



## **ANNUAL NORTH DAKOTA ELEVATOR MARKETING REPORT, 2008-09**

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in cooperation with

**North Dakota Wheat Commission  
North Dakota Public Service Commission**

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 2008-09* 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, MN/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 2008 to June 2009.
- **Commodity:** Hard red spring wheat, durum, barley, sunflowers, soybeans, canola, corn, dry edible beans, and dry edible peas.

## 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:

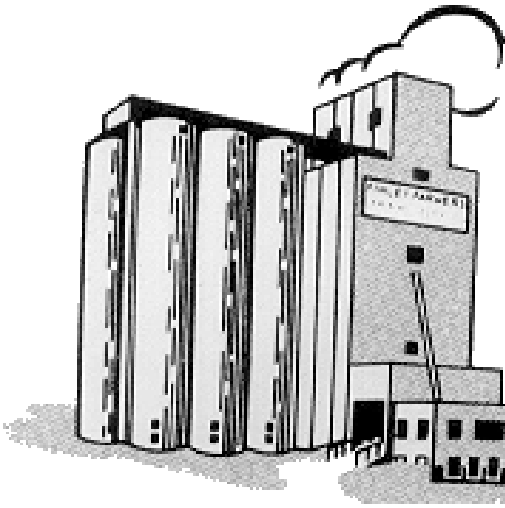
Single Car Shipments:	Car orders purchased under rates for 1 to 24 cars
25 to 49 Car Shipments:	Car orders purchased under rates for 25 to 49 cars
50 Car Shipments:	Car orders purchased under rates for 50 or more cars

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, 2008-09

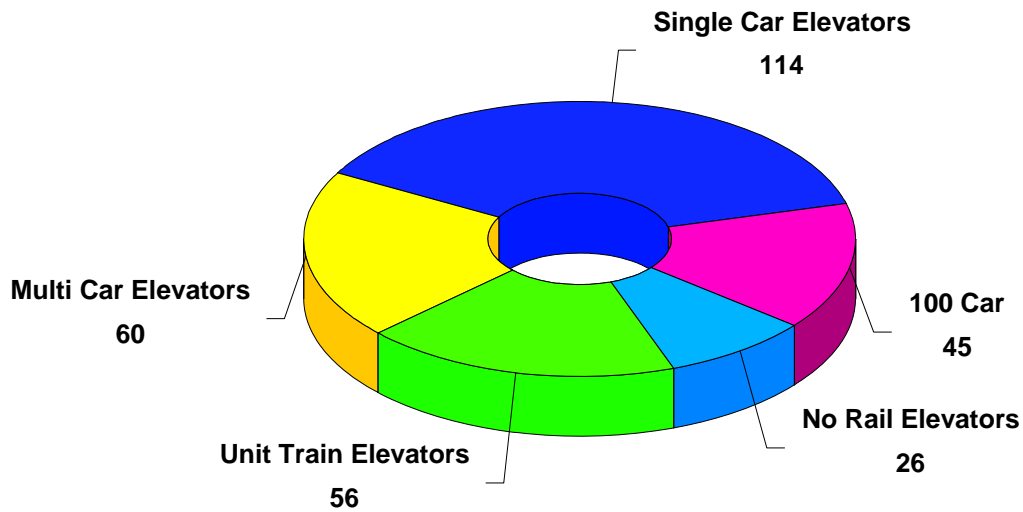
Storage: 277,872 Thousand Bu.

Grain Shipped to End User: 651,345 Thousand Bu.

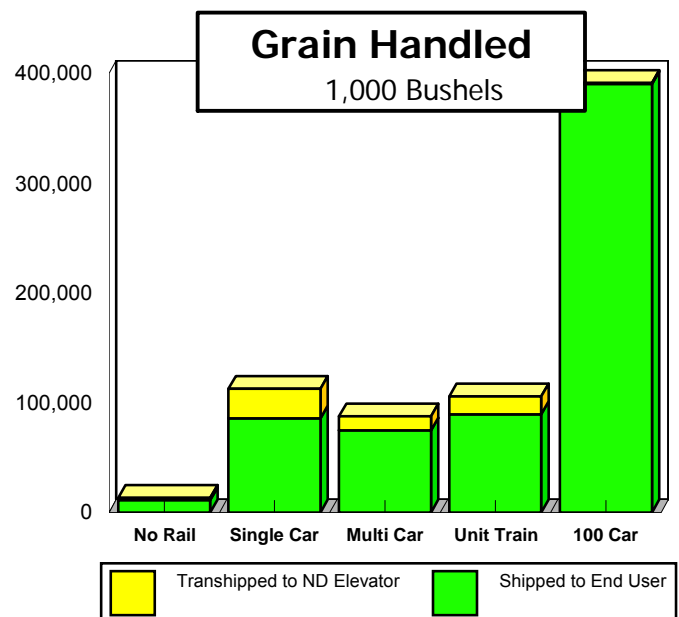
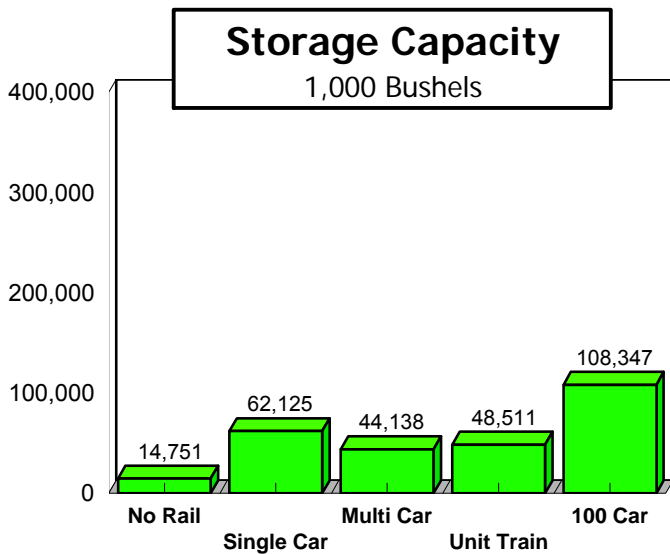
Grain Transhipped to ND Elevator: 59,372 Thousand Bu.

Average Turnover: 4.5

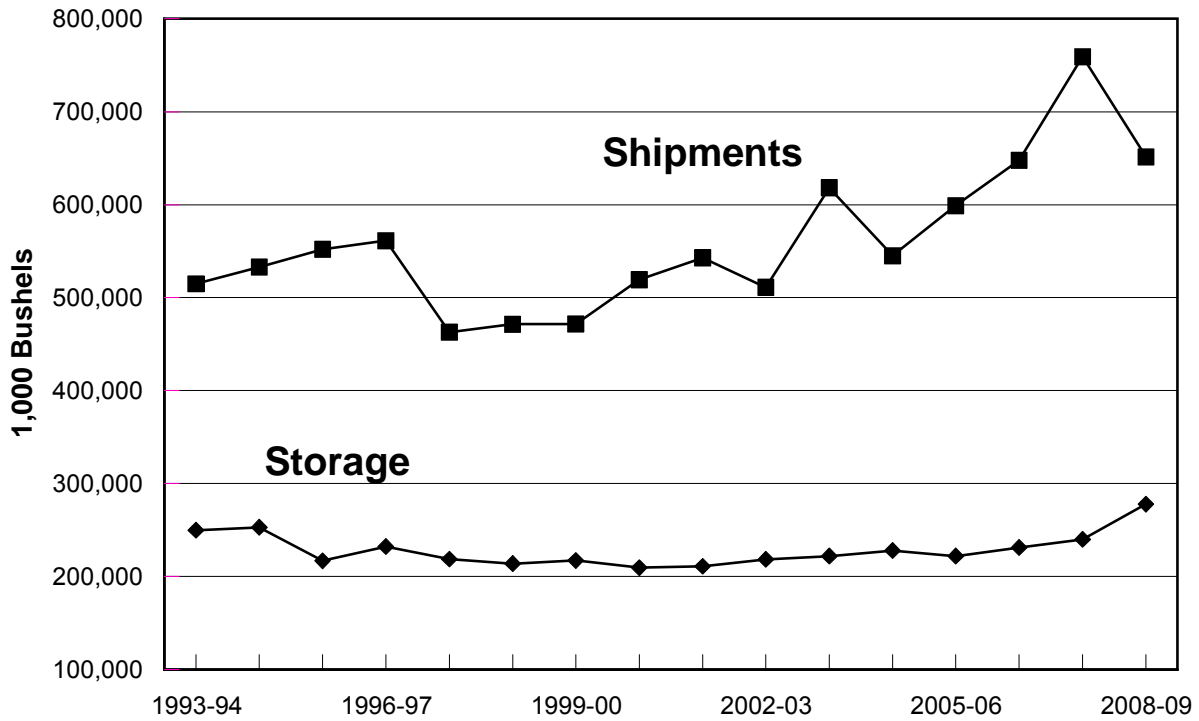
## Elevator Categories



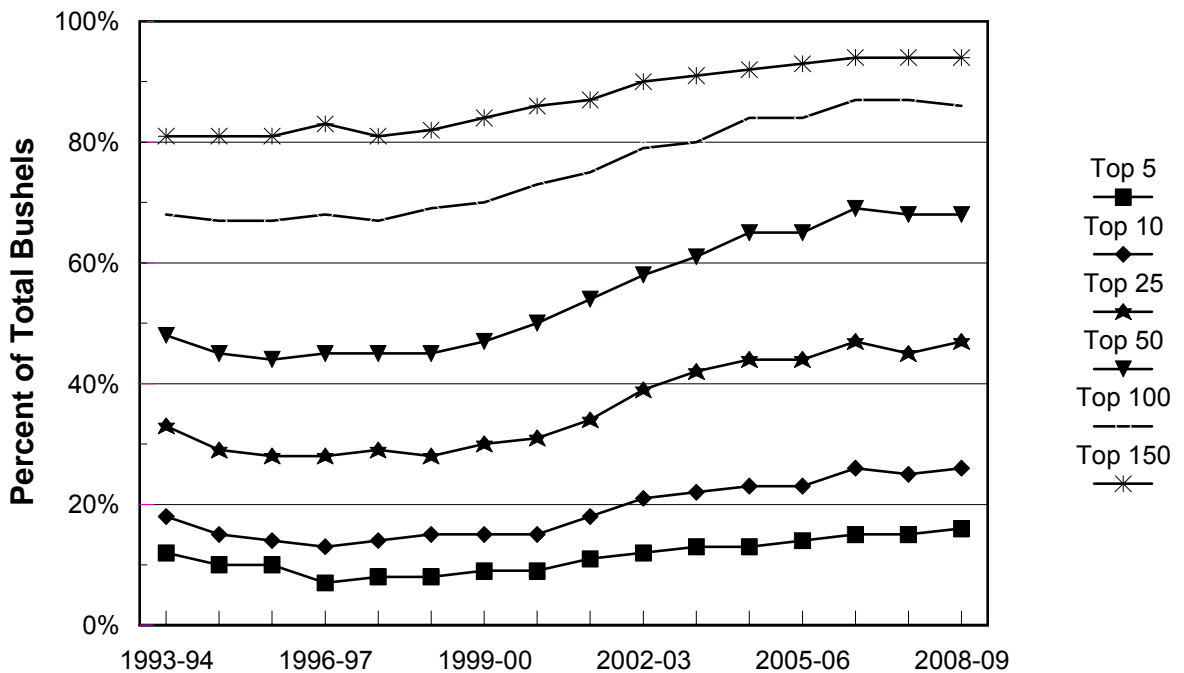
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).



## Storage and Total Grain Shipments for North Dakota Elevators

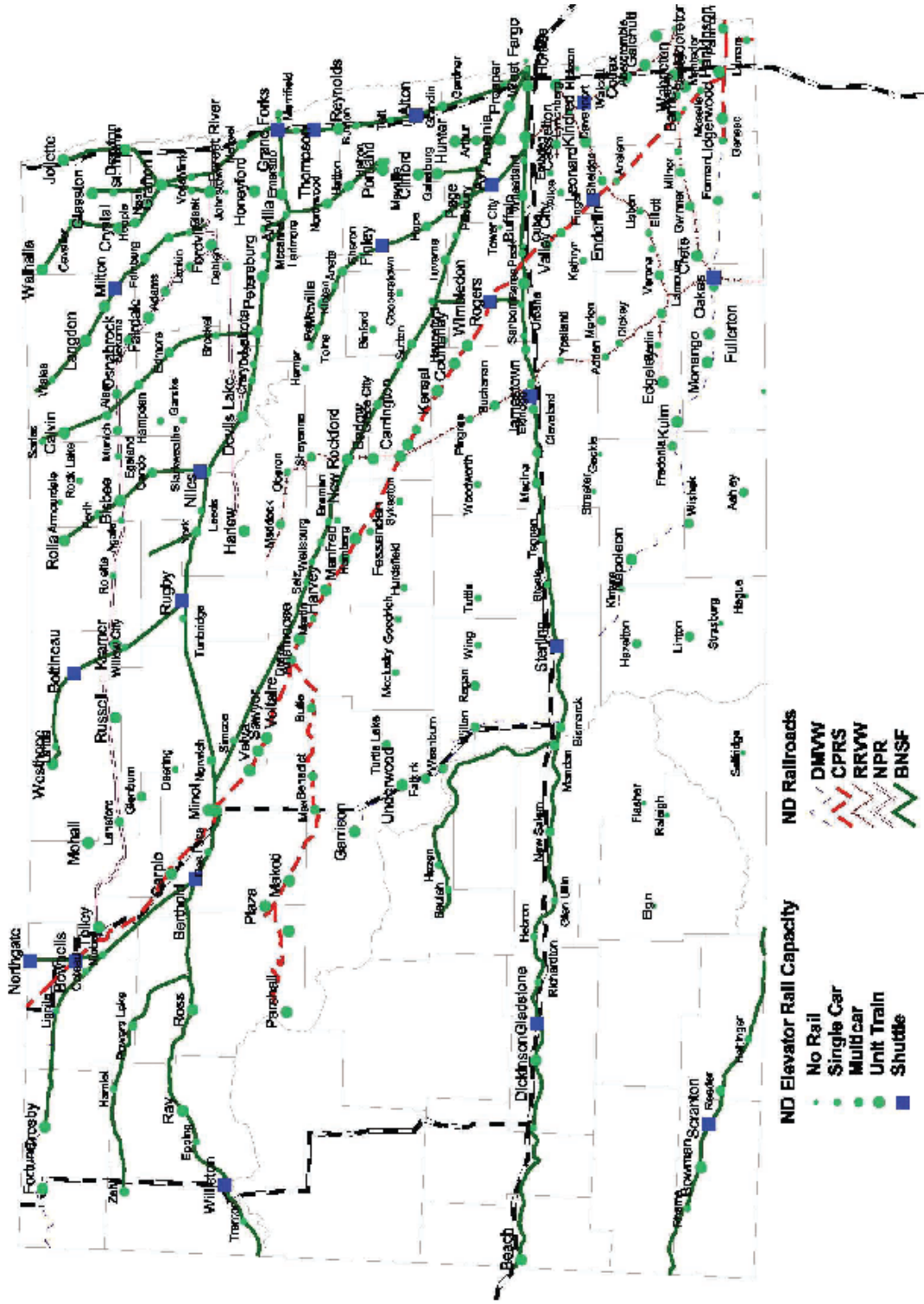


## Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators

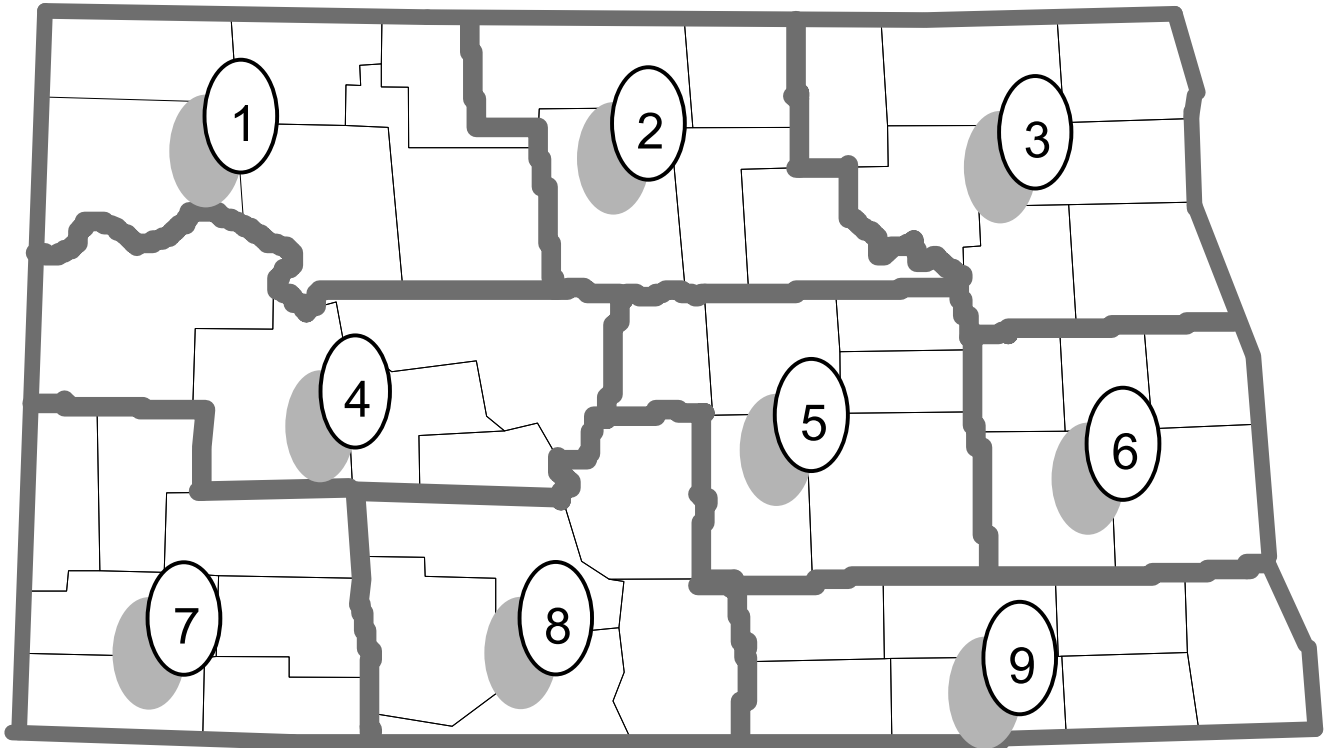




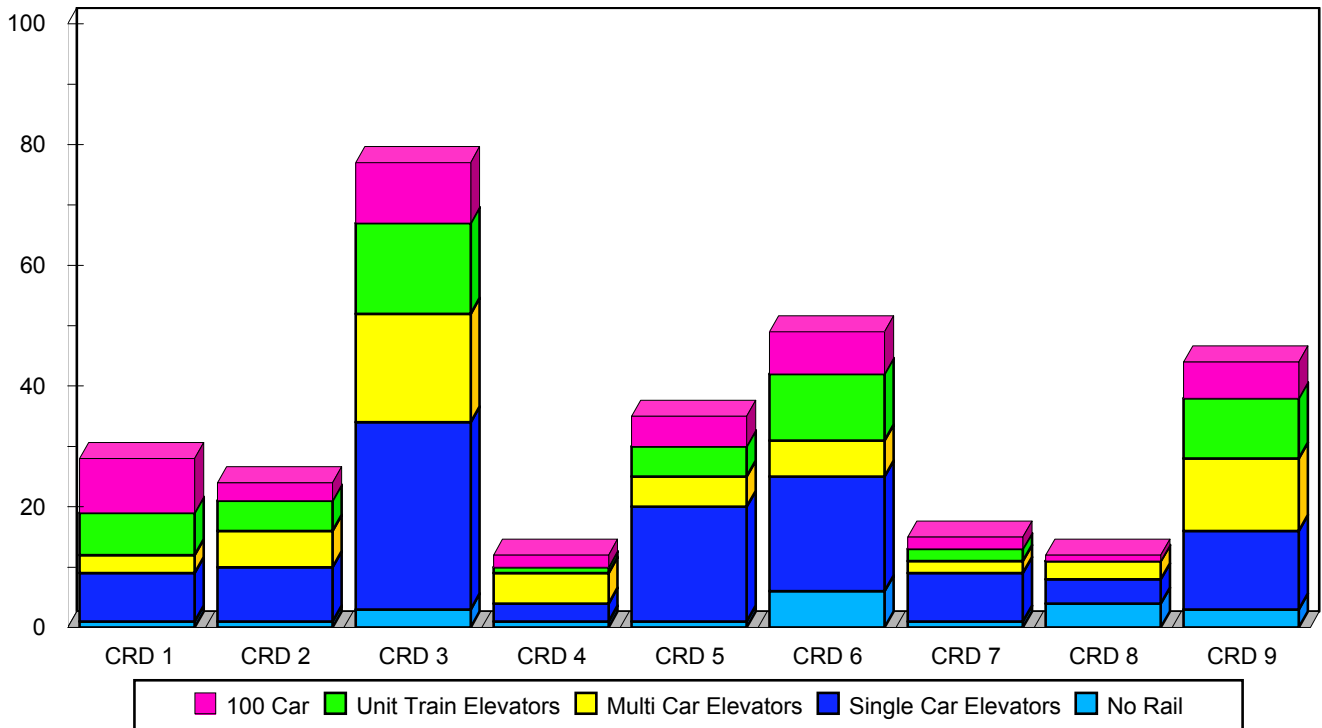
# North Dakota Multicar, Unit, & Shuttle Train Car Loading Stations, 2007



# NORTH DAKOTA CROP REPORTING DISTRICTS

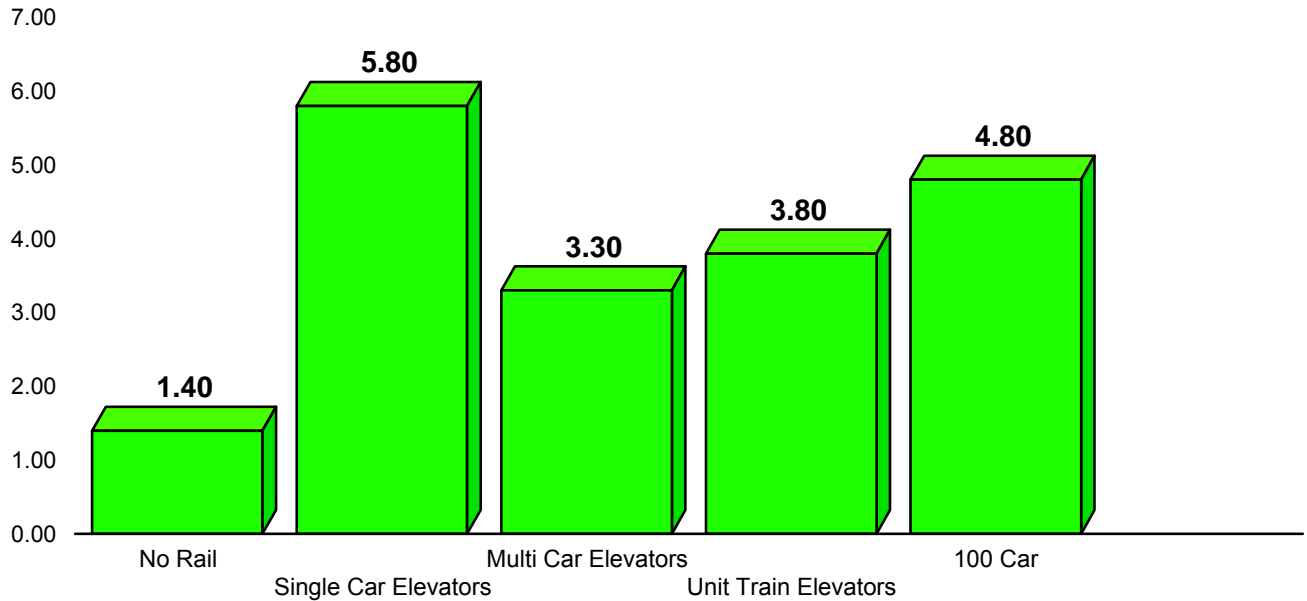


## Elevators in Each CRD, 2008-09



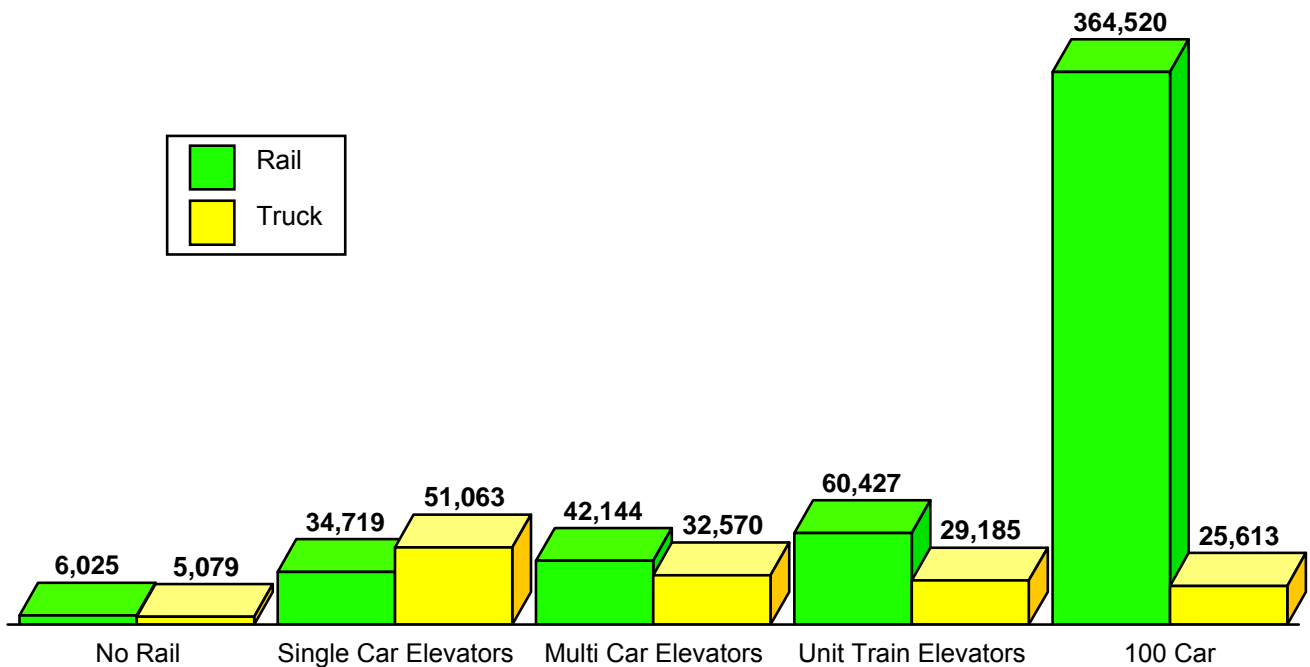
## Turnover Ratios for Each Elevator Category, 2008-09

- Ratio of Volume Handled to Storage Capacity -



## Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2008-09

- Thousand Bushels -



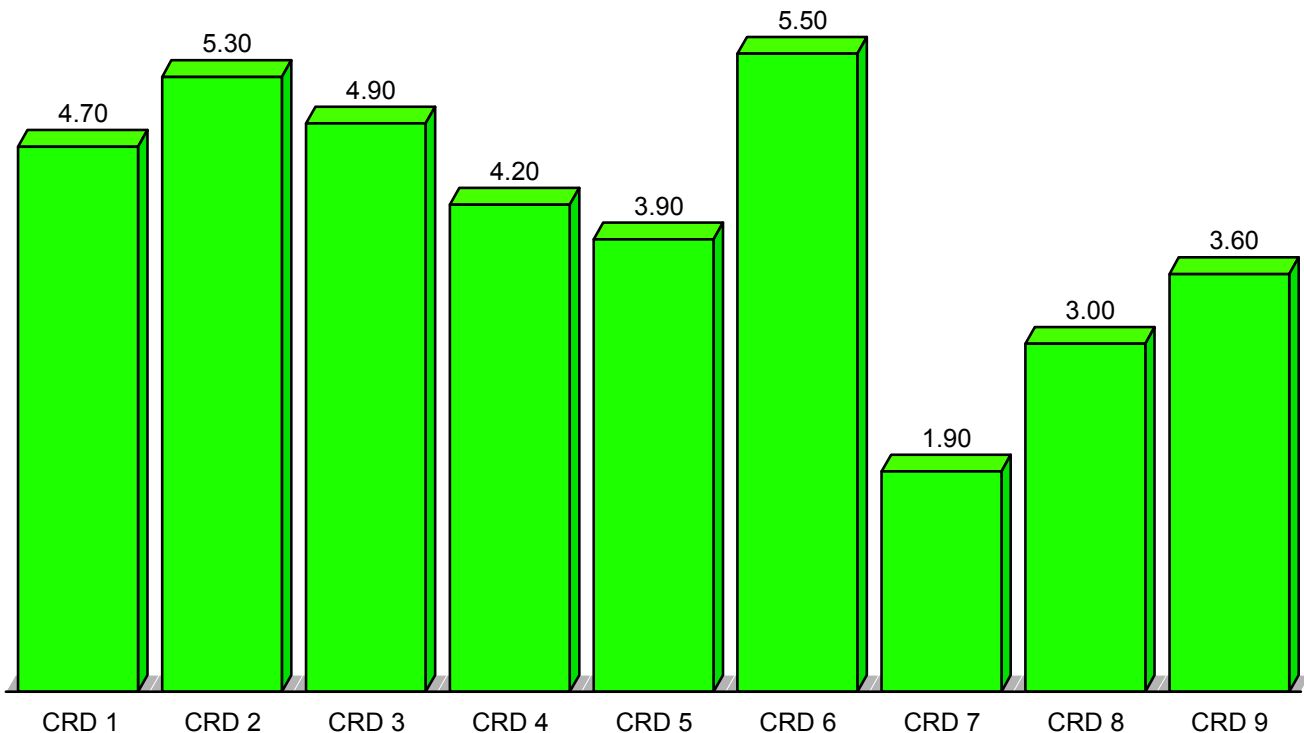
**ND Elevator Storage, Shipments, and Turnover Ratios  
for Each CRD, 2008-09**

CRD	# Elev	Storage Capacity	Total Transhipped <sup>a</sup>	Total Shipments <sup>b</sup>	Average Turnover
1	28	22,086,400	1,007,779	96,418,921	4.7
2	24	14,452,000	2,695,485	43,796,254	5.3
3	82	54,691,888	18,912,138	138,403,716	4.9
4	12	8,327,000	2,685,075	24,488,708	4.2
5	35	38,971,600	11,479,390	6,916,345	3.9
6	49	65,286,111	15,169,498	142,770,224	5.5
7	15	10,648,000	423,483	13,650,936	1.9
8	12	4,245,000	329,644	7,443,366	3.0
9	44	59,163,770	6,669,789	141,583,026	3.6
All	301	277,871,769	59,372,281	651,345,465	4.1

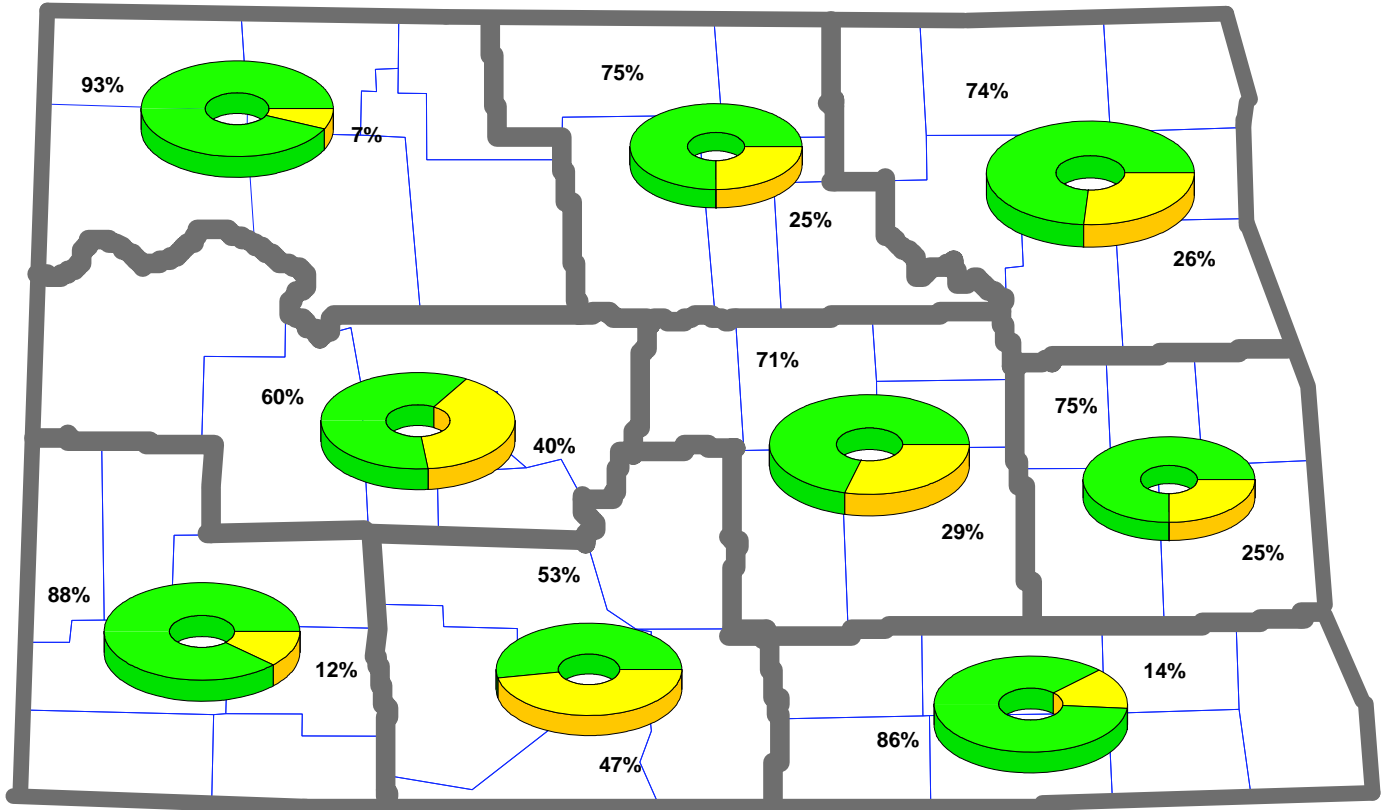
<sup>a</sup>Bushels transhipped to other ND elevators.

