



ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2006-07

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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 2006-07* 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.

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 2006 to June 2007.
- **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.

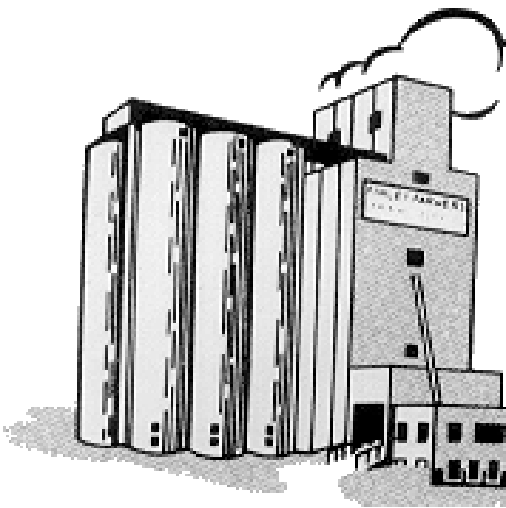
Mode for Grain & Oilseed Shipments by Rail:

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, 2006-07

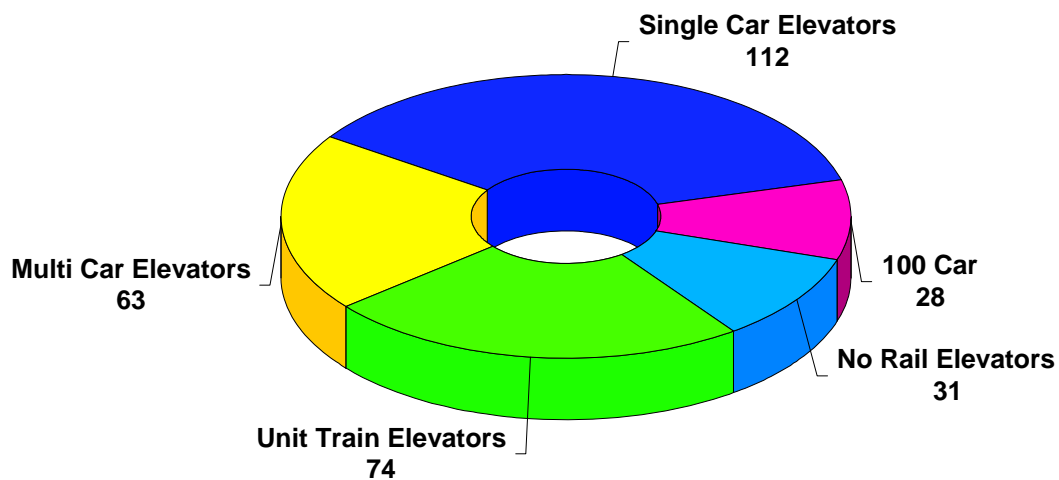
Storage: 231,197 Thousand Bu.

Grain Shipped to End User: 647,882 Thousand Bu.

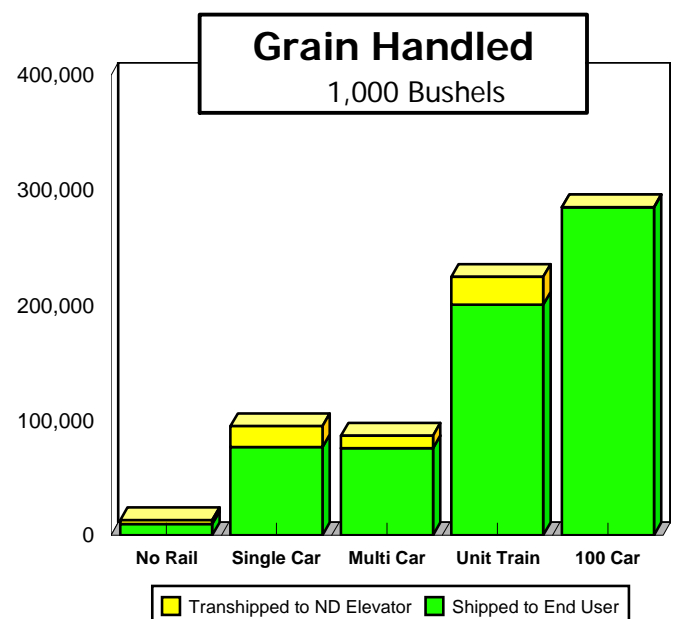
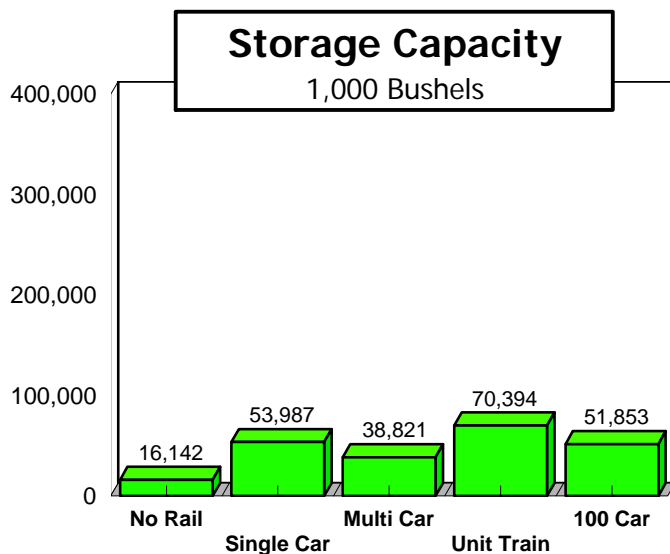
Grain Transhipped to ND Elevator: 56,803 Thousand Bu.

Average Turnover: 5.8

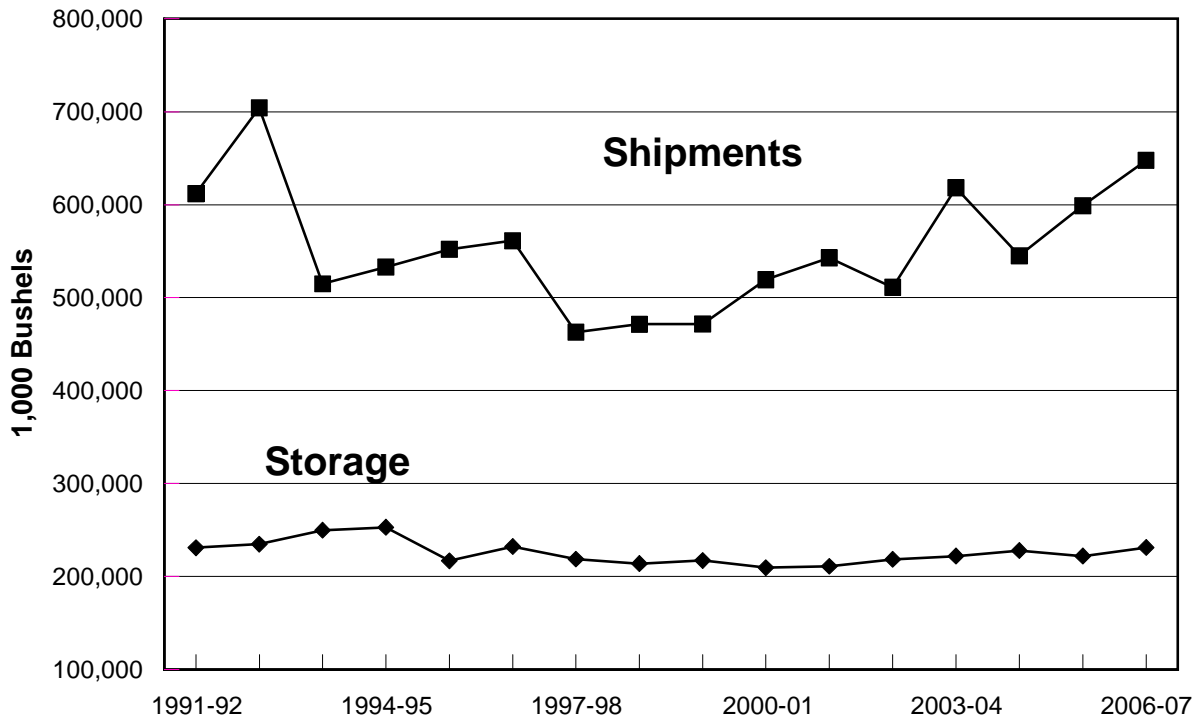
Elevator Categories



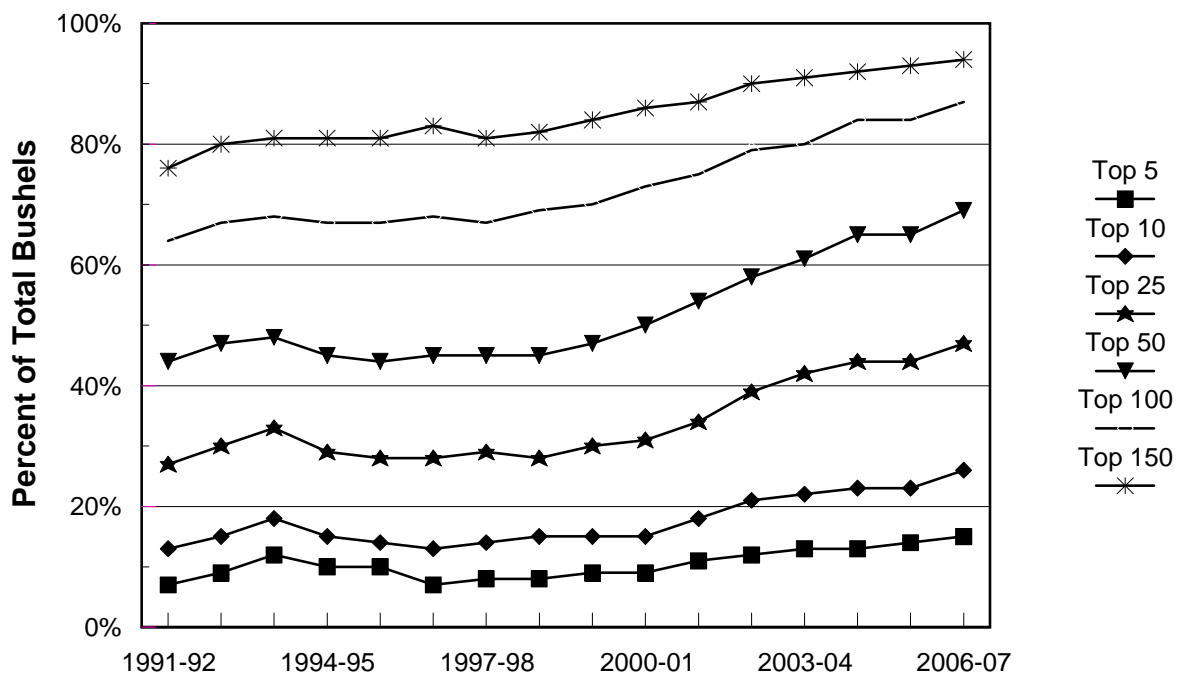
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



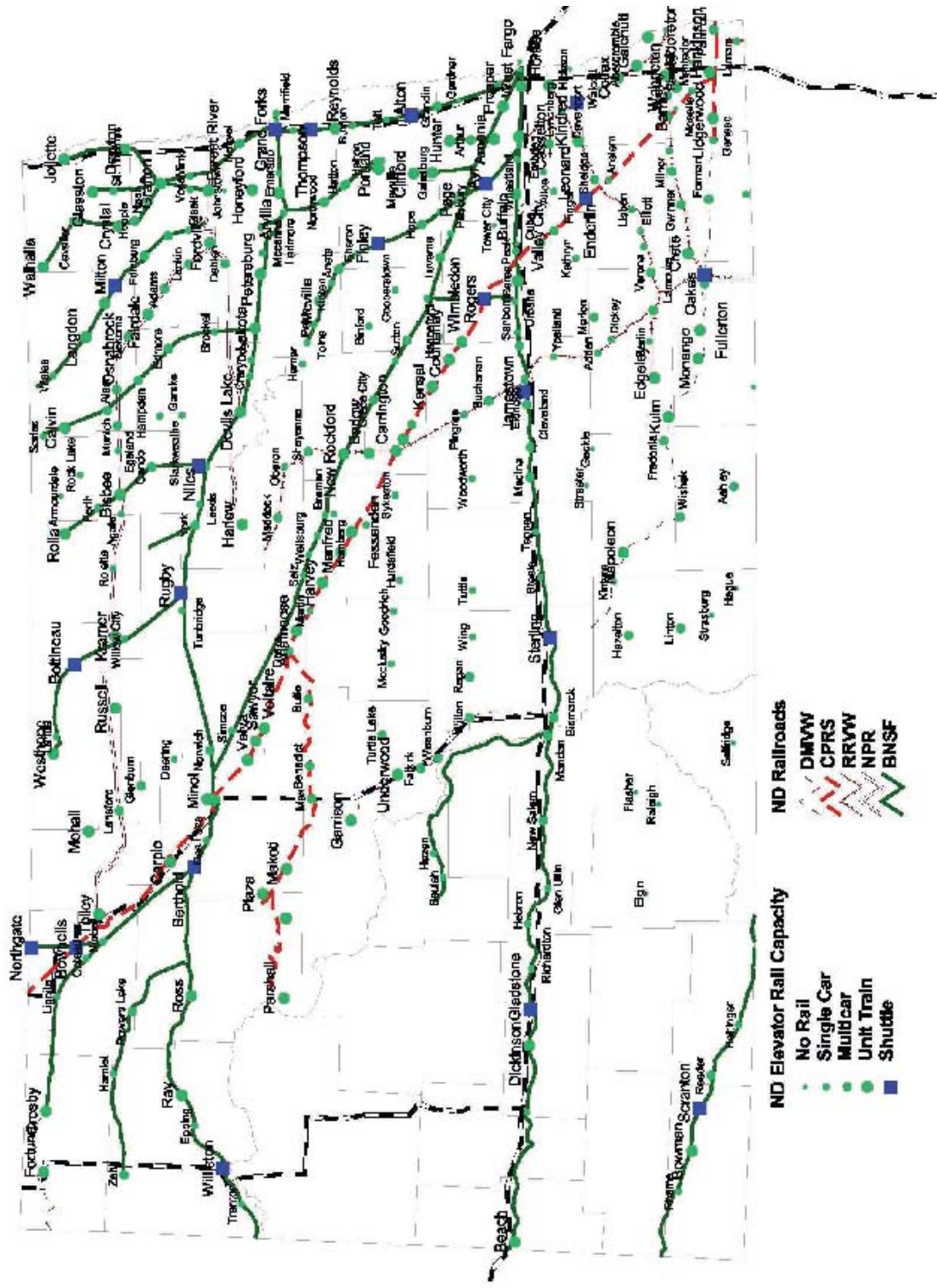
Storage and Total Grain Shipments for North Dakota Elevators



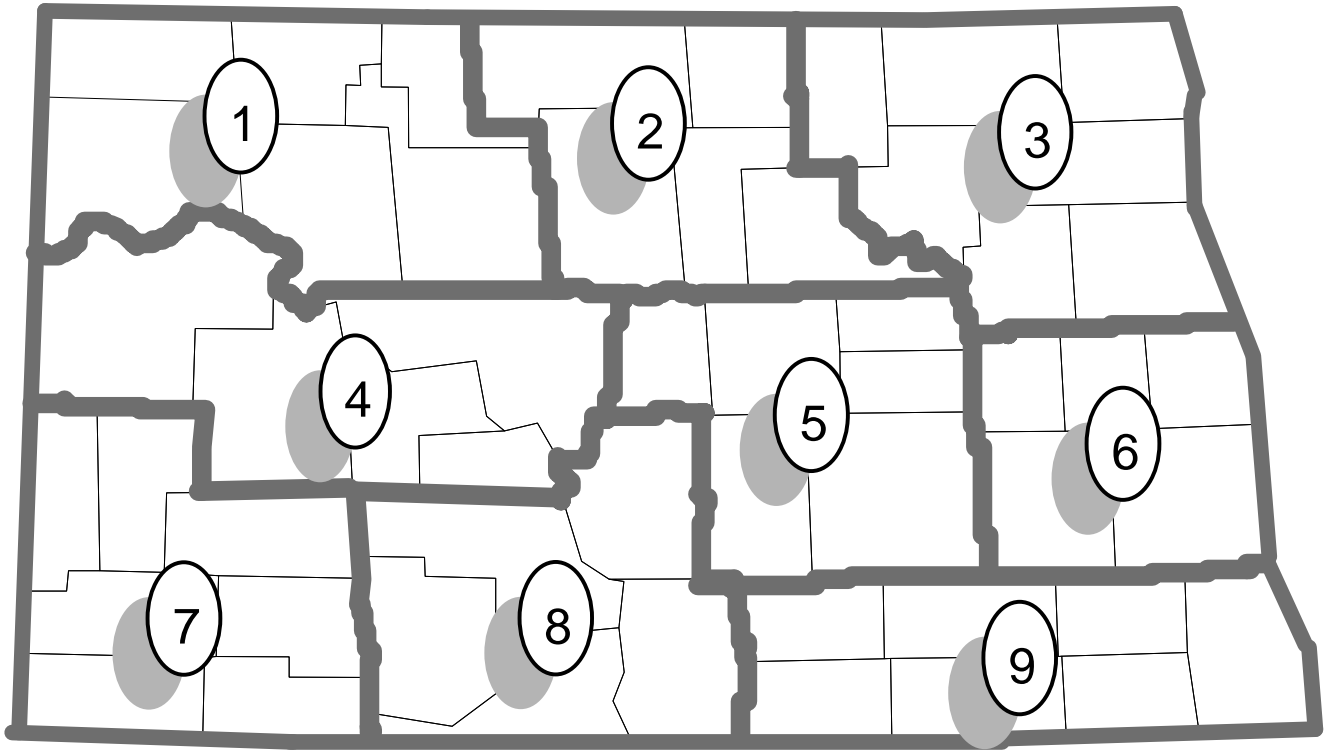
Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators



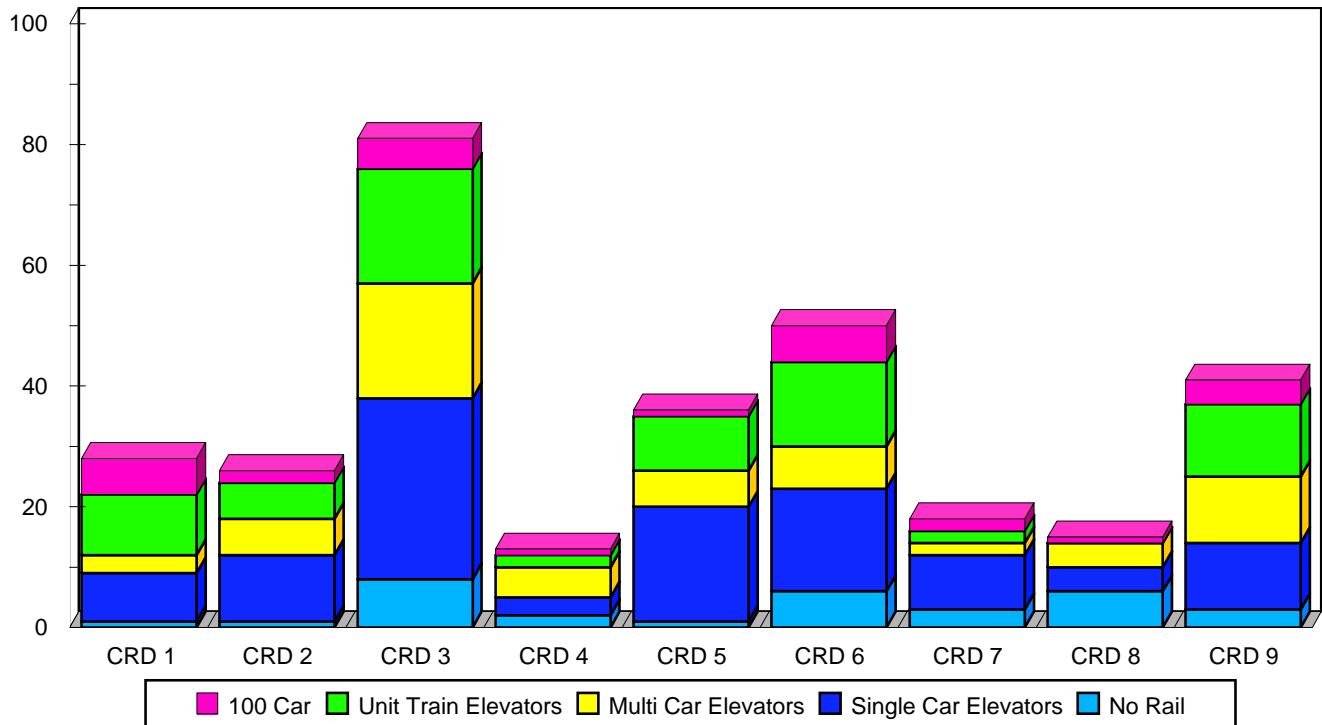
North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2006



NORTH DAKOTA CROP REPORTING DISTRICTS

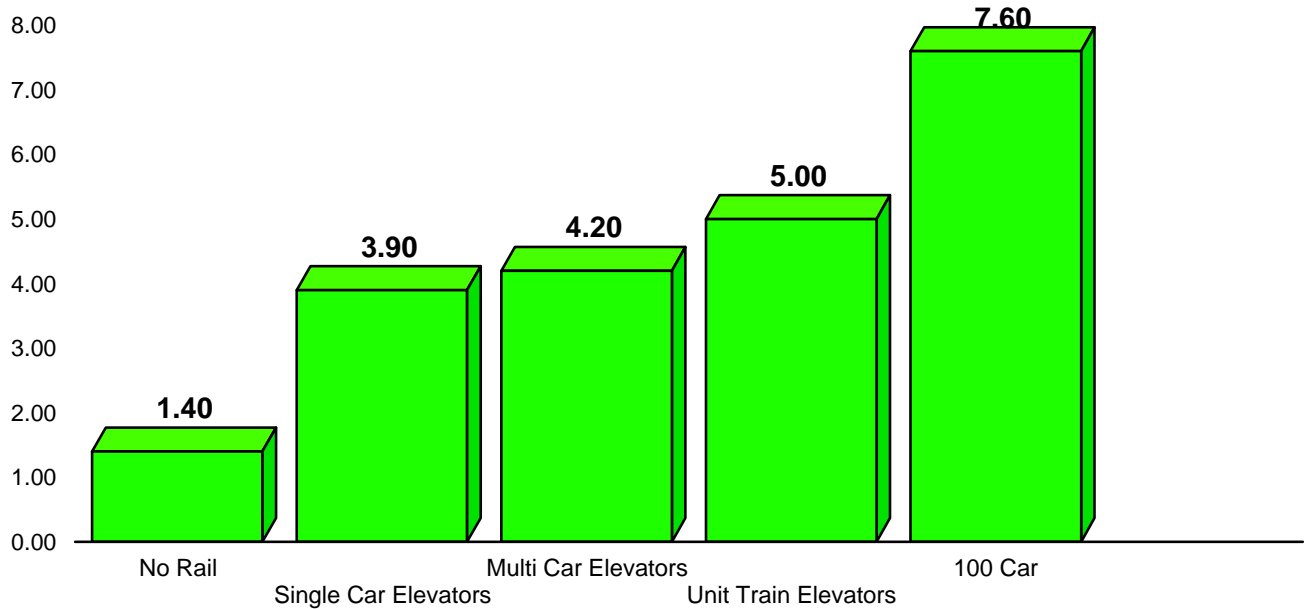


Elevators in Each CRD, 2006-07



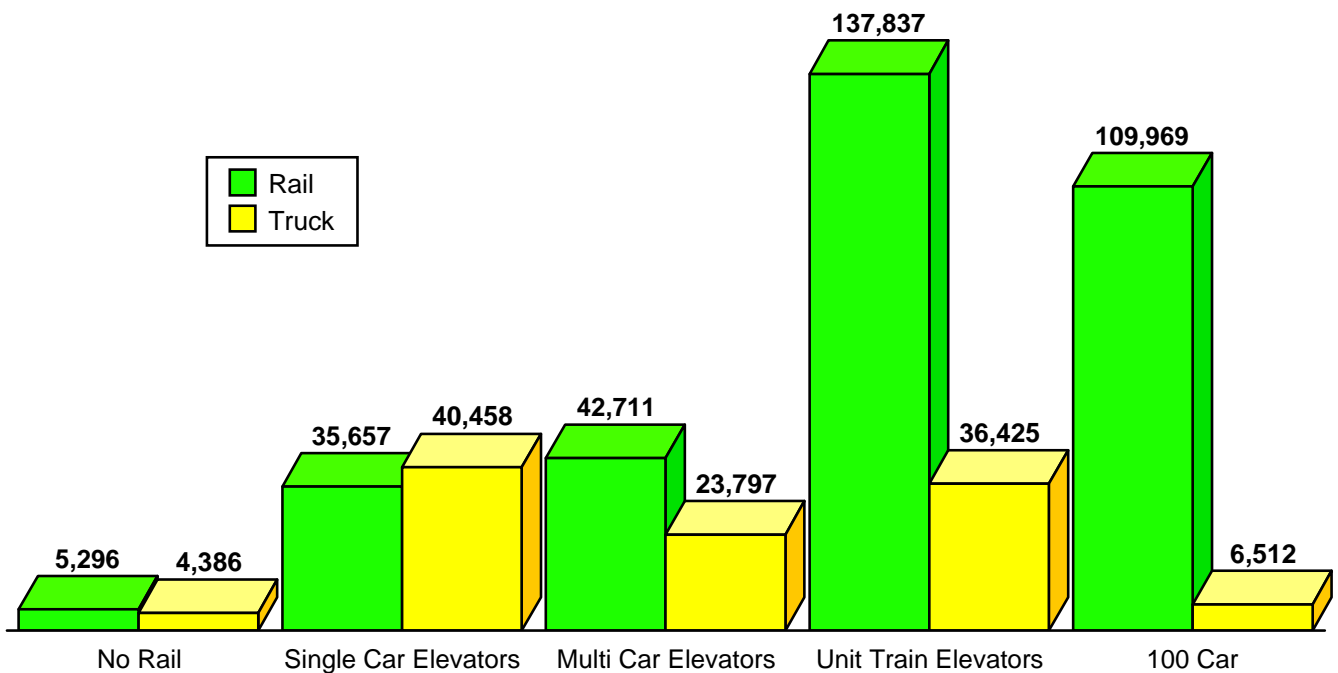
Turnover Ratios for Each Elevator Category, 2006-07

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2006-07

- Thousand Bushels -



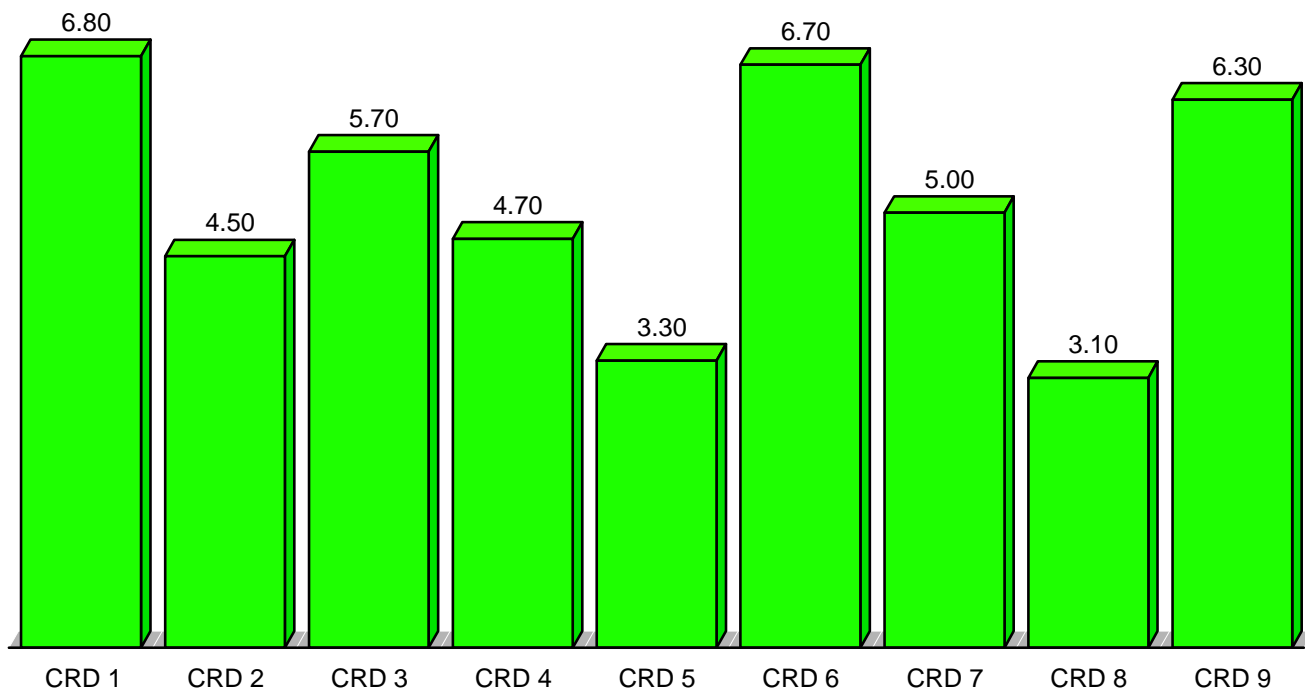
**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 2006-07**

CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	28	19,813,979	1,694,809	83,666,213	6.8
2	26	14,190,220	771,930	51,066,869	4.5
3	81	48,035,004	13,611,034	125,328,445	5.7
4	13	7,166,000	1,402,310	23,209,561	4.7
5	36	34,584,800	5,615,333	73,160,726	3.3
6	50	52,981,785	26,379,863	145,456,479	6.7
7	18	11,055,000	297,467	30,615,854	5.0
8	15	5,009,000	40,254	7,074,755	3.1
9	41	38,361,100	6,990,868	117,303,536	6.3
All	308	231,196,888	56,803,868	656,882,438	5.1

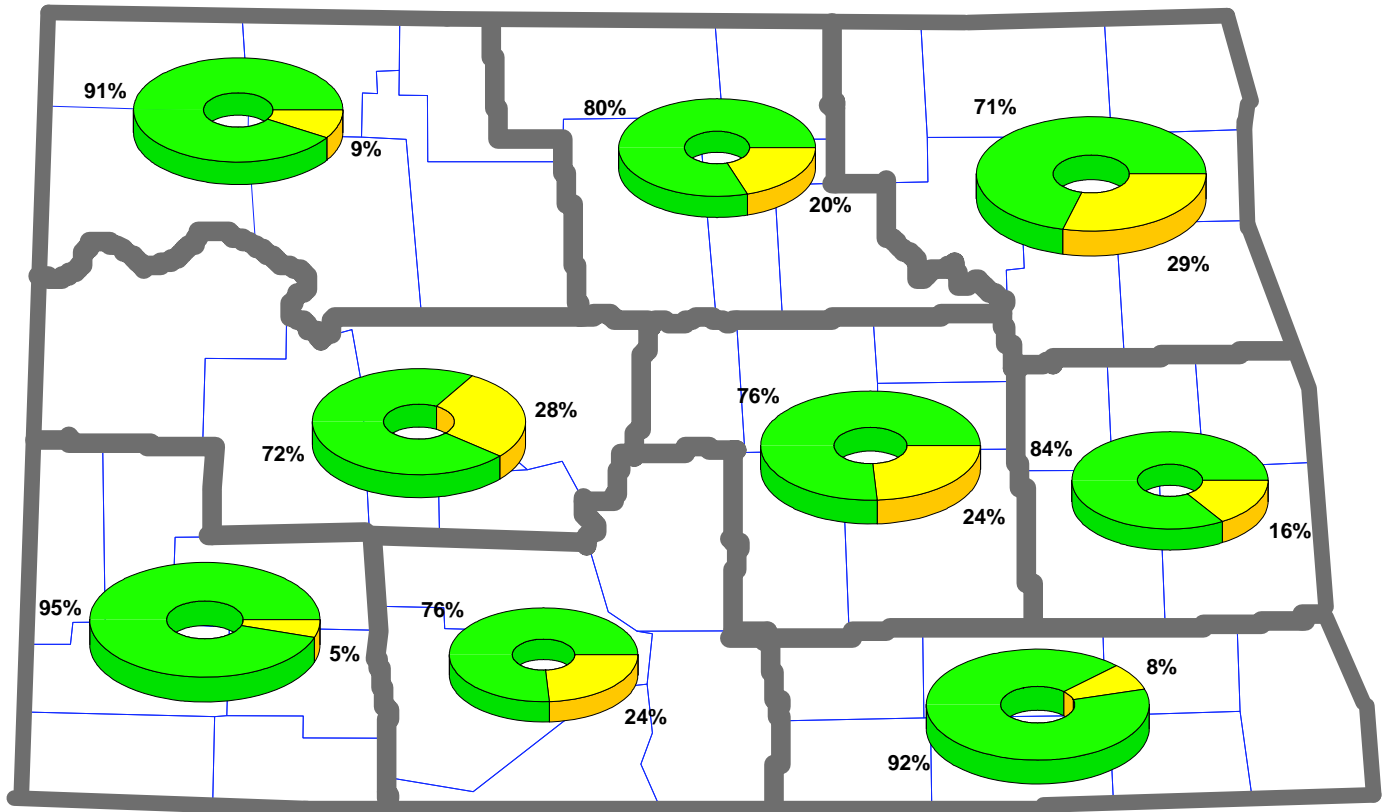
^aBushels transhipped to other ND elevators.

