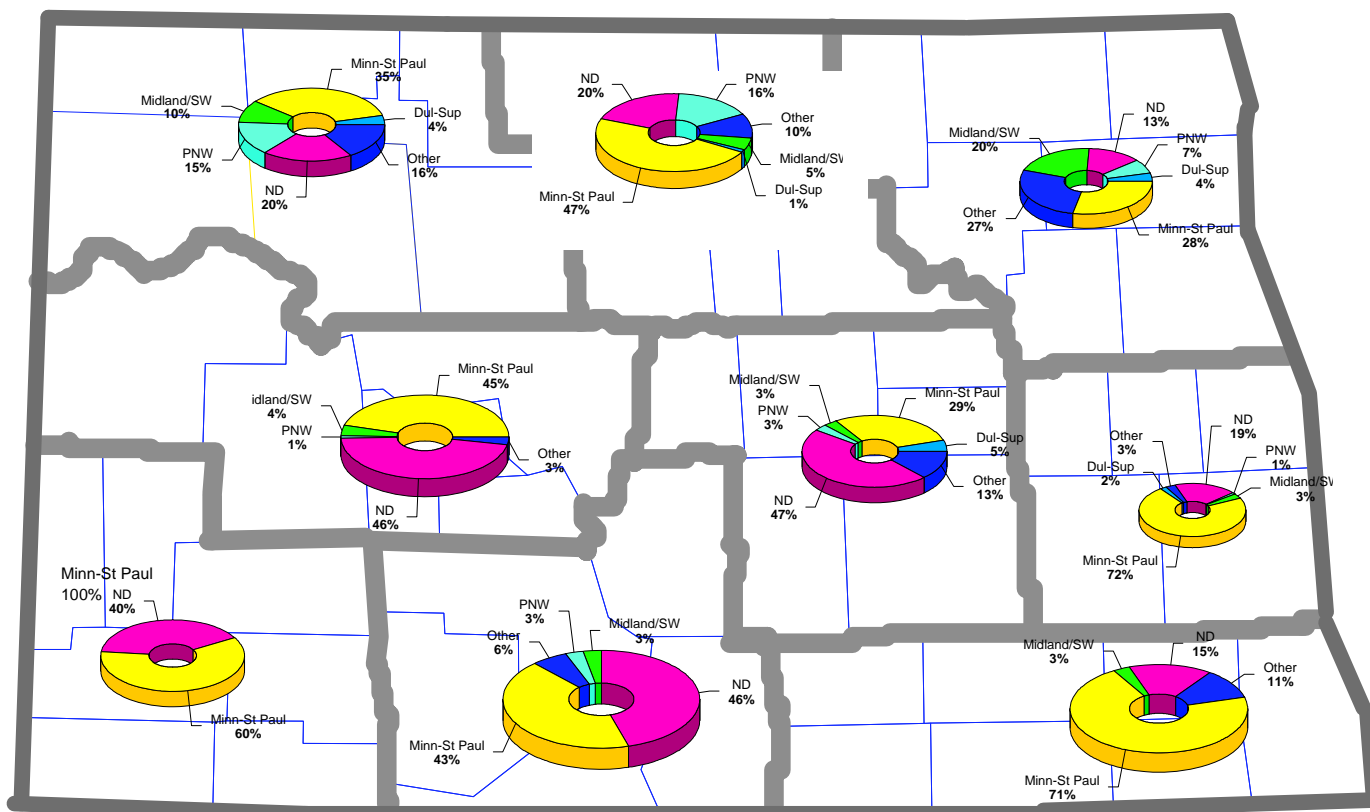
**Barley Shipments Originating
from Each CRD, 2005-06**
-1,000 Bu-



Destinations for Barley Shipments

2005-06

Crop Reporting District

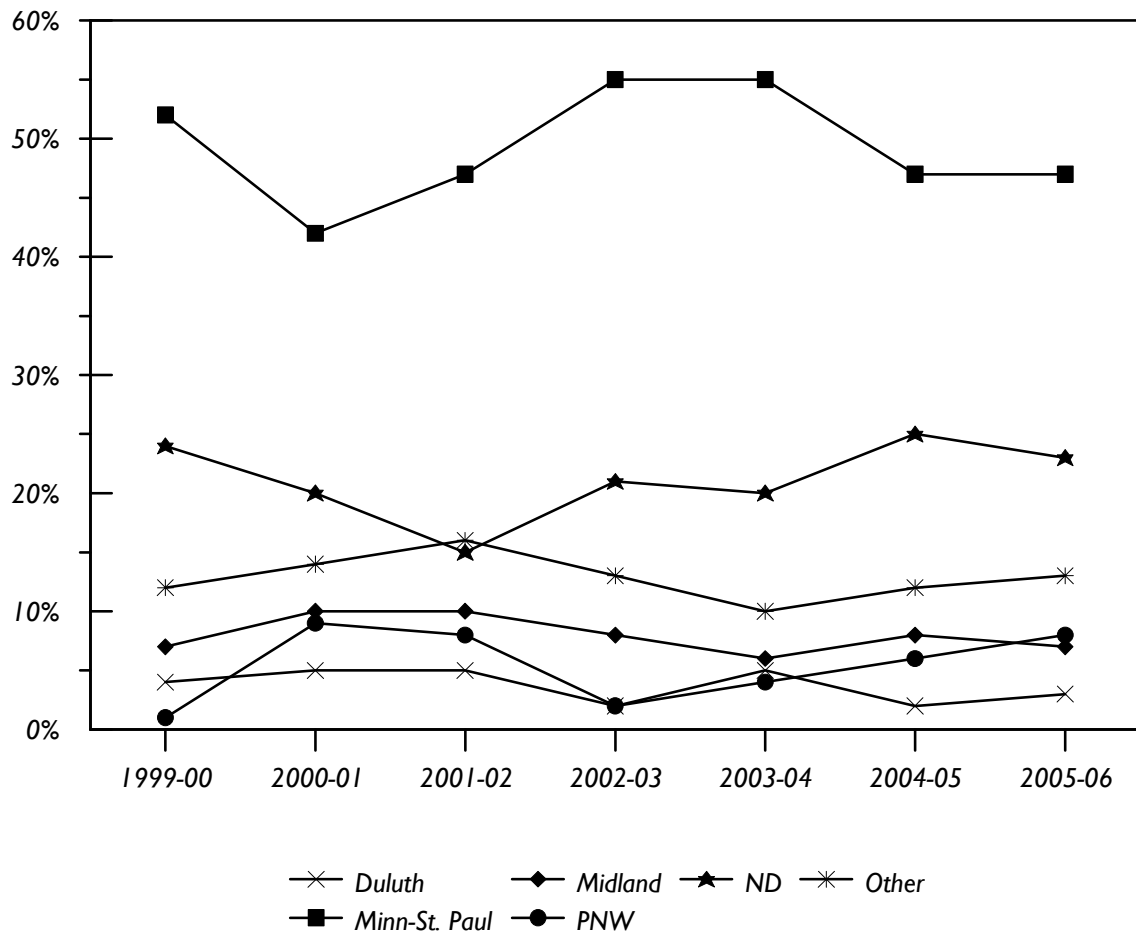


All North Dakota

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

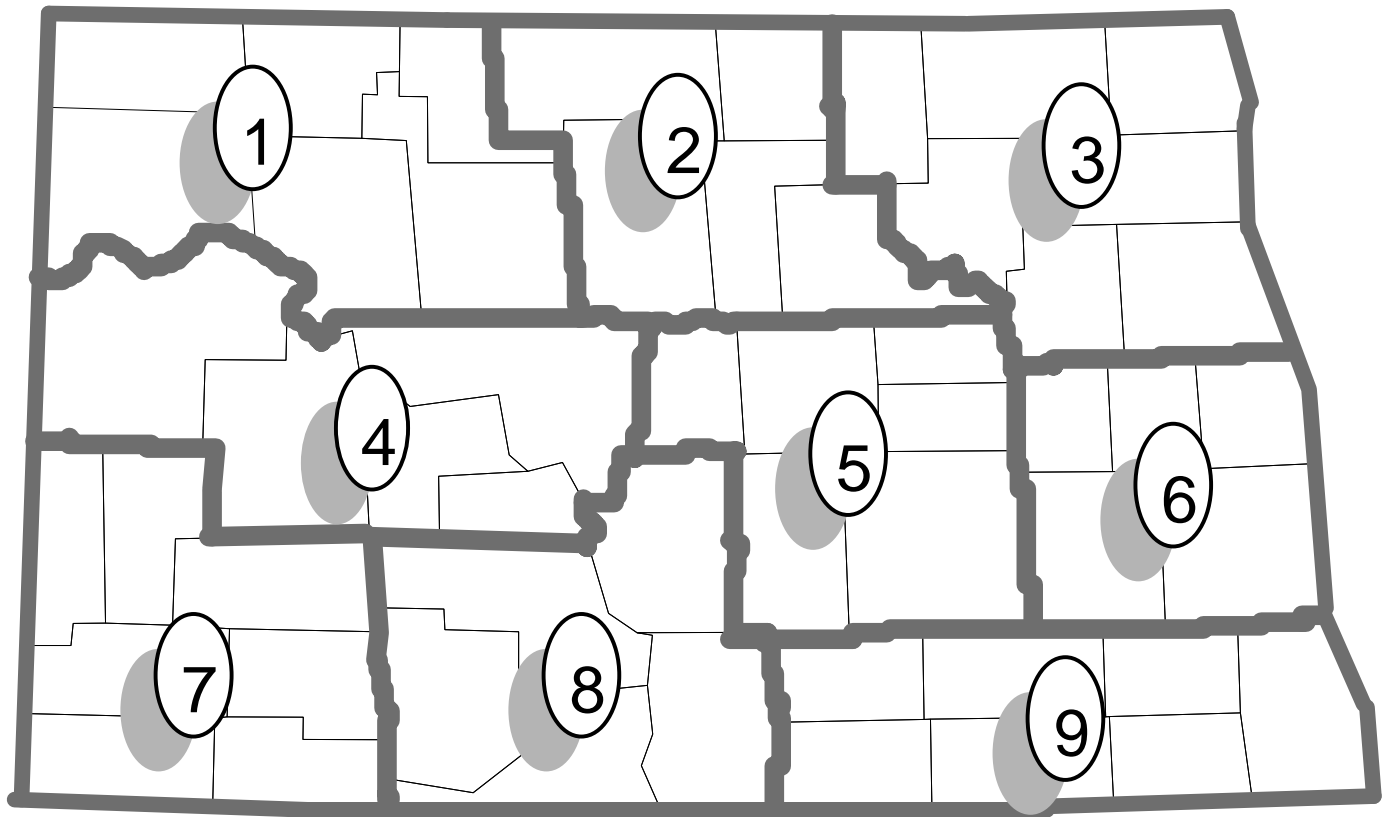
| | Dul-Sup | Minn-St. Paul | Midland/SW | PNW | Total |
|---------|-------------|---------------|--------------|-------------|--------|
| 1999-00 | 3,245 4% | 38,569 52% | 5,256 7% | 738 1% | 74,142 |
| 2000-01 | 4,361 5% | 35,357 42% | 8,278 10% | 7,266 9% | 84,531 |
| 2001-02 | 3,435 5% | 32,049 47% | 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 |
| 2005-06 | 1,504 3% | 25,510 47% | 4,051 7% | 4,114 8% | 54,745 |

