



## 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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## 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

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**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:

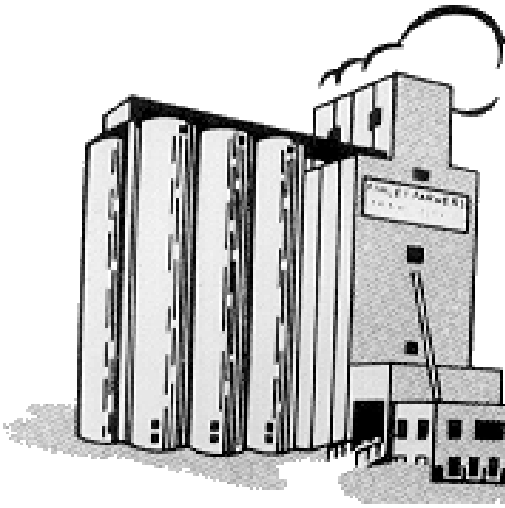
Single Car Shipments:	Car orders purchased under rates for 1 to 24 cars
25 to 49 Car Shipments:	Car orders purchased under rates for 25 to 49 cars
50 Car Shipments:	Car orders purchased under rates for 50 or more cars

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.

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## North Dakota Elevators, 2005-06

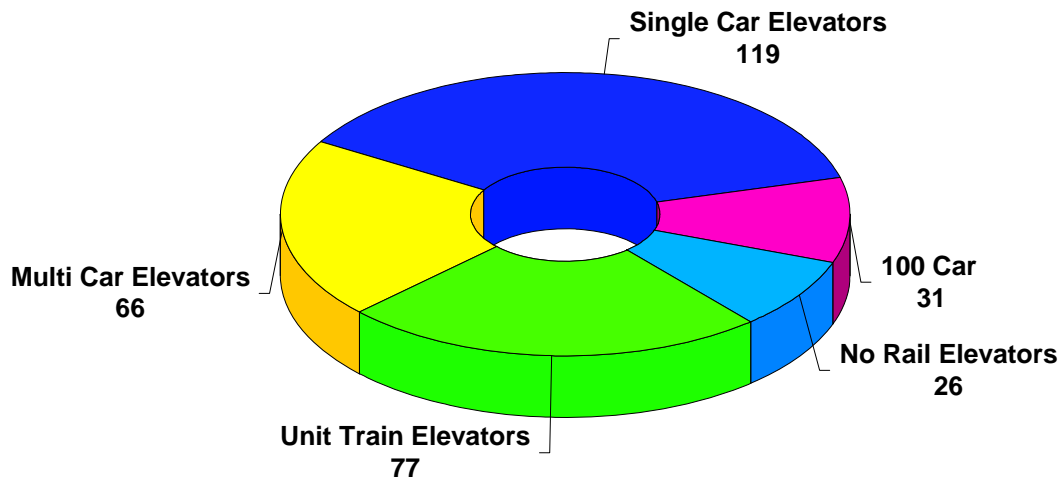
Storage: 222,166 Thousand Bu.

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

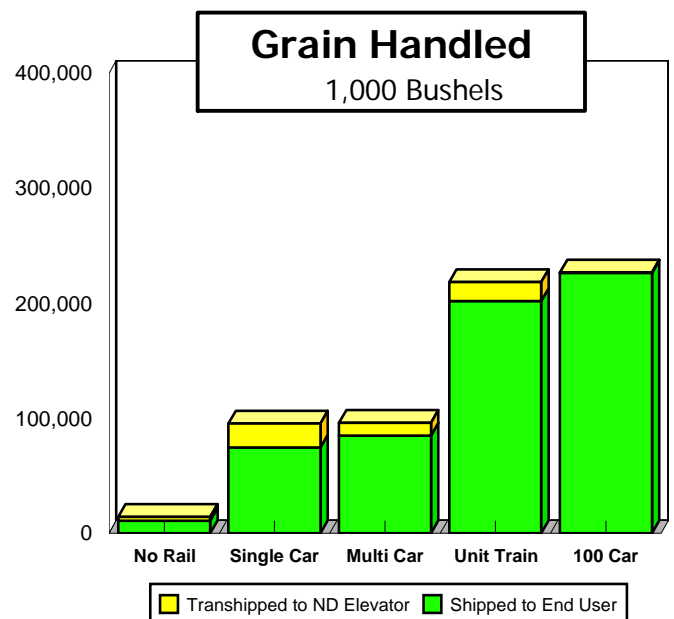
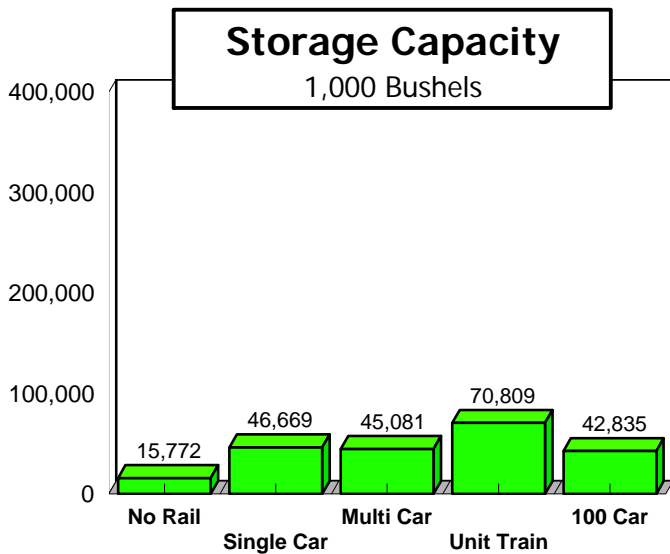
Grain Transhipped to ND Elevator: 51,695 Thousand Bu.

Average Turnover: 5.5

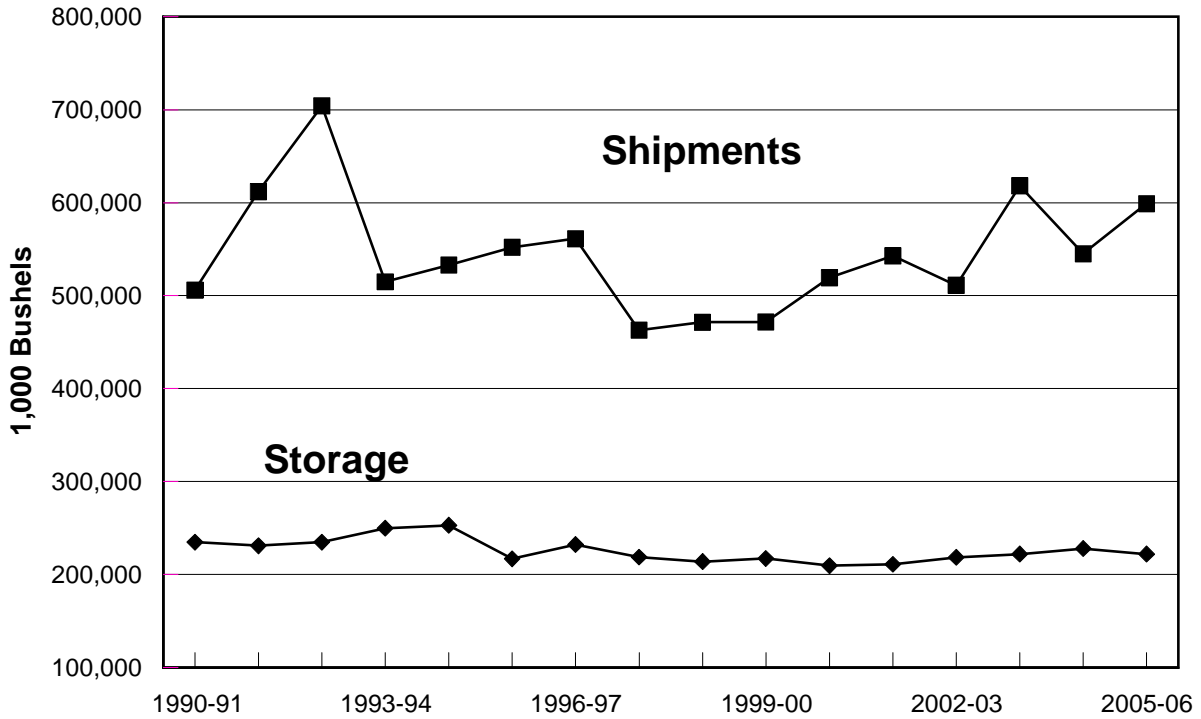
## Elevator Categories



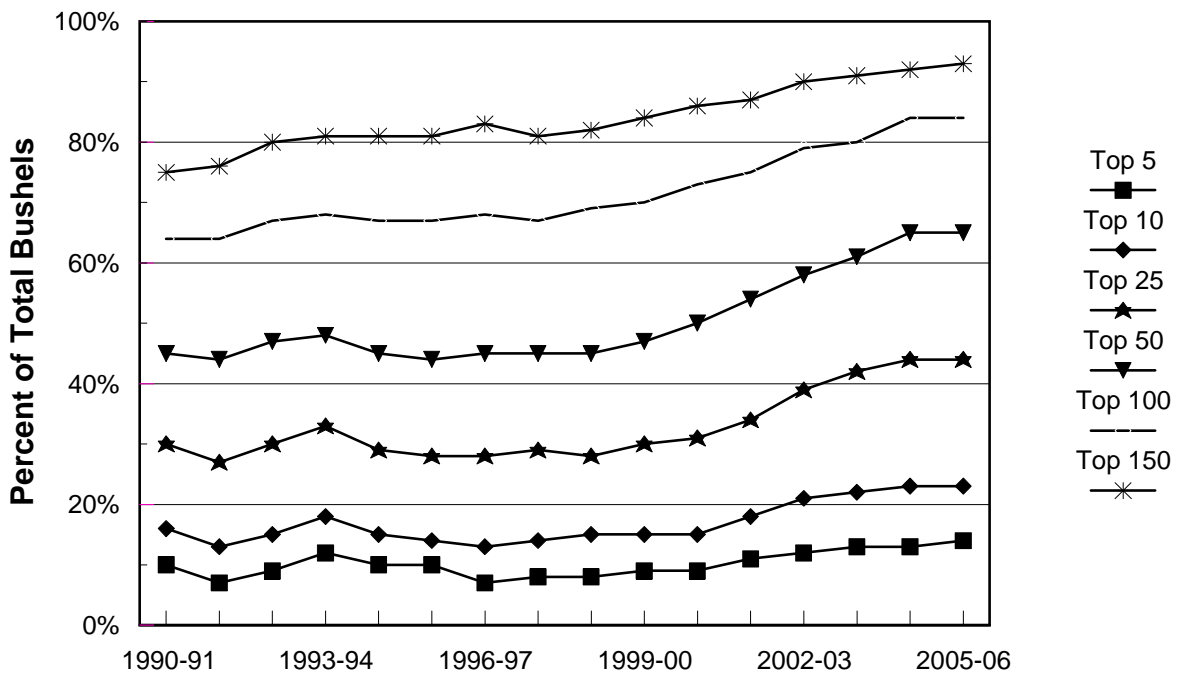
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



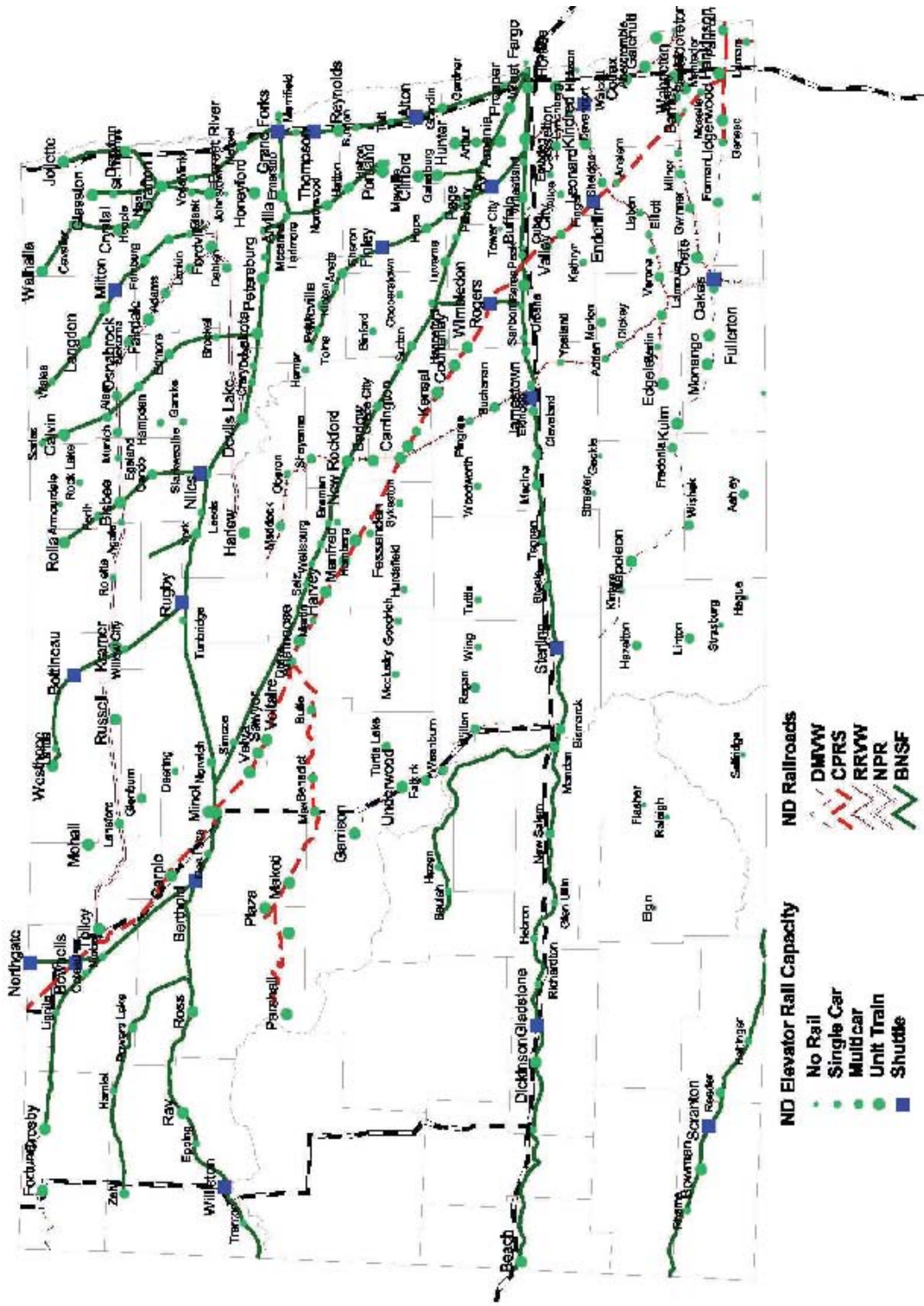
## Storage and Total Grain Shipments for North Dakota Elevators



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

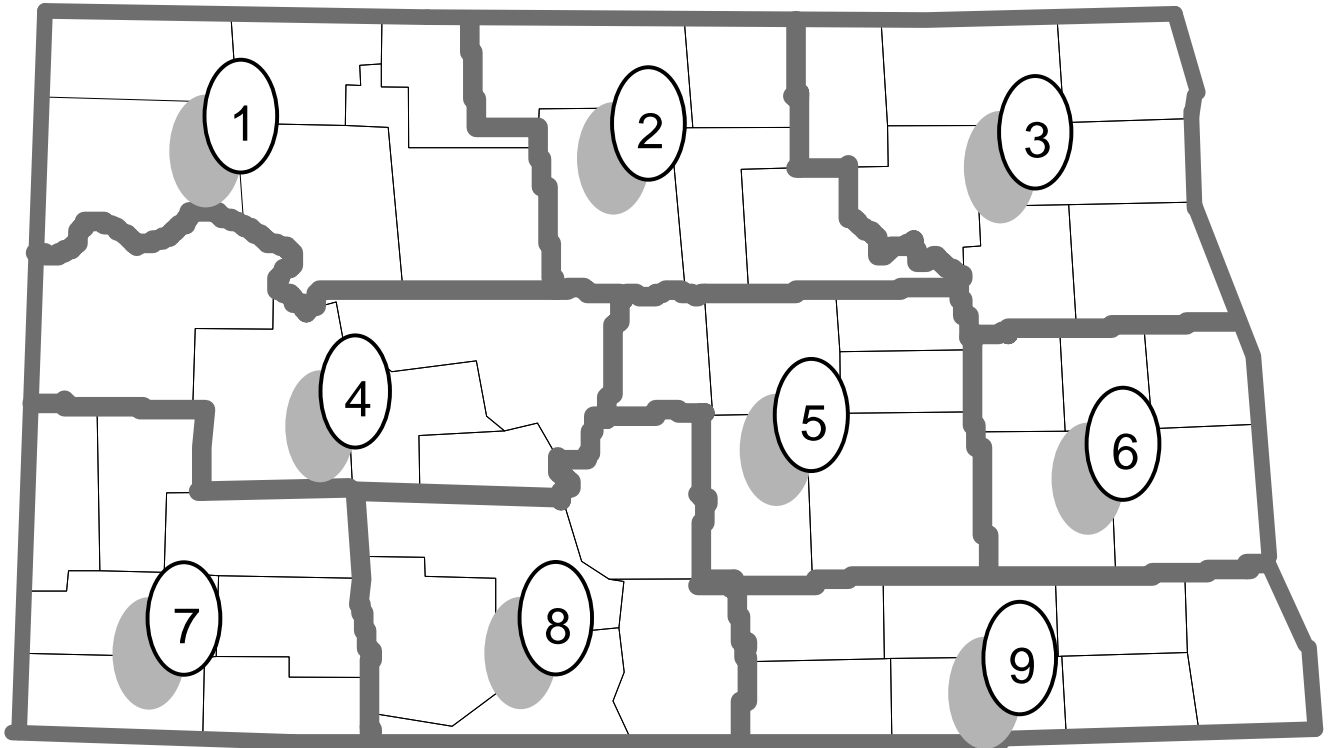


# North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2006

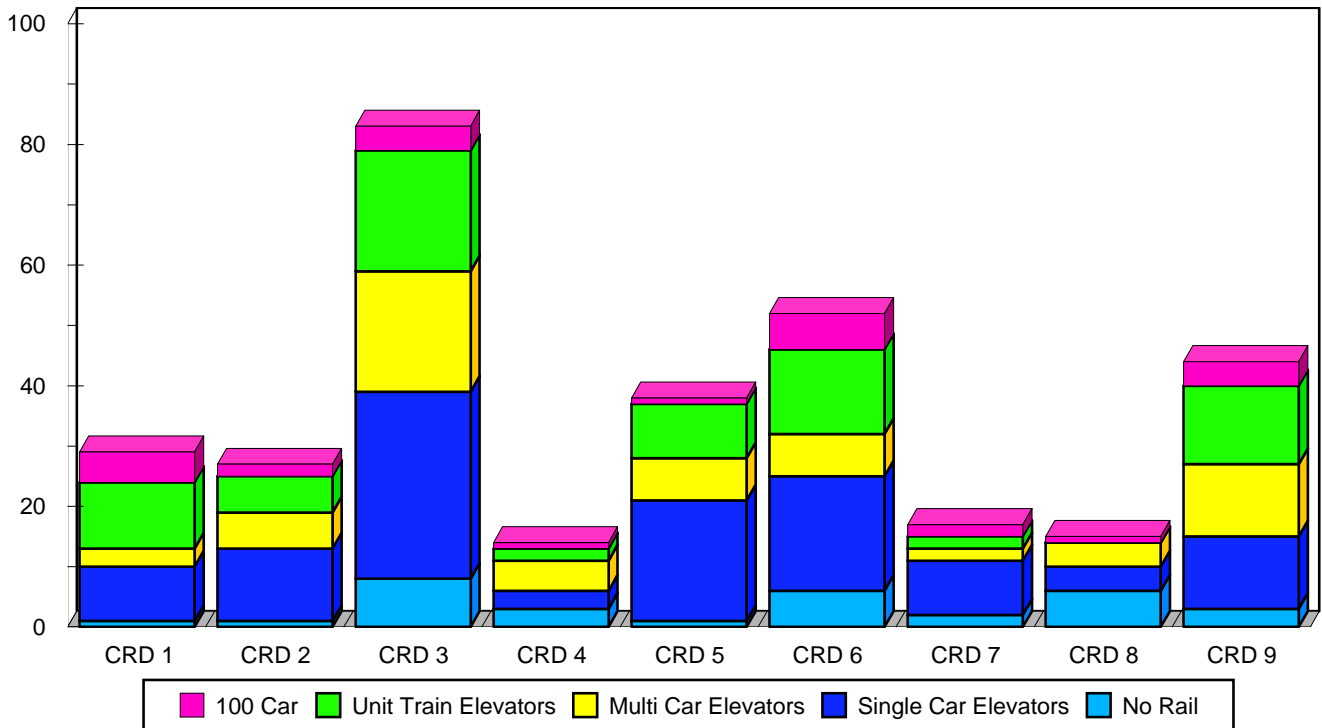




# NORTH DAKOTA CROP REPORTING DISTRICTS

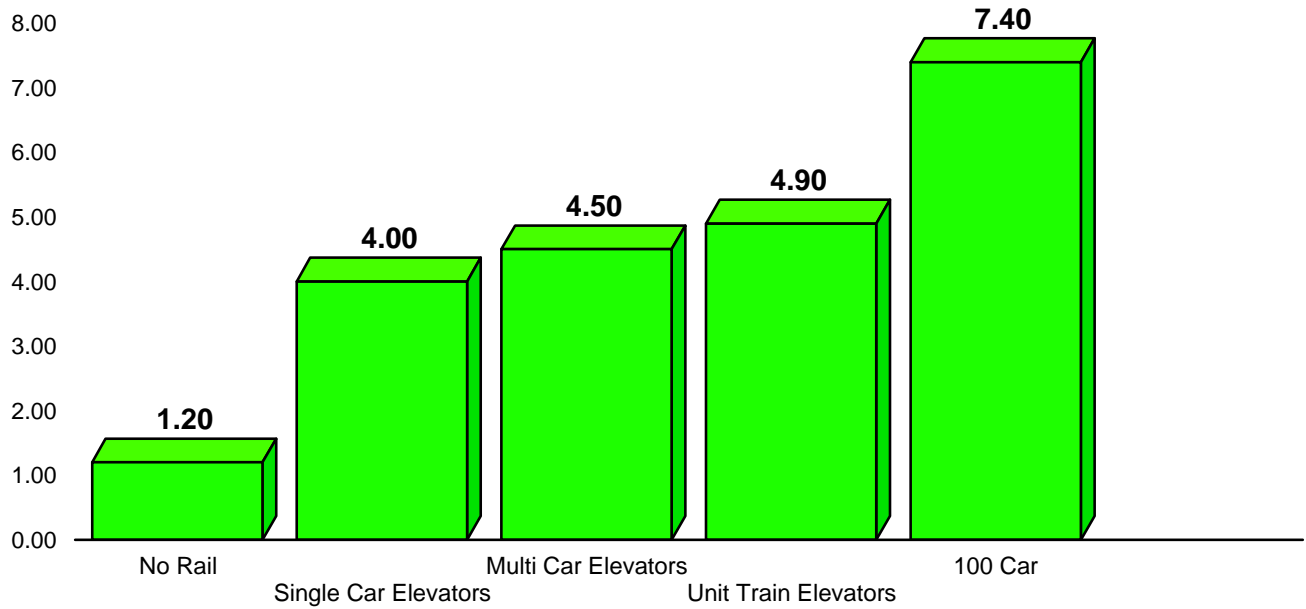


## Elevators in Each CRD, 2005-06



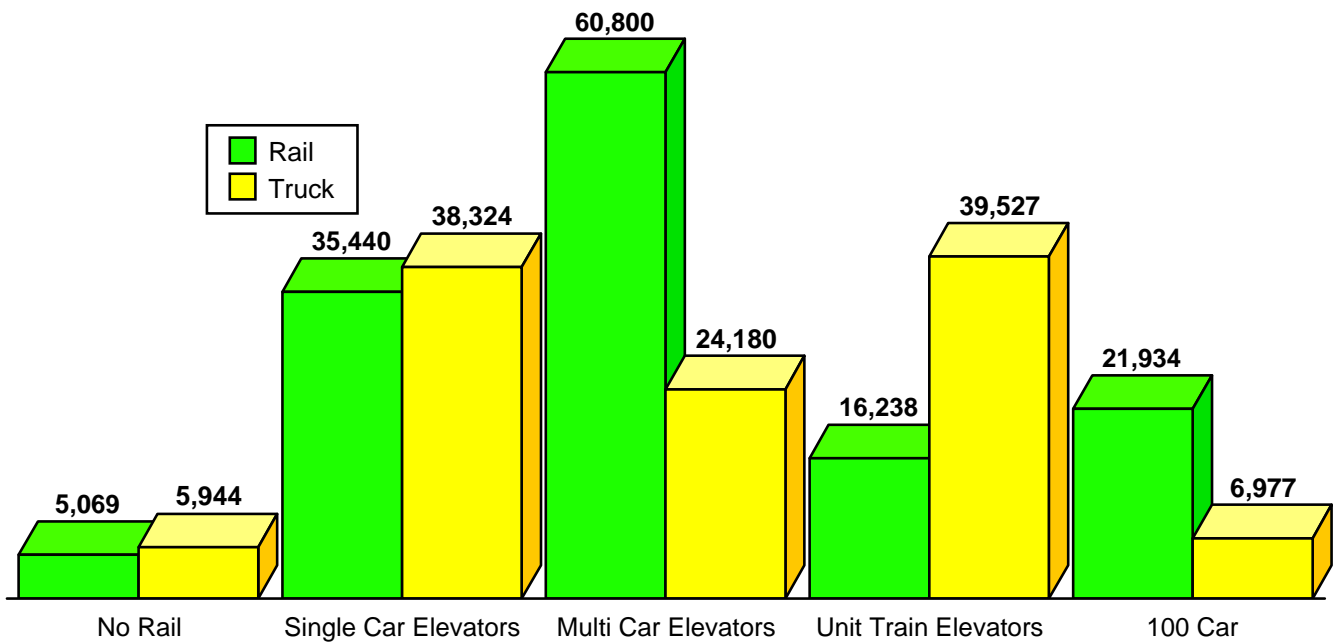
## Turnover Ratios for Each Elevator Category, 2005-06

- Ratio of Volume Handled to Storage Capacity -



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

- Thousand Bushels -



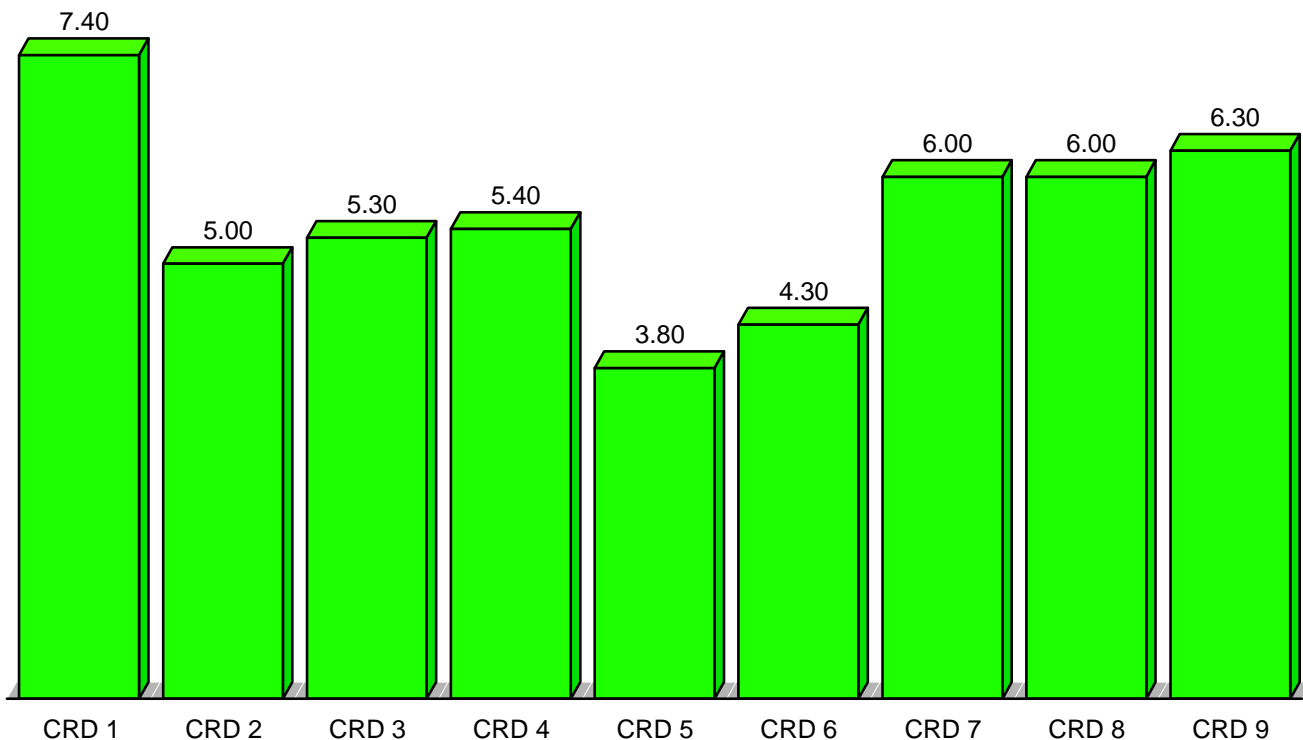
**ND Elevator Storage, Shipments, and Turnover Ratios  
for Each CRD, 2005-06**

CRD	# Elev	Storage Capacity	Total Transhipped <sup>a</sup>	Total Shipments <sup>b</sup>	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

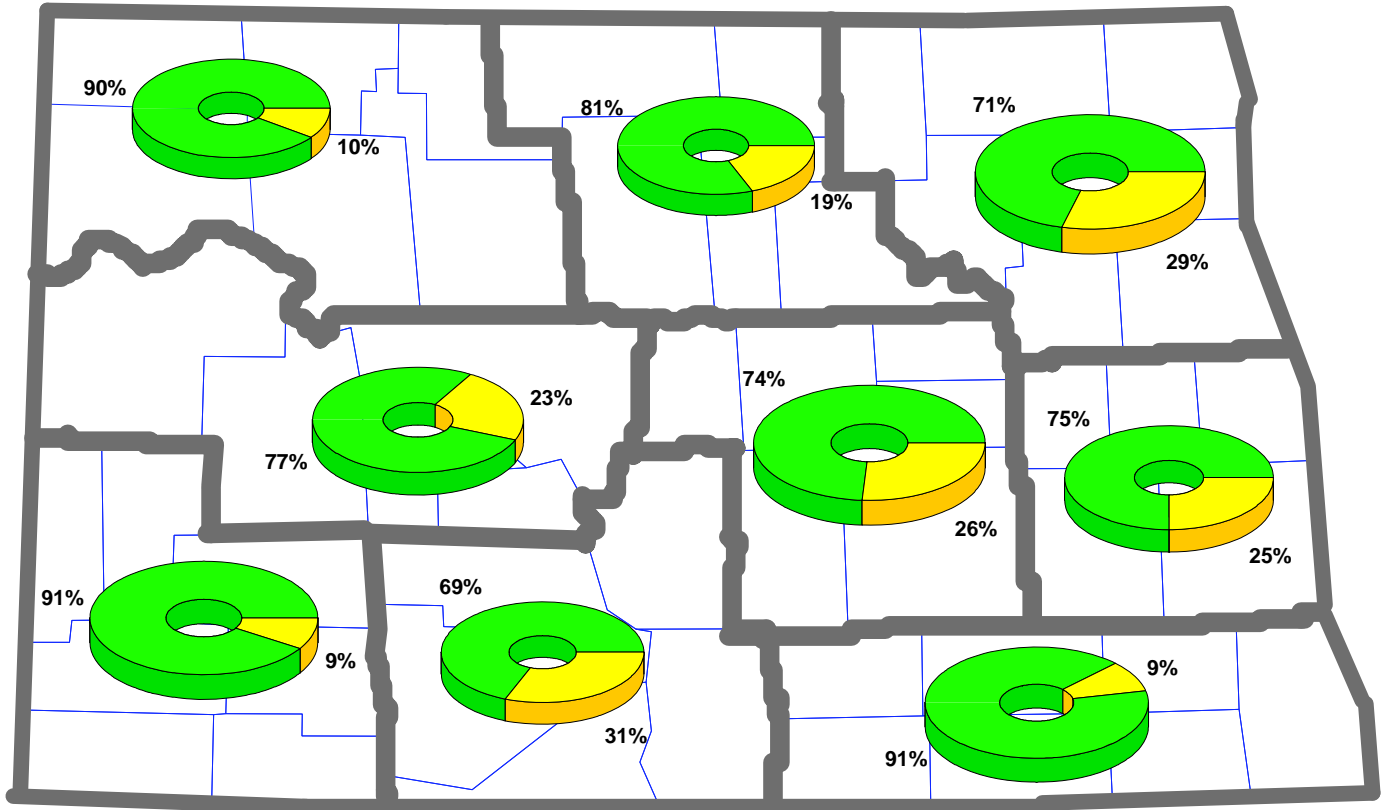
<sup>a</sup>Bushels transhipped to other ND elevators.