^bBushels shipped to processors, and various export points.

**Average Turnover of Shipments to Storage
for Each CRD, 2006-07
-Weighted by grain shipments-**



Modal Share of Grain and Oilseed Shipments from Each CRD, 2006-07

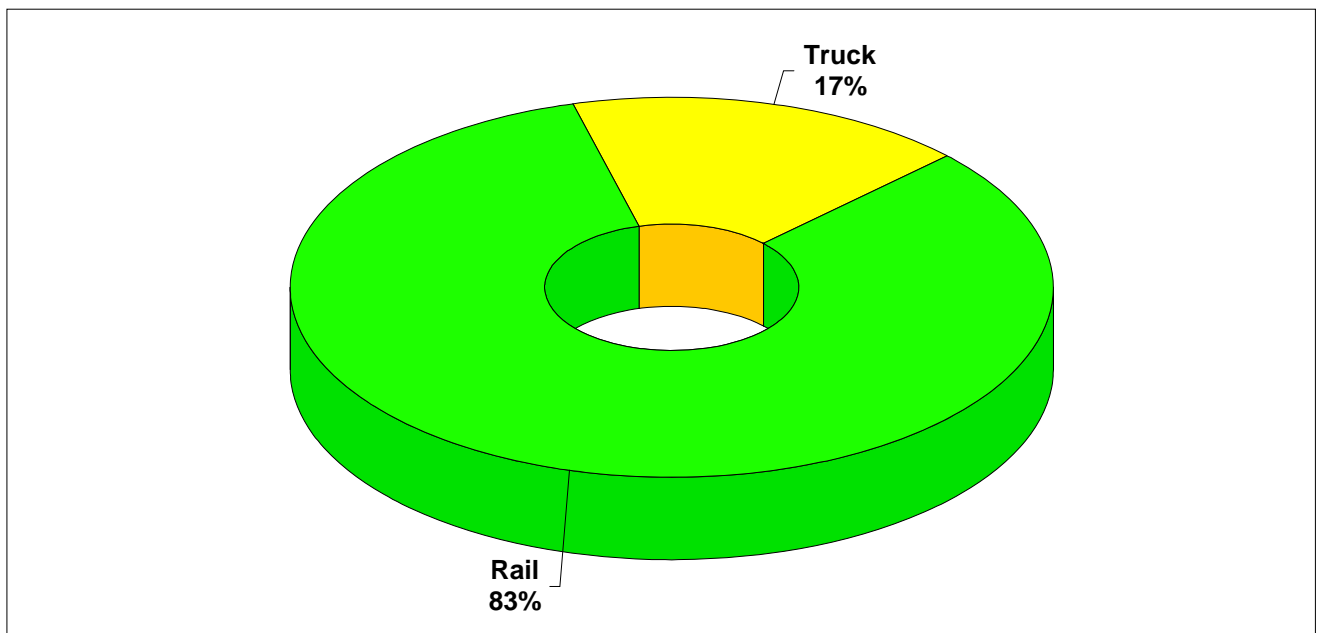


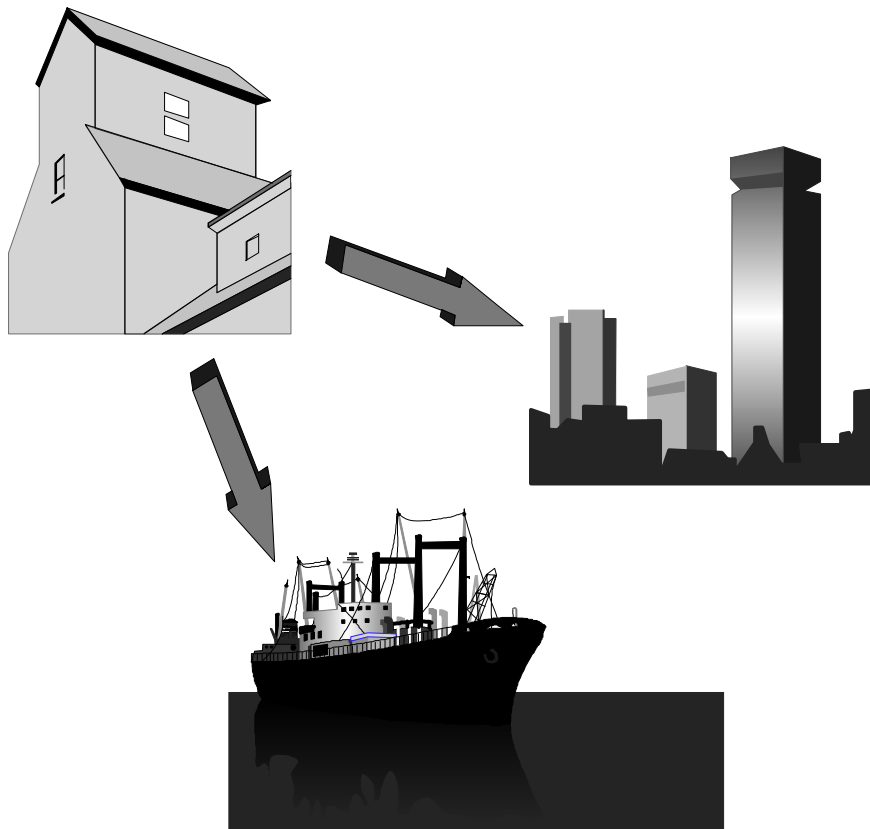
Rail



Truck

Rail/Truck Share of Grain and Oilseed Shipments from ND, 2006-07

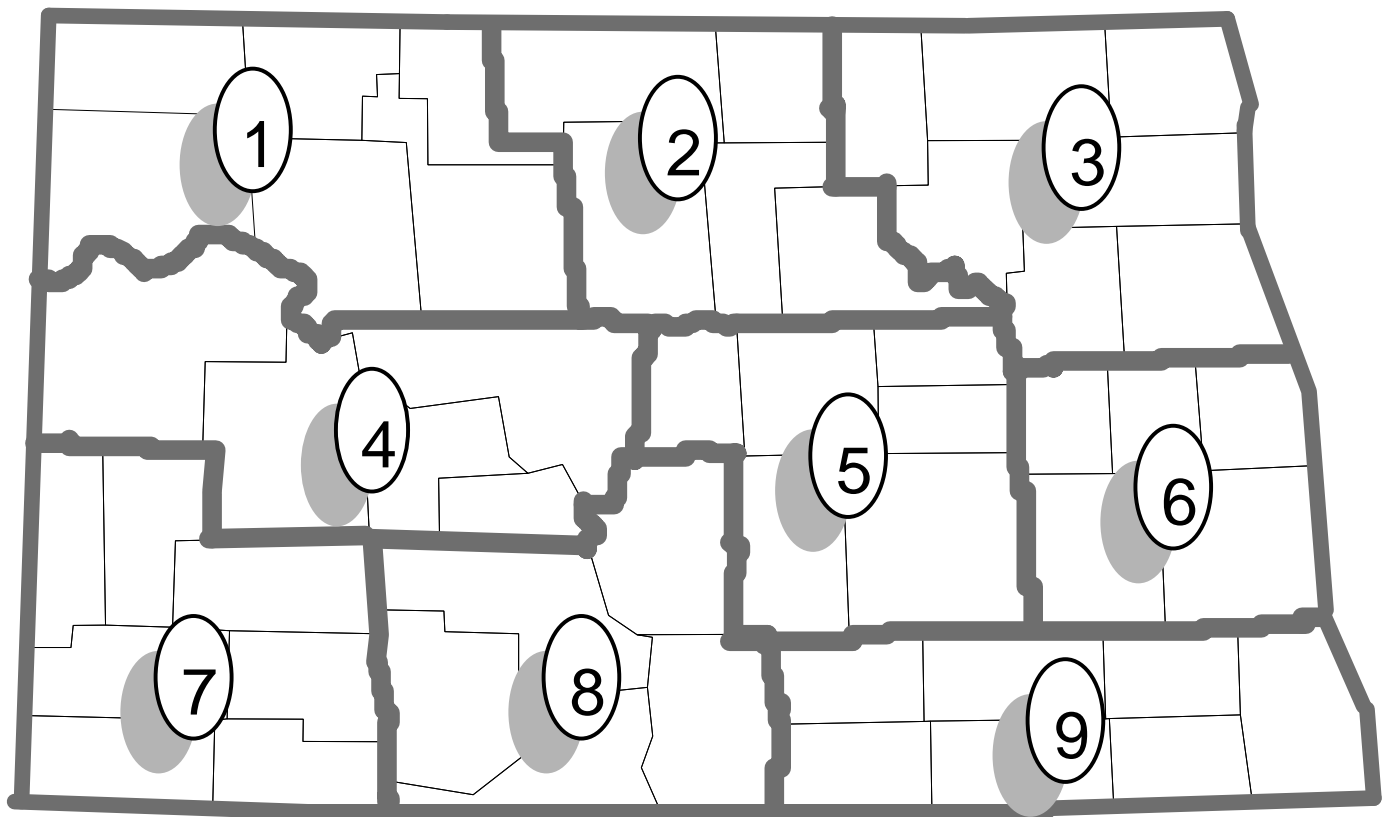




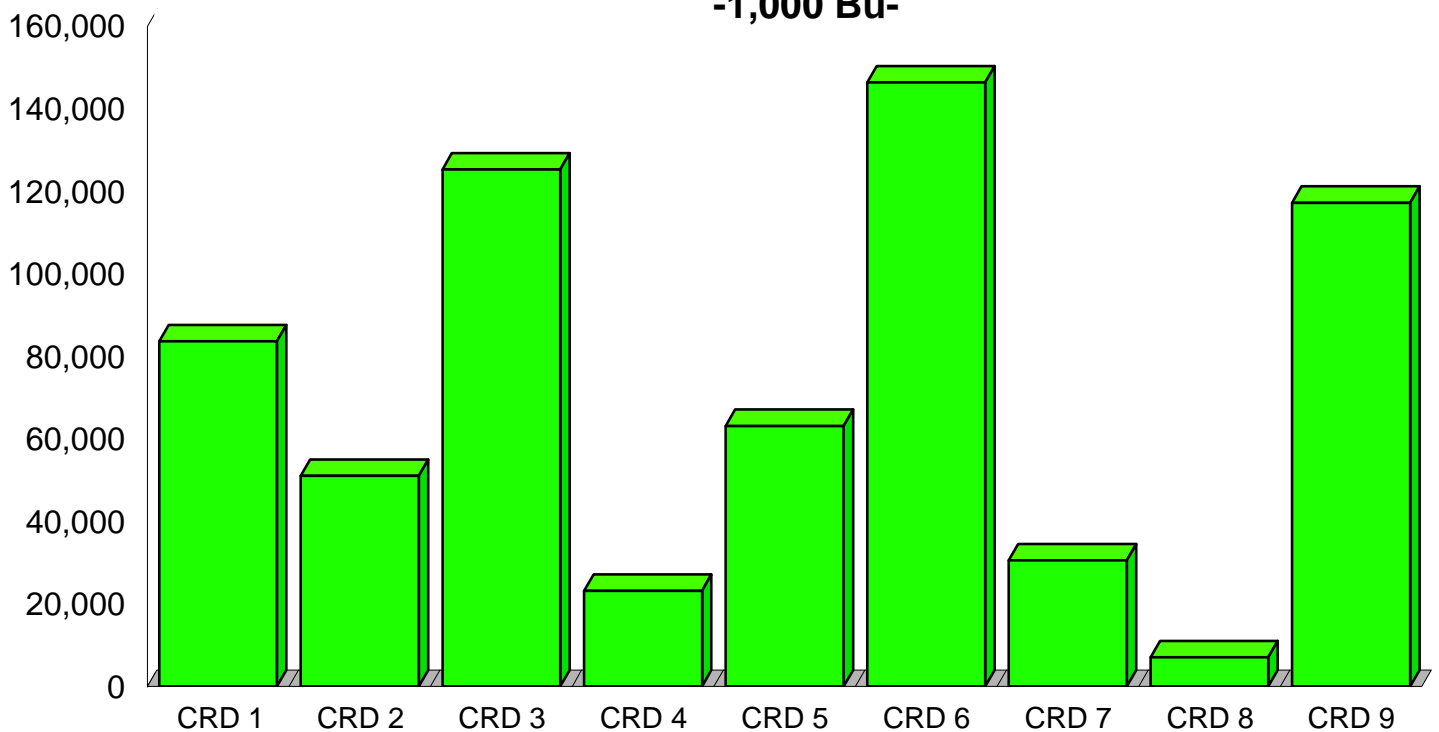
***Destinations for Grain and Oilseed
Shipments Originating from
North Dakota Elevators***

All Grains and Oilseeds

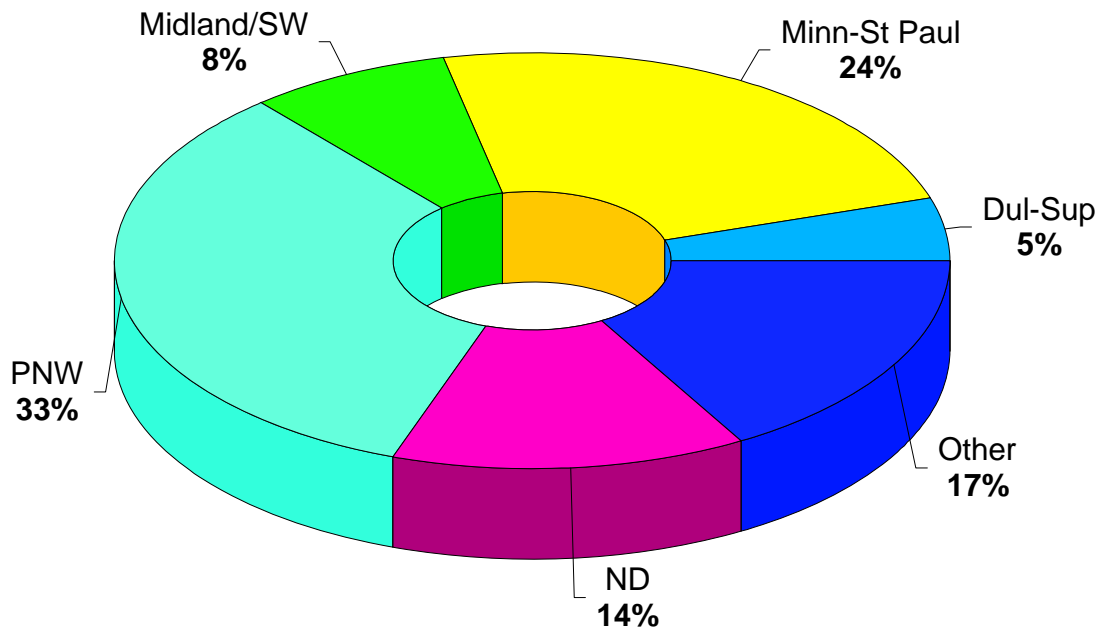
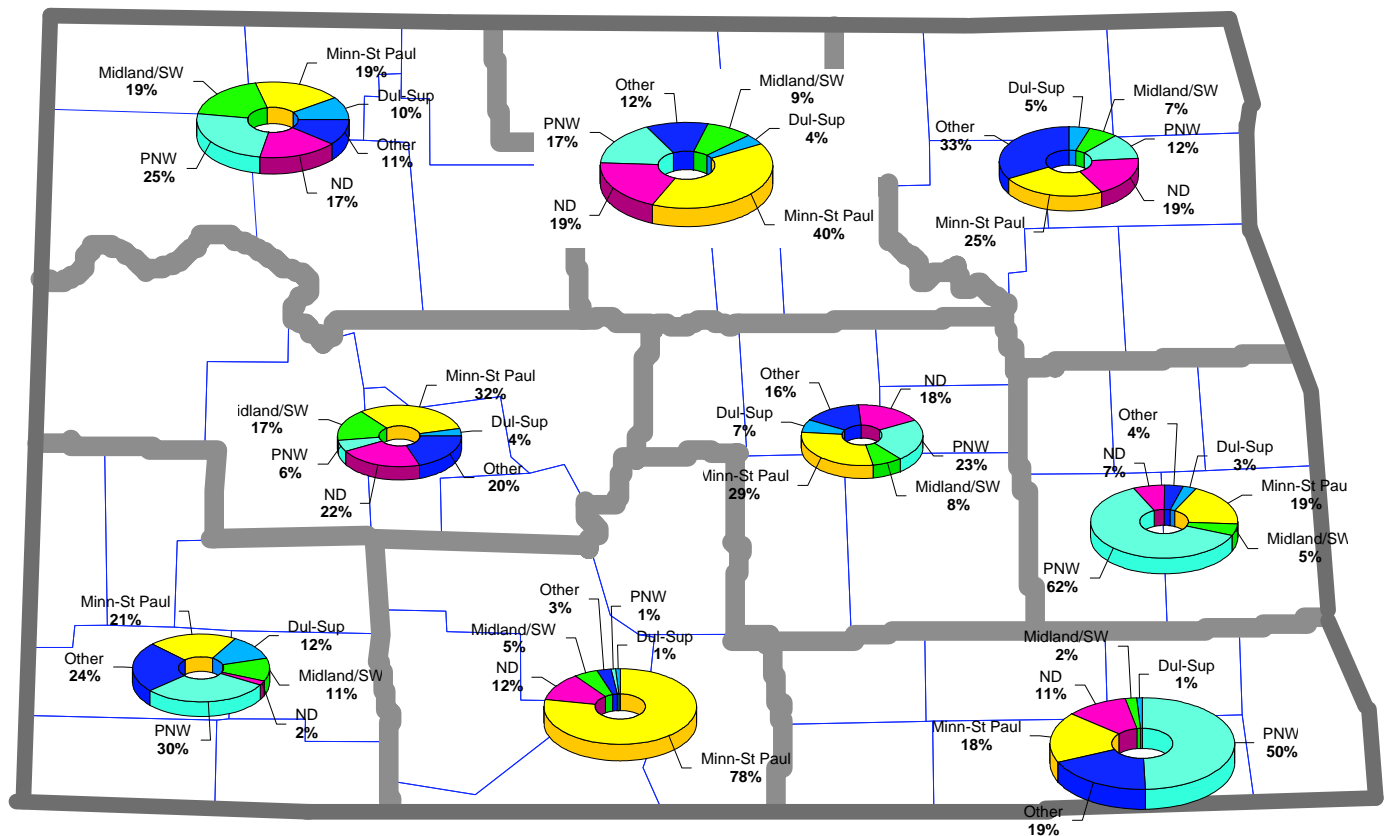
NORTH DAKOTA CROP REPORTING DISTRICTS



**Grain & Oilseed Shipments Originating
from Each CRD, 2006-07
-1,000 Bu-**



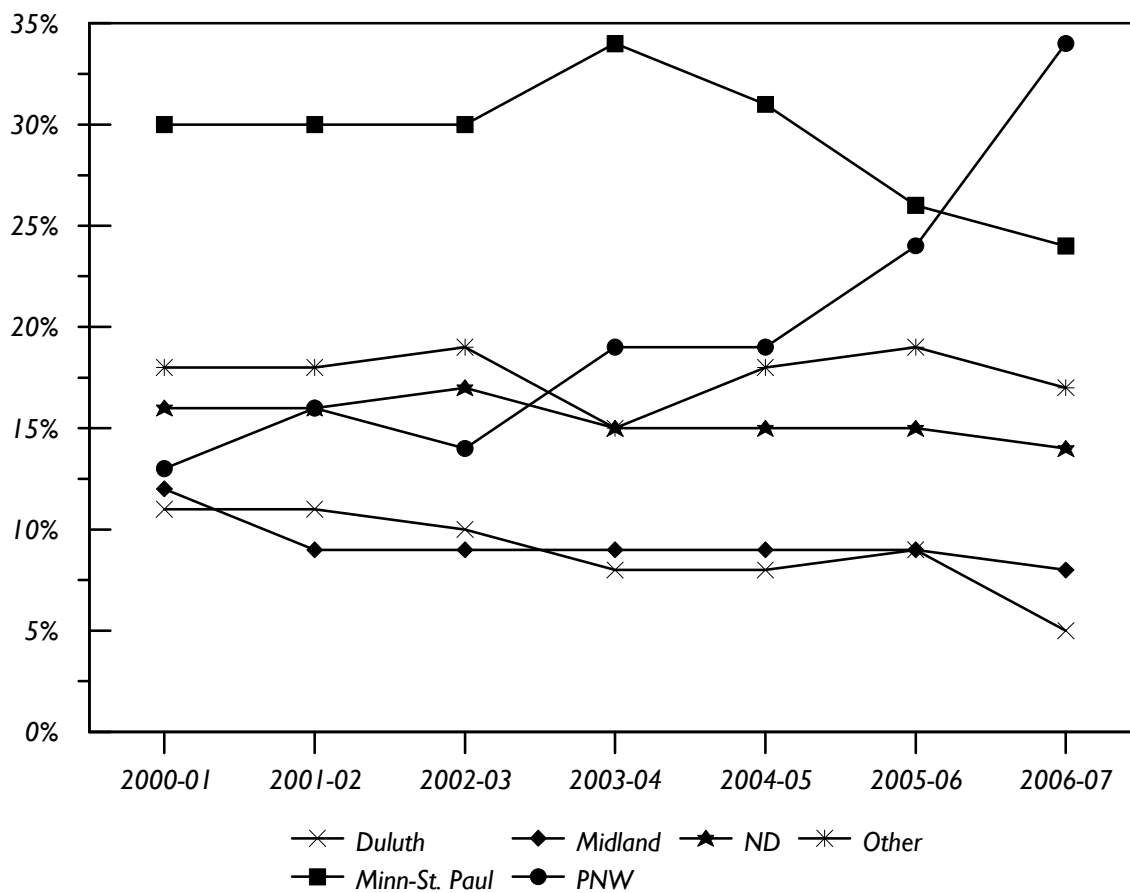
Destinations for Grain & Oilseed Shipments 2006-07 Crop Reporting District



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

	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
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
2006-07	31,509 5%	154,577 24%	51,415 8%	219,706 34%	457,207

Destinations for Grain and Oilseed Shipments



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

	CRD 1						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	7%	28%	23%	17%	18%	8%	76,136
2001-02	15%	25%	10%	20%	20%	10%	75,680
2002-03	13%	24%	13%	18%	23%	10%	66,422
2003-04	8%	25%	21%	20%	17%	9%	77,316
2004-05	6%	21%	19%	24%	16%	15%	75,036
2005-06	15%	31%	16%	13%	15%	12%	91,549
2006-07	10%	19%	19%	25%	17%	11%	83,666

	CRD 2						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	7%	37%	7%	11%	31%	8%	36,266
2001-02	11%	34%	6%	17%	25%	7%	34,920
2002-03	11%	24%	9%	23%	25%	7%	38,608
2003-04	11%	29%	9%	20%	24%	7%	53,113
2004-05	12%	27%	11%	18%	2%	14%	45,969
2005-06	11%	25%	7%	20%	20%	19%	49,161
2006-07	4%	41%	9%	17%	20%	12%	51,067

	CRD 3						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	17%	27%	10%	4%	18%	24%	96,766
2001-02	15%	25%	9%	4%	20%	26%	80,976
2002-03	13%	33%	6%	3%	20%	25%	98,876
2003-04	9%	36%	6%	7%	17%	24%	126,613
2004-05	13%	32%	7%	7%	20%	24%	102,546
2005-06	9%	25%	11%	9%	19%	31%	106,106
2006-07	5%	25%	7%	12%	19%	34%	125,328

	CRD 4						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	3%	27%	6%	8%	21%	35%	21,227
2001-02	6%	46%	6%	3%	22%	17%	18,295
2002-03	1%	53%	7%	3%	17%	18%	16,634
2003-04	3%	60%	7%	3%	15%	12%	20,327
2004-05	2%	62%	10%	2%	14%	12%	22,360
2005-06	9%	40%	8%	0%	14%	29%	25,222
2006-07	4%	32%	17%	6%	22%	20%	23,210

	CRD 5						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	7%	29%	16%	5%	25%	18%	53,336
2001-02	4%	34%	7%	19%	18%	18%	50,879
2002-03	14%	33%	10%	6%	24%	14%	50,881
2003-04	8%	34%	5%	13%	19%	21%	61,479
2004-05	13%	38%	9%	12%	16%	12%	60,076
2005-06	9%	25%	11%	9%	19%	31%	106,106
2006-07	7%	30%	8%	23%	18%	16%	63,161

	CRD 6						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	16%	28%	12%	15%	11%	19%	104,415
2001-02	17%	22%	11%	17%	12%	21%	98,730
2002-03	13%	23%	11%	22%	12%	18%	120,036
2003-04	10%	28%	9%	33%	10%	8%	143,523
2004-05	7%	33%	6%	26%	15%	12%	85,371
2005-06	9%	40%	8%	0%	14%	29%	25,222
2006-07	3%	19%	5%	62%	7%	4%	146,456

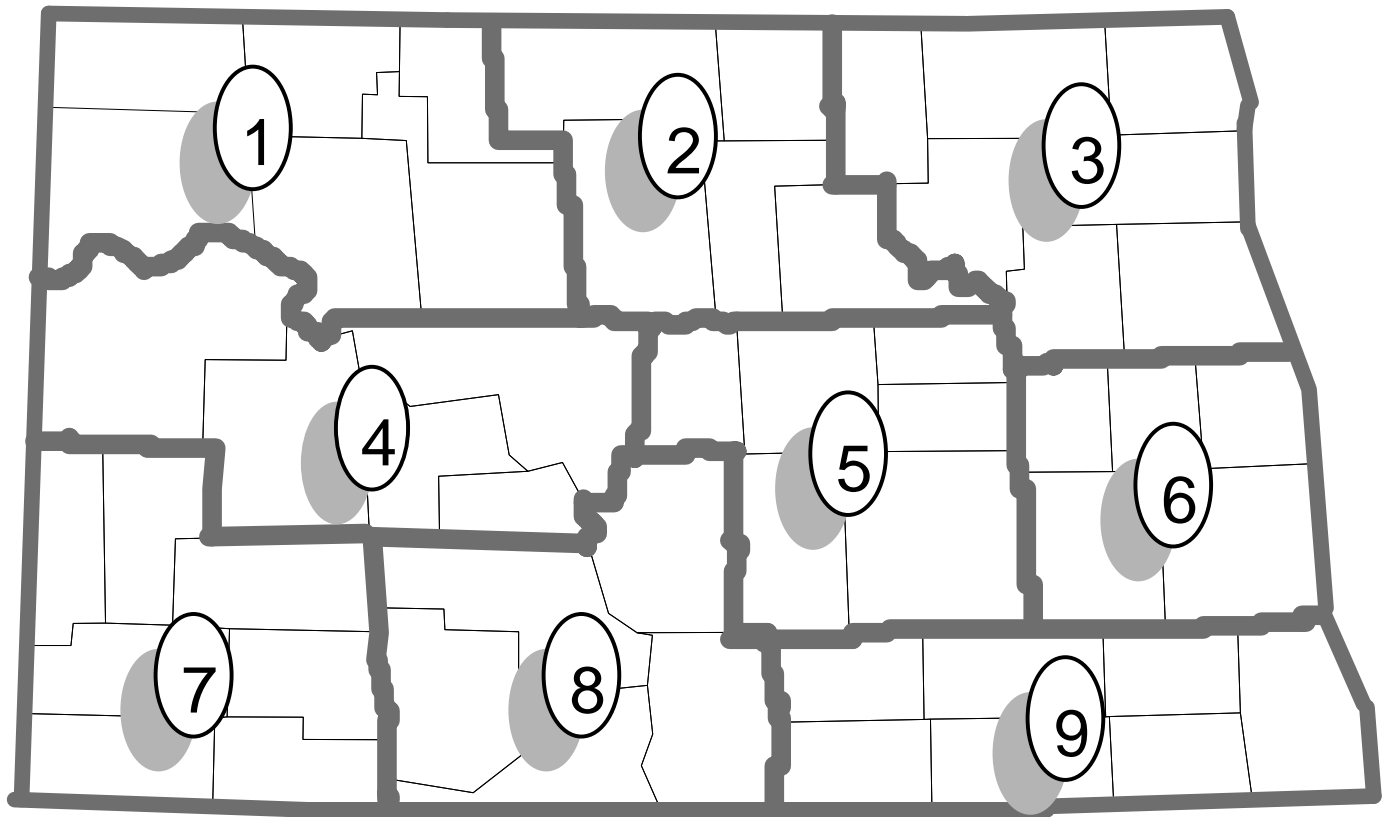
	CRD 7						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	4%	29%	15%	37%	5%	9%	37,346
2001-02	4%	24%	15%	47%	5%	5%	36,670
2002-03	0%	34%	15%	38%	4%	8%	24,112
2003-04	6%	51%	11%	20%	2%	9%	33,341
2004-05	11%	23%	17%	35%	6%	8%	35,681
2005-06	9%	25%	11%	9%	19%	31%	106,106
2006-07	12%	21%	11%	30%	2%	24%	30,616