Destinations for Barley Shipments

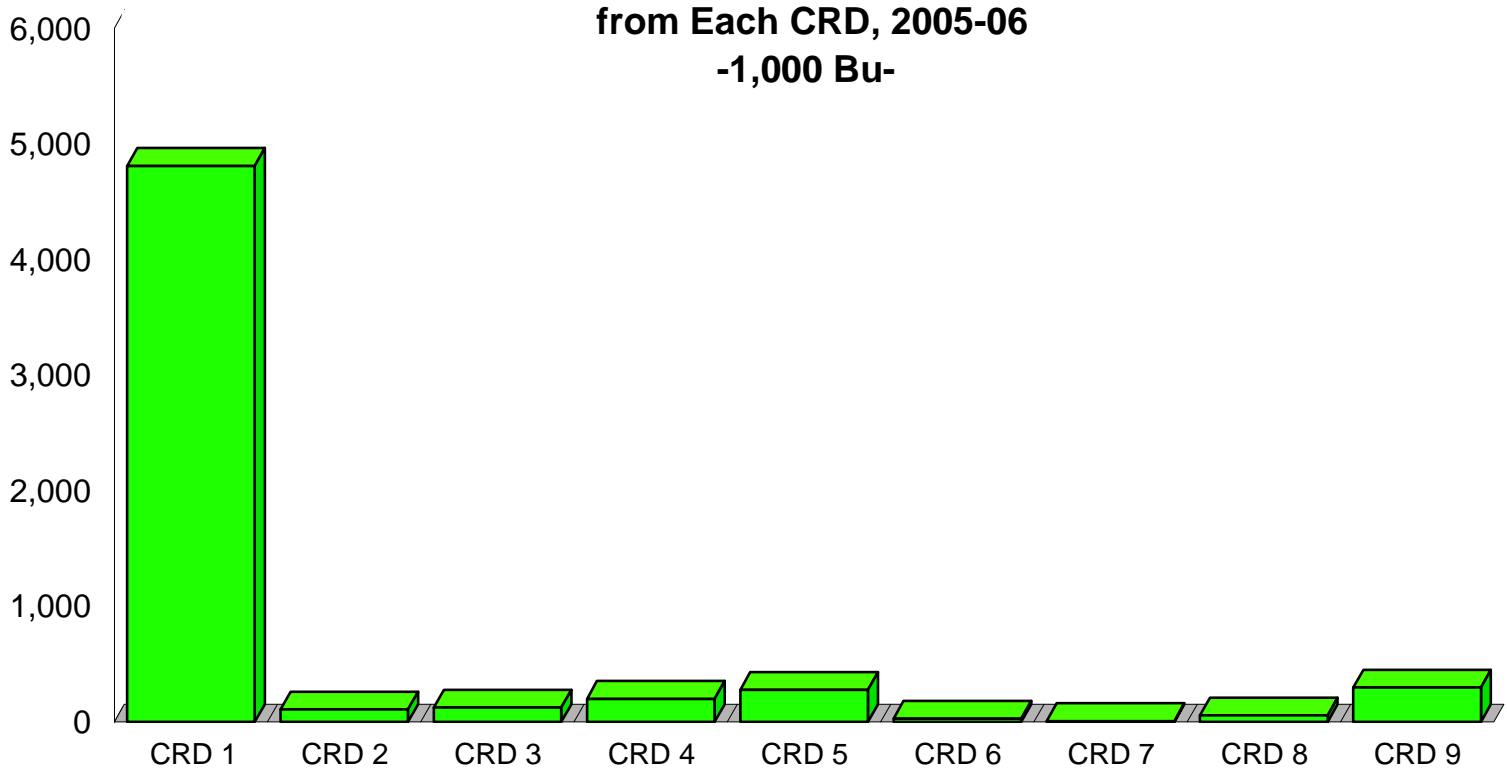


Oats

NORTH DAKOTA CROP REPORTING DISTRICTS



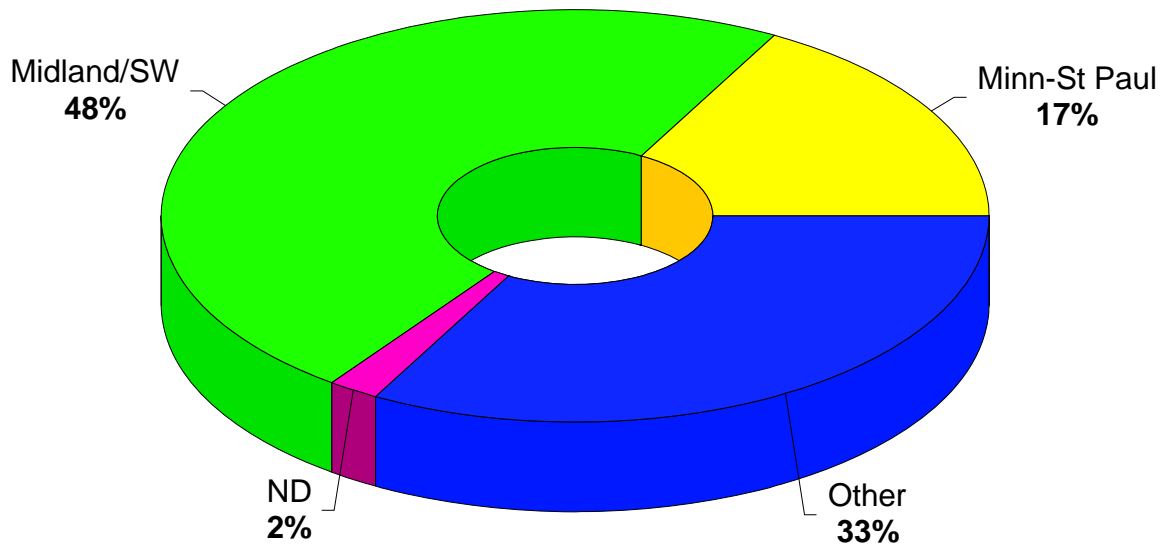
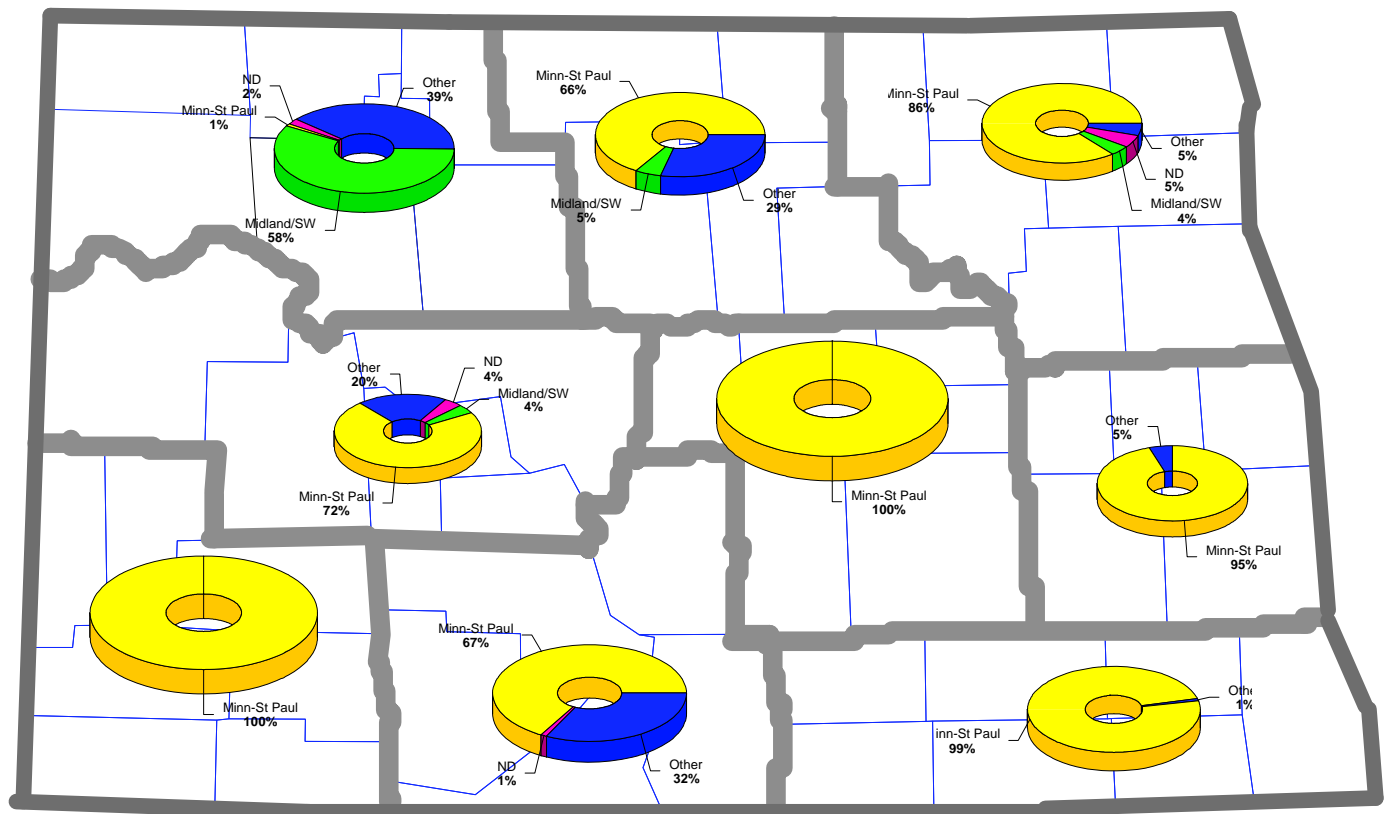
**Oat Shipments Originating
from Each CRD, 2005-06
-1,000 Bu-**



Destinations for Oat Shipments

2005-06

Crop Reporting District

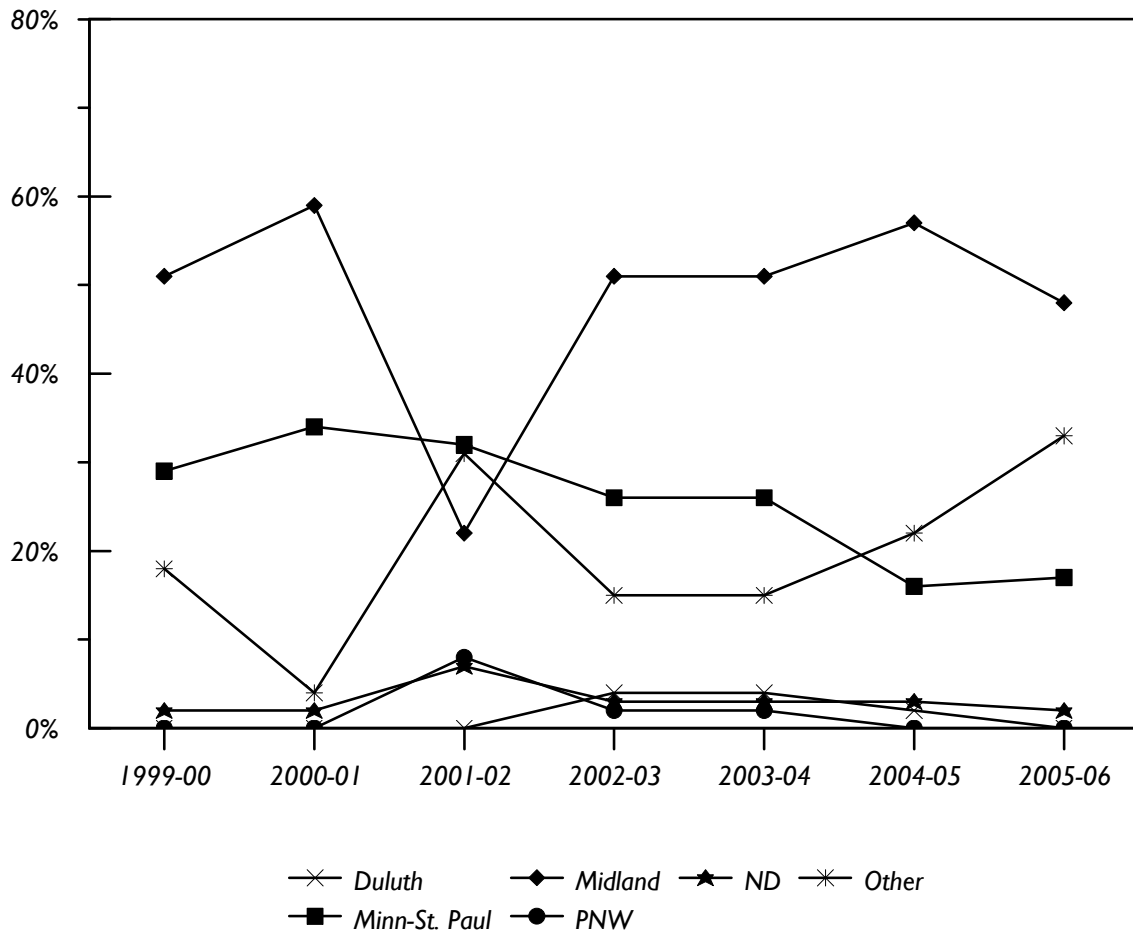


All North Dakota

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

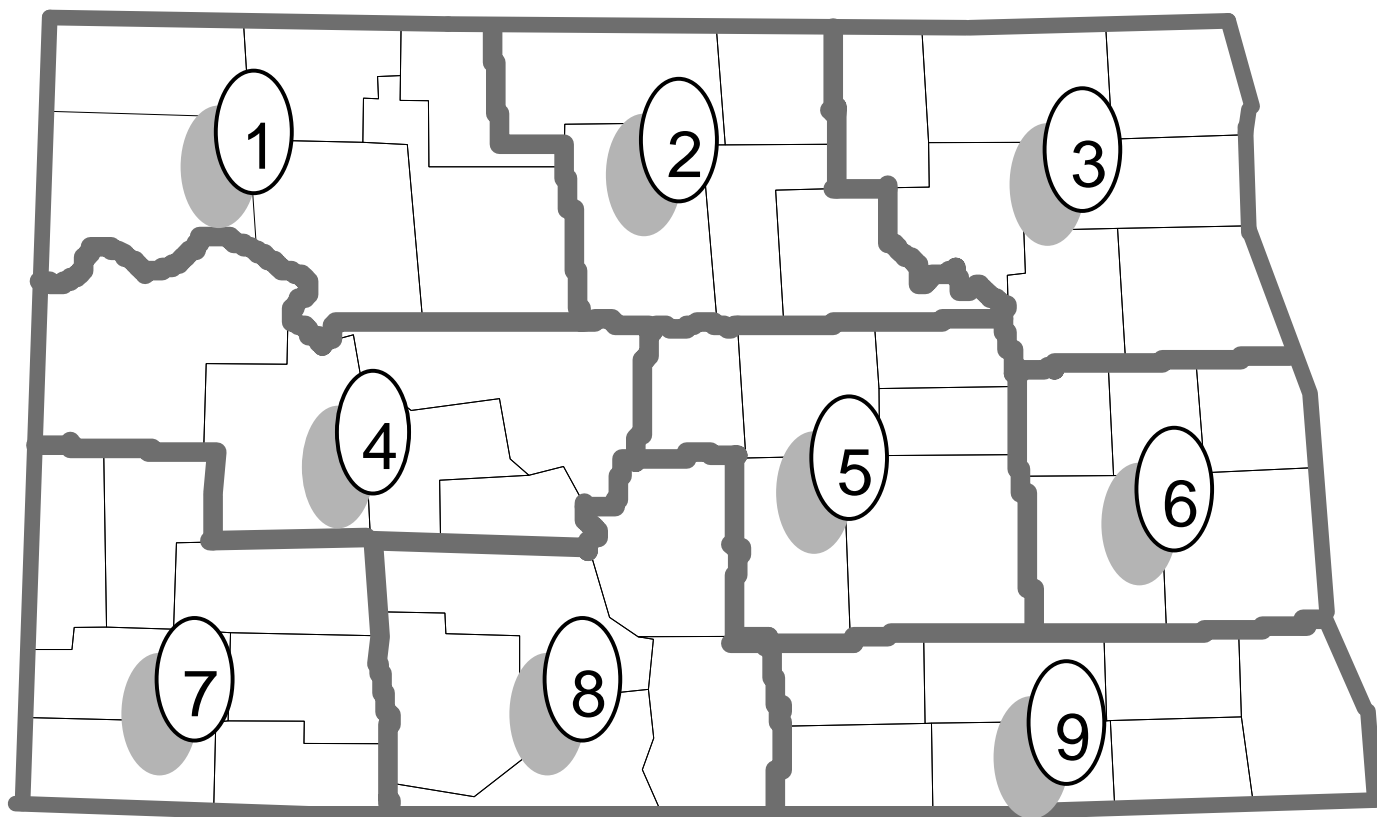
| | Dul-Sup | Minn-St. Paul | Midland/SW | PNW | Total |
|---------|---------|---------------|------------|-----|-------|
| 1999-00 | 18 | 1,475 | 2,556 | 2 | 5,034 |
| | 0% | 29% | 51% | 0% | |
| 2000-01 | 0 | 1,383 | 2,388 | 14 | 4,031 |
| | 0% | 34% | 59% | 0% | |
| 2001-02 | 2 | 1,471 | 2,330 | 550 | 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% | |
| 2005-06 | 0 | 1,019 | 2,816 | 0 | 5,925 |
| | 0% | 17% | 48% | 0% | |

Destinations for Oat Shipments

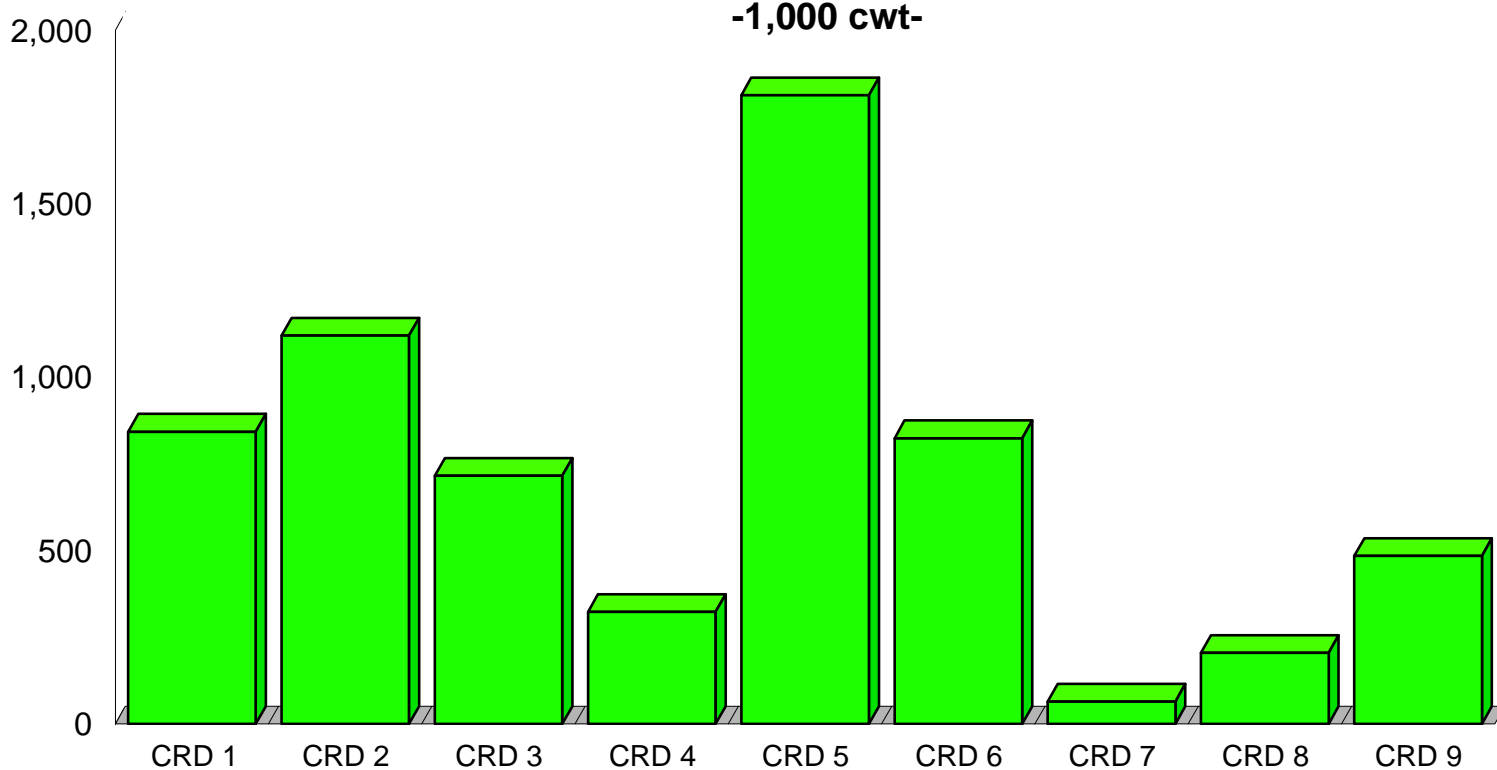


Sunflowers

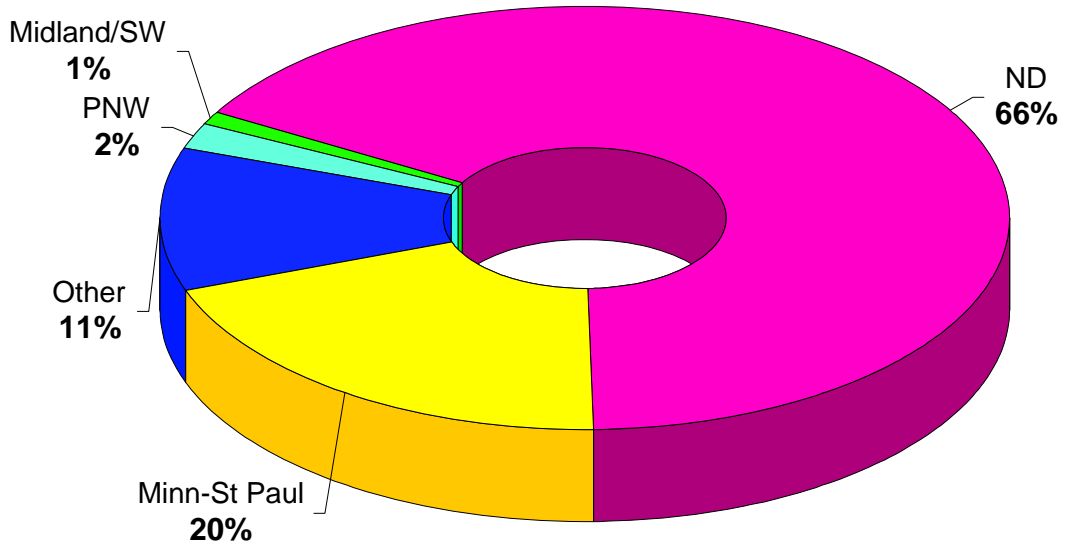
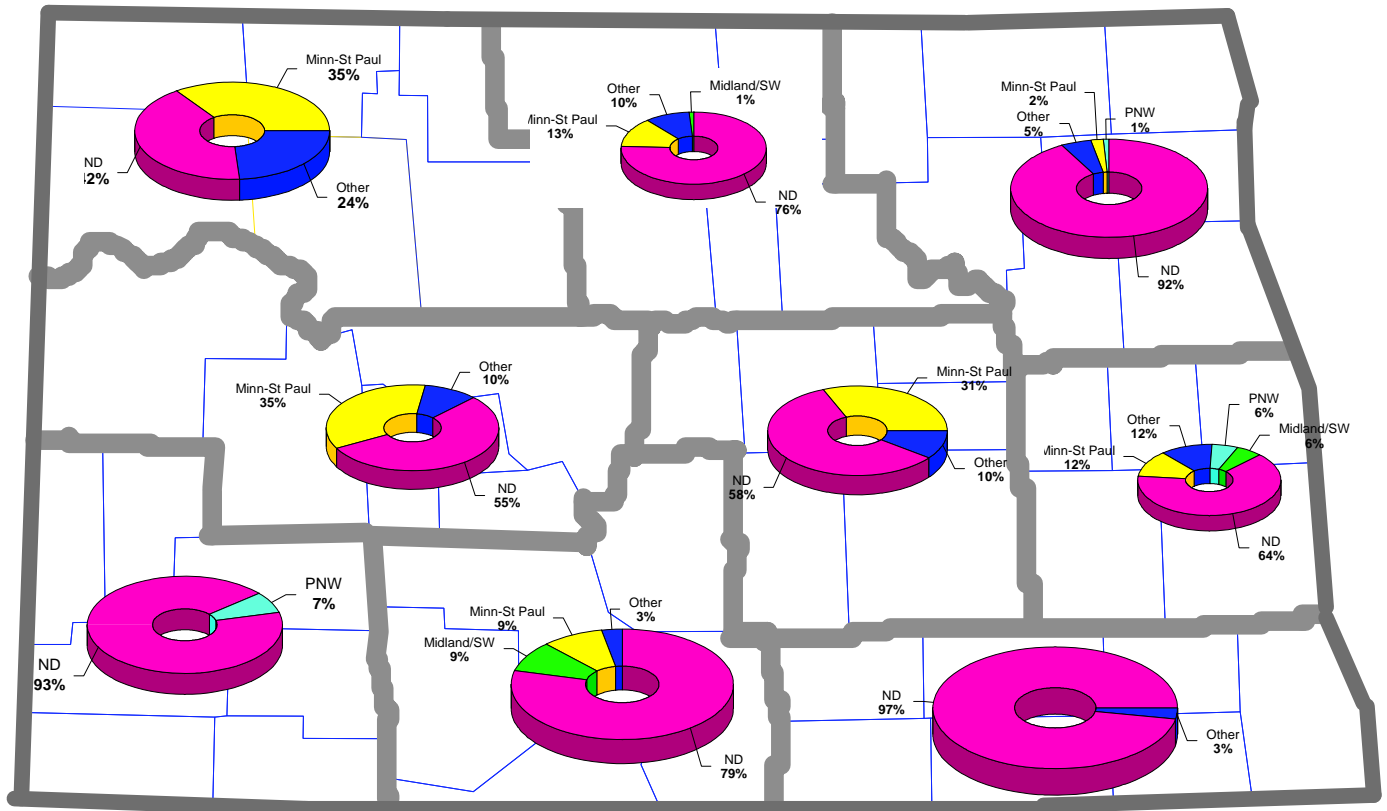
NORTH DAKOTA CROP REPORTING DISTRICTS



