



## ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2007-08

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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.



## TABLE OF CONTENTS

North Dakota Elevator Marketing Statistics .....	iii
Overview .....	iii
Source of Data .....	iii
Scope of Report .....	iii
Organization of the Report .....	iii
Definition of Elevator Summary Variables .....	iv
North Dakota Elevators .....	1
Elevator Categories .....	1
Storage Capacity .....	1
Grain Handled .....	1
Storage and Total Grain Shipments for North Dakota Elevators .....	2
Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators .....	2
North Dakota Multi and Unit Car Loading Facilities .....	3
Elevators in Each CRD .....	4
Turnover Ratios for Each Elevator Category .....	5
Modal Shipments of Grains and Oilseeds for Each Elevator Category .....	5
ND Elevator Shipments, Storage, and Turnover Ratios for Each CRD .....	6
Modal Share of Grain and Oilseed Shipments from Each CRD .....	7
Destinations for Grain and Oilseed Shipments Originating from North Dakota Elevators .....	9
All Grains and Oilseeds .....	11
HRS Wheat .....	17
Durum .....	23
Barley .....	29
Oats .....	33
Sunflowers .....	37
Canola .....	41
Soybeans .....	45
Corn .....	49

Mode for Grain and Oilseed Shipments Originating from North Dakota Elevators .....	53
All Grains and Oilseeds .....	54
HRS Wheat .....	56
Durum .....	58
Barley .....	60
Oats .....	61
Sunflowers .....	62
Canola .....	63
Soybeans .....	64
Corn .....	65

## Overview

The *Annual North Dakota Elevator Marketing Report for 2007-08* was prepared by Kimberly Vachal and Laurel Benson, 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 2007 to June 2008.
- **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, 2007-08

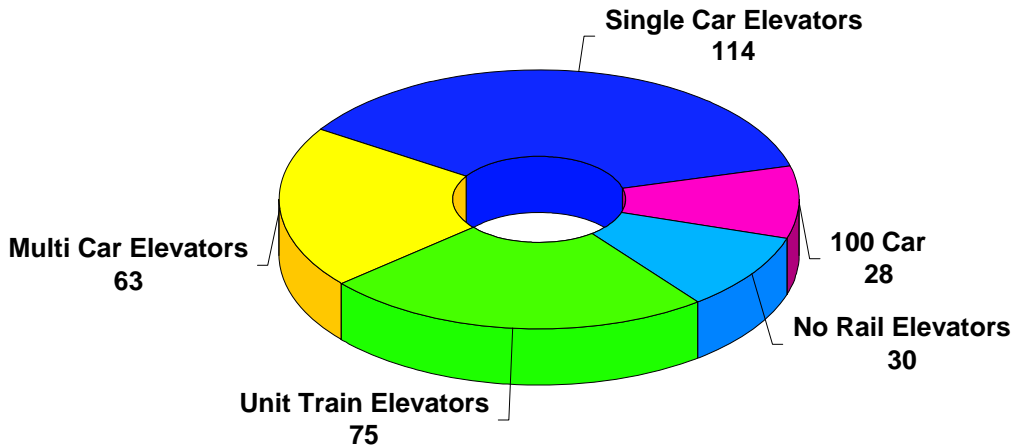
Storage: 239,949 Thousand Bu.

Grain Shipped to End User: 759,132 Thousand Bu.

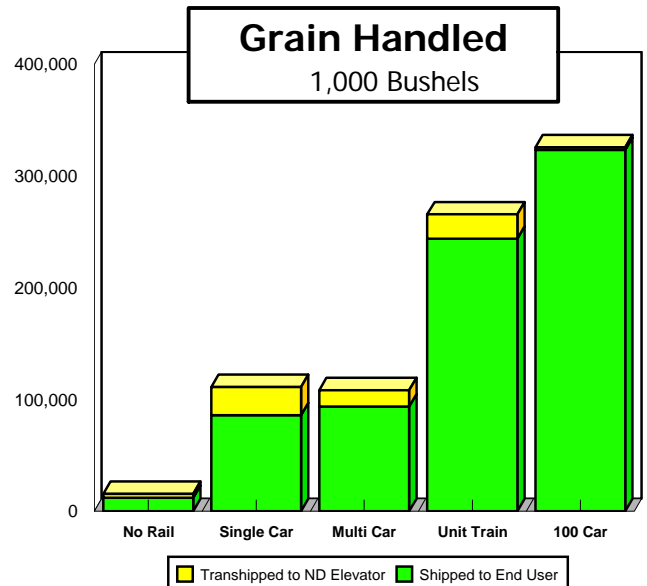
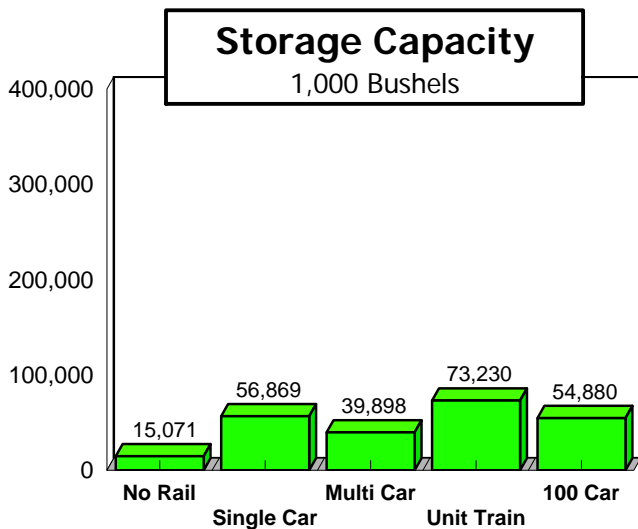
Grain Transhipped to ND Elevator: 67,256 Thousand Bu.

Average Turnover: 6.3

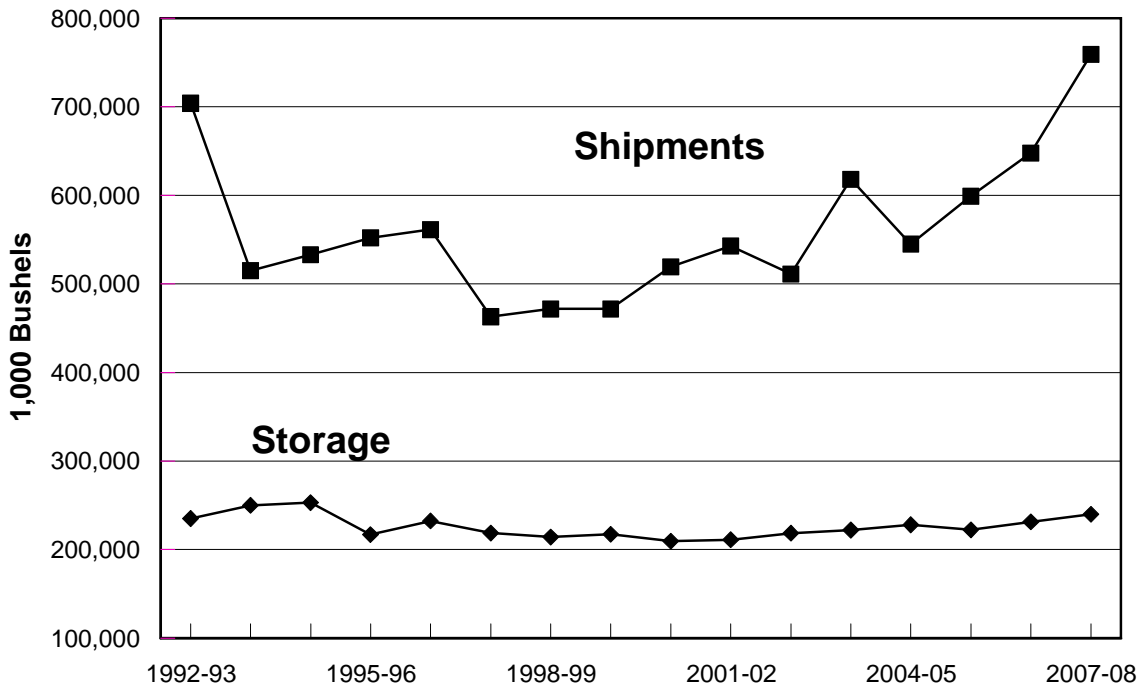
## Elevator Categories



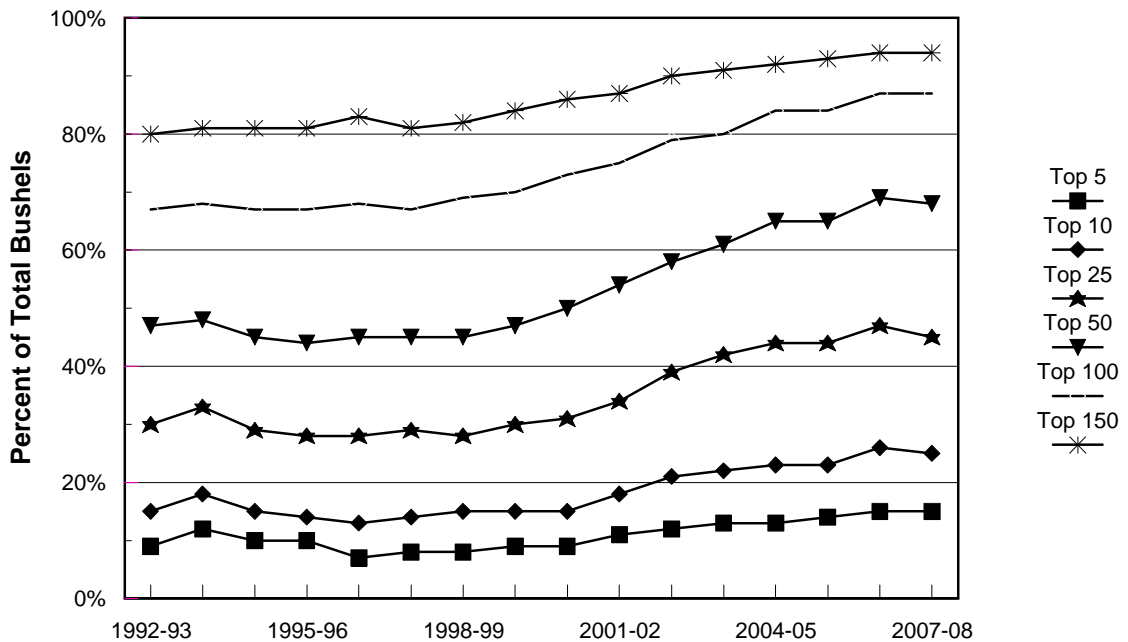
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



## Storage and Total Grain Shipments for North Dakota Elevators

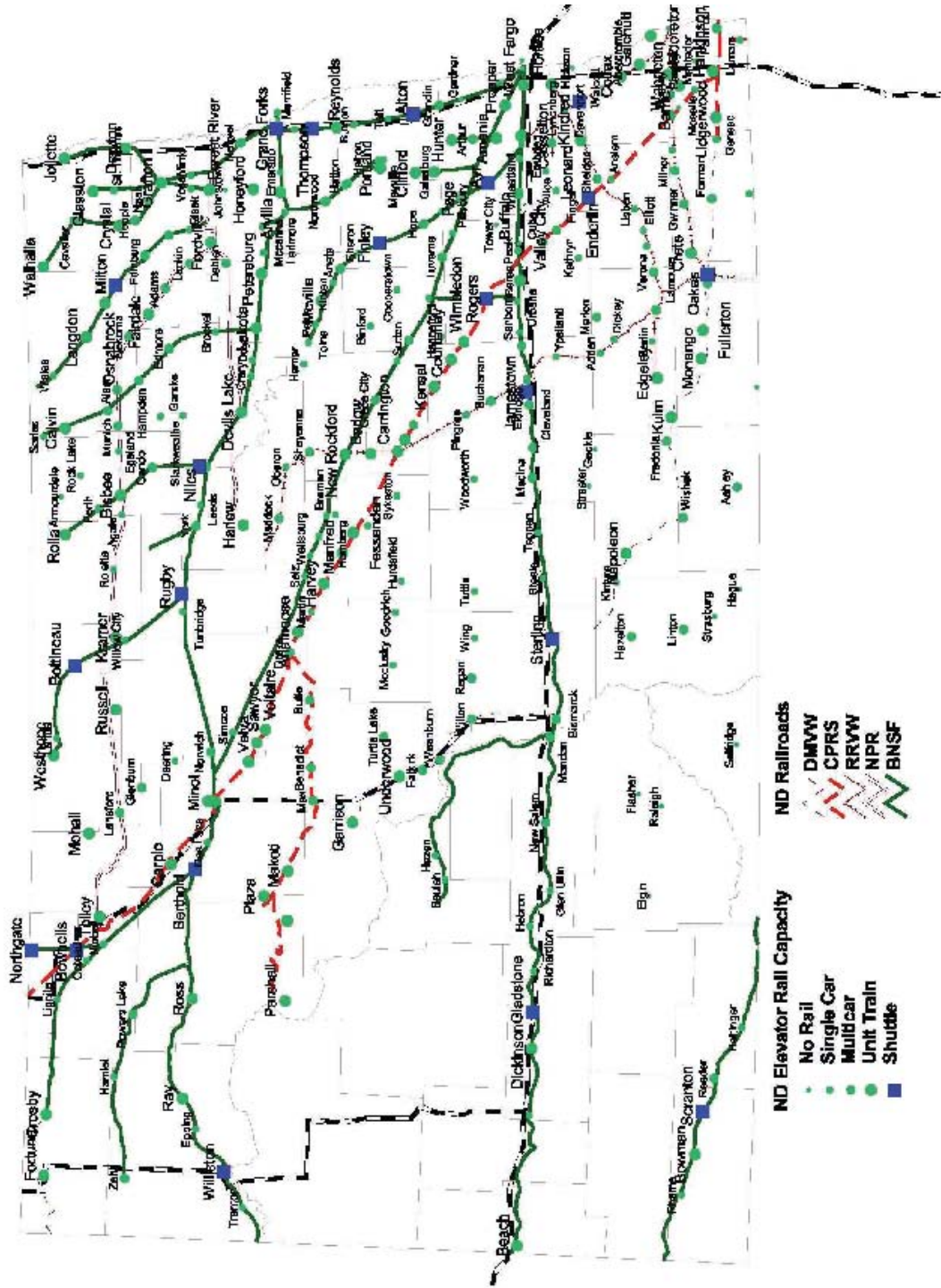


## Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators

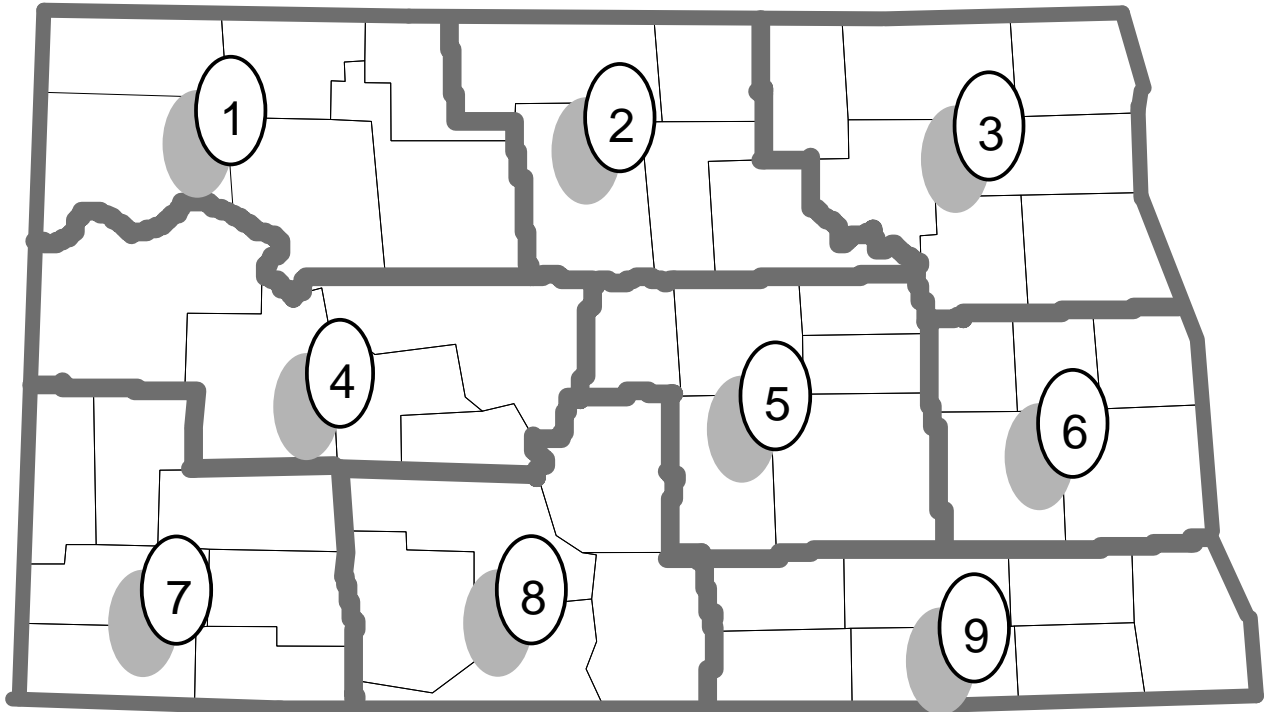




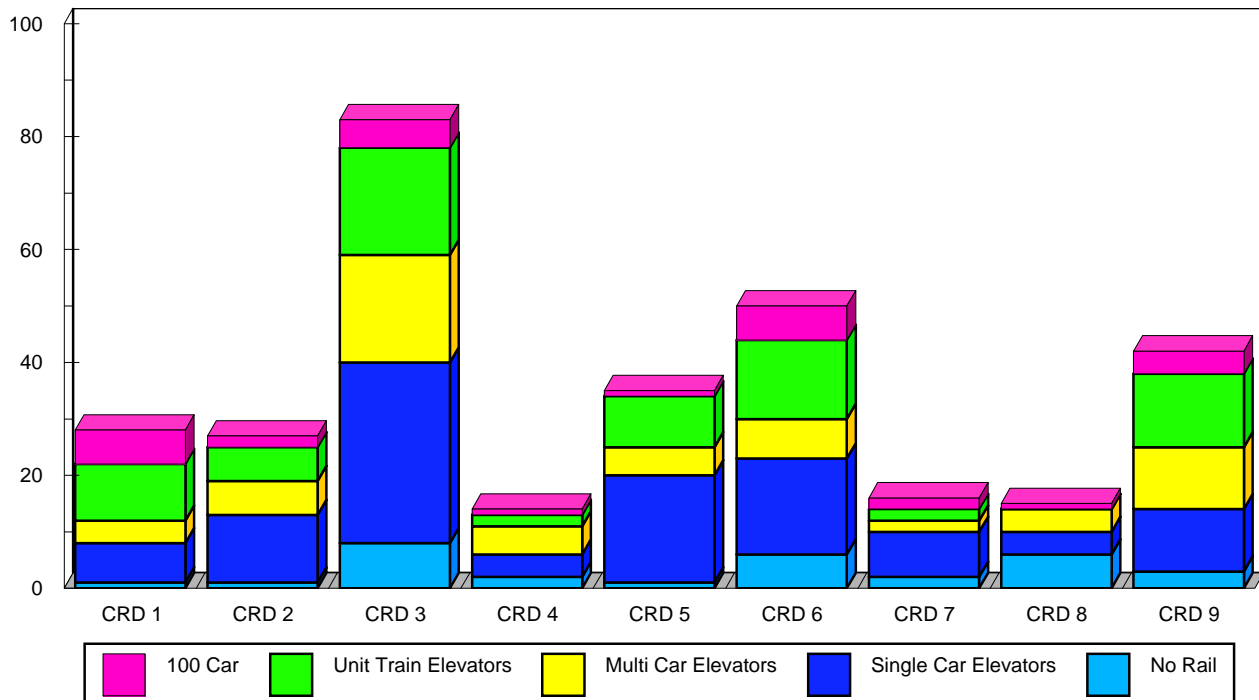
# North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2007



## NORTH DAKOTA CROP REPORTING DISTRICTS

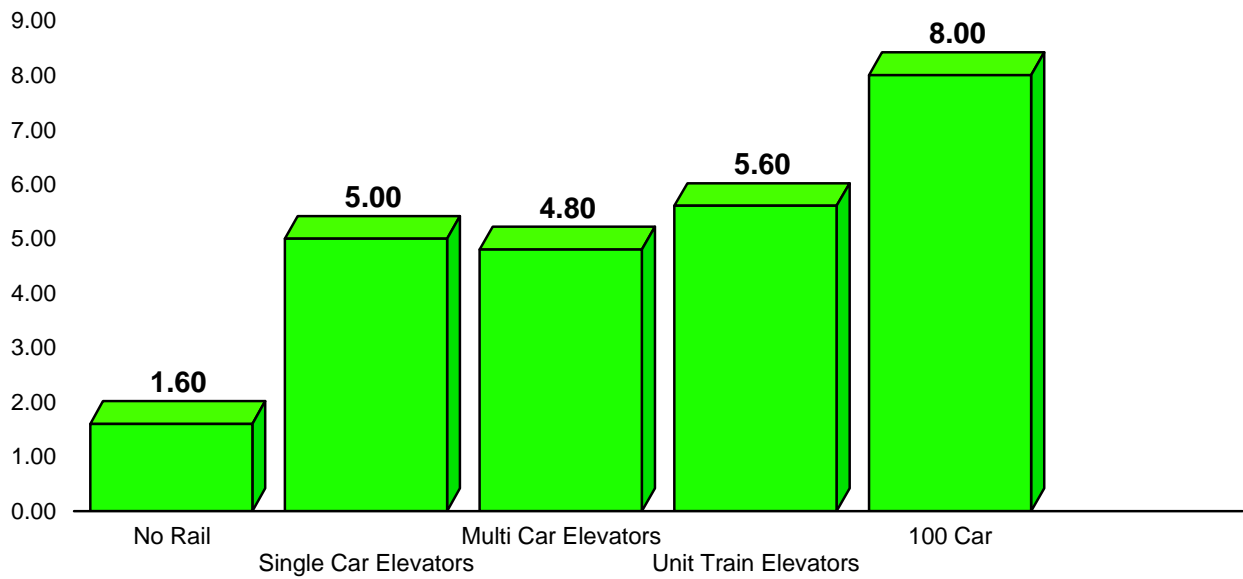


### Elevators in Each CRD, 2007-08



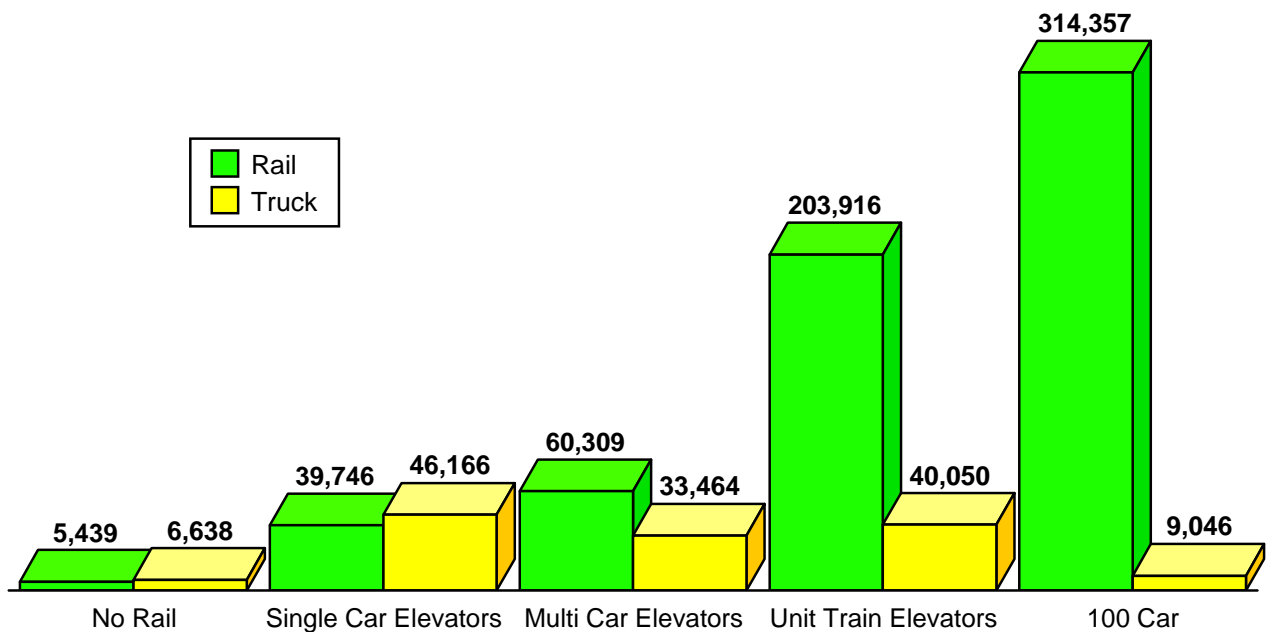
## Turnover Ratios for Each Elevator Category, 2007-08

- Ratio of Volume Handled to Storage Capacity -



## Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2007-08

- Thousand Bushels -



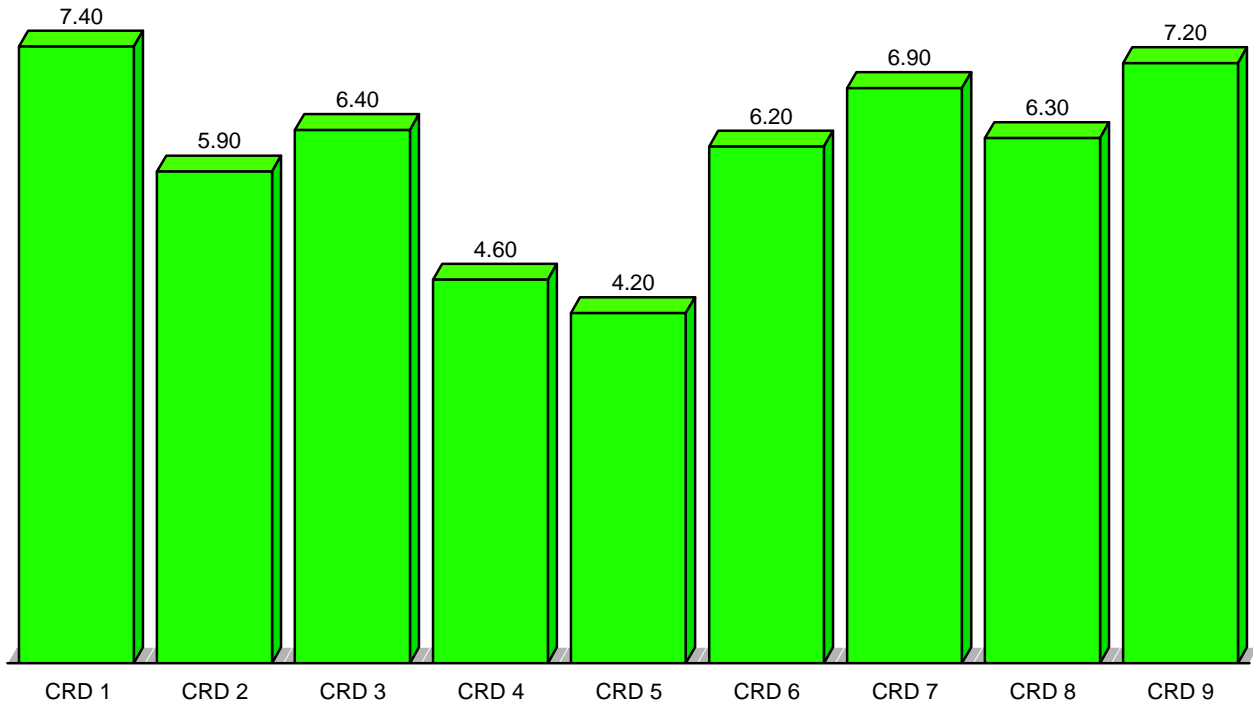
**ND Elevator Storage, Shipments, and Turnover Ratios  
for Each CRD, 2007-08**

CRD	# Elev	Storage Capacity	Total Transhipped <sup>a</sup>	Total Shipments <sup>b</sup>	Average Turnover
1	28	21,538,812	2,602,913	96,418,921	7.4
2	27	15,242,220	3,251,490	56,002,664	5.9
3	83	50,210,338	17,617,792	155,865,635	6.4
4	14	9,216,000	1,949,713	32,426,961	4.6
5	35	35,721,300	9,427,328	83,563,982	4.2
6	50	53,825,868	23,529,664	149,858,823	6.2
7	16	10,727,000	424,452	42,556,349	6.9
8	15	4,833,000	669,216	14,764,968	6.3
9	42	38,634,100	7,783,345	127,674,110	7.2
All	308	239,948,638	67,255,913	759,132,413	6.7

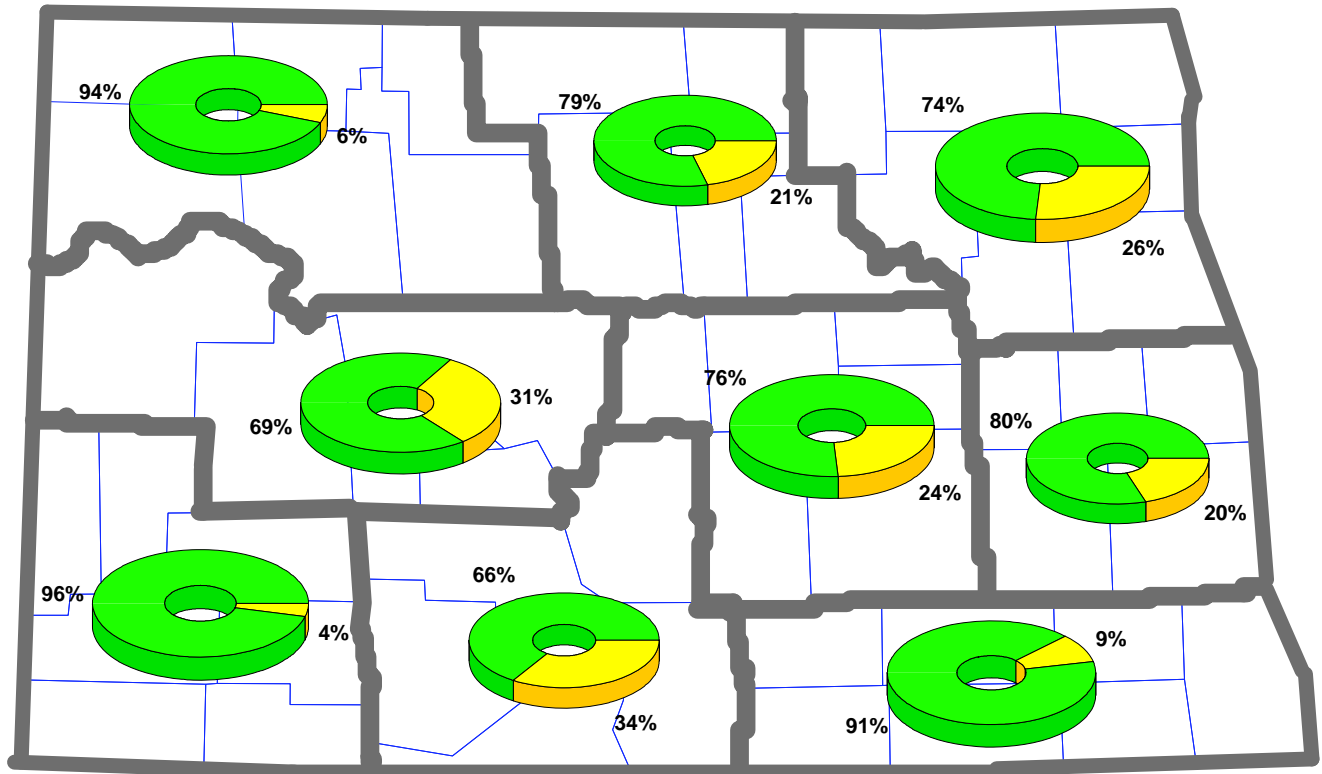
<sup>a</sup>Bushels transhipped to other ND elevators.

