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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 2001-02 was prepared by Kimberly Vachal, Upper Great Plains Transportation Institute. The author gratefully acknowledges 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. **2001-02 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 2001 to June 2002.

Commodity: Hard red spring wheat, durum, barley, sunflowers, oats, soybeans, canola,

and corn.

Organization of the Report

Five groups of data will be presented in this report: (1) individual elevator performance (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.

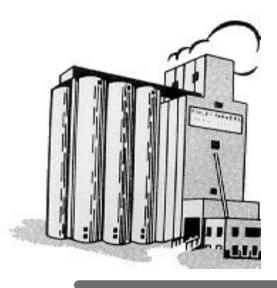
Mode for Grain & Oilseed Shipments by Rail:

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, 2001-02

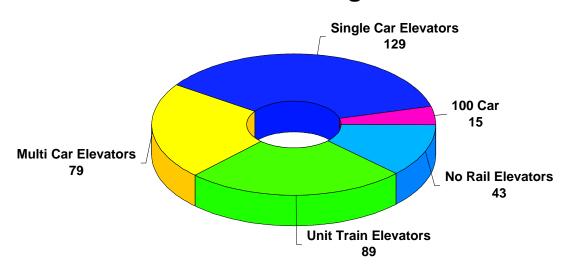
Storage: 210,530 Thousand Bu.

Grain Shipped to End User: 497,969 Thousand Bu.

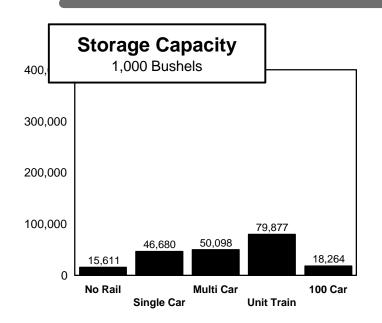
Grain Transhipped to ND Elevator: 36,207 Thousand Bu.

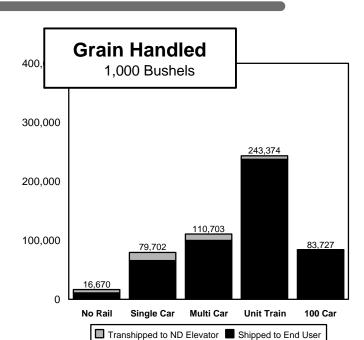
Average Turnover: 5.2

Elevator Categories

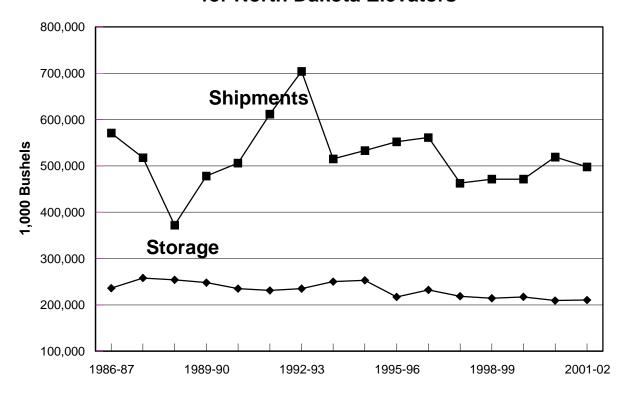


Note: Elevator categories are based on the number of rail cars an elevator can load without railroad switching assistance(pg iv).

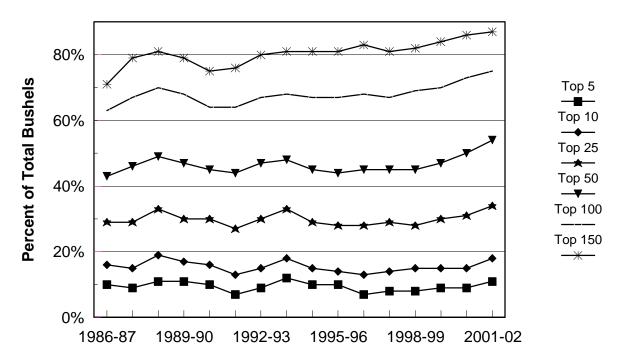




Storage and Total Grain Shipments for North Dakota Elevators

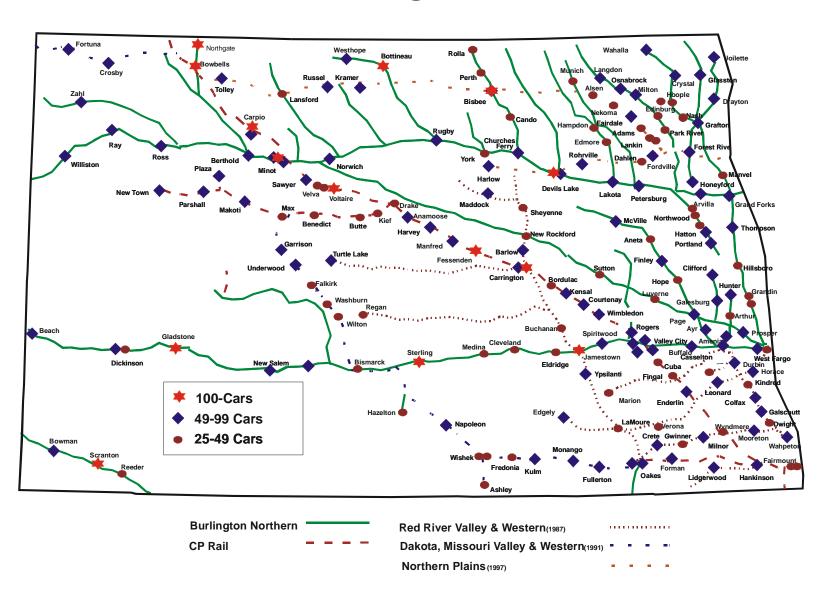


Concentration Ratios for North Dakota's 5, 10, 25, 50, 100, and 150 Largest Volume Elevators

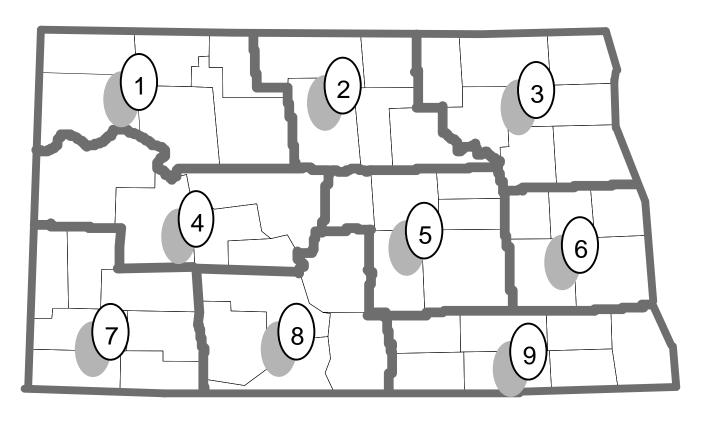


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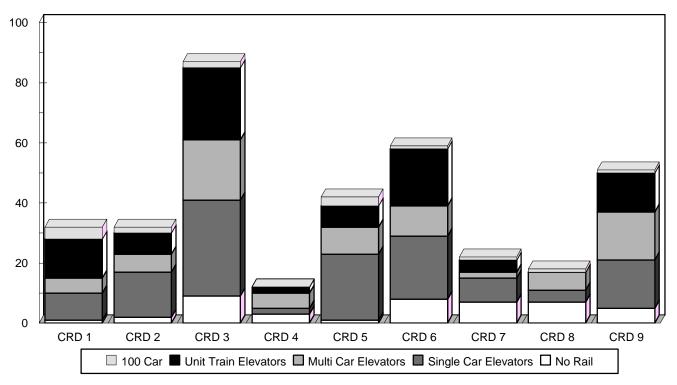
North Dakota Multicar, Unit & Shuttle Train Car Loading Stations, 2001



NORTH DAKOTA CROP REPORTING DISTRICTS

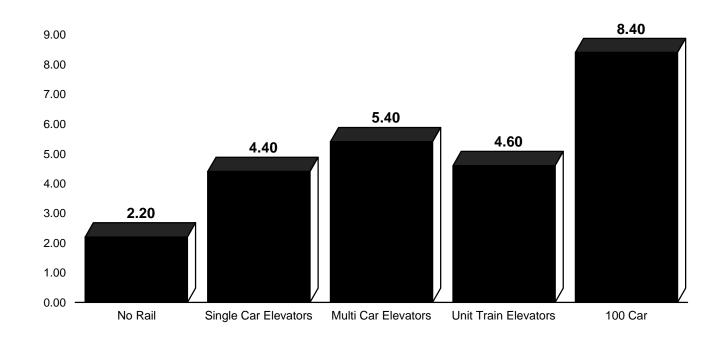


Elevators in Each CRD, 2001-02



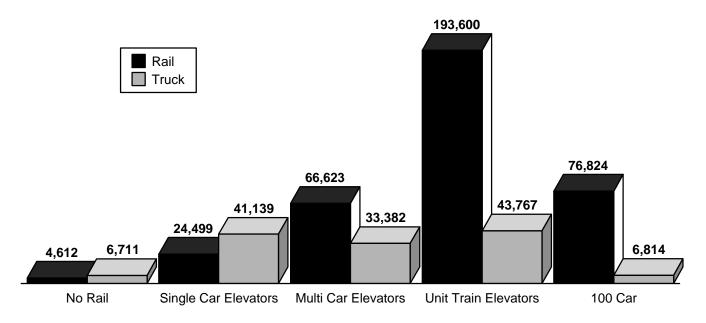
Turnover Ratios for Each Elevator Category, 2001-02

- Ratio of Volume Handled to Storage Capacity -



Modal Shipments of Grains and Oilseeds for Each Elevator Category, 2001-02

- Thousand Bushels -



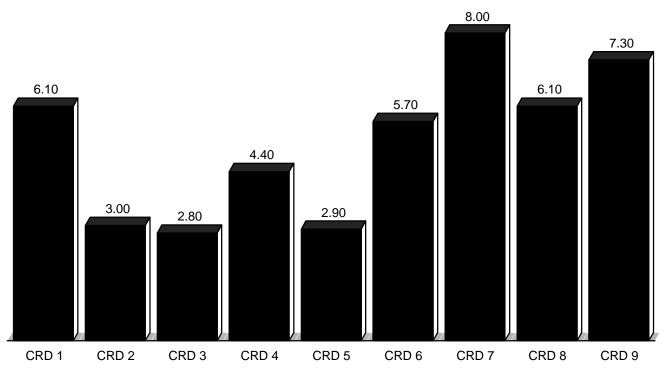
ND Elevator Storage, Shipments, and Turnover Ratios for Each CRD, 2001-02

CRD	# Elev	Storage Capacity	Total Transhipped ^a	Total Shipments ^b	Average Turnover
1	32	19,288,200	3,066,459	75,639,264	6.1
2	32	20,126,000	2,490,015	34,857,279	3.0
3	87	48,108,752	5,662,571	77,765,877	2.8
4	12	5,748,050	813,532	17,924,538	4.4
5	42	31,354,700	5,462,907	50,448,659	2.9
6	59	38,614,992	10,536,749	96,748,816	5.7
7	22	11,084,300	4,101,847	36,670,088	8.0
8	18	5,599,000	471,053	15,643,961	6.1
9	51	30,605,560	3,601,928	92,270,640	7.3
All	355	210,529,554	36,207,061	497,969,122	5.03

^aBushels transhipped to other ND elevators.