**Sunflower Shipments Originating
from Each CRD, 2005-06**
-1,000 cwt-



Destinations for Sunflower Shipments 2005-06 Crop Reporting District

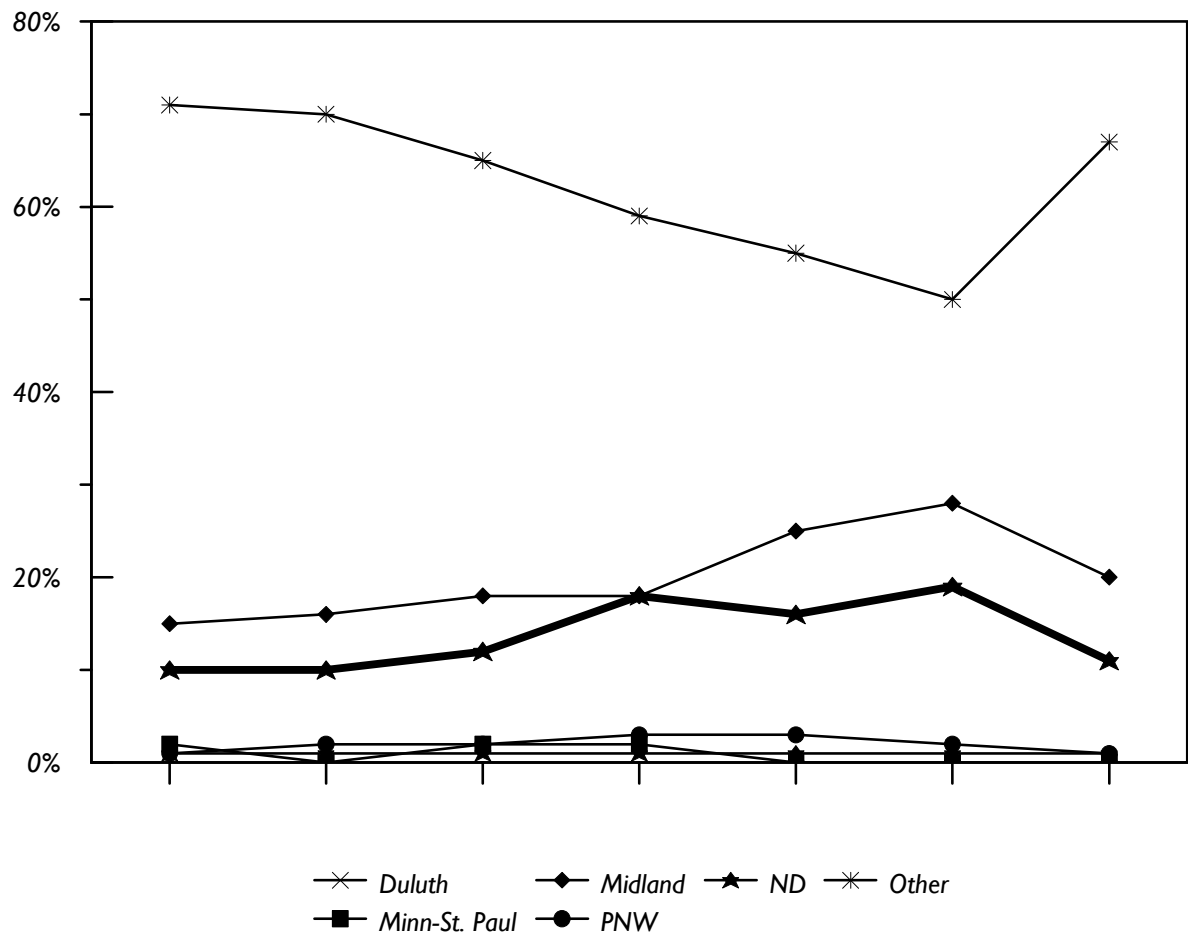


All North Dakota

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

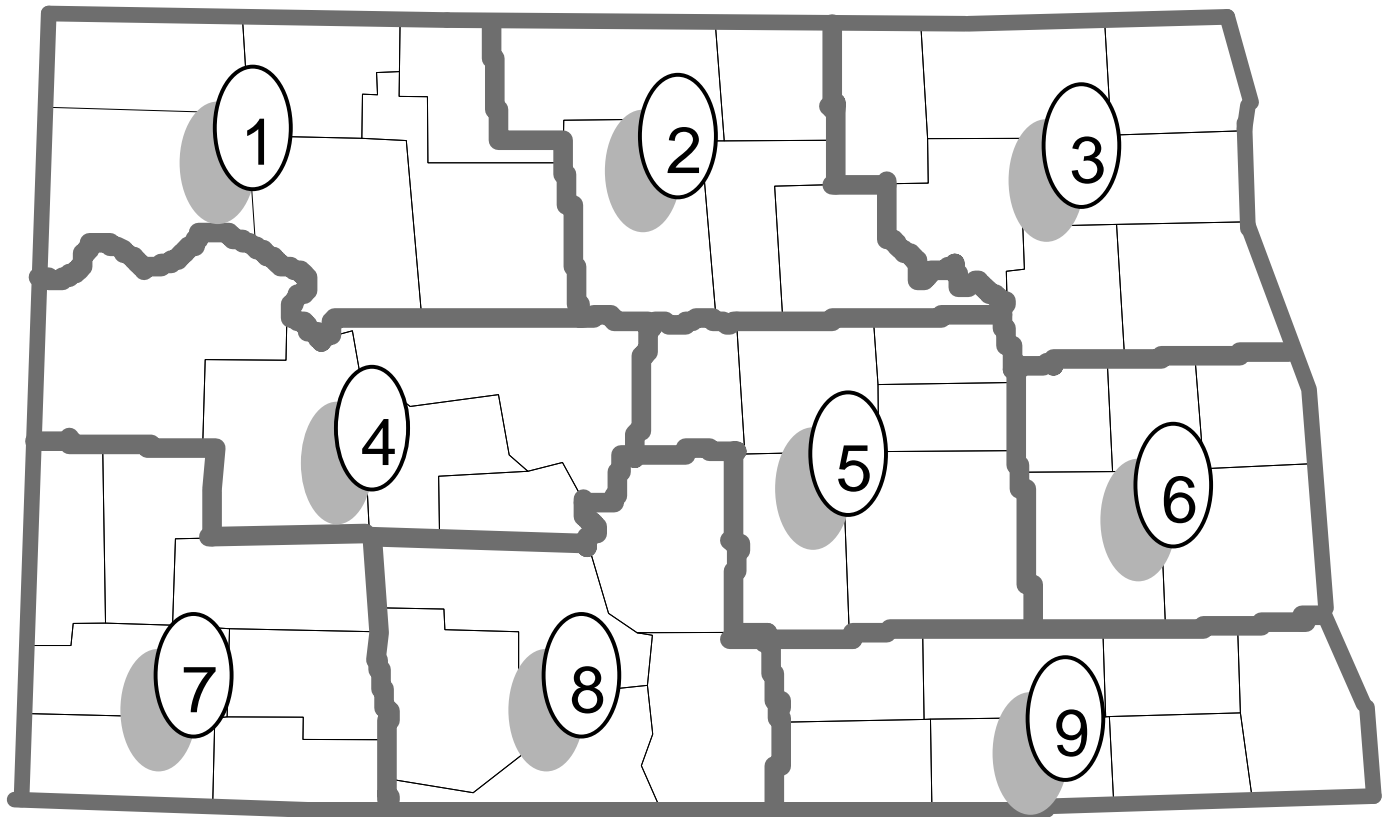
| | Dul-Sup | Minn-St. Paul | Midland/SW | PNW | Total |
|---------|---------|---------------|------------|-----|--------|
| 1999-00 | 221 | 1,804 | 153 | 101 | 11,773 |
| | 2% | 15% | 1% | 1% | |
| 2000-01 | 4 | 1,667 | 261 | 129 | 10,693 |
| | 0% | 16% | 2% | 1% | |
| 2001-02 | 201 | 1,561 | 135 | 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% | |
| 2005-06 | 0 | 1,281 | 82 | 61 | 6,395 |
| | 0% | 20% | 1% | 1% | |

Destinations for Sunflower Shipments

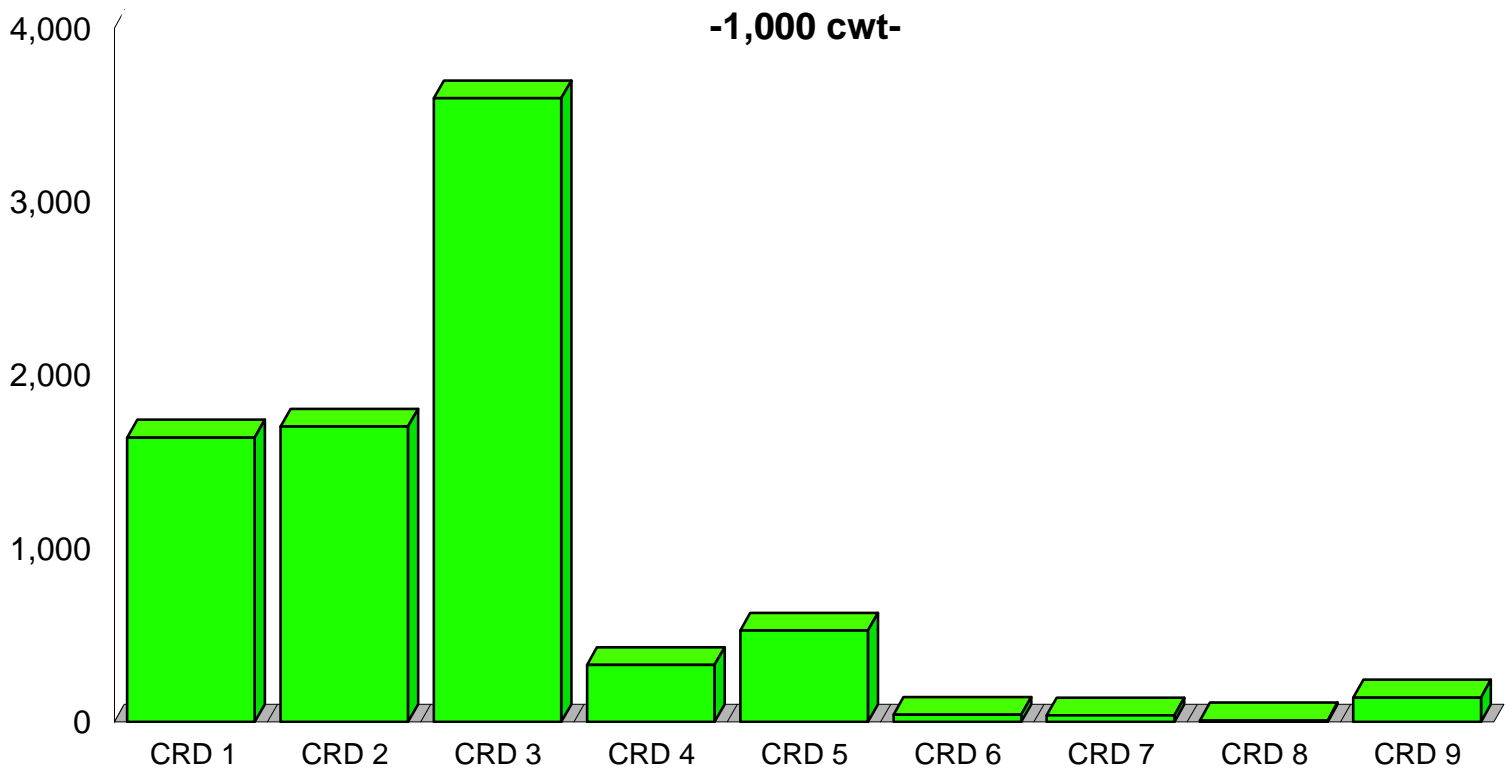


Canola

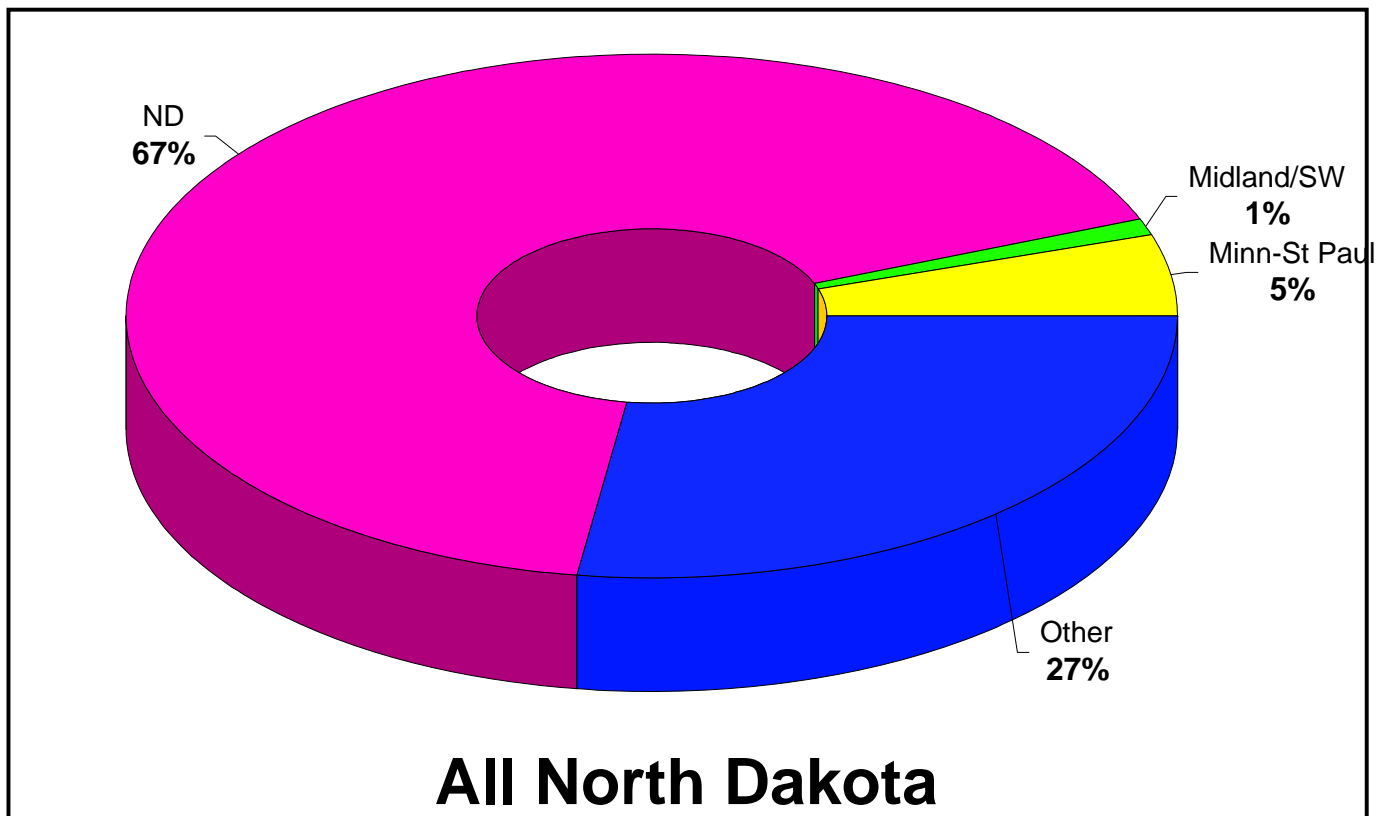
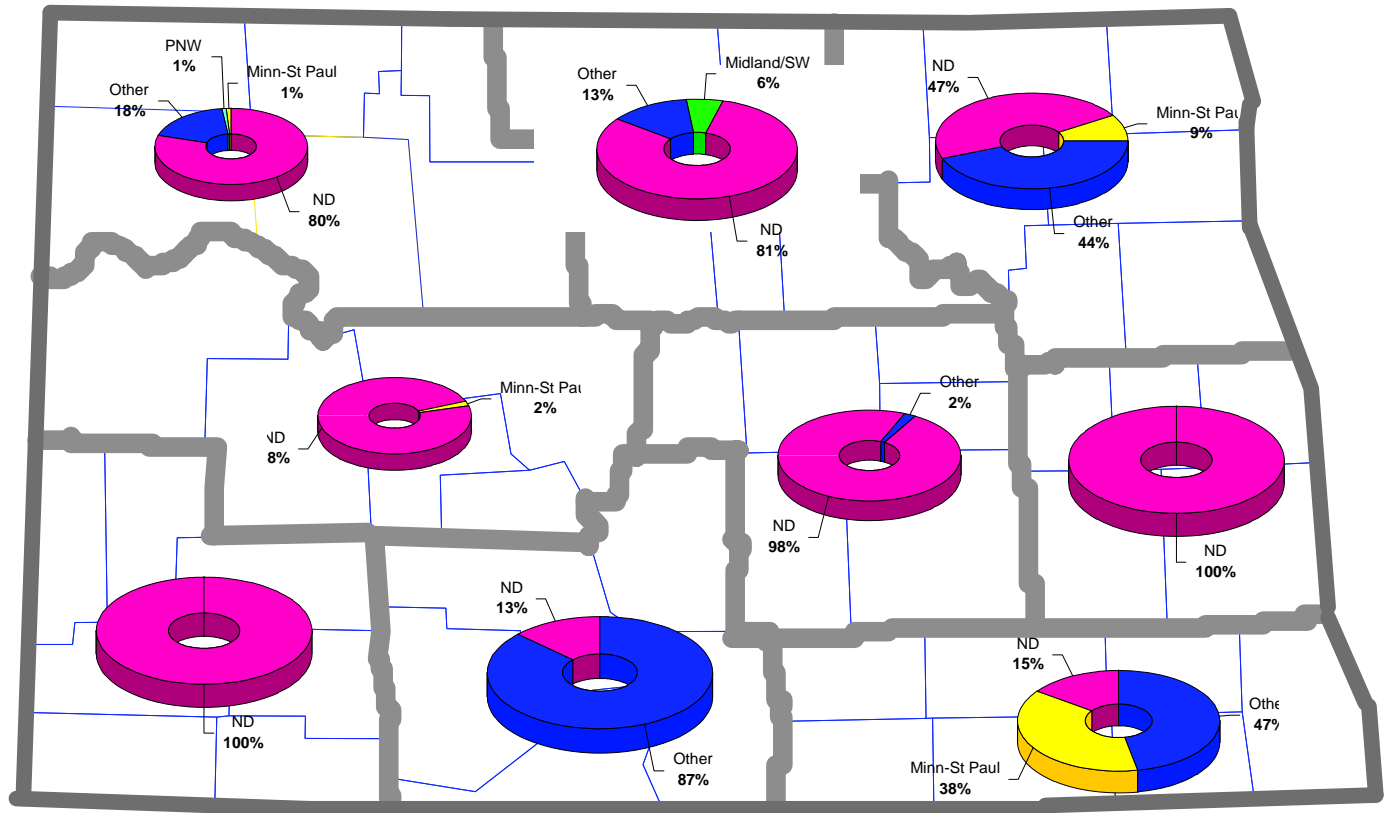
NORTH DAKOTA CROP REPORTING DISTRICTS