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

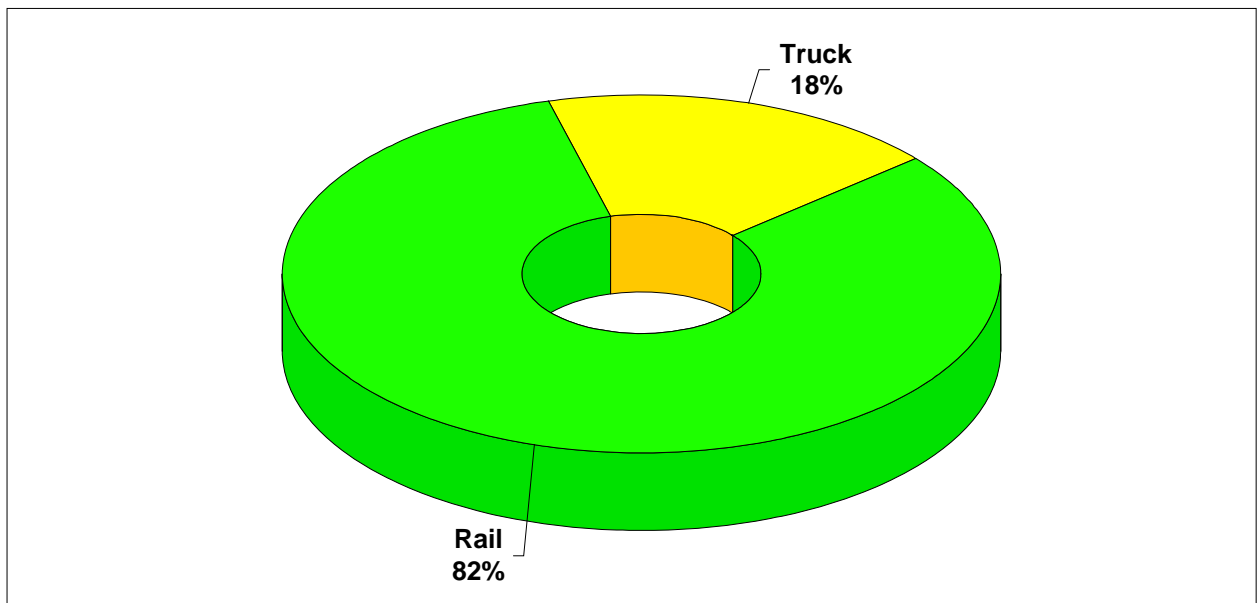
**Average Turnover of Shipments to Storage  
for Each CRD, 2007-08  
-Weighted by grain shipments-**



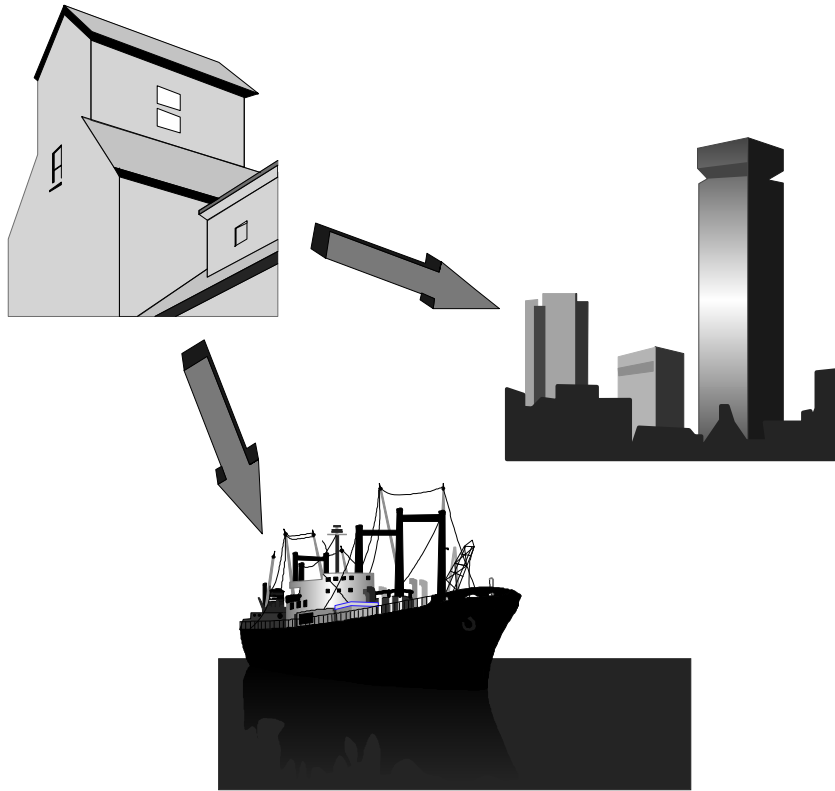
## Modal Share of Grain and Oilseed Shipments from Each CRD, 2007-08



## Rail/Truck Share of Grain and Oilseed Shipments from ND, 2007-08







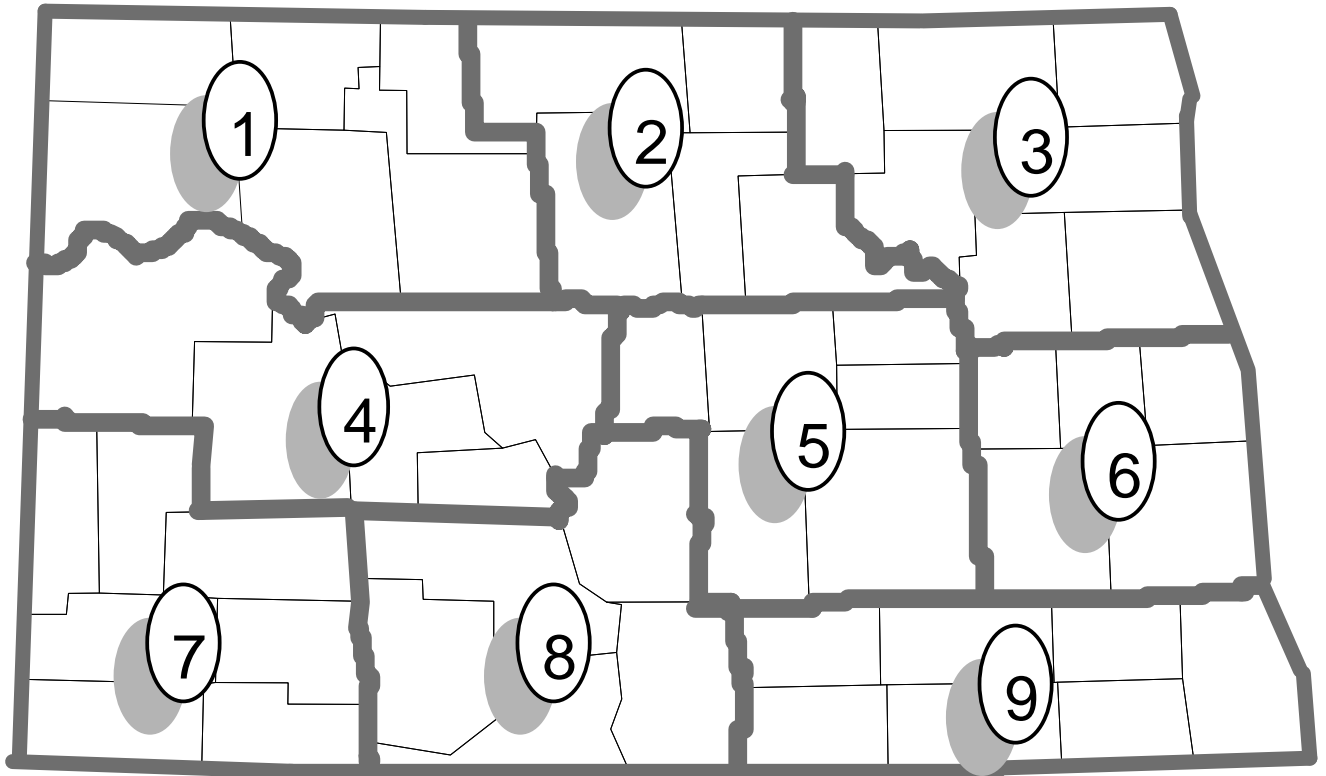
*Destinations for Grain and Oilseed  
Shipments Originating from  
North Dakota Elevators*



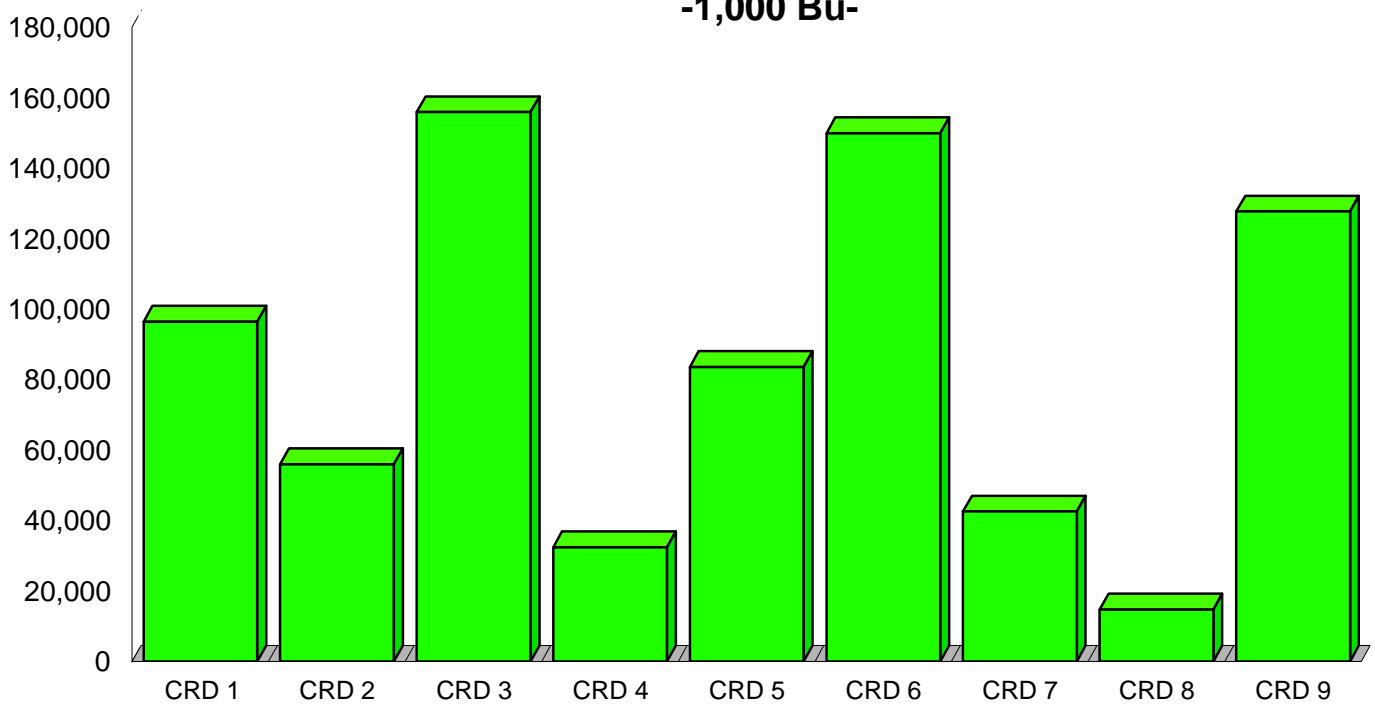


# *All Grains and Oilseeds*

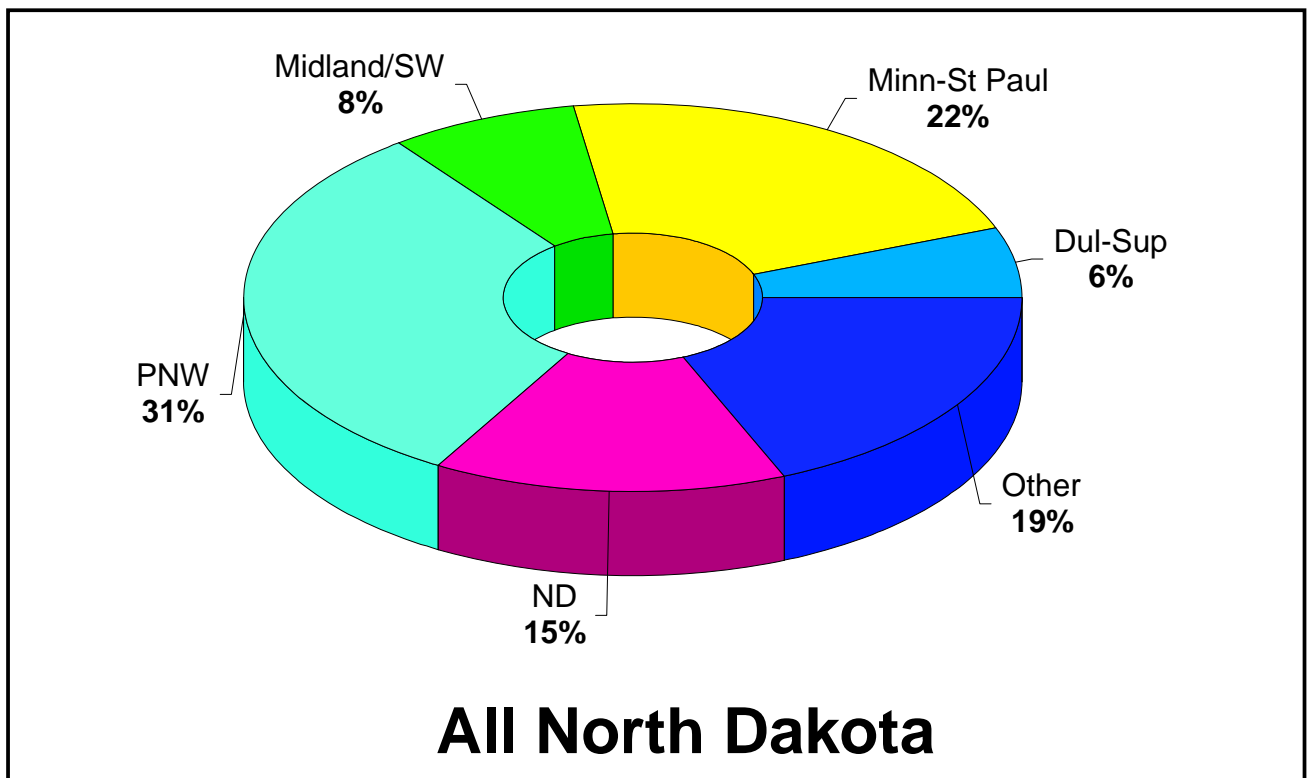
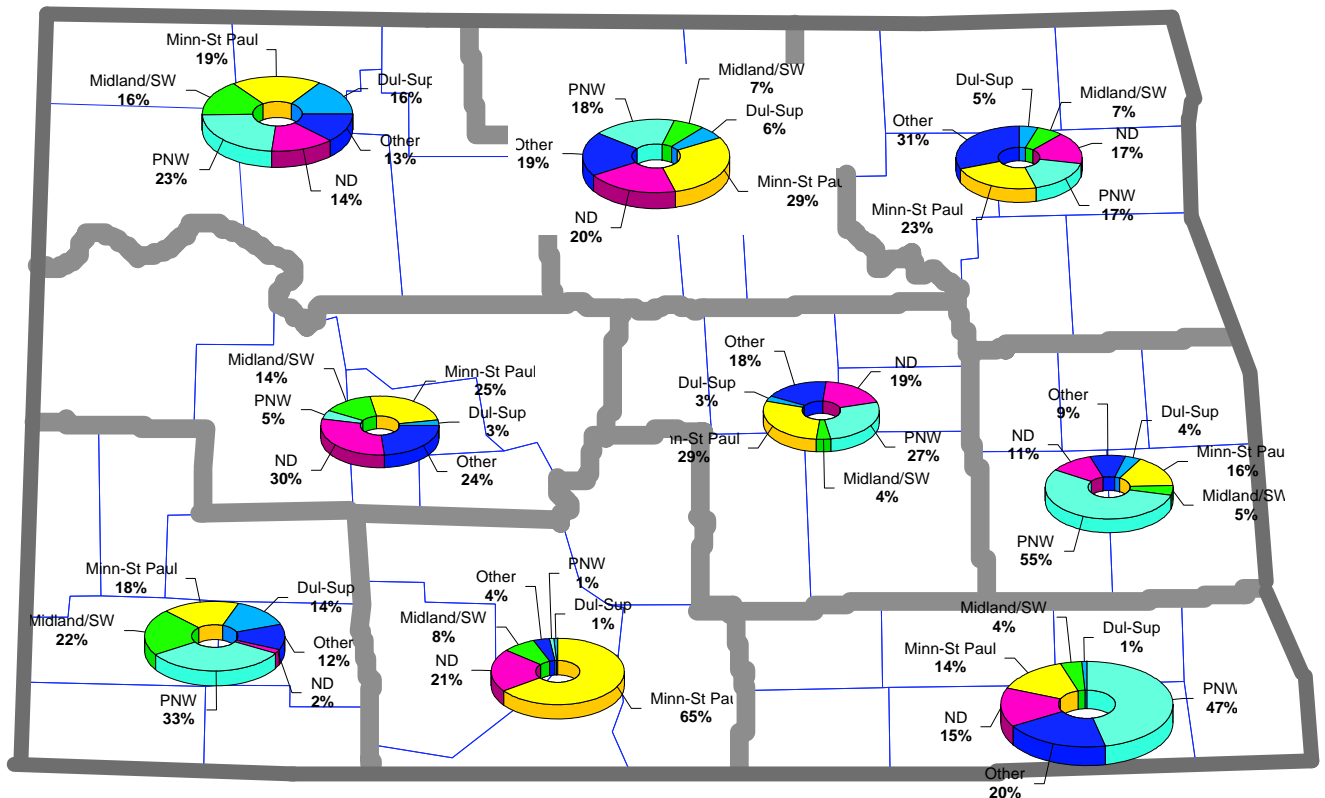
# NORTH DAKOTA CROP REPORTING DISTRICTS



**Grain & Oilseed Shipments Originating  
from Each CRD, 2007-08  
-1,000 Bu-**



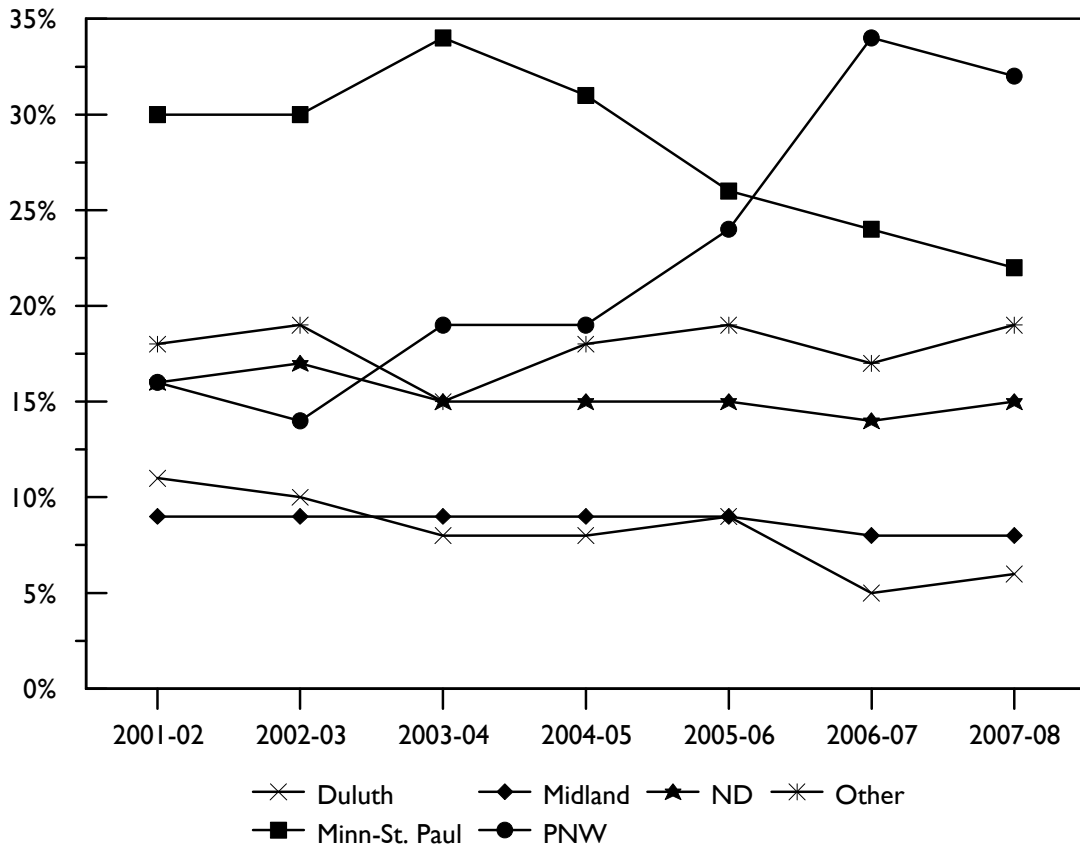
# Destinations for Grain & Oilseed Shipments 2007-08 Crop Reporting District



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

	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
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
2007-08	42,339 6%	163,483 22%	60,977 8%	241,577 32%	508,376

**Destinations for Grain and Oilseed Shipments**



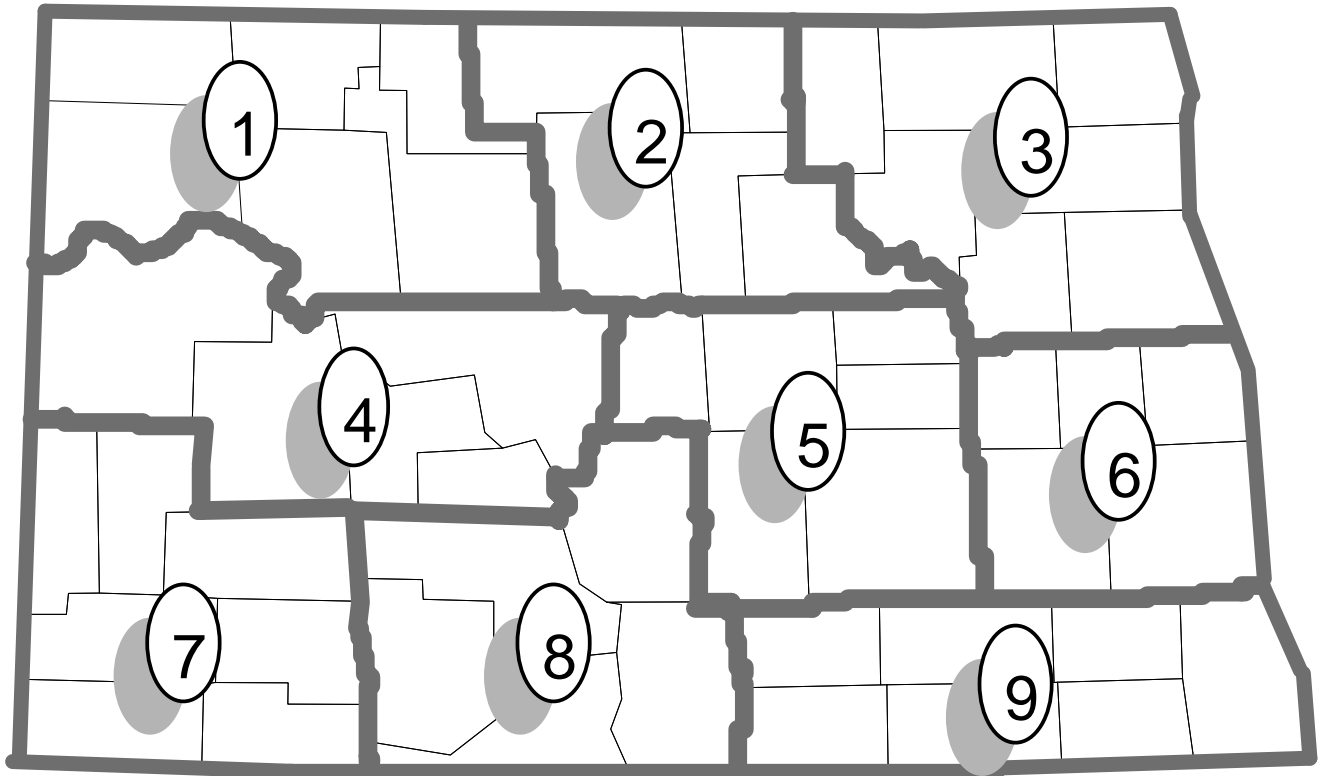
## Destinations for Grain and Oilseed Shipments from ND CRD's (1,000 Bushels)