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

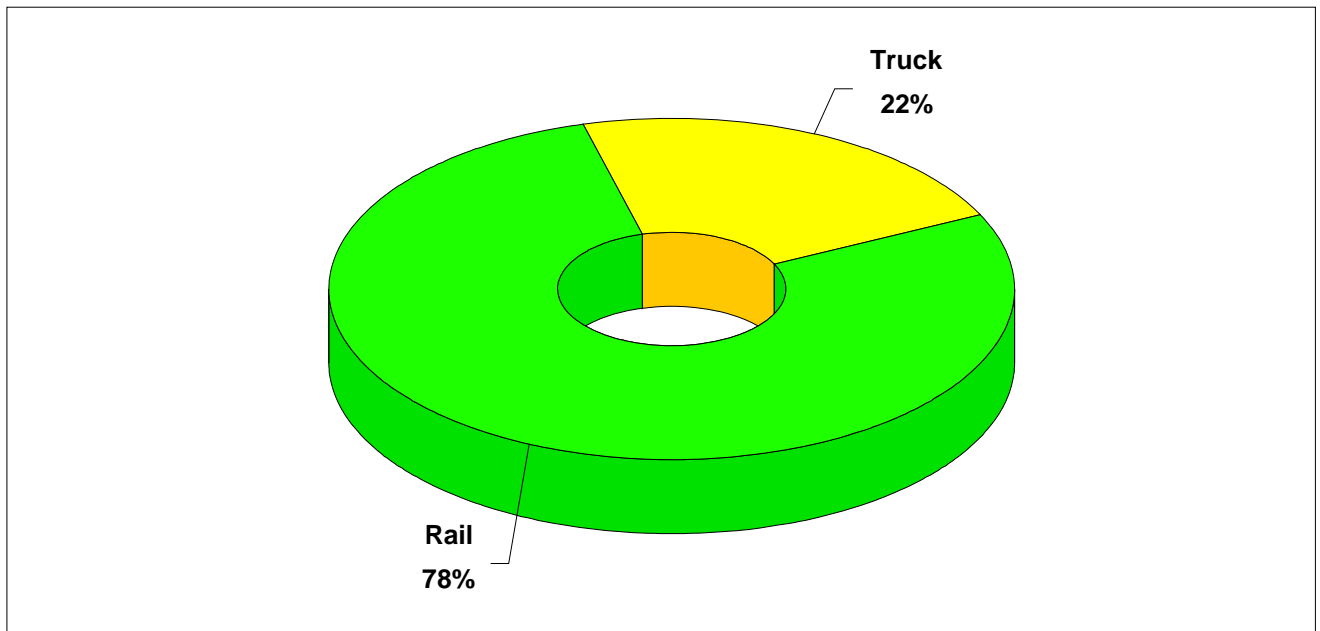
**Average Turnover of Shipments to Storage  
for Each CRD, 2008-09  
-Weighted by grain shipments-**



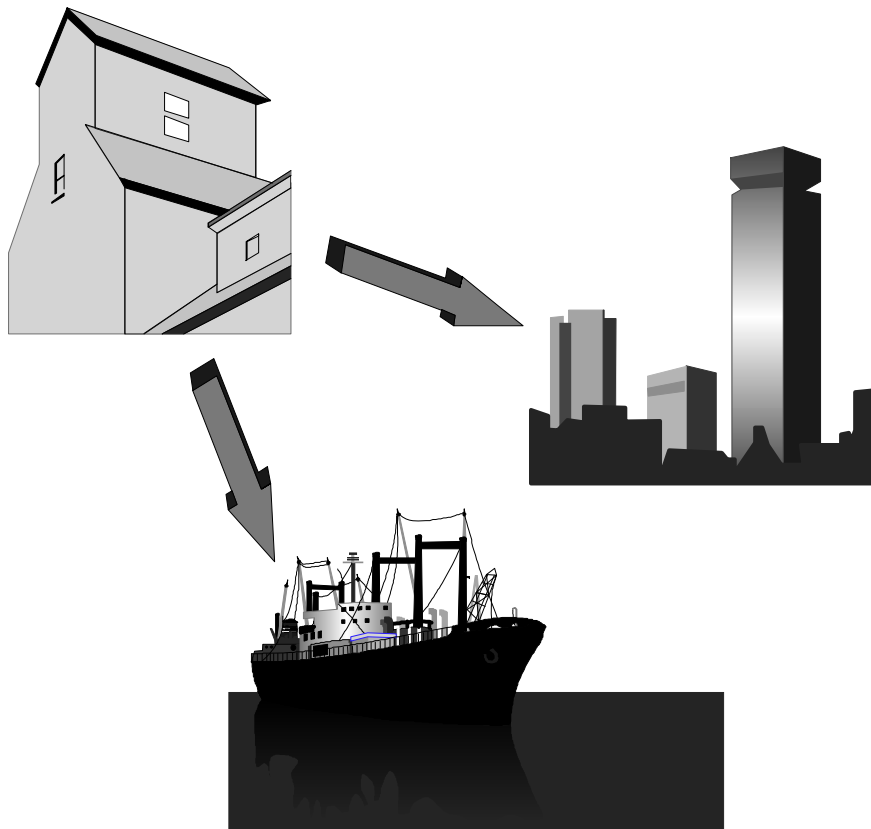
## Modal Share of Grain and Oilseed Shipments from Each CRD, 2007-09



## Rail/Truck Share of Grain and Oilseed Shipments from ND, 2008-09







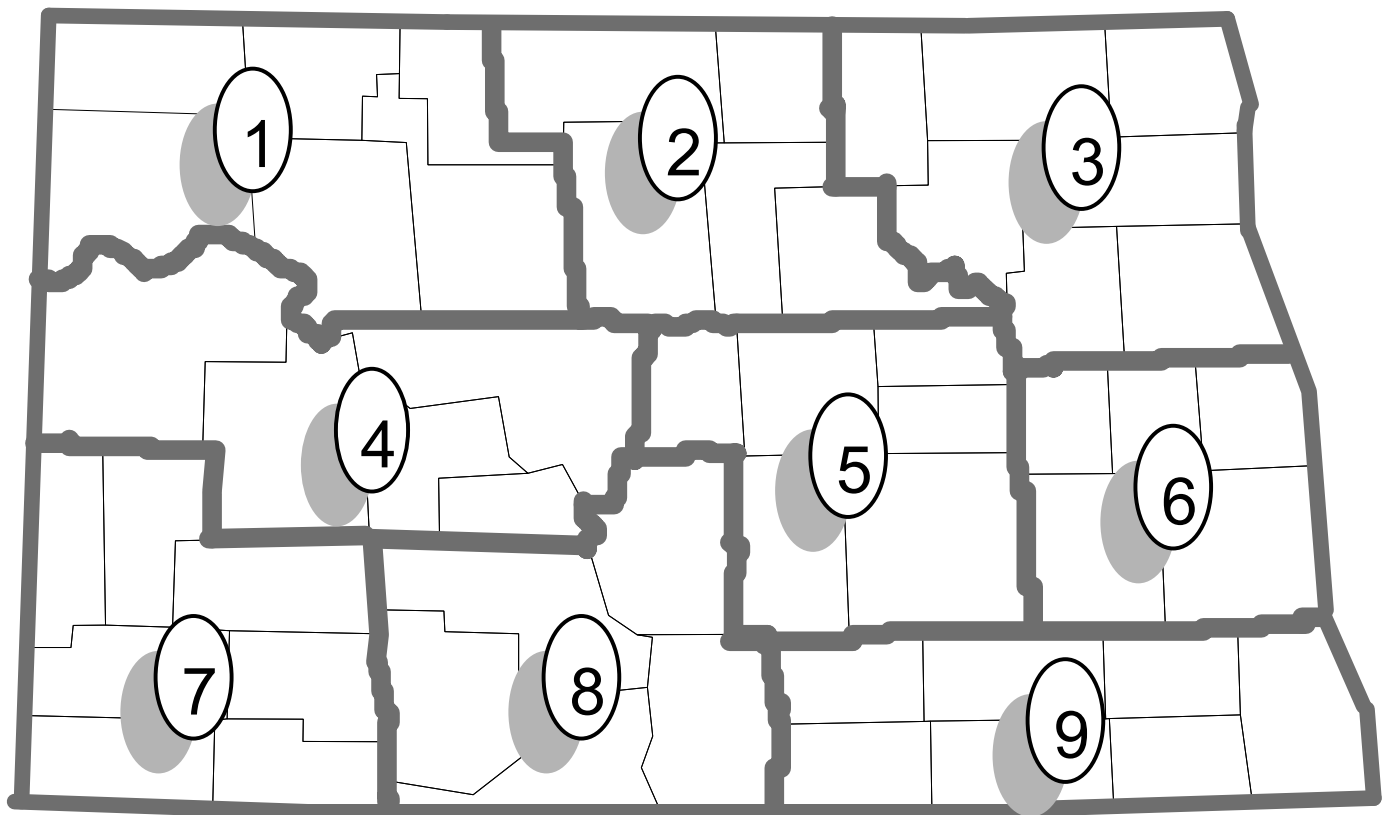
*Destinations for Grain and Oilseed  
Shipments Originating from  
North Dakota Elevators*



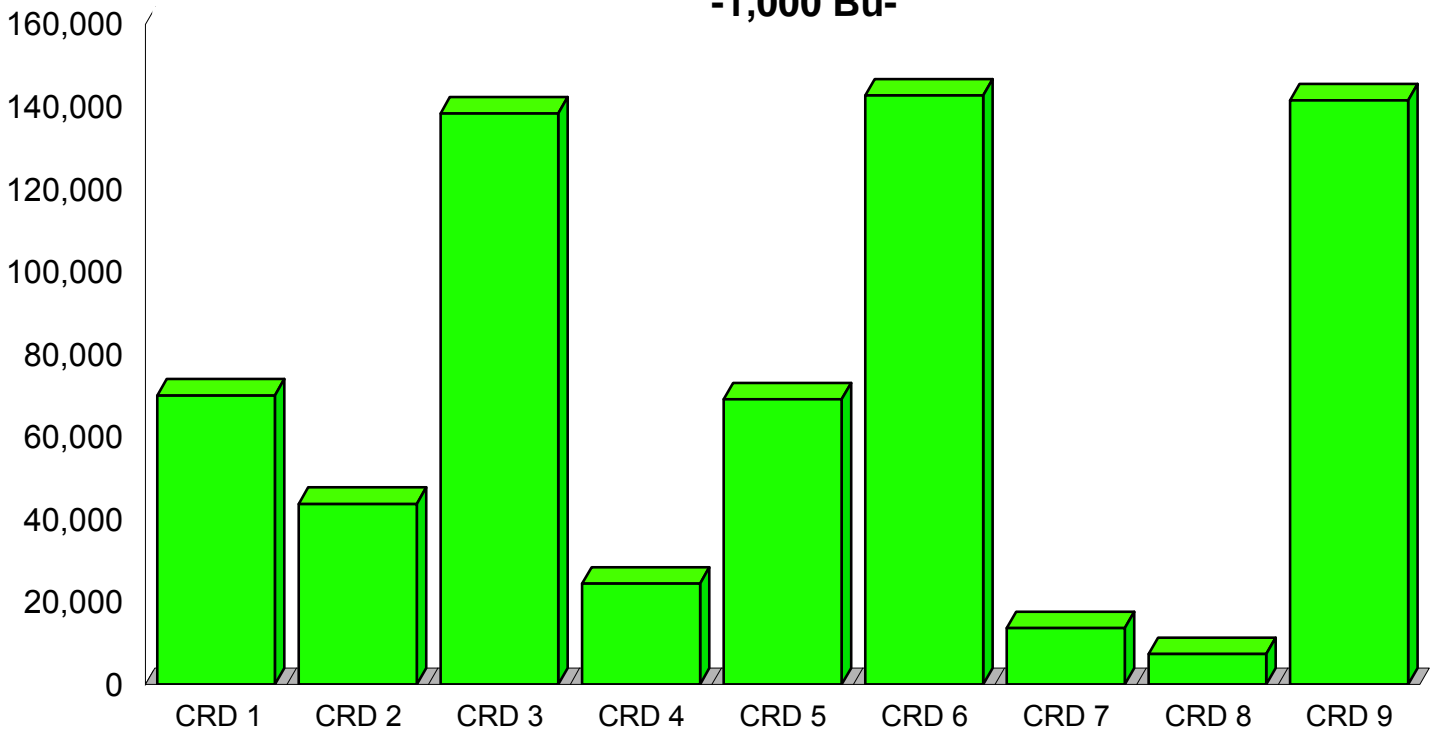


# *All Grains and Oilseeds*

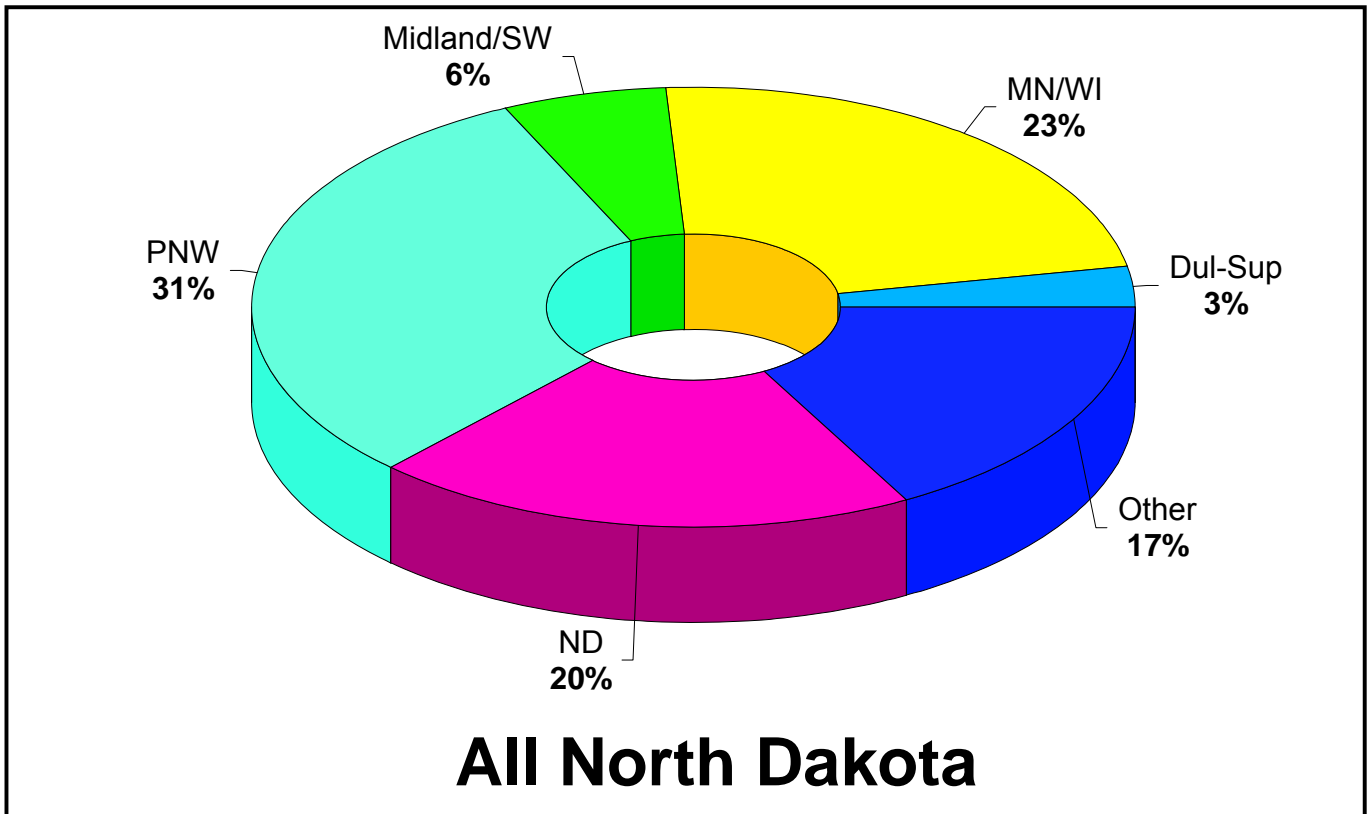
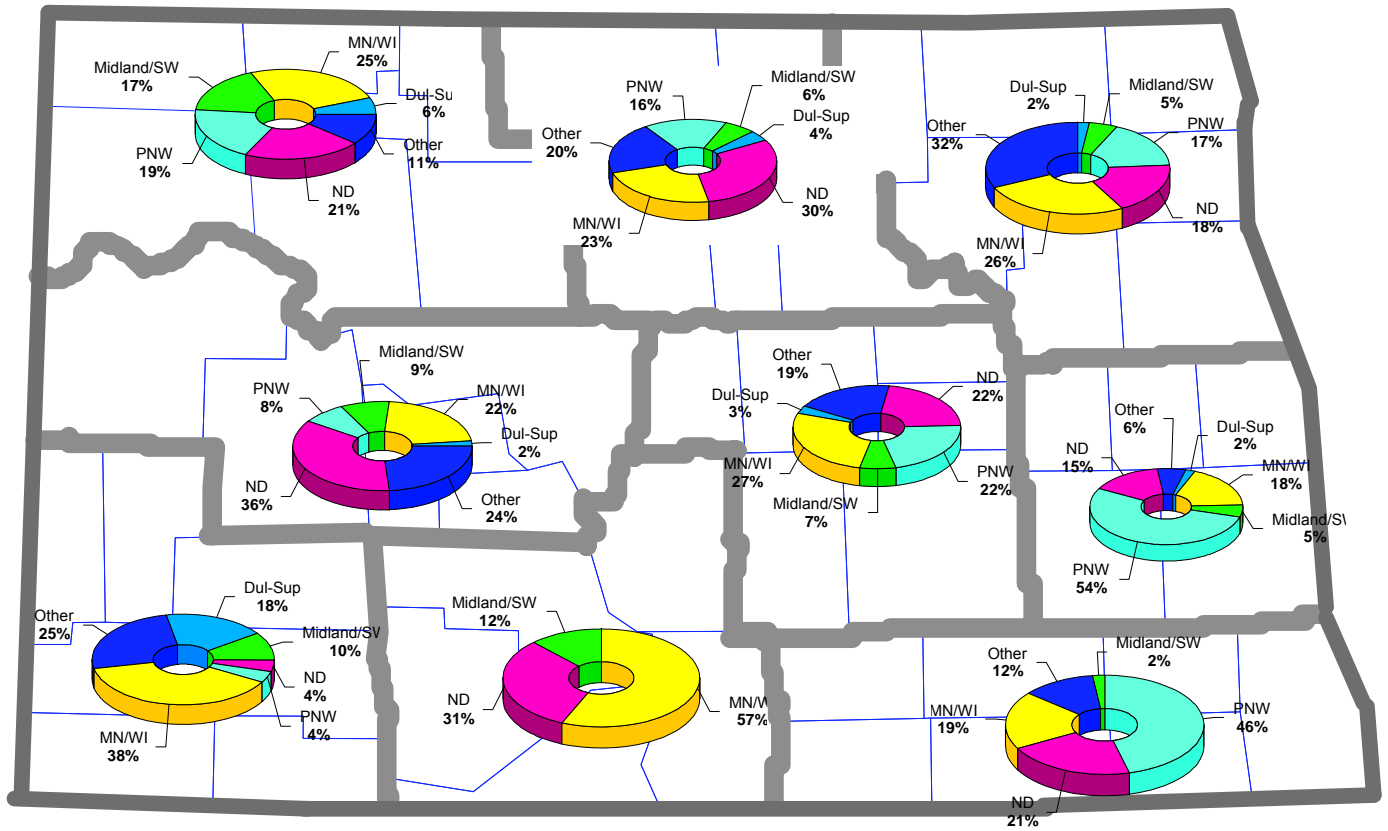
# NORTH DAKOTA CROP REPORTING DISTRICTS



**Grain & Oilseed Shipments Originating  
from Each CRD, 2008-09  
-1,000 Bu-**



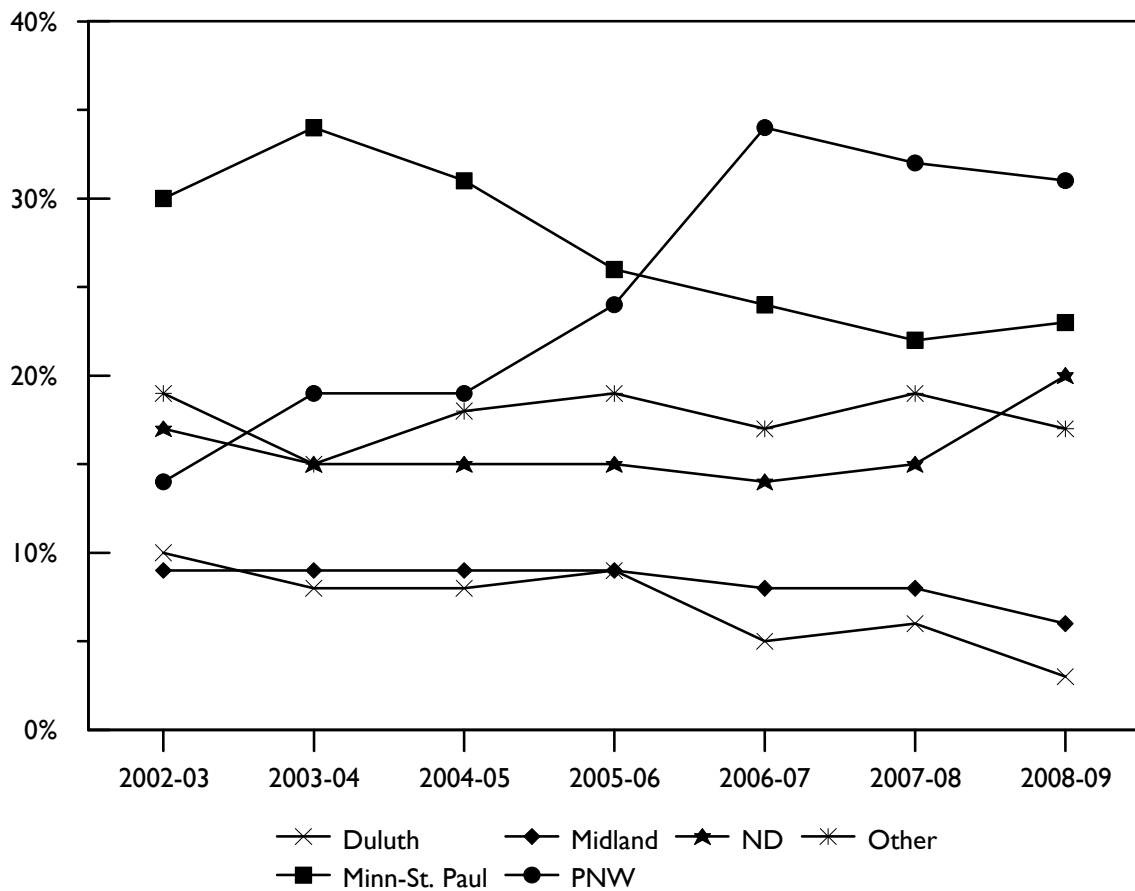
# Destinations for Grain & Oilseed Shipments 2008-09 Crop Reporting District



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

	Dul-Sup	MN/WI	Midland/SW	PNW	Total
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
2008-09	16,608 3%	149,794 23%	41,526 6%	203,054 31%	410,982

**Destinations for Grain and Oilseed Shipments**



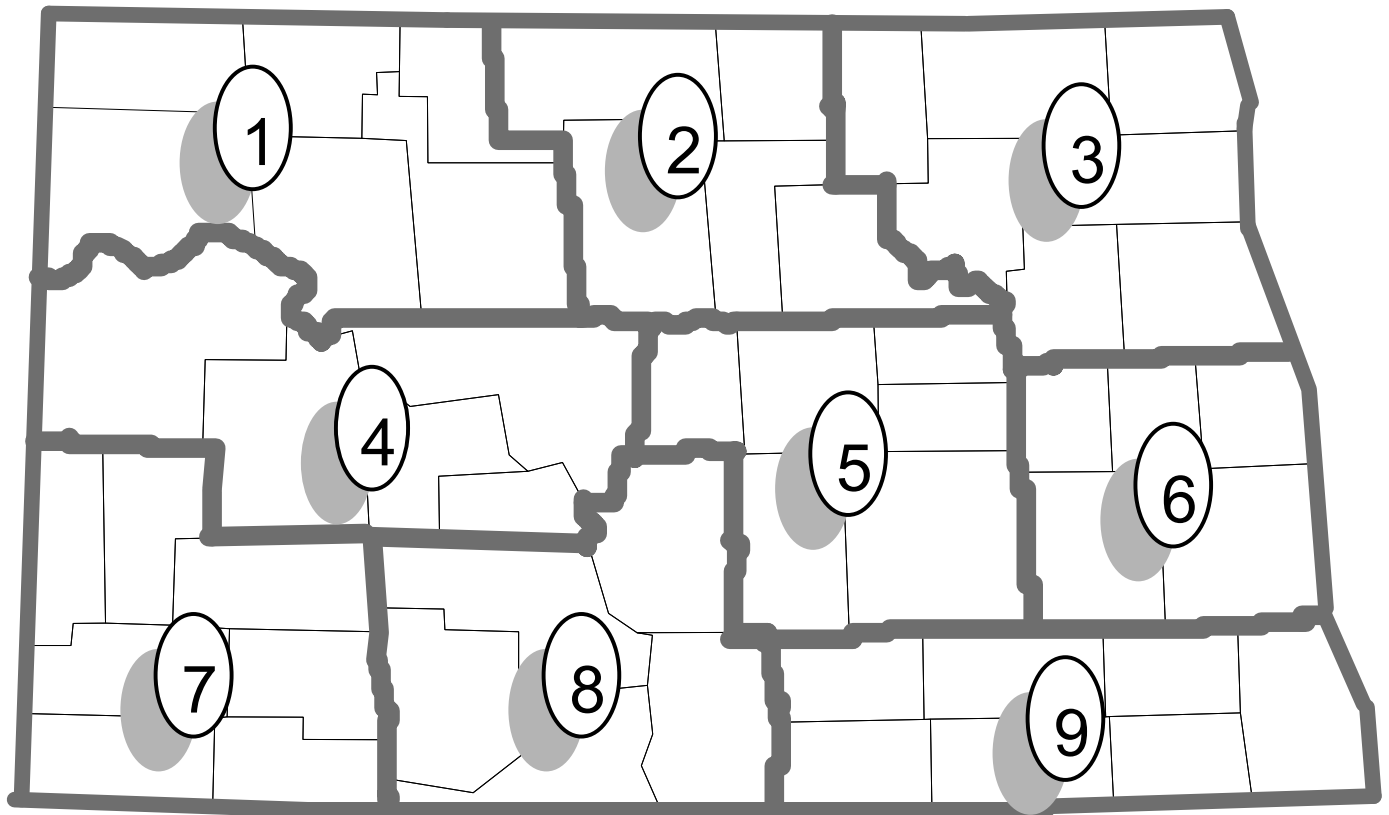
## Destinations for Grain and Oilseed Shipments from ND CRD's (1,000 Bushels)

	Duluth	MNWI	Midland	PNW	ND	Other	Total		Duluth	MNWI	Midland	PNW	ND	Other	Total
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
2008-09	6%	25%	17%	19%	21%	11%	70,041	2008-09	4%	23%	6%	16%	30%	20%	43,796
<b>CRD 3</b>								<b>CRD 4</b>							
	Duluth	MNWI	Midland	PNW	ND	Other	Total		Duluth	MNWI	Midland	PNW	ND	Other	Total
2002-03	13%	33%	6%	3%	20%	25%	98,676	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
2008-09	2%	26%	5%	17%	18%	32%	138,404	2008-09	2%	22%	9%	8%	36%	24%	24,489
<b>CRD 5</b>								<b>CRD 6</b>							
	Duluth	MNWI	Midland	PNW	ND	Other	Total		Duluth	MNWI	Midland	PNW	ND	Other	Total
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
2008-09	3%	27%	7%	22%	22%	19%	69,168	2008-09	2%	18%	5%	53%	15%	6%	142,770
<b>CRD 7</b>								<b>CRD 8</b>							
	Duluth	MNWI	Midland	PNW	ND	Other	Total		Duluth	MNWI	Midland	PNW	ND	Other	Total
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
2008-09	18%	38%	10%	4%	4%	25%	13,651	2008-09	0%	56%	12%	0%	31%	0%	7,443
<b>CRD 9</b>															
	Duluth	MNWI	Midland	PNW	ND	Other	Total								
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								
2008-09	0%	19%	2%	46%	21%	12%	141,583								