	CRD 8						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	5%	66%	4%	1%	18%	6%	17,907
2001-02	1%	72%	3%	1%	20%	3%	16,071
2002-03	1%	68%	9%	5%	13%	4%	10,833
2003-04	2%	72%	7%	0%	16%	2%	15,487
2004-05	5%	72%	13%	1%	8%	1%	14,515
2005-06	9%	40%	8%	0%	14%	29%	25,222
2006-07	1%	78%	5%	1%	12%	3%	7,075

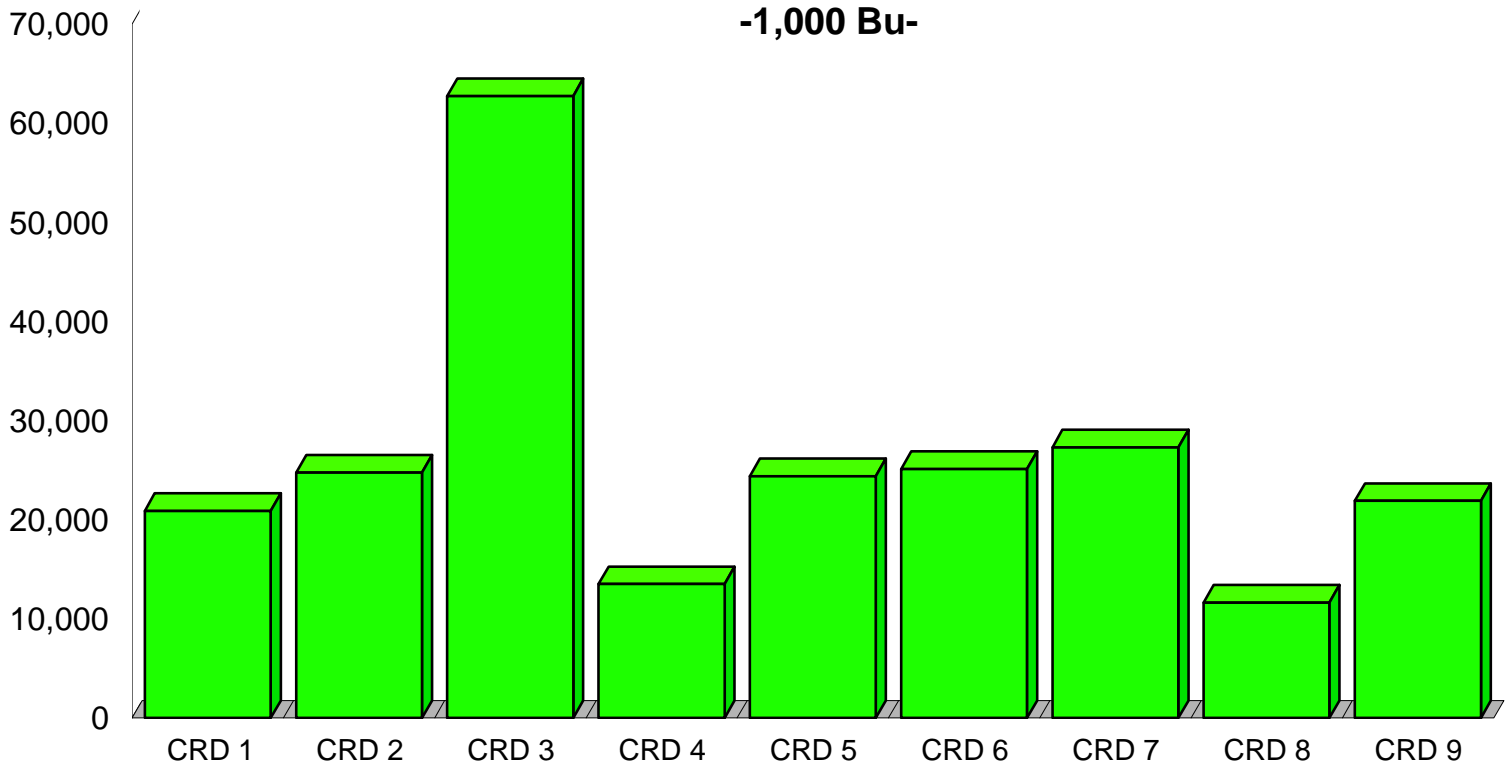
	CRD 9						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	10%	30%	5%	18%	12%	25%	94,713
2001-02	5%	35%	5%	12%	11%	32%	94,187
2002-03	4%	32%	3%	10%	13%	38%	84,763
2003-04	2%	33%	2%	21%	14%	27%	86,994
2004-05	2%	25%	2%	26%	12%	33%	103,451
2005-06	9%	25%	11%	9%	19%	31%	106,106
2006-07	1%	18%	2%	50%	11%	19%	117,304

HRS Wheat

NORTH DAKOTA CROP REPORTING DISTRICTS



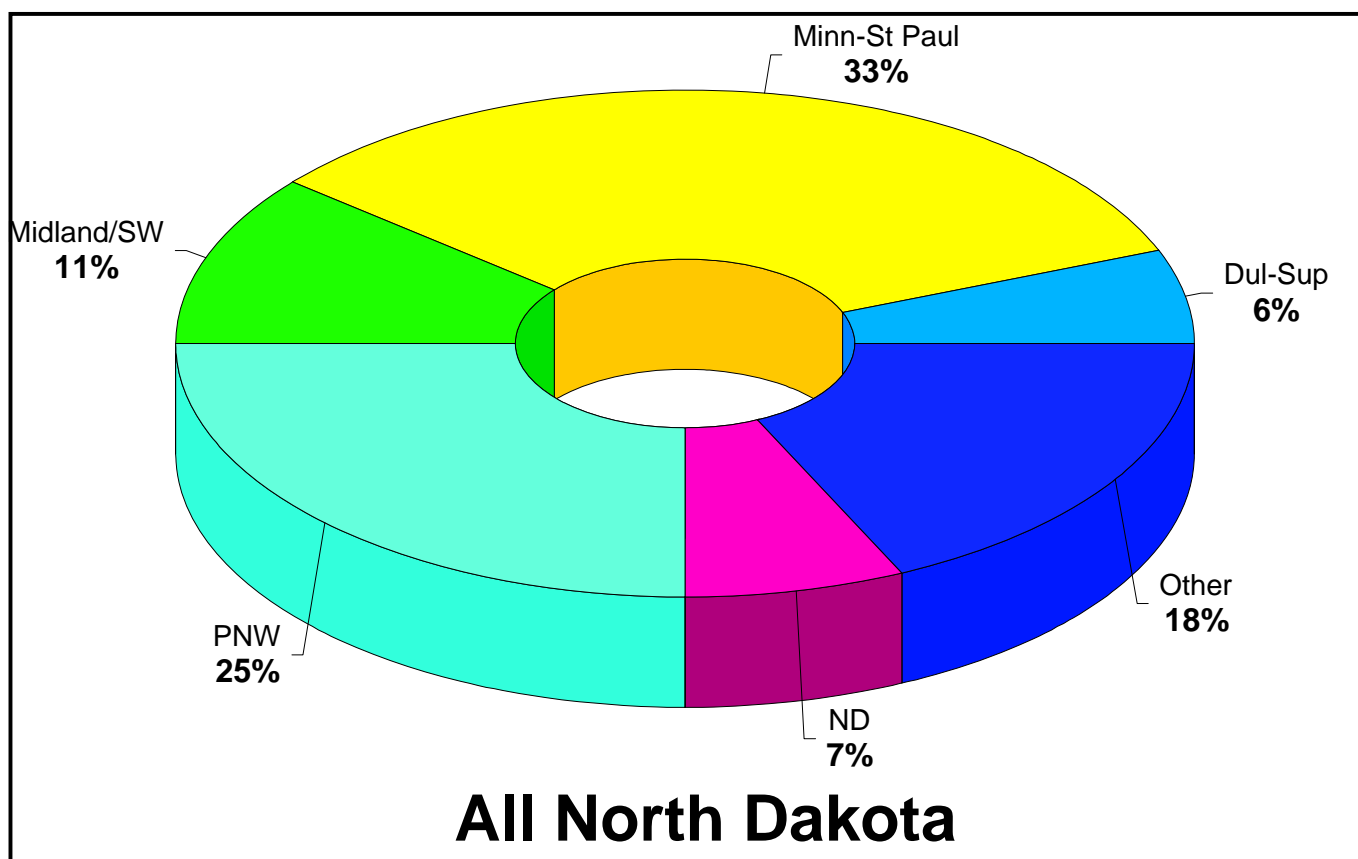
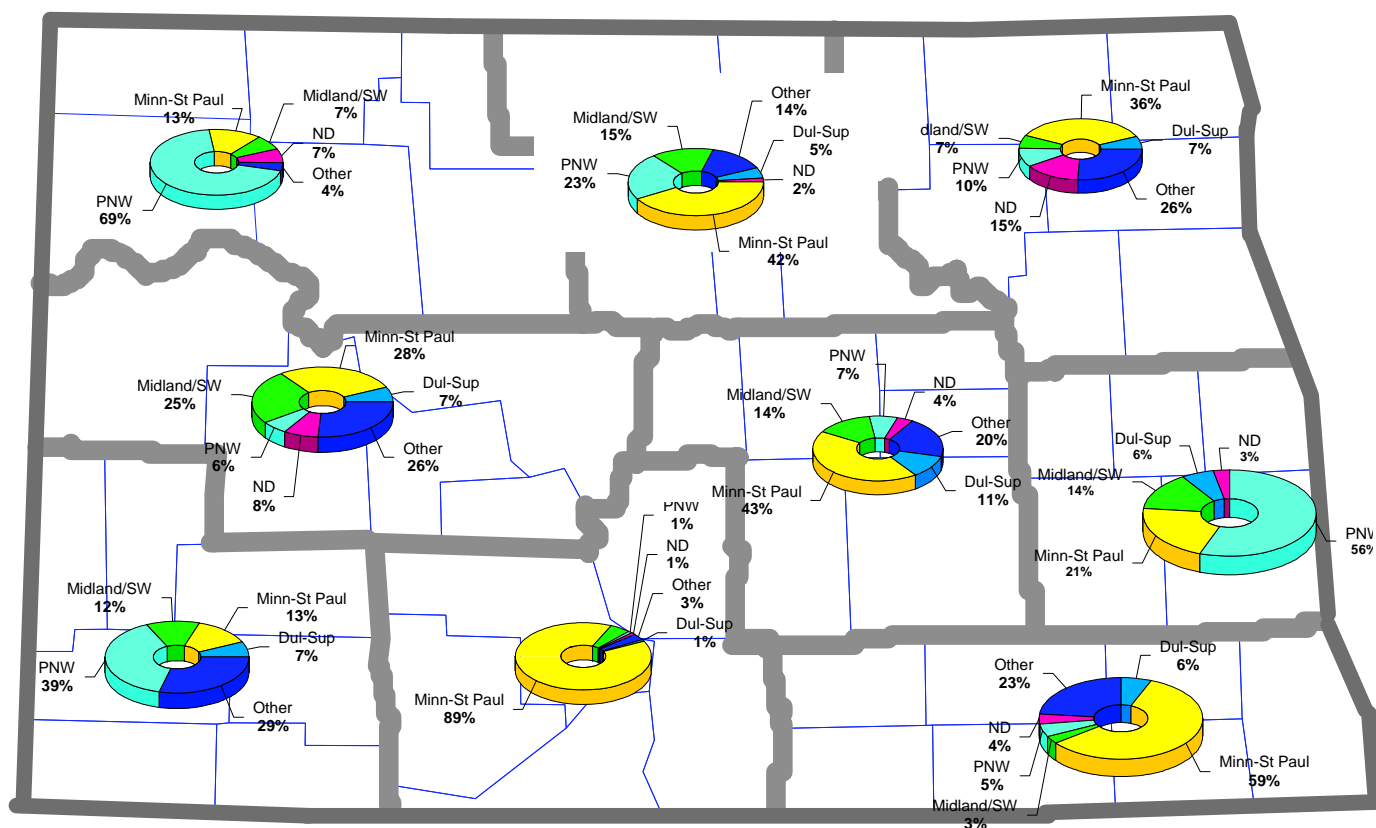
**Hard Red Spring Wheat Shipments
Originating from Each CRD, 2006-07**
-1,000 Bu-



Destinations for Hard Red Spring Wheat Shipments

2006-07

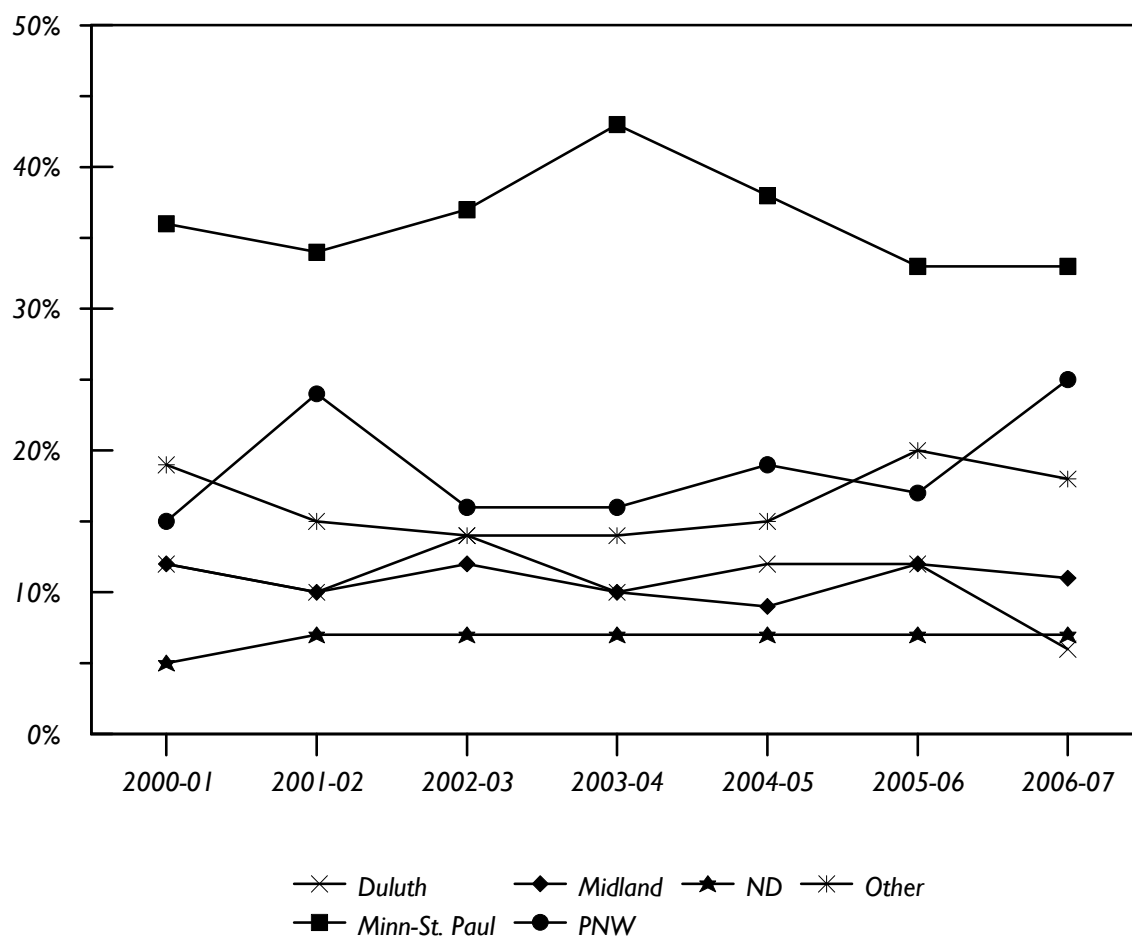
Crop Reporting District



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

	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
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
2006-07	13,960 6%	76,126 33%	24,410 11%	57,905 25%	172,401

Destinations for Hard Red Spring Wheat Shipments



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

	CRD 1						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	1%	14%	12%	65%	1%	6%	16,171
2001-02	4%	9%	2%	77%	3%	5%	16,831
2002-03	11%	7%	1%	72%	3%	6%	15,740
2003-04	1%	12%	2%	76%	6%	3%	17,820
2004-05	0%	9%	2%	73%	5%	11%	21,945
2005-06	4%	33%	4%	44%	10%	4%	20,892
2006-07	0%	13%	7%	69%	7%	2%	24,971

	CRD 2						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	7%	43%	8%	29%	7%	6%	9,090
2001-02	13%	26%	5%	47%	6%	3%	10,185
2002-03	20%	11%	14%	51%	4%	0%	16,063
2003-04	23%	13%	16%	37%	3%	7%	20,998
2004-05	20%	17%	15%	27%	3%	17%	23,765
2005-06	17%	22%	10%	22%	3%	26%	24,767
2006-07	5%	42%	15%	23%	2%	14%	24,889

	CRD 3						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	20%	33%	8%	1%	14%	24%	46,282
2001-02	18%	30%	6%	4%	23%	19%	39,363
2002-03	17%	43%	5%	1%	18%	16%	54,305
2003-04	10%	46%	5%	4%	15%	20%	70,521
2004-05	17%	38%	5%	5%	15%	20%	67,782
2005-06	11%	32%	10%	9%	12%	26%	62,748
2006-07	7%	36%	7%	10%	15%	26%	66,731

	CRD 4						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	3%	48%	1%	22%	1%	25%	6,301
2001-02	5%	76%	2%	8%	1%	8%	6,716
2002-03	1%	79%	3%	7%	1%	10%	7,501
2003-04	3%	72%	6%	6%	5%	8%	9,017
2004-05	4%	68%	8%	2%	8%	9%	11,786
2005-06	9%	34%	5%	0%	5%	46%	13,511
2006-07	7%	28%	25%	6%	8%	26%	12,321

	CRD 5						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	11%	33%	30%	2%	3%	22%	22,214
2001-02	5%	39%	9%	23%	3%	20%	23,570
2002-03	13%	49%	17%	1%	3%	17%	20,394
2003-04	8%	50%	7%	10%	4%	21%	24,206
2004-05	17%	48%	15%	8%	2%	11%	30,261
2005-06	27%	36%	21%	1%	9%	7%	24,392
2006-07	11%	43%	14%	7%	4%	20%	24,161

	CRD 6						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	19%	30%	16%	2%	2%	31%	33,091
2001-02	17%	21%	20%	11%	2%	28%	35,474
2002-03	23%	23%	27%	1%	6%	21%	32,793
2003-04	21%	25%	25%	16%	1%	12%	38,292
2004-05	15%	34%	11%	21%	2%	17%	28,650
2005-06	10%	13%	18%	48%	4%	6%	25,117
2006-07	6%	21%	14%	55%	3%	0%	28,960

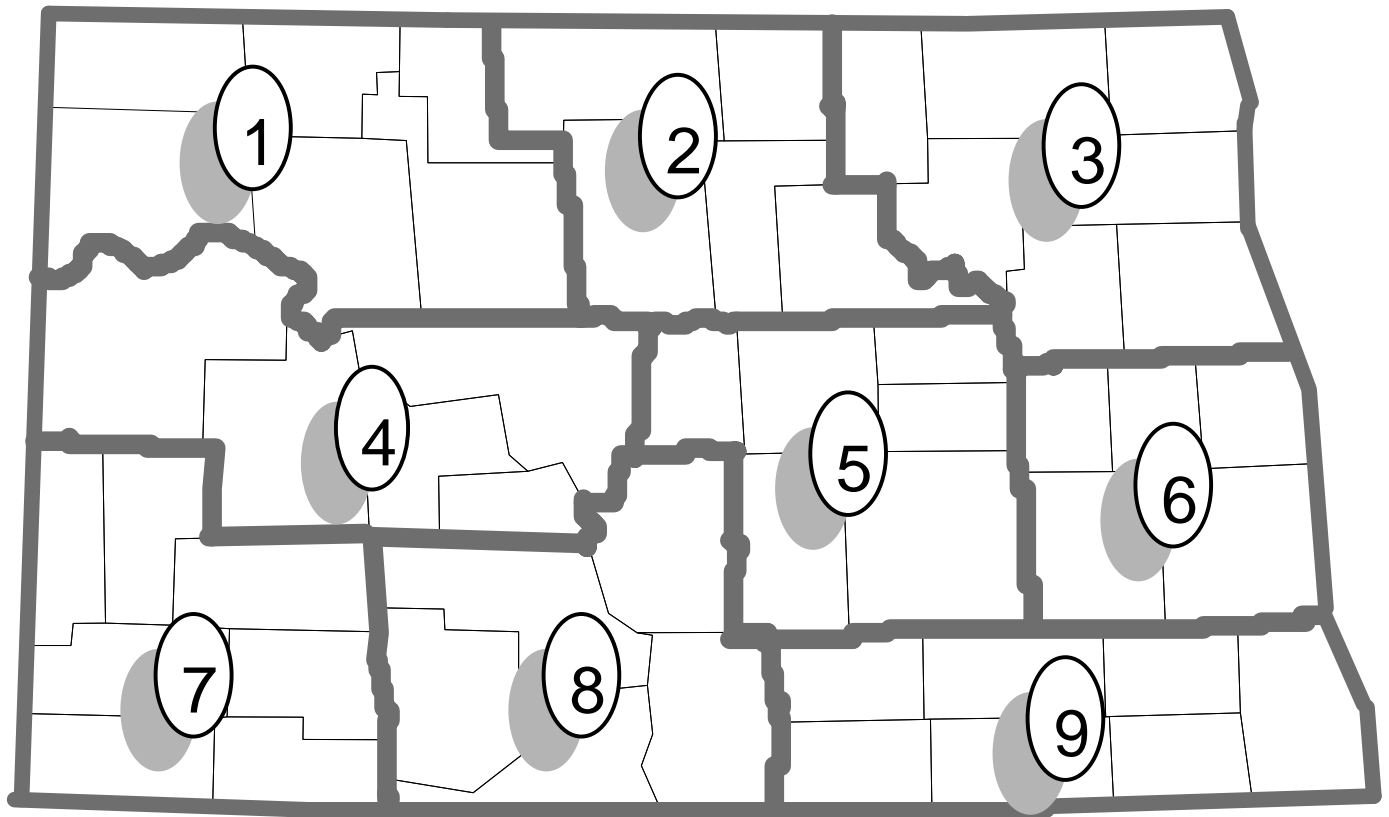
	CRD 7						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	6%	15%	17%	49%	3%	10%	27,822
2001-02	5%	9%	17%	62%	4%	5%	27,684
2002-03	0%	21%	18%	50%	2%	9%	17,940
2003-04	5%	48%	12%	25%	1%	10%	24,874
2004-05	11%	14%	18%	46%	3%	8%	27,393
2005-06	13%	29%	10%	18%	0%	30%	27,312
2006-07	7%	13%	12%	39%	0%	29%	22,790

	CRD 8						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	5%	84%	3%	2%	0%	6%	12,822
2001-02	1%	93%	3%	1%	0%	2%	11,688
2002-03	1%	84%	9%	4%	1%	1%	8,530
2003-04	3%	87%	6%	1%	2%	1%	12,047
2004-05	6%	79%	12%	1%	1%	1%	12,522
2005-06	0%	81%	13%	1%	1%	4%	11,666
2006-07	1%	90%	5%	1%	1%	3%	5,737

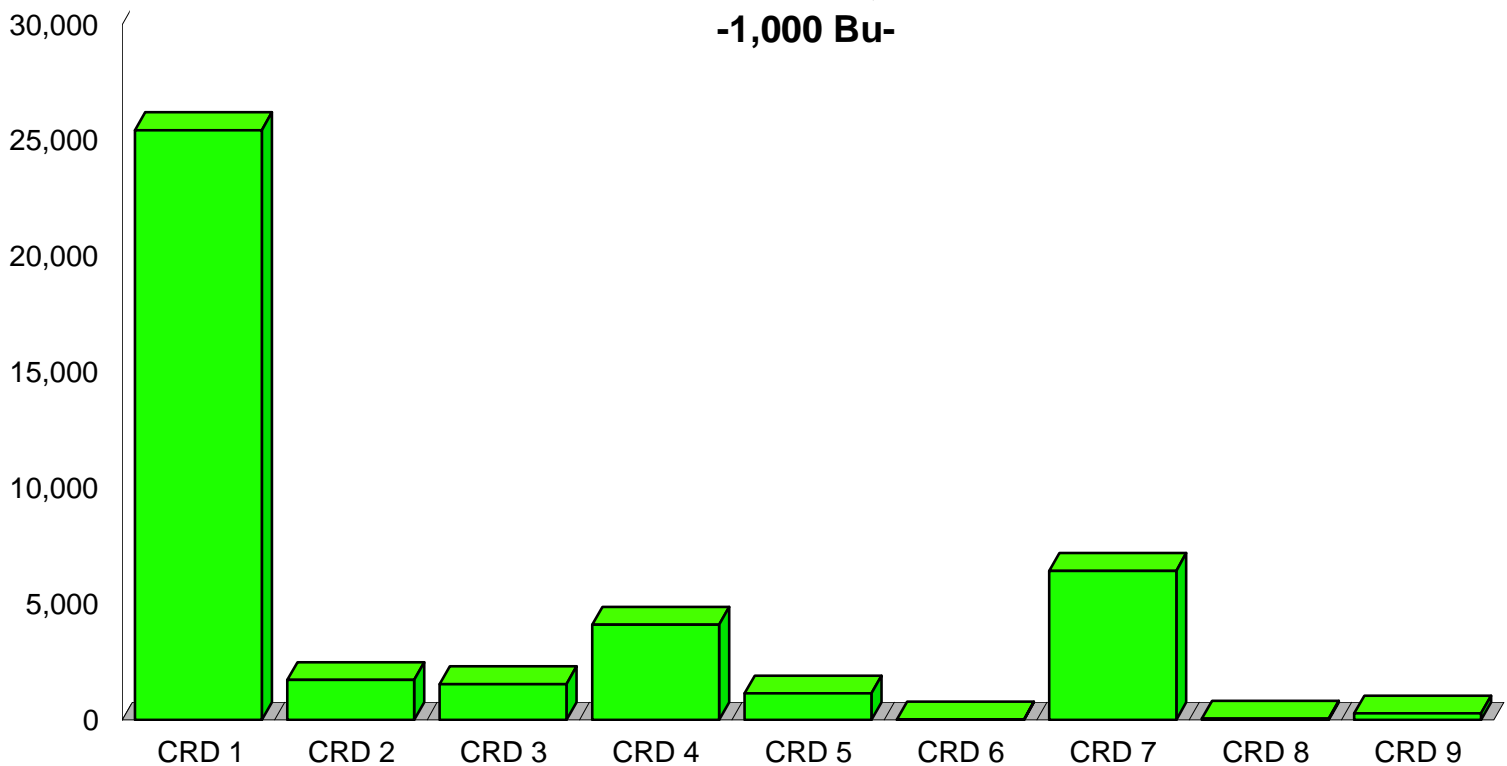
	CRD 9						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	13%	58%	3%	0%	3%	24%	26,276
2001-02	5%	65%	8%	0%	5%	17%	26,128
2002-03	8%	62%	4%	0%	2%	24%	20,196
2003-04	5%	61%	5%	0%	6%	23%	25,632
2004-05	5%	60%	3%	0%	4%	27%	29,007
2005-06	7%	49%	15%	3%	3%	23%	21,907
2006-07	6%	33%	11%	25%	7%	18%	229,280