	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2006-07	10%	19%	19%	25%	17%	11%	83,666	2006-07	4%	41%	9%	17%	20%	12%	51,067
2007-08	16%	20%	10%	24%	14%	13%	96,419	2007-08	6%	30%	7%	19%	21%	20%	56,003
<b>CRD 3</b>								<b>CRD 4</b>							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2006-07	5%	25%	7%	12%	19%	34%	125,328	2006-07	4%	32%	17%	6%	22%	20%	23,210
2007-08	5%	24%	7%	18%	17%	32%	155,866	2007-08	3%	25%	14%	5%	30%	24%	32,427
<b>CRD 5</b>								<b>CRD 6</b>							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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	9%	25%	11%	9%	19%	31%	106,106	2005-06	9%	40%	8%	0%	14%	29%	25,222
2006-07	7%	30%	8%	23%	18%	16%	63,161	2006-07	3%	19%	5%	62%	7%	4%	146,456
2007-08	3%	29%	4%	27%	19%	18%	83,564	2007-08	4%	16%	5%	55%	11%	9%	149,859
<b>CRD 7</b>								<b>CRD 8</b>							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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	9%	25%	11%	9%	19%	31%	106,106	2005-06	9%	40%	8%	0%	14%	29%	25,222
2006-07	12%	21%	11%	30%	2%	24%	30,616	2006-07	1%	78%	5%	1%	12%	3%	7,075
2007-08	14%	18%	22%	33%	2%	12%	42,556	2007-08	1%	65%	8%	1%	21%	4%	14,765
<b>CRD 9</b>															
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total								
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								
2007-08	1%	14%	4%	47%	15%	20%	127,674								

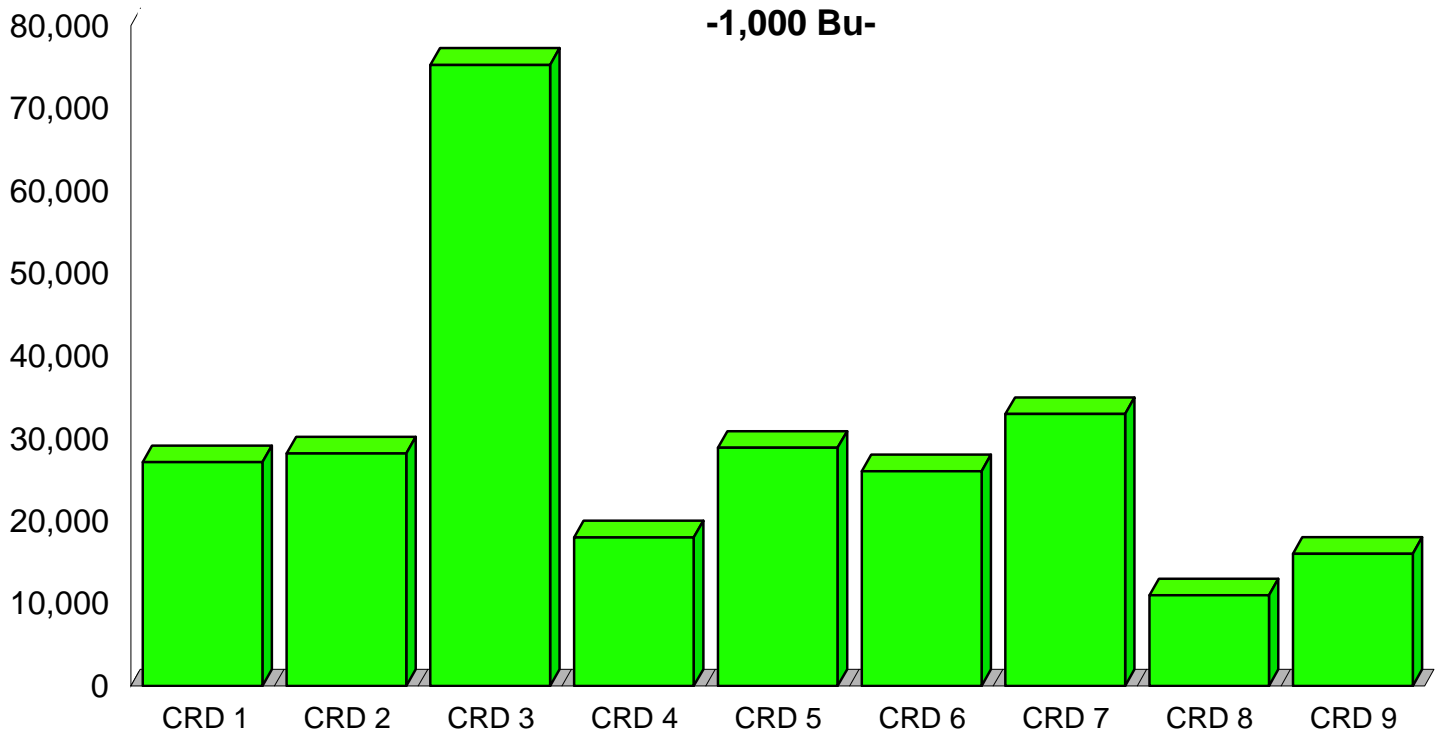


***HRS Wheat***

# NORTH DAKOTA CROP REPORTING DISTRICTS

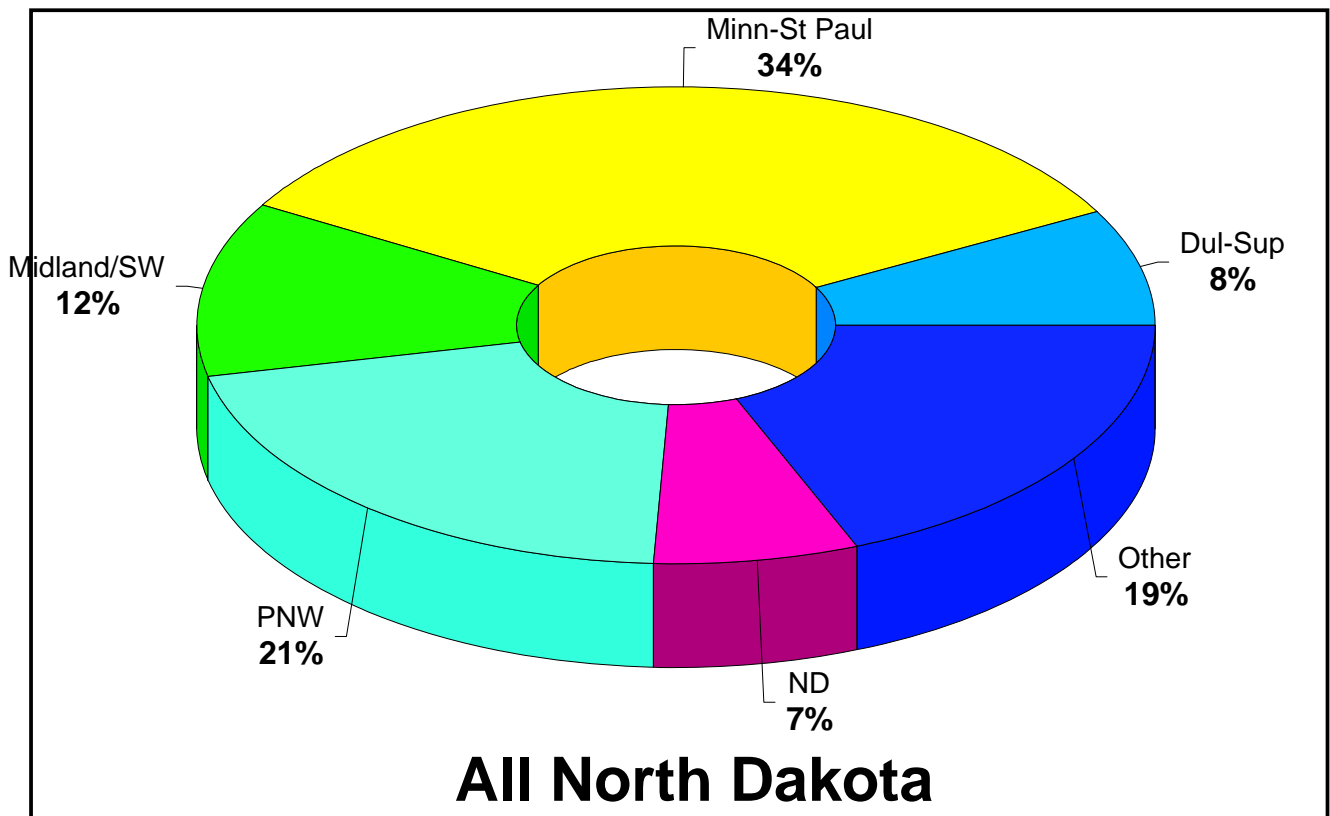
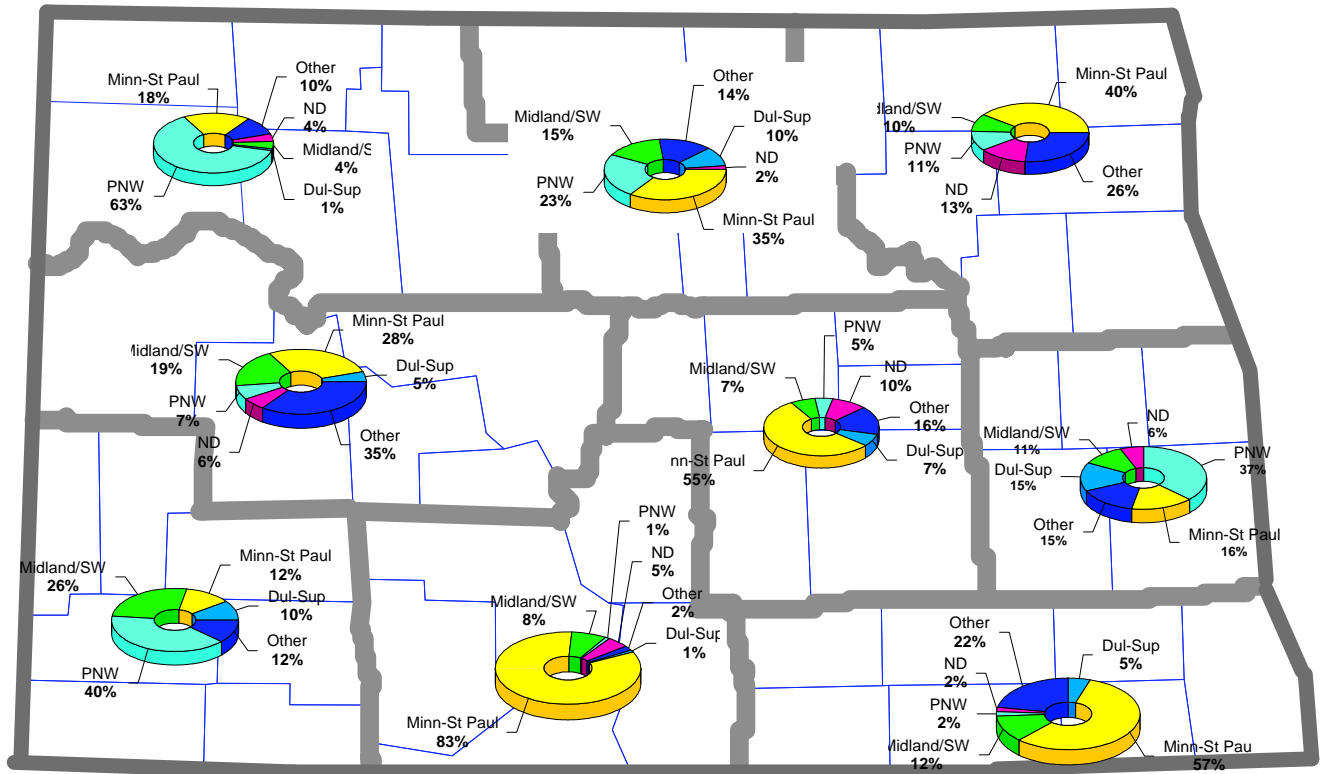


**Hard Red Spring Wheat Shipments  
Originating from Each CRD, 2007-08  
-1,000 Bu-**





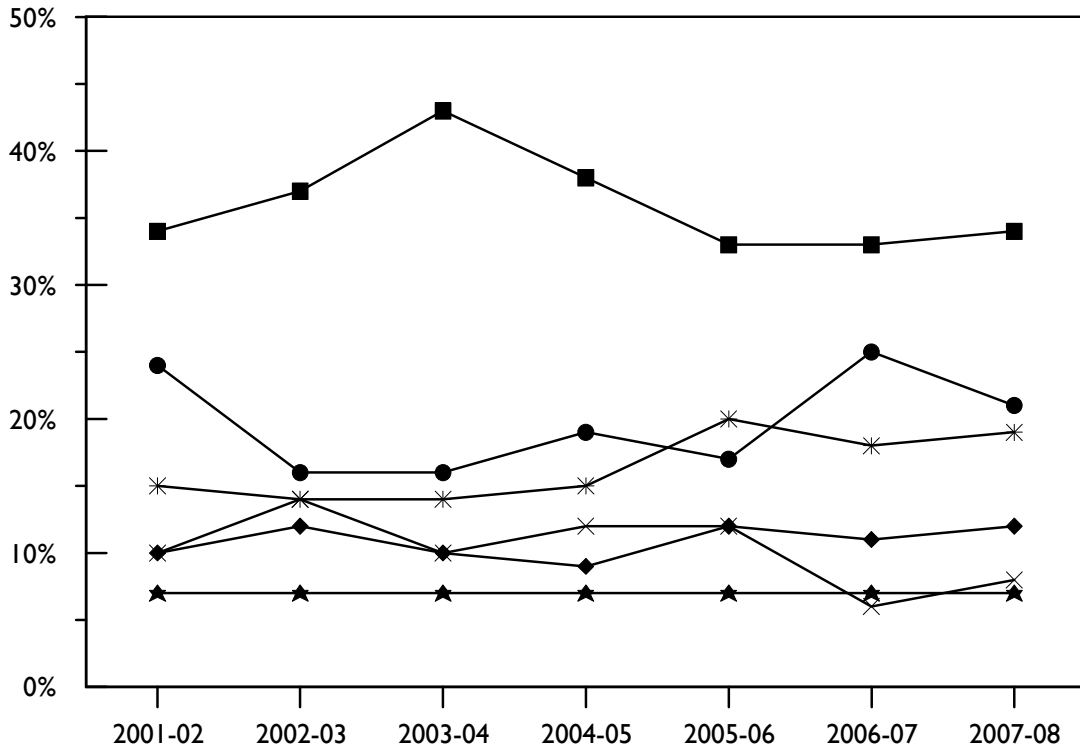
# Destinations for Hard Red Spring Wheat Shipments 2007-08 Crop Reporting District



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

	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
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
2007-08	20,640 8%	88,719 34%	30,756 12%	56,645 21%	196,760

**Destinations for Hard Red Spring Wheat Shipments**



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

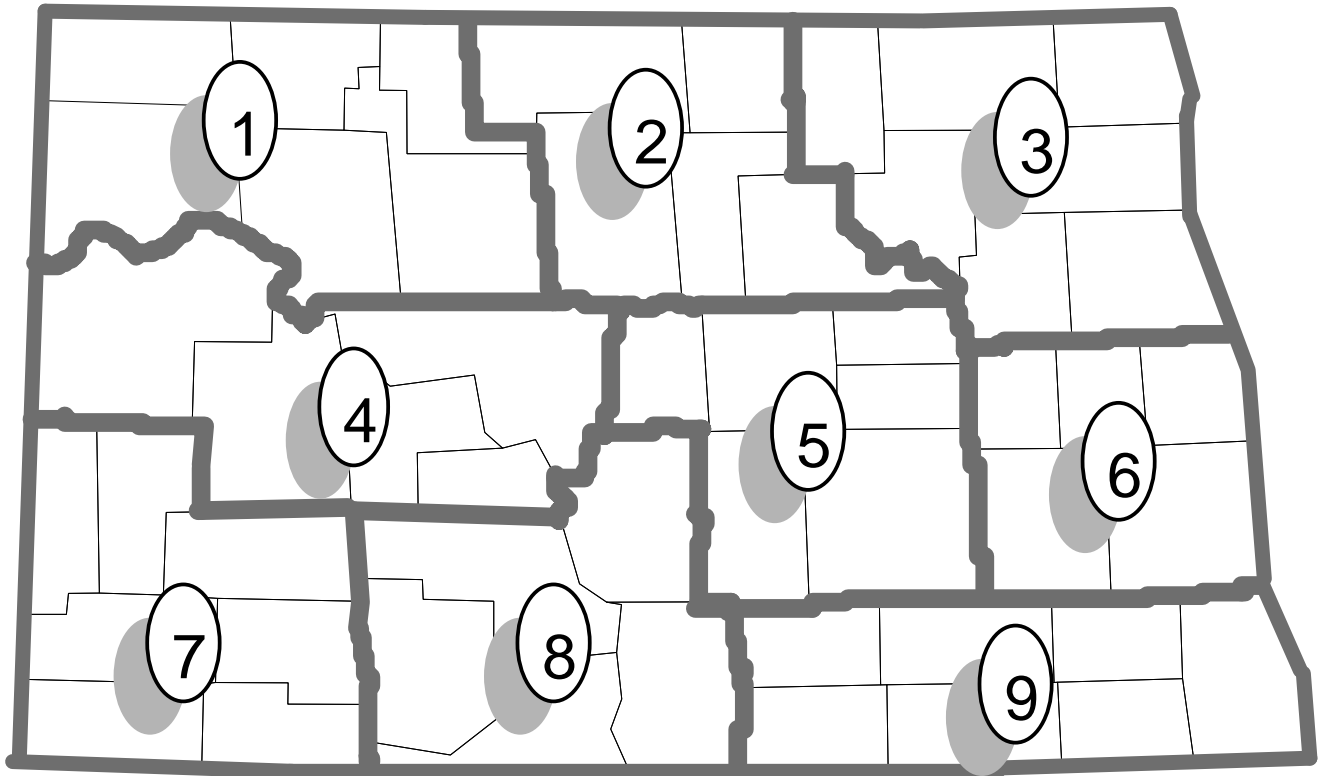
## Destinations for Hard Red Spring Wheat Shipments from ND CRD's (1,000 Bushels)

	CRD 1								CRD 2						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2006-07	0%	13%	7%	69%	7%	2%	24,971	2006-07	5%	42%	15%	23%	2%	14%	24,889
2007-08	1%	18%	4%	62%	4%	10%	27,135	2007-08	10%	34%	13%	21%	3%	19%	28,203
	CRD 3								CRD 4						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2006-07	7%	36%	7%	10%	15%	26%	66,731	2006-07	7%	28%	25%	6%	8%	26%	12,321
2007-08	9%	36%	9%	10%	12%	24%	75,259	2007-08	5%	28%	19%	7%	6%	35%	18,021
	CRD 5								CRD 6						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2006-07	11%	43%	14%	7%	4%	20%	24,161	2006-07	6%	21%	14%	55%	3%	0%	28,960
2007-08	7%	55%	7%	5%	10%	16%	28,867	2007-08	15%	16%	11%	37%	6%	15%	26,023
	CRD 7								CRD 8						
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2006-07	7%	13%	12%	39%	0%	29%	22,790	2006-07	1%	90%	5%	1%	1%	3%	5,737
2007-08	10%	12%	26%	40%	0%	12%	32,956	2007-08	1%	84%	8%	1%	5%	2%	10,983
	CRD 9														
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total								
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%	18,719								
2007-08	5%	57%	12%	2%	2%	22%	16,018								

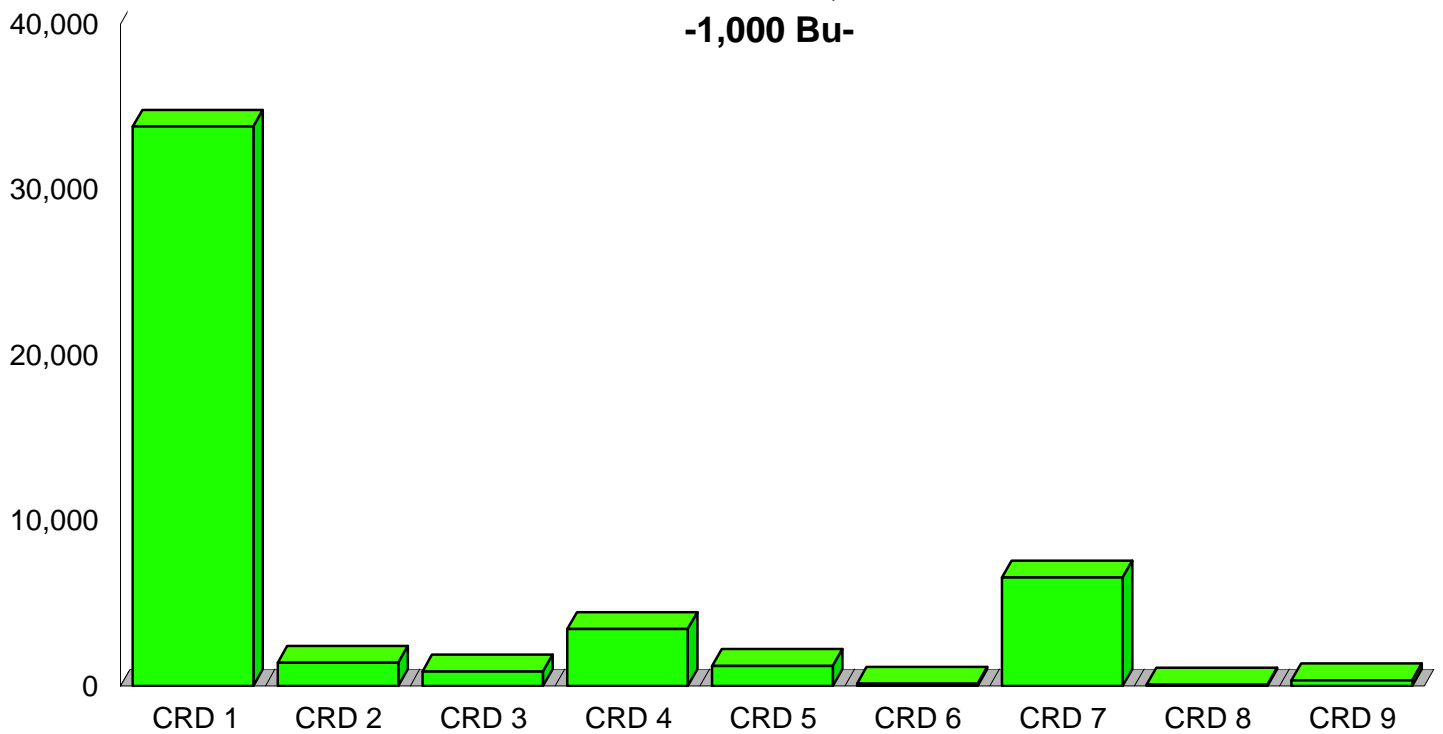


*Durum*

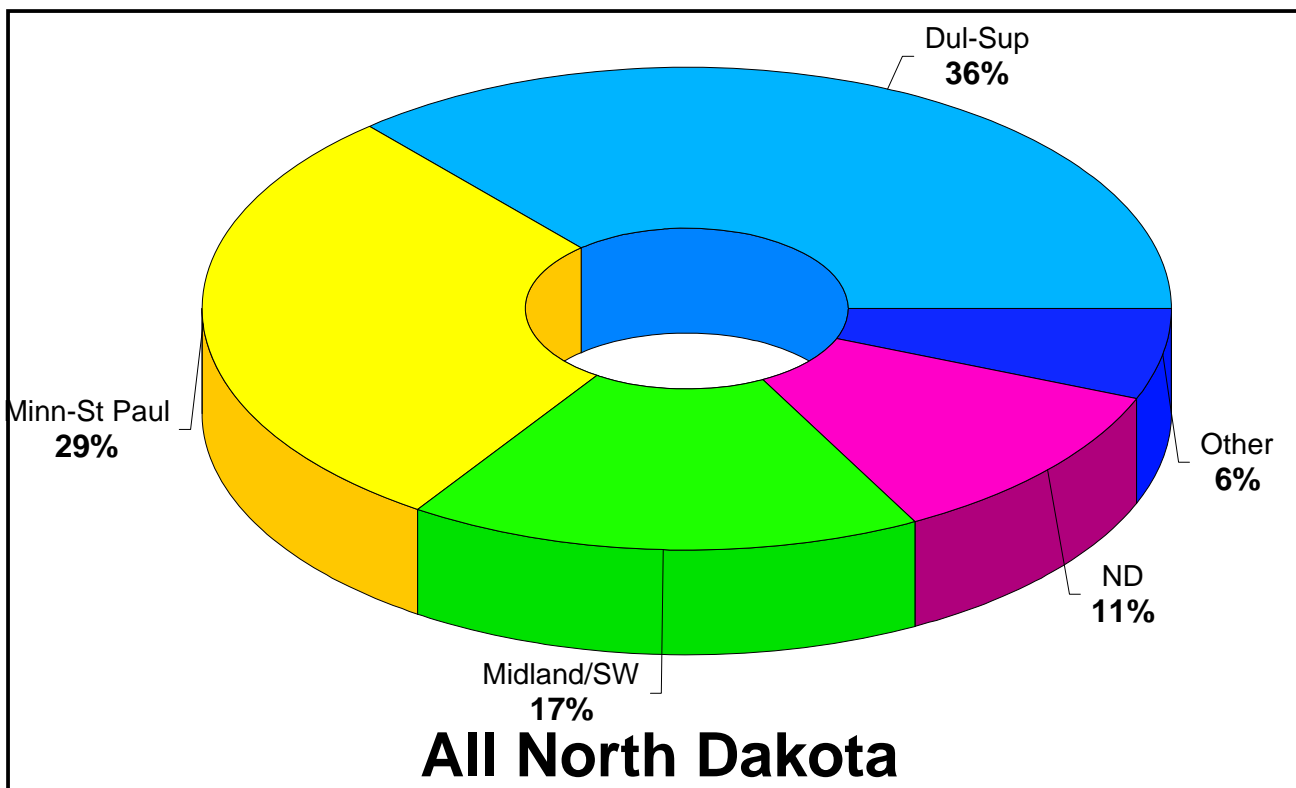
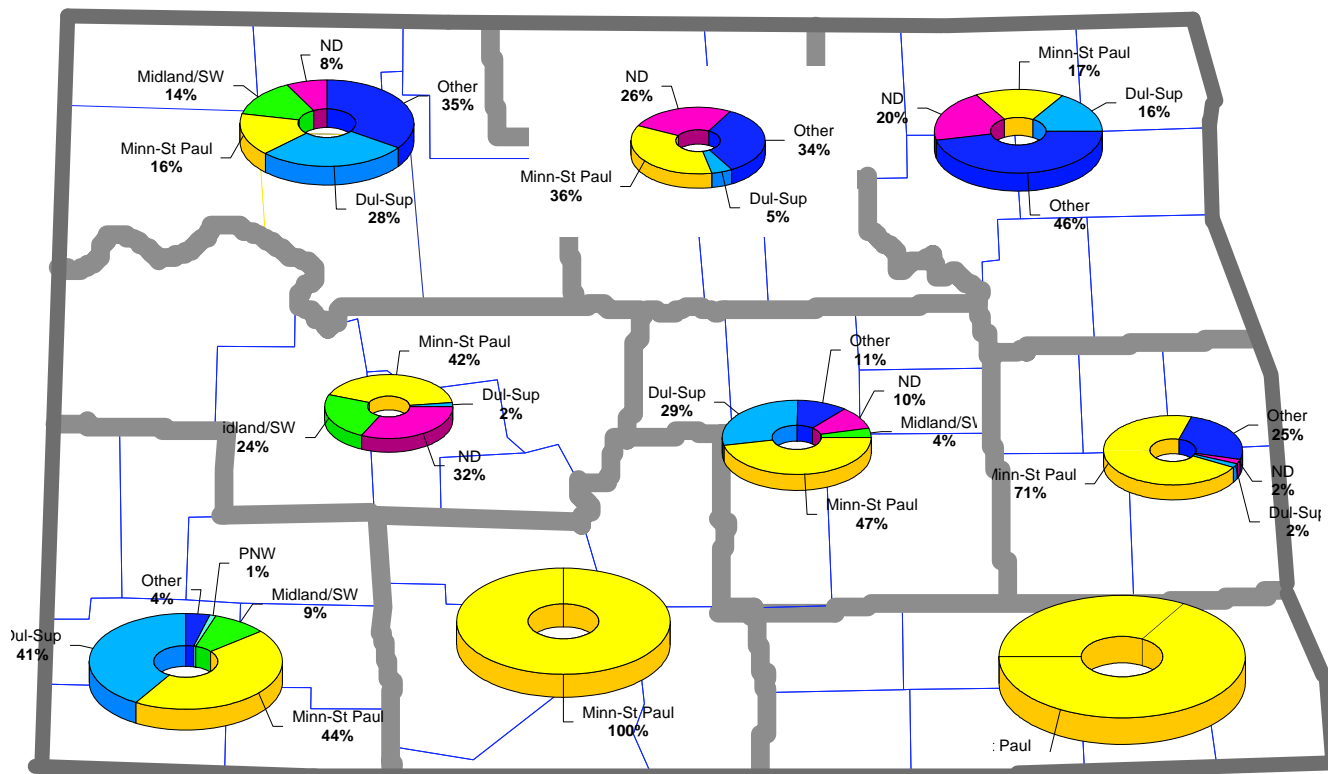
# NORTH DAKOTA CROP REPORTING DISTRICTS