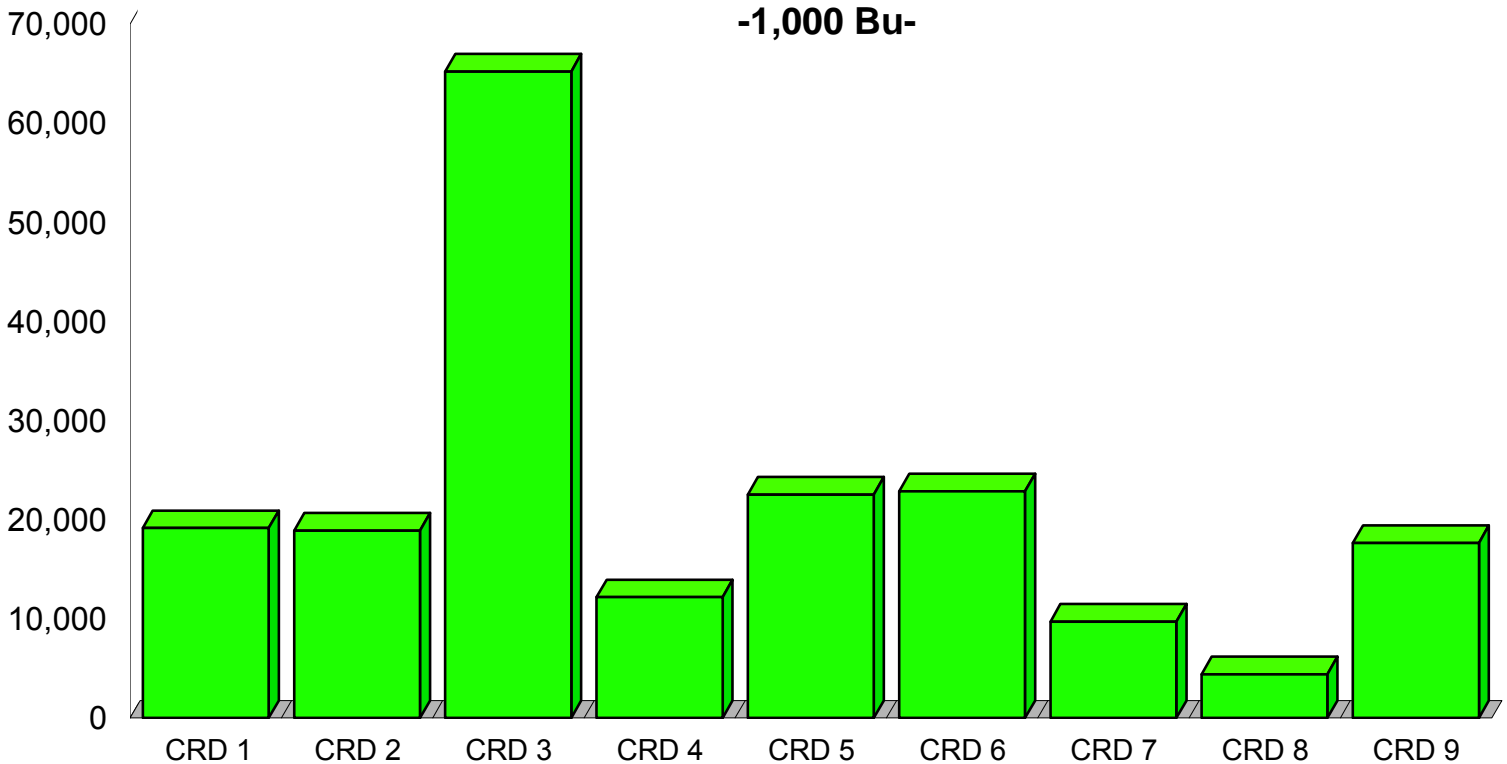


# *HRS Wheat*

# NORTH DAKOTA CROP REPORTING DISTRICTS

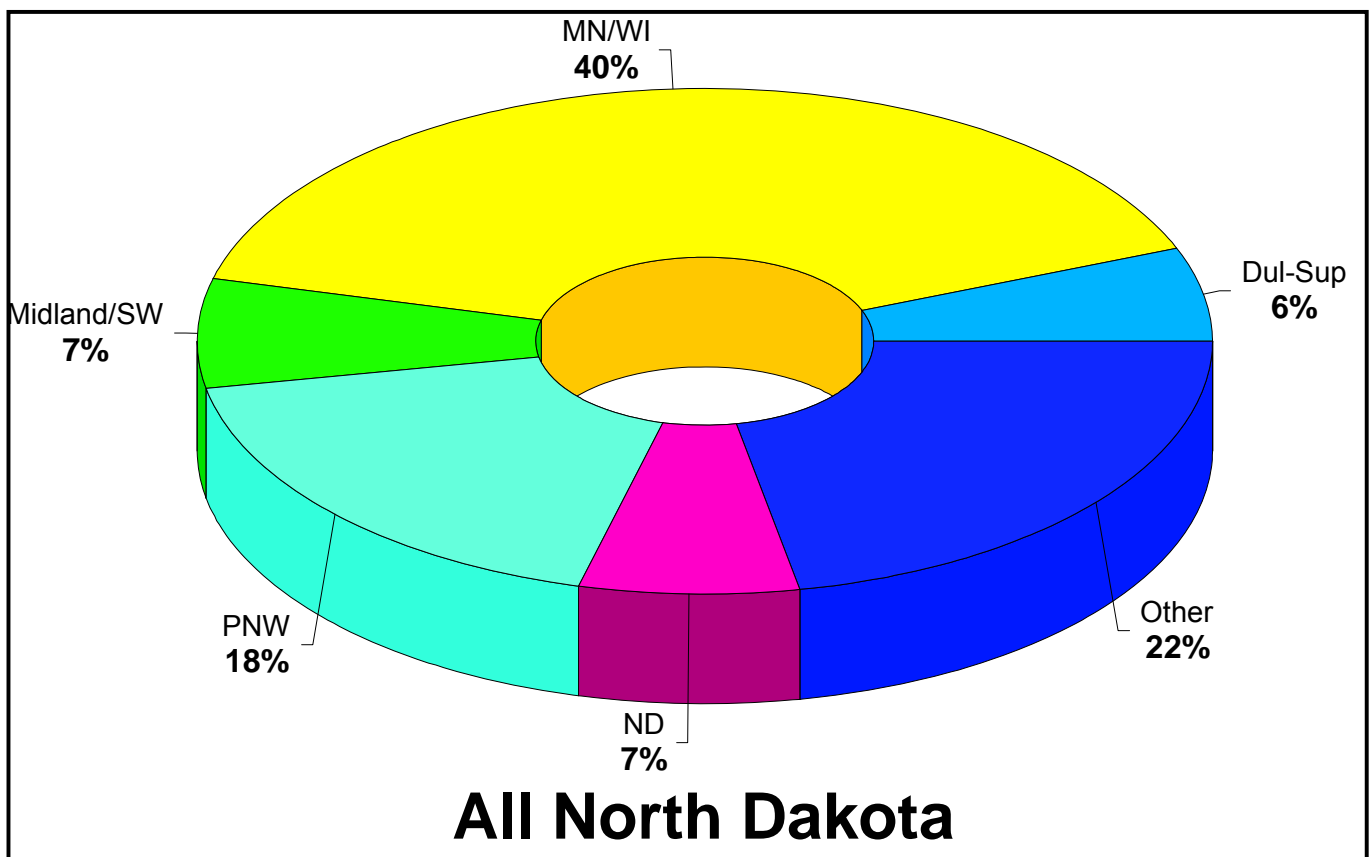
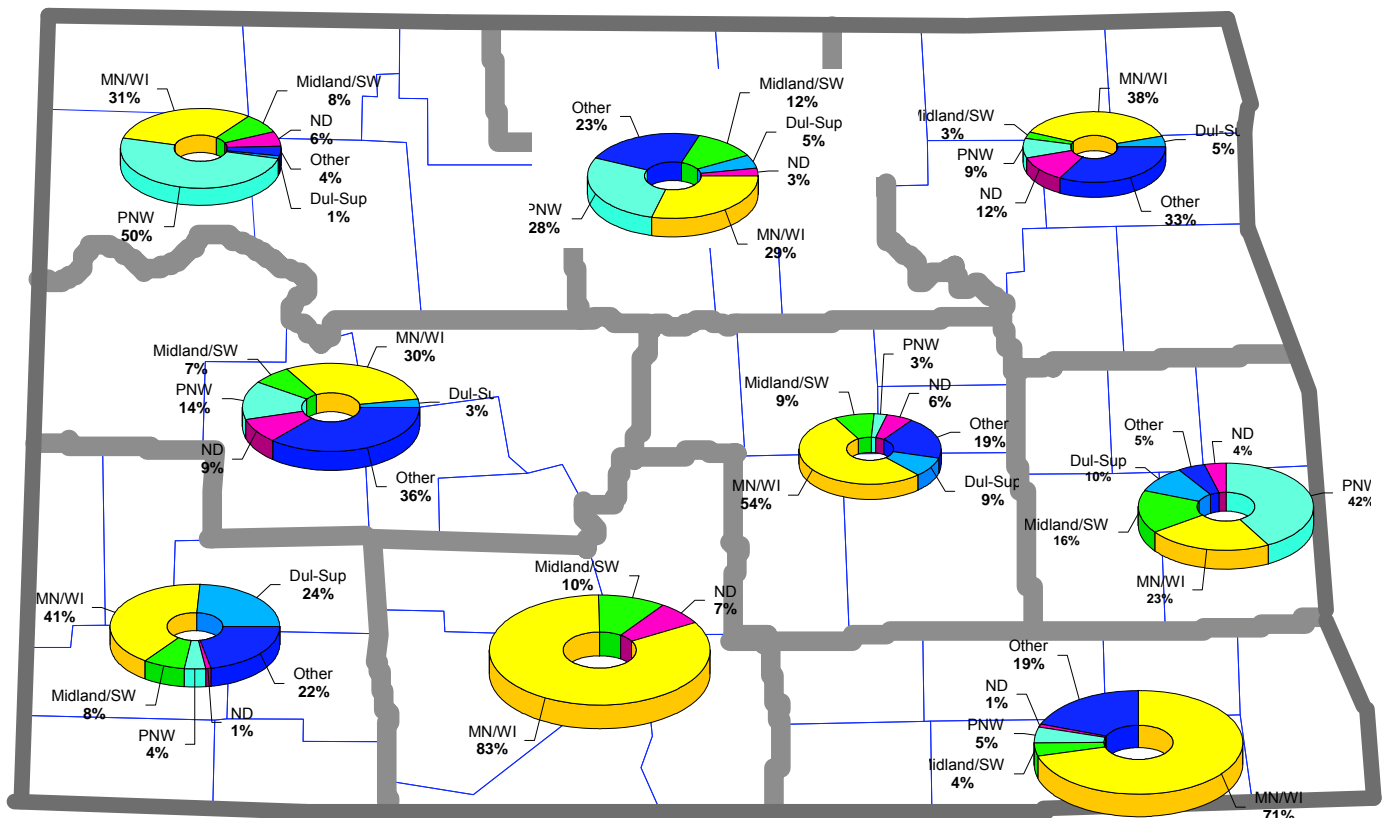


**Hard Red Spring Wheat Shipments  
Originating from Each CRD, 2008-09  
-1,000 Bu-**





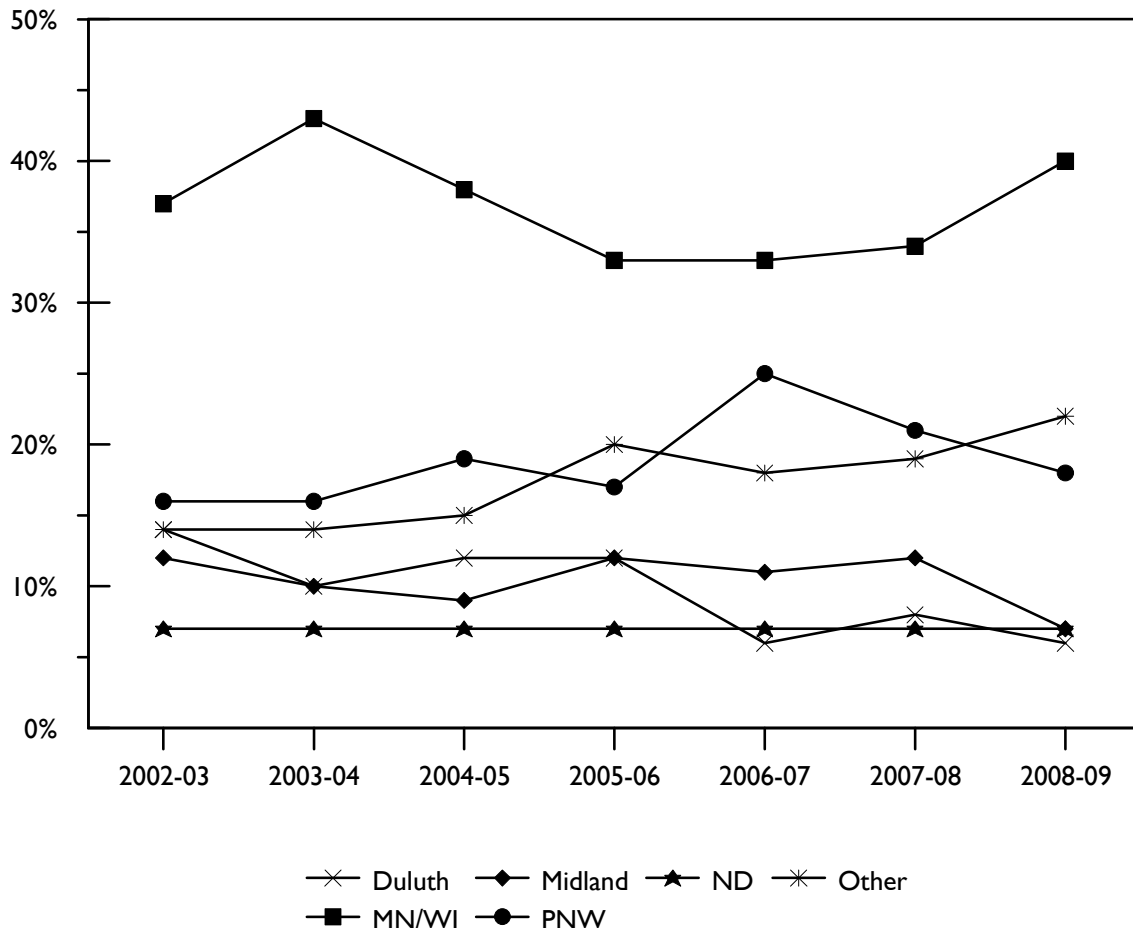
# Destinations for Hard Red Spring Wheat Shipments 2008-09 Crop Reporting District



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

	Dul-Sup	MN/WI	Midland/SW	PNW	Total
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
2008-09	11,312 6%	77,674 40%	14,448 7%	33,829 18%	137,263

## 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	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2008-09	1%	31%	8%	50%	6%	4%	19,164	2008-09	5%	29%	12%	28%	3%	23%	18,905

CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2008-09	5%	38%	3%	9%	12%	33%	65,227	2008-09	3%	30%	7%	14%	9%	36%	12,186

CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2008-09	9%	53%	9%	3%	6%	19%	22,552	2008-09	10%	23%	16%	42%	4%	5%	22,884

CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2008-09	24%	41%	8%	4%	1%	22%	9,734	2008-09	0%	84%	10%	0%	7%	0%	4,423

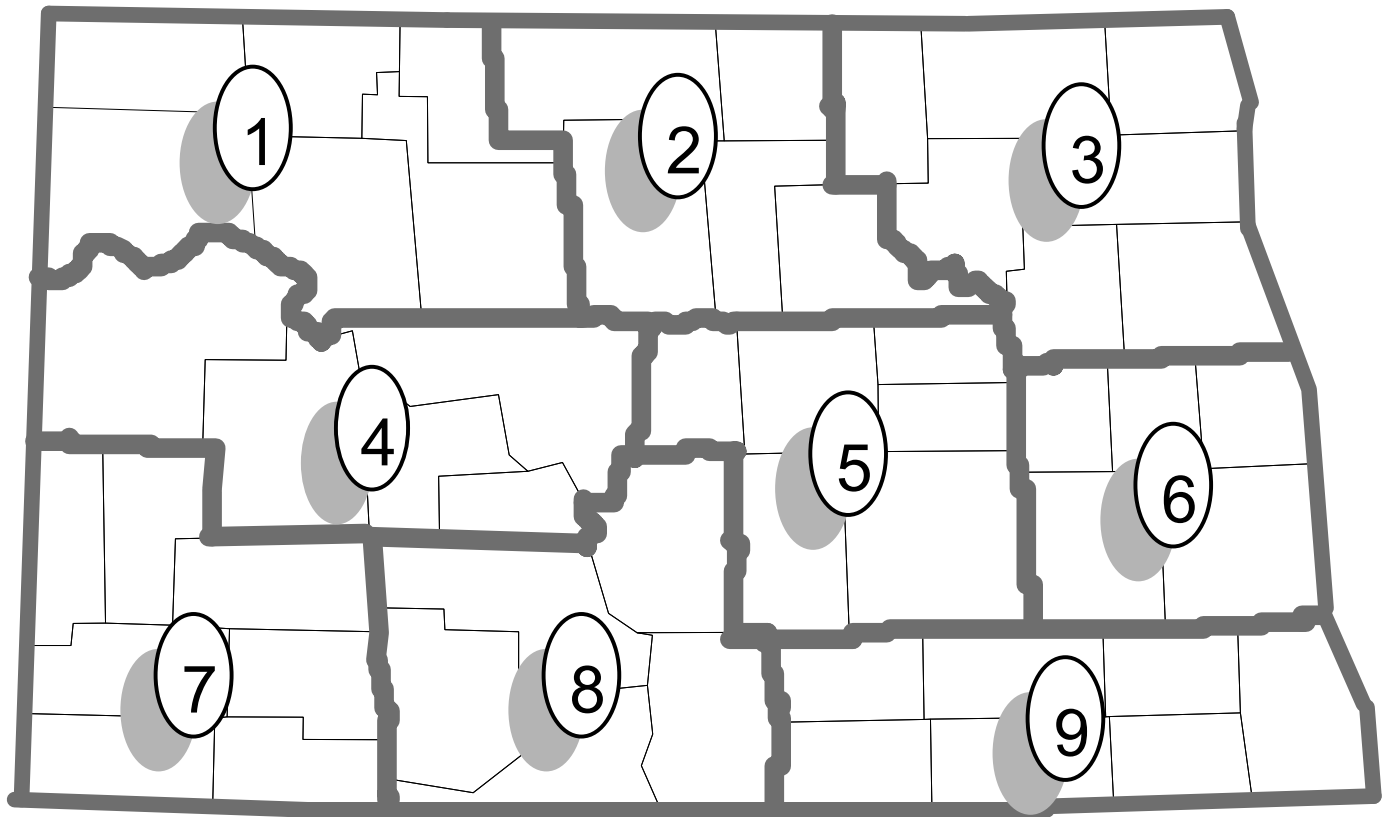
  

CRD 9							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total
2002-03	8%	62%	4%	0%	2%	24%	20,196
2003-04	5%	61%	5%	0%	6%	23%	25,632
2004-05	5%	60%	3%	0%	4%	27%	29,007
2005-06	7%	49%	15%	3%	3%	23%	21,907
2006-07	6%	33%	11%	25%	7%	18%	18,719
2007-08	5%	57%	12%	2%	2%	22%	16,018
2008-09	0%	70%	4%	5%	1%	19%	17,659

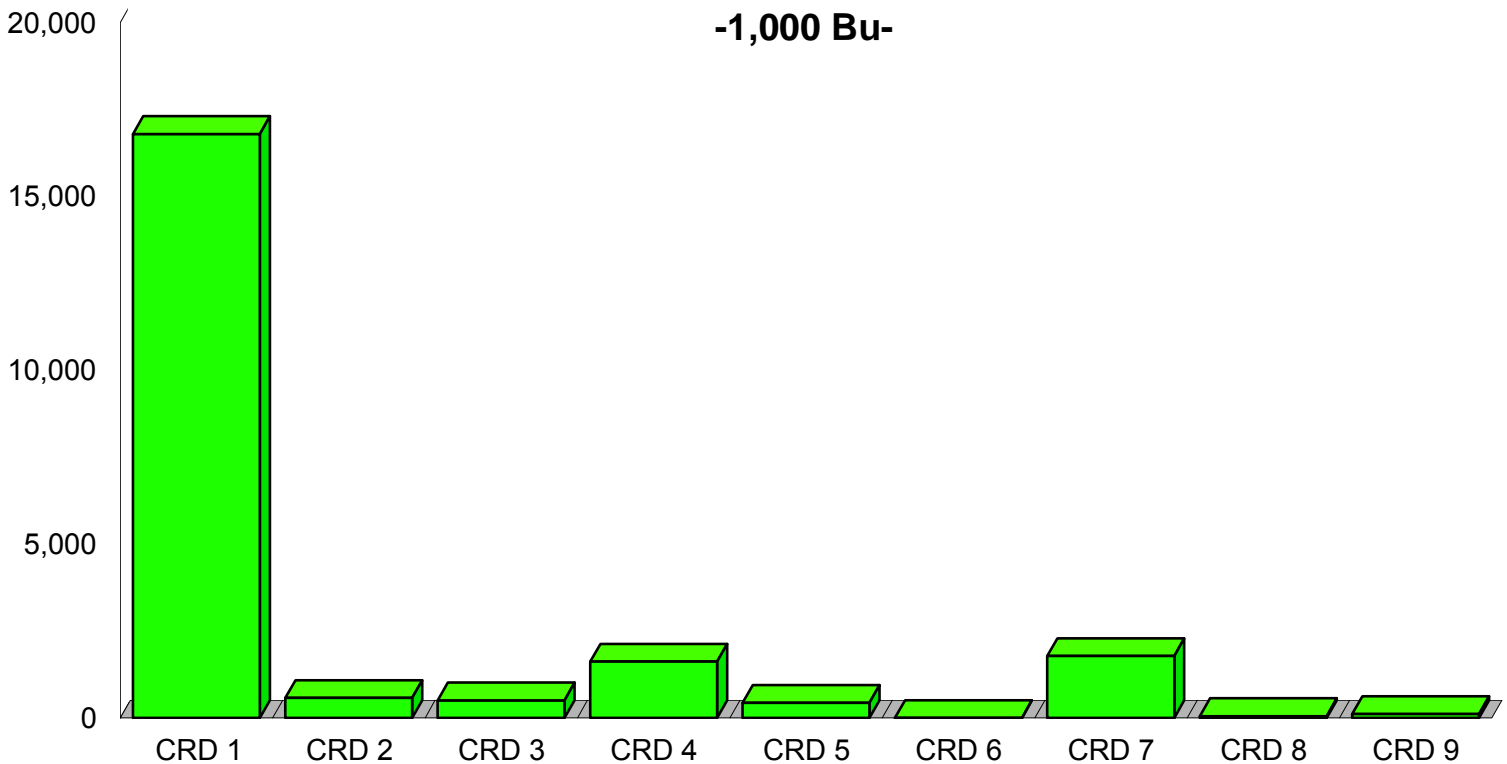


*Durum*

# NORTH DAKOTA CROP REPORTING DISTRICTS



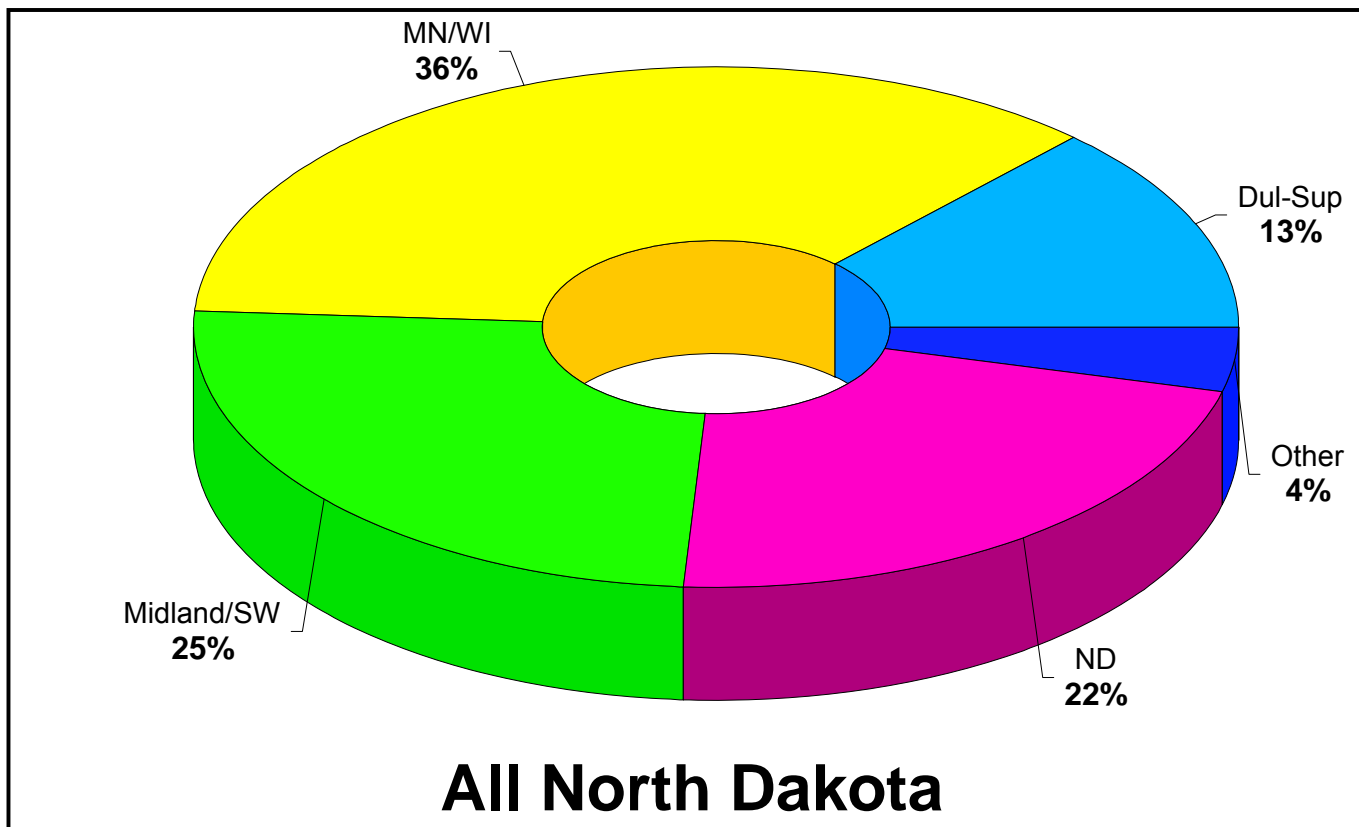
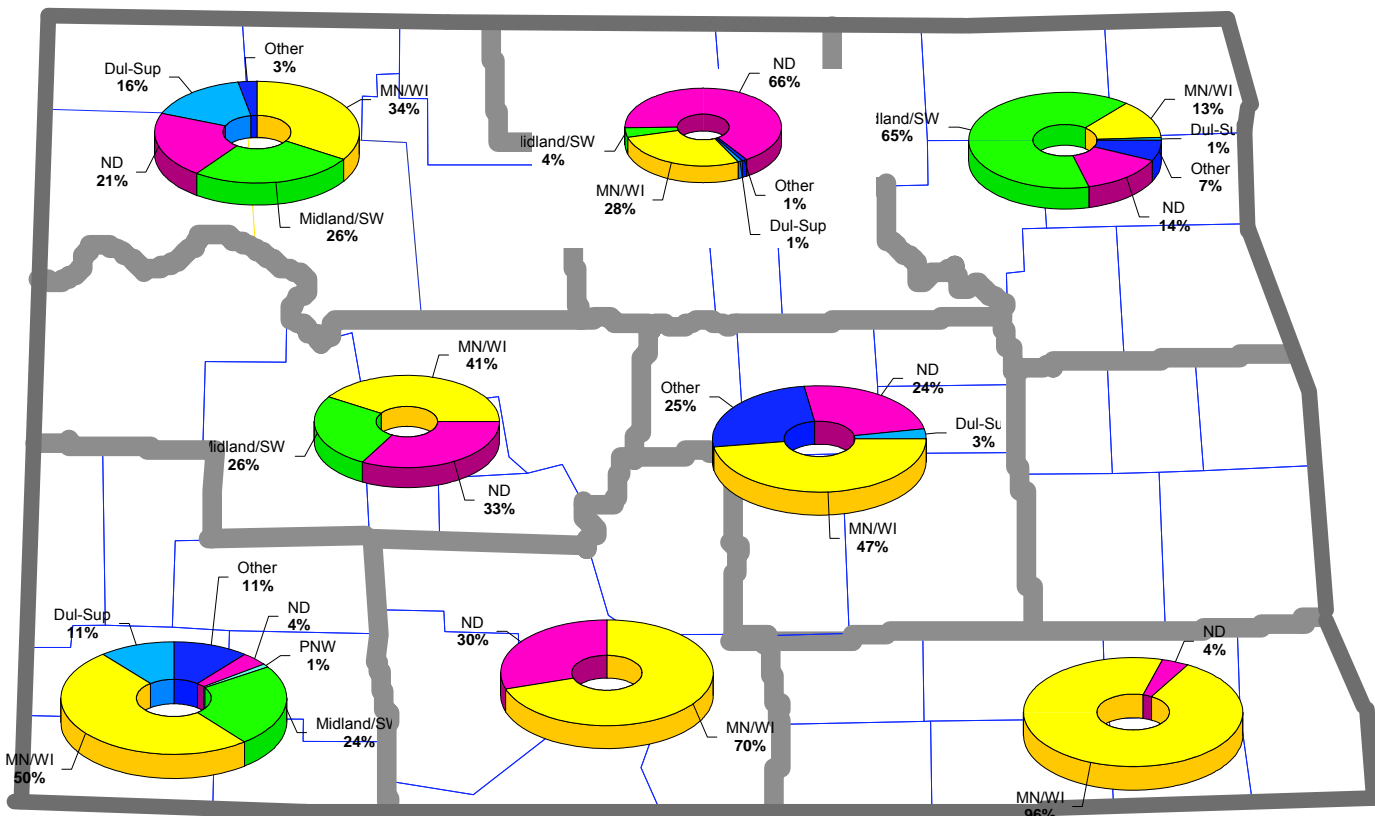
**Durum Shipments Originating  
from Each CRD, 2008-09  
-1,000 Bu-**



# Destinations for Durum Shipments

2008-09

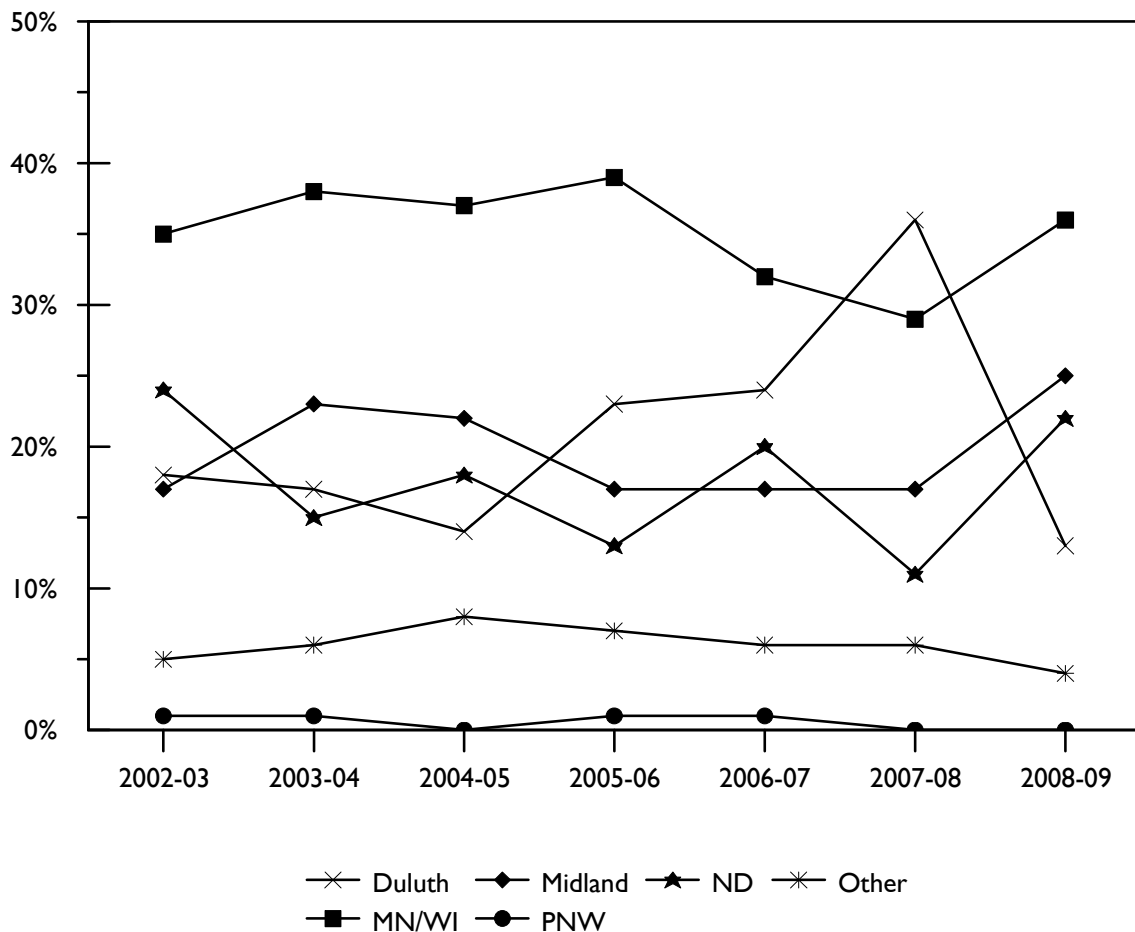
## Crop Reporting District



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

	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2002-03	7,990 18%	16,101 36%	7,773 17%	365 1%	45,327
2003-04	8,935 17%	20,578 38%	12,376 23%	800 1%	53,946
2004-05	6,476 14%	16,980 37%	10,038 22%	176 0%	45,518
2005-06	13,172 23%	22,740 39%	10,089 17%	528 1%	57,993
2006-07	9,905 24%	13,248 32%	6,785 17%	216 1%	30,154
2007-08	17,024 36%	13,806 29%	8,339 17%	207 0%	39,376
2008-09	2,879 13%	7,920 36%	5,551 25%	21 0%	16,371