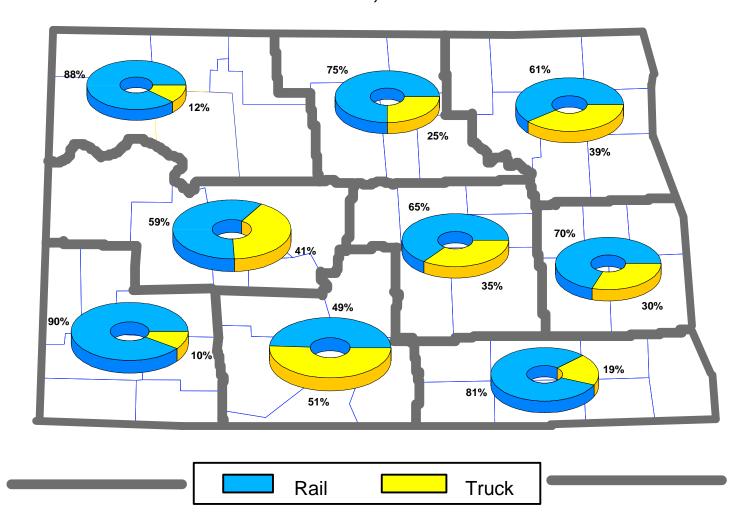
Average Turnover of Shipments to Storage for Each CRD, 2001-02

-Weighted by grain shipments-

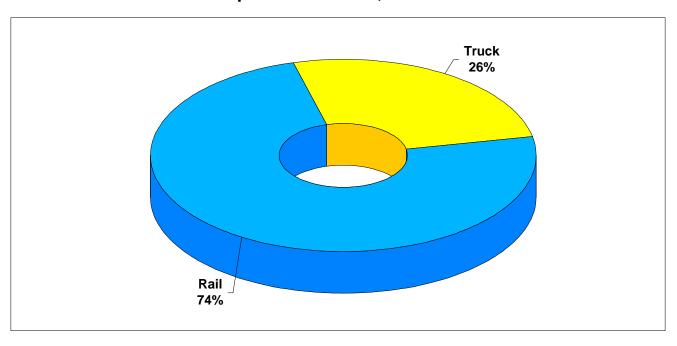


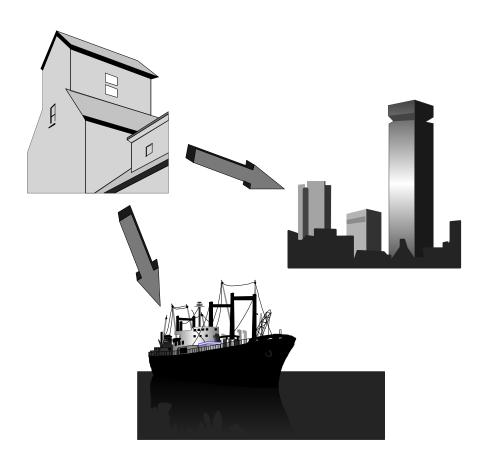
^bBushels shipped to processors, and various export points.

Modal Share of Grain and Oilseed Shipments from Each CRD, 2001-02



Rail/Truck Share of Grain and Oilseed Shipments from ND, 2001-02

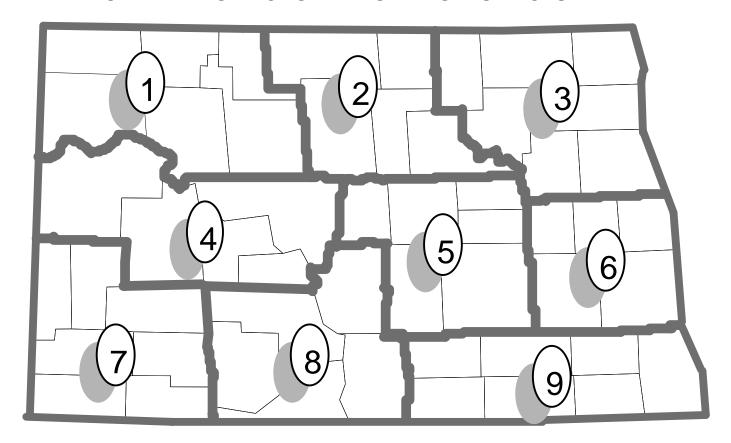


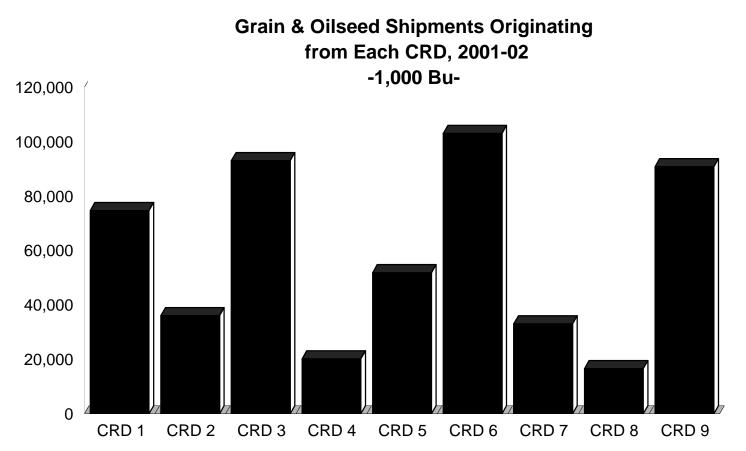


Destinations for Grain and Oilseed Shipments Originating from North Dakota Elevators

All Grains and Oilseeds

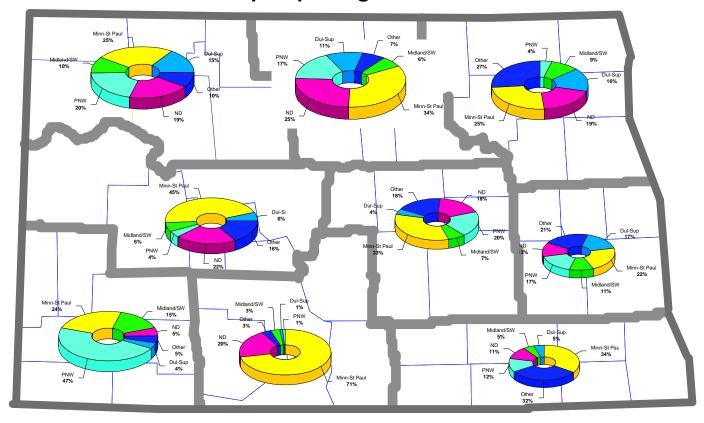
NORTH DAKOTA CROP REPORTING DISTRICTS

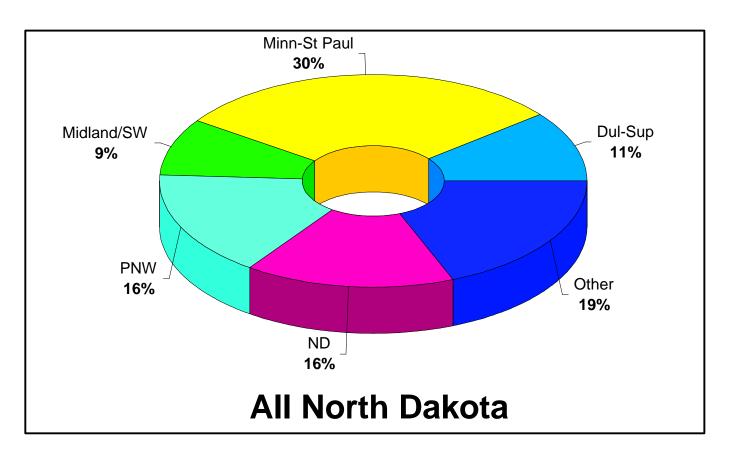




Destinations for Grain & Oilseed Shipments 2001-02

Crop Reporting District

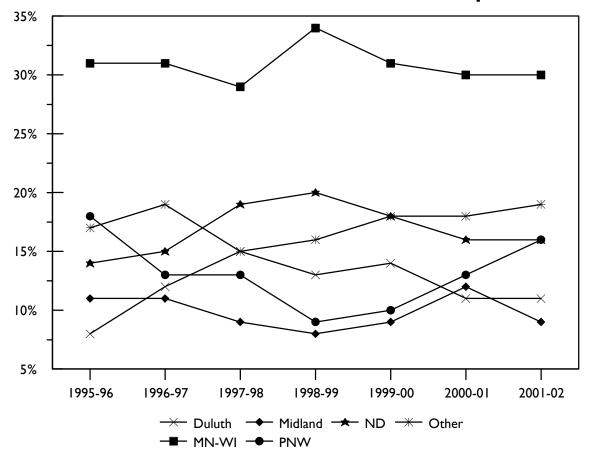




Trends for Destinations of Grain and Oilseed Shipments from ND (1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1995-96	46,572	177,764	62,904	104,130	565,142
	8%	31%	11%	18%	
1996-97	62,308	158,553	56,208	66,838	517,175
	12%	31%	11%	13%	
1997-98	65,602	140,473	42,836	62,414	462,495
	15%	29%	9%	13%	
1998-99	58,959	158,368	37,597	42,398	471,958
	12%	34%	8%	9%	
1999-00	68,356	145,809	41,636	47,411	471,737
	14%	31%	9%	10%	
2000-01	57,011	162,650	62,423	70,984	538,110
	11%	30%	12%	13%	
2001-02	53,551	147,730	43,182	80,220	497,969
	11%	30%	9%	16%	

Destinations for Grain and Oilseed Shipments



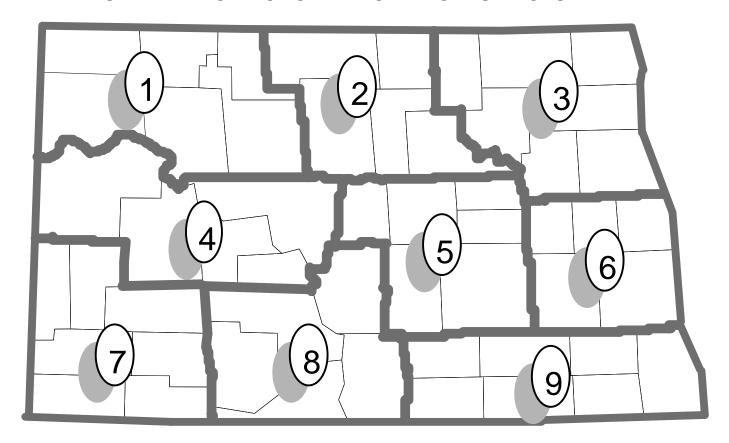
Destinations for Grain and Oilseed Shipments from ND CRDs

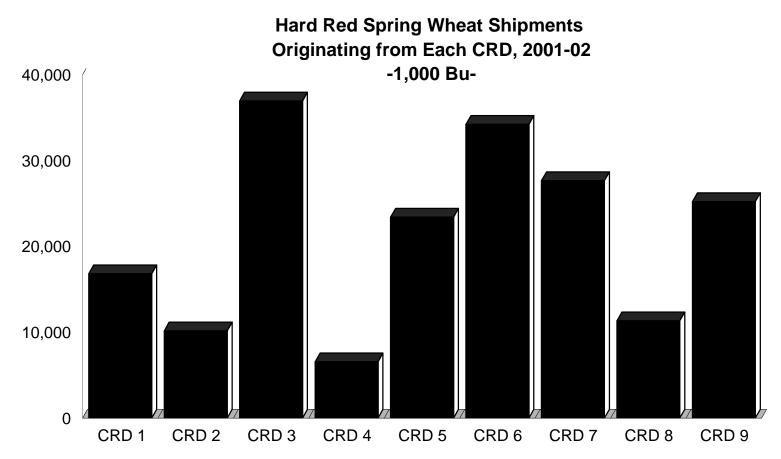
(1,000 Bushels)

			CI	RD I							CF	RD 2			
	Duluth	MN_WI	Midland		ND	Other	Total		Duluth	MN_WI	Midland		ND	Other	Total
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									10%			9%			
	8%	34%	16%	17%	13%	12%	66,374	1996-97		34%	4%		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%	55,473	1998-99	9%	28%	7%	13%	31%	12%	41,444
1999-00	5%	36%	16%	15%	22%	7%	61,527	1999-00	11%	26%	6%	11%	38%	9%	27,929
2000-01	7%	28%	23%	17%	18%	8%	76,136	2000-01	7%	37%	7%	11%	31%	8%	36,266
2001-02	15%	25%	10%	20%	19%	10%	75,639	2001-02	11%	34%	6%	17%	25%	7%	34,857
				RD 3								RD 4			
			Midland		ND	Other	Total				Midland		ND	Other	Total
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%	۱%	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%	93,014	1998-99	2%	33%	17%	2%	12%	35%	19,200
1999-00	16%	26%	11%	1%	18%	27%	93,794	1999-00	4%	39%	9%	5%	13%	31%	16,338
2000-01	17%	27%	10%	4%	18%	24%	96,766	2000-01	3%	27%	6%	8%	21%	35%	21,227
2001-02	16%	25%	9%	4%	19%	27%	77,766	2001-02	6%	46%	6%	3%	22%	17%	17,925
	. 070	2070	7,0	1,70	, ,	2.70	,	200.02	• 70	.070	•/•	2,0		, , ,	,.25
			CI	RD 5							CF	RD 6			
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	7%	1%	31%	24%	45,241	1998-99	17%	32%	9%	9%	18%	16%	100,757
1999-00	8%	28%	12%	1%	28%	24%	49,294	1999-00	23%	30%	7%	10%	11%	19%	98,723
2000-01	7%	29%	16%	5%	25%	18%	53,336	2000-01	16%	28%	12%	15%	11%	19%	104,415
2001-02	4%	33%	7%	20%	18%	18%	50,449	2001-02	17%	22%	11%	17%	13%	21%	96,749
			C	RD 7							C	RD 8			
	Dulush	MNI WI	Midland		ND	Other	Total		Duluth	MNI W/I	Midland		ND	Other	Total
1004.05								1994-95							
1994-95	9%	21%	11%	54%	2%	3%	27,635		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%	39%	10%	30%	7%	8%	29,497	1998-99	1%	71%	3%	3%	15%	8%	13,101
1999-00	9%	25%	14%	40%	6%	6%	27,254	1999-00	3%	70%	2%	3%	16%	7%	13,795
2000-01	4%	29%	15%	37%	5%	9%	37,346	2000-01	5%	66%	4%	1%	18%	6%	17,907
2001-02	4%	24%	15%	47%	5%	5%	36,670	2001-02	1%	71%	3%	1%	20%	3%	15,644
	Dollar.	MNING		RD 9	ND	04	T.4.1								
1004.05			Midland	PNW	ND	Other	Total								
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%	16%	74,229								
1999-00	19%	31%	3%	15%	15%	18%	83,082								
2000-01	10%	30%	5%	18%	12%	25%	94,713								
2001-02	5%	34%	5%	12%	11%	32%	92,271								