<sup>b</sup>Bushels shipped to processors, and various export points.

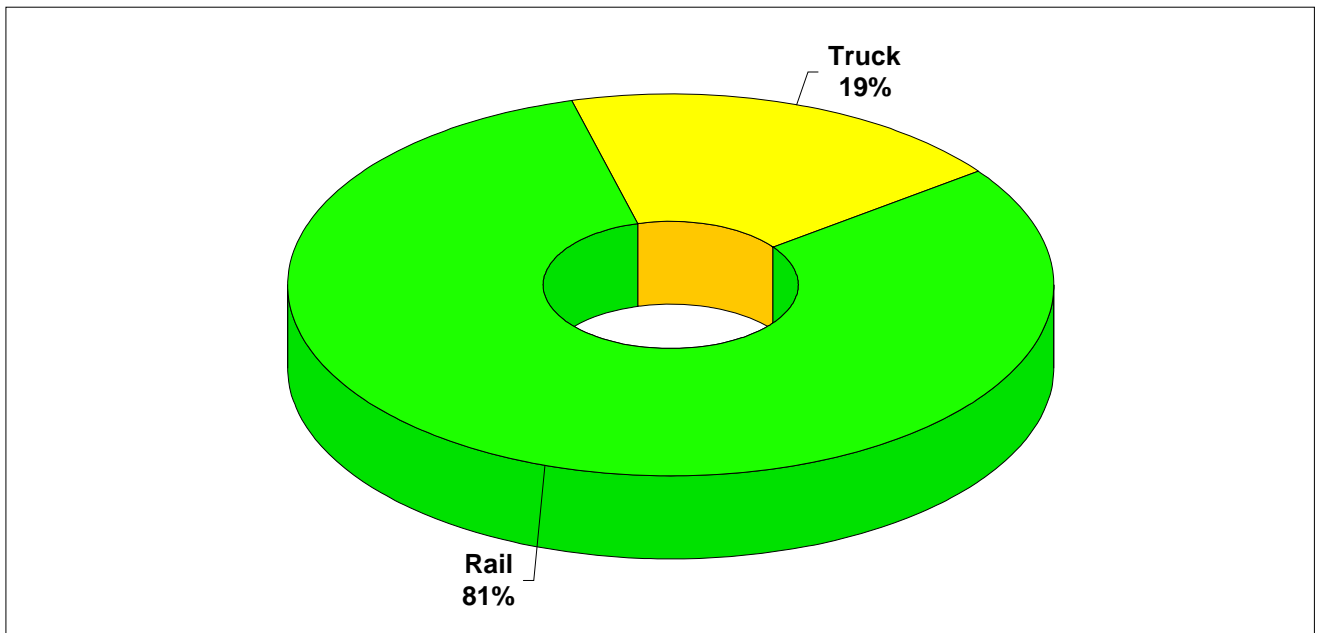
**Average Turnover of Shipments to Storage  
for Each CRD, 2005-06  
-Weighted by grain shipments-**



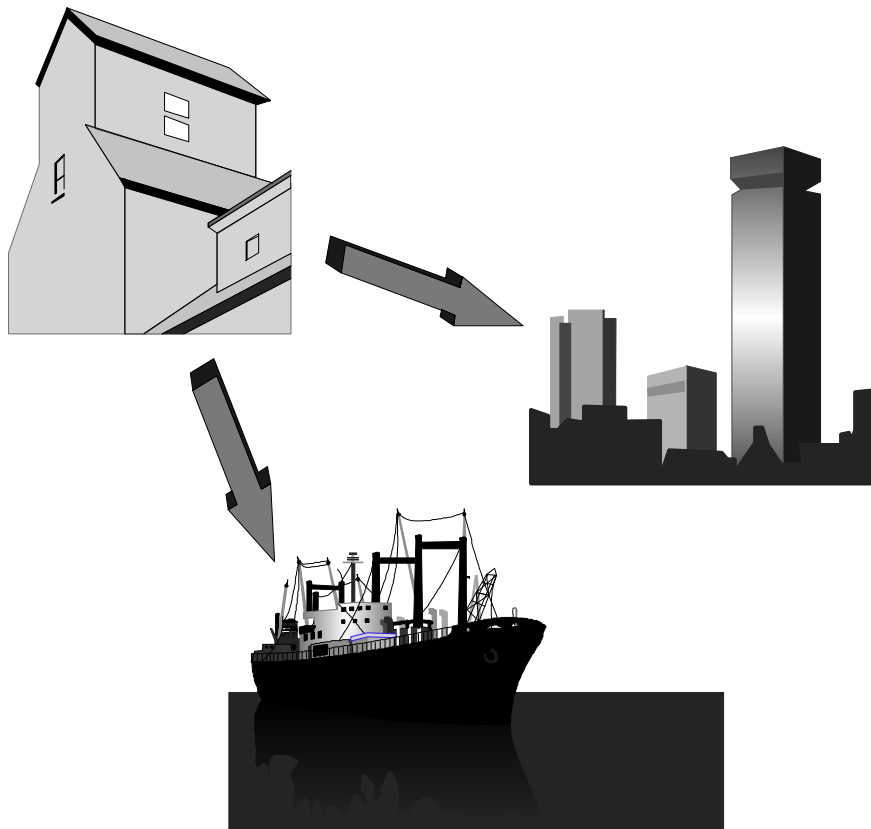
## Modal Share of Grain and Oilseed Shipments from Each CRD, 2005-06



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







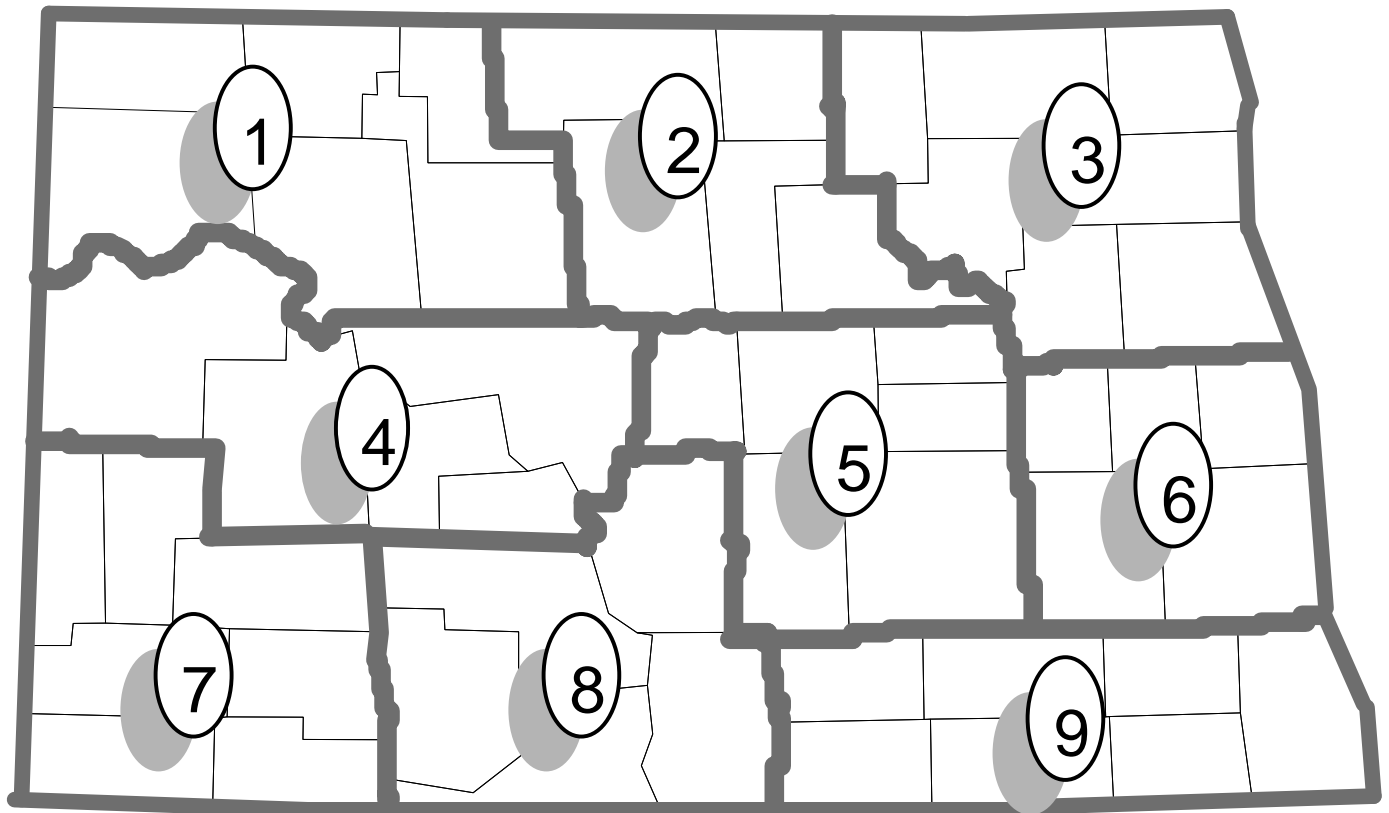
*Destinations for Grain and Oilseed  
Shipments Originating from  
North Dakota Elevators*



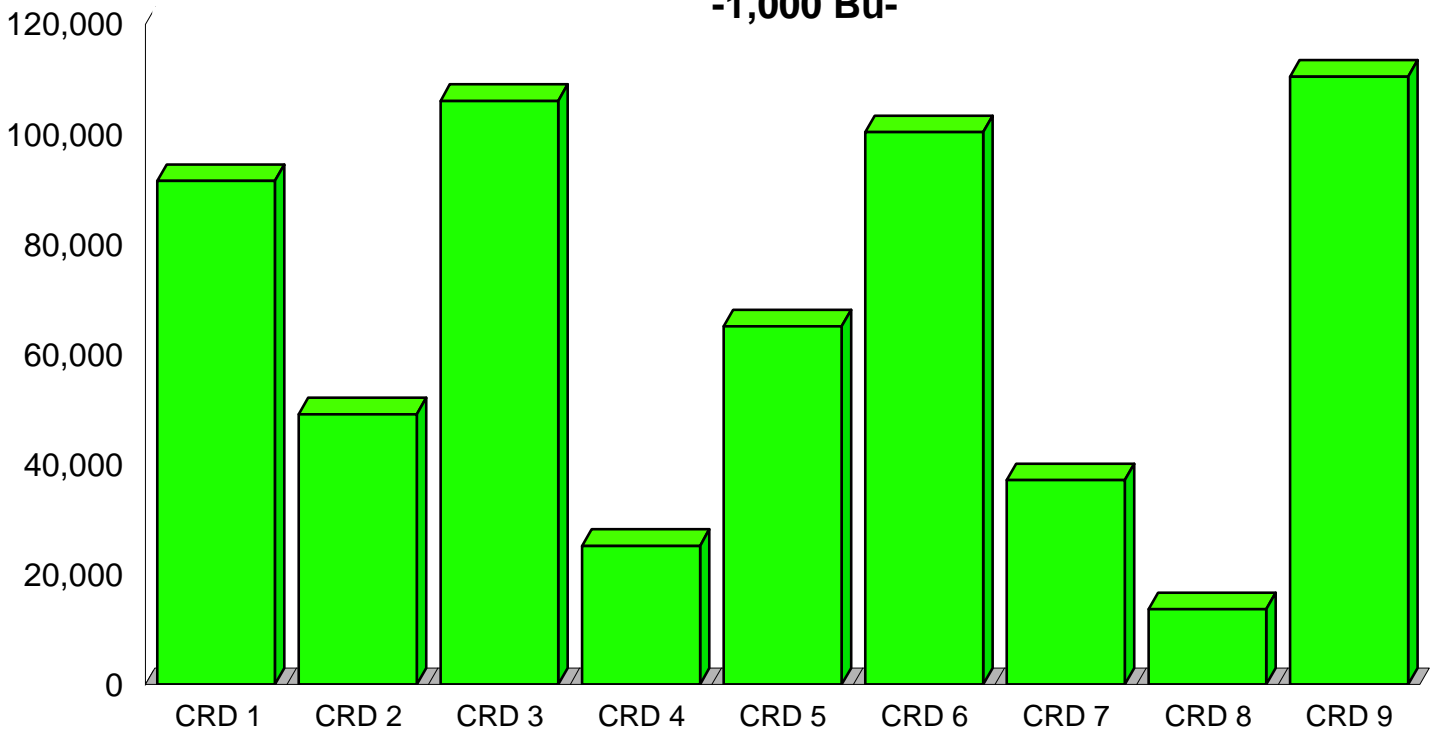
# *All Grains and Oilseeds*



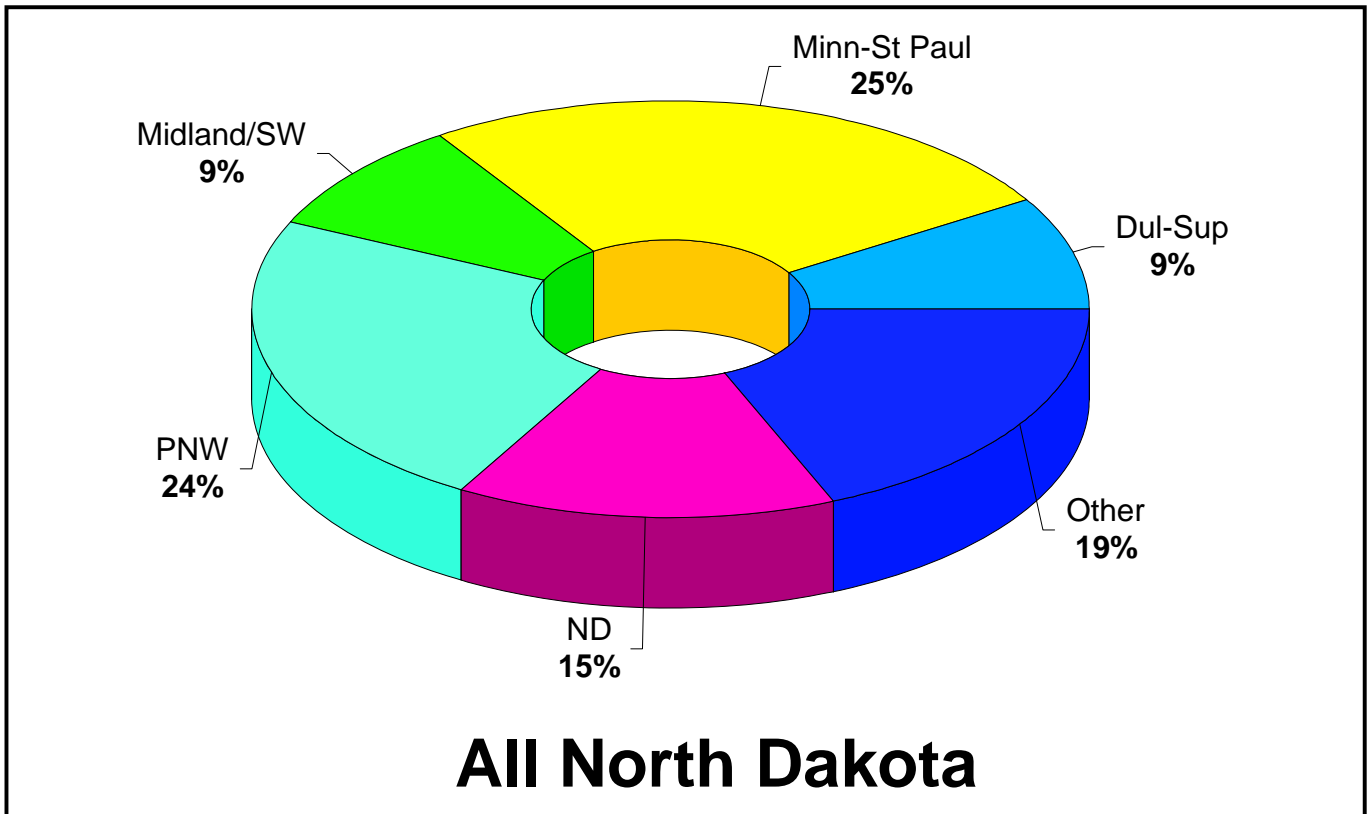
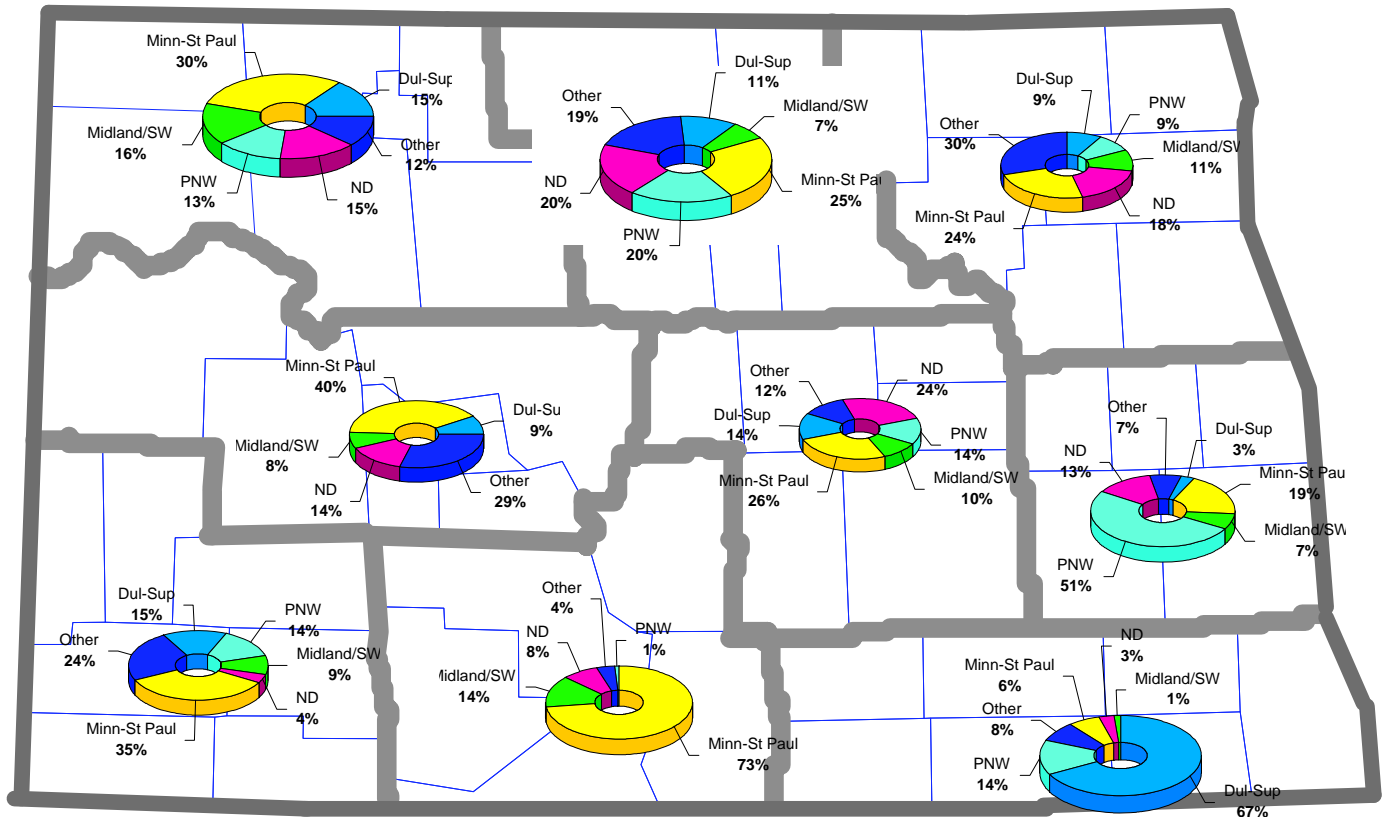
# NORTH DAKOTA CROP REPORTING DISTRICTS



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



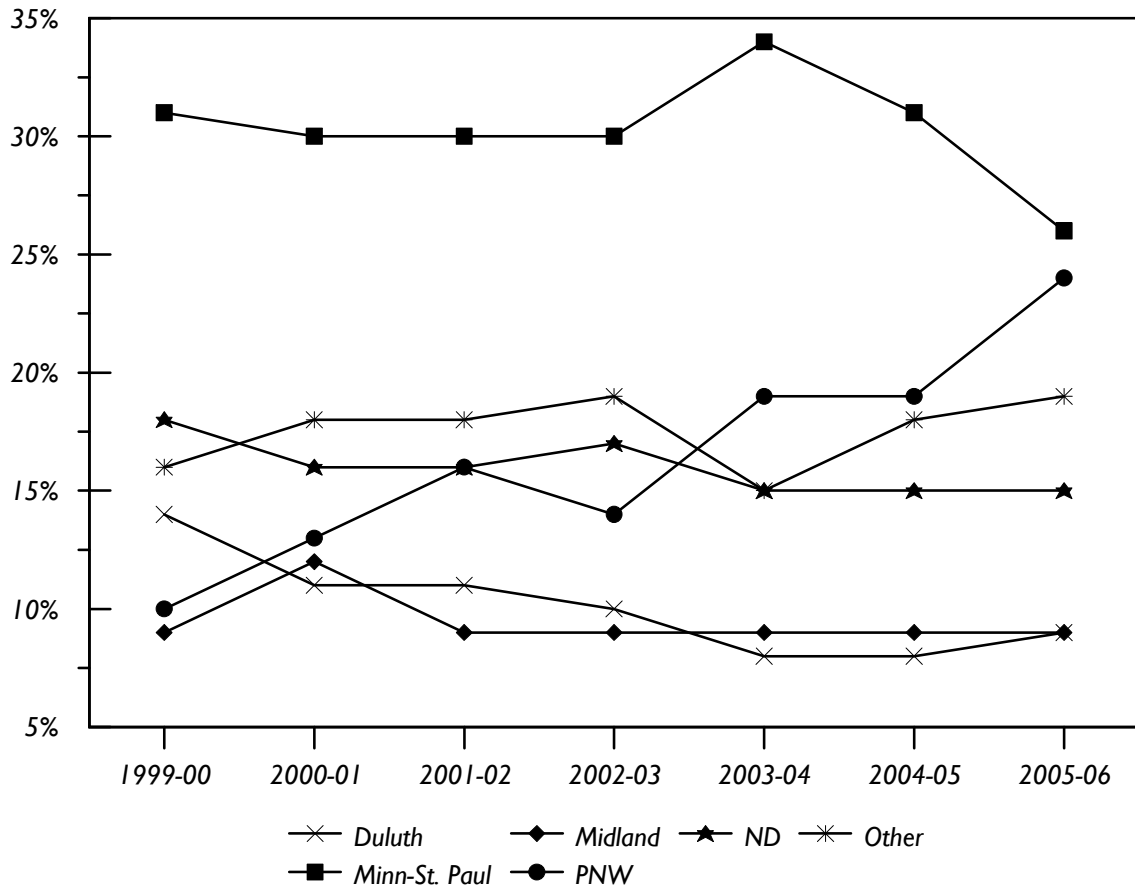
# Destinations for Grain & Oilseed Shipments 2005-06 Crop Reporting District



**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**



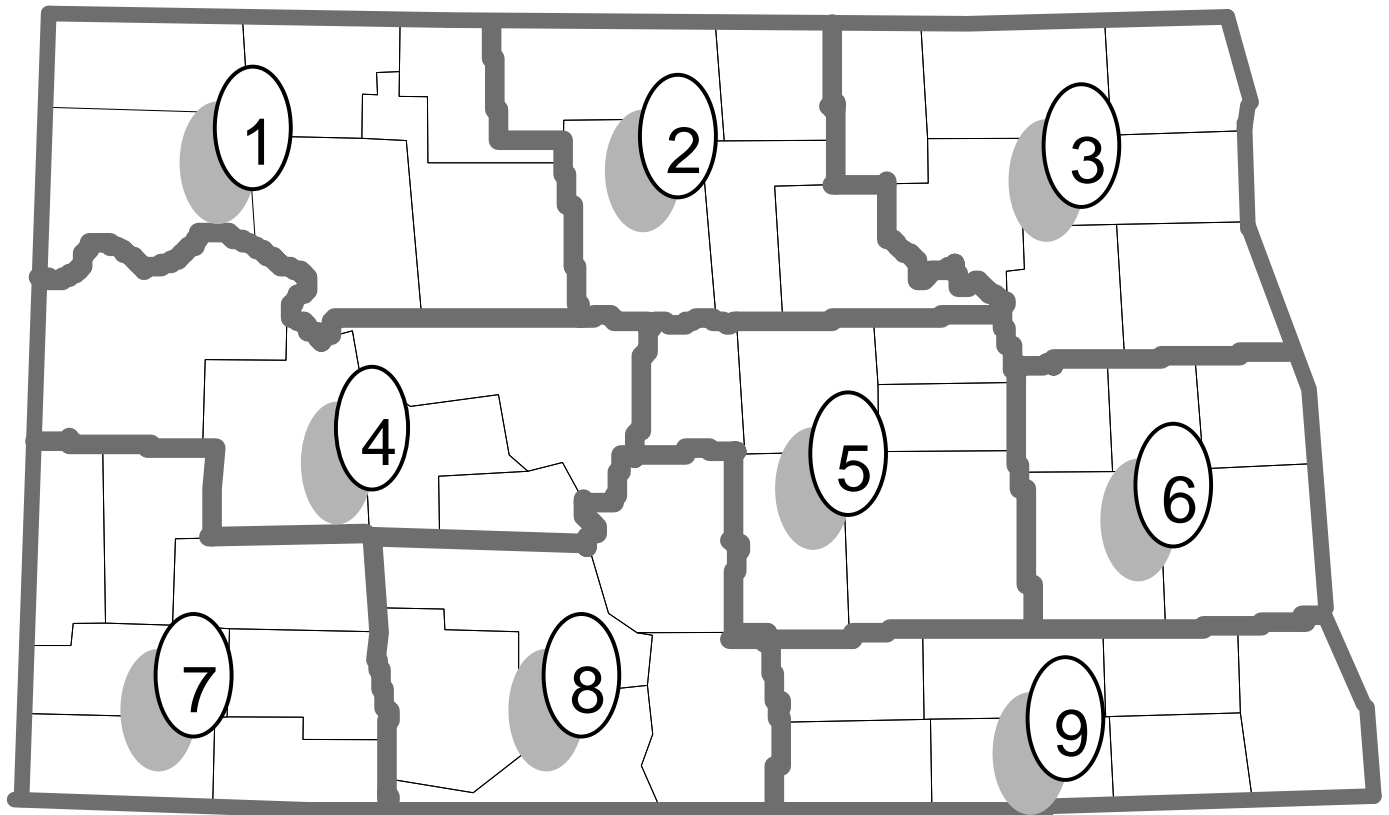
## Destinations for Grain and Oilseed Shipments from ND CRD's (1,000 Bushels)