**Destinations for Durum Shipments**





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

CRD 1								CRD 2							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2008-09	16%	34%	26%	0%	21%	3%	16,797	2008-09	1%	28%	4%	0%	66%	1%	584

CRD 3								CRD 4							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2008-09	1%	13%	65%	0%	14%	7%	508	2008-09	0%	41%	26%	0%	33%	0%	1,620

CRD 5								CRD 6							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2008-09	3%	47%	0%	0%	24%	25%	440	2008-09	0%	0%	0%	0%	0%	0%	0

CRD 7								CRD 8							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total		Duluth	MN/WI	Midland	PNW	ND	Other	Total
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
2008-09	11%	51%	24%	1%	4%	11%	1,781	2008-09	0%	70%	0%	0%	30%	0%	56

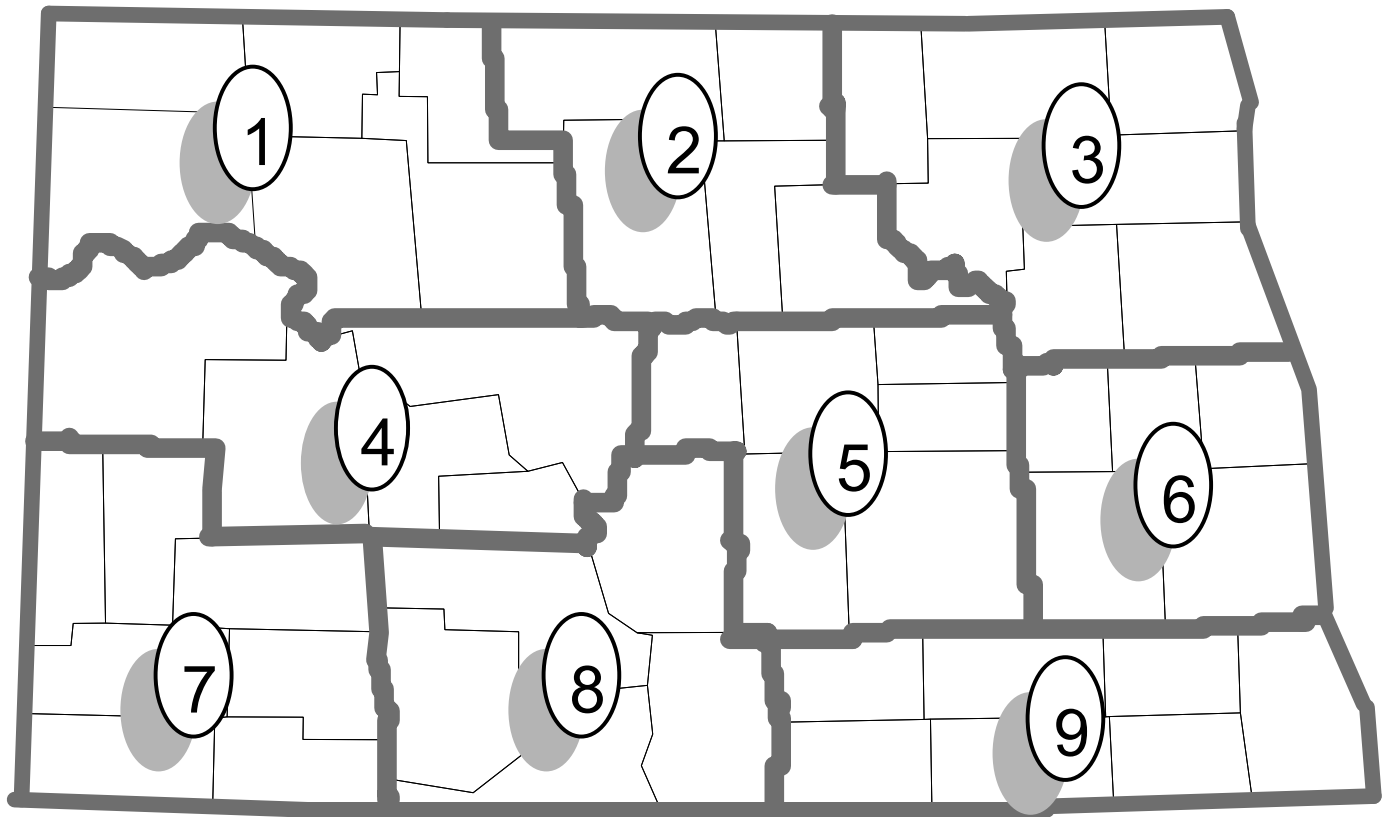
  

CRD 9							
	Duluth	MN/WI	Midland	PNW	ND	Other	Total
2002-03	8%	85%	0%	0%	5%	2%	110
2003-04	2%	68%	2%	0%	11%	16%	271
2004-05	2%	64%	0%	0%	2%	33%	314
2005-06	7%	93%	0%	0%	0%	0%	89
2006-07	0%	94%	0%	0%	5%	1%	293
2007-08	0%	100%	0%	0%	0%	0%	356
2008-09	0%	96%	0%	0%	11%	0%	124

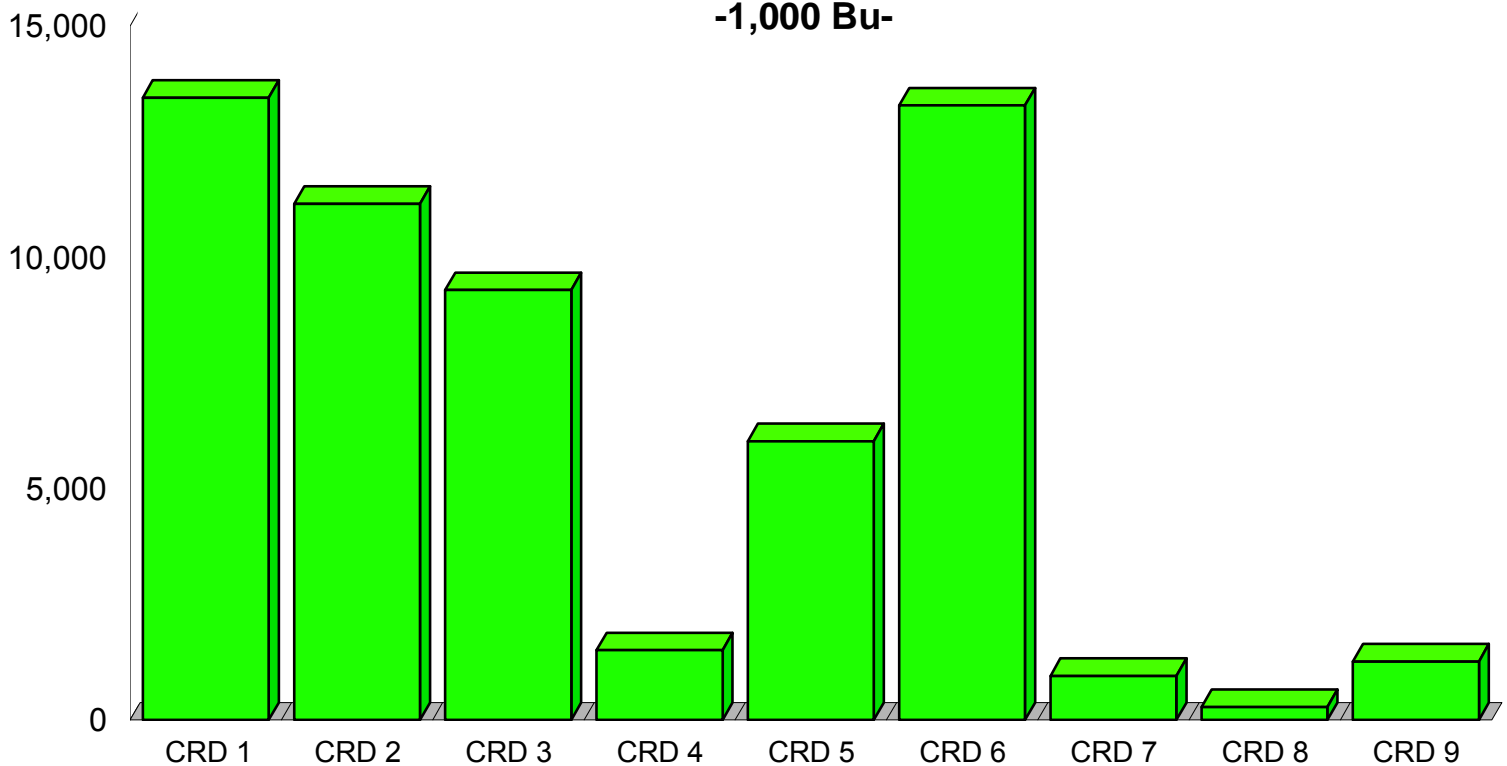


*Barley*

# NORTH DAKOTA CROP REPORTING DISTRICTS



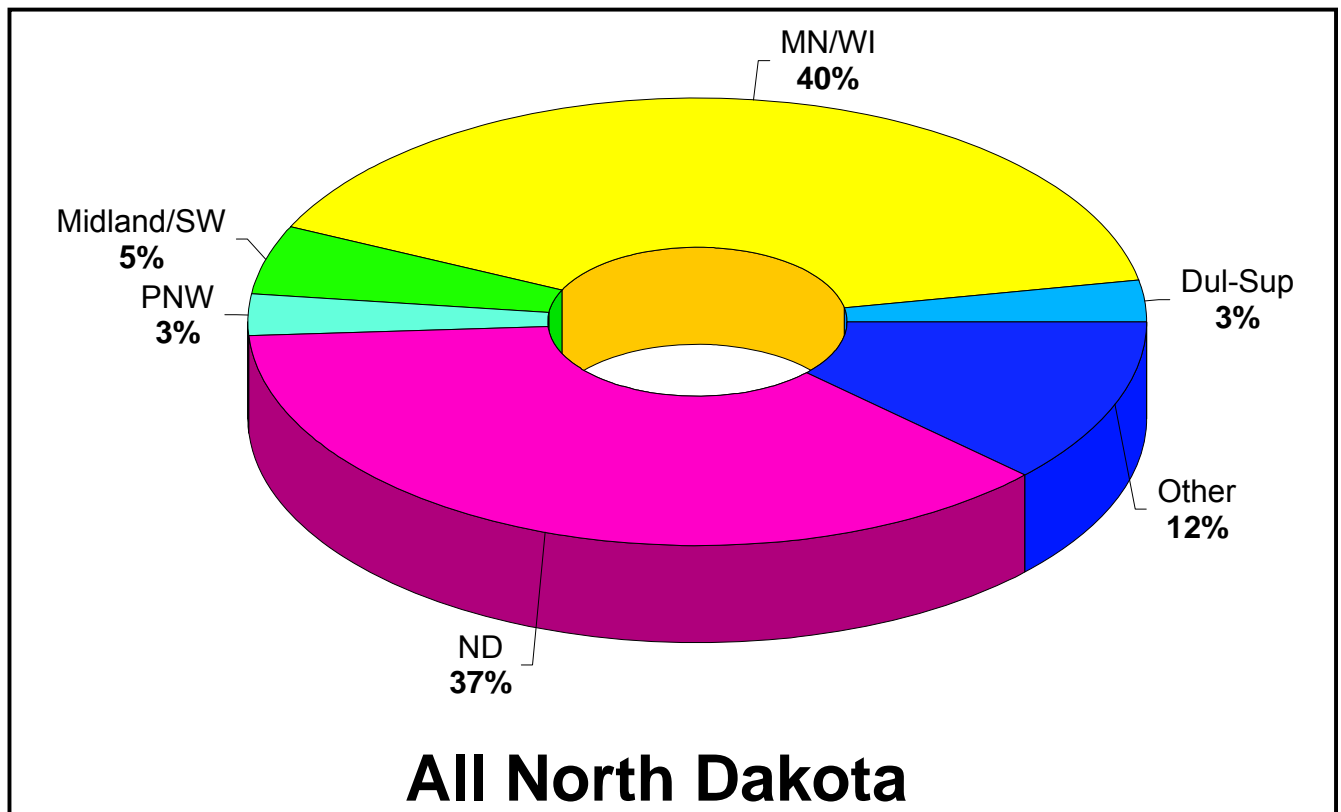
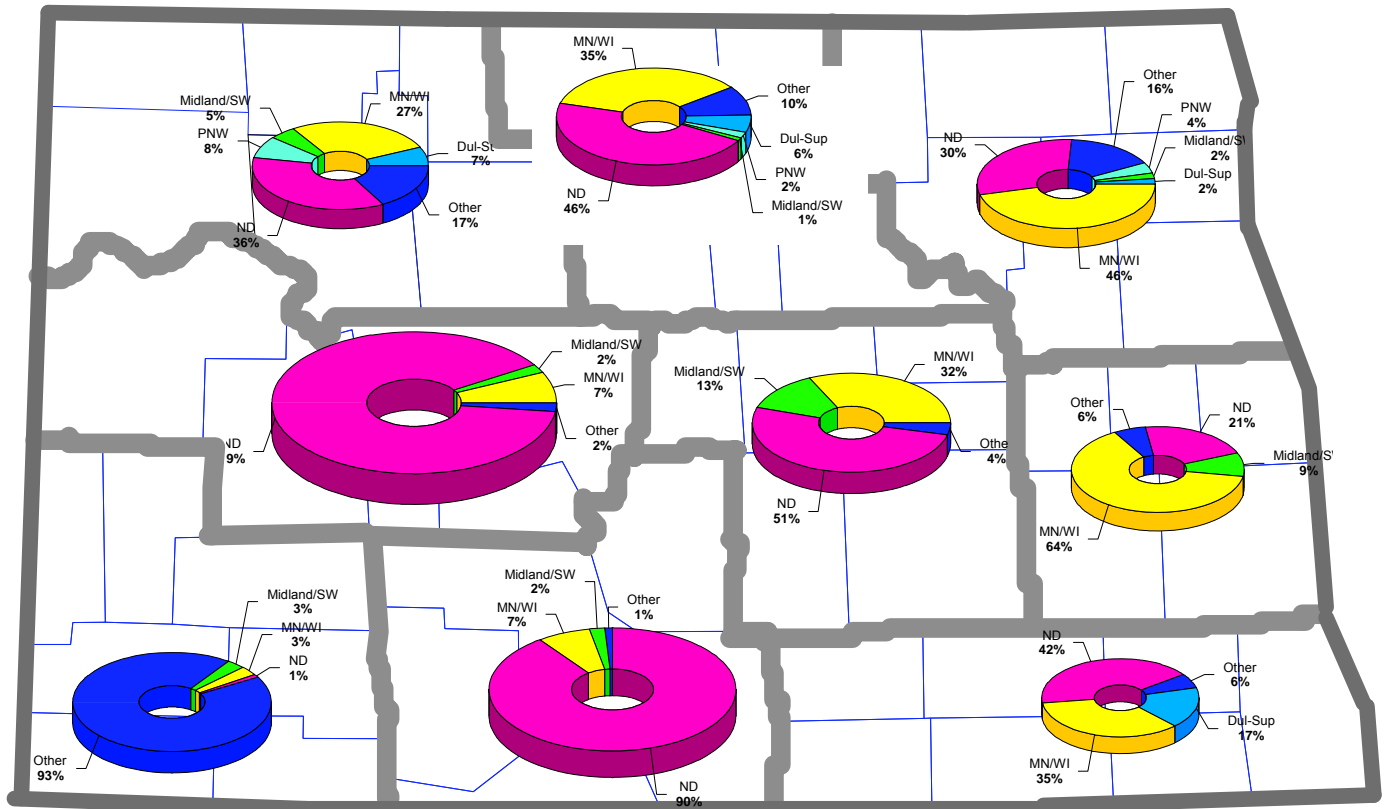
**Barley Shipments Originating  
from Each CRD, 2008-09  
-1,000 Bu-**



# Destinations for Barley Shipments

2008-09

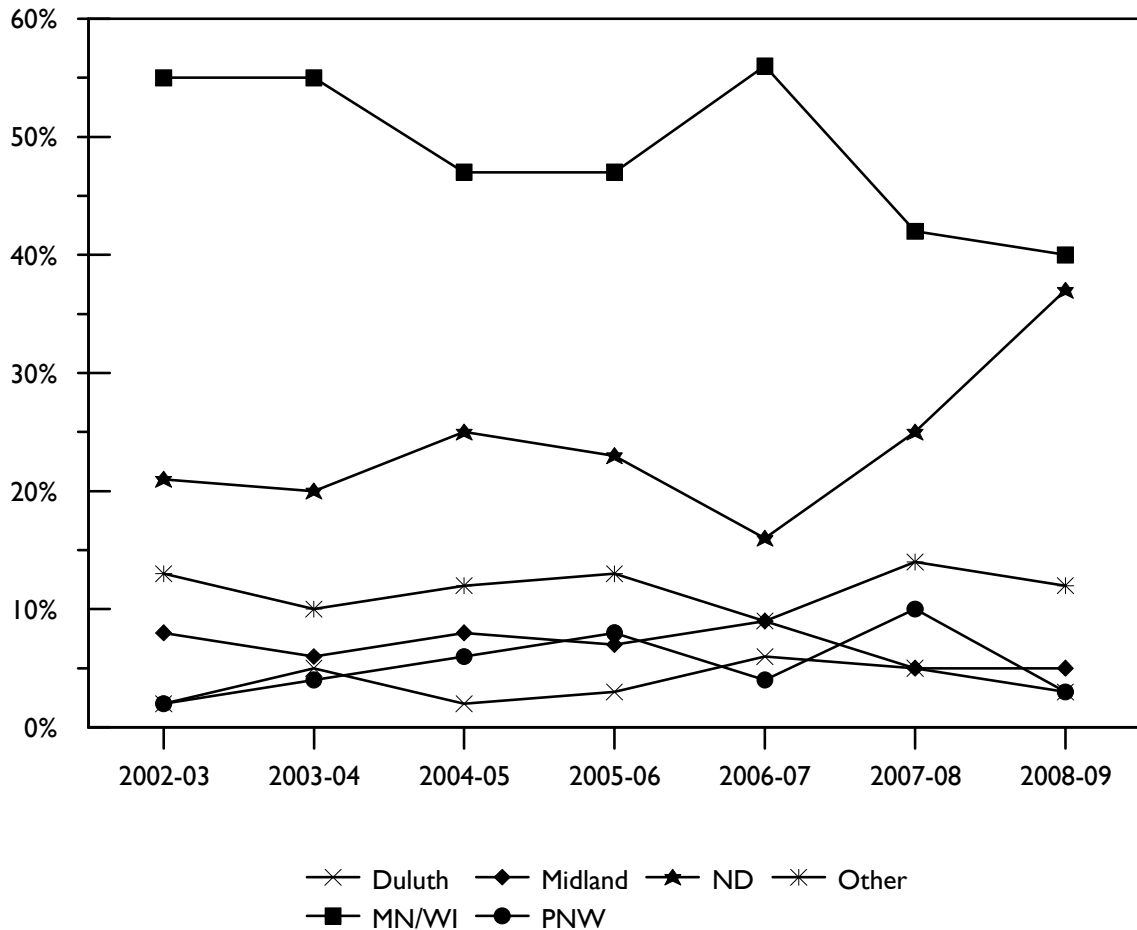
Crop Reporting District



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

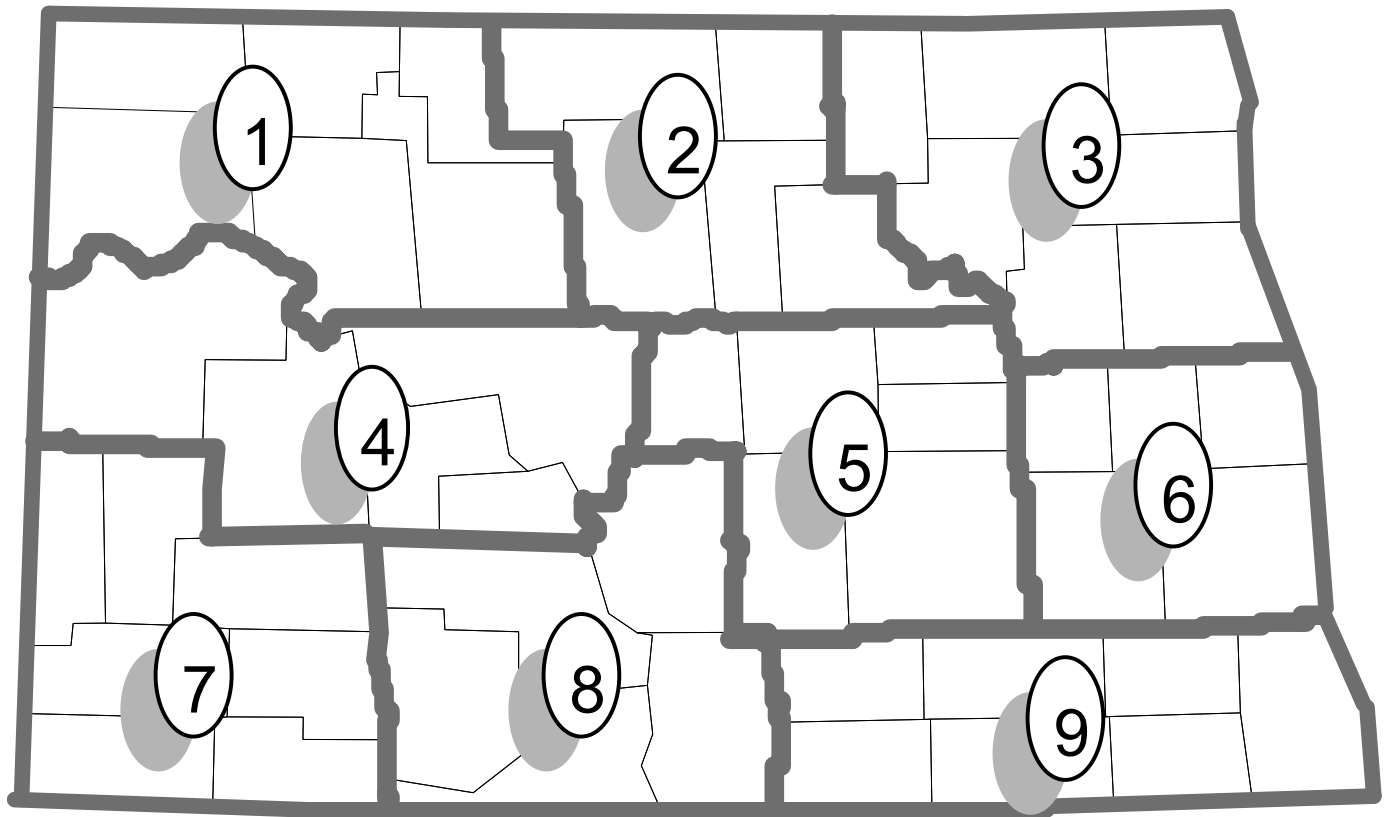
	Dul-Sup	MN/WI	Midland/SW	PNW	PNW	Total
2003-03	1,325	33,981	4,612	1,030		61,485
	2%	55%	8%	2%		
2003-04	3,773	44,546	4,657	3,029		80,768
	5%	55%	6%	4%		
2004-05	1,024	30,250	5,431	3,674		64,569
	2%	47%	8%	6%		
2005-06	1,504	25,510	4,051	4,114		54,745
	3%	47%	7%	8%		
2006-07	2,940	28,981	4,673	2,215		38,809
	6%	56%	9%	4%		
2007-08	3,164	29,421	3,227	6,606		42,418
	5%	42%	5%	10%		
2008-09	1,891	22,855	2,974	1,681		29,401
	3%	40%	5%	3%		

**Destinations for Barley Shipments**

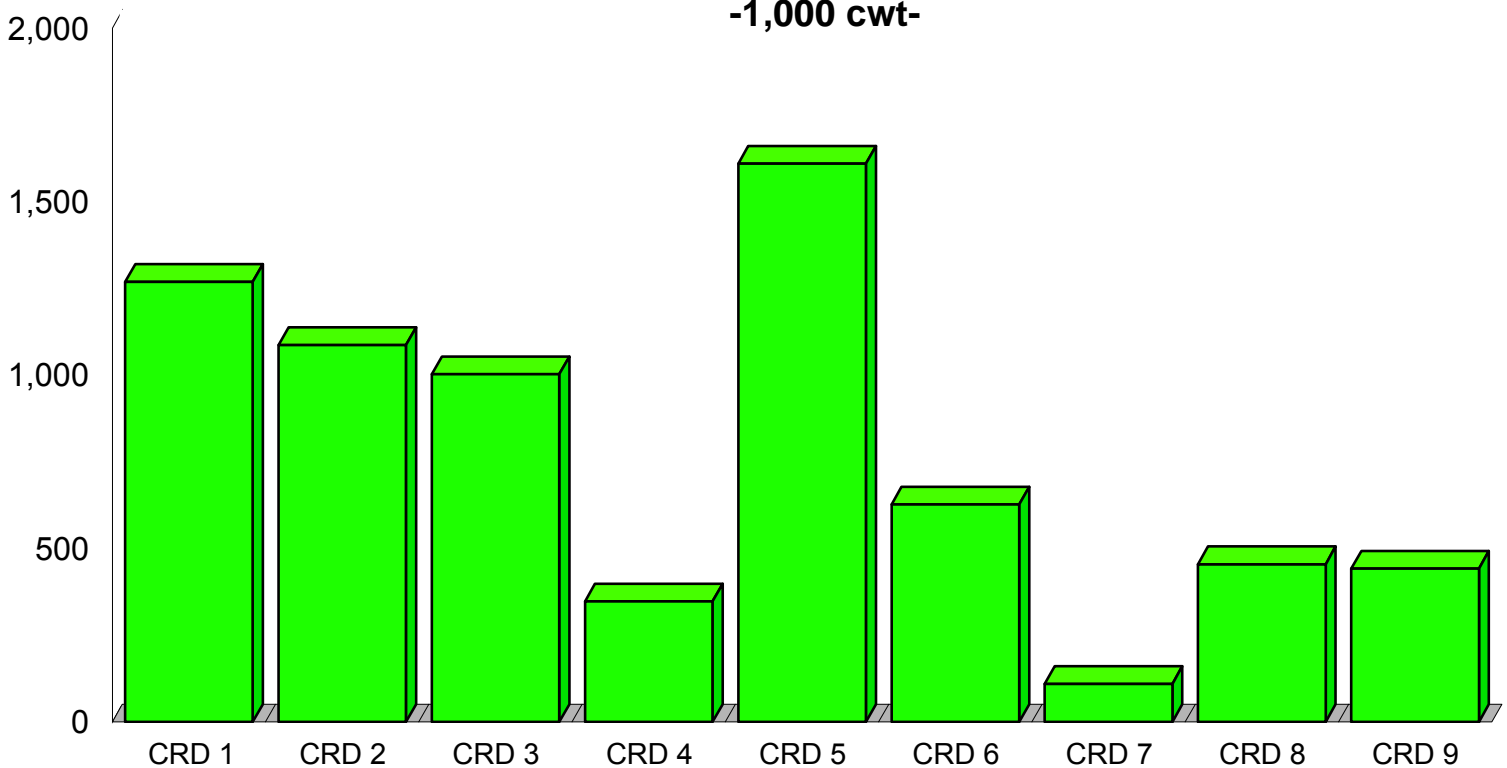


# *Sunflowers*

# NORTH DAKOTA CROP REPORTING DISTRICTS

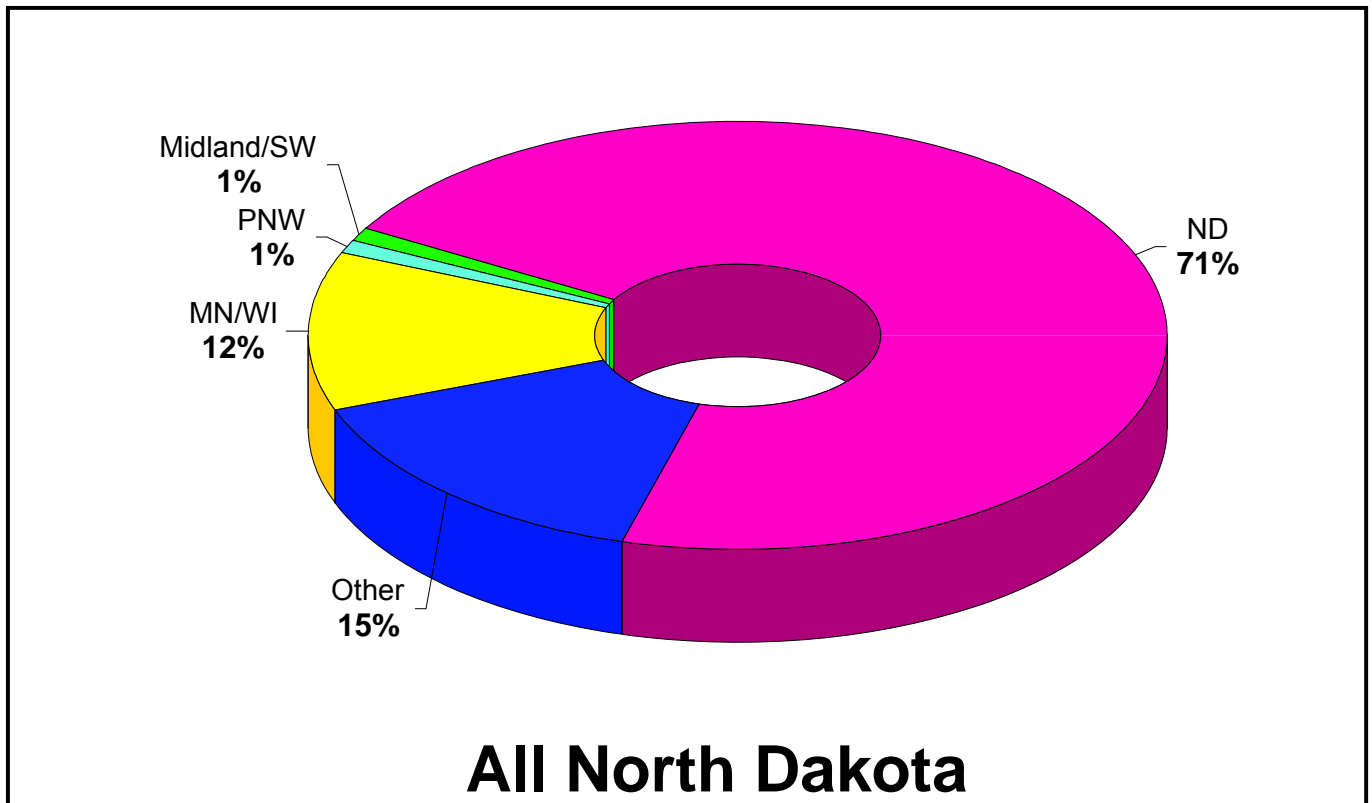
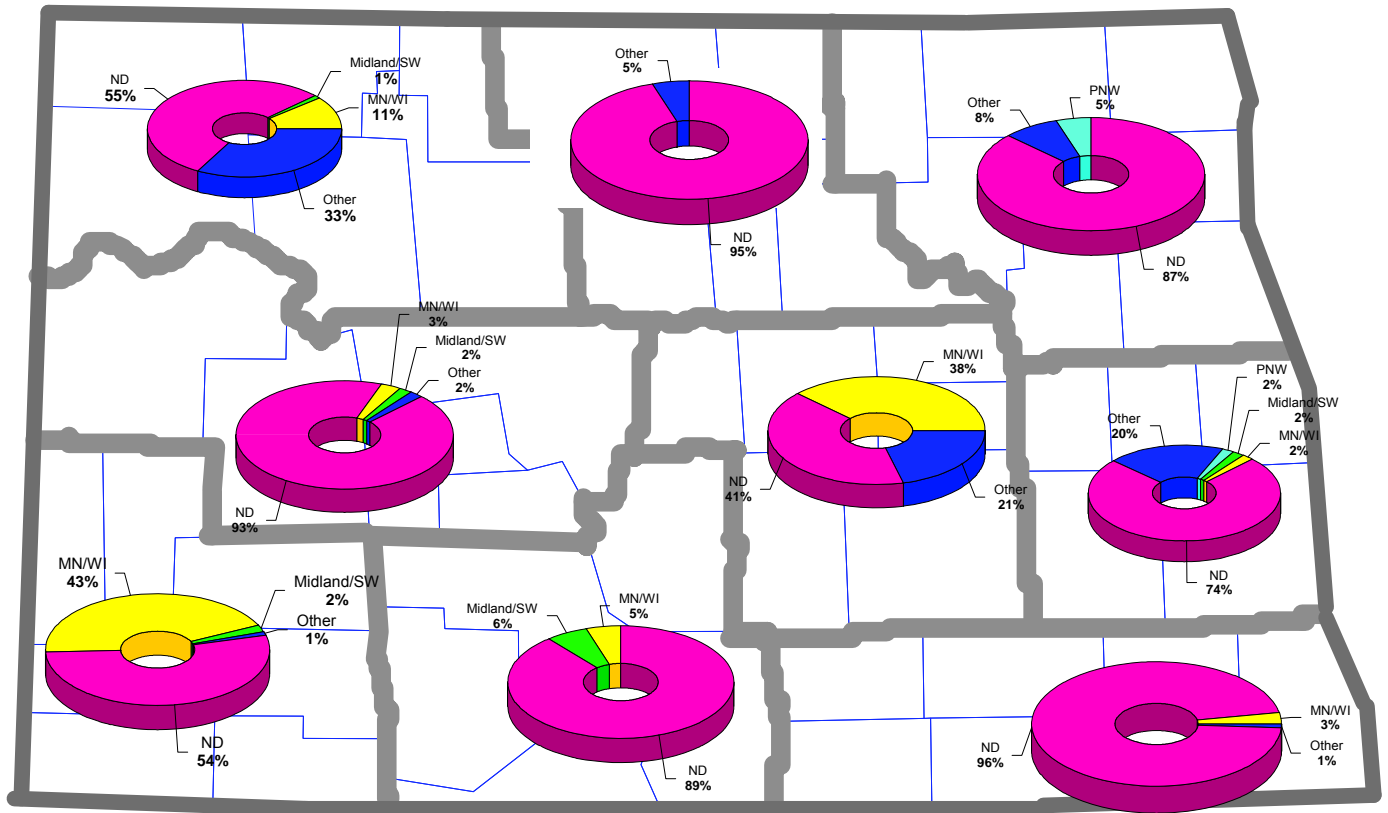