HRS Wheat

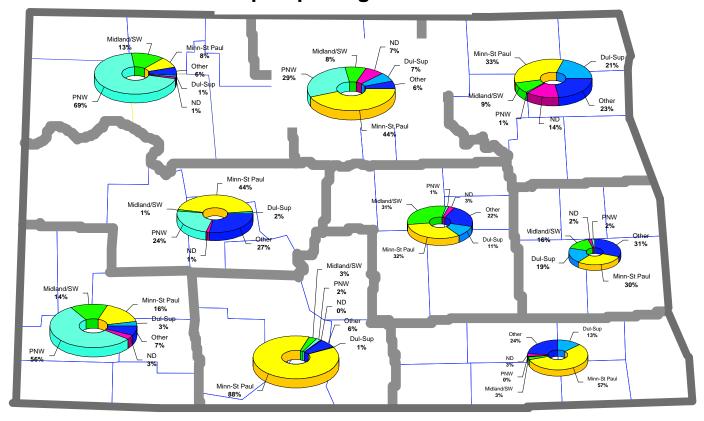
NORTH DAKOTA CROP REPORTING DISTRICTS

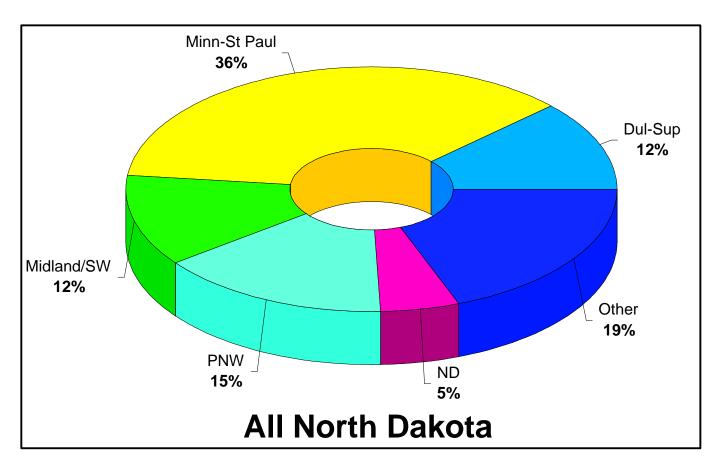




Destinations for Hard Red Spring Wheat Shipments 2001-02

Crop Reporting District

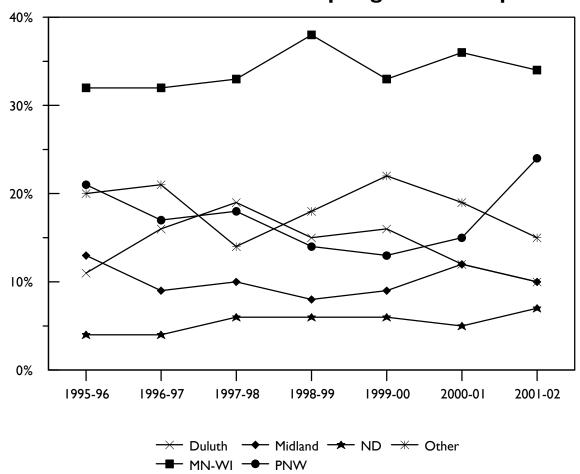




Trends for Destinations of Hard Red Spring Wheat Shipments from ND (1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1995-96	28,842	83,708	33,524	56,223	264,379
	11%	32%	13%	21%	
1996-97	36,028	72,461	21,048	37,722	223,145
	16%	32%	9%	17%	
1997-98	32,140	60,997	18,040	32,646	179,327
	19%	33%	10%	18%	
1998-99	24,326	64,921	13,389	23,672	167,713
	15%	39%	8%	14%	
1999-00	29,068	28,179	15,809	23,644	177,450
	16%	33%	9%	13%	
2000-01	24,403	71,865	24,447	29,848	200,068
	12%	36%	12%	15%	
2001-02	19,105	65,497	19,104	46,300	192,457
	10%	34%	10%	24%	

Destinations for Hard Red Spring Wheat Shipments

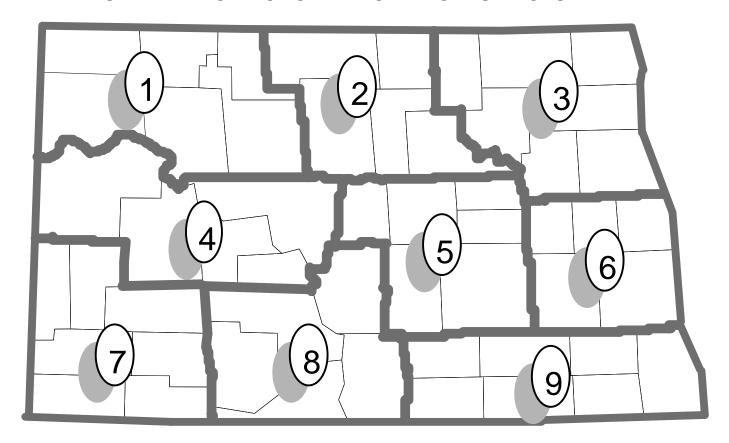


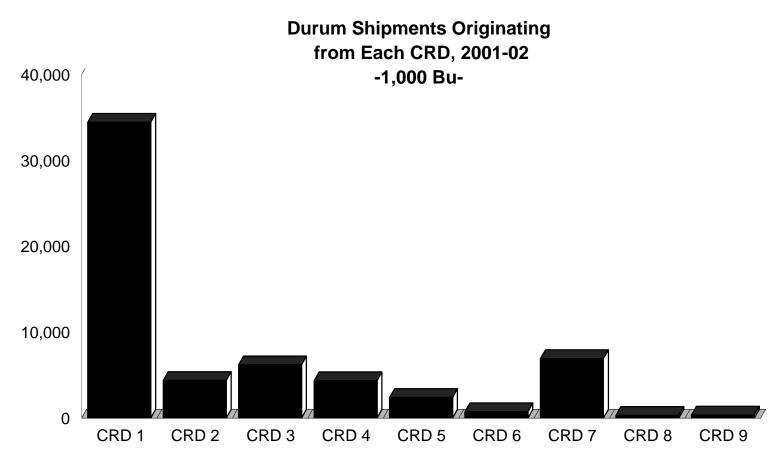
Destinations for Hard Red Spring Wheat Shipments from ND CRDs (1,000 Bushels)

<u>CRD I</u>					<u>CRD 2</u>										
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
1994-95	11%	23%	8%	48%	2%	8%	30,431	1994-95	5%	22%	6%	23%	17%	27%	17,671
1995-96	8%	20%	14%	45%	1%	13%	21,000	1995-96	8%	31%	8%	20%	12%	20%	15,404
1996-97	5%	17%	10%	55%	4%	9%	17,975	1996-97	9%	31%	5%	26%	6%	23%	15,444
1997-98	4%	27%	2%	65%	1%	2%	13,701	1997-98	13%	16%	7%	43%	9%	11%	12,487
1998-99	1%	28%	5%	57%	2%	8%	11,384	1998-99	10%	26%	14%	37%	3%	9%	11,601
1999-00	0%	19%	4%	70%	3%	4%	12,268	1999-00	14%	25%	10%	34%	6%	11%	7,977
2000-01	1%	14%	12%	65%	1%	6%	16,171	2000-01	7%	43%	8%	29%	7%	6%	9,090
2001-02	4%	9%	2%	77%	3%	5%	16,831	2001-02	13%	26%	5%	47%	5%	3%	10,174
							,,,,								-, -
	5 1 41			D 3	ND	0.1	-		.	MAN 1 NA/11	CRD		ND	0.1	
		MN-WI	Midland			Other	Total			MN-WI	Midland			Other	Total
1994-95	25%	30%	10%	18%	4%	12%	43,100	1994-95	8%	50%	2%	15%	11%	15%	10,004
1995-96	17%	23%	14%	24%	8%	15%	55,776	1995-96	9%	61%	7%	2%	5%	16%	8,351
1996-97	27%	23%	12%	6%	10%	21%	55,052	1996-97	6%	46%	9%	15%	4%	19%	8,605
1997-98	30%	23%	6%	12%	19%	9%	37,080	1997-98	4%	55%	6%	7%	۱%	26%	7,718
1998-99	32%	23%	5%	6%	18%	16%	35,393	1998-99	2%	61%	1%	4%	3%	29%	6,594
1999-00	24%	23%	8%	1%	15%	28%	44,229	1999-00	2%	67%	0%	10%	7%	14%	6,636
2000-01	20%	33%	8%	1%	14%	24%	46,282	2000-01	3%	48%	1%	22%	۱%	25%	6,301
2001-02	18%	29%	6%	5%	23%	20%	36,947	2001-02	6%	76%	2%	8%	۱%	8%	6,584
												_			
	5 1 41			D 5	ND	0.1	-		5	MAL 1471	CRD		NID	0.1	
1004.05			Midland			Other	Total	1004.05		MN-WI	Midland			Other	Total
1994-95	24%	46%	8%	5%	0%	17%	23,171	1994-95	19%	24%	8%	25%	1%	22%	32,963
1995-96	21%	41%	7%	5%	1%	25%	21,991	1995-96	12%	26%	10%	26%	0%	25%	34,972
1996-97	12%	26%	10%	26%	0%	25%	34,972	1996-97	22%	32%	10%	3%	2%	31%	37,986
1997-98	33%	26%	6%	5%	1%	29%	18,774	1997-98	29%	29%	22%	7%	3%	12%	26,858
1998-99	8%	34%	9%	1%	2%	47%	16,430	1998-99	21%	38%	10%	5%	4%	22%	29,389
1999-00	14%	31%	20%	0%	1%	33%	22,078	1999-00	29%	30%	9%	1%	2%	29%	29,400
2000-01	11%	33%	30%	2%	3%	22%	22,214	2000-01	19%	30%	16%	2%	2%	31%	33,091
2001-02	5%	39%	8%	24%	3%	20%	23,436	2001-02	18%	22%	20%	10%	2%	28%	34,236
			60	. .							CDD	•			
	Duludh	MNI W/I		D 7	ND	Other	Tatal		Duludh	MNI VAZI	CRD		ND	Other	Tatal
1994-95	9%	MN-WI 19%	Midland 8%	58%	2%	Other 3%	Total	1994-95	3%	MN-WI 62%	Midland 22%		2%	Other 3%	Total 9,899
1995-96	7% 11%	22%	12%	36 <i>%</i> 44%	1%	10%	25,079 24,593	1995-96	3% 1%	65%	18%	7% 4%	3%	10%	12,193
							24,373								12,173
1996-97	5%	14%	6%	68%	1%	6% 4%	21,831	1996-97	2%	75%	11%	5%	3%	4% 7%	9,849
1997-98	4%	31%	17%	43%	2%	4%	23,779	1997-98	2%	72%	10%	4%	4%	7%	9,597
1998-99	5%	34%	12%	38%	2%	9%	23,092	1998-99	1%	82%	3%	3%	5%	7%	10,145
1999-00	11%	15%	14%	51%	3%	6%	21,192	1999-00	2%	82%	2%	3%	4%	7%	10,289
2000-01	6%	15%	17%	49%	3%	10%	27,822	2000-01	5%	84%	3%	2%	0%	6% 2%	12,822
2001-02	5%	9%	17%	62%	4%	5%	27,684	2001-02	1%	93%	3%	1%	0%	2%	11,333
			CRD	Q											
	Duluth	MN-WI	Midland		ND	Other	Total								
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	11%	56%	8%	1%	4%	20%	23,686								
1999-00	12%	51%	1%	0%	7%	29%	23,381								
2000-01	13%	58%	3%	0%	3%	24%	26,276								
2001-02	5%	64%	9%	0%	5%	17%	25,230								
2001-02	J/0	U-1/0	1/0	0 /0	J /0	17/0	23,230								