**Canola Shipments Originating
from Each CRD, 2005-06**
-1,000 cwt-



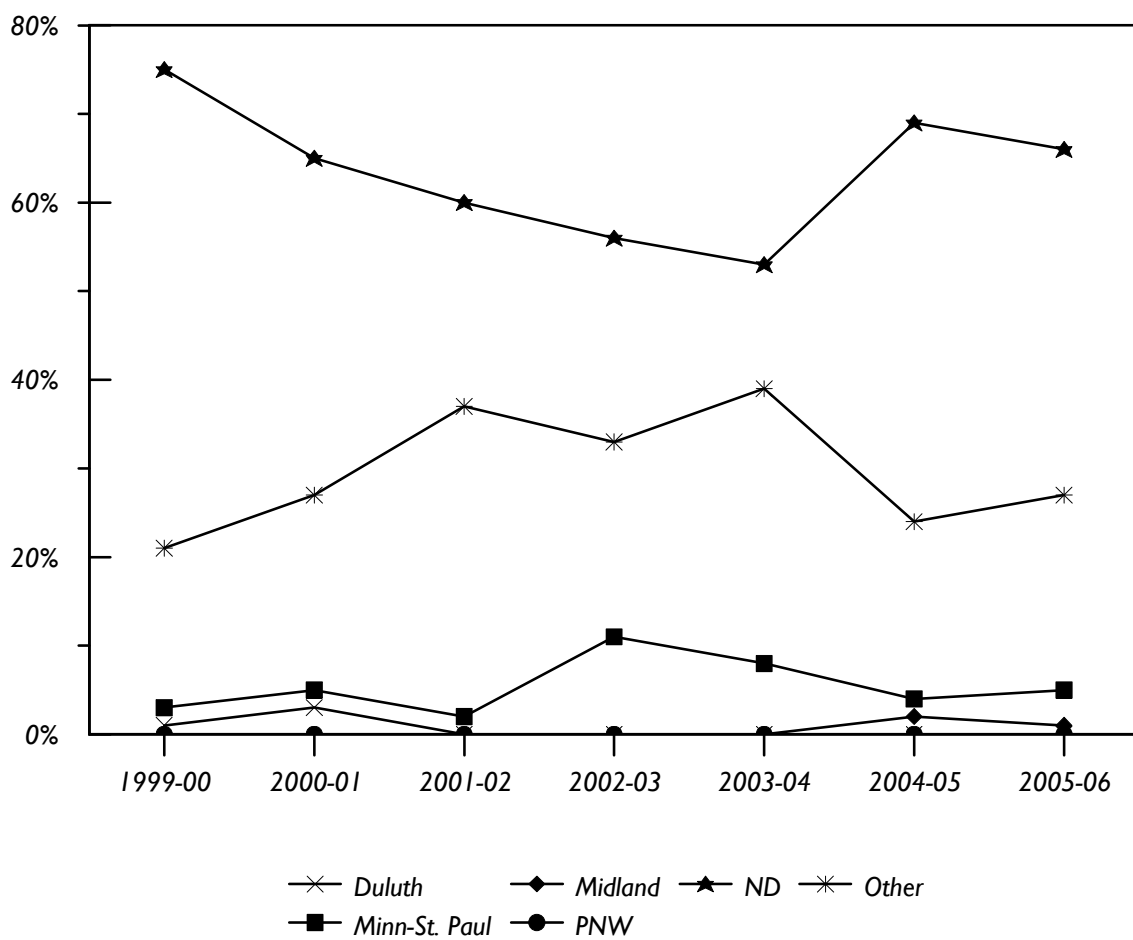
Destinations for Canola Shipments 2005-06 Crop Reporting District



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

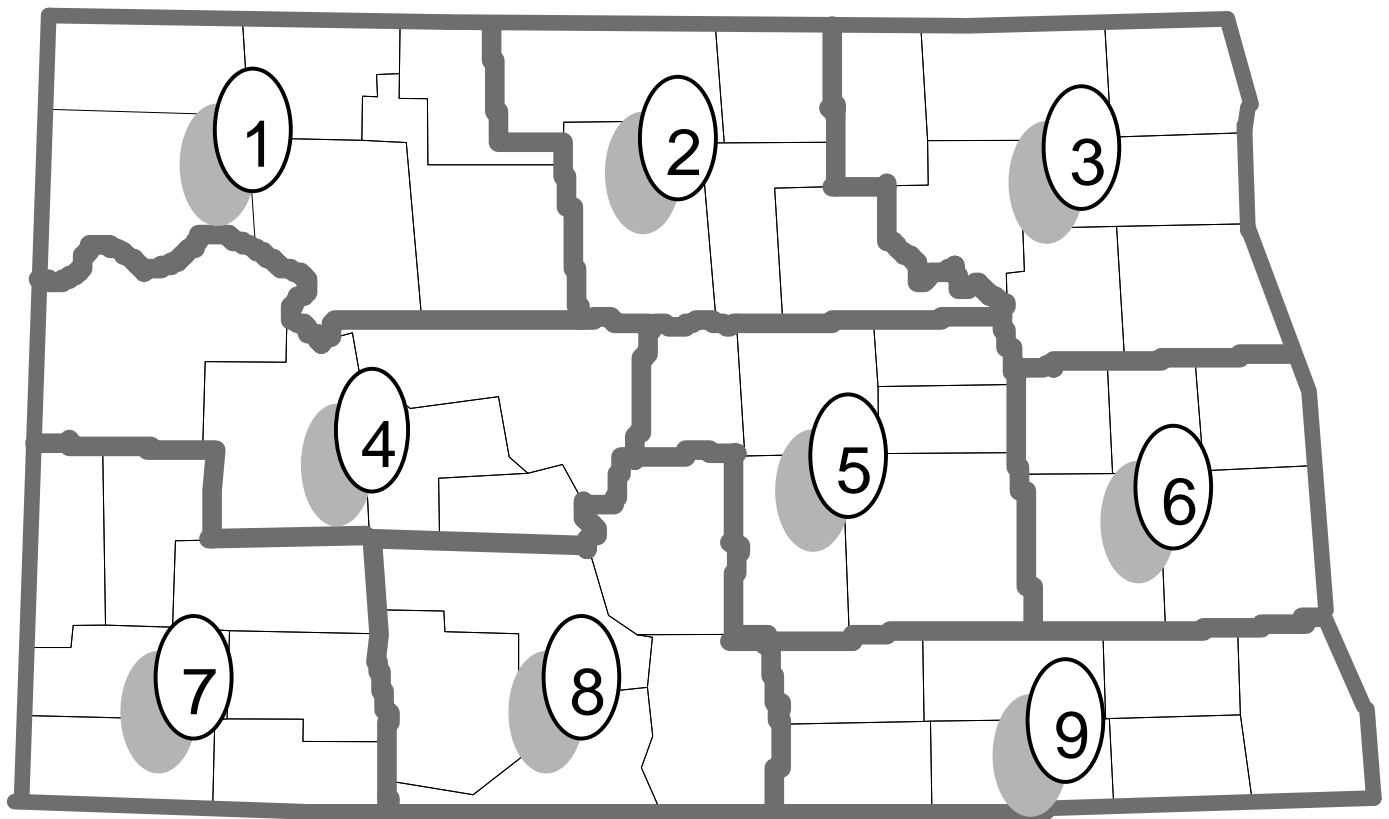
| | Dul-Sup | Minn-St. Paul | Midland/SW | PNW | Total |
|---------|-----------|---------------|------------|----------|--------|
| 1999-00 | 56 1% | 224 3% | 2 0% | 19 0% | 7,013 |
| 2000-01 | 297 3% | 483 5% | 7 0% | 28 0% | 10,233 |
| 2001-02 | 26 0% | 183 2% | 14 0% | 0 0% | 9,208 |
| 2002-03 | 19 0% | 906 11% | 0 0% | 0 0% | 8,450 |
| 2003-04 | 5 0% | 749 8% | 0 0% | 24 0% | 9,038 |
| 2004-05 | 4 0% | 278 4% | 136 2% | 0 0% | 6,753 |
| 2005-06 | 1 0% | 404 5% | 95 1% | 21 0% | 8,033 |