**Sunflower Shipments Originating  
from Each CRD, 2008-09  
-1,000 cwt-**





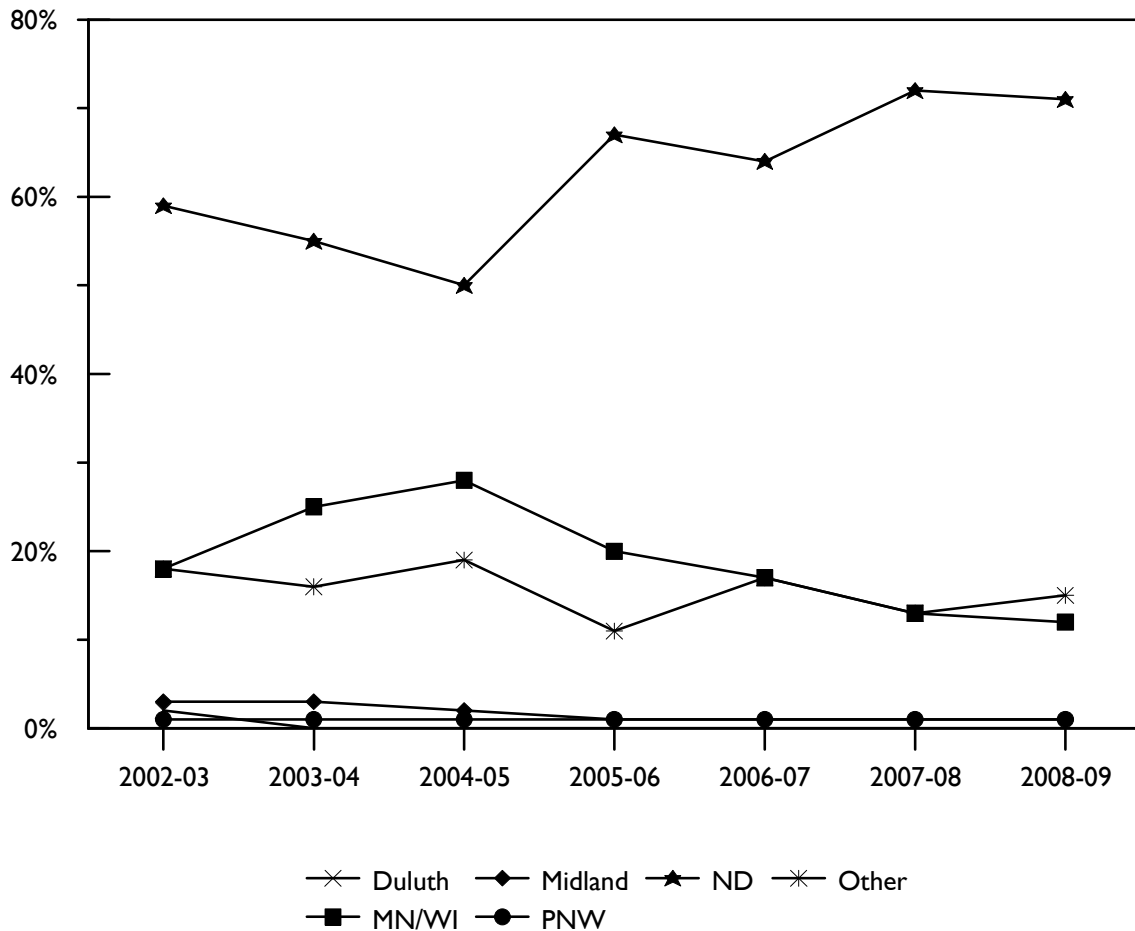
# Destinations for Sunflower Shipments 2008-09 Crop Reporting District



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

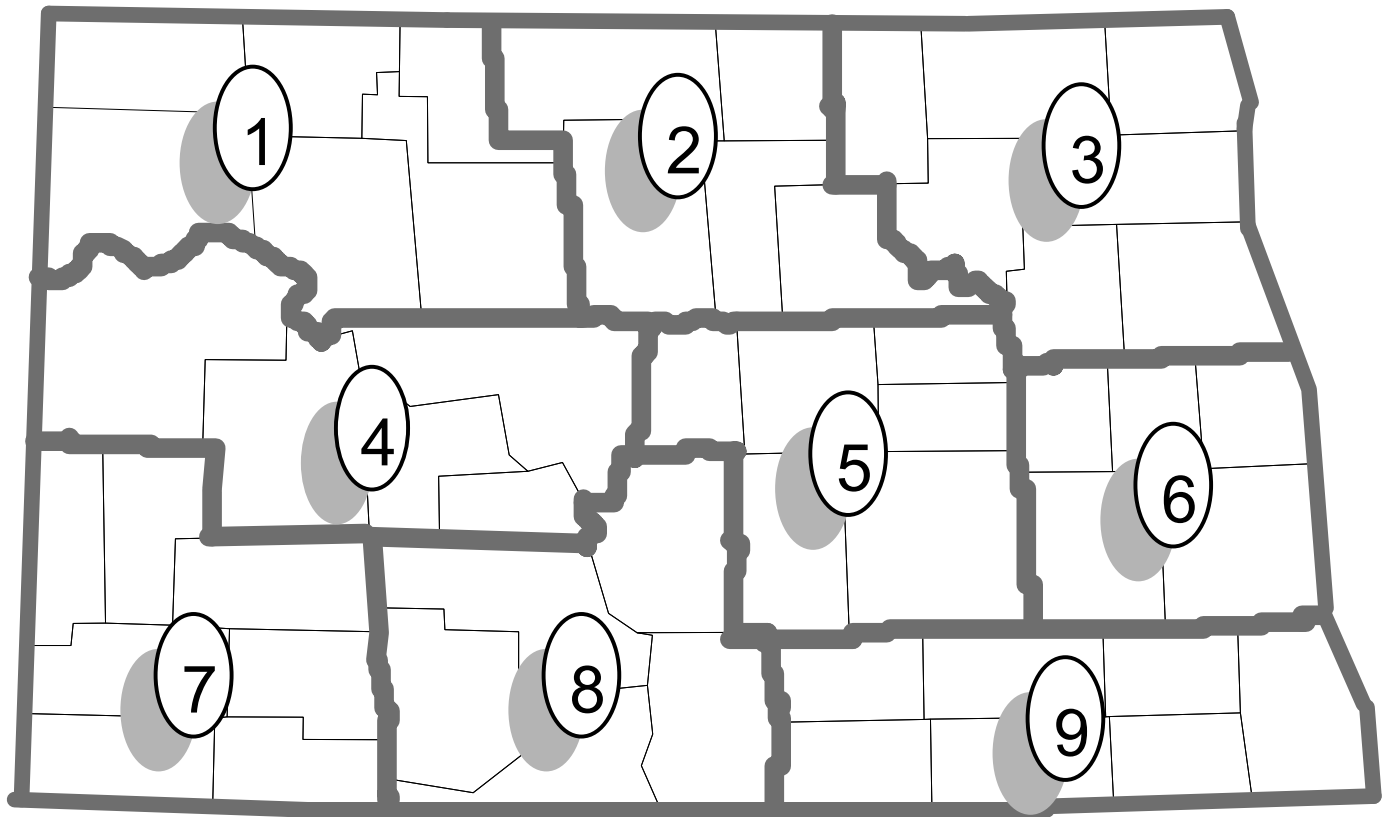
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2002-03	3 1, 2% 1	658 8%	312 3%	112 1%	9,155
2003-04	9 2, 0% 2	770 5%	279 3%	100 1%	10,873
2004-05	3 1, 0% 2	527 8%	114 2%	48 1%	5,452
2005-06	0 1, 0% 2	281 0%	82 1%	61 1%	6,395
2006-07	0 1, 0% 1	302 7%	81 1%	37 1%	1,420
2007-08	0 929 0% 1		87 1%	54 1%	1,070
2008-09	1 865 0% 1		63 1%	62 1%	991

**Destinations for Sunflower Shipments**

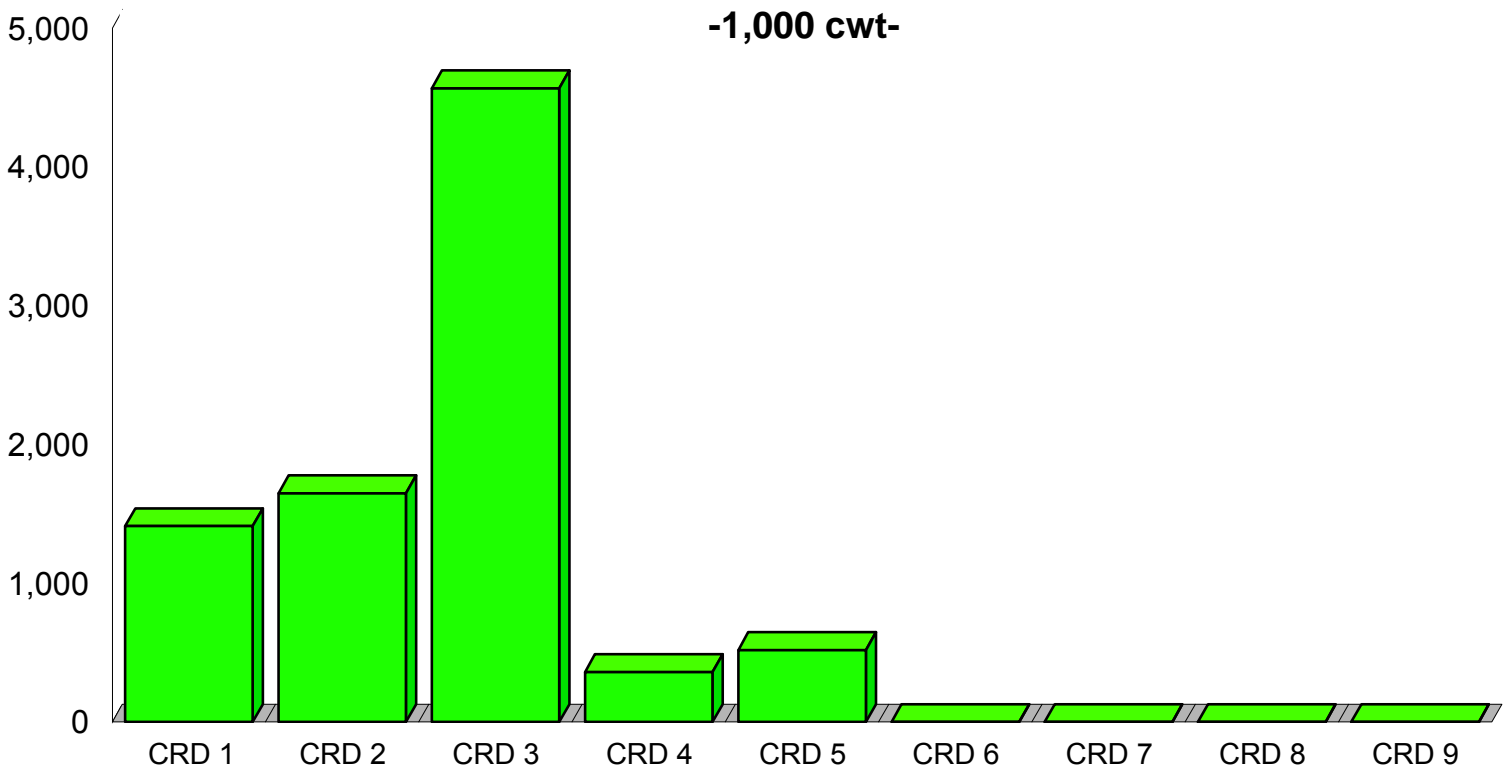


*Canola*

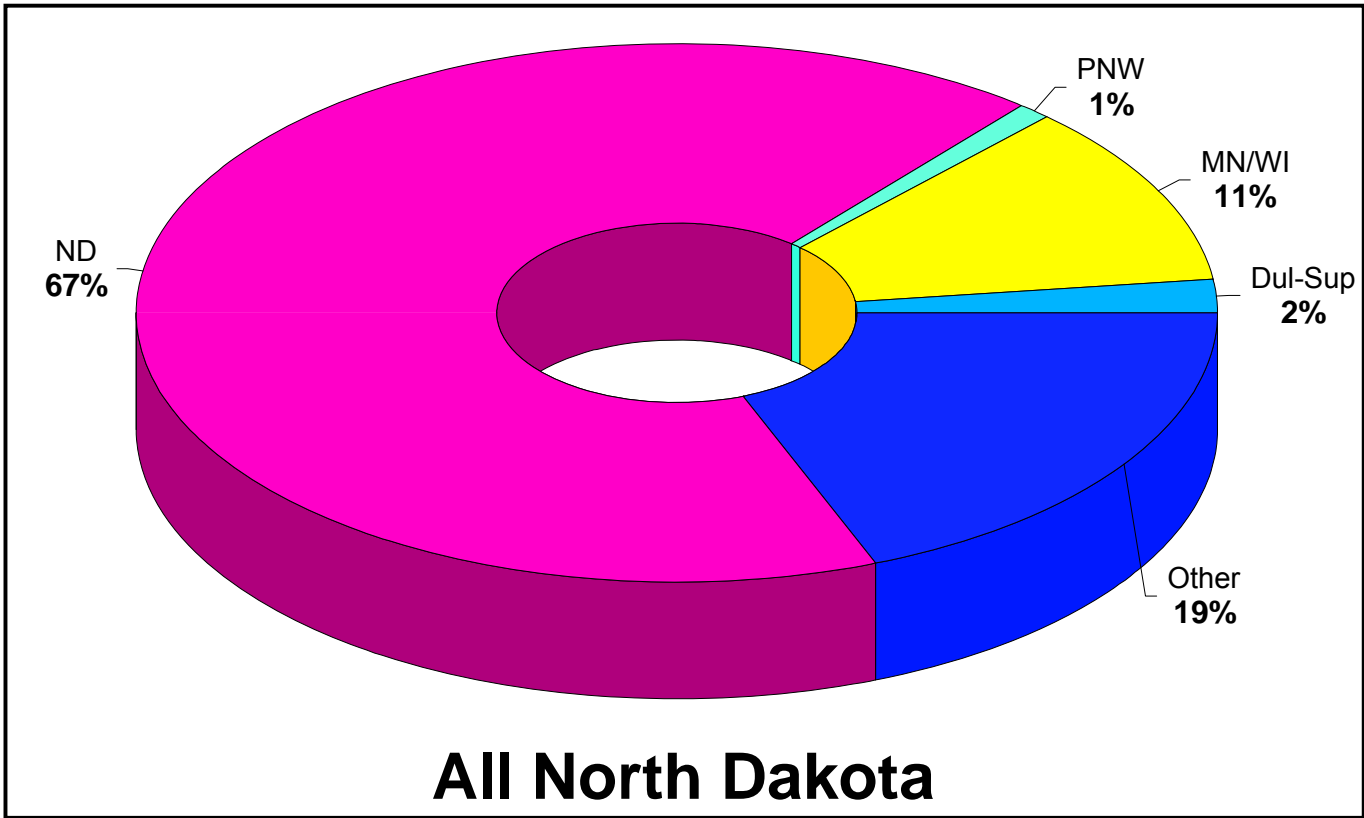
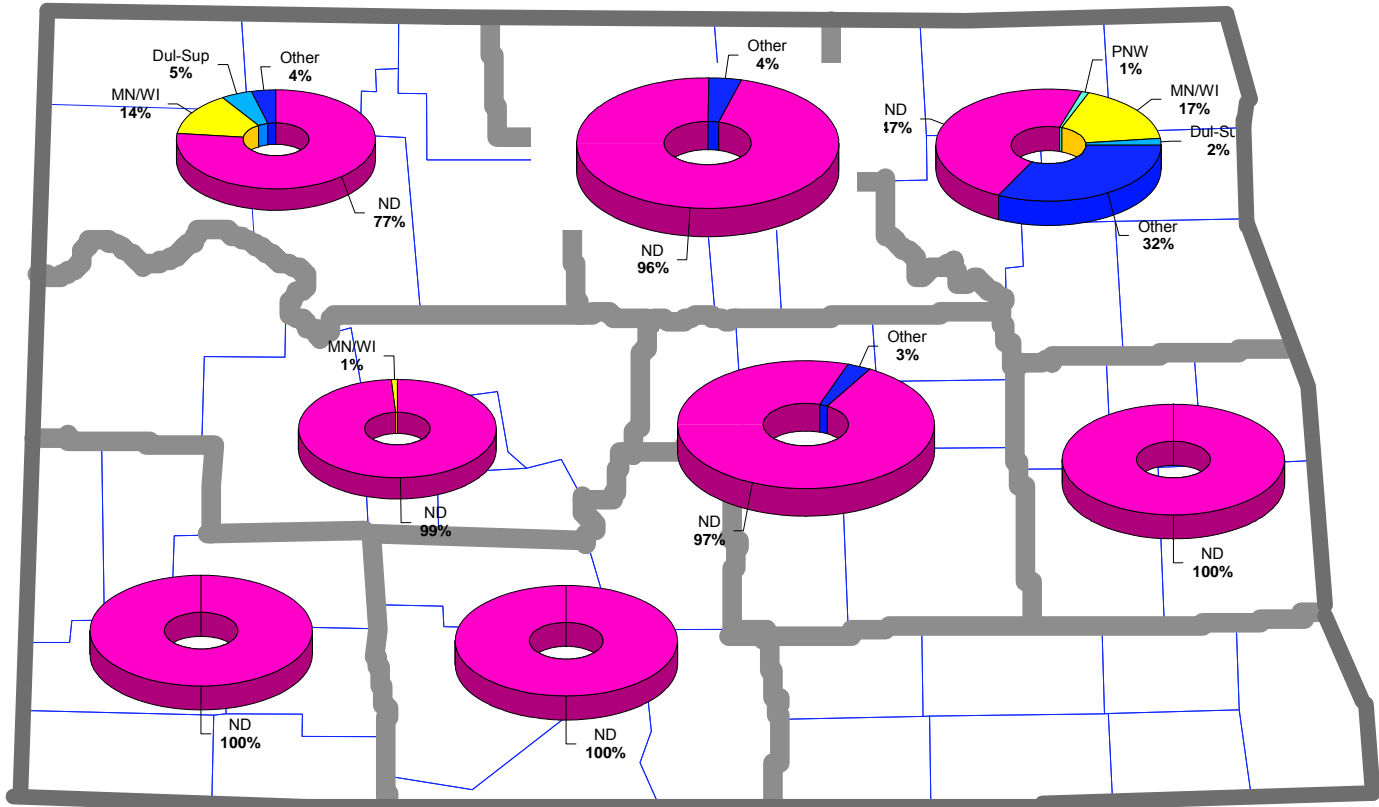
# NORTH DAKOTA CROP REPORTING DISTRICTS



**Canola Shipments Originating  
from Each CRD, 2008-09  
-1,000 cwt-**



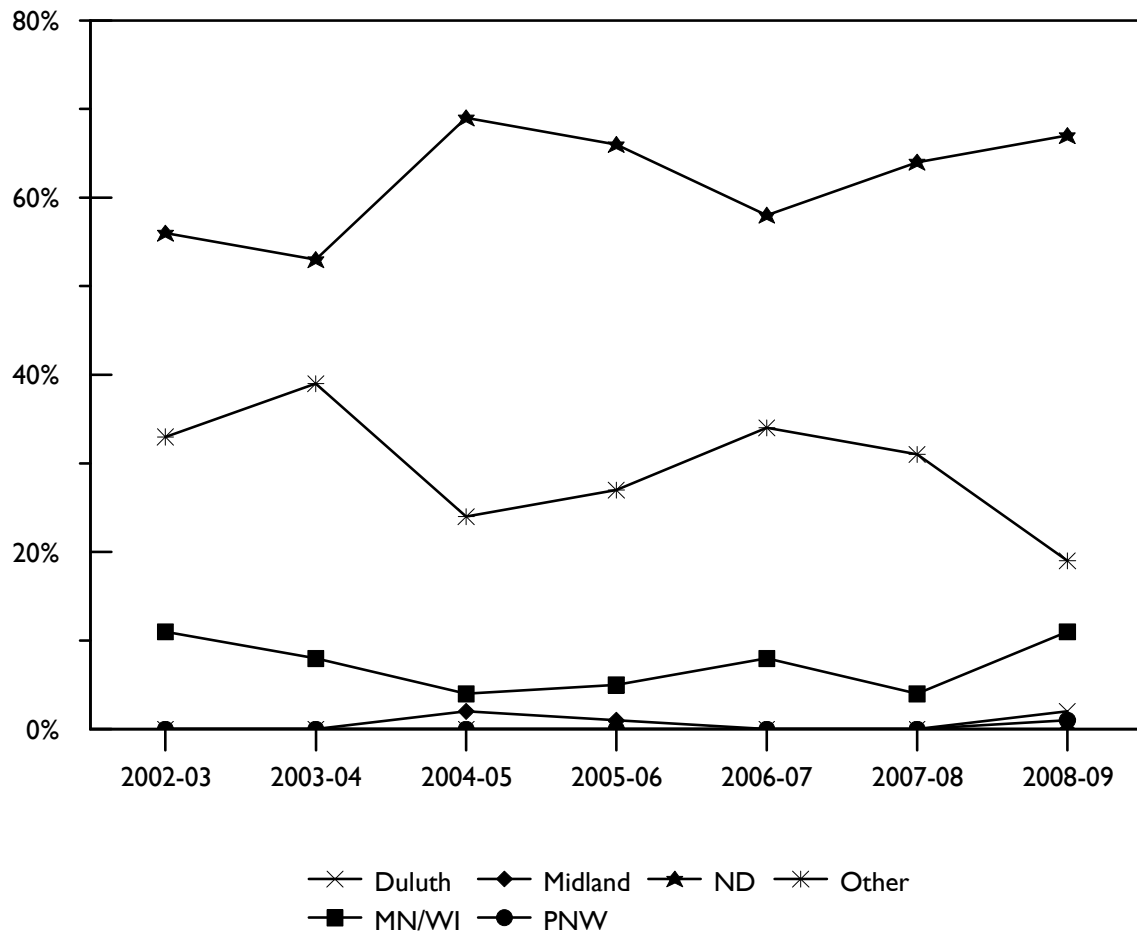
# Destinations for Canola Shipments 2008-09 Crop Reporting District



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

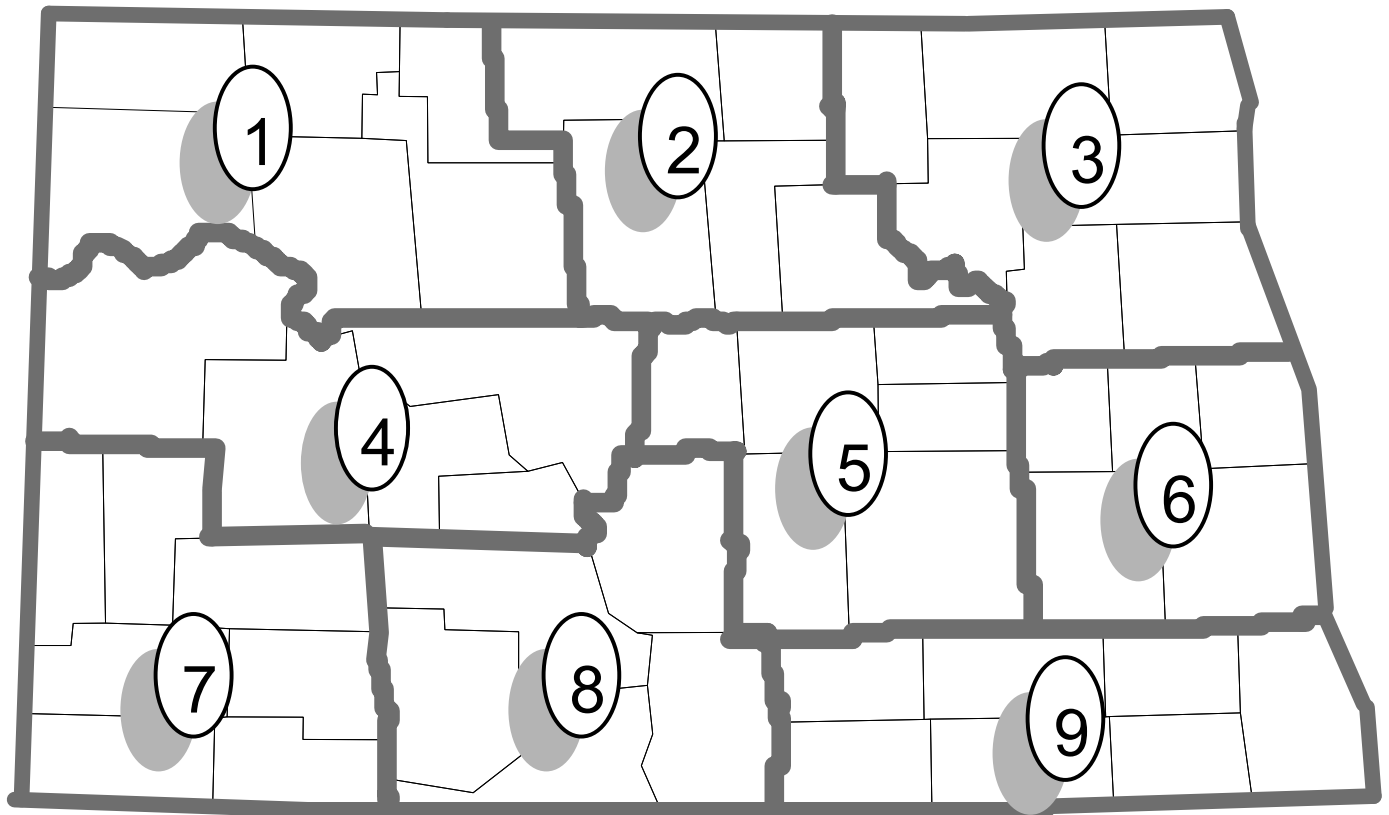
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2002-03	19	906	0	0	8,450
	0%	11%	0%	0%	
2003-04	5	749	0	24	9,038
	0%	8%	0%	0%	
2004-05	4	278	136	0	6,753
	0%	4%	2%	0%	
2005-06	1	404	95	21	8,033
	0%	5%	1%	0%	
2006-07	1	639	5	19	664
	0%	8%	0%	0%	
2007-08	0	397	0	44	441
	0%	4%	0%	0%	
2008-09	174	962	0	61	1,197
	3%	11%	0%	1%	