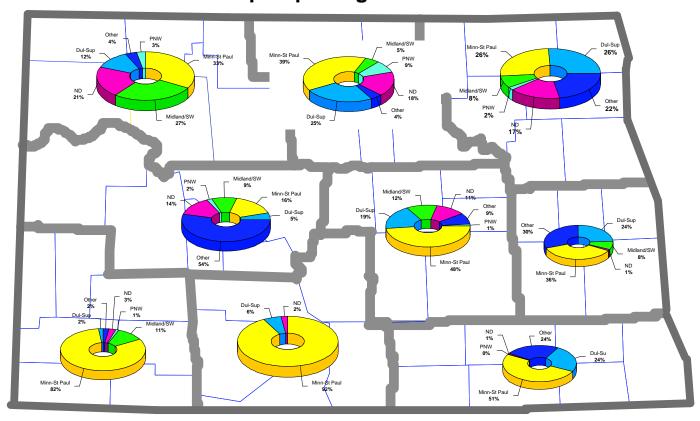
Durum

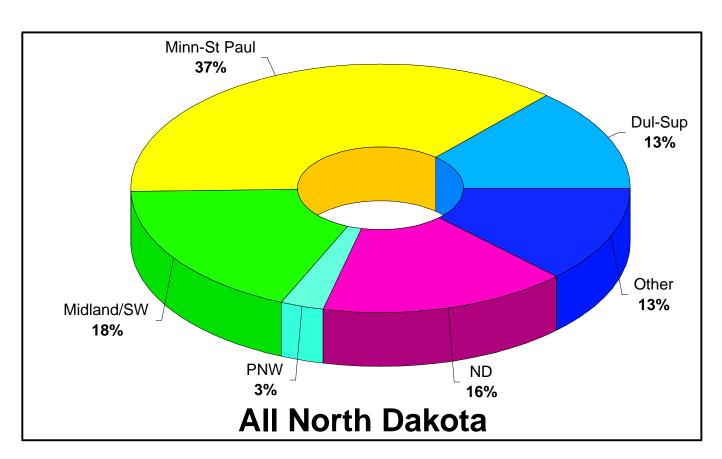
NORTH DAKOTA CROP REPORTING DISTRICTS





Destinations for Durum Shipments 2001-02 Crop Reporting District

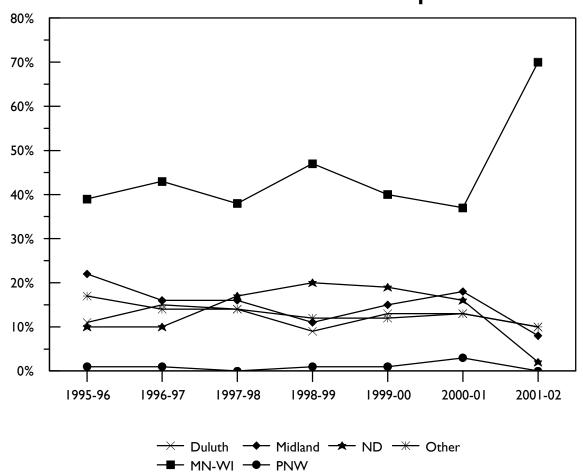




Trends for Destinations of Durum Wheat Shipments from ND (1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1995-96	7,481	27,853	15,461	692	70,875
	11%	39%	22%	1%	
1996-97	10,541	29,663	11,333	879	68,712
	15%	43%	16%	1%	
1997-98	9,091	22,650	8,727	216	57,550
	14%	38%	16%	0%	
1998-99	4,884	25,983	6,229	608	55,372
	9%	47%	11%	1%	
1999-00	8,569	25,682	9,407	676	64,056
	13%	40%	15%	1%	
2000-01	10,297	28,895	13,781	2,134	77,025
	13%	38%	18%	3%	
2001-02	15,272	21,595	57,041	1,469	60,845
	25%	35%	94%	2%	

Destinations for Durum Shipments



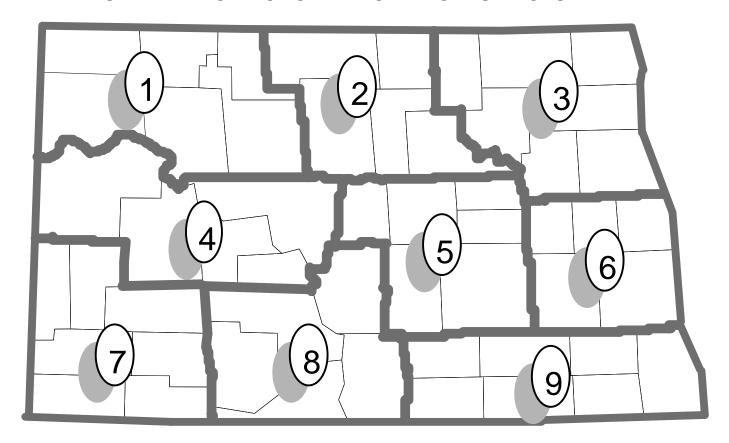
Destinations for Durum Shipments from ND CRDs

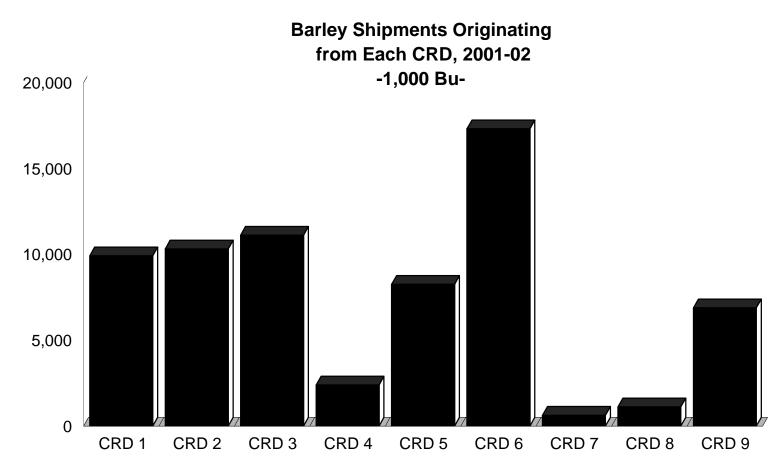
(1,000 Bushels)

			CRD I								CRD	2			
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI	Midland	PNW	ND	Other	Total
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%	51%	9%	2%	26%	5%	28,588	1998-99	14%	32%	3%	1%	31%	18%	4,622
							20,300								
1999-00	8%	42%	16%	1%	25%	8%	35,273	1999-00	34%	28%	5%	2%	31%	1%	4,116
2000-01	12%	34%	27%	3%	20%	4%	39,479	2000-01	25%	39%	5%	9%	17%	4%	5,751
2001-02	29%	28%	10%	2%	29%	2%	34,469	2001-02	33%	48%	1%	3%	11%	3%	4,389
			CRD 3								CRD	4			
	Duluth	MN-WI		PNW	ND	Other	Total		Duluth	MN-WI			ND	Other	Total
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
							6,519								7,210
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%	19%	15%	4,324	1998-99	1%	24%	34%	0%	5%	36%	8,010
1999-00	24%	29%	15%	0%	17%	14%	8,131	1999-00	7%	18%	21%	1%	3%	50%	5,954
2000-01	26%	26%	8%	2%	17%	22%	8,864	2000-01	6%	17%	9%	2%	14%	53%	8,838
2001-02	40%	18%	3%	1%	9%	30%	6,208	2001-02	13%	27%	18%	0%	21%	21%	4,962
			CRD 5								CRD	6			
	Duluth	MN_WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI			ND	Other	Total
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%	12%	0%	0%	6%	906
							3,221								
1997-98	12%	49%	14%	2%	1%	23%	2,484	1997-98	29%	54%	1%	0%	5%	10%	239
1998-99	13%	49%	18%	0%	11%	10%	3,126	1998-99	17%	50%	12%	11%	3%	7%	998
1999-00	21%	48%	14%	0%	9%	7%	3,250	1999-00	34%	51%	2%	3%	2%	7%	1,815
2000-01	17%	49%	15%	۱%	11%	8%	3,393	2000-01	27%	35%	8%	0%	۱%	30%	1,899
2001-02	16%	51%	10%	14%	2%	7%	2,436	2001-02	44%	31%	2%	6%	1%	16%	752
			CRD 7								CRD	R			
	Duluth	MN-WI	Midland	PNW	ND	Other	Total		Duluth	MN-WI			ND	Other	Total
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	9%	71%		0%	11%	5%	4,995	1998-99	0%	98%	1%	0%	1%	0% 0%	285
			3%				4,773								
1999-00	5%	75%	15%	0%	0%	4%	4,321	1999-00	17%	76%	0%	0%	2%	4%	352
2000-01	2%	81%	11%	1%	3%	2%	7,601	2000-01	5%	90%	0%	0%	4%	0%	514
2001-02	0%	78%	13%	2%	3%	5%	6,910	2001-02	3%	92%	0%	0%	5%	0%	338
			CDD 4												
	Duluth	MN-WI	CRD 9 Midland	PNW	ИD	Other	Total								
1994-95	22%	52%	6%	1%	1%	19%	750								
1995-96		52% 50%					348								
	15%		20%	0%	1%	14%									
1996-97	10%	59%	15%	0%	1%	15%	523								
1997-98	22%	45%	6%	0%	1%	26%	429								
1998-99	52%	35%	4%	0%	0%	9%	425								
1999-00	37%	46%	2%	0%	0%	14%	844								
2000-01	24%	52%	0%	0%	1%	23%	687								
2001-02	10%	70%	8%	0%	2%	10%	380								

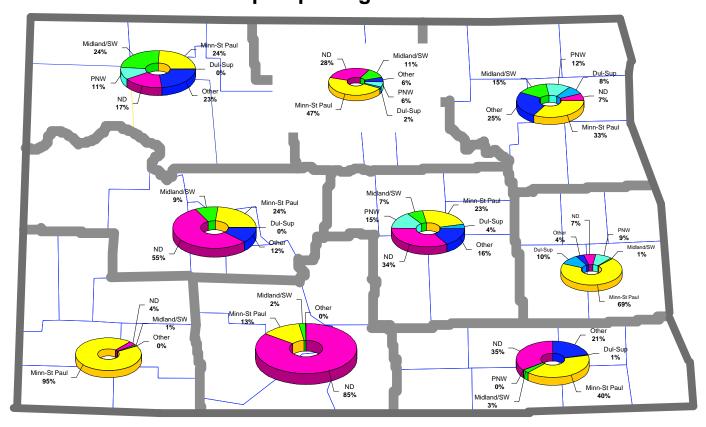
Barley

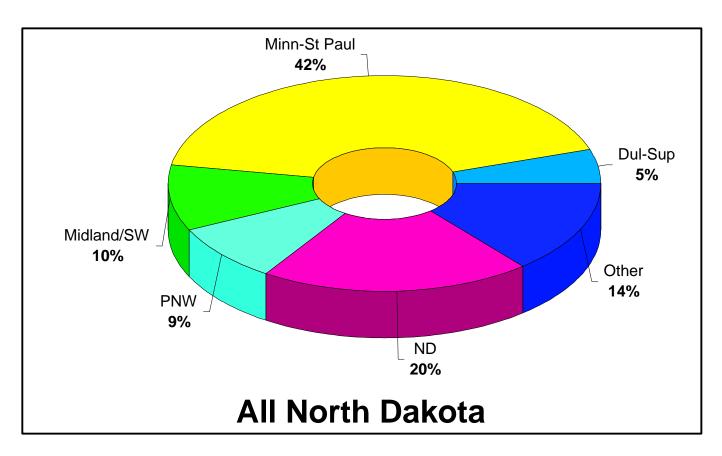
NORTH DAKOTA CROP REPORTING DISTRICTS





Destinations for Barley Shipments 2001-02 Crop Reporting District

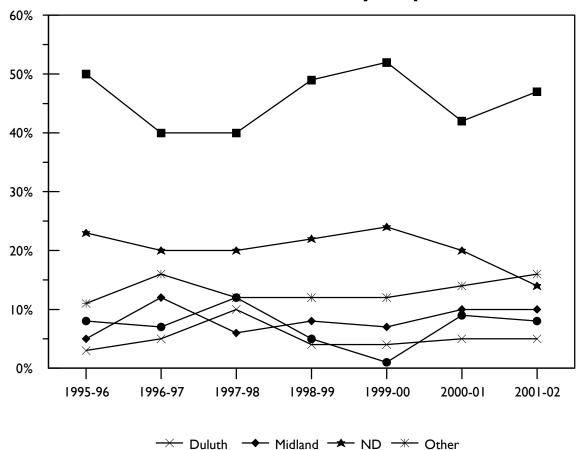




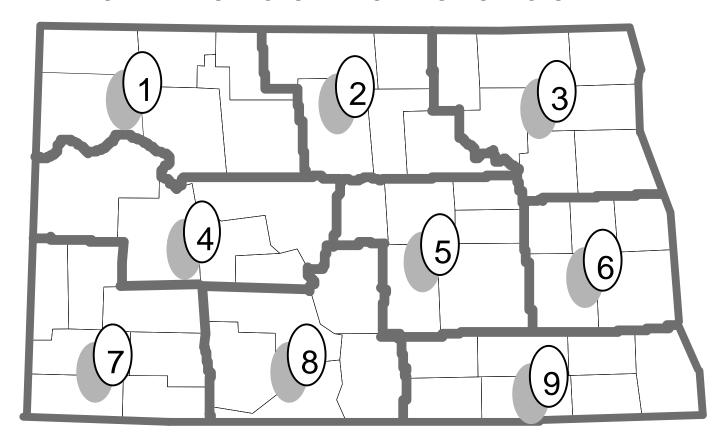
Trends for Destinations of Barley Shipments from ND (1,000 Bushels)