Destinations for Canola Shipments

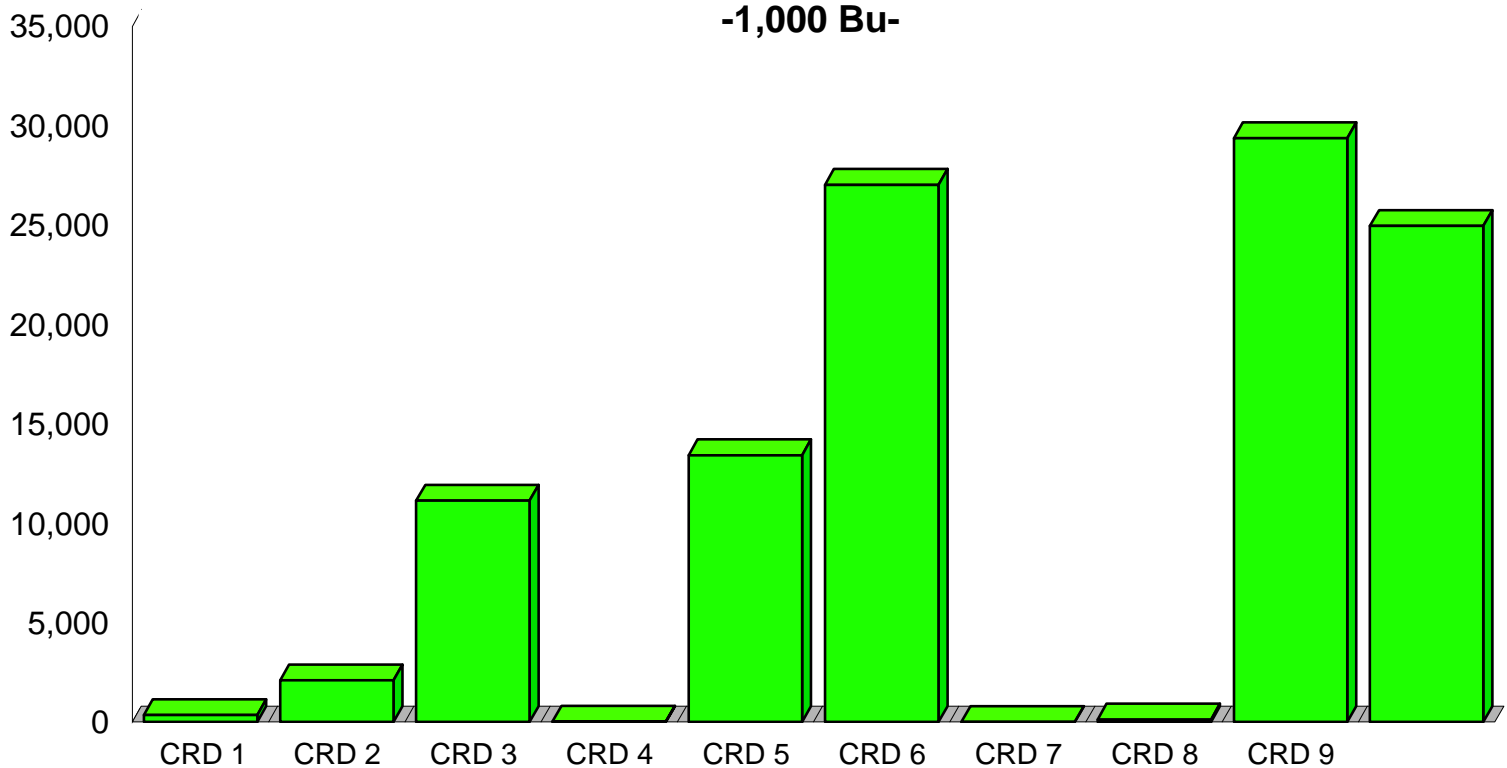


Soybeans

NORTH DAKOTA CROP REPORTING DISTRICTS



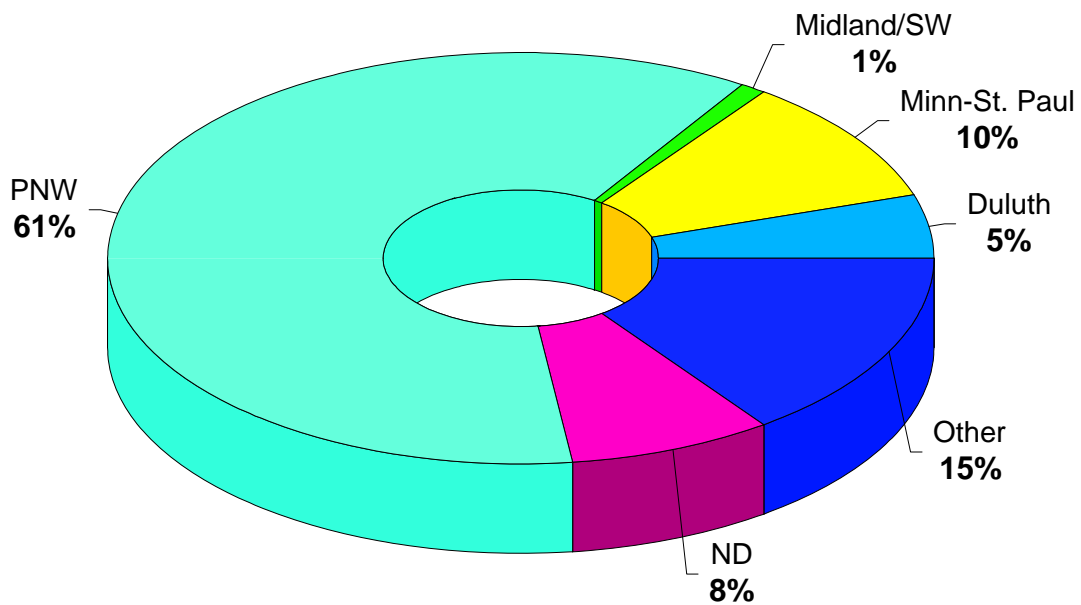
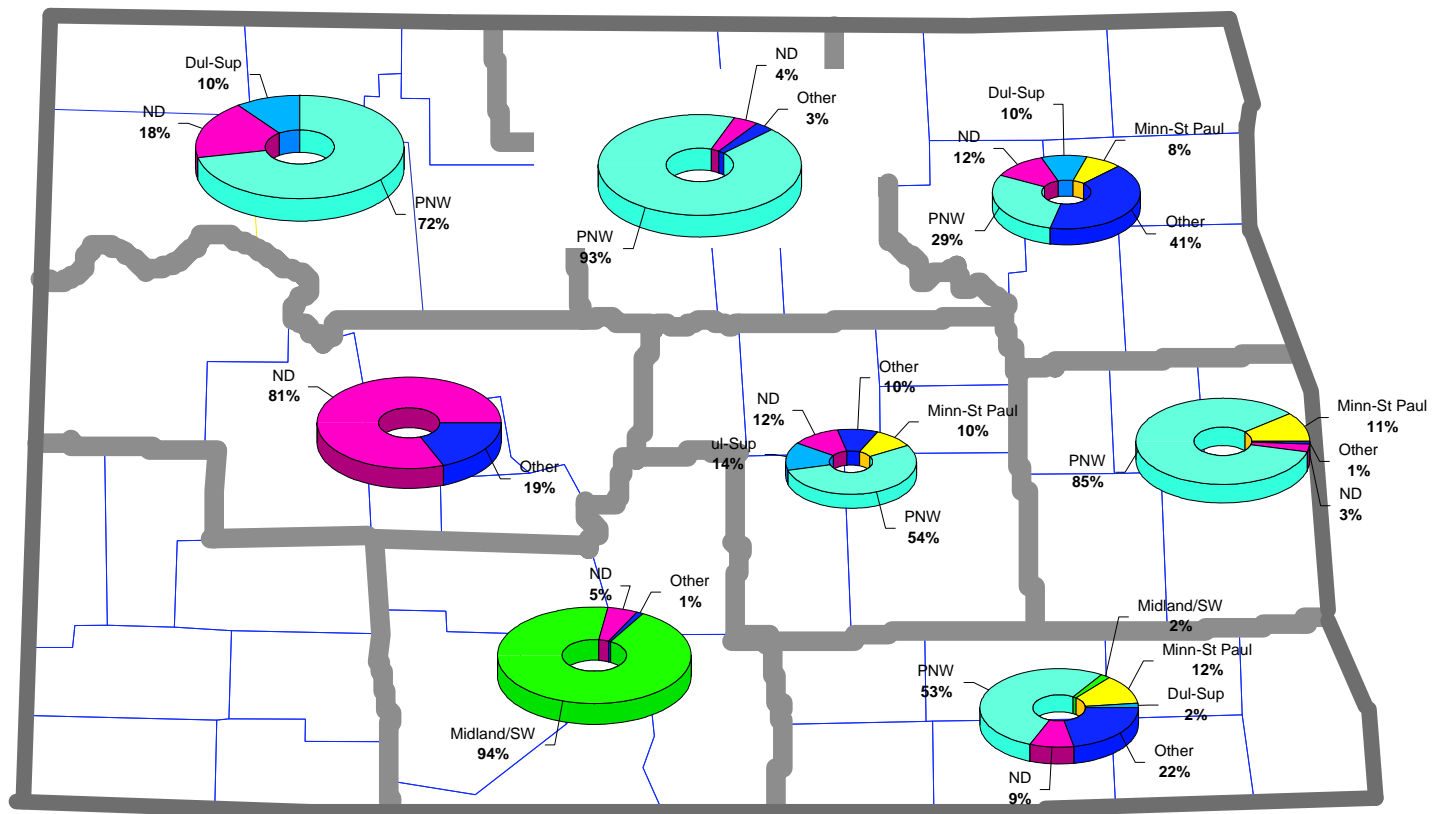
**Soybean Shipments Originating
from Each CRD, 2005-06
-1,000 Bu-**



Destinations for Soybeans Shipments

2005-06

Crop Reporting District

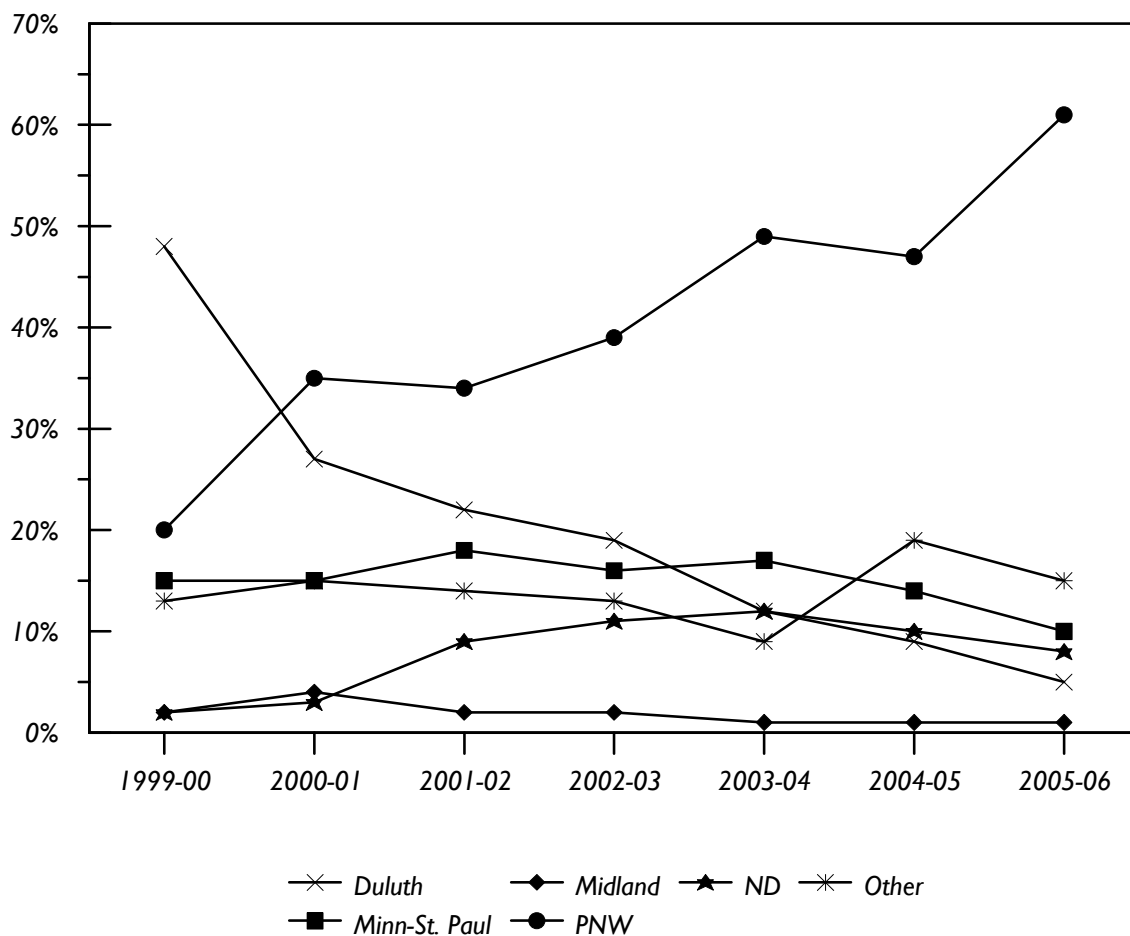


All North Dakota

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

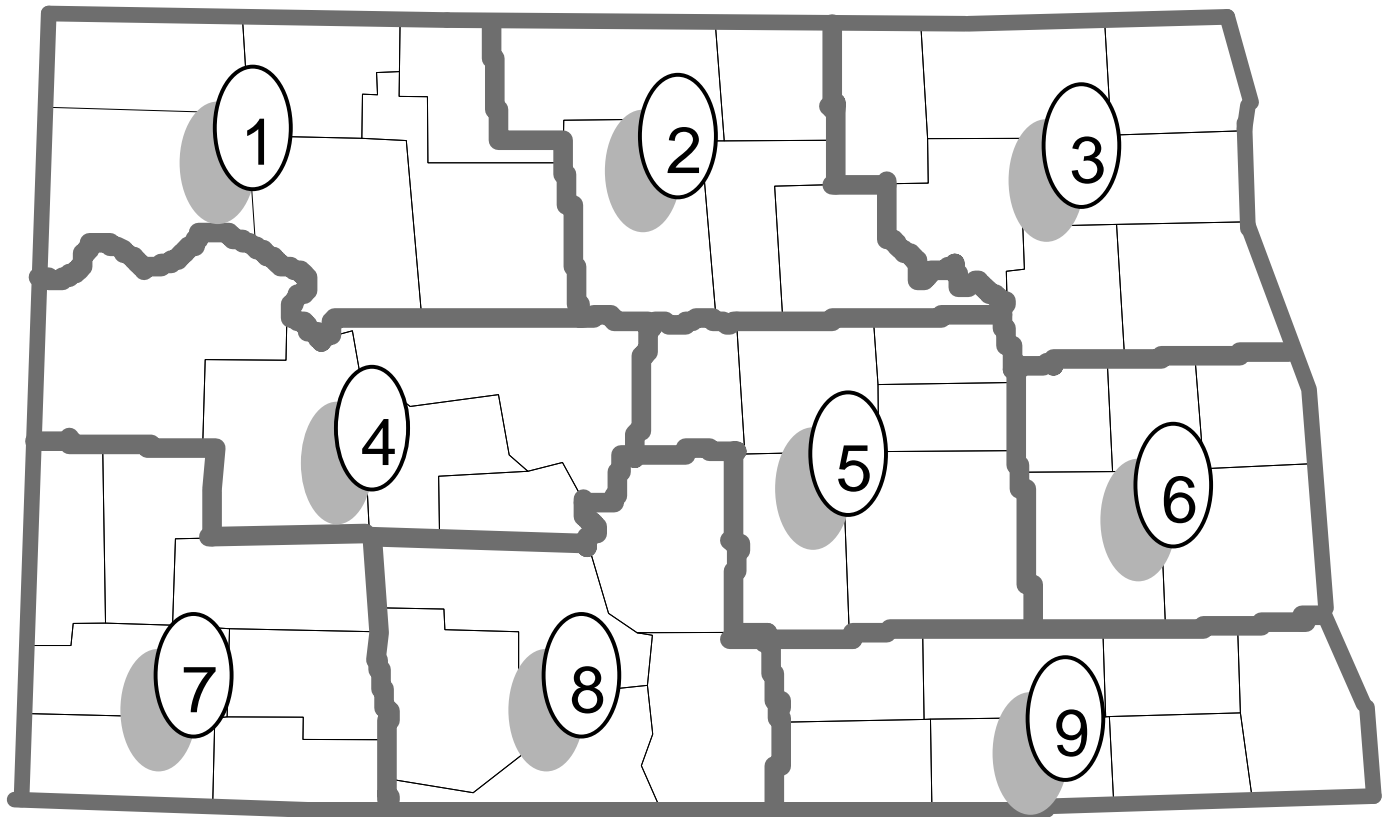
| | Dul-Sup | Minn-St. Paul | Midland/SW | PNW | Total |
|---------|---------------|---------------|-------------|---------------|--------|
| 1999-00 | 20,753 48% | 6,514 15% | 950 2% | 8,393 20% | 42,668 |
| 2000-01 | 13,523 27% | 7,372 15% | 2,129 4% | 17,296 35% | 49,617 |
| 2001-02 | 13,358 22% | 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 |
| 2005-06 | 3,807 5% | 8,614 10% | 717 1% | 50,579 61% | 82,575 |