Durum

NORTH DAKOTA CROP REPORTING DISTRICTS



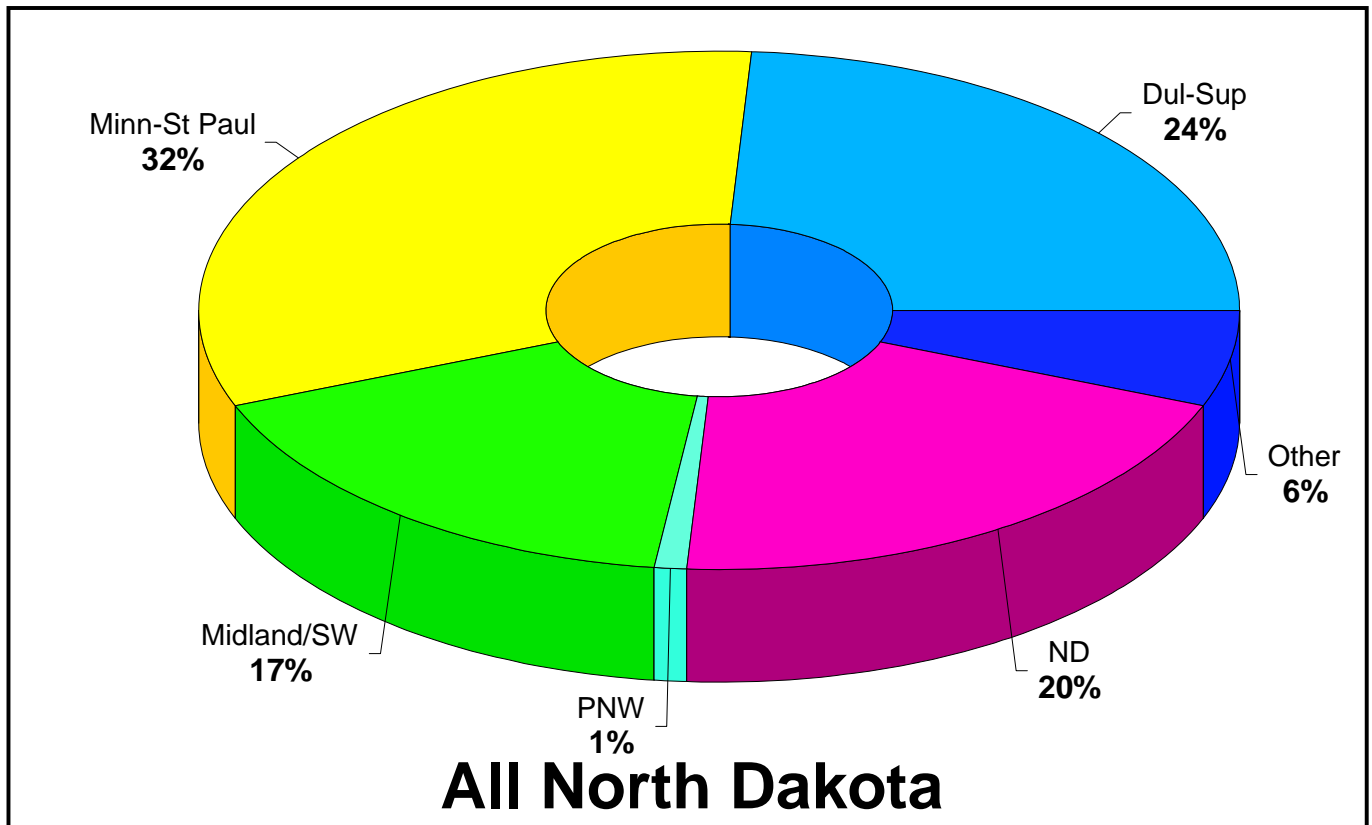
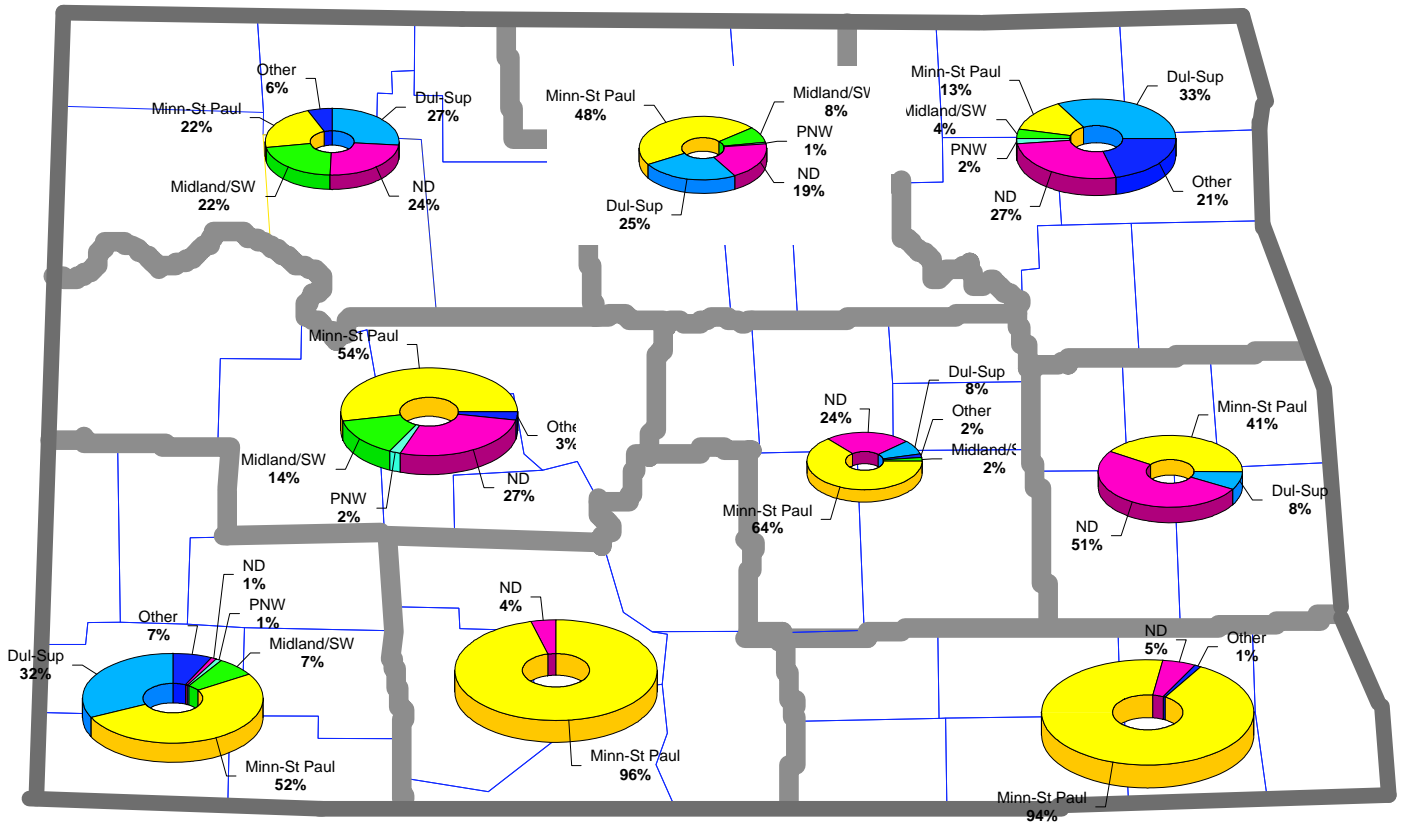
**Durum Shipments Originating
from Each CRD, 2005-06
-1,000 Bu-**



Destinations for Durum Shipments

2006-07

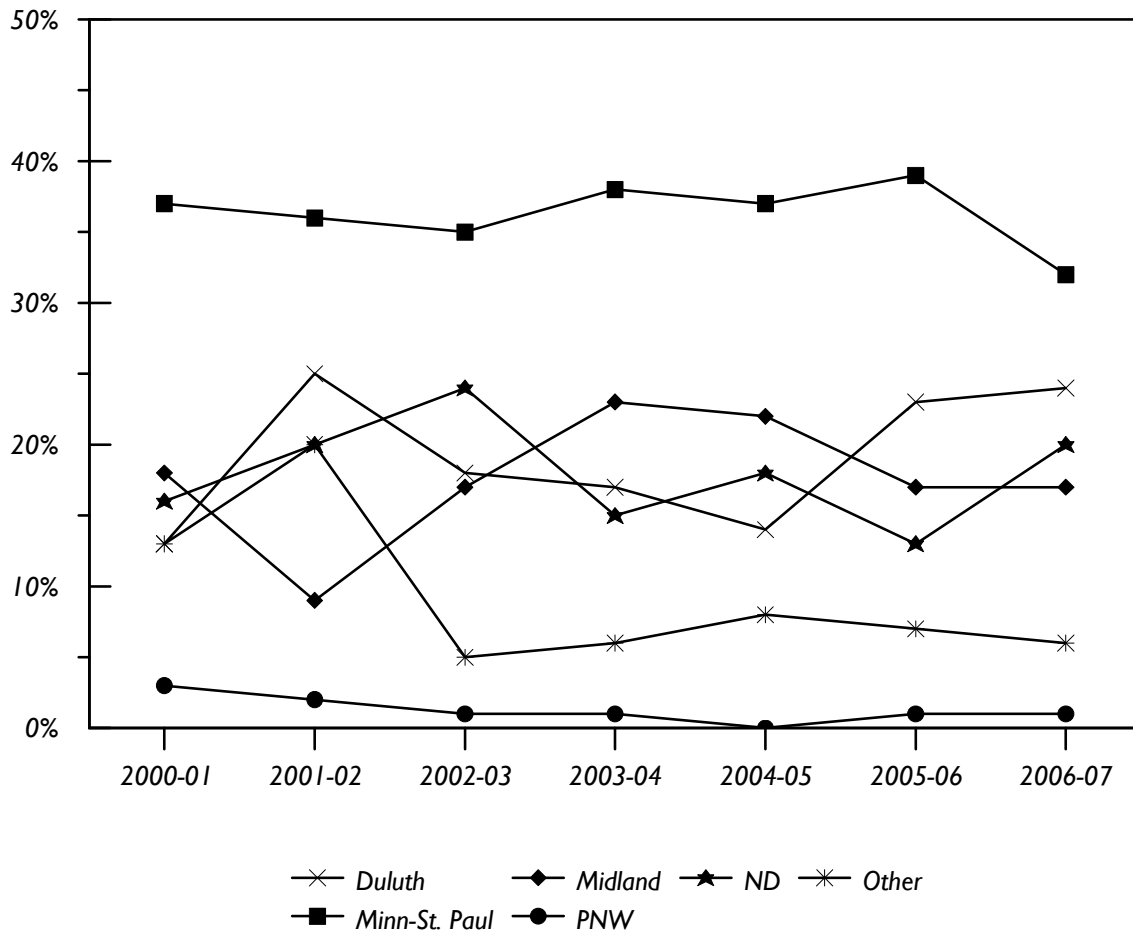
Crop Reporting District



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

	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
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
2006-07	9,905 24%	13,248 32%	6,785 17%	216 1%	30,154

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
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
2006-07	27%	22%	22%	0%	24%	6%	25,451	2006-07	25%	48%	8%	1%	19%	0%	1,729

CRD 3								CRD 4							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2006-07	33%	13%	4%	2%	27%	21%	1,556	2006-07	0%	53%	14%	2%	27%	3%	4,119

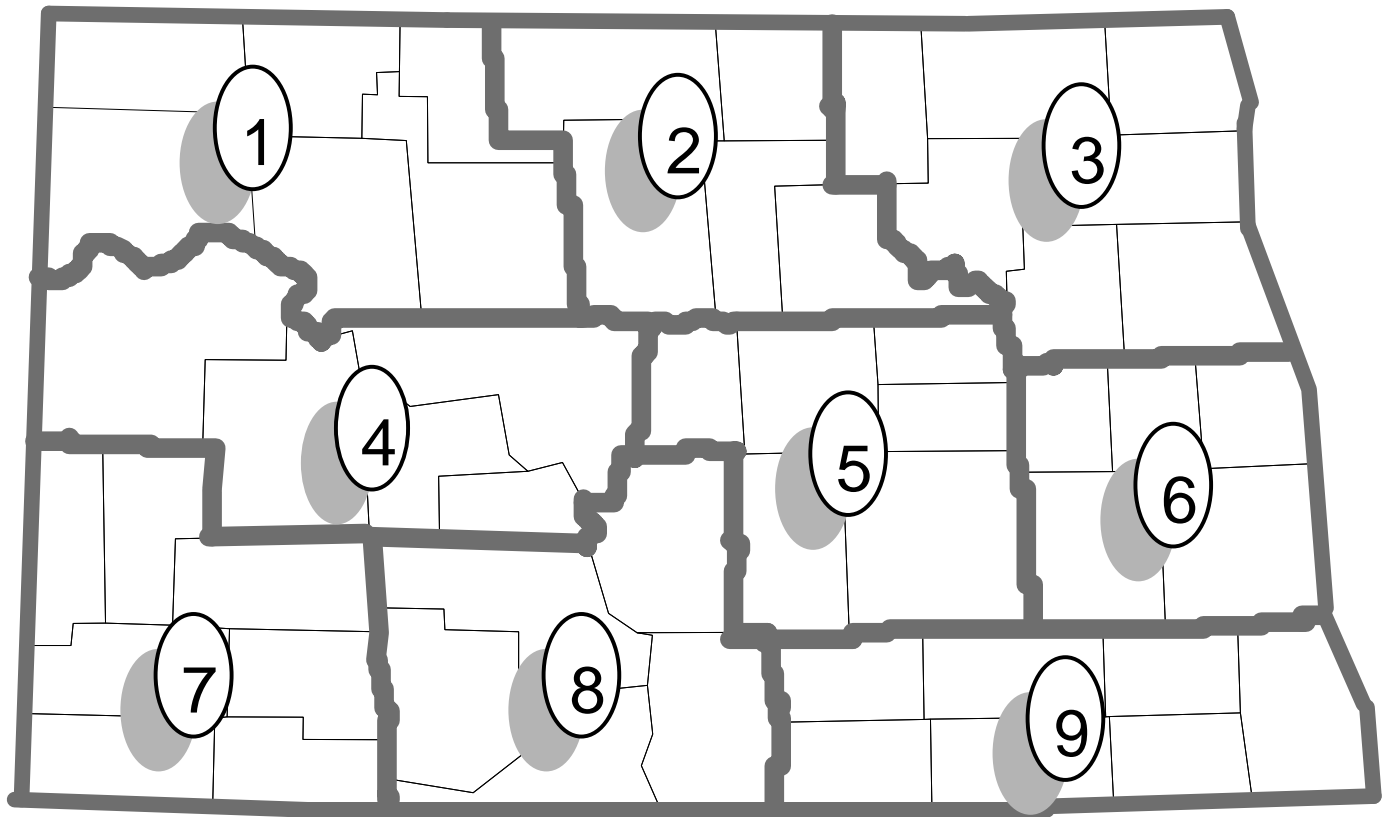
CRD 5								CRD 6							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	17%	49%	15%	1%	11%	8%	3,393	2000-01	27%	35%	8%	0%	1%	30%	1,899
2001-02	15%	52%	11%	13%	2%	7%	2,600	2001-02	44%	31%	2%	6%	1%	16%	752
2002-03	14%	51%	11%	0%	6%	19%	1,444	2002-03	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
2006-07	8%	64%	2%	0%	24%	2%	1,156	2006-07	8%	41%	0%	0%	51%	0%	31,278

CRD 7								CRD 8							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2006-07	32%	52%	7%	1%	1%	7%	6,445	2006-07	0%	96%	0%	0%	4%	0%	68

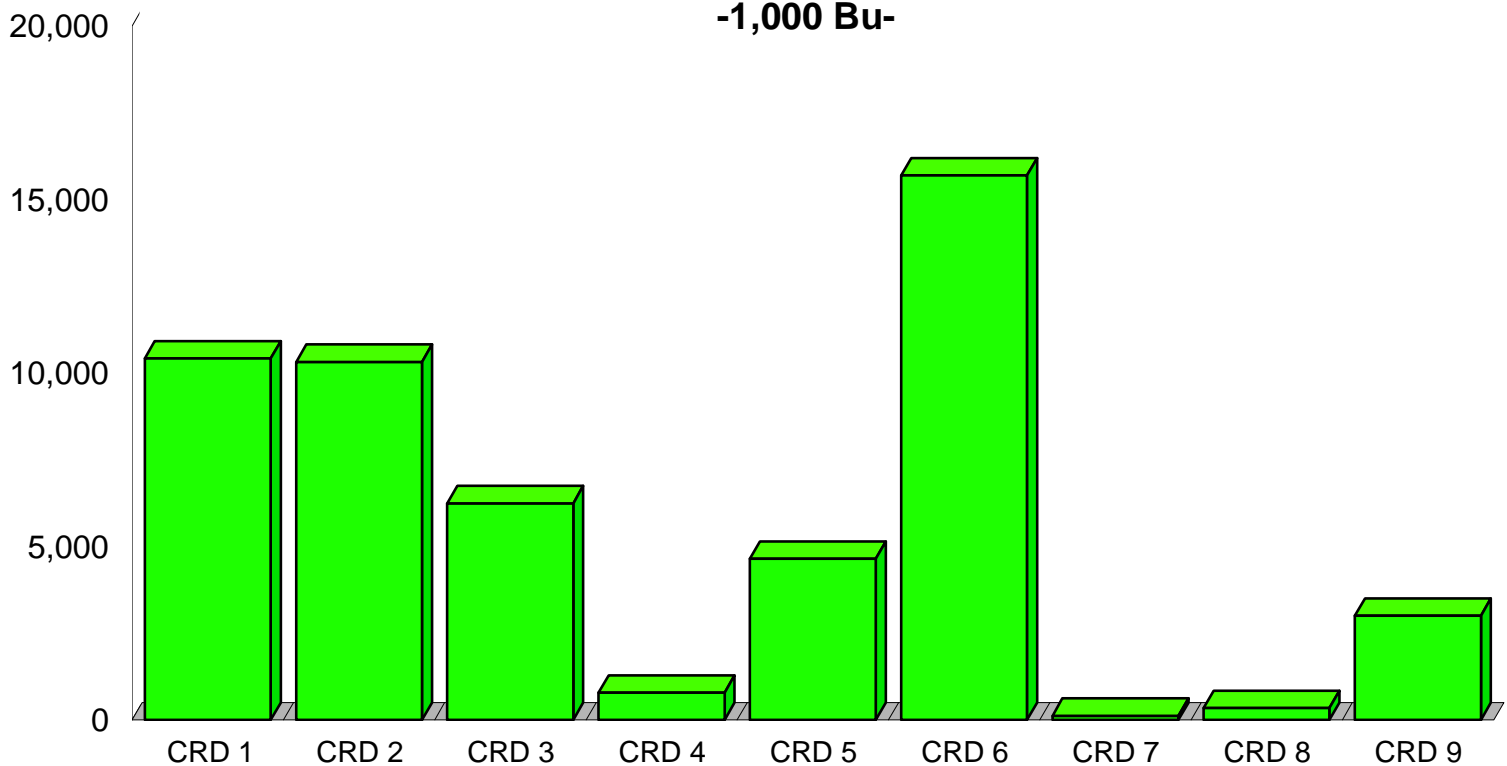
CRD 9							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2000-01	24%	52%	0%	0%	1%	23%	687
2001-02	10%	70%	8%	0%	2%	10%	380
2002-03	8%	85%	0%	0%	5%	2%	110
2003-04	2%	68%	2%	0%	11%	16%	271
2004-05	2%	64%	0%	0%	2%	33%	314
2005-06	7%	93%	0%	0%	0%	0%	89
2006-07	0%	94%	0%	0%	5%	1%	293

Barley

NORTH DAKOTA CROP REPORTING DISTRICTS



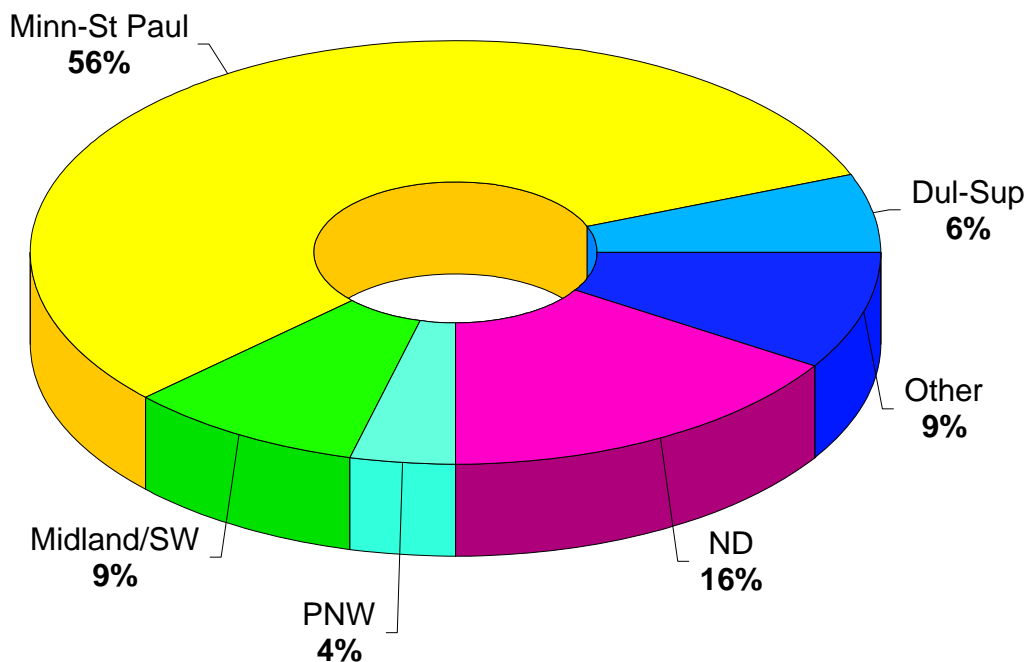
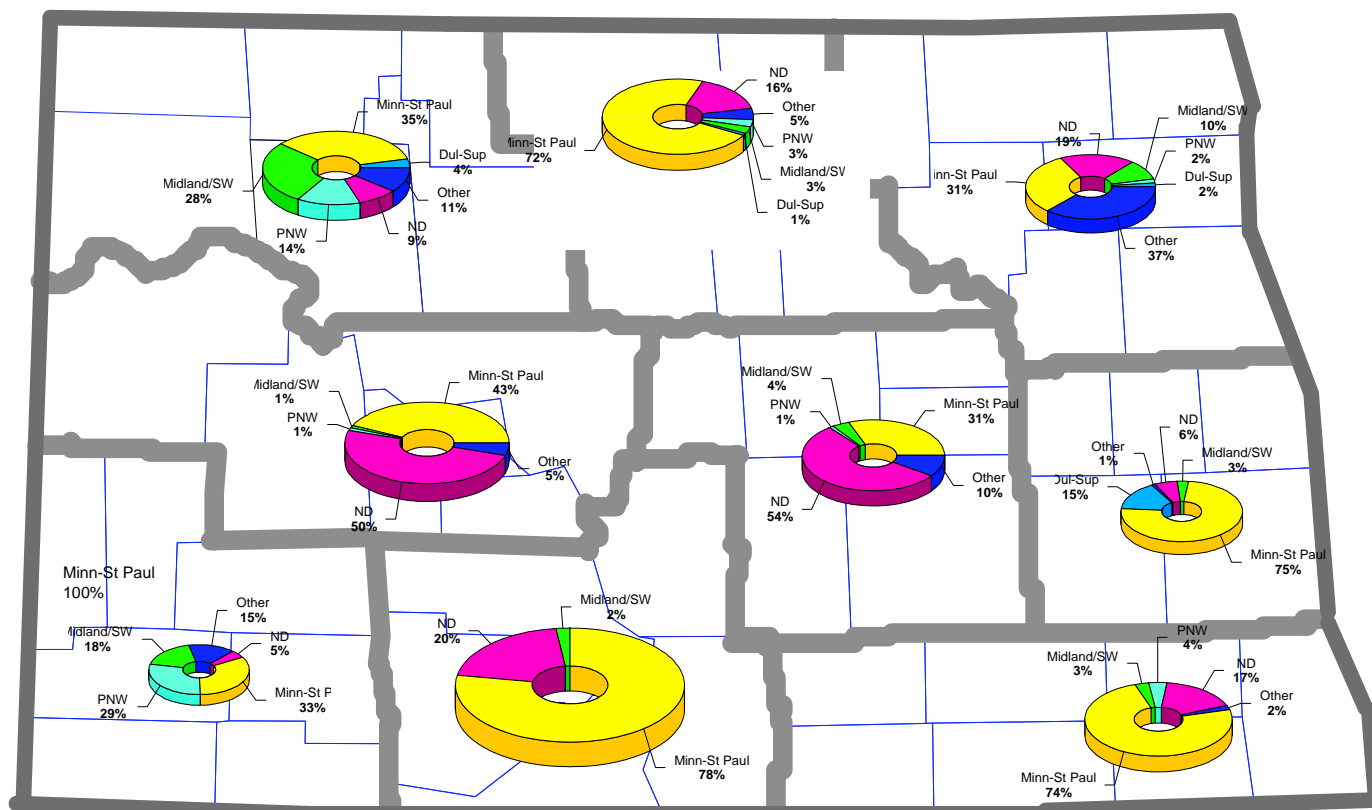
**Barley Shipments Originating
from Each CRD, 2006-07
-1,000 Bu-**



Destinations for Barley Shipments

2006-07

Crop Reporting District

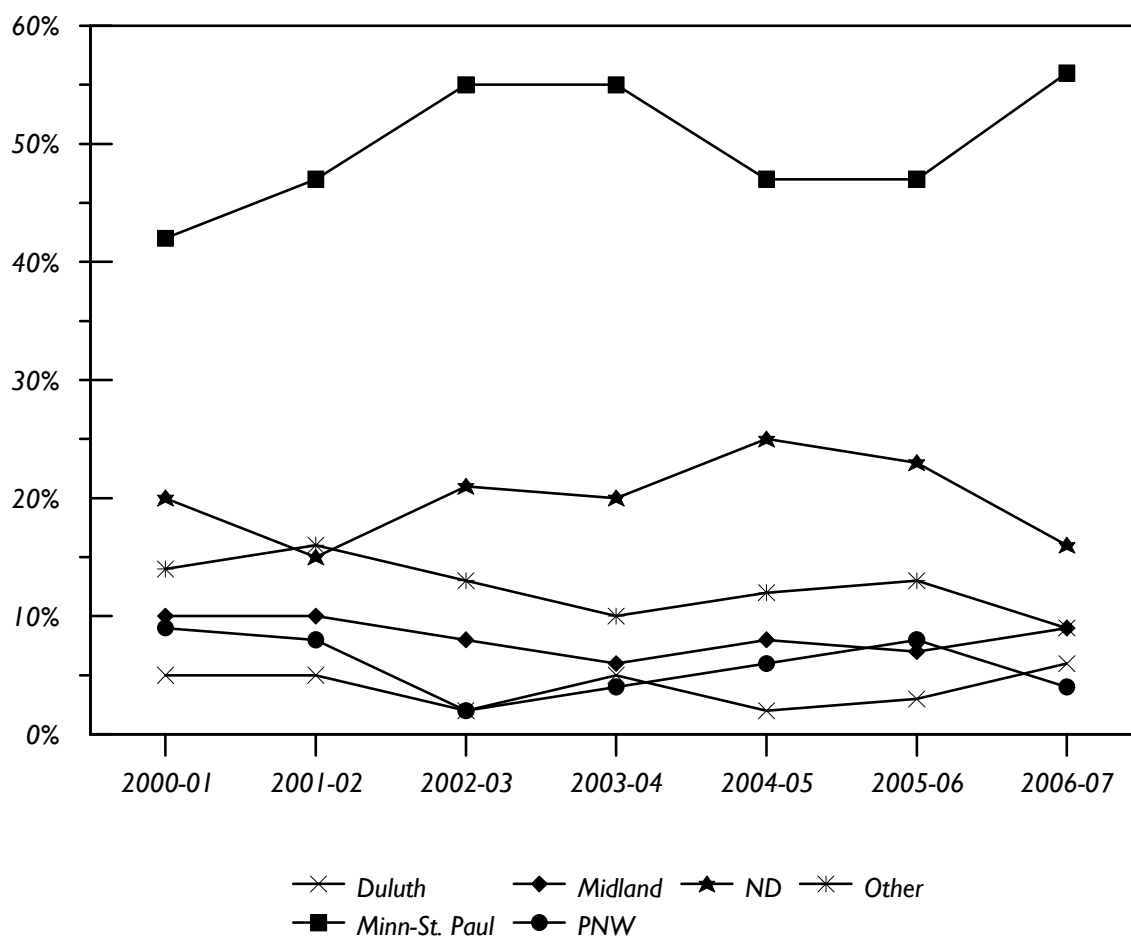


All North Dakota

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

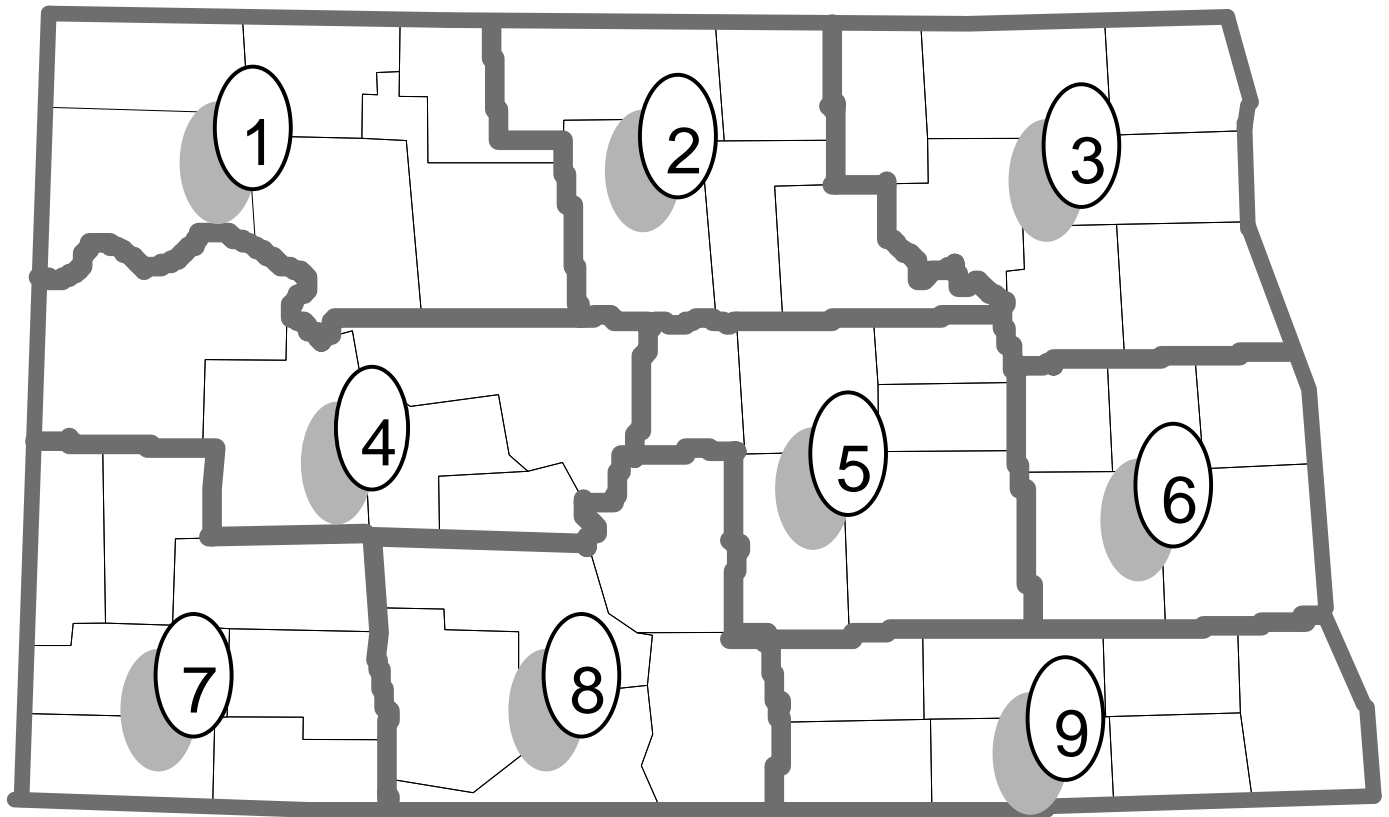
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
2000-01	4,361 5%	35,357 42%	8,278 10%	7,266 9%	84,531
2001-02	3,435 5%	32,049 47%	6,744 10%	5,151 8%	67,994
2003-03	1,325 2%	33,981 55%	4,612 8%	1,030 2%	61,485
2003-04	3,773 5%	44,546 55%	4,657 6%	3,029 4%	80,768
2004-05	1,024 2%	30,250 47%	5,431 8%	3,674 6%	64,569
2005-06	1,504 3%	25,510 47%	4,051 7%	4,114 8%	54,745
2006-07	2,940 6%	28,981 56%	4,673 9%	2,215 4%	38,809