**Durum Shipments Originating  
from Each CRD, 2007-08  
-1,000 Bu-**



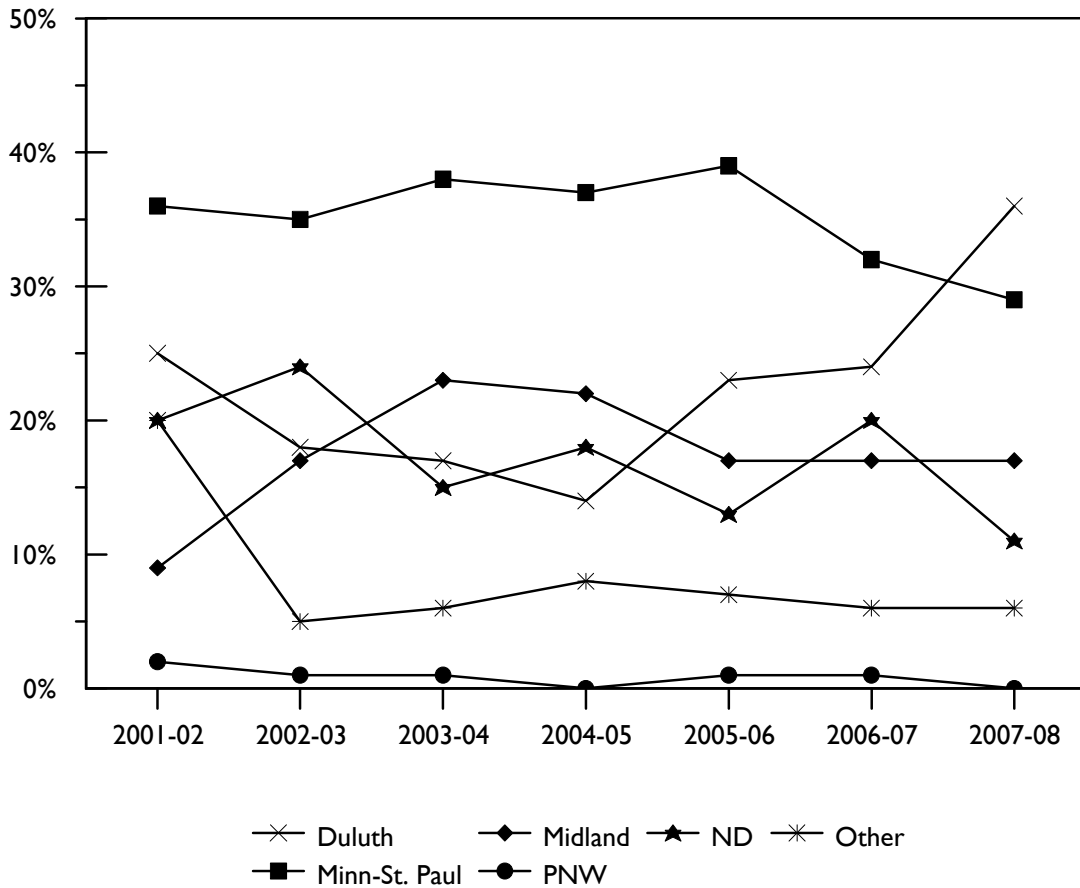
# Destinations for Durum Shipments 2007-08 Crop Reporting District



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

	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
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%	
2006-07	9,905	13,248	6,785	216	30,154
	24%	32%	17%	1%	
2007-08	17,024	13,806	8,339	207	39,376
	36%	29%	17%	0%	

**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
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
2007-08	40%	23%	20%	0%	11%	5%	33,798	2007-08	5%	35%	0%	0%	25%	33%	1,404

CRD 3								CRD 4							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2007-08	16%	17%	0%	0%	20%	46%	887	2007-08	2%	42%	24%	0%	32%	0%	3,450

CRD 5								CRD 6							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2007-08	29%	47%	4%	0%	10%	11%	1,215	2007-08	2%	71%	0%	0%	2%	25%	138

CRD 7								CRD 8							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total		Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
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
2007-08	41%	44%	9%	1%	0%	4%	6,567	2007-08	0%	100%	0%	0%	0%	0%	85

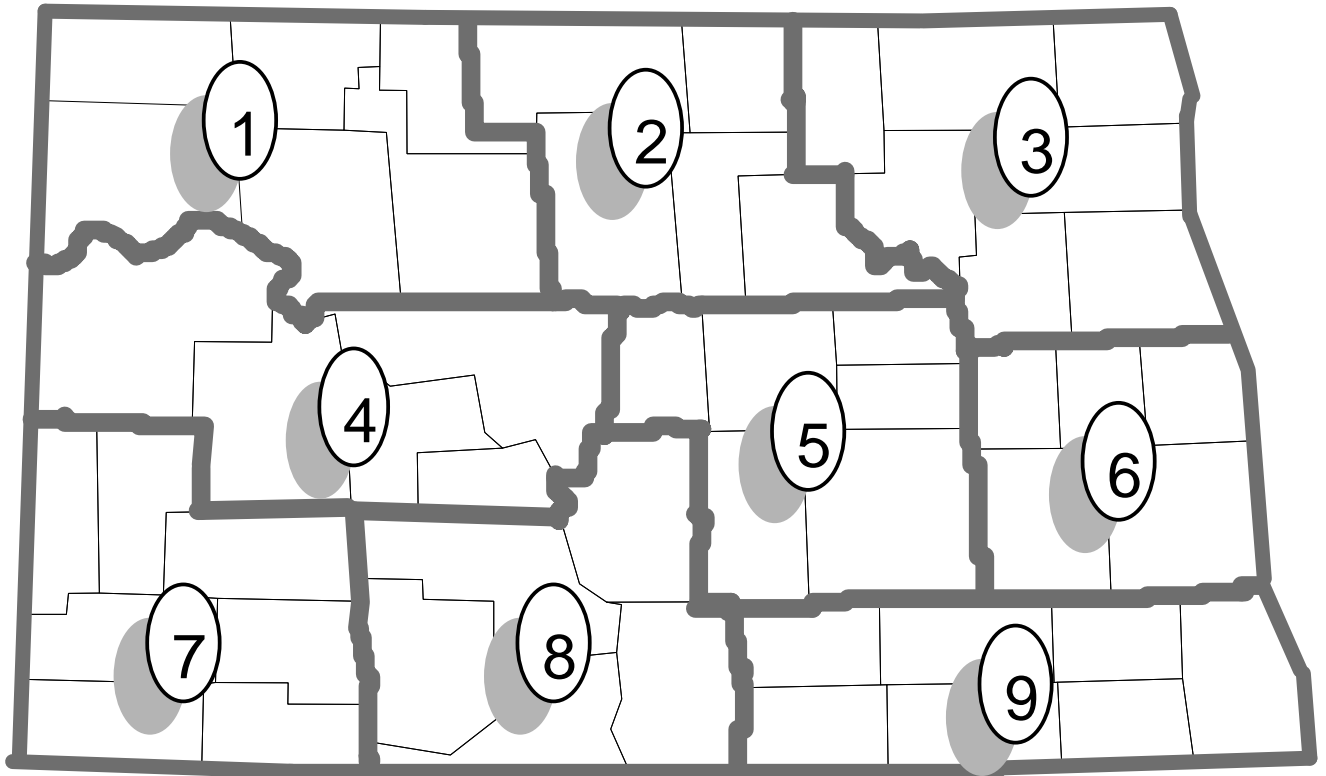
  

CRD 9							
	Duluth	Minn-St. Paul	Midland	PNW	ND	Other	Total
2001-02	10%	70%	8%	0%	2%	10%	380
2002-03	8%	85%	0%	0%	5%	2%	110
2003-04	2%	68%	2%	0%	11%	16%	271
2004-05	2%	64%	0%	0%	2%	33%	314
2005-06	7%	93%	0%	0%	0%	0%	89
2006-07	0%	94%	0%	0%	5%	1%	293
2007-08	0%	100%	0%	0%	0%	0%	356

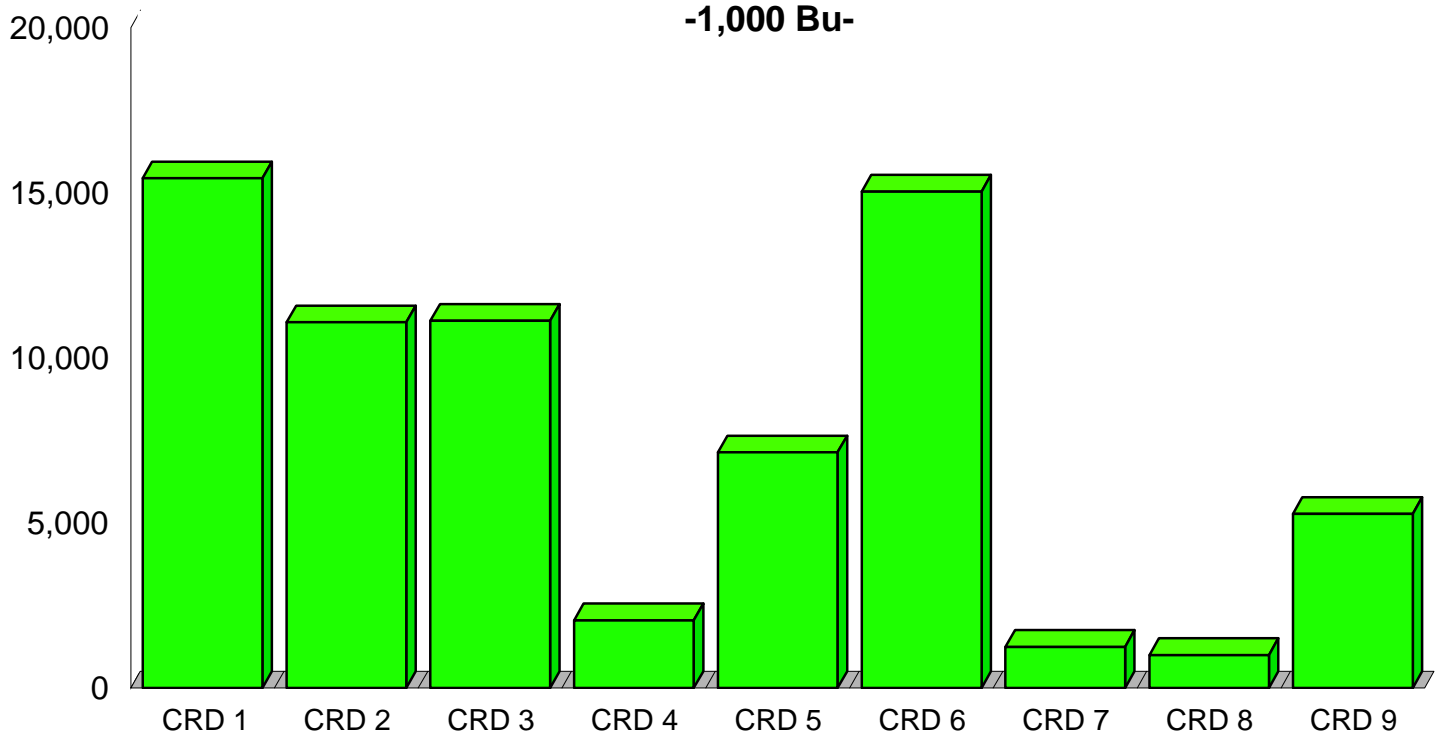


*Barley*

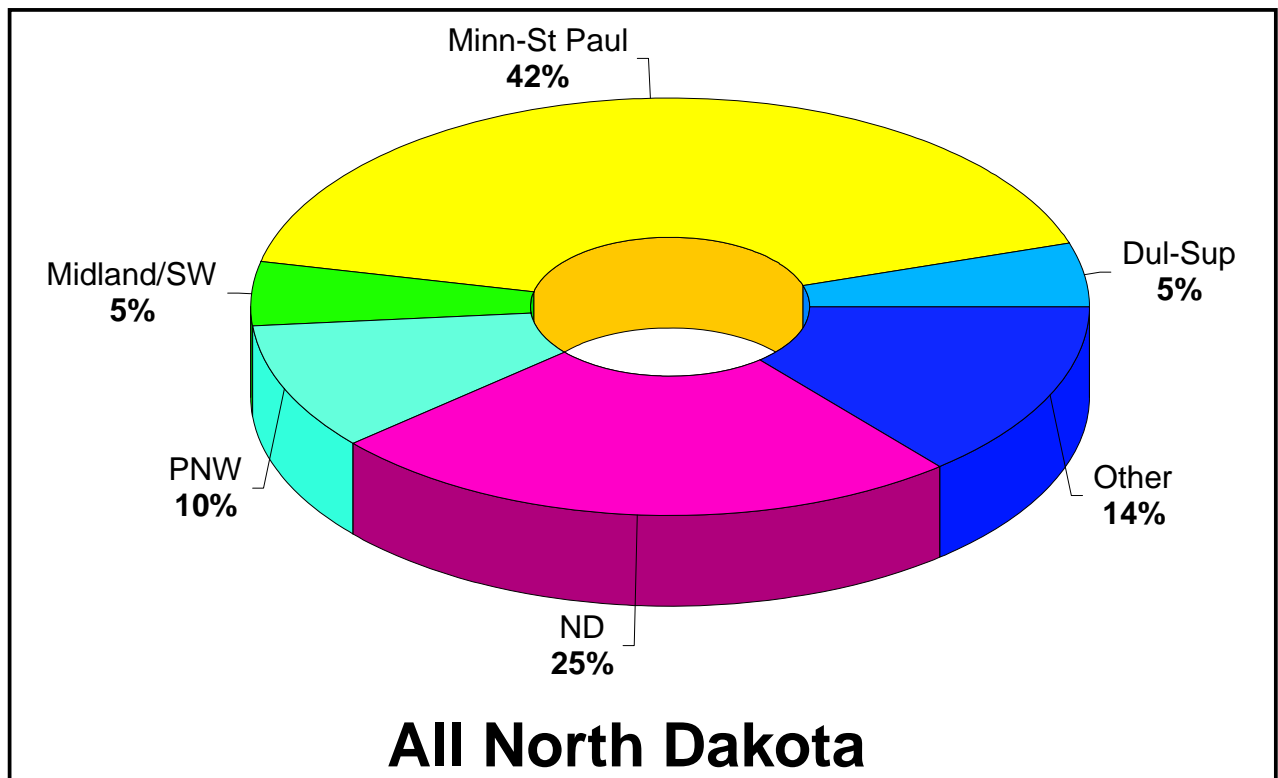
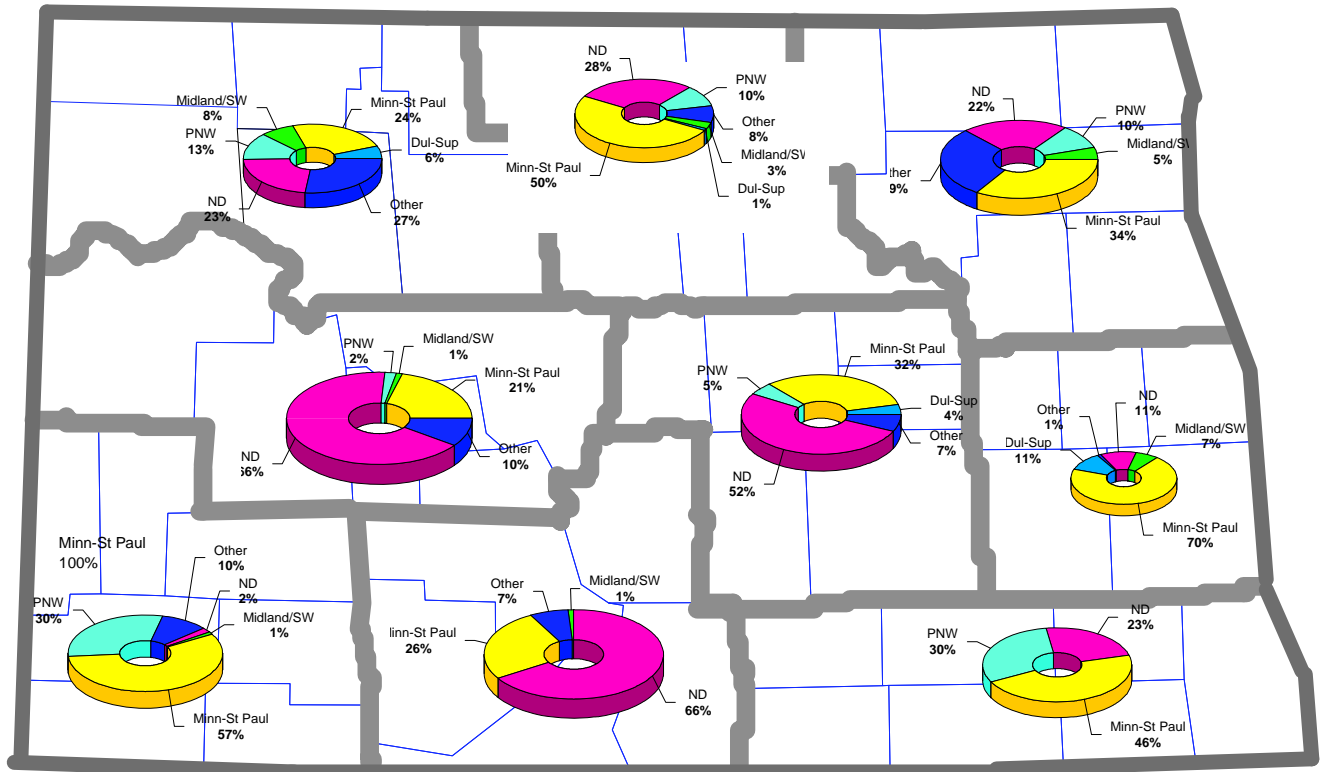
# NORTH DAKOTA CROP REPORTING DISTRICTS



**Barley Shipments Originating  
from Each CRD, 2007-08  
-1,000 Bu-**



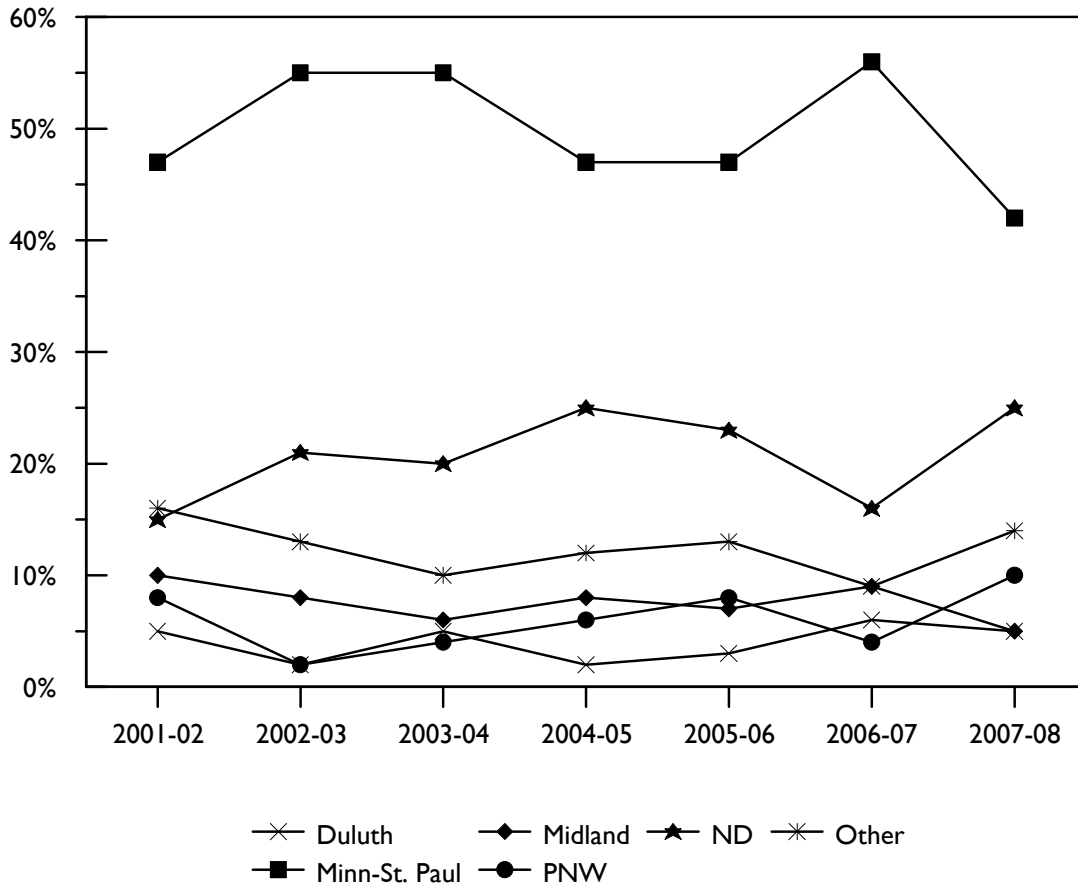
# Destinations for Barley Shipments 2007-08 Crop Reporting District



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

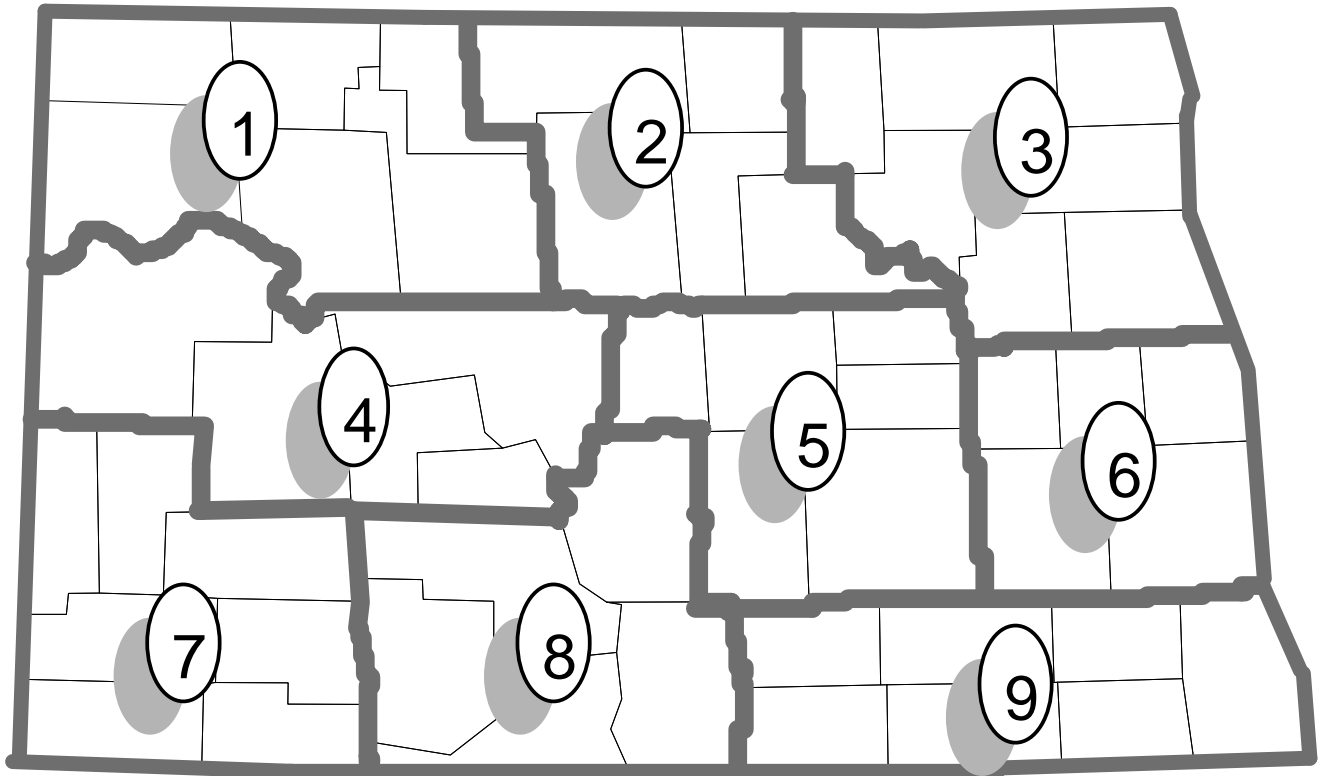
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
2001-02	3,435 5%	32,049 47%	6,744 10%	5,151 8%	67,994
2003-03	1,325 2%	33,981 55%	4,612 8%	1,030 2%	61,485
2003-04	3,773 5%	44,546 55%	4,657 6%	3,029 4%	80,768
2004-05	1,024 2%	30,250 47%	5,431 8%	3,674 6%	64,569
2005-06	1,504 3%	25,510 47%	4,051 7%	4,114 8%	54,745
2006-07	2,940 6%	28,981 56%	4,673 9%	2,215 4%	38,809
2007-08	3,164 5%	29,421 42%	3,227 5%	6,606 10%	42,418