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								

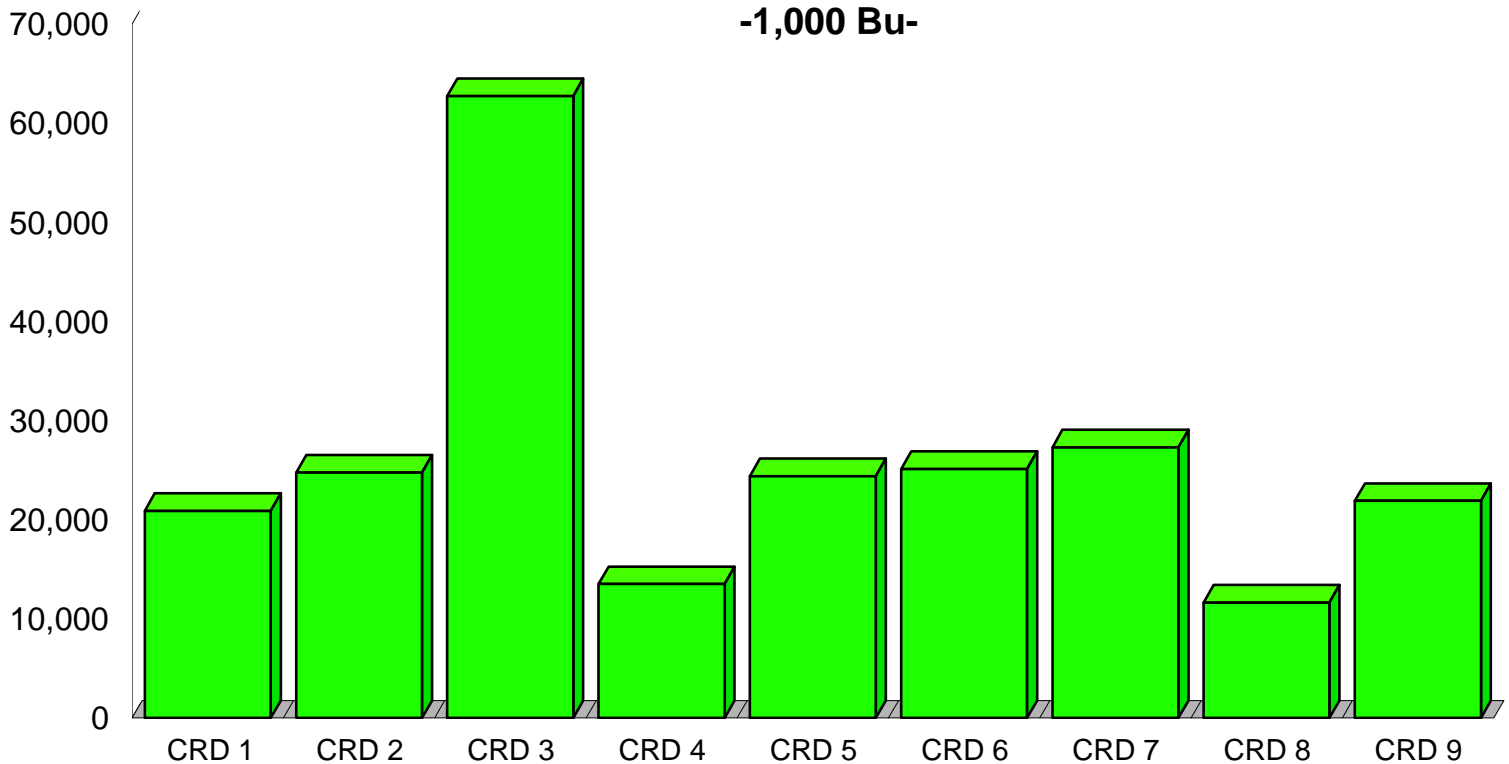


# ***HRS Wheat***

# NORTH DAKOTA CROP REPORTING DISTRICTS



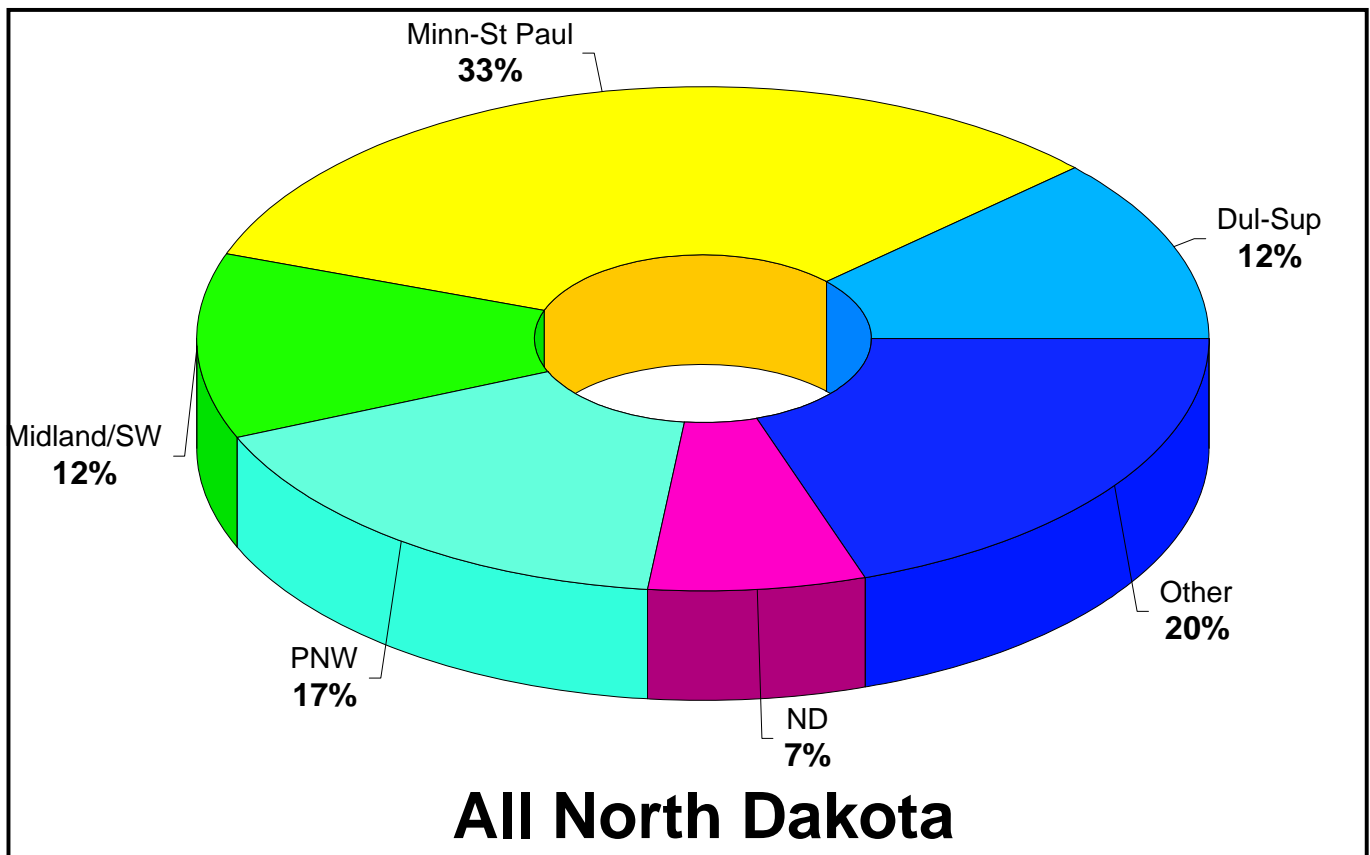
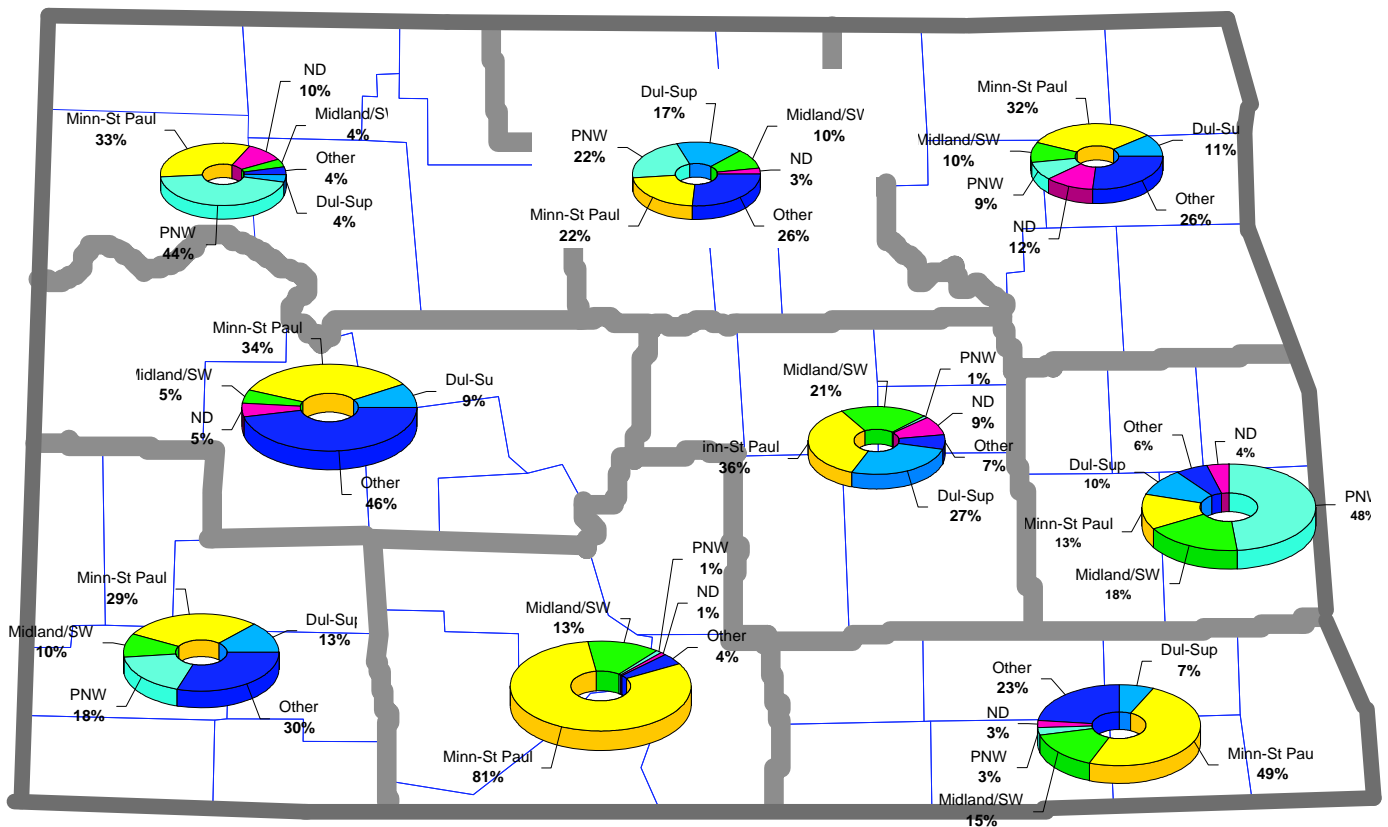
**Hard Red Spring Wheat Shipments  
Originating from Each CRD, 2005-06  
-1,000 Bu-**



# Destinations for Hard Red Spring Wheat Shipments

2005-06

## Crop Reporting District

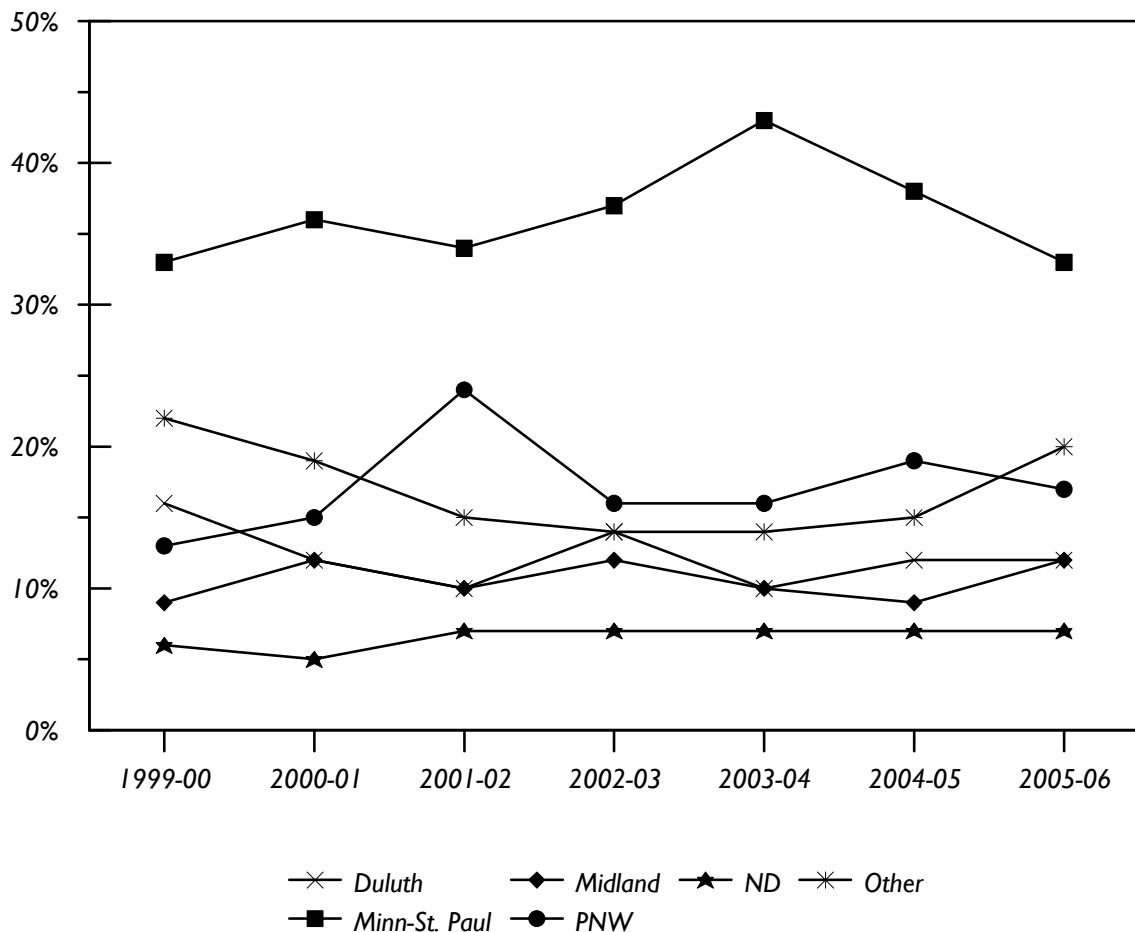




**Trends for Destinations of Hard Red Spring Wheat Shipments from ND**  
(1,000 Bushels)

	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**



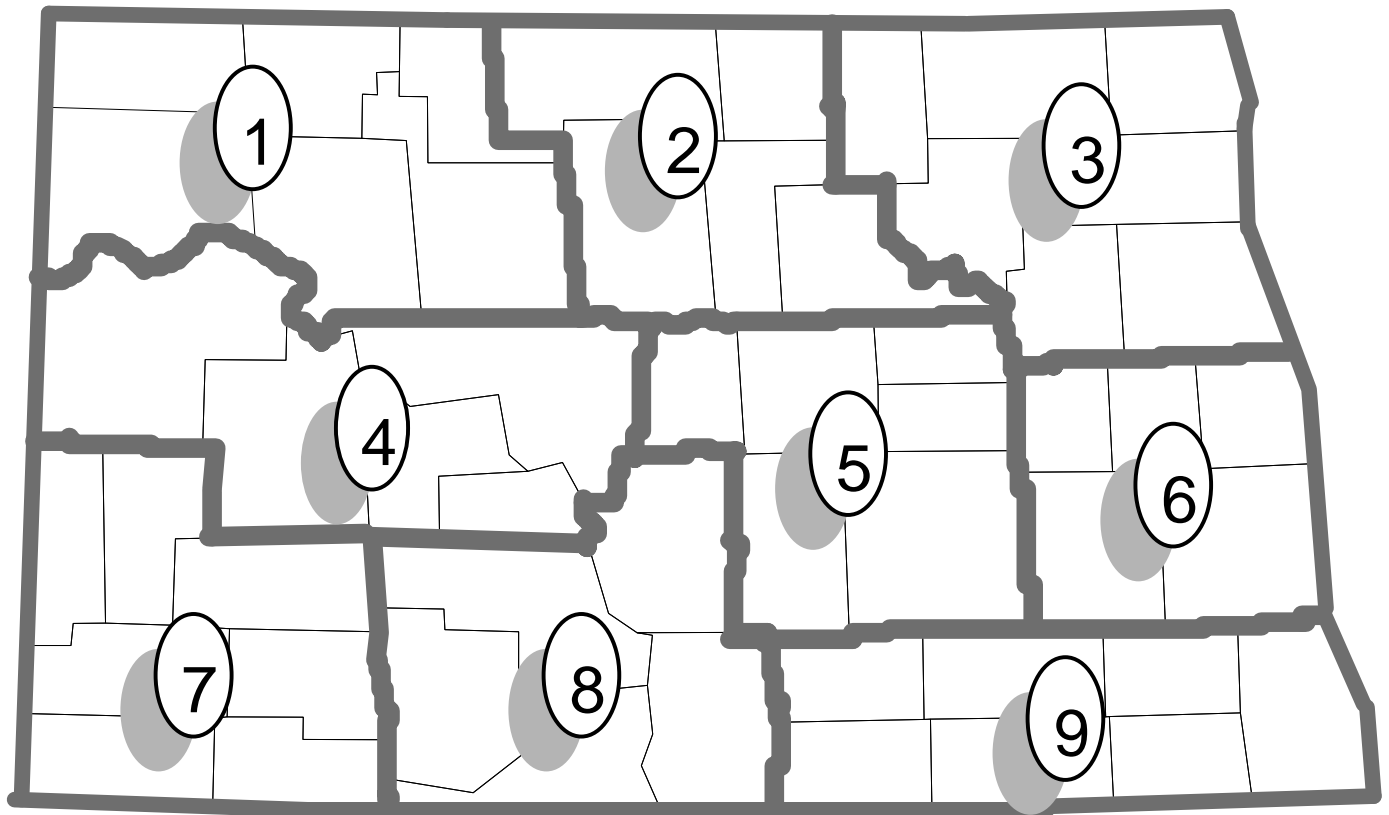
## Destinations for Hard Red Spring Wheat Shipments from ND CRD's (1,000 Bushels)

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								

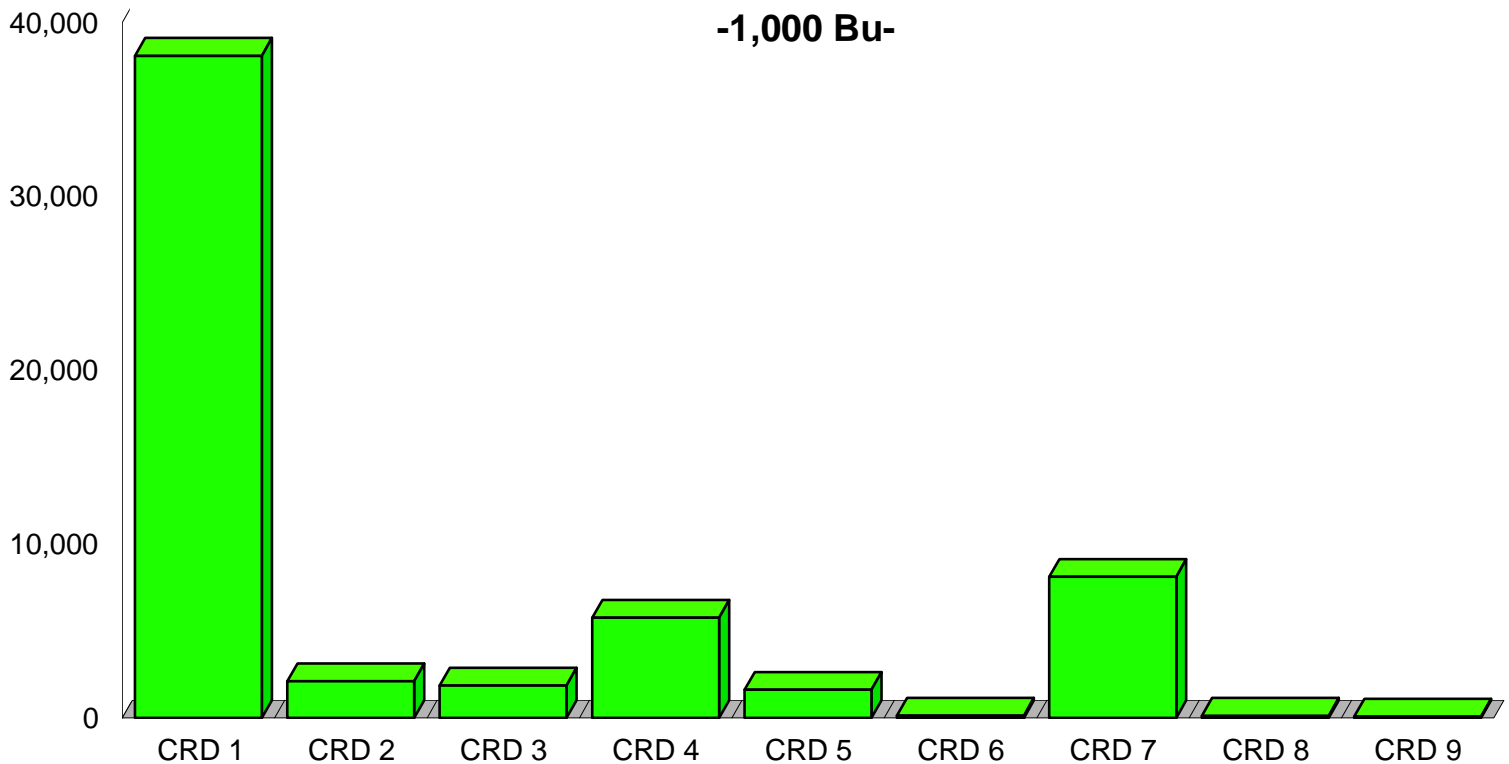


*Durum*

# NORTH DAKOTA CROP REPORTING DISTRICTS



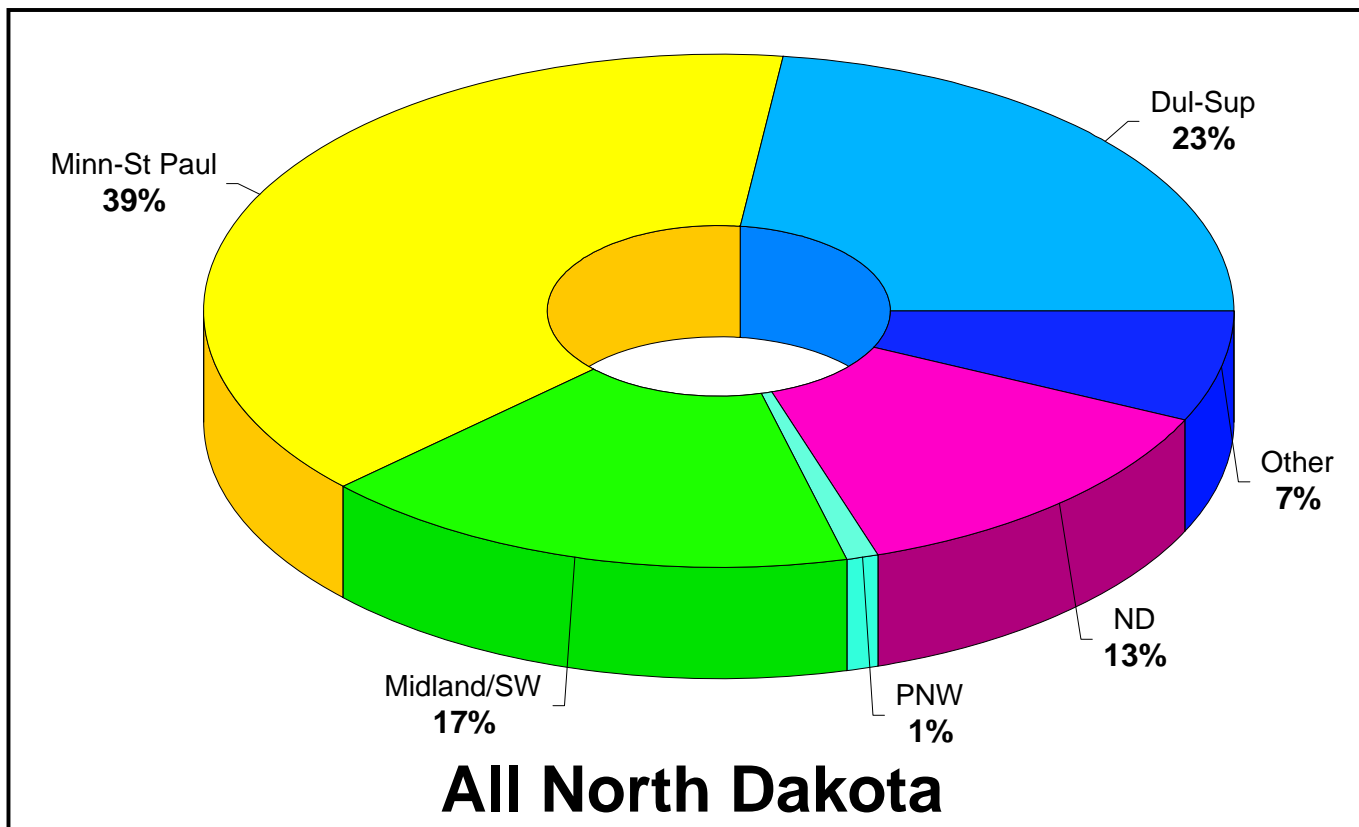
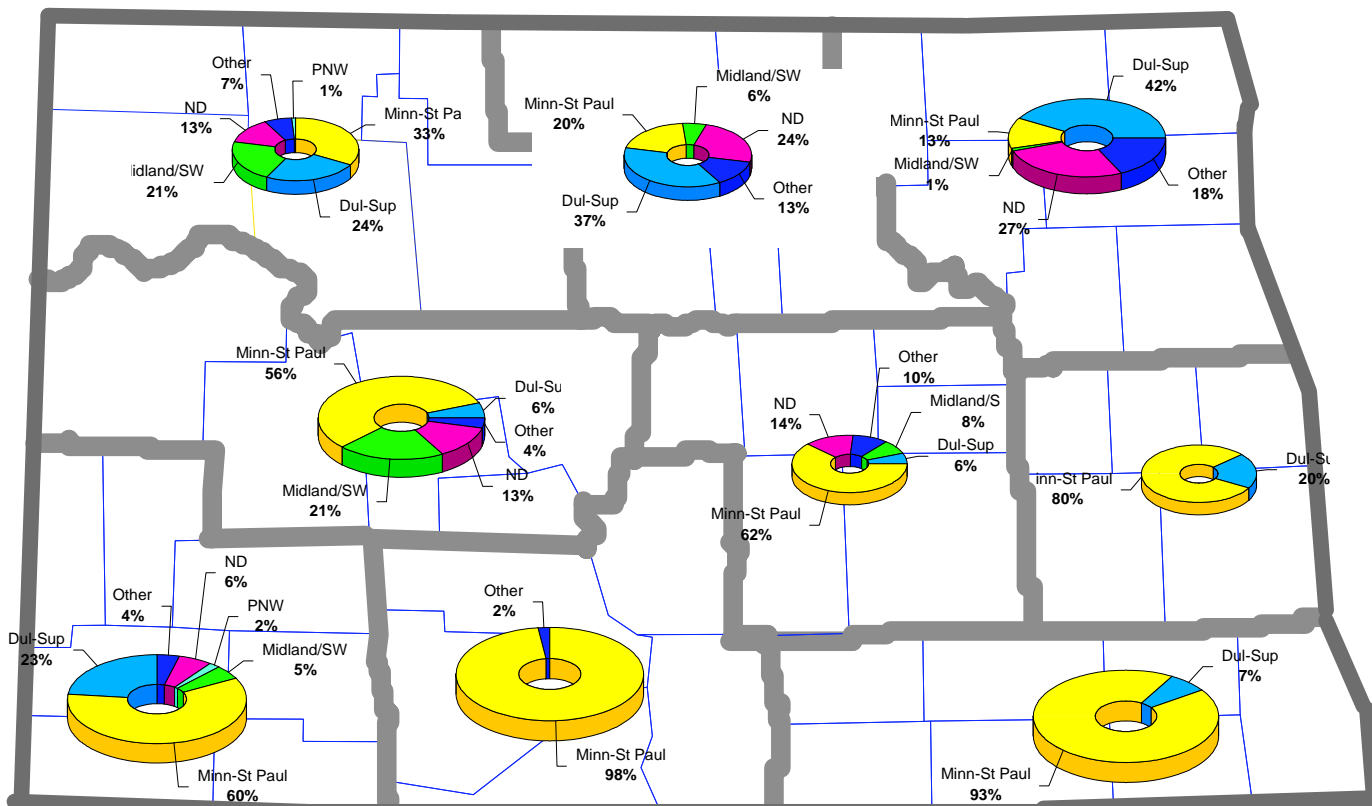
**Durum Shipments Originating  
from Each CRD, 2005-06  
-1,000 Bu-**