Destinations for Barley Shipments

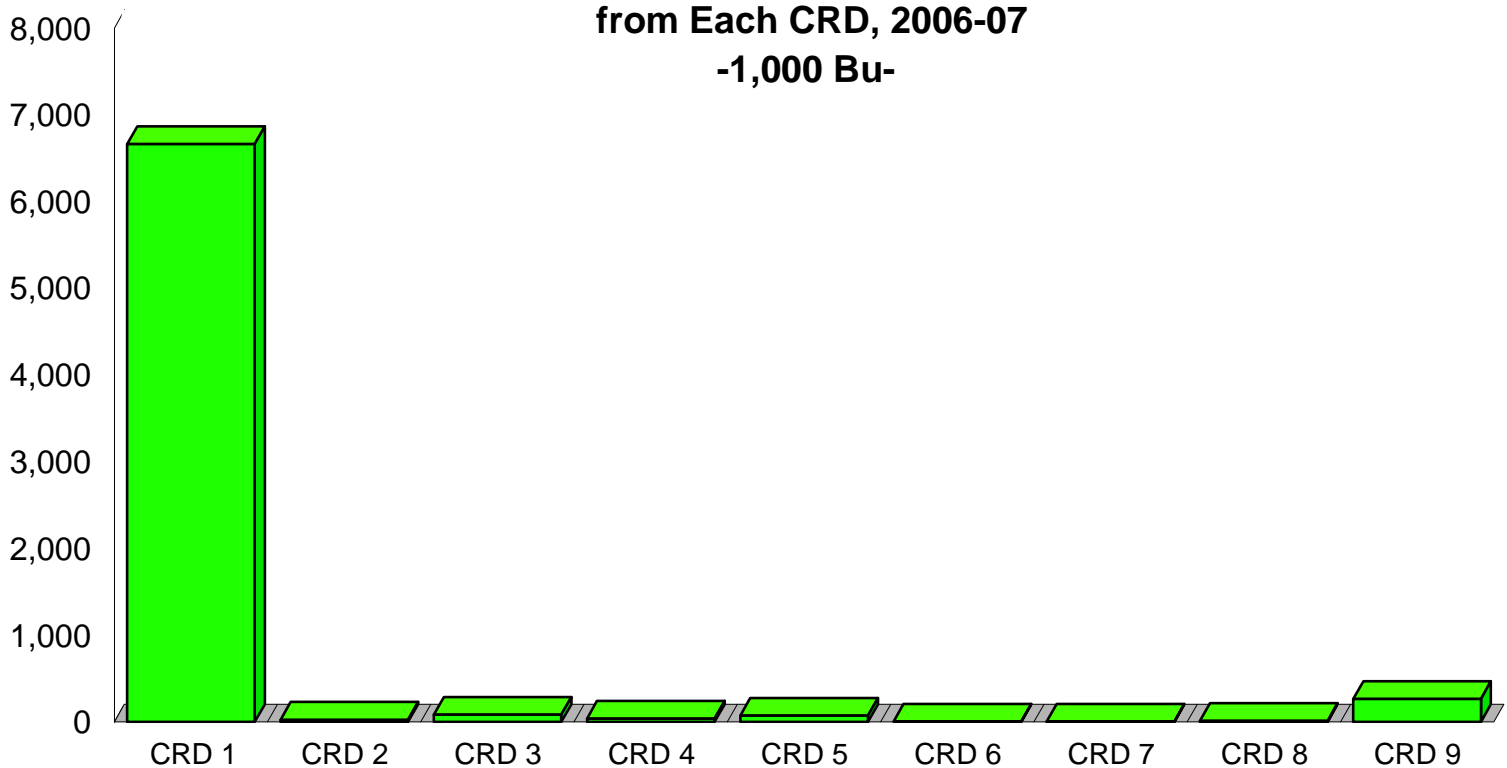


Oats

NORTH DAKOTA CROP REPORTING DISTRICTS



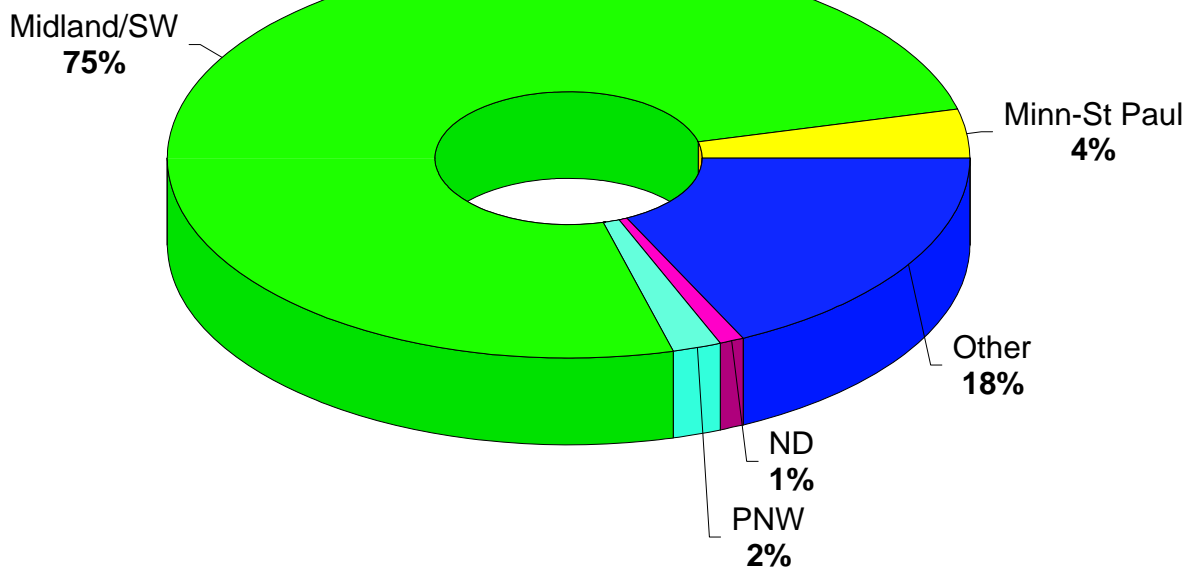
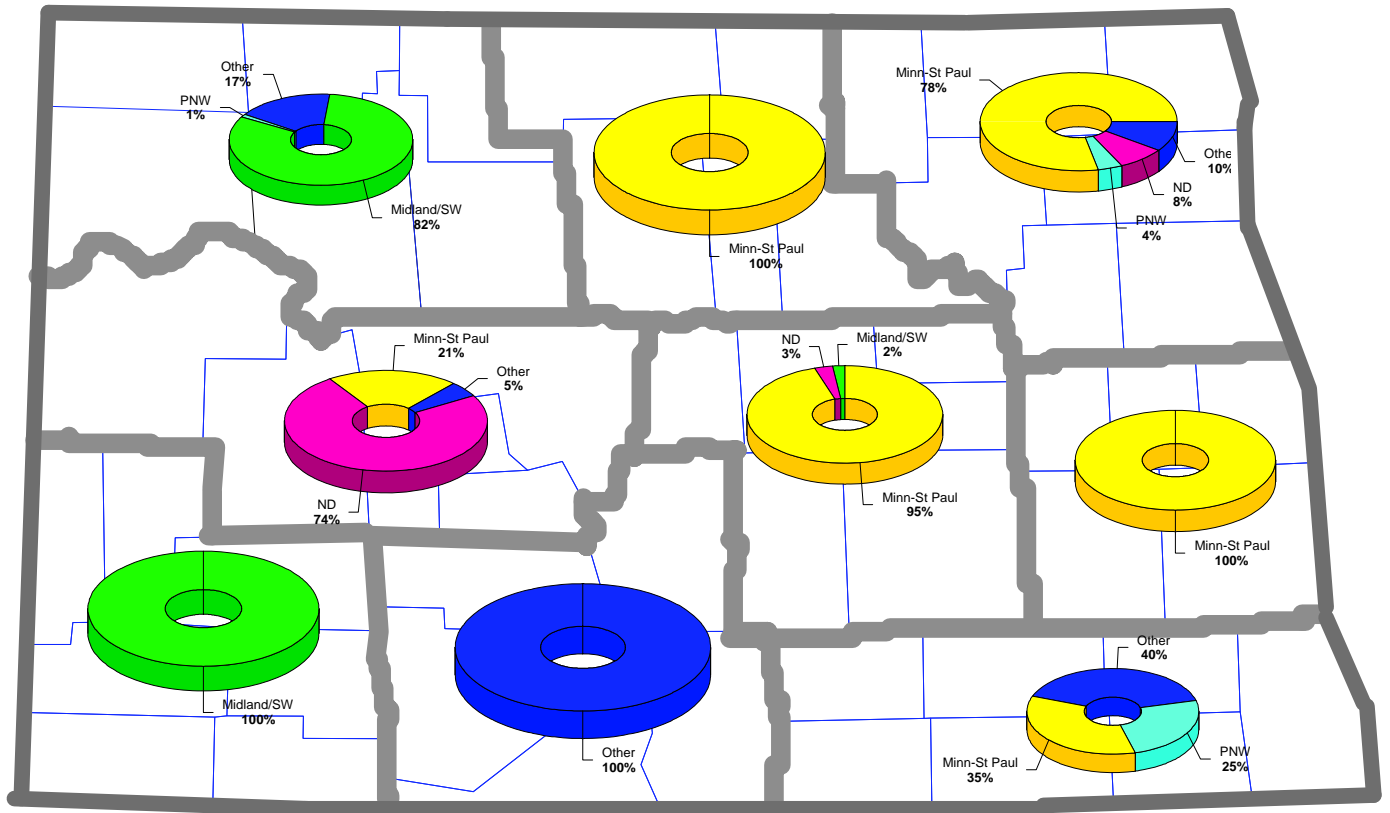
**Oat Shipments Originating
from Each CRD, 2006-07
-1,000 Bu-**



Destinations for Oat Shipments

2006-07

Crop Reporting District

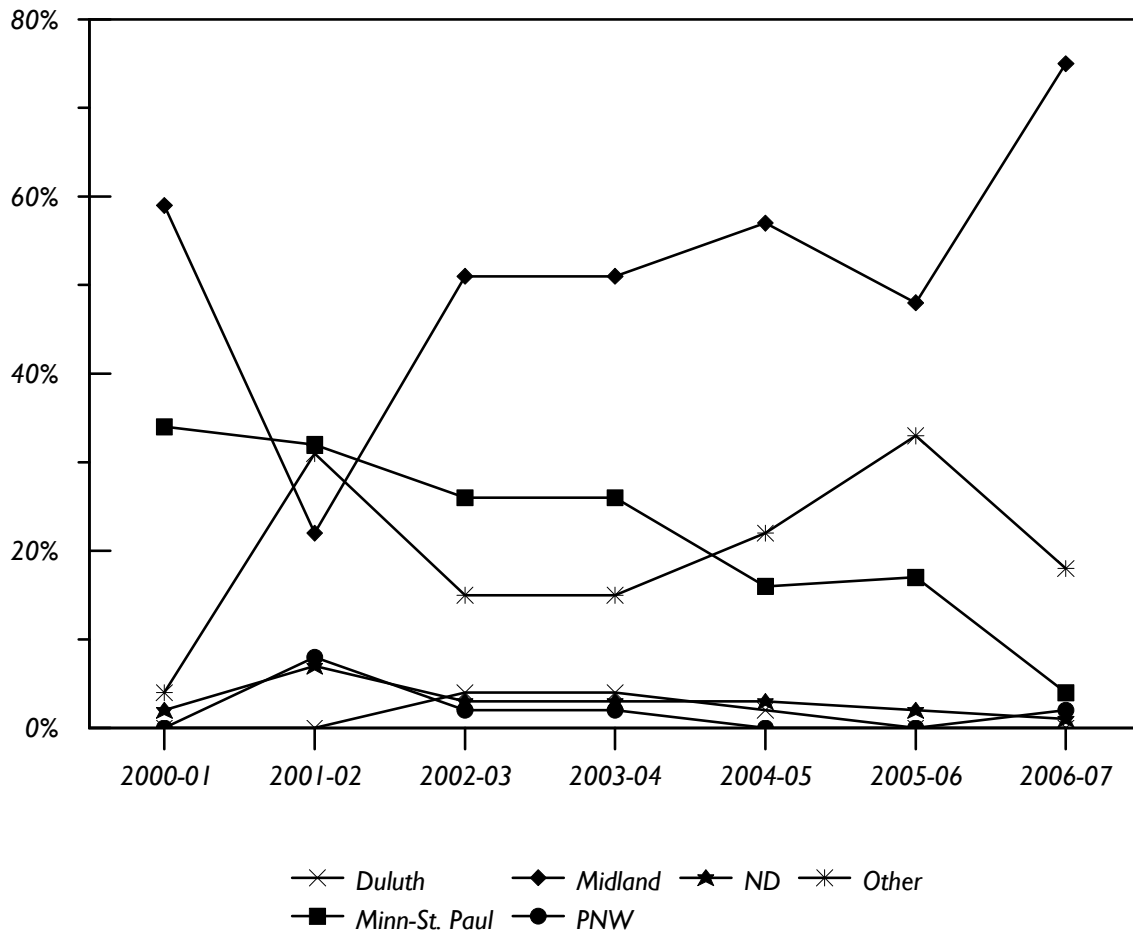


All North Dakota

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

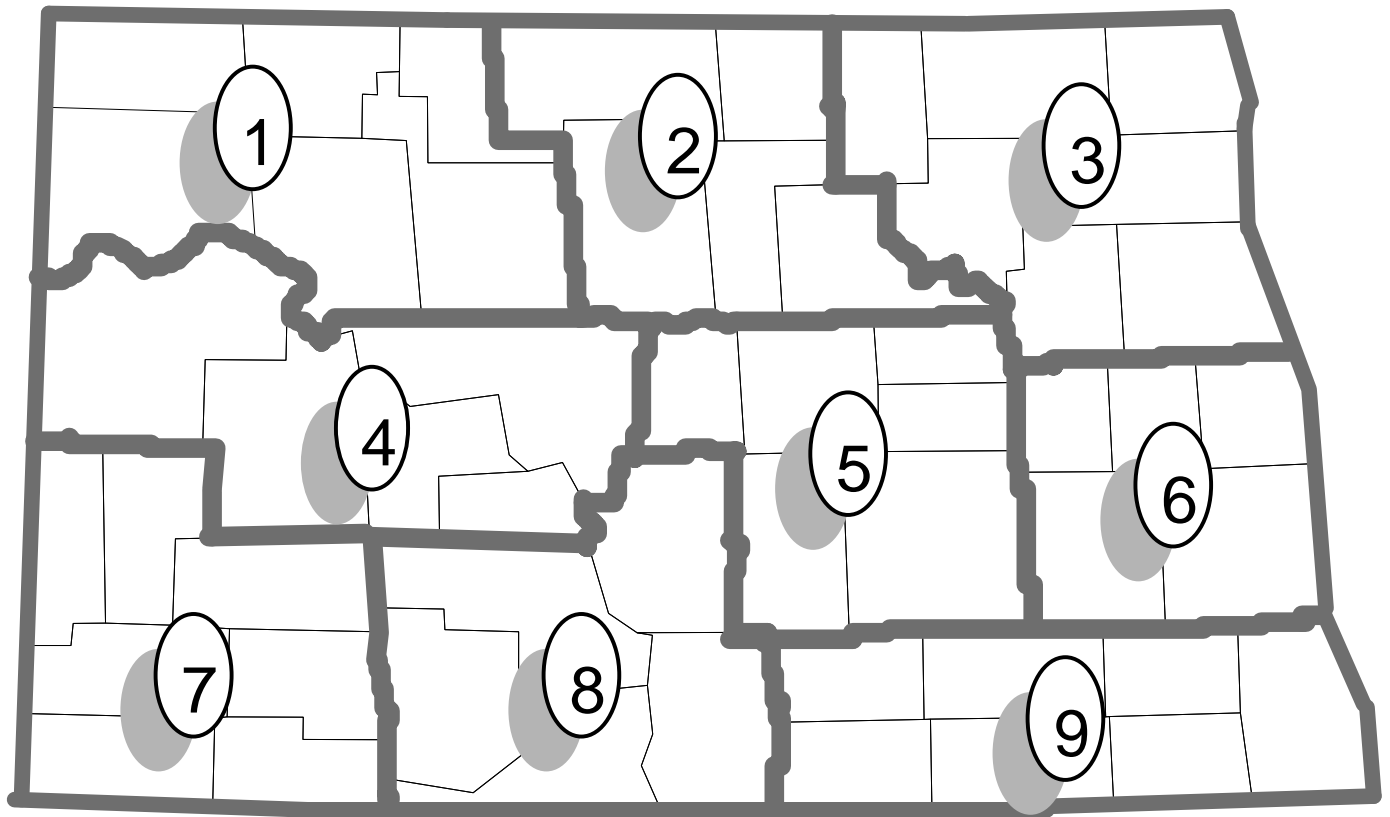
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	PNW	Total
2000-01	0	1,383	2,388	14		4,031
	0%	34%	59%	0%		
2001-02	2	1,471	2,330	550		6,299
	0%	23%	37%	9%		
2002-03	5	1,157	786	202		3,655
	0%	32%	22%	8%		
2003-04	193	1,451	2,782	94		5,487
	4%	26%	51%	2%		
2004-05	90	911	3,342	0		5,817
	2%	16%	57%	0%		
2005-06	0	1,019	2,816	0		5,925
	0%	17%	48%	0%		
2006-07	0	298	5,439	117		5,854
	0%	4%	76%	2%		

Destinations for Oat Shipments

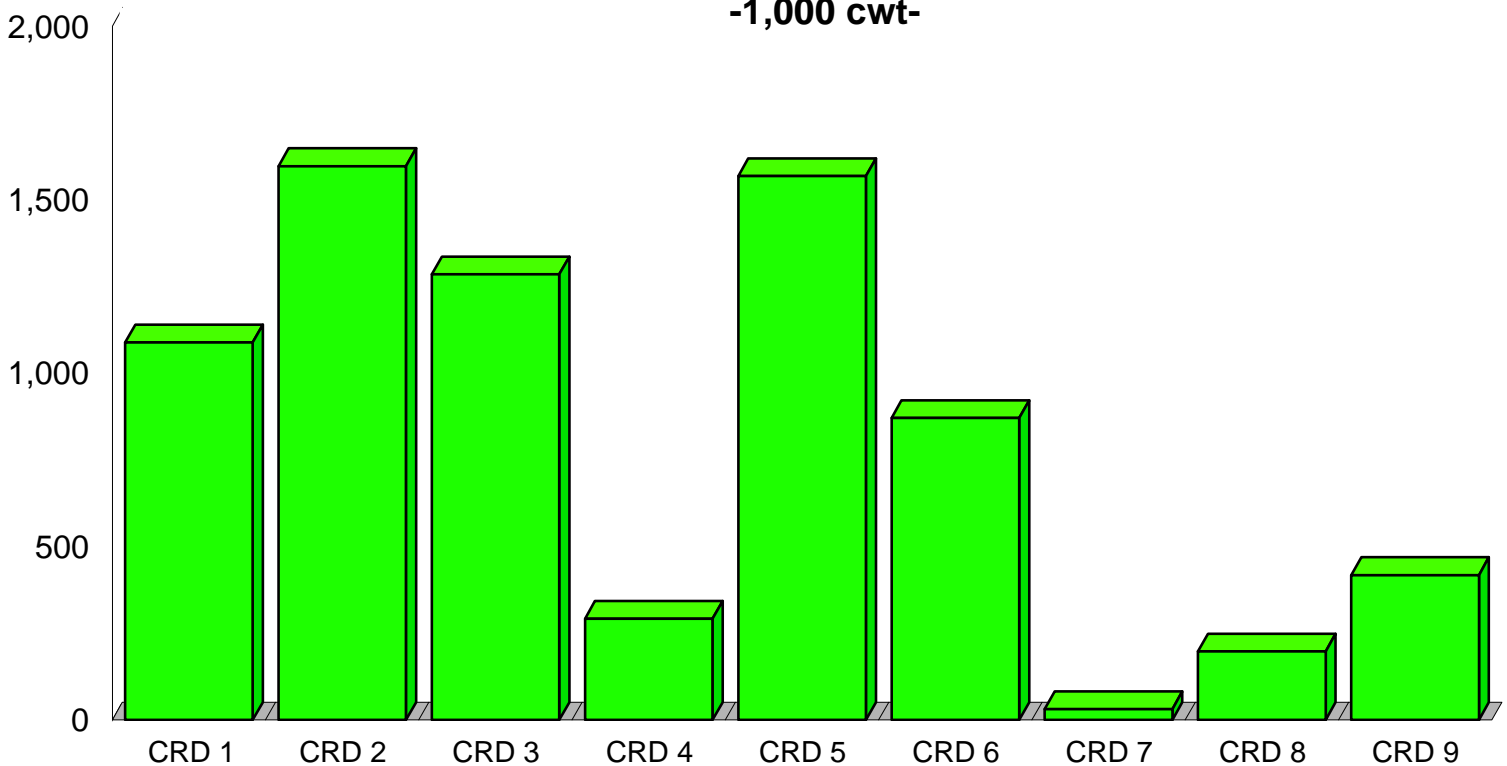


Sunflowers

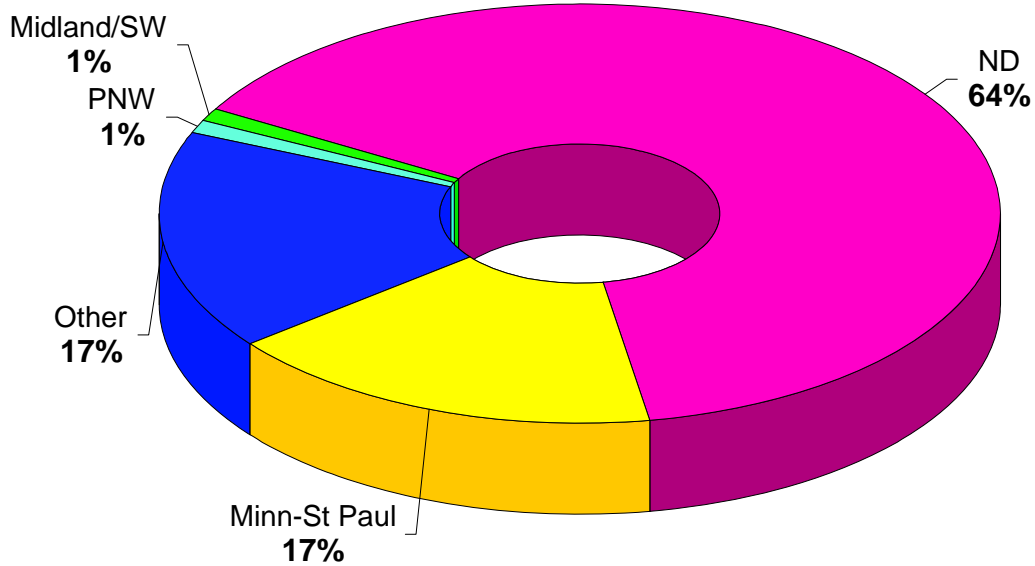
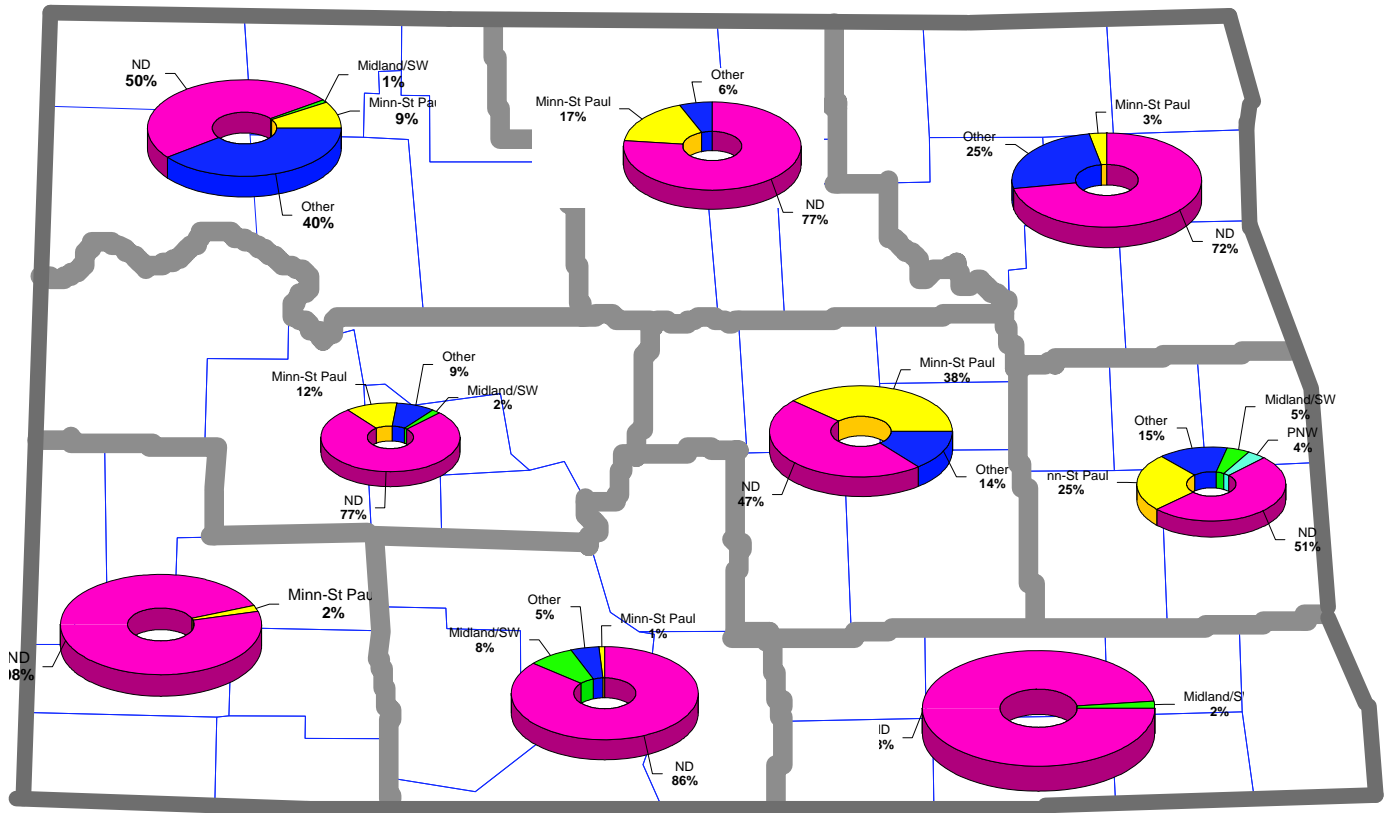
NORTH DAKOTA CROP REPORTING DISTRICTS