Destinations for Soybean Shipments

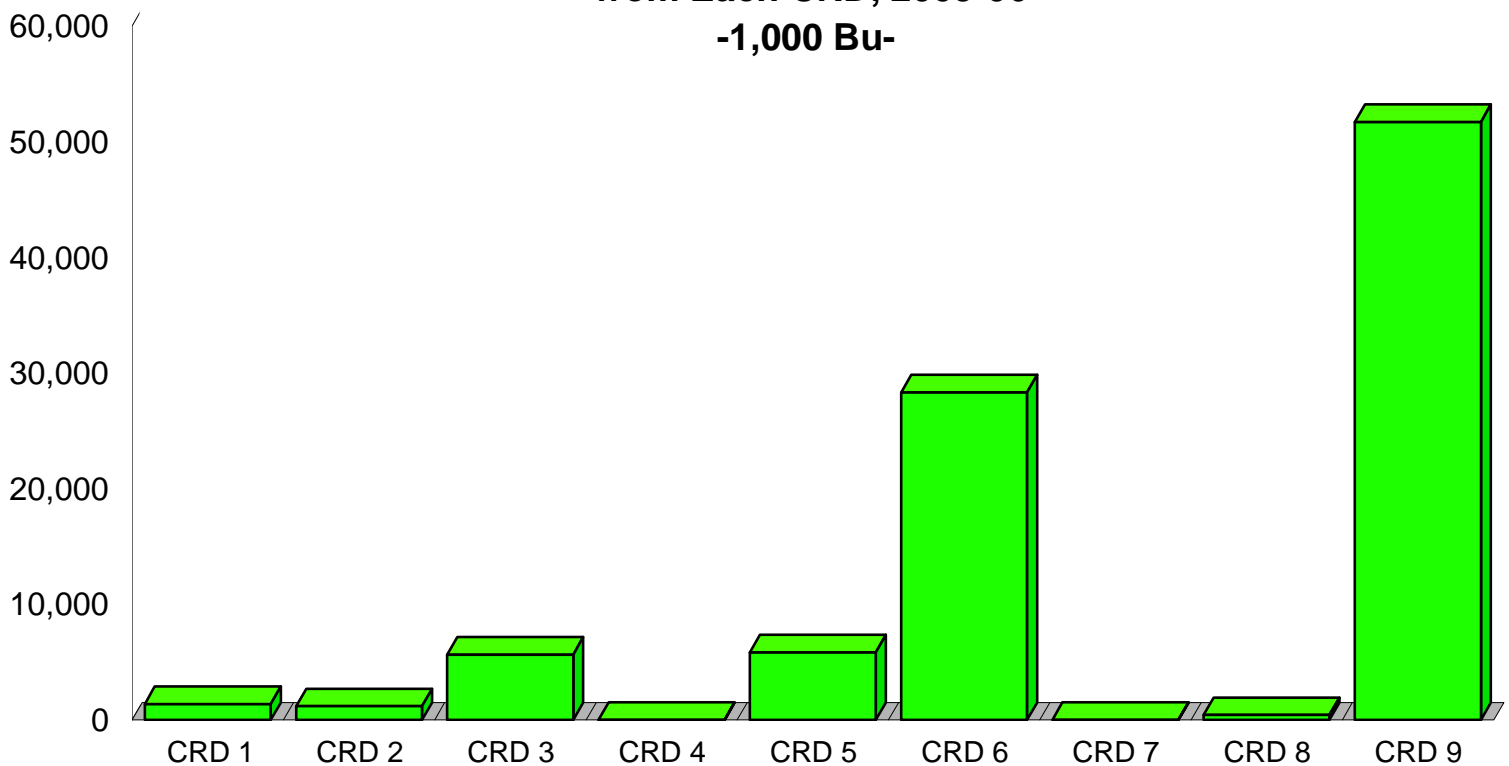


Corn

NORTH DAKOTA CROP REPORTING DISTRICTS



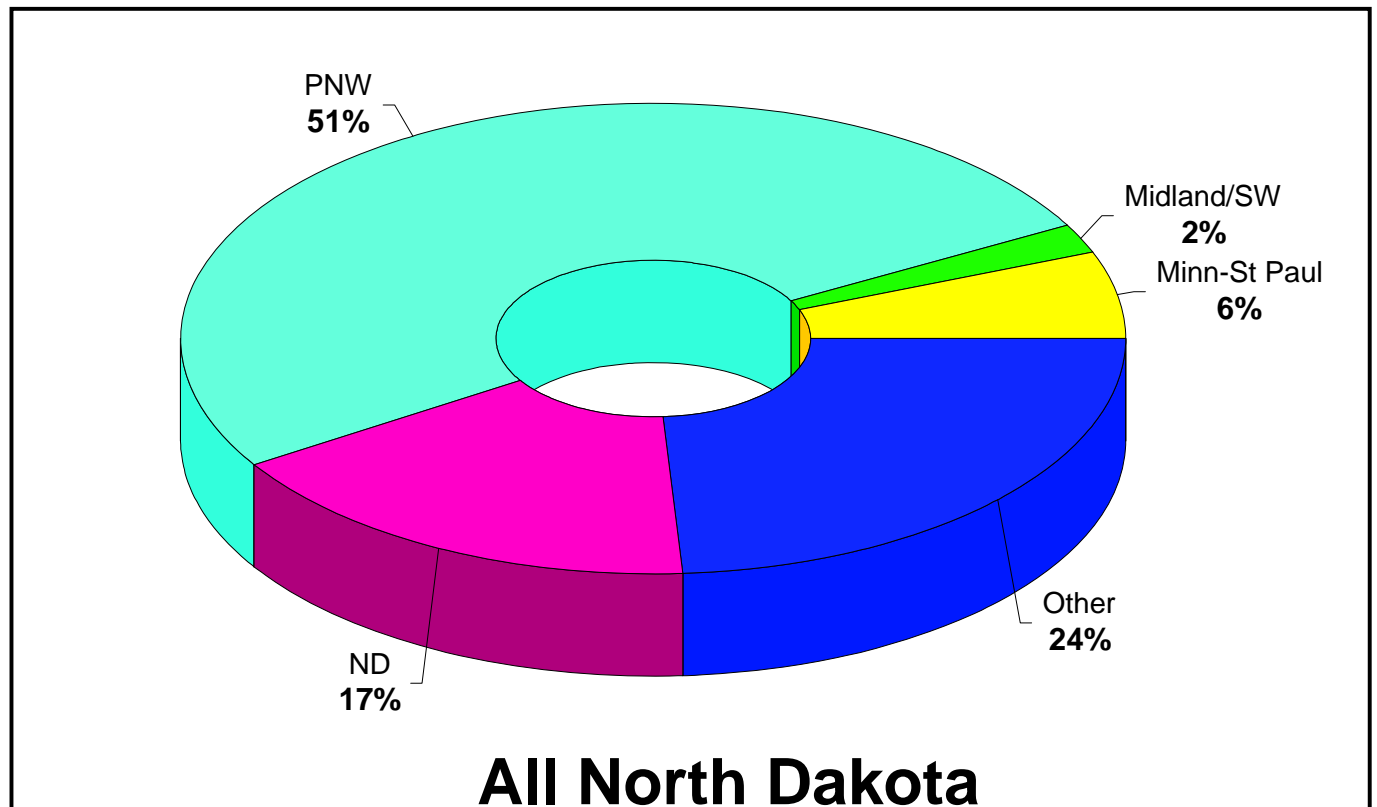
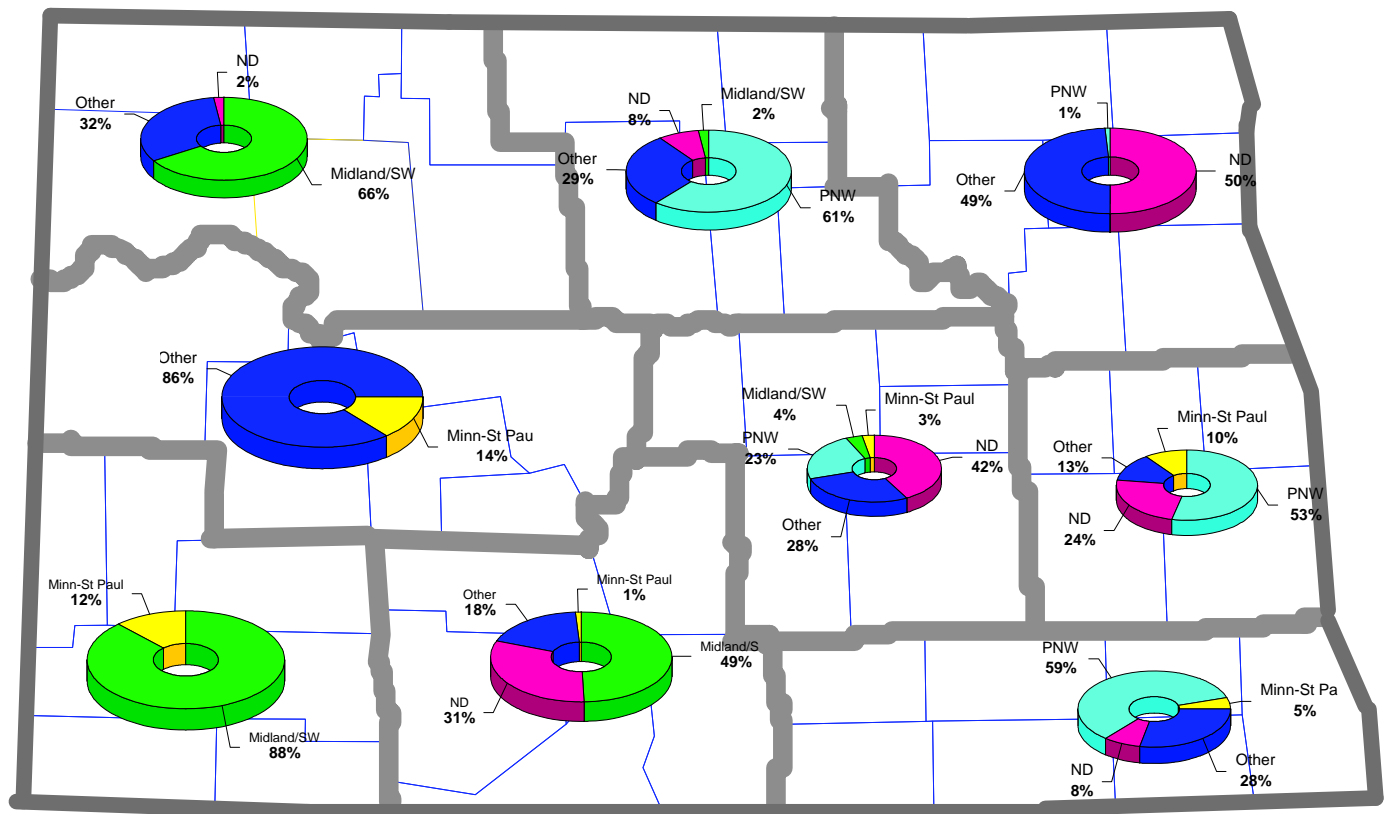
**Corn Shipments Originating
from Each CRD, 2005-06
-1,000 Bu-**



Destinations for Corn Shipments

2005-06

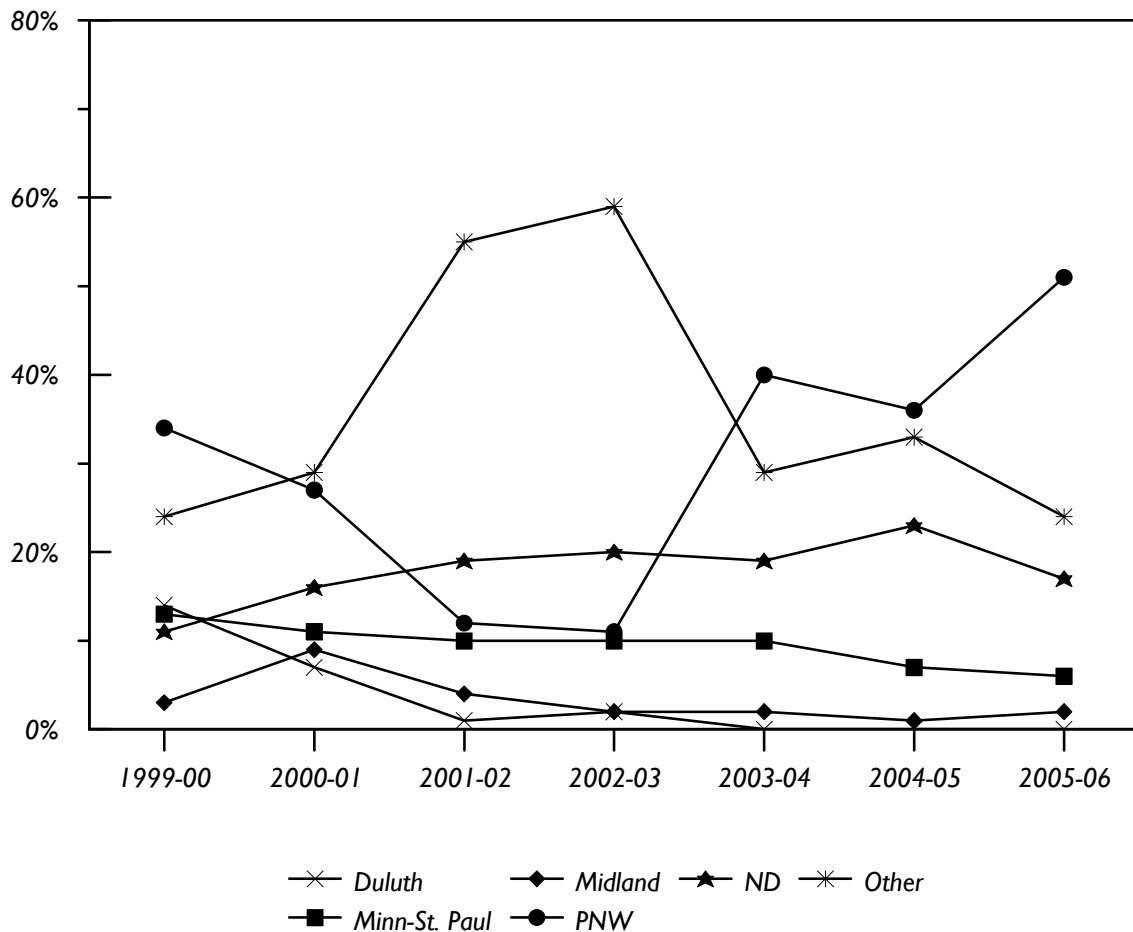
Crop Reporting District

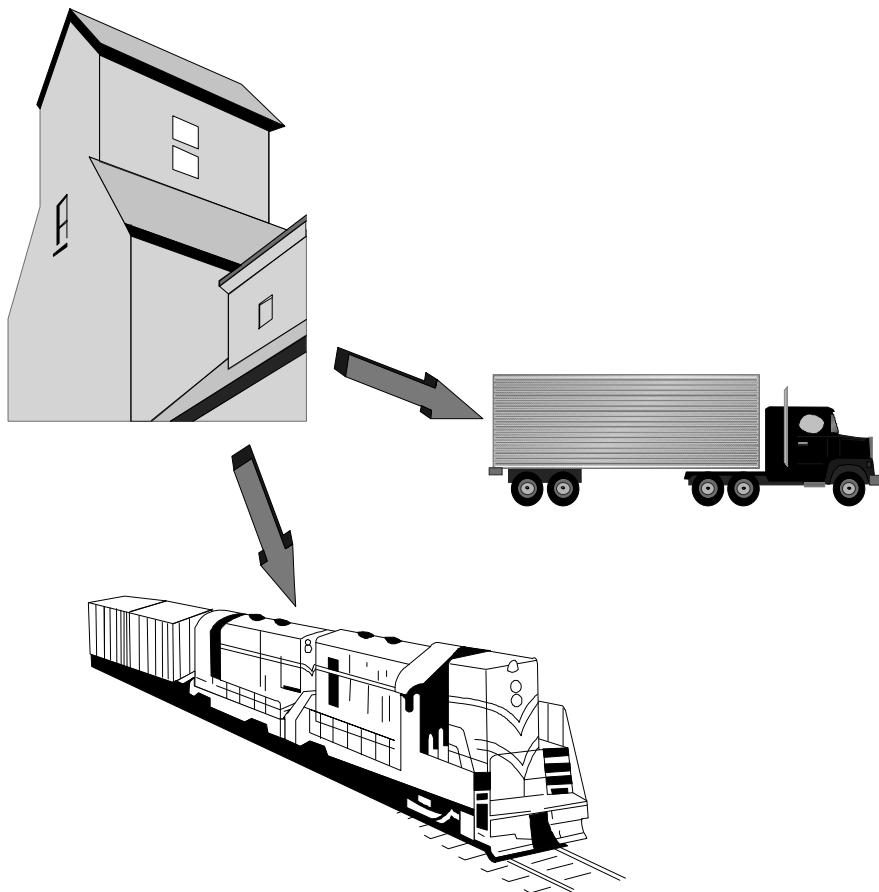


Trends for Destinations of Corn Shipments from ND
(1,000 Bushels)

| | Dul-Sup | Minn-St. Paul | Midland/SW | PNW | Total |
|---------|--------------|---------------|-------------|---------------|--------|
| 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 |
| 2005-06 | 0 0% | 5,358 6% | 1,726 2% | 47,921 51% | 94,619 |

Destinations for Corn Shipments

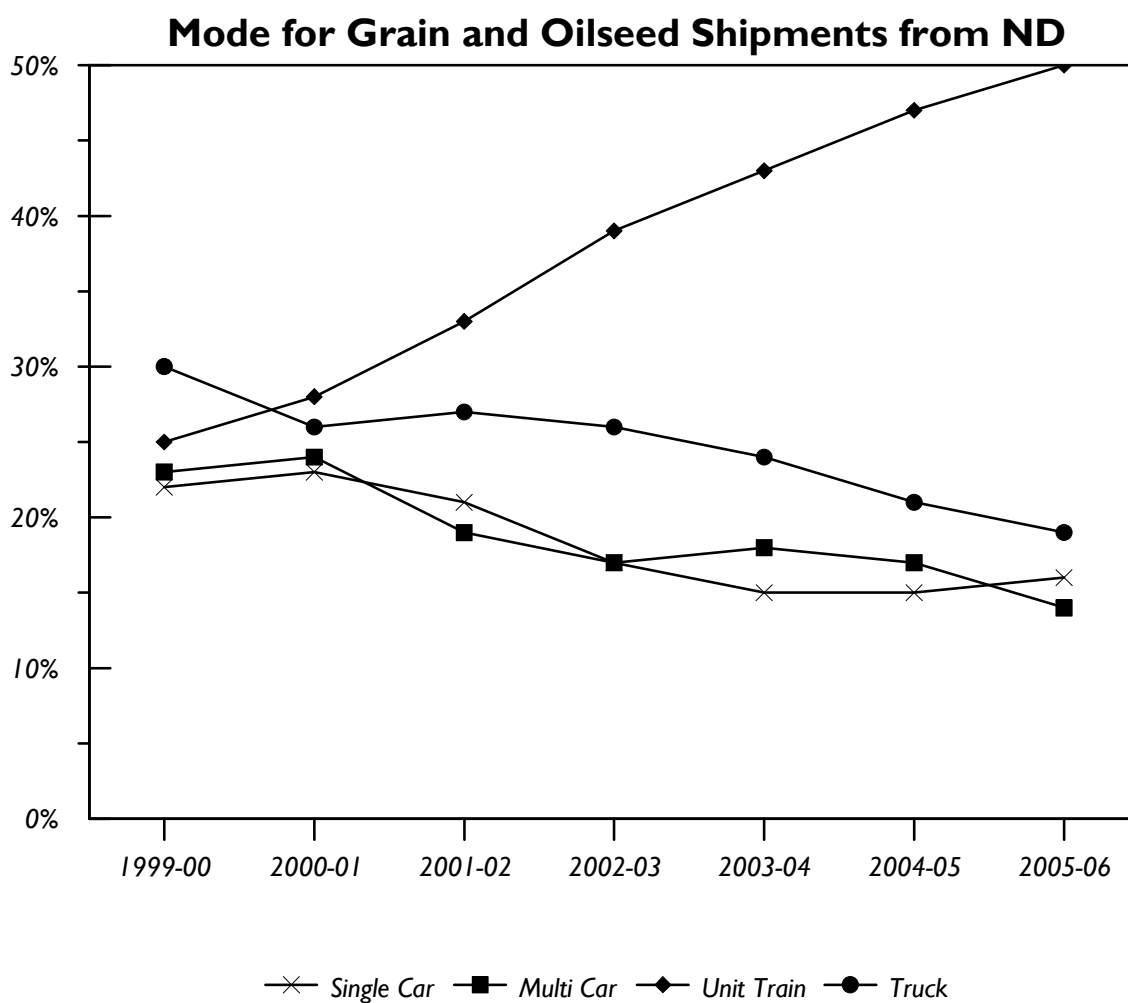




*Mode for Grain and Oilseed
Shipments Originating from
North Dakota Elevators*

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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---------|------------|-----------|------------|---------|---------|
| 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% | |
| 2005-06 | 96,964 | 86,196 | 301,386 | 114,952 | 598,988 |
| | 16% | 14% | 50% | 19% | |



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

| CRD 1 | | | | | | CRD 2 | | | | | |
|---------|---------------|--------------|---------------|-------|--------|---------|---------------|--------------|---------------|-------|--------|
| | Single Car | Multi Car | Unit Train | Truck | Total | | Single Car | Multi Car | Unit Train | Truck | Total |
| 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 |
| 2005-06 | 20% | 28% | 42% | 10% | 91,549 | 2005-06 | 18% | 17% | 48% | 19% | 49,161 |

| CRD 3 | | | | | | CRD 4 | | | | | |
|---------|---------------|--------------|---------------|-------|---------|---------|---------------|--------------|---------------|-------|--------|
| | Single Car | Multi Car | Unit Train | Truck | Total | | Single Car | Multi Car | Unit Train | Truck | Total |
| 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 |
| 2005-06 | 17% | 9% | 46% | 29% | 106,106 | 2005-06 | 18% | 16% | 43% | 23% | 25,222 |

| CRD 5 | | | | | | CRD 6 | | | | | |
|---------|---------------|--------------|---------------|-------|--------|---------|---------------|--------------|---------------|-------|---------|
| | Single Car | Multi Car | Unit Train | Truck | Total | | Single Car | Multi Car | Unit Train | Truck | Total |
| 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 |
| 2005-06 | 28% | 14% | 32% | 26% | 6,523 | 2005-06 | 6% | 9% | 60% | 25% | 100,434 |