# Destinations for Durum Shipments

2005-06

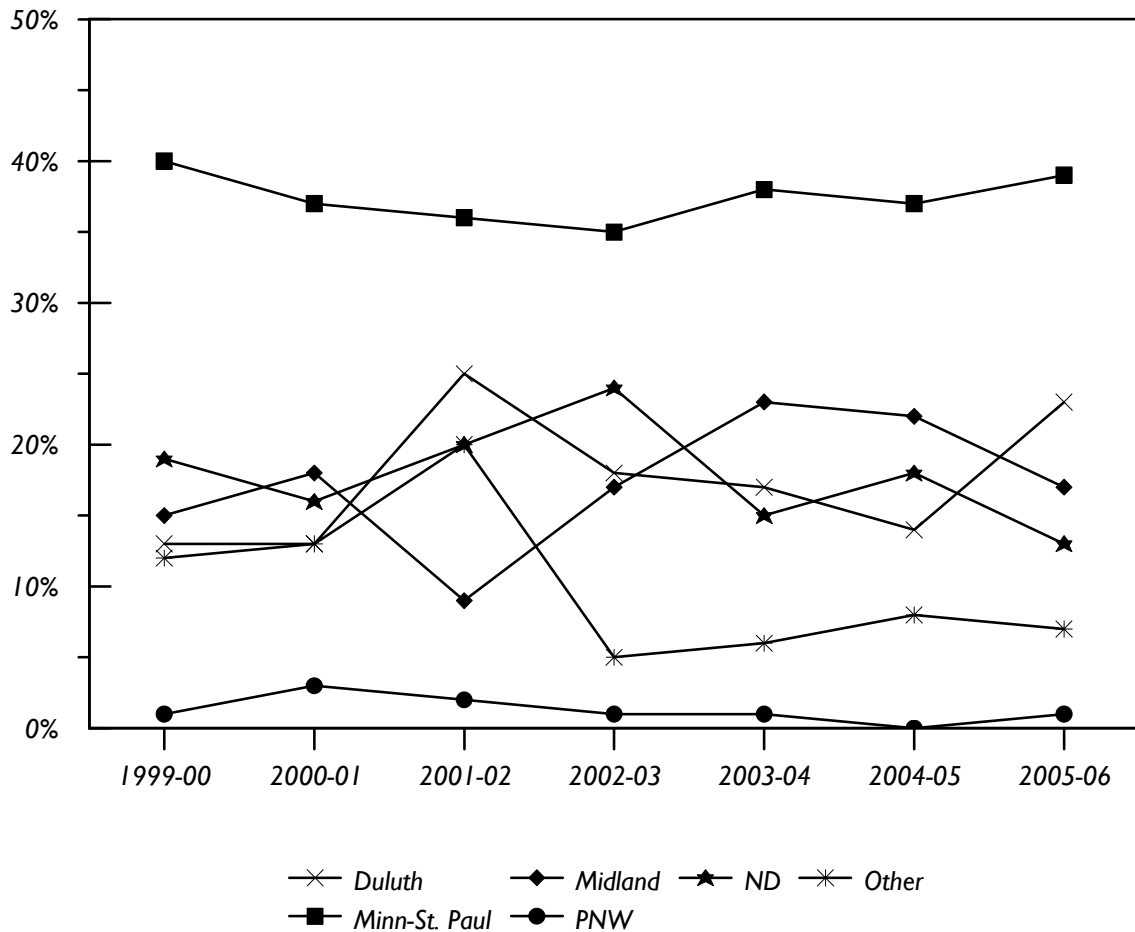
## Crop Reporting District



**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	25,682	9,407	676	64,056
	13%	40%	15%	1%	
2000-01	10,297	28,895	13,781	2,134	77,025
	13%	38%	18%	3%	
2001-02	15,272	21,595	57,041	1,469	60,845
	25%	35%	94%	2%	
2002-03	7,990	16,101	7,773	365	45,327
	18%	36%	17%	1%	
2003-04	8,935	20,578	12,376	800	53,946
	17%	38%	23%	1%	
2004-05	6,476	16,980	10,038	176	45,518
	14%	37%	22%	0%	
2005-06	13,172	22,740	10,089	528	57,993
	23%	39%	17%	1%	

**Destinations for Durum Shipments**



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

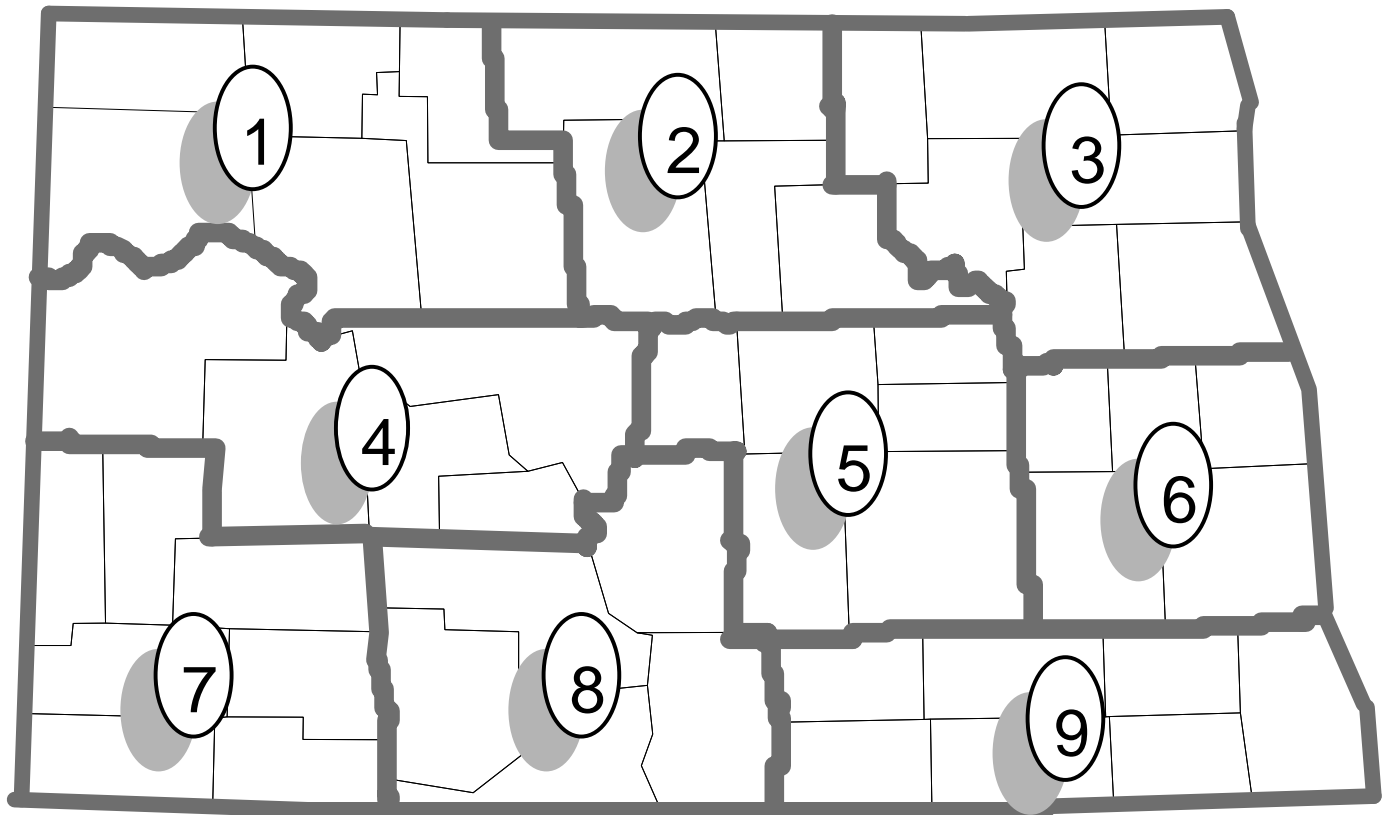
CRD 1								CRD 2							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
1999-00	8%	42%	16%	1%	25%	8%	35,273	1999-00	34%	28%	5%	2%	31%	1%	4,116
2000-01	12%	34%	27%	3%	20%	4%	39,479	2000-01	25%	39%	5%	9%	17%	4%	5,751
2001-02	29%	28%	10%	2%	29%	2%	34,509	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								



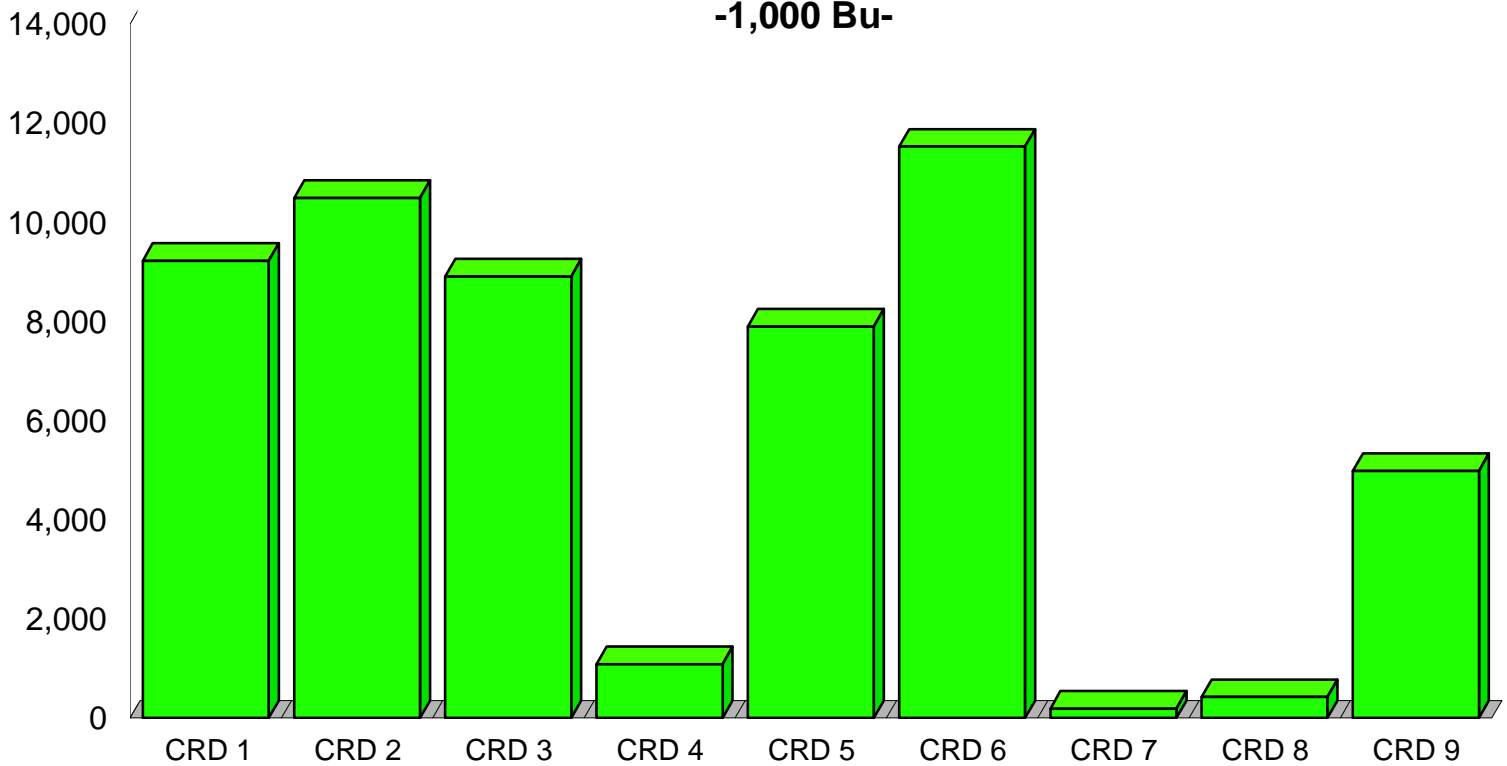


*Barley*

# NORTH DAKOTA CROP REPORTING DISTRICTS



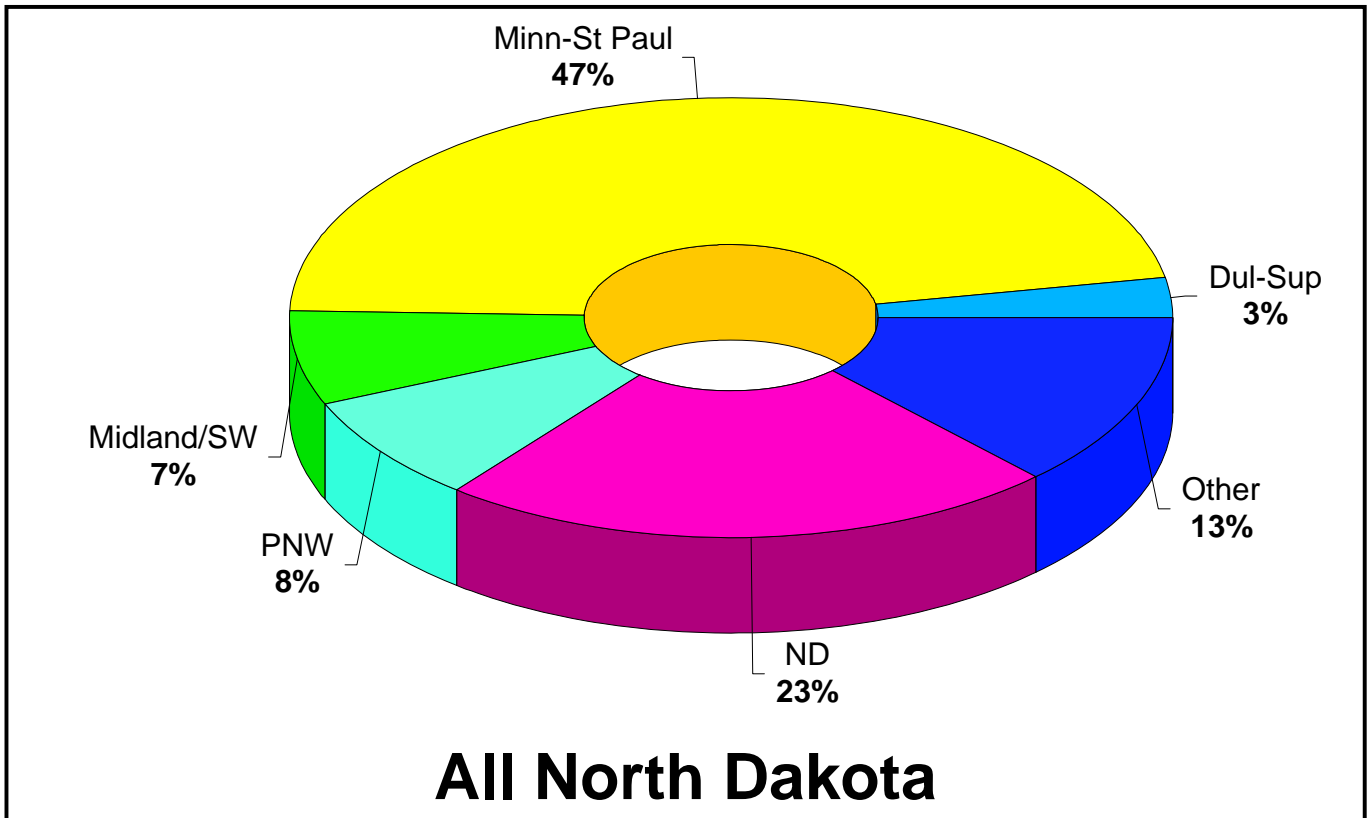
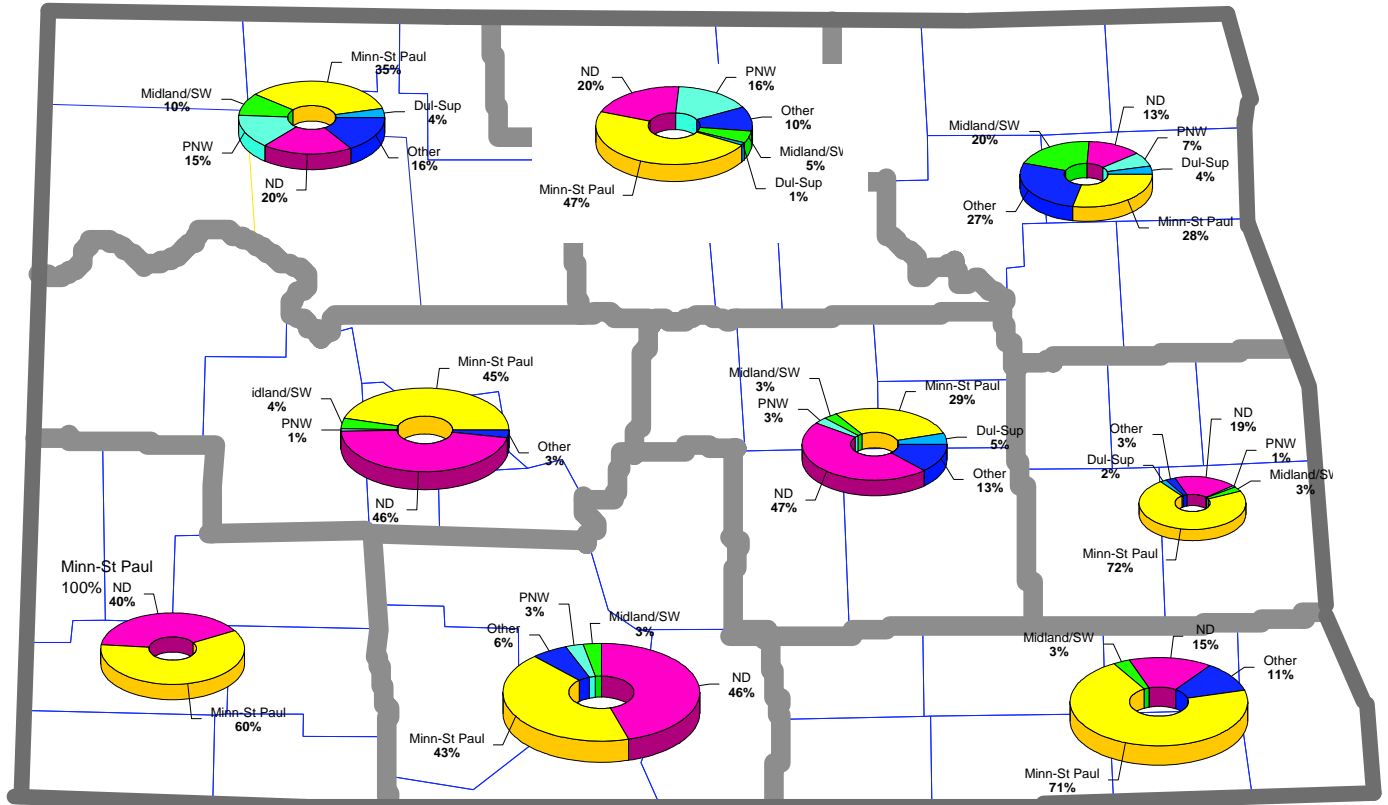
**Barley Shipments Originating  
from Each CRD, 2005-06  
-1,000 Bu-**



# Destinations for Barley Shipments

2005-06

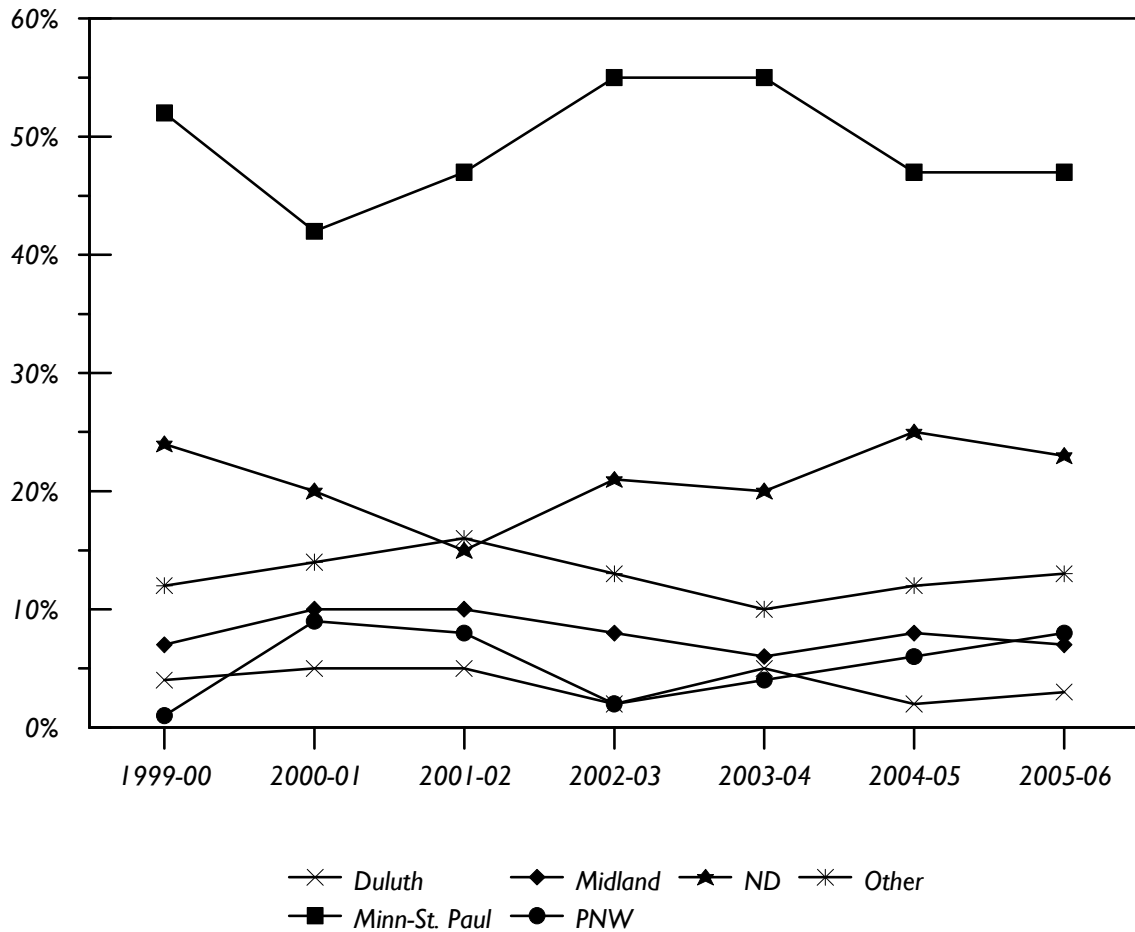
Crop Reporting District



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

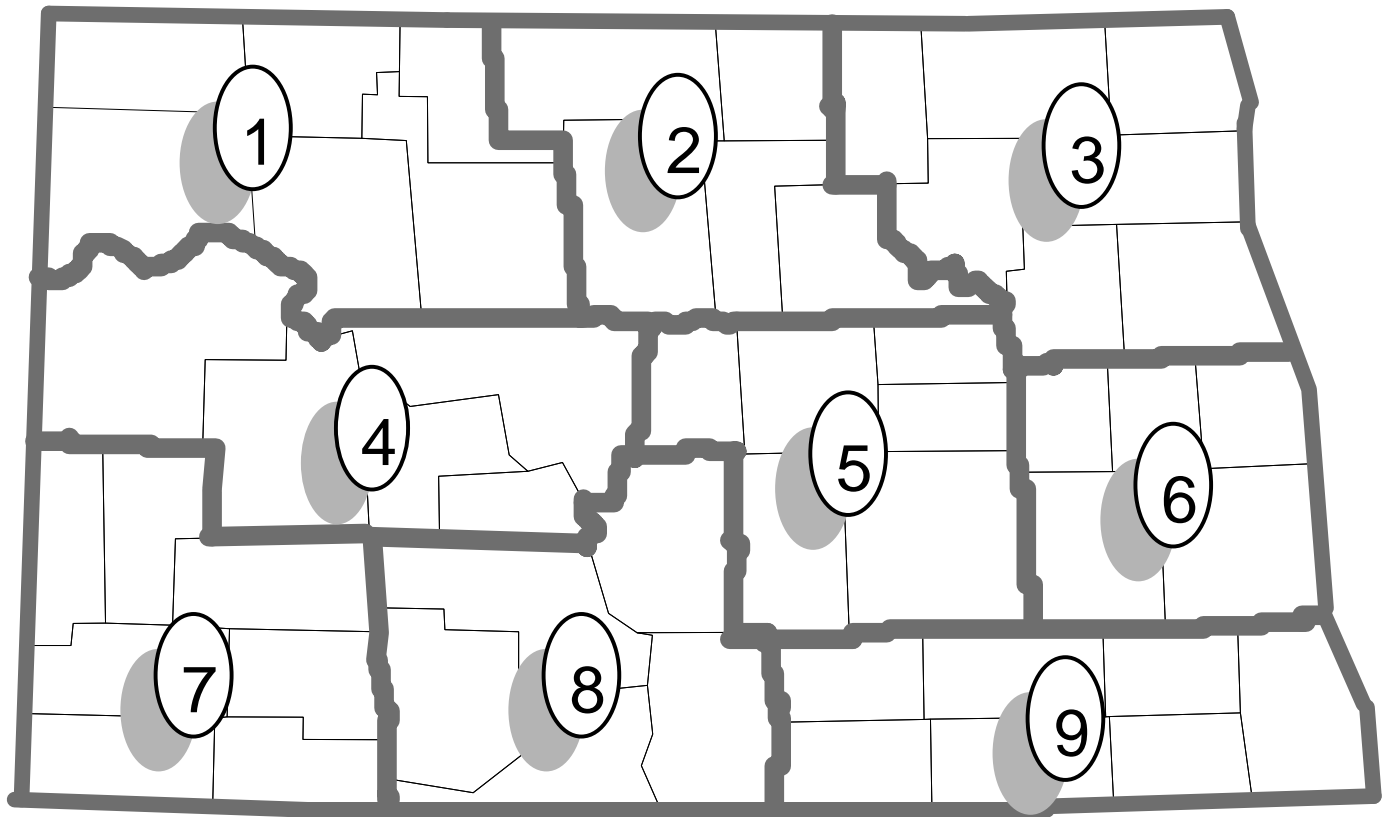
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
1999-00	3,245 4%	38,569 52%	5,256 7%	738 1%	74,142
2000-01	4,361 5%	35,357 42%	8,278 10%	7,266 9%	84,531
2001-02	3,435 5%	32,049 47%	6,744 10%	5,151 8%	67,994
2003-03	1,325 2%	33,981 55%	4,612 8%	1,030 2%	61,485
2003-04	3,773 5%	44,546 55%	4,657 6%	3,029 4%	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**

