

**Annual North Dakota Elevator
Marketing Report, 1998-99**

**Charlie Cooper
Kimberly Vachal**

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**ANNUAL NORTH DAKOTA ELEVATOR
MARKETING REPORT, 1998-99**

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in cooperation with

**North Dakota Wheat Commission
North Dakota Public Service Commission
North Dakota Grain Dealers Association**

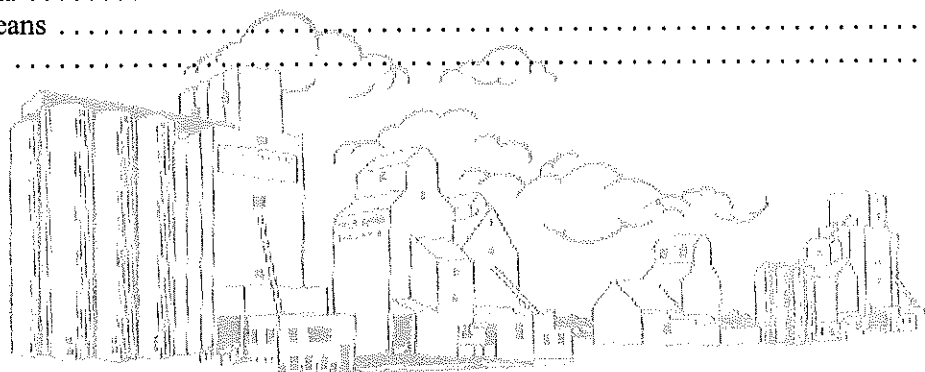
and

Special thanks to the **North Dakota Elevator Industry** who provide these data monthly.

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Overview

The *Annual North Dakota Elevator Marketing Report for 1998-99* was prepared by Charlie Cooper and Kimberly Vachal, 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. **1998-99 numbers represent 95 percent of the required reports.**

Scope of Report

Data are tabulated according to elevator type to provide general information on characteristics that describe commodity flows or provide a benchmark for elevators.

- **Turnover:** Equal to the ratio of volume of grain handled to the storage capacity available.
- **Destination:** Duluth-Superior, Minneapolis-St. Paul (include other MN and WI), PNW, Midland-Southwest, North Dakota, and miscellaneous markets.
- **Origin:** Nine crop reporting districts.
- **Mode:** Truck or rail.
- **Elevator Size:** Elevators are stratified into four groups based on the number of cars an elevator can load without railroad switching services (1) Single Car (1 to 24 cars), (2) Multiple Car (25 to 49 cars), (3) Unit Train (50 to 99 cars), (4) No Rail, and (5) 100-car (100 cars or more).
- **Time:** Crop year, from July 1998 to June 1999.
- **Commodity:** Hard red spring wheat, durum, barley, sunflowers, oats, soybeans, canola, and corn.

Organization of the Report

Five groups of data will be presented this report: (1) individual elevator performance (eg. 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 (eg. size and location).

Definition of Elevator Summary Variables

Storage: Bushels of storage as reported by the elevator to the ND PSC.

Turnover Ratio: Ratio of grain and oilseed shipments to available storage capacity.

Elevator Size:

No Rail Elevator:	Elevator with no rail service
Single Car Elevator:	Elevator with track space for 1 to 24 cars
Multi Car Elevator:	Elevator with track space for 25 to 49 cars
Unit Train Elevator:	Elevator with track space for 50 to 99 cars
100-Car Elevator:	Elevator with track space for 100 cars or more

Information used in the reports was based on railroad and ND PSC data. Track space refers to the number of cars that can be loaded without railroad switching assistance.

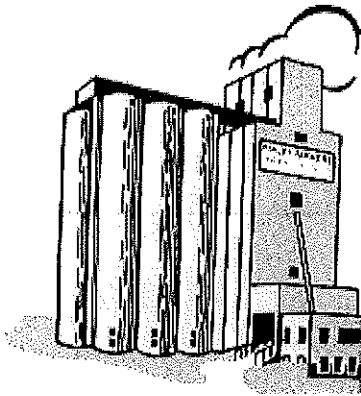
Mode for Grain & Oilseed Shipments by Rail:

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

Information used in reports was based on the monthly grain and oilseed movement and storage reports that elevators submit to the ND PSC.

Destinations for Grain and Oilseed Shipments:

Destinations for grain and oilseed shipments, reported by the elevators in the monthly reports, are not final destinations for shipments. The destinations reported for rail shipments are the Waybill destinations. The destinations for truck shipments are reported as they are specified on the billing statement.



North Dakota Elevators, 1998-99

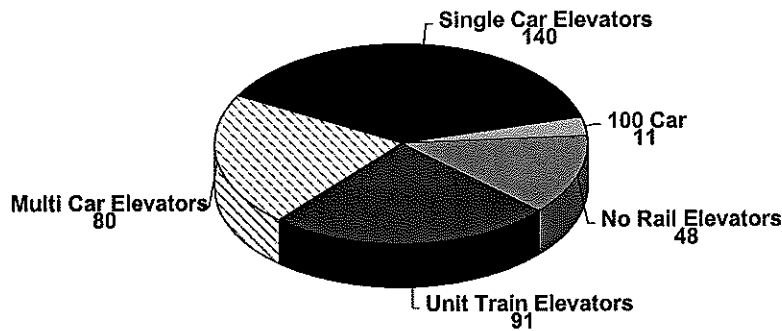
Storage: 213,574 Thousand Bu.

Grain Shipped to End User: 457,473 Thousand Bu.

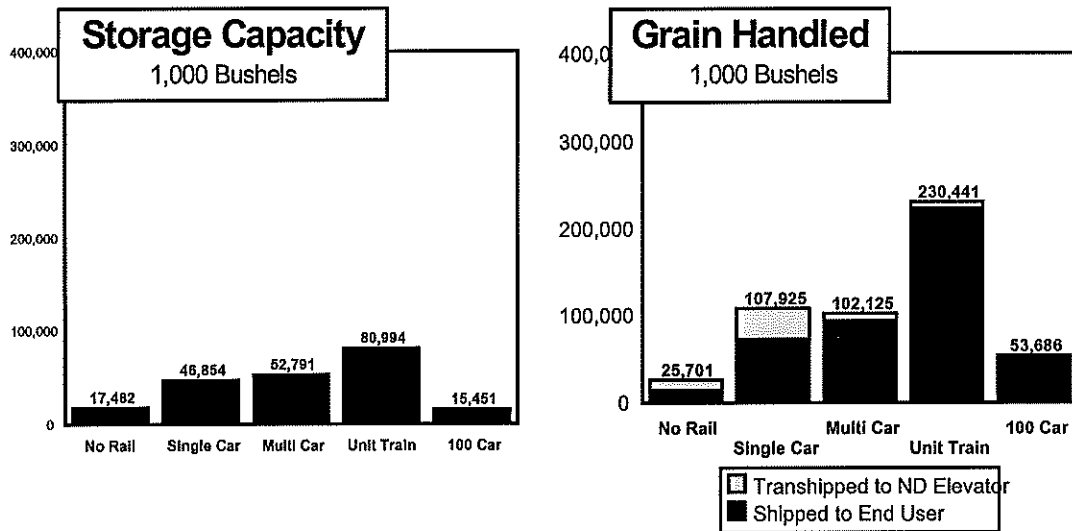
Grain Transhipped to ND Elevator: 62,408 Thousand Bu.

Average Turnover: 4.7

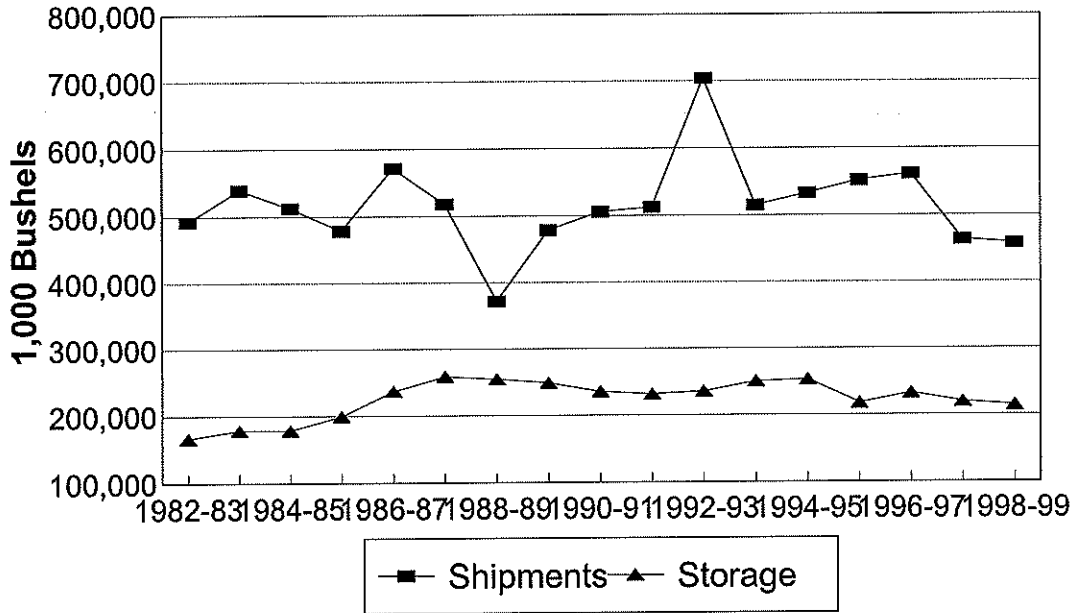
Elevator Categories



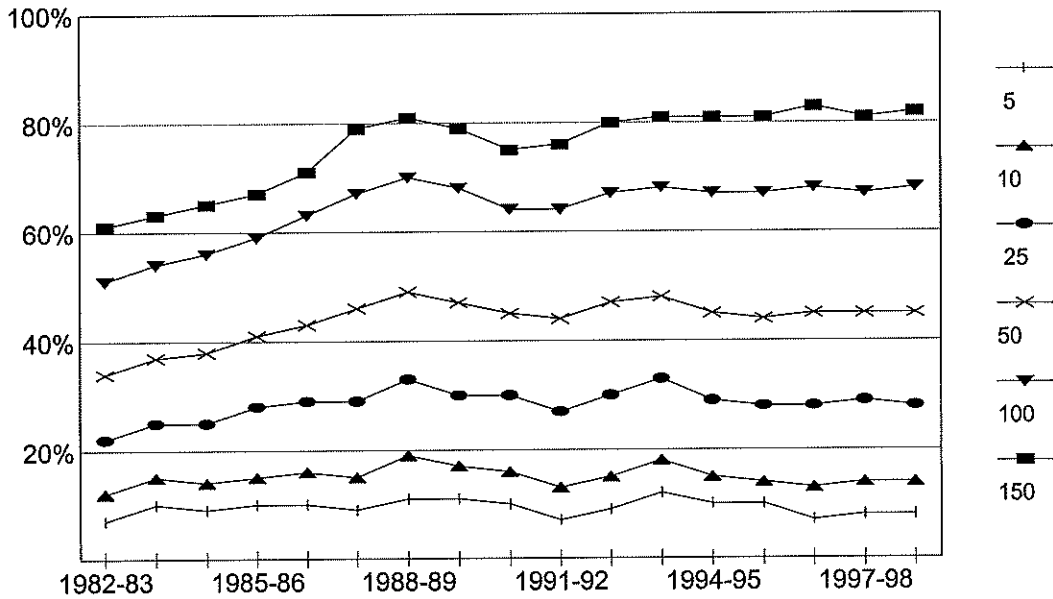
Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance (pg iv).



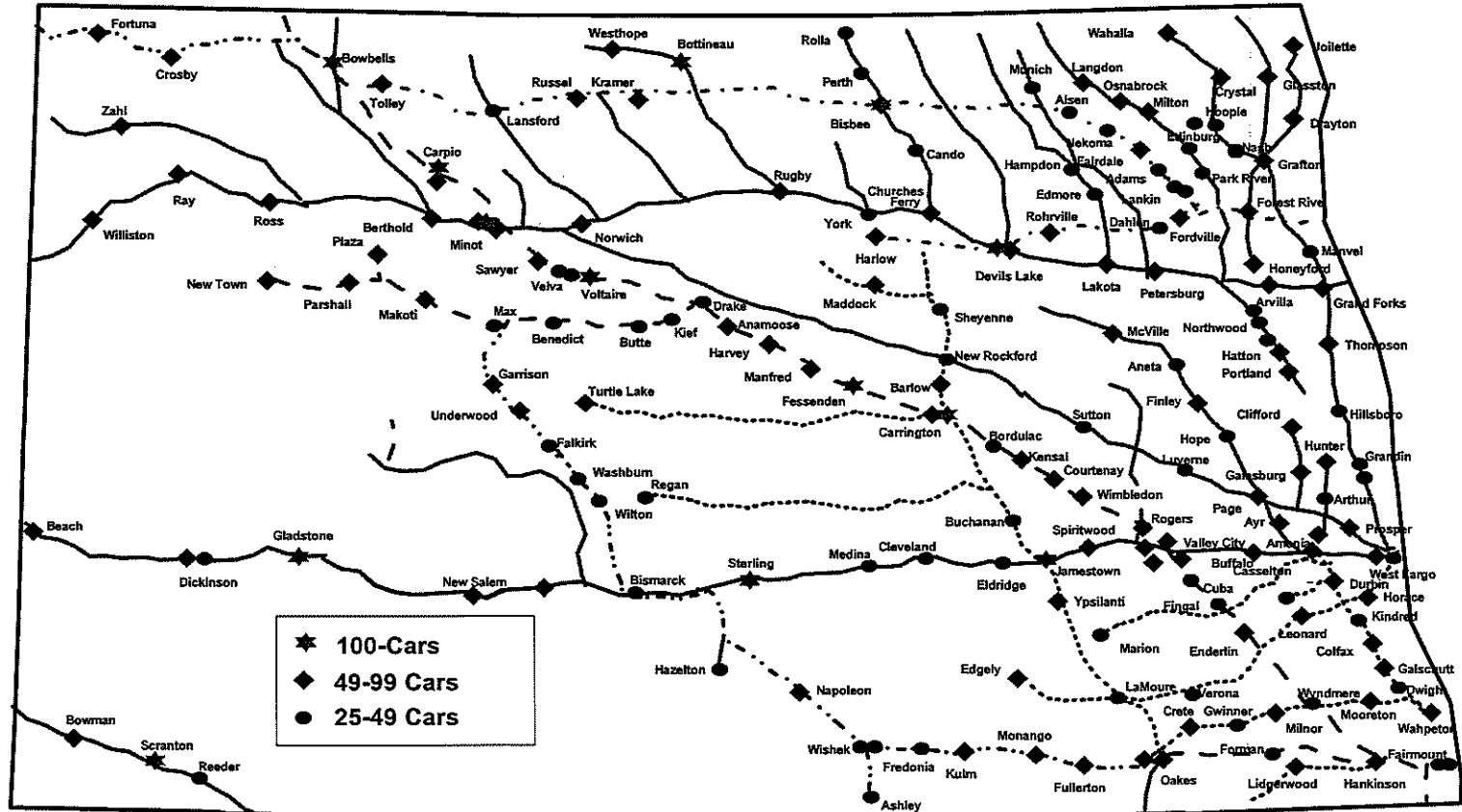
Storage and Total Grain Shipments for North Dakota Elevators



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



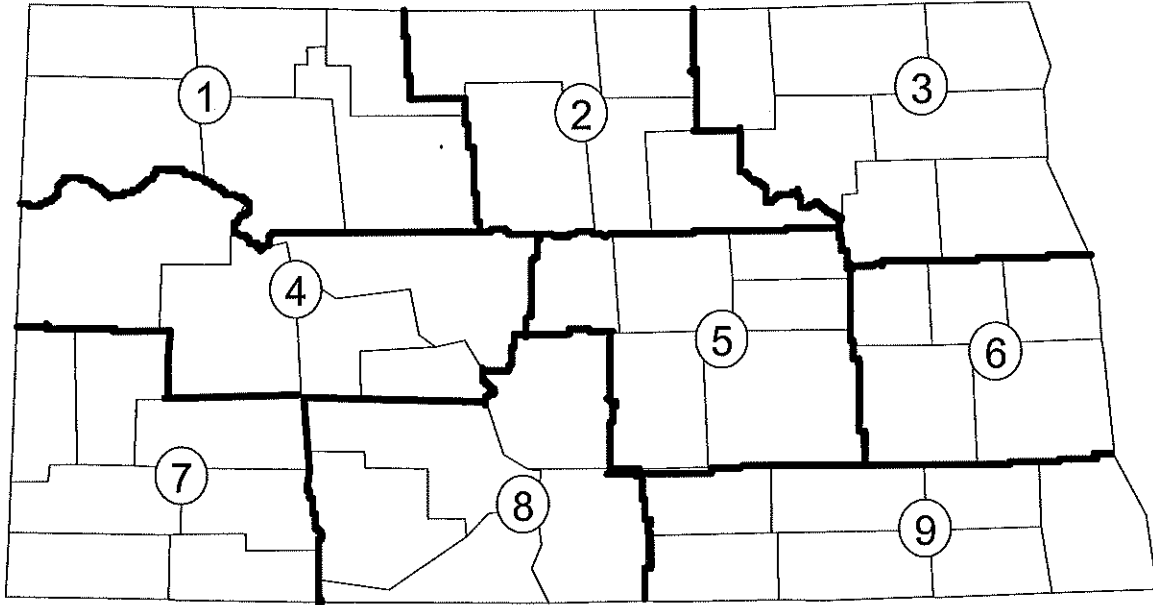
North Dakota Multicar, Unit & Shuttle Train Car Loading Stations, 1999



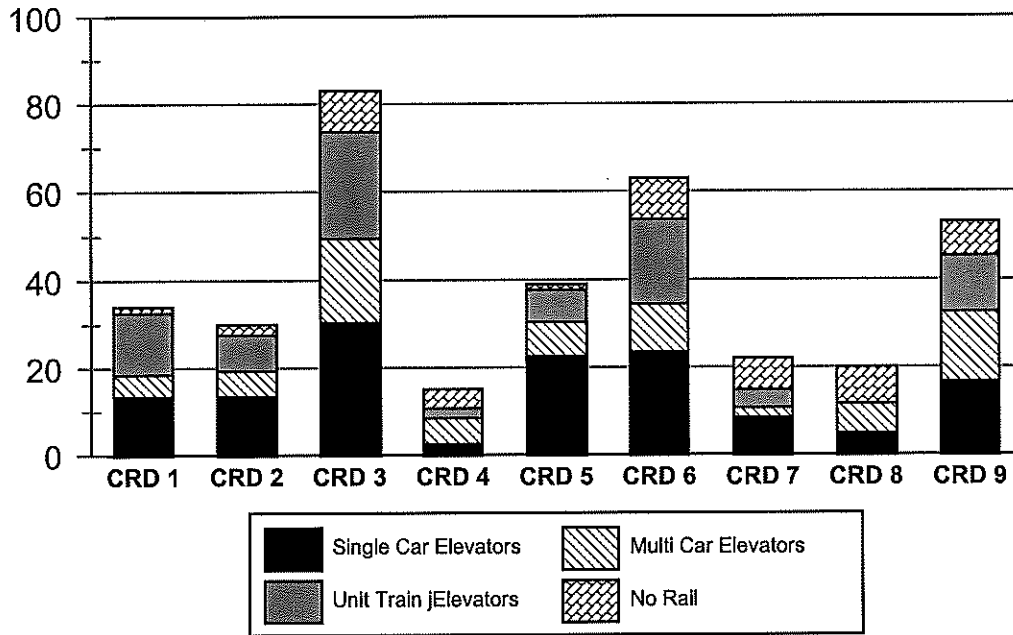
★ 100-Cars
 ◆ 49-99 Cars
 ● 25-49 Cars

Burlington Northern	—————	Red River Valley & Western (1987)
CP Rail	- - - - -	Dakota, Missouri Valley & Western (1991)	- · - · -
		Northern Plains (1997)	- - - - -

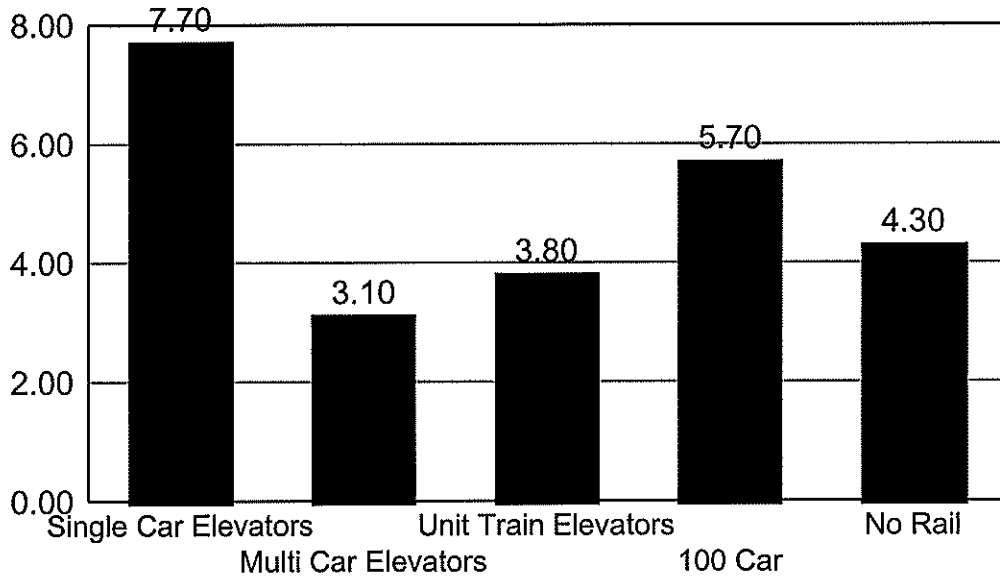
NORTH DAKOTA CROP REPORTING DISTRICTS



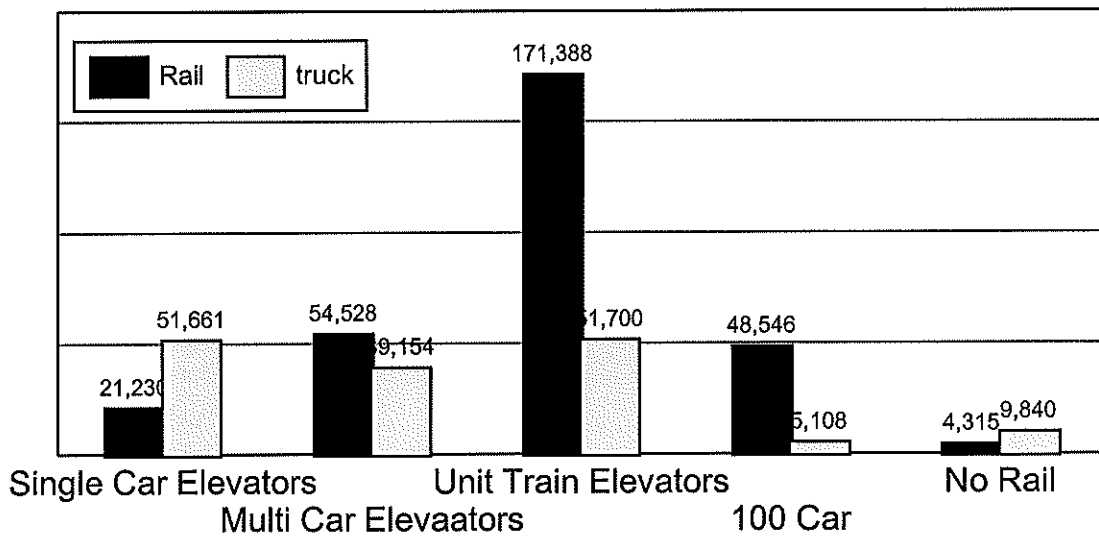
Elevators in Each CRD, 1998-99



Turnover Ratios for Each Elevator Category, 1998-99
 - Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 1998-99
 -Thousand Bushels -



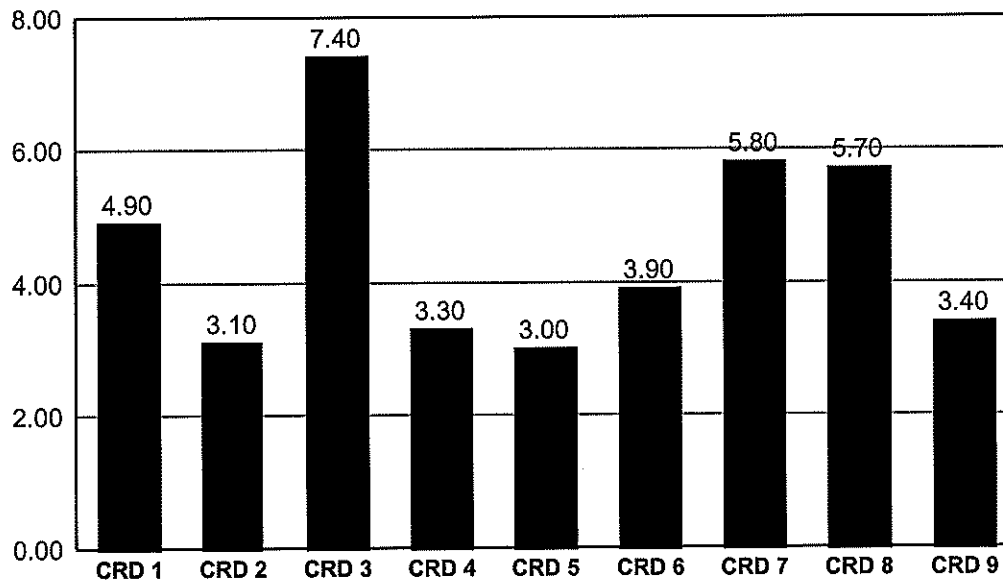
**ND Elevator Storage, Shipments, and Turnover Ratios
for Each CRD, 1998-99**

CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	37	20,357,200	3,306,472	54,675,372	4.90
2	32	15,711,000	24,962,077	92,029,456	3.10
3	85	47,461,752	24,962,077	92,029,456	7.40
4	15	6,881,050	1,724,215	18,863,539	3.30
5	41	30,637,700	8,805,871	41,132,954	3.00
6	63	44,078,492	8,400,016	95,954,044	3.90
7	23	11,342,300	5,804,034	28,202,184	5.80
8	20	5,975,000	3,310,002	12,358,740	5.70
9	54	31,130,059	3,576,883	73,721,677	3.40
All	370	213,574,553	84,851,647	508,967,422	4.50

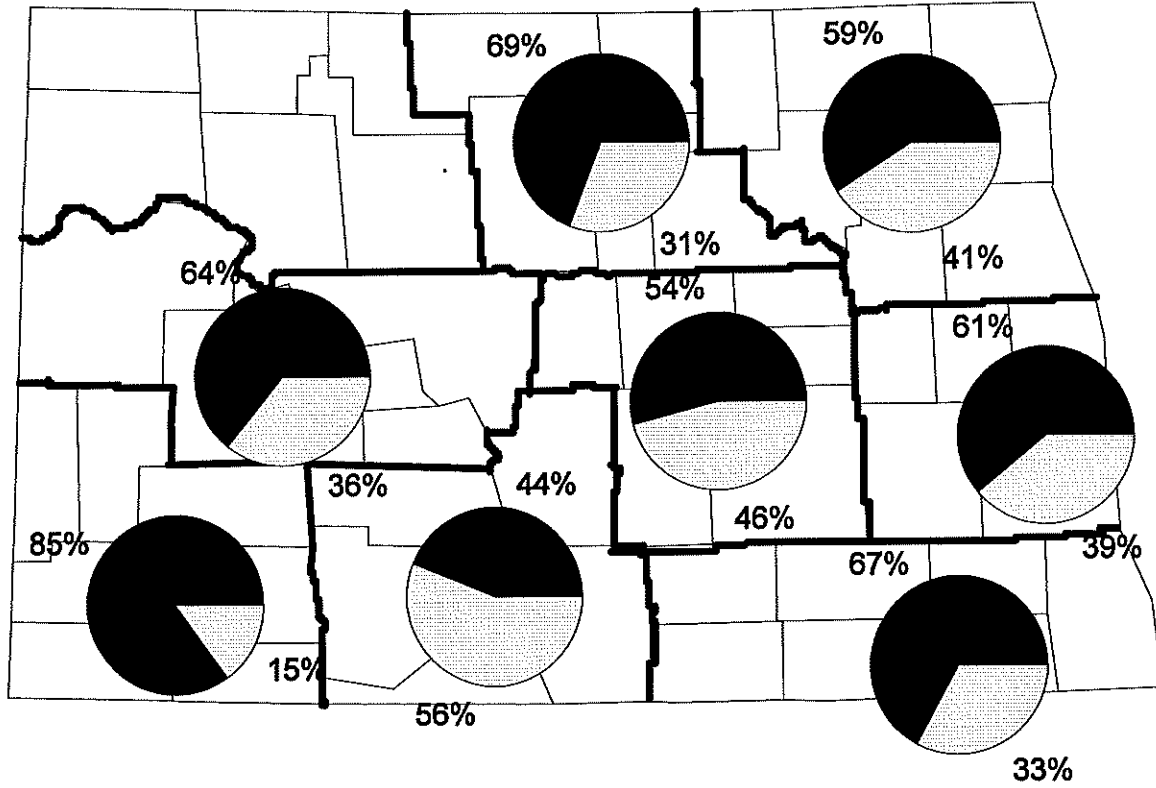
^aBushels transhipped to other ND elevators.

^bBushels shipped to processors, and various export points.

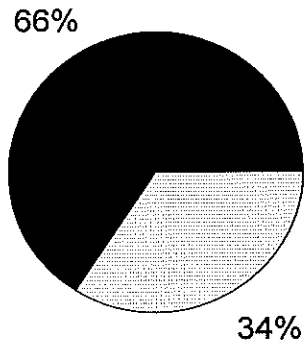
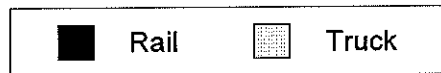
**Average Turnover of Shipments to Storage for Each CRD, 1998-99
- Weighted by grain shipments -**

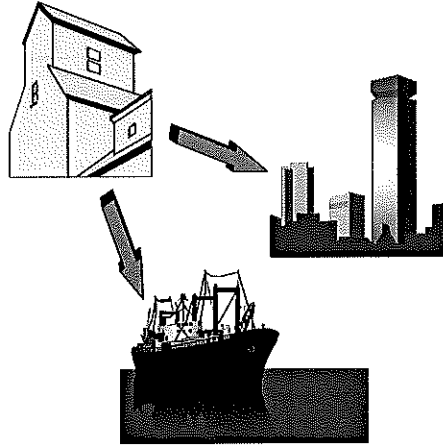
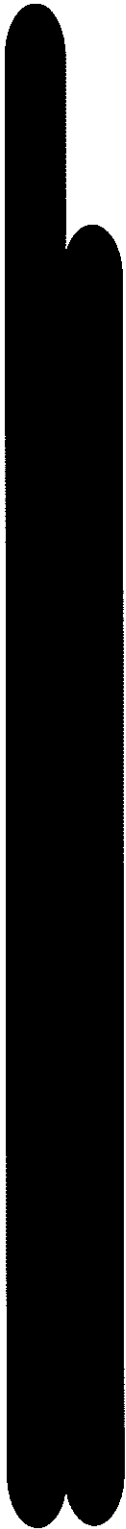


Modal Share of Grain and Oilseed Shipments from Each CRD, 1998-99



Rail/Truck Share of Grain and Oilseed Shipments from ND, 1998-99



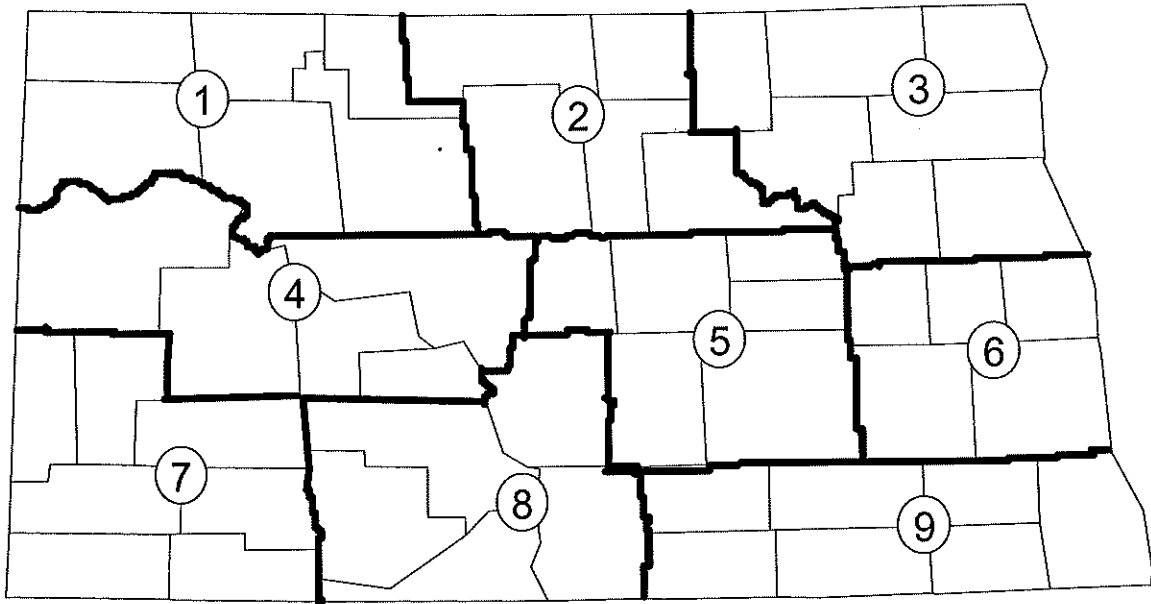


DESTINATIONS FOR GRAIN AND OILSEED SHIPMENTS ORIGINATING FROM NORTH DAKOTA ELEVATORS

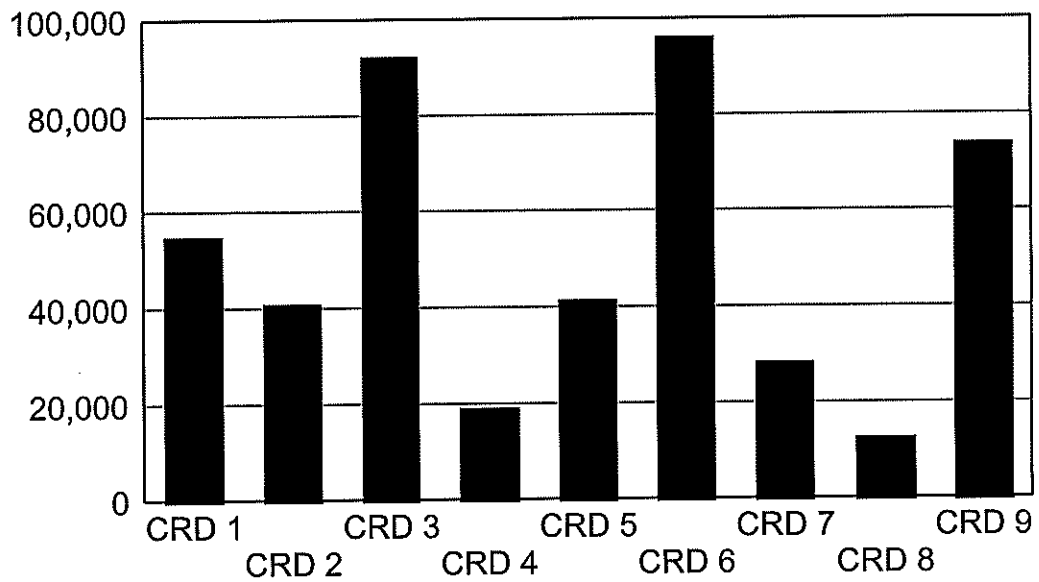


All Grains & Oilseeds

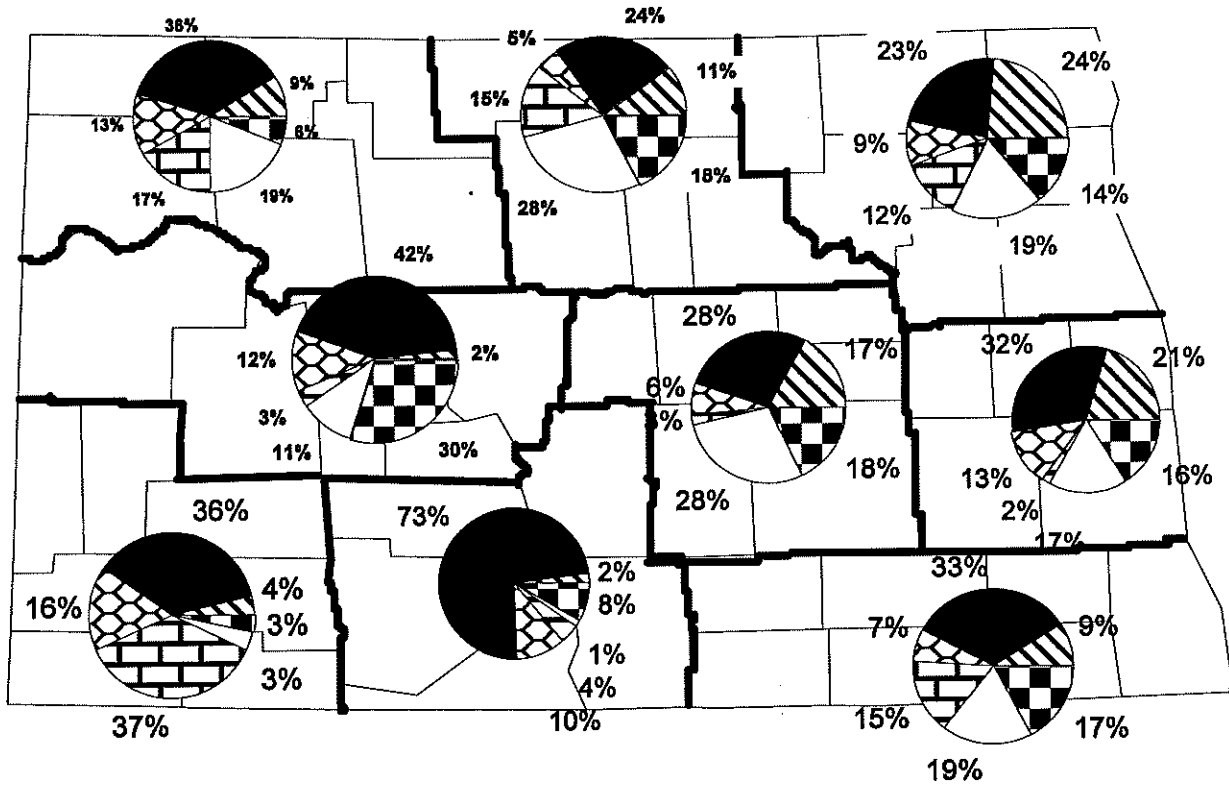
North Dakota Crop Reporting Districts



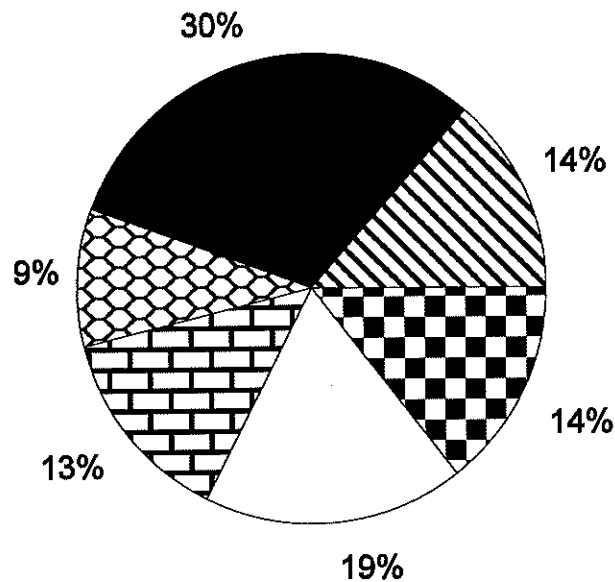
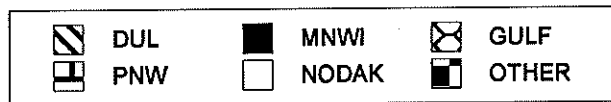
Grain & Oilseed Shipments Originating from each CRD, 1998-99
- 1,000 Bu -



Destinations for Grain & Oilseed Shipments, 1998-99



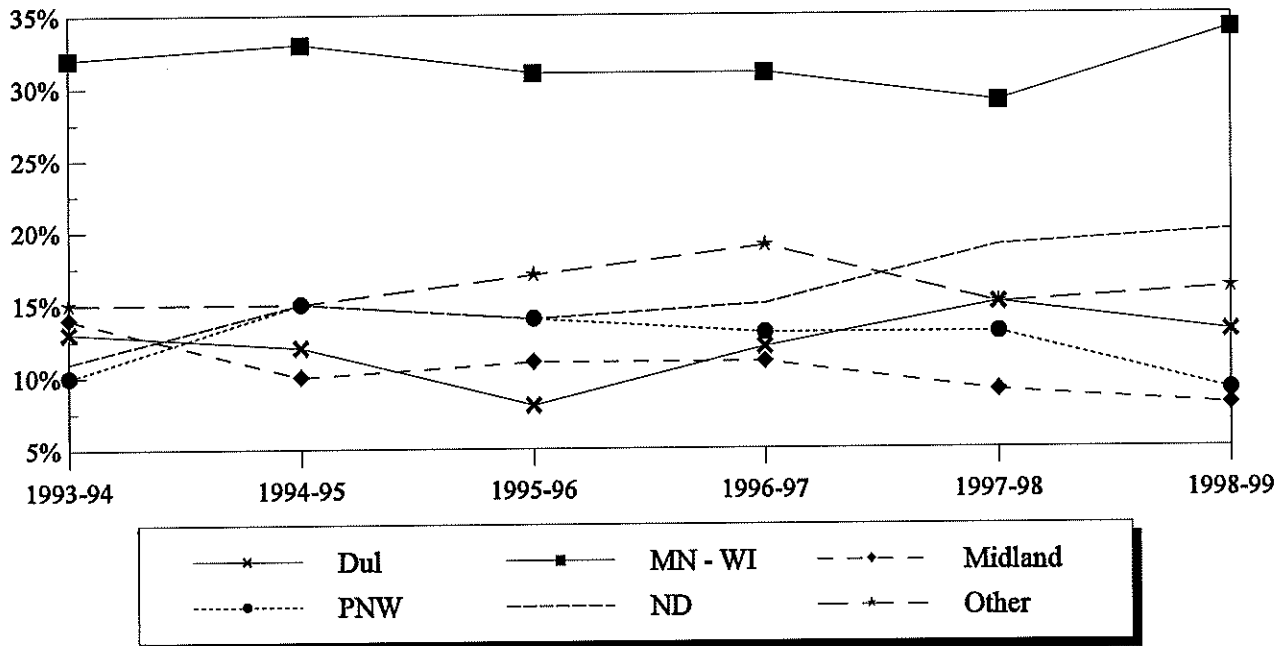
All North Dakota



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

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1993-94	66,452	168,890	71,516	82,949	54,370	78,047	522,235
	13%	32%	14%	16%	10%	15%	
1994-95	62,920	174,791	52,804	82,823	77,563	82,332	533,233
	12%	33%	10%	16%	15%	15%	
1995-96	46,572	177,764	62,904	104,130	76,640	97,131	565,142
	8%	31%	11%	18%	14%	17%	
1996-97	62,308	158,553	56,208	66,838	77,047	96,221	517,175
	12%	31%	11%	13%	15%	19%	
1997-98	65,502	140,473	42,836	62,414	85,979	65,738	462,945
	15%	29%	9%	13%	19%	15%	
1998-99	57,419	153,855	36,300	41,752	92,800	75,346	457,473
	13%	34%	8%	9%	20%	16%	

Destinations for Grain and Oilseed Shipments



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

CRD 1								CRD 2							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1992-93	3%	19%	8%	49%	1%	20%	35,157	1992-93	11%	22%	11%	20%	20%	16%	55,963
1993-94	8%	30%	19%	23%	8%	13%	103,041	1993-94	8%	29%	13%	17%	15%	18%	53,735
1994-95	6%	36%	18%	19%	8%	13%	91,368	1994-95	6%	28%	6%	10%	29%	20%	49,978
1995-96	7%	37%	20%	16%	5%	15%	65,801	1995-96	10%	39%	6%	9%	23%	12%	35,947
1996-97	8%	34%	16%	17%	13%	12%	66,374	1996-97	10%	34%	4%	9%	19%	24%	48,029
1997-98	9%	36%	13%	17%	19%	6%	54,183	1997-98	11%	24%	5%	15%	28%	18%	44,327
1998-99	4%	46%	8%	13%	19%	9%	54,675	1998-99	9%	28%	7%	13%	30%	12%	40,535

CRD 3								CRD 4							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1992-93	23%	23%	26%	2%	8%	18%	182,269	1992-93	3%	42%	16%	20%	11%	9%	20,522
1993-94	22%	26%	18%	9%	9%	15%	97,902	1993-94	3%	50%	20%	14%	1%	12%	20,403
1994-95	19%	31%	10%	10%	12%	18%	100,348	1994-95	4%	49%	6%	9%	15%	17%	19,722
1995-96	13%	30%	11%	17%	12%	16%	100,985	1995-96	5%	52%	6%	1%	16%	20%	15,557
1996-97	18%	23%	18%	7%	13%	21%	123,753	1996-97	3%	41%	14%	7%	11%	24%	18,385
1997-98	24%	23%	9%	12%	19%	14%	96,271	1997-98	2%	42%	12%	3%	11%	30%	17,456
1998-99	22%	25%	8%	5%	21%	20%	92,029	1998-99	2%	33%	16%	2%	12%	36%	18,863

CRD 5								CRD 6							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1992-93	7%	32%	17%	6%	26%	12%	71,387	1992-93	12%	30%	12%	7%	18%	21%	131,996
1993-94	12%	40%	10%	8%	12%	18%	52,755	1993-94	17%	28%	7%	15%	15%	18%	83,265
1994-95	15%	38%	9%	3%	21%	14%	48,493	1994-95	16%	28%	7%	17%	16%	15%	98,501
1995-96	8%	44%	12%	1%	19%	16%	44,278	1995-96	8%	27%	7%	27%	15%	17%	91,036
1996-97	12%	35%	8%	3%	26%	16%	45,560	1996-97	15%	31%	8%	13%	12%	21%	97,606
1997-98	17%	28%	6%	3%	28%	18%	45,456	1997-98	18%	29%	11%	12%	15%	14%	86,969
1998-99	5%	32%	8%	1%	29%	25%	41,132	1998-99	17%	32%	9%	9%	17%	16%	95,954

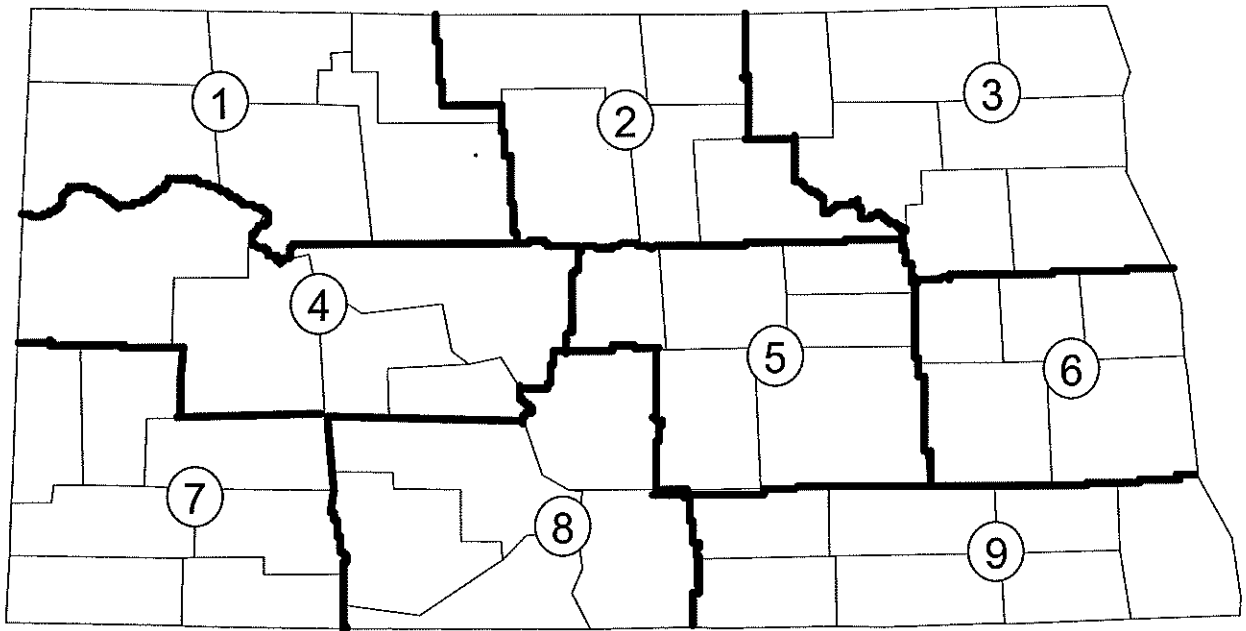
CRD 7								CRD 8							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1992-93	5%	15%	14%	54%	3%	8%	32,835	1992-93	6%	57%	25%	5%	2%	5%	15,457
1993-94	17%	11%	12%	53%	2%	5%	34,439	1993-94	7%	52%	24%	9%	4%	5%	14,576
1994-95	9%	21%	11%	54%	2%	3%	27,635	1994-95	3%	58%	21%	9%	6%	3%	12,593
1995-96	11%	26%	13%	40%	1%	9%	27,680	1995-96	1%	63%	17%	4%	5%	11%	14,020
1996-97	5%	21%	7%	61%	1%	6%	24,972	1996-97	2%	74%	11%	4%	3%	4%	10,413
1997-98	4%	36%	16%	37%	3%	3%	27,709	1997-98	2%	67%	9%	4%	10%	7%	10,692
1998-99	5%	40%	10%	30%	7%	9%	28,202	1998-99	1%	73%	3%	3%	13%	7%	12,358