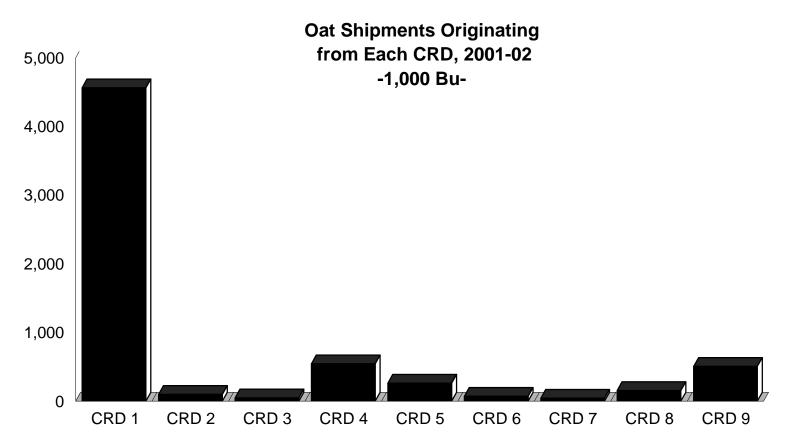
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1995-96	2,748	51,476	5,385	8,287	103,590
	3%	50%	5%	8%	
1996-97	5,912	44,213	12,697	7,749	109,587
	5%	40%	12%	7%	
1997-98	9,213	38,712	5,902	10,818	94,005
	10%	40%	6%	12%	
1998-99	3,400	43,999	7,642	4,314	90,892
	4%	48%	8%	5%	
1999-00	3,245	38,569	5,256	738	74,142
	4%	52%	7%	1%	
2000-01	4,361	35,357	8,278	7,266	84,531
	5%	42%	10%	9%	
2001-02	3,435	32,049	6,744	5,151	67,994
	5%	47%	10%	8%	

Destinations for Barley Shipments

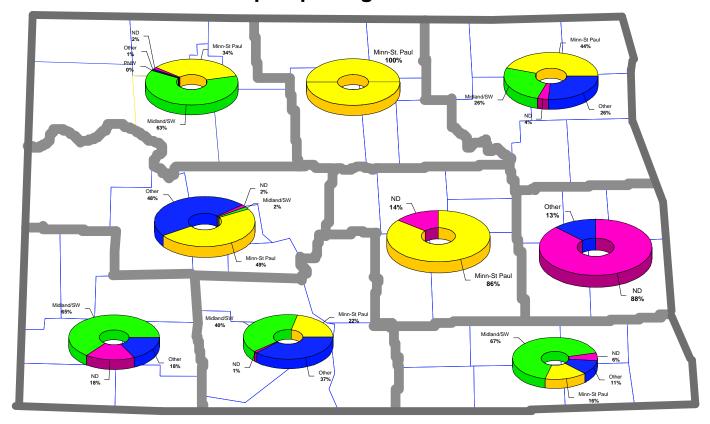


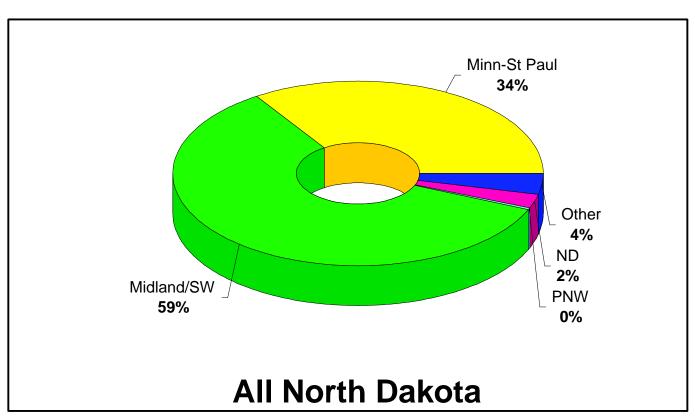






Destinations for Oat Shipments 2001-02 Crop Reporting District

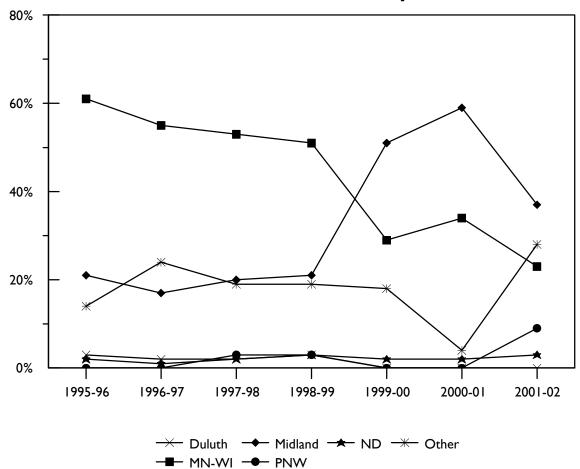




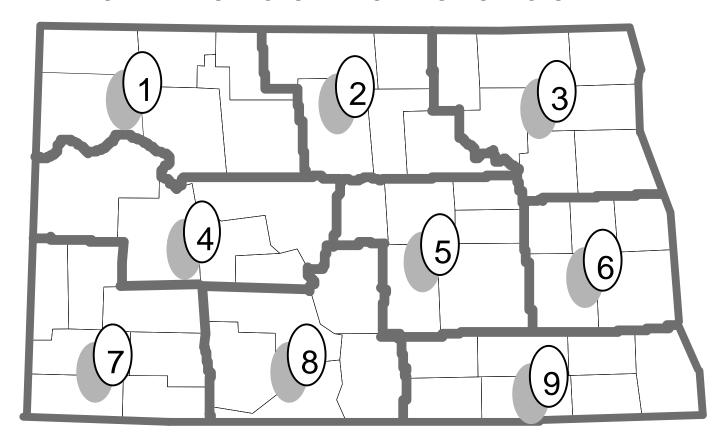
Trends for Destinations of Oat Shipments from ND (1,000 Bushels)

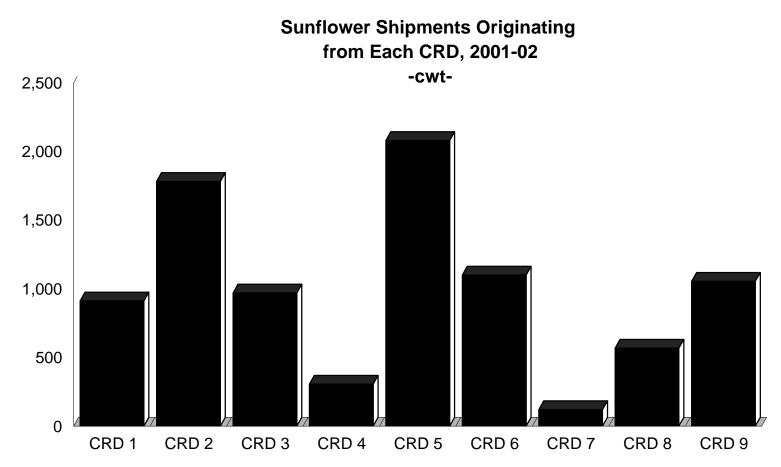
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1995-96	191	4,647	1,561	28	7,576
	3%	61%	21%	0%	
1996-97	83	2,170	690	6	3,967
	2%	55%	17%	0%	
1997-98	101	1,602	667	91	3,128
	2%	53%	20%	3%	
1998-99	20	782	392	53	2,273
	1%	34%	17%	2%	
1999-00	18	1,475	2,556	2	5,034
	0%	29%	51%	0%	
2000-01	0	1,383	2,388	14	4,031
	0%	34%	59%	0%	
2001-02	2	1,471	2,330	550	6,299
	0%	23%	37%	9%	

Destinations for Oat Shipments

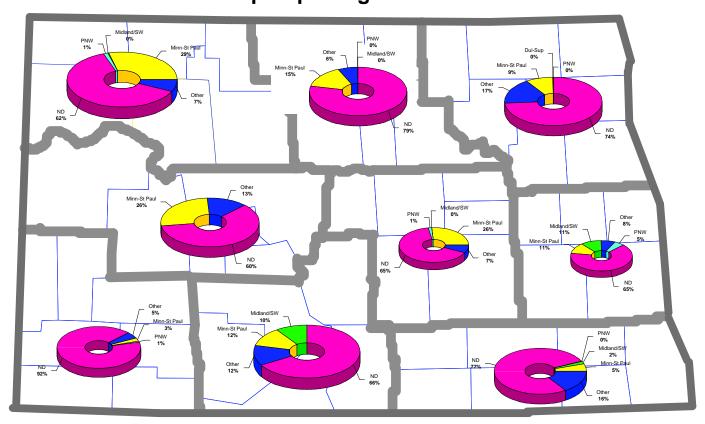


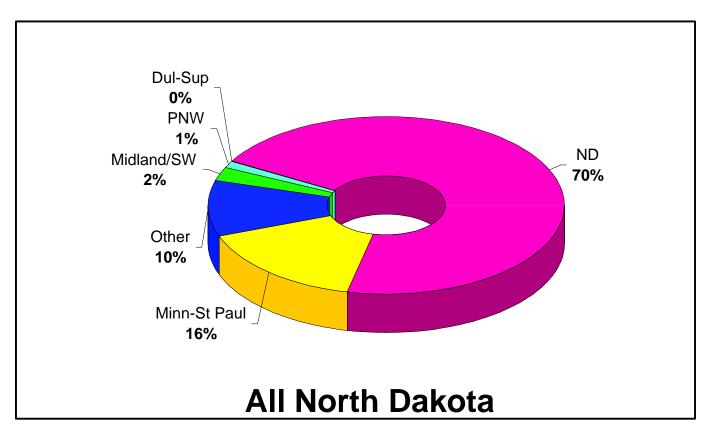
Sunflowers





Destinations for Sunflower Shipments 2001-02 Crop Reporting District

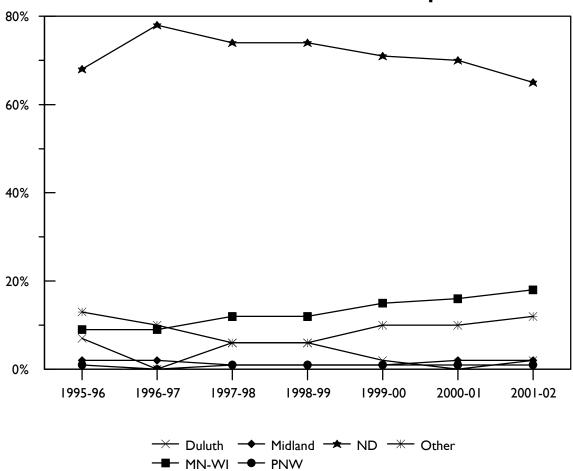




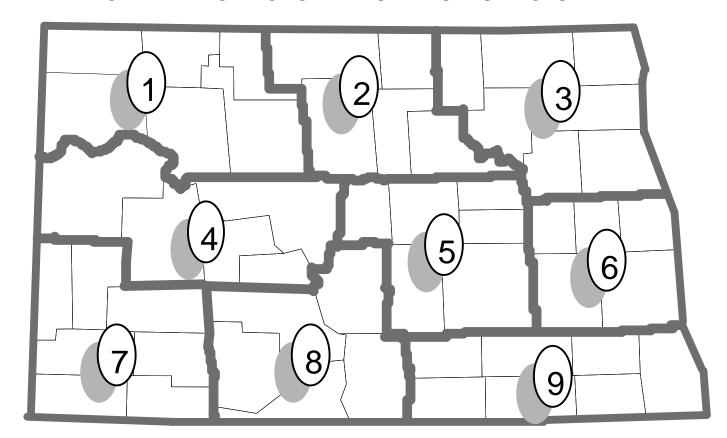
Trends for Destinations of Sunflower Shipments from ND (1,000 Bushels)