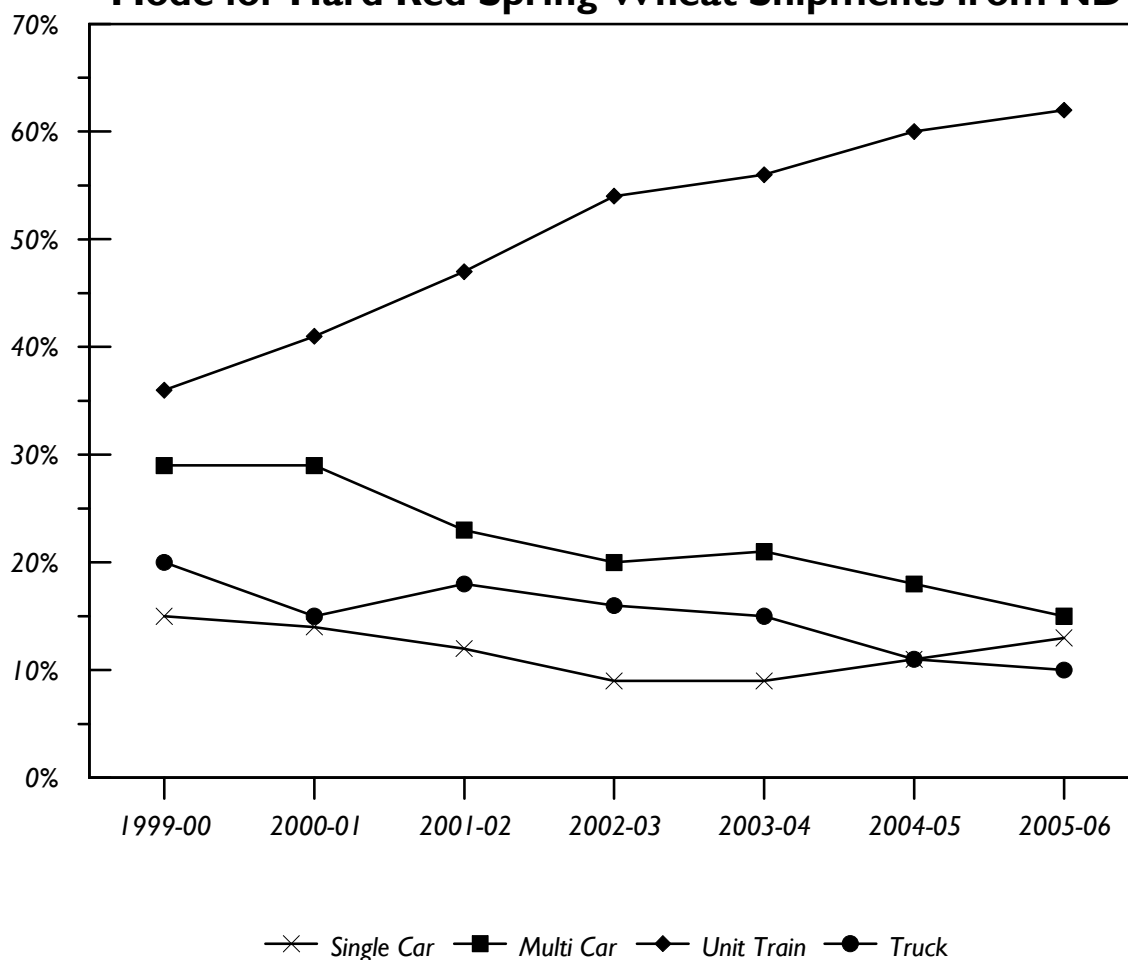
| CRD 7 | | | | | | CRD 8 | | | | | |
|---------|---------------|--------------|---------------|-------|--------|---------|---------------|--------------|---------------|-------|--------|
| | Single Car | Multi Car | Unit Train | Truck | Total | | Single Car | Multi Car | Unit Train | Truck | Total |
| 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 |
| 2005-06 | 4% | 22% | 64% | 9% | 37,175 | 2005-06 | 8% | 2% | 59% | 31% | 13,704 |

| CRD 9 | | | | | |
|---------|---------------|--------------|---------------|-------|---------|
| | Single Car | Multi Car | Unit Train | Truck | Total |
| 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 |
| 2005-06 | 19% | 11% | 61% | 9% | 110,515 |

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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---------|---------------|---------------|----------------|---------------|---------|
| 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 |
| 2005-06 | 29,884 13% | 35,570 15% | 143,289 62% | 23,568 10% | 232,312 |

Mode for Hard Red Spring Wheat Shipments from ND



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

| CRD 1 | | | | | | CRD 2 | | | | | |
|---------|---------------|--------------|---------------|-------|--------|---------|---------------|--------------|---------------|-------|--------|
| | Single Car | Multi Car | Unit Train | Truck | Total | | Single Car | Multi Car | Unit Train | Truck | Total |
| 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 |
| 2005-06 | 13% | 16% | 62% | 10% | 20,892 | 2005-06 | 9% | 18% | 71% | 2% | 24,767 |

| CRD 3 | | | | | | CRD 4 | | | | | |
|---------|---------------|--------------|---------------|-------|--------|---------|---------------|--------------|---------------|-------|--------|
| | Single Car | Multi Car | Unit Train | Truck | Total | | Single Car | Multi Car | Unit Train | Truck | Total |
| 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 |
| 2005-06 | 10% | 7% | 61% | 19% | 62,748 | 2005-06 | 9% | 14% | 66% | 11% | 13,511 |

| CRD 5 | | | | | | CRD 6 | | | | | |
|---------|---------------|--------------|---------------|-------|--------|---------|---------------|--------------|---------------|-------|--------|
| | Single Car | Multi Car | Unit Train | Truck | Total | | Single Car | Multi Car | Unit Train | Truck | Total |
| 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 |
| 2005-06 | 29% | 24% | 40% | 7% | 24,392 | 2005-06 | 4% | 11% | 80% | 6% | 25,117 |

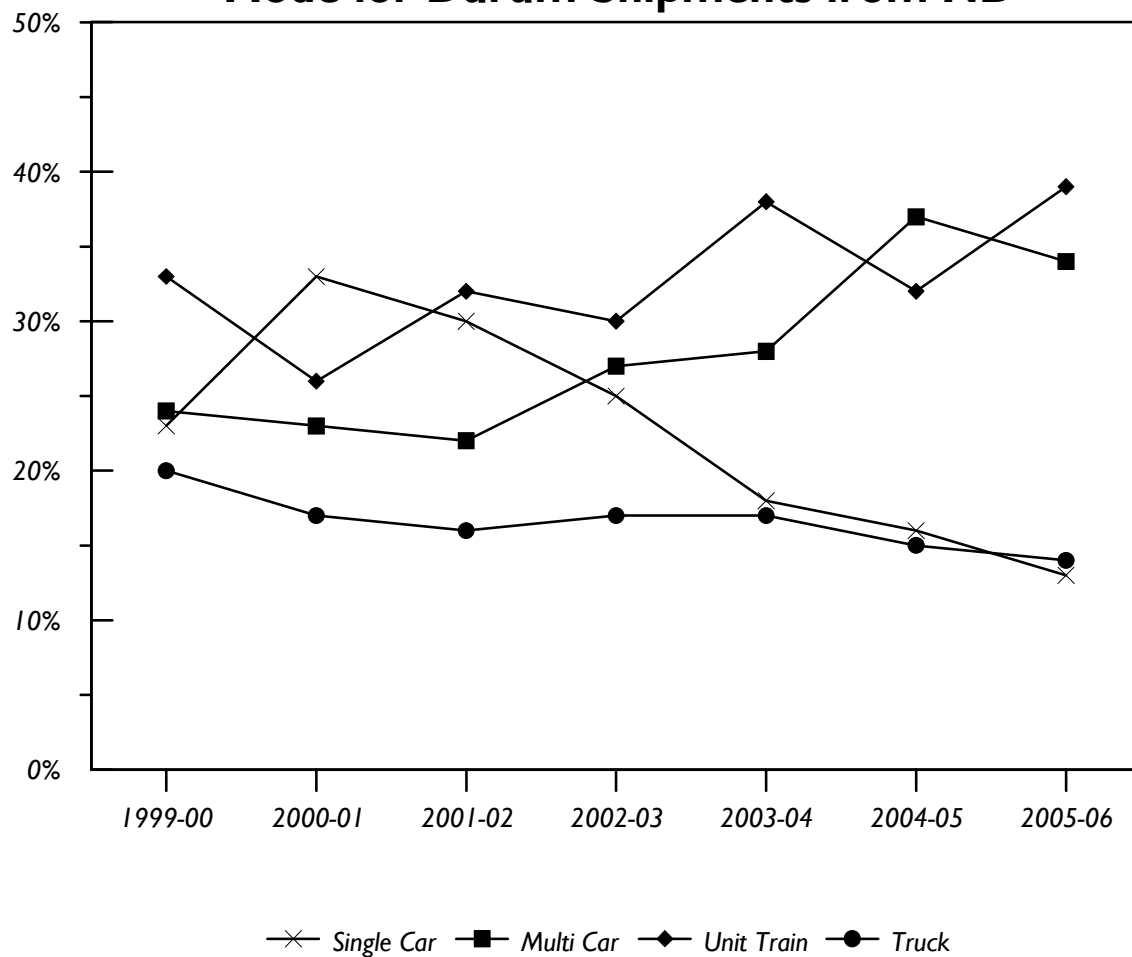
| CRD 7 | | | | | | CRD 8 | | | | | |
|---------|---------------|--------------|---------------|-------|--------|---------|---------------|--------------|---------------|-------|--------|
| | Single Car | Multi Car | Unit Train | Truck | Total | | Single Car | Multi Car | Unit Train | Truck | Total |
| 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% | 63% | 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 |
| 2005-06 | 2% | 17% | 76% | 5% | 27,312 | 2005-06 | 7% | 3% | 69% | 21% | 11,666 |

| CRD 9 | | | | | |
|---------|---------------|--------------|---------------|-------|--------|
| | Single Car | Multi Car | Unit Train | Truck | Total |
| 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 |
| 2005-06 | 36% | 29% | 32% | 3% | 21,907 |

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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---------|------------|-----------|------------|--------|--------|
| 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% | |
| 2005-06 | 7,281 | 19,973 | 22,882 | 7,857 | 57,993 |
| | 13% | 34% | 39% | 14% | |

Mode for Durum Shipments from ND



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 | |
| 1999-00 | 21% | 25% | 43% | 11% | 35,273 | 1999-00 | 22% | 4% | 25% | 49% | 4,116 |
| 2000-01 | 28% | 27% | 36% | 10% | 39,479 | 2000-01 | 30% | 14% | 24% | 32% | 5,751 |
| 2001-02 | 26% | 21% | 42% | 11% | 34,510 | 2001-02 | 38% | 16% | 20% | 26% | 4,393 |
| 2002-03 | 27% | 27% | 36% | 10% | 29,854 | 2002-03 | 36% | 4% | 10% | 51% | 2,128 |
| 2003-04 | 13% | 27% | 47% | 11% | 31,759 | 2003-04 | 26% | 28% | 8% | 56% | 2,478 |
| 2004-05 | 15% | 36% | 37% | 12% | 26,849 | 2004-05 | 42% | 34% | 1% | 23% | 1,864 |
| 2005-06 | 9% | 36% | 47% | 8% | 38,091 | 2005-06 | 39% | 25% | 3% | 32% | 2,120 |

| CRD 3 | | | | | | CRD 4 | | | | | |
|---------|--------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-------|
| | Single | Multi | Unit | | | Single | Multi | Unit | | | |
| | Car | Car | Train | Truck | Total | Car | Car | Train | Truck | Total | |
| 1999-00 | 24% | 17% | 17% | 41% | 8,131 | 1999-00 | 23% | 28% | 37% | 12% | 5,954 |
| 2000-01 | 38% | 12% | 12% | 38% | 8,864 | 2000-01 | 62% | 16% | 2% | 20% | 8,838 |
| 2001-02 | 39% | 12% | 23% | 26% | 2,373 | 2001-02 | 33% | 20% | 18% | 29% | 5,096 |
| 2002-03 | 31% | 11% | 7% | 51% | 2,535 | 2002-03 | 23% | 29% | 22% | 26% | 3,752 |
| 2003-04 | 43% | 20% | 37% | 33% | 4,187 | 2003-04 | 19% | 26% | 30% | 25% | 5,305 |
| 2004-05 | 31% | 25% | 0% | 43% | 1,818 | 2004-05 | 11% | 20% | 43% | 27% | 5,088 |
| 2005-06 | 30% | 21% | 15% | 34% | 1,877 | 2005-06 | 14% | 29% | 29% | 28% | 5,776 |

| CRD 5 | | | | | | CRD 6 | | | | | |
|---------|--------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-------|
| | Single | Multi | Unit | | | Single | Multi | Unit | | | |
| | Car | Car | Train | Truck | Total | Car | Car | Train | Truck | Total | |
| 1999-00 | 46% | 10% | 2% | 42% | 3,250 | 1999-00 | 32% | 39% | 0% | 29% | 1,815 |
| 2000-01 | 48% | 8% | 0% | 44% | 3,393 | 2000-01 | 39% | 27% | 2% | 32% | 1,899 |
| 2001-02 | 45% | 12% | 0% | 43% | 2,600 | 2001-02 | 20% | 52% | 0% | 28% | 752 |
| 2002-03 | 52% | 0% | 0% | 48% | 1,444 | 2002-03 | 8% | 63% | 0% | 29% | 160 |
| 2003-04 | 41% | 22% | 0% | 37% | 2,390 | 2003-04 | 41% | 0% | 0% | 59% | 272 |
| 2004-05 | 63% | 0% | 0% | 37% | 1,388 | 2004-05 | 27% | 66% | 0% | 7% | 453 |
| 2005-06 | 64% | 0% | 0% | 36% | 1,635 | 2005-06 | 0% | 67% | 0% | 33% | 144 |

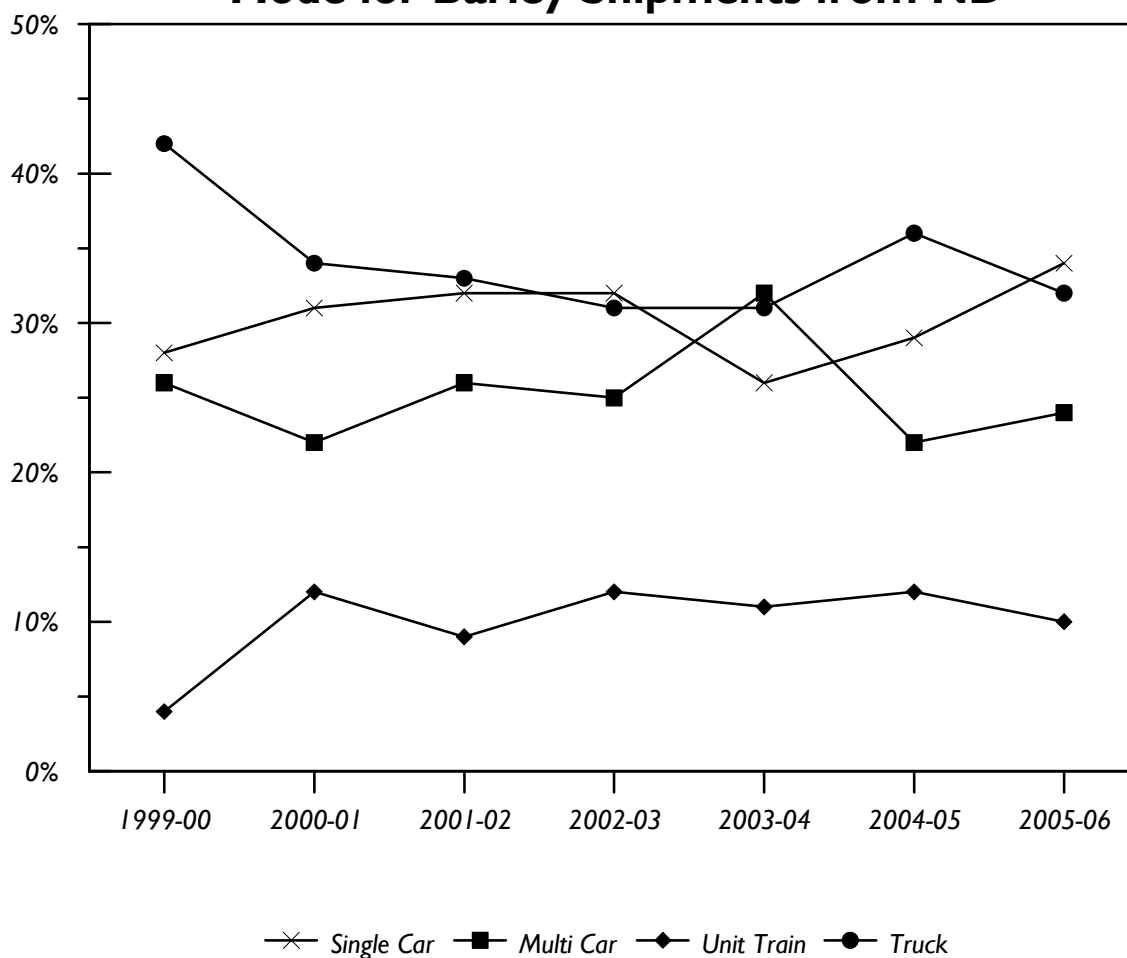
| CRD 7 | | | | | | CRD 8 | | | | | |
|---------|--------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-----|
| | Single | Multi | Unit | | | Single | Multi | Unit | | | |
| | Car | Car | Train | Truck | Total | Car | Car | Train | Truck | Total | |
| 1999-00 | 7% | 47% | 26% | 20% | 4,321 | 1999-00 | 72% | 0% | 0% | 28% | 352 |
| 2000-01 | 7% | 37% | 48% | 9% | 7,601 | 2000-01 | 55% | 15% | 0% | 30% | 514 |
| 2001-02 | 7% | 46% | 43% | 5% | 6,910 | 2001-02 | 33% | 0% | 0% | 67% | 349 |
| 2002-03 | 0% | 54% | 33% | 13% | 5,216 | 2002-03 | 62% | 0% | 0% | 38% | 110 |
| 2003-04 | 1% | 42% | 49% | 1% | 7,099 | 2003-04 | 0% | 0% | 0% | 100% | 185 |
| 2004-05 | 1% | 61% | 31% | 1% | 7,544 | 2004-05 | 10% | 0% | 0% | 90% | 199 |
| 2005-06 | 6% | 45% | 37% | 12% | 8,128 | 2005-06 | 0% | 0% | 0% | 100% | 132 |

| CRD 9 | | | | | |
|---------|--------|-------|-------|-------|-------|
| | Single | Multi | Unit | | |
| | Car | Car | Train | Truck | Total |
| 1999-00 | 64% | 1% | 0% | 35% | 844 |
| 2000-01 | 66% | 0% | 0% | 34% | 687 |
| 2001-02 | 80% | 0% | 0% | 20% | 380 |
| 2002-03 | 59% | 0% | 0% | 42% | 110 |
| 2003-04 | 60% | 0% | 0% | 40% | 271 |
| 2004-05 | 61% | 30% | 0% | 10% | 314 |
| 2005-06 | 99% | 0% | 0% | 1% | 89 |