CRD 9							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1992-93	5%	50%	6%	10%	13%	17%	97,587
1993-94	7%	50%	6%	5%	15%	18%	62,123
1994-95	9%	32%	6%	16%	16%	20%	84,603
1995-96	6%	26%	7%	25%	14%	22%	84,995
1996-97	9%	32%	4%	14%	21%	20%	74,002
1997-98	9%	33%	7%	15%	19%	17%	79,846
1998-99	15%	33%	6%	9%	22%	15%	73,721

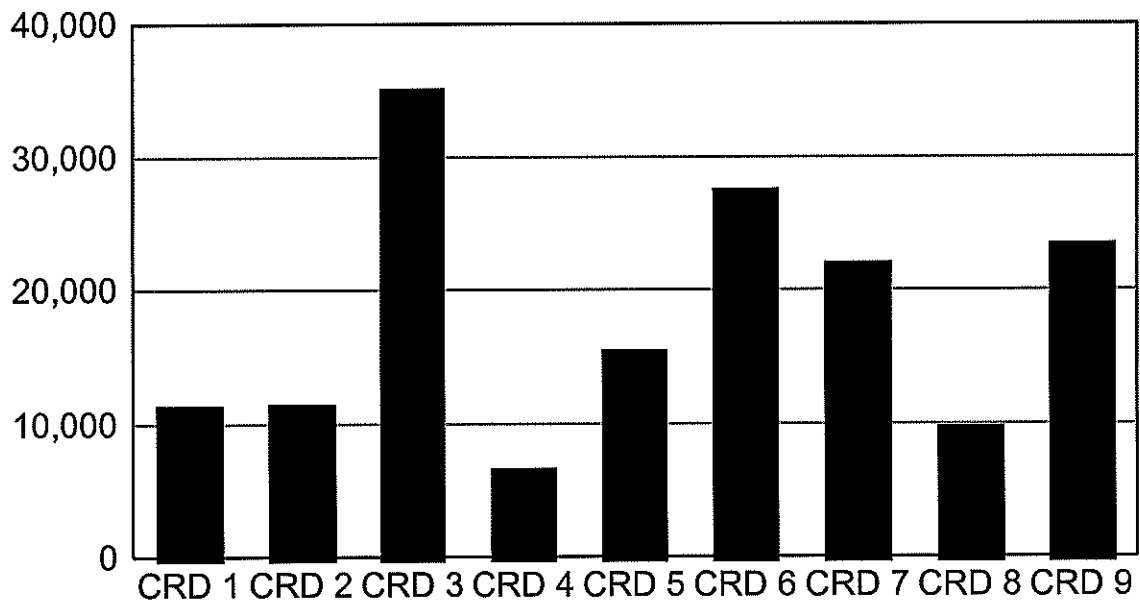


HRS Wheat

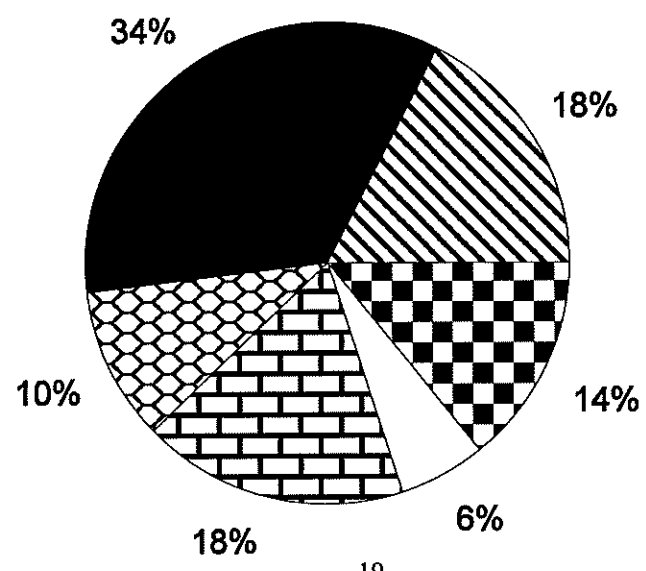
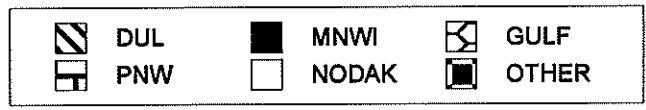
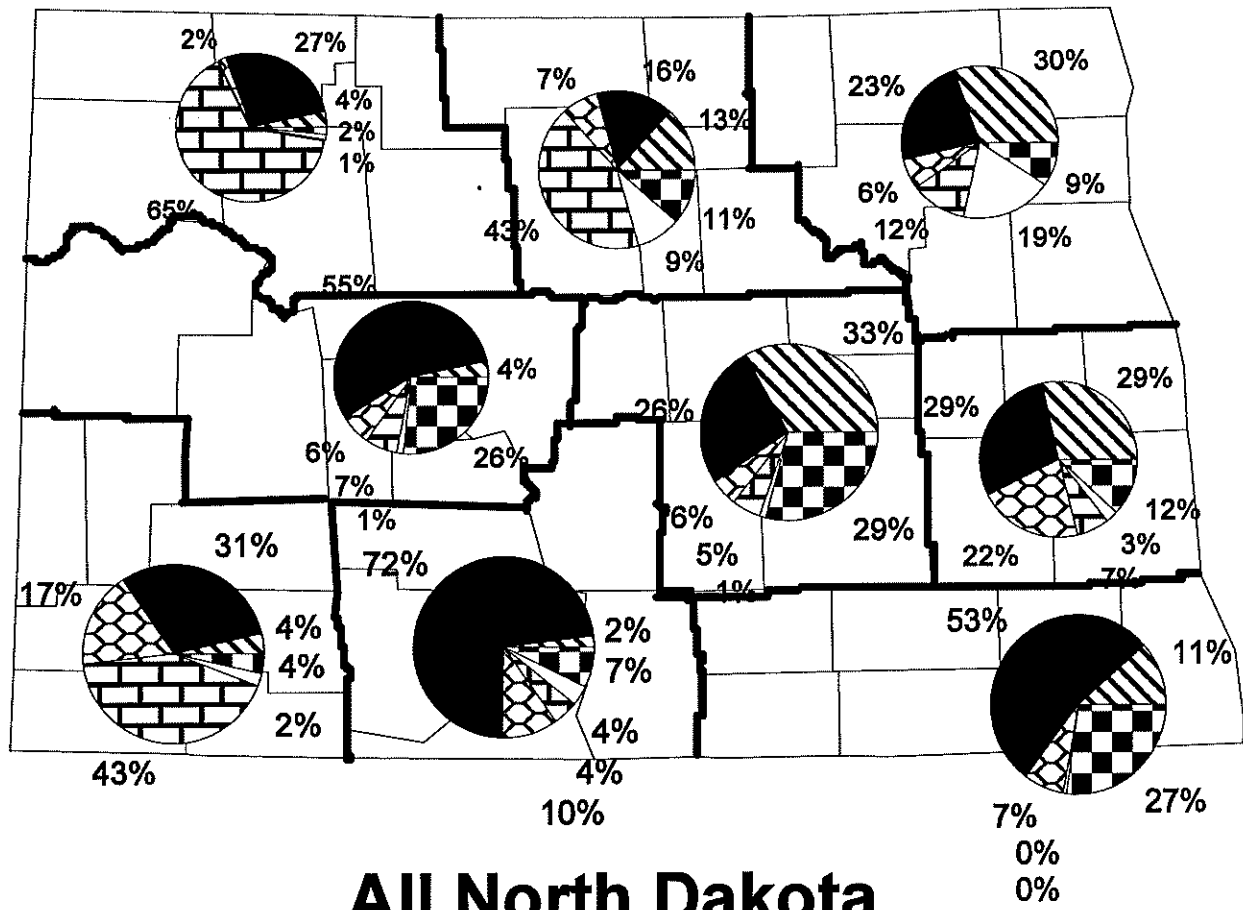
NORTH DAKOTA CROP REPORTING DISTRICTS



**Hard Red Spring Wheat
Shipments Originating from Each CRD, 1998-99**
- 1,000 Bu -



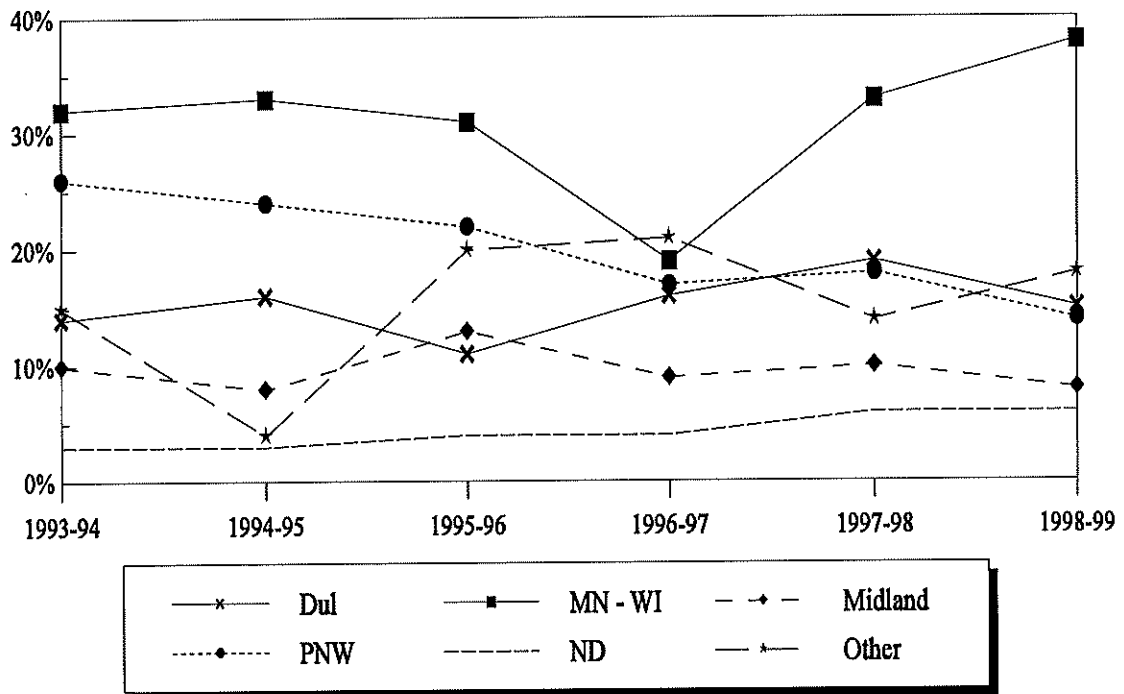
Destinations for Hard Red Spring Wheat Shipments, 1998-99



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

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1993-94	36,159	83,316	25,342	66,186	6,425	37,948	255,377
	14%	33%	10%	26%	3%	15%	
1994-95	34,840	74,999	18,672	52,971	7,510	34,894	223,886
	16%	33%	8%	24%	3%	16%	
1995-96	28,842	83,708	33,524	56,223	9,972	52,109	264,379
	11%	32%	13%	21%	4%	20%	
1996-97	36,028	72,461	21,048	37,722	8,741	47,145	223,145
	16%	32%	9%	17%	4%	21%	
1997-98	32,140	60,997	18,040	32,646	10,182	25,320	179,327
	19%	33%	10%	18%	6%	14%	
1998-99	23,864	62,504	12,904	23,187	10,104	29,965	162,531
	15%	38%	8%	14%	6%	18%	

Destinations for Hard Red Spring Wheat Shipments



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

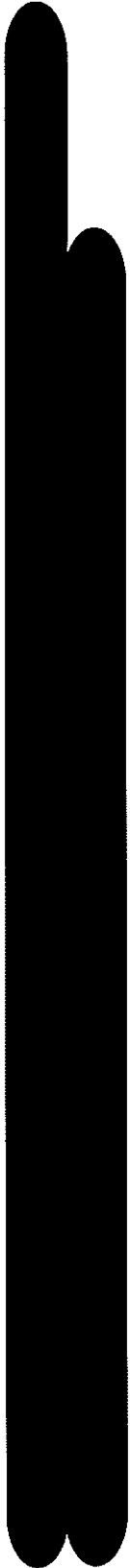
<u>CRD 1</u>								<u>CRD 2</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	
1992-93	1%	7%	5%	73%	3%	11%	37,521	1992-93	8%	20%	10%	43%	1%	18%	
1993-94	7%	26%	6%	45%	4%	12%	39,247	1993-94	8%	33%	7%	35%	3%	13%	
1994-95	11%	23%	8%	48%	2%	8%	30,431	1994-95	5%	22%	6%	23%	17%	27%	
1995-96	8%	20%	14%	45%	1%	13%	21,000	1995-96	8%	31%	8%	20%	12%	20%	
1996-97	5%	17%	10%	55%	4%	9%	17,975	1996-97	9%	31%	5%	26%	6%	23%	
1997-98	4%	27%	2%	65%	1%	2%	13,701	1997-98	13%	16%	7%	43%	9%	11%	
1998-99	4%	46%	8%	13%	19%	9%	54,675	1998-99	9%	28%	7%	13%	30%	12%	

<u>CRD 3</u>								<u>CRD 4</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other
1992-93	21%	27%	33%	1%	4%	15%	94,793	1992-93	4%	40%	12%	35%	0%	9%
1993-94	24%	30%	14%	12%	5%	15%	49,070	1993-94	5%	42%	18%	21%	0%	14%
1994-95	25%	30%	10%	18%	4%	12%	43,100	1994-95	8%	50%	2%	15%	11%	15%
1995-96	17%	23%	14%	24%	8%	15%	55,776	1995-96	9%	61%	7%	2%	5%	16%
1996-97	27%	23%	12%	6%	10%	21%	55,052	1996-97	6%	46%	9%	15%	4%	19%
1997-98	30%	23%	6%	12%	19%	9%	37,080	1997-98	4%	55%	6%	7%	1%	26%
1998-99	22%	25%	8%	5%	21%	20%	92,029	1998-99	2%	33%	16%	2%	12%	36%

<u>CRD 5</u>								<u>CRD 6</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other
1992-93	7%	46%	20%	10%	0%	17%	36,096	1992-93	14%	29%	23%	1%	1%	32%
1993-94	15%	43%	10%	13%	0%	18%	30,307	1993-94	17%	25%	6%	26%	2%	24%
1994-95	24%	46%	8%	5%	0%	17%	23,171	1994-95	19%	24%	8%	25%	1%	22%
1995-96	21%	41%	7%	5%	1%	25%	21,991	1995-96	12%	26%	10%	26%	0%	25%
1996-97	12%	26%	10%	26%	0%	25%	34,972	1996-97	22%	32%	10%	3%	2%	31%
1997-98	33%	26%	6%	5%	1%	29%	18,774	1997-98	29%	29%	22%	7%	3%	12%
1998-99	5%	32%	8%	1%	29%	25%	41,132	1998-99	17%	32%	9%	9%	17%	16%

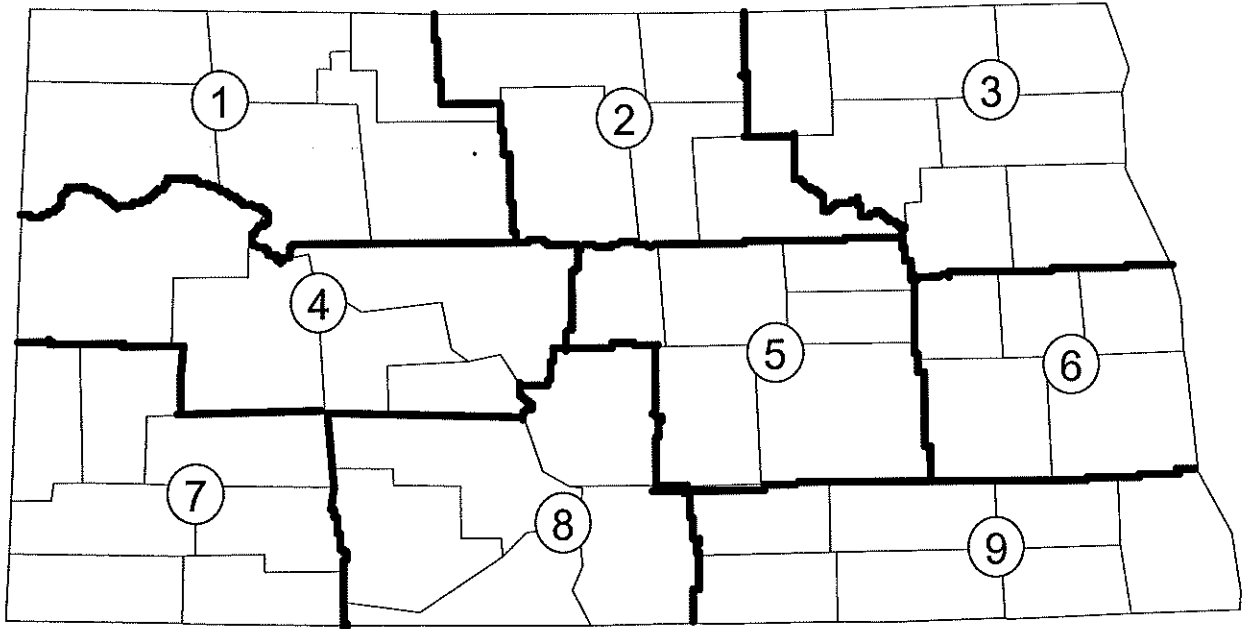
<u>CRD 7</u>								<u>CRD 8</u>						
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other
1992-93	5%	12%	14%	59%	2%	8%	29,701	1992-93	6%	60%	26%	4%	0%	4%
1993-94	18%	8%	10%	57%	1%	6%	30,409	1993-94	8%	58%	22%	8%	0%	4%
1994-95	9%	19%	8%	58%	2%	3%	25,079	1994-95	3%	62%	22%	7%	2%	3%
1995-96	11%	22%	12%	44%	1%	10%	24,593	1995-96	1%	65%	18%	4%	3%	10%
1996-97	5%	14%	6%	68%	1%	6%	21,831	1996-97	2%	75%	11%	5%	3%	4%
1997-98	4%	31%	17%	43%	2%	4%	23,779	1997-98	2%	72%	10%	4%	4%	7%
1998-99	5%	40%	10%	30%	7%	9%	28,202	1998-99	1%	73%	3%	3%	13%	7%

<u>CRD 9</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total
1992-93	7%	67%	6%	1%	0%	18%	46,911
1993-94	9%	60%	6%	1%	2%	20%	24,914
1994-95	14%	53%	5%	0%	1%	27%	31,577
1995-96	9%	45%	10%	1%	1%	34%	31,546
1996-97	12%	53%	4%	0%	0%	31%	30,319
1997-98	11%	53%	7%	0%	0%	0%	29,327
1998-99	15%	33%	6%	9%	22%	15%	73,721

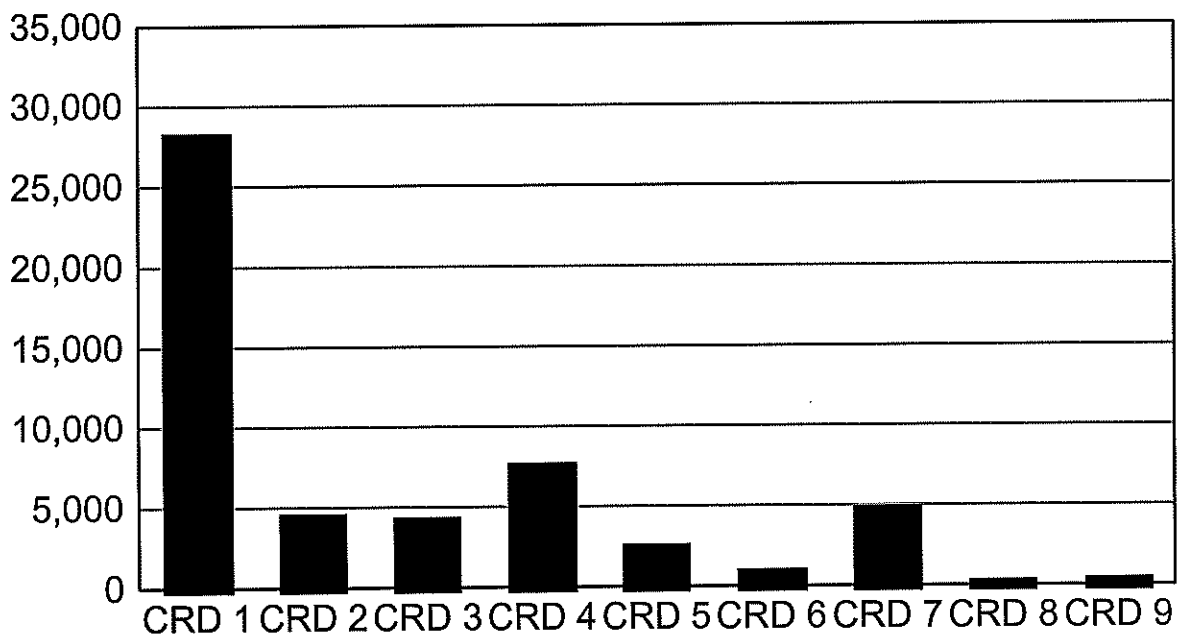


Durum

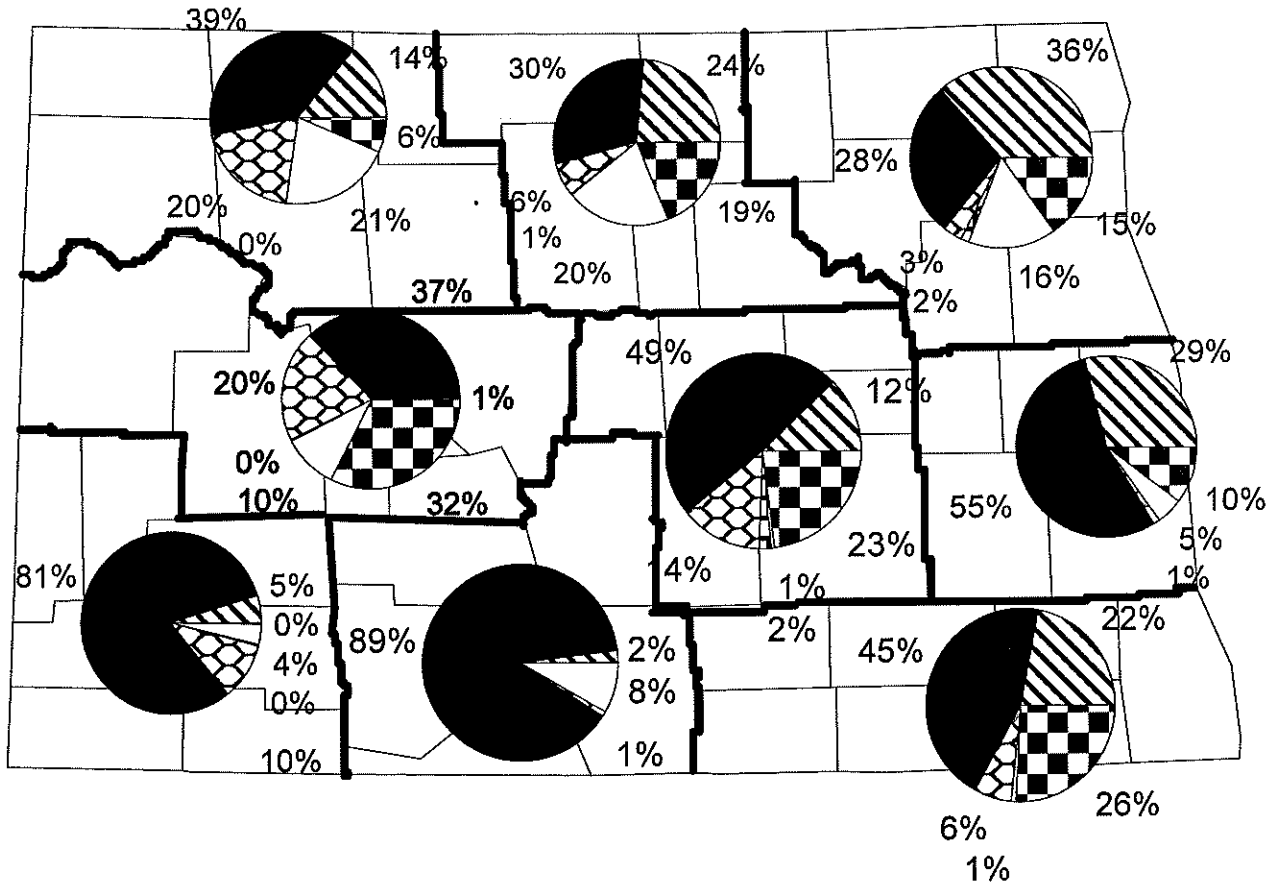
NORTH DAKOTA CROP REPORTING DISTRICTS



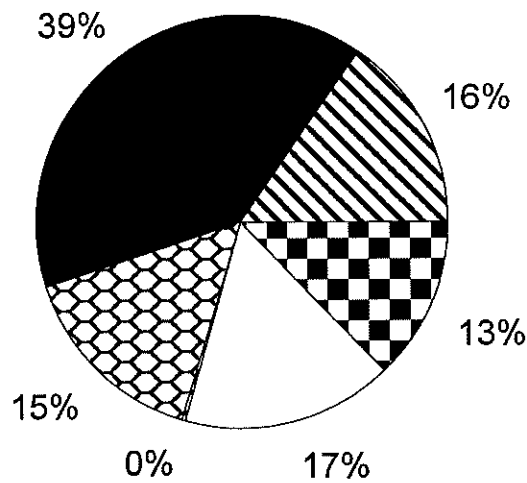
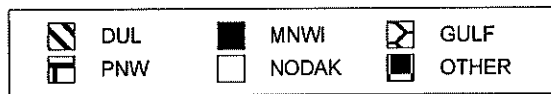
Durum Shipments Originating from Each CRD, 1998-99
- 1,000 Bu -