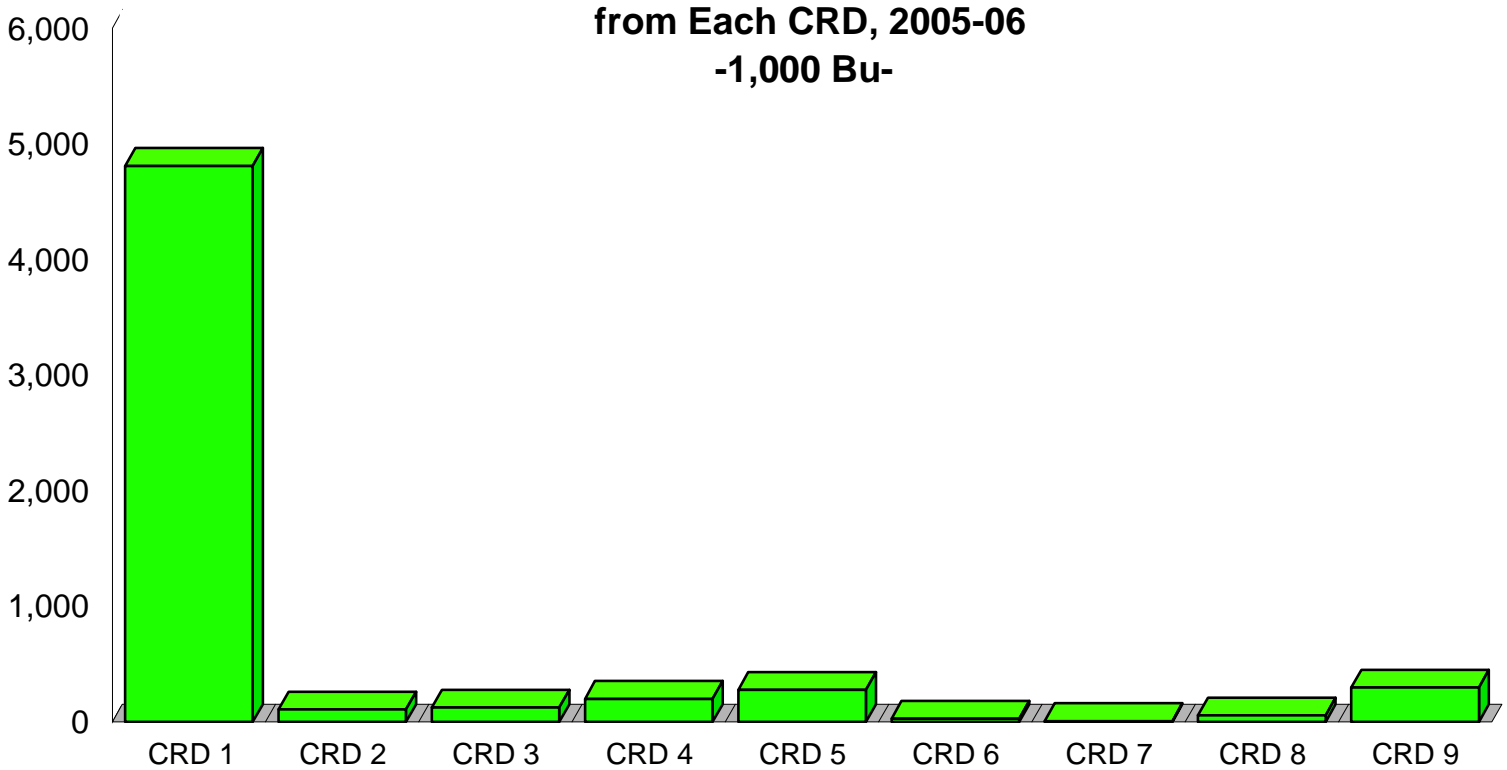


*Oats*

# NORTH DAKOTA CROP REPORTING DISTRICTS



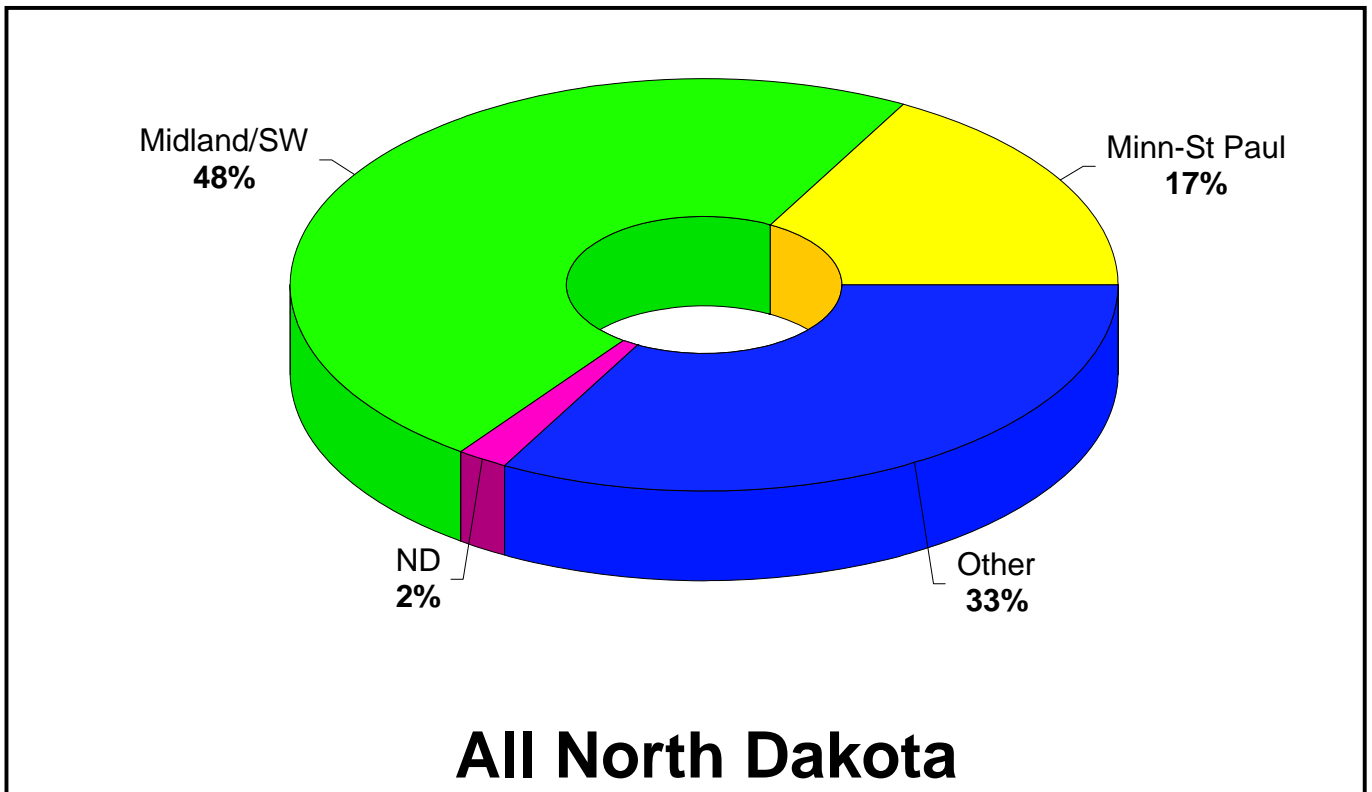
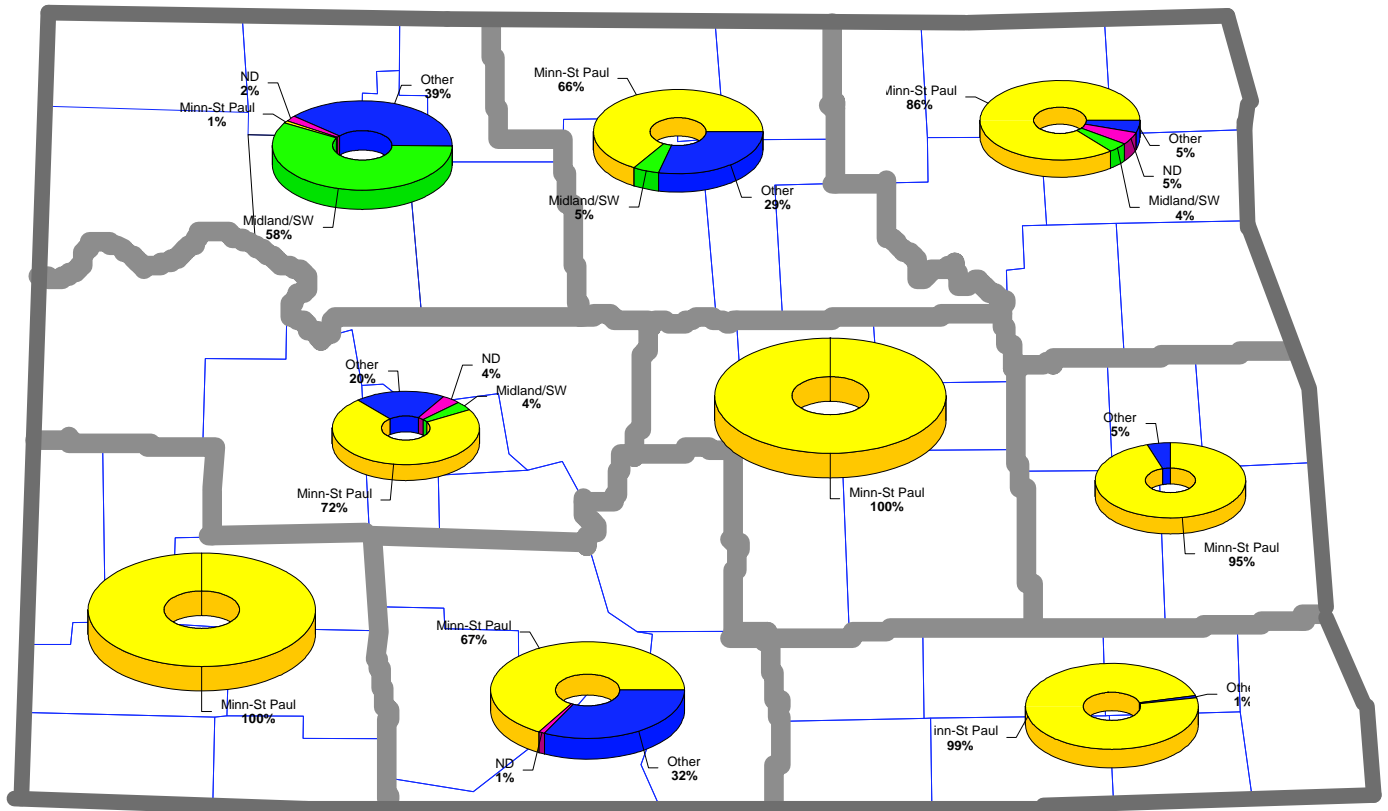
**Oat Shipments Originating  
from Each CRD, 2005-06  
-1,000 Bu-**



# Destinations for Oat Shipments

2005-06

## Crop Reporting District

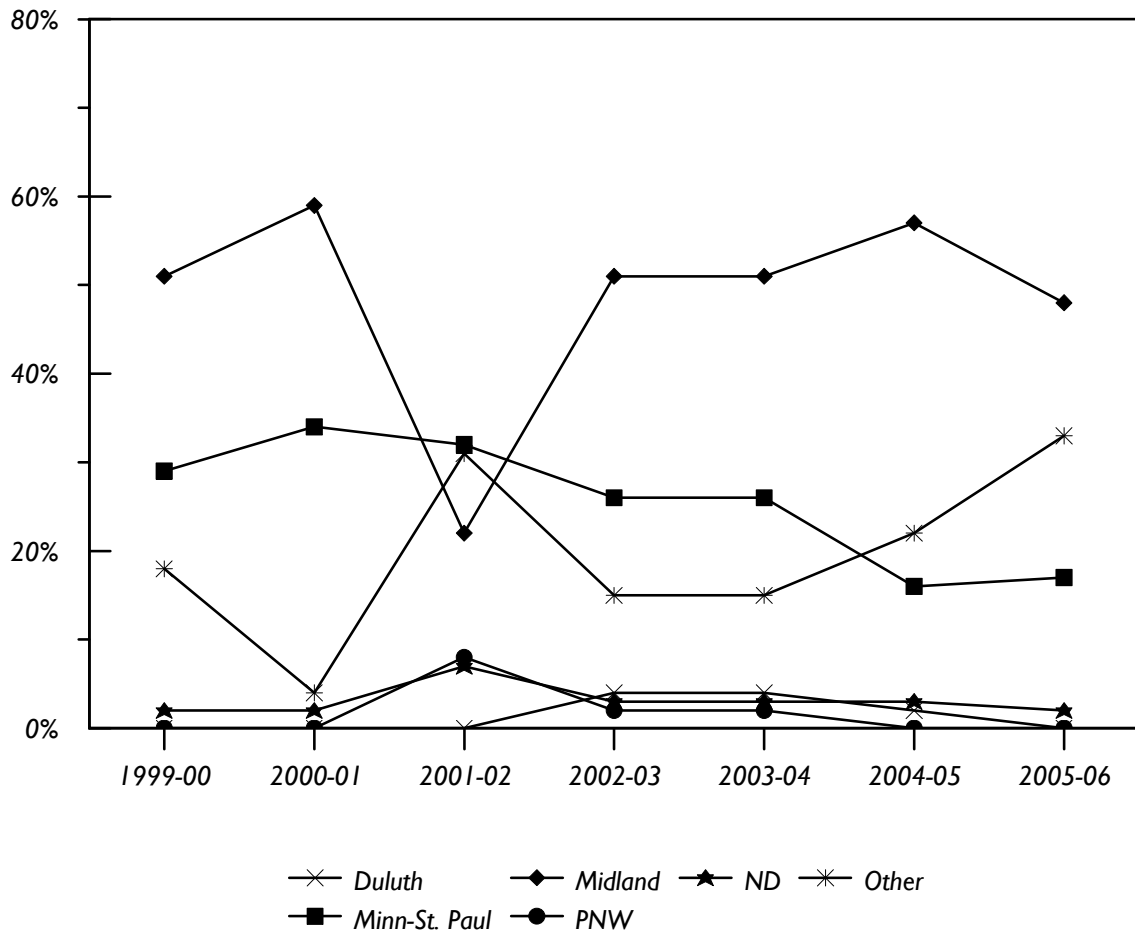




**Trends for Destinations of Oat Shipments from ND**  
(1,000 Bushels)

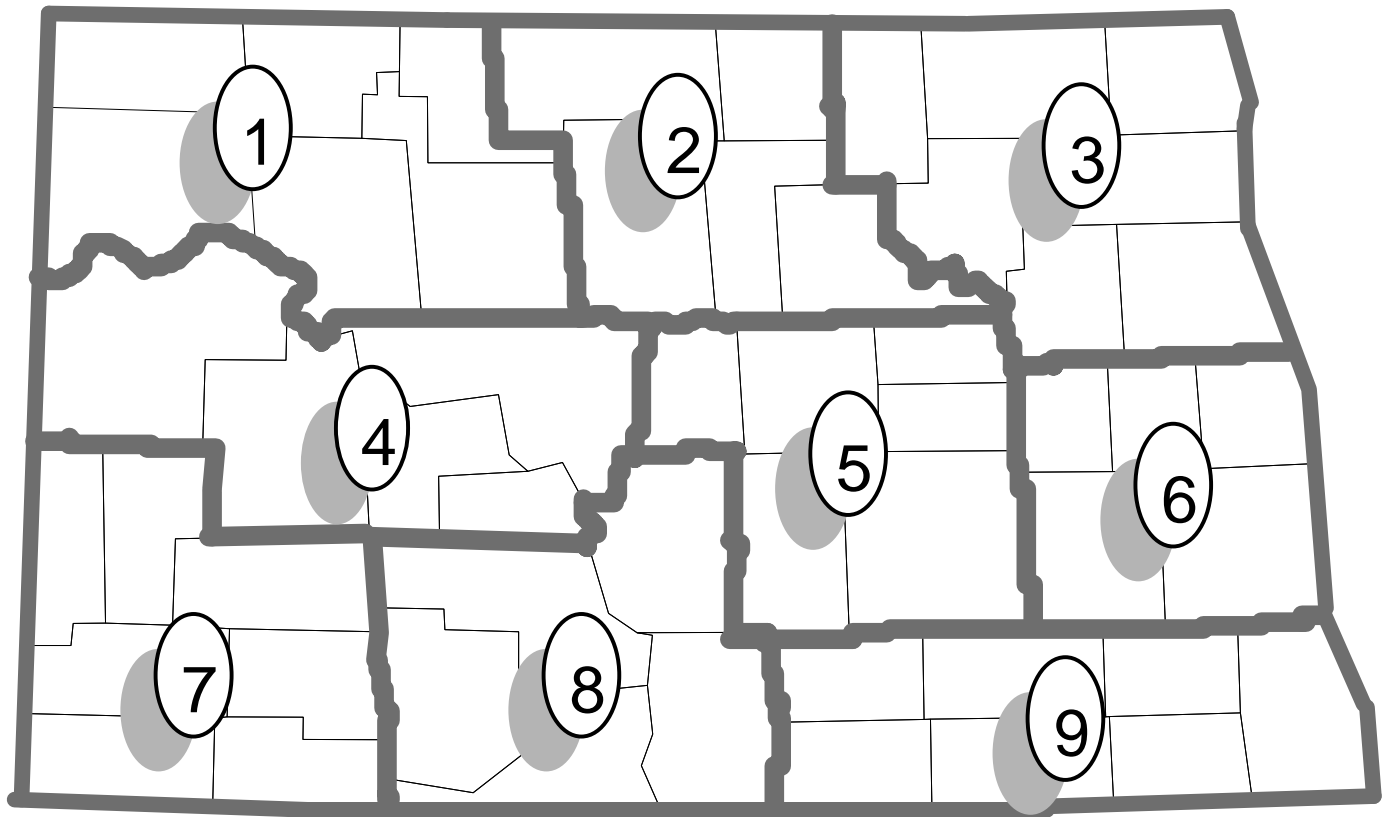
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	PNW	Total
1999-00	18	1,475	2,556	2		5,034
	0%	29%	51%	0%		
2000-01	0	1,383	2,388	14		4,031
	0%	34%	59%	0%		
2001-02	2	1,471	2,330	550		6,299
	0%	23%	37%	9%		
2002-03	5	1,157	786	202		3,655
	0%	32%	22%	8%		
2003-04	193	1,451	2,782	94		5,487
	4%	26%	51%	2%		
2004-05	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**

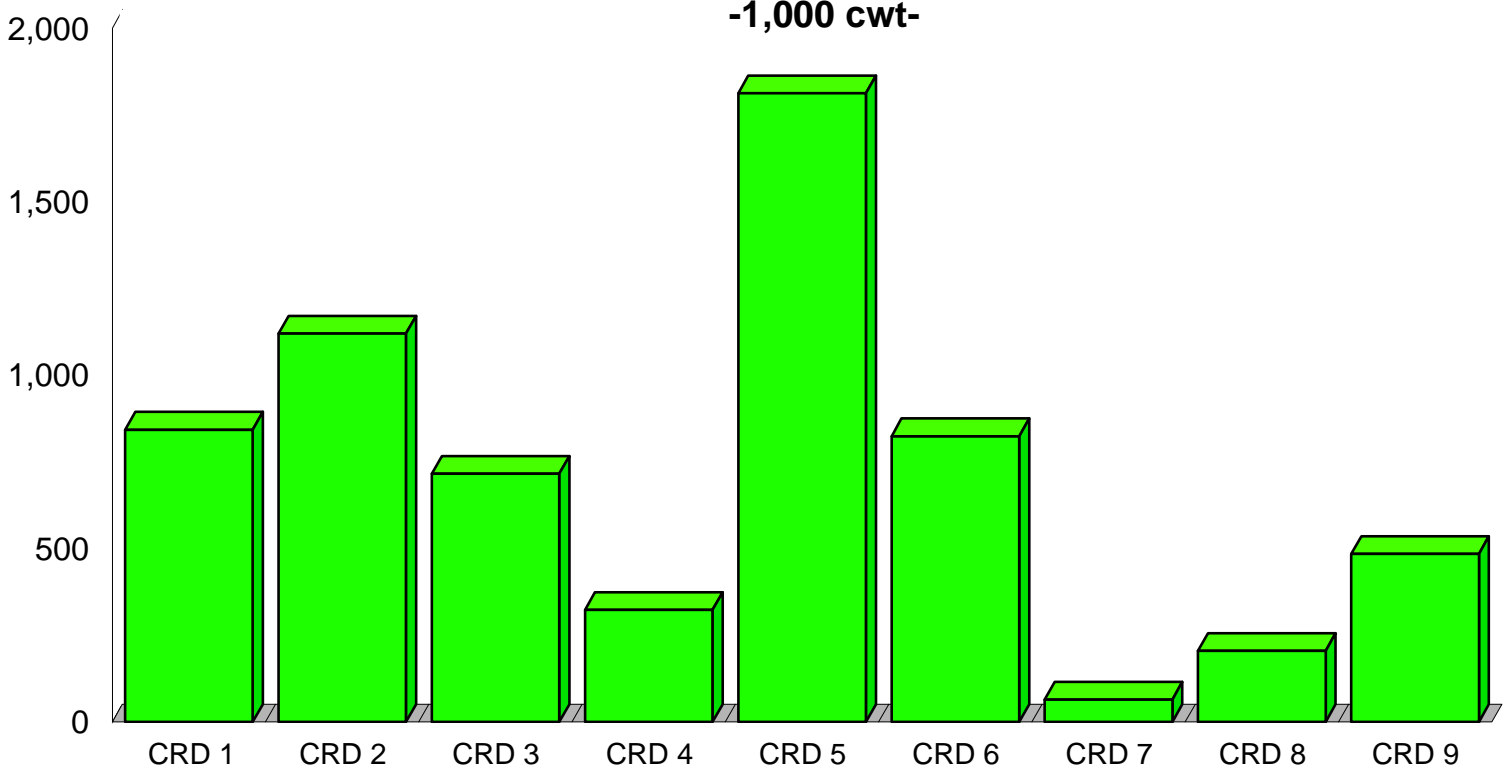


# *Sunflowers*

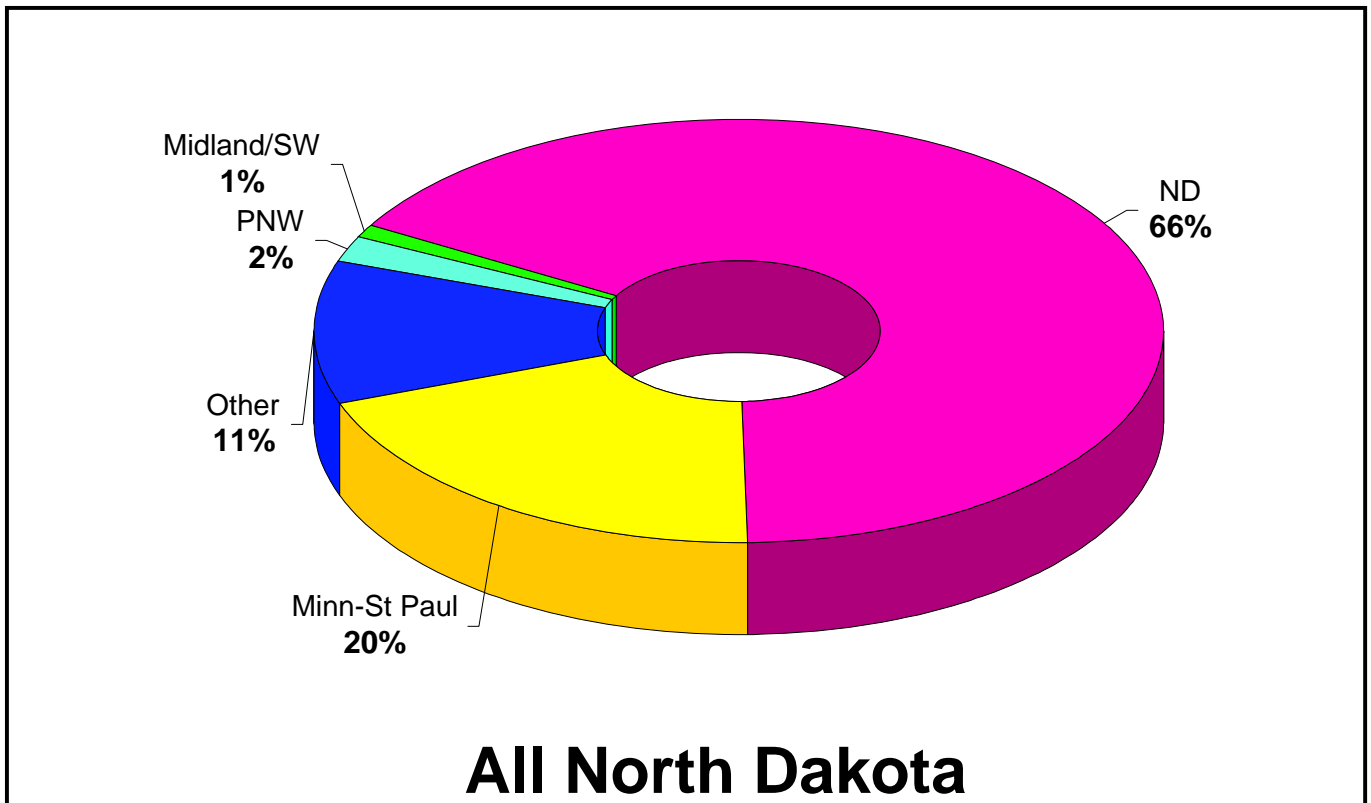
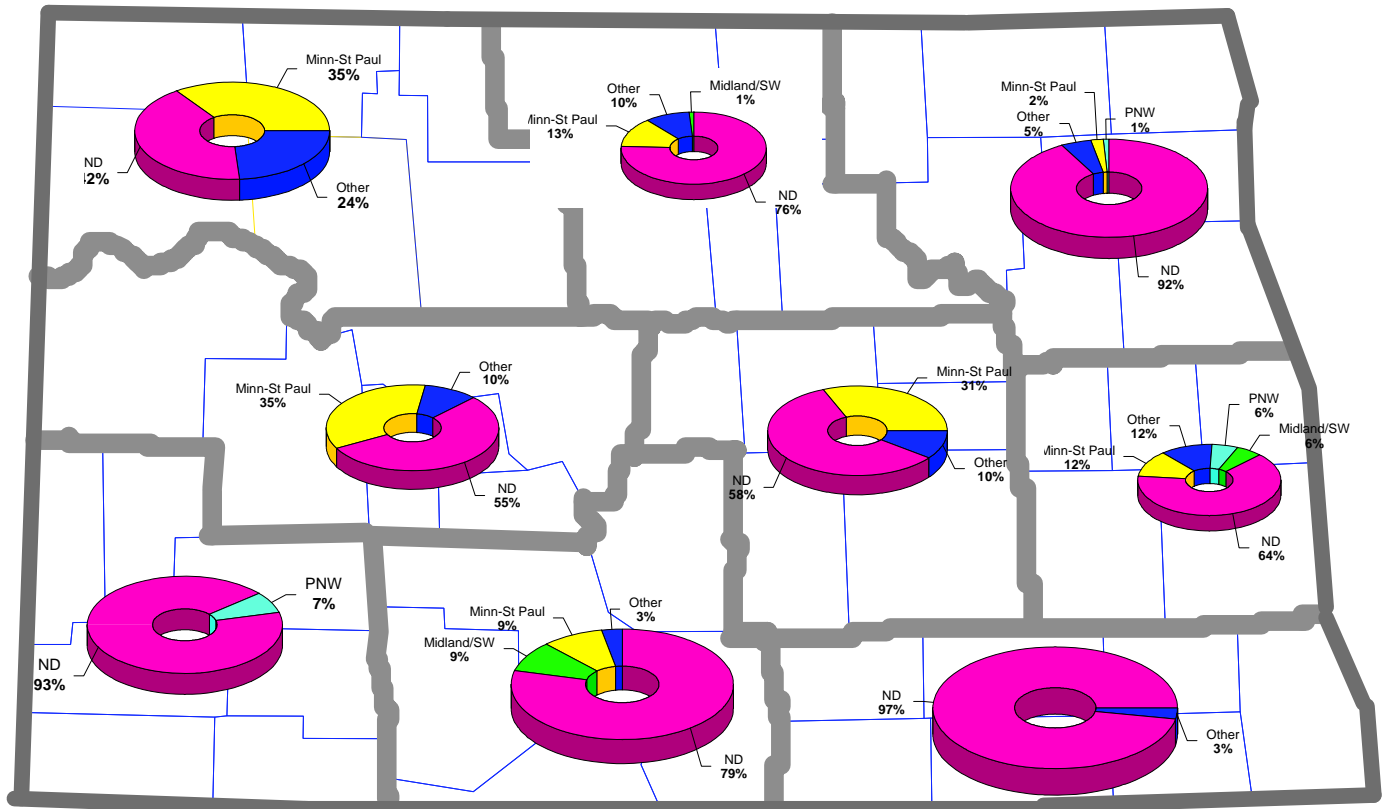
# NORTH DAKOTA CROP REPORTING DISTRICTS



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



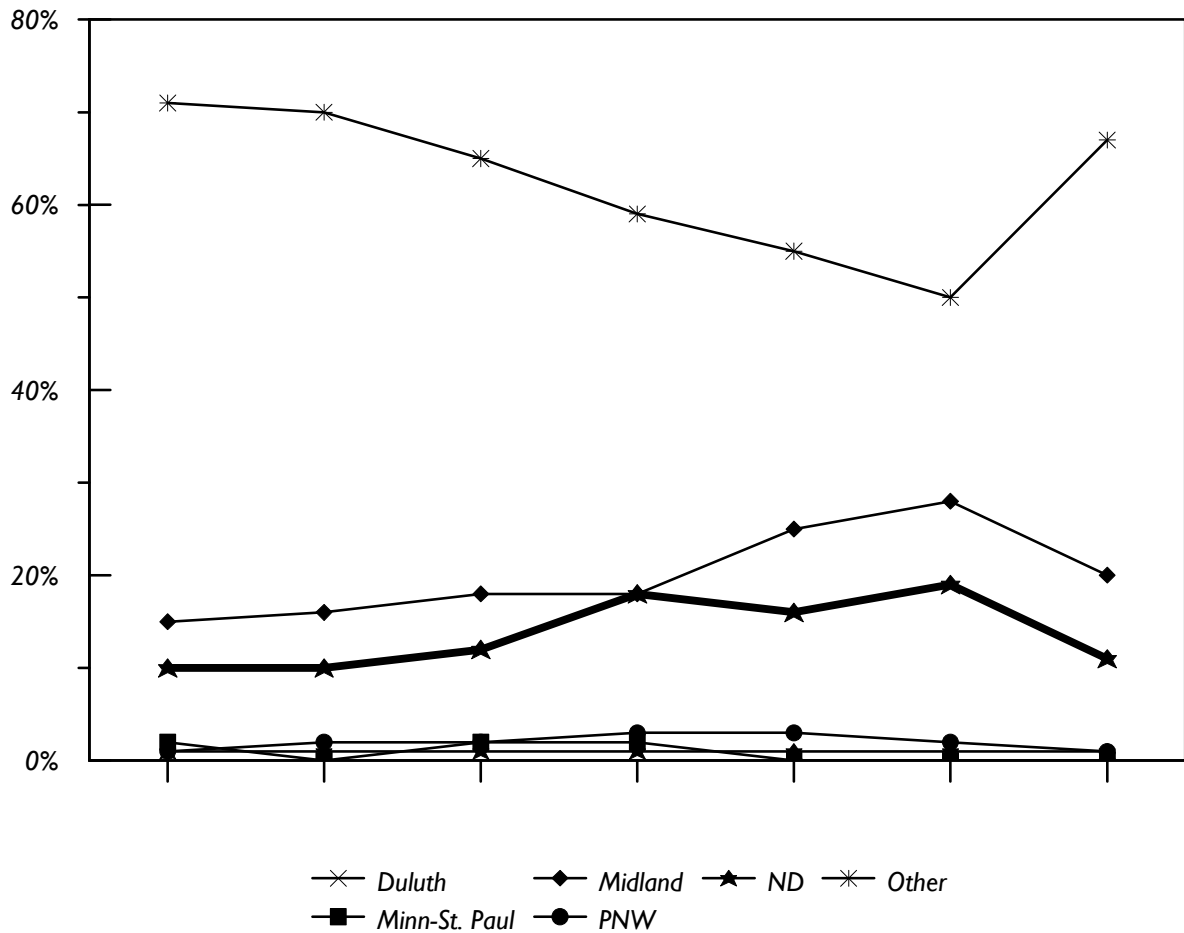
# Destinations for Sunflower Shipments 2005-06 Crop Reporting District