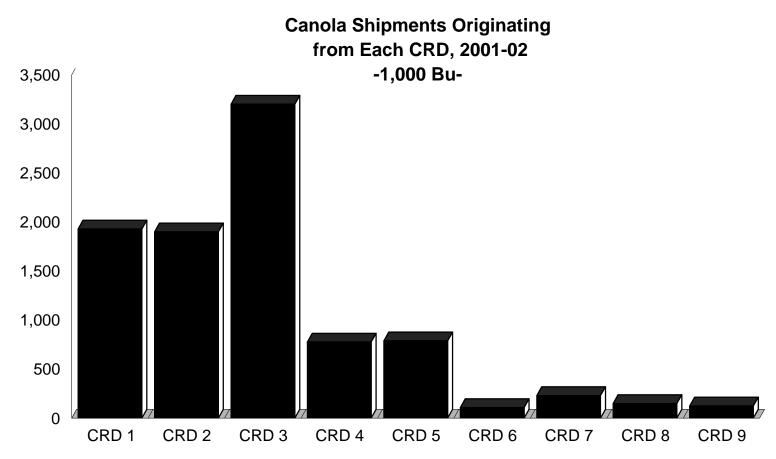
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1995-96	785	1,033	231	136	11,855
	7%	9%	2%	1%	
1996-97	30	898	235	24	9,917
	0%	9%	2%	0%	
1997-98	890	1,656	171	78	13,940
	6%	12%	1%	1%	
1998-99	925	2,428	159	100	14,634
	6%	17%	1%	1%	
1999-00	221	1,804	153	101	11,773
	2%	15%	1%	1%	
2000-01	4	1,667	261	129	10,693
	0%	16%	2%	1%	
2001-02	201	1,561	135	103	8,891
	2%	18%	2%	1%	

Destinations for Sunflower Shipments

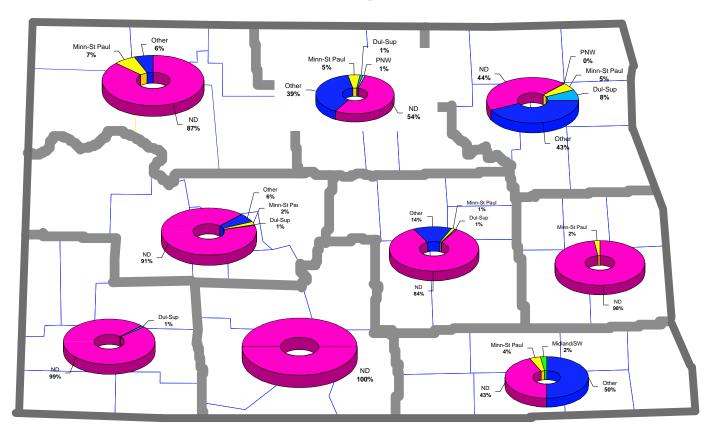


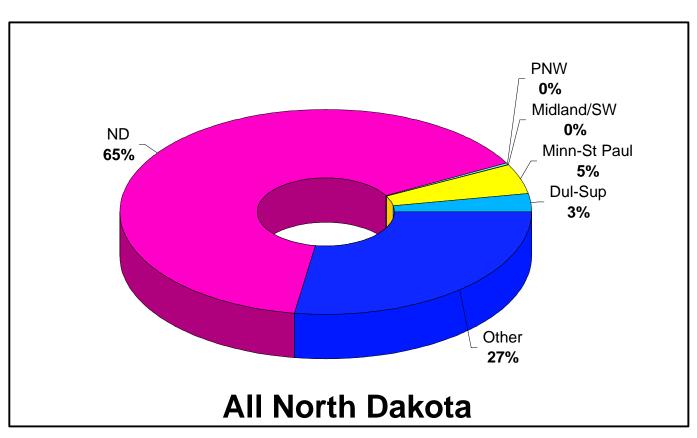
Canola





Destinations for Canola Shipments 2001-02 Crop Reporting District

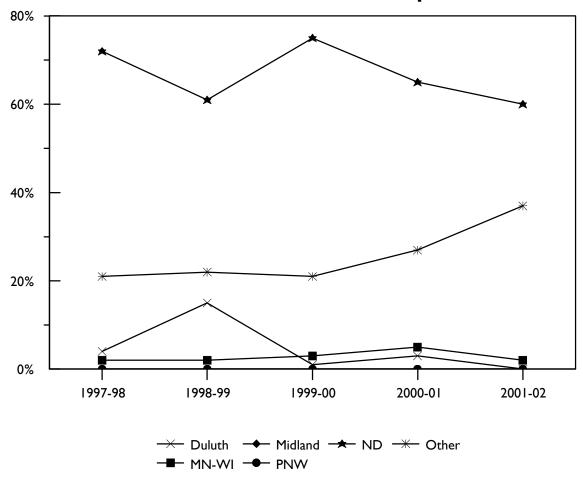




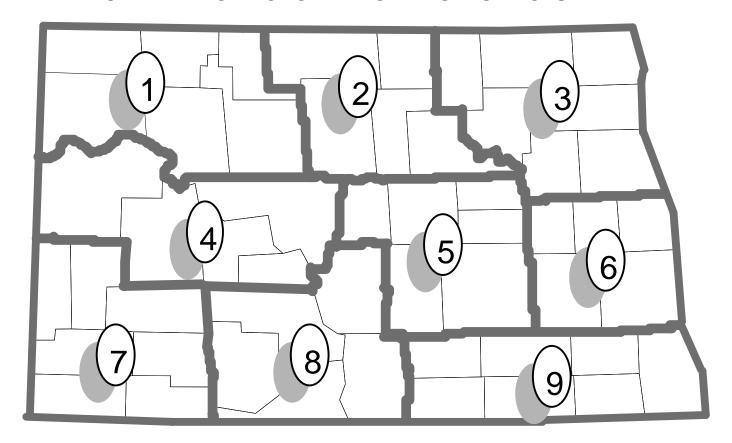
Trends for Destinations of Canola Shipments from ND (1,000 Bushels)

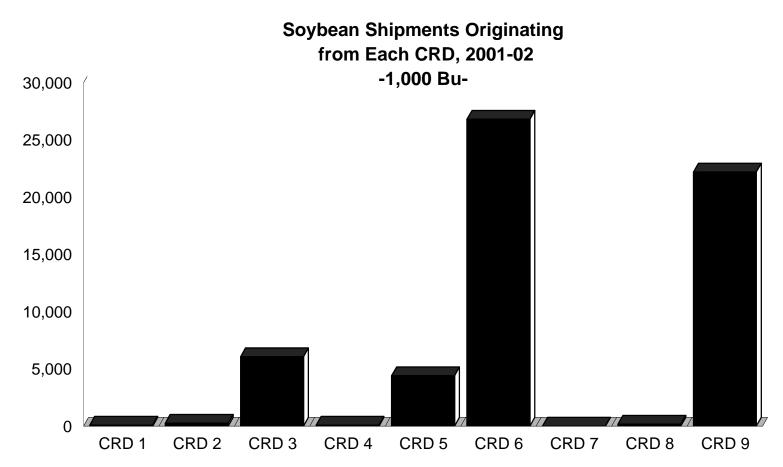
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1997-98	260	96	8	2	5,934
	4%	2%	0%	0%	
1998-99	1,685	287	1	0	11,941
	14%	2%	0%	0%	
1999-00	56	224	2	19	7,013
	1%	3%	0%	0%	
2000-01	297	483	7	28	10,233
	3%	5%	0%	0%	
2001-02	26	183	14	0	9,208
·	0%	2%	0%	0%	

Destinations for Canola Shipments

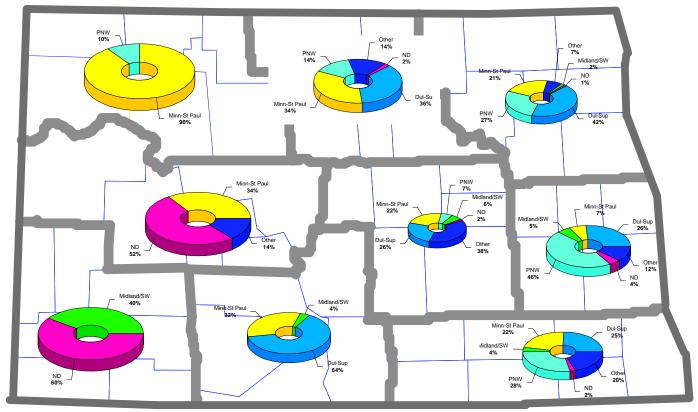


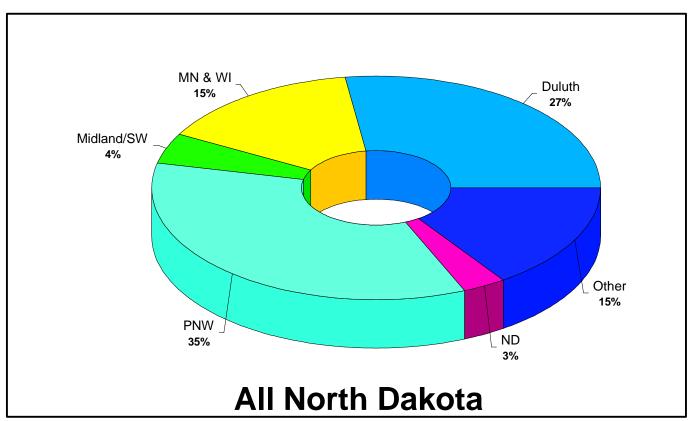
Soybeans





Destinations for Soybeans Shipments 2001-02 Crop Reporting District

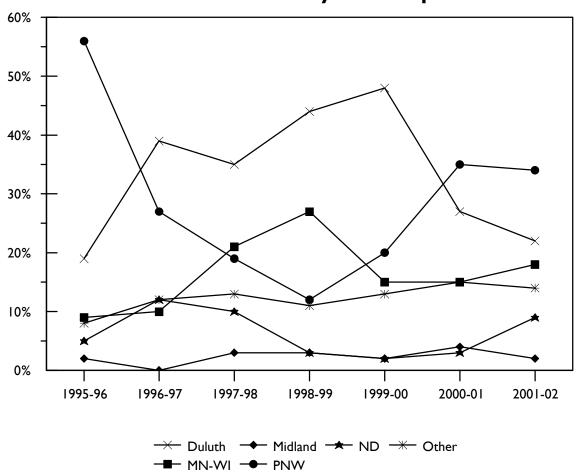




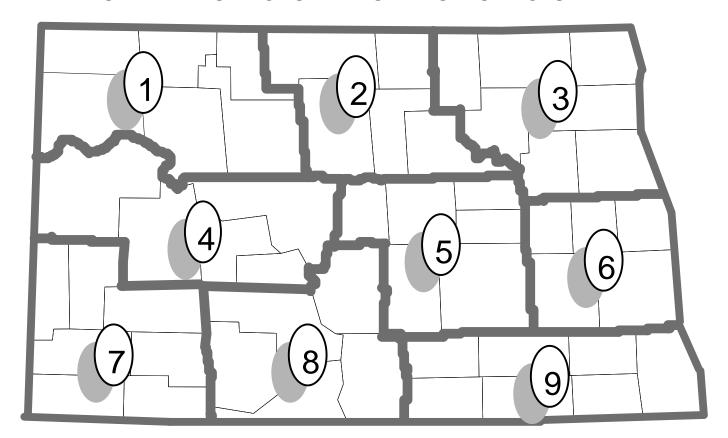
Trends for Destinations of Soybean Shipments from ND (1,000 Bushels)

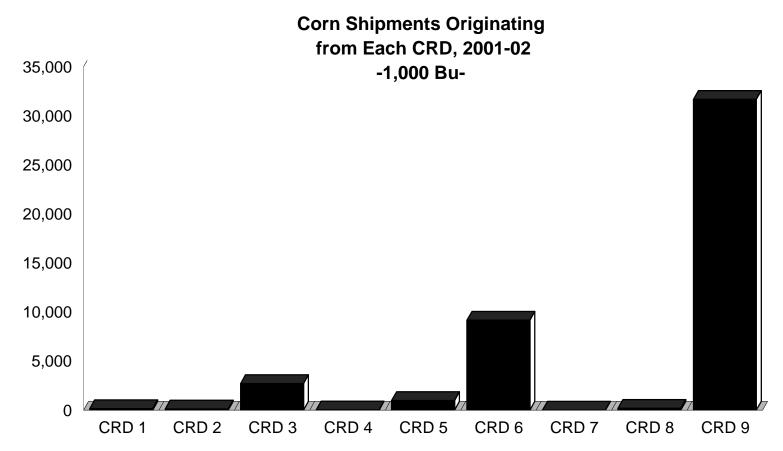
	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1995-96	3,935	1,950	463	11,676	20,704
	19%	9%	2%	56%	
1996-97	8,252	2,093	17	5,809	21,236
	39%	10%	0%	27%	
1997-98	9,210	5,112	813	4,751	25,223
	35%	21%	3%	19%	
1998-99	12,978	7,833	854	3,516	29,526
	44%	27%	3%	12%	
1999-00	20,753	6,514	950	8,393	42,668
	48%	15%	2%	20%	
2000-01	13,523	7,372	2,129	17,296	49,617
	27%	15%	4%	35%	
2001-02	13,358	11,022	1,219	20,644	60,153
	22%	18%	2%	34%	