Destinations for Durum Shipments, 1998-99



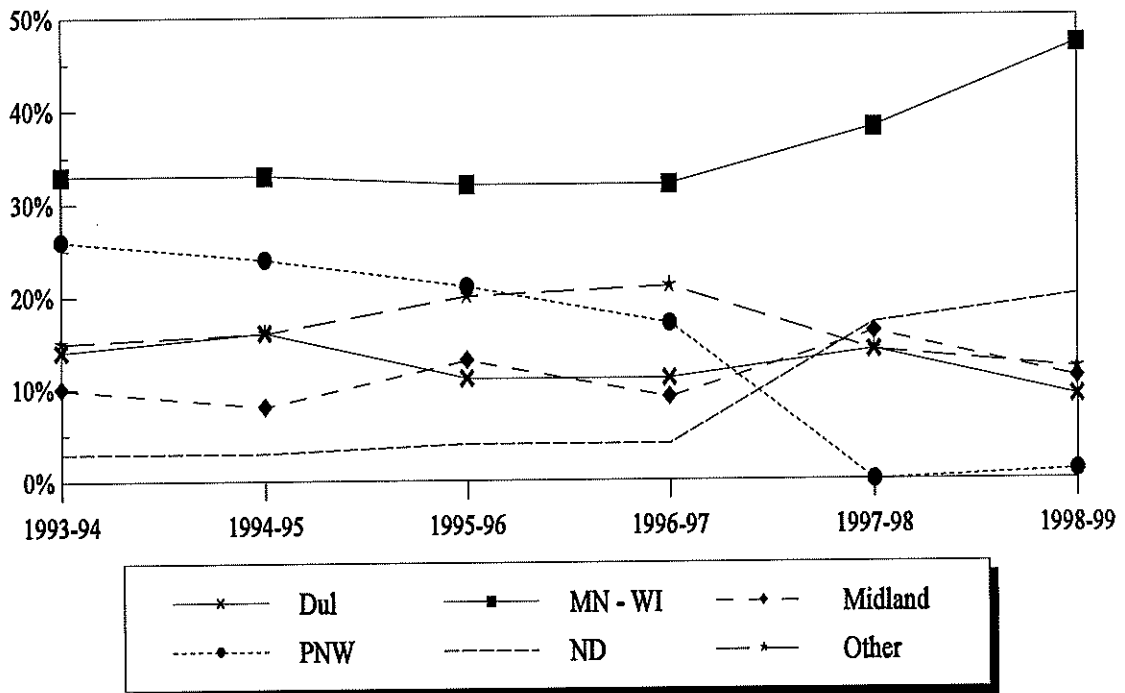
All North Dakota



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

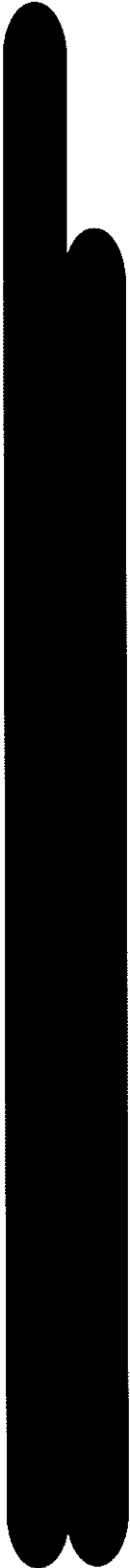
	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1993-94	12,798	31,610	19,725	2,359	6,808	11,439	84,740
	15%	37%	23%	3%	8%	13%	
1994-95	6,592	31,165	12,590	1,569	6,493	11,152	69,562
	9%	45%	18%	2%	9%	16%	
1995-96	7,481	27,853	15,461	692	7,125	12,260	70,875
	11%	39%	22%	1%	10%	17%	
1996-97	10,541	29,663	11,333	879	6,579	9,717	68,712
	15%	43%	16%	1%	10%	14%	
1997-98	9,091	22,650	8,727	216	9,530	7,334	57,550
	14%	38%	16%	0%	17%	14%	
1998-99	4,796	25,393	5,994	607	10,663	6,365	53,821
	9%	47%	11%	1%	20%	12%	

Destinations for Durum Shipments



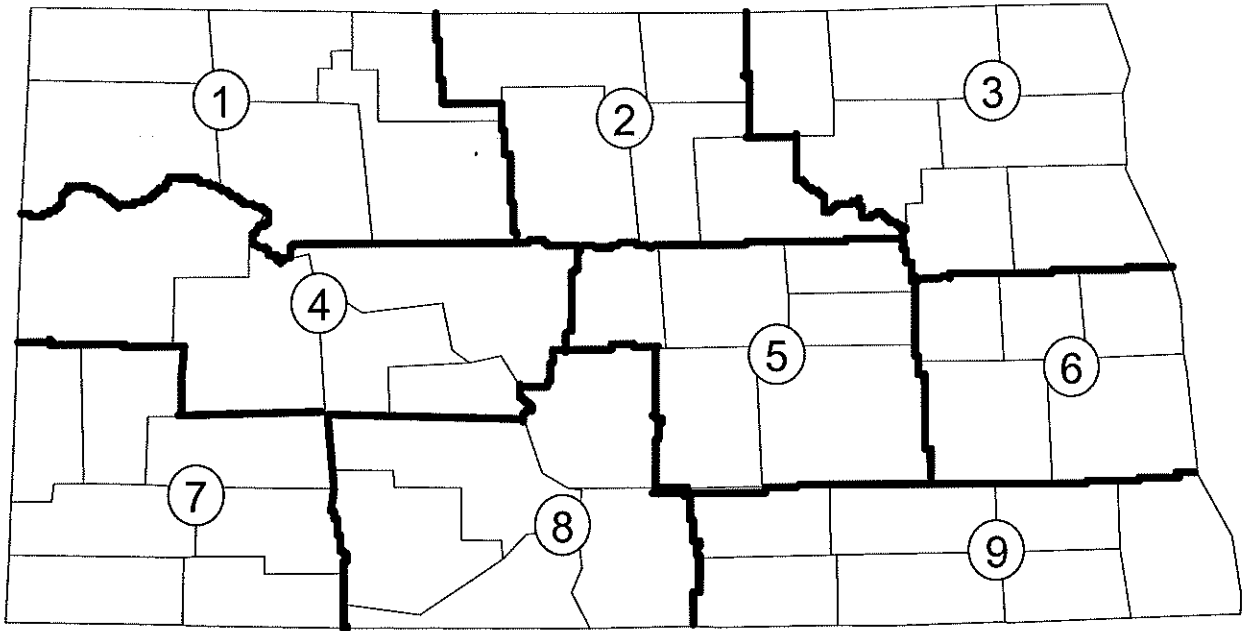
**Destinations for Durum Shipments from ND CRDs
(1,000 Bushels)**

<u>CRD 1</u>								<u>CRD 2</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1992-93	14%	36%	20%	6%	7%	17%	36,685	1992-93	20%	35%	10%	1%	20%	14%	13,518
1993-94	12%	32%	30%	3%	8%	15%	43,241	1993-94	15%	38%	12%	2%	14%	20%	13,427
1994-95	6%	47%	26%	3%	5%	13%	37,976	1994-95	10%	31%	6%	3%	19%	31%	10,179
1995-96	10%	39%	31%	1%	3%	16%	30,450	1995-96	15%	42%	8%	0%	30%	6%	8,610
1996-97	12%	44%	23%	2%	9%	11%	34,707	1996-97	22%	38%	4%	0%	14%	22%	11,382
1997-98	14%	39%	20%	0%	21%	6%	29,714	1997-98	24%	30%	6%	1%	20%	19%	7,204
1998-99	7%	52%	9%	2%	26%	5%	28,246	1998-99	14%	33%	3%	1%	32%	17%	4,508
<u>CRD 3</u>								<u>CRD 4</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1992-93	42%	22%	25%	1%	5%	6%	23,493	1992-93	3%	95%	0%	0%	0%	2%	1,416
1993-94	33%	28%	21%	1%	10%	7%	12,422	1993-94	1%	67%	25%	0%	0%	6%	5,119
1994-95	21%	36%	10%	2%	16%	15%	10,160	1994-95	1%	63%	10%	0%	10%	15%	4,957
1995-96	26%	29%	15%	1%	22%	8%	6,344	1995-96	1%	58%	0%	0%	6%	35%	3,709
1996-97	38%	32%	4%	4%	15%	7%	7,118	1996-97	1%	42%	21%	0%	6%	30%	7,216
1997-98	36%	28%	3%	2%	16%	15%	6,519	1997-98	1%	37%	20%	0%	10%	32%	7,351
1998-99	19%	46%	2%	0%	18%	15%	4,289	1998-99	1%	23%	33%	0%	7%	11%	7,673
<u>CRD 5</u>								<u>CRD 6</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1992-93	40%	44%	6%	0%	1%	8%	3,549	1992-93	36%	28%	9%	0%	0%	27%	2,013
1993-94	10%	69%	11%	0%	3%	7%	4,359	1993-94	30%	46%	17%	0%	1%	6%	1,706
1994-95	16%	47%	10%	0%	9%	19%	3,211	1994-95	52%	36%	6%	0%	1%	5%	885
1995-96	13%	71%	2%	2%	7%	6%	1,887	1995-96	16%	36%	12%	25%	4%	6%	363
1996-97	14%	47%	28%	0%	3%	9%	3,221	1996-97	24%	69%	1%	0%	0%	6%	906
1997-98	12%	49%	14%	2%	1%	23%	2,484	1997-98	29%	54%	1%	0%	5%	10%	239
1998-99	15%	47%	19%	0%	7%	11%	2,562	1998-99	17%	51%	12%	11%	3%	7%	987
<u>CRD 7</u>								<u>CRD 8</u>							
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1992-93	2%	74%	5%	6%	7%	5%	1,712	1992-93	6%	83%	6%	1%	3%	0%	431
1993-94	12%	48%	13%	21%	5%	2%	2,663	1993-94	9%	75%	10%	1%	2%	3%	242
1994-95	5%	71%	8%	5%	1%	9%	1,301	1994-95	0%	95%	1%	0%	0%	3%	154
1995-96	9%	85%	2%	0%	0%	5%	1,960	1995-96	0%	94%	4%	0%	0%	0%	49
1996-97	5%	75%	6%	1%	1%	11%	2,590	1996-97	5%	86%	3%	6%	0%	0%	109
1997-98	5%	81%	10%	0%	4%	0%	3,469	1997-98	2%	87%	1%	0%	8%	0%	137
1998-99	8%	72%	3%	0%	12%	5%	4,853	1998-99	0%	98%	1%	0%	1%	0%	285
<u>CRD 9</u>															
	Duluth	MN-WI	Midland	PNW	ND	Other	Total								
1992-93	46%	43%	0%	0%	3%	8%	216								
1993-94	19%	42%	4%	1%	0%	33%	1,570								
1994-95	22%	52%	6%	1%	1%	19%	750								
1995-96	15%	50%	20%	0%	1%	14%	348								
1996-97	10%	59%	15%	0%	1%	15%	523								
1997-98	22%	45%	6%	0%	1%	26%	429								
1998-99	52%	36%	4%	0%	0%	9%	414								

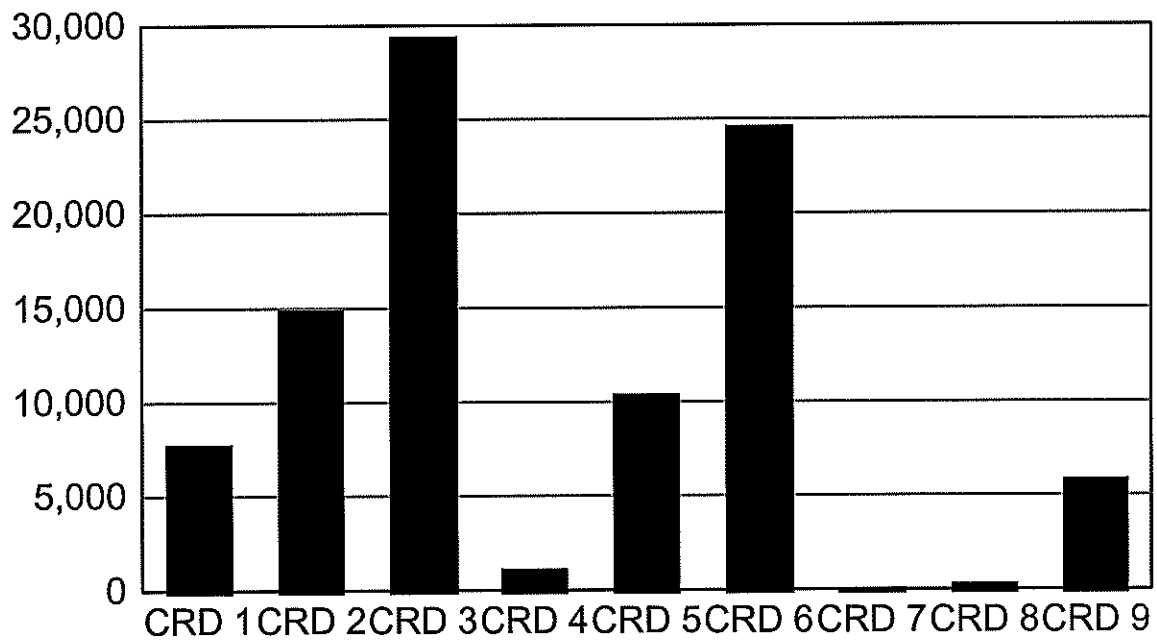


Barley

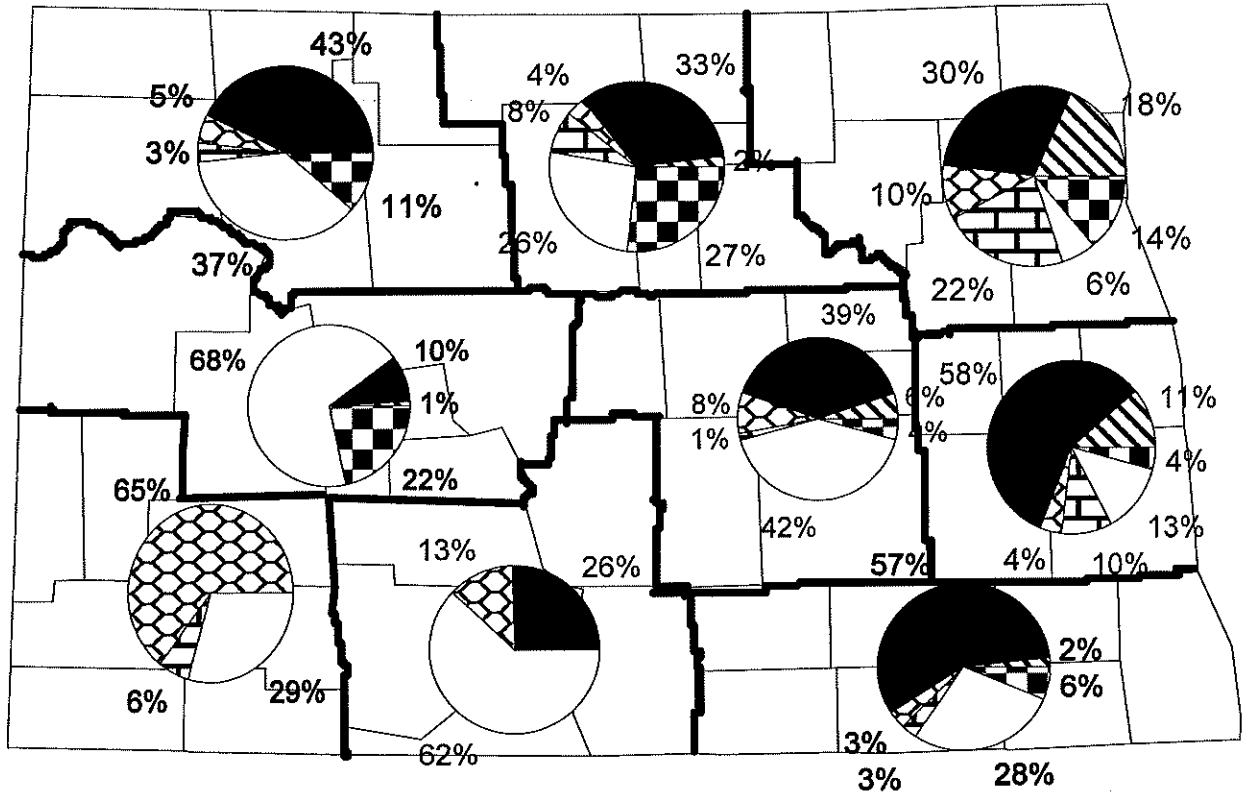
NORTH DAKOTA CROP REPORTING DISTRICTS



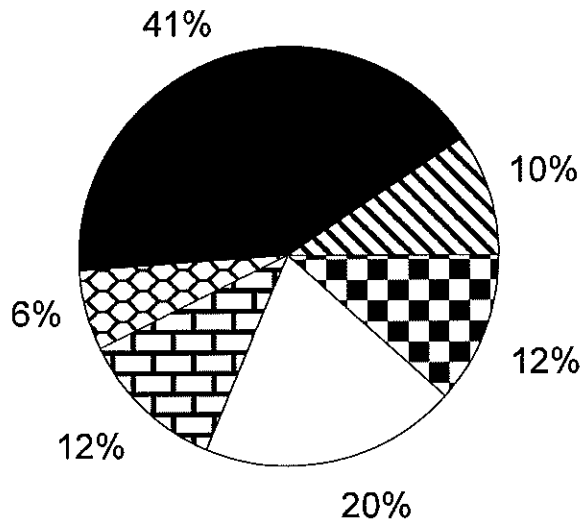
Barley Shipments Originating from Each CRD, 1998-98
- 1,000 Bu -



Destinations for Barley Shipments, 1998-99



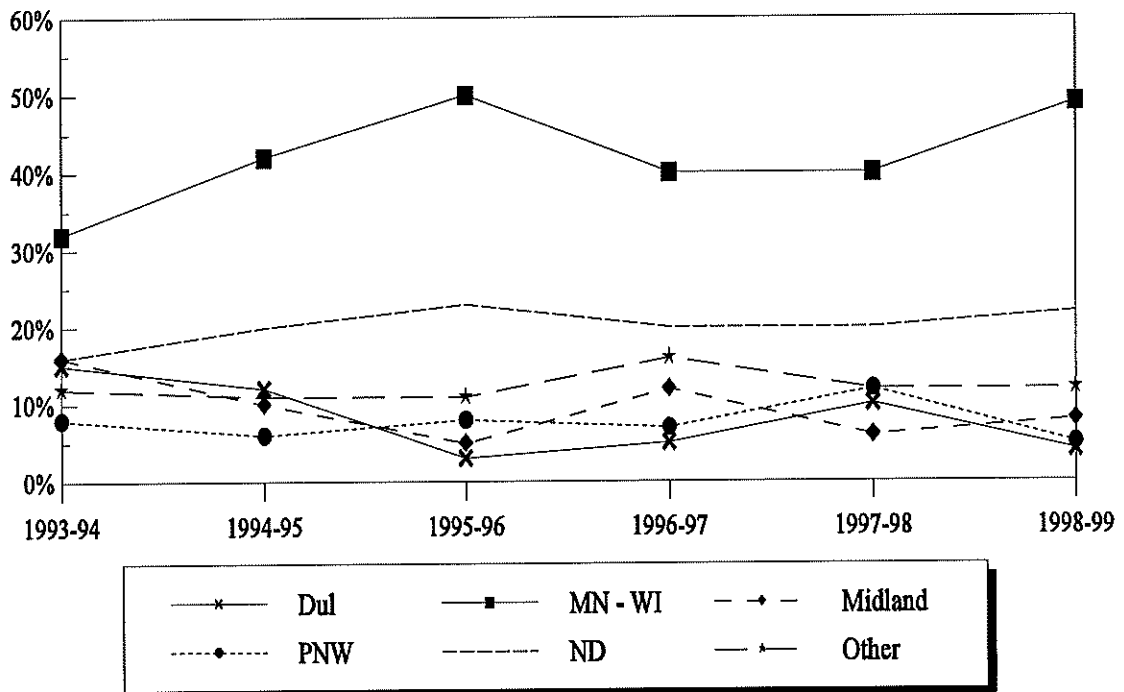
All North Dakota



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

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1993-94	16,345	36,278	18,276	8,464	17,966	13,758	111,087
	15%	33%	16%	8%	16%	12%	
1994-95	14,514	50,493	11,798	6,763	23,597	13,085	120,251
	12%	42%	10%	6%	20%	11%	
1995-96	2,748	51,476	5,385	8,287	24,339	11,354	103,590
	3%	50%	5%	8%	23%	11%	
1996-97	5,912	44,213	12,697	7,749	22,013	17,002	109,587
	5%	40%	12%	7%	20%	16%	
1997-98	9,213	38,712	5,902	10,818	18,506	10,852	94,005
	10%	40%	6%	12%	20%	12%	
1998-99	3,399	42,929	7,389	4,291	19,386	10,807	88,203
	4%	49%	8%	5%	22%	12%	