**Destinations for Barley Shipments**

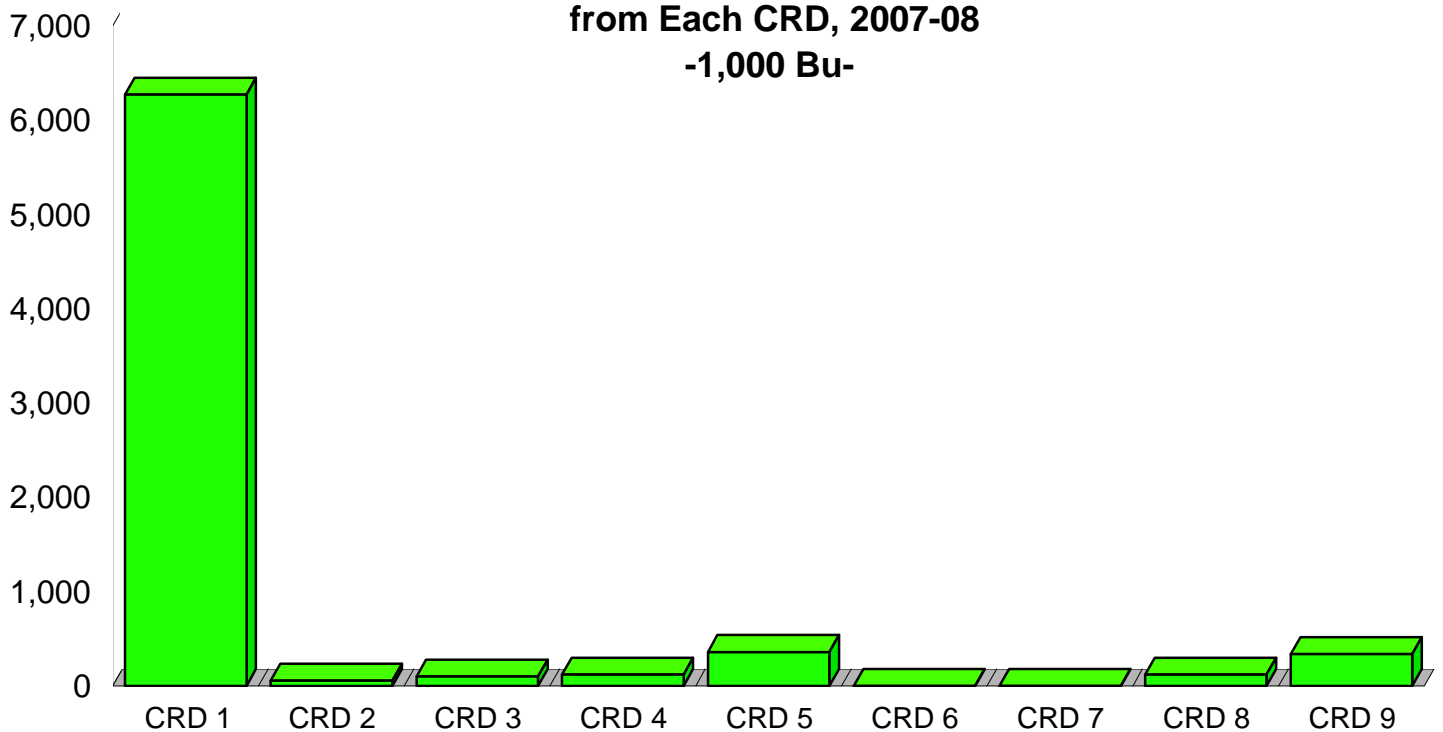


*Oats*

# NORTH DAKOTA CROP REPORTING DISTRICTS

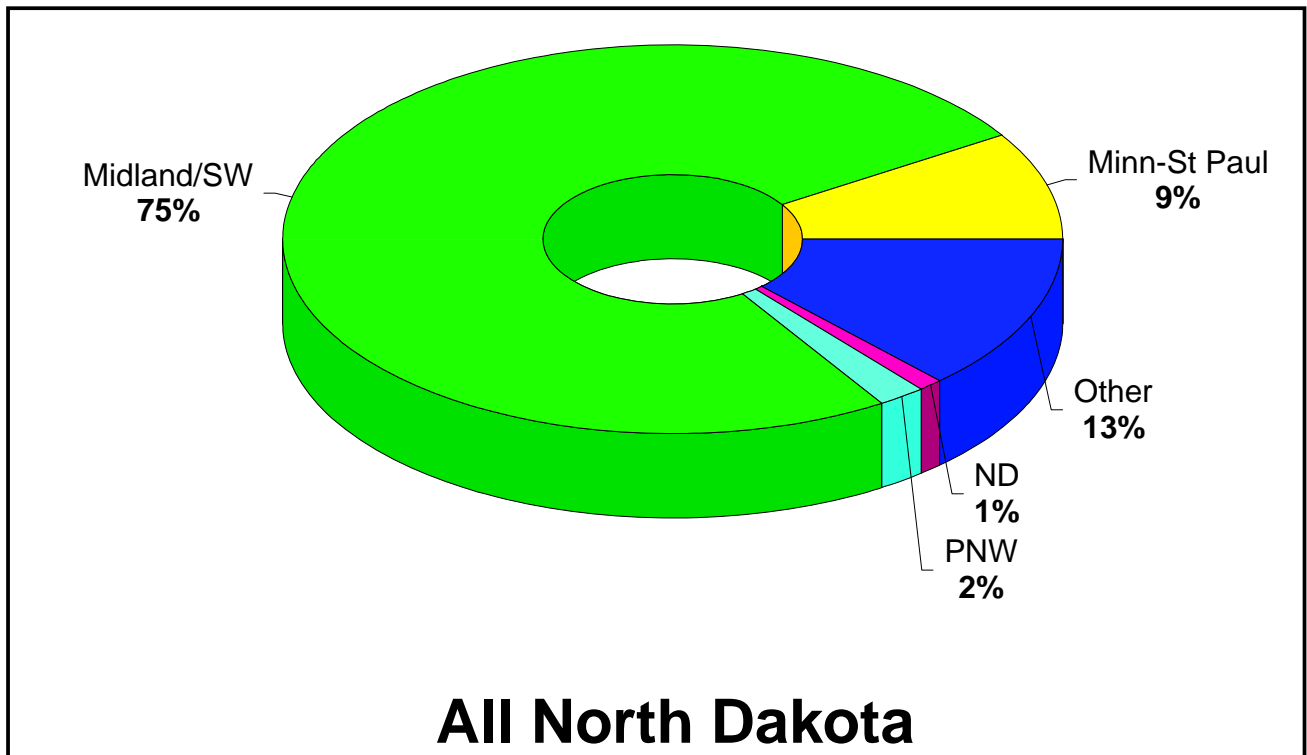
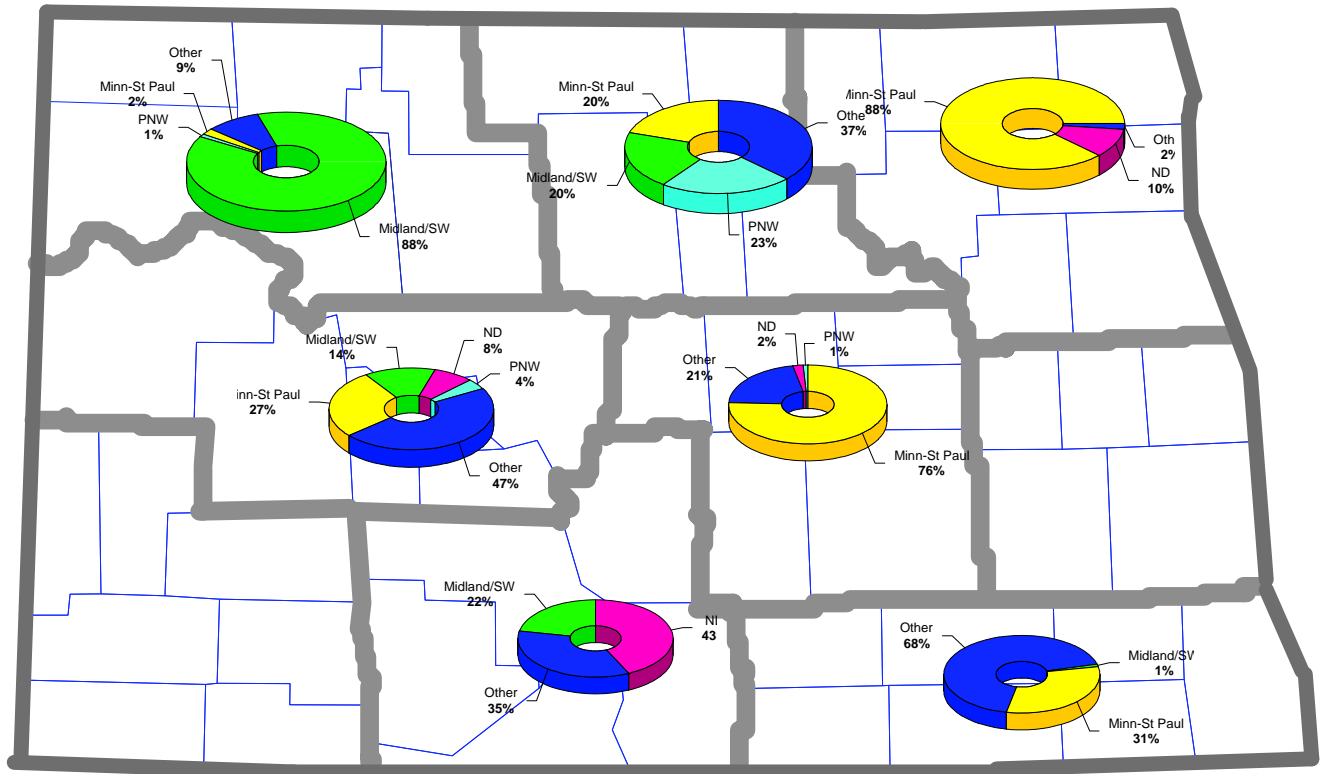


**Oat Shipments Originating  
from Each CRD, 2007-08  
-1,000 Bu-**





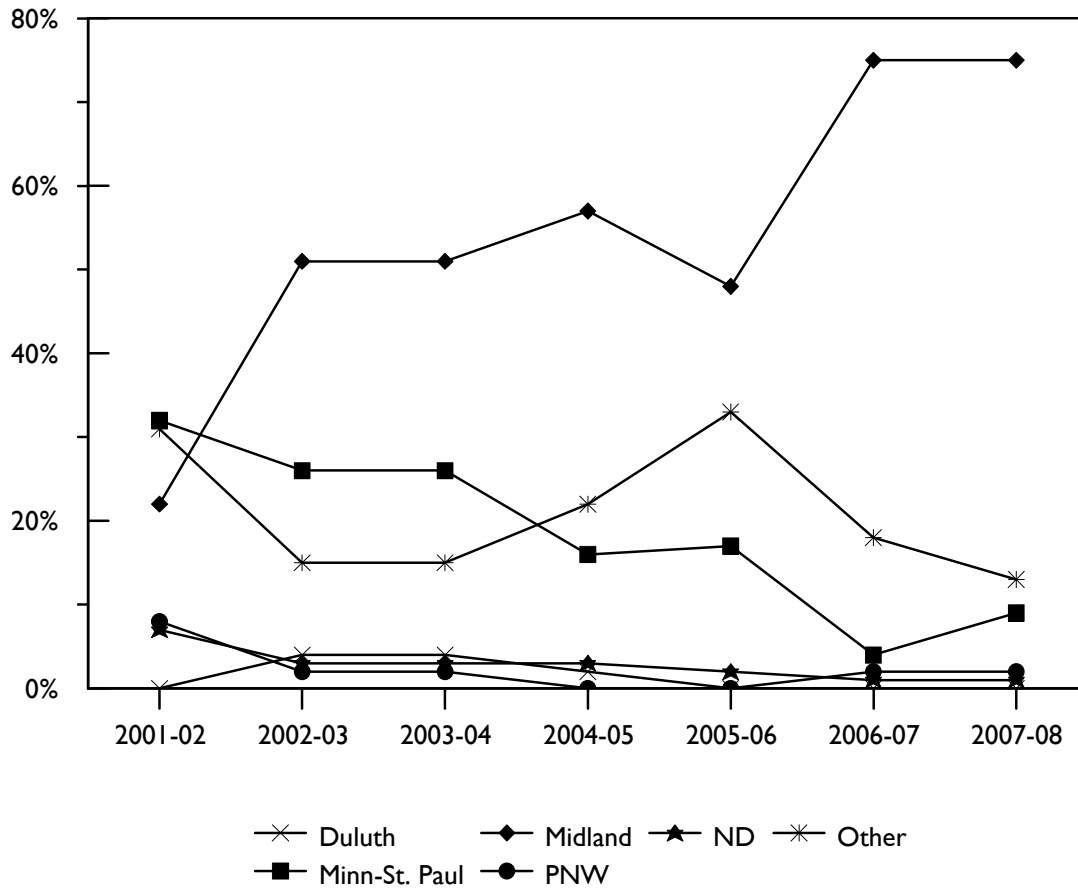
# Destinations for Oat Shipments 2007-08 Crop Reporting District



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

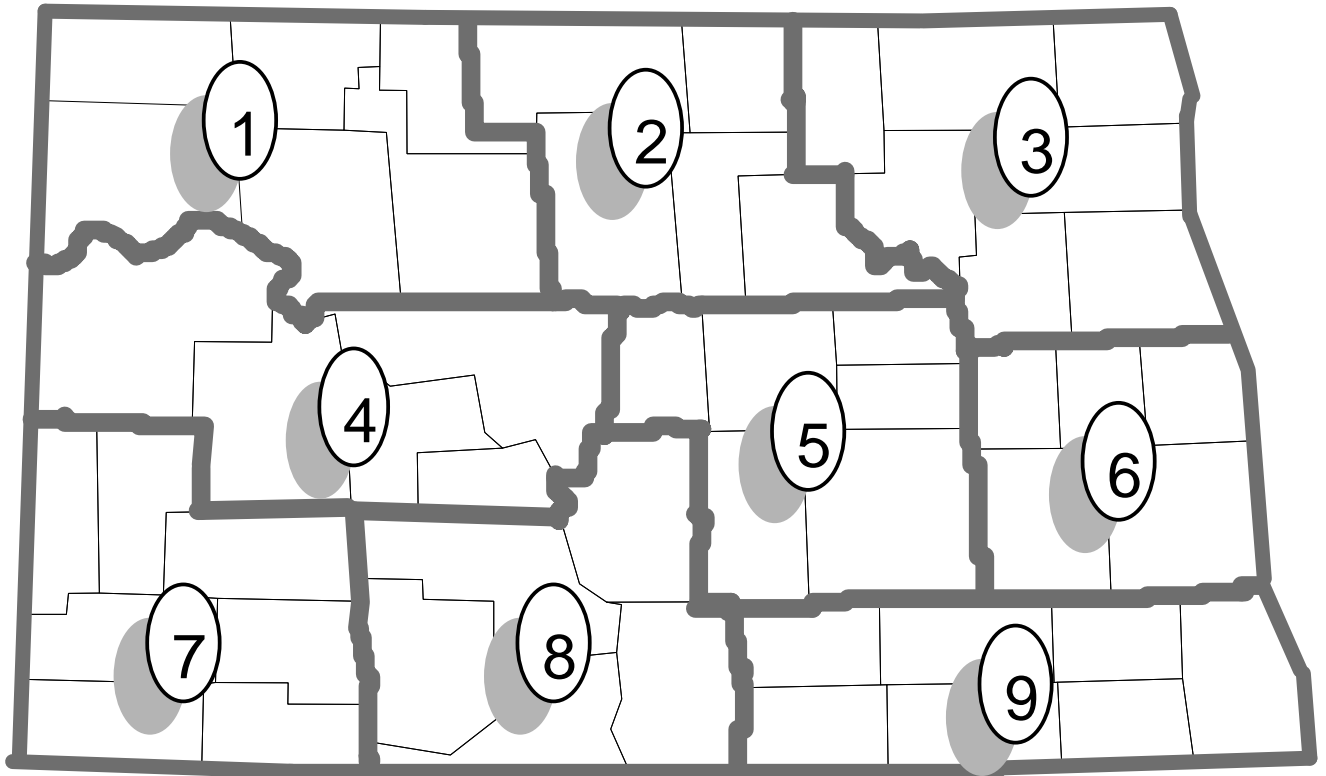
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
2001-02	2	1,471	2,330	550	6,299
	0%	23%	37%	9%	
2002-03	5	1,157	786	202	3,655
	0%	32%	22%	8%	
2003-04	193	1,451	2,782	94	5,487
	4%	26%	51%	2%	
2004-05	90	911	3,342	0	5,817
	2%	16%	57%	0%	
2005-06	0	1,019	2,816	0	5,925
	0%	17%	48%	0%	
2006-07	0	298	5,439	117	5,854
	0%	4%	76%	2%	
2007-08	0	654	5,547	114	6,315
	0%	9%	75%	2%	

**Destinations for Oat Shipments**

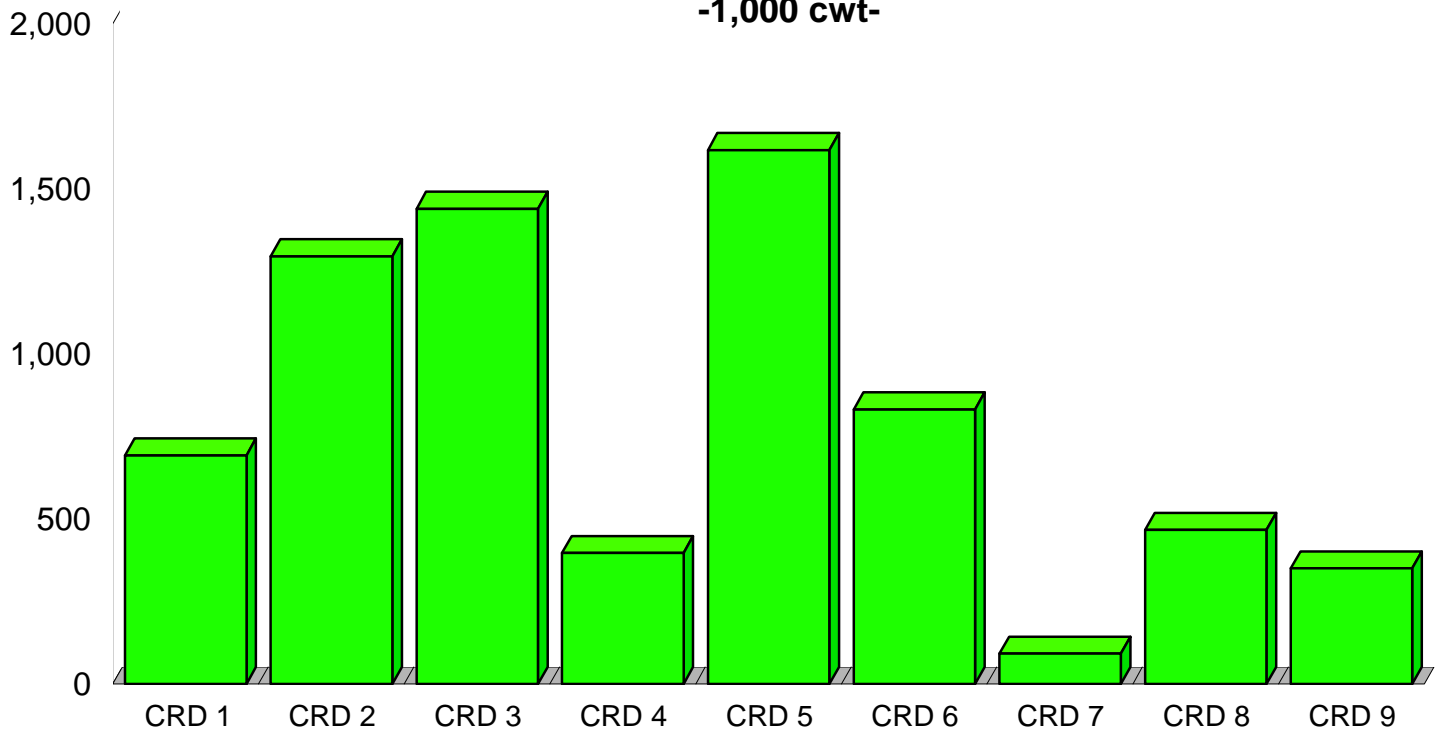


# *Sunflowers*

# NORTH DAKOTA CROP REPORTING DISTRICTS

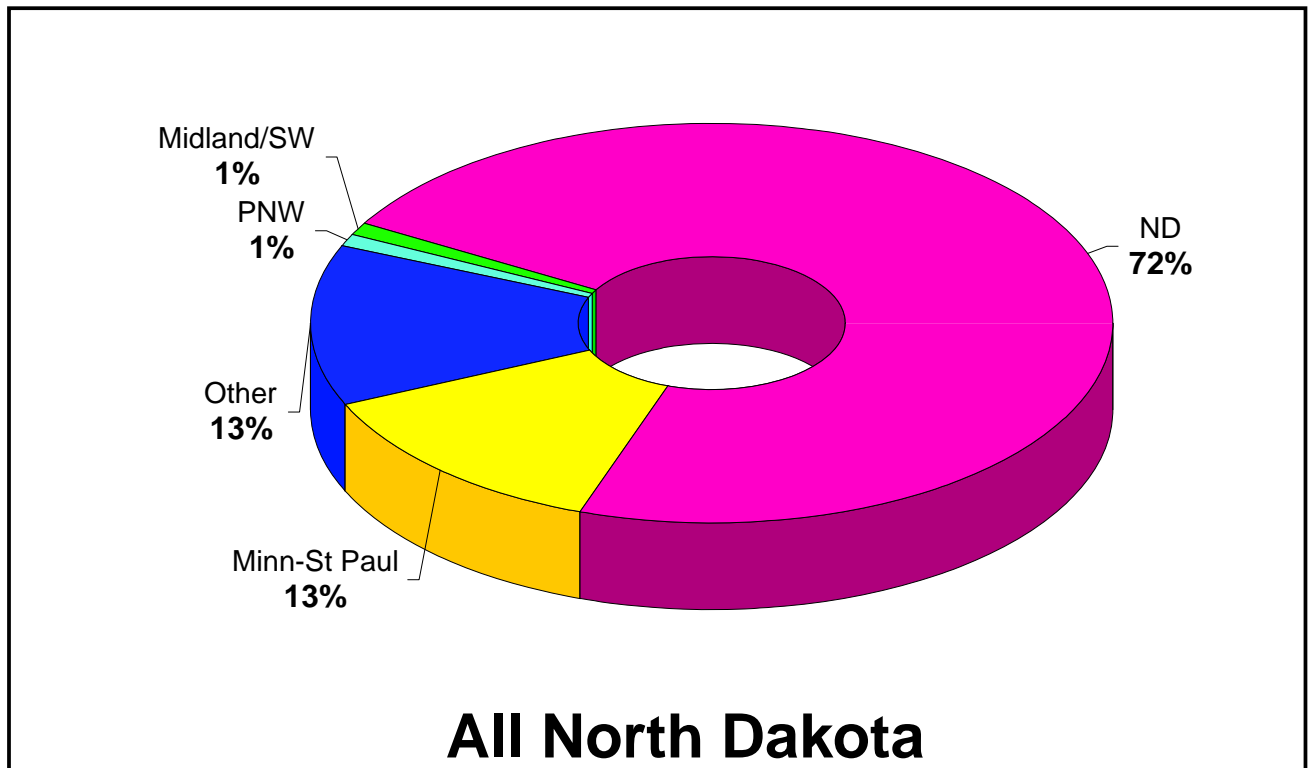
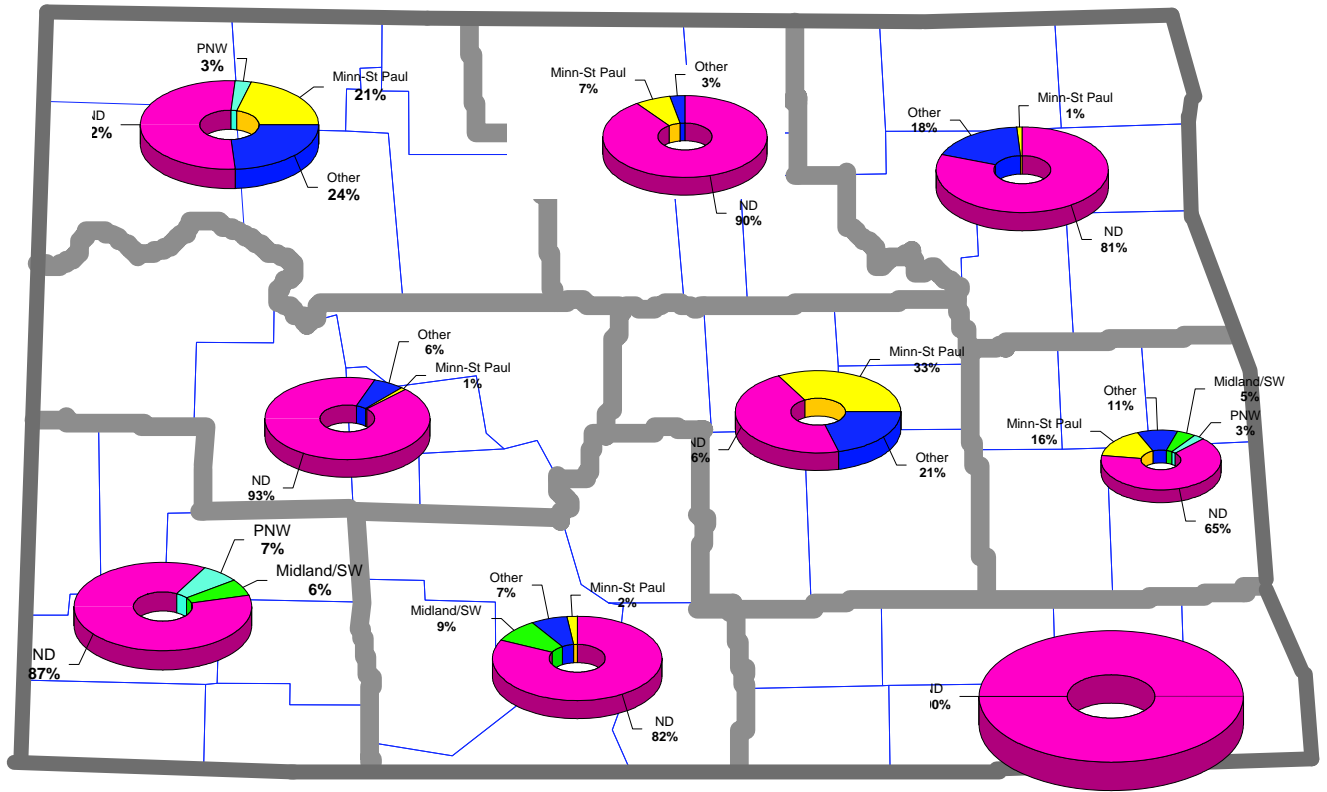


**Sunflower Shipments Originating  
from Each CRD, 2007-08  
-1,000 cwt-**



# Destinations for Sunflower Shipments 2007-08

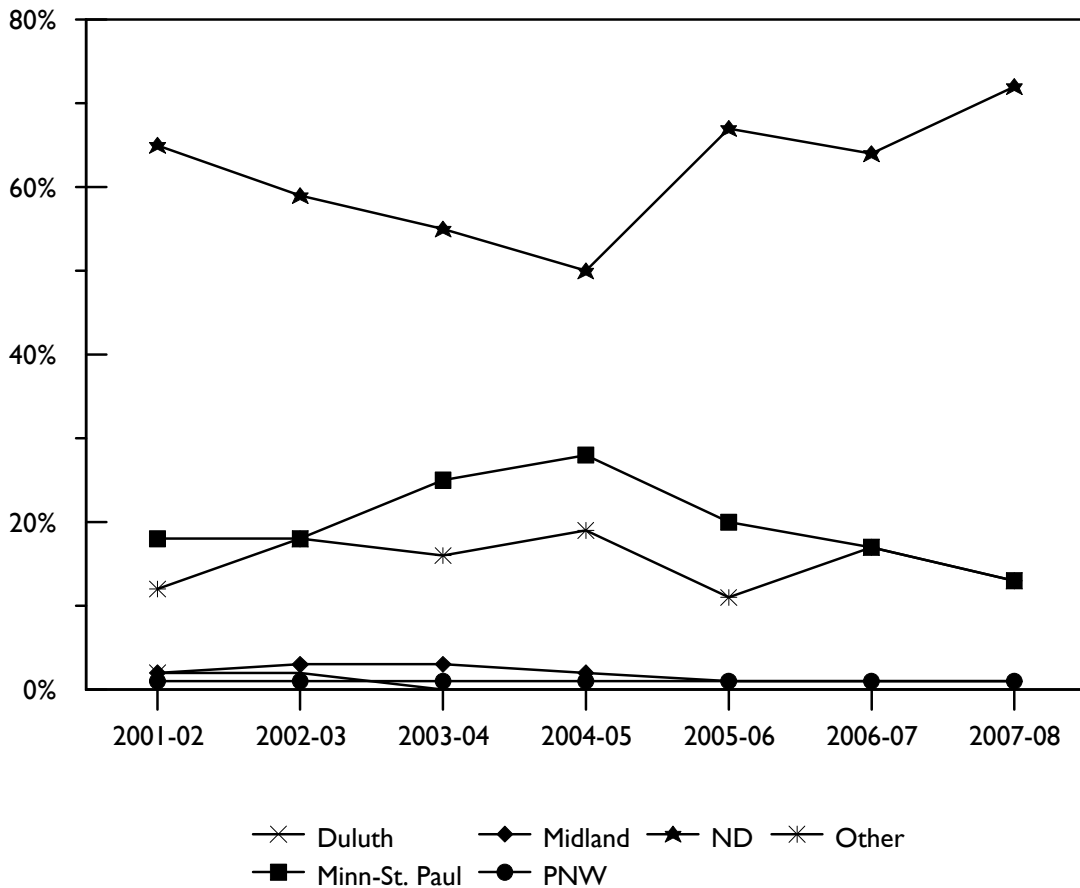
## Crop Reporting District



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

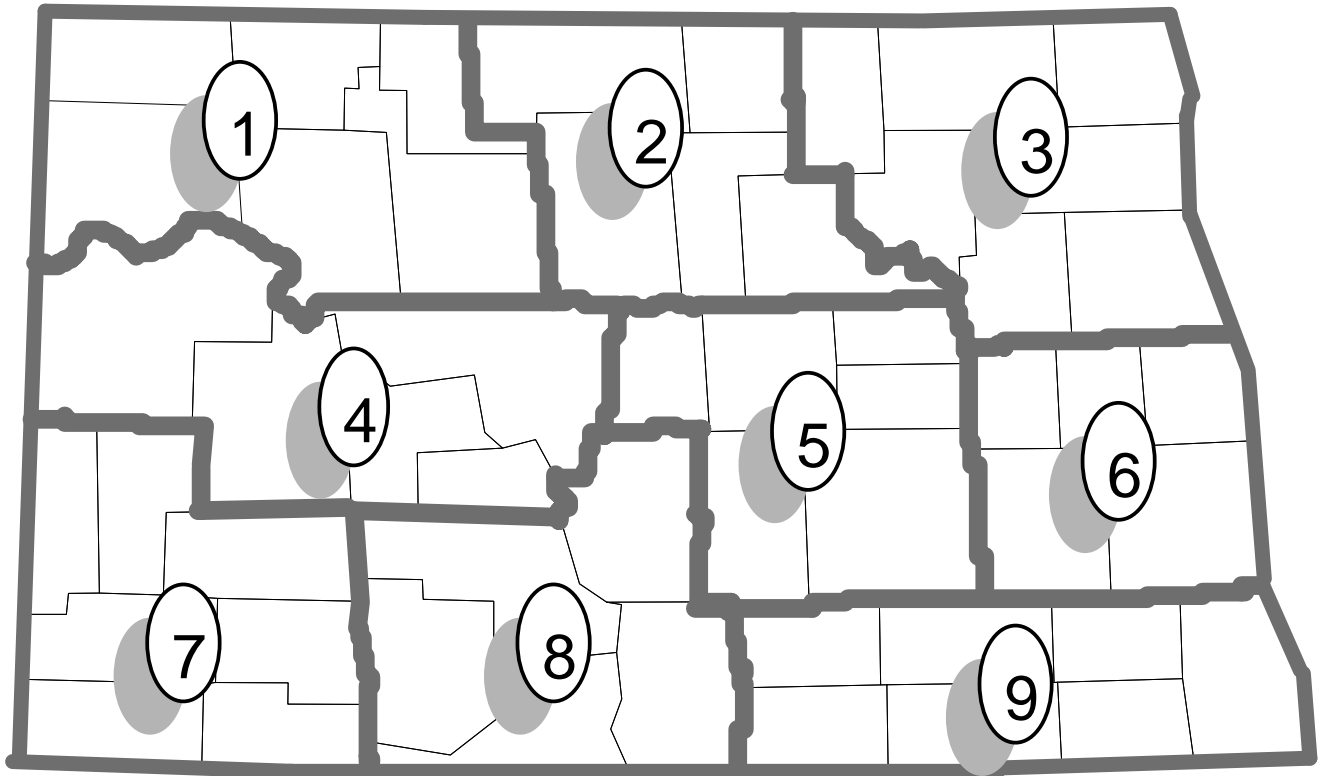
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
2001-02	201 2%	1,561 18%	135 2%	103 1%	8,891
2002-03	3 2%	1,658 18%	312 3%	112 1%	9,155
2003-04	9 0%	2,770 25%	279 3%	100 1%	10,873
2004-05	3 0%	1,527 28%	114 2%	48 1%	5,452
2005-06	0 0%	1,281 20%	82 1%	61 1%	6,395
2006-07	0 0%	1,302 17%	81 1%	37 1%	1,420
2007-08	0 0%	929 13%	87 1%	54 1%	1,070