**Destinations for Canola Shipments**

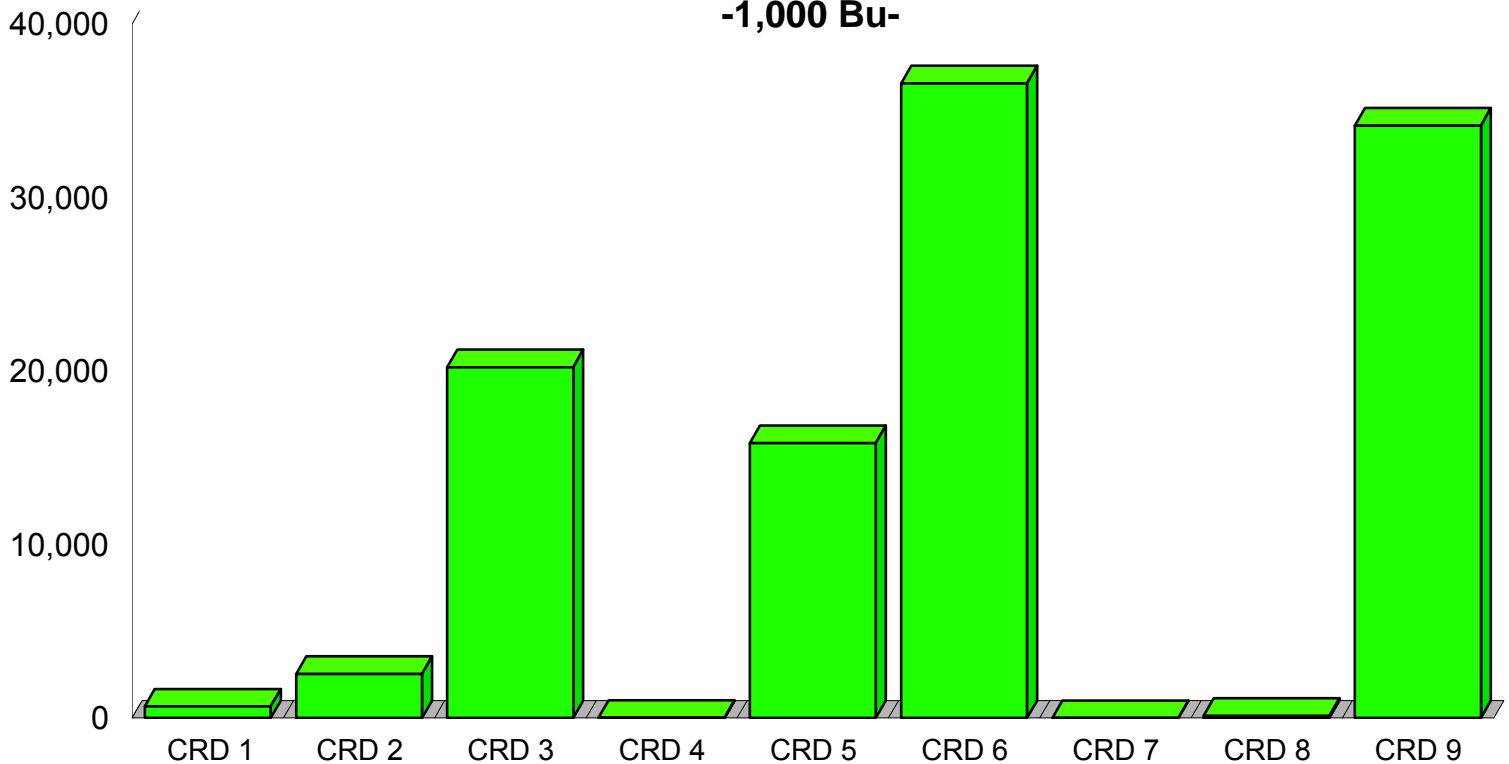


# *Soybeans*

# NORTH DAKOTA CROP REPORTING DISTRICTS



**Soybean Shipments Originating  
from Each CRD, 2008-09  
-1,000 Bu-**

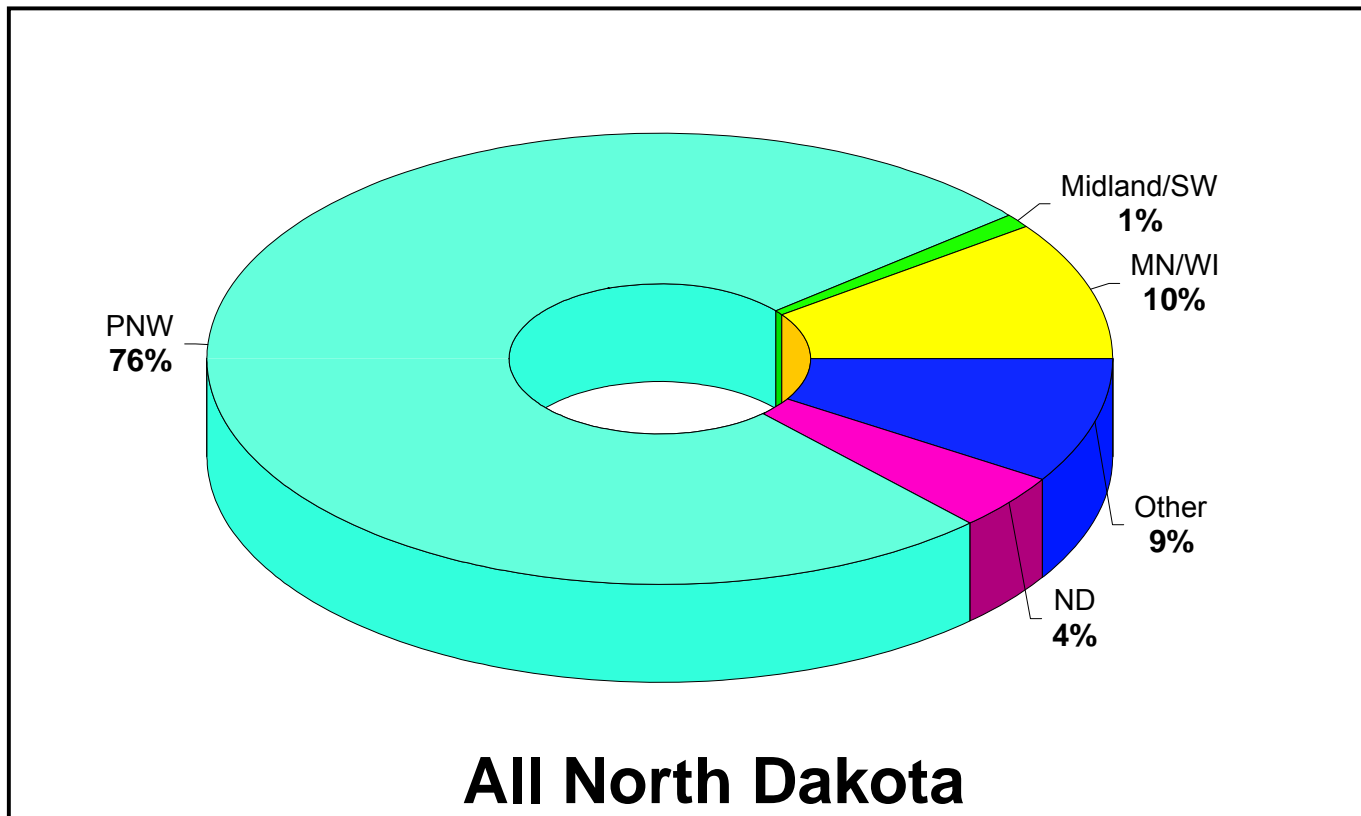
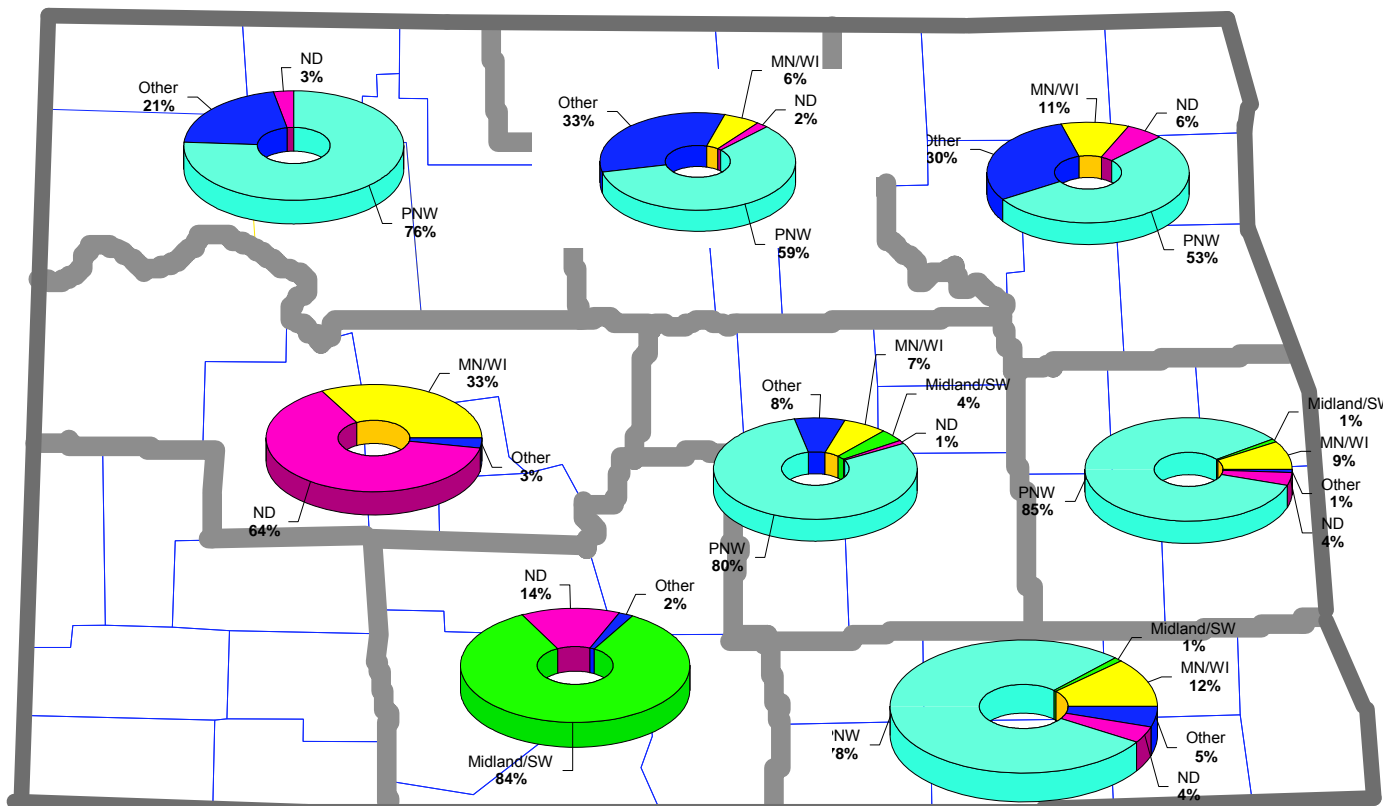




# Destinations for Soybeans Shipments

2008-09

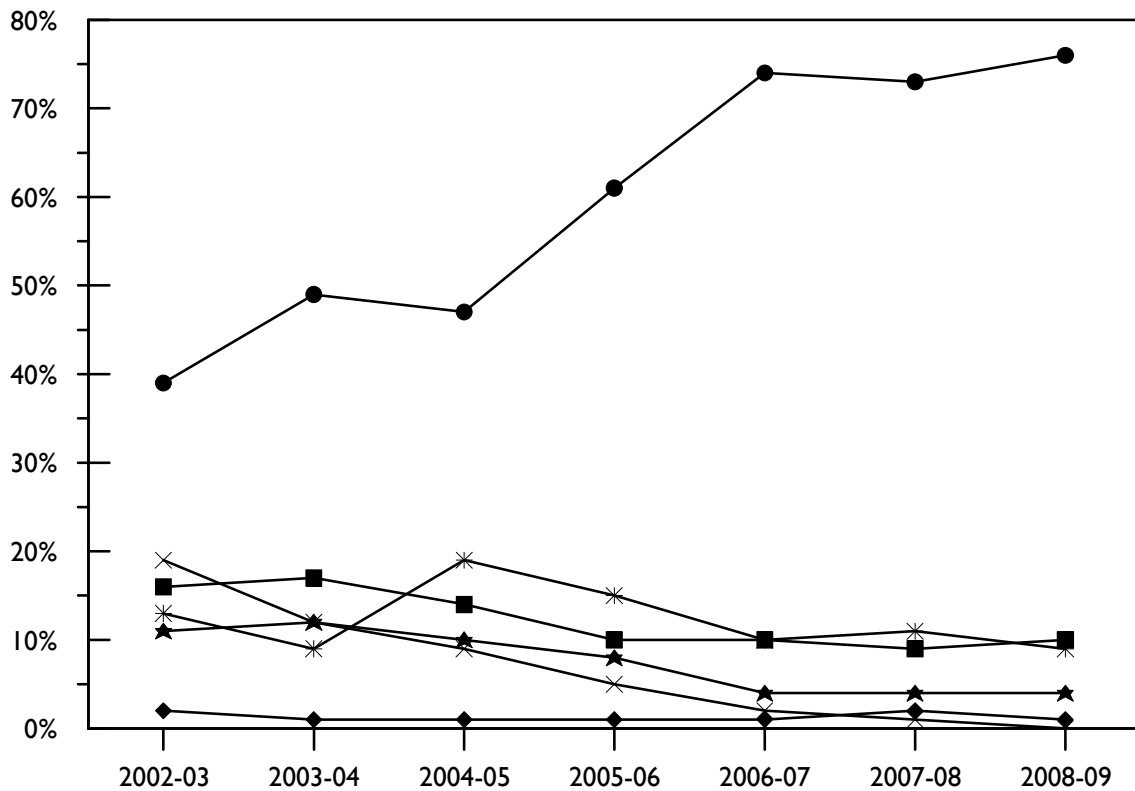
## Crop Reporting District



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

	Dul-Sup	MN/WI	Midland/SW	PNW	Total
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
2008-09	1 0%	10,900 10%	1,252 1%	83,365 76%	95,518

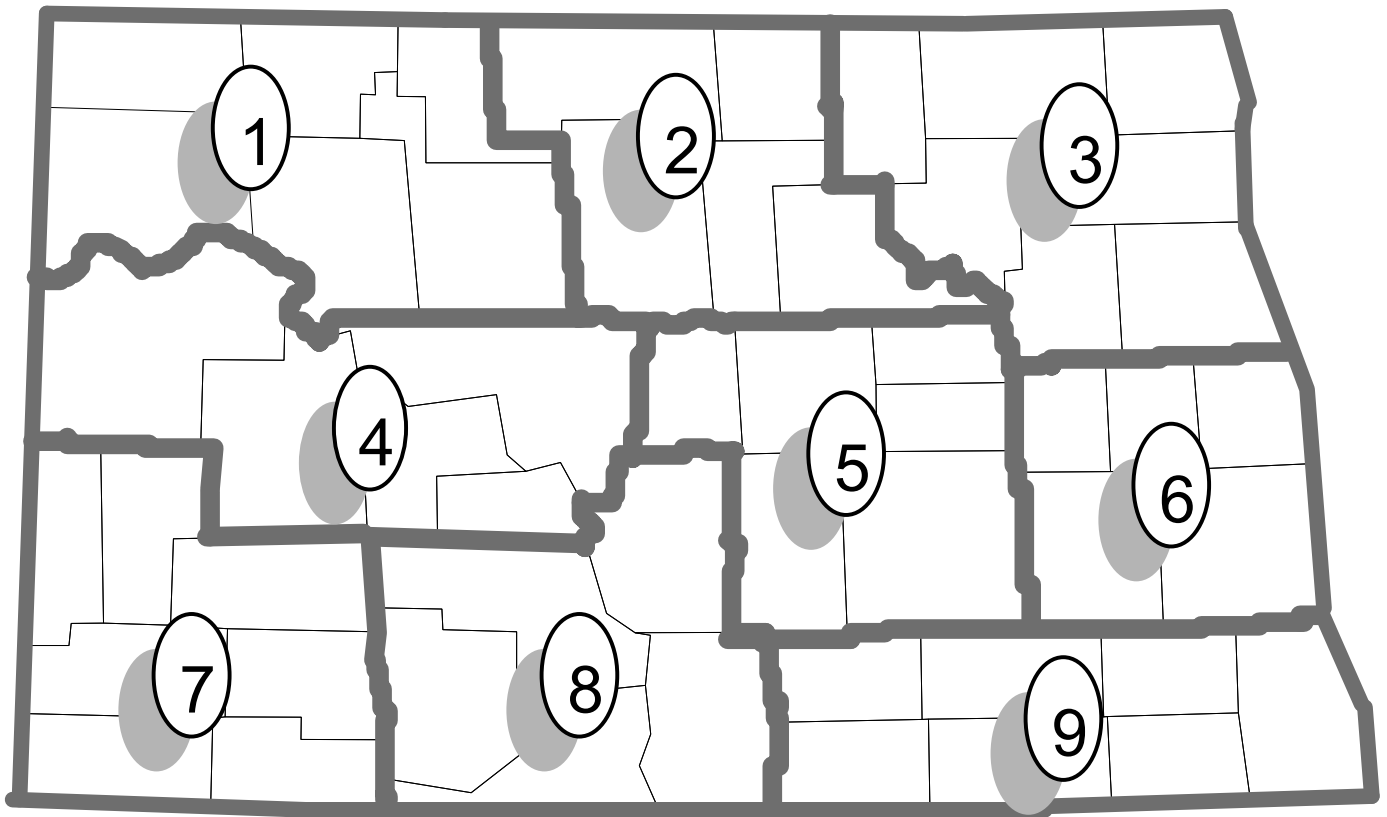
**Destinations for Soybean Shipments**



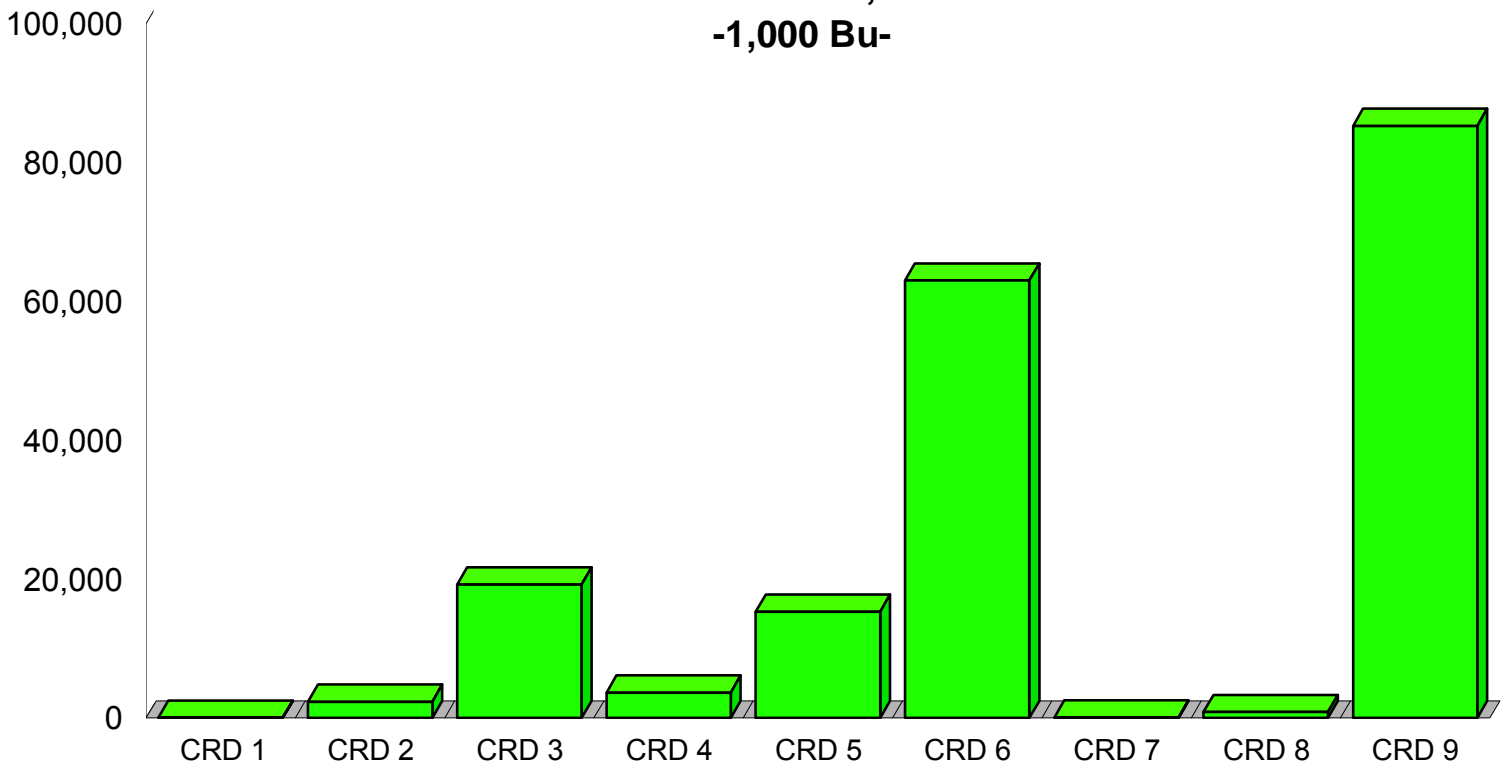
—x— Duluth    —◆— Midland    —★— ND    —\*— Other  
 —■— MN/WI    —●— PNW

***Corn***

# NORTH DAKOTA CROP REPORTING DISTRICTS



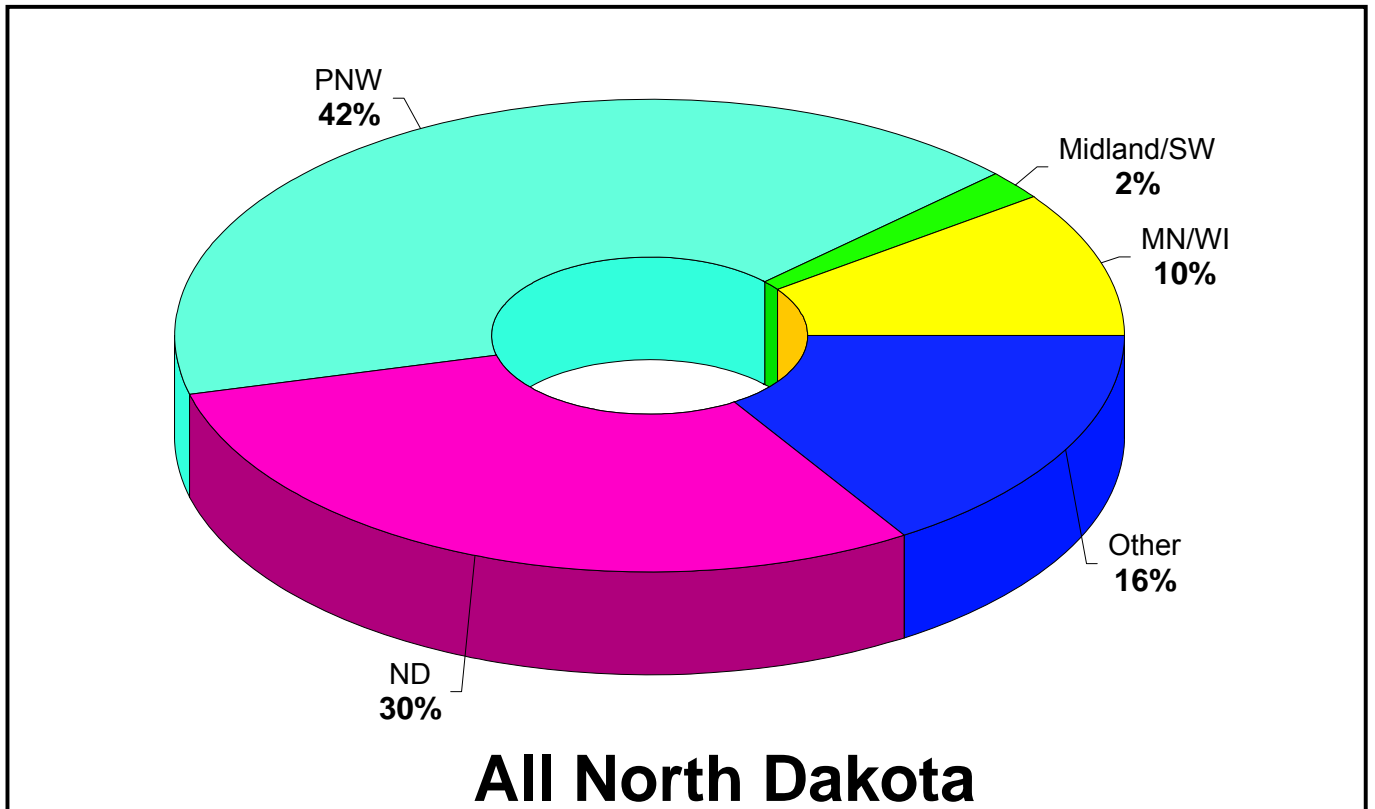
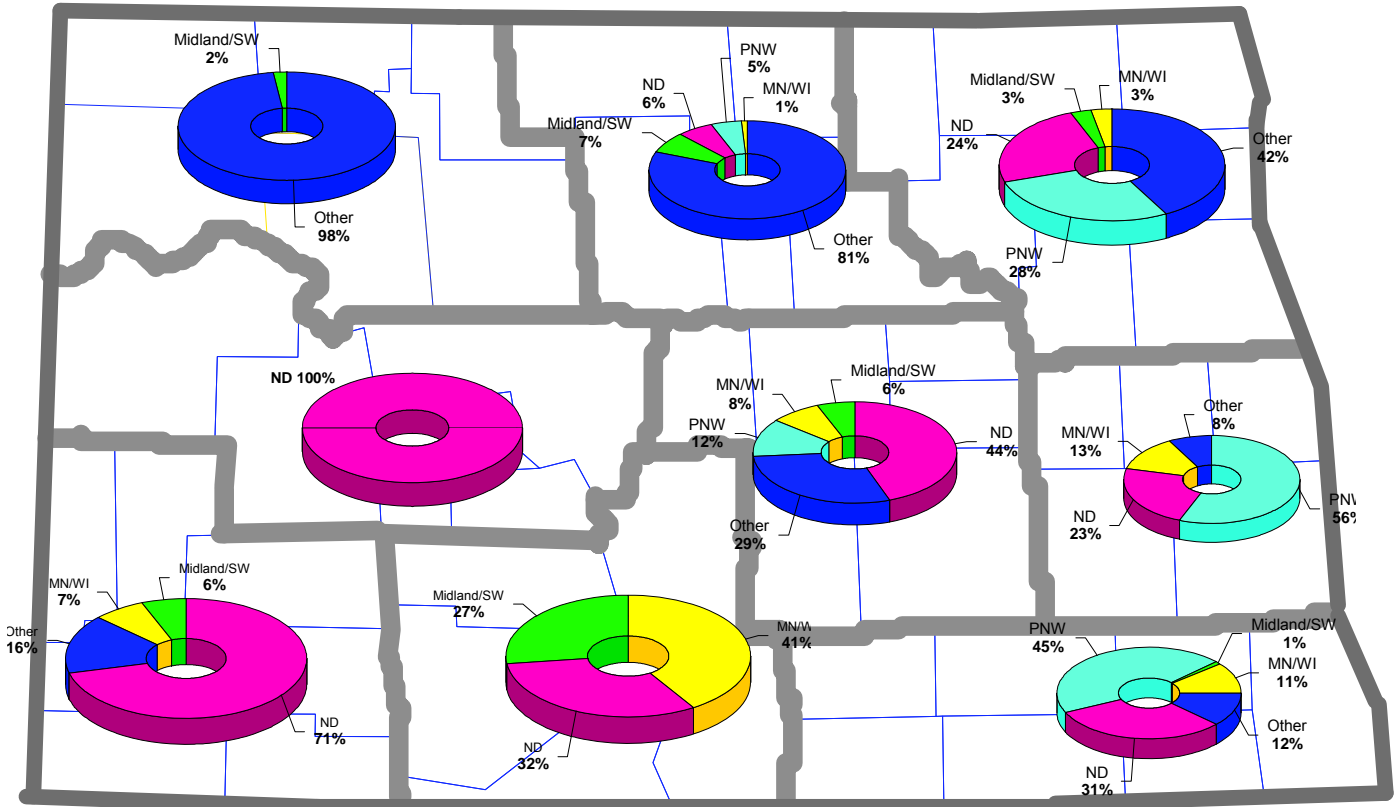
**Corn Shipments Originating  
from Each CRD, 2008-09  
-1,000 Bu-**



# Destinations for Corn Shipments

2008-09

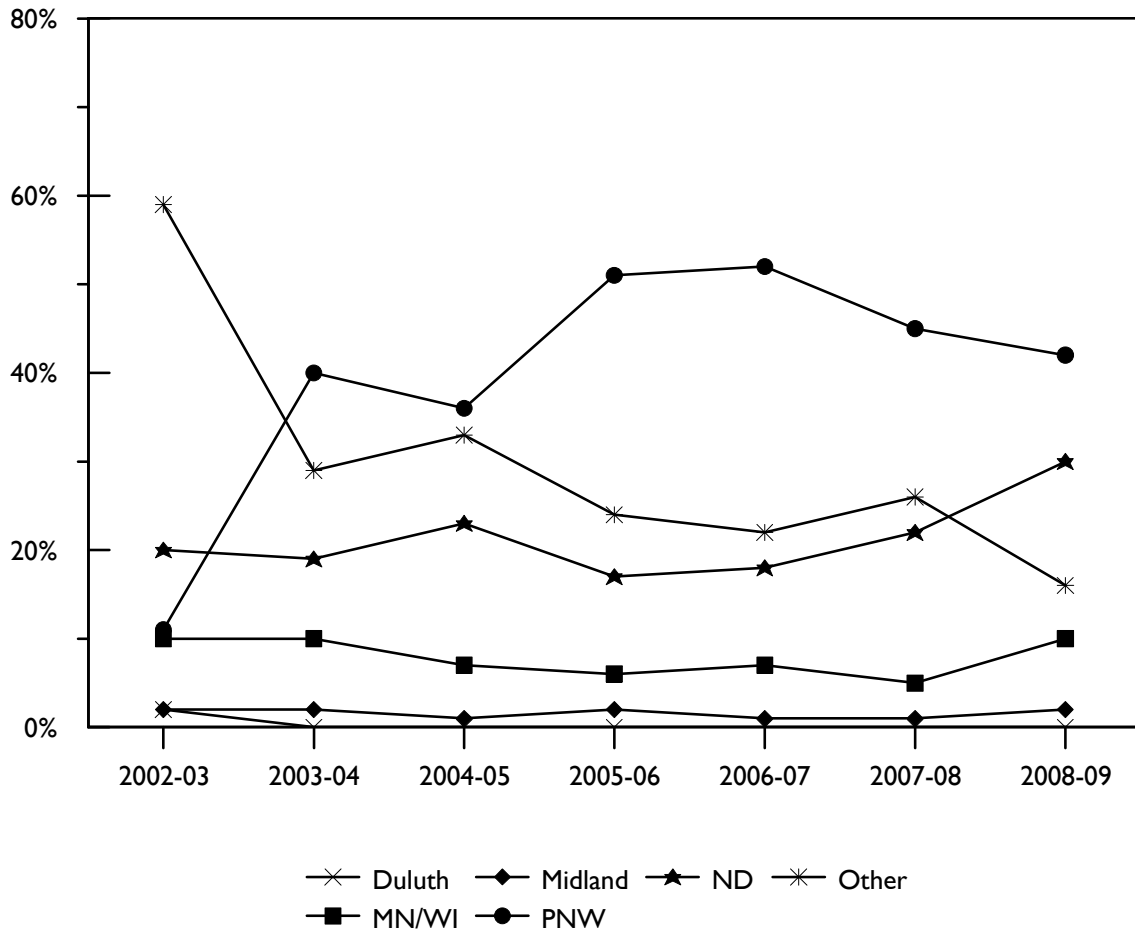
## Crop Reporting District



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

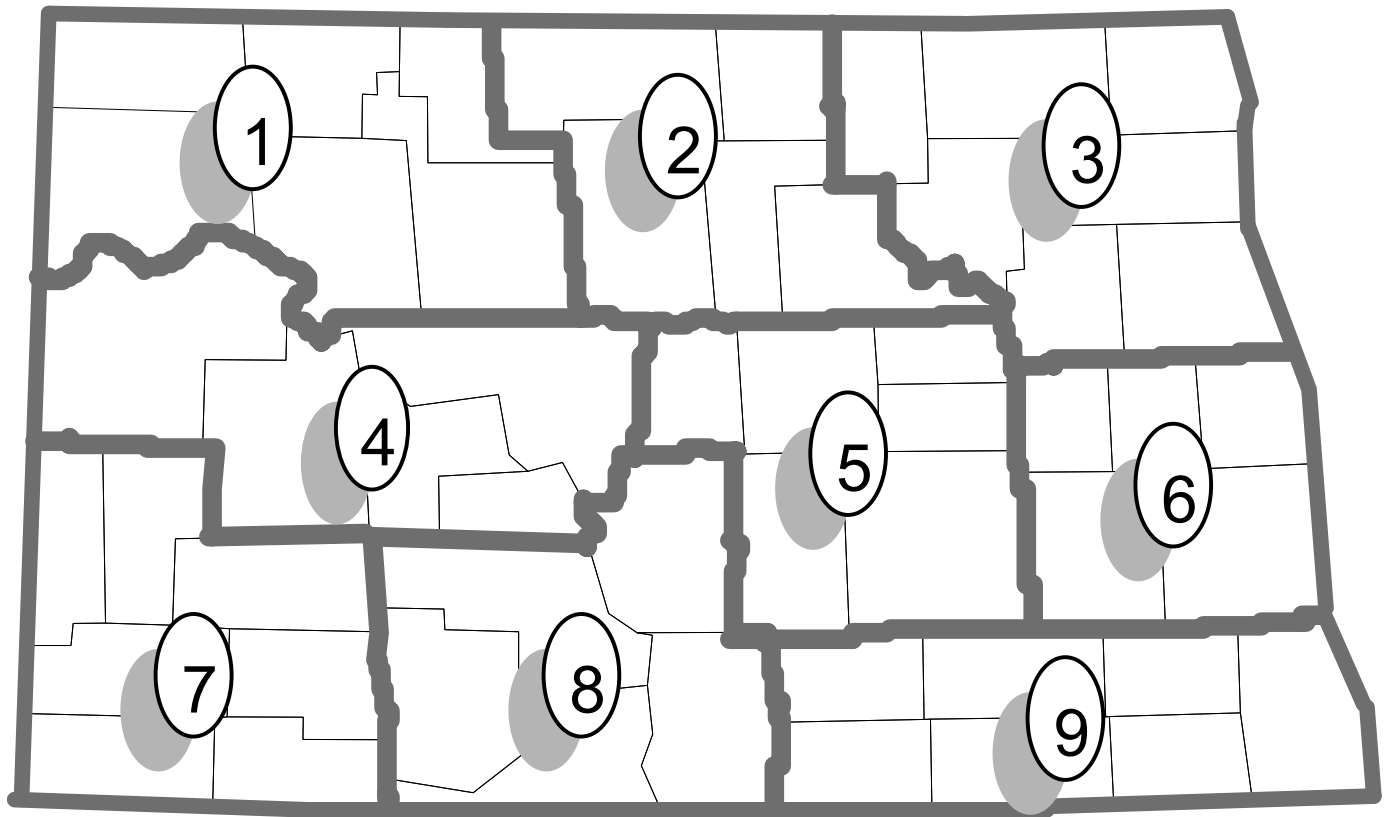
	Dul-Sup	MN/WI	Midland/SW	PNW	Total
2002-03	954 2%	3,886 10%	1,303 2%	6,488 11%	60,147
2003-04	8 0%	7,312 10%	1,399 2%	29,642 40%	73,981
2004-05	0 0%	4,192 7%	493 1%	20,452 36%	56,821
2005-06	0 0%	5,358 6%	1,726 2%	47,921 51%	94,619
2006-07	114 0%	8,910 7%	1,646 1%	63,365 52%	74,035
2007-08	72 0%	9,257 5%	1,724 1%	78,985 45%	90,038
2008-09	1 0%	19,852 10%	2,906 2%	80,482 42%	103,241