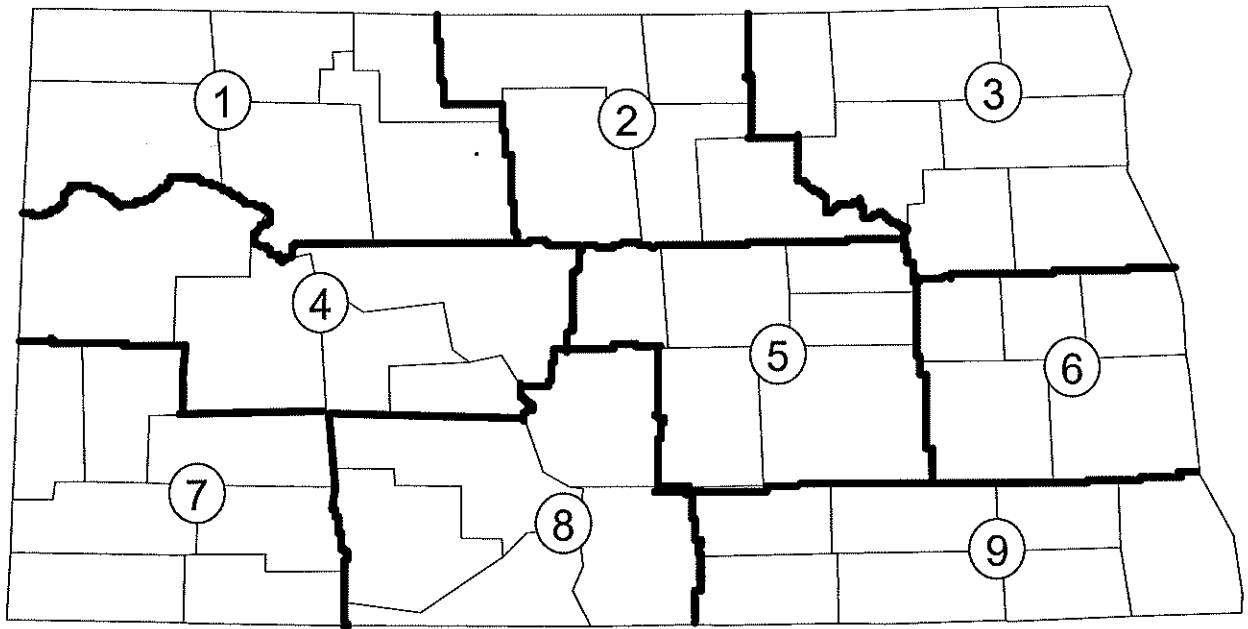
Destinations for Barley Shipments



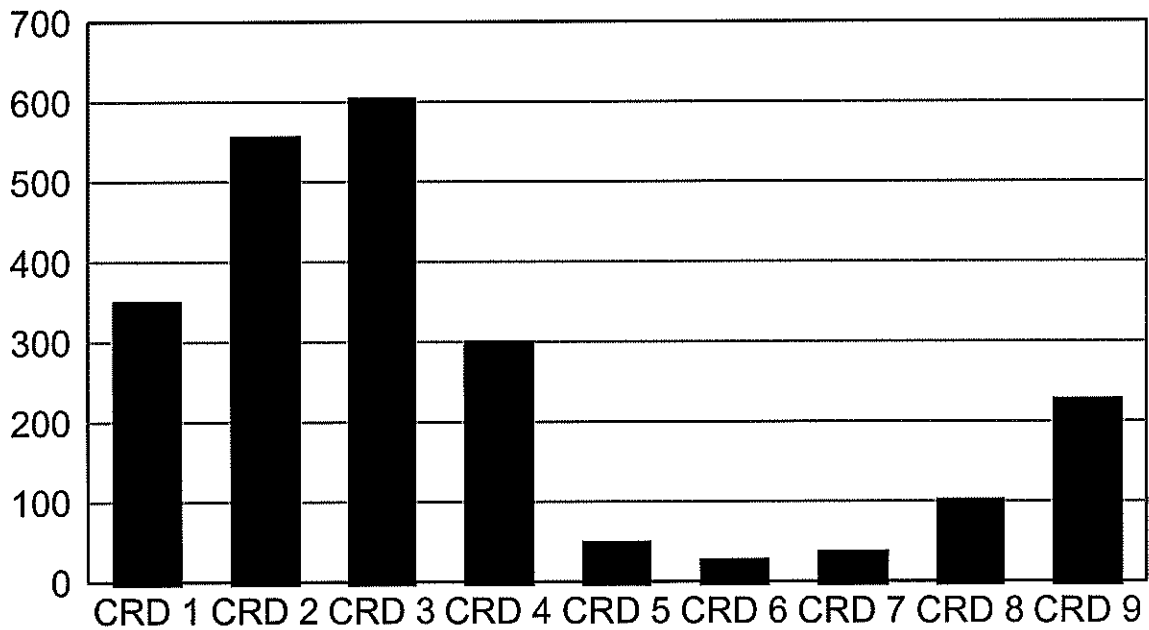


Oats

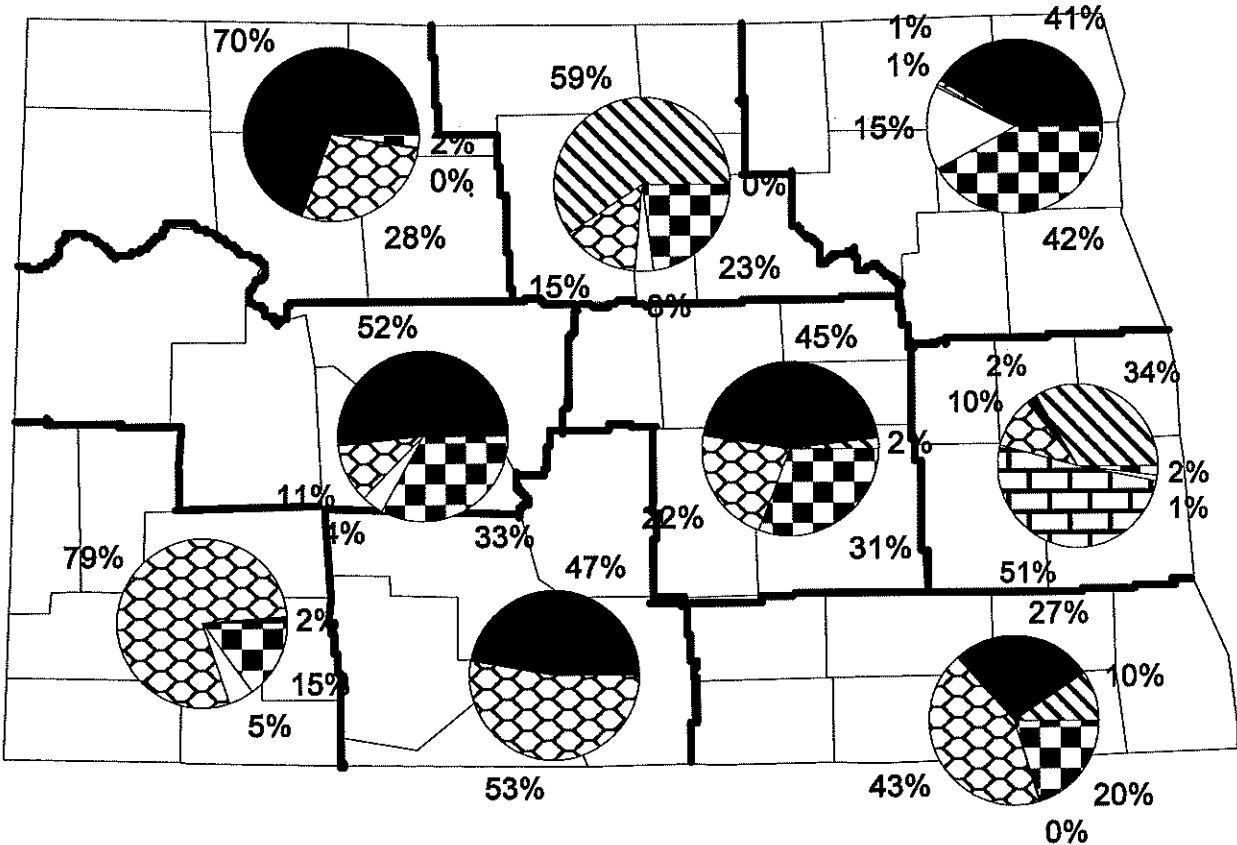
NORTH DAKOTA CROP REPORTING DISTRICTS



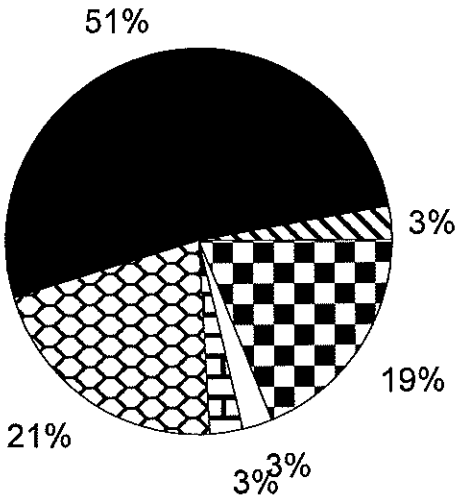
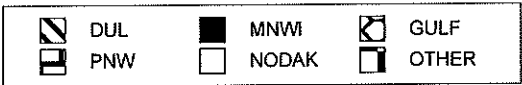
Oat Shipments Originating from Each CRD, 1998-99
- 1,000 Bu -



Destinations for Oat Shipments, 1998-99



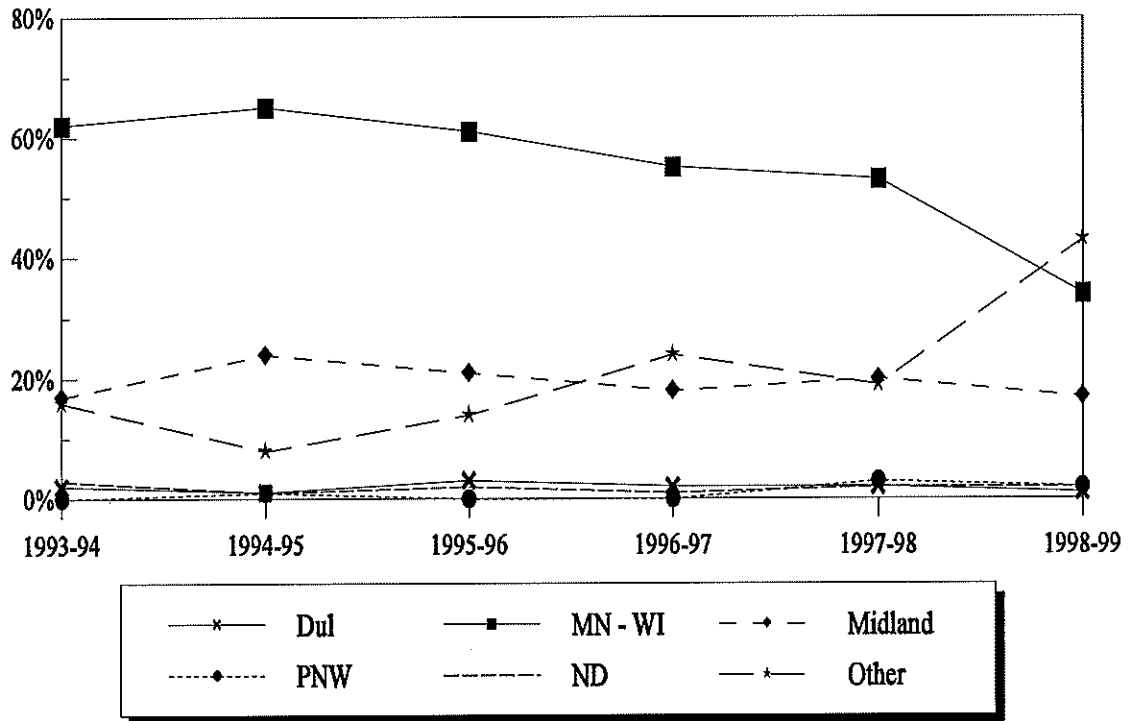
All North Dakota

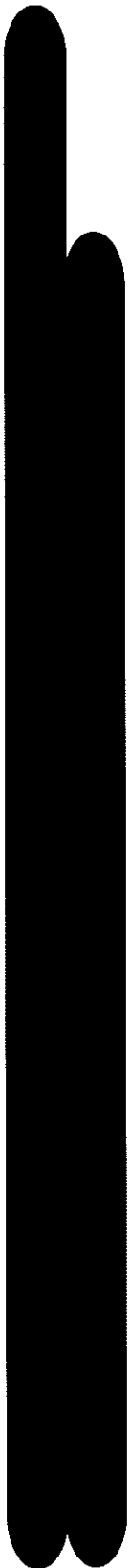


Trends for Destinations of Oat Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1993-94	206	7,207	2,034	66	341	1,821	11,676
	2%	62%	17%	1%	3%	16%	
1994-95	105	6,721	2,467	67	121	781	10,262
	1%	65%	24%	1%	1%	8%	
1995-96	191	4,647	1,561	28	114	1,035	7,576
	3%	61%	21%	0%	2%	14%	
1996-97	83	2,170	690	6	50	969	3,967
	2%	55%	17%	0%	1%	24%	
1997-98	101	1,602	667	91	80	584	3,128
	2%	53%	20%	3%	2%	19%	
1998-99	20	772	386	53	47	978	2,256
	3%	51%	21%	3%	3%	19%	

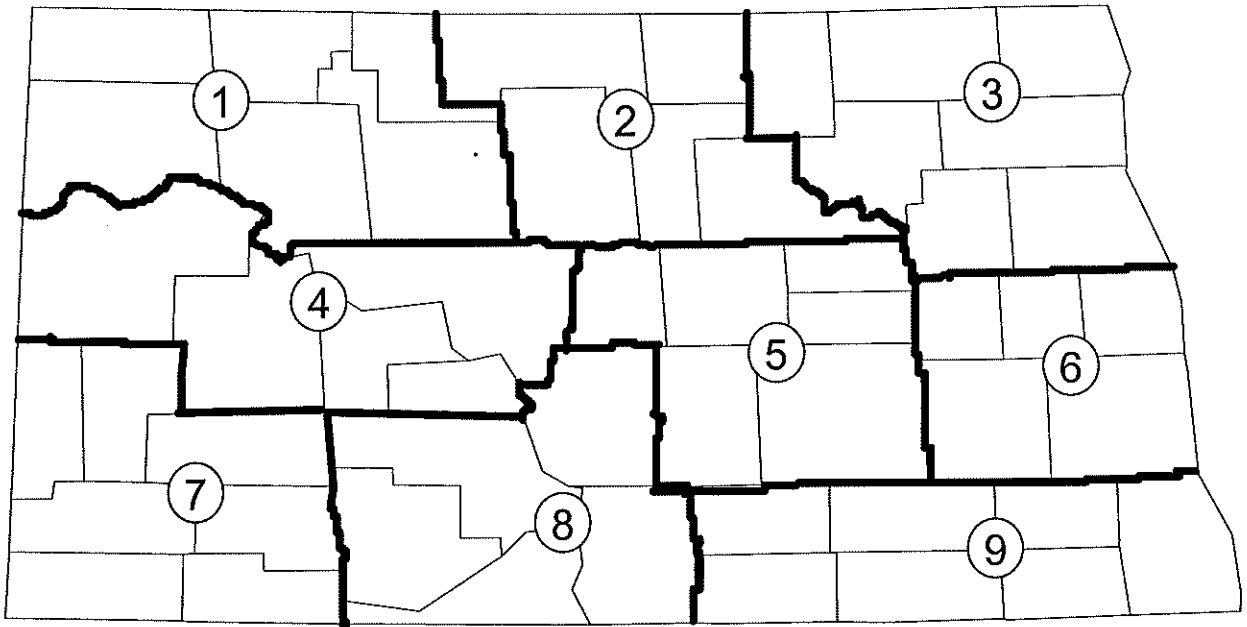
Destinations for Oat Shipments



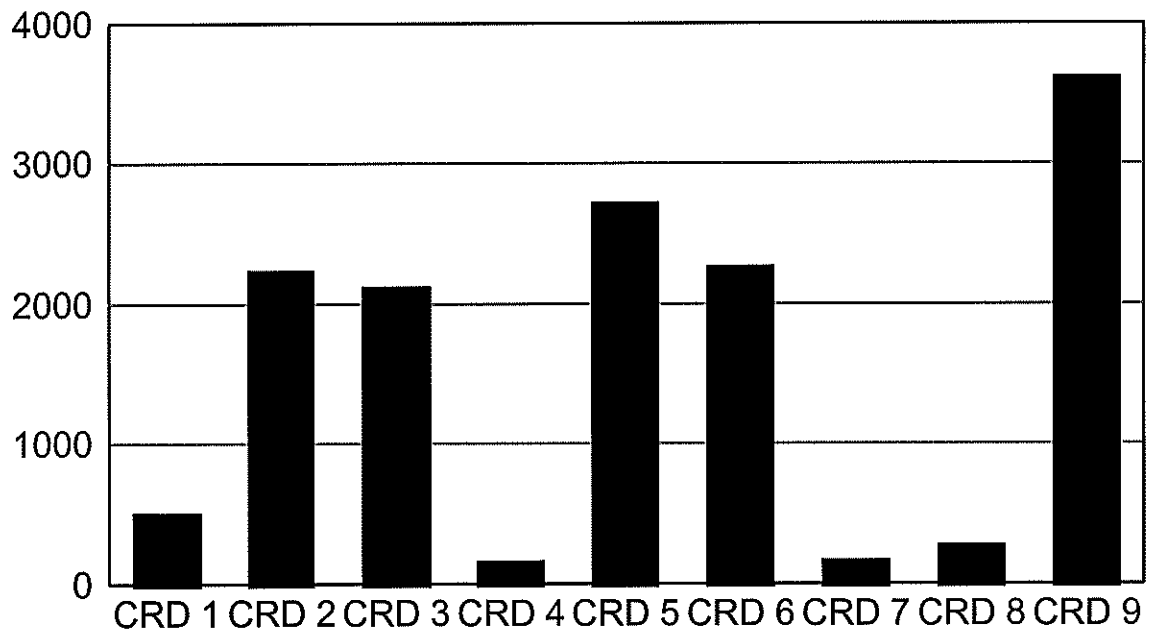


Sunflowers

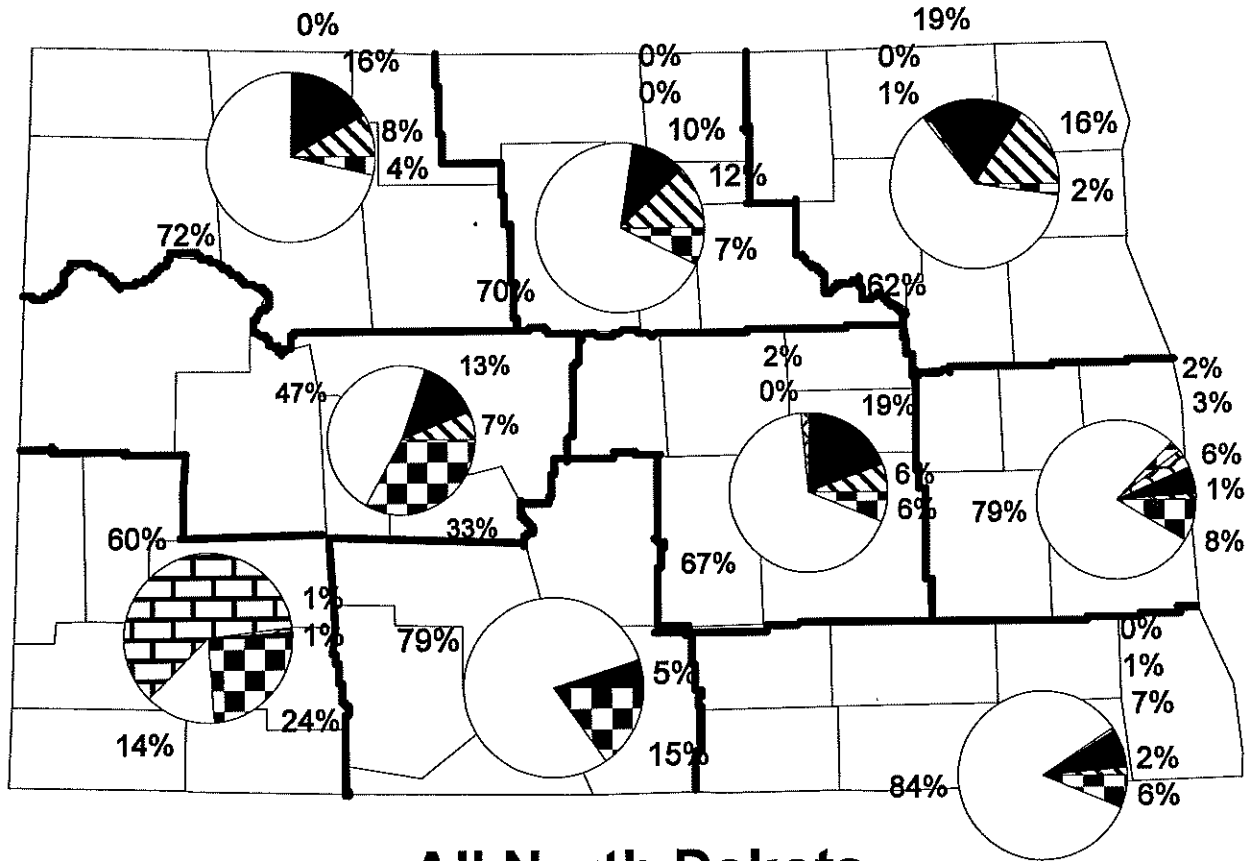
NORTH DAKOTA CROP REPORTING DISTRICTS



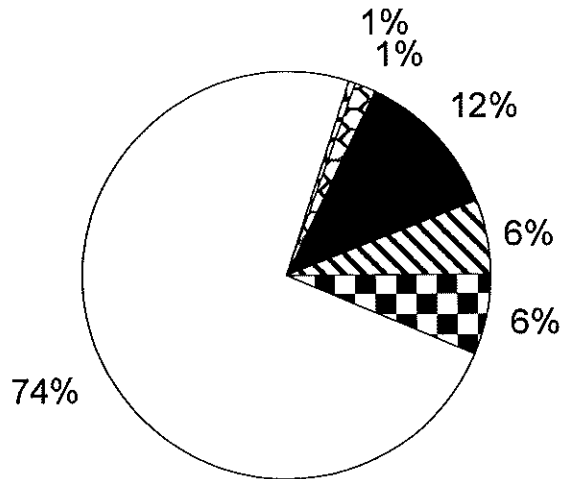
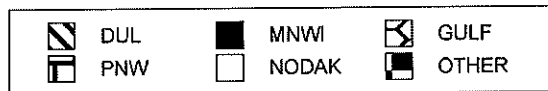
Sunflower Shipments Originating from Each CRD, 1998-99
- cwt -



Destinations for Sunflower Shipments, 1998-99



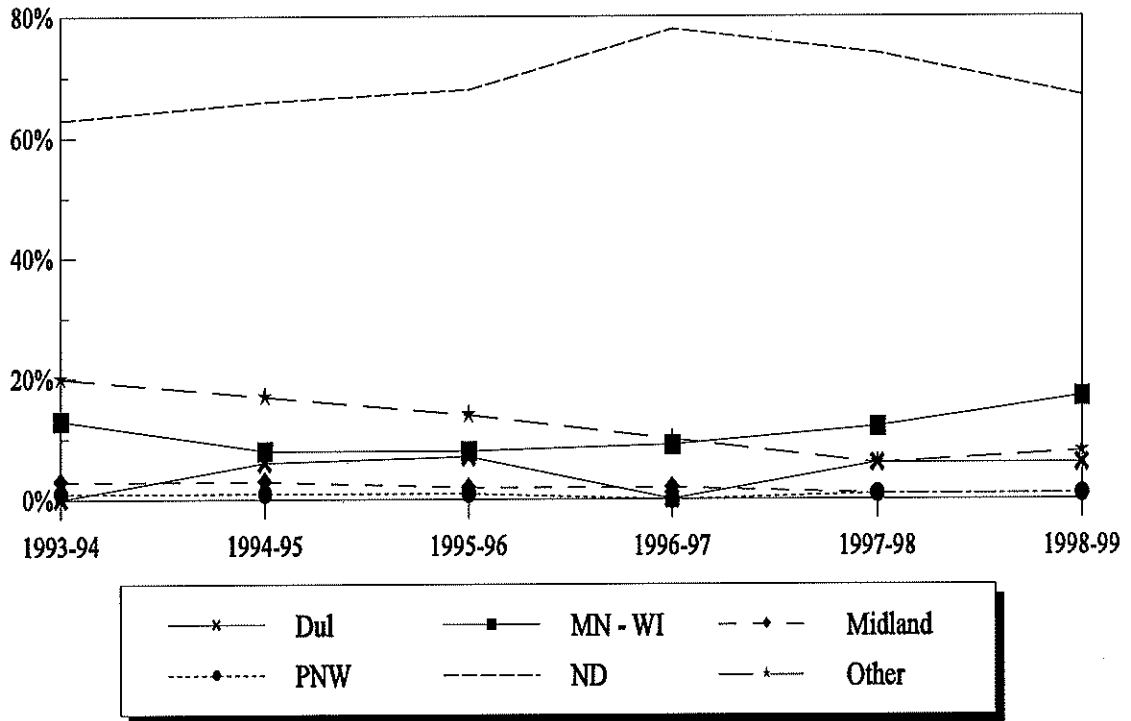
All North Dakota



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

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1993-94	11	967	215	48	4,682	1,519	7,443
	0%	13%	3%	1%	63%	20%	
1994-95	777	1,174	353	119	9,163	2,392	13,978
	6%	8%	3%	1%	66%	17%	
1995-96	785	1,033	231	136	8,089	1,581	11,855
	7%	9%	2%	1%	68%	13%	
1996-97	30	898	235	24	7,713	1,017	9,917
	0%	9%	2%	0%	78%	10%	
1997-98	890	1,656	171	78	10,257	885	13,940
	6%	12%	1%	1%	74%	6%	
1998-99	890	1,656	171	78	10,257	885	13,940
	6%	12%	1%	1%	74%	6%	