**Destinations for Sunflower Shipments**

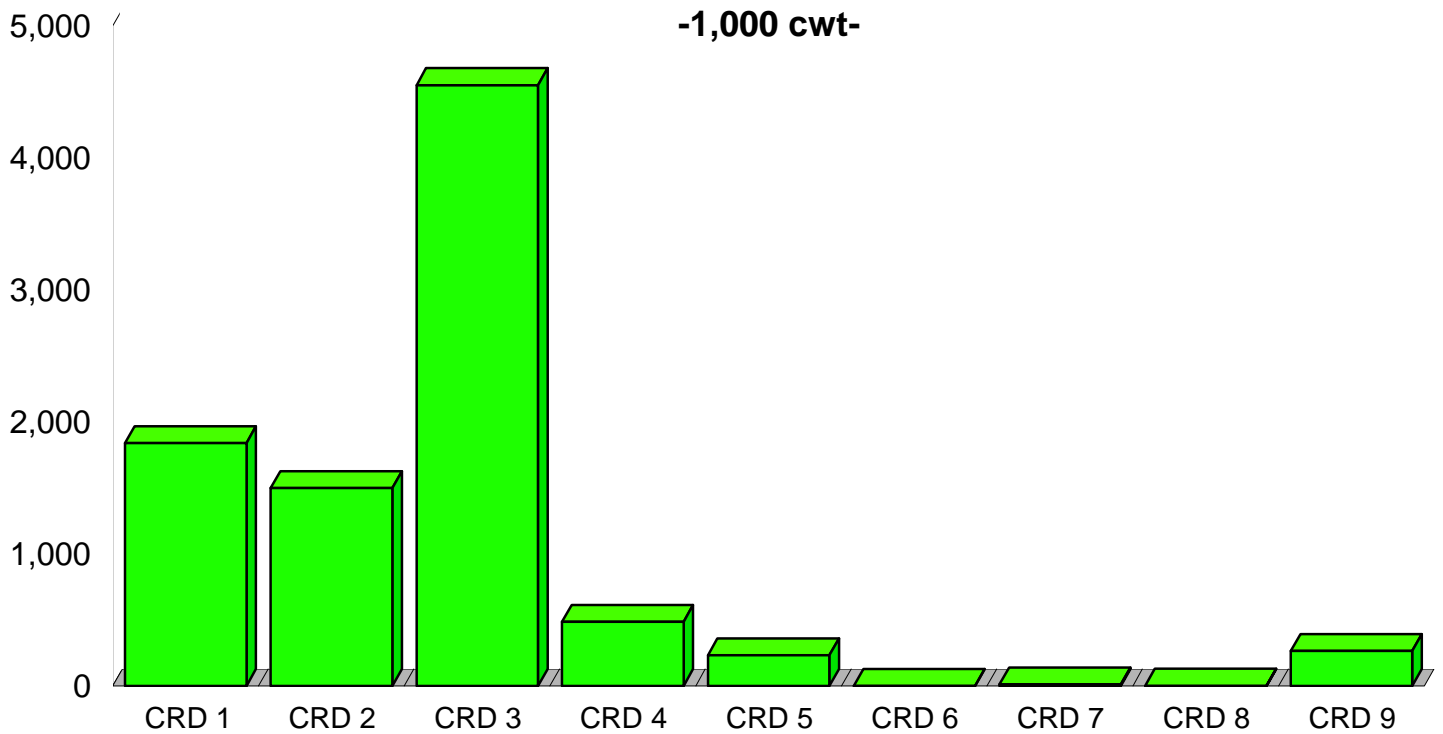


*Canola*

# NORTH DAKOTA CROP REPORTING DISTRICTS

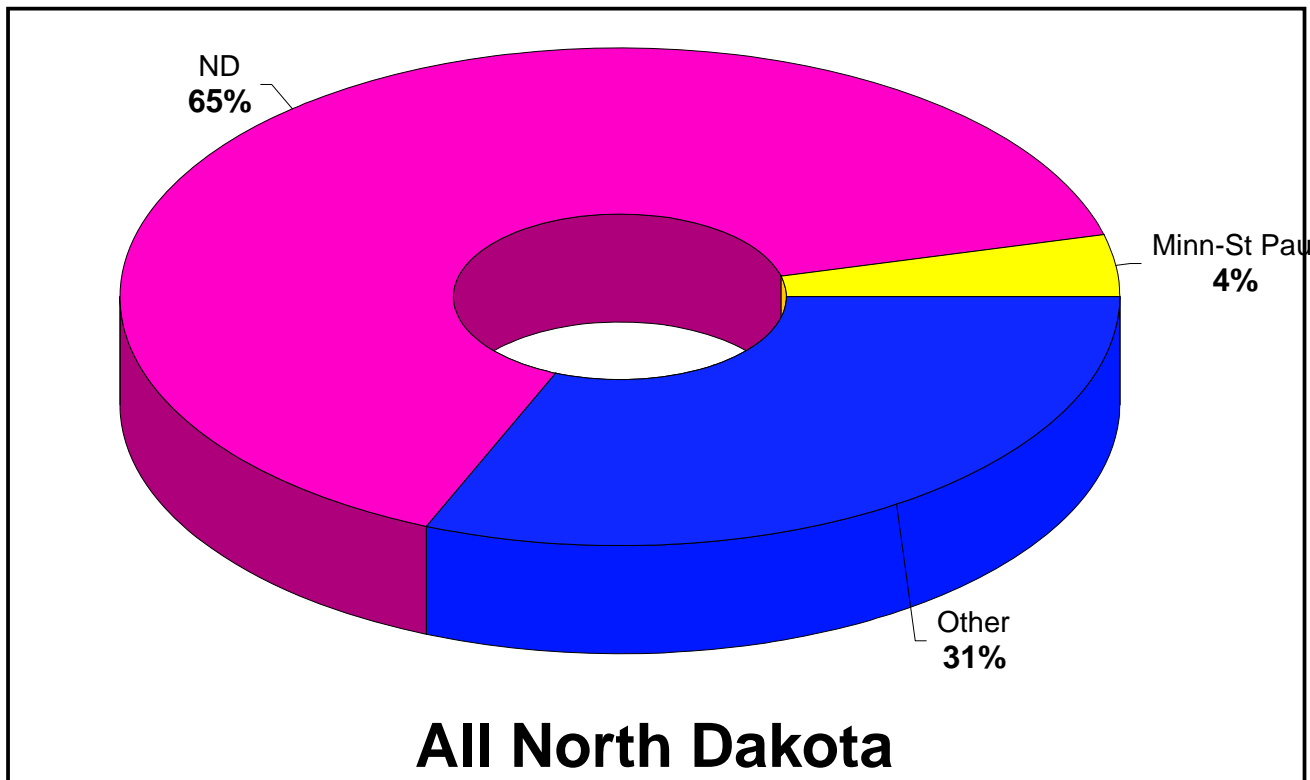
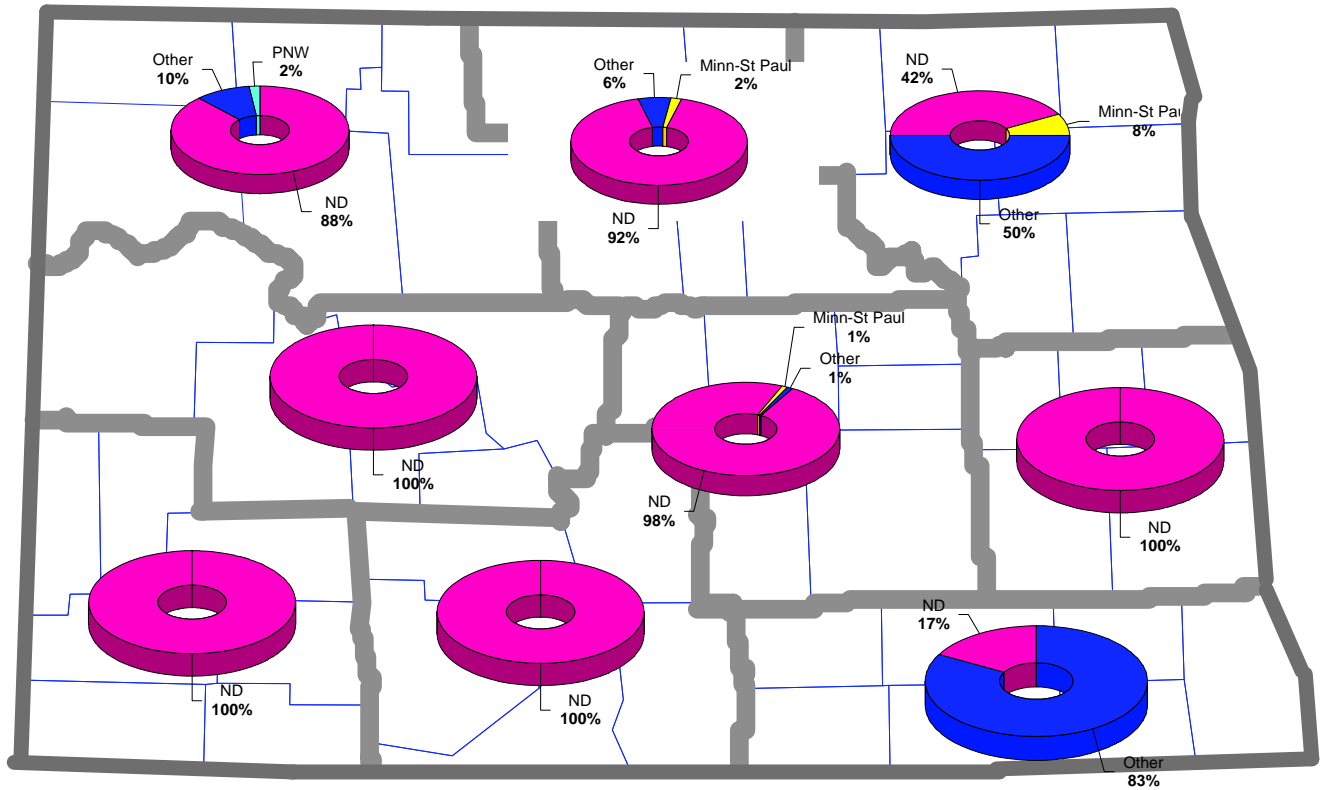


**Canola Shipments Originating  
from Each CRD, 2007-08  
-1,000 cwt-**





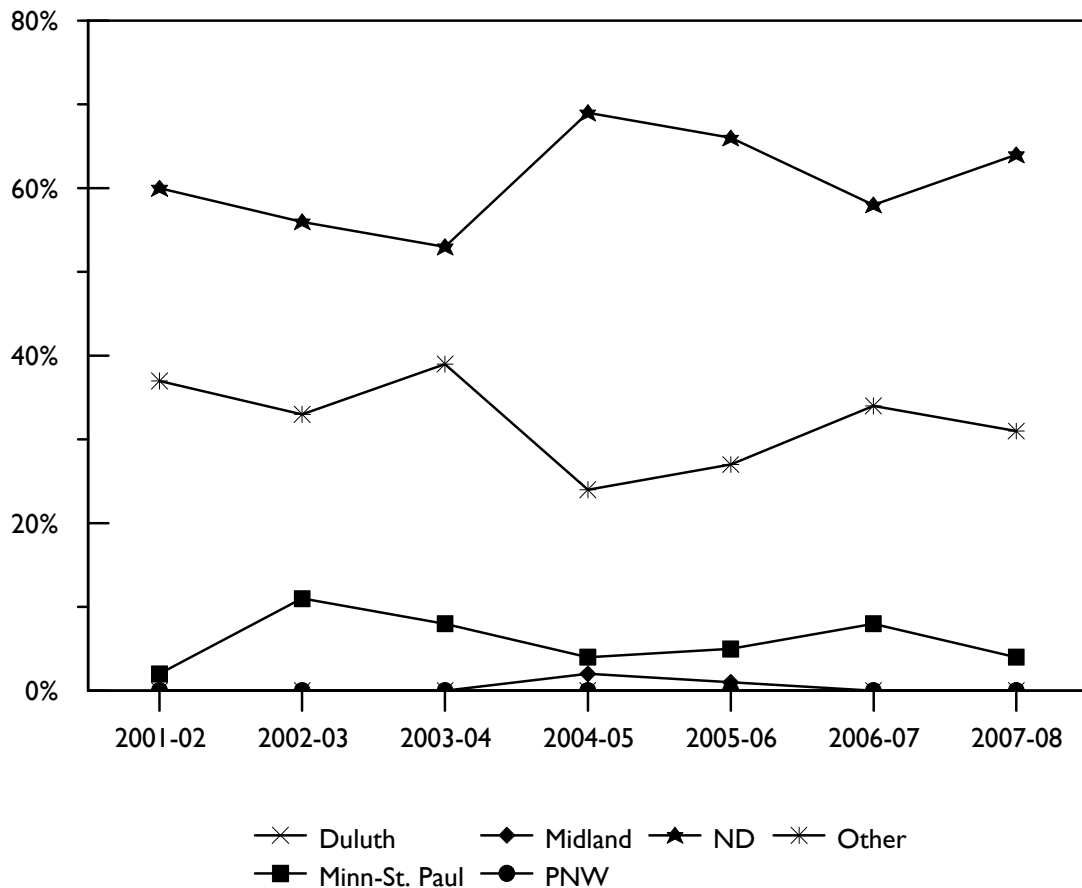
# Destinations for Canola Shipments 2007-08 Crop Reporting District



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

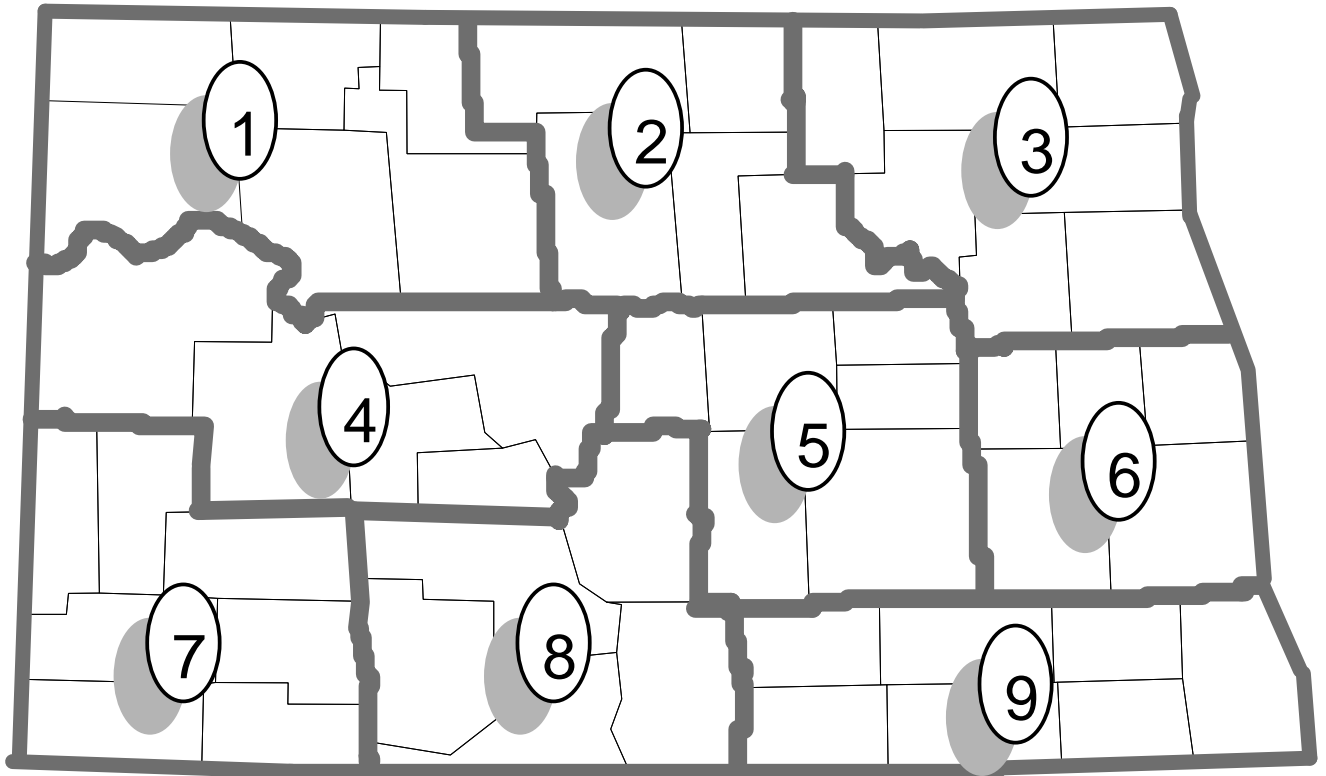
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
2001-02	26	183	14	0	9,208
	0%	2%	0%	0%	
2002-03	19	906	0	0	8,450
	0%	11%	0%	0%	
2003-04	5	749	0	24	9,038
	0%	8%	0%	0%	
2004-05	4	278	136	0	6,753
	0%	4%	2%	0%	
2005-06	1	404	95	21	8,033
	0%	5%	1%	0%	
2006-07	1	639	5	19	664
	0%	8%	0%	0%	
2007-08	0	397	0	44	441
	0%	4%	0%	0%	

**Destinations for Canola Shipments**

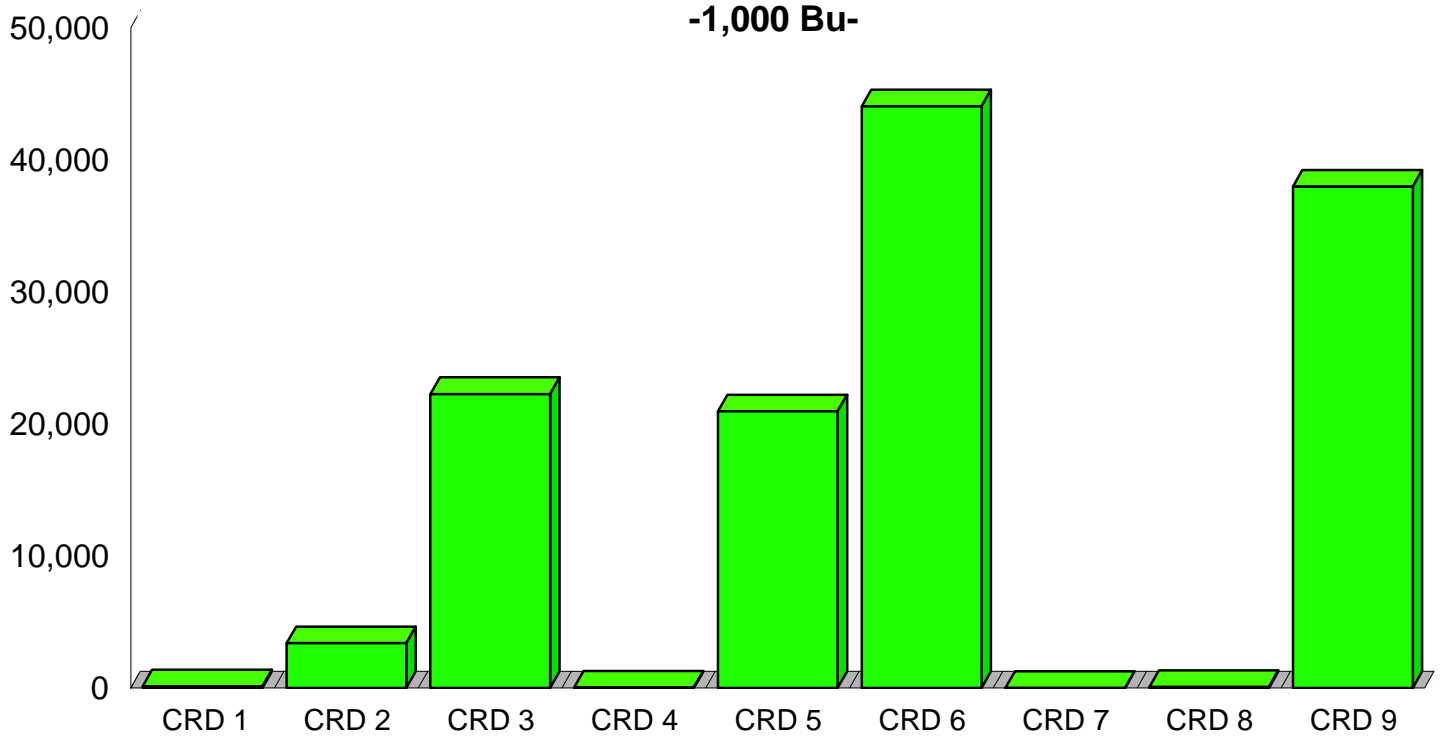


# *Soybeans*

# NORTH DAKOTA CROP REPORTING DISTRICTS



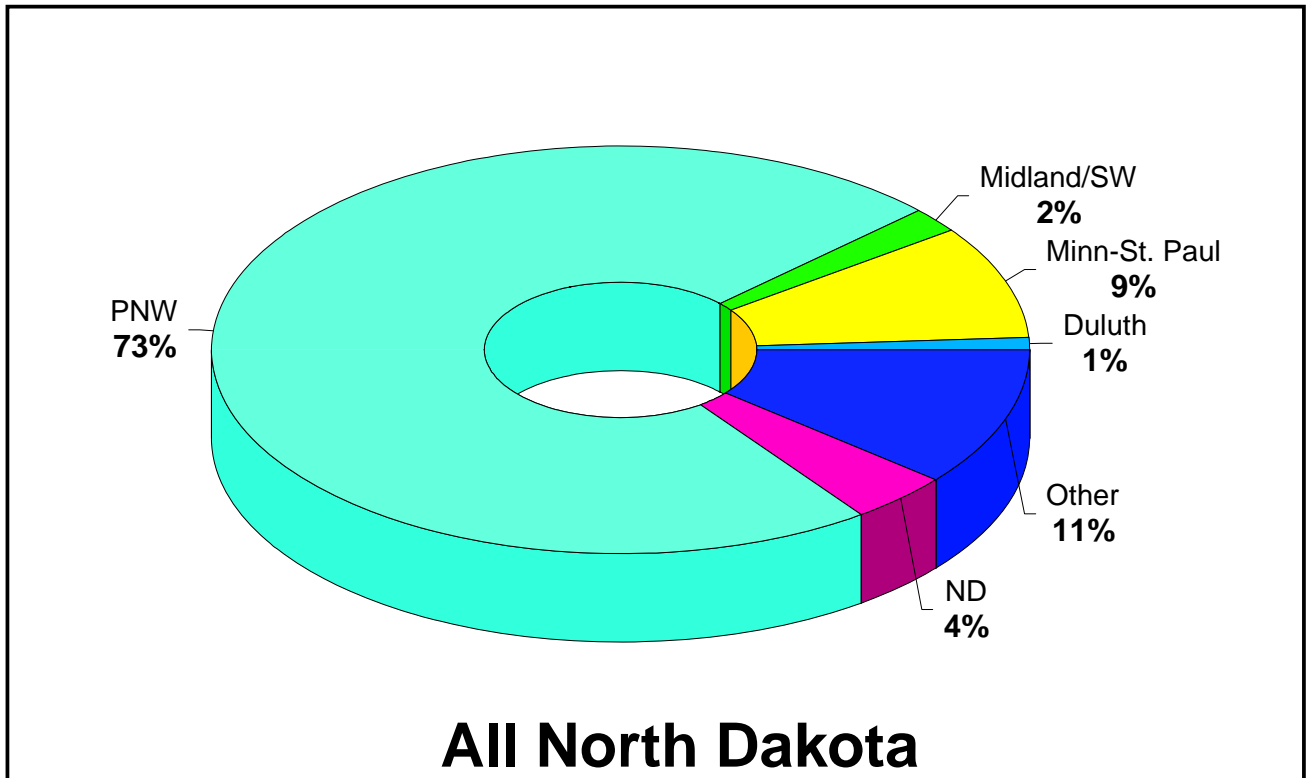
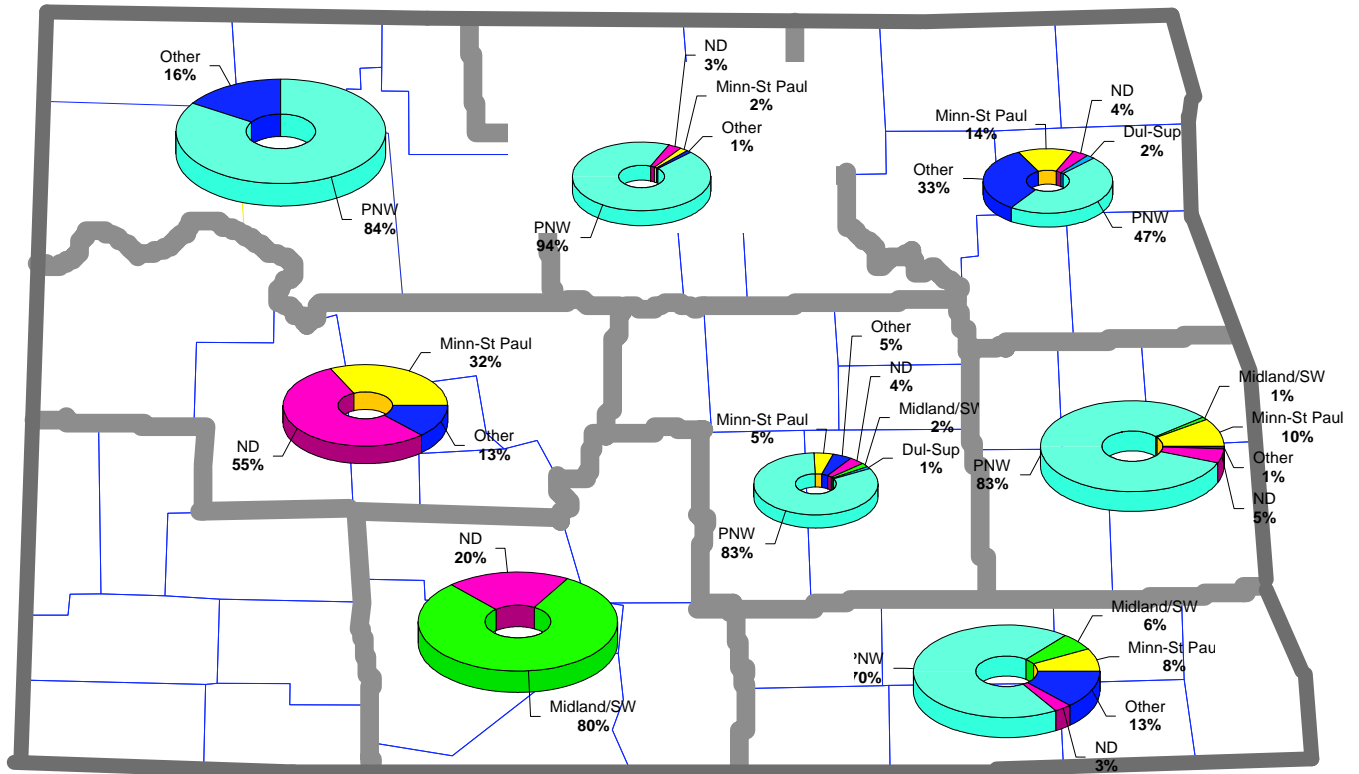
**Soybean Shipments Originating  
from Each CRD, 2007-08  
-1,000 Bu-**