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

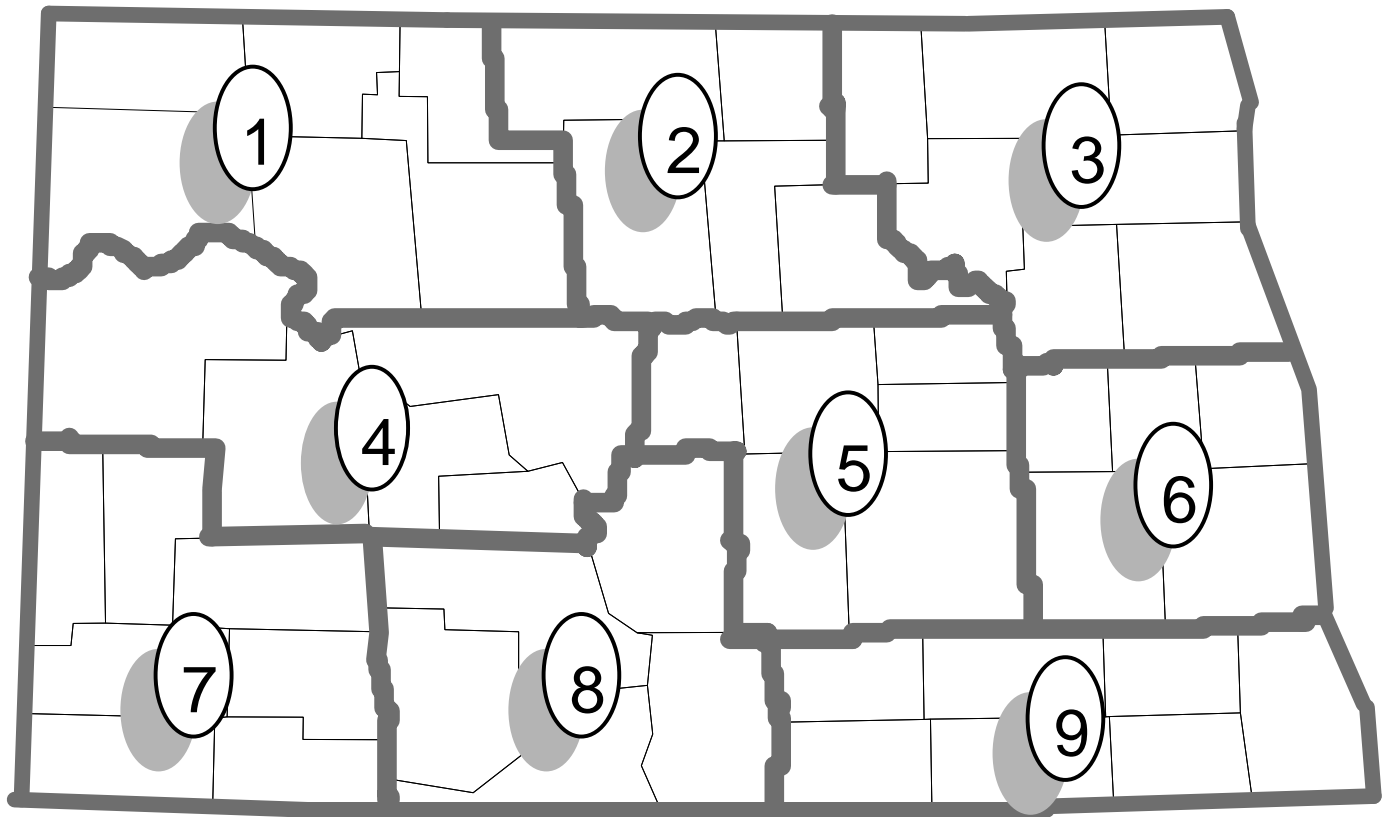
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
1999-00	221 2%	1,804 15%	153 1%	101 1%	11,773
2000-01	4 0%	1,667 16%	261 2%	129 1%	10,693
2001-02	201 2%	1,561 18%	135 2%	103 1%	8,891
2002-03	3 2%	1,658 18%	312 3%	112 1%	9,155
2003-04	9 0%	2,770 25%	279 3%	100 1%	10,873
2004-05	3 0%	1,527 28%	114 2%	48 1%	5,452
2005-06	0 0%	1,281 20%	82 1%	61 1%	6,395

**Destinations for Sunflower Shipments**

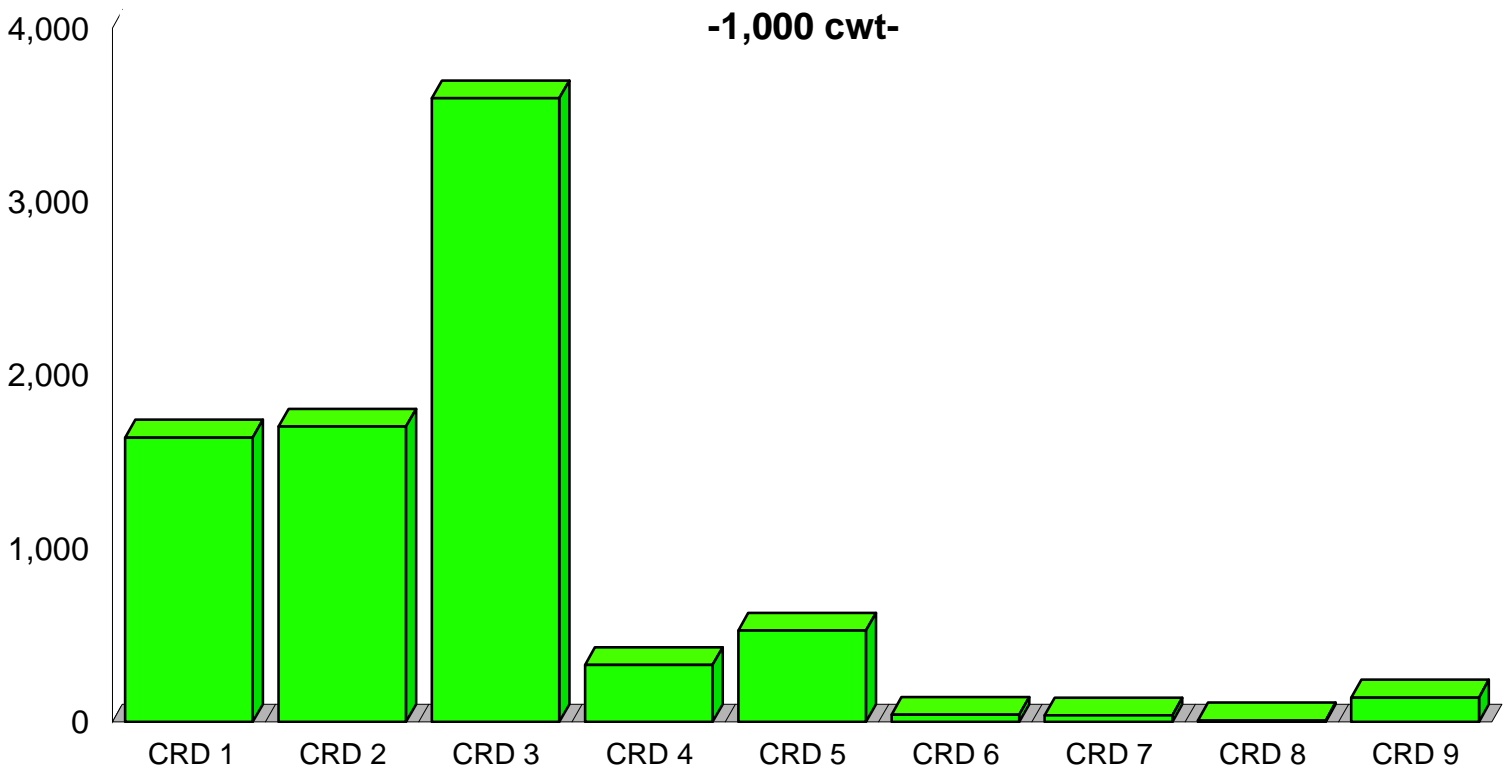


*Canola*

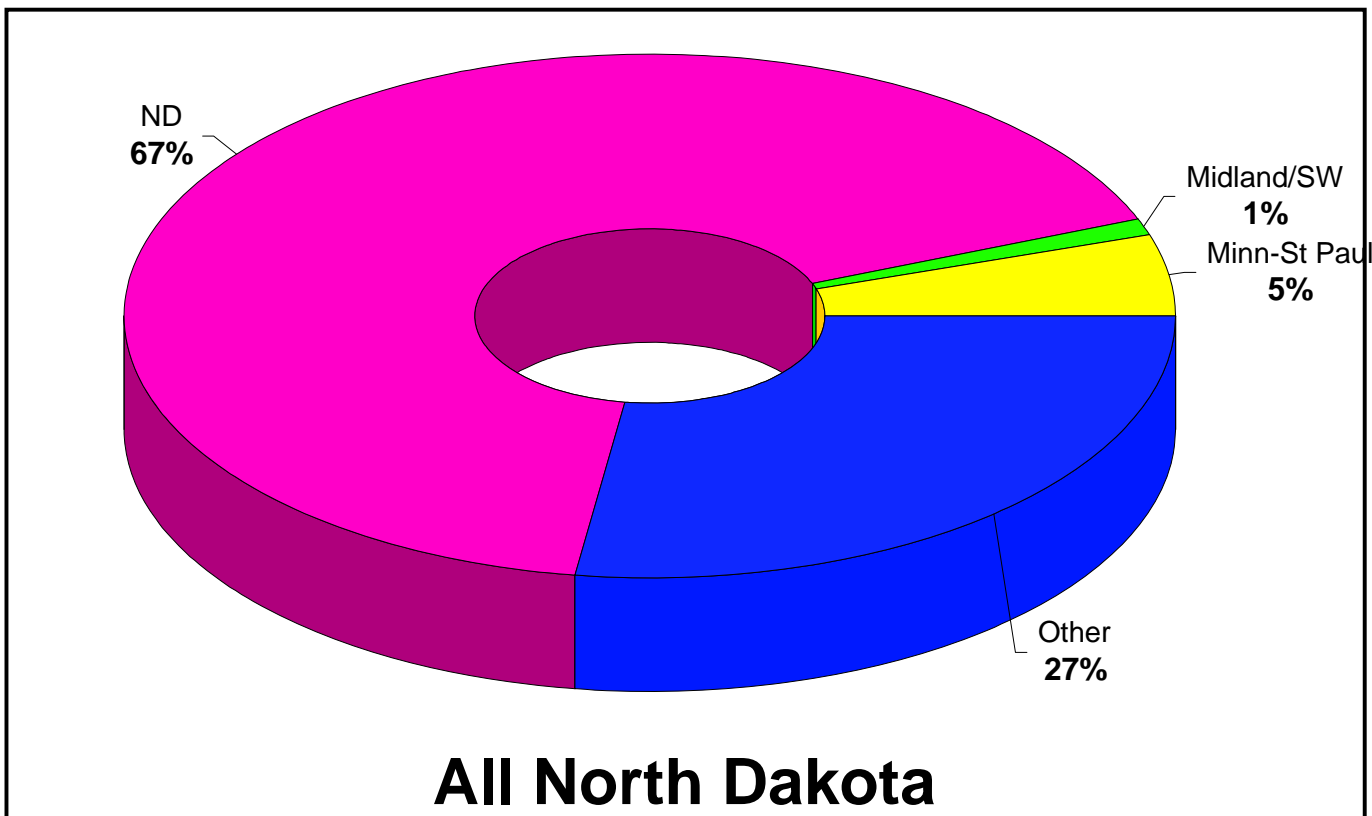
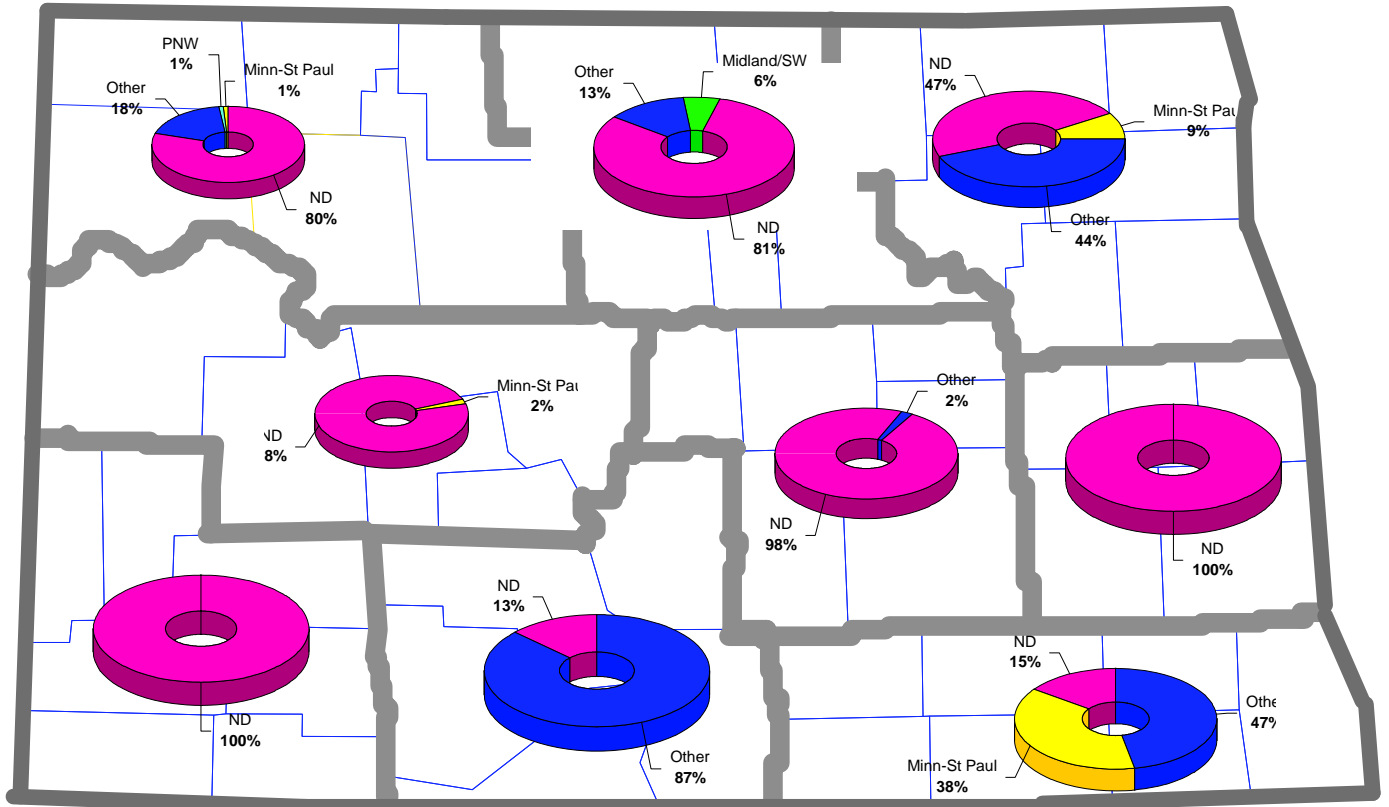
# NORTH DAKOTA CROP REPORTING DISTRICTS



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



# Destinations for Canola Shipments 2005-06 Crop Reporting District

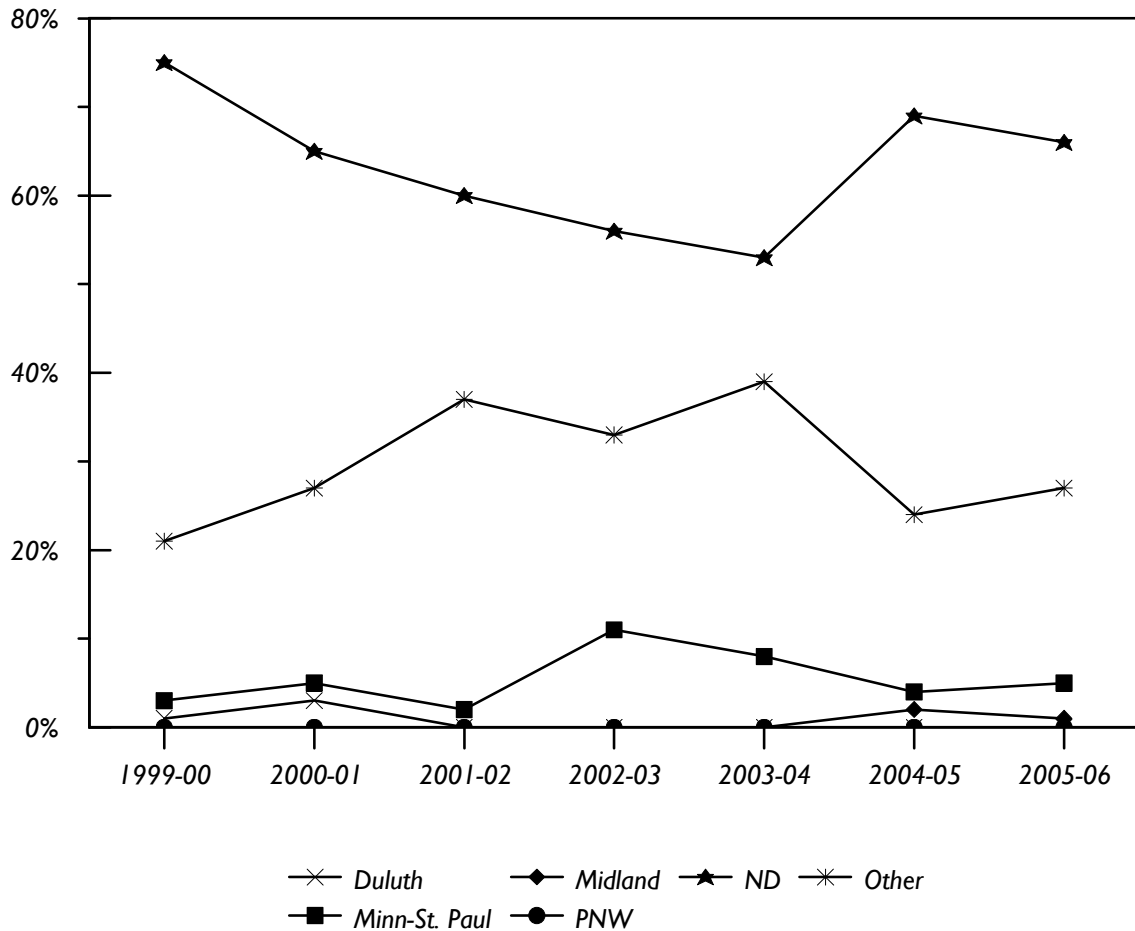




**Trends for Destinations of Canola Shipments from ND**  
(1,000 cwt)

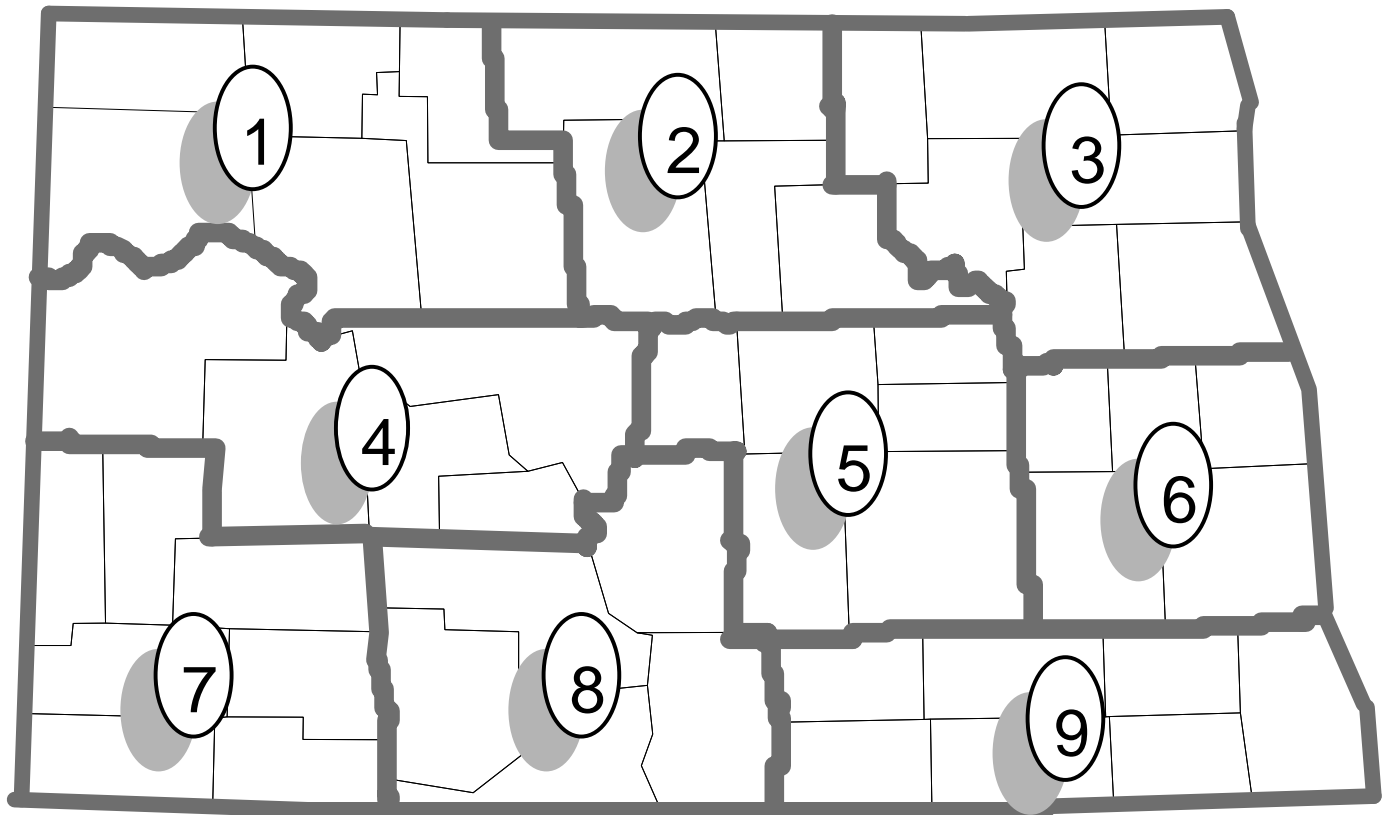
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
1999-00	56	224	2	19	7,013
	1%	3%	0%	0%	
2000-01	297	483	7	28	10,233
	3%	5%	0%	0%	
2001-02	26	183	14	0	9,208
	0%	2%	0%	0%	
2002-03	19	906	0	0	8,450
	0%	11%	0%	0%	
2003-04	5	749	0	24	9,038
	0%	8%	0%	0%	
2004-05	4	278	136	0	6,753
	0%	4%	2%	0%	
2005-06	1	404	95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