**Sunflower Shipments Originating
from Each CRD, 2006-07
-1,000 cwt-**



Destinations for Sunflower Shipments 2006-07 Crop Reporting District

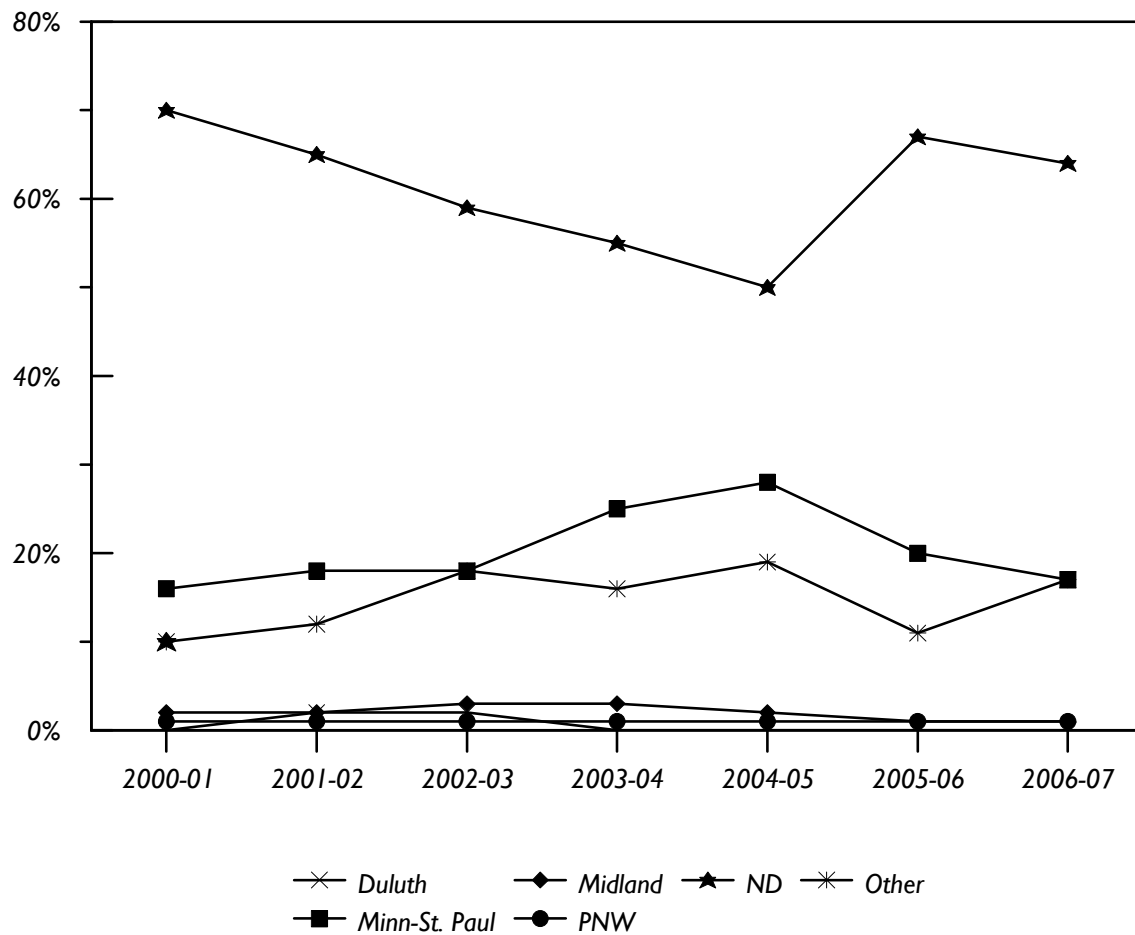


All North Dakota

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

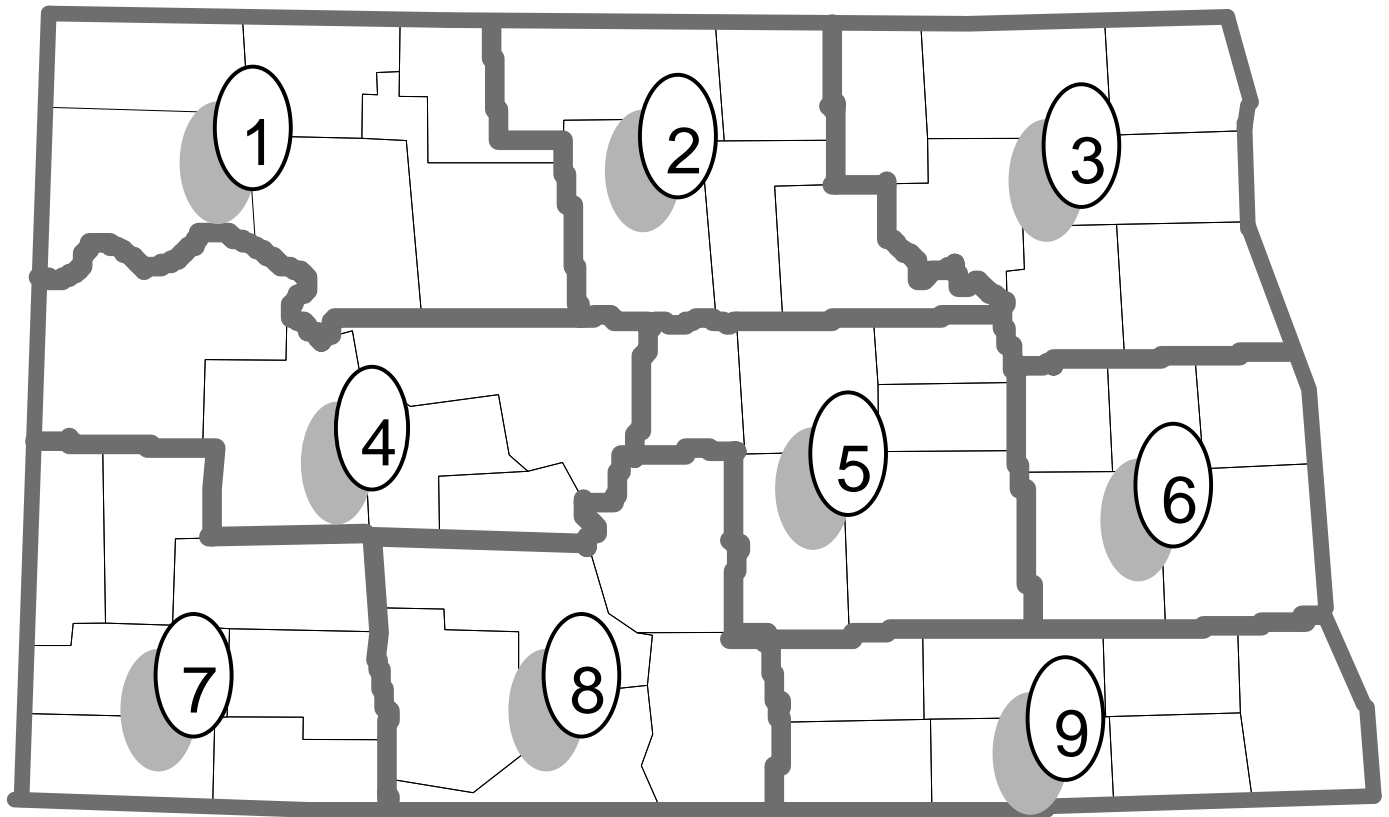
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
2000-01	4 0%	1,667 16%	261 2%	129 1%	10,693
2001-02	201 2%	1,561 18%	135 2%	103 1%	8,891
2002-03	3 2%	1,658 18%	312 3%	112 1%	9,155
2003-04	9 0%	2,770 25%	279 3%	100 1%	10,873
2004-05	3 0%	1,527 28%	114 2%	48 1%	5,452
2005-06	0 0%	1,281 20%	82 1%	61 1%	6,395
2006-07	0 0%	1,302 17%	81 1%	37 1%	1,420

Destinations for Sunflower Shipments

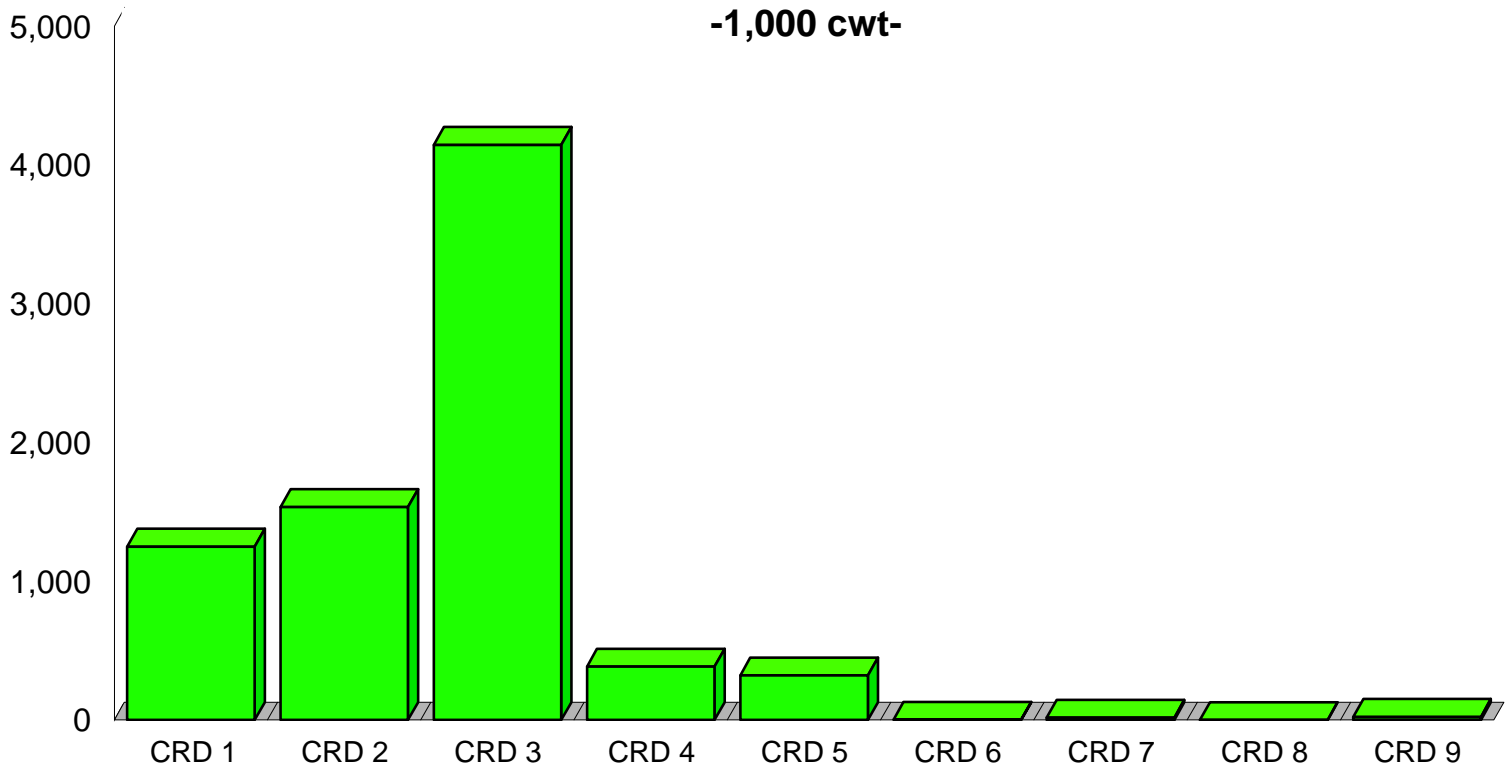


Canola

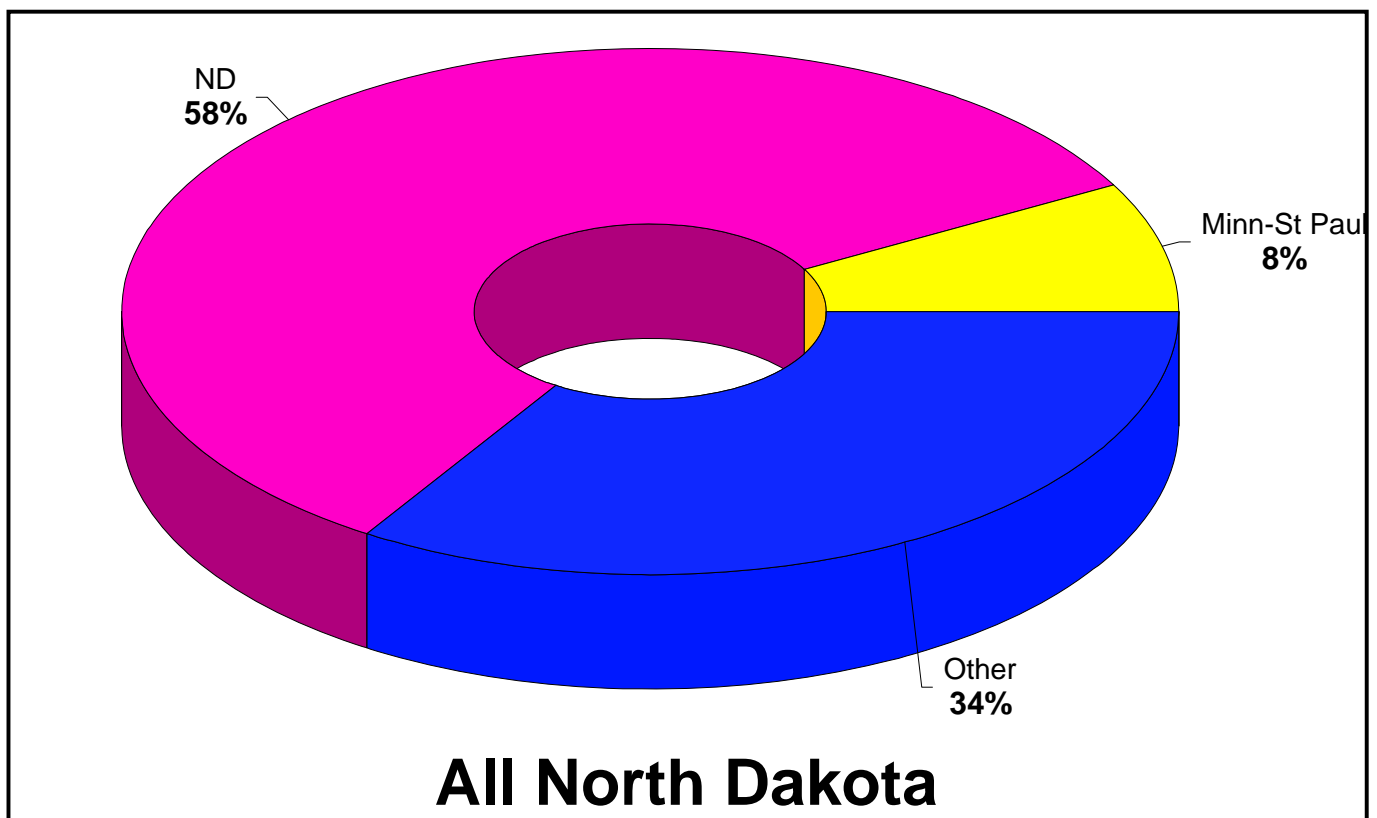
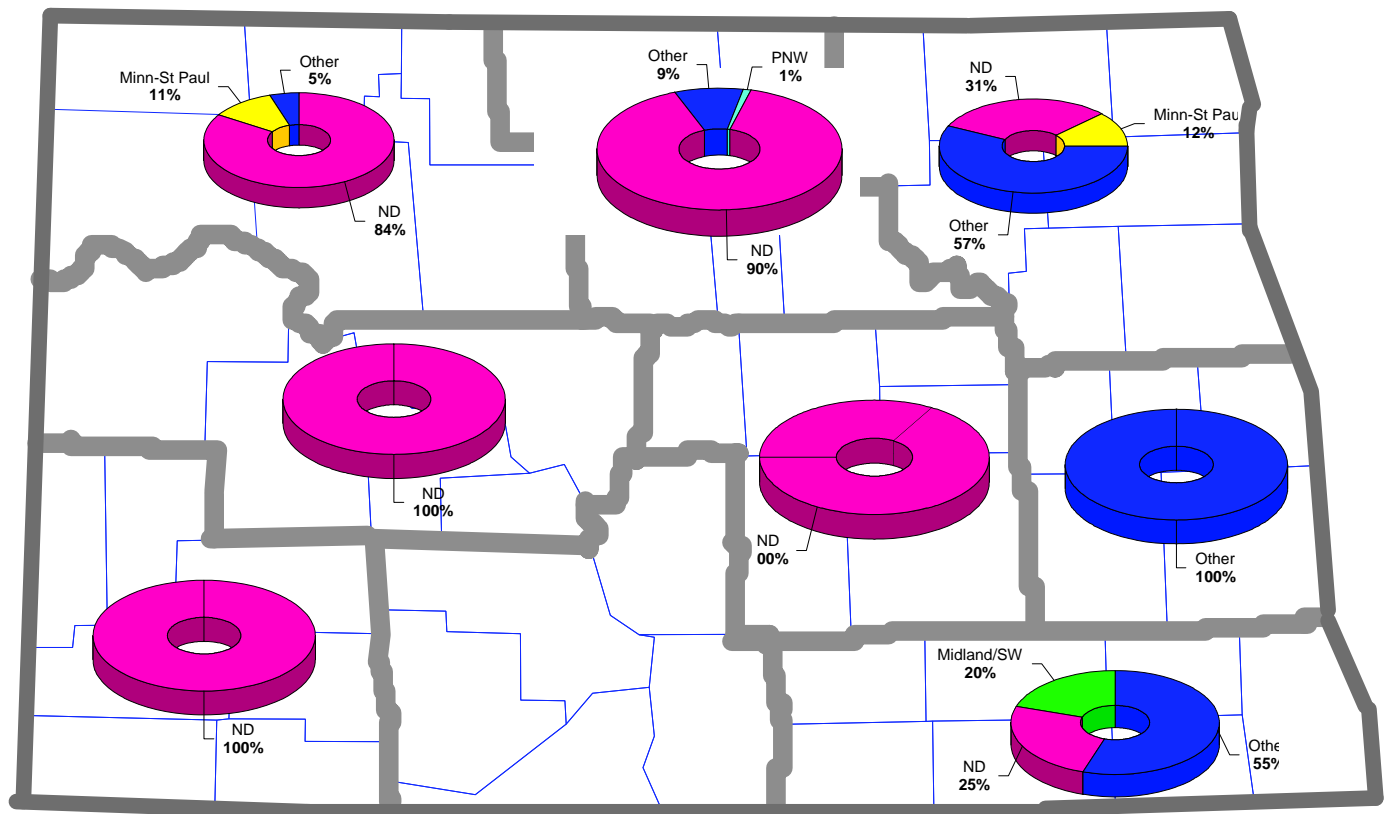
NORTH DAKOTA CROP REPORTING DISTRICTS



**Canola Shipments Originating
from Each CRD, 2006-07**
-1,000 cwt-



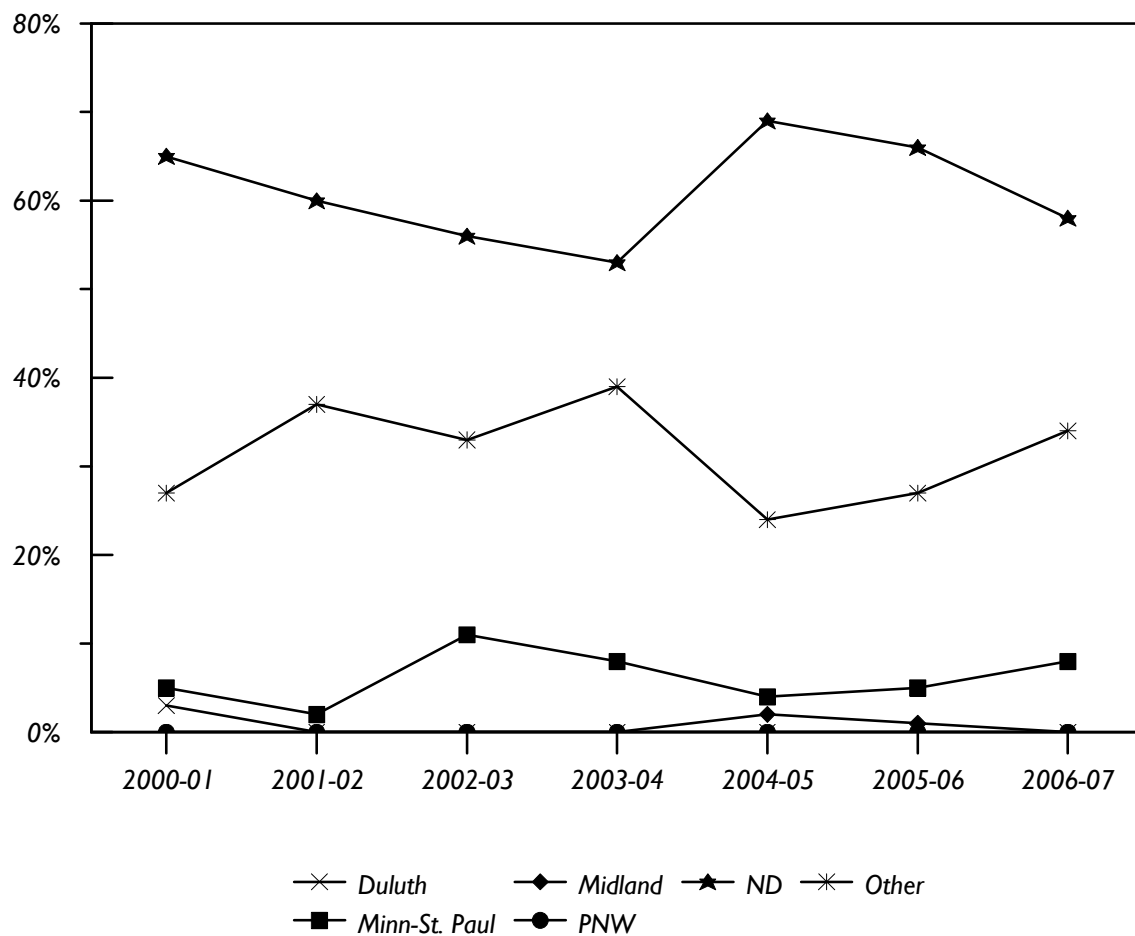
Destinations for Canola Shipments 2006-07 Crop Reporting District



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

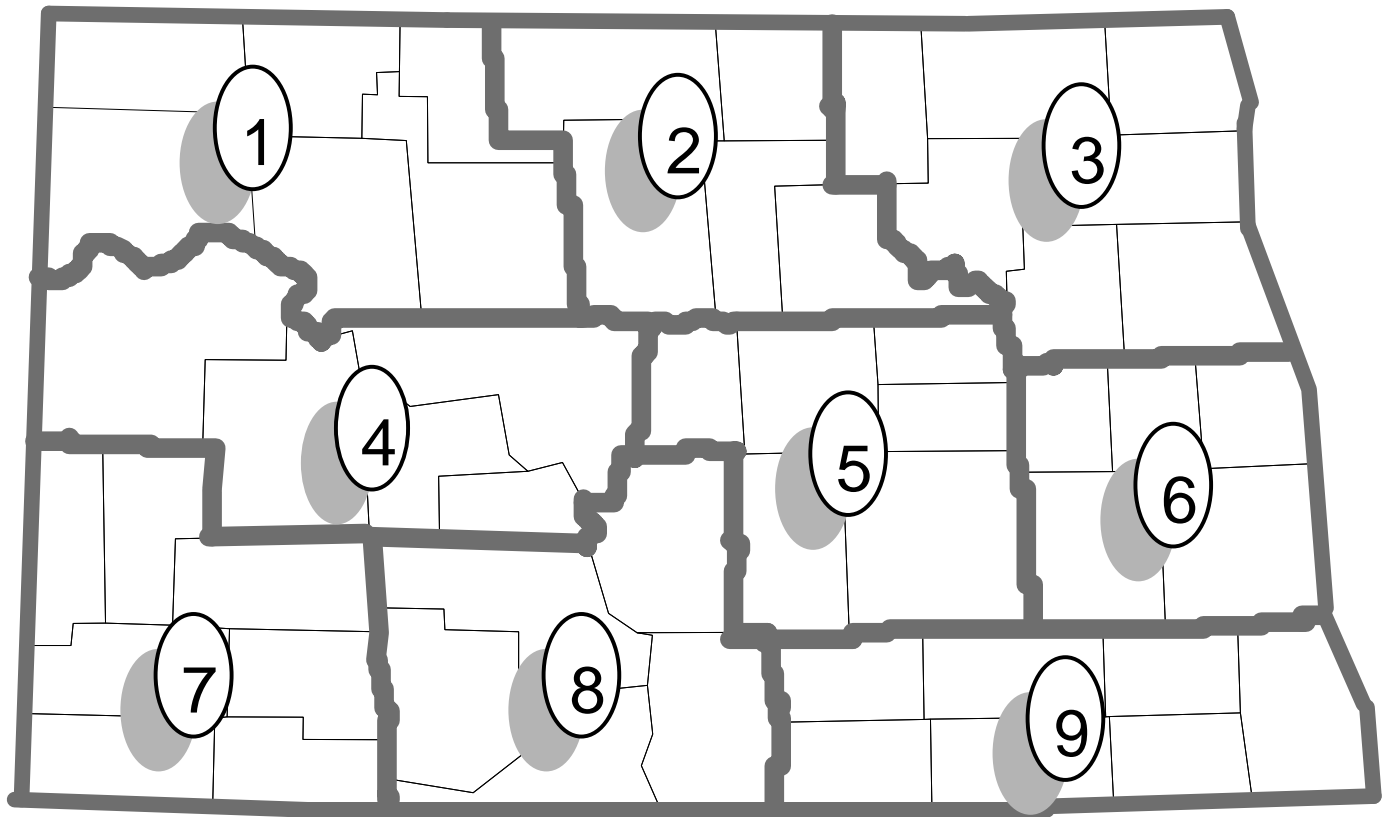
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
2000-01	297	483	7	28	10,233
	3%	5%	0%	0%	
2001-02	26	183	14	0	9,208
	0%	2%	0%	0%	
2002-03	19	906	0	0	8,450
	0%	11%	0%	0%	
2003-04	5	749	0	24	9,038
	0%	8%	0%	0%	
2004-05	4	278	136	0	6,753
	0%	4%	2%	0%	
2005-06	1	404	95	21	8,033
	0%	5%	1%	0%	
2006-07	1	639	5	19	664
	0%	8%	0%	0%	

Destinations for Canola Shipments

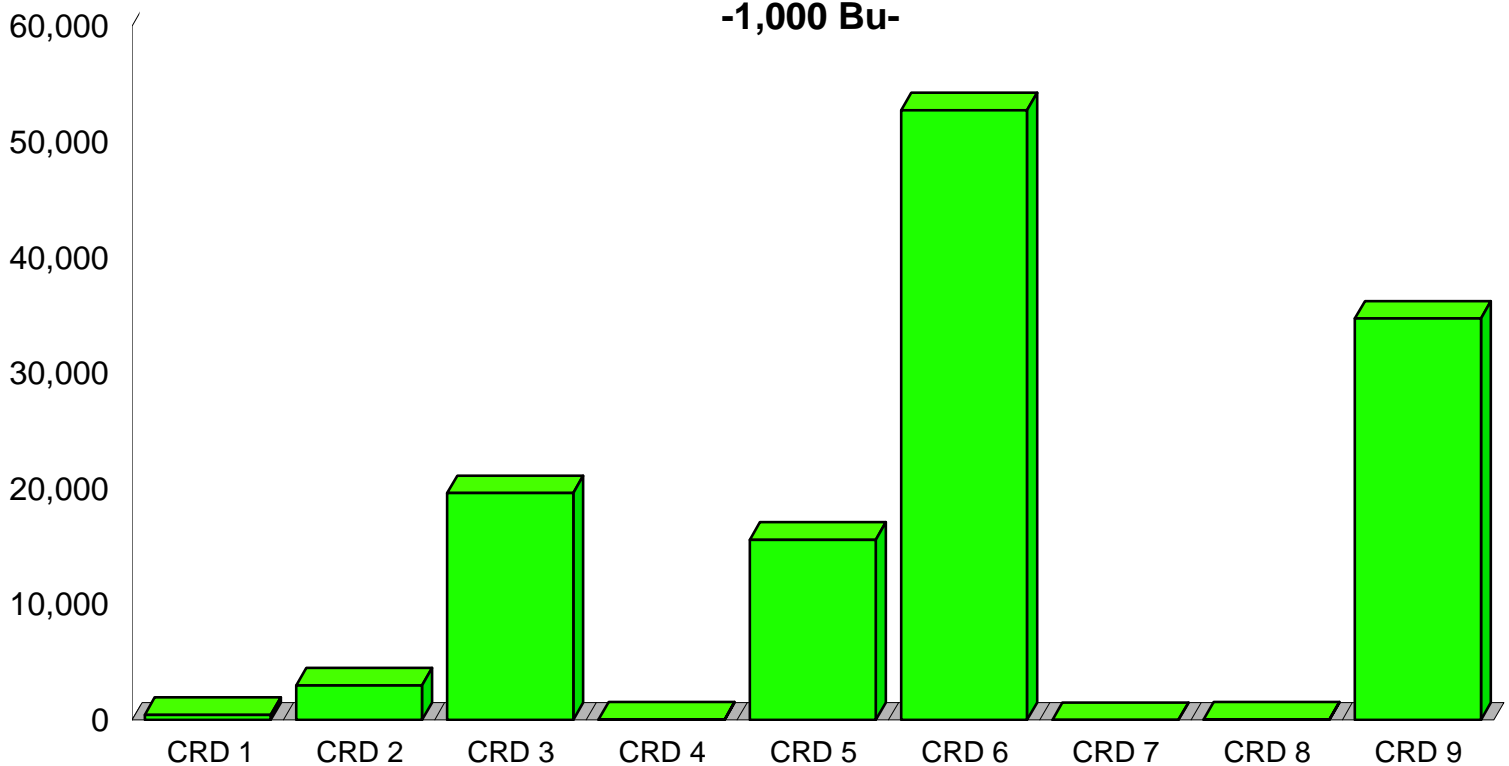


Soybeans

NORTH DAKOTA CROP REPORTING DISTRICTS



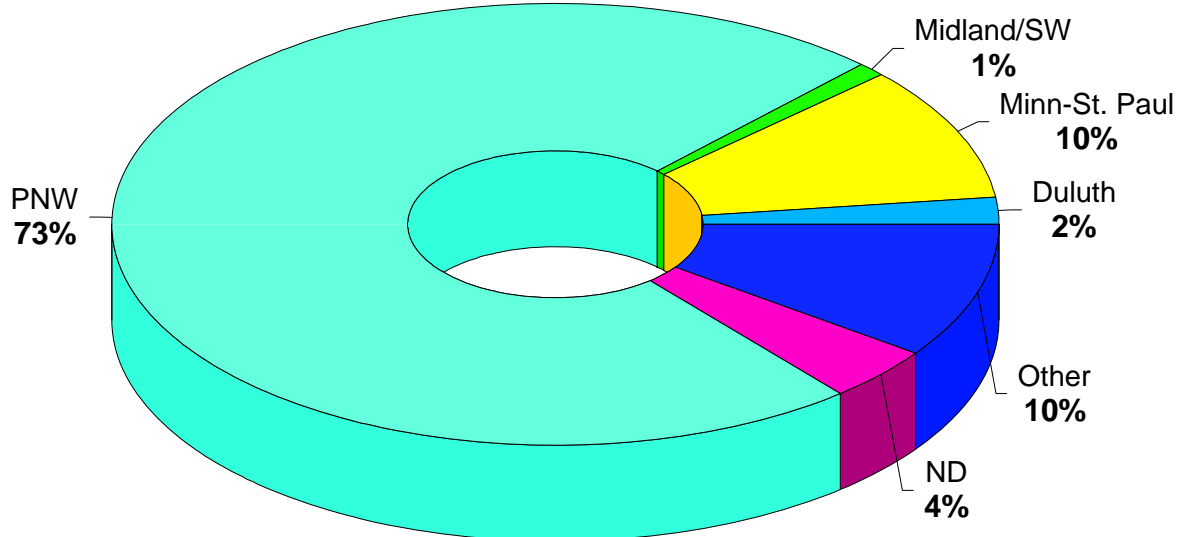
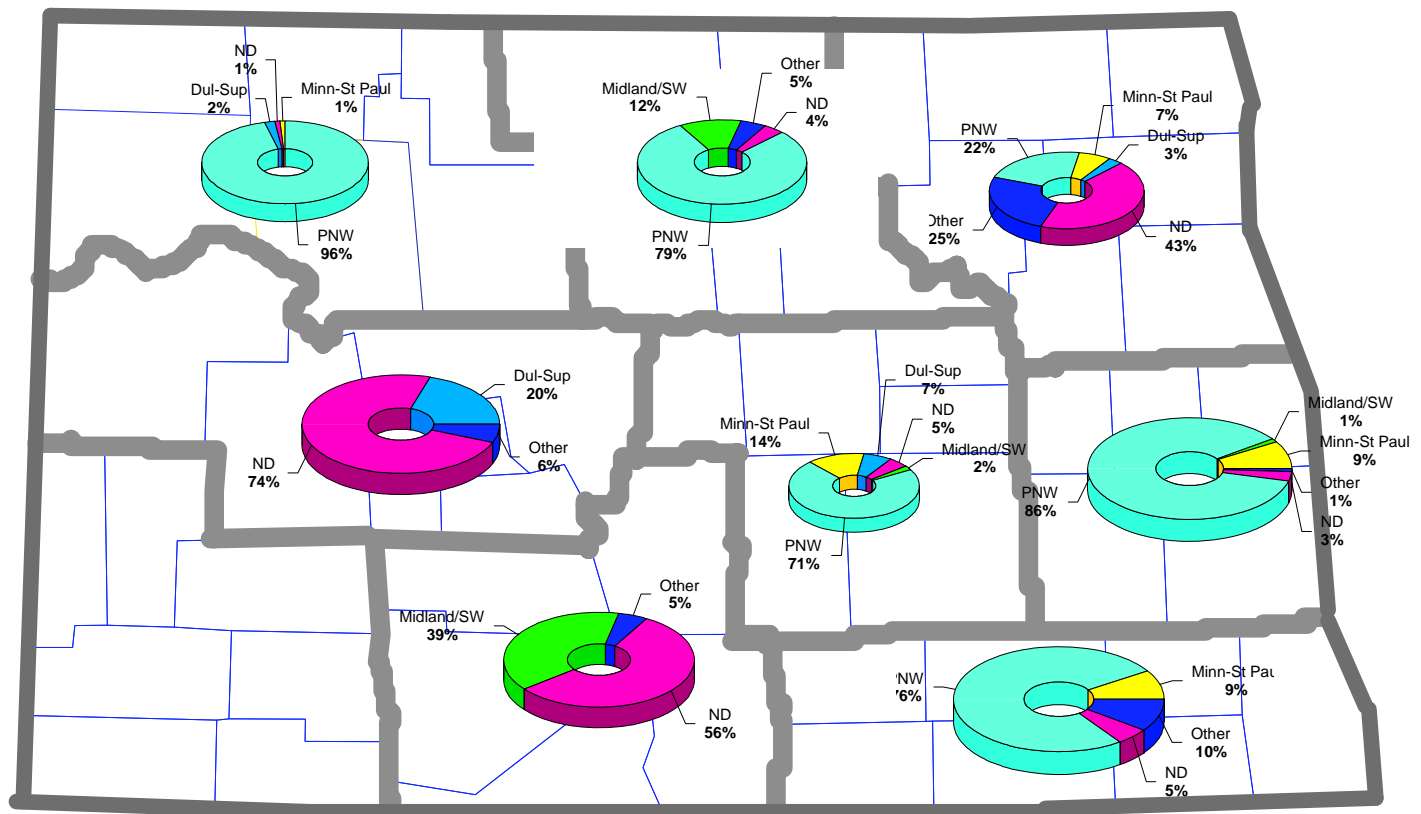
**Soybean Shipments Originating
from Each CRD, 2006-07
-1,000 Bu-**