Destinations for Soybean Shipments

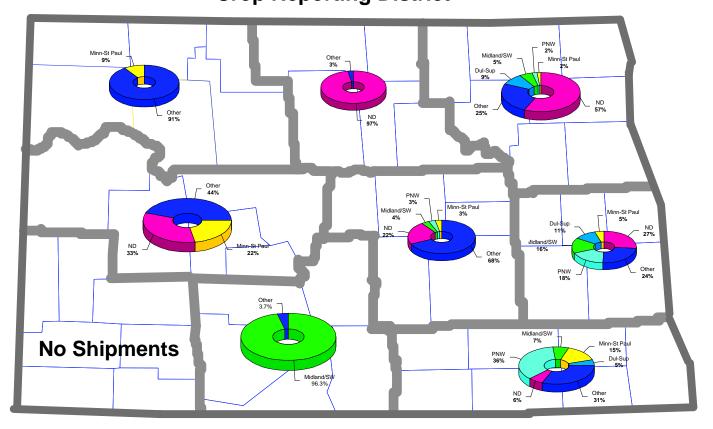


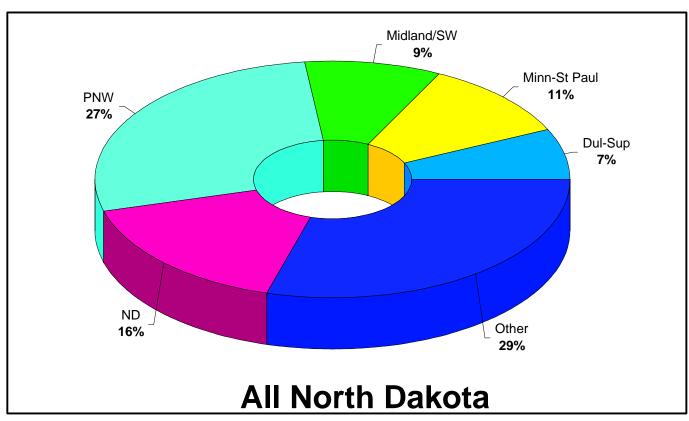






Destinations for Corn Shipments 2001-02 Crop Reporting District

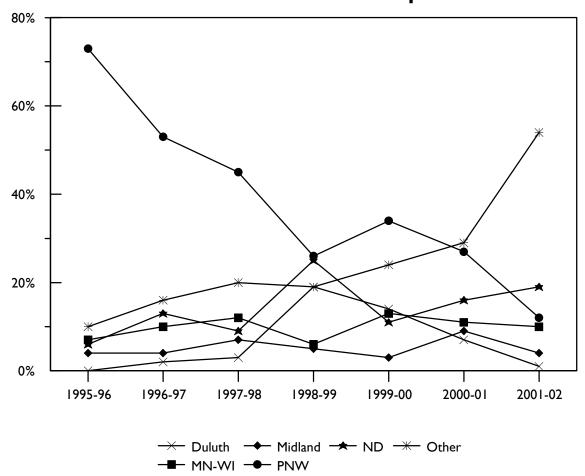


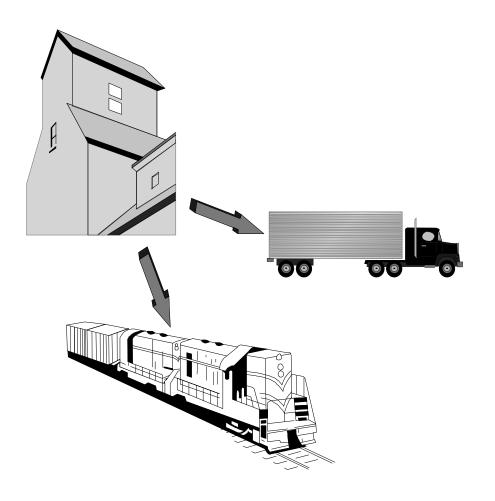


Trends for Destinations of Corn Shipments from ND (1,000 Bushels)

	Dul-Sup	MN-WI	Midland/SW	PNW	Total
1995-96	24	2,417	1,576	25,947	35,722
	0%	7%	4%	73%	
1996-97	514	2,685	1,131	13,687	25,637
	2%	10%	4%	53%	
1997-98	1,073	3,868	2,317	12,851	28,642
	3%	12%	7%	45%	
1998-99	7,012	1,994	1,909	9,177	35,886
	20%	6%	5%	26%	
1999-00	5,577	5,049	1,273	13,084	38,525
	14%	13%	3%	34%	
2000-01	3,417	5,993	4,585	13,604	51,130
	7%	12%	9%	27%	
2001-02	315	4,824	1,658	5,447	46,079
	1%	10%	4%	12%	

Destinations for Corn Shipments

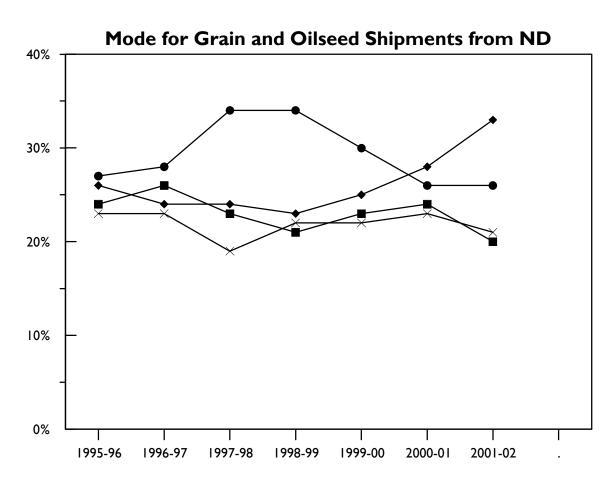




Mode for Grain and Oilseed Shipments Originating from North Dakota Elevators

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

	Single Car	Multi Car	Unit Train	Truck	Total		
1995-96	128,450	136,072	148,776	151,843	565,142		
	23%	24%	26%	27%			
1996-97	116,212	133,418	124,325	143,220	517,176		
	23%	26%	24%	28%			
1997-98	87,760	105,800	114,635	154,749	462,945		
	19%	23%	24%	34%			
1998-99	103,902	99,061	106,272	162,723	471,958		
	22%	21%	23%	34%			
1999-00	101,553	110,191	116,461	143,530	471,737		
	22%	23%	25%	30%			
2000-01	122,314	126,861	149,192	139,743	538,110		
	23%	24%	28%	26%			
2001-02	105,449	97,682	163,026	131,812	497,969		
	21%	20%	33%	26%			



Mode for Grain and Oilseed Shipments from Each CRD

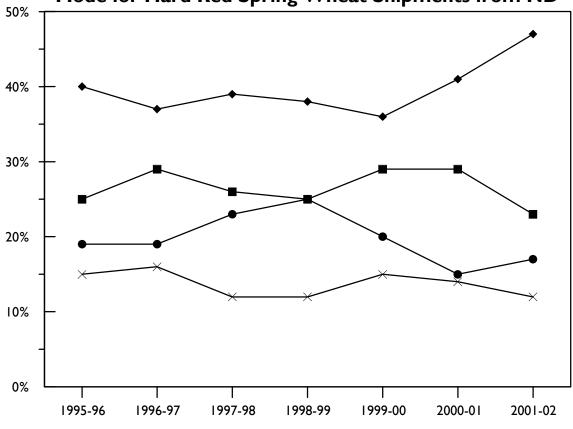
(1,000 Bushels)

		CRD 1						CRD 2			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
1999-00	22%	23%	43%	12%	61,527	1999-00	20%	23%	15%	42%	27,929
2000-01	26%	25%	38%	11%	76,136	2000-01	24%	19%	30%	28%	36,266
2001-02	27%	18%	43%	12%	75,639	2001-02	27%	17%	31%	25%	34,857
200.02	2.70	.0,0	.0,0	.270	7.0,000	200.02	2.70	,	0.70	2070	0 1,001
		CRD 3						CRD 4			
	Single	Multi	Unit				Single	Multi	Unit		
1001.05	Car	Car	Train	Truck	Total	100105	Car	Car	Train	Truck	Total
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
1999-00	25%	23%	16%	35%	93,794	1999-00	22%	24%	17%	38%	16,338
2000-01	27%	22%	20%	32%	96,766	2000-01	39% ౖ	22%	2% _	36%	21,227
2001-02	25%	19%	16%	39%	77,766	2001-02	33% _	18%	8% _	41%	17,925
		CRD 5						CRD 6			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
1999-00	17%	14%	25%	44%	49,294	1999-00	13%	31%	23%	34%	98,723
2000-01	25%	10%	21%	39%	53,336	2000-01	12%	28%	30%	30%	104,415
2001-02	25%	16%	24%	35%	50,449	2001-02	8%	25%	37%	30%	96,749
		CDD 7						CDD 0			
	0: 1	<u>CRD 7</u> Multi	Unit				0: 1	CRD 8	Unit		
	Single			70" 1	75 . 1		Single	Multi		75 1	20 1
1994-95	Car 19%	Car 19%	Train 50%	Truck 13%	Total 29,167	1994-95	Car 20%	Car 29%	Train 4%	Truck 47%	Total 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%	10,411
1998-99	4%	15%	66%	15%	28,202	1998-99	12%	17%	15%	56%	12,358
1999-00	4%	18%	63%	15%	27,254	1999-00	17%	8%	22%	53%	13,795
2000-01	5%	14%	70%	10%	37,346	2000-01	10%	8% _	21%	44%	17,907
2001-02	3% _	13%	73%	10%	36,670	2001-02	7%	2%	39%	51%	15,644
		CRD 9									
	Single	Multi	Unit								
	Car	Car	Train	Truck	Total						
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						
1999-00	36%	25%	16%	23%	83,082						
2000-01	32%	16%	16%	21%	94,713						
2001-02	30%	24%	26%	19%	92,271						

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

	Single Car	Multi Car	Unit Train	Truck	Total
1995-96	41,882	65,888	106,273	50,337	264,379
	15%	25%	40%	19%	
1996-97	34,365	63,866	83,794	41,119	223,145
	16%	29%	37%	19%	
1997-98	21,661	47,354	70,086	40,224	179,327
	12%	26%	39%	23%	
1998-99	21,096	42,355	62,368	41,894	167,713
	12%	25%	38%	25%	
1999-00	25,947	51,594	63,788	36,121	177,450
	15%	29%	36%	20%	
2000-01	27,302	58,900	82,677	31,190	200,068
	14%	29%	41%	16%	
2001-02	23,649	44,087	91,117	33,603	192,457
	12%	23%	47%	17%	





Mode for Hard Red Spring Wheat Shipments from Each CRD

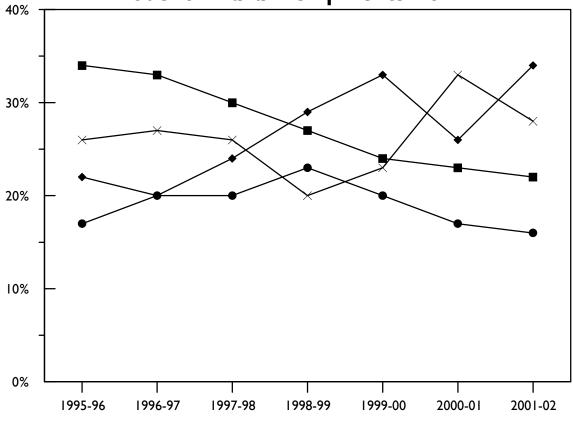
(1,000 Bushels)

		CRD 1						CRD 2			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
1994-95	6%	12%	37%	4%	51, 4 29	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%	11,384	1998-99	15%	29%	48%	8%	11,405
1999-00	9%	16%	68%	6%	12,268	1999-00	15%	38%	29%	18%	7,977
2000-01	11%	19%	65%	5%	16,171	2000-01	14%	30%	46%	9%	9,090
2001-02	6%	11%	76%	6%	16,831	2001-02	20%	13%	60%	7%	10,174
		CRD 3						CRD 4			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
1999-00	13%	32%	29%	26%	44,229	1999-00	11%	28%	8%	52%	6,636
2000-01	14%	31%	32%	23%	46,282	2000-01	15%	44%	5%	37%	6,301
2000-01	14%	28%	25%	33%	36,947	2001-02	21%	31%	8%	41%	6,584
200.02		2070	2070	0070	30,717	200.02	2.70	0.70	0,0	,0	0,501
		CRD 5						CRD 6			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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, 4 10	1998-99	7%	34%	34%	25%	27,539
1999-00	12%	21%	55%	12%	22,078	1999-00	8%	46%	26%	20%	29,400
2000-01	17%	27%	40%	16%	22,214	2000-01	8%	41%	37%	14%	33,091
2001-02	14%	25%	43%	18%	23,436	2001-02	4%	32%	53%	11%	34,236
		CRD 7						CRD 8			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
1999-00	2%	13%	76%	9%	21,192	1999-00	15%	9%	29%	47%	10,289
2000-01	4%	9%	81%	6%	27,822	2000-01	7%	10%	52%	31%	12,822
2001-02	1%	6%	86%	6%	27,622	2001-02	6%	3%	38%	37%	11,333
					.,						,
	C:- 1	CRD 9									
	Single Car	Multi Car	Unit Train	T1-	Total						
1994-95	44%	24%	1 rain 13%	Truck 19%	Total 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						
1999-00	44%	35%	5%	16%	23,381						
2000-01	33%	48%	9%	10%	26,276						
2000-01	32%	38%	17%	12%	25,276						
2001 02	02 /U	30 /0	1770	12/0	23,230						