**Destinations for Canola Shipments**

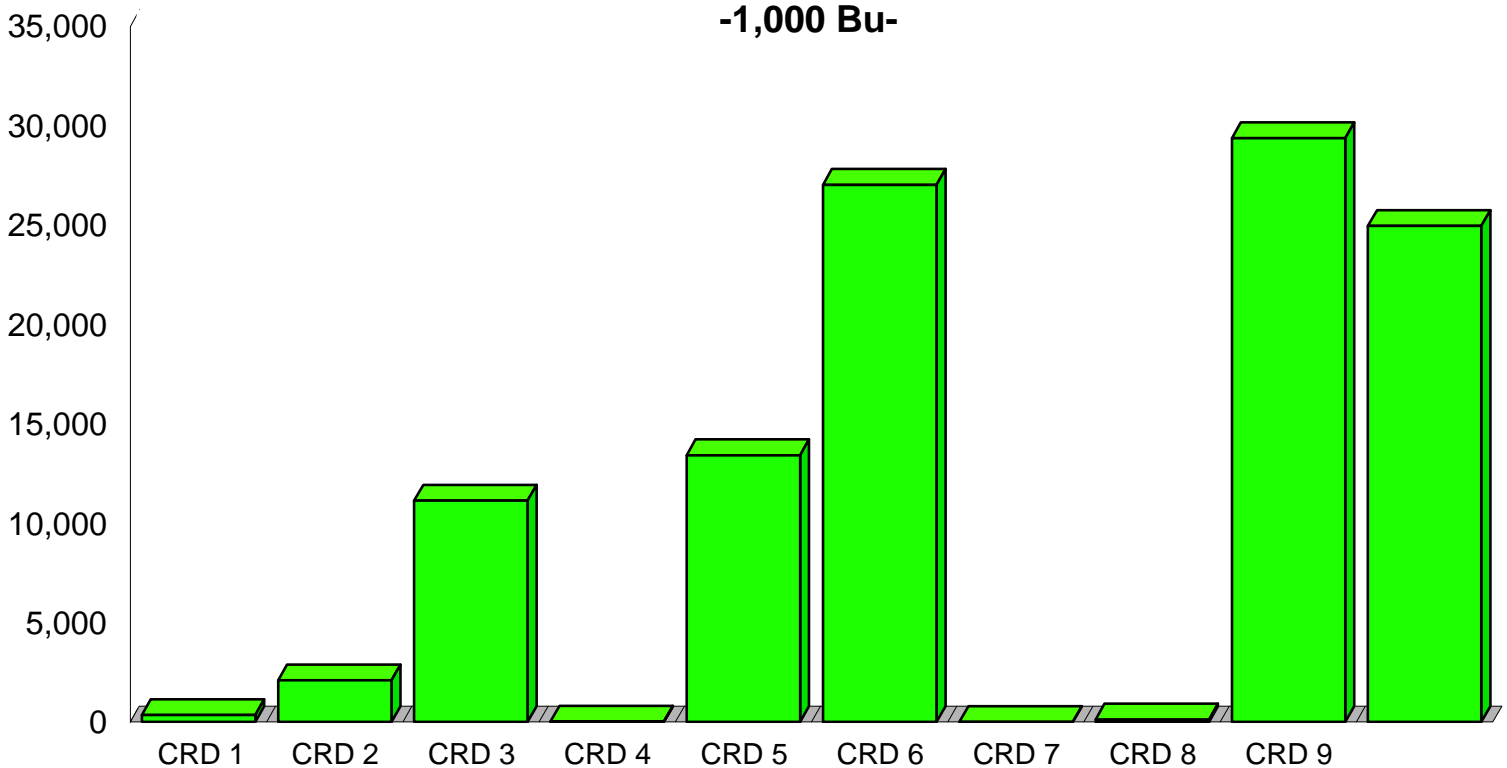


# *Soybeans*

# NORTH DAKOTA CROP REPORTING DISTRICTS



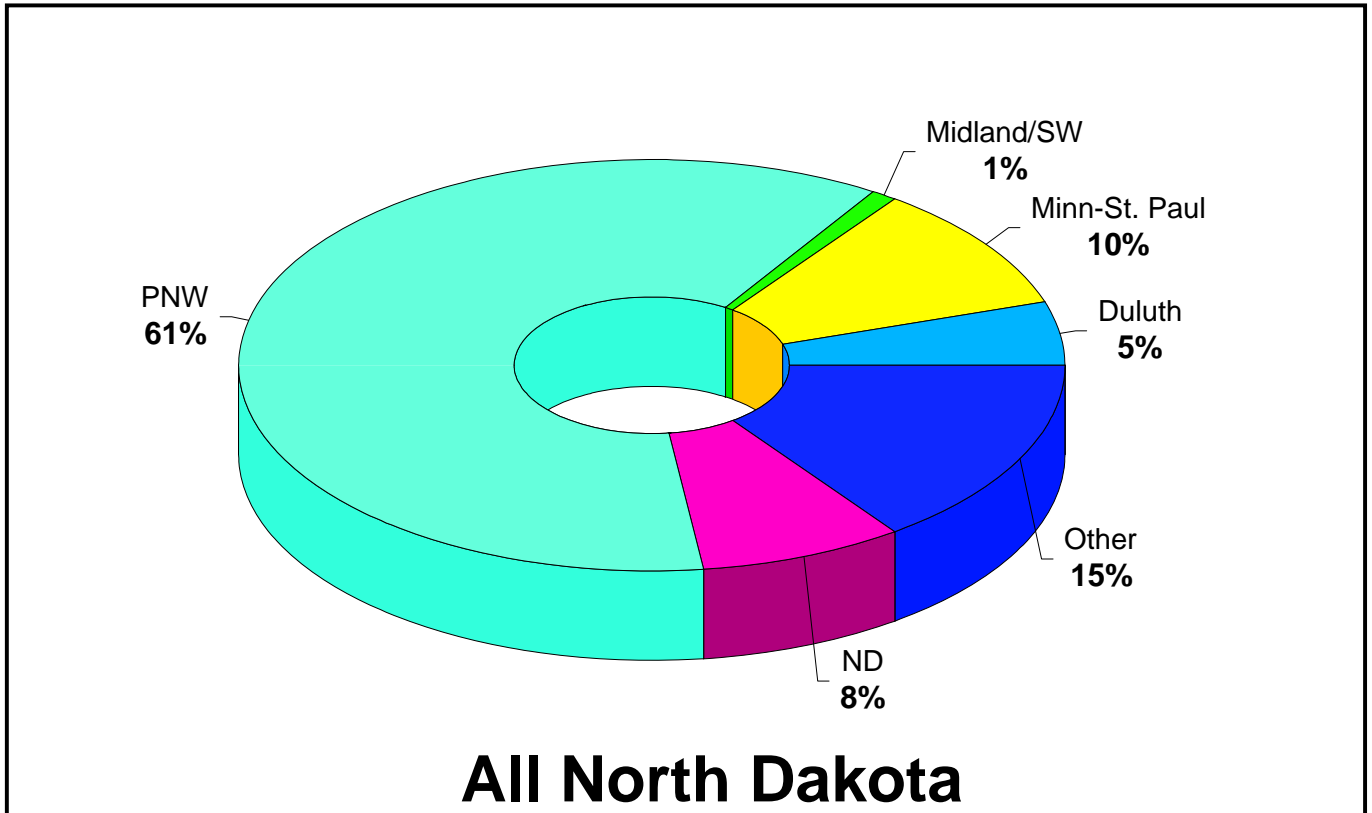
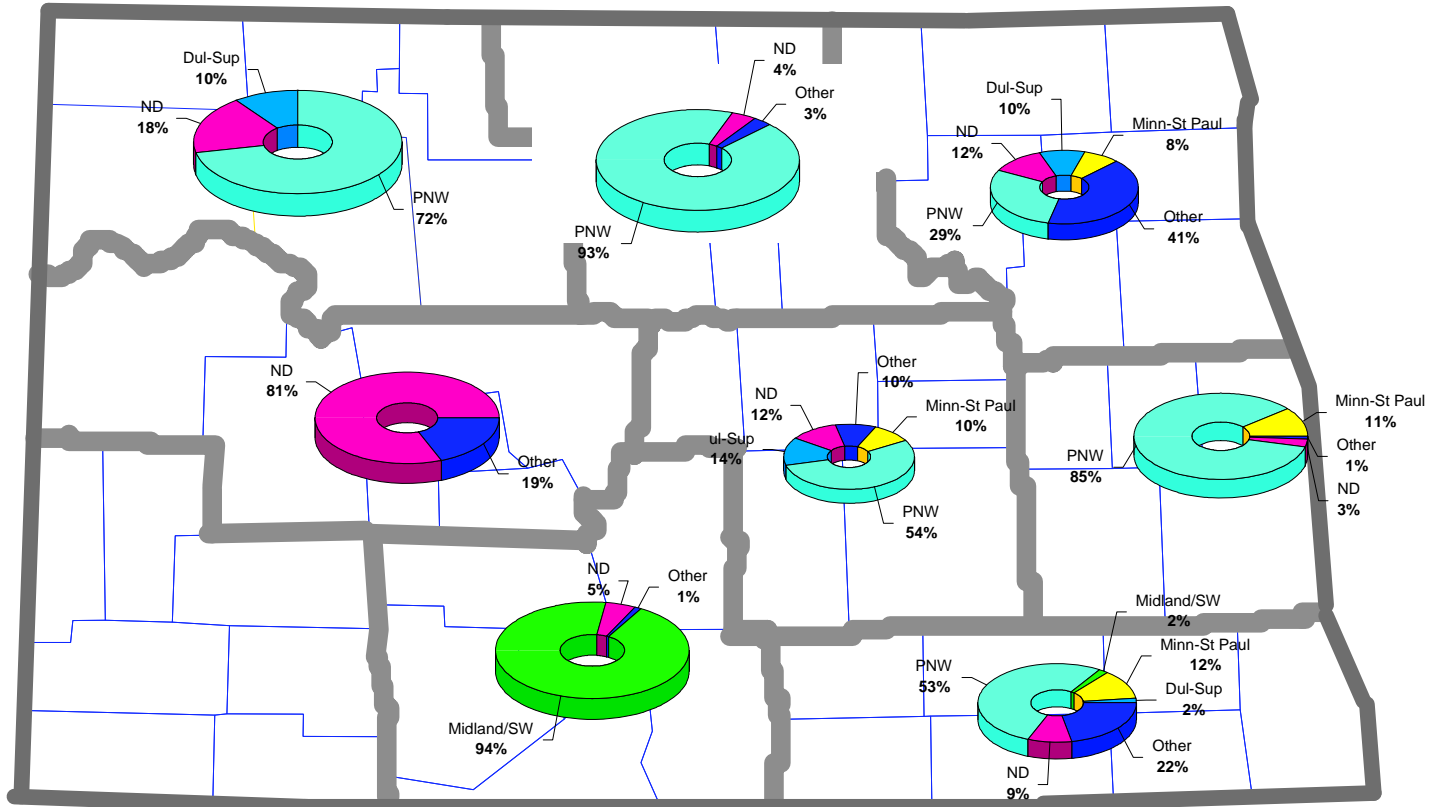
**Soybean Shipments Originating  
from Each CRD, 2005-06  
-1,000 Bu-**



# Destinations for Soybeans Shipments

2005-06

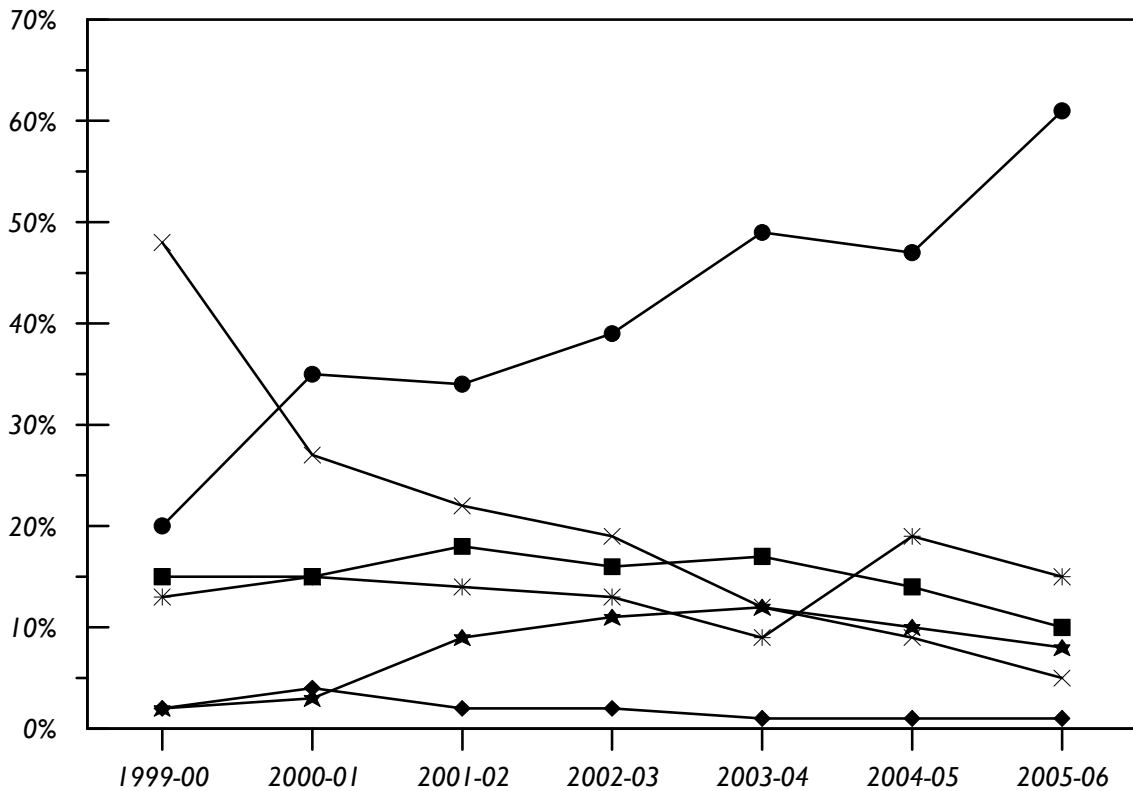
## Crop Reporting District



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

	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
1999-00	20,753	6,514	950	8,393	42,668
	48%	15%	2%	20%	
2000-01	13,523	7,372	2,129	17,296	49,617
	27%	15%	4%	35%	
2001-02	13,358	11,022	1,219	20,644	60,153
	22%	18%	2%	34%	
2002-03	15,473	13,053	1,824	32,233	82,784
	19%	16%	2%	39%	
2003-04	10,292	15,216	493	42,919	87,260
	12%	17%	1%	49%	
2004-05	5,718	9,642	639	31,332	66,732
	9%	14%	1%	47%	
2005-06	3,807	8,614	717	50,579	82,575
	5%	10%	1%	61%	

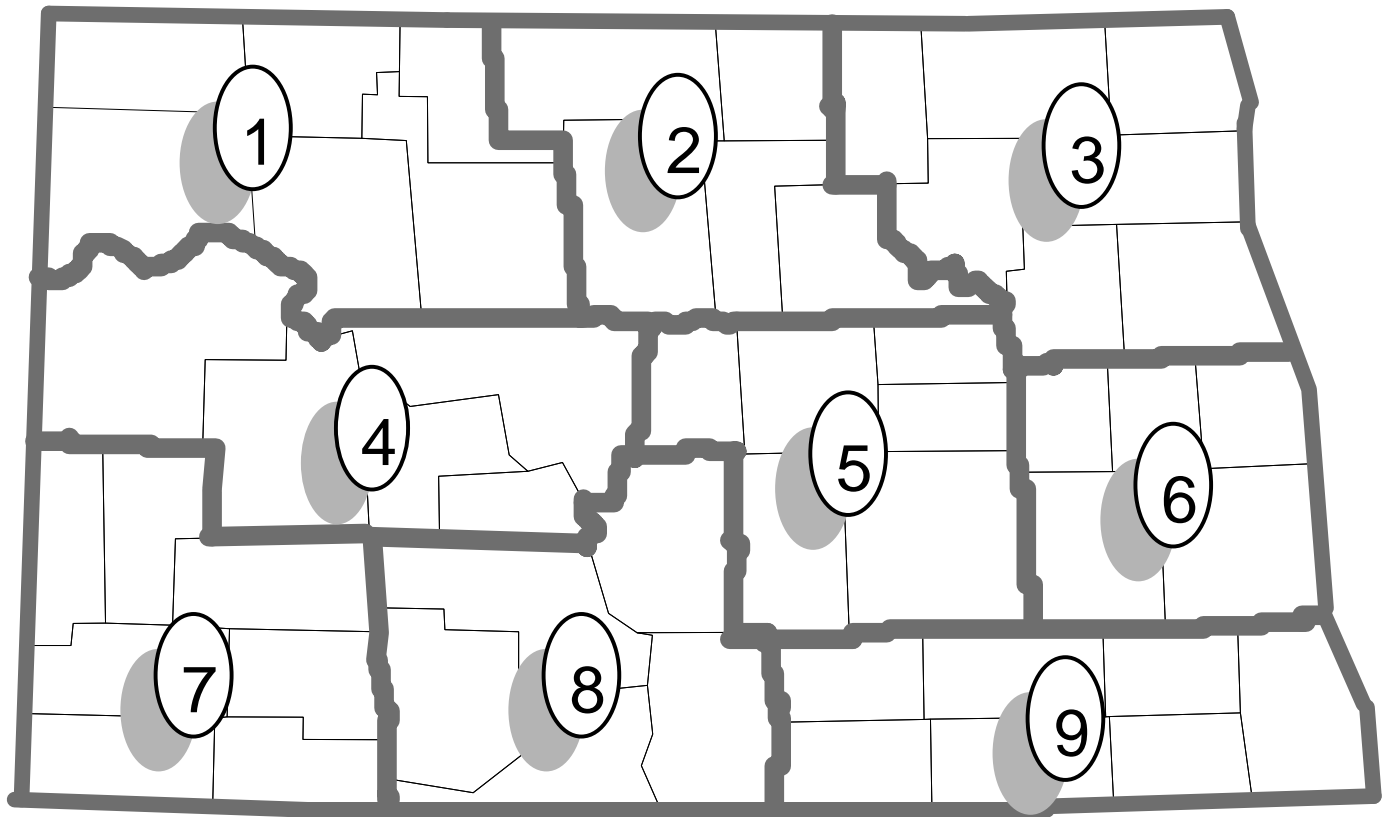
**Destinations for Soybean Shipments**



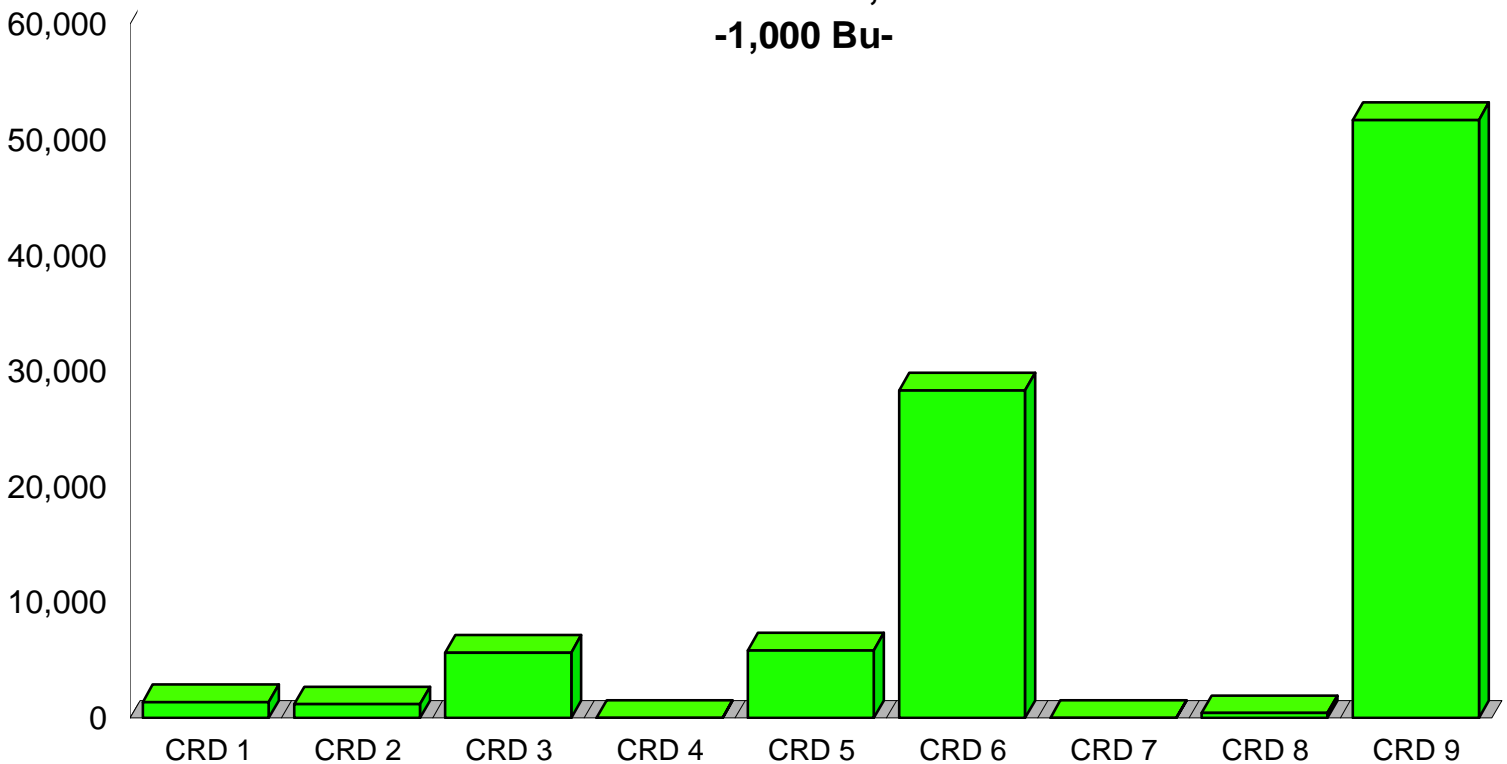
—x— Duluth      ◆ Midland      ★ ND      \*— Other  
 —■— Minn-St. Paul      ● PNW

***Corn***

# NORTH DAKOTA CROP REPORTING DISTRICTS



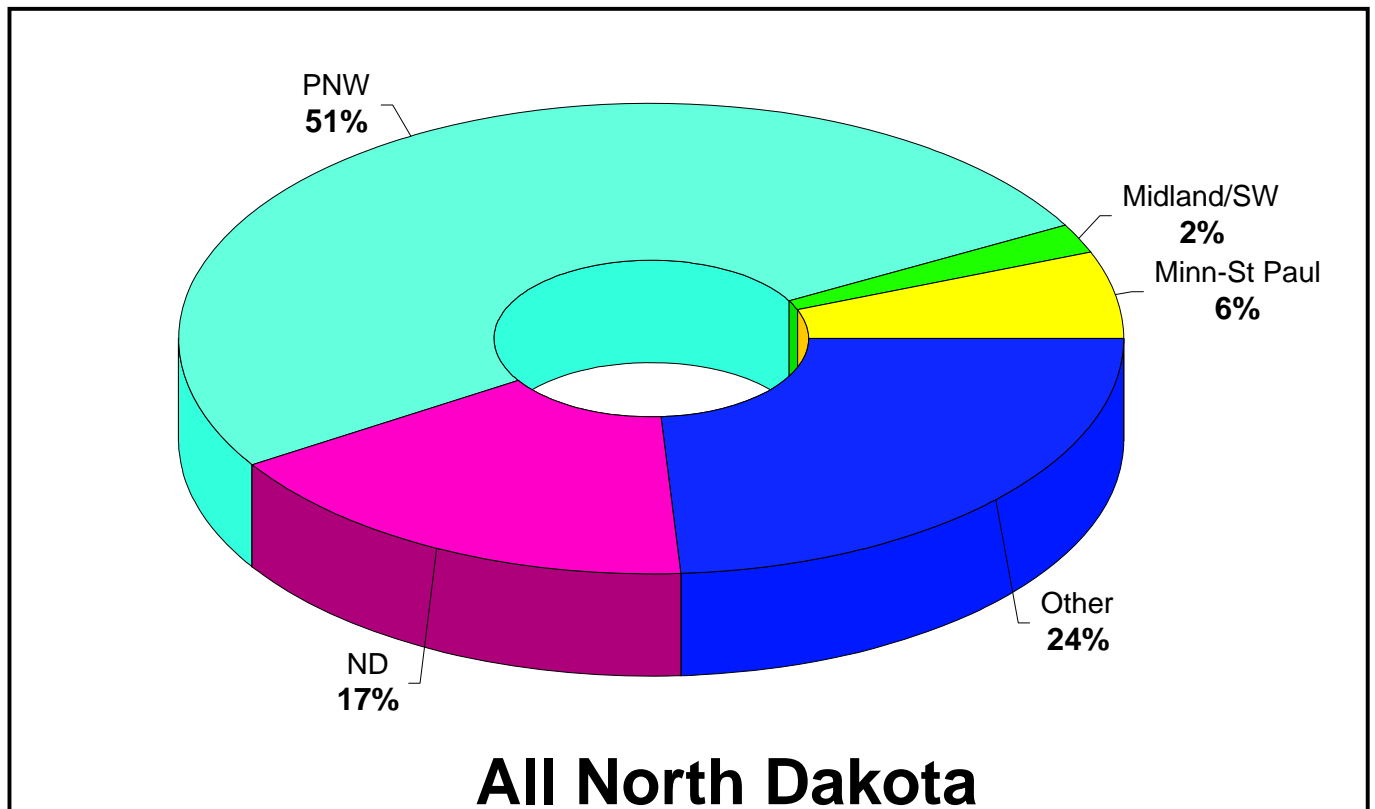
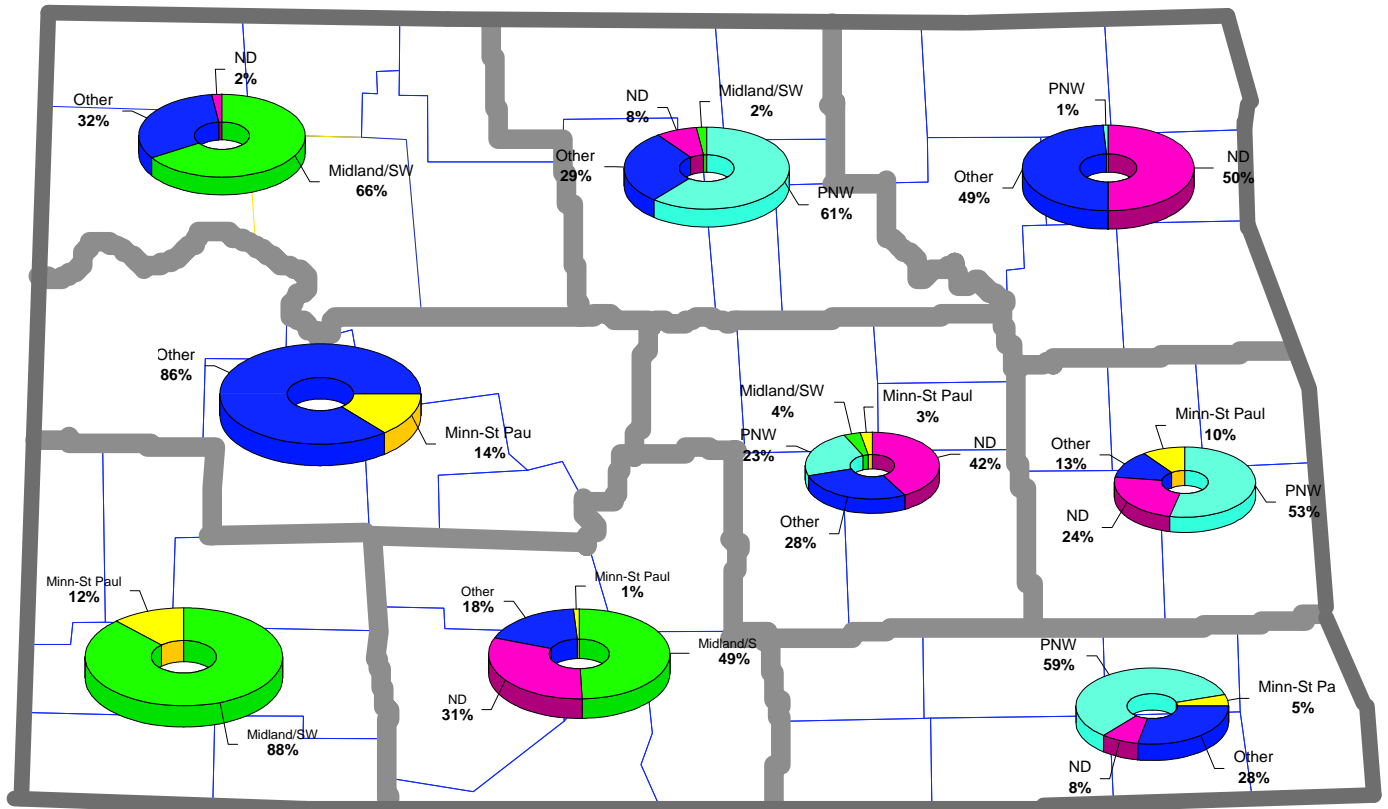
**Corn Shipments Originating  
from Each CRD, 2005-06  
-1,000 Bu-**



# Destinations for Corn Shipments

2005-06

## Crop Reporting District

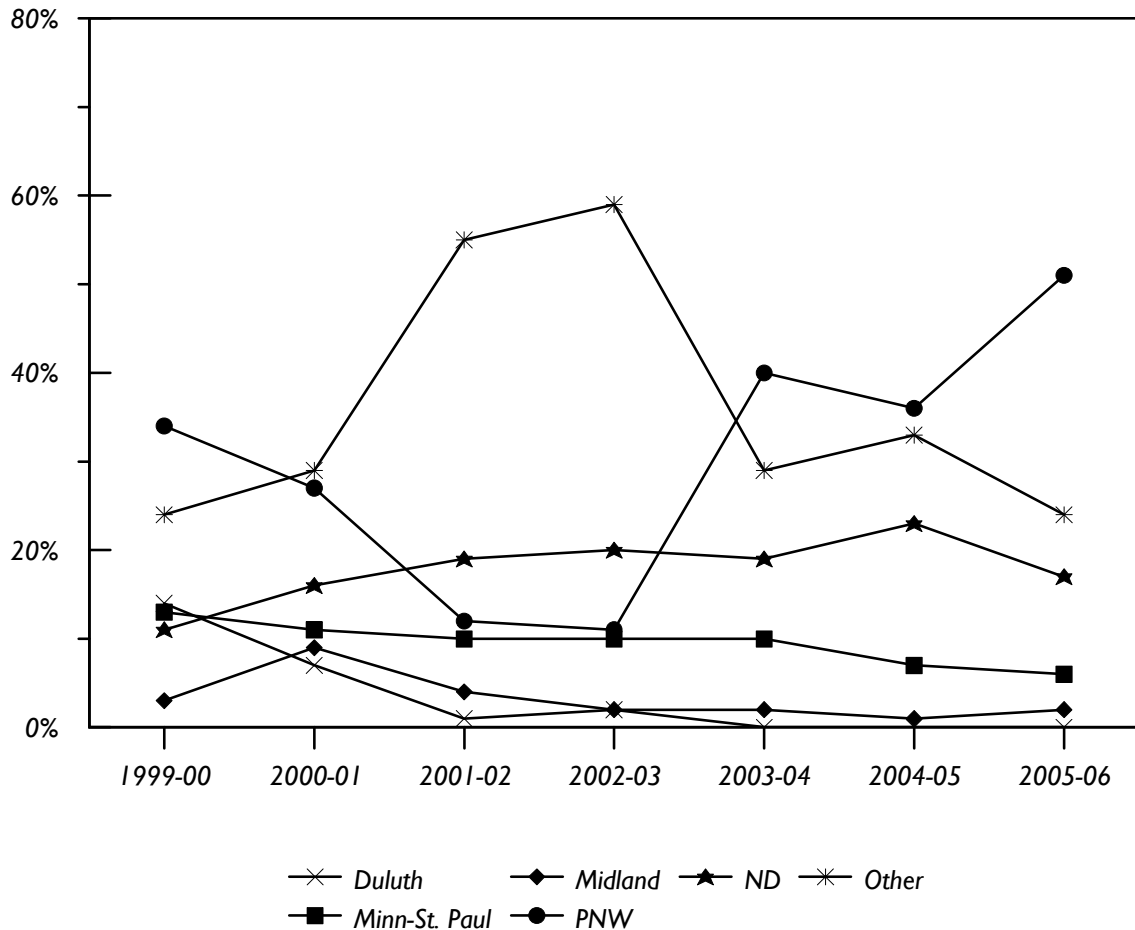


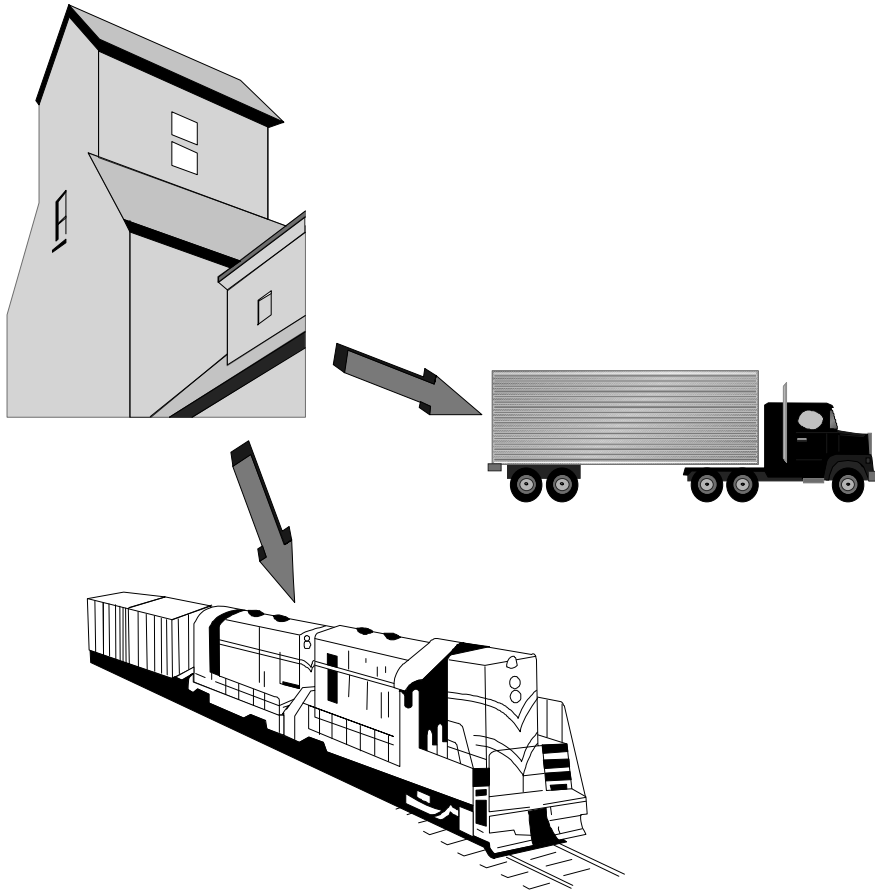


**Trends for Destinations of Corn Shipments from ND**  
(1,000 Bushels)

	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**



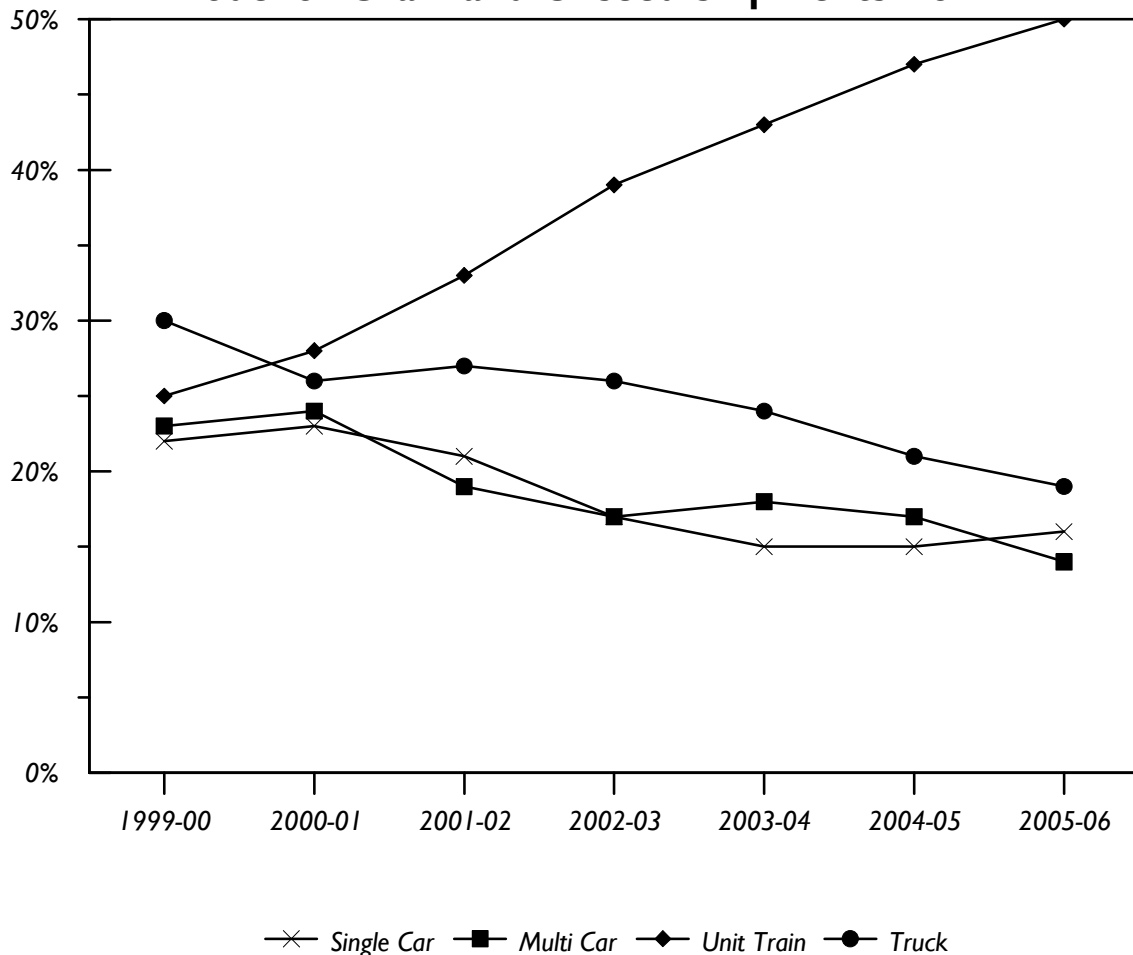


*Mode for Grain and Oilseed  
Shipments Originating from  
North Dakota Elevators*