Destinations for Soybeans Shipments

2006-07

Crop Reporting District

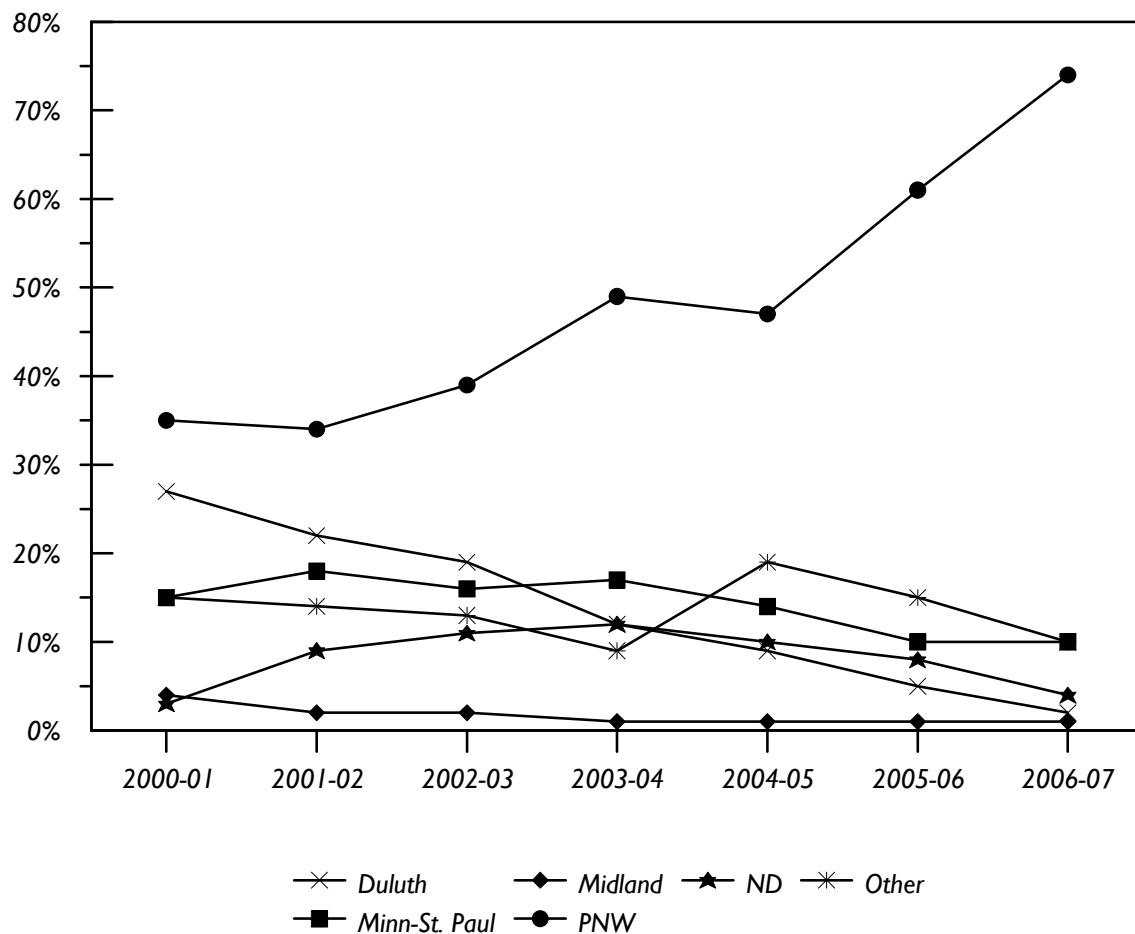


All North Dakota

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

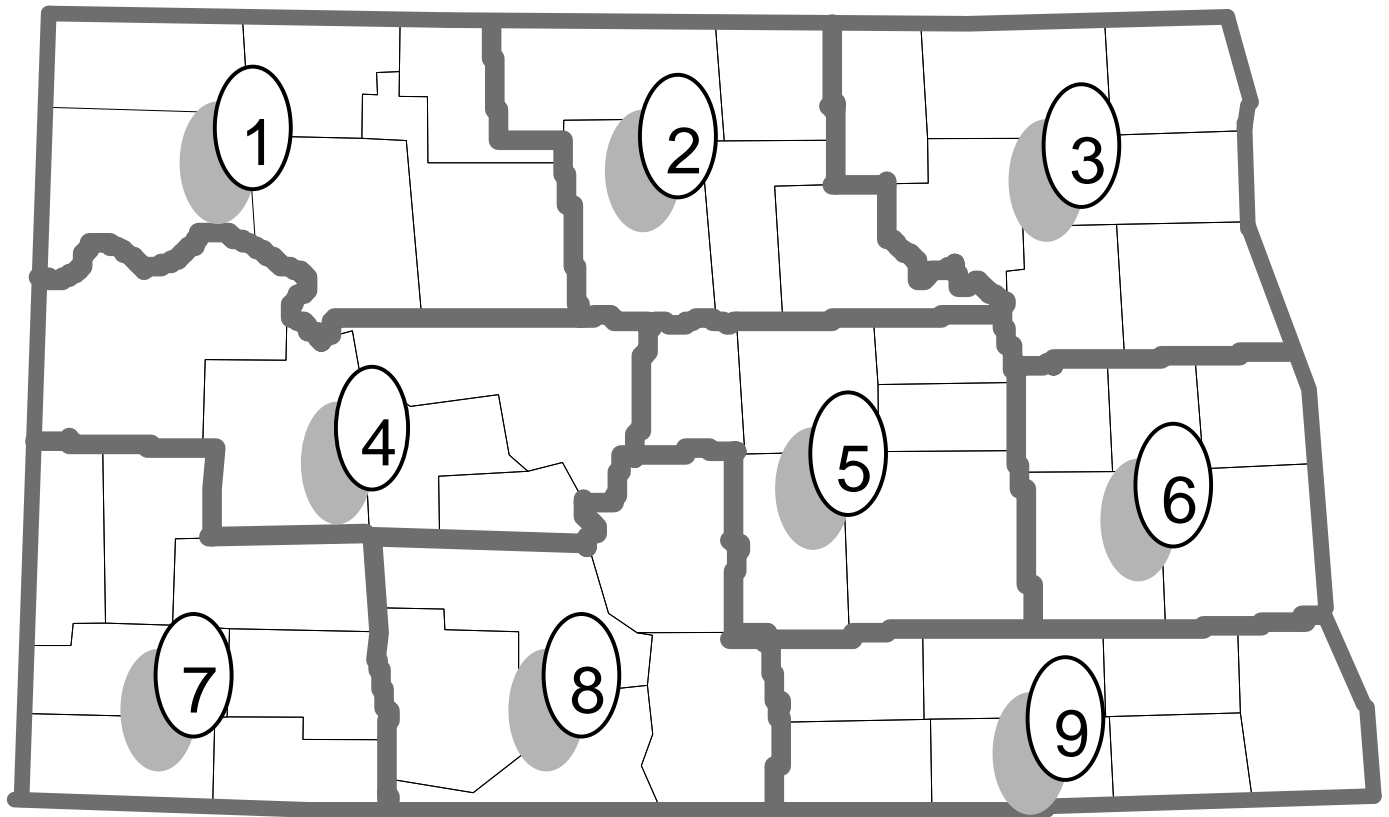
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
2000-01	13,523 27%	7,372 15%	2,129 4%	17,296 35%	49,617
2001-02	13,358 22%	11,022 18%	1,219 2%	20,644 34%	60,153
2002-03	15,473 19%	13,053 16%	1,824 2%	32,233 39%	82,784
2003-04	10,292 12%	15,216 17%	493 1%	42,919 49%	87,260
2004-05	5,718 9%	9,642 14%	639 1%	31,332 47%	66,732
2005-06	3,807 5%	8,614 10%	717 1%	50,579 61%	82,575
2006-07	2,398 2%	12,068 10%	1,265 1%	93,098 74%	108,829

Destinations for Soybean Shipments

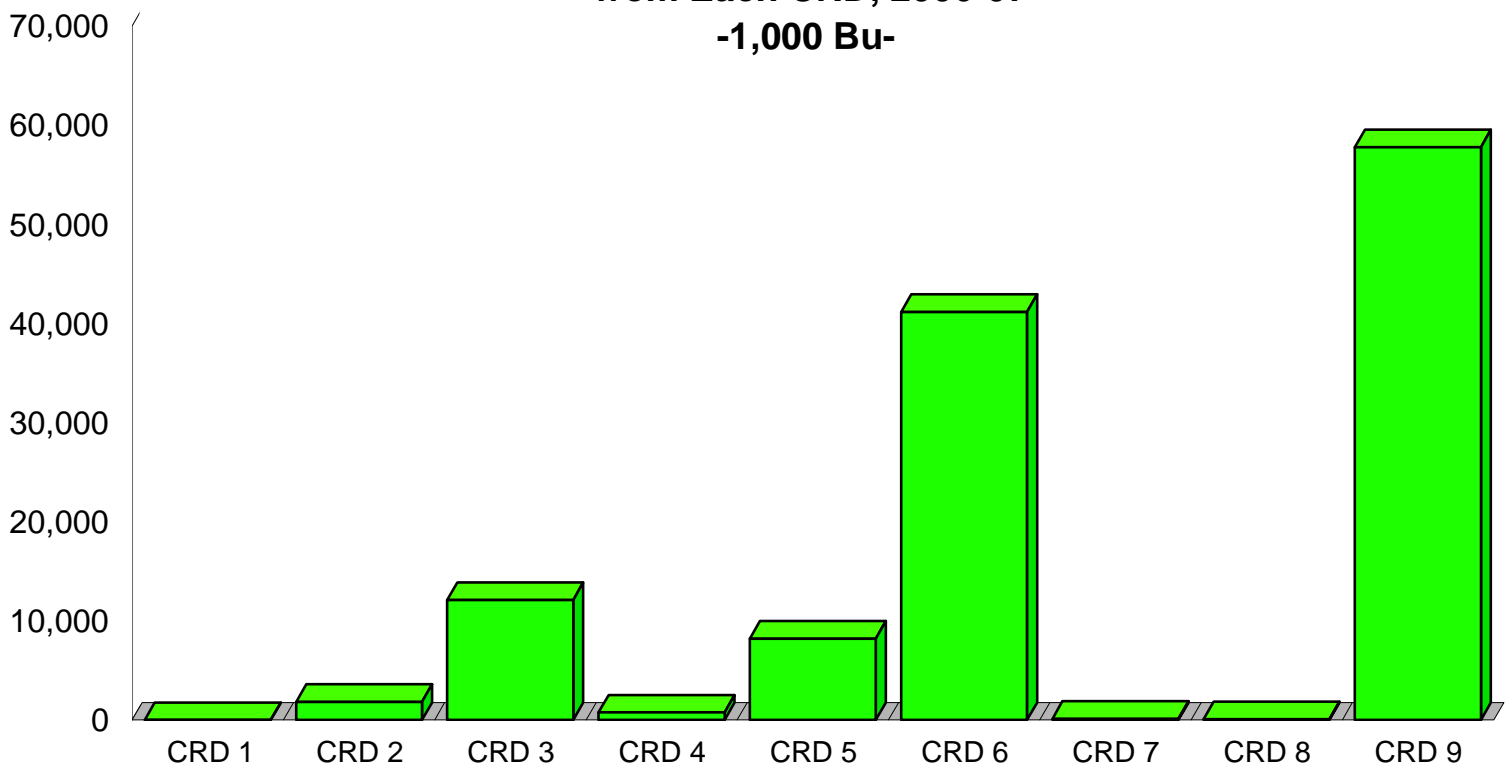


Corn

NORTH DAKOTA CROP REPORTING DISTRICTS



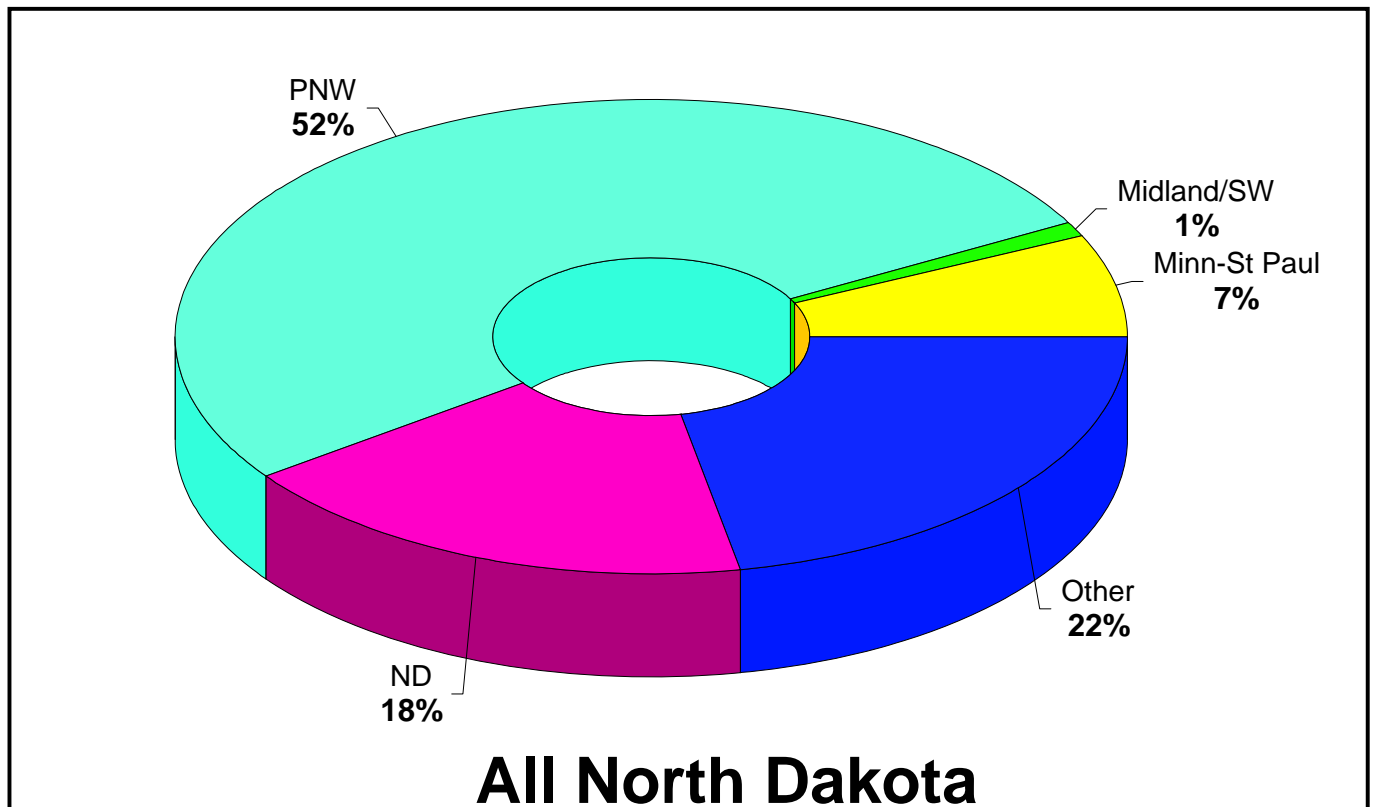
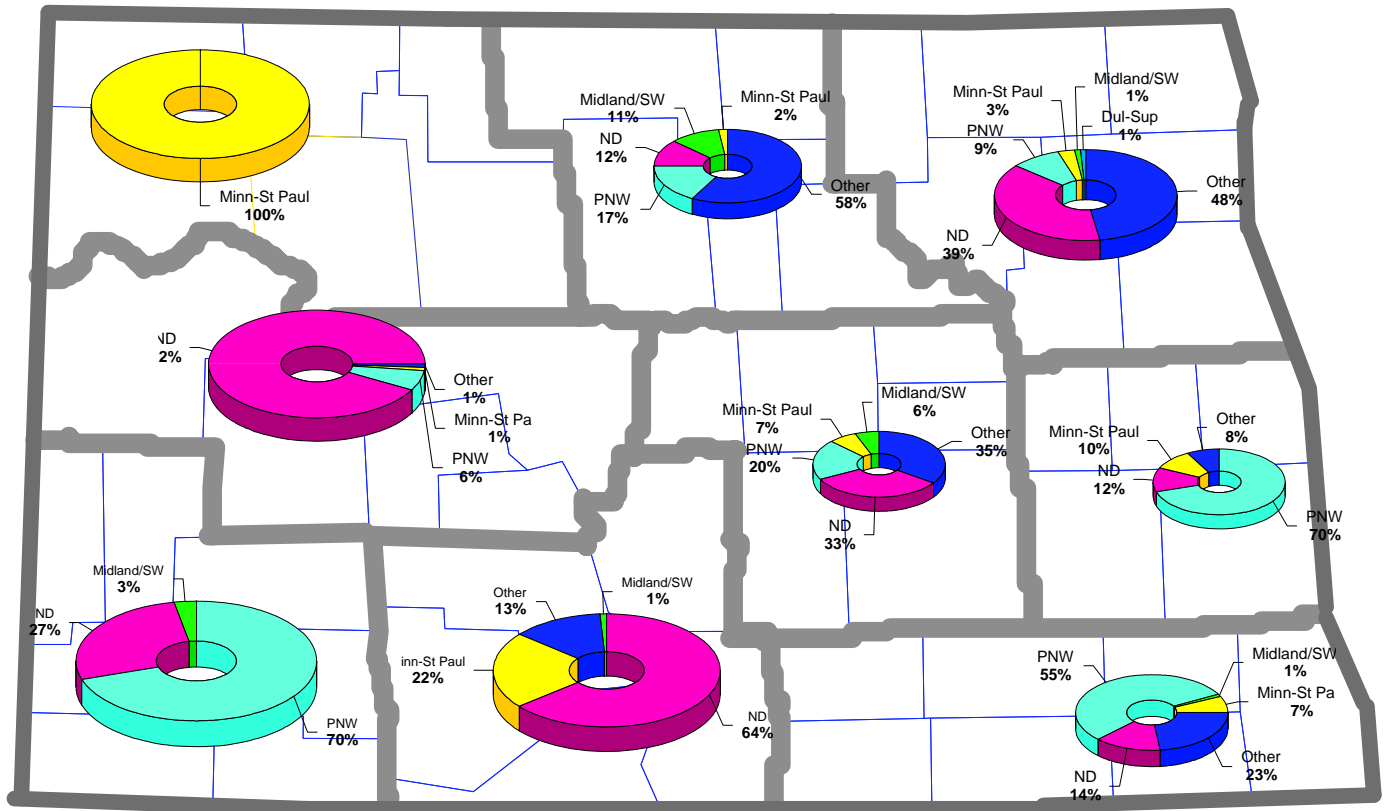
**Corn Shipments Originating
from Each CRD, 2006-07
-1,000 Bu-**



Destinations for Corn Shipments

2006-07

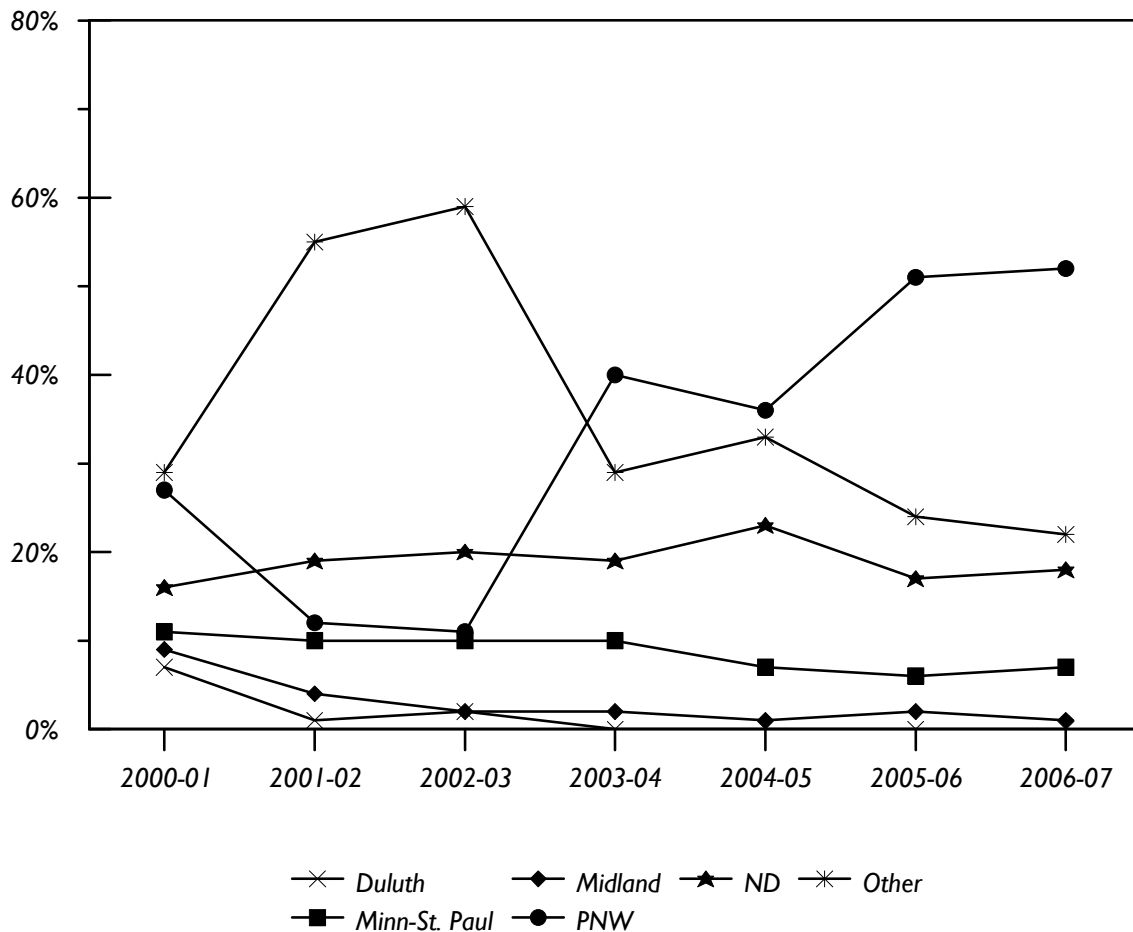
Crop Reporting District

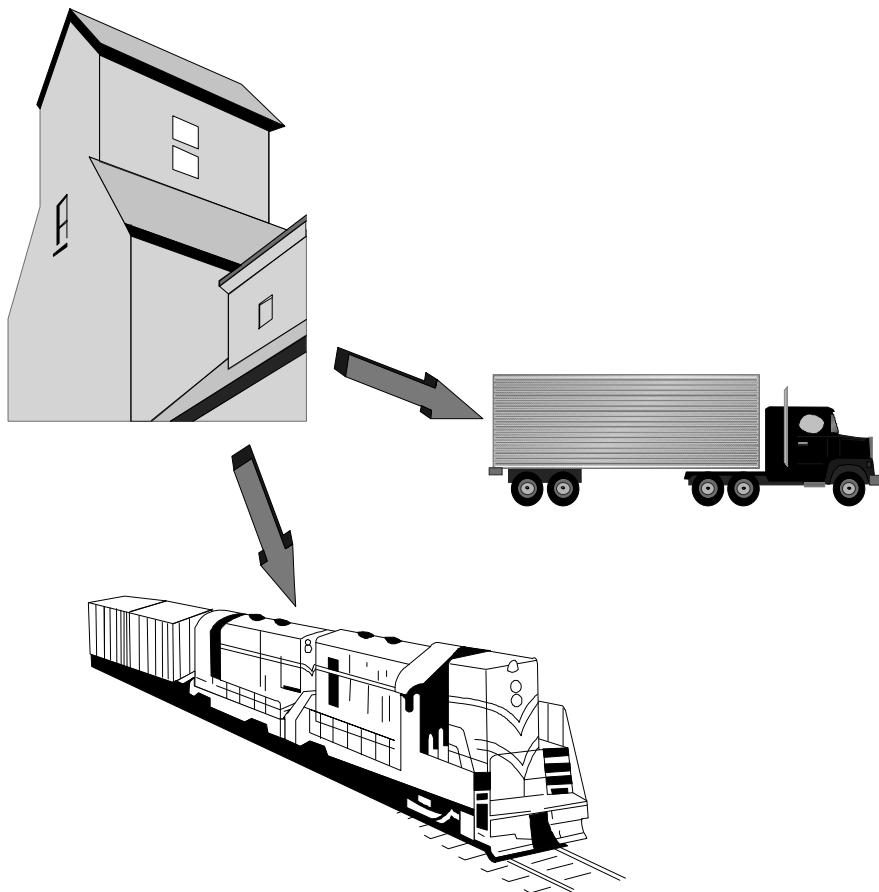


Trends for Destinations of Corn Shipments from ND (1,000 Bushels)

	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
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
2006-07	114 0%	8,910 7%	1,646 1%	63,365 52%	74,035

Destinations for Corn Shipments



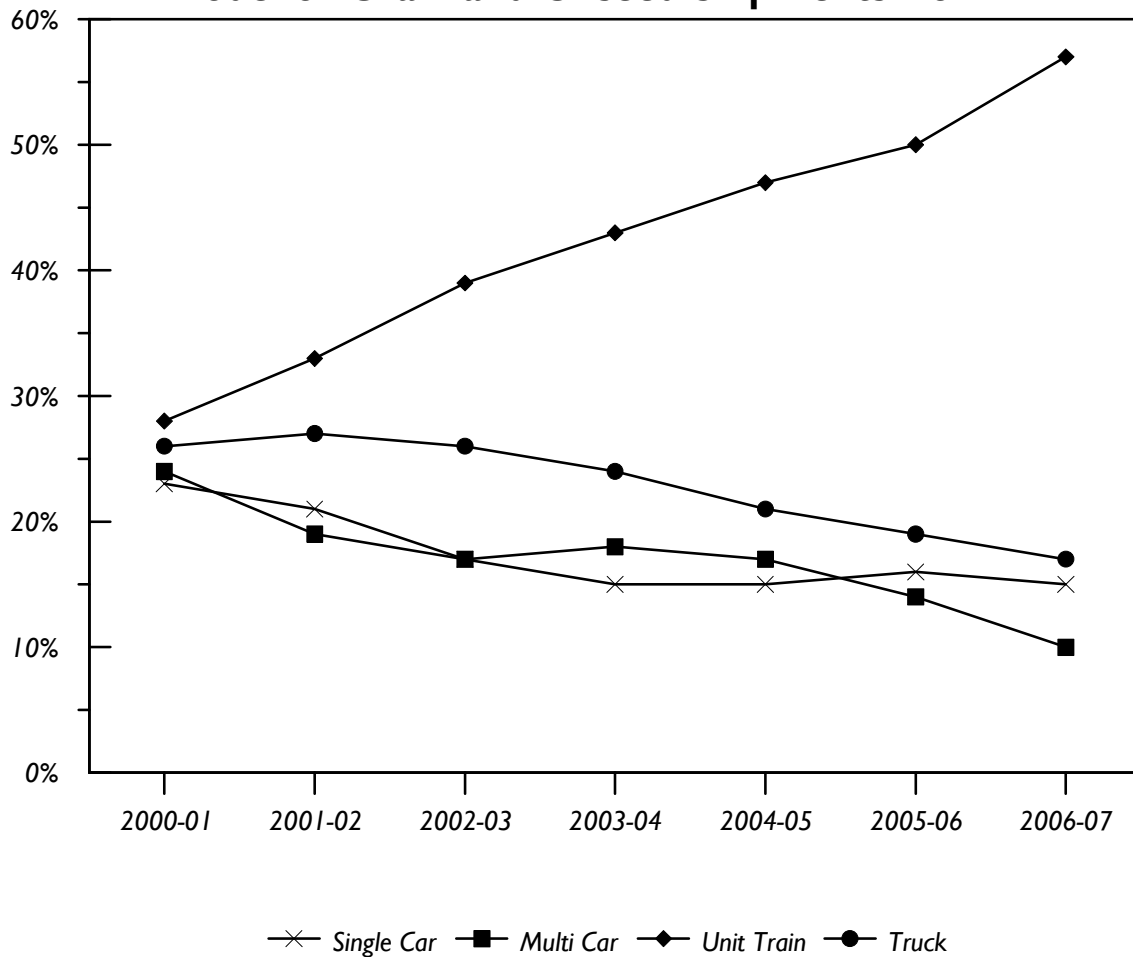


*Mode for Grain and Oilseed
Shipments Originating from
North Dakota Elevators*

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

	Single Car	Multi Car	Unit Train	Truck	Total
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%	
2006-07	100,044	68,189	368,069	111,579	647,882
	15%	10%	57%	17%	