**Destinations for Corn Shipments**

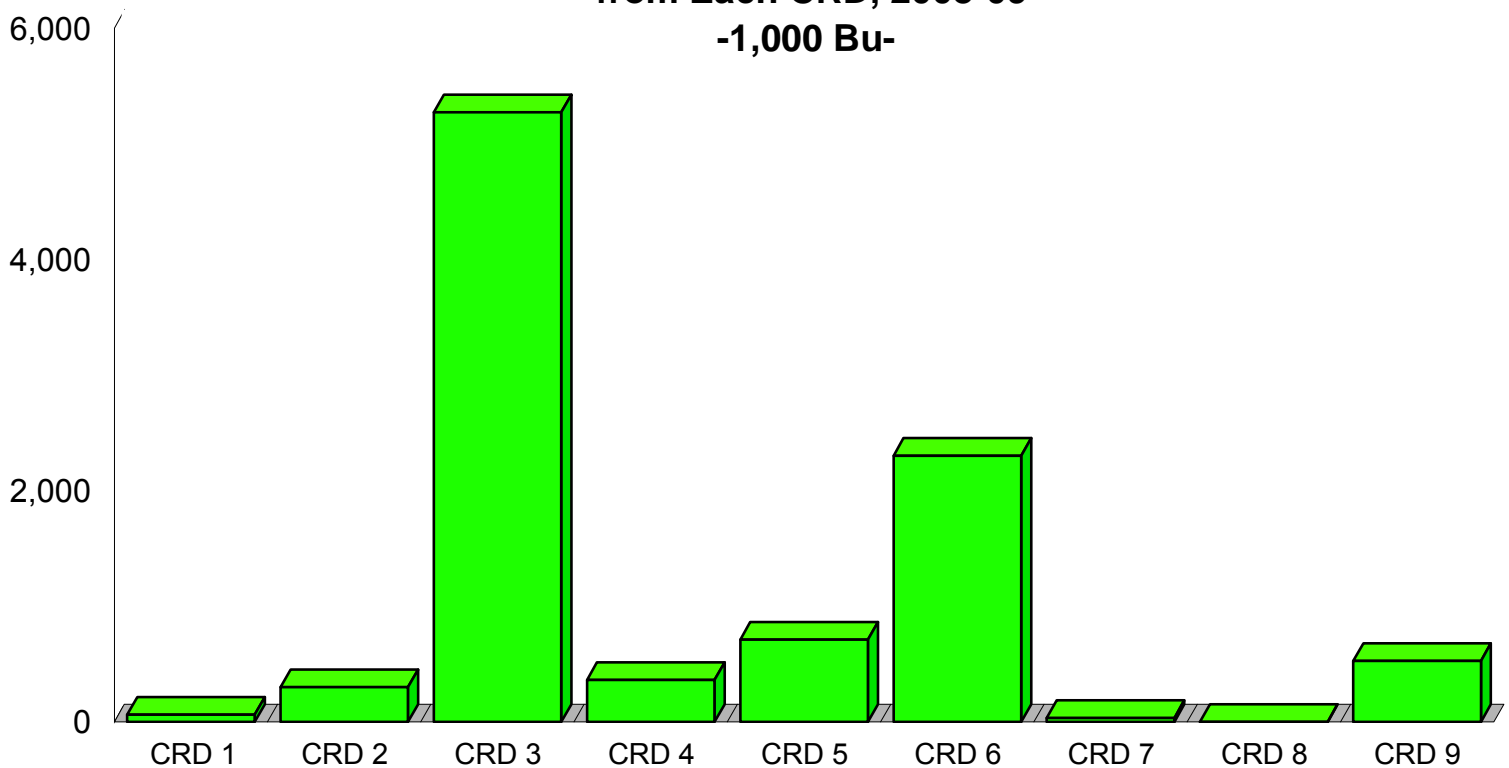


# ***Dry Edible Beans (DEB)***

# NORTH DAKOTA CROP REPORTING DISTRICTS



**DEB Shipments Originating  
from Each CRD, 2008-09  
-1,000 Bu-**

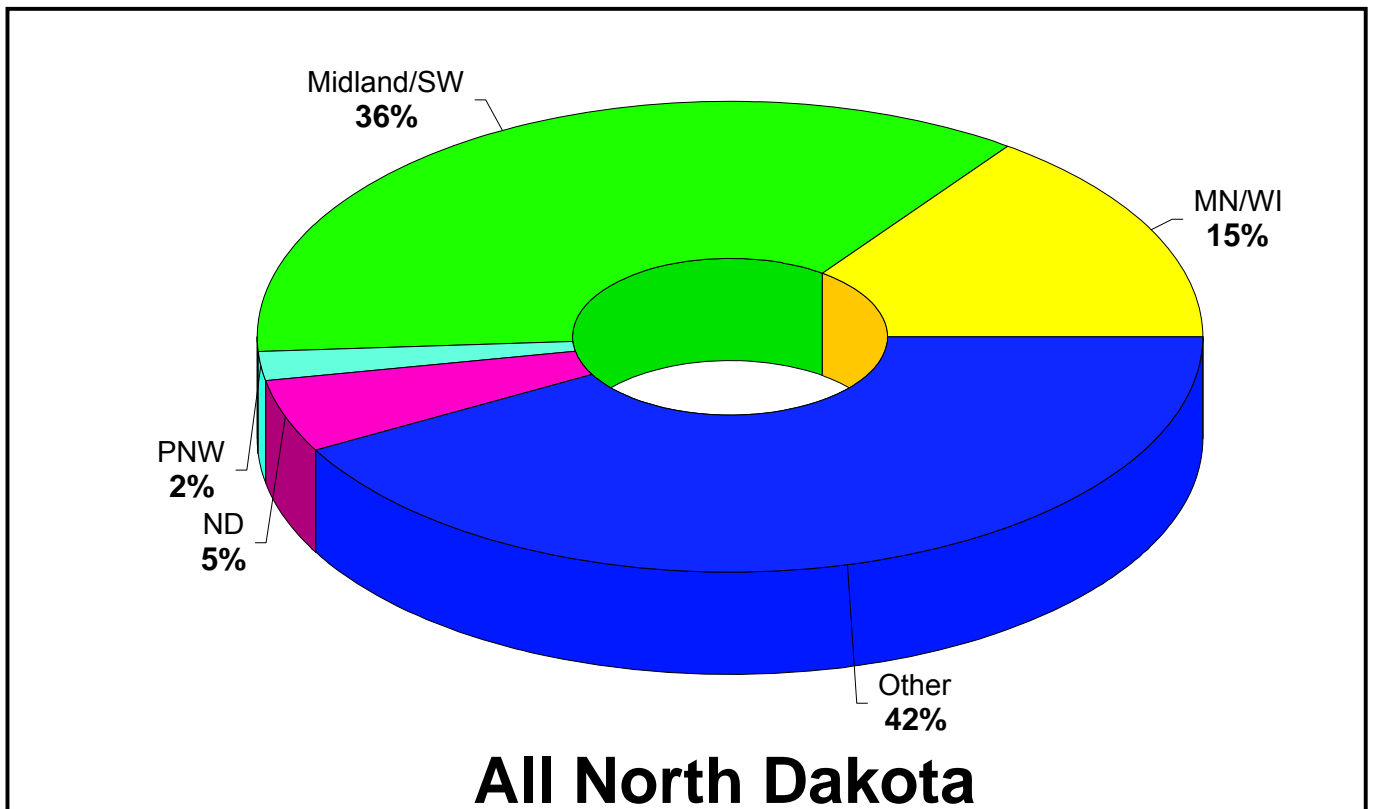
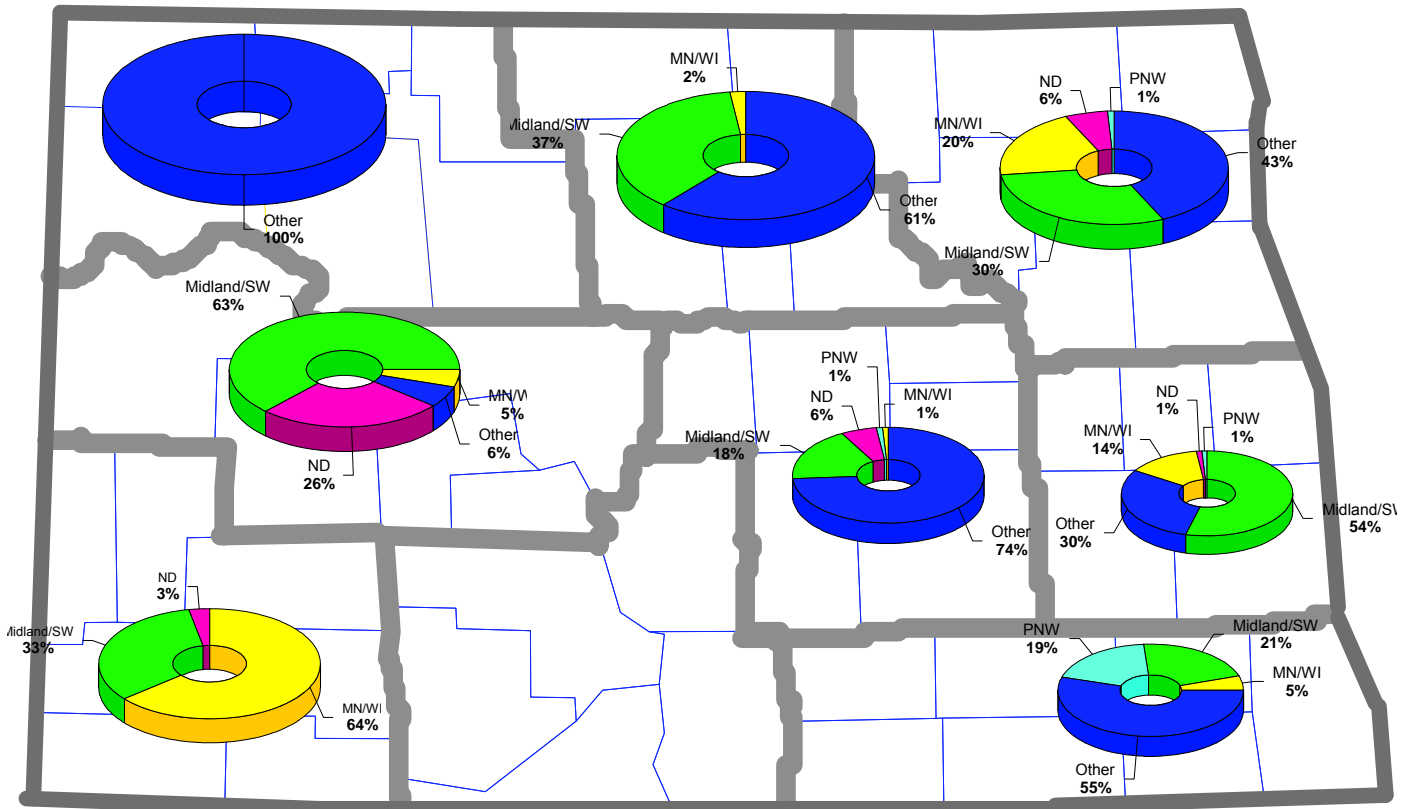




# Destinations for DEB Shipments

2008-09

## Crop Reporting District



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

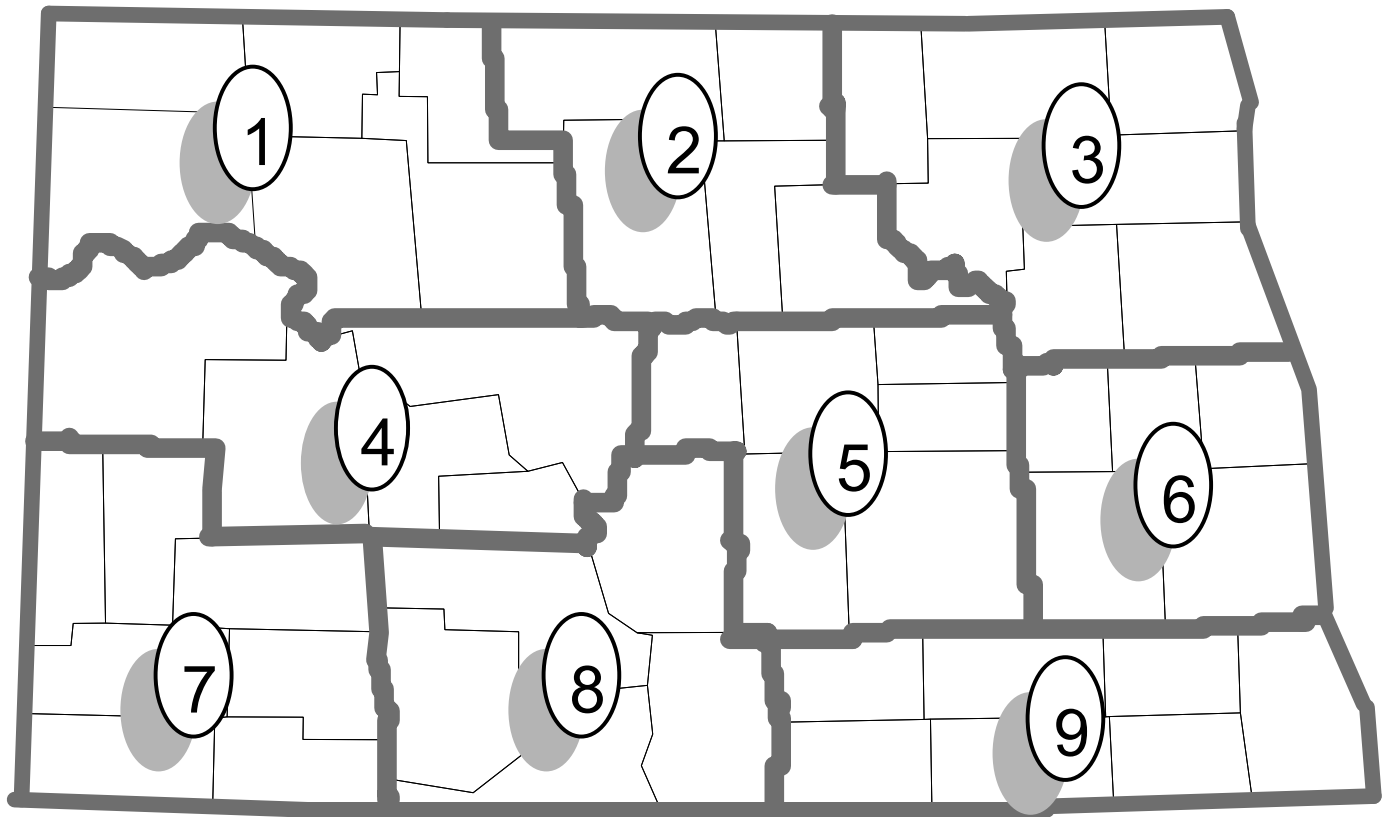
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	<b>Dul-Sup</b>	<b>MN/WI</b>	<b>Midland/SW</b>	<b>PNW</b>	<b>Total</b>
2008-09	0 1,	437	3,437	192	5,066
	0% 15	%	36%	2%	

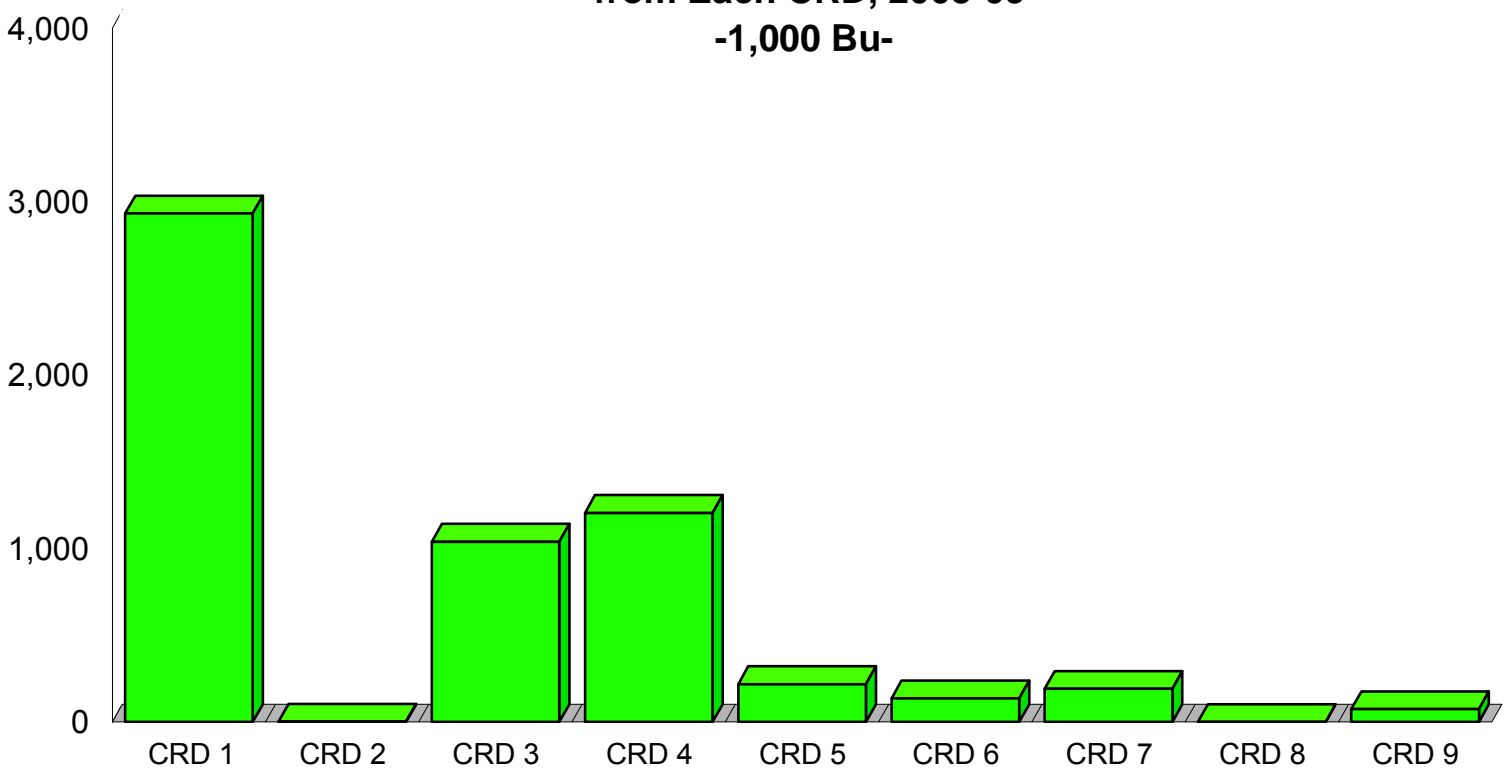
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## *Dry Edible Peas (DEPeas)*

# NORTH DAKOTA CROP REPORTING DISTRICTS



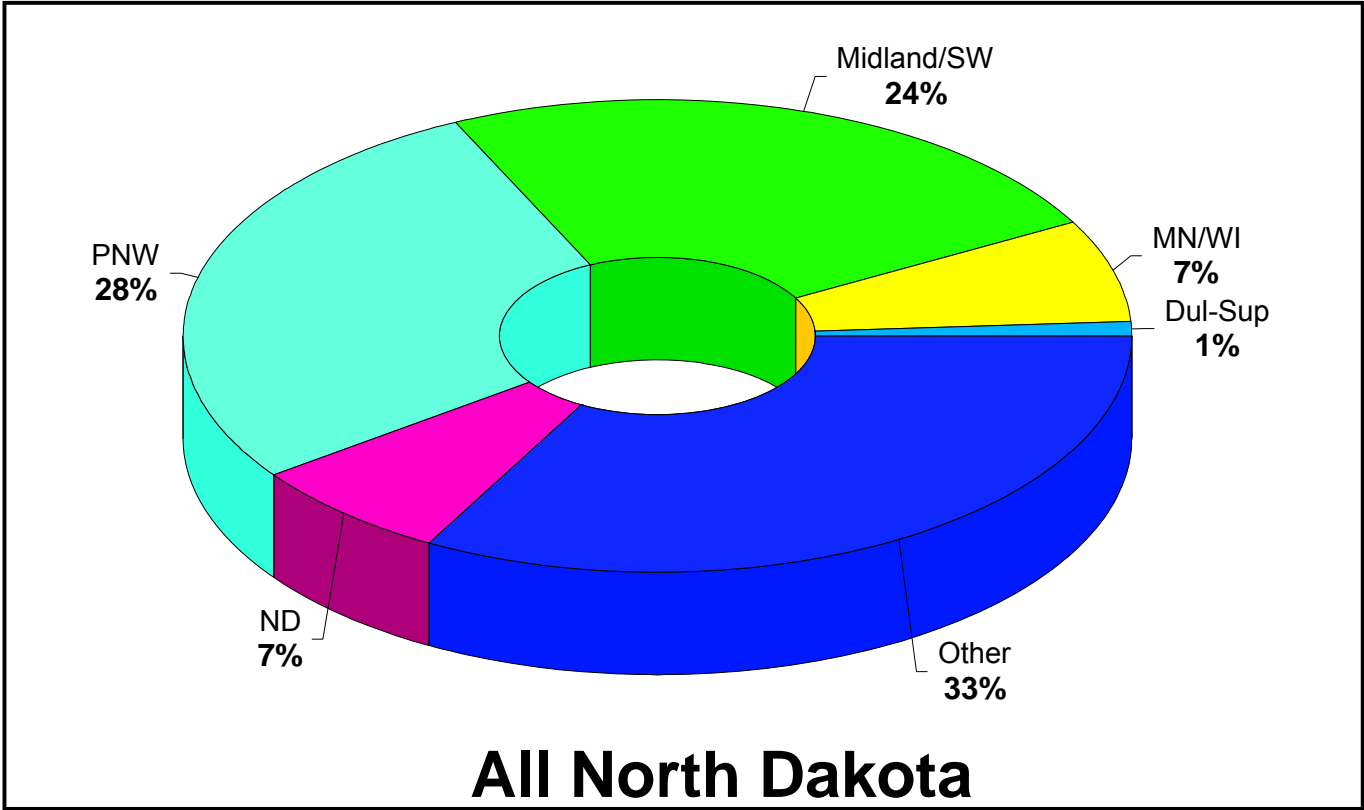
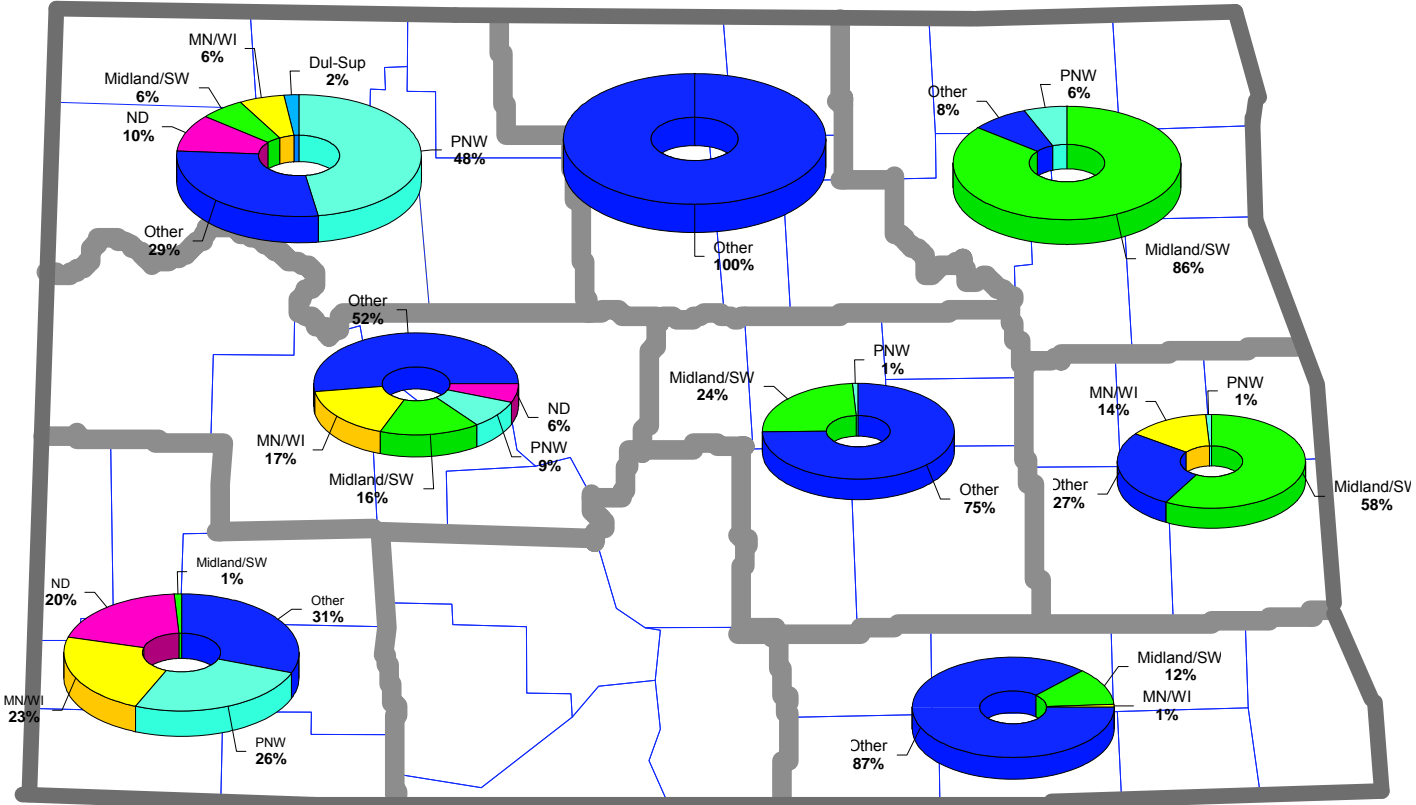
**DEPeas Shipments Originating  
from Each CRD, 2008-09  
-1,000 Bu-**



# Destinations for DEPeas Shipments

2008-09

## Crop Reporting District



## All North Dakota

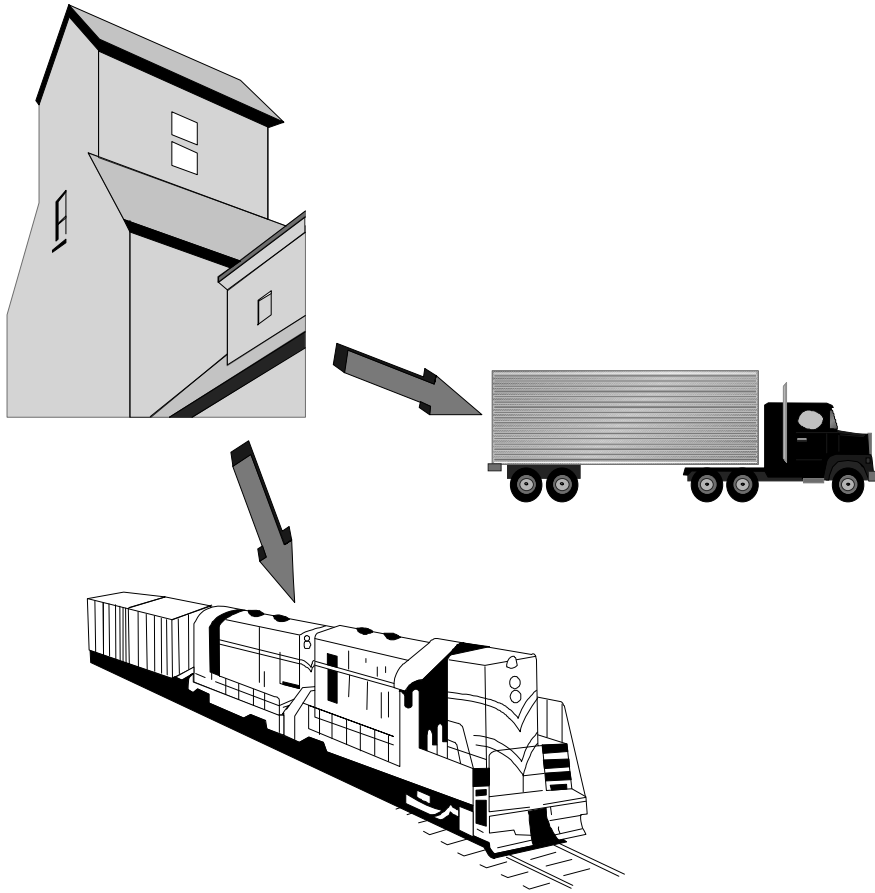
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**Trends for Destinations of DEPeas Shipments from ND**  
**(1,000 Bushels)**

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	<b>Dul-Sup</b>	<b>MN/WI</b>	<b>Midland/SW</b>	<b>PNW</b>	<b>Total</b>
2008-09	52	433	1,384	1,631	3,500
	1%	7%	24%	28%	

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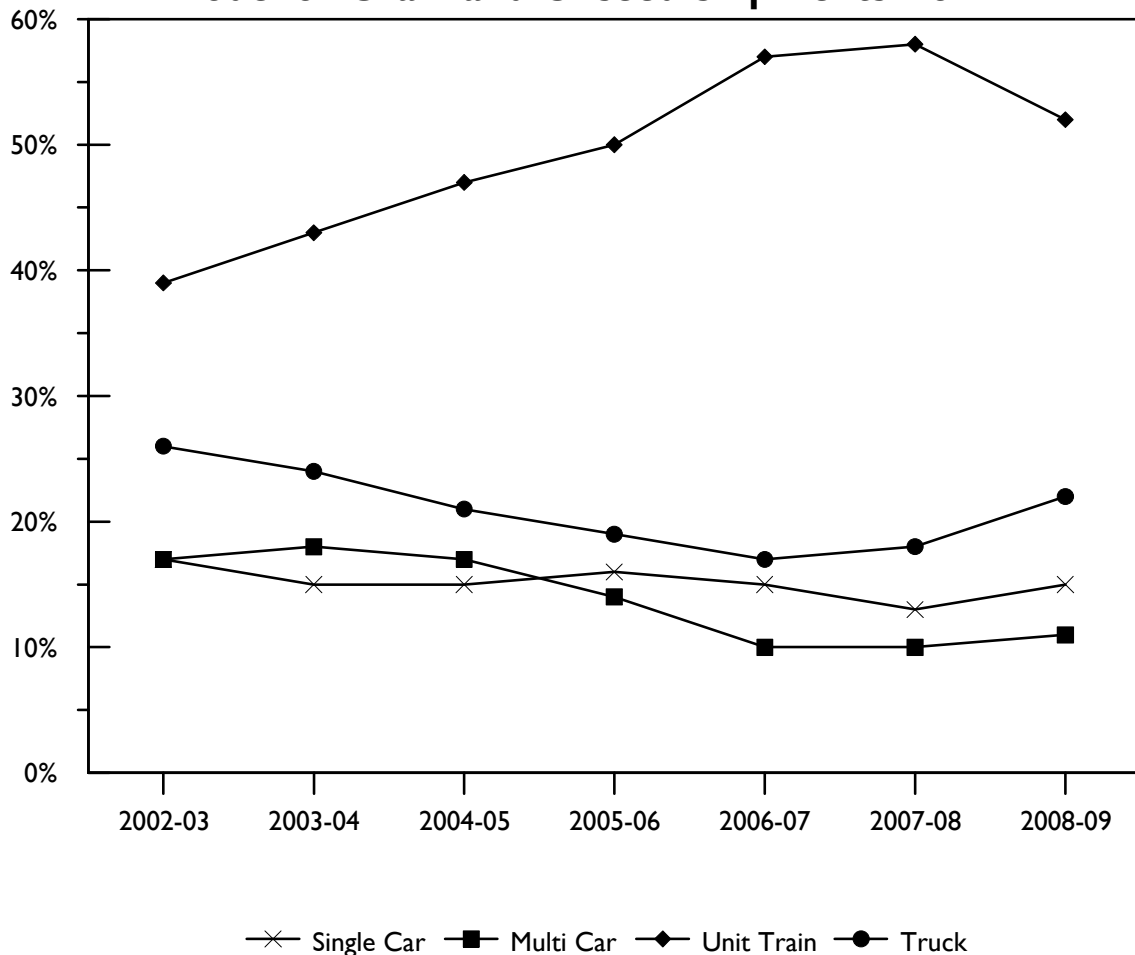