**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 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
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

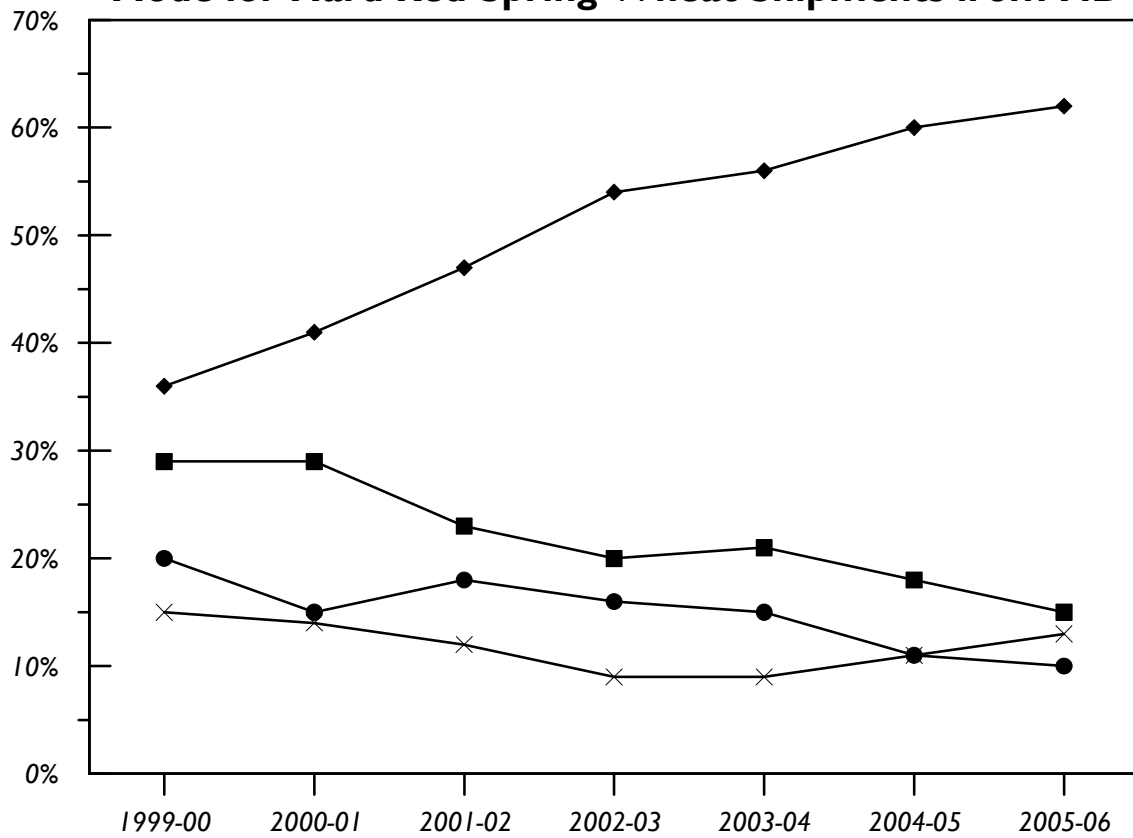
  

CRD 9					
	Single Car	Multi Car	Unit Train	Truck	Total
1999-00	36%	25%	16%	23%	83,082
2000-01	32%	16%	16%	21%	94,713
2001-02	30%	25%	26%	19%	94,188
2002-03	27%	21%	31%	21%	84,763
2003-04	22%	19%	25%	14%	86,994
2004-05	18%	17%	51%	14%	103,451
2005-06	19%	11%	61%	9%	110,515

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

	Single Car	Multi Car	Unit Train	Truck	Total
1999-00	25,947	51,594	63,788	36,121	177,450
	15%	29%	36%	20%	
2000-01	27,302	58,900	82,677	31,190	200,068
	14%	29%	41%	16%	
2001-02	23,649	44,087	91,117	33,603	192,457
	12%	23%	47%	17%	
2002-03	17,876	38,922	105,186	31,478	193,462
	9%	20%	54%	16%	
2003-04	20,966	50,019	136,461	35,962	243,408
	9%	21%	56%	15%	
2004-05	27,974	45,513	151,461	28,161	253,110
	11%	18%	60%	11%	
2005-06	29,884	35,570	143,289	23,568	232,312
	13%	15%	62%	10%	

**Mode for Hard Red Spring Wheat Shipments from ND**



—x— Single Car    —■— Multi Car    —◆— Unit Train    —●— Truck

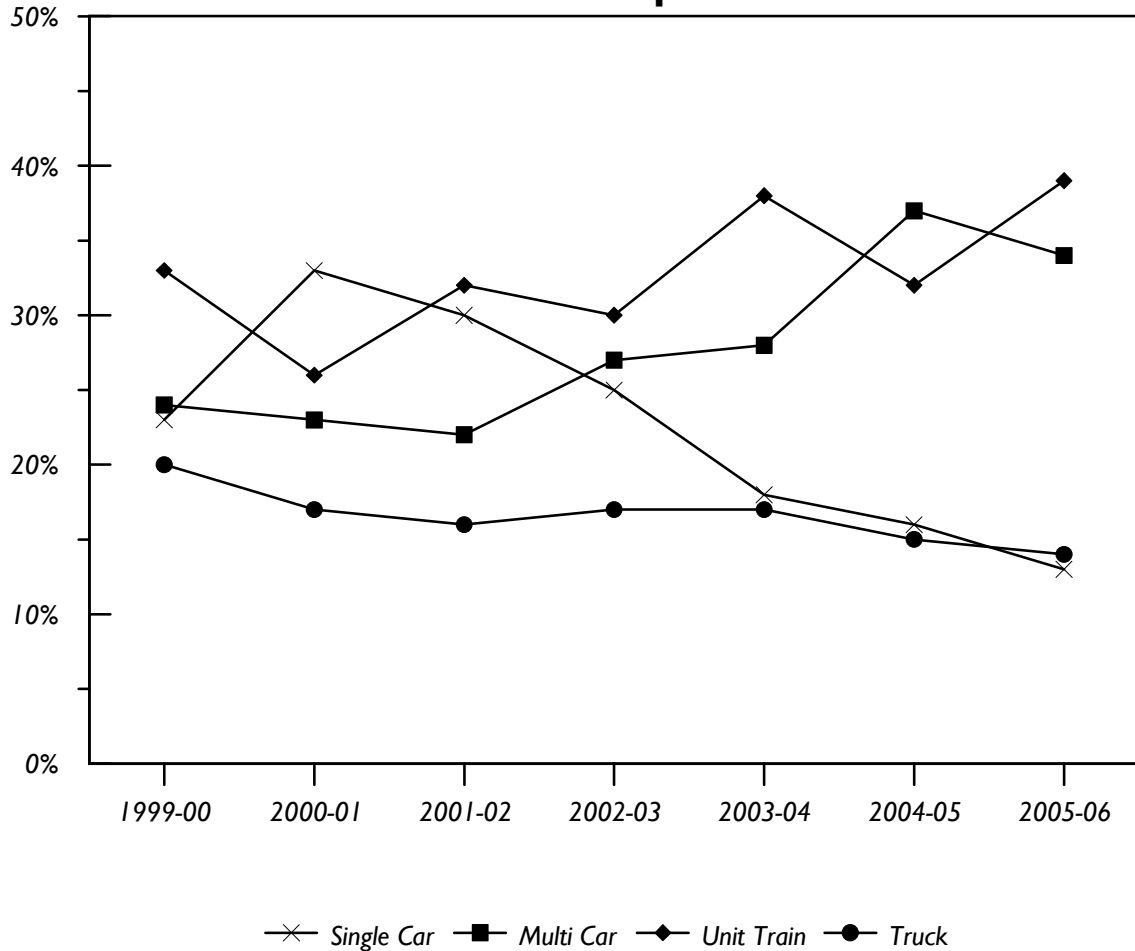
Mode for Hard Red Spring Wheat Shipments from Each CRD  
(1,000 Bushels)

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 Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit 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 Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit 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 Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit 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 Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit 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

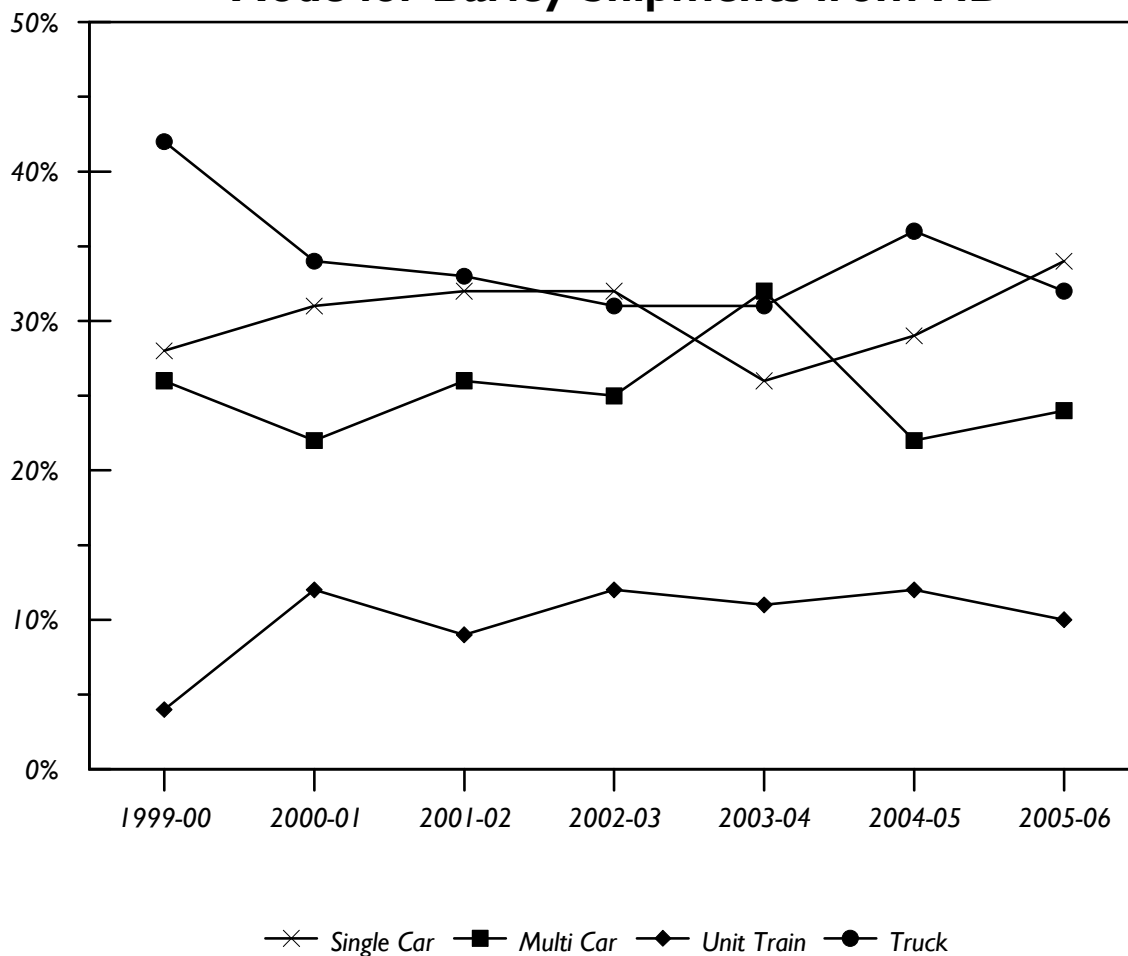
CRD 9					
	Single Car	Multi Car	Unit Train	Truck	Total
1999-00	64%	1%	0%	35%	844
2000-01	66%	0%	0%	34%	687
2001-02	80%	0%	0%	20%	380
2002-03	59%	0%	0%	42%	110
2003-04	60%	0%	0%	40%	271
2004-05	61%	30%	0%	10%	314
2005-06	99%	0%	0%	1%	89



**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

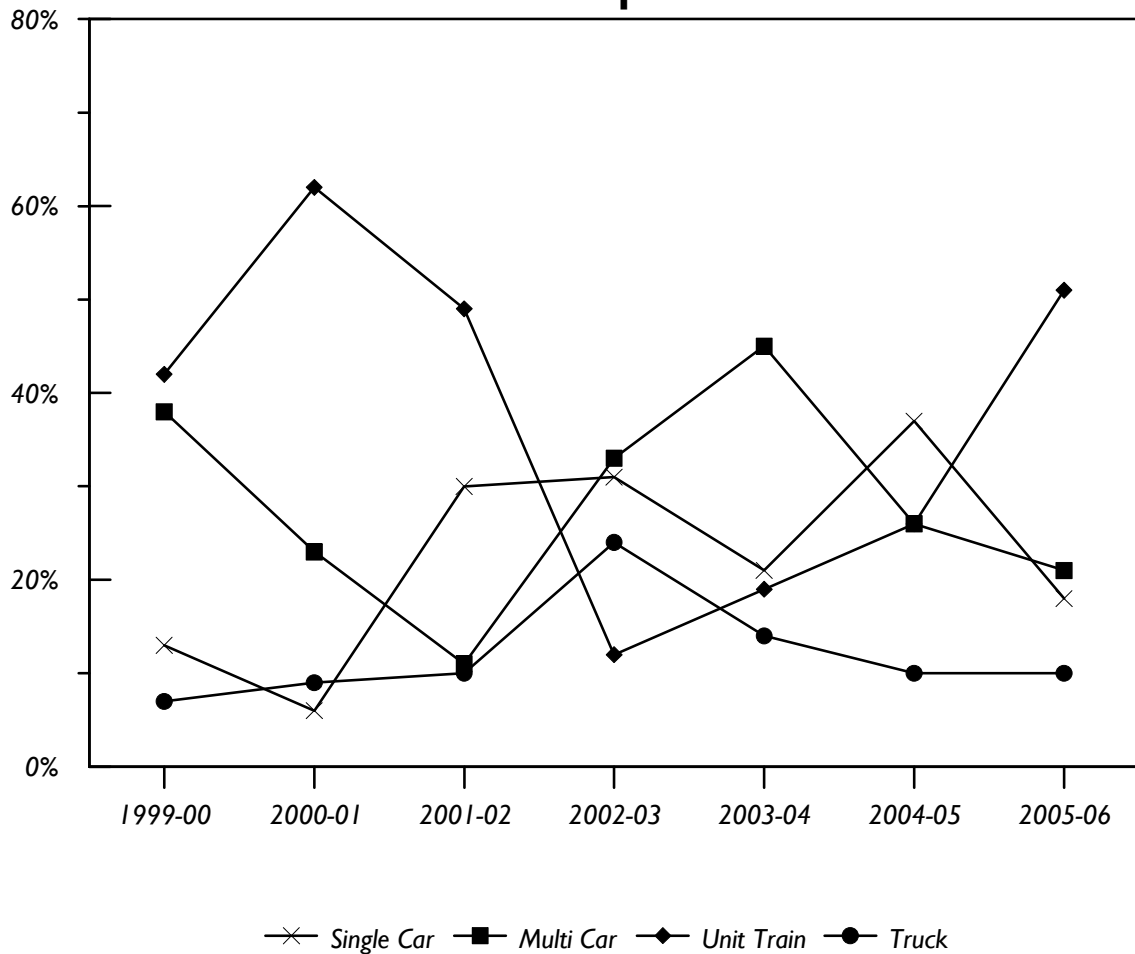
**Mode for Barley Shipments from ND**



**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%	

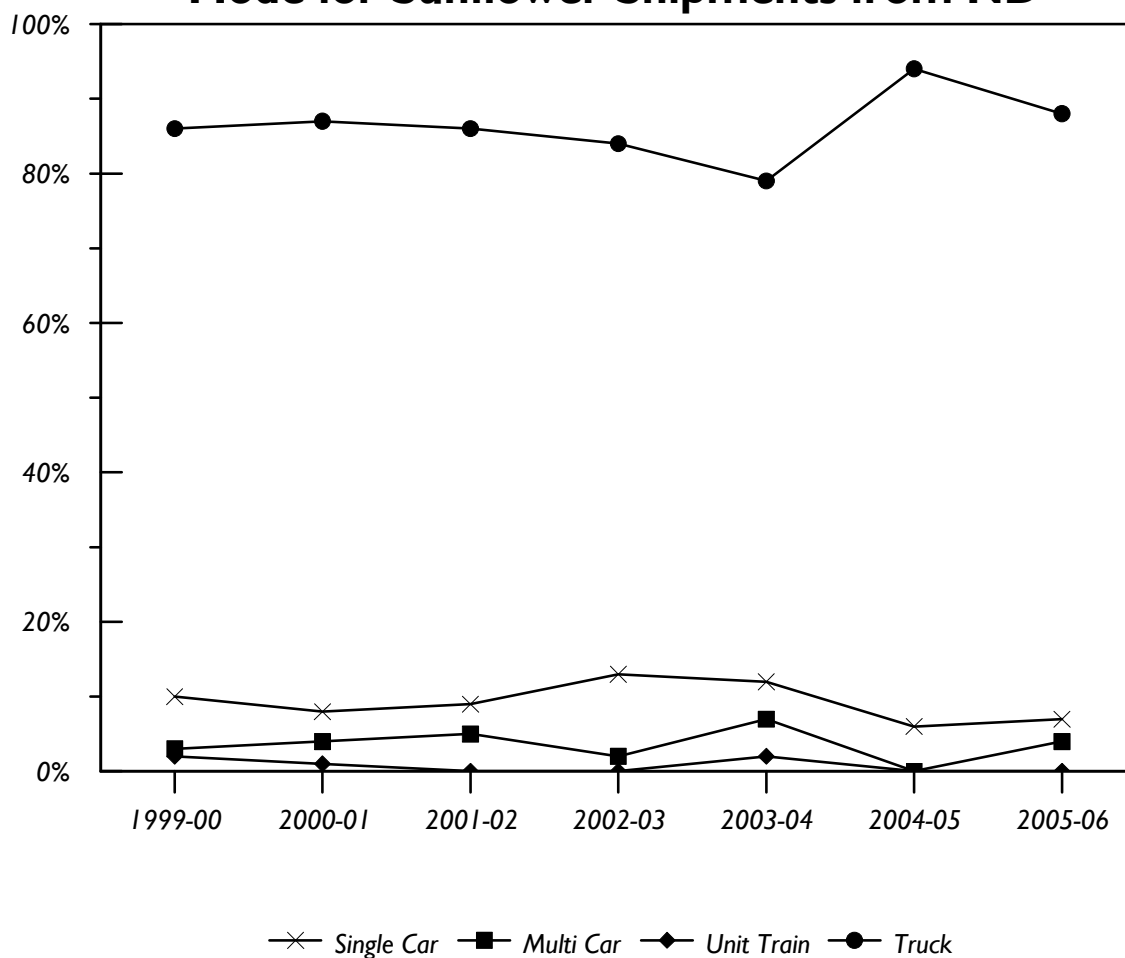
**Mode for Oat Shipments from ND**



**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%	

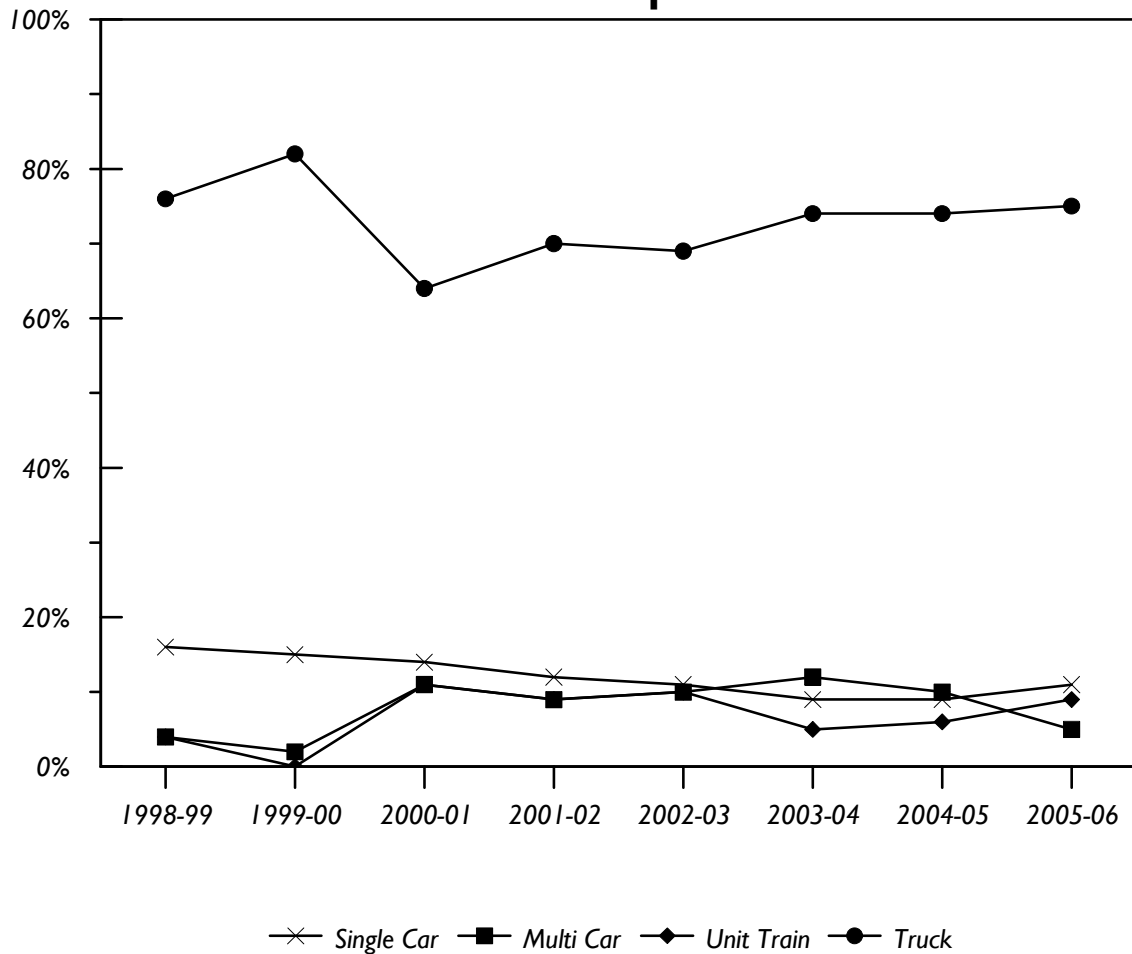
**Mode for Sunflower Shipments from ND**



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

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

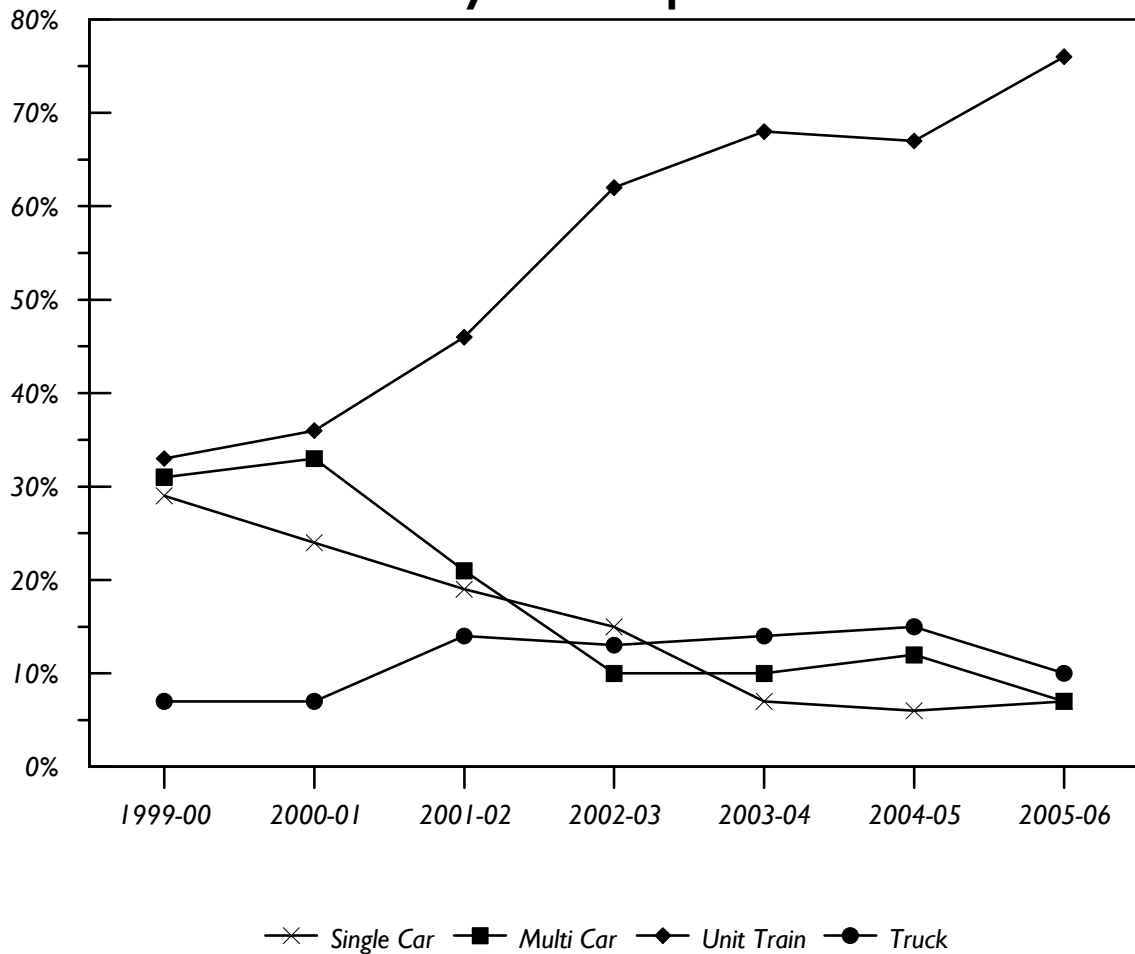
**Mode for Canola Shipments from ND**



**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**