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

	Single Car	Multi Car	Unit Train	Truck	Total
1995-96	18,868	24,154	15,538	12,315	70,875
	26%	34%	22%	17%	
1996-97	18,210	22,911	13,902	13,689	68,712
	27%	33%	20%	20%	
1997-98	15,070	17,397	13,832	11,250	57,550
	26%	30%	24%	20%	
1998-99	11,459	15,088	15,871	12,955	55,372
	20%	27%	29%	23%	
1999-00	14,726	15,244	21,079	13,007	64,056
	23%	24%	33%	20%	
2000-01	25,104	17,501	20,426	13,994	77,025
	33%	23%	27%	18%	
2001-02	16,926	13,610	20,504	9,804	60,845
	28%	22%	34%	16%	





$$\longrightarrow$$
 Single Car \longrightarrow Multi Car \longrightarrow Unit Train \longrightarrow Truck 58

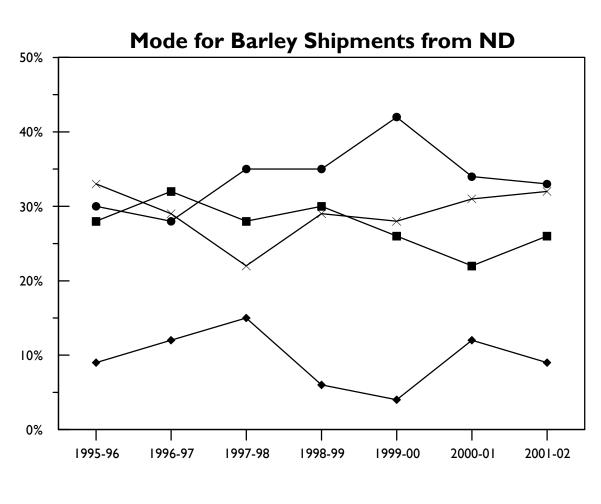
Mode for Durum Shipments from Each CRD

(1,000 Bushels)

		CRD 1						CRD 2			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
1994-95	20%	46%	26%	8%	37,976	1994-95	32%	30%	5%	33%	10,179
1995-96	25%	42%	28%	5%	30, 44 8	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
1999-00	21%	25%	43%	11%	35,273	1999-00	22%	4%	25%	49%	4,116
2000-01	28%	27%	36%	10%	39,479	2000-01	30%	14%	24%	32%	5,751
2001-02	26%	21%	42%	11%	34,469	2001-02	38% _	16%	20%	26%	4,389
		CRD 3						CRD 4			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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
1999-00	24%	17%	17%	41%	8,131	1999-00	23%	28%	37%	12%	5,954
2000-01	38%	12%	12%	38%	8,864	2000-01	62%	16%	2%	20%	8,838
2001-02	39%	12%	23%	26%	6,208	2001-02	32%	20%	19%	29%	4,962
		CRD 5						CRD 6			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
199 4 -95	76%	4%	1%	19%	3,211	1994-95	38%	27%	0%	35%	88 4
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
1999-00	46%	10%	2%	42%	3,250	1999-00	32%	39%	0%	29%	1,815
2000-01	48%	8%	0%	44%	3,393	2000-01	39%	27%	2%	32%	1,899
2001-02	45%	12%	0%	43%	2,436	2001-02	20%	52%	0% _	28%	752
		CRD 7						CRD 8			
	Single	Multi	Unit				Single	Multi	Unit		
	Car	Car	Train	Truck	Total		Car	Car	Train	Truck	Total
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, 4 69	1997-98	22%	0%	0%	77%	137
1998-99	15%	40%	25%	20%	4,853	1998-99	21%	0%	0%	79%	285
1999-00	7%	47%	26%	20%	4,321	1999-00	72%	0%	0%	28%	352
2000-01	7%	37%	48%	9%	7,601	2000-01	55%	15%	0%	30%	514
2001-02	7%	46%	43%	5%	6,910	2001-02	31%	0%	0% _	69%	338
		CRD 9									
	Single	Multi	Unit								
	Car	Car	Train	Truck	Total						
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						
1999-00	64%	1%	0%	35%	844						
2000-01	66%	0%	0%	34%	687						
2001-02	80%	0%	0%	21%	380						

Mode	for	Barley	Shipments	from	ND
		(1,000	0 Bushels)		

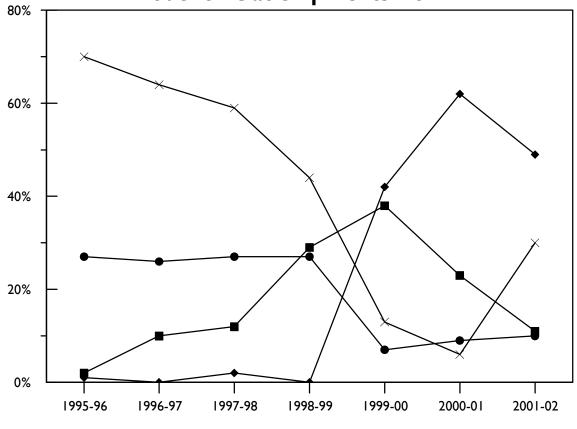
	Single Car	Multi Car	Unit Train	Truck	Total
1995-96	34,205	29,104	8,950	31,330	103,590
	33%	28%	9%	30%	
1996-97	31,449	34,470	12,999	30,668	109,587
	29%	32%	12%	28%	
1997-98	20,614	26,433	13,978	32,978	94,005
	22%	28%	15%	35%	
1998-99	25,941	27,121	6,184	31,646	90,892
	29%	30%	6%	35%	
1999-00	21,095	19,317	2,862	30,868	74,142
	28%	26%	4%	42%	
2000-01	26,692	18,483	10,238	29,118	84,531
	32%	22%	12%	34%	
2001-02	21,692	17,534	6,391	22,376	67,994
	32%	26%	9%	33%	



Mode for Oat Shipments from N	D
(1,000 Bushels)	

	Single Car	Multi Car	Unit Train	Truck	Total
1995-96	5,331	151	46	2,047	7,576
	70%	2%	1%	27%	
1996-97	2,522	384	0	1,061	3,967
	64%	10%	0%	26%	
1997-98	1,834	369	55	869	3,128
	59%	12%	2%	27%	
1998-99	1,001	655	0	617	2,273
	44%	29%	0%	27%	
1999-00	638	1,930	2,092	374	5,034
	13%	38%	42%	7%	
2000-01	226	944	2,482	378	4,031
	6%	23%	62%	9%	
2001-02	1,872	669	3,108	650	6,299
	30%	11%	49%	10%	

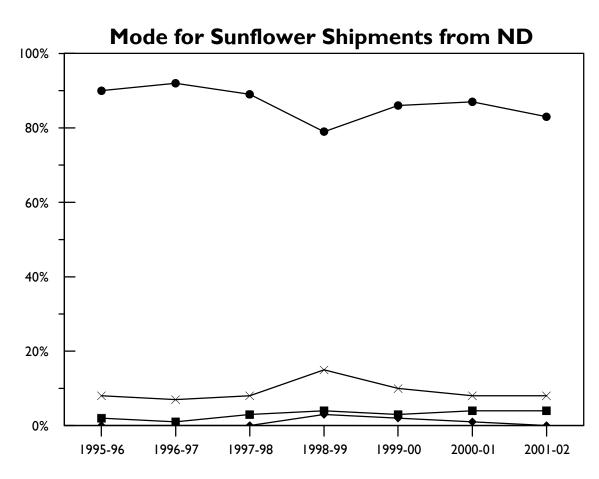




$$\longrightarrow$$
 Single Car \longrightarrow Multi Car \longrightarrow Unit Train \longrightarrow Truck

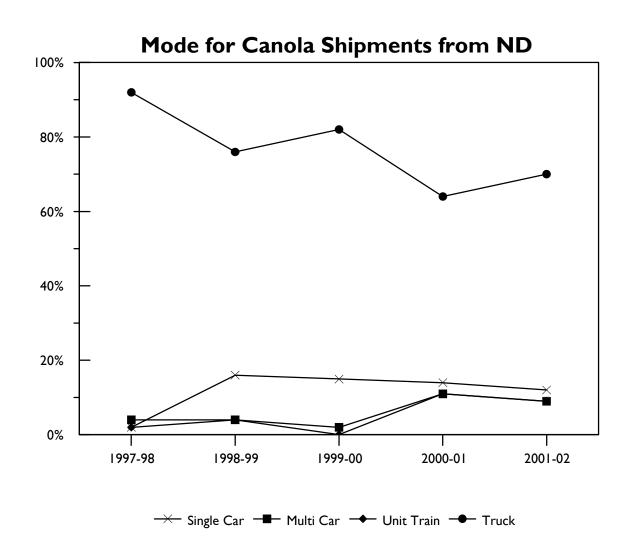
Mode for Sunf	lower	Shipments	from ND
	(1,000 E	Bushels)	

	Single Car	Multi Car	Unit Train	Truck	Total
1995-96	932	214	102	10,708	11,855
	8%	2%	0%	90%	
1996-97	690	111	7	9,110	9,917
	7%	1%	0%	92%	
1997-98	1,151	375	67	12,345	13,940
	8%	3%	0%	89%	
1998-99	2,139	508	437	11,549	14,634
	15%	4%	3%	79%	
1999-00	1,123	353	196	10,100	11,773
	10%	3%	2%	86%	
2000-01	820	394	156	9,323	10,693
	8%	4%	1%	87%	
2001-02	825	450	0	8,891	10,433
1	8%	4%	0%	85%	



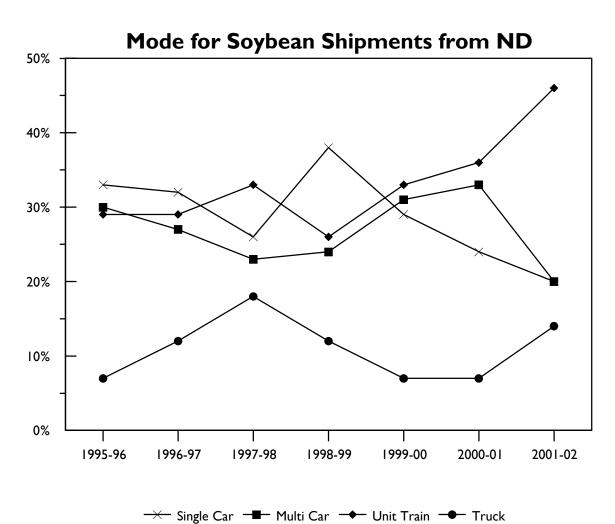
Mode for Canola Shipments from ND (1,000 Bushels)

			-		
	Single Car	Multi Car	Unit Train	Truck	Total
1997-98	144	234	155	5,399	5,934
	2%	4%	2%	92%	
1998-99	1,877	473	437	9,143	11,941
	16%	4%	4%	76%	
1999-00	1,078	143	29	5,763	7,013
	15%	2%	0%	82%	
2000-01	1,461	1,130	1,117	6,525	10,234
	14%	11%	11%	64%	
2001-02	1,147	855	802	6,403	9,208
	12%	9%	9%	70%	



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

	Single Car	Multi Car	Unit Train	Truck	Total
1995-96	6,939	6,268	6,049	1,447	20,704
	33%	30%	29%	7%	
1996-97	6,624	5,695	6,090	2,826	21,236
	32%	27%	29%	12%	
1997-98	6,664	6,020	8,136	4,402	25,223
	26%	23%	33%	18%	
1998-99	10,992	7,132	7,827	3,576	29,526
	38%	24%	26%	12%	
1999-00	12,407	13,287	13,975	2,999	42,668
	29%	31%	33%	7%	
2000-01	12,494	16,170	17,357	3,596	49,617
	25%	33%	35%	7%	
2001-02	11,803	12,217	27,914	8,219	60,153
	20%	20%	46%	14%	



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

	Single Car	Multi Car	Unit Train	Truck	Total
1995-96	10,270	9,535	11,702	4,214	35,722
	29%	27%	31%	12%	
1996-97	8,209	4,777	7,513	5,138	25,637
	32%	19%	29%	20%	
1997-98	8,577	6,254	7,844	5,966	28,642
	30%	22%	27%	21%	
1998-99	11,251	3,493	11,561	9,580	35,886
	31%	9%	33%	27%	
1999-00	11,014	6,872	11,906	8,734	38,525
	29%	18%	31%	23%	
2000-01	13,125	11,242	14,033	12,730	51,130
	26%	22%	27%	25%	
2001-02	11,318	6,232	13,038	15,492	46,079
	25%	14%	28%	34%	