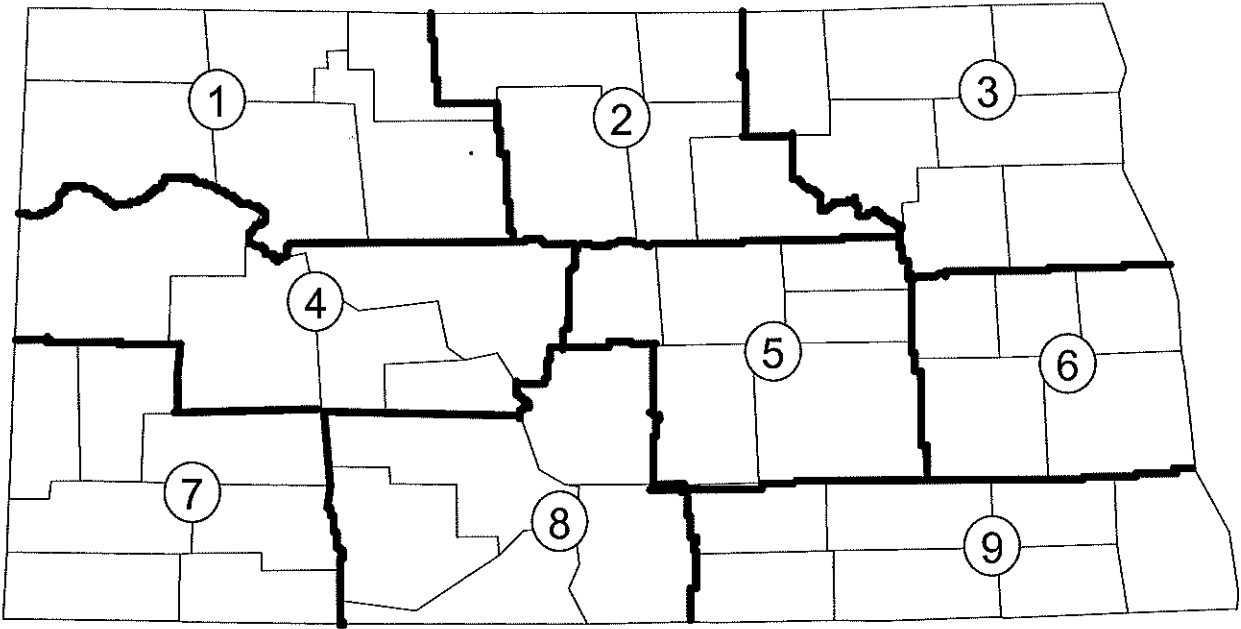
Destinations for Sunflower Shipments



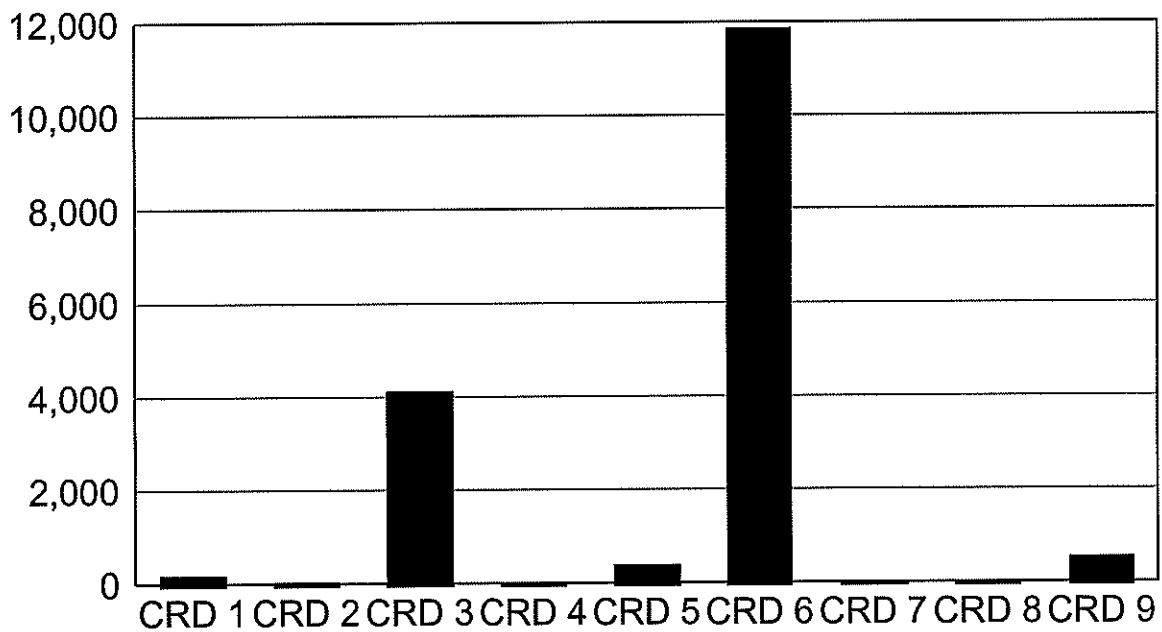


Canola

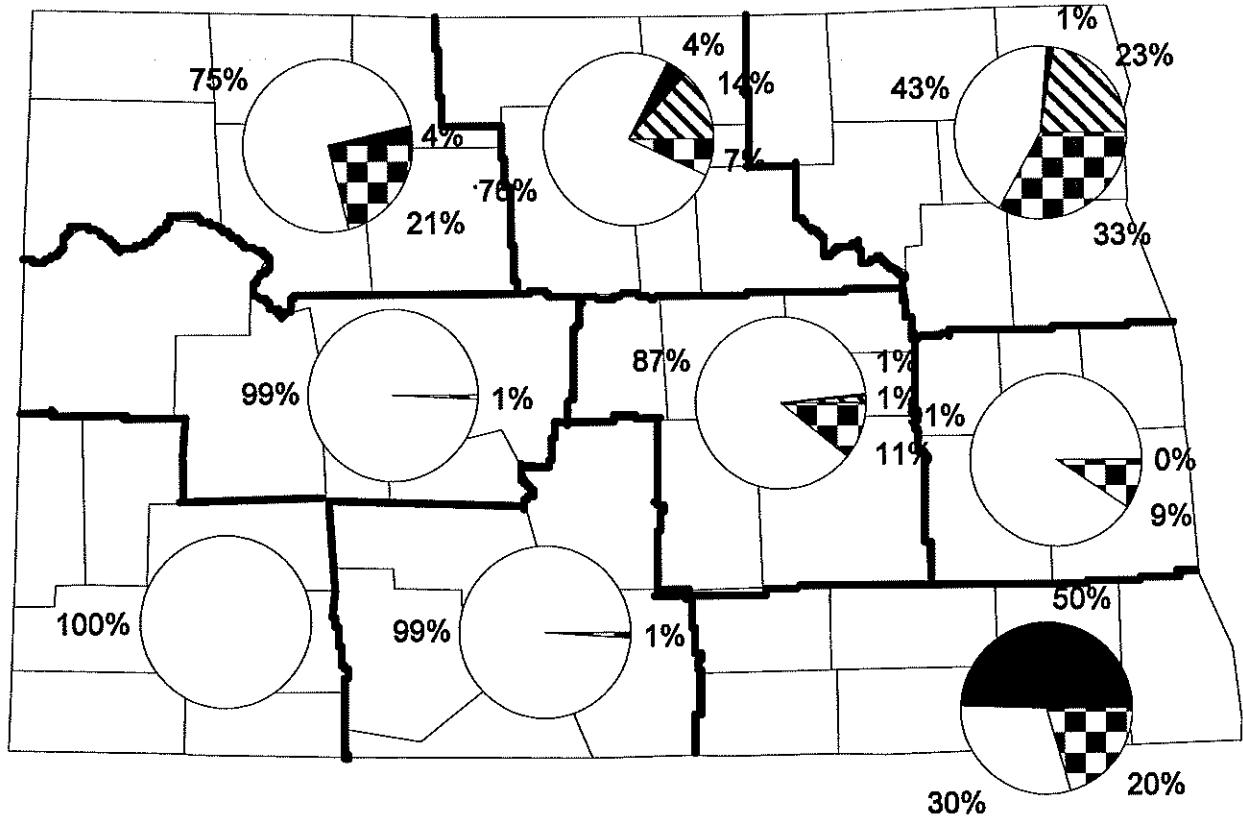
NORTH DAKOTA CROP REPORTING DISTRICTS



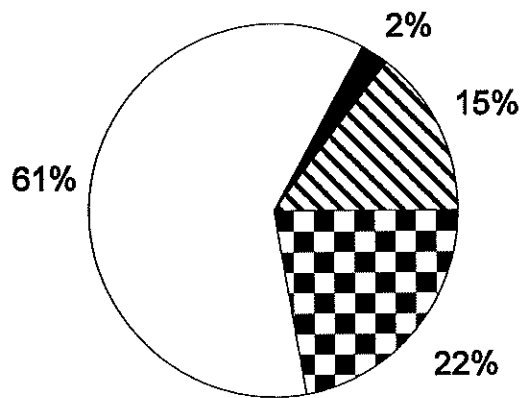
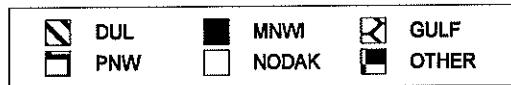
Canola Shipments Originating from Each CRD, 1998-99
- 1,000 Bu -



Destinations for Canola Shipments, 1998-99



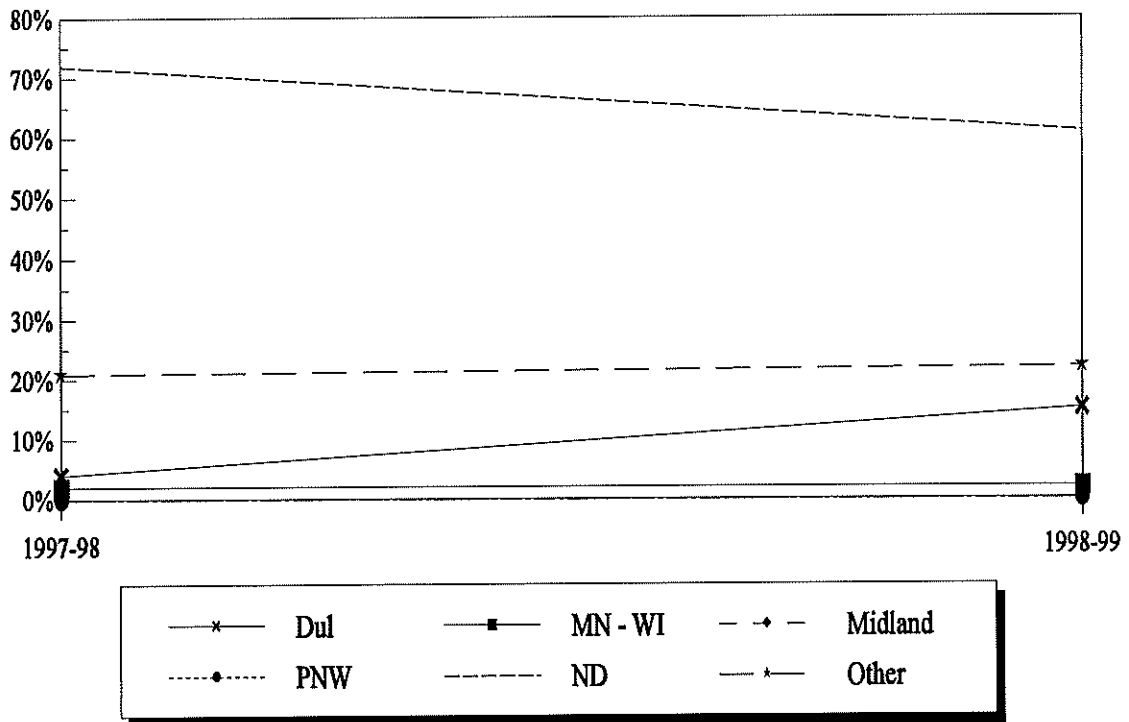
All North Dakota

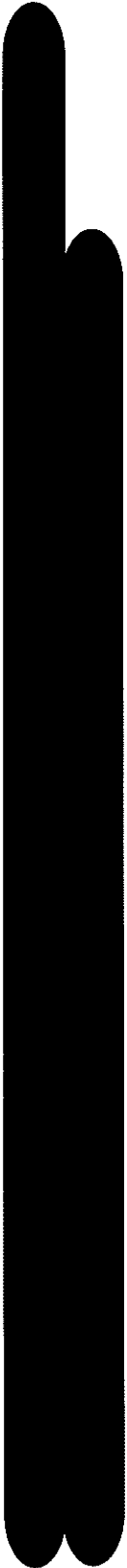


Trends for Destinations of Canola Shipments from ND
(1,000 Bushels)

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1997-98	260	96	8	2	4,297	1,269	5,934
	4%	2%	0%	0%	72%	21%	
1998-99	1,685	280	1	-	7,035	2,545	11,548
	15%	2%	0%	0%	61%	22%	

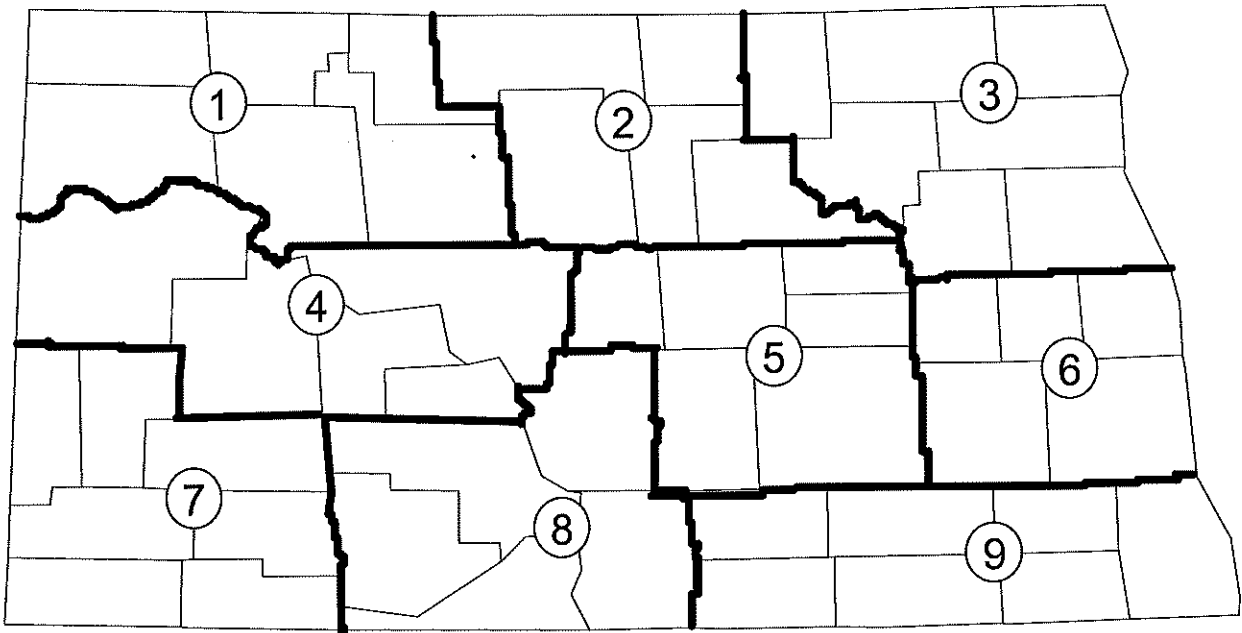
Destinations for Canola Shipments



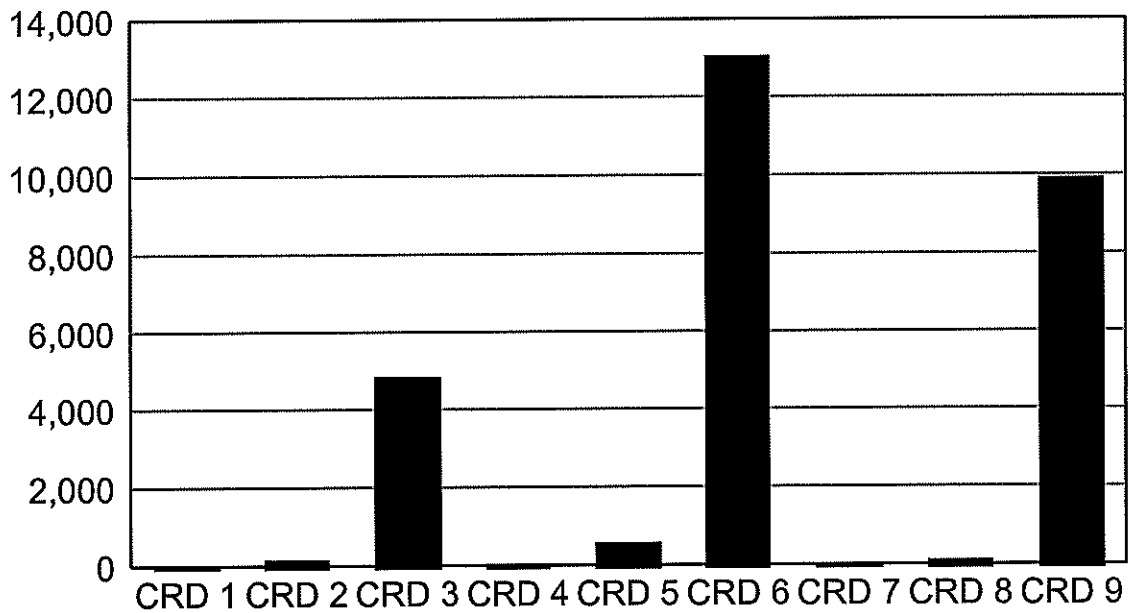


Soybeans

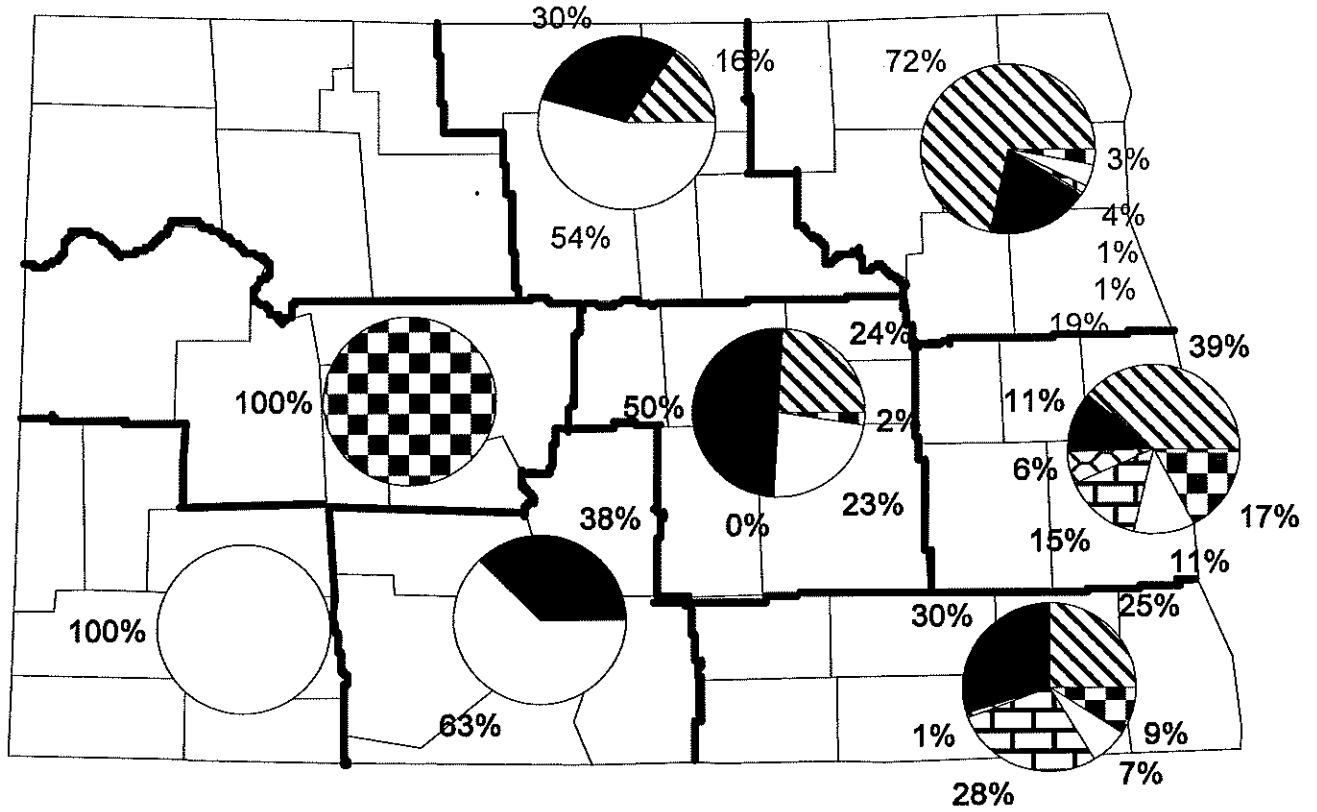
NORTH DAKOTA CROP REPORTING DISTRICTS



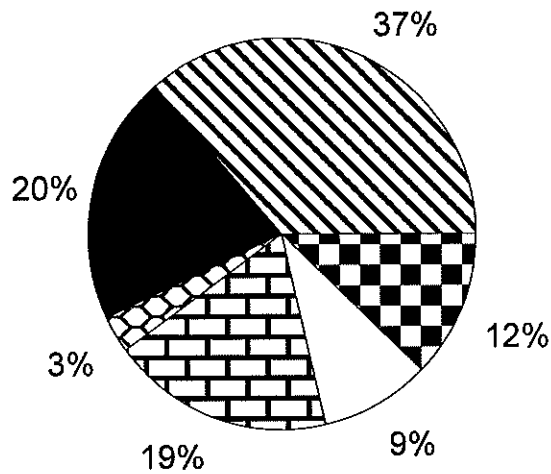
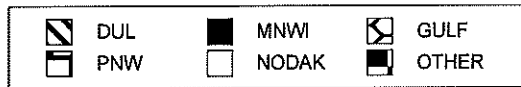
Soybean Shipments Originating from Each CRD, 1998-99
- 1,000 Bu -



Destinations for Soybean Shipments, 1998-99



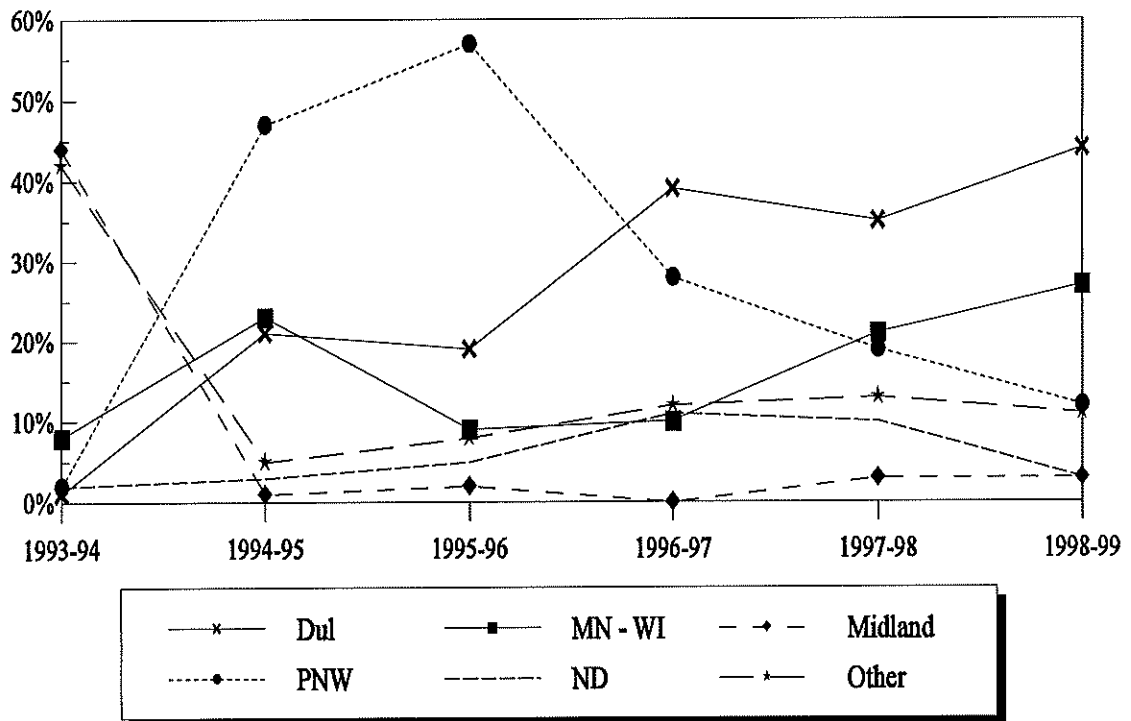
All North Dakota

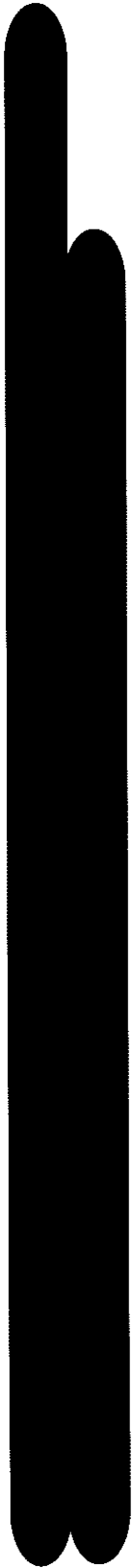


Trends for Destinations of Soybean Shipments from ND (1,000 Bushels)

	Dul-Sup	MN-WI	Midland/ SW	PNW	ND	Other	Total
1993-94	621	3,416	781	3,669	693	719	9,898
	6%	35%	8%	37%	7%	7%	
1994-95	3,110	3,393	121	6,806	373	792	14,594
	21%	23%	1%	47%	3%	5%	
1995-96	3,935	1,950	463	11,676	976	1,703	20,704
	19%	9%	2%	56%	5%	8%	
1996-97	8,252	2,093	17	5,809	2,523	2,542	21,236
	39%	10%	0%	27%	12%	12%	
1997-98	9,210	5,112	813	4,751	2,291	3,044	25,223
	35%	21%	3%	19%	10%	13%	
1998-99	12,434	7,544	854	3,506	966	3,106	28,466
	44%	27%	3%	12%	3%	11%	