# Destinations for Soybeans Shipments

2007-08

## Crop Reporting District

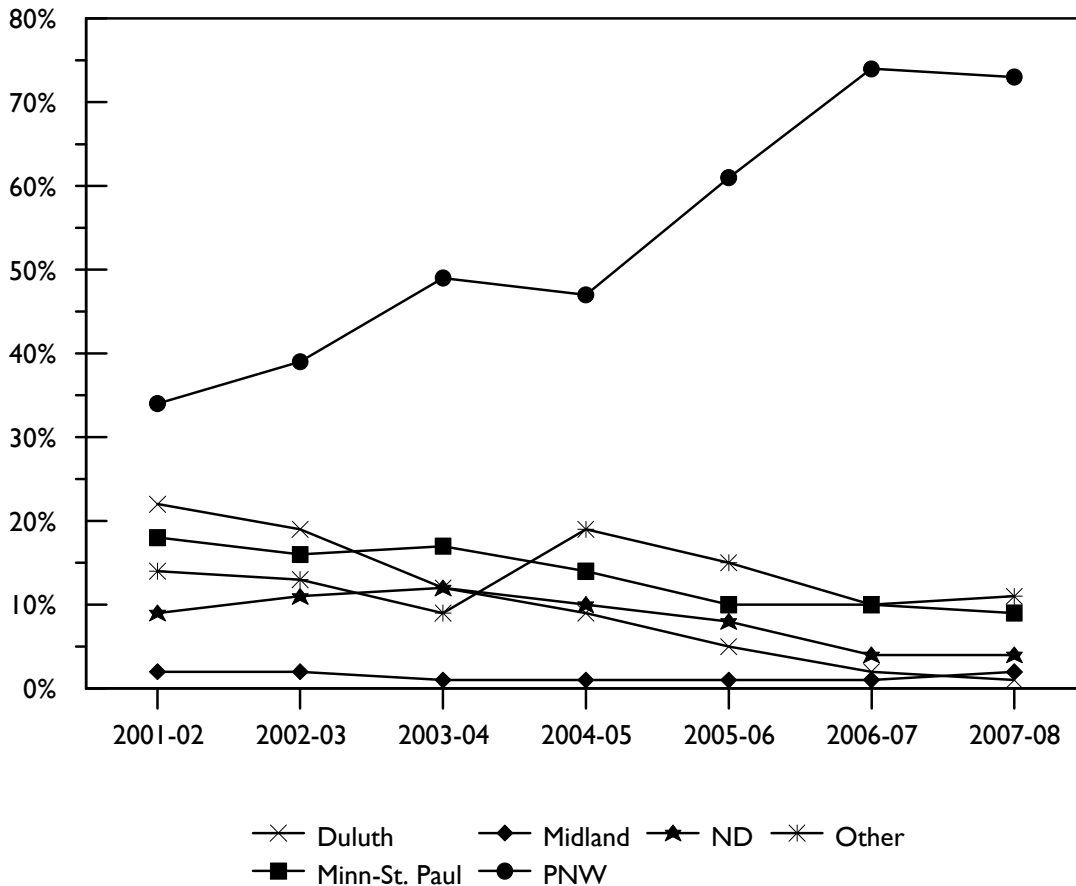


## All North Dakota

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

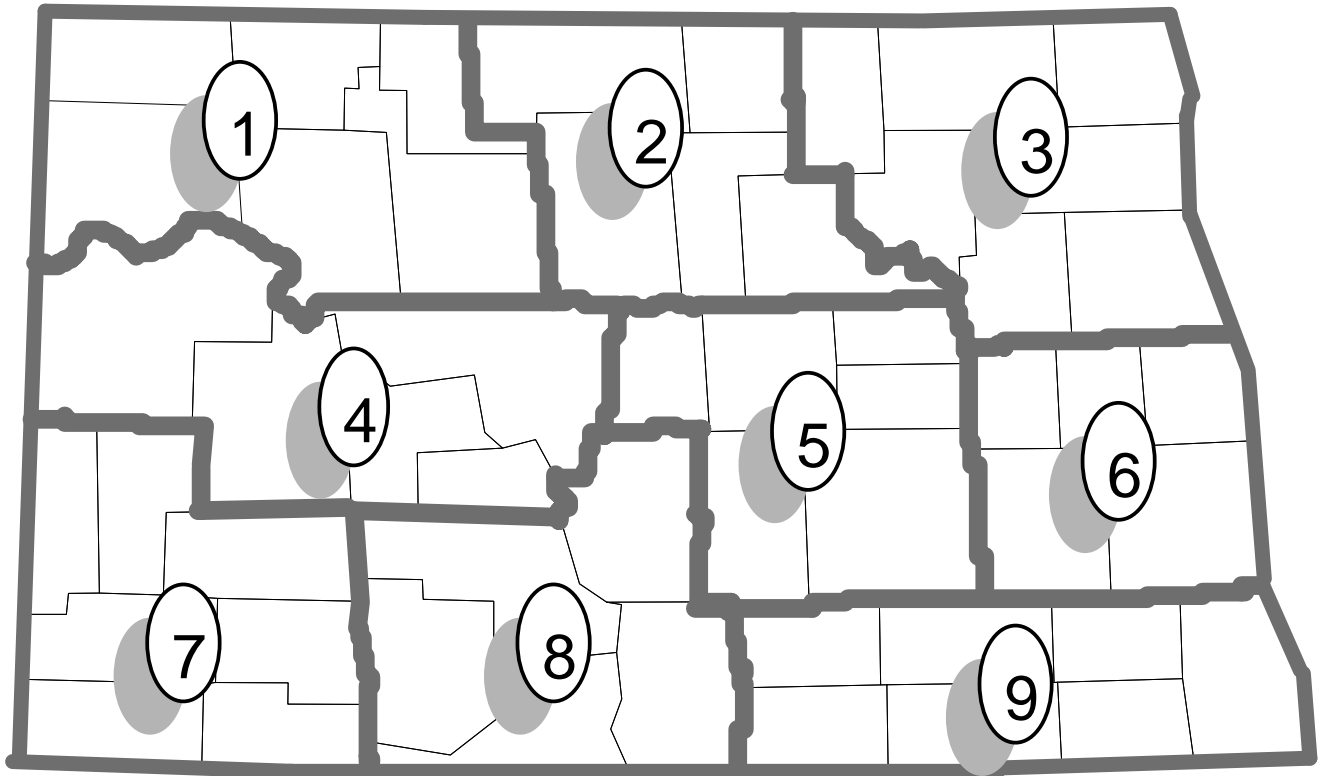
	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
2001-02	13,358 22%	11,022 18%	1,219 2%	20,644 34%	60,153
2002-03	15,473 19%	13,053 16%	1,824 2%	32,233 39%	82,784
2003-04	10,292 12%	15,216 17%	493 1%	42,919 49%	87,260
2004-05	5,718 9%	9,642 14%	639 1%	31,332 47%	66,732
2005-06	3,807 5%	8,614 10%	717 1%	50,579 61%	82,575
2006-07	2,398 2%	12,068 10%	1,265 1%	93,098 74%	108,829
2007-08	702 1%	11,622 9%	3,112 2%	94,008 73%	109,444

**Destinations for Soybean Shipments**

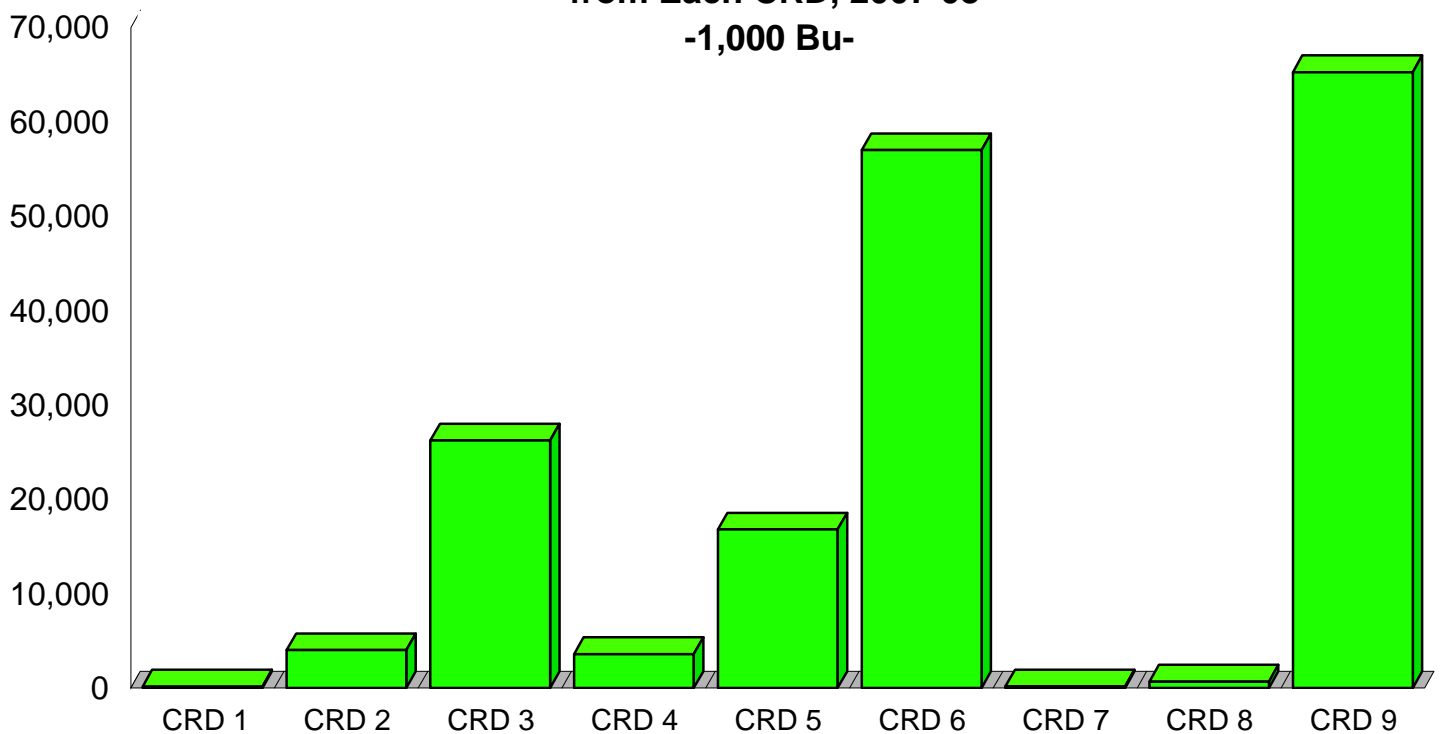


*Corn*

# NORTH DAKOTA CROP REPORTING DISTRICTS

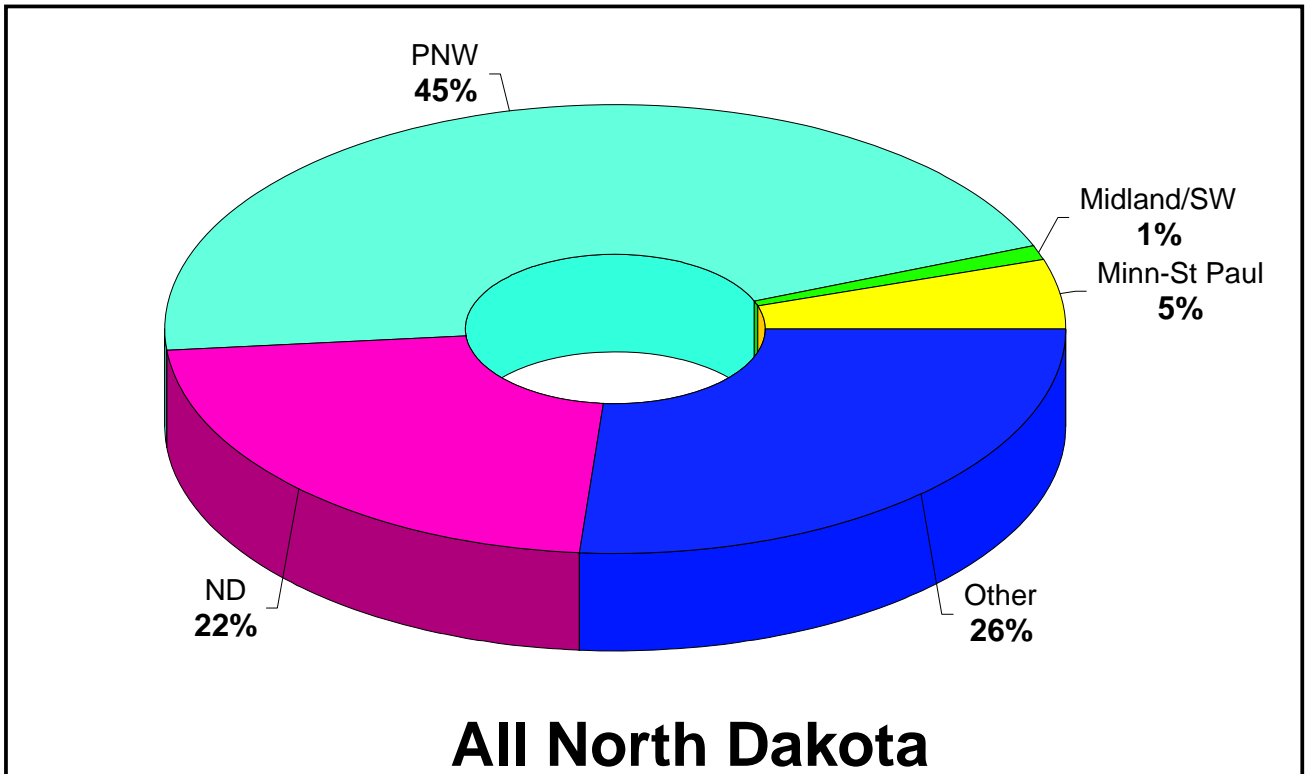
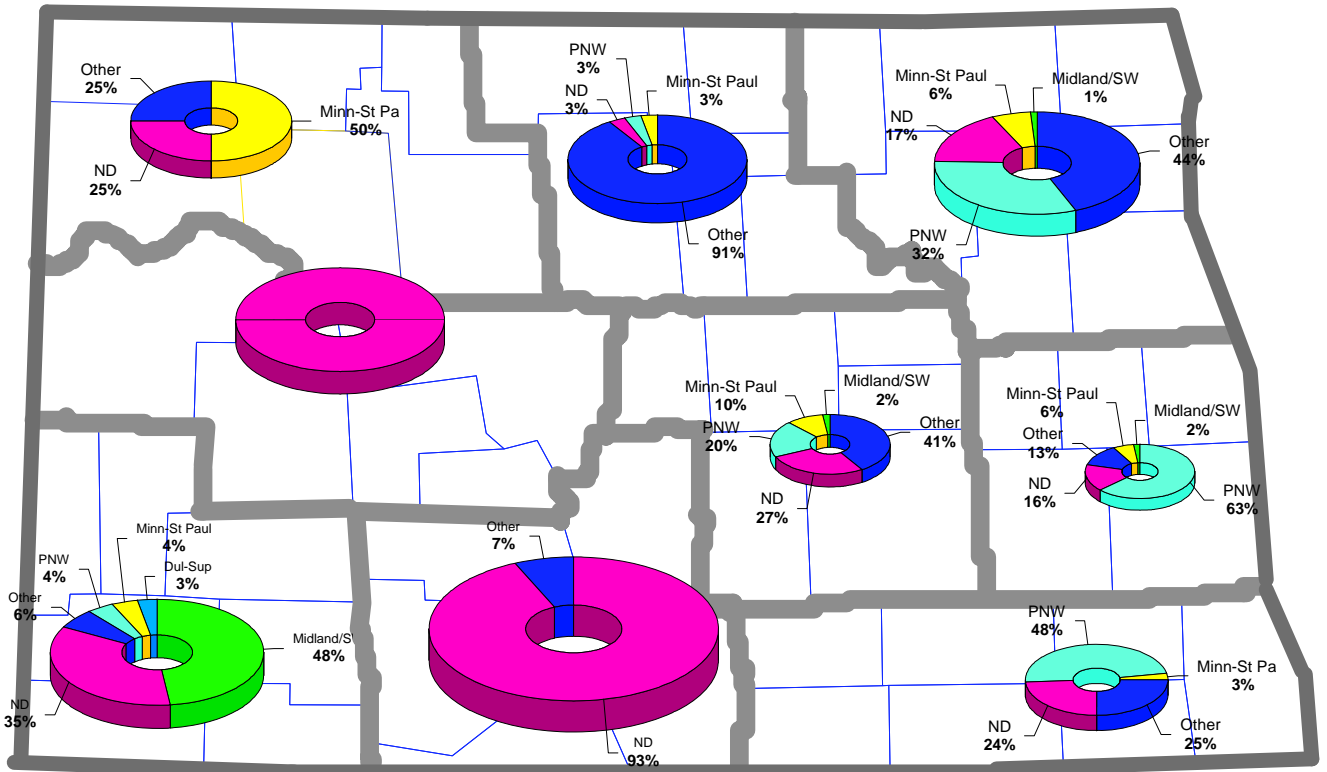


**Corn Shipments Originating  
from Each CRD, 2007-08  
-1,000 Bu-**





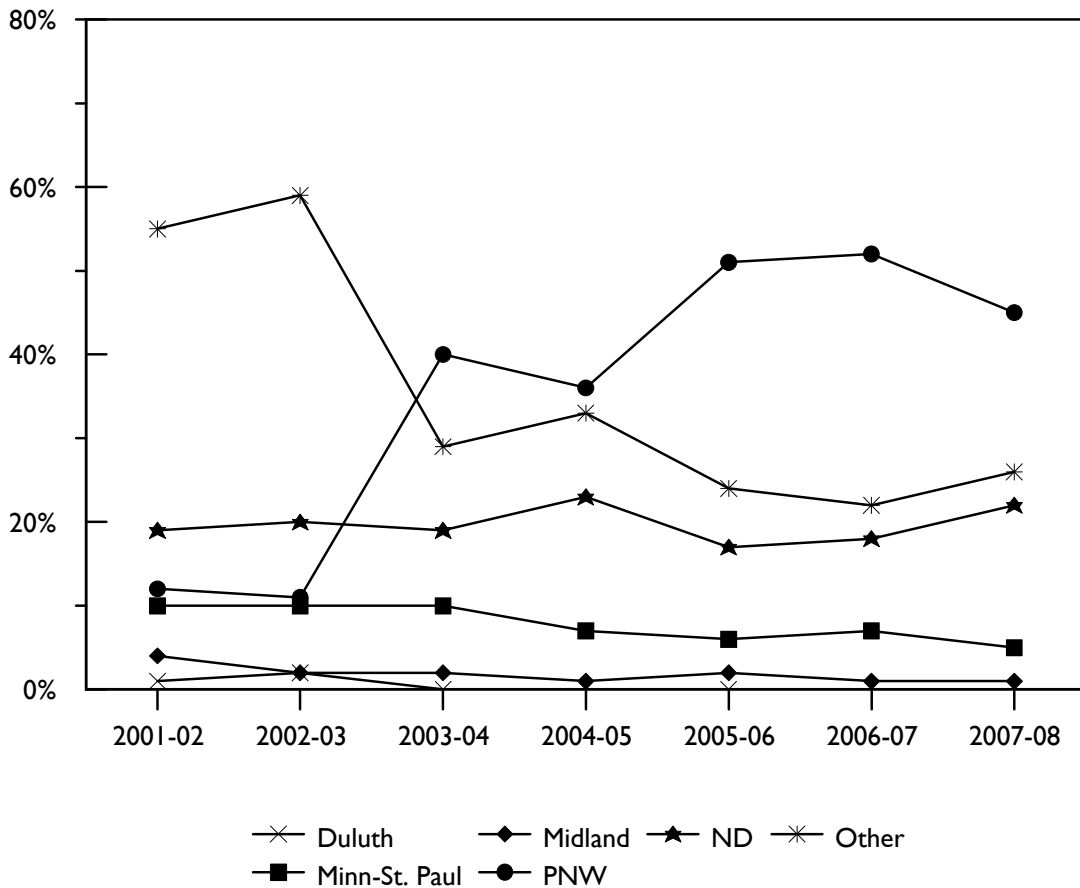
# Destinations for Corn Shipments 2007-08 Crop Reporting District

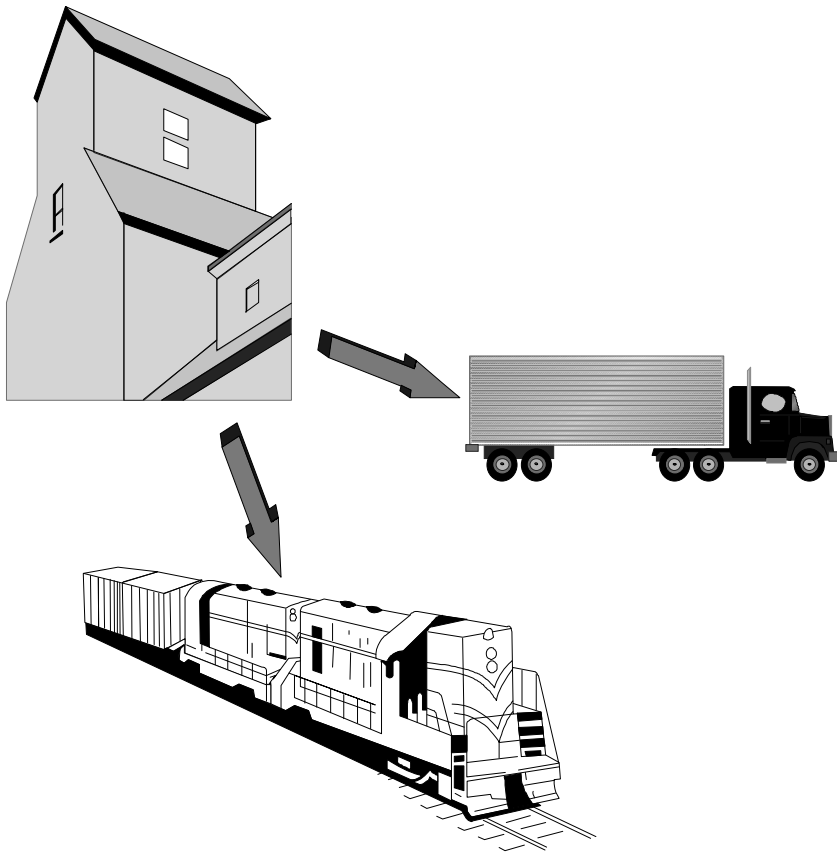


**Trends for Destinations of Corn Shipments from ND**  
(1,000 Bushels)

	Dul-Sup	Minn-St. Paul	Midland/SW	PNW	Total
2001-02	315	4,824	1,658	5,447	46,079
	1%	10%	4%	12%	
2002-03	954	3,886	1,303	6,488	60,147
	2%	10%	2%	11%	
2003-04	8	7,312	1,399	29,642	73,981
	0%	10%	2%	40%	
2004-05	0	4,192	493	20,452	56,821
	0%	7%	1%	36%	
2005-06	0	5,358	1,726	47,921	94,619
	0%	6%	2%	51%	
2006-07	114	8,910	1,646	63,365	74,035
	0%	7%	1%	52%	
2007-08	72	9,257	1,724	78,985	90,038
	0%	5%	1%	45%	

**Destinations for Corn Shipments**

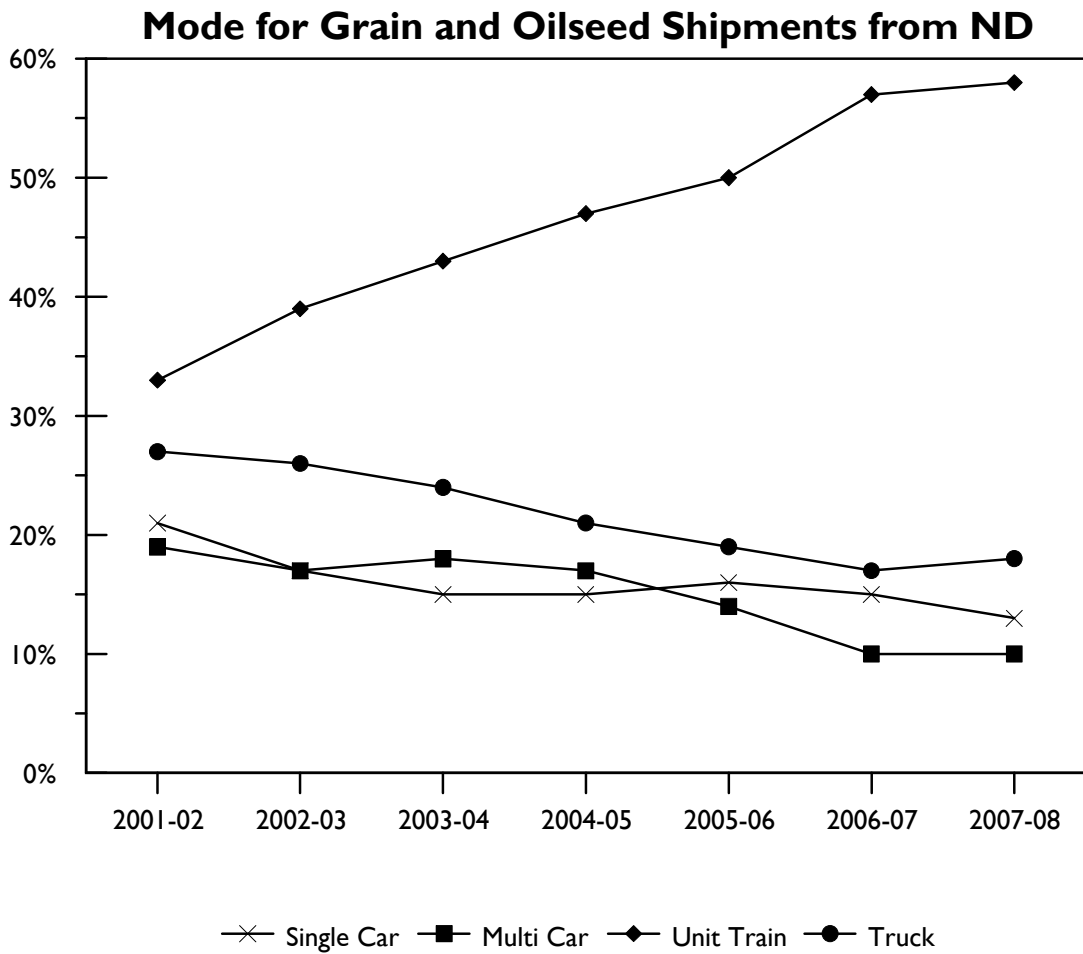




*Mode for Grain and Oilseed  
Shipments Originating from  
North Dakota Elevators*

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

	Single Car	Multi Car	Unit Train	Truck	Total
2001-02	105,449 21%	97,682 20%	163,026 33%	131,812 26%	497,969
2002-03	88,314 17%	86,497 17%	201,327 39%	135,029 26%	511,167
2003-04	90,457 15%	114,113 18%	265,330 43%	148,293 24%	618,193
2004-05	84,122 15%	91,432 17%	254,069 47%	115,381 21%	545,004
2005-06	96,964 16%	86,196 14%	301,386 50%	114,952 19%	598,988
2006-07	100,044 15%	68,189 17%	368,069 47%	111,579 21%	647,882
2007-08	101,011 13%	78,669 10%	444,088 58%	135,365 18%	759,133



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
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
2007-08	22%	20%	51%	6%	96,419	2007-08	14%	15%	51%	21%	56,003

	CRD 3						CRD 4				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2007-08	13%	8%	53%	26%	155,866	2007-08	14%	11%	43%	31%	32,427

	CRD 5						CRD 6				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2007-08	20%	11%	46%	24%	83,564	2007-08	4%	7%	68%	20%	149,859