*Mode for Grain and Oilseed  
Shipments Originating from  
North Dakota Elevators*

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

	Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	99,457 15%	68,628 11%	339,751 52%	143,510 22%	651,345

**Mode for Grain and Oilseed Shipments from ND**





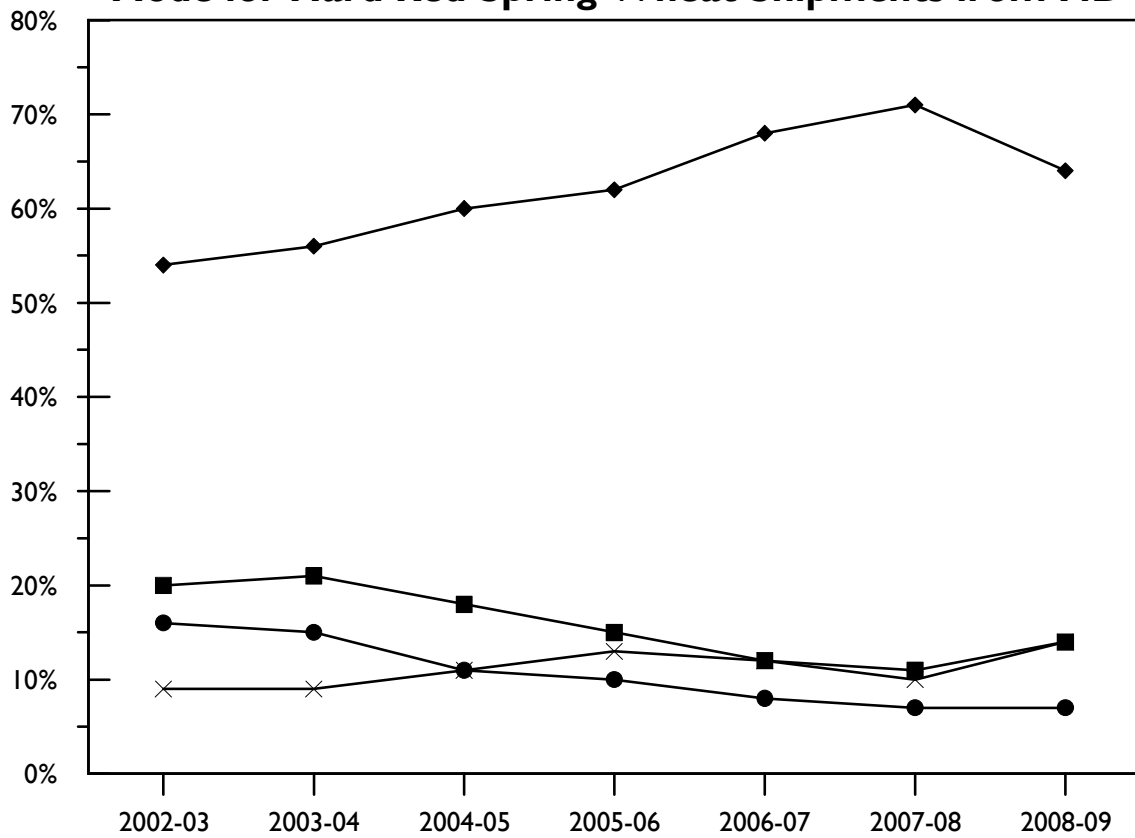
## Mode for Grain and Oilseed Shipments from Each CRD (1,000 Bushels)

	CRD 1						CRD 2				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	31%	28%	34%	7%	70,041	2008-09	16%	19%	39%	25%	43,796
	CRD 3						CRD 4				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	14%	7%	53%	26%	138,404	2008-09	17%	9%	33%	40%	24,489
	CRD 5						CRD 6				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	22%	9%	41%	29%	69,168	2008-09	5%	4%	65%	25%	142,770
	CRD 7						CRD 8				
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	19%	25%	43%	12%	13,651	2008-09	5%	11%	37%	47%	7,443
	CRD 9										
	Single Car	Multi Car	Unit Train	Truck	Total						
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						
2008-09	15%	9%	62%	14%	151,583						

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

	Single Car	Multi Car	Unit Train	Truck	Total
2002-03 1	7,876	38,922	105,186	31,478	193,462
	9% 20%	54%		16%	
2003-04 2	0,966	50,019	136,461	35,962	243,408
	9%	21%	56%	15%	
2004-05 2	7,974	45,513	151,461	28,161	253,110
1	1%	18%	60%	11%	
2005-06 2	9,884	35,570	143,289	23,568	232,312
	13% 15%	62%		10%	
2006-07 2	7,546	26,582	155,781	19,372	229,280
1	2%	12%	68%	8%	
2007-08 2	5,892	29,743	188,294	19,535 263,	464
	10% 11%	71%		7%	
2008-09 2	7,200	26,965	124,137	14,433	192,735
	14% 14%	64%		7%	

**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
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
2008-09	16%	15%	67%	2%	19,164	2008-09	10%	20%	67%	3%	18,905

CRD 3						CRD 4					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	9%	8%	71%	12%	65,227	2008-09	9%	14%	66%	11%	12,186

CRD 5						CRD 6					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	30%	17%	51%	2%	22,552	2008-09	8%	7%	80%	5%	22,884

CRD 7						CRD 8					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	14%	29%	51%	6%	9,734	2008-09	0%	18%	63%	19%	4,423

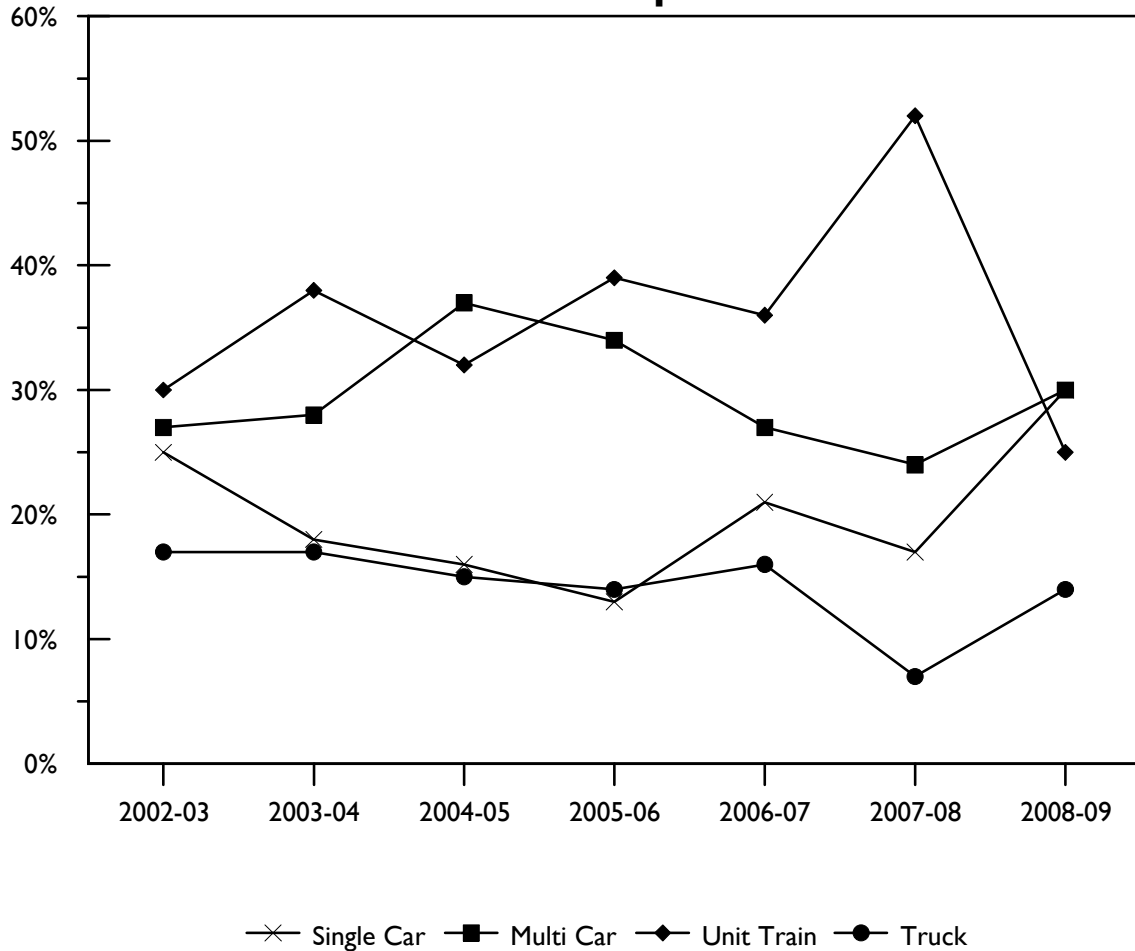
  

CRD 9					
	Single Car	Multi Car	Unit Train	Truck	Total
2002-03	34%	38%	15%	13%	20,196
2003-04	25%	36%	67%	8%	25,632
2004-05	27%	33%	34%	6%	29,007
2005-06	36%	29%	32%	3%	21,907
2006-07	38%	21%	36%	5%	18,719
2007-08	37%	27%	32%	4%	16,018
2008-09	31%	25%	37%	7%	17,659

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

	Single Car	Multi Car	Unit Train	Truck	Total
2002-03	11,421 1 25% 27%	2,313 1 30%	3,787	7,805 17%	45,327
2003-04	9,498 1 18% 28%	5,023 2 38%	0,426	8,999 17%	53,946
2004-05	7,195 1 16% 37%	6,750 1 32%	4,552	7,020 15%	45,518
2005-06	7,281 1 13% 34%	9,973 2 39%	2,882	7,857 14%	57,993
2006-07	8,604 1 21% 27%	1,087 1 36%	4,748	6,412 16%	40,850
2007-08	7,996 1 14% 24%	1,596 2 52%	4,795	3,513 7%	47,900
2008-09	6,574 6, 30% 30%	607 5, 25%	579 3	,151 14%	21,911

**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
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
2008-09	29%	32%	33%	7%	16,797	2008-09	25%	8%	0%	67%	584

CRD 3						CRD 4					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	68%	18%	0%	14%	508	2008-09	15%	27%	7%	51%	1,620

CRD 5						CRD 6					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	48%	0%	0%	52%	440	2008-09	0%	0%	0%	0%	0

CRD 7						CRD 8					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
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
2008-09	43%	35%	0%	22%	1,781	2008-09	27%	0%	4%	70%	56

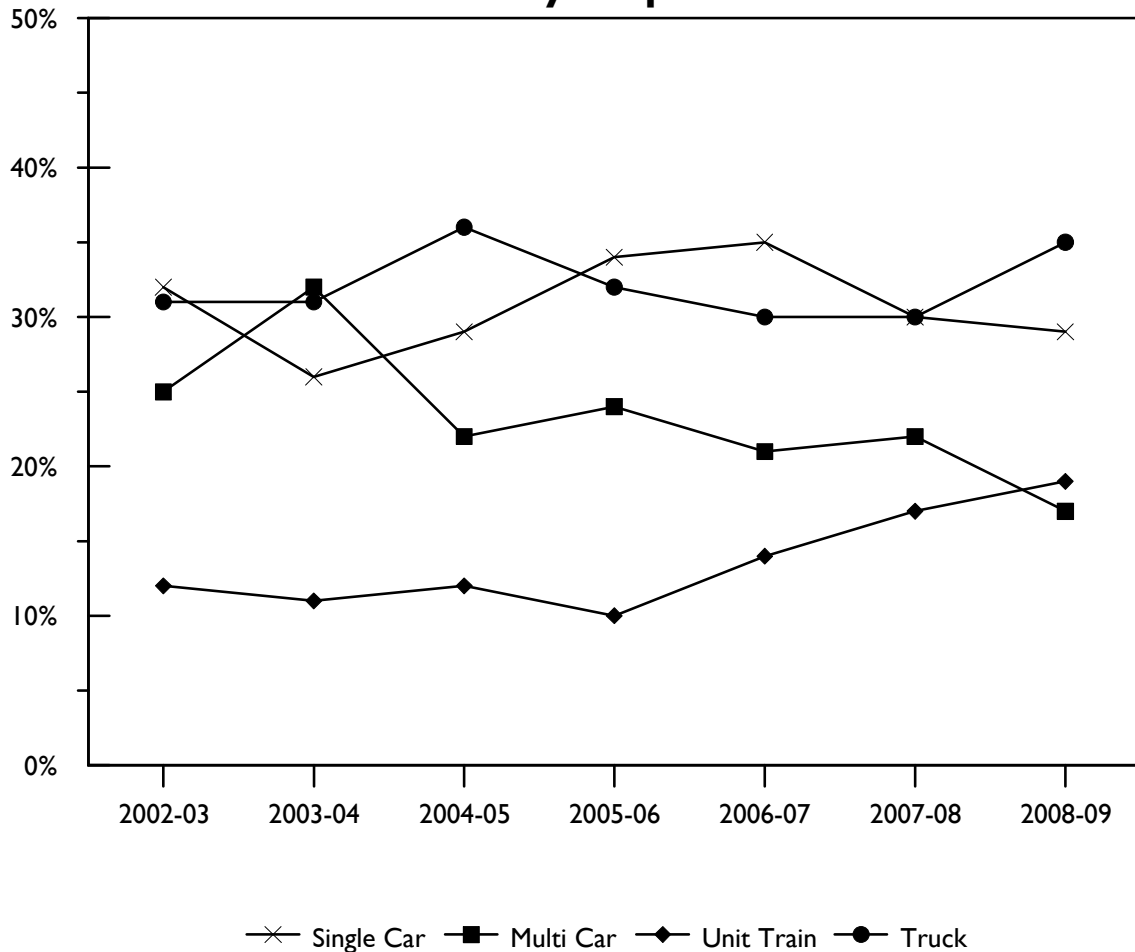
  

CRD 9					
	Single Car	Multi Car	Unit Train	Truck	Total
2002-03	59%	0%	0%	42%	110
2003-04	60%	0%	0%	40%	271
2004-05	61%	30%	0%	10%	314
2005-06	99%	0%	0%	1%	89
2006-07	52%	42%	0%	6%	293
2007-08	7%	93%	0%	0%	356
2008-09	0%	77%	0%	23%	124

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

	Single Car	Multi Car	Unit Train	Truck	Total
2002-03	19,597 32% 25%	15,221 12%	7,319 19	,348 61, 31%	485
2003-04	21,165 26% 32%	26,017 11%	8,572 25	,014 80, 31%	768
2004-05	18,967 29% 22%	14,256 12%	7,959 23	,387 64, 36%	569
2005-06	18,704 34% 24%	13,187 10%	5,249 17	,604 54, 32%	745
2006-07	18,100 35% 21%	10,913 10%	7,105 15	,458 51, 32%	577
2007-08	21,008 1 30% 22%	5,360 1 17%	2,018	21,016 30%	69,402
2008-09	16,772 29% 17%	9,748 19%	10,700 20	,010 57, 35%	230

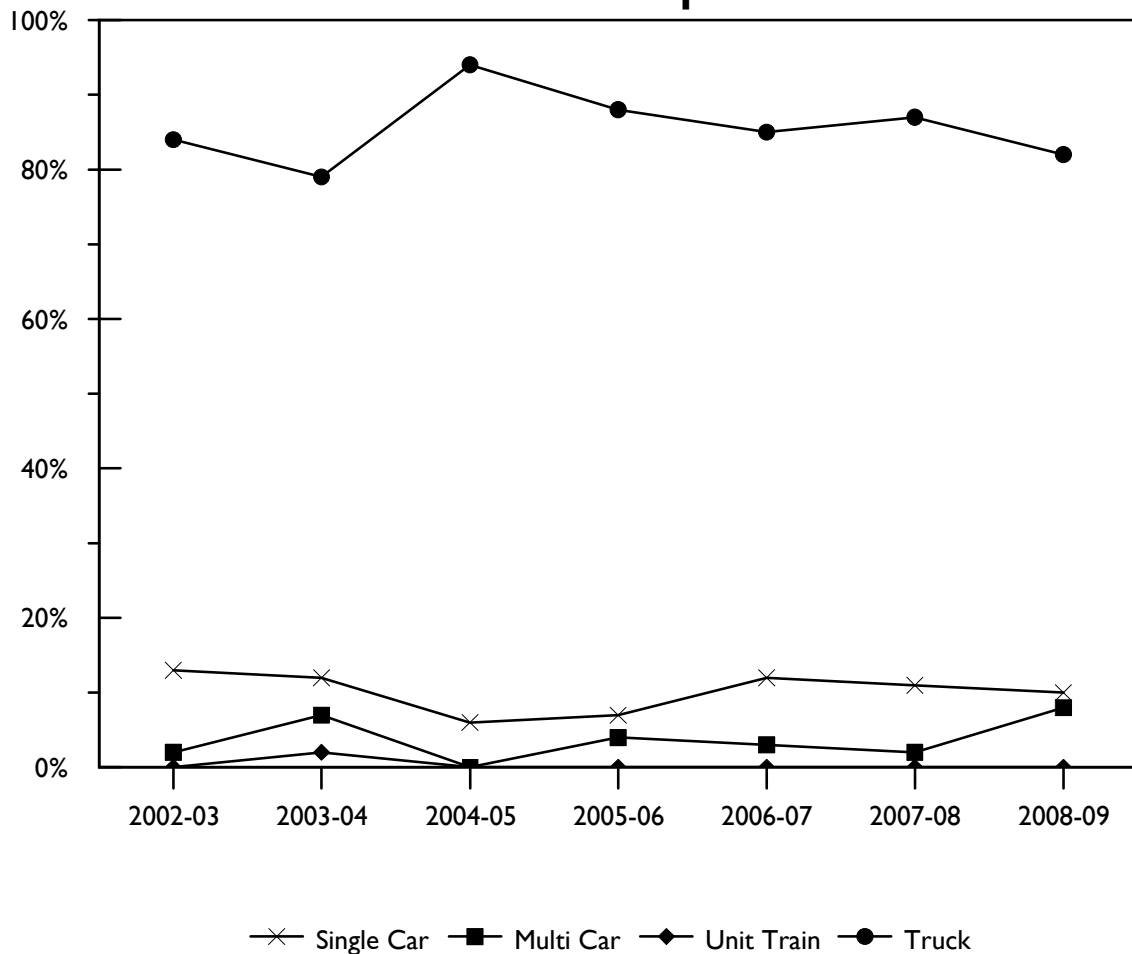
**Mode for Barley Shipments from ND**



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

	Single Car	Multi Car	Unit Train	Truck	Total
2002-03	1,220 13% 2%	213 0%	57 0%	,717 9, 84%	155
2003-04 1,	275 12% 7%	798 2%	165 0%	8,635 79%	10,873
2004-05	341 6% 0%	0 0%	0 5 0%	,111 5, 94%	452
2005-06	481 7% 4%	261 0%	2 5 0%	,651 6, 88%	395
2006-07	880 12% 3%	205 0%	0 6 0%	,356 7, 85%	440
2007-08	792 11% 2%	161 0%	0 6 0%	,234 7, 87%	187
2008-09	686 10% 8%	551 0%	2 5 0%	,711 6, 82%	949

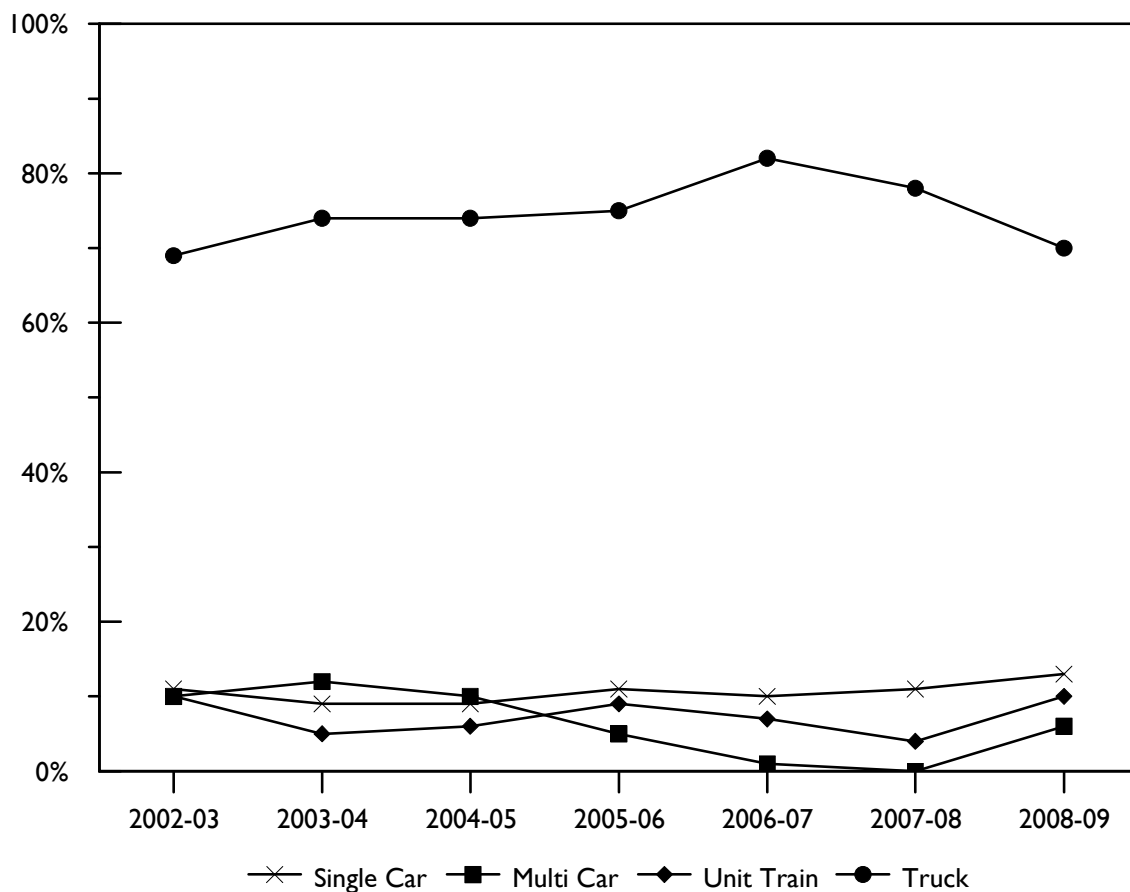
**Mode for Sunflower Shipments from ND**



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

	Single Car	Multi Car	Unit Train	Truck	Total
2002-03	923 833 11% 10%	8 10%	12	5,882 69%	8,450
2003-04	783 1, 9%	069 12%	469 6 5%	,716 9, 74%	038
2004-05	647 703 9%	3 10%	80 6%	5,023 74%	6,753
2005-06	855 399 11% 5%	7 9%	56	6,022 75%	8,033
2006-07	756 101 10% 1%	5 7%	00	6,329 82%	7,686
2007-08	999 571 11% 6%	3 4%	84	6,940 78%	8,894
2008-09	1,125 521 1 3%	8 6%	89 10%	5,981 70%	8,516

**Mode for Canola Shipments from ND**

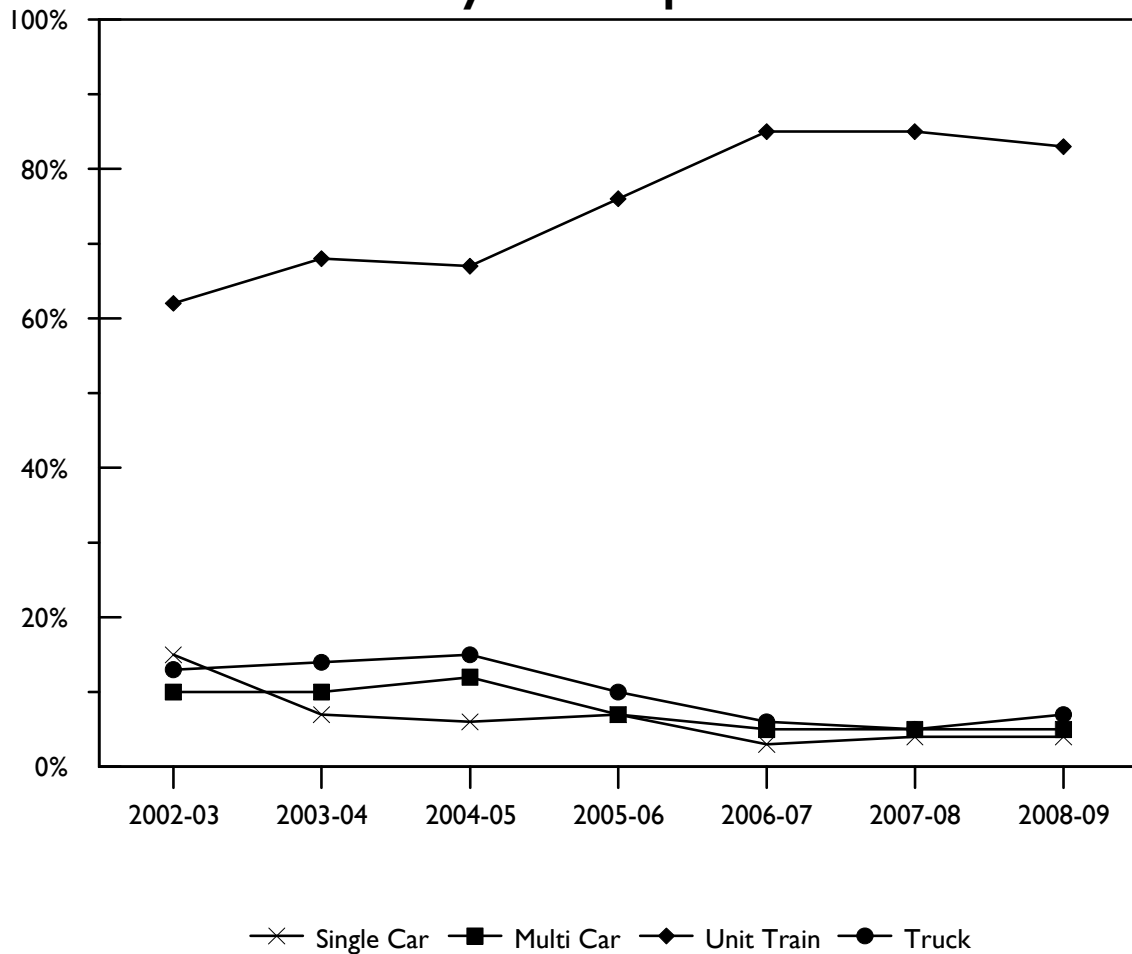




**Mode for Soybean Shipments from ND  
(1,000 Bushels)**

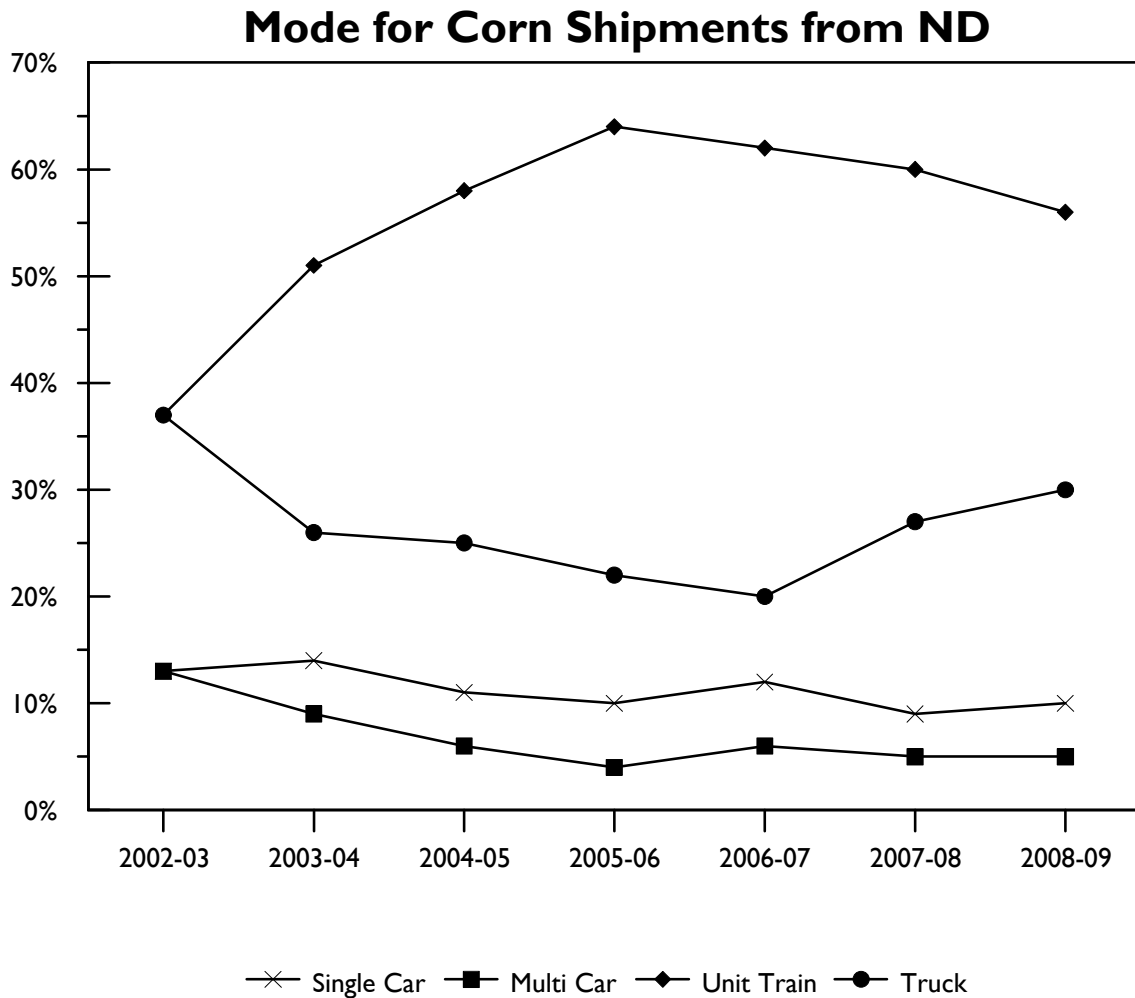
	Single Car	Multi Car	Unit Train	Truck	Total
2002-03	12,811	8,097	50,934	10,942	82,784
	15%	10%	62%	13%	
2003-04	6,169	8,907	59,646	12,539	87,260
	7%	10%	68%	14%	
2004-05	4,234	7,735	44,726	10,037	66,732
	6%	12%	67%	15%	
2005-06	5,390	5,893	63,033	8,260	82,575
	7%	7%	76%	10%	
2006-07	3,981	6,809	107,447	8,001	126,238
	3%	5%	85%	6%	
2007-08	4,998	7,019	109,875	6,945	128,837
	4%	5%	85%	5%	
2008-09	4,844	5,668	91,821	7,873	110,207
	4%	5%	83%	7%	

**Mode for Soybean Shipments from ND**



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

	Single Car	Multi Car	Unit Train	Truck	Total
2002-03	7,623 13%	7,638 13%	22,423 37%	22,462 37%	60,147
2003-04	10,145 4%	6,421 9%	38,065 51%	19,350 26%	73,981
2004-05	6,020 1%	3,159 6%	33,188 58%	14,453 25%	56,821
2005-06	9,666 0%	3,371 4%	60,486 64%	21,095 22%	94,619
2006-07	1,425 2%	7,530 6%	76,090 62%	24,284 22%	122,159
2007-08	1,825 9%	8,457 5%	103,646 60%	46,131 27%	174,059
2008-09	1,142 0%	9,525 5%	105,683 56%	56,549 30%	189,900



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

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	<b>Single Car</b>	<b>Multi Car</b>	<b>Unit Train</b>	<b>Truck</b>	<b>Total</b>
2008-09 5,	896	287	0	3,400	9,583
62%		3%	0%	35%	

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

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	<b>Single Car</b>	<b>Multi Car</b>	<b>Unit Train</b>	<b>Truck</b>	<b>Total</b>
2008-09 4,	392	652	29	732	5,805
7	6%	11%	0%	13%	

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