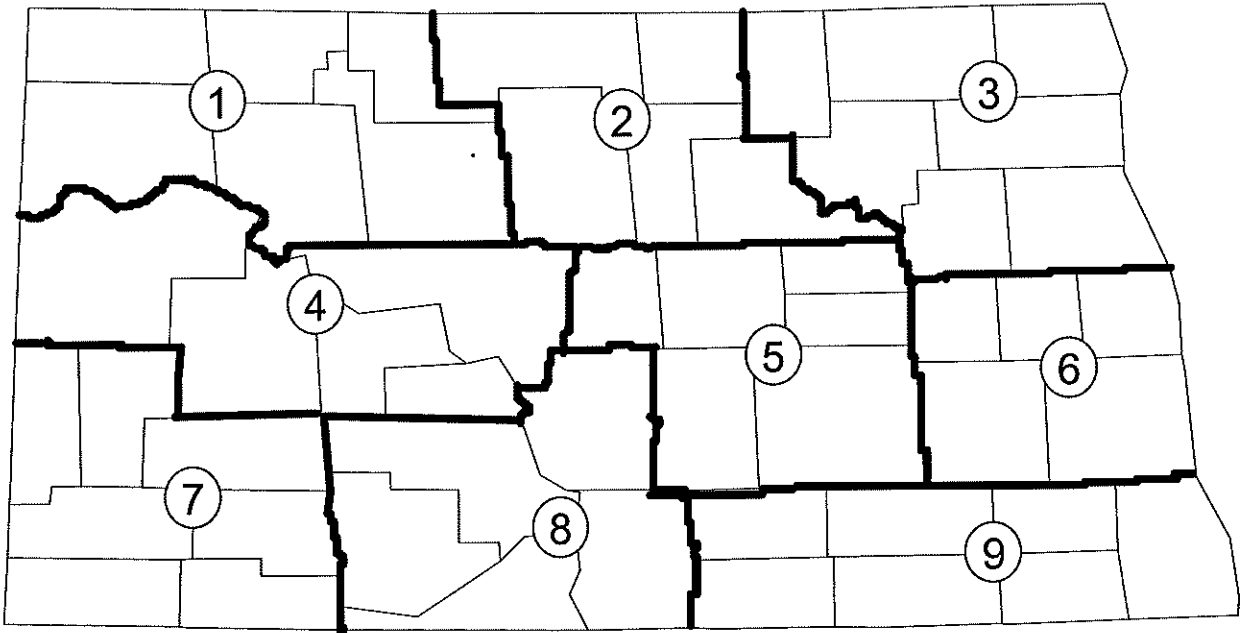
Destinations for Soybean Shipments





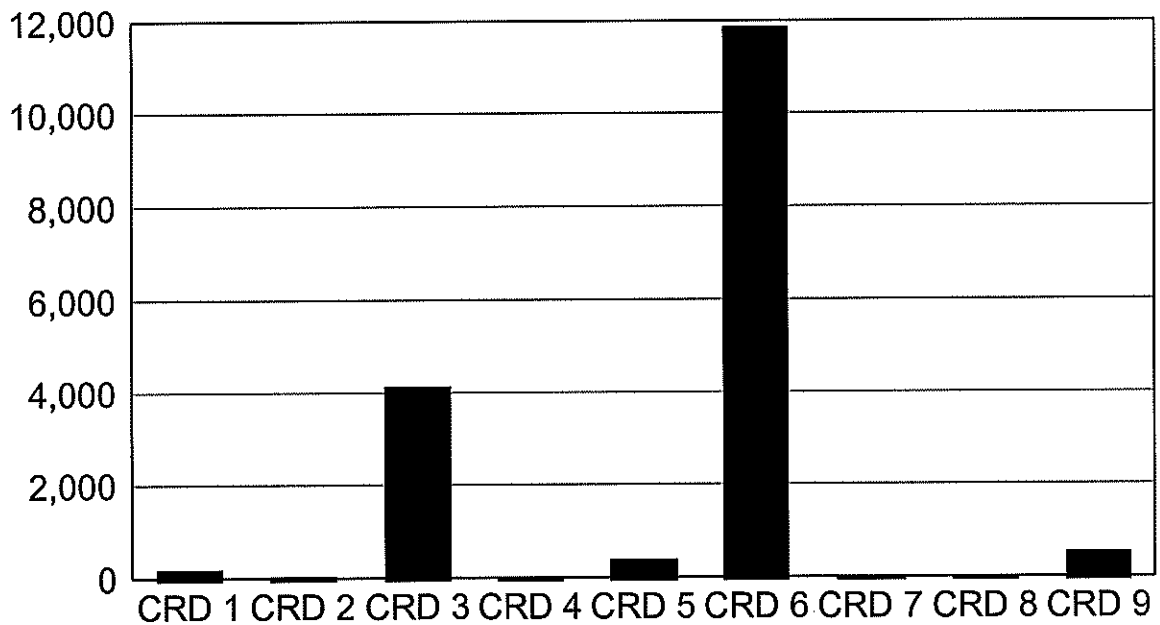
Corn

NORTH DAKOTA CROP REPORTING DISTRICTS

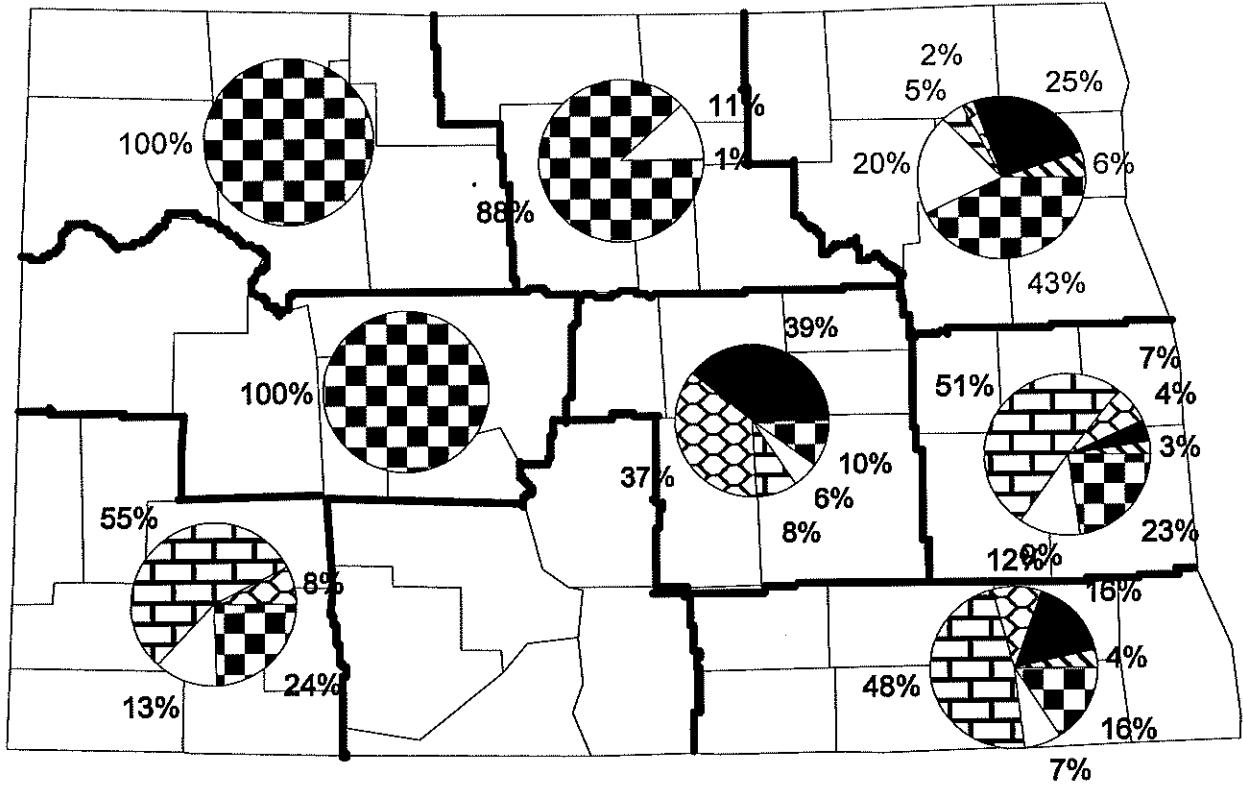


Corn Shipments Originating from Each CRD, 1998-99

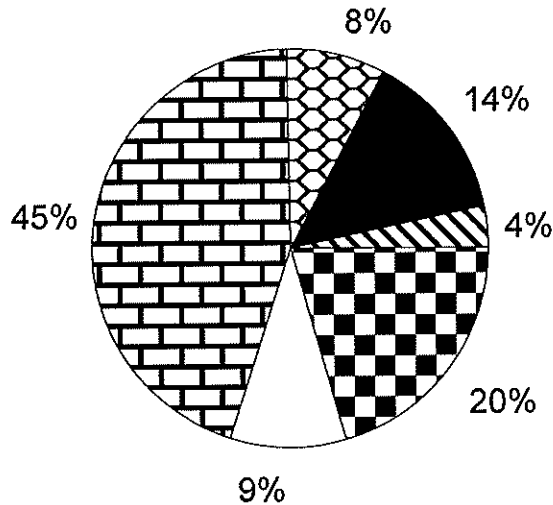
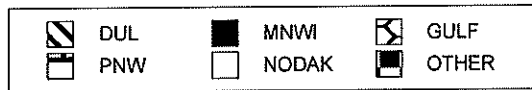
- 1,000 Bu -



Destinations for Corn Shipments, 1998-99



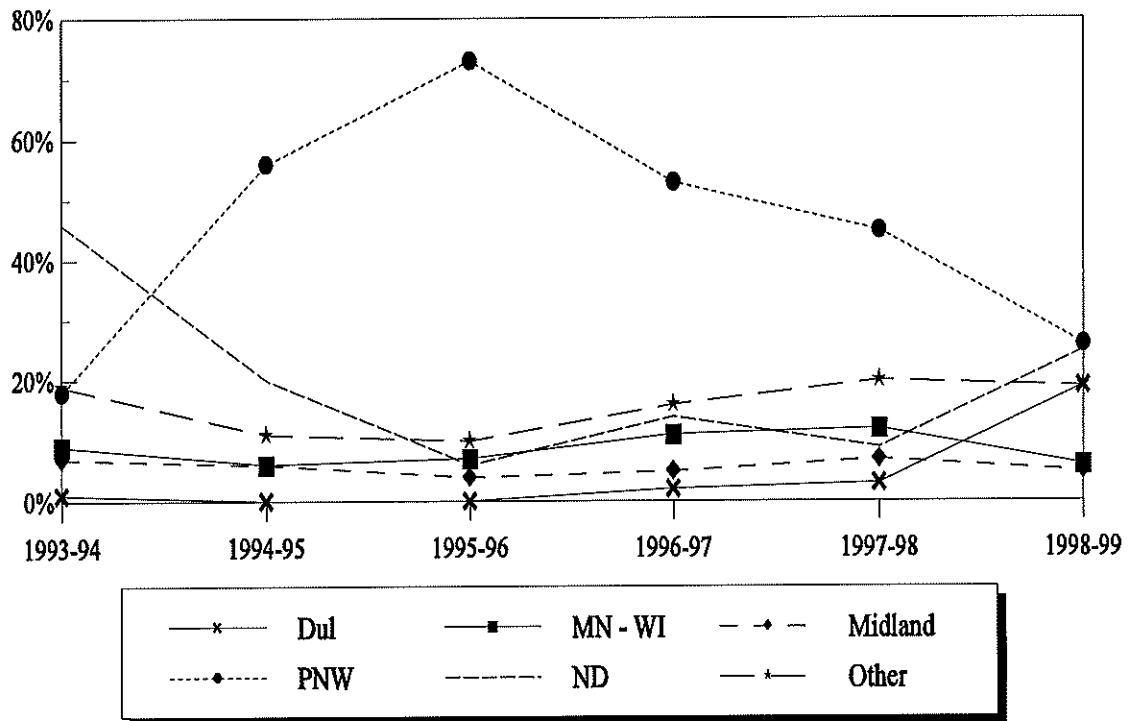
All North Dakota

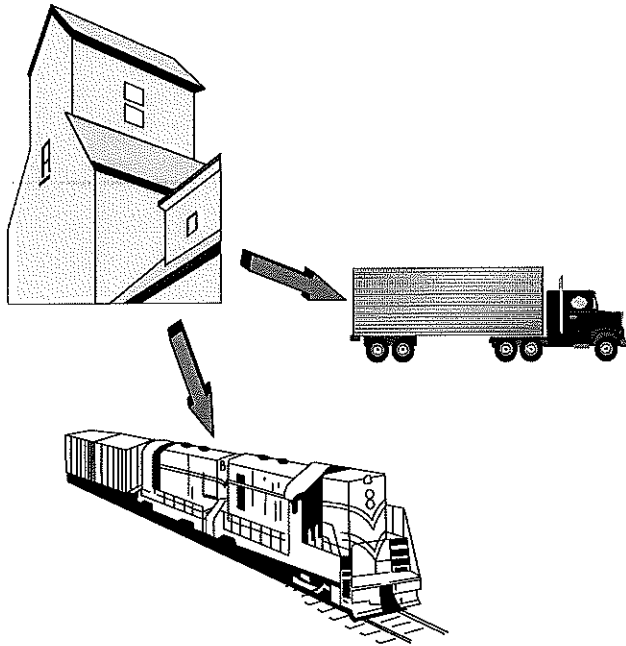


Trends for Destinations of Corn Shipments from ND (1,000 Bushels)

	Dul-Sup	MN-WI	Midland/S W	PNW	ND	Other	Total
1993-94	75	727	574	1,465	3,779	1,546	8,167
	1%	9%	7%	18%	46%	19%	
1994-95	114	1,507	1,410	13,703	4,992	2,672	24,398
	0%	6%	6%	56%	20%	11%	
1995-96	24	2,417	1,576	25,947	2,049	3,709	35,722
	0%	7%	4%	73%	6%	10%	
1996-97	514	2,685	1,131	13,687	3,399	4,220	25,637
	2%	10%	4%	53%	13%	16%	
1997-98	1,073	3,868	2,317	12,851	2,678	5,853	28,642
	3%	12%	7%	45%	9%	20%	
1998-99	6,720	1,994	1,870	9,080	8,758	6,605	35,029
	19%	6%	5%	26%	25%	19%	

Destinations for Corn Shipments



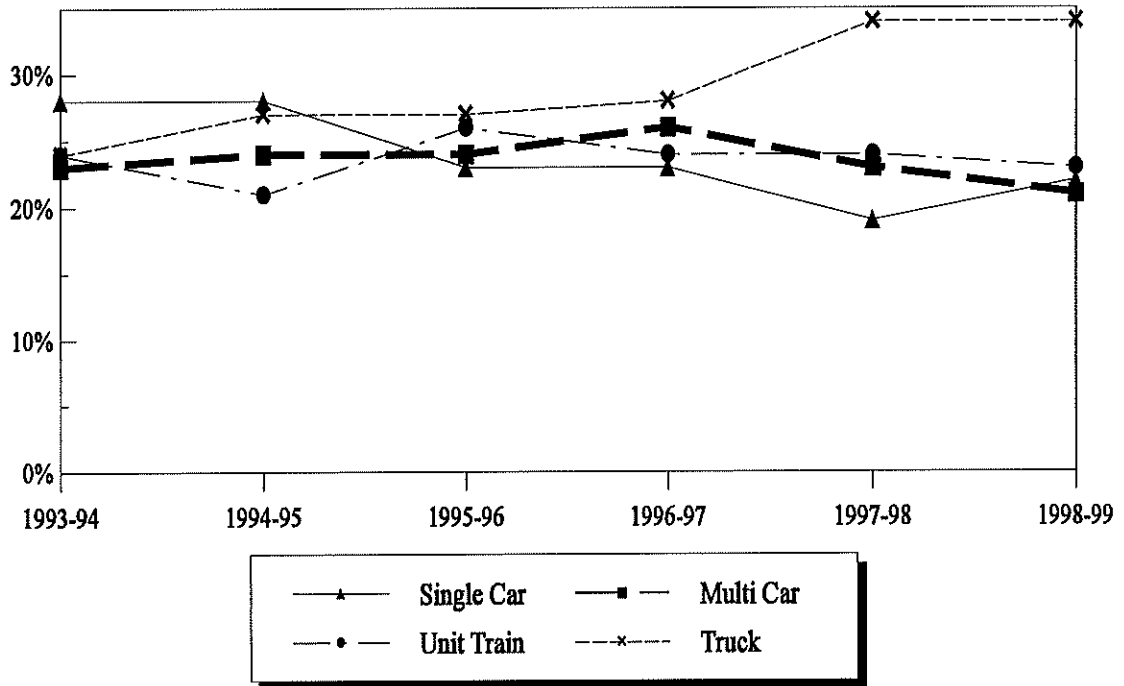


**MODE FOR GRAIN AND OILSEED
SHIPMENTS ORIGINATING FROM
NORTH DAKOTA ELEVATORS**

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

	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	147,419 28%	121,779 23%	126,998 24%	126,038 24%	522,235
1994-95	148,107 28%	130,197 24%	109,314 21%	145,615 27%	533,233
1995-96	128,450 23%	136,072 24%	148,776 26%	151,843 27%	565,142
1996-97	116,212 23%	133,418 26%	124,325 24%	143,220 28%	517,176
1997-98	87,760 19%	105,800 23%	114,635 24%	154,749 34%	462,945
1998-99	100,565 22%	95,898 21%	103,543 23%	157,464 34%	457,473

Mode for Grain and Oilseed Shipments from ND

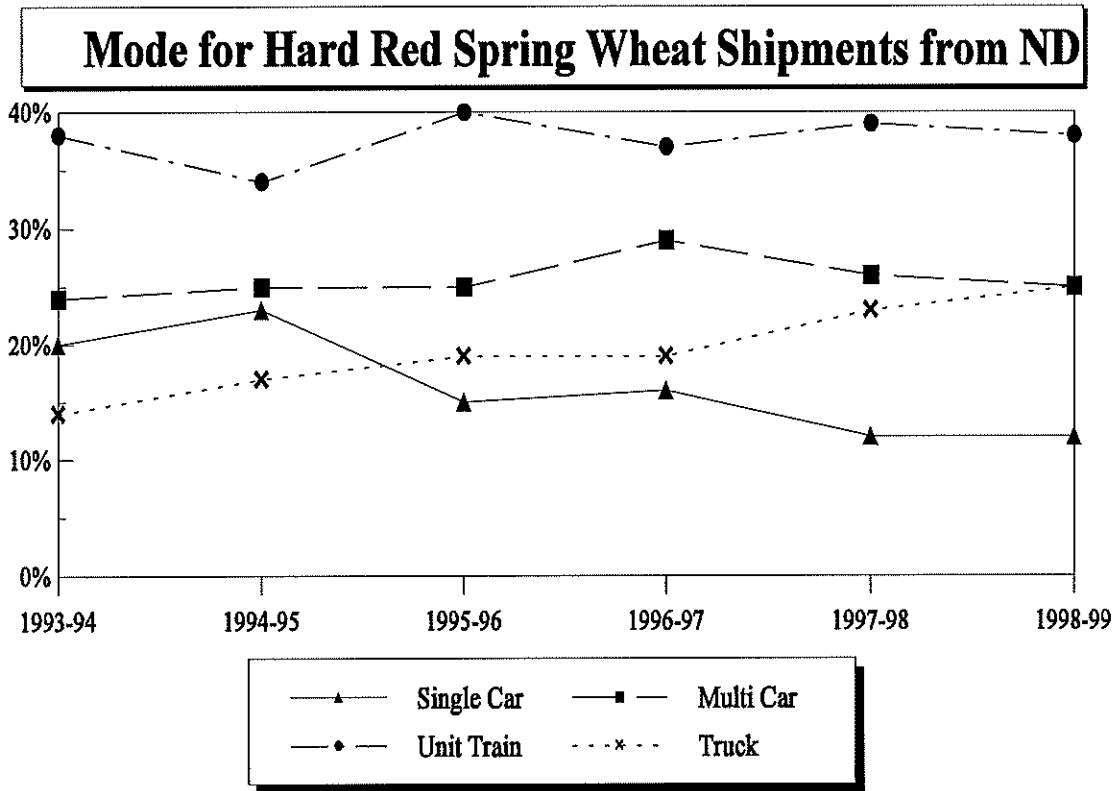


Mode for Grain and Oilseed Shipments From Each CRD
(1,000 Bushels)

<u>CRD 1</u>						<u>CRD 2</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1992-93	27%	27%	37%	10%	96,075	1992-93	33%	13%	29%	25%	152,643
1993-94	21%	31%	38%	9%	103,039	1993-94	27%	33%	22%	18%	53,735
1994-95	24%	34%	32%	10%	91,367	1994-95	31%	36%	13%	21%	49,978
1995-96	23%	35%	30%	13%	66,374	1995-96	23%	29%	18%	31%	35,946
1996-97	23%	29%	18%	31%	35,946	1996-97	21%	40%	16%	23%	48,027
1997-98	25%	26%	35%	15%	54,183	1997-98	18%	30%	19%	33%	44,327
1998-99	24%	29%	33%	14%	54,675	1998-99	23%	26%	20%	31%	40,535
<u>CRD 3</u>						<u>CRD 4</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1992-93	23%	16%	38%	23%	182,267	1992-93	34%	26%	5%	36%	20,522
1993-94	36%	21%	18%	25%	97,901	1993-94	32%	31%	4%	33%	20,402
1994-95	31%	22%	17%	30%	100,347	1994-95	23%	22%	5%	50%	19,720
1995-96	27%	20%	26%	26%	100,983	1995-96	17%	26%	13%	43%	15,556
1996-97	26%	22%	25%	26%	123,753	1996-97	16%	29%	13%	42%	18,383
1997-98	20%	19%	25%	35%	96,271	1997-98	17%	34%	10%	40%	17,456
1998-99	26%	17%	16%	41%	92,029	1998-99	22%	23%	20%	35%	18,863
<u>CRD 5</u>						<u>CRD 6</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1992-93	31%	13%	23%	33%	71,387	1992-93	20%	14%	28%	39%	131,996
1993-94	33%	17%	27%	23%	52,753	1993-94	21%	19%	21%	39%	83,265
1994-95	30%	18%	21%	31%	48,492	1994-95	21%	25%	19%	34%	98,499
1995-96	23%	15%	25%	37%	44,277	1995-96	16%	26%	29%	29%	91,036
1996-97	28%	19%	18%	35%	45,560	1996-97	16%	28%	26%	30%	97,604
1997-98	16%	17%	22%	45%	45,488	1997-98	14%	24%	24%	38%	86,969
1998-99	21%	17%	15%	46%	41,132	1998-99	13%	25%	23%	39%	95,954
<u>CRD 7</u>						<u>CRD 8</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1992-93	14%	14%	54%	18%	30,711	1992-93	39%	23%	3%	35%	15,455
1993-94	10%	10%	68%	12%	33,051	1993-94	36%	26%	0%	38%	14,576
1994-95	19%	19%	50%	13%	29,167	1994-95	20%	29%	4%	47%	12,594
1995-96	8%	8%	71%	13%	27,044	1995-96	18%	20%	10%	53%	14,018
1996-97	9%	9%	68%	14%	24,561	1996-97	17%	26%	5%	52%	10,411
1997-98	5%	19%	64%	13%	27,709	1997-98	13%	20%	7%	61%	10,692
1998-99	4%	15%	66%	15%	28,202	1998-99	12%	17%	15%	56%	12,358
<u>CRD 9</u>											
	Single Car	Multi Car	Unit Train	Truck	Total						
1992-93	37%	21%	18%	23%	97,587						
1993-94	40%	18%	6%	35%	62,122						
1994-95	38%	16%	13%	33%	84,602						
1995-96	23%	23%	27%	27%	480,290						
1996-97	23%	26%	24%	28%	509,086						
1997-98	27%	23%	15%	34%	79,846						
1998-99	36%	17%	14%	33%	73,721						

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

	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	62,935 20%	61,103 24%	96,216 38%	35,121 14%	255,377
1994-95	51,214 23%	56,990 25%	77,167 34%	38,514 17%	223,886
1995-96	41,882 15%	65,888 25%	106,273 40%	50,337 19%	264,379
1996-97	34,365 16%	63,866 29%	83,794 37%	41,119 19%	223,145
1997-98	21,661 12%	47,354 26%	70,086 39%	40,224 23%	179,327
1998-99	20,191 12%	40,832 25%	61,131 38%	40,375 25%	162,531

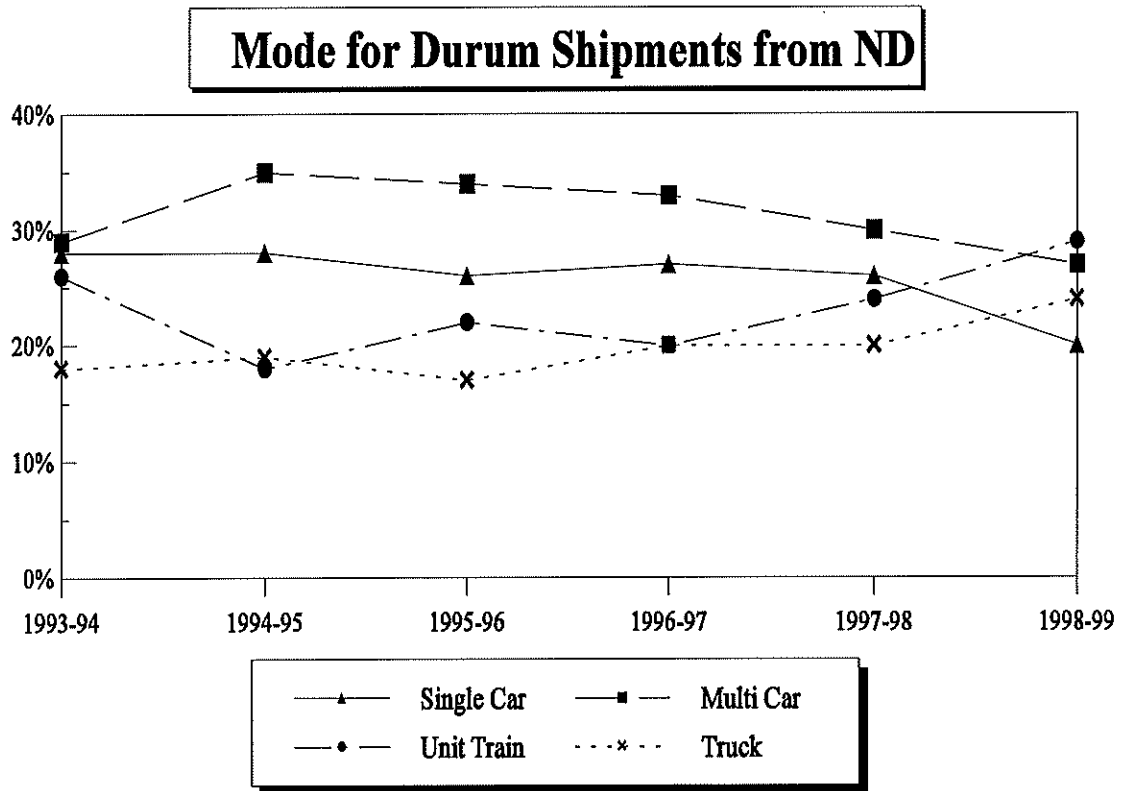


Mode for Hard Red Spring Wheat Shipments From Each CRD
(1,000 Bushels)