Mode for Grain and Oilseed Shipments from ND



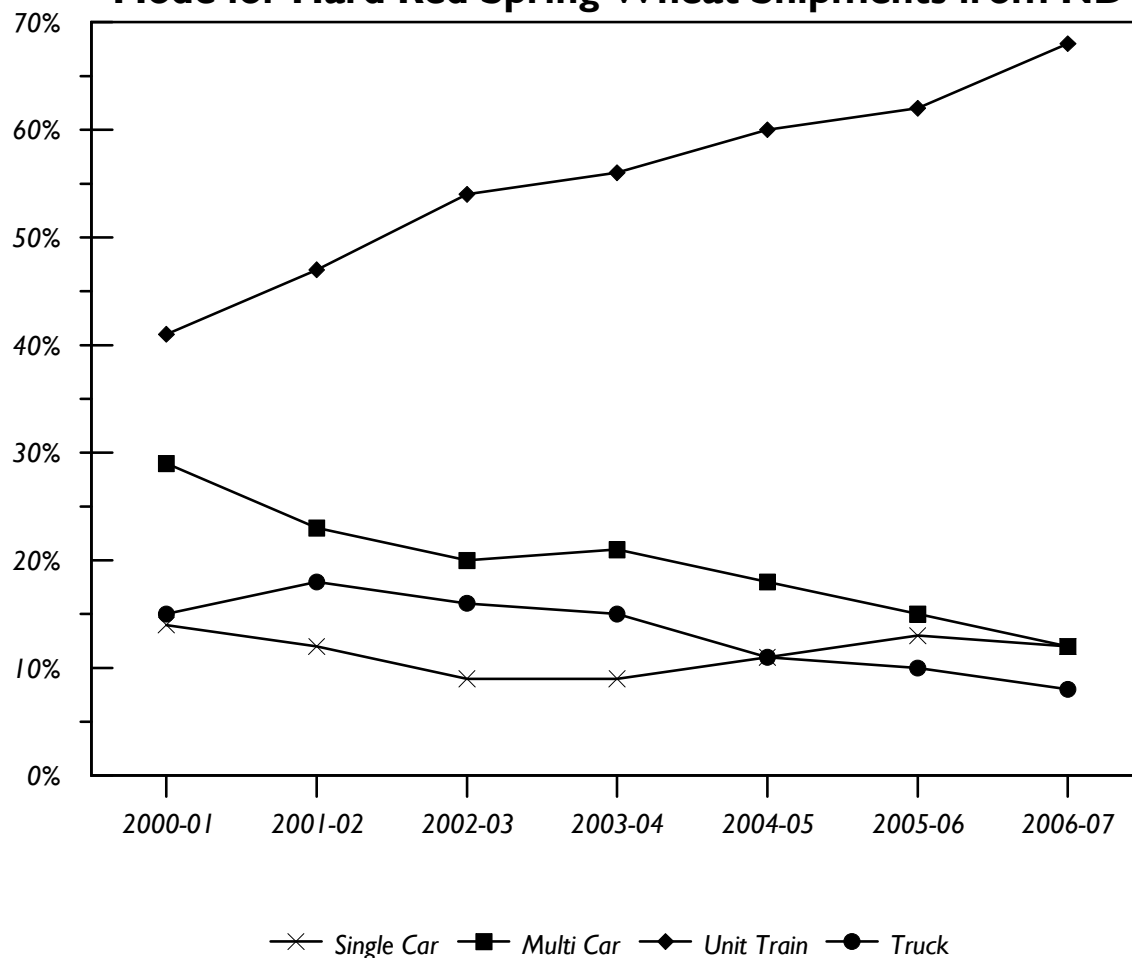
Mode for Grain and Oilseed Shipments from Each CRD (1,000 Bushels)

CRD 1						CRD 2					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	25%	30%	46%	9%	83,666	2006-07	15%	17%	48%	20%	51,067
CRD 3						CRD 4					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	15%	8%	47%	29%	125,328	2006-07	24%	12%	4%	28%	23,210
CRD 5						CRD 6					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	20%	11%	45%	24%	63,161	2006-07	5%	8%	72%	16%	145,456
CRD 7						CRD 8					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	12%	9%	74%	5%	30,616	2006-07	15%	7%	54%	24%	7,075
CRD 9											
	Single Car	Multi Car	Unit Train	Truck	Total						
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						
2006-07	19%	7%	66%	8%	117,304						

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

	Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	27,546 12%	26,582 12%	155,781 68%	19,372 8%	229,280

Mode for Hard Red Spring Wheat Shipments from ND



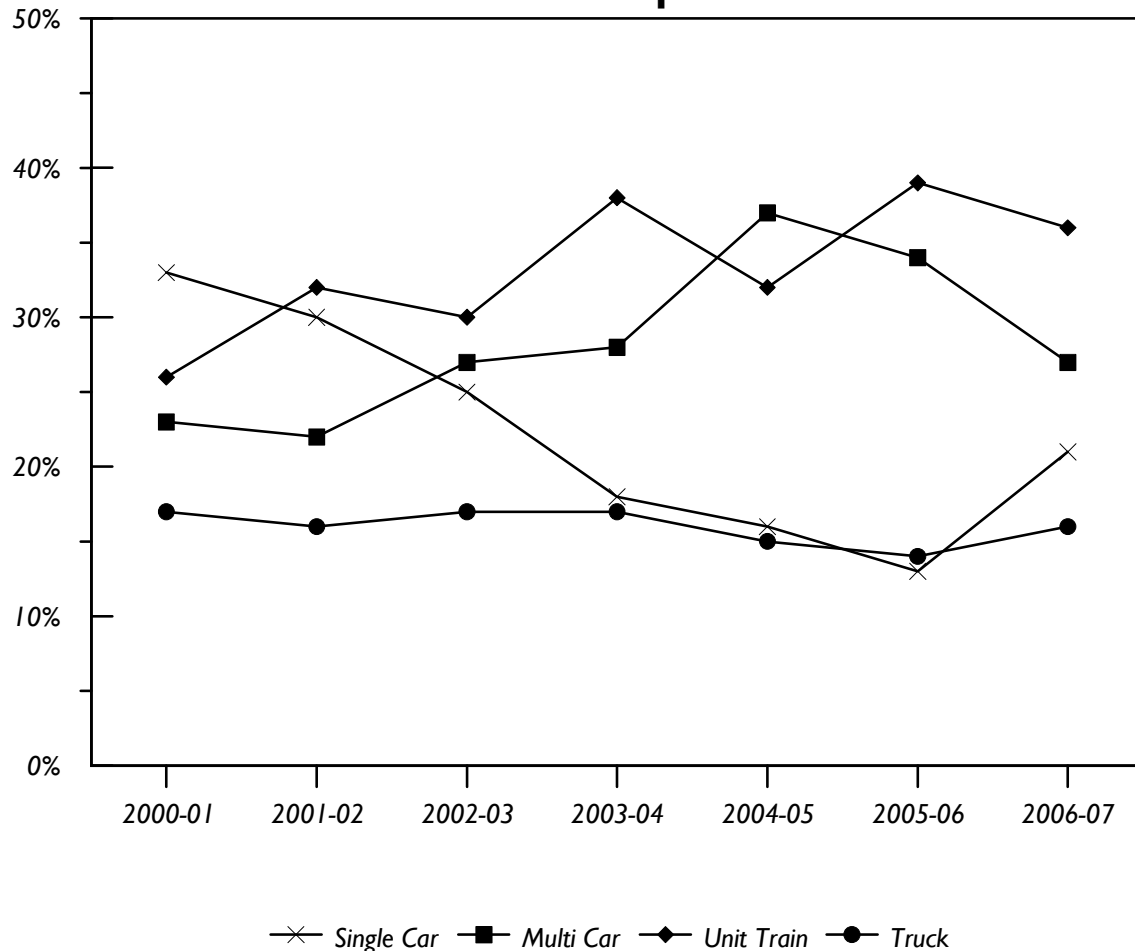
Mode for Hard Red Spring Wheat Shipments from Each CRD
(1,000 Bushels)

CRD 1						CRD 2					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	9%	9%	78%	4%	24,971	2006-07	8%	22%	67%	3%	24,889
CRD 3						CRD 4					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	9%	9%	64%	17%	66,731	2006-07	11%	11%	64%	14%	12,321
CRD 5						CRD 6					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	21%	14%	62%	3%	24,161	2006-07	3%	10%	81%	5%	28,960
CRD 7						CRD 8					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	8%	2%	88%	2%	22,790	2006-07	14%	7%	67%	12%	5,737
CRD 9											
	Single Car	Multi Car	Unit Train	Truck	Total						
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						
2006-07	38%	21%	36%	5%	18,719						

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

	Single Car	Multi Car	Unit Train	Truck	Total
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%	
2006-07	8,604	11,087	14,748	6,412	40,850
	21%	27%	36%	16%	

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	
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
2006-07	18%	27%	45%	10%	25,451	2006-07	36%	42%	1%	20%	1,729

CRD 3						CRD 4					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
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
2006-07	65%	6%	0%	29%	1,556	2006-07	16%	24%	16%	44%	4,119

CRD 5						CRD 6					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
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
2006-07	34%	0%	0%	66%	1,156	2006-07	0%	0%	0%	100%	31

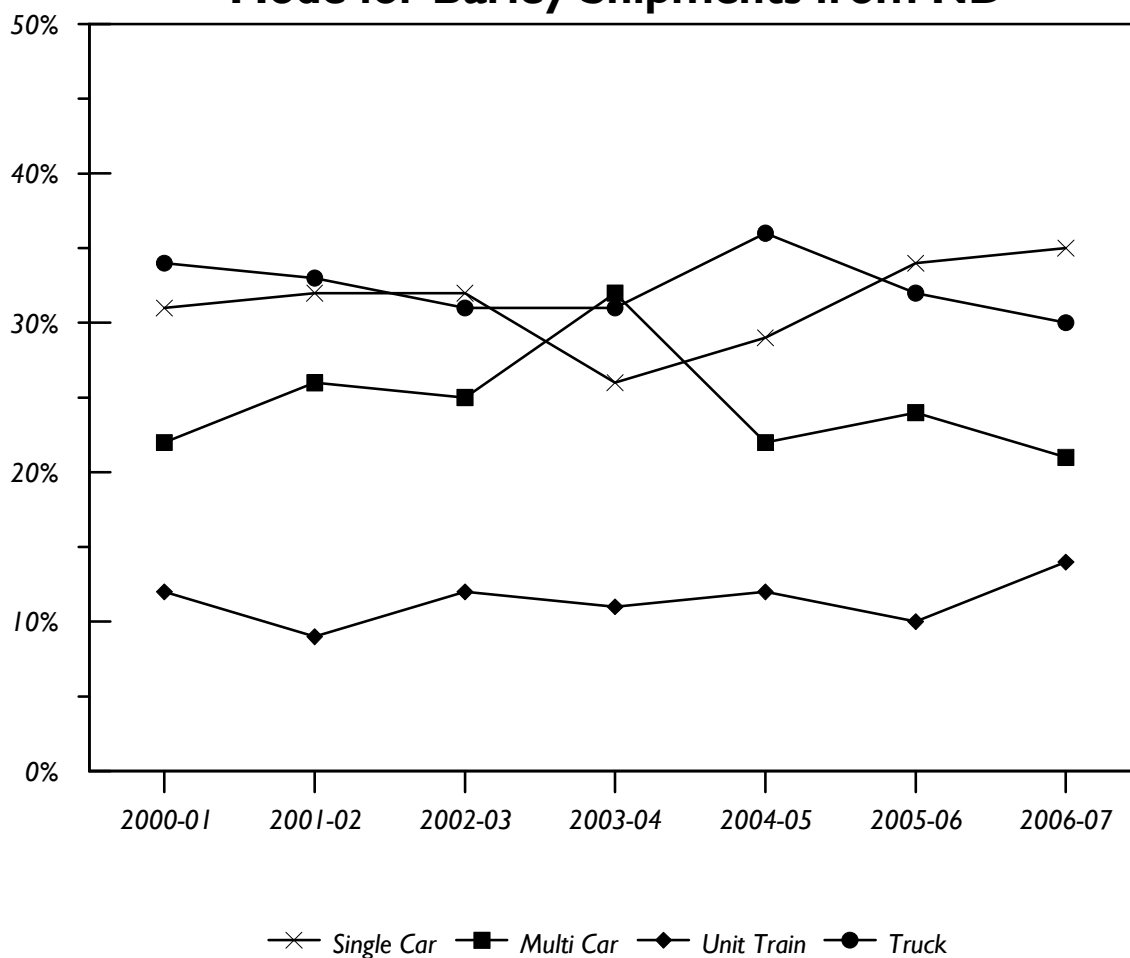
CRD 7						CRD 8					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
2000-01	7%	37%	48%	9%	7,601	2000-01	55%	15%	0%	30%	514
2001-02	7%	46%	43%	5%	6,910	2001-02	33%	0%	0%	67%	349
2002-03	0%	54%	33%	13%	5,216	2002-03	62%	0%	0%	38%	110
2003-04	1%	42%	49%	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
2006-07	18%	34%	41%	6%	6,445	2006-07	0%	0%	0%	100%	68

CRD 9					
	Single	Multi	Unit		
	Car	Car	Train	Truck	Total
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
2006-07	52%	42%	0%	6%	293

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

	Single Car	Multi Car	Unit Train	Truck	Total
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%	
2005-06	18,704	13,187	5,249	17,604	54,745
	34%	24%	10%	32%	
2006-07	18,100	10,913	7,105	15,458	51,577
	35%	21%	14%	30%	

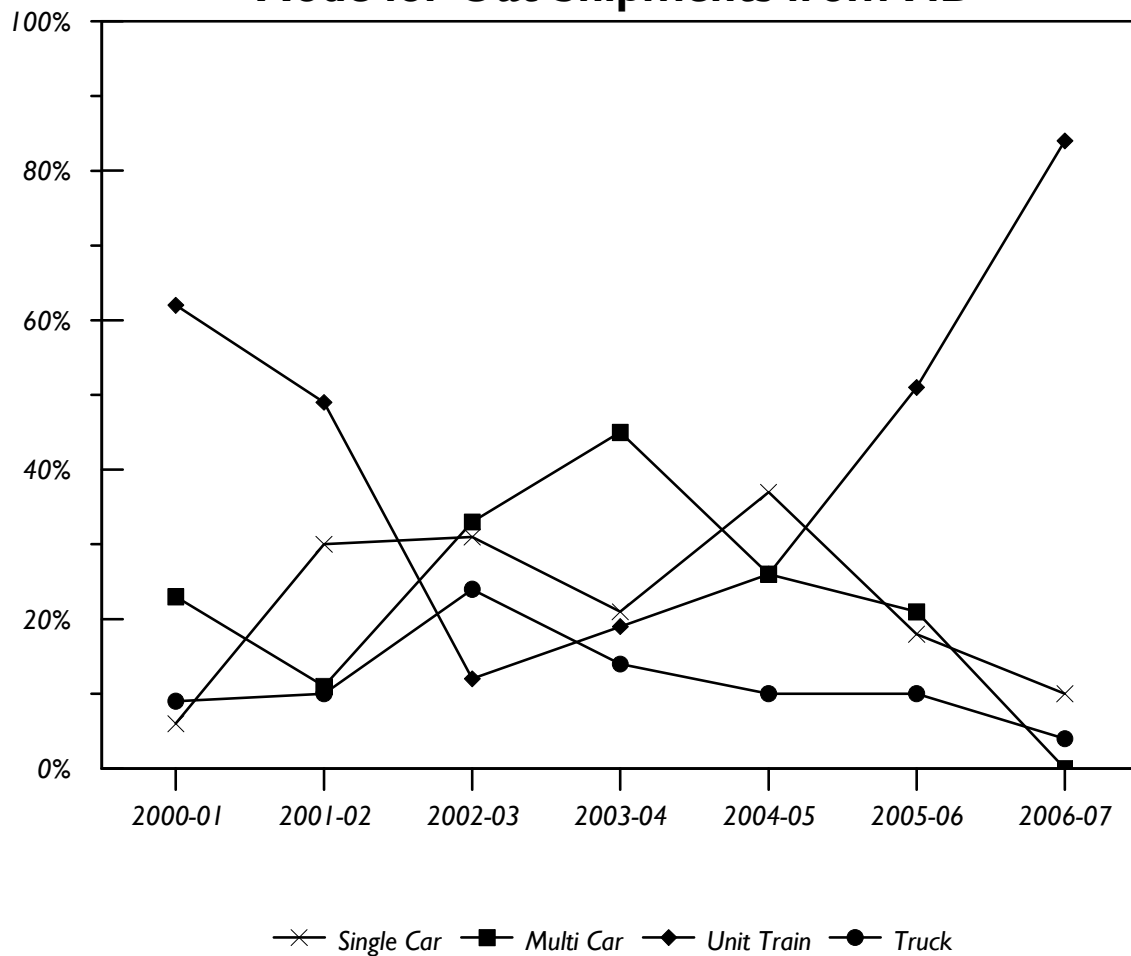
Mode for Barley Shipments from ND



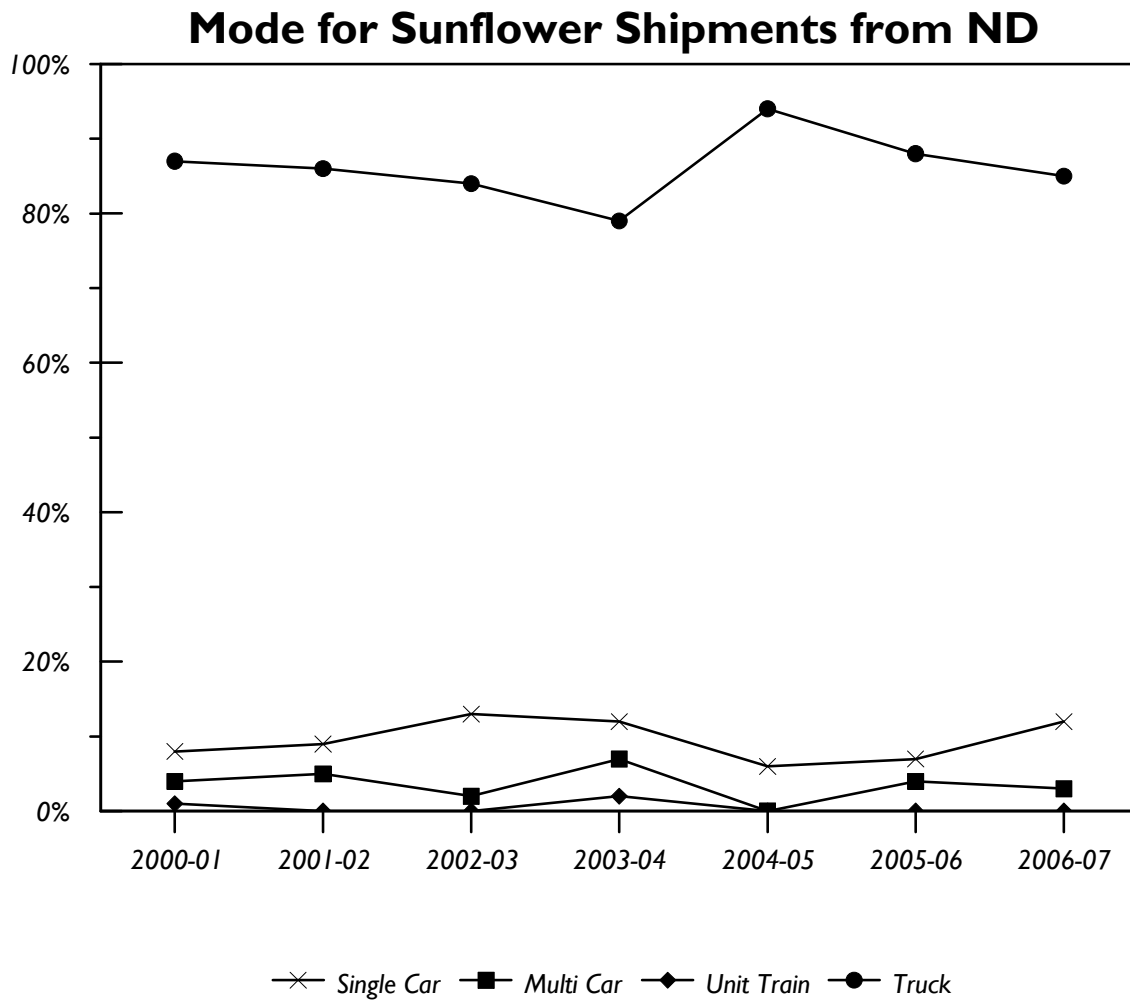
**Mode for Oat Shipments from ND
(1,000 Bushels)**

	Single Car	Multi Car	Unit Train	Truck	Total
2000-01	226 6%	944 23%	2,482 62%	378 9%	4,031
2001-02	1,872 30%	669 11%	3,108 49%	650 10%	6,299
2002-03	1,132 31%	1,212 33%	428 12%	883 24%	3,655
2003-04	1,164 21%	2,483 45%	1,064 19%	777 14%	5,487
2004-05	2,169 37%	1,534 26%	1,519 26%	594 10%	5,817
2005-06	1,087 18%	1,255 21%	3,015 51%	569 10%	5,925
2006-07	750 10%	128 0%	6,011 84%	290 4%	7,179

Mode for Oat Shipments from ND



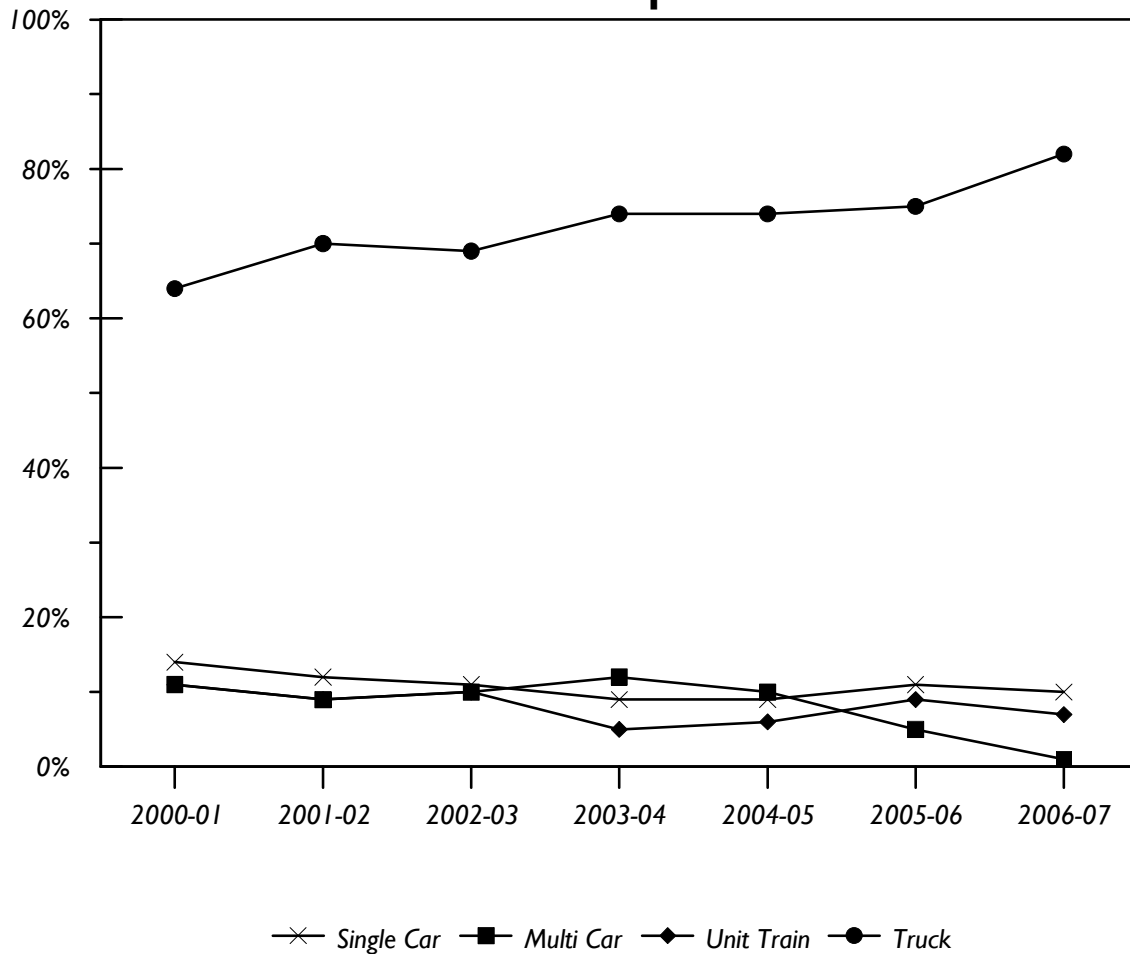
Mode for Sunflower Shipments from ND (1,000 cwt)						
	Single Car	Multi Car	Unit Train	Truck	Total	
2000-01	820	394	156	9,323	10,693	
	8%	4%	1%	87%		
2001-02	825	450	0	8,891	10,433	
	8%	4%	0%	85%		
2002-03	1,220	213	5	7,717	9,155	
	13%	2%	0%	84%		
2003-04	1,275	798	165	8,635	10,873	
	12%	7%	2%	79%		
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%		
2006-07	880	205	0	6,356	7,440	
	12%	3%	0%	85%		



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

	Single Car	Multi Car	Unit Train	Truck	Total
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
2005-06	855 11%	399 5%	756 9%	6,022 75%	8,033
2006-07	756 10%	101 1%	500 7%	6,329 82%	7,686

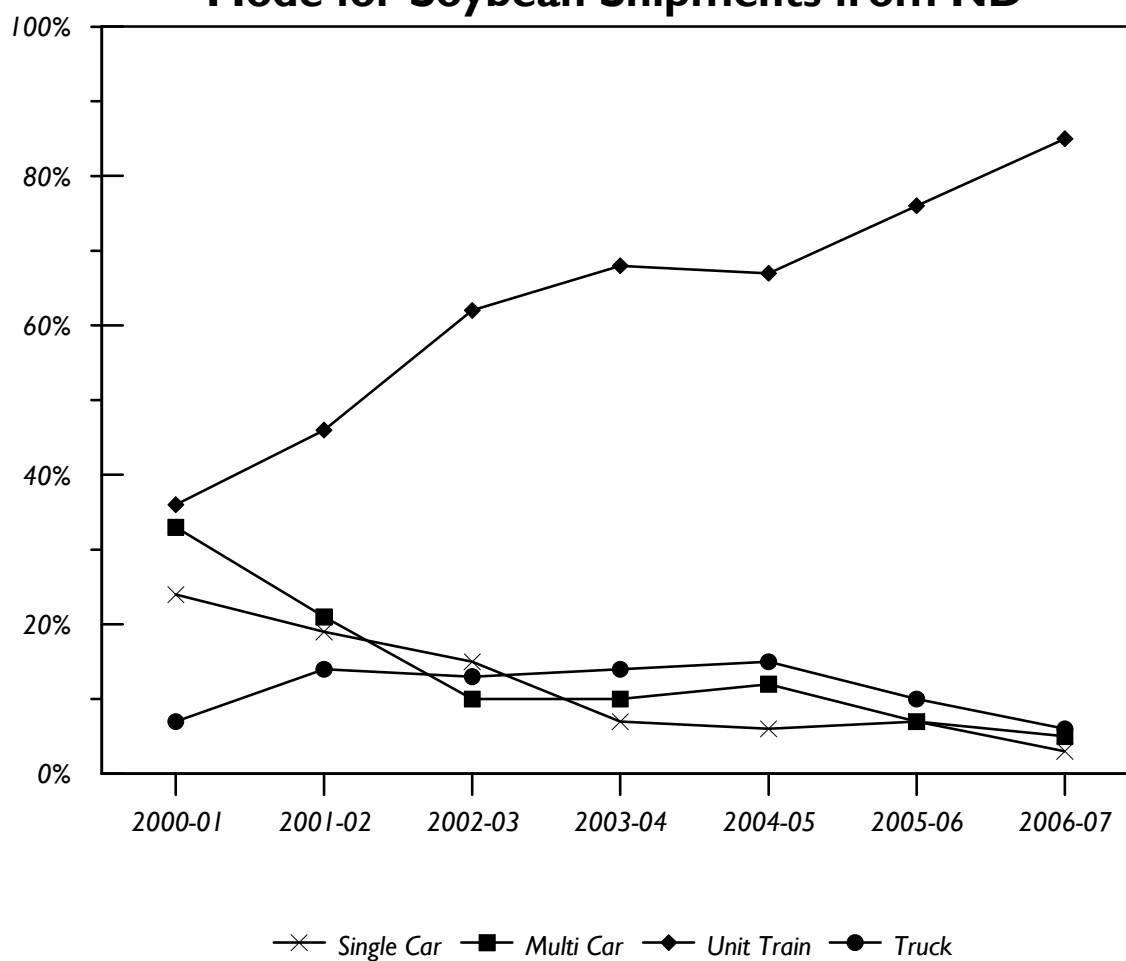
Mode for Canola Shipments from ND



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

	Single Car	Multi Car	Unit Train	Truck	Total
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%	
2006-07	3,981	6,809	107,447	8,001	126,238
	3%	5%	85%	6%	

Mode for Soybean Shipments from ND



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

	Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	14,256 12%	7,530 6%	76,090 62%	24,284 20%	122,159

Mode for Corn Shipments from ND