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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---------|---------------|---------------|---------------|---------------|--------|
| 1999-00 | 21,095 28% | 19,317 26% | 2,862 4% | 30,868 42% | 74,142 |
| 2000-01 | 26,692 32% | 18,483 22% | 10,238 12% | 29,118 34% | 84,531 |
| 2001-02 | 21,692 32% | 17,534 26% | 6,391 9% | 22,376 33% | 67,994 |
| 2002-03 | 19,597 32% | 15,221 25% | 7,319 12% | 19,348 31% | 61,485 |
| 2003-04 | 21,165 26% | 26,017 32% | 8,572 11% | 25,014 31% | 80,768 |
| 2004-05 | 18,967 29% | 14,256 22% | 7,959 12% | 23,387 36% | 64,569 |
| 2005-06 | 18,704 34% | 13,187 24% | 5,249 10% | 17,604 32% | 54,745 |

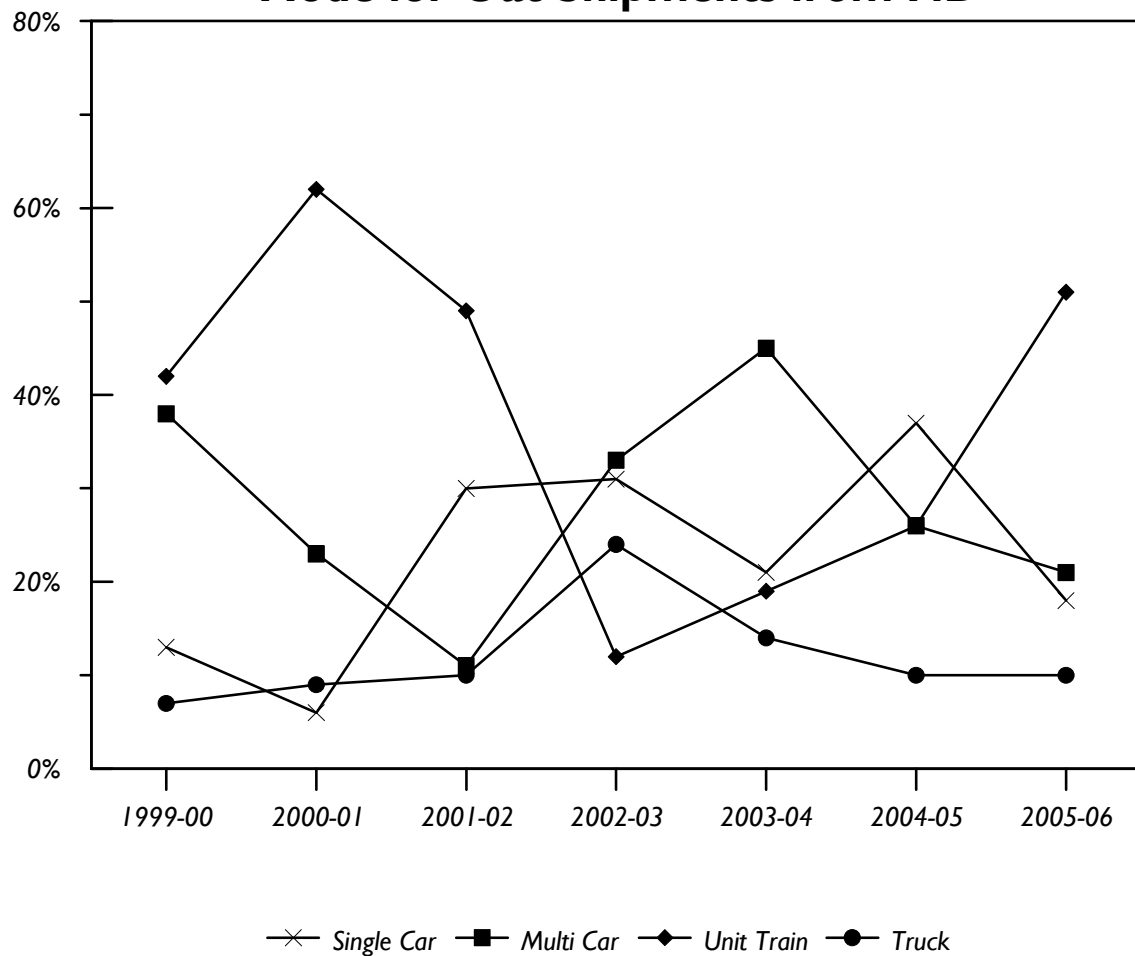
Mode for Barley Shipments from ND



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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---------|------------|-----------|------------|-------|-------|
| 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% | |
| 2005-06 | 1,087 | 1,255 | 3,015 | 569 | 5,925 |
| | 18% | 21% | 51% | 10% | |

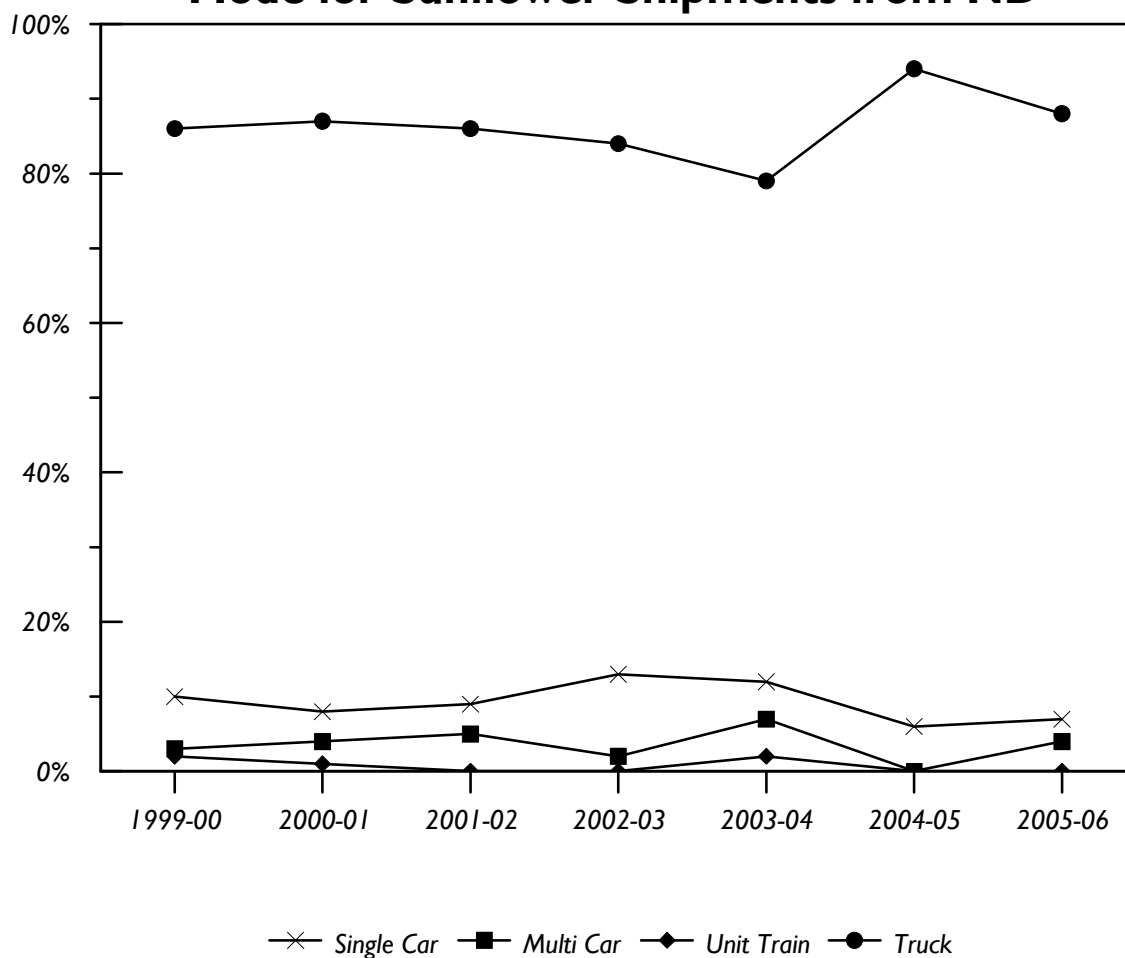
Mode for Oat Shipments from ND



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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---------|------------|-----------|------------|--------|--------|
| 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% | |
| 2005-06 | 481 | 261 | 2 | 5,651 | 6,395 |
| | 7% | 4% | 0% | 88% | |

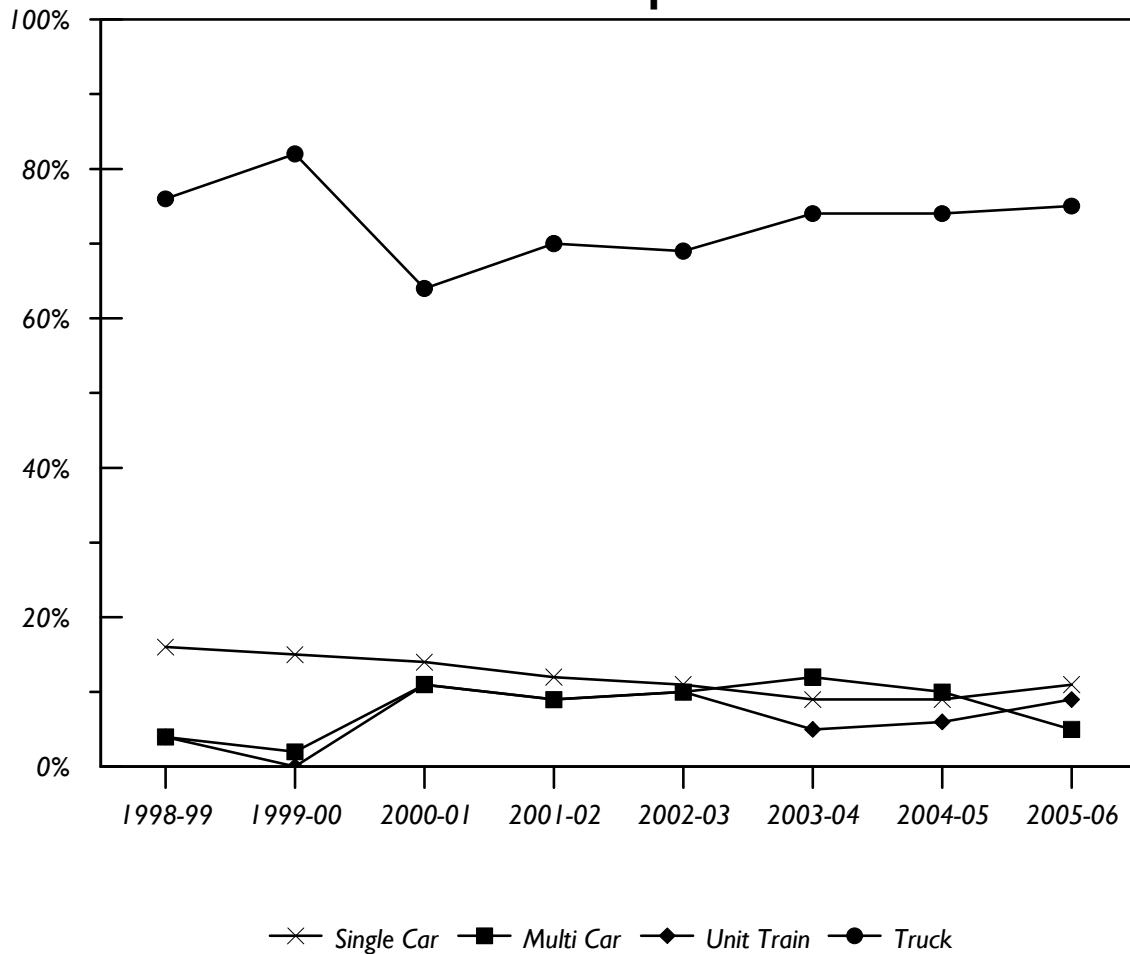
Mode for Sunflower Shipments from ND



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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---------|------------|-----------|------------|-------|--------|
| 1999-00 | 1,078 | 143 | 29 | 5,763 | 7,013 |
| | 15% | 2% | 0% | 82% | |
| 2000-01 | 1,461 | 1,130 | 1,117 | 6,525 | 10,234 |
| | 14% | 11% | 11% | 64% | |
| 2001-02 | 1,147 | 855 | 802 | 6,403 | 9,208 |
| | 12% | 9% | 9% | 70% | |
| 2002-03 | 923 | 833 | 812 | 5,882 | 8,450 |
| | 11% | 10% | 10% | 69% | |
| 2003-04 | 783 | 1,069 | 469 | 6,716 | 9,038 |
| | 9% | 12% | 5% | 74% | |
| 2004-05 | 647 | 703 | 380 | 5,023 | 6,753 |
| | 9% | 10% | 6% | 74% | |
| 2005-06 | 855 | 399 | 756 | 6,022 | 8,033 |
| | 11% | 5% | 9% | 75% | |

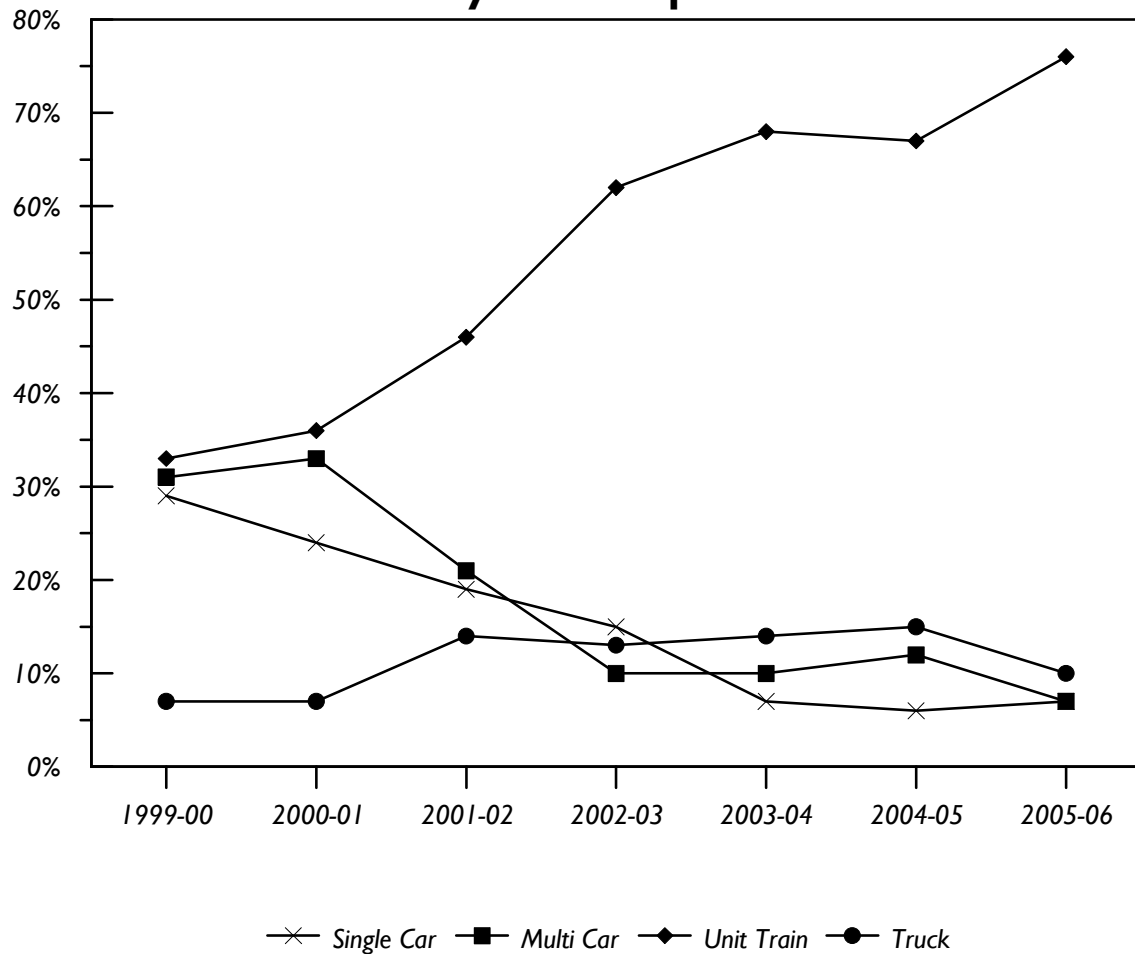
Mode for Canola Shipments from ND



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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---------|------------|-----------|------------|--------|--------|
| 1999-00 | 12,407 | 13,287 | 13,975 | 2,999 | 42,668 |
| | 29% | 31% | 33% | 7% | |
| 2000-01 | 12,494 | 16,170 | 17,357 | 3,596 | 49,617 |
| | 25% | 33% | 35% | 7% | |
| 2001-02 | 11,803 | 12,217 | 27,914 | 8,219 | 60,153 |
| | 20% | 20% | 46% | 14% | |
| 2002-03 | 12,811 | 8,097 | 50,934 | 10,942 | 82,784 |
| | 15% | 10% | 62% | 13% | |
| 2003-04 | 6,169 | 8,907 | 59,646 | 12,539 | 87,260 |
| | 7% | 10% | 68% | 14% | |
| 2004-05 | 4,234 | 7,735 | 44,726 | 10,037 | 66,732 |
| | 6% | 12% | 67% | 15% | |
| 2005-06 | 5,390 | 5,893 | 63,033 | 8,260 | 82,575 |
| | 7% | 7% | 76% | 10% | |

Mode for Soybean Shipments from ND



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

| | Single Car | Multi Car | Unit Train | Truck | Total |
|---------|---------------|---------------|---------------|---------------|--------|
| 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 |
| 2005-06 | 9,666 10% | 3,371 4% | 60,486 64% | 21,095 22% | 94,619 |

Mode for Corn Shipments from ND