<u>CRD 1</u>						<u>CRD 2</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1992-93	7%	13%	27%	2%	76,766	1992-93	31%	21%	39%	9%	18,768
1993-94	6%	13%	33%	4%	69,676	1993-94	21%	33%	39%	7%	21,663
1994-95	6%	12%	37%	4%	51,429	1994-95	21%	35%	30%	14%	17,670
1995-96	8%	14%	29%	3%	38,974	1995-96	19%	39%	26%	16%	15,403
1996-97	11%	36%	51%	3%	17,975	1996-97	16%	42%	32%	9%	15,445
1997-98	7%	18%	69%	6%	13,701	1997-98	17%	27%	39%	18%	12,487
1998-99	8%	19%	66%	7%		1998-99	15%	29%	48%	8%	11,405
<u>CRD 3</u>						<u>CRD 4</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1992-93	15%	15%	58%	12%	94,792	1992-93	26%	30%	10%	35%	10,261
1993-94	35%	24%	27%	14%	49,069	1993-94	26%	34%	6%	33%	12,029
1994-95	27%	31%	25%	18%	43,101	1994-95	14%	33%	8%	45%	10,004
1995-96	18%	23%	40%	19%	55,777	1995-96	9%	39%	15%	37%	8,352
1996-97	15%	28%	37%	21%	55,053	1996-97	14%	27%	17%	43%	8,605
1997-98	11%	26%	32%	31%	37,080	1997-98	18%	35%	7%	40%	7,718
1998-99	14%	21%	26%	39%	35,099	1998-99	11%	45%	3%	41%	6,594
<u>CRD 5</u>						<u>CRD 6</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1992-93	30%	21%	41%	8%	36,095	1992-93	15%	16%	52%	17%	57,699
1993-94	27%	23%	39%	10%	30,308	1993-94	24%	20%	39%	17%	36,026
1994-95	23%	26%	38%	13%	23,171	1994-95	21%	23%	40%	16%	32,962
1995-96	24%	29%	33%	14%	21,990	1995-96	9%	27%	51%	13%	34,972
1996-97	9%	27%	51%	13%	34,972	1996-97	9%	30%	44%	16%	37,986
1997-98	8%	24%	53%	15%	18,774	1997-98	8%	29%	42%	21%	26,858
1998-99	11%	32%	39%	18%	15,410	1998-99	7%	34%	34%	25%	27,539
<u>CRD 7</u>						<u>CRD 8</u>					
	Single Car	Multi Car	Unit Train	Truck	Total		Single Car	Multi Car	Unit Train	Truck	Total
1992-93	11%	21%	55%	13%	29,702	1992-93	33%	28%	3%	35%	12,519
1993-94	6%	13%	72%	9%	30,410	1993-94	33%	31%	0%	37%	11,720
1994-95	16%	15%	58%	12%	25,079	1994-95	14%	33%	5%	48%	9,900
1995-96	3%	7%	79%	11%	24,593	1995-96	15%	23%	11%	51%	12,192
1996-97	5%	9%	75%	11%	21,831	1996-97	15%	27%	6%	52%	9,848
1997-98	2%	17%	70%	10%	23,779	1997-98	13%	22%	8%	58%	9,597
1998-99	2%	10%	80%	8%	21,999	1998-99	10%	22%	19%	49%	9,731
<u>CRD 9</u>											
	Single Car	Multi Car	Unit Train	Truck	Total						
1992-93	37%	26%	30%	7%	46,911						
1993-94	47%	26%	12%	15%	24,914						
1994-95	44%	24%	13%	19%	31,576						
1995-96	28%	28%	22%	22%	31,547						
1996-97	30%	33%	14%	23%	30,320						
1997-98	26%	37%	16%	22%	29,327						
1998-99	30%	28%	18%	24%	23,451						

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

	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	23,254 28%	24,967 29%	21,864 26%	14,344 18%	84,740
1994-95	19,719 28%	24,079 35%	12,487 18%	13,277 19%	69,562
1995-96	18,868 26%	24,154 34%	15,538 22%	12,315 17%	70,875
1996-97	18,210 27%	22,911 33%	13,902 20%	13,689 20%	68,712
1997-98	15,070 26%	17,397 30%	13,832 24%	11,250 20%	57,550
1998-99	10,953 20%	14,750 27%	15,501 29%	12,615 23%	53,821

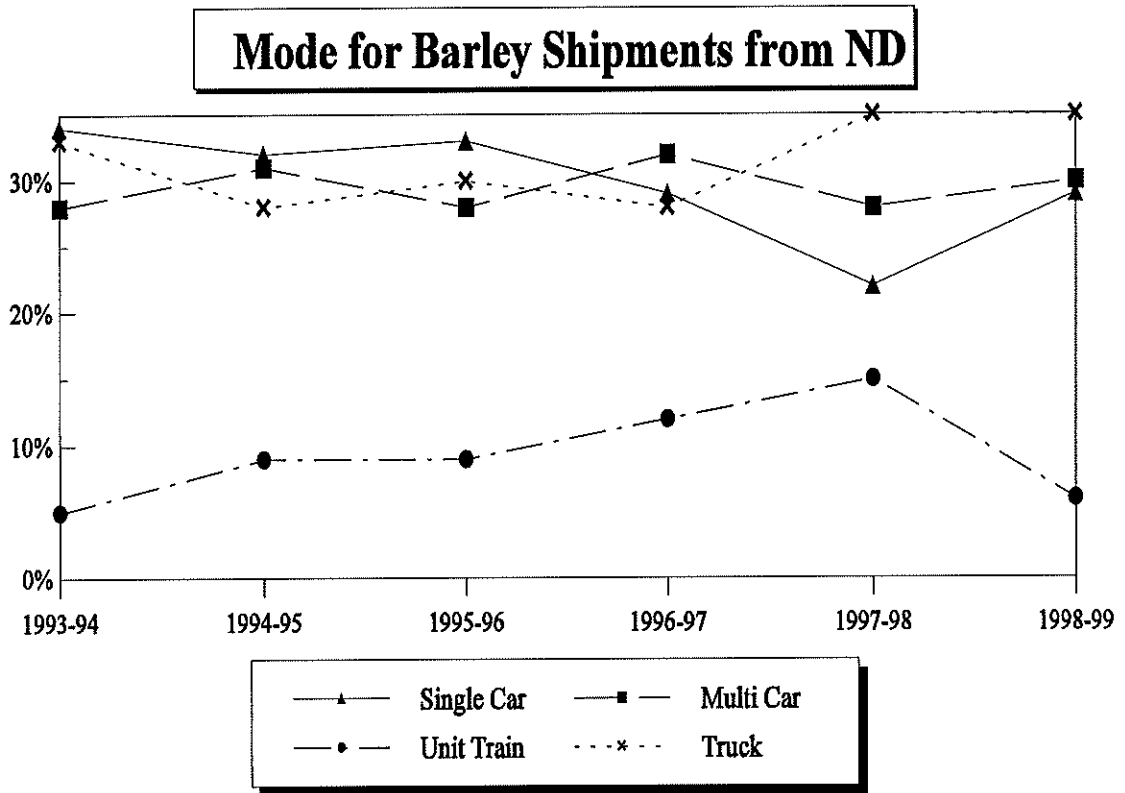


Mode for Durum Shipments From Each CRD
(1,000 Bushels)

<u>CRD 1</u>						<u>CRD 2</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
1992-93	22%	30%	36%	12%	36,684	1992-93	35%	25%	1%	39%	13,516
1993-94	21%	34%	36%	8%	43,239	1993-94	27%	33%	11%	29%	13,426
1994-95	20%	46%	26%	8%	37,976	1994-95	32%	30%	5%	33%	10,179
1995-96	25%	42%	28%	5%	30,448	1995-96	17%	26%	13%	44%	8,610
1996-97	26%	38%	29%	6%	34,706	1996-97	21%	36%	13%	29%	11,380
1997-98	33%	33%	27%	7%	26,582	1997-98	23%	29%	14%	34%	7,204
1998-99	22%	34%	32%	11%	28,246	1998-99	19%	13%	15%	53%	4,508
<u>CRD 3</u>						<u>CRD 4</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
1992-93	21%	24%	37%	19%	23,490	1992-93	30%	42%	0%	28%	5,135
1993-94	31%	20%	26%	23%	12,420	1993-94	25%	39%	0%	36%	5,117
1994-95	33%	21%	21%	25%	10,157	1994-95	19%	18%	2%	61%	4,956
1995-96	25%	23%	15%	37%	6,343	1995-96	17%	20%	23%	40%	3,708
1996-97	27%	10%	14%	49%	7,117	1996-97	11%	41%	12%	36%	7,215
1997-98	18%	13%	16%	53%	4,526	1997-98	7%	43%	16%	34%	7,351
1998-99	13%	14%	21%	52%	4,289	1998-99	12%	16%	47%	26%	7,673
<u>CRD 5</u>						<u>CRD 6</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
1992-93	65%	11%	13%	10%	3,548	1992-93	39%	7%	27%	27%	2,012
1993-94	64%	4%	20%	12%	4,357	1993-94	44%	10%	0%	45%	1,704
1994-95	76%	4%	1%	19%	3,211	1994-95	38%	27%	0%	35%	884
1995-96	73%	5%	1%	21%	1,886	1995-96	89%	0%	0%	11%	362
1996-97	70%	3%	0%	27%	3,220	1996-97	17%	57%	0%	25%	904
1997-98	66%	18%	0%	16%	2,471	1997-98	63%	0%	0%	37%	238
1998-99	53%	8%	0%	39%	2,562	1998-99	12%	42%	0%	46%	987
<u>CRD 7</u>						<u>CRD 8</u>					
	Single	Multi	Unit			Single	Multi	Unit			
	Car	Car	Train	Truck	Total	Car	Car	Train	Truck	Total	
1992-93	30%	20%	0%	49%	1,712	1992-93	38%	0%	0%	62%	431
1993-94	42%	18%	20%	20%	2,661	1993-94	29%	4%	0%	67%	241
1994-95	67%	13%	0%	20%	1,301	1994-95	26%	5%	0%	68%	152
1995-96	53%	36%	0%	12%	1,959	1995-96	14%	0%	0%	86%	49
1996-97	38%	25%	7%	30%	2,589	1996-97	12%	0%	0%	88%	109
1997-98	22%	32%	25%	21%	3,469	1997-98	22%	0%	0%	77%	137
1998-99	15%	40%	25%	20%	4,853	1998-99	21%	0%	0%	79%	285
<u>CRD 9</u>											
	Single	Multi	Unit								
	Car	Car	Train	Truck	Total						
1992-93	67%	11%	8%	14%	1,552						
1993-94	72%	18%	0%	10%	1,570						
1994-95	97%	0%	0%	3%	747						
1995-96	97%	0%	0%	3%	346						
1996-97	75%	0%	0%	25%	522						
1997-98	82%	0%	2%	16%	429						
1998-99	48%	20%	0%	32%	414						

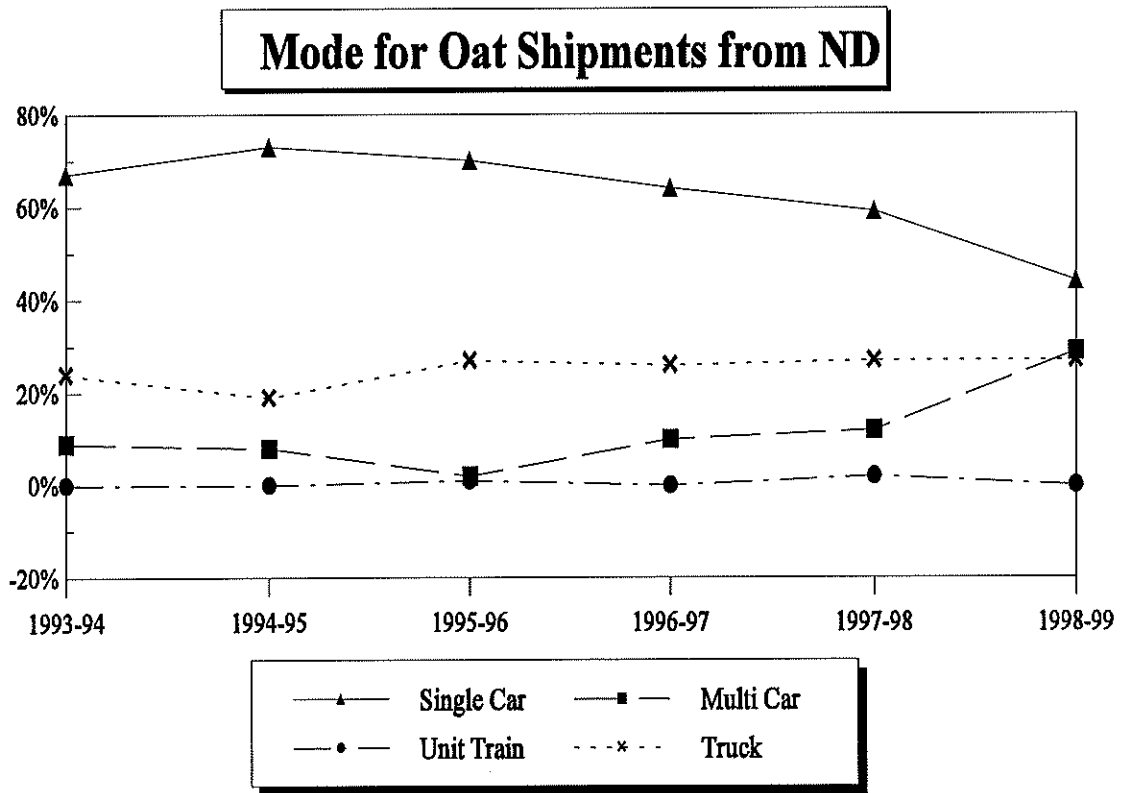
Mode for Barley Shipments from ND
(1,000 Bushels)

	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	37,829 34%	31,335 28%	5,901 5%	36,021 33%	111,087
1994-95	38,888 32%	37,625 31%	10,319 9%	33,420 28%	120,251
1995-96	34,205 33%	29,104 28%	8,950 9%	31,330 30%	103,590
1996-97	31,449 29%	34,470 32%	12,999 12%	30,668 28%	109,587
1997-98	20,614 22%	26,433 28%	13,978 15%	32,978 35%	94,005
1998-99	25,224 29%	26,441 30%	5,592 6%	30,946 35%	88,203



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

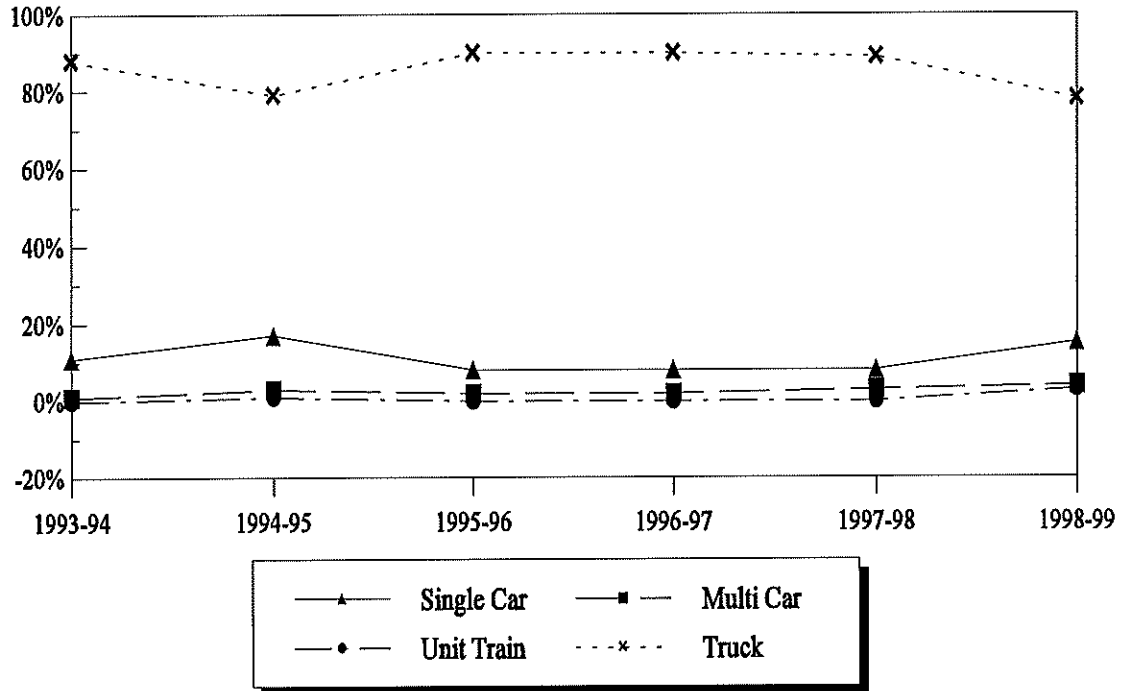
	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	7,754 67%	1,092 9%	6 0%	2,824 24%	11,676
1994-95	7,452 73%	809 8%	- 0%	2,001 19%	10,262
1995-96	5,331 70%	151 2%	46 1%	2,047 27%	7,576
1996-97	2,522 64%	384 10%	- 0%	1,061 26%	3,967
1997-98	1,834 59%	369 12%	55 2%	869 27%	3,128
1998-99	991 44%	654 29%	- 0%	611 27%	2,258



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

	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	785 11%	77 1%	14 0%	6,409 88%	7,284
1994-95	2,361 17%	367 3%	176 1%	11,074 79%	13,978
1995-96	932 8%	214 2%	102 0%	10,708 90%	11,855
1996-97	690 7%	111 1%	7 0%	9,110 92%	9,917
1997-98	1,151 8%	375 3%	67 0%	12,345 89%	13,940
1998-99	2,051 15%	508 4%	437 3%	11,037 79%	14,035

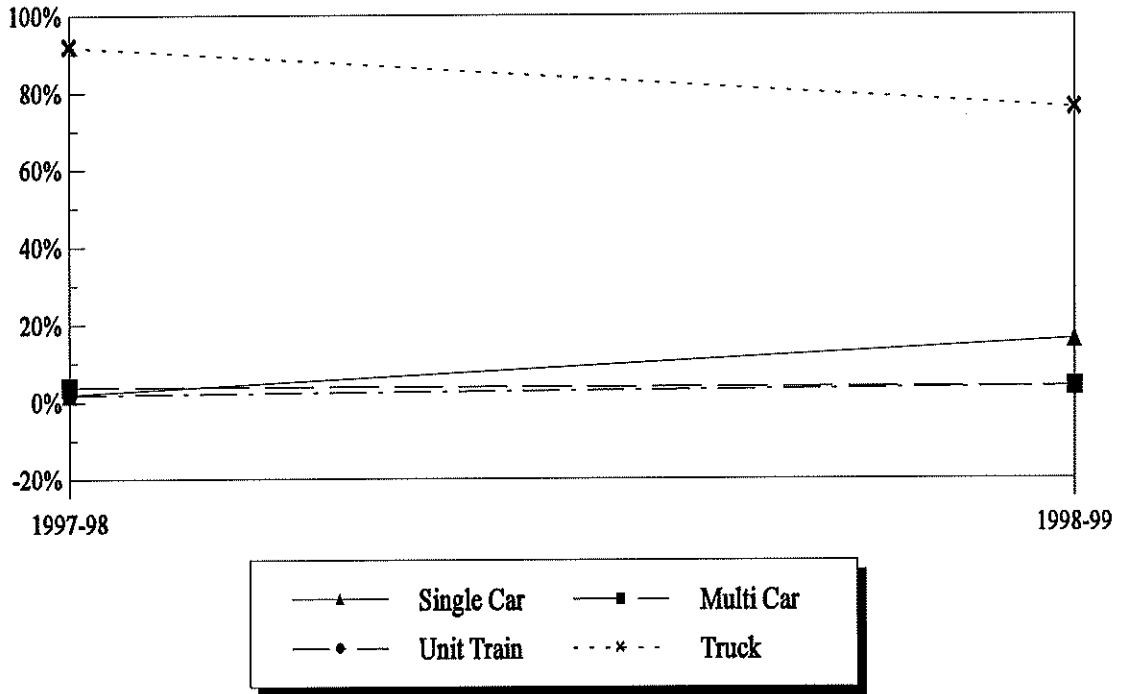
Mode for Sunflower Shipments from ND



Mode for Canola Shipments from ND
(1,000 Bushels)

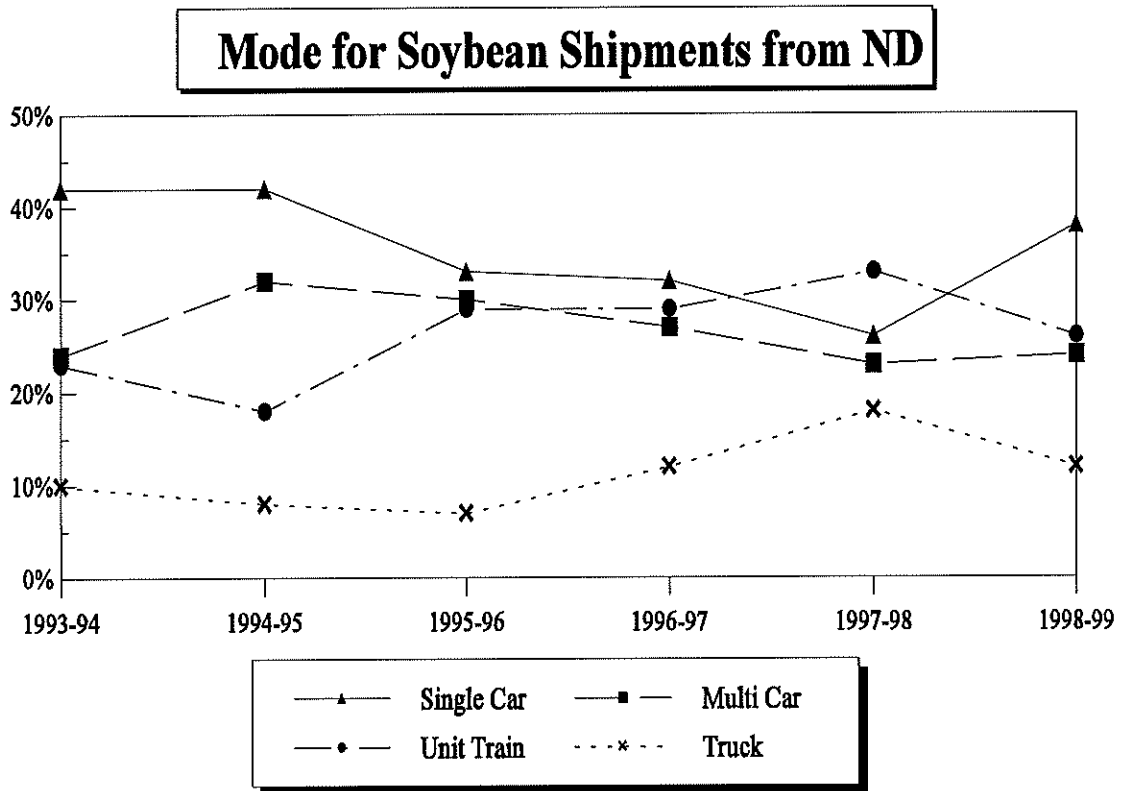
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	144 2%	234 4%	155 2%	5,399 92%	5,934
1998-99	1,871 16%	473 4%	437 4%	8,766 76%	11,548

Mode for Canola Shipments from ND



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

	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	4,188 42%	2,390 24%	2,294 23%	1,026 10%	9,898
1994-95	6,161 42%	4,662 32%	2,608 18%	1,163 8%	14,594
1995-96	6,939 33%	6,268 30%	6,049 29%	1,447 7%	20,704
1996-97	6,624 32%	5,695 27%	6,090 29%	2,826 12%	21,236
1997-98	6,664 26%	6,020 23%	8,136 33%	4,402 18%	25,223
1998-99	10,754 38%	6,953 24%	7,296 26%	3,462 12%	28,466



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

	Single Car	Multi Car	Unit Train	Truck	Total
1993-94	1,657 20%	317 4%	498 6%	5,695 57%	8,167
1994-95	7,383 30%	4,014 16%	6,074 25%	6,927 28%	24,398
1995-96	10,270 29%	9,535 27%	11,702 31%	4,214 12%	35,722
1996-97	8,209 32%	4,777 19%	7,513 29%	5,138 20%	25,637
1997-98	8,577 30%	6,254 22%	7,844 27%	5,966 21%	28,642
1998-99	10,942 31%	3,104 9%	11,561 33%	9,421 27%	35,029

Mode for Corn Shipments from ND