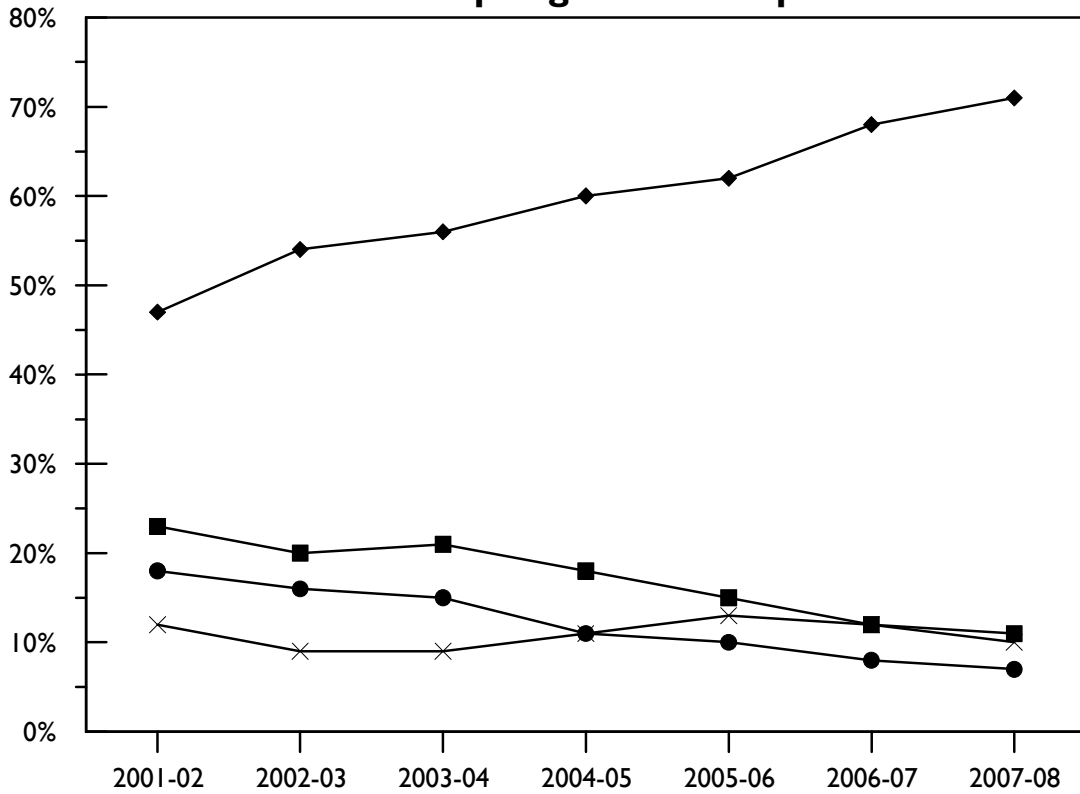
	CRD 7						CRD 8				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
2001-02	3%	13%	73%	10%	36,670	2001-02	7%	2%	40%	50%	16,072
2002-03	2%	17%	71%	10%	24,112	2002-03	5%	4%	47%	44%	10,833
2003-04	2%	24%	64%	9%	33,341	2003-04	5%	4%	49%	42%	15,487
2004-05	1%	23%	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
2007-08	8%	10%	78%	4%	42,556	2007-08	9%	2%	55%	34%	14,765

	CRD 9				
	Single Car	Multi Car	Unit Train	Truck	Total
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
2007-08	15%	8%	69%	9%	127,674

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

	Single Car	Multi Car	Unit Train	Truck	Total
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
2007-08	25,892 10%	29,743 11%	188,294 71%	19,535 7%	263,464

**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
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
2007-08	12%	10%	72%	6%	27,135	2007-08	6%	19%	73%	2%	28,203

CRD 3						CRD 4					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2007-08	8%	10%	78%	13%	75,259	2007-08	6%	10%	75%	9%	18,021

CRD 5						CRD 6					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2007-08	20%	13%	63%	4%	28,867	2007-08	3%	10%	80%	7%	26,023

CRD 7						CRD 8					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2007-08	2%	5%	92%	1%	32,956	2007-08	6%	2%	74%	18%	10,983

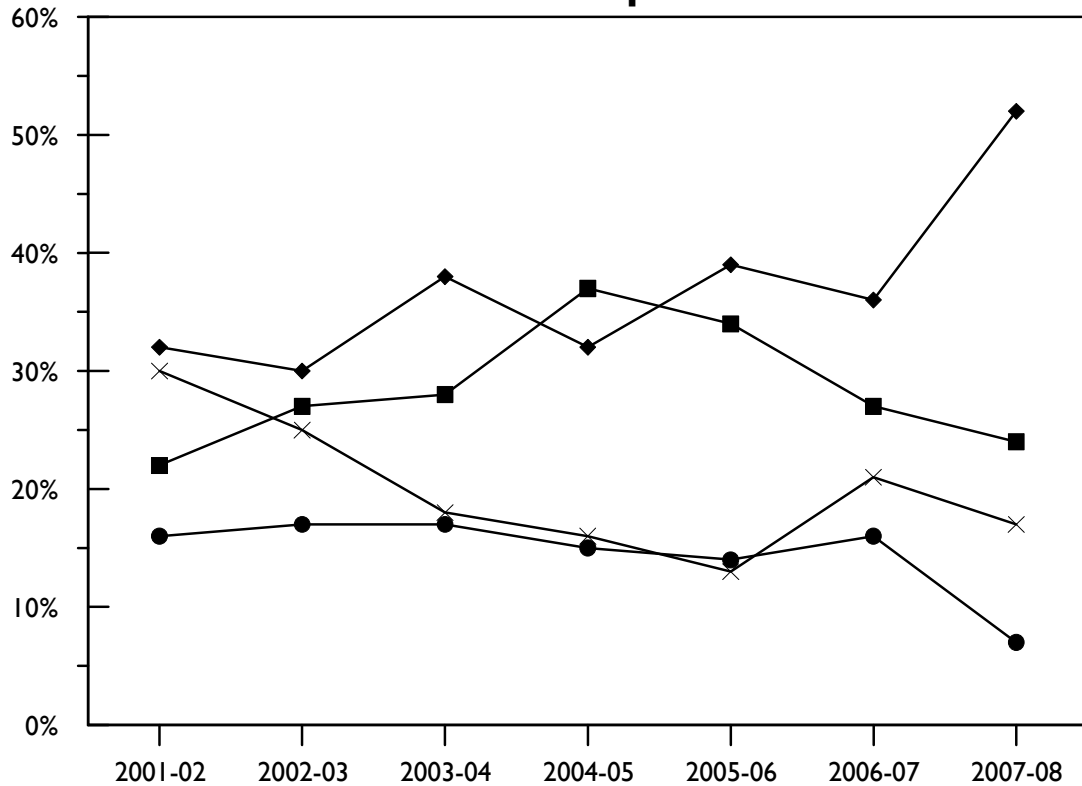
  

CRD 9					
	Single Car	Multi Car	Unit Train	Truck	Total
2001-02	32%	38%	18%	12%	26,128
2002-03	34%	38%	15%	13%	20,196
2003-04	25%	36%	67%	8%	25,632
2004-05	27%	33%	34%	6%	29,007
2005-06	36%	29%	32%	3%	21,907
2006-07	38%	21%	36%	5%	18,719
2007-08	37%	27%	32%	4%	16,018

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

	Single Car	Multi Car	Unit Train	Truck	Total
2001-02	16,926 28%	13,610 22%	20,504 34%	9,804 16%	60,845
2002-03	11,421 25%	12,313 27%	13,787 30%	7,805 17%	45,327
2003-04	9,498 18%	15,023 28%	20,426 38%	8,999 17%	53,946
2004-05	7,195 16%	16,750 37%	14,552 32%	7,020 15%	45,518
2005-06	7,281 13%	19,973 34%	22,882 39%	7,857 14%	57,993
2006-07	8,604 21%	11,087 27%	14,748 36%	6,412 16%	40,850
2007-08	7,996 14%	11,596 24%	24,795 52%	3,513 7%	47,900

**Mode for Durum Shipments from ND**



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



## 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
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
2007-08	13%	22%	62%	3%	33,798	2007-08	23%	32%	18%	27%	1,404

	CRD 3						CRD 4				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2007-08	55%	13%	11%	21%	887	2007-08	27%	24%	15%	34%	3,450

	CRD 5						CRD 6				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2007-08	55%	18%	0%	26%	1,215	2007-08	0%	70%	0%	30%	138

	CRD 7						CRD 8				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2007-08	16%	34%	46%	4%	6,567	2007-08	12%	0%	0%	88%	85

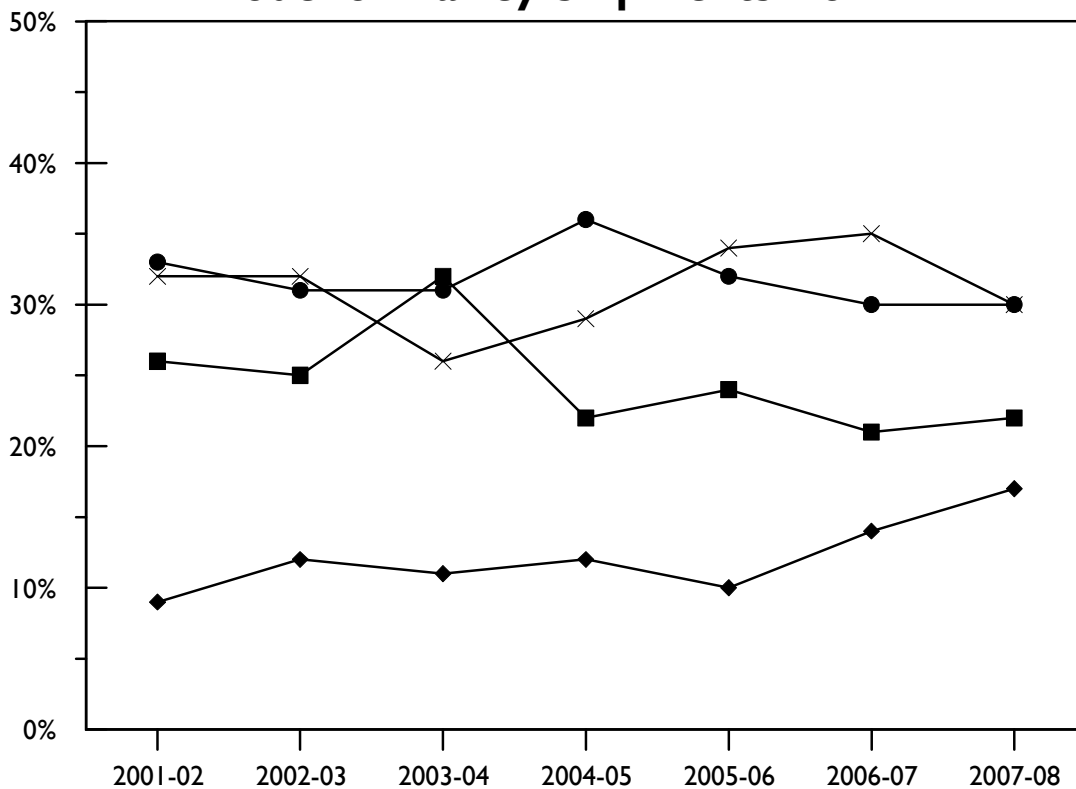
  

	CRD 9				
	Single Car	Multi Car	Unit Train	Truck	Total
2001-02	80%	0%	0%	20%	380
2002-03	59%	0%	0%	42%	110
2003-04	60%	0%	0%	40%	271
2004-05	61%	30%	0%	10%	314
2005-06	99%	0%	0%	1%	89
2006-07	52%	42%	0%	6%	293
2007-08	7%	93%	0%	0%	356

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

	Single Car	Multi Car	Unit Train	Truck	Total
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
2006-07	18,100 35%	10,913 21%	7,105 10%	15,458 32%	51,577
2007-08	21,008 30%	15,360 22%	12,018 17%	21,016 30%	69,402

**Mode for Barley Shipments from ND**

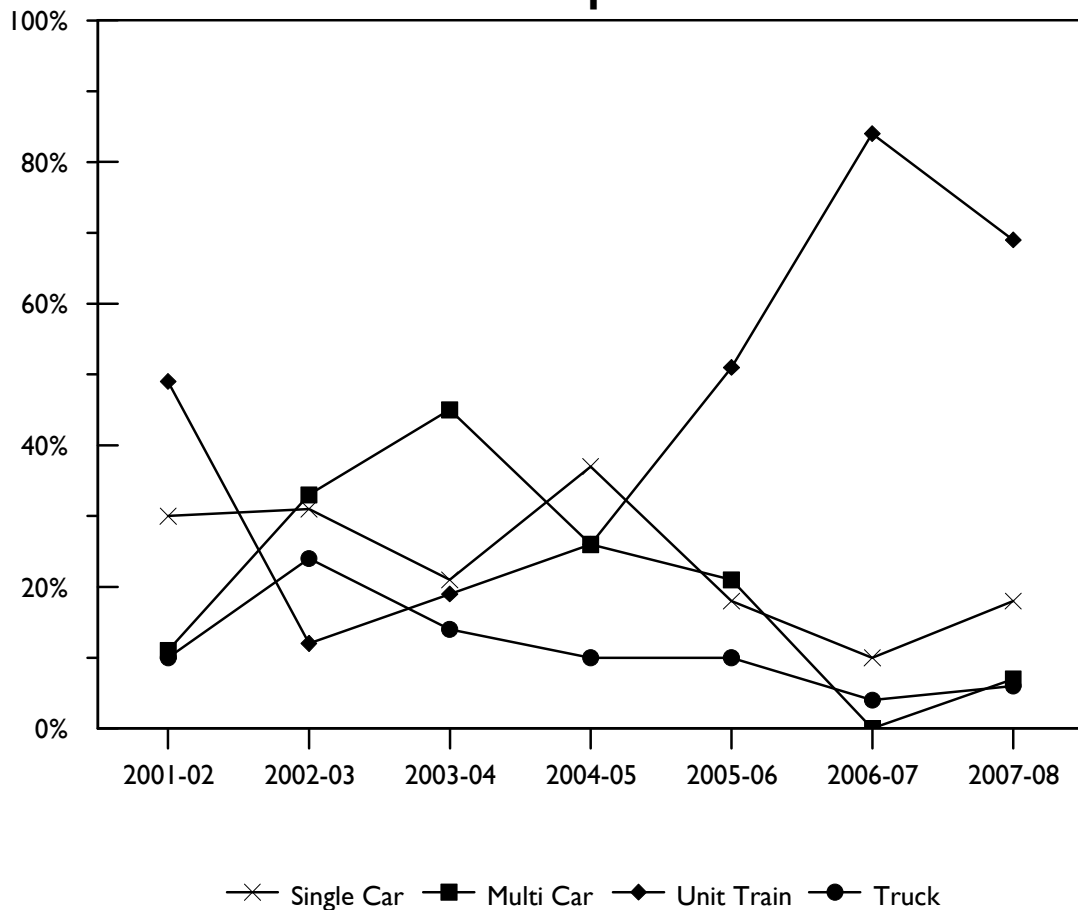


—x— Single Car    —■— Multi Car    —◆— Unit Train    —●— Truck

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

	Single Car	Multi Car	Unit Train	Truck	Total
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%	
2006-07	750	128	6,011	290	7,179
	10%	0%	84%	4%	
2007-08	1,321	479	5,075	494	7,369
	18%	7%	69%	6%	

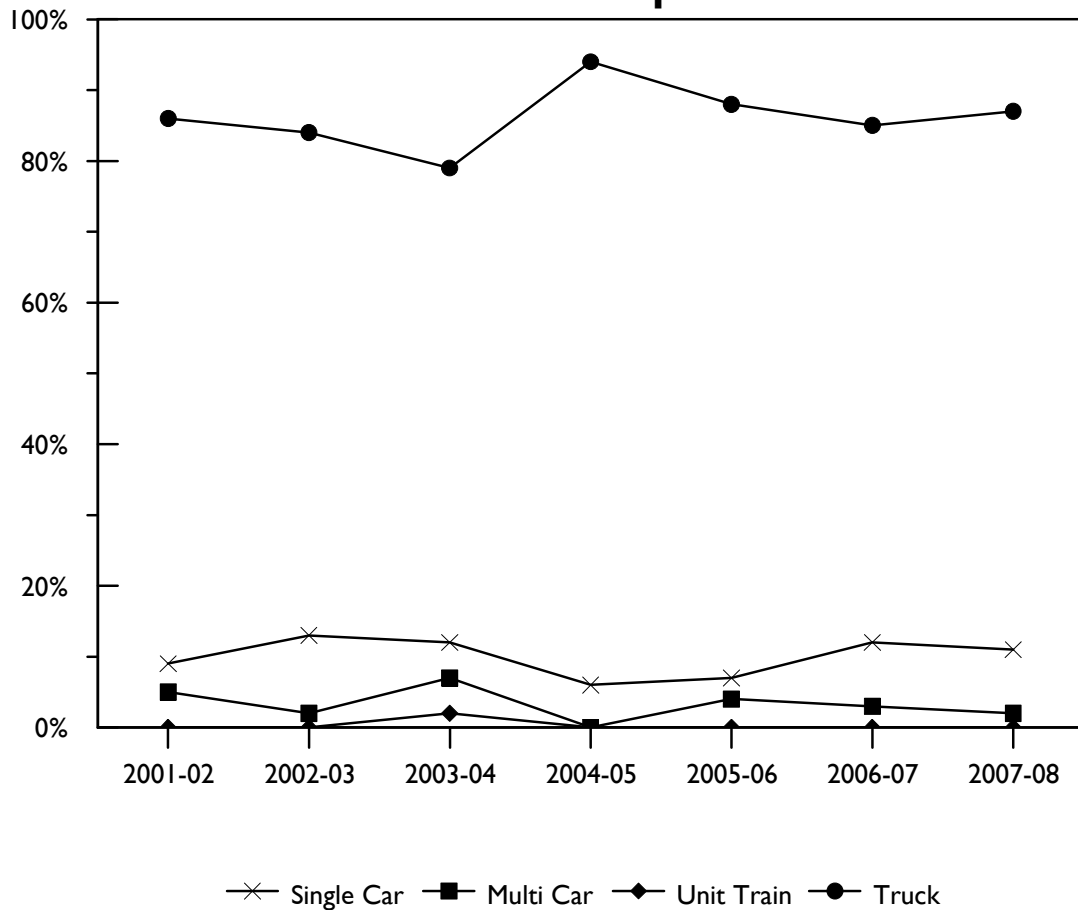
**Mode for Oat Shipments from ND**



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

	Single Car	Multi Car	Unit Train	Truck	Total
2001-02	825 8%	450 4%	0 0%	8,891 85%	10,433
2002-03	1,220 13%	213 2%	5 0%	7,717 84%	9,155
2003-04	1,275 12%	798 7%	165 2%	8,635 79%	10,873
2004-05	341 6%	0 0%	0 0%	5,111 94%	5,452
2005-06	481 7%	261 4%	2 0%	5,651 88%	6,395
2006-07	880 12%	205 3%	0 0%	6,356 85%	7,440
2007-08	792 11%	161 2%	0 0%	6,234 87%	7,187

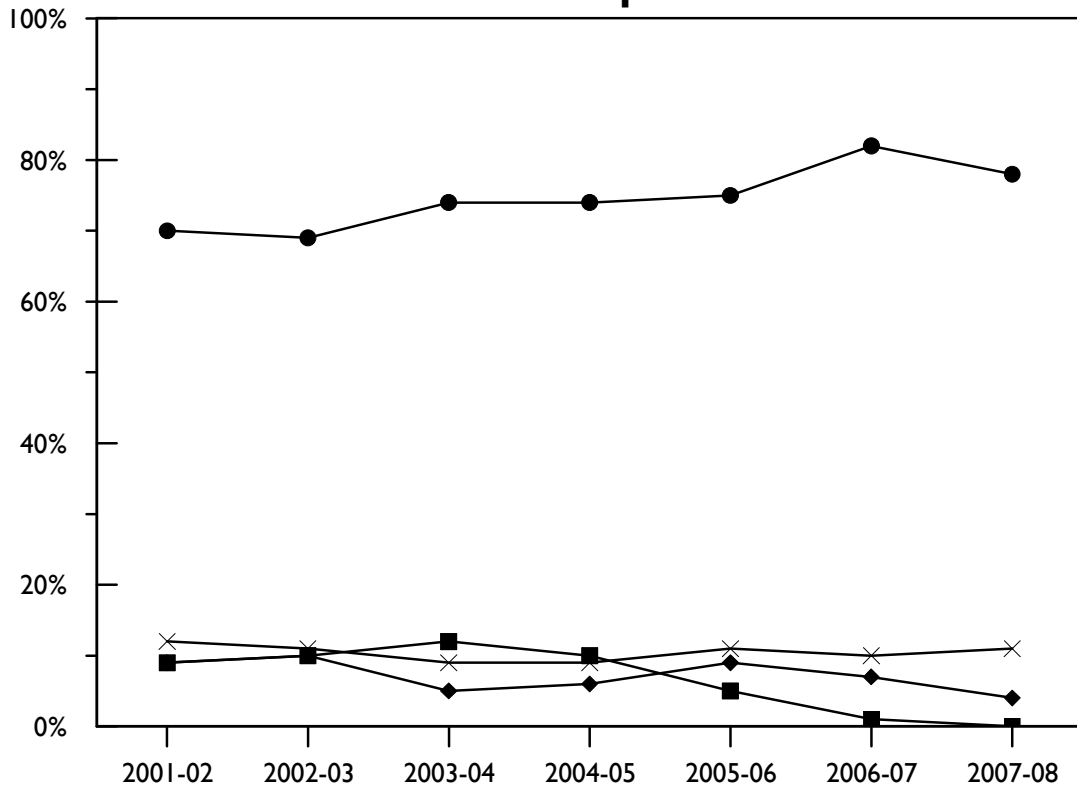
**Mode for Sunflower Shipments from ND**



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

	Single Car	Multi Car	Unit Train	Truck	Total
2001-02	1,147	855	802	6,403	9,208
	12%	9%	9%	70%	
2002-03	923	833	812	5,882	8,450
	11%	10%	10%	69%	
2003-04	783	1,069	469	6,716	9,038
	9%	12%	5%	74%	
2004-05	647	703	380	5,023	6,753
	9%	10%	6%	74%	
2005-06	855	399	756	6,022	8,033
	11%	5%	9%	75%	
2006-07	756	101	500	6,329	7,686
	10%	1%	7%	82%	
2007-08	999	571	384	6,940	8,894
	11%	6%	4%	78%	

**Mode for Canola Shipments from ND**

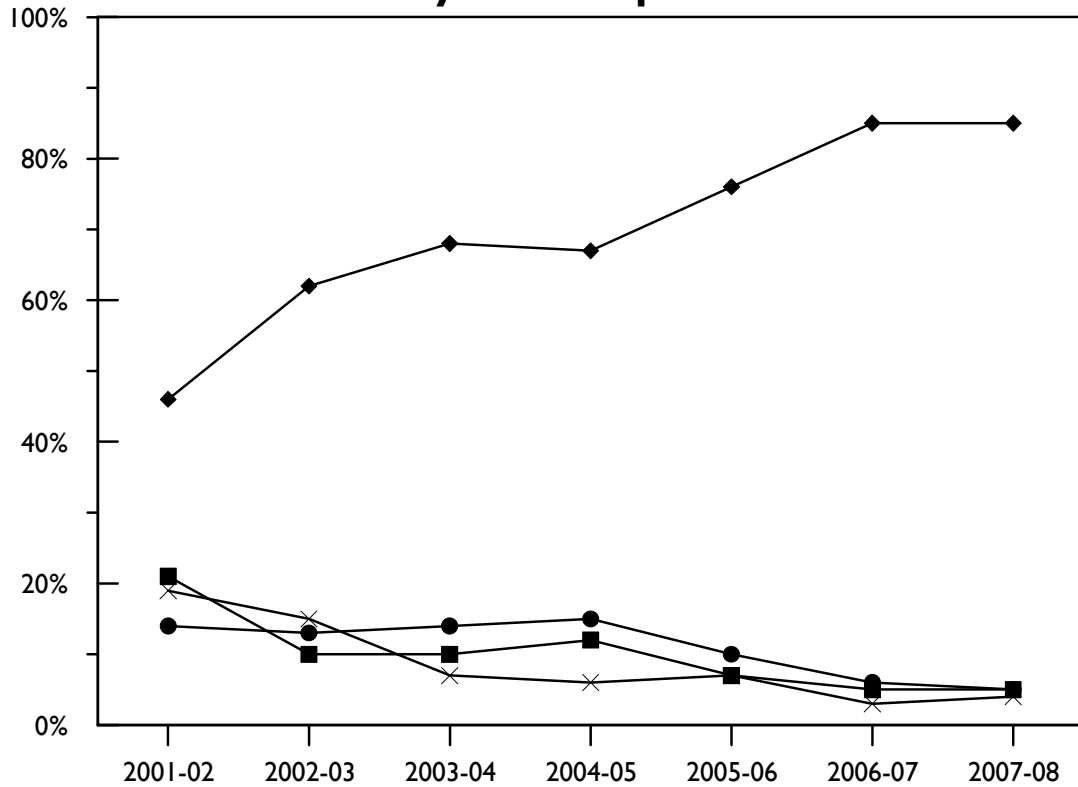


—x— Single Car    —■— Multi Car    —◆— Unit Train    —●— Truck

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

	Single Car	Multi Car	Unit Train	Truck	Total
2001-02	11,803 20%	12,217 20%	27,914 46%	8,219 14%	60,153
2002-03	12,811 15%	8,097 10%	50,934 62%	10,942 13%	82,784
2003-04	6,169 7%	8,907 10%	59,646 68%	12,539 14%	87,260
2004-05	4,234 6%	7,735 12%	44,726 67%	10,037 15%	66,732
2005-06	5,390 7%	5,893 7%	63,033 76%	8,260 10%	82,575
2006-07	3,981 3%	6,809 5%	107,447 85%	8,001 6%	126,238
2007-08	4,998 4%	7,019 5%	109,875 85%	6,945 5%	128,837

**Mode for Soybean Shipments from ND**

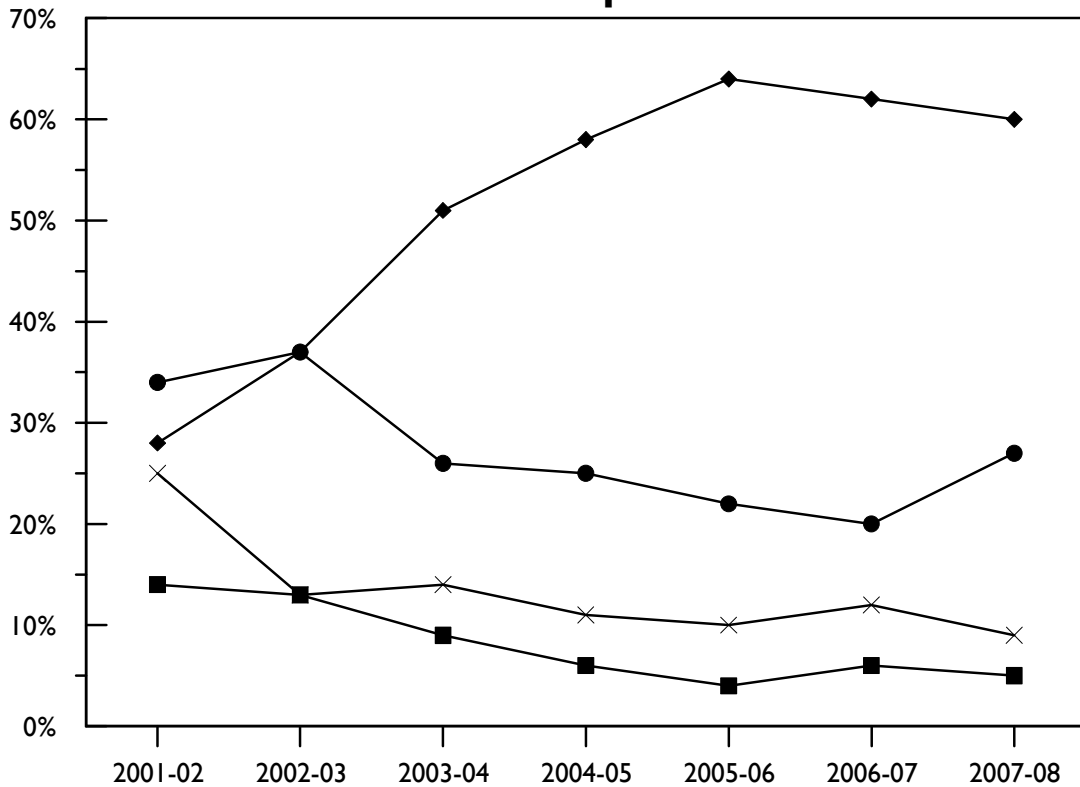


—×— Single Car   
 —■— Multi Car   
 —◆— Unit Train   
 —●— Truck

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

	Single Car	Multi Car	Unit Train	Truck	Total
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 22%	122,159
2007-08	15,825 9%	8,457 5%	103,646 60%	46,131 27%	174,059

**Mode for Corn Shipments from ND**



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